

West Hartford Road Safety Audit

Route 44 (Albany Avenue): North Main Street to Prospect Avenue



APRIL 2025

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1 ROAD SAFETY AUDIT PROGRAM

1.1 Program Background

The Connecticut Department of Transportation (CTDOT) has created a Road Safety Audit (RSA) Program that focuses on improving the state's transportation network for all users. An RSA is a formal safety assessment of the existing roadway at selected locations. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency and/or severity.

RSAs are a collaborative effort led by a team of diverse professionals including CTDOT staff, consultants, municipal officials and staff, municipal police, the Local Traffic Authority (LTA), as well as local stakeholders and community leaders. The RSA team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, roadway geometrics, crash data, roadway inventory (i.e. signage, curbs, bicycle/pedestrian facilities, amenities, safety components), and sidewalks.

Each RSA is conducted using RSA protocols published by the Federal Highway Administration (FHWA). For details on this program, please refer to the CTDOT RSA Program [webpage](#).

Prior to the site visit, area topography, land use characteristics, intersection sight distance concerns, sidewalk locations, parking, and bicycle facilities are examined using available mapping and imagery. The site visit includes a pre-audit meeting, the field audit, and a post-audit meeting immediately following the field audit to discuss the observations and formulate recommendations. This procedure and the summary results are discussed in the following sections.

The summary results section of this report, Chapter 5: Recommendations, includes several recommendations and concepts that can be considered for implementation by the municipality, regional planning organization, and / or CTDOT. While many of these recommendations are less complex and easier to implement, many of the more complex ones will require further analysis to ensure that they are feasible to implement.

In addition, many of the more complex recommendations will likely be costly and require longer timeframes for further planning, design, and / or right-of-way (ROW) acquisition. This document does not replace future planning, design, and ROW work that may be necessary for project delivery. The more complex recommendations should be the subject of continued conversations amongst the LTA, regional planning organization, and CTDOT on planning, programming, and funding opportunities. Currently there is no dedicated funding available for construction through the RSA Program. The RSA Program [webpage](#) not only explains the RSA process but also provides information regarding potential State and Federal funding resources and guidance to help municipalities and their COGs implement RSA recommendations in the Final RSA Report.

1.2 Route 44 (Albany Avenue) RSA Study Area and Location

CTDOT sponsored an RSA for the Town of West Hartford on Route 44 (Albany Avenue). The study area encompasses roughly 1.65 miles of Route 44 (Albany Avenue) between North Main Street and Prospect Avenue.

Exhibit 1 shows the study area in context to the State of Connecticut, and Exhibit 2 shows the study area in further detail.

Exhibit 1: Route 44 (Albany Avenue) RSA Regional Location



The purpose of the RSA is to observe and document existing concerns and provide recommendations for improvements to safety and operations within the study area, paying particular attention to the quality of travel for bicyclists and pedestrians. Route 44 (Albany Avenue) in West Hartford is a major east-west connection that provides access to downtown Hartford. The Route 44 (Albany Avenue) study area contains access to major retail areas, restaurants, residential areas, office/medical, and multiple schools such as the University of St Joseph, King Philip Middle School and others. **CTtransit** operates bus route 58 between Bishops Corner and Hartford along Route 44 and bus routes 62, 72 and 153 along North Main Street. Route 56 runs nearby on Bloomfield Avenue east of the study area.

Exhibit 3 displays points of interest located along the corridor. Exhibit 5 displays public transit crossing the study area.

Route 44 (Albany Avenue) is classified as a principal arterial roadway, which provides a high level of mobility for through traffic and major circulation movements. The Route 44 (Albany Avenue) study area serves a wide variety of users including pedestrians, bicyclists, transit riders, drivers, business employees and patrons, and delivery drivers.

Average Annual Daily Traffic (AADT) collected 2021 in the study area ranges between 14,000 and 17,300 vehicles per day, with the highest volumes observed on Route 44 (Albany Avenue) between Trout Brook Drive and North Main Street. Exhibit 4 displays daily traffic in the study area.

The study area contains a mix of signalized and unsignalized intersections as well as curb cuts and entrances in to and out of properties. This RSA focuses on major roadway segments and intersections where the safety concerns and pedestrian movements are most concentrated.

ROUTE 44 (ALBANY AVENUE) ROAD SAFETY AUDIT

Exhibit 2: Route RSA Study Area

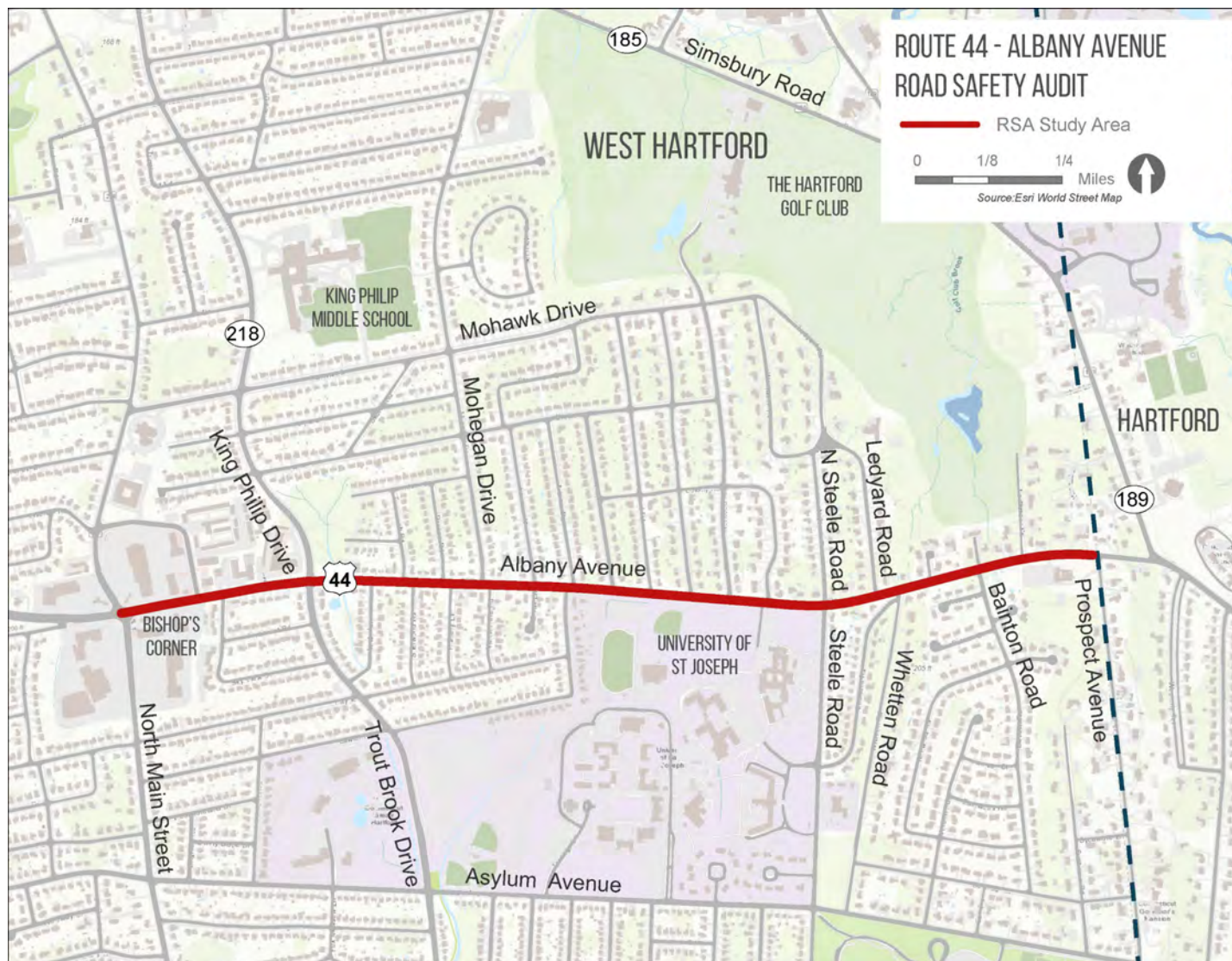


Exhibit 3: Study Area Points of Interest

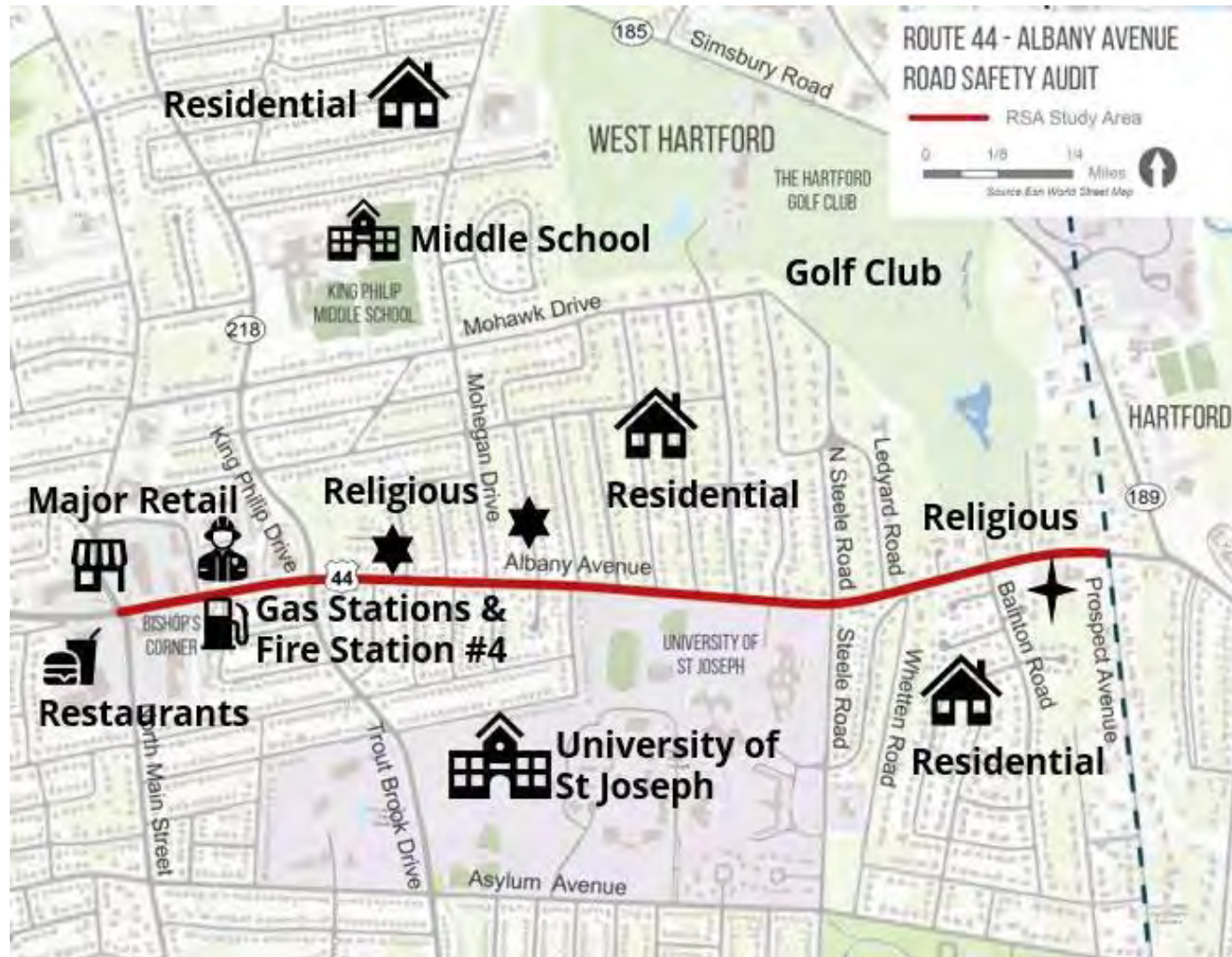


Exhibit 4: Average Annual Daily Traffic Volumes

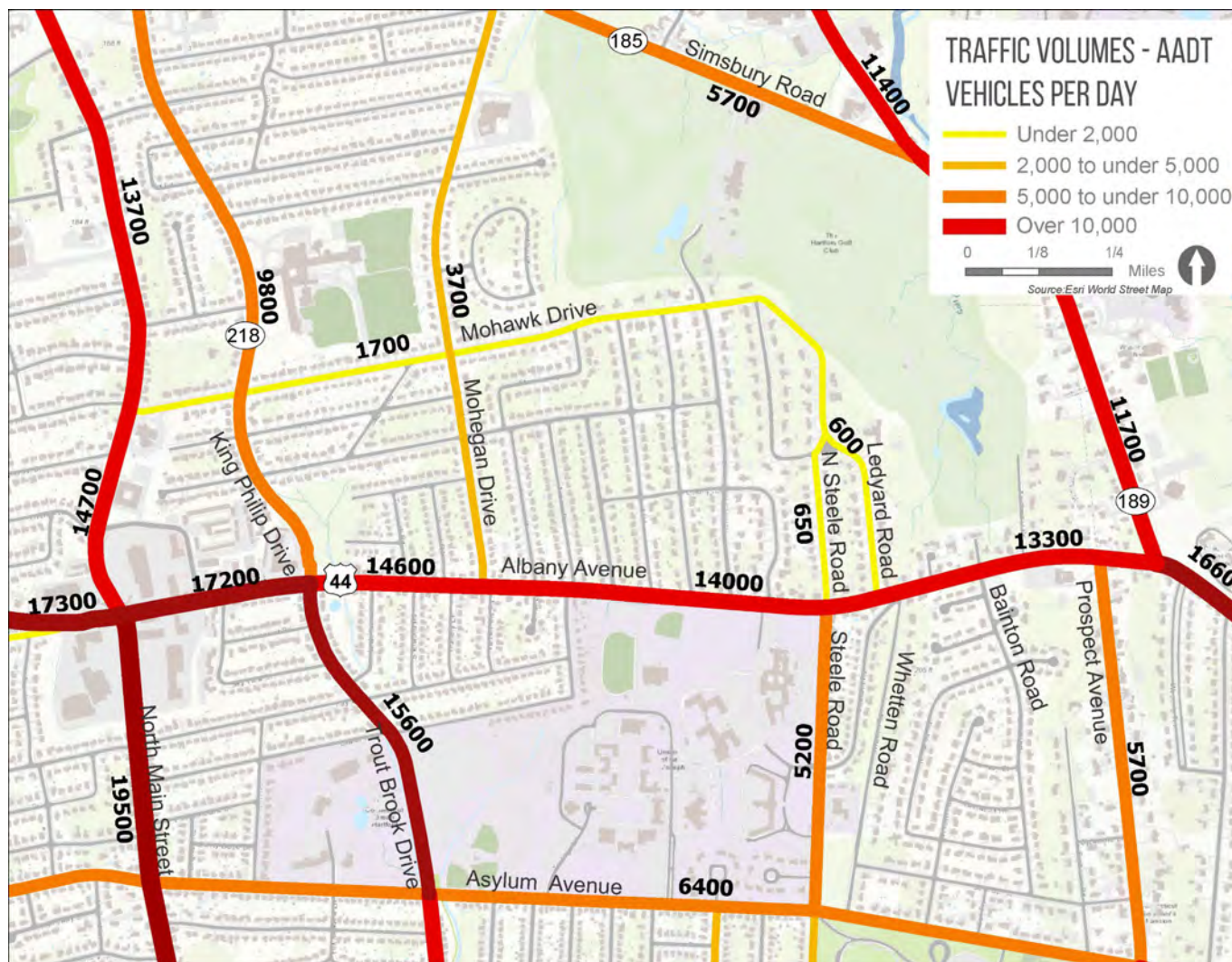
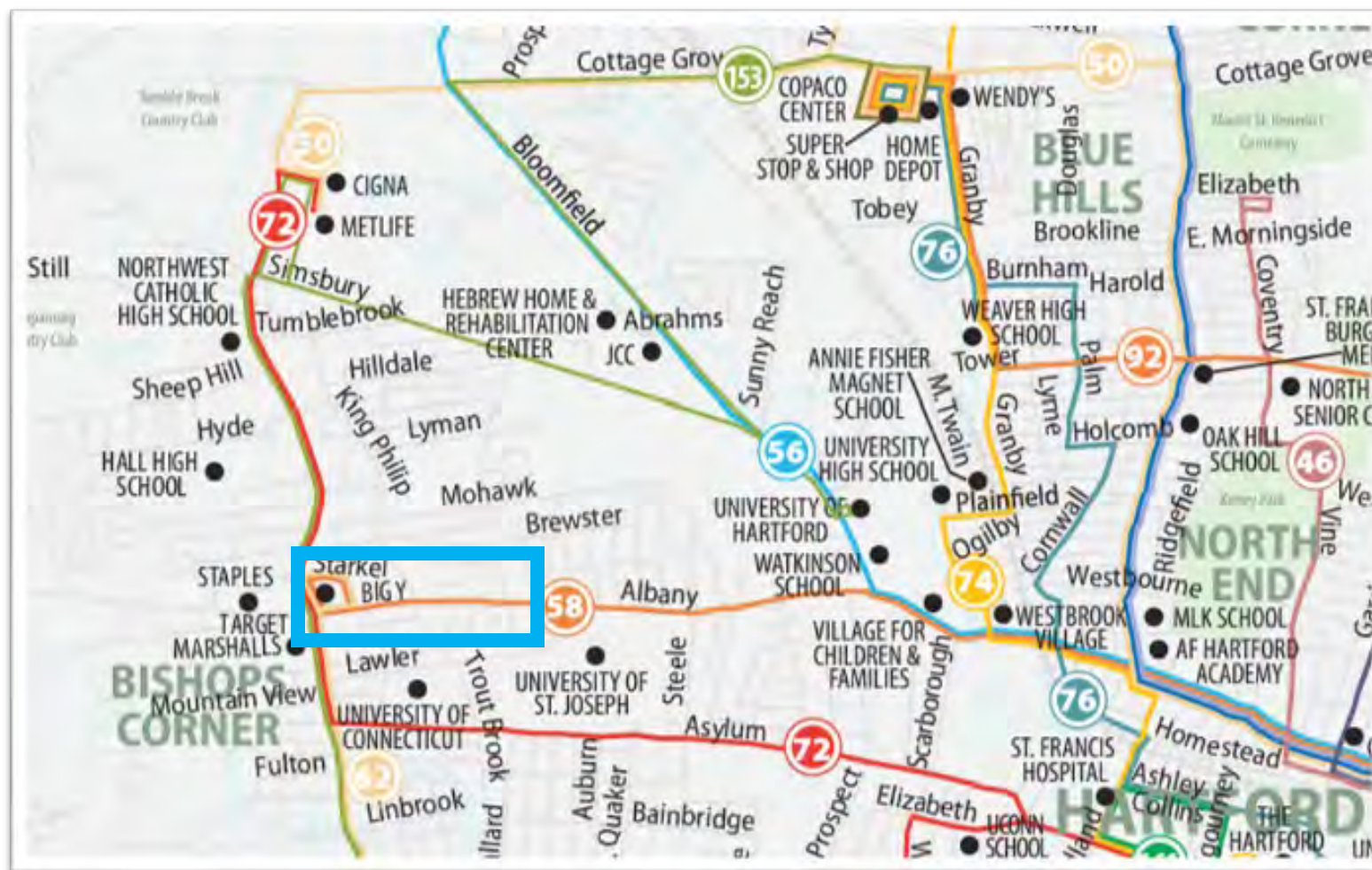


Exhibit 5: Public Transit



2 PRIOR EFFORTS AND FUTURE PLANS IN THE STUDY AREA

2.1 Greater Hartford Mobility Study

The Greater Hartford Mobility Study (GHMS) identified the reconfiguration of Route 44 (Albany Avenue) as an early action project due to transportation benefits for non-motorized users and safety benefits. The reconfiguration is desirable due to less complex engineering requirements and high system compatibility with other non-motorized network enhancements that have been proposed as part of the GHMS.

2.2 Vision Zero Focus Area

Route 44 (Albany Avenue) between North Main Street and Trout Brook Drive was identified as an urgent priority area in the West Hartford Vision Zero Action Plan. The roadway segment has a crash rate that is significantly higher for fatal and injury crashes than other similar roadways. Priority levels for Route 44 (Albany Avenue) are in Exhibit 6.

2.3 Improvements to Route 44 (Albany Avenue) and Route 218 (North Main Street)

CTDOT Project 0155-0176 aims to improve pedestrian access and traffic flow at the Route 44 and Route 218 (North Main Street) intersection. Currently, issues with pedestrian facilities, intersection design, and traffic congestion make this area challenging for pedestrians.

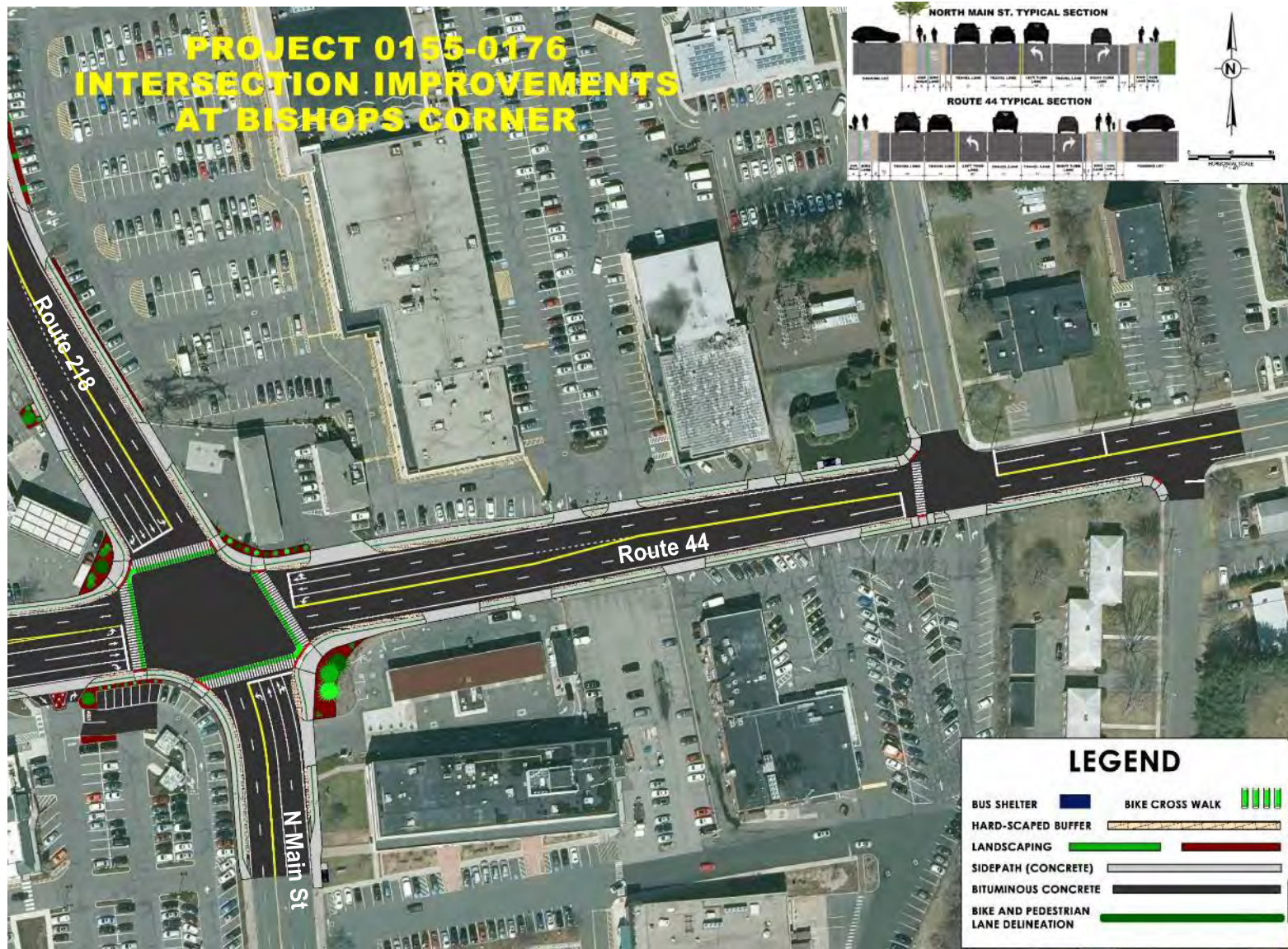
The project will remove all right-turn lanes and islands, replace the existing sidewalk with an eight-foot side path for pedestrians and cyclists, and

move pedestrian push buttons from islands to the intersection corners. This new layout shortens crossing distances and improves safety. Additional upgrades include new traffic signals and sidewalk ramps. Minor property acquisitions and easements will be needed for sidewalk and signal upgrades. Construction is planned for summer 2027, pending funding, permits, and property access. Exhibit 7 displays and early design of the corridor. More information can be accessed on the CTDOT project webpage at [0155-0176 West Hartford](https://www.ctdot.gov/projects/0155-0176-West-Hartford).

Exhibit 6: Vision Zero Focus Area Priority Levels



Exhibit 7: Preliminary Design for CTDOT Project 0155-0176



3 PRE-AUDIT MEETING

3.1 Pre-Audit Information

The RSA team conducted a pre-audit virtual meeting on Tuesday, July 23rd, 2024. The RSA team presented a brief presentation that included an overview of the Route 44 (Albany Avenue) RSA goals and purpose, the study area, and key existing conditions findings. Key themes discussed during the pre-audit meeting are presented below.

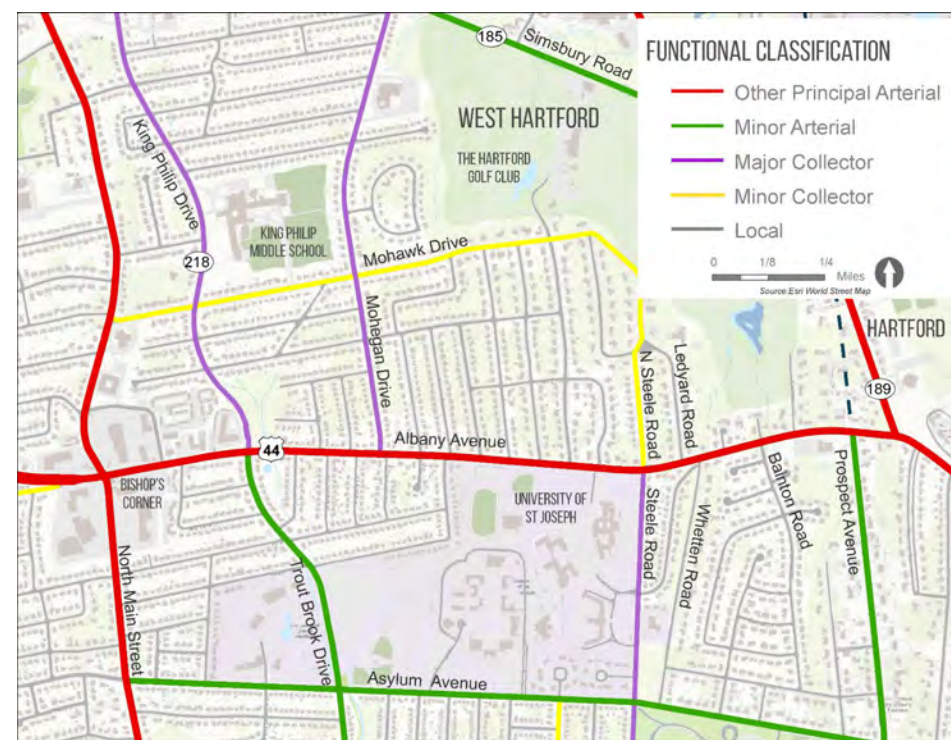
Road Classification: Route 44 (Albany Avenue) is classified as a principal arterial roadway, which provides a high level of mobility for through traffic and major circulation movements. The study area intersects Route 218 (North Main Street), a principal arterial road to the west, as well as Prospect Avenue to the east, which is classified as a minor arterial. The Route 44 (Albany Avenue) study area serves a wide variety of users including pedestrians, bicyclists, transit riders, drivers, business employees and patrons, and delivery drivers. Exhibit 8 displays functional classification.

Speeds: Speed limits range from 30 miles per hour (MPH) at the intersection of Prospect Avenue to 40 MPH to the center of the study area. Exhibit 9 displays speed limits in the study area. Exhibit 10 contains an inventory of the roadway characteristics within the corridor. West Hartford conducted traffic volume and speed counts in April 2024, which presented average speeds of 45 MPH and 85th percentile speed of 51.5 MPH. These volume counts are included in the appendices.

Crashes: Based on data retrieved from the Connecticut Crash Data repository (CTCDR) for the five-year period between January 2018 through December 2022, there were a total of 314 crashes in the study area.

Crashes were concentrated most at the intersection of North Main Street at the western end of the corridor. Exhibit 11 displays the study area crash summary by year and Exhibit 12 displays a study area crash heatmap.

Exhibit 8: Functional Classification



ROUTE 44 (ALBANY AVENUE) ROAD SAFETY AUDIT

Exhibit 9: Study Area Speed Limits

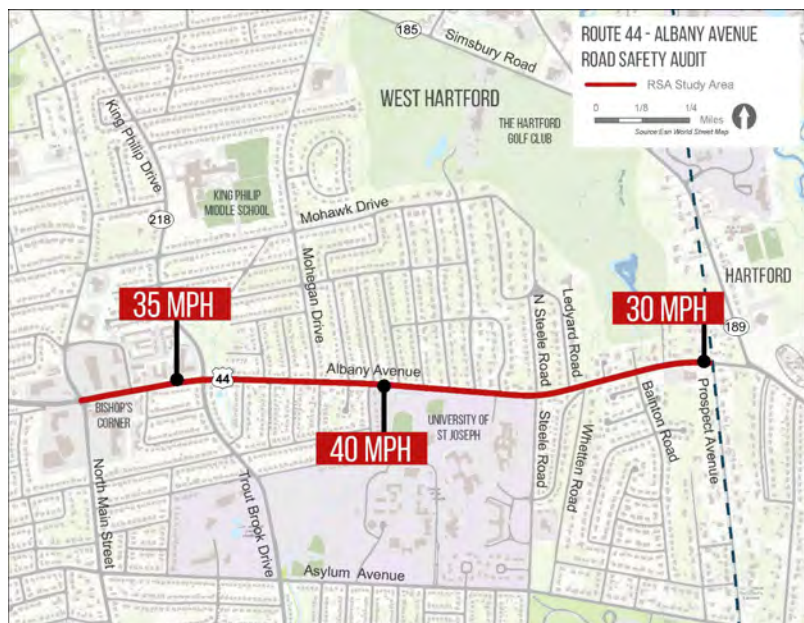


Exhibit 10: Roadway Geometry

Road	From	To	Distance	Functional Classification	Speed Limit	Direction	Lanes	Lane Width	Sidewalk			ADA Ramps		Curb	Parking	Shoulder	On DOT Bike Network	Notes
Type	Width	Condition	Present	Compliant														
US 44 (Albany Ave)	Varies	5'	Poor-Good	Varies	No	EB	2	11'	Varies	5'	Poor-Good	Varies	No	Granite	No	1-2'	No	Wider sidewalk in some places Turn lanes at N Main and Trout Brook
	Varies	5'	Poor-Good	Varies	No		2	11'	Varies	5'	Poor-Good	Varies	No	Granite	No	1-2'	No	
US 44 (Albany Ave)	Concrete	3-5'	Poor-Good	Varies	No	WB	2	11'	Concrete	4-5'	Poor-Good	Varies	No	Asphalt	No	1'	No	WB left turn lane at Trout Brook
	Concrete	4-5'	Poor-Good	Varies	No		2	11'	Concrete	4-5'	Poor-Good	Varies	No	Asphalt	No	1'	No	
US 44 (Albany Ave)	N/A	N/A	N/A	N/A	N/A	EB	2	11'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	1'	No	Narrow asphalt sidewalk EB for last 0.07 Mi
	Concrete	3-5'	Poor-Good	Varies	No		2	11'	Concrete	3-5'	Poor-Good	Varies	No	Asphalt	No	1'	No	
US 44 (Albany Ave)	Asphalt	3-4'	Fair	No	No	WB	2	11'	Asphalt	3-4'	Fair	No	No	Asphalt	No	1'	No	
	N/A	N/A	N/A	N/A	N/A		2	11'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	1'	No	

*CONDITION "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long term use.

Highlighted cells indicate values which may warrant further investigation

ROUTE 44 (ALBANY AVENUE) ROAD SAFETY AUDIT

Exhibit 11: Study Area Crash Summary

Year	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
2018	54	18	4			76
2019	47	18	4			69
2020	35	9	2		1	47
2021	46	11	12	1		70
2022	31	8	11	2		52
TOTAL	213	64	33	1	1	314

Exhibit 12: Study Area Crash Heatmap



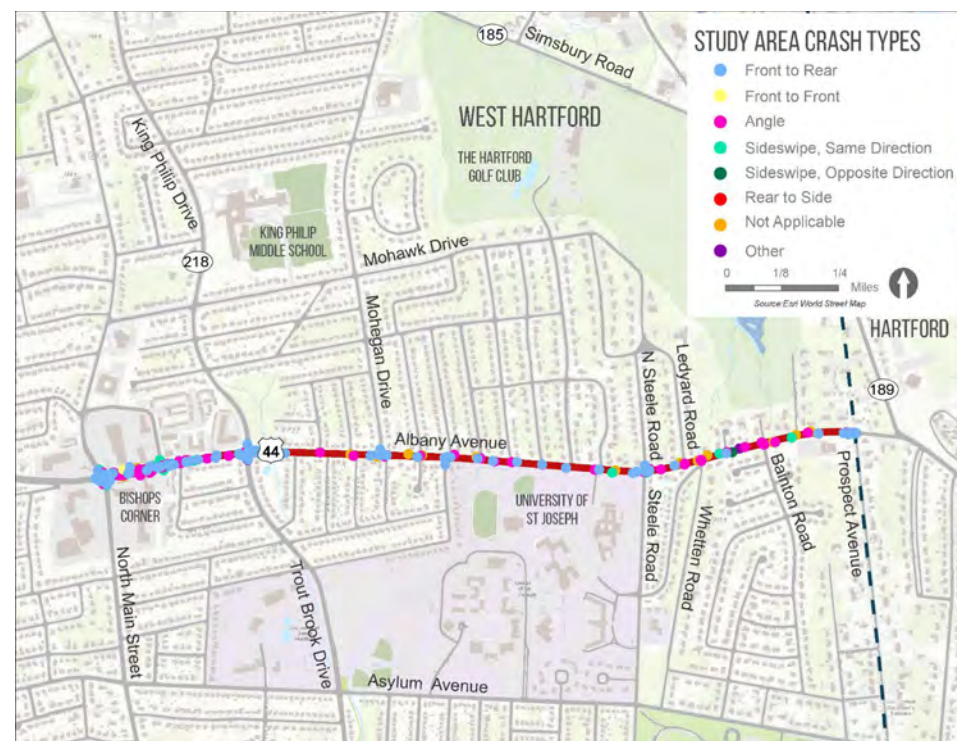
ROUTE 44 (ALBANY AVENUE) ROAD SAFETY AUDIT

Crashes by Type: Most crashes were angle and front-to-rear (rear end) types. Angle crashes are typical in areas with ingress / egress movements at property entrances. Front-to-rear crashes occur most commonly at intersections where cars are queued to make turning movements. Exhibit 13 displays crashes by type and severity. Exhibit 14 displays a map of crashes by location and type in the corridor.

Exhibit 13: Crashes by Type

	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
Angle	89	25	14	3		131
Front to front	1	1	2			4
Front to rear	66	28	9			103
Not Applicable	21	4	6		1	32
Other	3	2	1			6
Rear to side	2					2
Sideswipe, opposite direction	1	1				2
Sideswipe, same direction	29	3	1			33
TOTAL	213	64	33	3	1	314
Pedestrian	1	1	2		2*	6*
* Includes one (1) additional pedestrian fatal crash in 2024						

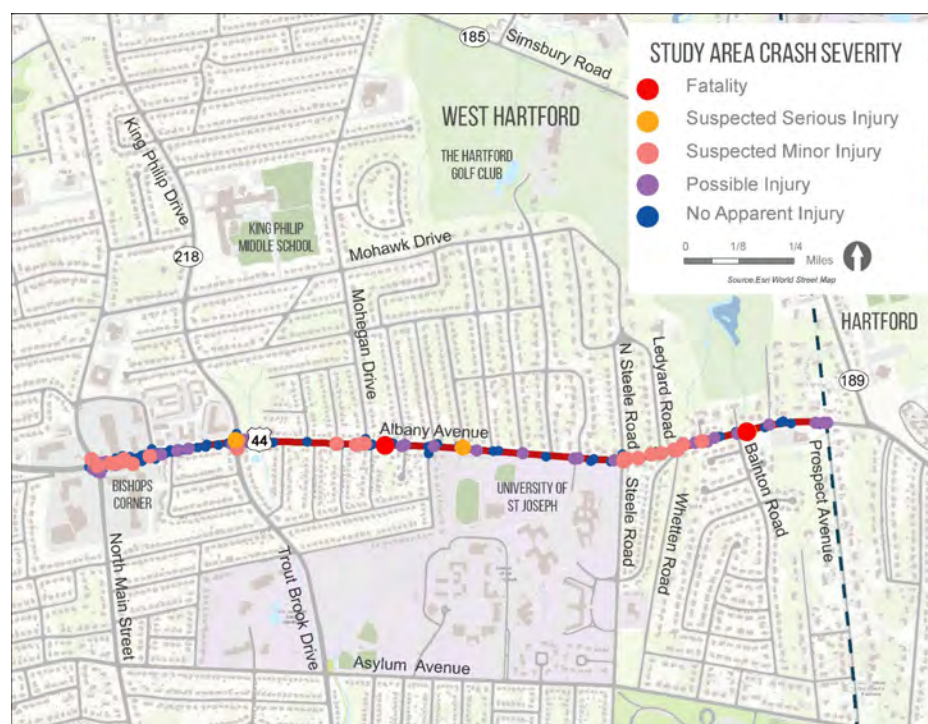
Exhibit 14: Crashes by Type



ROUTE 44 (ALBANY AVENUE) ROAD SAFETY AUDIT

Crash Severity: Most crashes were classified as no apparent injury or possible injury. There were thirty-three (33) minor injury and three (3) serious injury crashes reported. Exhibit 15 displays the severity of crashes and their locations.

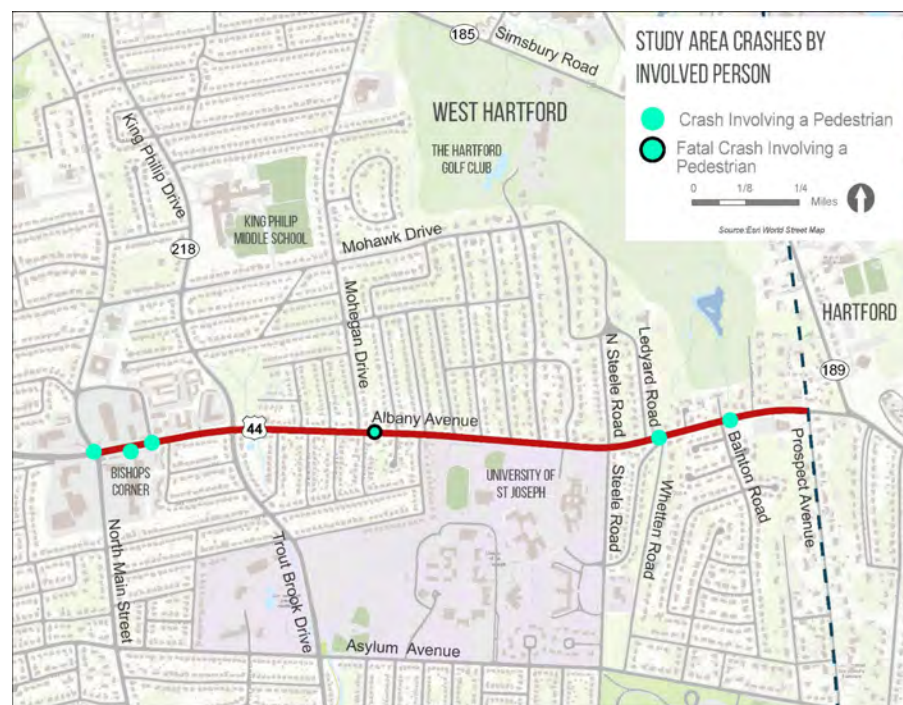
Exhibit 15: Crash Severity by Location



Crashes by Involved Person: There were six reported crashes involving pedestrians or bicyclists in the five-year period of 2018-2022.

Exhibit 16 displays the locations of these crashes within the study area. A fatal pedestrian crash occurred east of east of Mohegan Drive. The fatal crash shown at Balton Road involved a skateboarder, which is typically classified as "other pedestrian".

Exhibit 16: Crashes by Involved Person



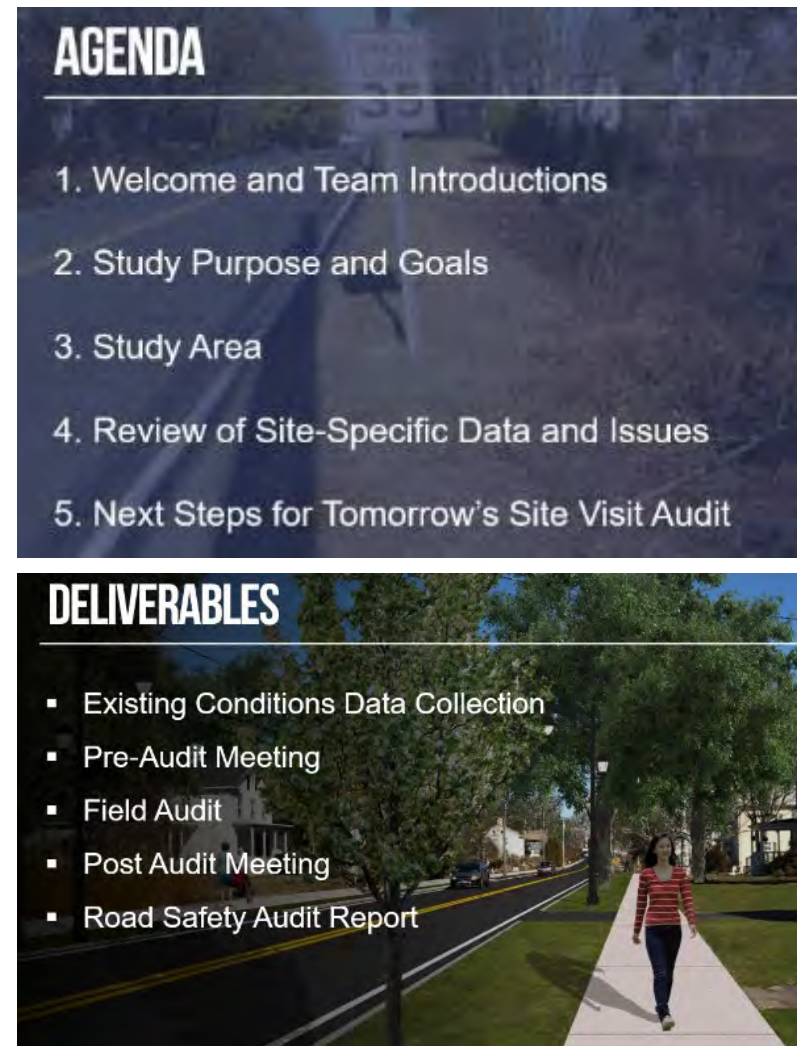
3.2 Pre-Audit Discussion

Immediately following the pre-audit presentation, a discussion followed that highlighted concerns and notes regarding the Route 44 (Albany Avenue) RSA study area. Highlights from this discussion are presented below:

- Town officials note that Route 44 (Albany Avenue) carries local, regional, and interstate travel to points east and west.
- There are many curb cuts, intersecting roads, and vehicles traveling at high speeds in this area.
- Town officials noted that there are high pedestrian and bicyclist volumes in this area.
- There are inconsistent roadway shoulders and pedestrian amenities on Route 44 (Albany Avenue).
- There is a lack of pedestrian scale lighting east of Bishops Corner.
- Lighting at night in general is a concern for residents.
- This area was identified in the West Hartford Vision Zero Action Plan.

Sample slides from the pre-audit presentation are shown in Exhibit 17.

Exhibit 17: Sample Slides from Pre-Audit Presentation



4 RSA ASSESSMENT

A summary of the team's findings from documenting conditions seen in the field, along with comments by stakeholders from the Town, is presented below. Exhibit 18 shows RSA participants discussing the corridor prior to the site assessment.

Exhibit 18: RSA Participants Discussing the Corridor Prior to the Assessment



4.1 Route 44 (Albany Avenue) at North Main Street

- The left ingress and egress turns to and from the east driveway on the north side of Route 44 are difficult as show in Exhibit 19.
- There are right turns occurring during pedestrian crosswalk phases at the intersection.
- The many curb cuts and driveways in the vicinity increase the number of conflict points on the road.
- The southwest corner of the intersection with Starkel Road has uneven pavement and the sidewalk in this area shows wear.

- Big Y is changing ownership which could open an opportunity for access management.
- Sidewalk and driveway aprons show wear in many locations, with heaving pavement and damage at the entrance to Crown Market, as displayed in Exhibit 20.

Exhibit 19: Driver Making a Left Turn onto Route 44



Exhibit 20: Damaged Sidewalk and Driveway Apron



4.2 Route 44 (Albany Avenue) at Trout Brook Drive/King Phillip Drive

- There are no bus stop facilities at this location and Americans with Disabilities Act (ADA) compliance for pedestrians and transit riders is lacking.
- The westbound left turn lane onto Trout Brook Drive frequently backs up into the through lane.
- Overgrown vegetation on the south sidewalk, as displayed in Exhibit 21, creates an unpleasant and dangerous pedestrian experience.

- Pedestrian crosswalk distances are notably long, as displayed in Exhibit 22.
- The sidewalk in this area narrows to 4' and is often overgrown with grass or in generally poor condition, as shown in Exhibit 23.
- Eastbound red-light running is common due to high speeds as drivers travel downhill towards the traffic signal.
- Lighting is poor between King Phillip Drive/Trout Brook Drive and Mohegan Drive.
- Right turns often occur during pedestrian crosswalk phases.
- A road diet was discussed east of Trout Brook Drive on Route 44.
- Southbound approach does not have a protected left turn arrow.

Exhibit 21: Overgrown Vegetation Encroaching Sidewalk



Exhibit 22: Long Crossing Distance at Intersection



Exhibit 23: Sidewalk in Poor Condition Near Sherwood Drive



4.3 Route 44 (Albany Avenue) at Mohegan Drive

- Sidewalk conditions on both sides of Route 44 (Albany Avenue) are in generally poor condition.
- High-risk lane weaving was noted in this area.
- Lighting is poor for pedestrians. There are many shadows cast and generally poor visibility in the area, as displayed in Exhibit 24.
- A pedestrian recall phase was requested at the crosswalk due to proximity to a synagogue. Many members live on the south side of Route 44 and cross to the north side of the street to access the synagogue. They often cross where it is most convenient and do not travel all the way to the signal before crossing. The signalized crosswalk is displayed in Exhibit 25.

Exhibit 24: Lack of Pedestrian Scale Lighting



Exhibit 25: Crosswalk at Mohegan Drive



4.4 Route 44 (Albany Avenue) at Steele Road

- There is a gap in the sidewalk network on the south side of Route 44 that begins at Whetten Road. The shoulder is narrow, and vegetation encroaches into the roadway, as shown in Exhibit 26.
- There are transit stops that show evidence of use, as displayed in Exhibit 27. Many lack amenities and/or are not ADA-compliant. One example includes the eastbound bus stop at St. Mary's, which has a bus shelter with a bench, but no direct sidewalk connection to the bus stop.
- Town officials noted that spectators attending sports games at the University of St. Joseph often park on street in the residential neighborhoods north of Route 44 such as Sequin Road and Brainard Road.

- There is a large setback on the frontage of the University of St. Joseph campus, as shown in Exhibit 28.
- Many bicyclists utilize Steele Road as a north-south route in town. Exhibit 29 displays a picture of a bicyclist in the corridor.
- Participants stated that many motorists turn left from Route 44 (Albany Avenue) westbound to Steele Road southbound. This causes frequent lane weaving from through vehicles.
- Participants stated that the vertical curve east of Steele Road presents sight distance concerns, especially for westbound motorists approaching Steele Road.

Exhibit 26: Lack of Sidewalk and Narrow Shoulder on South Side of Route 44



Exhibit 27: Lack of Transit Amenities at Bus Stop



Exhibit 28: Steele Road is a Common Bicyclist Route



Exhibit 29: Wide Setback at University of St. Joseph Campus



4.5 Route 44 (Albany Avenue) at Prospect Avenue & Bainton Road

- High vehicular speeds were noted in this location, particularly in the eastbound direction which has a downhill grade.
- There is a lack of sidewalk on the south side of Route 44 in this location, as shown in Exhibit 30.
- Pedestrian scale lighting in this area is lacking.
- There are no midblock crossings between Steele Road and Prospect Avenue.
- Some areas of the sidewalk are in poor condition and narrow, especially bituminous sidewalk sections.
- There is a sidewalk gap on the north side of Route 44 (Albany Avenue) between Northmoor Road and Prospect Avenue.
- Eastbound left turns from Route 44 (Albany Avenue) to Bloomfield Avenue are heavy. Queues for this movement often back up past Prospect Avenue.
- The westbound approach to Prospect Avenue only provides for one through lane. Participants stated that there could be an opportunity for a seamless transition to a road diet west of Prospect Avenue should one be pursued.

Exhibit 30: Lack of Sidewalk and Downhill Grade



5 RECOMMENDATIONS

The RSA team walked the length of the corridor starting at Route 218 (North Main Street) and travelling east to Prospect Avenue. Based on the findings discussed during the RSA, the study team compiled a set of recommendations for the study area. The recommendations are organized first corridor wide, as many of the recommendations identified by the RSA team are applicable to many intersections or roadway segments in the study area. The recommendations are identified from west to east by the study area location. The sections are not intended to reduce the importance of other aspects of the corridor, but rather to organize the recommendations in a coherent way.

A table of recommendations organized by location is presented in Exhibit 31. Two concept drawings of the center segment of the roadway are presented in Exhibit 32 and Exhibit 33.

All recommendations are categorized by their complexity of implementation:

- **Least Complex Recommendations:** These are typically low-cost recommendations such as striping and signage and generally do not require extensive engineering or construction costs. More extensive recommendations which have funding previously committed may be included.
- **Moderately Complex Recommendations:** These are improvements that may require more substantial engineering than those generally included as least complex recommendations. These may require establishment of funding in capital improvement plans, or a dedicated funding item. However, these recommendations fall between the least complex and most complex, requiring some level of design and

funding, but typically do not include ROW acquisitions, extensive environmental permitting, etc.

- **Most Complex Recommendations:** These are improvements that require substantial study and engineering. These recommendations generally require significant funding for implementation and may require several years of planning to budget.

Any work within the State ROW to be done by non-State forces will require an encroachment permit from the District 1 Permit Office and/or an official request from the West Hartford LTA.

Further detail on recommendations is provided in the section below.

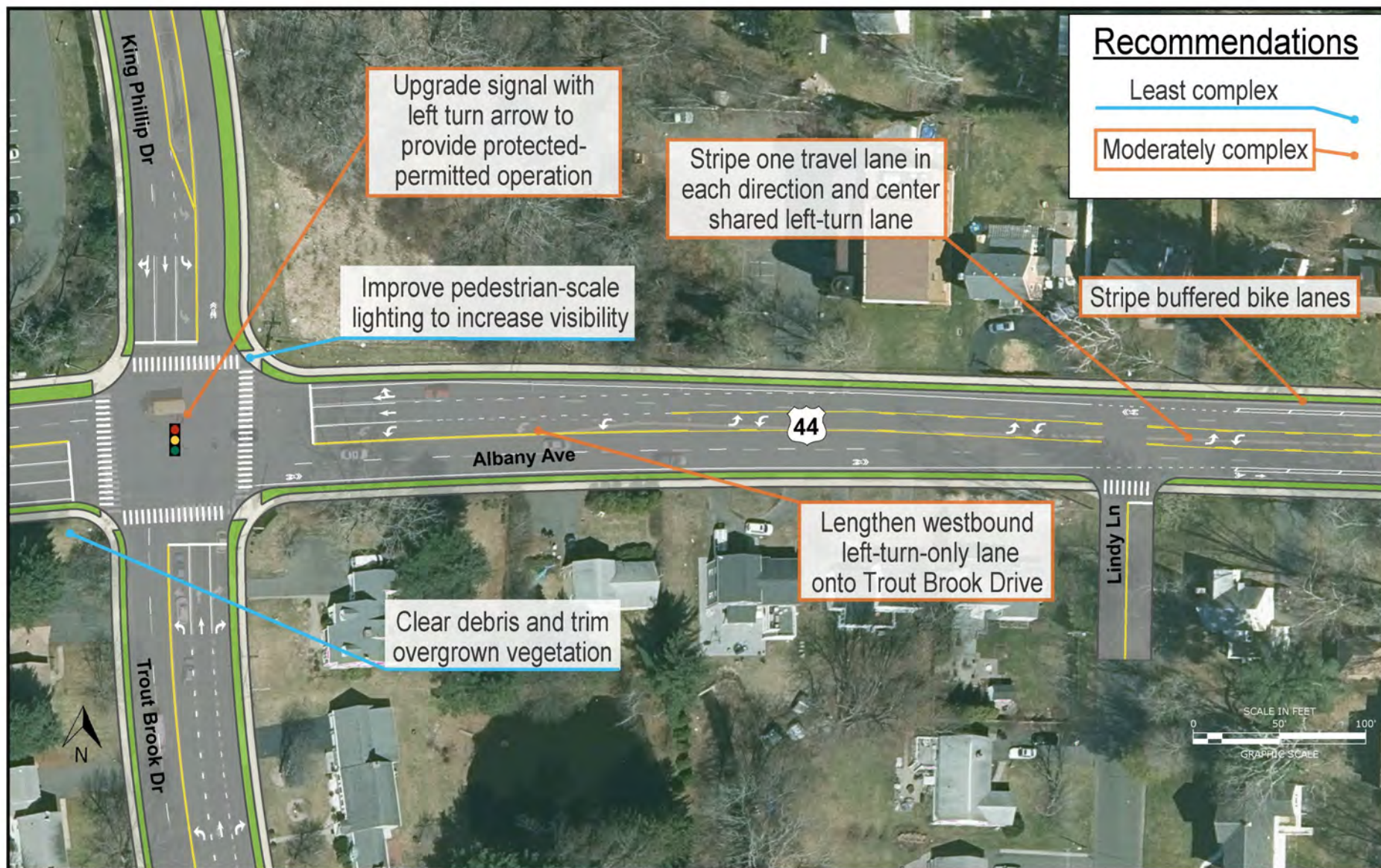
Exhibit 31: Route 1 Corridor Summary Recommendations

Recommendation	Location					
	General	N Main Street	Trout Brook Drive/King Phillip Drive	Mohegan Drive	Steele Road	Bainton Rd
Least Complex						
Improve lighting to increase visibility	•					
Clear debris and trim overgrown vegetation	•					
Consider this corridor as a location to consider automated speed enforcement	•					
Moderately Complex						
Install pedestrian facilities and missing crosswalk legs at intersections	•					
Repair existing sidewalks in poor condition	•					
Lengthen the westbound left-turn-only lane onto Trout Brook Drive			•			
Add southbound left turn arrow to provide protected-permitted operation			•			
Install pedestrian warning sign in both directions with flashing beacon				•		
Install sidewalk in missing locations on south side of Route 44 (Albany Avenue)				•	•	•
Add marked crosswalk on east approach to intersection at Vandervere Road				•		
Connect bus shelter at St. Mary's driveway to adjacent bus stop with sidewalk and landing area					•	
Stripe buffered bike lanes			•	•	•	•
Stripe one travel lane in each direction and center shared left-turn lane			•	•	•	•
Most Complex						
Stripe left-turn only lane on Route 44 eastbound at Starkel Road		•				
Stripe lanes on south approach of Starkel Avenue		•				
Acquire ROW to allow for left-turn only lane		•				
Pursue access management with adjacent property owners		•				

Exhibit 32: Representative Center Concept #1



Exhibit 33: Representative Center Concept #2



5.1 Corridor Wide

The general recommendations for the length of the Route 44 (Albany Avenue) corridor focus on creating a safer and more aesthetic experience for non-motorized users. The recommendations aim to increase the visibility and comfort of drivers and pedestrians, as well as bringing several areas into compliance with the latest CTDOT directives.

Least Complex Recommendations

- 1) Improve lighting to increase visibility for all users.
 - **Next Step:** Municipality may apply for an [Encroachment Permit](#) through the District 1 permit office
- 2) Clear debris and trim overgrown vegetation along existing sidewalk network. While many areas can benefit from clearing, one severe area of concern highlighted by participants is the section east of Wiltshire Lane.
 - **Next Step:** Municipality may apply for an [Encroachment Permit](#) through the District 1 permit office
- 3) Consider this corridor as a location to consider automated speed enforcement as part of the Town's upcoming Automated Enforcement Traffic Safety Device (ATESD) pilot program.
 - **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov

Moderately Complex Recommendation

- 1) Install pedestrian facilities and additional crosswalk legs at signalized intersections.
 - **Next Step:** Town may apply to install ADA compliant ramps and additional pedestrian facilities via [Encroachment Permit](#)
 - **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov
- 2) Repair existing sidewalks in poor condition.
 - **Next Step:** Municipality may apply for an [Encroachment Permit](#) through the District 1 permit office
 - **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov
 - Consider looking applying for the Community Connectivity Grant Program.

5.2 Route 44 (Albany Avenue) from Route 218 (North Main Street) to Starkel Road

The recommendations for the segment of Route 44 focus on supporting the recommendations in the on-going design project for the CTDOT Project 0155-0176. A CTDOT concept drawing of this segment of the roadway is presented in Exhibit 7.

5.3 Route 44 (Albany Avenue) at Trout Brook Drive / King Phillip Drive

Site specific improvements in the area around the Route 44 (Albany Avenue) and Trout Brook Drive / King Phillip Drive focus on creating a safer and more aesthetic experience for motorists and non-motorized users, particularly bicyclists.

Moderately Complex Recommendations

- 1) Stripe one travel lane in each direction on Route 44 (Albany Avenue) and a center shared turn lane.
 - **Next Step:** CTDOT State-wide road diet feasibility project determined that this section of Route 44 is ineligible for a Road Diet. If the Town wants to pursue a Road Diet, the Town will need to prepare a Traffic Study and provide evidence that the State Highway system could accommodate the road diet
- 2) Provide buffered bike lanes on Route 44 (Albany Avenue).
 - **Next Step:** Town may apply to install, own, and maintain buffered bike lanes via Encroachment Permit

- 3) Lengthen the westbound left-turn-only lane onto Trout Brook Drive to provide additional storage for vehicles.
 - **Next Step:** LTA to send request to DOT.TrafficEngineering@ct.gov for feasibility
- 4) Upgrade signal to add southbound left turn arrow to provide protected-permitted operation from King Phillip Drive onto Route 44 (Albany Avenue).
 - **Next Step:** LTA to send request to DOT.TrafficEngineering@ct.gov for feasibility

5.4 Route 44 (Albany Avenue) at Mohegan Drive

Site specific improvements in area around the Route 44 (Albany Avenue) and Mohegan Drive focus on creating a safer and more aesthetic experience for motorists and non-motorized users. A concept drawing of this segment of the roadway is presented in Exhibit 32.

Least Complex Recommendation

- 1) Install pedestrian warning signs in both directions in advance of Mohegan Drive with flashing beacon based on time-of day Shabbat services.
 - **Next Step:** if feasible, Town may apply via Encroachment Permit

Moderately Complex Recommendations

- 1) Add marked crosswalk at east approach to intersection across Route 44 (Albany Avenue) at Vandervere Road. The improvement would require pedestrian equipment upgrades at the intersection before crosswalk is installed.
 - **Next Step:** LTA to send request to DOT.TrafficEngineering@ct.gov for feasibility
 - **Next Step:** if feasible, Town may apply to install ADA compliant ramps via Encroachment Permit
- 2) Stripe one travel lane in each direction on Route 44 (Albany Avenue) and a center shared turn lane.
 - **Next Step:** CTDOT State-wide road diet feasibility project determined that this section of Route 44 is ineligible for a Road Diet. If the Town wants to pursue a Road Diet, the Town will need to prepare a Traffic Study and provide evidence that the State Highway system could accommodate the road diet
- 3) Provide buffered bike lanes on Route 44 (Albany Avenue).
 - **Next Step:** Town may apply to install, own, and maintain buffered bike lanes via Encroachment Permit
- 4) Install sidewalk in missing locations on south side of Route 44 (Albany Avenue), particularly in the area between Mohegan Road and Bainton Road.
 - **Next Step:** Town may apply to install additional pedestrian facilities via [Encroachment Permit](#)
 - **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov

5.5 Route 44 (Albany Avenue) at Steel Road

Site specific improvements in the area near the Route 44 (Albany Avenue) and Steel Road intersection focus on creating a safer and more aesthetic experience for motorists and non-motorized users, particularly bicyclists.

Moderately Complex Recommendations

- 1) Stripe one travel lane in each direction on Route 44 (Albany Avenue) and a center shared turn lane.
 - **Next Step:** CTDOT State-wide road diet feasibility project determined that this section of Route 44 is ineligible for a Road Diet. If the Town wants to pursue a Road Diet, the Town will need to prepare a Traffic Study and provide evidence that the State Highway system could accommodate the road diet
- 2) Provide buffered bike lanes on Route 44 (Albany Avenue).
 - **Next Step:** Town may apply to install, own, and maintain buffered bike lanes via Encroachment Permit
- 3) Connect bus shelter at St. Mary's Driveway to adjacent bus stop with sidewalk and landing area.
 - **Next Step:** Town may apply to install additional pedestrian facilities via [Encroachment Permit](#)
 - **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov

- 4) Install sidewalk in missing locations on south side of Route 44 (Albany Avenue), particularly in the area between Mohegan Road and Bainton Road.

- **Next Step:** Town may apply to install additional pedestrian facilities via [Encroachment Permit](#)
- **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov

- 3) Install sidewalk in missing locations on south side of Route 44 (Albany Avenue), particularly in the area between Mohegan Road and Bainton Road.

- **Next Step:** Town may apply to install additional pedestrian facilities via [Encroachment Permit](#)
- **Next Step:** Contact LTA to coordinate with DOT.TrafficEngineering@ct.gov

5.6 Route 44 (Albany Avenue) at Bainton Road

Site specific improvements in the area around the Route 44 (Albany Avenue) and Bainton Road area focus on creating a safer and more aesthetic experience for motorists and non-motorized users, particularly bicyclists.

Moderately Complex Recommendations

- 1) Stripe one travel lane in each direction on Route 44 (Albany Avenue) and a center shared turn lane.
- **Next Step:** CTDOT State-wide road diet feasibility project determined that this section of Route 44 is ineligible for a Road Diet. If the Town wants to pursue a Road Diet, the Town will need to prepare a Traffic Study and provide evidence that the State Highway system could accommodate the road diet
- 2) Provide buffered bike lanes on Route 44 (Albany Avenue).
- **Next Step:** Town may apply to install, own, and maintain buffered bike lanes via Encroachment Permit

6 SUMMARY

This report documents the observations, discussions, and recommendations developed during the completion of the Town of West Hartford's RSA. It provides the Town with an outlined strategy to improve the transportation network for all users in the study area, particularly focusing on pedestrians and cyclists. Moving forward, the Town of West Hartford and CTDOT may use this report to prepare strategies for funding and implementing improvements. This report provides West Hartford with a toolkit to plan for including these multi-modal recommendations into future development within the study area.

This RSA Report is an objective review intended for the municipality to use to help assess the existing conditions within a predetermined area of Town selected by the municipality. The conclusions of this report are advisory and intended for general planning purposes to help identify bicycle, pedestrian and non-motorized transportation needs that encourage walking and bicycling, as well as assist in developing recommendations to improve the existing conditions. The contents of this report are not intended to be legally binding but rather offer recommendations to improve safety in the vicinity of the audit location and create a more appealing transportation alternative.

APPENDICES

- A: Pre-Audit Presentation
- B: Walk Audit Materials
- C. Walk Audit Notes

ROUTE 44 (ALBANY AVENUE) ROAD SAFETY AUDIT

Route 44 (Albany Avenue): North Main Street to Prospect Avenue



JULY 2024

INTRODUCTIONS

A photograph of a street intersection. A dark grey sedan is driving across a crosswalk in the foreground. To the right, a blue car is partially visible. The background features a grassy area with trees, a white house, and a black pickup truck. Power lines are visible overhead. The sky is blue with some clouds. The word "INTRODUCTIONS" is overlaid in large white letters on the left side of the image.

AGENDA

1. Welcome and Team Introductions
2. Study Purpose and Goals
3. Study Area
4. Review of Site-Specific Data and Issues
5. Next Steps for Tomorrow's Site Visit Audit

PROJECT TEAM

- Connecticut Department of Transportation (CTDOT) is sponsoring
- Town of West Hartford
- FHI Studio is conducting the Road Safety Audit reporting

PURPOSE AND GOALS OF THE ROAD SAFETY AUDIT

Safety assessment of existing walking and biking routes

Improve transportation network for all users by making conditions safer and more comfortable for pedestrians and cyclists

Identify the issues that may discourage or prevent walking and bicycling

Identify next steps, evaluate feasibility of proposed improvements, and potential funding sources

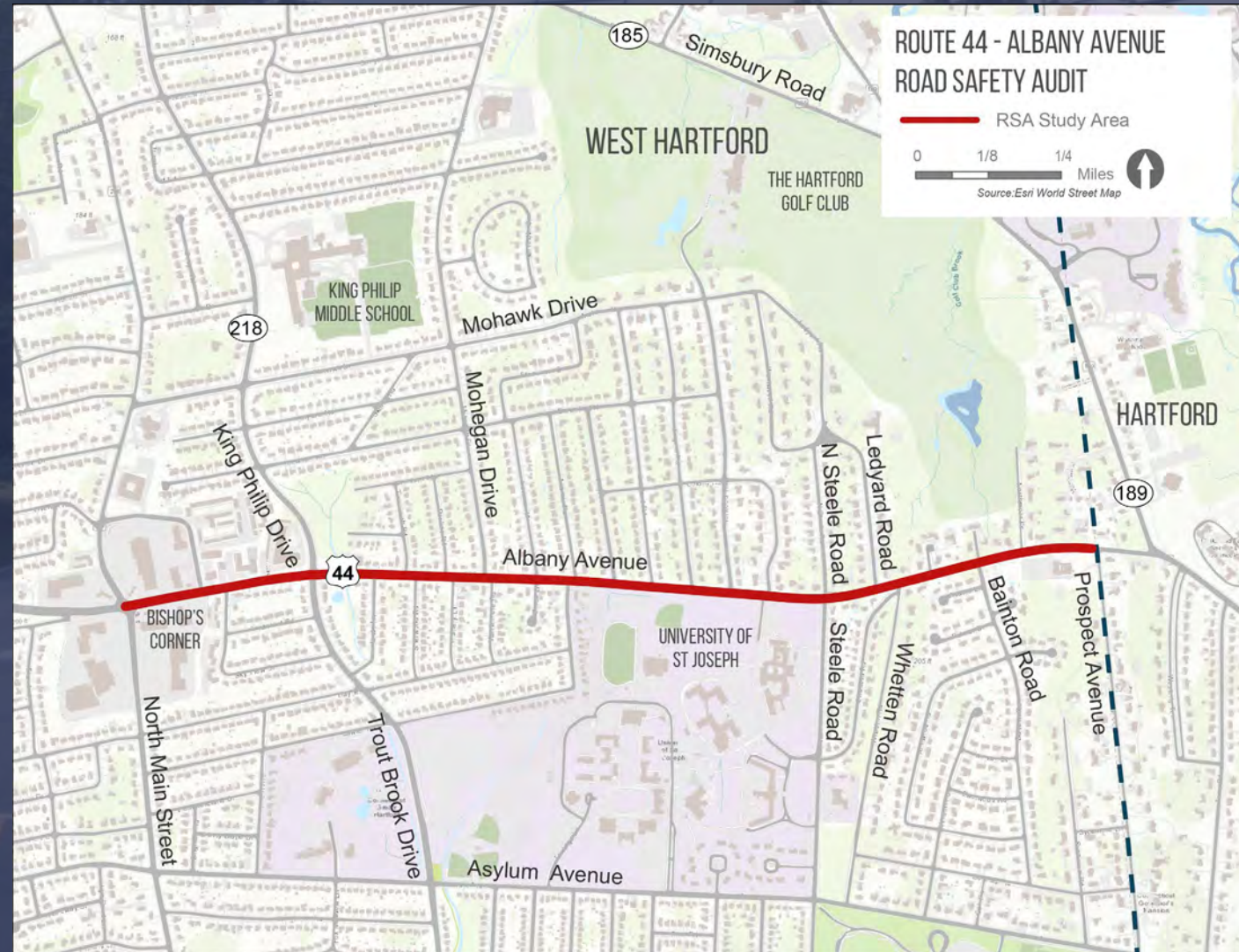
DELIVERABLES

- Existing Conditions Data Collection
- Pre-Audit Meeting Presentation
- Field Audit / Post Audit Meeting
- Road Safety Audit Report



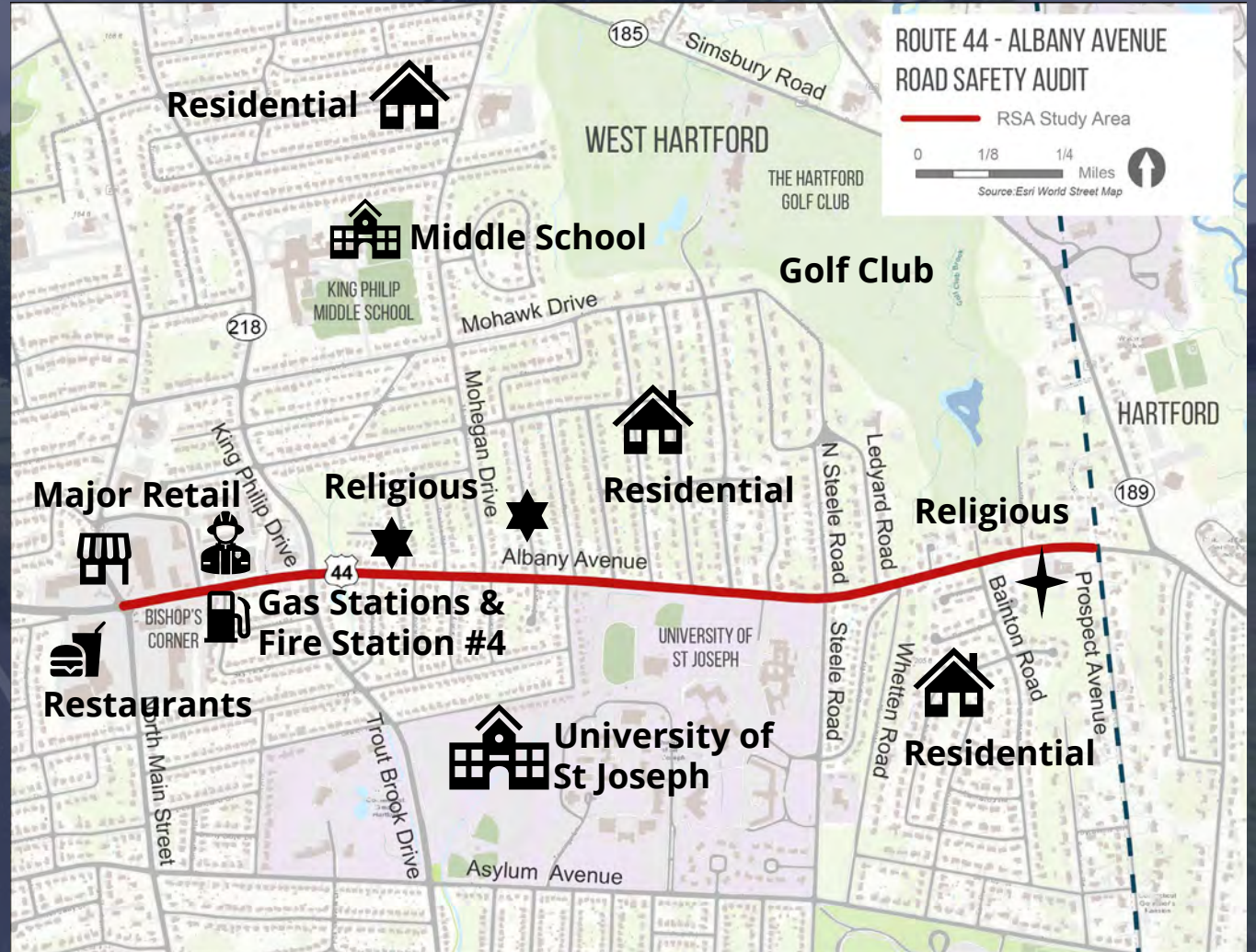
STUDY AREA

- Route 44 (Albany Ave) between North Main St and Prospect Ave
- 1.65 miles



POINTS OF INTEREST

- Major retail: grocery, Target, Marshall's, gas stations
- Office / medical
- Restaurants / fast food
- University of St Joseph
- Schools: KPMS, Aiken, Hall, NWC
- Places of worship
- Fire Department Station #4
- Golf
- Residential



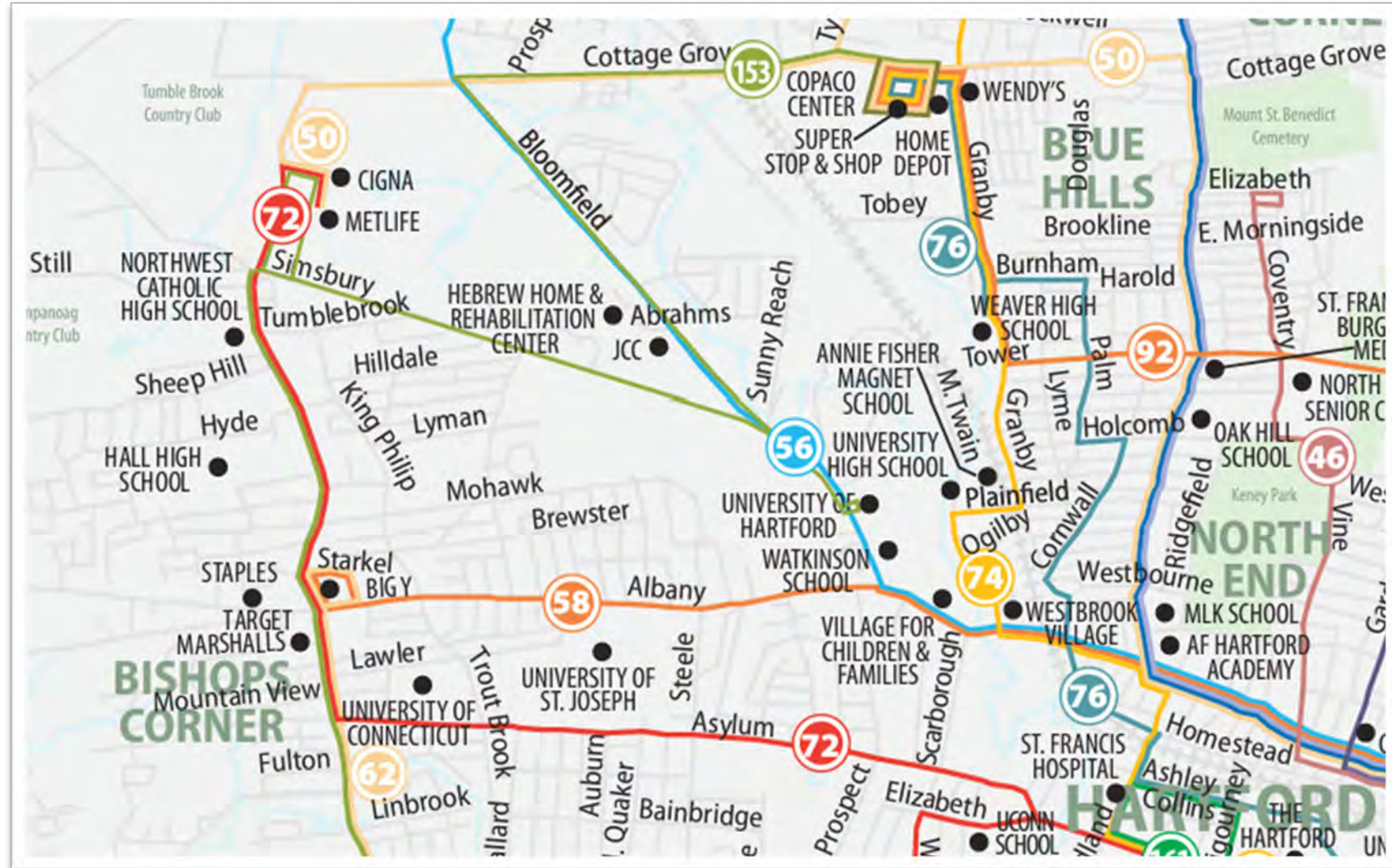
EMPLOYMENT AND COMMUTER PATTERNS

- Smaller share commute into study area for work than the number who and commute out of study area* for work (2021)
- Approximately 370 people both live and work within mile of study area
 - 1-mile buffer



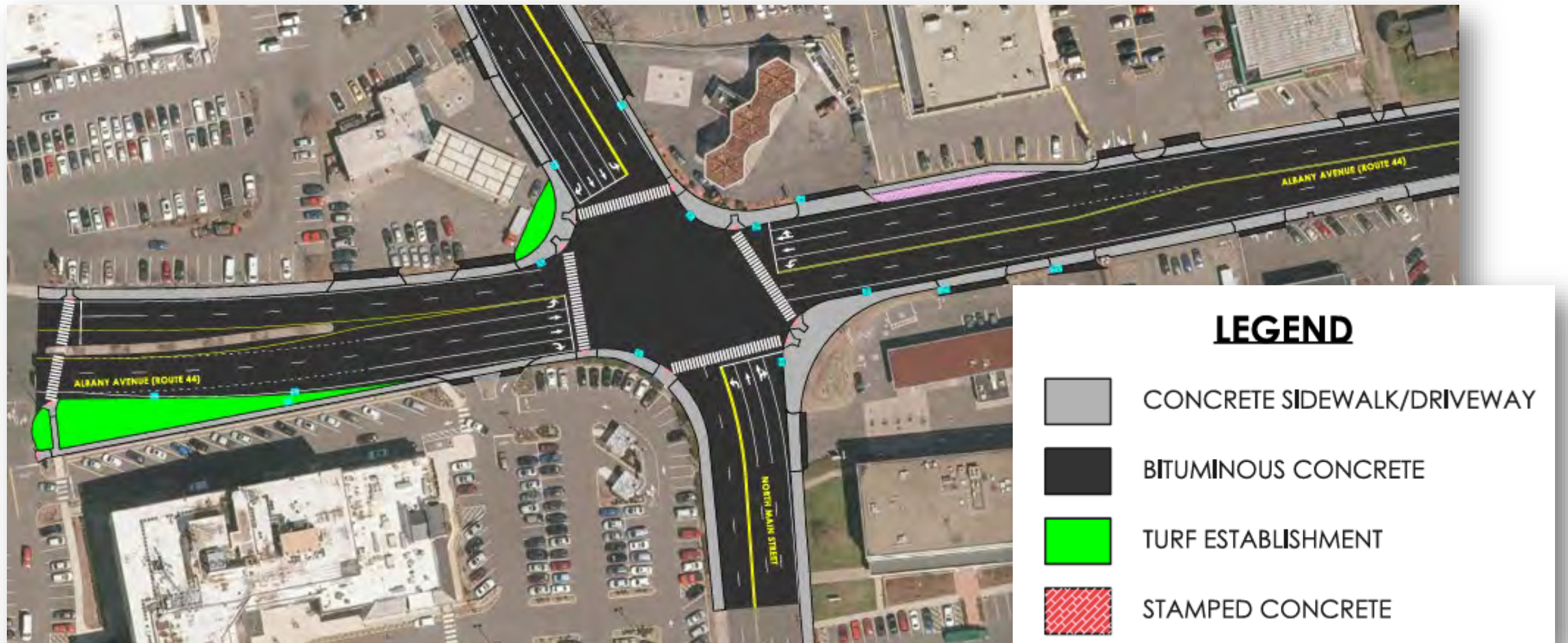
PUBLIC TRANSIT

- CT*transit* local routes 58, 72, 56, 62
- CT*fastrak* 153
- Dial-a-Ride
- Senior Center



REVIEW OF PAST / CURRENT WORK

CTDOT 0155-0176: Improvements to US 44 & Route 218 / North Main St



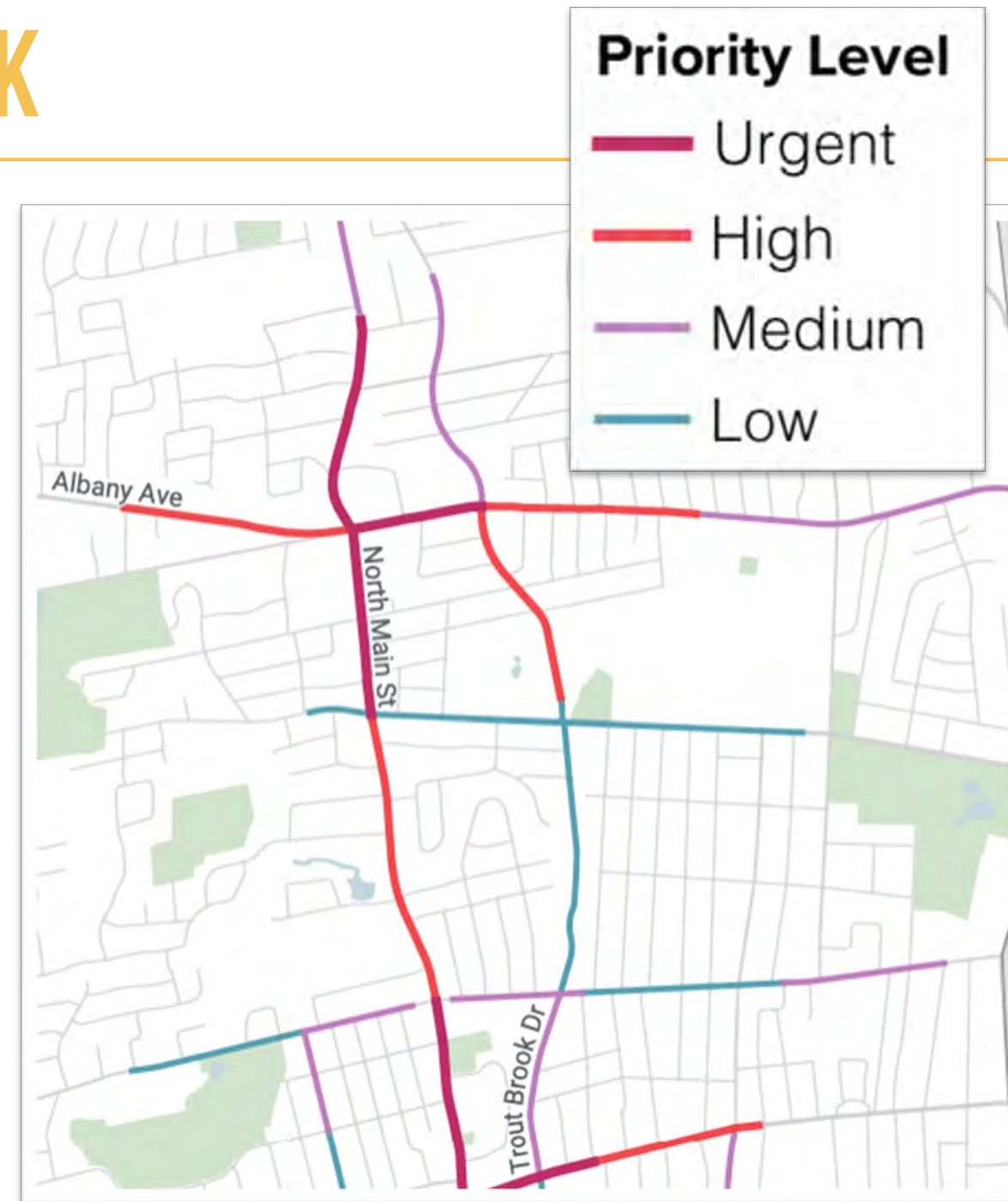
REVIEW OF PAST / CURRENT WORK

- Greater Hartford Mobility Study (GHMS)
 - Identified Albany Ave / Route 44 reconfiguration **as *early action project***
 - Non-motorized user transportation benefit
 - Safety
 - Less complex engineering requirements
 - High system compatibility with other non-motorized network enhancements
 - Mixed use redevelopment of former UConn Hartford campus (i.e. Heritage Park) approved by Town Council



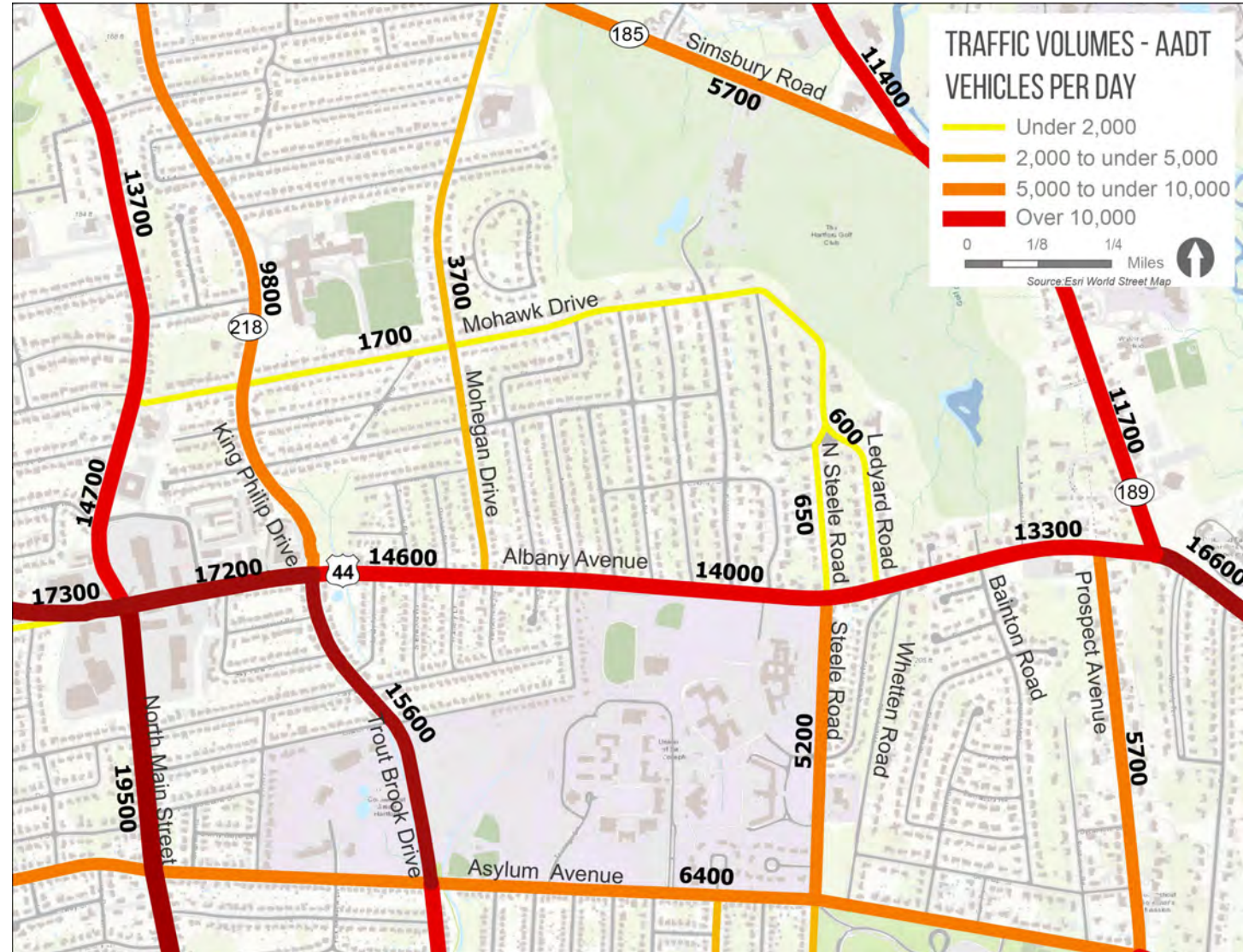
REVIEW OF PAST/CURRENT WORK

- Identified as *Vision Zero Focus Area*
 - Route 44: North Main St to Trout Brook Dr identified as urgent priority area
 - 10x higher for fatal and injury crashes
 - Trout Brook Dr and Sequin Rd identified as high priority
 - Sequin Rd to Prospect Ave identified as medium priority



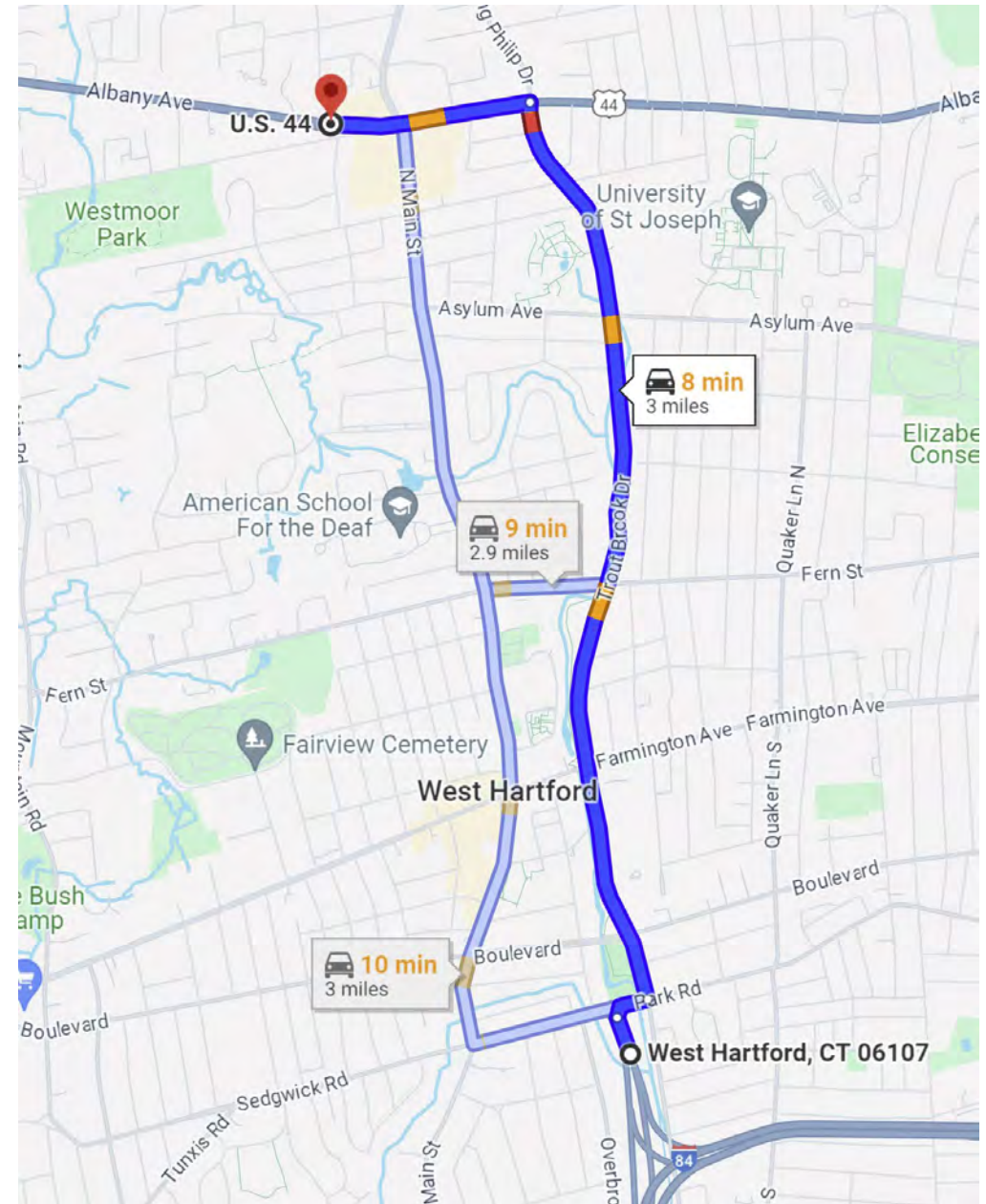
TRAFFIC VOLUMES

- Highest traffic volumes found west of Trout Brook Dr and Prospect Ave
- Town interested in road diet



ROAD NETWORK

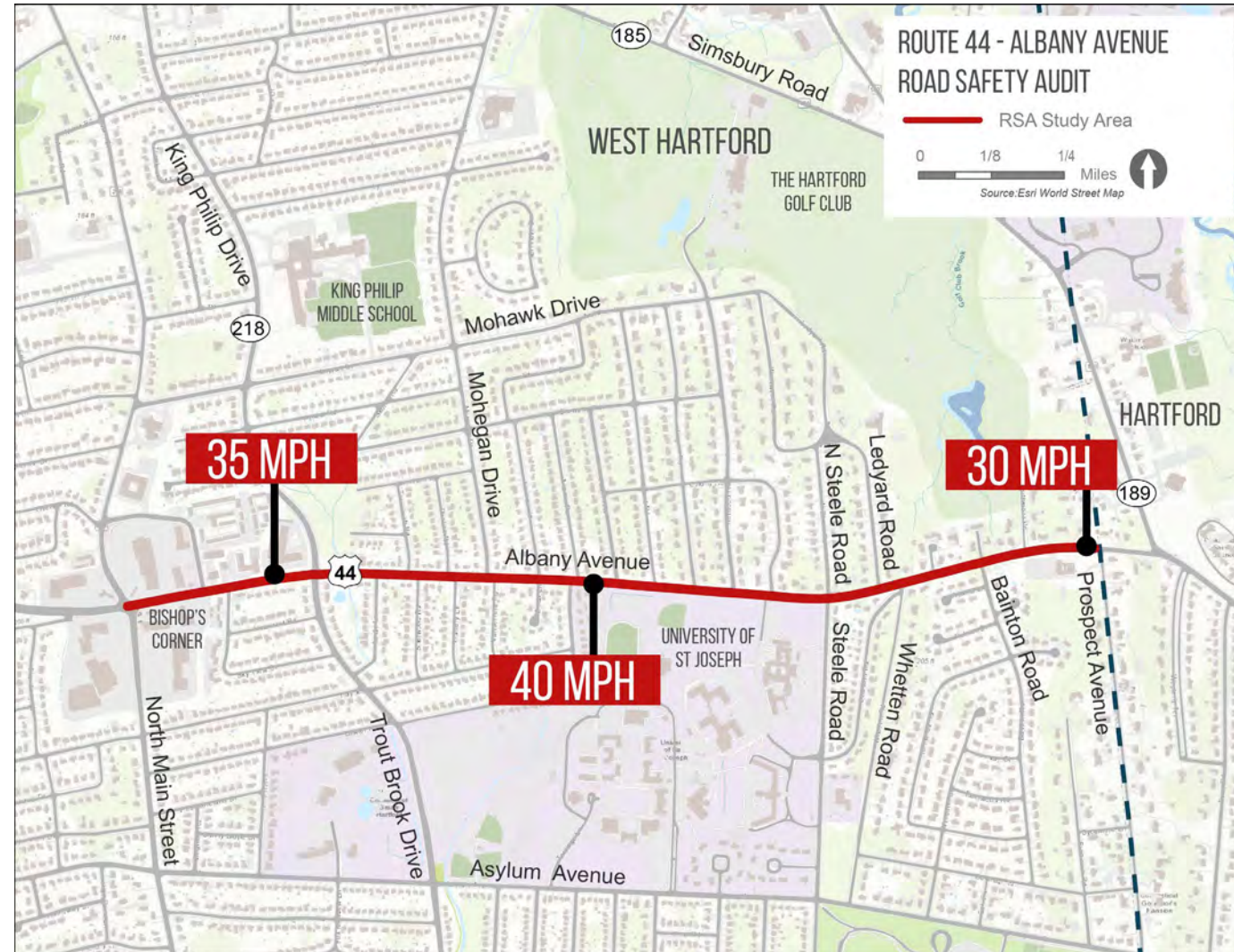
- Long-distance traffic generally uses Trout Brook Dr
- Recent road diet on North Main St



Source: Google Maps

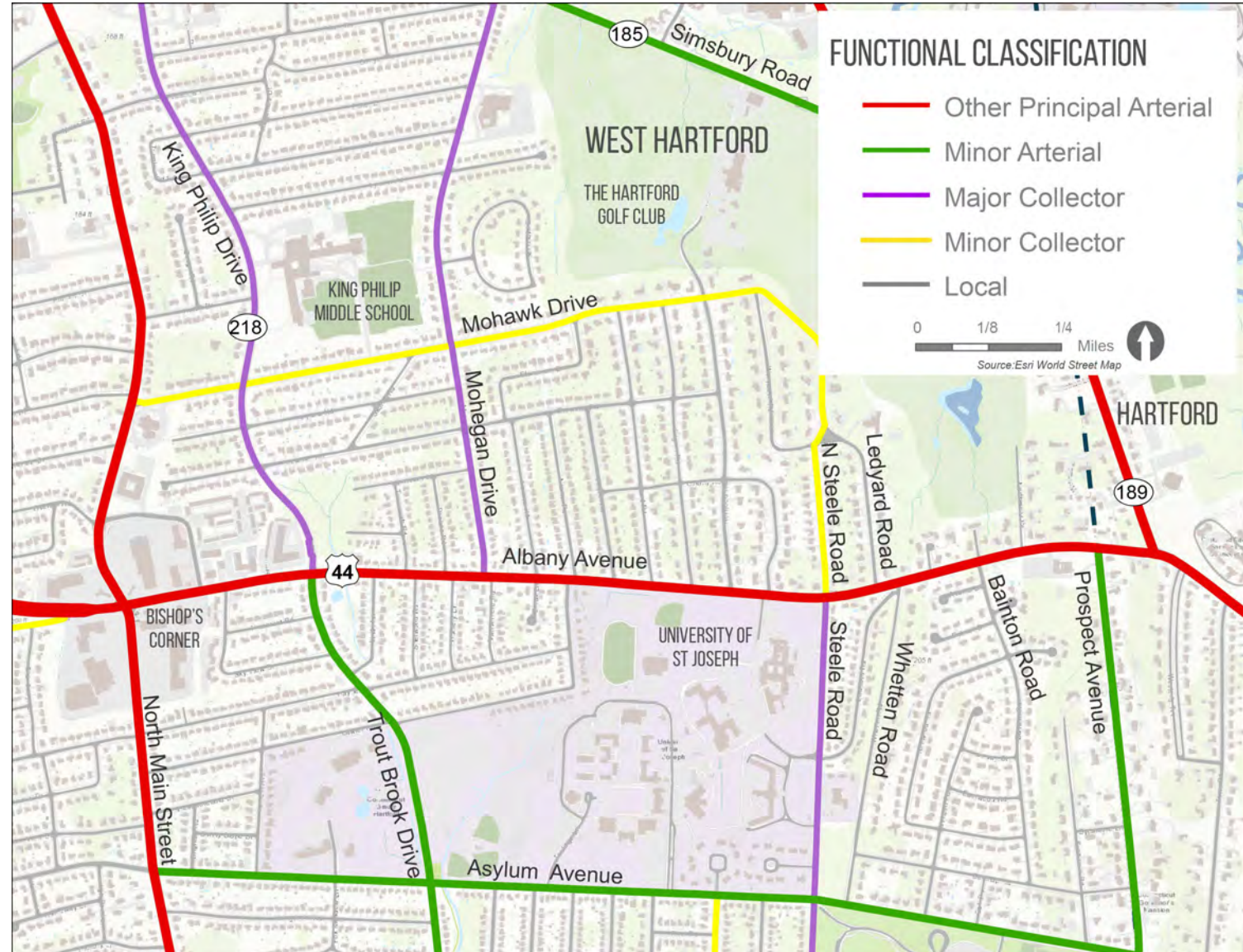
TRAFFIC SPEED LIMITS

- Speed limit ranges between 30 MPH at town line with Hartford, 40 MPH in center of corridor, and 35 MPH west of Trout Brook Dr
- 2024 85th percentile speeds between Miamis Rd and Sequin Rd reveal speeds of over 50 MPH



FUNCTIONAL CLASSIFICATION

- Route 44 (Albany Ave) is Principal Arterial
- North Main St is Principal Arterial
- Trout Brook Dr is Minor Arterial
- Prospect Ave is Minor Arterial



ROADWAY GEOMETRY

West Hartford - RSA - US 44 (Albany Avenue)

Street Inventory

Road	From	To	Distance	Functional Classification	Speed Limit	Direction	Lanes	Lane Width	Type	Sidewalk Width	Sidewalk Condition	ADA Ramps Present	ADA Ramps Compliant	Curb	Parking	Shoulder	On DOT Bike Network	Notes
US 44 (Albany Ave)	CT 218 (N Main St)	Trout Brook Dr	0.32 Mi	Principal Arterial	35	EB	2	11'	Varies	5'	Poor-Good	Varies	No	Granite	No	1-2'	No	Wider sidewalk in some places
						WB	2	11'	Varies	5'	Poor-Good	Varies	No	Granite	No	1-2'	No	Turn lanes at N Main and Trout Brook
US 44 (Albany Ave)	Trout Brook Dr	Wiltshire Ln	0.43 Mi	Principal Arterial	40	EB	2	11'	Concrete	3-5'	Poor-Good	Varies	No	Asphalt	No	1'	No	WB left turn lane at Trout Brook
						WB	2	11'	Concrete	4-5'	Poor-Good	Varies	No	Asphalt	No	1'	No	
US 44 (Albany Ave)	Wiltshire Ln	Northmoor Rd	0.78 Mi	Principal Arterial	40	EB	2	11'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	1'	No	Narrow asphalt sidewalk EB for last 0.07 Mi
						WB	2	11'	Concrete	3-5'	Poor-Good	Varies	No	Asphalt	No	1'	No	
US 44 (Albany Ave)	Northmoor Rd	Prospect Ave (town line)	0.13 Mi	Principal Arterial	30	EB	2	11'	Asphalt	3-4'	Fair	No	No	Asphalt	No	1'	No	
						WB	2	11'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	1'	No	

*CONDITION - "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.

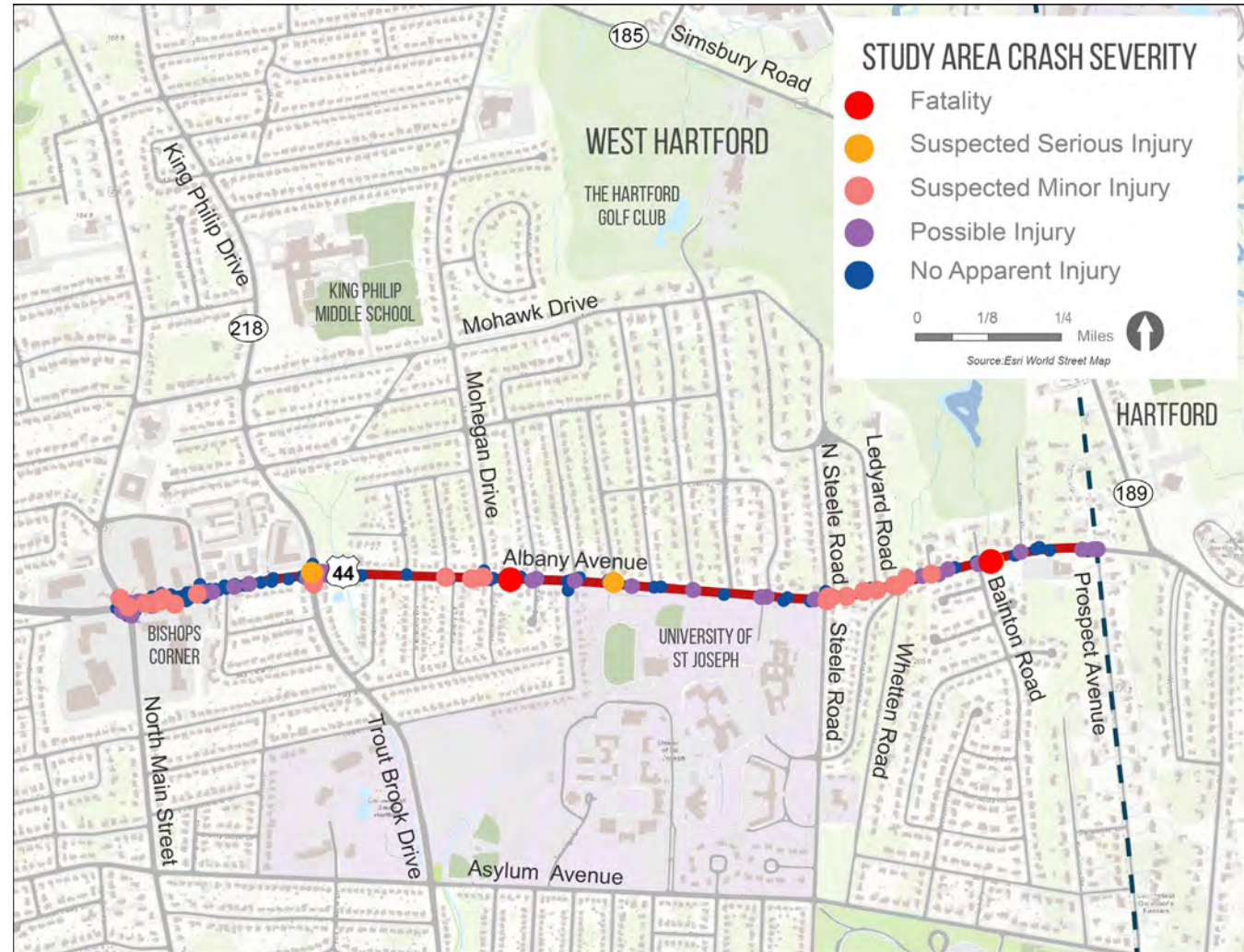
Highlighted cells indicate values which may warrant further investigation

CRASH ANALYSIS

2018 – 2022

Year	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
2018	54	18	4			76
2019	47	18	4			69
2020	35	9	2		1	47
2021	46	11	12	1		70
2022	31	8	11	2		52
TOTAL	213	64	33	1	1	314

- Data from CT Crash Data Repository (2018 – 2022)
- Incomplete 2023 data also reviewed
- Additional pedestrian fatality in Jan 2024*

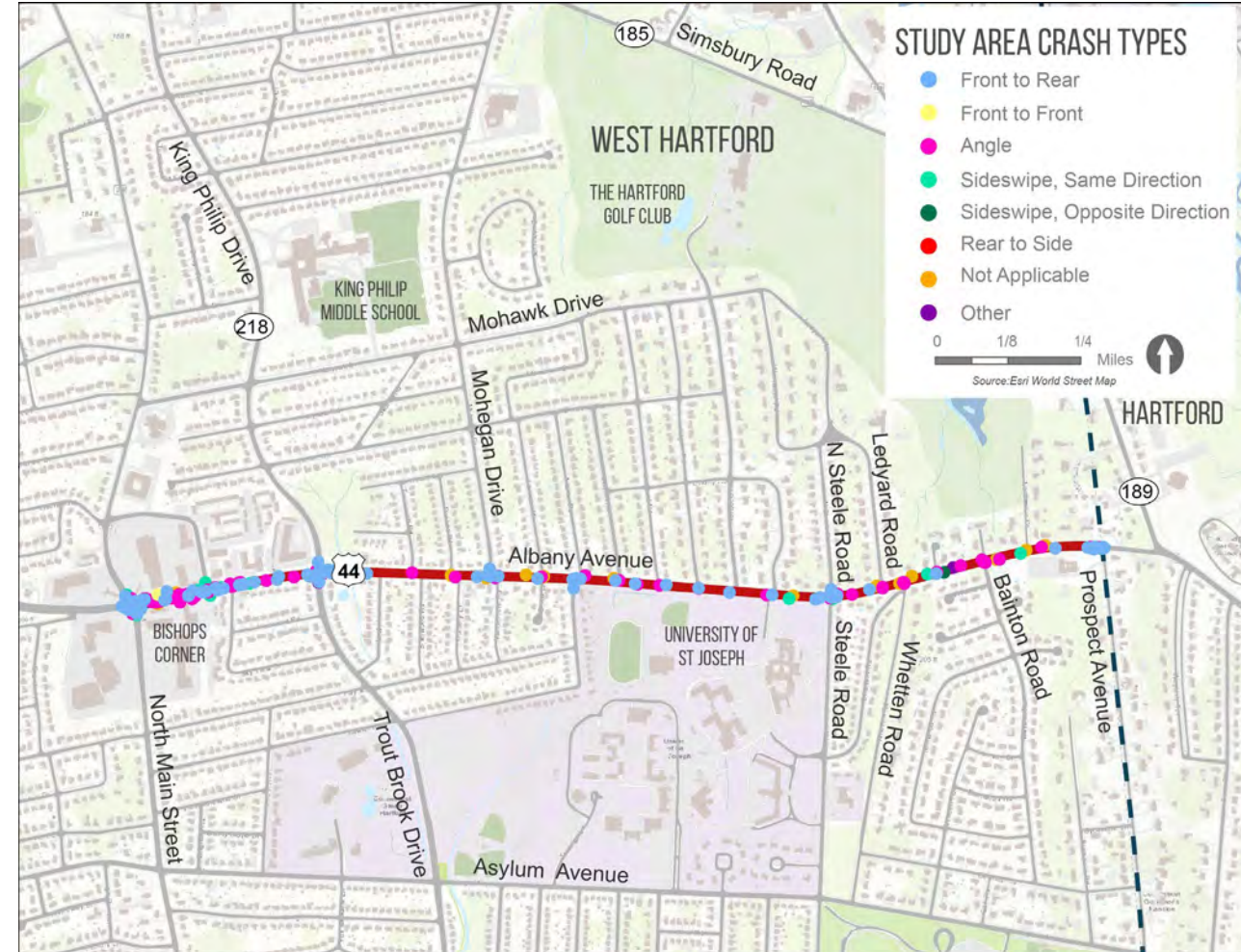


CRASH ANALYSIS

2018 – 2022

	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
Angle	89	25	14	3		131
Front to front	1	1	2			4
Front to rear	66	28	9			103
Not Applicable	21	4	6		1	32
Other	3	2	1			6
Rear to side	2					2
Sideswipe, opposite direction	1	1				2
Sideswipe, same direction	29	3	1			33
TOTAL	213	64	33	3	1	314
Pedestrian	1	1	2		2*	6*

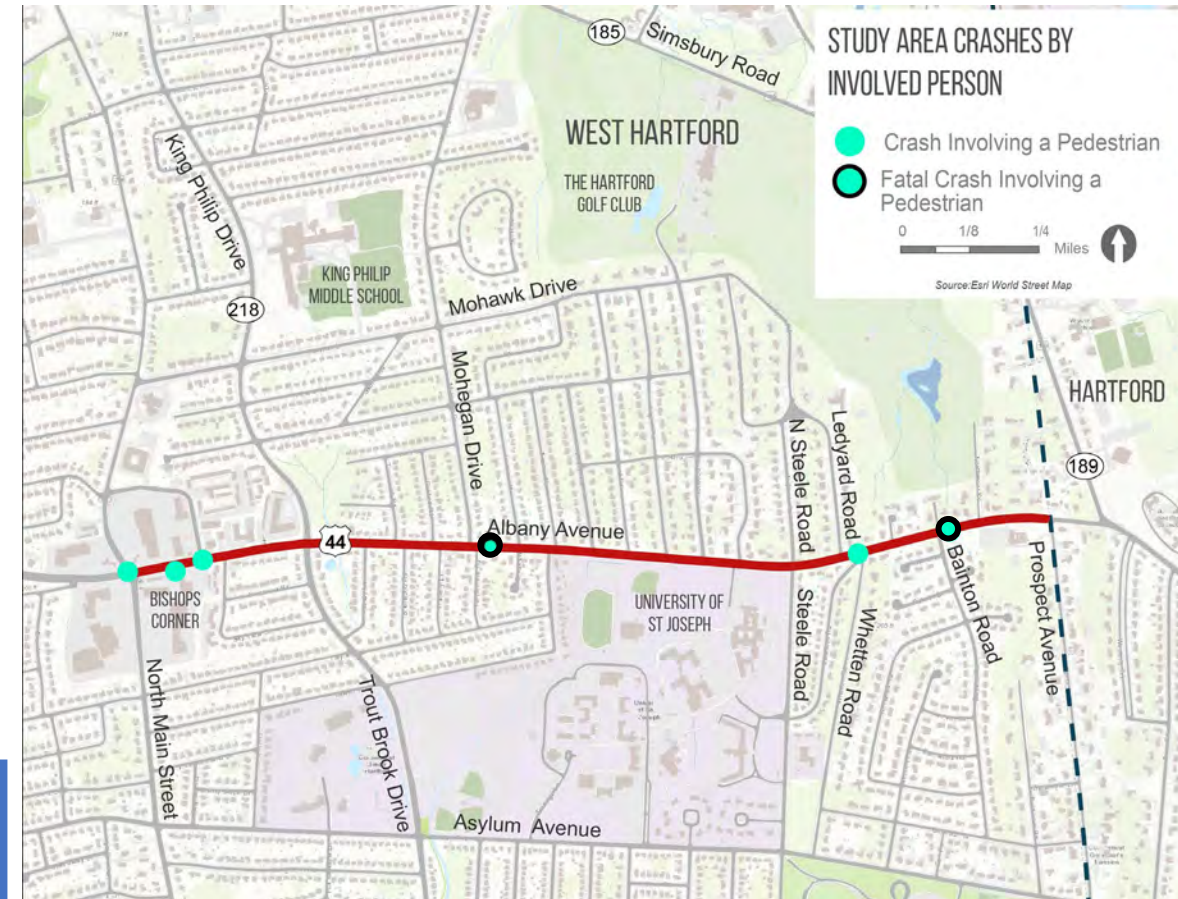
*Includes one pedestrian fatality in 2024



CRASH ANALYSIS

2018 – 2022

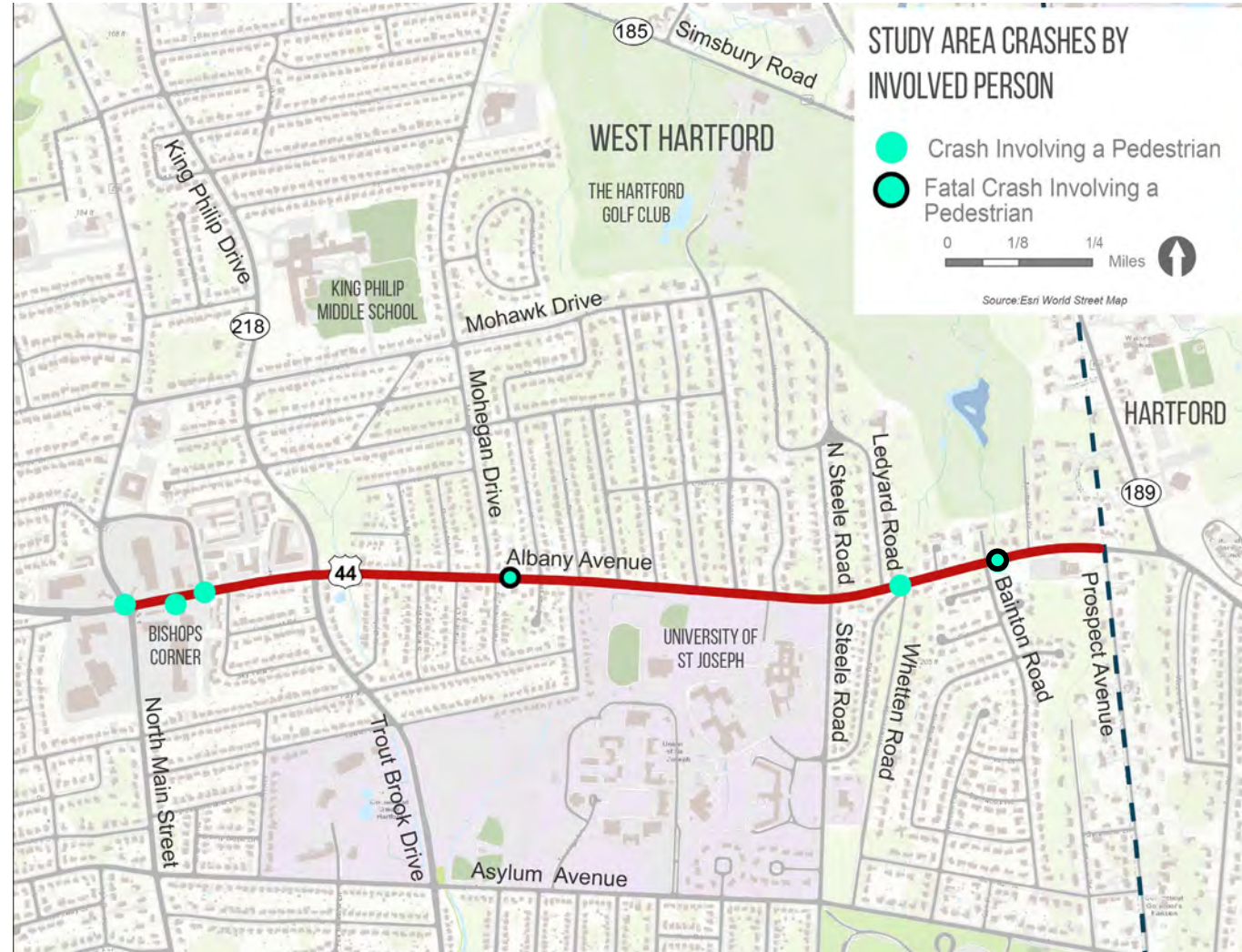
	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
Angle	89	25	14	3		131
Front to front	1	1	2			4
Front to rear	66	28	9			103
Not Applicable	21	4	6		1	32
Other	3	2	1			6
Rear to side	2					2
Sideswipe, opposite direction	1	1				2
Sideswipe, same direction	Crashes involving vulnerable users					33
TOTAL					3	314
Pedestrian	1	1	2		2*	6*



*Includes one (1) pedestrian fatality in 2024

CRASH ANALYSIS CONSIDERATIONS

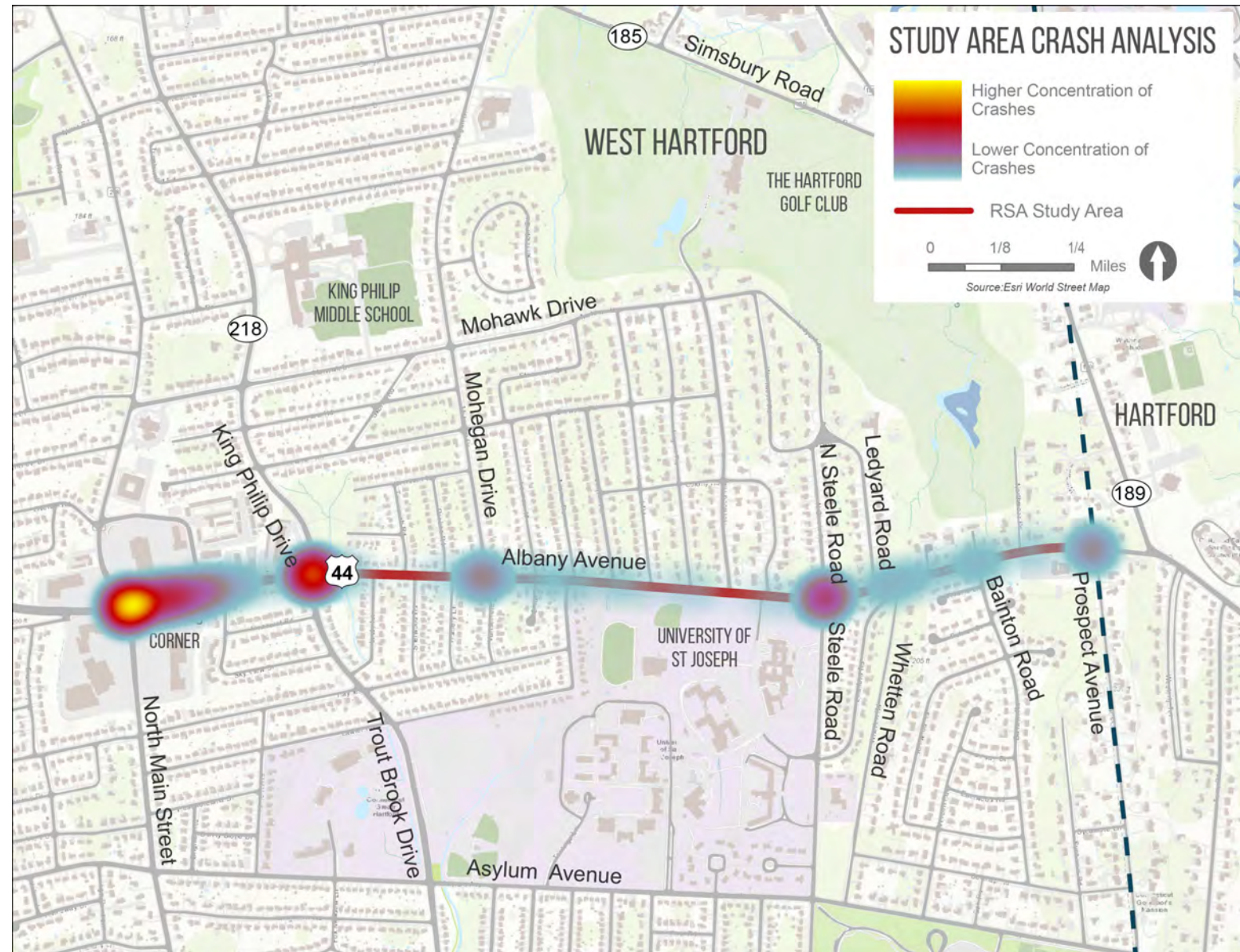
- Two synagogues: Young Israel of West Hartford (2240 Albany Ave), Chabad House of Greater Hartford (2352 Albany Ave)
- Many congregants practice Shabbat Friday - Saturday
- Walk to services, do not utilize pedestrian push buttons
- One Young Israel pedestrian fatally struck while crossing Route 44 in January 2024, during evening hours



CRASH ANALYSIS

Crash hotspots along Route 44 intersections (5-year)

- N Main St
- King Philip Dr / Trout Brook Dr
- Steele Rd
- Prospect Ave
- Mohegan Dr



LIGHTING IN THE CORRIDOR

- West Hartford residents desire to conduct night-time review
- Town review lighting prior to RSA
Date: July 21, 2024
Time: 10 PM

Weather: Clear, moon not visible

Street Lighting

- 41W LED at approx. 230 ft spacing typical, north side only
- Pedestrian lighting between Starkel Rd and North Main St (both sides)

Light Readings

- Route 44 at Seneca Rd, NW Corner: 1.03 lux (horizontal)
- Route 44 between street lights: 0.01 lux (horizontal), 0.2 lux (vertical)
- 2240 Albany Ave, north curb: 1.8 lux (horizontal)
- Route 44 at Mohegan Dr, NE corner: 0.1 lux (horizontal), 0.25 lux (vertical)



*Route 44: View east from Mohegan Dr
Source: Town of West Hartford*

EXISTING CONDITIONS FINDINGS

Route 44 (Albany Ave) between North Main St and Prospect Ave

- Regional and local traffic
- Access to points east and west
- Curb cuts, many intersecting roads, and high speeds
- High pedestrian and bicyclist volumes
- Inconsistent roadway shoulders and pedestrian amenities
- Lack of pedestrian scale lighting east of Bishops Corner
- Lighting at night in general is a concern for residents
- Safety concerns noted in West Hartford Vision Zero Action Plan

A photograph of a residential street with trees, a car, and a street sign. The street is paved with asphalt and has a double yellow line in the center. A silver car is driving away from the camera. On the right side of the street, there is a green street sign that reads "Pontiac Rd". The background is filled with lush green trees and a clear blue sky.

SAMPLE IMPROVEMENTS TO IMPROVE SAFETY IN THE STUDY AREA

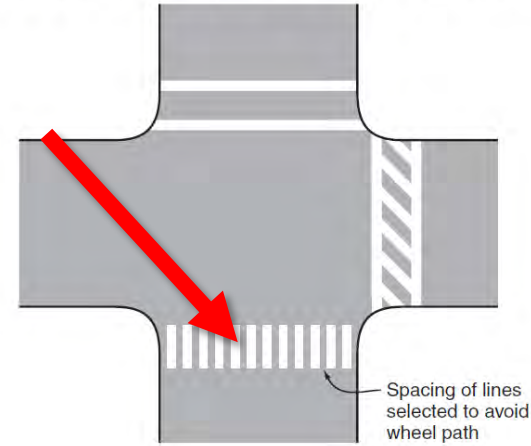
Some countermeasures may not be appropriate on certain facilities

PEDESTRIAN COUNTER MEASURES



Sidewalks

Figure 3B-19. Examples of Crosswalk Markings



Crosswalks



RRFB



Pedestrian Refuge Islands



Raised Crosswalks and Intersections



Leading Pedestrian Interval, Ped Recall, and Other Signal Changes

BICYCLIST COUNTER MEASURES



Sharrows

Cambridge, MA



Bike Lanes



Buffered Bike Lanes



Protected Bike Lanes



Sidepaths

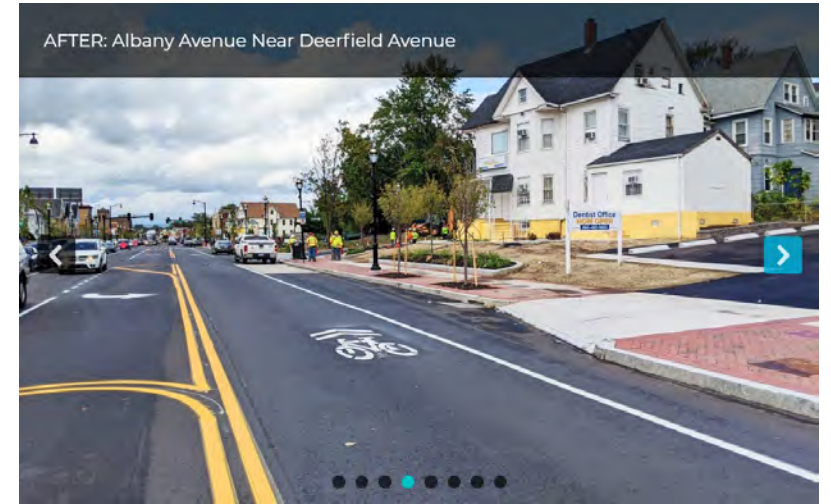
SPEED REDUCTION — CROSS SECTION AND OTHER



Signal Retiming



On Street Parking



Streetscape



Median Island



Street Trees



Dynamic Speed Signs

SPEED REDUCTION — HORIZONTAL TREATMENTS



Short Medians /
Lateral Shift



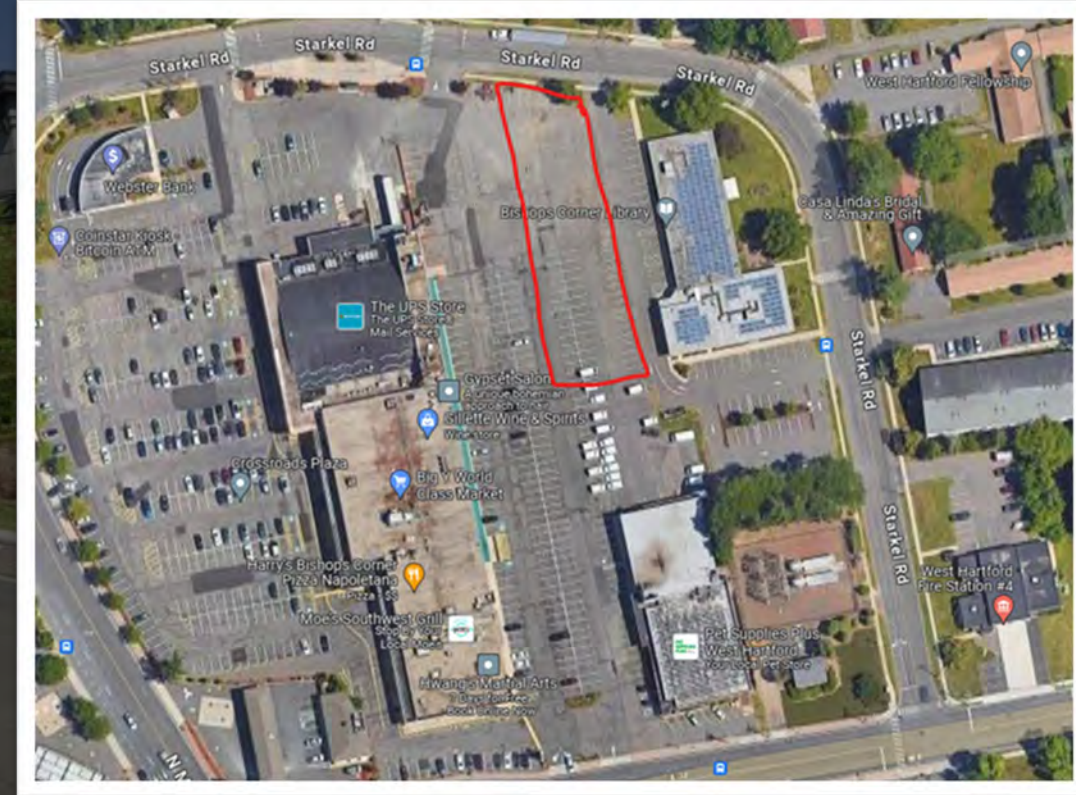
Roundabout

A photograph of a multi-lane road with traffic, including a silver SUV in the foreground and a white van further back. The road is lined with green trees and has a clear blue sky above. Overlaid on the bottom half of the image is the text "DISCUSSION ON ISSUES IN THE STUDY AREA AND OPPORTUNITIES" in white, bold, sans-serif font. A green street sign on the left reads "West Brook".

**DISCUSSION ON
ISSUES IN THE STUDY AREA AND
OPPORTUNITIES**

TOMORROW'S WALK AUDIT

- Safety protocols, reflective vests, etc.
- Meet location: behind Big Y near Starkel Rd
- Avoid parking in small library lot
- Walk study area corridor, assess existing conditions, identify areas for improvement
- Post audit discussion immediately following





Albany Ave

THANK YOU!

Route 44 (Albany Avenue) Road Safety Audit (RSA)

Site Walk / Visit

West Hartford, CT

Wednesday, July 24th, 2024

AGENDA

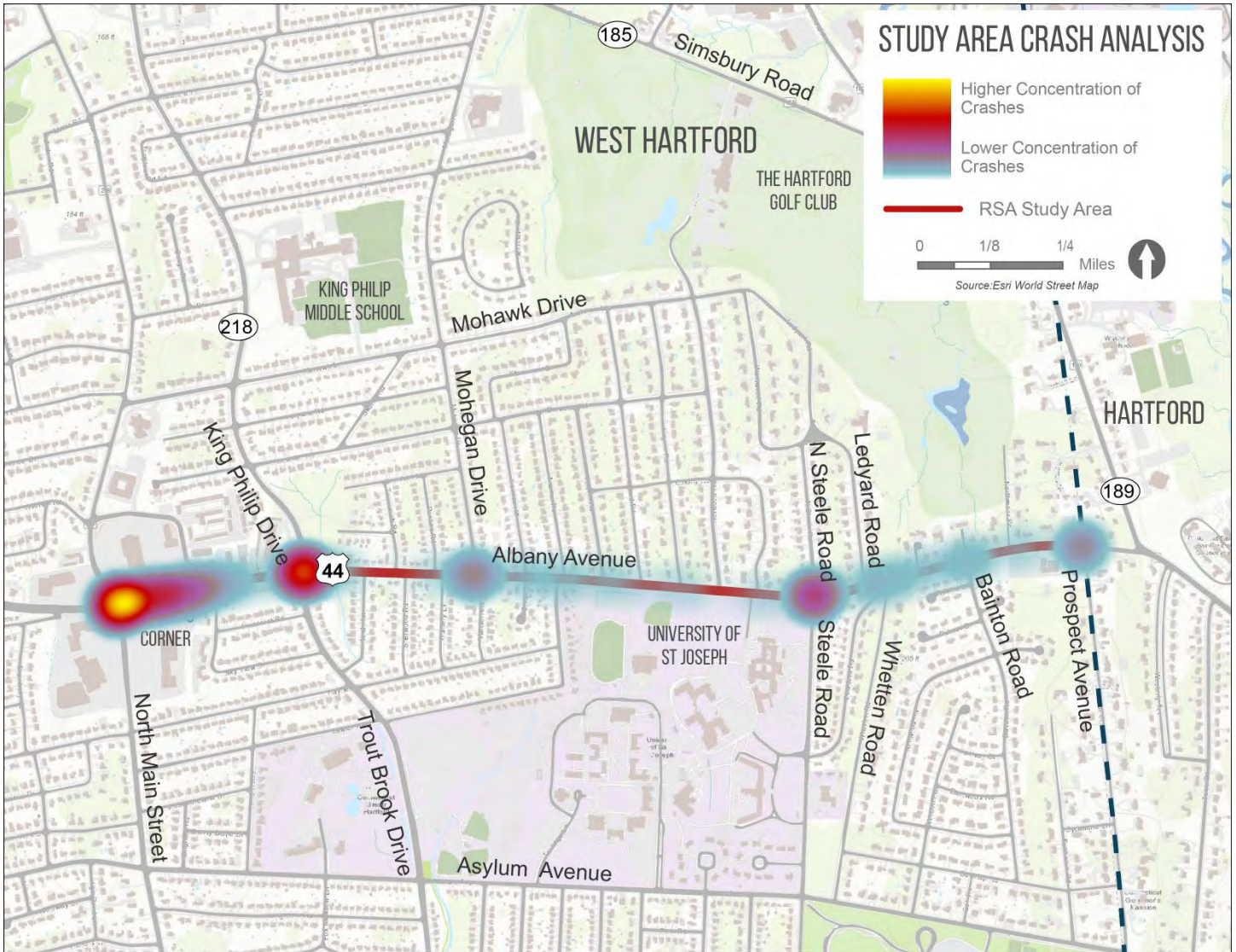
- 1. Welcome and Introductions**
- 2. Route Review**
- 3. Safety Reminders**
- 4. Site Walk**
 - Distribute and discuss field packets
 - o Suggestions for adding feedback
 - Identify issues and improvement opportunities (all participants)
- 5. Post-Audit Recap**
 - Discuss observations and potential improvements
 - Next steps

Participant Expectations

All participants should plan to be actively involved during the entire RSA process. Participants are encouraged to share their ideas, concerns, and comments with the study team at the pre-audit meeting and during the site visit. In addition, after the RSA site visit, participants will be asked to review and comment on the draft report to assure it is reflective of the RSA completed by the multidisciplinary team. Stakeholders' opinions are key elements to the success of the RSA.

Overall Study Area

Route 44 (Albany Avenue)– Between North Main Street and Prospect Avenue



RSA Field Sheet

Location 1: Intersection of Route 44 and North Main Street

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

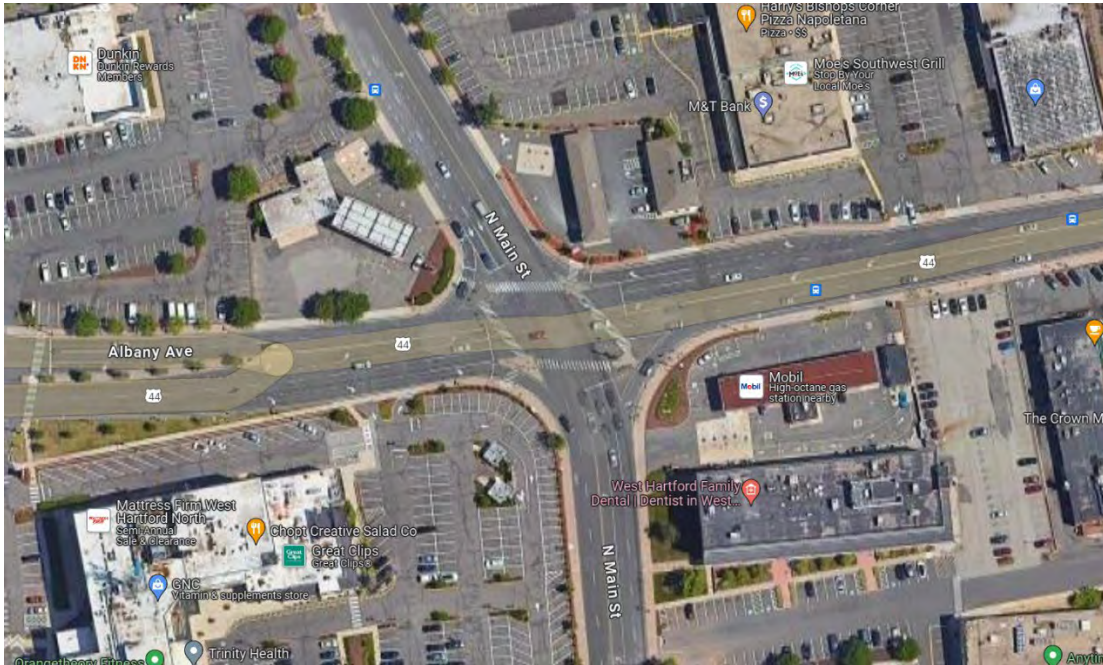


Image Credit: Google Earth Pro, accessed on July 22nd, 2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 2: Intersection of Route 44 and Trout Brook Drive/King Philip Drive

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

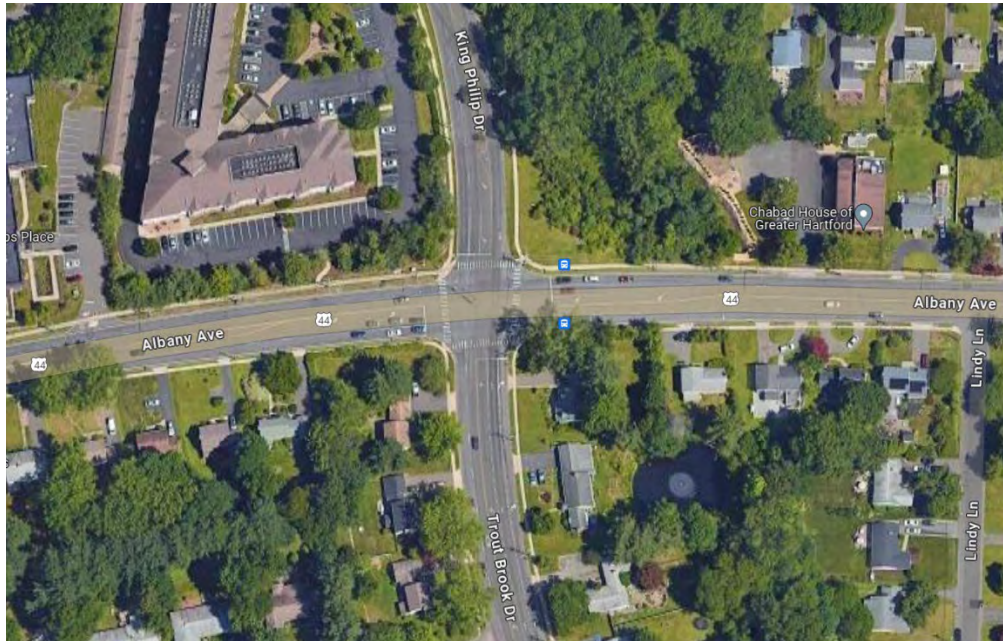


Image Credit: Google Earth Pro, accessed on July 22nd, 2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 3: Intersection of Route 44 and Mohegan Drive

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Earth Pro, accessed on July 22nd, 2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 4: Intersection of Route 44 and Steele Road

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Earth Pro, accessed on July 22nd, 2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 5: Intersection of Route 44 and Prospect Avenue

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Earth Pro, accessed on July 22nd, 2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Considerations

Pedestrian Facilities

- Sidewalk - width, slope, condition, drainage, obstruction
- Bus shelter - wheelchair access, boarding area
- Shared use path - width, slope, detectable warning surface

Pedestrian Crossings

- Crosswalks - marked crosswalk, striping, width
- Curb ramps - width, slope, orientation, detectable warning surface, wheelchair accessible grade
- Pedestrian signals - push button height, reach distance
- Crossing time
- Signage
- Sight distance
- Pavement marking
- Refuge island - width, slope, detectable warning surface

Pedestrian Accommodations

- Illumination
- Amenities - benches, trash receptacles

Bicycle Accommodations

- Bicycle facility / design
- Separation from traffic
- Roadway speed limit
- Traffic volume
- Truck / heavy vehicle %
- On-street parking conflict
- Pedestrian conflict
- Visibility
- Bicycle signage / marking
- Shared lane width
- Shoulder condition / width
- Pavement condition
- Debris

Road Facilities

- Access point
- Drainage
- Taper / lane shift
- Roadside clear zone / slope
- Guide rail / barrier
- Capacity issue
- Curbing

Road Surface Condition

- Pavement - roughness or rutting, potholes, loose material
- Edge drop-off
- Drainage

Intersections

- Geometry
- Sight distance
- Traffic control device
- Turning vehicle storage
- Through vehicle bypass width

Signals

- Visibility
- Sight distance
- Operation
- Equipment placement
- Lane capacity

Signage

- MUTCD complaint
- Visibility / placement
- Retro-reflectivity
- Clear / consistent messaging

Pavement Markings

- MUTCD compliant
- Visibility
- Condition
- Snow storage
- Edgeline

Driver Behavior

- Speed limit compliance
- Safe passing
- Distraction
- Unaware of pedestrians / cyclists
- Sight distance

Miscellaneous

- Landscaping / vegetation
- Seasonal events
- Weather impacts

Route 44 and North Main Street

- Left turns are difficult into and out of the east driveway on the north side of the street
- Many driveways cause conflict
- Starkel SW corner has uneven pavement
- Right turns occurring during pedestrian phase
- Big Y is closing/changing ownership, there may be opportunity for access management
- Pavers on the north side of Route 44 show signs of paving
- Town's snow cleanup and maintenance equipment has gotten heavier over the years causing increased wear and tear

Route 44 and Trout Brook Drive/KP Drive

- No bus stop facilities, lacking proper ADA
- WB turn lane frequently backs up
- Vegetation on south sidewalk is overgrown and makes for unpleasant pedestrian experience
- Long crossing distances at intersection
- Sidewalk in this area drops down to 4', is in poor condition in many locations
- Red light running by EB travelers down the hill towards signal
- Right turns occurring during pedestrian phase
- Pedestrian scale lighting is lacking between KP Drive and Mohegan
- Road diet was brought up east of Trout Brook

Route 44 and Mohegan Drive

- Sidewalk conditions are poor
- A lot of "lane jockeying" in this area
- Poor lighting in general, many shadows and lack of pedestrian scale lighting
- Pedestrian recall requested at crosswalk due to proximity to synagogue
- Road diet was brought up
- No pedestrian crossing on the north side across Mohegan
- Vegetation on the north side of the street west of Mohegan is overgrown
- It was noted that many members of the synagogue live south of Route 44 and have to cross to get to services. There are many new members and families joining regularly.

Route 44 and Steele Road

- Road diet brought up east of Mohegan; exclusive left turn lane

- Lighting conditions played a role in 2024 pedestrian fatality
- West of Steele Rd there is no southside sidewalk
- West Hartford Bike plan has long term plans for separated facility for bicycles and pedestrians
- Need for traffic calming, high speeds observed
- Vegetation is overgrown makes for unpleasant pedestrian experience
- 40 MPH speed limit sign is not proper height (b/w Steele and Whetten)
- Many people attending events at St. Josephs often park on the side streets north of Route 44 and have to cross to get to the campus
- There is a lot of bike/pedestrian cross traffic at this location, crossing Route 44
- Opportunity for mid-block crossing near Brainard was noted

Route 44 and Prospect Avenue (Bainton?)

- Left turn lane onto Prospect Avenue in westbound direction often backs up
- Visibility challenges at this location
- Utility pole is missing the luminary at this location
- Fatality at this location last year

Overall notes:

- “No user is well served”
- Vegetation
- Drainage
- Lack of any bike facilities
- Shoulders are narrow or nonexistent
- In general, bus stops are not ADA compliant
- Many sidewalk gaps or overgrown grass that reduces width for pedestrians to use
- Cross slops, pooling areas due to poor sidewalk alignments
- Lighting generally is poor and causes visibility issues, shadows