

# WEST HARTFORD VISION ZERO 2024 ANNUAL REPORT



# INTRODUCTION

West Hartford adopted Vision Zero in January 2023 and adopted the [Vision Zero Action Plan](#) in 2024 with the goal of eliminating fatalities and severe injuries on West Hartford streets by 2033. This annual report reflects progress towards the *Action Plan* through the end of 2024.

## What is Vision Zero

Vision Zero is a strategy to eliminate deaths and serious injuries from traffic crashes. First implemented in Sweden, cities and towns across the United States are utilizing the approach to save lives. Vision Zero implements the Safe System Approach, which differs from the traditional traffic safety strategies. This approach focuses on building and reinforcing multiple layers of protection to prevent crashes from happening and minimize the harm when they do occur. The Safe System Approach is widely adopted by the Federal Highway Administration (FHWA) and the Vision Zero Network.

## 2024 Action Plan

The Vision Zero Action Plan was developed by the Vision Zero Task Force between January 2023 and January 2024. The Task Force consisted of a mix of Town of West Hartford staff and residents. The Action Plan identified 4 goal areas: Practices and Policies, Safe Design, Culture, and Data. Each goal area has identified strategies and actions. In total, the Vision Zero Action Plan consists of 70 unique actions. To see the Action Plan, please visit:

[westhartfordct.gov/town-departments/engineering/visionzero](https://westhartfordct.gov/town-departments/engineering/visionzero)

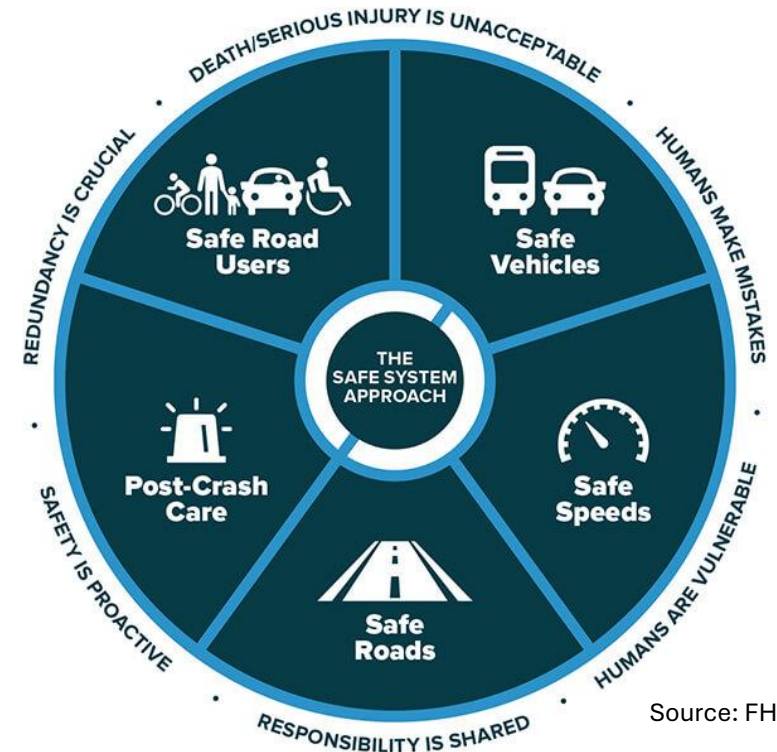
## 2024 in a Snapshot

### Actions

At the end of 2024, a total of 17 Vision Zero actions were either completed or noted as on-going. 12 additional actions were noted as pending initiation anticipated in early 2025, for a total of 29 Vision Zero Actions. This compares with a total of 70 Vision Zero Actions and a 2024 goal of 35 Vision Zero Actions.

### Vision Zero Roadway Projects

Substantial progress was made towards advancing Vision Zero through roadway projects in 2024. Supported by a \$1 Million ARPA allocation through the CT State Legislature, the Town implemented 115 separate Vision Zero projects and funded dozens more which are anticipated to be implemented in 2025.



Source: FHWA

Vision Zero is a holistic effort requiring effort from various town departments. Thank you to all [West Hartford Vision Zero Partners](#):

- Department of Community Development
  - Engineering Division
  - Planning & Zoning Division
- Department of Public Works
- Police Department
- Fire Department
- Board of Education
- Public Relations

*Annual Report Prepared by the Department of Community Development, Division of Engineering*



# TRAFFIC FATALITY & INJURY REPORT



# CRASH DATA OVERVIEW

Data analysis is a key component of West Hartford’s *Vision Zero Action Plan*. Understanding crash trends helps inform our progress towards Vision Zero goals. A review of crash data confirms effective measures while highlighting areas requiring attention. The data presented here supplements the 2024 *Vision Zero Action Plan*, with an update of the Vision Zero Focus Areas anticipated in 2027.

In 2024, the town experienced increases across all severities of crashes, including crashes resulting in fatalities, serious injuries, and minor injuries. Tragically, there were three fatal crashes, all involving pedestrians. All three crashes occurred during the winter months during evening hours at the following locations:

- Albany Avenue east of Mohegan Drive – Jan. 2024
- Oakwood Avenue at St. James Street – Nov. 2024
- Sedgwick Road near Cornell Road – Nov. 2024

In addition to these devastating losses, the town also saw a 41% increase in crashes resulting in serious injuries and a 9.6% increase in crashes involving minor injuries compared to 2023. These statistics underscore the critical importance of maintaining focus on Vision Zero priorities to prevent further harm.

### Reported Injury Crashes in West Hartford (2020 – 2024)<sup>1</sup>

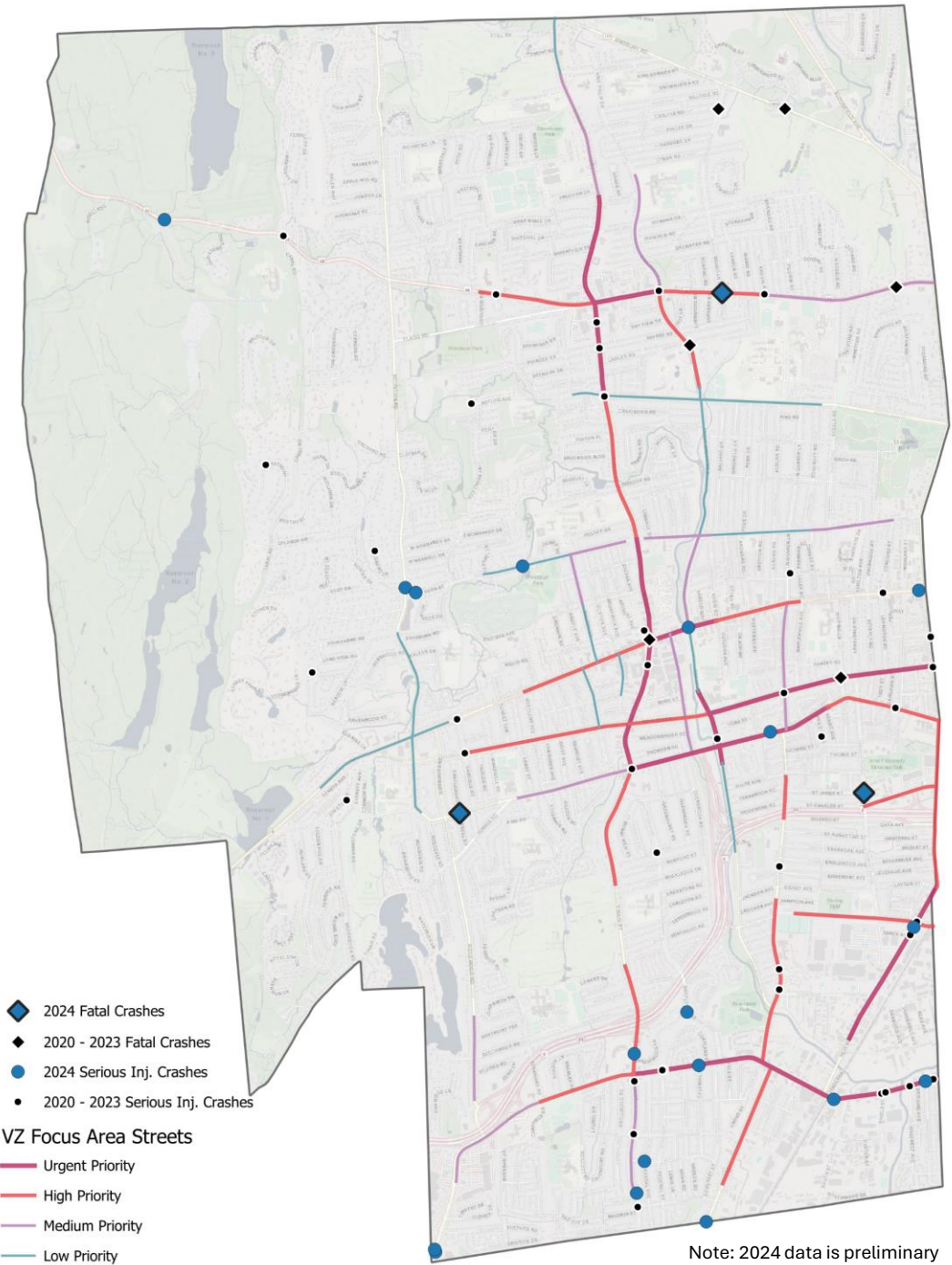
Year	KSI <sup>2</sup>	Minor Injury	Total <sup>4</sup>
2018	6	435	441
2019	5	421	426
2020	8	267	275
2021	13	310	323
2022	16	346	362
2023	12	314	326
2024 <sup>3</sup>	21	344	365

*Note 1:* Data from the UConn Connecticut Crash Data Repository ([CTCDR](#)). Crashes on I-84, private property, and crashes not reported to police are not included.

*Note 2:* KSI = Killed or Suspected Serious Injury

*Note 3:* 2024 data as of 1/29/2025. 2024 numbers subject to change. Crash totals may lag due to ongoing police investigations and processing time to the CTCDR.

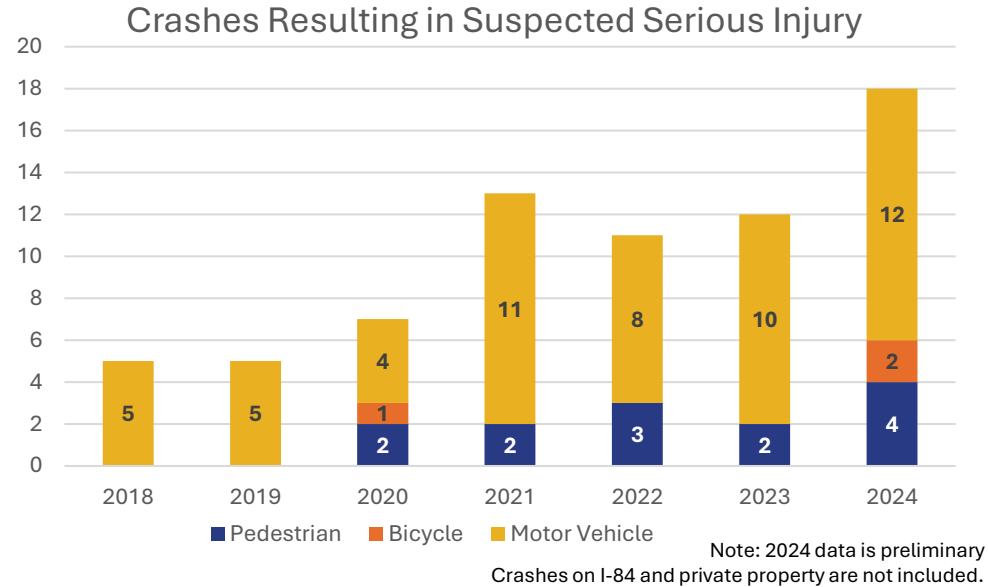
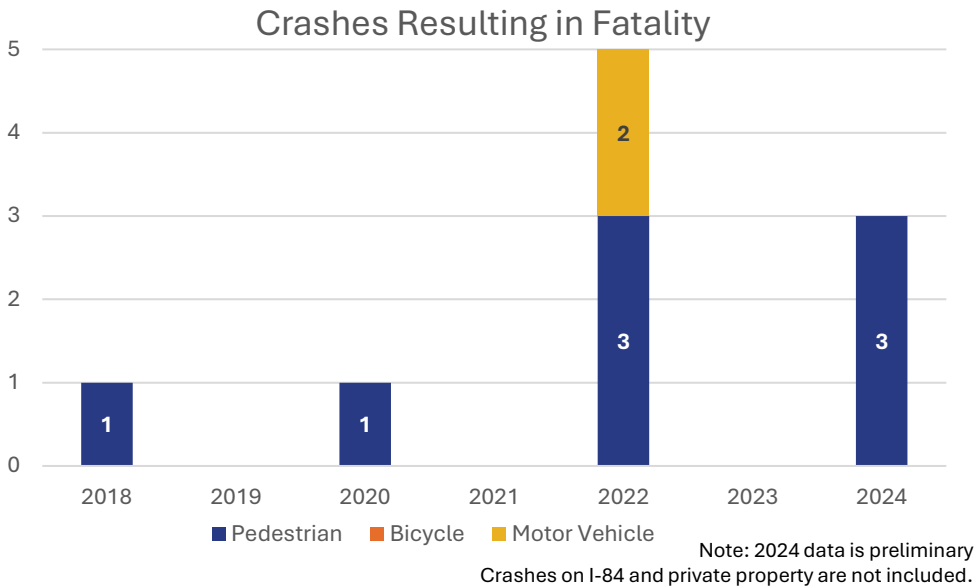
*Note 4:* Total does not include crashes not resulting in injury.



Note: 2024 data is preliminary



# FATALITIES AND SERIOUS INJURIES



## TRACKING THE DATA

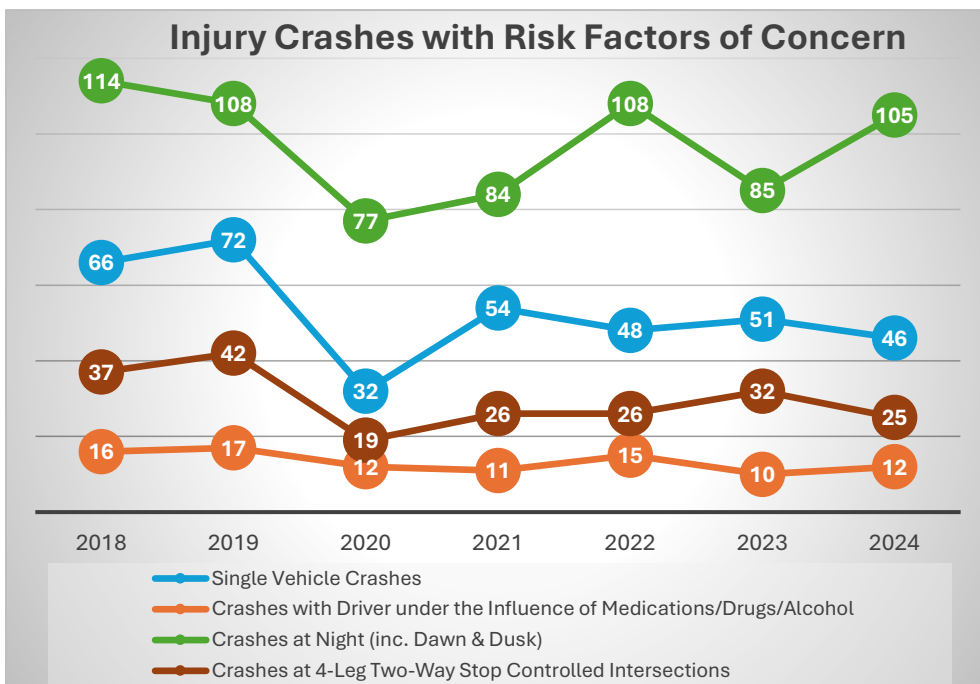
Between 2018 and 2024 there have been 10 crashes resulting in fatality<sup>1</sup>. 8 of these 10 crashes were pedestrian crashes. This further highlights the need to focus on *Vulnerable Roadway Users* (VRUs) in the Vision Zero process. *Vulnerable Roadway Users* refers to individuals who are at a higher risk of injury in the event of a crash because they are not protected by the structure of a vehicle. This includes pedestrians and cyclists, but also includes motorcyclists, micromobility users (e.g. e-scooters), and other non-motorized users such as skateboarders.

There have been 71 crashes resulting in suspected serious injury between 2018 and 2024. These have predominately been crashes only involving motor vehicles but also included 16 crashes involving pedestrian and bicyclists (23%). In 2024 there were four crashes involving pedestrians and two crashes involving bicyclists, making 2024 the worst year in terms of fatal and suspected serious injury to vulnerable road users between 2018 and 2024. Overall, crashes resulting in fatality or suspected serious injury has increased from 6 per year in 2018 to 21 in 2024.

Note 1: A single crash may result in multiple fatalities. Data presented refers to the total number of *crashes*, not total fatalities.



# CRASHES WITH RISK FACTORS OF CONCERN



## IDENTIFYING CONTRIBUTING FACTORS

Review of pedestrian crash data between 2015 and 2024 shows that 82% of pedestrian fatalities have occurred at night or at dusk, while 73% of these crashes occurred in the months of November, December, or January. This aligns with national statistics as shown below. This underscores the importance of safety of pedestrians during low light conditions. Based on this information, the Town is underway incorporating lighting improvements to increase night-time visibility of pedestrians. An early action was recently undertaken on Oakwood Avenue and will be expanded to additional areas in 2025.

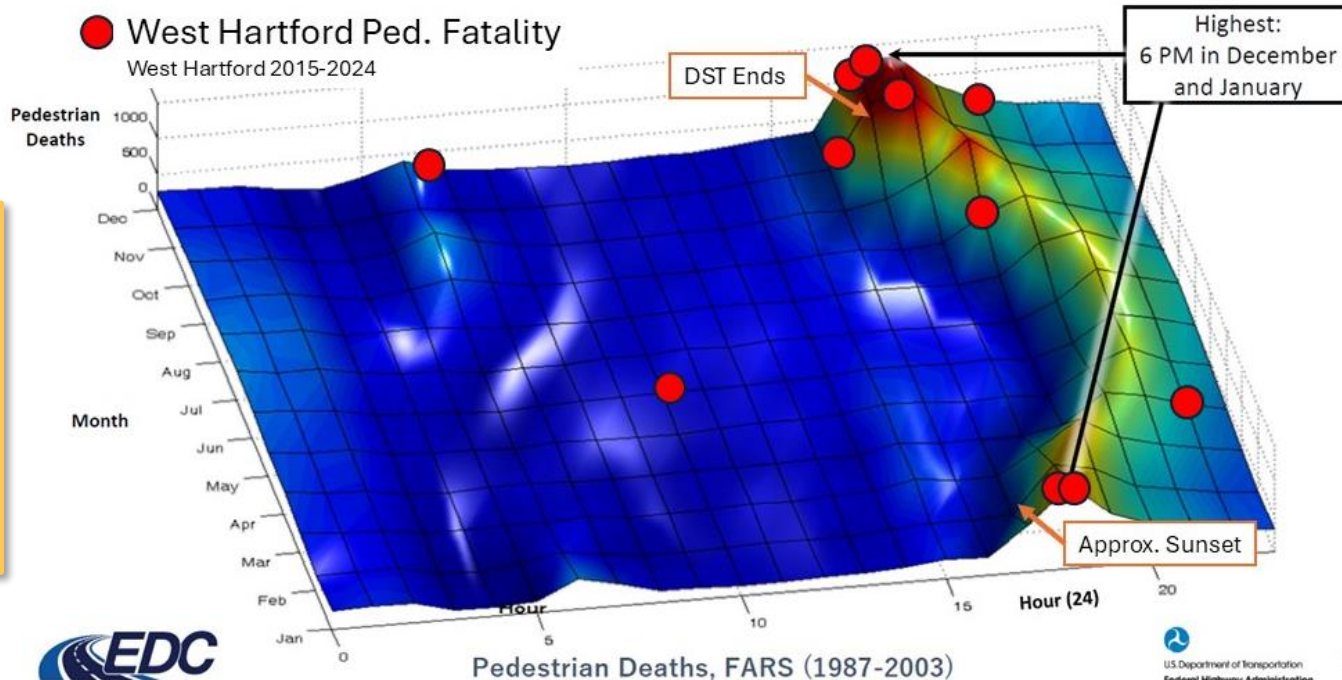
Oakwood Avenue – Before Luminaire Upgrade



Oakwood Avenue – After Luminaire Upgrade



*9 of the 11 pedestrian fatalities in West Hartford (2015 – 2024) occurred at night or at dusk. Fatalities were concentrated in November – January.*





# CORRIDOR CRASH TRENDS

A crash analysis was conducted consistent with the 2024 *Vision Zero Action Plan* to identify corridors which had relative reductions or increases in annual injury crashes. This analysis is used to confirm positive improvements made or to direct attention to corridors which are experiencing increases in crashes.

## ***Notable Reductions in Injury Crashes***

Three corridors with notable reductions in injury crashes are identified below: 1) North Main Street, 2) Boulevard and 3) Farmington Ave in West Hartford Center. Each of these areas included recent modifications which pre-date the Vision Zero Action Plan, but which impacts to crash reductions are just being realized. The modifications made to these corridors may be a positive example for other areas.

### **1 N. Main St. (Whitman Ave. – Lawler Rd.)**

#### *Injury Crash Trends:*

2018-2019\*: 13.5 Injury Crashes / Year

2023-2024: 5.5 Injury Crashes / Year (-59%)

\* 2018-2019 data used as road diet on North Main St. implemented in 2021.

### **2 Boulevard (Riggs Av. – Woodrow St.)**

#### *Injury Crash Trends:*

2018-2022: 3.6 Injury Crashes / Year

2023-2024: 1.0 Injury Crashes / Year (-72%)

0 injury collisions in 2023 and 2024 at Riggs Ave, Newport Ave, Four Mile Rd. demonstrate the effectiveness of the half-closures installed at these intersections. 2 injury collisions at Boulevard at Woodrow St. occurred prior to quick-build half-closure prohibiting southbound traffic from Ellsworth Rd. which substantially reduced exiting traffic from Woodrow St. to Boulevard.

### **3 Farmington Av. (Stanley St. – N. Main St.)**

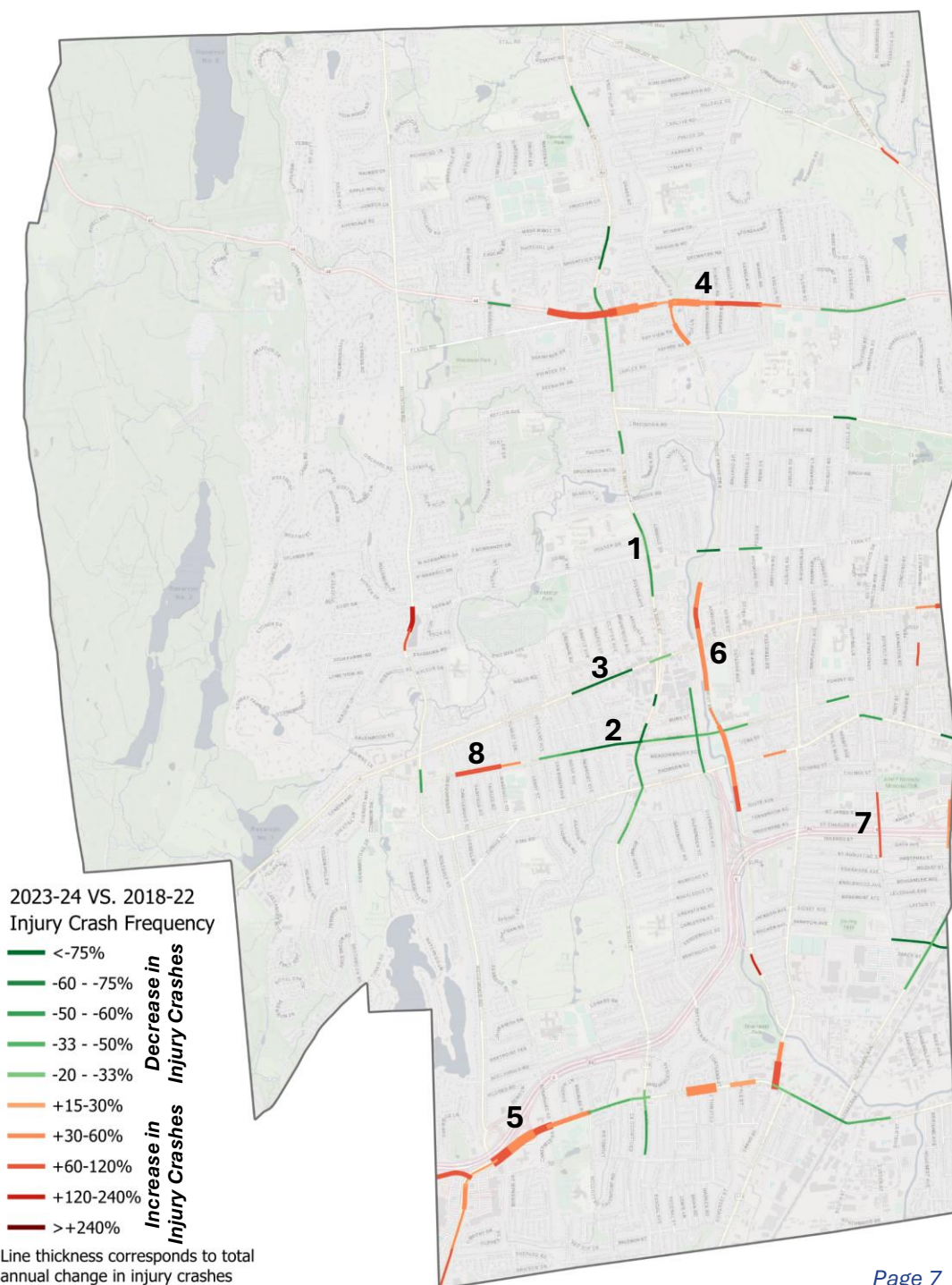
#### *Injury Crash Trends:*

2018-2019\*: 4.0 Injury Crashes / Year

2023-2024: 0.5 Injury Crashes / Year (-88%)

\* 2018-2019 data used as road diet on Farmington Av. was first implemented in 2020 during COVID-19 to expand outdoor dining. Road diet configuration has remained in place since that time.

West Hartford Center project in 2025 and 2026 will install additional safety measures such as bump-outs on Farmington Av.



# CORRIDOR CRASH TRENDS



A new raised crosswalk on Boulevard at Wardwell Rd. led to a 90% reduction in vehicles traveling over 40 MPH. Reducing speeds means that crashes that do occur are less likely to result in fatality and serious injury.

## ***Notable Increases in Injury Crashes***

Five corridors with notable increases in injury crashes were identified. Two of these corridors include state routes maintained by CTDOT including Albany Avenue (Route 44) and New Britain Avenue (Route 71). Albany Avenue was also the location of a recent pedestrian fatality in January 2024 just east of Mohegan Drive. As a result, the Town partnered with CTDOT to conduct a Road Safety Audit to identify potential countermeasures for this roadway. As a state-maintained roadway the town is limited in its ability to implement design changes.

Three other corridors were identified which are town-maintained. This includes Trout Brook Drive, Oakwood Avenue, and Boulevard. The town intends to move forward with or has already moved forward with improvements as indicated.

## **4 Albany Av. (Woodbury Ln – Sequin Rd)**

### Injury Crash Trends:

2018-2022: 12.5 Injury Crashes / Year

2023-2024: 19.5 Injury Crashes / Year (+56%)

Pedestrian fatality in Jan. 2024 on Albany Avenue east of Mohegan Drive. Crash increases at intersections of Starkel Road and Flagg Road.

A Road Safety Audit (RSA) was conducted by CTDOT in 2024. Streetlighting improvements planned for Mohegan Dr and Trout Brook Dr. CTDOT in design for project 0155-0176, Bishop's Corner.

## **5 New Britain Av. (Berkshire Rd. – South Rd.)**

### Injury Crash Trends:

2018-2022: 9.0 Injury Crashes / Year

2023-2024: 16.5 Injury Crashes / Year (+83%)

Crash increases at intersections of Berkshire Rd. and South Rd. Several crashes related to left-turning traffic from New Britain Av. at Berkshire Rd.

## **6 Trout Brook Dr. (White Ave. – Warwick St.)**

### Injury Crash Trends:

2018-2022: 11.0 Injury Crashes / Year

2023-2024: 16.0 Injury Crashes / Year

Crash increases at intersections of Farmington Ave. and Park Rd., including a higher rate of angle collisions resulting in moderate injury.

Planned resurfacing of Trout Brook Dr. will reconfigure southbound lanes to reduce vehicle merging on approach to Park Rd. Additional directional markings will be added.

## **7 Oakwood Av. (Westphal St. - Seymour Av.)**

### Injury Crash Trends:

2018-2022: 1.8 Injury Crashes / Year

2023-2024: 3.5 Injury Crashes / Year (+94%)

This corridor experienced two pedestrian crashes and one bicyclist crash between 2023 and 2024 including a pedestrian crash in November 2024 resulting in a fatality. All three crashes occurred during night-time conditions.

The town plans to expand recent lighting improvements made near St. James St. to include the entirety of Oakwood Av.

## **8 Boulevard (Wardwell Rd. – Garfield Rd.)**

### Injury Crash Trends:

2018-2022: 1.6 Injury Crashes / Year

2023-2024: 3.5 Injury Crashes / Year (+119%)

Most crashes in this corridor were angle collisions at the intersections of Wardwell Rd. and Garfield Rd. 6 of the 7 crashes occurred prior to the installation of a raised crosswalk on Boulevard at Wardwell Rd. and before restriping of a bike lane. Additional marking and signage improvements are planned by the town and CTDOT.





# 2024 VISION ZERO PROJECT HIGHLIGHTS

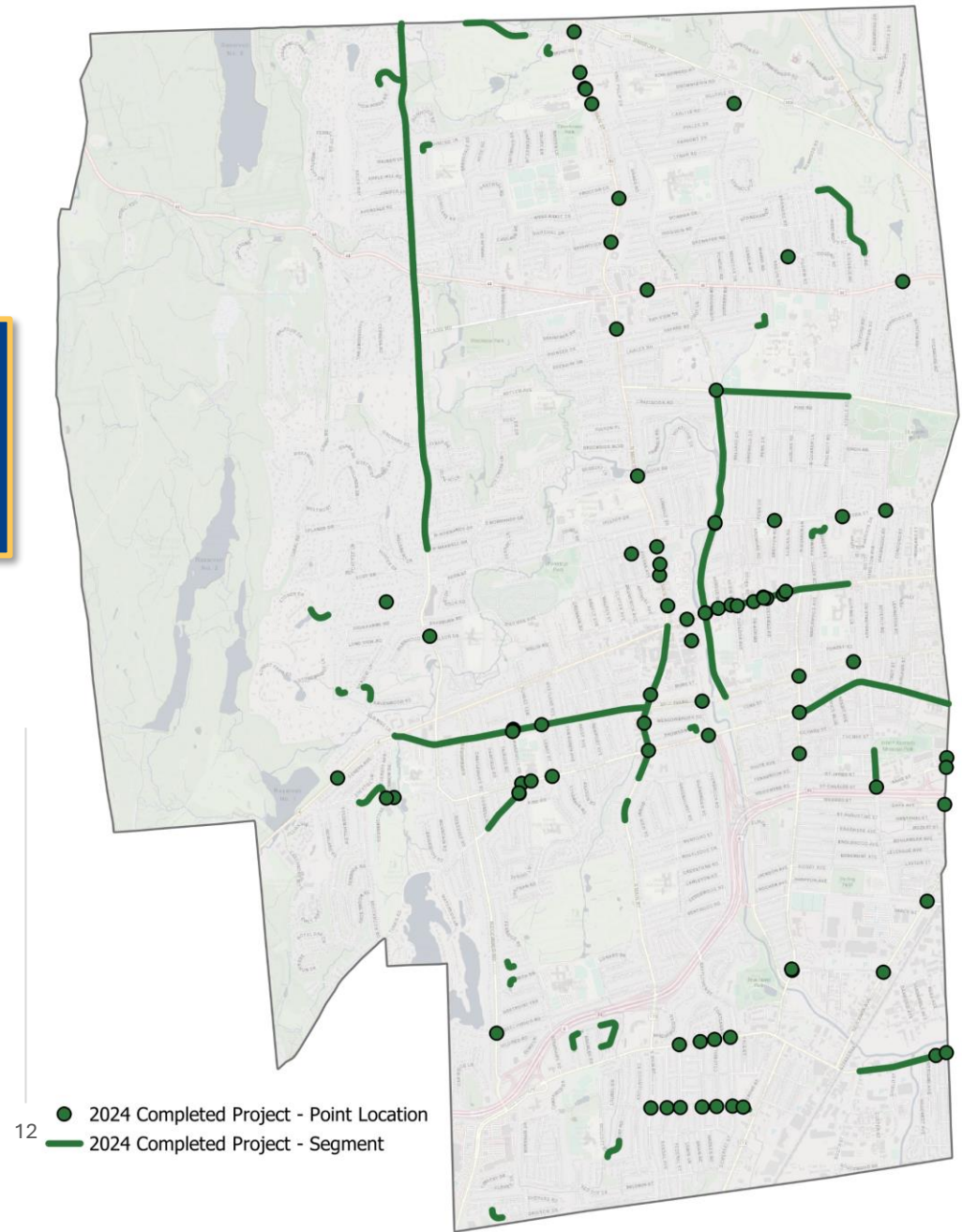
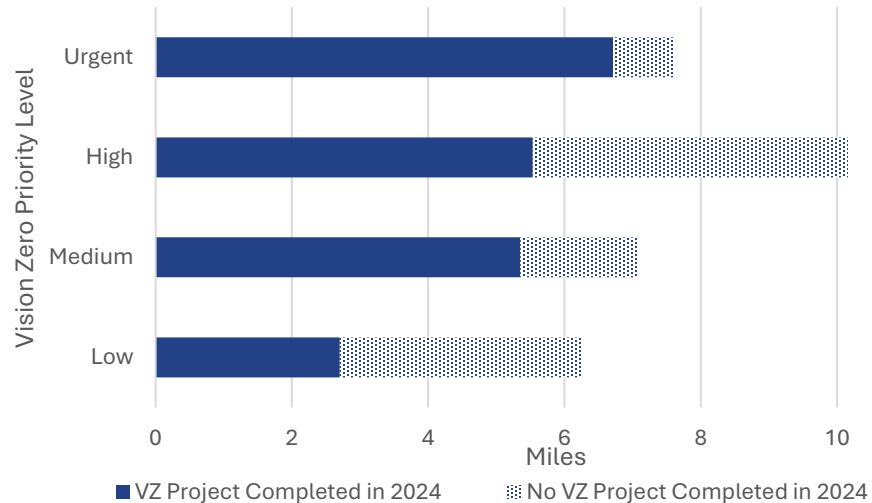


# OVERVIEW

**115 Vision Zero Projects**  
completed in 2024

**Thank You West Hartford**  
**Department of Public Works!** DPW  
implemented or supported **50** VZ  
projects in 2024.

Miles of Vision Zero Segments with Completed  
Vision Zero Projects



For an up-to-date interactive map showing project descriptions visit:  
[westhartfordct.gov/town-departments/engineering/visionzero](https://westhartfordct.gov/town-departments/engineering/visionzero)



# 2024 VZ HIGHLIGHTS



*Fern Street at Morley Elementary*

## 3 New Raised Crosswalks

Raised crosswalks were installed on Boulevard, Tunxis Rd, and Fern St. The raised crosswalk on Boulevard led to a 90% reduction in vehicles traveling over 40 MPH at the busy school crosswalk.



*New Crosswalk on Raymond Road at Whole Foods*

## 11 New RRFBs

RRFBs (Rectangular Rapid Flashing Beacons) provide better visibility of pedestrians. West Hartford's RRFBs also include pedestrian lighting. Research shows drivers are more than **13x more likely** to yield at crosswalks with RRFBs with triggered illumination at night (IIHS study).



*RRFB on Sedgwick Road*

## 14 New Crosswalks



*New Pavement Markings on Mountain Terrace Rd.*



*Road Diet on New Britain Avenue*

## 1 Road Diet

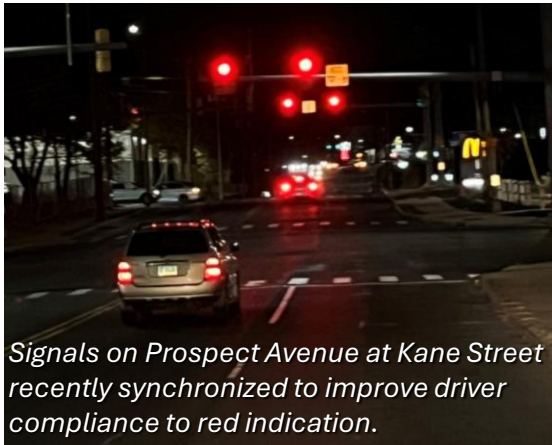
A road diet reduces travel lanes and creates space for turn lanes and other treatments. Road diets are a FHWA Proven Safety Countermeasure to reduce crashes by up to 47%. CTDOT installed a road diet on New Britain Ave between South Street and Newington Avenue (Hartford).

## 17 Curves with New Pavement Markings

Pavement markings increase visibility of curves and reduce the risk of roadway departure.



# 2024 VZ HIGHLIGHTS



*Signals on Prospect Avenue at Kane Street recently synchronized to improve driver compliance to red indication.*

## 23 Signal Improvements

Accessible pedestrian signals (APS), signal timing changes, and vehicular detection upgrades improves accessibility, performance and reliability of traffic signals and improves safety at signalized intersections for all users.

## 9.8 Miles of 6" Edge Line

6-inch edge lines are wider than standard 4" edge lines. Wider edge lines increase drivers' perception of the edge of travel lane and are found by FHWA to reduce roadway departure crashes. Wider edge lines are found by FHWA to have a high benefit to cost ratio.



*6" Wide Edge Line on Trout Brook Drive*



*Reflective Band Distribution at Celebrate West Hartford*

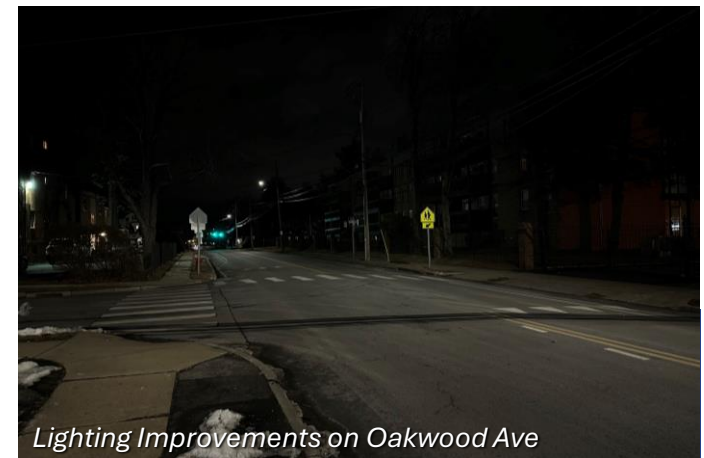
## 5,000 Reflective Band Distributed

Reflective clothing and arm bands improve pedestrian and bicyclists' visibility at night. Reflective arm bands were distributed during in-person events providing an opportunity to discuss Vision Zero concerns.

## Sightline Improvements



*Buena Vista Rd at Cornerstone Dr*



*Lighting Improvements on Oakwood Ave*

## Lighting Improvements

Lighting improvements were completed in select locations in 2024 and expected to continue in 2025. Lighting improvements improve safety by increasing night-time visibility especially to pedestrians.



# **2024 PROJECT LISTING (1 of 2)**

## **Accessible Pedestrian Signal (APS) Equipment**

- Oakwood Avenue at Kane Street
- South Main Street at Elmfield Street
- Trout Brook Drive at Fern Street

## **Bicycle Lane**

- Boulevard (Mountain Road to South Main Street)

## **Crosswalk**

- Ardmore Road at Farmington Avenue
- Arnold Way at Farmington Avenue
- Auburn Road at Farmington Avenue
- Bishop Road at Farmington Avenue
- Keeney Avenue at North Main Street
- Lancaster Road at Farmington Avenue
- Loomis Drive (North) at North Main Street
- Loomis Drive (South) at North Main Street
- Outlook Avenue at Farmington Avenue
- Pelham Road at South Main Street
- Raymond Road at Dinah Road
- Robin Road at Farmington Avenue
- Westfield Road at Farmington Avenue
- Whitman Avenue at North Main Street

## **Flashing Stop Sign**

- Tunxis Road at Sedgwick Road
- Wardwell Road at Boulevard

## **Horizontal Curve Pavement Marking Upgrades**

- Buena Vista Road (Brookmoor Road and Mountain Road)
- Davenport Road (N/O Barton Street)
- Elmfield Street (W/O Newington Road)
- Farnham Road (S/O Fern Street)
- Farnham Road (W/O Dorset Road)
- Greensview Drive (S/O Sandhurst Drive)
- Grissom Drive
- Highwood Road (Mountain Road and High Wood Road)
- John Smith Drive (N/O Miles Standish Drive)
- Lawler Road at Wiltshire Lane
- Ledyard Road

## **Horizontal Curve Pavement Marking Upgrades (Continued)**

- Mountain Terrace (W/O Meadow Lane)
- Mountain Terrace Road (E/O Meadow Lane)
- Richmond Lane (E/O Mountain Road)
- Stoner rive (E/O Bayberry Road)
- Thomson Road (N/O Park Road)
- Woodmont Road (S/O Still Road)

## **Horizontal Curve Signing Upgrades**

- Shadow Lane
- South Main Street at Pebble Brook

## **Median Visibility Improvements**

- Asylum Avenue (Trout Brook Drive and Steele Road)

## **Overhead Street Lighting Improvements**

- Oakwood Avenue (St James Street and Seymour Avenue)

## **Raised Crosswalk**

- Boulevard at Wardwell Road
- Fern Street at Cumberland Road
- Tunxis Road at Spring Lane

## **Rectangular Rapid Flashing Beacon (RRFB) w/ High Intensity Ped. Lighting**

- Boulevard at Lemay Street
- Boulevard at Wardwell Road
- Boulevard at Whiting Lane
- Buena Vista Road at Veterans Memorial Ice Rink
- Fern Street at Edmund Place
- Fern Street at Walbridge Road
- Mountain Road at Glenwood Road
- Quaker Lane South at Seymour Avenue
- Sedgwick Road at Lemay Street
- Sedgwick Road at Wardwell Road
- Tunxis Road at Spring Lane

## **Reflective Pavement Markings**

- Farmington Avenue (Arnold Way to Whiting Lane)
- Mountain Road (Fern Street to Still Road)
- South Main Street (100 ft S/O Webster Hill Boulevard to Farmington Avenue)
- Trout Brook Drive (Boulevard to Asylum Avenue)

# **2024 PROJECT LISTING (2 of 2)**

## **Road Diet**

- New Britain Avenue (South Street to Hartford C/L)

## **Road Safety Audit**

- Park Road (Quaker Lane South to Prospect Avenue)

## **Sight Line Improvement**

- Arundel Avenue at Keeney Avenue
- Buena Vista Road at Cornerstone Drive
- Carlyle Road at Mohegan Drive
- Colony Road at Brainard Road
- Hopewell Lane at Stoner Drive
- Linbrook Road at North Main Street
- Meadowbrook Road at South Main Street
- North Main Street at Wamponaug Drive

## **Signal Operation Improvements**

- Prospect Avenue at Caya Avenue
- Prospect Avenue at Kane Street
- Prospect Avenue at Plaza Drive
- New Park Avenue at Talcott Avenue
- Quaker Lane South at Talcott Avenue
- Ridgewood Road at Beechwood Road
- Farmington Avenue at Trout Brook Drive
- Boulevard at Quaker Lane South
- Boulevard at Raymond Road
- Farmington Avenue at Ardmere Road
- Farmington Avenue at Raymond Road
- New Park Avenue at Flatbush Avenue
- North Main Street at Sims Street
- Park Road at Quaker Lane South
- Park Road at Raymond Road
- Quaker Lane South at Talcott Road
- South Main Street at Park Road
- Trout Brook Drive at Asylum Avenue
- Trout Brook Drive at Farmington Avenue
- Trout Brook Drive at Fern Street

## **Speed Limit Reduction**

- Boulevard (South Main Street to Farmington Avenue)

## **Speed Reduction Markings**

- Still Road at S-Curve
- Tunxis Road near Owings Road

## **Unsignalized Intersection Signing and/or Pavement Marking Upgrades**

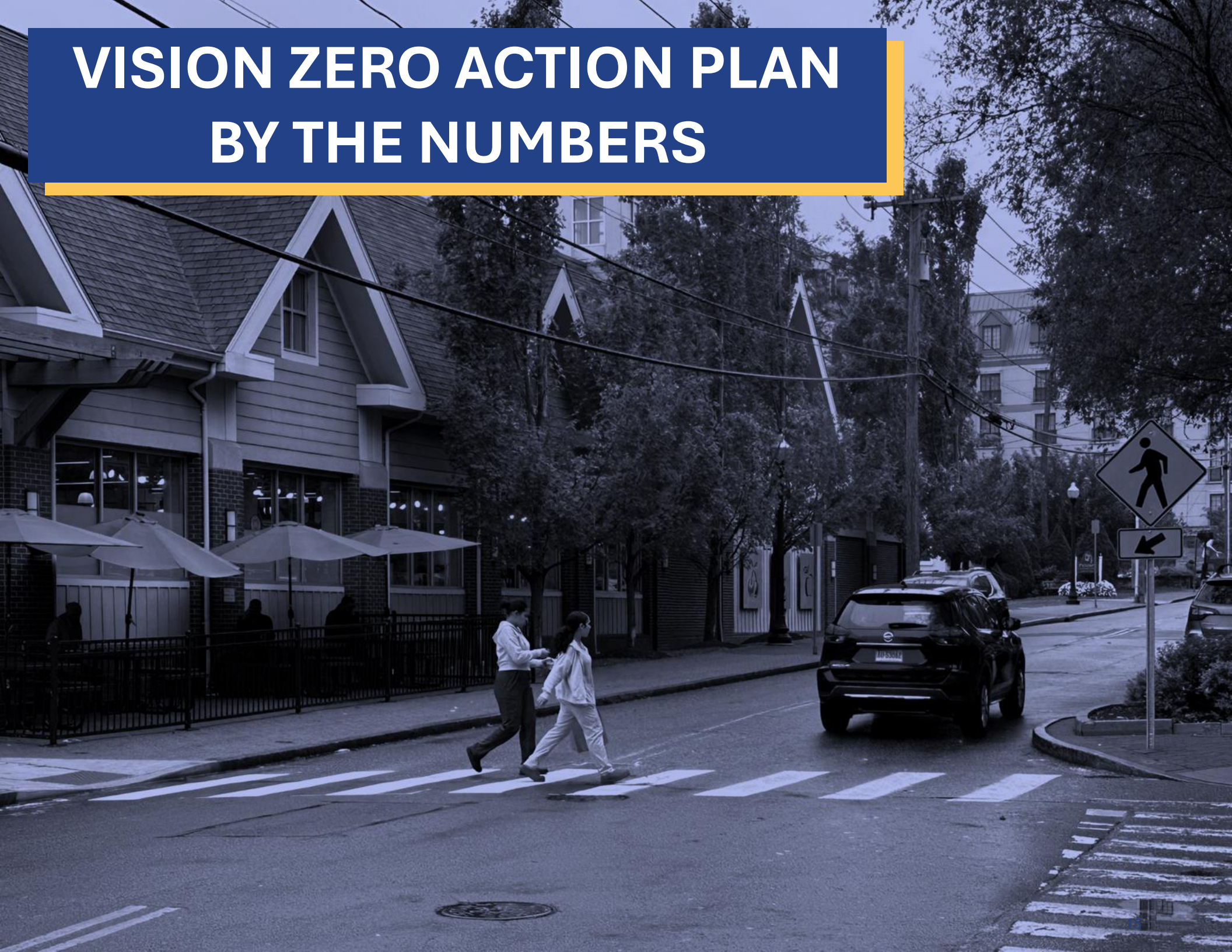
- Colonial Street at Elmfield Street
- Elmfield Street at Westgate Street
- Federal Street at Elmfield Street
- Grove Street at Elmfield Street
- Randal Avenue at Elmfield Street
- Route 173 (New Britain Avenue) at Colonial Street
- Route 173 (New Britain Avenue) at Federal Street
- Route 173 (New Britain Avenue) at Somerset Street
- Route 173 (New Britain Avenue) at Westgate Street
- Route 218 (North Main Street) at Brightview Drive
- Route 218 (North Main Street) at Huron Drive
- Route 218 (North Main Street) at Sheep Hill Drive
- Route 218 (North Main Street) at Still Road
- Route 218 (North Main Street) at Tumblebrook Lane
- Route 218 (North Main Street) at Wampanoag Drive
- Route 4 (Farmington Avenue) at Geneva Avenue
- Route 44 (Albany Avenue) at Bainton Road
- Route 44 (Albany Avenue) at Sky View Drive
- Route 529 (New Britain Avenue) at Abbotsford Avenue
- Route 529 (New Britain Avenue) at Hollywood Avenue
- Somerset Street at Elmfield Street

## **Wide Edge Lines (6-in)**

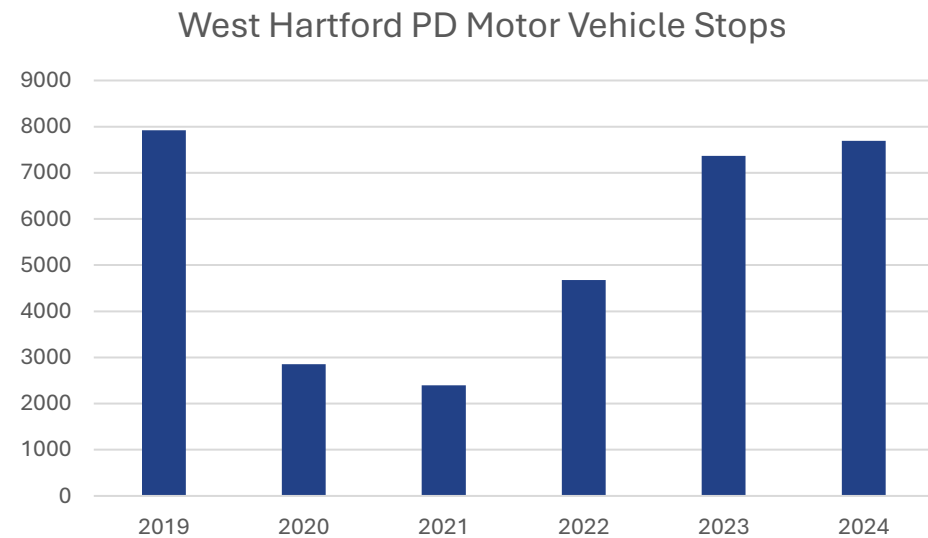
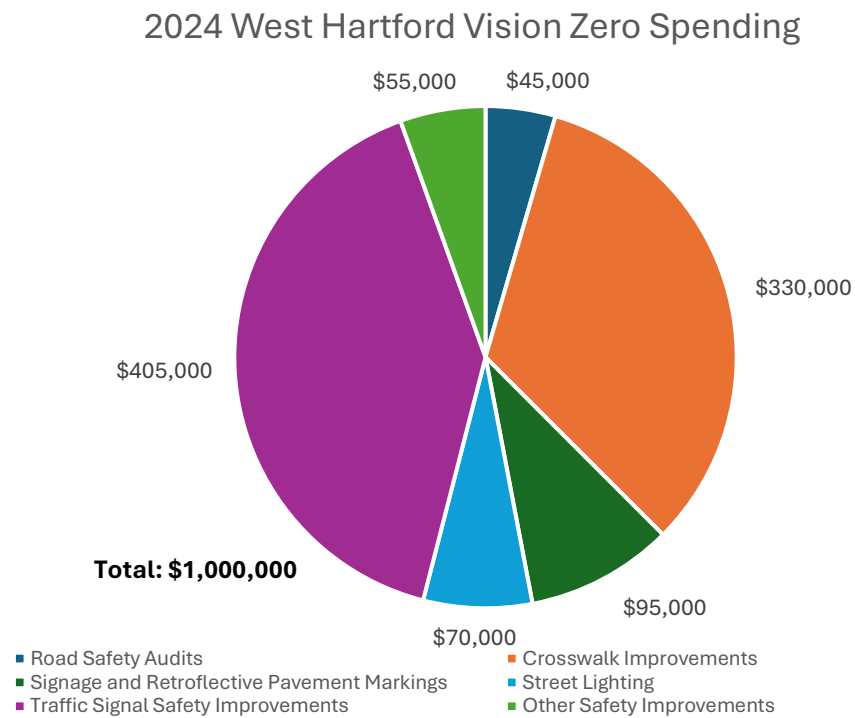
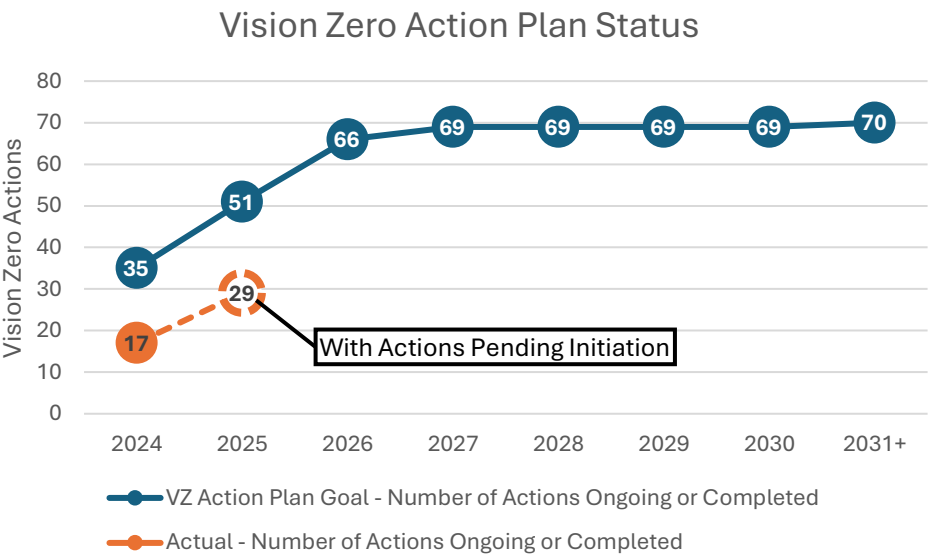
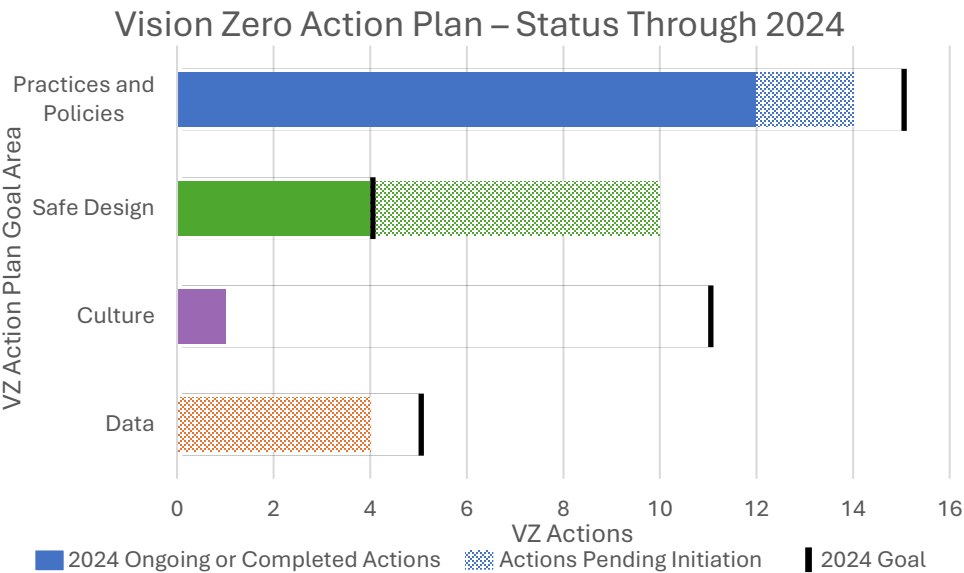
- Mountain Road (Fern Street to Still Road)
- Trout Brook Drive (Boulevard to Asylum Avenue)



# VISION ZERO ACTION PLAN BY THE NUMBERS



# VISION ZERO ACTION PLAN STATUS





# VISION ZERO ACTION PLAN STATUS

## PRACTICES AND POLICIES

### Key actions recently completed or underway:

**Action A2: Create a specific line item in the town's Capital Improvement Program (CIP) budget for capital expenditures that advance Vision Zero** – The CIP has been modified to include an average of \$500k annually between 2026 and 2032. This funding is also utilized as grant match funding as necessary.

**Action A3: Pursue implementation grant funding** – The town has pursued two successful SS4A grant opportunities and will continue to apply for grant funding as appropriate funding opportunities arise.

**Action A4: Establish a full-time permanent staff position responsible for overseeing the implementation of the Action Plan** – The Division of Engineering added a full-time staff position in 2024 to enhance capacity to deliver Vision Zero projects.

**Action E2 & E3: Update Bicycle Facility Plan and develop a Bicycle Facility Design Guide** – The Town recently updated its *Bicycle Plan and Facility Selection & Design Guide* in 2024. The document is the town's first comprehensive guide to planning and designing of bicycle facilities.

## CULTURE

### Key actions recently completed or underway:

**Action J2: Maintain the Vision Zero Webpage** – The Vision Zero webpage has been updated to include all printed materials and a regularly updated interactive map showing Vision Zero project locations.

**Note** – The town initially included funding in the FY 2024 Safe Streets 4 All grant application for a staff position which would have advanced up to 17 of these actions. However, this portion of the grant was removed by FHWA upon review. As such, the town is evaluating methods to move these actions forward including collaborating with partner organizations such as CRCOG, CTDOT, Watch for Me CT, or adjacent municipalities.

## SAFE DESIGN

### Key actions recently completed or underway:

**Action G1: Conduct RSAs** – The town conducted a total of four road safety audits (RSAs) in 2024, including one led by CTDOT for Albany Avenue. Other corridors included Sedgwick Road, New Park Avenue, and Prospect Avenue.

**Action G5: Implement projects that will not impact corridor planning** – Supported by \$1M in ARPA funding, the town implemented 109 projects in 2024. This funding also was used to procure materials for projects which will be implemented in 2025.

**Action G7: Relocate speed feedback signage to the Vision Zero Focus Areas** – The town maintains an inventory of 24 signs, of which 5 were relocated to the Vision Zero Focus Areas in 2024. Additional signs will be relocated to the VZFAs in 2025.

**Action H1: Evaluate signal timing on coordinated signal systems** – The town evaluated signal timings for Trout Brook Drive, North Main Street, Park Road, and Prospect Avenue in 2024. Retiming of Prospect Avenue signals was implemented in 2024 following new fiber connectivity to those signals.

## DATA

### Key actions pending initiation:

**Action N1: Create a dashboard to analyze the Action Plan's metrics** – The town is in coordination with UConn staff to coordinate the implementation of an automatically updating crash dashboard based on latest information. This crash dashboard will complement the project dashboard already created.

**Action N2: Public project updates** – This annual report fulfills this action.

**Action N3: Publish an annual progress report focused on data-driven results and areas for improvement** – This annual report fulfills this action.

**Action N4: Collect speed data on high crash corridors** – The town will conduct this task as part of the upcoming Speed Management Pilot Program.





**MOVING VISION ZERO  
FORWARD**



# NOTEWORTHY UPCOMING VZ PROJECTS



## Automated Traffic Enforcement

The Town has been awarded two Federal Highway Administration (FHWA) Safe Streets and Roads For All (SS4A) grants which include both speed safety cameras and red-light cameras. Speed safety cameras are a FHWA Proven Safety Countermeasure and have been found to **reduce crashes up to 54%**.



## Dynamic No-Turn-on-Red

Dynamic No-Turn-on-Red (NTOR) signs illuminate during a pedestrian phase and prohibit conflicting right-turn-on-reds. Signage is mounted on the mast arm providing better visibility for an approaching motorist of a potential conflict. Dynamic NTOR signs have been used with great success in other areas in CT. It is expected that 10 signs will be installed at 4 intersections in 2025.

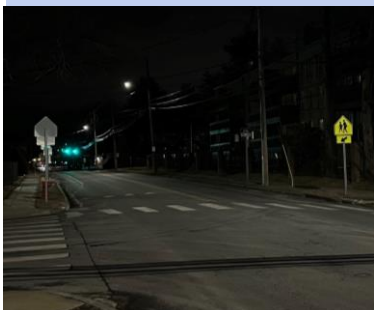
## Crosswalk Warning Lights (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) are a FHWA Proven Safety Countermeasure and have been found to **reduce pedestrian crashes by up to 47%**. Furthermore, research by IIHS shows drivers are more than 13x more likely to yield at crosswalks with RRFBs. At least 15 additional locations are planned in 2025.



## Traffic Signal Backplates

Traffic signal backplates will be installed on all suitable town signals through the end of 2025. Retroreflective backplates are a FHWA Proven Safety Countermeasure and have been found to **reduce crashes at intersections up to 15%**.



## Street Lighting

Proper lighting in areas of pedestrian crossings is a FHWA Proven Safety Countermeasure and **have been found to reduce nighttime pedestrian crashes by up to 42%**. Streetlighting is anticipated to be improved on many corridors including New Park Avenue, Prospect Avenue, New Britain Avenue and Oakwood Avenue in 2025. Additional areas are also planned.



## Park Road Project

A Road Safety Audit (RSA) was conducted for Park Road and finalized in 2024. Recommendations in this RSA include bumpouts, additional crosswalks, raised crosswalks at select locations, a standard 5-ft bike lane, parking reconfigurations, and improved pedestrian lighting east of Oakwood Avenue. These recommendations are being incorporated in the upcoming Park Road project.

# SAFE STREETS 4 ALL (SS4A) GRANTS

Consistent with the Vision Zero Action Plan, the Town of West Hartford applied for, and was awarded grant funding through the Federal Highway Administration's (FHWA) Safe Streets 4 All (SS4A) grant program. The town applied for two separate rounds of SS4A grant funding, one in Fiscal Year 2023 (FY 2023) and one in Fiscal Year 2024 (FY 2024) as described below. The SS4A grant program can include activities within three categories: Supplemental Planning, Demonstration, and Implementation. Between the two grants, the town has activities within all three of these categories.

## FY 2023 SS4A Grant

### **Speed Management Pilot Program**

*Status (as of Feb. 2025):* Fully Executed. Project start Q1 2025.

*Federal Cost Share (80%):* \$669,007

*Town Cost Share (20%):* \$167,252

**Total Project Cost: \$836,259**

This grant funds an 18-month pilot program for speed safety cameras at approximately 15 locations. This project is expected to commence in the first quarter of 2025. The town will have the option to continue a speed safety program following the conclusion of the pilot program outside the grant program.

## FY 2024 SS4A Grant

### **Vulnerable User Safety Program**

*Status (as of Feb. 2025):* Awaiting Grant Approval from FHWA.

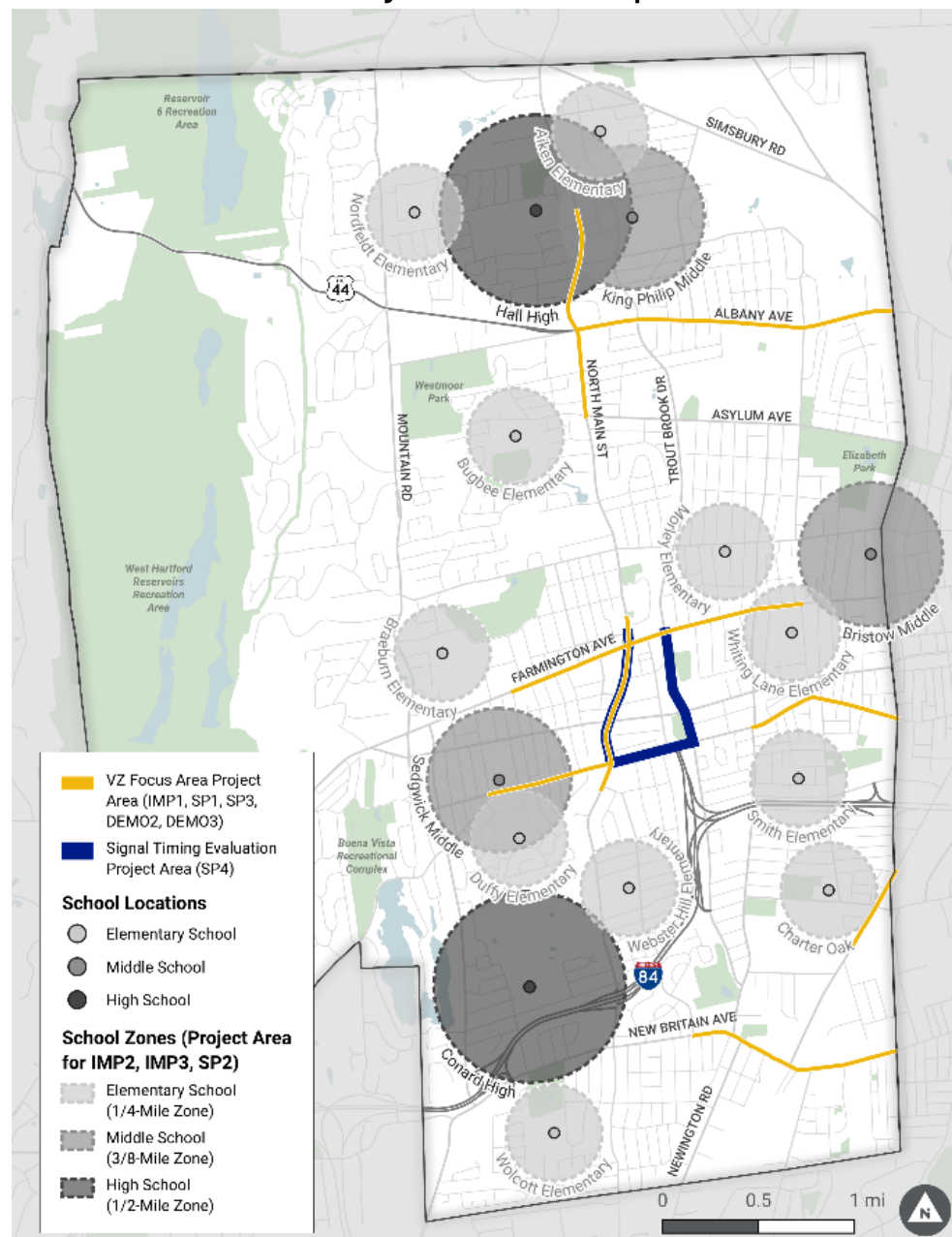
*Federal Cost Share (80%):* \$3,178,100

*Town Cost Share (20%):* \$794,525

**Total Project Cost: \$3,972,625**

This grant funds a variety of safety improvements for vulnerable users (pedestrians, bicyclists etc.). This includes an 18-month pilot program for red-light cameras at approximately 8 intersections. The grant also includes an additional four road safety audits (RSAs), 16 Safe Routes to School Reports (SRTS), and includes a total budget of approximately \$3 Million to implement quick-build and permanent improvements based on recommendations within any of the completed RSA and SRTS reports (project map shown to right).

## Vulnerable User Safety Program Project Area Map





# ON-GOING & UPCOMING VISION ZERO PROJECTS (1 of 4)

## **Accessible Pedestrian Signal (APS) Equipment**

- Farmington Avenue at Quaker Lane South
- Quaker Lane South at Boulevard
- Raymond Road at Isham Road
- South Main Street at Ellsworth Road
- Trout Brook Drive at Boulevard

## **Automated Traffic Enforcement - Speed Safety Cameras\***

- Locations TBD\*

## **Automated Traffic Enforcement - Red-Light Cameras\***

- Locations TBD\*

## **Centerline Rumble Strips**

- Bloomfield Avenue (Route 189)

## **Dynamic NTOR Signage w/ Ped Activation**

- Farmington Avenue at Trout Brook Drive (All Approaches)
- New Park Avenue at Flatbush Avenue (All Approaches)
- North Main Street at Asylum Avenue (WB Approach Only)
- Park Road at Trout Brook Drive (SB Approach Only)

## **Horizontal Curve Signing Upgrades**

- Arden Road/Miller Road (W/O North Main Street)
- Buena Vista Road (Brookmoor Road and Mountain Road)
- Chatfield Drive (S/O New Britain Avenue)
- Cliffmore Road (S/O Brookside Drive)
- Clifford Drive (N/O Clifford Lane)
- Cornerstone Drive (S/O Buena Vista Road)
- Cornerstone Drive (E/O Brookmoor Road)
- Davenport Road (N/O Barton Street)
- Farnham Road (S/O Fern Street)
- Farnham Road (W/O Dorset Road)
- Fern Street (E/O Mountain Road)
- Foxridge Road (N/O Sandhurst Drive)
- Greensview Drive (S/O Sandhurst Drive)
- Greensview Drive/Berkshire Road (E/O Foxridge Road)
- Highwood Road (Mountain Road to High Wood Road)
- Hillcrest Ave (W/O Abbotsford Avenue)
- Hunter Drive (E/O Canal Road)

## **Horizontal Curve Signing Upgrades (Continued)**

- Hunter Drive (Near Beachtree Lane)
- John Smith Drive (N/O Miles Standish Drive)
- Ledyard Road (Near North Steele Road)
- Lindy Lane (E/O Trout Brook Drive)
- Loomis Drive (E/O North Main Street)
- Mountain Terrace (W/O Meadow Lane)
- Mountain Terrace Road (E/O Meadow Lane)
- Orchard Road (E/O Morningcrest Drive)
- Overbrook Road (E/O Chamberlin Drive)
- Richmond Lane (Near Sheep Hill Drive)
- Stoner Drive (Near Bayberry Road)
- Westmont Street (E/O Canal Road)
- Westmont Street (E/O Midlands Drive)
- Wolcott Road (N/O Davenport Road)
- Woodmont Road (S/O Still Road)

## **Lane Reconfiguration/Striping Changes**

- Trout Brook Drive (Trout Brook Terrace to Boulevard)

***Asterisk (\*) denotes includes SS4A grant funding***

# ON-GOING & UPCOMING VISION ZERO PROJECTS (2 of 4)

## **Overhead Street Lighting Improvements**

- Albany Avenue (Trout Brook Drive to Wiltshire Lane)
- Boulevard (E/O Castlewood Road)
- Boulevard (E/O Newport Avenue)
- Farmington Avenue (South Main Street to Dover Road)
- Farmington Avenue at Arlington Road
- Farmington Avenue at Grennan Road
- Farmington Avenue at Maplewood Avenue
- Flatbush Avenue (Oakwood Avenue to New Park Avenue)
- King Philip Drive at Brewster Road
- King Philip Drive at Hilldale Road
- King Philip Drive at Huron Drive
- King Philip Drive at Mohawk Drive
- King Philip Drive at Old Meadow Road
- New Britain Avenue (South Street to Hartford C/L)
- New Britain Avenue at ShopRite
- New Park Avenue (Talcott Avenue to Prospect Avenue)
- Newington Road (Elmfield Street to Prescott Street)
- North Main Street at Hall High School
- North Main Street at Mohawk Drive
- North Main Street at Starkel Road
- North Main Street at Huron Drive
- Oakwood Avenue (Flatbush Avenue to Park Road)
- Prospect Avenue (Kane Street to Park Road)
- Quaker Lane South (Richard Street to St Charles Street)
- Sedgwick Road (Wardwell Road to Tunxis Road)
- South Main Street (N/O Calvin Rd)
- South Main Street (Park Road to Webster Hill Boulevard)
- South Main Street at Boulevard

## **Pedestrian Safety Zone\***

- New Britain Avenue\*
- Park Road\*
- West Hartford Center (Farmington Avenue, LaSalle Street, South Main Street, North Main Street, Raymond Road, Isham Road)\*

## **Quick-Build Projects**

- Curb Extensions – Location(s) TBD
- Hardened Centerline – Location(s) TBD
- Median Island / Pedestrian Refuge Island – Location(s) TBD
- Neighborhood Traffic Calming – Location(s) TBD
- Neighborhood Traffic Circle – Location(s) TBD
- Separated Bike Facility – Location(s) TBD

## **Rectangular Rapid Flashing Beacon (RRFB) w/ High Intensity Ped. Lighting**

- Asylum Avenue at Ballard Drive
- Asylum Avenue at Elizabeth Park
- Farmington Avenue at Dover Road
- Fern Street at Elizabeth Park
- Fern Street at Willowbrook Road
- Flatbush Avenue at Charter Oak Blvd (Glover Soccer Park Complex)
- King Philip Drive at Aiken School
- King Phillip Drive at KPMS
- Mountain Road at Apple Hill Road
- North Main Street at Huron Drive
- North Main Street at Wampanoag Drive
- Oakwood Avenue at Sidney Avenue
- Oakwood Avenue at St James Street
- Park Road at Nesbit Avenue
- Trout Brook Drive at Jackson Avenue
- Webster Hill Boulevard at Carleton Road

***Asterisk (\*) denotes includes SS4A grant funding***



# ON-GOING & UPCOMING VISION ZERO PROJECTS (3 of 4)

## **Reflective Traffic Signal Backplates**

- Asylum Avenue at Steele Road
- Boulevard at Arnoldale Road
- Boulevard at Quaker Lane South
- Boulevard at Raymond Road
- Boulevard at Ridgewood Road
- Boulevard at South Highland Street
- Farmington Avenue at Ardmore Road/Westfield Road
- Farmington Avenue at Boulevard
- Farmington Avenue at Highland Street
- Farmington Avenue at LaSalle Road
- Farmington Avenue at Mountain Road
- Farmington Avenue at Municipal Parking Lot
- Farmington Avenue at North Main Street/South Main Street
- Farmington Avenue at North Quaker Lane/Quaker Lane South
- Farmington Avenue at Raymond Road
- Farmington Avenue at Trout Brook Drive
- Farmington Avenue at Walden Street
- Farmington Avenue at Whiting Lane
- Fern Street at North Quaker Lane
- King Philip Drive at Mohawk Drive
- Mountain Road at Boulevard
- Mountain Road at Fern Street
- New Park Avenue at Flatbush Avenue
- New Park Avenue at Prospect Avenue
- New Park Avenue at West Hartford Place
- North Main Street at Asylum Avenue
- North Main Street at Brace Road
- North Main Street at Fern Street
- North Main Street at Sims Road/Plaza Driveway
- Oakwood Avenue at Kane Street/St.Charles Street
- Oakwood Avenue at Seymour Avenue
- Park Road at Oakwood Avenue/Arnoldale Road
- Park Road at Prospect Avenue
- Prospect Avenue at Caya Avenue
- Prospect Avenue at Kane Street
- Prospect Avenue at Private Driveways (McDonald's/Plaza)
- Quaker Lane South at Talcott Road
- Quaker Lane South at Trout Brook Drive
- Raymond Road at Isham Road

## **Reflective Traffic Signal Backplates (Continued)**

- Raymond Road at Memorial Road
- Ridgewood Road at Beechwood Road
- Ridgewood Road at Tunxis Road
- Sedgwick Road at Ridgewood Road
- South Main Street at Boulevard
- South Main Street at Calvin Road
- South Main Street at Ellsworth Road/ Town Hall Driveway
- South Main Street at Elmfield Street
- South Main Street at Memorial Road/Town Center Driveway
- South Main Street at Park Road/Sedgwick Road
- South Main Street at Pedestrian Crossing
- Trout Brook Drive at Asylum Avenue
- Trout Brook Drive at Boulevard
- Trout Brook Drive at Fern Street

## **Road Safety Audit\***

- Albany Avenue (North Main Street to Prospect Avenue)
- Farmington Avenue (Westland Avenue to Whiting Lane)\*
- New Britain Avenue (Mayflower Street to Hartford C/L)\*
- New Park Ave (S/O West Hartford Place to Prospect Avenue)
- North Main Street (Asylum Avenue to Huron Drive)\*
- Prospect Avenue (New Park Avenue to Park Road)
- Sedgwick Road (Ridgewood Road to South Main Street)
- South / North Main Street (Webster Hill Boulevard to Loomis Drive)\*

***Asterisk (\*) denotes includes SS4A grant funding***

# ON-GOING & UPCOMING VISION ZERO PROJECTS (4 of 4)

## **Safe Routes To School Report & Recommendations\***

- Aiken Elementary School\*
- Braeburn Elementary School\*
- Bristow Middle School\*
- Bugbee Elementary School\*
- Charter Oak Elementary School\*
- Conard High School\*
- Duffy Elementary School\*
- Hall High School\*
- King Philip Middle School\*
- Morley Elementary School\*
- Nordfeldt Elementary School\*
- Sedgwick Middle School\*
- Smith Elementary School\*
- Webster Hill Elementary School\*
- Whiting Lane Elementary School\*
- Wolcott Elementary School\*

## **Signal Operation Improvements\***

- North Main Street at Asylum Avenue
- North Main Street at Fern Street
- North Main Street at Sims Street
- Park Road (South Main Street to Trout Brook Drive)\*
- South Main Street (Park Road to Brace Road)\*
- Trout Brook Drive (Park Road to Farmington Avenue)\*
- Farmington Avenue at South Highland Street

## **Unsignalized Intersection Signing and/or Pavement Marking Upgrades**

- Asylum Avenue at North Quaker Lane
- Boulevard at Beverly Road
- Boulevard at Four Mile Road
- Boulevard at Lemay Street
- Boulevard at Newport Avenue
- Boulevard at Wardwell Road
- Boulevard at Whiting Lane
- Fern Street at Auburn Road
- Fern Street at Walbridge Road
- Mountain Road at Still Road
- New Park Avenue at Foley Street
- Park Road at South Highland Street
- South Highland Street at Warrenton Avenue
- South Street at Shield Street
- Trout Brook Drive at Vera Street
- Warrenton Avenue at Prospect Avenue

***Asterisk (\*) denotes includes SS4A grant funding***