

PROJECT NO. 42-315
BICYCLE AND PEDESTRIAN IMPROVEMENTS ON U.S. ROUTE 44
(BURNSIDE AVE) FROM U.S. ROUTE 5 (MAIN STREET) TO MARY STREET
TOWN OF EAST HARTFORD

PROJECT LOCATION:

This project is located in the Town of East Hartford on U.S. Route 44 (Burnside Avenue) from Route 5 (Main Street) to Mary Street, between mile marker 55.41 and 58.17 WB, respectively, a distance of 2.76 miles. This project will pass through the recently completed curve realignment (project #42-292), which was designed to accommodate the proposed bike lane.

PROJECT PURPOSE:

From 2007 to 2009, there were 6 accidents involving bicycles, and 8 accidents involving pedestrians within the project limits; and, from 2009 to 2013 there were 18 and 17, respectively (see chart below). This includes 3 bicyclist deaths and 2 pedestrian deaths. The purpose of this project is to enhance the safety of pedestrians and cyclists on a section of U.S. Route 44 (Burnside Avenue) from U.S. Route 5 (Main Street) to Mary Street.

US Route 44 from Mile point 55.41 to 58.17 (Project Limits):

| Accidents | 2009 | 2010 | 2011 | 2012 | 2013 | Total |
|-------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Bicycle | 0 | 4 | 3 | 6 | 5 | 18 |
| Pedestrian | 2 | 4 | 2 | 4 | 5 | 17 |

PROJECT DESCRIPTION:

Currently, this section of Route 44 consists of four lanes with parking in the outside travel lane where permitted. The project proposes to convert the existing four lane road into a two-lane road (road diet), creating bicycle lanes, and shoulders wide enough for parking.

An analysis undertaken by the DOT Traffic Division confirms that one lane in each direction will sufficiently meet traffic demand for both existing and future traffic volumes.

The typical cross section will consist of two 11' travel lanes, two 5' bike lanes, and two 7' shoulders. At intersections where required, shoulder widths will be reduced and 10' turn lanes will be provided.

The proposed design will involve:

- Realignment of Larrabee Street at Burnside Avenue
- Full depth reconstruction of six badly deteriorated intersecting side street aprons
- Relocation and consolidation of bus stops
- Installation of bus turnouts where required due to inadequate roadway width to accommodate bus stops without blocking bike lanes

- Modifications of existing traffic signals to match new lane arrangements
- Reconstruction of deteriorated sidewalks and ramps including curbs and new Americans with Disabilities Act (ADA) compliant sidewalk ramps
- Milling and overlaying the entire section of pavement within the project limits to remove existing pavement markings and establish new markings for bike lanes
- Correction of safety-related drainage problems
- Driver and cyclist education through community outreach by developing printed safety material and holding community outreach events

RIGHTS OF WAY:

Rights of way acquisition were required from twelve (12) properties, including one owned by the Town of East Hartford. The rights of way impacts included sightline easement on two properties, a partial acquisition for the realignment of Larrabee Street, and sliver acquisitions on seven properties to accommodate widened shoulders for bus stops/turnouts along with three properties to accommodate new sidewalks and sidewalk ramps.

In addition, Rights of Way is seeking temporary rights to construct sidewalks and sidewalk ramps on a number of properties along Burnside Avenue within the project limits.

PERMITS REQUIRED:

No permits required.

PROJECT SCHEDULE:

FDP Date: 11-19-14

DCD Date: 01-21-15

ADV Date: 03-04-15

*Construction began on July 27th with completion scheduled for July 2016.

PROJECT COST:

Estimated Construction Cost: \$3,800,000 (Construction 2015). The Federal Highway Safety Improvement Program will pay for 90 percent of the program.

BENEFITS OF ROAD DIETS

Road diets can reduce collisions, increase mobility and access for local residents, and improve a community's quality of life.

- **Safety:** Road Diets can make the roadway environment safer for all users.
 - Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility.
 - For pedestrians, Road Diets result in fewer lanes to cross and provide an opportunity to install refuge islands that slow vehicles in the midblock crossing area, which is where 70 percent of pedestrian fatalities occur.

- **Low Cost:** Road Diets make efficient use of the roadway cross-section.
 - The majority are installed on existing pavement within the right-of-way.
 - When planned in conjunction with reconstruction or simple overlay projects, the safety and operational benefits of Road Diets are achieved essentially for the cost of restriping pavement lanes.

- **Quality of Life:** Road Diets can make shared spaces more livable and contribute to a community-focused, Complete Streets environment.
 - On-street parking and bike lanes can also bring increased foot traffic to business districts.

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