



New Britain Complete Streets Case Study

New Britain, Connecticut

New Britain – Complete Streets

- **Interesting Case Study & I'm as curious as anyone how it's going to play out**
- **Complete Streets Planning Efforts**
- **Our Funding Efforts**
- **Downtown Complete Streets Projects**
- **The Impossible Beehive Bridge**
- **Downtown Transit Oriented Development (TOD)**
- **Related Work & Next Steps**

CASE STUDY – Very long process!

Goal of revitalizing our community following TOD – easily a 20 years process

Large Transit investment – *CTfastrak (2008 – 2015)*

To best benefit from the Transit investment you need a highly livable community. In our case we had a lot of the pieces, but we needed major livability improvements like those Complete Streets principles follow (functionality, well balanced transportation system that accomodates all modes, safety, place making)

Needed a plan – Complete Streets Masterplan for Downtown NB (2011 – 2013)

Funding and Complete Streets Project Implementation (2012 – 2024)

Transit Oriented Development Build Out (2013 – 2030 est.)

Many of us involved may not around to see the fruits of our labor & lots of blind faith

**New Britain
Complete
Streets**

CT *fastrak*

- Involves Dedicated Rapid Bus Transit (BRT) Corridor between New Britain and Hartford
- \$500 Mil. Investment
- Also offers off-corridor routes to destinations (UConn Medical Center, Hartford Loop, Bradley Airport, etc...)
- Began service in the spring of 2015 & has been very successful in terms of achieving ridership and attracting new development



GOLDEN OPPORTUNITY



CT *fastrak*

But in late 2011 when we began our Complete Streets Master Plan for Downtown New Britain...

CT *fastrak* was still in design & being referred to as the NB to Hartford Busway

- Many people assumed that people wouldn't ride the busway & that a train should have been built
- Former Governor Roland had a local radio talk show where his primary topic was bashing the Busway project
- There was great concern that the project wouldn't be successful or be successful quickly enough to justify the expense



GOLDEN OPPORTUNITY





The City of New Britain recognized early that:

- Local projects that supported CTfastrak ridership would be highly fundable
- Local projects that leverage other State and Federal funds are highly fundable
- This was a rare opportunity & we needed to take advantage of it early
- Opportunity to redefine the City of New Britain
 - Encourage TOD & other development
 - Improve the quality of life the City offers its residents and those that spend time in the City
 - Improve Tax Base & Grow the Grand List

GOLDEN OPPORTUNITY



NEW BRITAIN COMPLETE STREETS INITIATIVE

The thing about **OPPORTUNITY** though is ...



YOU NEED TO SEIZE IT!!!

Great quote by **Thomas Edison** about Opportunity:

“Opportunity is missed by most people because it is dressed in overalls and looks like work”



Transit Oriented Development

It's not just your stop, it's your destination.



Transit Oriented Development is the exciting fast growing trend in creating vibrant, livable, sustainable communities. Also known as TOD, it's the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality transit systems. This makes it possible to live a lower-stress life without complete dependence on a car for mobility and survival.

Transit oriented development is regional planning, city revitalization, suburban renewal, and walkable neighborhoods combined. TOD is rapidly sweeping the nation with the creation of exciting people places in city after city. The public has embraced the concept across the nation as the most desirable places to live, work, and play.

Real estate developers have quickly followed to meet the high demand for quality urban places served by transit systems.



New Britain Complete Streets

In early 2011 we had no idea
what **Complete Streets** were
We put out an RFP for a streetscape
plan for the downtown area which
related, but not nearly
as comprehensive



Complete Streets

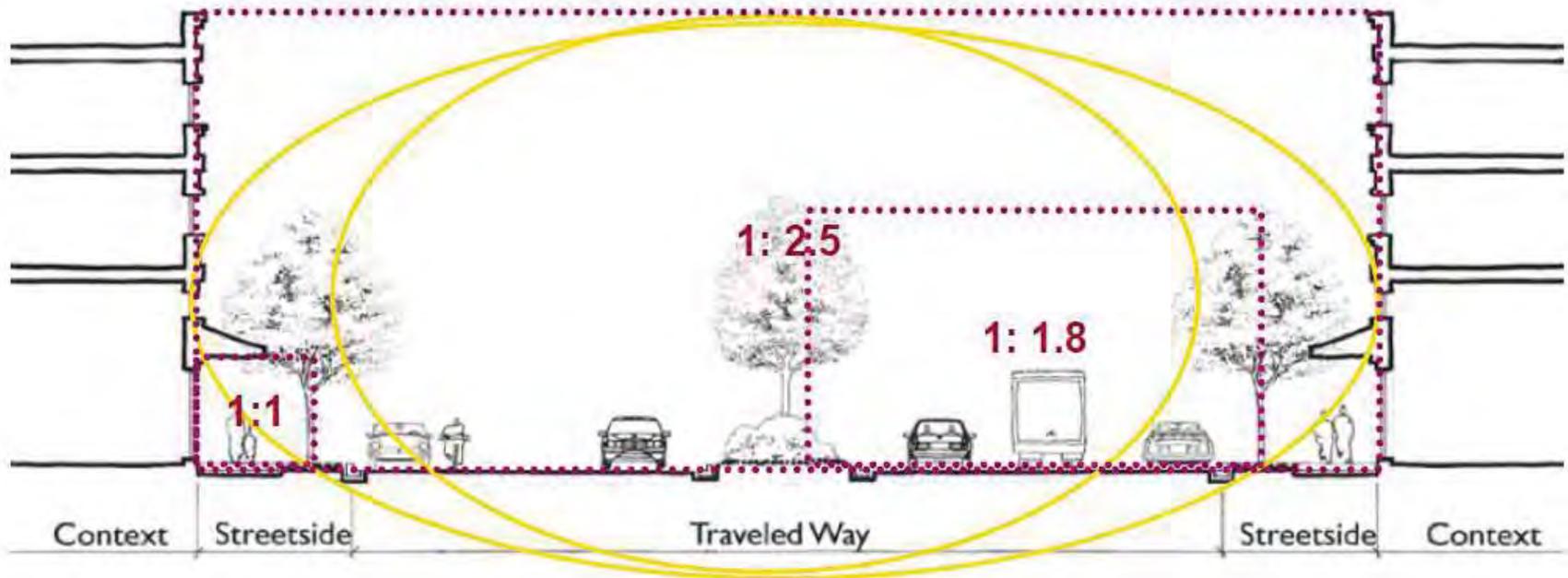
Complete Streets are streets that are designed, operated and maintained with everyone in mind, regardless of age or physical ability. They enable safe access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

Complete Streets make it easy to cross the street, walk to shops, bicycle to work, and support transit.

Supporting bicycle, pedestrian and transit modes helps revitalize communities and attract new development, which in turn can boost property values.

There is no singular design for a Complete Street; each street is unique and must be designed in response to its community context.

Complete Streets is a lot about scale & how features relate to each other



Context & landscape provides vertical frame → Outdoor Room
Comfortable Ratio of Enclosure - 1:1 to 1:4

**New Britain
Complete
Streets**



**COMPLETE
STREETS
MASTER PLAN**
for
**DOWNTOWN
NEW BRITAIN**



COMPLETE STREETS MASTER PLAN
FOR DOWNTOWN NEW BRITAIN

Began in 2011 with HUD
Planning Grant for \$212,500
administered through
CRCOG

**New Britain
Complete
Streets**



Complete Streets Master Plan Overview

DOWNTOWN STREETSCAPE WORKING GROUP

Began meeting in October of 2011

Group changed and grew beyond a formal working group

Responsibilities & Commitment:

- Members have a specific area of expertise, are representing a stake holder group, or both
- Responsible to share information with other stakeholders and bring it forward to the Working Group
- Make well educated, informed, and unified decisions
- To understand complete streets, streetscape enhancements, goals we're trying to achieve
- Provided local input to City's Consultant Team

Still involved as implementation phases continue



Picture shows early field trip by DSSWG members looking at already constructed example projects



**Getting Oriented
Around Downtown
New Britain**

Broad St / "Little Poland"

Broad Street

Main Street

**Beehive Bridge
(Main St. over Rt. 72)**

CTfastrak

City Hall

**Central
Park**

Park Avenue

**NB Museum of
American Art**

**Walnut
Hill Park**



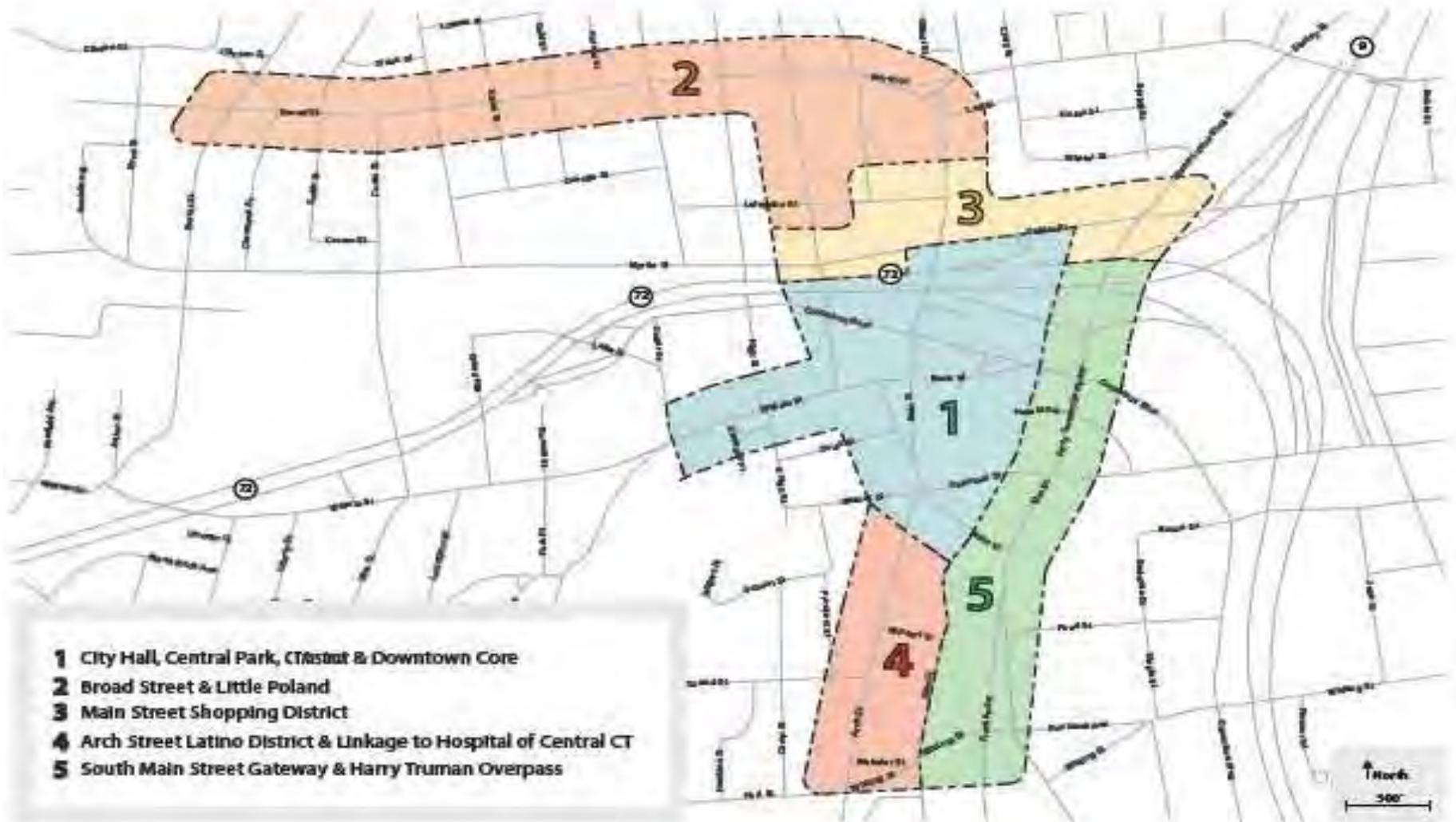
Main Street

**New Britain
Court House**



Downtown New Britain Complete Streets

Master Plan Study Area Map



Downtown New Britain Complete Streets Projects

Place Making

- Create a consistent, distinct & attractive streetscape throughout entire downtown
- Capitalize on the City's art & history to create public interest
- Create public spaces that will draw people to Downtown

Livability

- Right size roads through road diets to establish the correct balance between vehicles, pedestrians, and other users
- Create an area that best supports TOD

Connectivity

- Relink both sides of the downtown split by Route 72
- Improve pedestrian linkages
- Make New Britain bike friendly
- Improve wayfinding signage

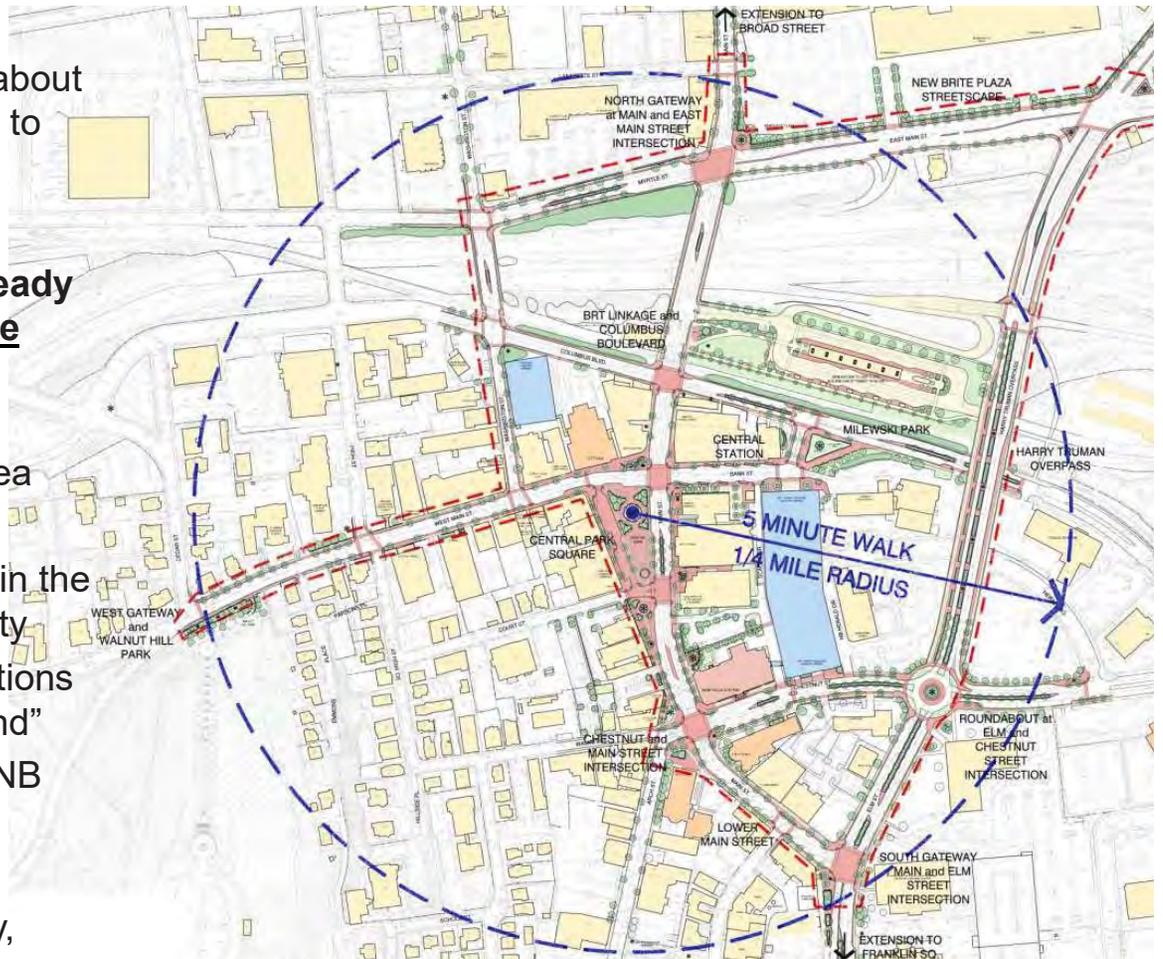


About Downtown New Britain

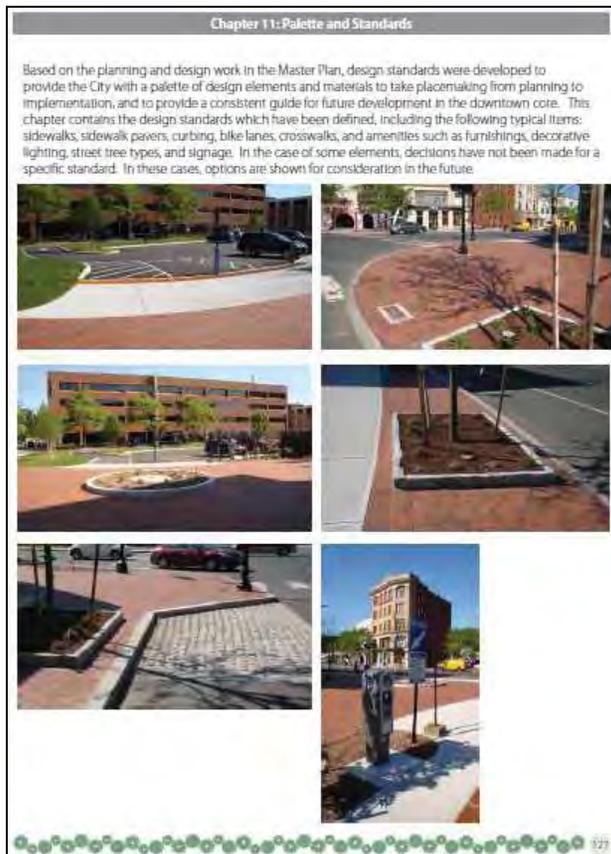
There are many good things to say about New Britain & there are many things to capitalize on:

Opportunities - Downtown NB already has the key ingredients of a livable downtown:

- Compact & highly walkable area
- Shopping & restaurants
- Affordable residential housing in the downtown & throughout the City
- Historical and Cultural destinations like Broad Street's "Little Poland"
- Strong Arts Community & the NB Museum of American Art
- Very strong Parks System
- Public facilities (CCSU, Library, Hospital)
- These we couldn't easily create if they didn't already exist....



Complete Streets Master Plan Excerpts and Examples - Design Standards



Images show excerpts from the Master Plan that relate to brick pavers and paver patterns developed as design standards for the downtown streetscape. These were developed and approved through the Downtown Streetscape Working Group. As the first phase of construction was completed prior to the completion of the Complete Streets Master Plan these images show the design standards actually being applied in downtown New Britain.

City of New Britain - Complete Streets Initiative



COMPLETE STREETS MASTER PLAN IMPLEMENTATION

Chapter 12: Implementation of the Master Plan

Project Phases



City of New Britain - Complete Streets Initiative



COMPLETE STREETS MASTER PLAN IMPLEMENTATION

Complete Streets Projects Identified in our Master Plan

Phase	Name	Status	Cost	Funding Source
1	Police Station / Parking Lot / Main	Complete	\$0.4	City Bond (approved)
2	Main / Chestnut / Arch	Construction	\$1.3	ConnDOT TOD Grant (.75M); City Bond (.55M approved)
3	Central Park / Main / W. Main	In Design	\$3.8*	TCSP (1.3M); STP Urban (2.5M); City Match (.8M)
4	Broad Street (Horace to Burritt)	In Design	\$4.5*	City Bond (approved); STPU (possible)
5	Arch Street	In Design	\$1.6*	City Bond (approved)
6	Elm / S. Main	In Design	\$1.4*	City Bond (approved)
7	Columbus / Bank (Bus Livability)	Planning	\$2.9*	HUD Bus Livability Grant (1.6M); City Bond (approved)
8	Main St. Overpass over SR. 72	Planning	\$2.3*	undetermined
9	Main / E. Main	Not Active	\$1.8*	undetermined
10	Washington/Columbus Streetscape	Not Active	\$1.0*	undetermined
11	Harry Truman Overpass	Construction	\$4.0*	undetermined
12	Medians, Crosswalks, & Paving streetscape	Not Active	\$2.1*	undetermined
Costs in Millions (Estimated)		Total:	\$26.8*	



PHASE I

New Britain Police Department and Streetscape

- COMPLETED 2012
- Approximately \$250K in Streetscape related improvements

PHASE II

Transit-Oriented Development Pilot Program (OPM & CTDOT)

- Grant Amount: \$966,000
- Required Match: \$0
- Project Total: \$1,500,000
- City Investment: \$533,000
- COMPLETED 2014

PHASE III

Transportation, Community, and System Preservation (FHWA) & STP Urban

- Grant Amount: \$3,304,400
- Required Match: \$826,100
- Project Total: \$4,130,500
- COMPLETED 2017
- Received additional \$680K in STP Funds

PHASE IV

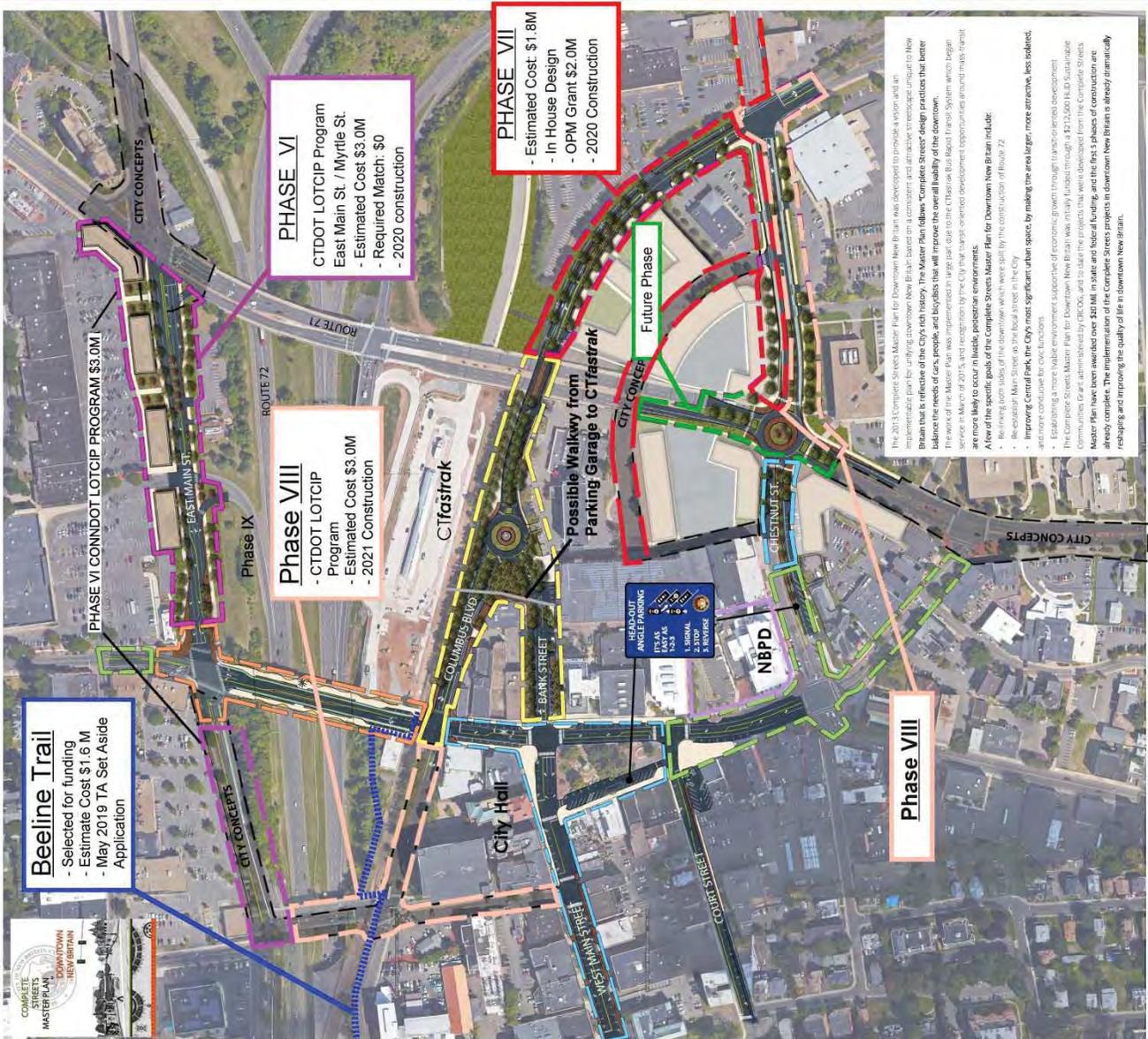
Local Road Accident Reduction Program (CTDOT)

- Grant Amount: \$2,880,000
- Required Match: \$320,000
- Project Total: \$3,200,000
- Completed Fall 2018

PHASE V

BEEHIVE BRIDGE Bus Livability (FTA)

- FTA Grant: \$1,600,000 with \$400K match
- Misc. Grants: \$800K
- State Bonds: \$2.1M
- State Maintenance: \$700K
- City Investment: \$2.3M
- Project Total: \$7.5M
- Completed fall 2019



PHASE VI
CTDOT LOTCIP Program
East Main St. / Myrtle St.
- Estimated Cost \$3.0M
- Required Match: \$0
- 2020 construction

Phase VIII
CTDOT LOTCIP Program
- Estimated Cost \$3.0M
- 2021 Construction

PHASE VII
- Estimated Cost: \$1.8M
- In House Design
- OPM Grant \$2.0M
- 2020 Construction

Beeline Trail
- Selected for funding
- Estimate Cost \$1.6 M
- May 2019 TA Set Aside Application

The 2015 Complete Streets Master Plan for Downtown New Britain was developed to provide a vision and an implementation plan for unifying downtown New Britain based on a consistent and attractive streetscape unique to New Britain that is reflective of the City's rich history. The Master Plan follows "Complete Streets" design practices that better balance the needs of cars, people, and bicycles that will improve the overall quality of the downtown.

The work of the Master Plan was implemented in large scale public, private, and non-profit partnerships. The Master Plan includes a series of recommendations for future development opportunities prior to construction of Phase VII.

A few of the specific goals of the Complete Streets Master Plan for Downtown New Britain include:

- Re-opening Main Street as the focal street in the City
- Improving Central Park, the City's most significant urban space, by making the area larger, more attractive, less isolated, and more conducive for civic functions.
- Establishing a more viable environment supportive of economic growth through transit-oriented development.

The Complete Streets Master Plan for Downtown New Britain was initially funded through a \$12,500 H&D Sustainable Communities Grant administered by CTDOT, and to date the projects that were developed from the Complete Streets Master Plan have been awarded over \$50M in state and federal funding, and the first 3 phases of construction are already complete. The implementation of the Complete Streets projects in downtown New Britain is already dramatically reshaping and improving the quality of life in downtown New Britain.

BEEHIVE BRIDGE

Downtown Project & Funding

Phase	Name	Grant Funds	City Funds	Grant Type	Project Status
1	New Police Station Area		\$250,000.00		Completed in 2012
2		\$966,000.00	\$533,000.00	State TOD Bond	Completed in 2014
3	Central Park & City Hall Area	\$3,404,400.00	\$826,100.00	STP-U & FHWA	Completed in 2017
4		\$2,880,000.00	\$320,000.00	LRARP Grant	Completed in 2018
5	BEEHIVE BRIDGE	\$4,480,000.00	\$3,020,000.00	FTA -Bus Livability, State Bonding, & Fix It First	Completed in 2019
6	Newbrite Plaza Area	\$3,600,000.00		LOTICIP	In Construction
7	Columbus Blvd.	\$1,800,000.00		OPM TOD Grant	Construction Begins 2019
8		\$3,000,000.00		LOTICIP	In Design
		\$20,130,400.00	\$4,699,100.00		

Developers Invest in Communities that
Invest in Themselves

CITY OF NEW BRITAIN

PHASE V

**BEEHIVE BRIDGE
Bus Livability (FTA)**

- FTA Grant: \$1,600,000 with \$400K match
- Misc. Grants: \$800K
- State Bonds: \$2.1M
- State Maintenance: \$700K
- City Investment: \$2.3M
- Project Total: \$7.5M
- Completed fall 2019



Complete Streets Phase 3 - Central Park & Civil War Memorial

Chapter 5: Study Area Design Concepts

Study Area 1: City Hall, Central Park, CTfastrak & Downtown Core

Central Park



Trees Obscure Visibility into Central Park



Existing Conditions:

Central Park is the main organizing open space for downtown New Britain but its problems are many:

- The existing park design and condition make the park feel unsafe to pedestrians and creating an isolating feel to the park interior
- Overgrown trees, including the Guida Christmas tree, block views of park monuments and sculpture such as "Winged Glory"
- Trees are generally in poor condition
- Many of the existing plant species are poor choices for this urban location
- Existing design palette is tired
- Space needs to be redesigned to be a focal point and to attract people
- The Court Street area south of Central Park is a confusing jumble of activity with cars and people mixing in unsafe conditions

Design Solutions:

- Open up the park's visibility, making it more attractive and feel safer
- Create a great space that people will want to use- either a flexible hardscape design that can host large events, or a softer, town green design.
- Apply a consistent palette to connect the space to the overall master plan
- Repurpose the area gained through the Main Street road diet to expand Central Park's open space and extend it southward, provide more sidewalk area, create additional on-street parking, and create a better pedestrian crossing environment at Court Street.
- Introduce water as a key element to serve as a focal point and attract people



Chapter 5: Study Area Design Concepts

Streetscape Plan with Central Park Square Option



Drawing inspiration from the historic pedestrian squares and plazas of many European cities, Central Park as a City Square (left) is designed as a more flexible space that can be used for a variety of civic events. The design above achieves a balance between more intimate sitting areas, and larger civic spaces. Pavement pattern and streetscape details are extended to the surrounding streets and walkways to reinforce this concept. Flush curbing is proposed in specific areas to help extend the space beyond the existing park borders. This approach greatly expands the usable area for gatherings, including outdoor performances, festivals, and other events without the need for road closures or other costly measures. In this option, the Main Street road diet provided the opportunity for Central Park to be extended farther south past Court Street and adds a water feature in the new southern section of Central Park.



Project Highlights:

1. \$4.1 Mil. Project (STP-U & FHWA Funded)
2. Numerous road diets and traffic Improvements
3. Focus on Place Making & Public Space
4. Massive expansion of Central Park
5. Improved pedestrian and bicycle connectivity
6. Completed in 2017



Complete Streets Phase 3 - Central Park & Civil War Memorial



Complete Streets Phase 3 - Central Park & Civil War Memorial



Phase 3 – Central Park

CITY OF NEW BRITAIN



Complete Streets Phase 3 - Central Park & Civil War Memorial



Complete Streets Phase 3 - Central Park & Civil War Memorial



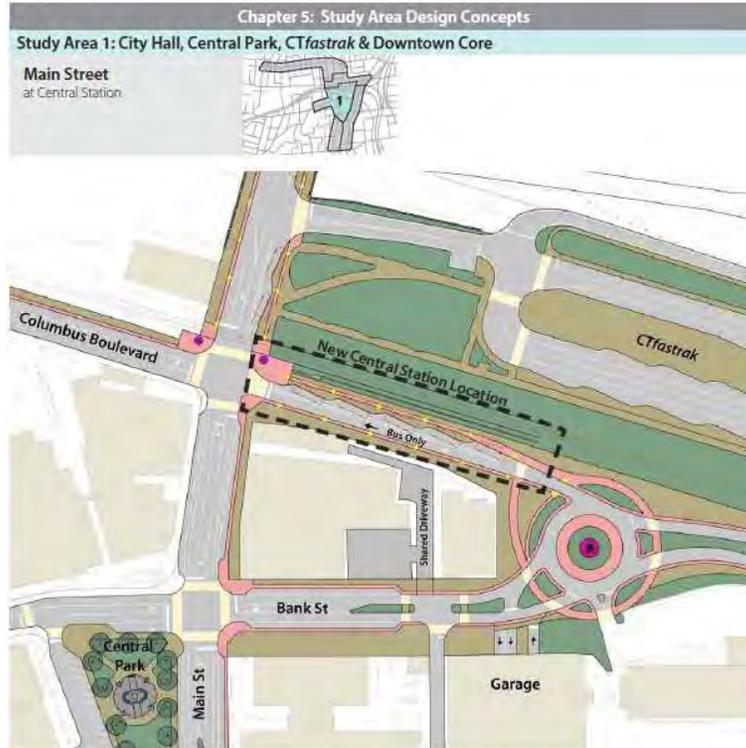


Complete Street Phase 3

1. Reconfigured roadway alignment to be safer & more effective
2. Greatly expanded Central Park recreating an attractive and highly functional public space
3. Rebalanced roads to better accommodate vehicles, pedestrian & bicycles (road diets, sidewalk expansion, dedicated bike lanes)

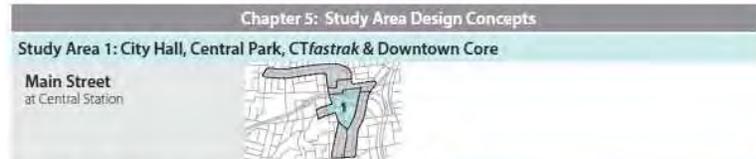


Complete Streets Phase 4 - Gateway to Downtown & Bus Connectivity



The Columbus Boulevard option has better space and locational advantages than the Bank Street Central Station option. This option creates a new Central Station directly adjacent to CTfastrak on Columbus Boulevard north of Bank Street, closing this block and making it one way, and for buses only. Through vehicular traffic would be routed on Bank Street to Main.

This option provides a more direct connection between local and CTfastrak buses, the parking garage and the downtown. A roundabout provides a new gateway into downtown, incorporates the existing sculpture (right) into a new open space, creates a direct linkage from CTfastrak to the garage and helps with turning movements.



Columbus Boulevard Central Station Option

Columbus Boulevard is a major arterial that runs parallel to Route 72 and connects major north - south parts of New Britain's street network such as Washington Street, Main Street, and Harry Truman Overpass. At Main Street Columbus Boulevard runs along CTfastrak's south side.

Existing Conditions:

- Wide street with narrow sidewalks
- Few pedestrian amenities
- Unattractive streetscape

Design Challenges:

- Train tracks present impediment to a direct connection and an enhanced pedestrian environment
- Redirecting through traffic from Columbus Boulevard to Bank/Main

Design Solutions:

- Reconfigure lanes to accommodate bus pull offs and provide more sidewalk space
- Create gateway with a roundabout that incorporates existing sculpture, creates more open space and provides an enhanced connection for cars and pedestrians between CTfastrak and the parking garage
- Provide additional on-street parking
- Carry design palette through this important connection, including decorative sidewalk and pedestrian scale lighting
- Provide bump-outs to reduce crossing distances at intersections



Columbus Boulevard at Main Street, Looking West



Columbus Boulevard at CTfastrak



Columbus Boulevard, Looking East



Complete Streets Phase 4 - Gateway to Downtown & Bus Connectivity



PHASE IV: CITY OF NEW BRITAIN COLUMBUS BOULEVARD SAFETY IMPROVEMENTS

February 11, 2016

Project Highlights:

1. \$3.2 Mil. Project (100% Grant Funded)
2. Created Gateway into Downtown from the East
3. Moved Local Bus Hub Parallel to CTfastrak (Connectivity)
4. Place making focused on Public Art & creating new public spaces
5. Improved pedestrian and bicycle connectivity
6. Completed in 2018



Leo A. Milewski
Park Sculpture



Complete Streets Phase 4 - Gateway to Downtown & Bus Connectivity



New Britain Complete Streets Phase 4

In Construction 2017-18



Complete Streets Phase 4 - Gateway to Downtown & Bus Connectivity



**New Britain
Complete Streets**

Phase 4

Completed Fall of 2018





Complete Street Phase 4

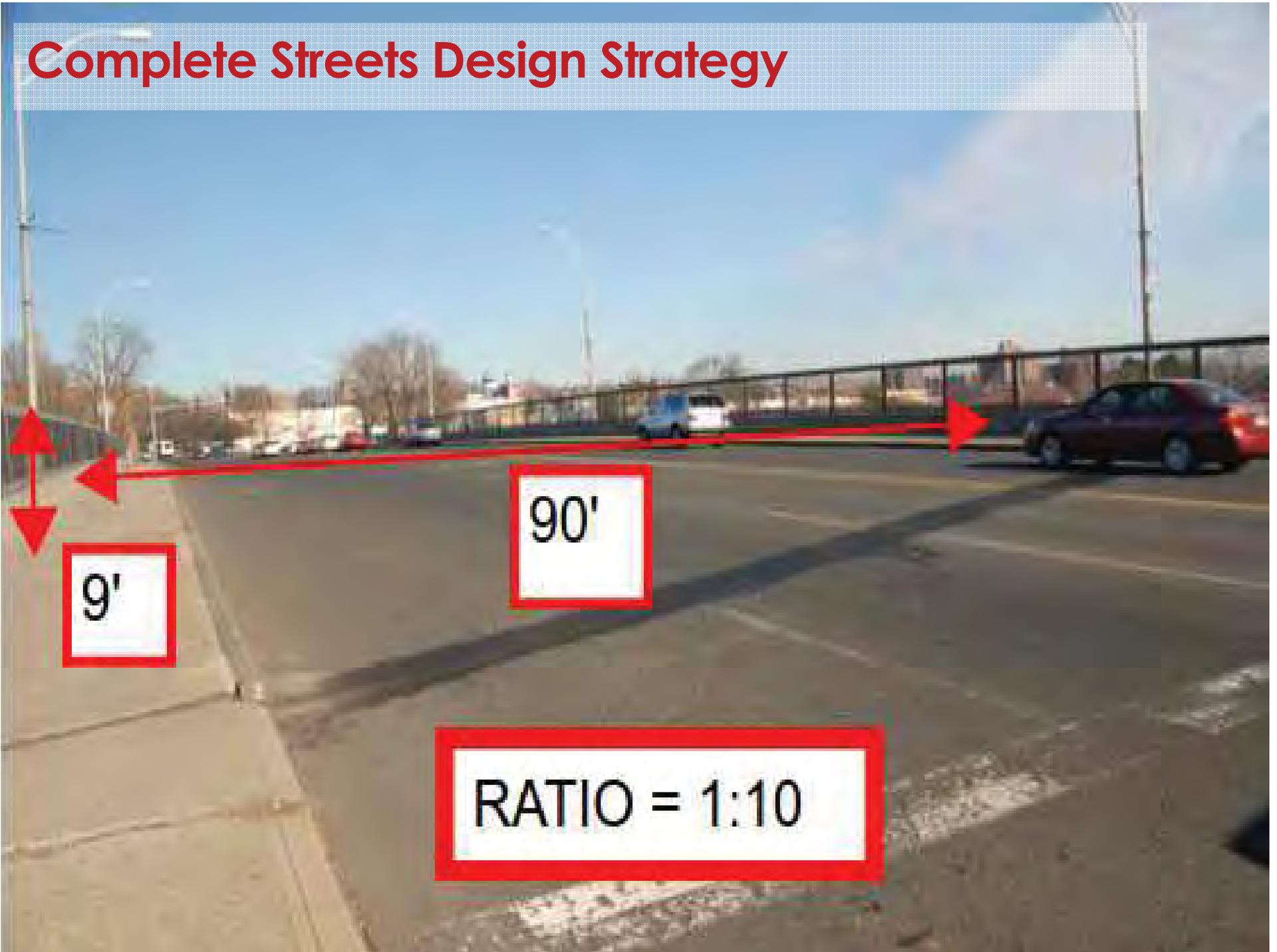
1. Created a statement type gateway coming into downtown
2. Relocated downtown local bus hub directly next to CTfastrak Station
3. Greatly improved traffic access to the heart of downtown
4. Utilized existing historical art & history
5. Added sidewalks to address deficiencies in gaps in the network
6. Greatly improved access to City's primary downtown area parking garage

Phase 5 Complete Streets



Beehive Bridge

Complete Streets Design Strategy



Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge



In terms of making downtown New Britain a more livable, walkable, and attractive community reconnecting the two sides of the downtown area split by the construction of Route 72 was identified as the most critical and most complex.

CITY OF NEW BRITAIN - COMPLETE STREETS INITIATIVE



BEEHIVE BRIDGE

Chapter 5: Study Area Design Concepts

Study Area 1: City Hall, Central Park, CTfastrak & Downtown Core

Main Street

to E Main via the Route 72 Overpass



Narrow Sidewalks on Main Street Overpass

Reconnecting Downtown: The Main Street Overpass/Central Station Option

In the 1970s Route 72 was built, bisecting downtown, disrupting the City's fabric and demolishing hundreds of buildings. The resulting Main Street overpass is a long pedestrian corridor which has no amenities feels unsafe.

Existing Conditions:

- Wide street with narrow pedestrian sidewalks
- Noisy, barren pedestrian environment

Design Challenges:

- Main Street as it crosses Route 72 should link both sides of downtown
- Good, direct connection needed between local and CTfastrak bus operations
- Creative solutions needed to make this an interesting pedestrian space

Design Solutions:

A third option, opposite page, was developed which uses the Main Street Overpass to accommodate local bus service. This option has the most direct connection to CTfastrak, and significant other advantages over other options:

1. It solves New Britain's most pressing problem - how to reconnect the downtown severed by Route 72. This option provides an opportunity for New Britain to create a signature structure and environment from what has long been a divisive part of the City's fabric.
2. Reconnects the downtown with an interesting, pedestrian and transit-friendly environment at CTfastrak's "front door"
3. Creates several opportunities for transit-oriented development.



Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge



BEEHIVE BRIDGE

Connecticut Department of Transportation's Role

We Had a Great Idea, but CDOT Owns the Bridge



CITY OF NEW BRITAIN

BEEHIVE BRIDGE

Connecticut Department of Transportation's Role

1. CDOT understood we were proposing a cost effective method to help undo some of the damage created by Route 72's construction in the early 1970's
2. Encouraged us to Think Big, Come Up with a Great Project, Funding Will Follow
3. Helped Us Secure \$2.8 Million in Funding (State Bonding & Fix It First Funds)
4. Established an On-Board Review Process Specific To Our Project – Enabled the Design to Be Completed in Less Than 18 months



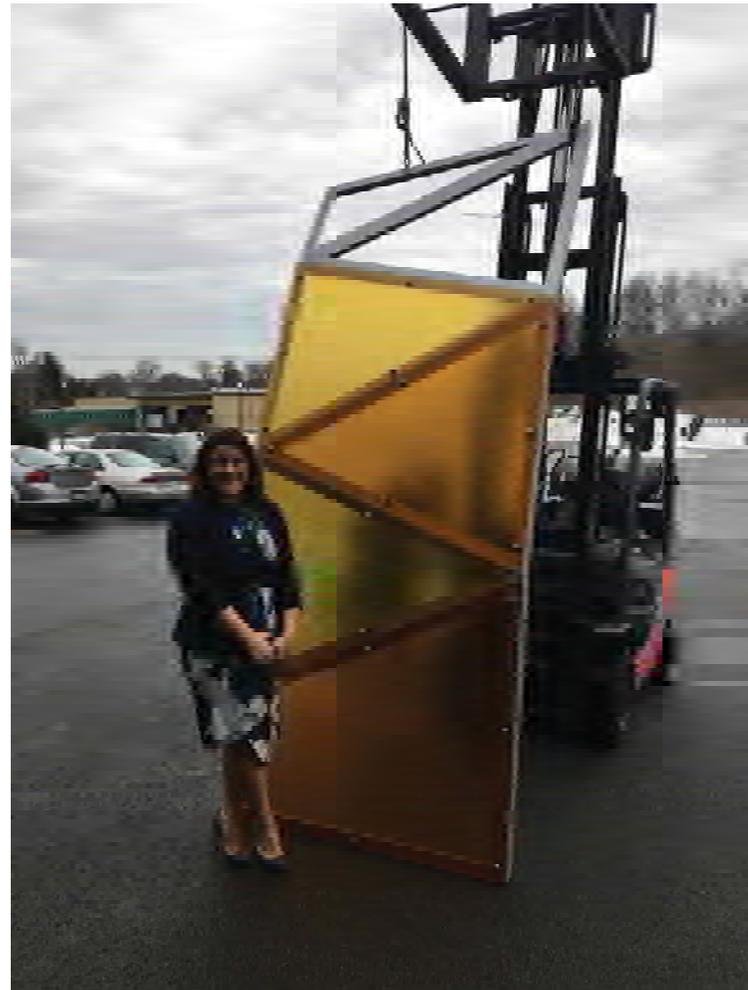
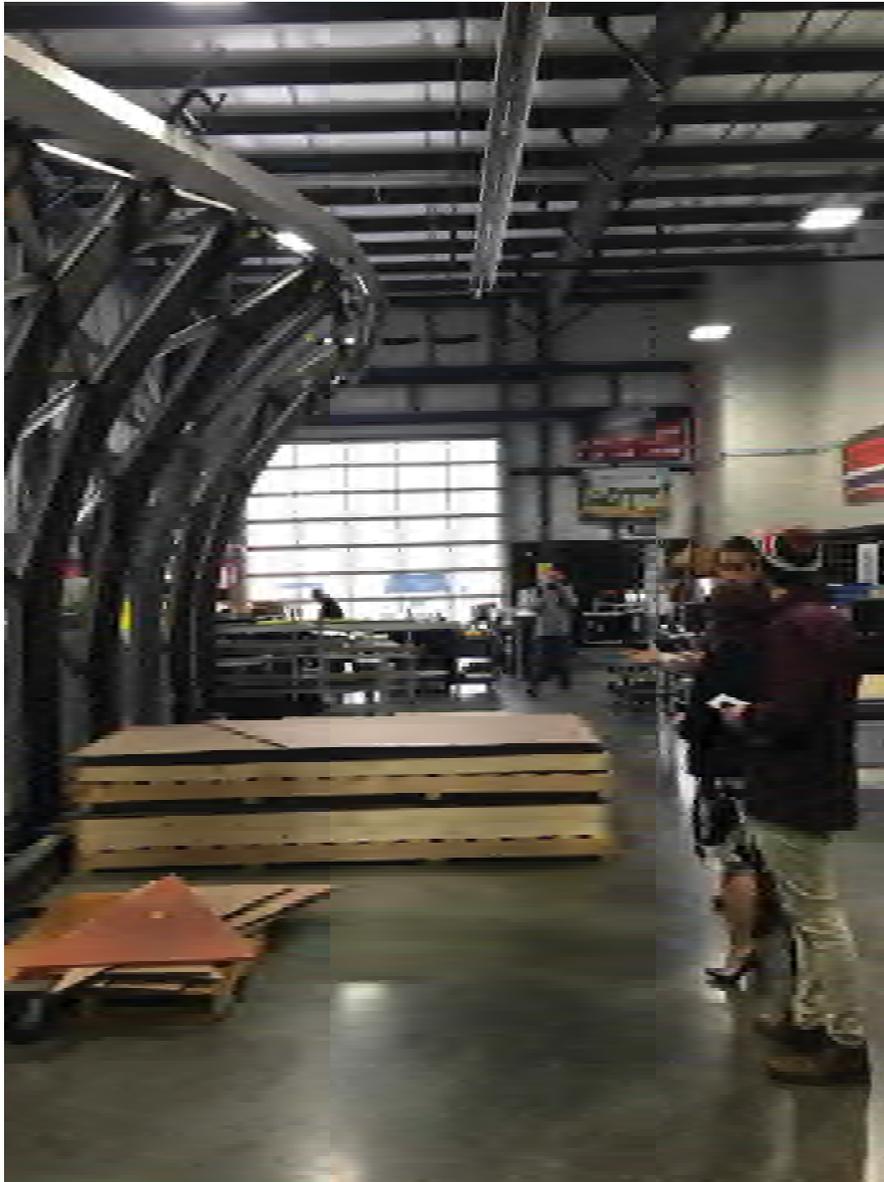
**BEEHIVE
BRIDGE**



**BEEHIVE
BRIDGE**



**BEEHIVE
BRIDGE**



Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge



[Elihu Burritt](#) known as the “*The Learned Blacksmith*” who was a 19th-century New Britain resident, diplomat, philanthropist and social activist coined the City’s motto:

“Industria implet alveare et melle fruitur”

– translated from Latin – means:

“Industry fills the hive and enjoys the honey.”

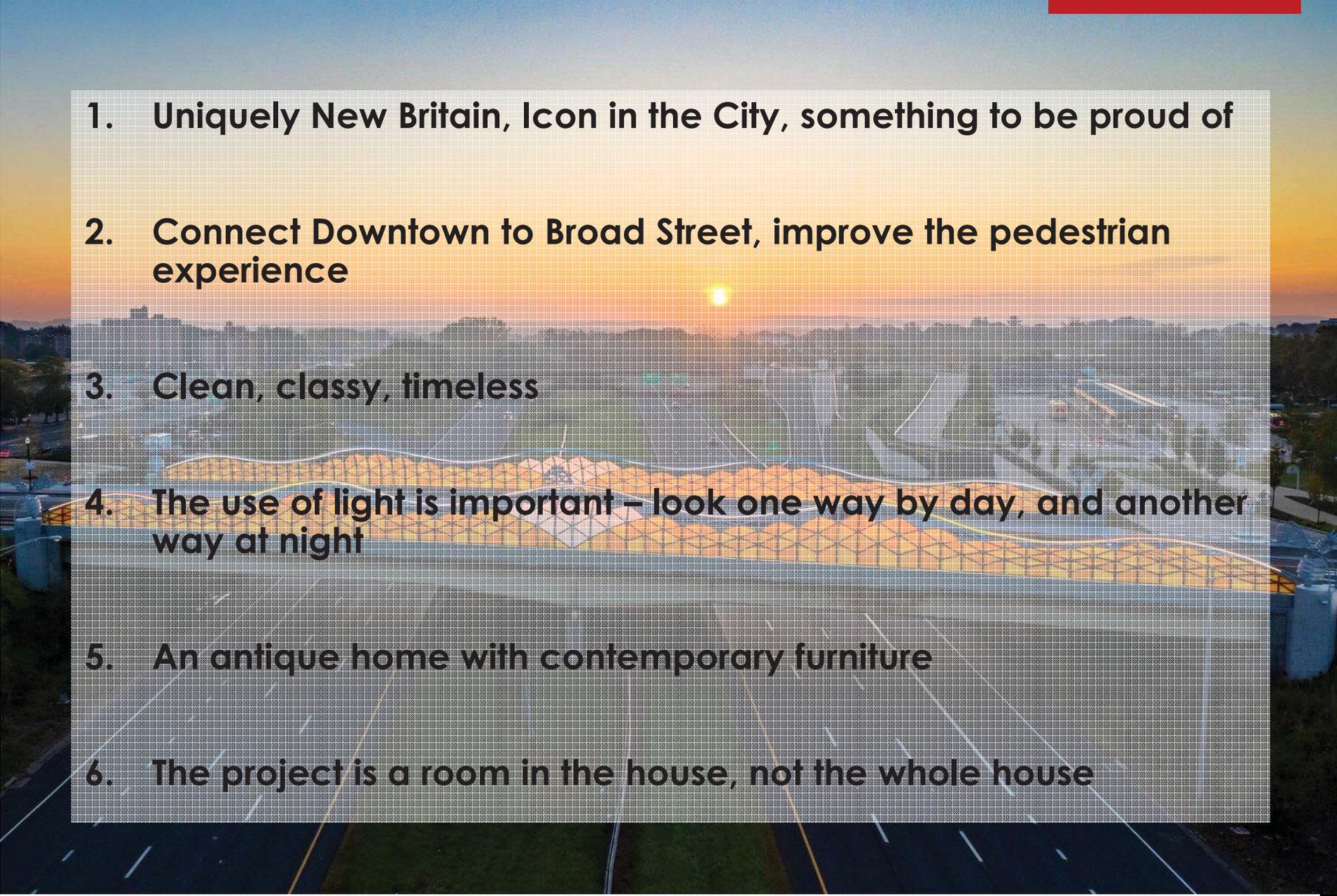


CITY OF NEW BRITAIN - COMPLETE STREETS INITIATIVE

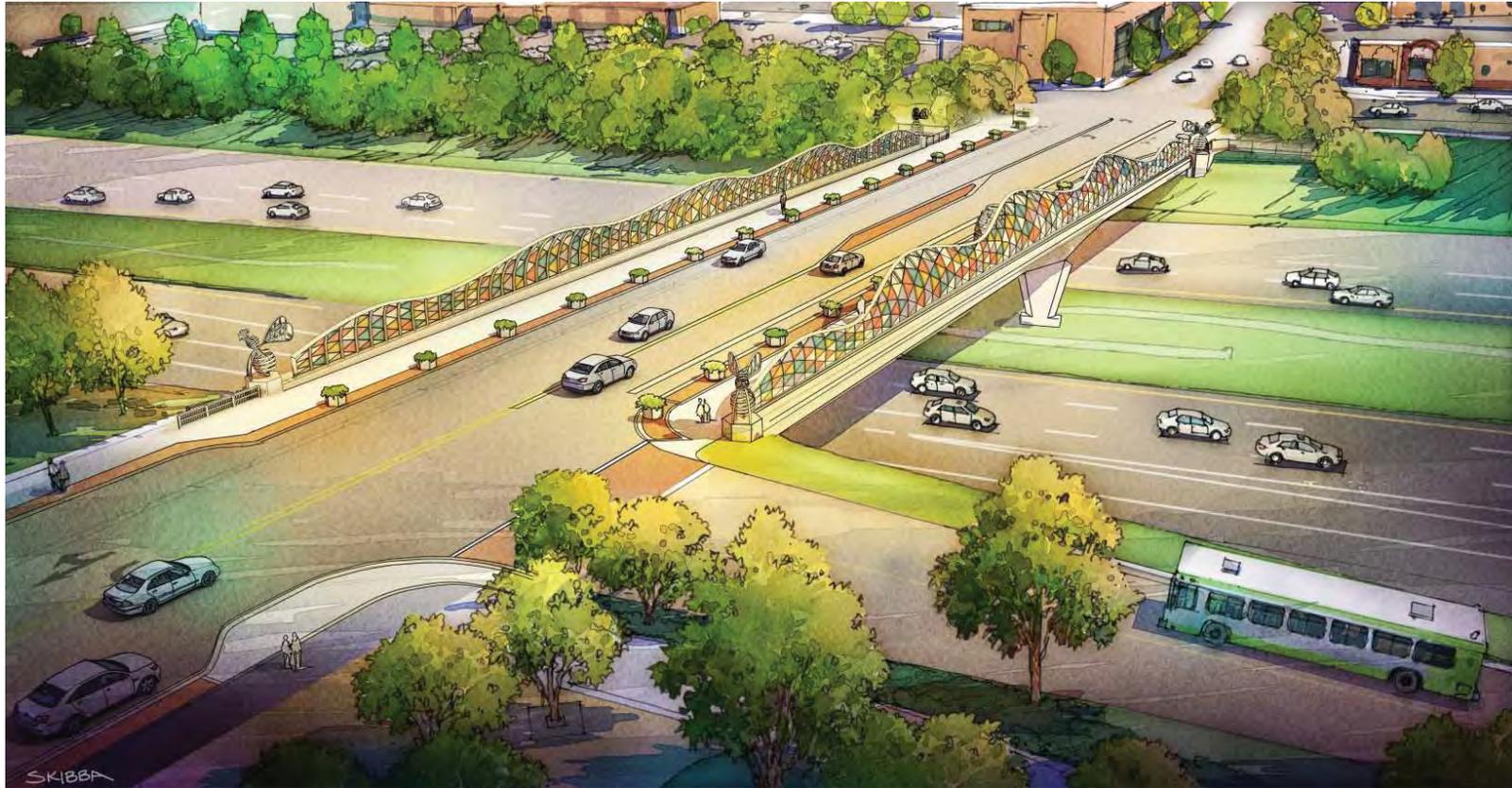


Design Criteria

BEEHIVE BRIDGE

1. Uniquely New Britain, Icon in the City, something to be proud of
 2. Connect Downtown to Broad Street, improve the pedestrian experience
 3. Clean, classy, timeless
 4. The use of light is important – look one way by day, and another way at night
 5. An antique home with contemporary furniture
 6. The project is a room in the house, not the whole house
- 
- An aerial photograph of the Beehive Bridge in Birmingham, UK, taken at sunset. The bridge's distinctive beehive-shaped roof is illuminated from below, creating a warm orange glow. The bridge spans across a road and a green area. The background shows a cityscape under a hazy, orange sky. A semi-transparent grid is overlaid on the image, and a list of design criteria is printed on it.

Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge



Project Highlights:

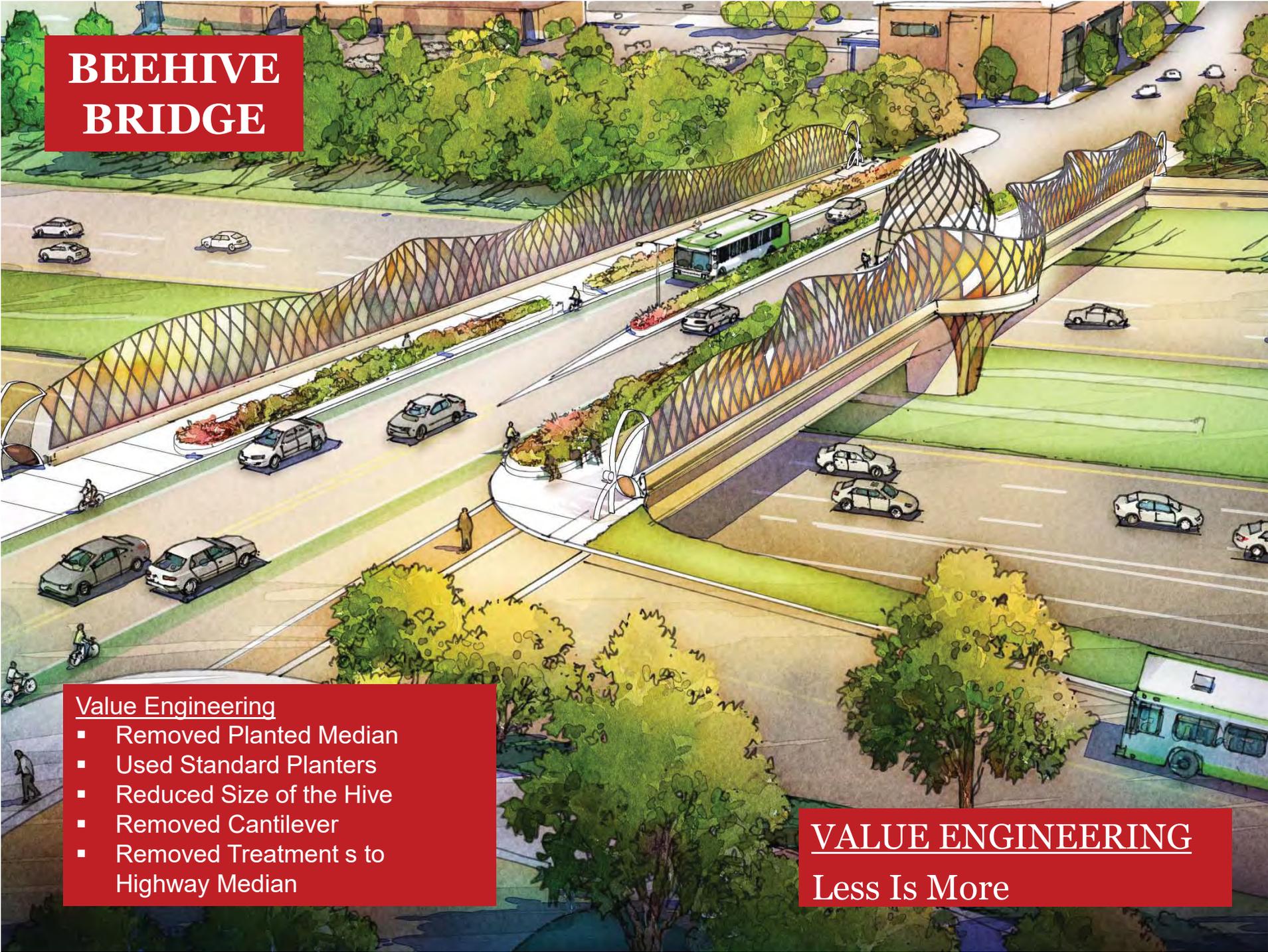
1. \$7.5 Mil. Project (Partially Funded through FTA & OPM)
2. Creates destination
3. Relinks both sides of downtown New Britain
4. Place making focused on public art & creating new public spaces
5. Improved pedestrian and bicycle connectivity
6. Scheduled to be complete in late summer of 2019



Project Champions

1. Mayor Erin Stewart
2. Public Works Engineering Division Staff – Mark E. Moriarty (Director of PW), Rob Trottier (City Engineer), Bill Pietrowicz (Chief Construction Inspector)
3. Connecticut Department of Transportation – Tom Maziarz, Bureau Chief of Policy Planning
4. Fuss & O'Neill – Ted DeSantos & his team (Svigals Associates, Pirie Associates, Richter Cegan)
5. Martin Laviero Contractor, LLC - Contractor – Greg Laviero & Gerry Dion
6. Sign Pro & Pete Rappoccio

All Brave, Hard Working, Have Vision, and Are Willing To Take A Chance

An architectural rendering of the Beehive Bridge, a modern pedestrian and bicycle bridge with a distinctive woven, beehive-like structure. The bridge spans a multi-lane highway with a central median. The rendering shows cars, a bus, and people walking and cycling on the bridge. The surrounding area includes green spaces, trees, and buildings.

BEEHIVE BRIDGE

Value Engineering

- Removed Planted Median
- Used Standard Planters
- Reduced Size of the Hive
- Removed Cantilever
- Removed Treatments to Highway Median

VALUE ENGINEERING

Less Is More

BEEHIVE BRIDGE

1. **City Total Budget \$7.5 Mil.**
2. **Final Engineer's Estimate \$7,065,398**
3. **Initial Bidding – March 2017**
 - **3 Bidders – Lowest Responsible Bidder Arborio @ \$8,745,096) – (\$1.25 Mil. over budget)**
 - **Re-Bid - Arborio 2nd Lowest at \$7,687,323, Highest bid received was \$8,523,847**
4. **Re-Bid – November 2017**
 - **6 Bidders - Martin Laviero Low Bidder @ \$7,495,628 – (Close but Within Budget)**
5. **Project Completed For \$7,490,893**

BID PHASE

BEEHIVE BRIDGE

LESSON LEARNED

- **Initial Bid Seemed Confusing & Risky to Contractors**
- **Perceived Risk Drove Up Bid Pricing**
- **Rebid Involved minimal actual value engineering from initial bid**
- **Rebid Involved Taking Sculptures out of Contractor Bid**
- **Rebid also Involved SignPro for Pedestrian Enclosure who was a More Know Company**
- **Making sure the project seemed more standard brought the low bid down \$1.25 Mil. & within budget**

BID PHASE



CITY OF NEW BRITAIN



Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge



Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge



Complete Streets Phase 5 - Downtown Connectivity – Beehive Bridge





**BEEHIVE
BRIDGE**



**BEEHIVE
BRIDGE**



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**BEEHIVE
BRIDGE**

Beehive Bridge Dedication Ceremony Thursday, September 19th 2019



Beehive Bridge Dedication Ceremony Thursday, September 19th 2019



Beehive Bridge Dedication Ceremony Thursday, September 19th 2019

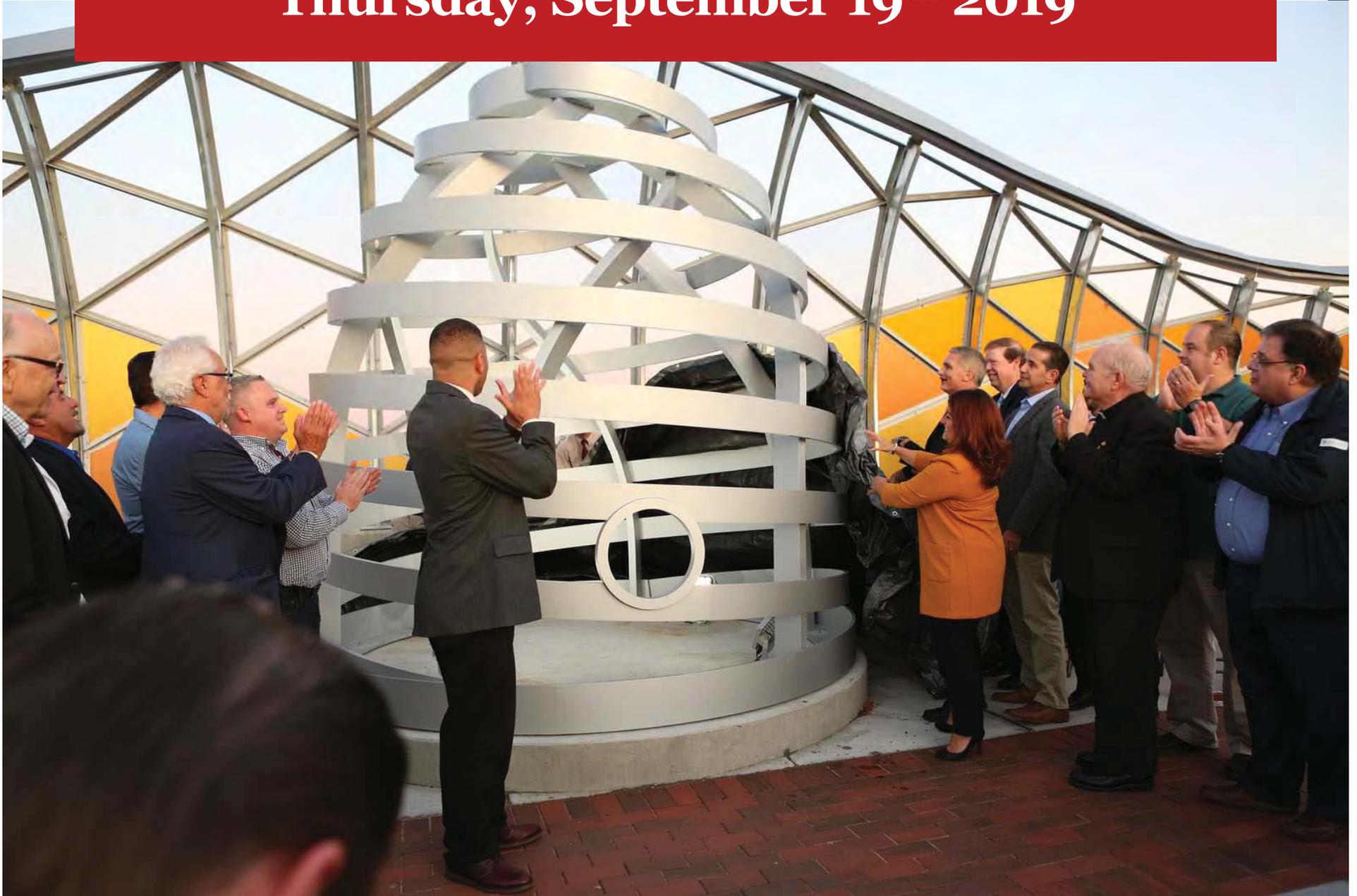


Beehive Bridge Dedication Ceremony

Thursday, September 19th 2019



Beehive Bridge Dedication Ceremony Thursday, September 19th 2019



Beehive Bridge Awards to Date

1. AIA Connecticut Merit Award

2. Design Awards

- Architecture as Encompassing Art
- Connecticut Main Street Award of Excellence

3. Public Space & Place Making:

- Connecticut ACEC Engineering Excellence Award
- National ACEC Engineering Excellence Award
- ENR New England Best Projects - Award of Merit
Highway/Bridge: Beehive Bridge

**BEEHIVE
BRIDGE**

Other Complete Streets

1. Downtown:

- Phase 6 & 7 in construction right now
- Phase 8 in design scheduled to be bid next year

2. Complete over 30 miles of in street bikes lanes & working on multiple multi-use trails around the City

3. Taking Complete Streets Around the City – Roadmap to the Future

- New next phase planning study starting
- Takes Complete Streets more into the neighborhoods
- First Project – John Downey Drive ranked no. 1 in CRCOG's recent LOTCIP solicitation

**BEEHIVE
BRIDGE**



CREATING HIVES OF ACTIVITY NEW BRITAIN'S TOD PLAN

East Street

East Main Street

Downtown New Britain



November 2016

BEEHIVE BRIDGE

Downtown Project & Funding

Phase	Name	Grant Funds	City Funds	Grant Type	Project Status
1	New Police Station Area		\$250,000.00		Completed in 2012
2		\$966,000.00	\$533,000.00	State TOD Bond	Completed in 2014
3	Central Park & City Hall Area	\$3,404,400.00	\$826,100.00	STP-U & FHWA	Completed in 2017
4		\$2,880,000.00	\$320,000.00	LRARP Grant	Completed in 2018
5	BEEHIVE BRIDGE	\$4,480,000.00	\$3,020,000.00	FTA -Bus Livability, State Bonding, & Fix It First	Completed in 2019
6	Newbrite Plaza Area	\$3,600,000.00		LOTICIP	In Construction
7	Columbus Blvd.	\$1,800,000.00		OPM TOD Grant	Construction Begins 2019
8		\$3,000,000.00		LOTICIP	In Design
		\$20,130,400.00	\$4,699,100.00		

Developers Invest in Communities that
Invest in Themselves

CITY OF NEW BRITAIN

PHASE V

**BEEHIVE BRIDGE
Bus Livability (FTA)**

- FTA Grant: \$1,600,000 with \$400K match
- Misc. Grants: \$800K
- State Bonds: \$2.1M
- State Maintenance: \$700K
- City Investment: \$2.3M
- Project Total: \$7.5M
- Completed fall 2019



BEEHIVE BRIDGE

New Britain – Total Investment in Complete Streets since 2012

City of New Britain Complete Streets - Total Investment Oct. 2020			
Project	Grant	City	Project Status
Downtown Complete Streets Phases 1-8	\$20,130,400	\$4,699,100	Varies, Phases 1-5 Complete
Broad Street - Phase 2 Improvements		\$3,730,696	Complete
Stanley Loop Trail Phase 1 CT DEEP Rec. Trails Grant & LoCIP	\$248,000	\$91,100	Complete
Community Connectivity Bike/Ped Improvements	\$377,000		Bid Phase -2021 Construction
CMAQ Traffic Signal System	\$3,000,000		In Construction
Stanely Loop Trail Phase 2 - TA Set Aside Grant	\$2,610,000	\$261,000	In design - 2021 Construction
Beeline Trail - Phase 1 TA Set Aside Grant & CT DEEP Rec. Trails Grant	\$2,580,000		In Design
Downtown Paving and Crosswalks		\$1,250,000	Complete up to Current Phases
City-wide Bicycle Infrastructure		\$150,000	Complete but forever being refined
Totals:	\$28,945,400	\$8,781,896	
NB Complete Streets Total Investment: \$37,727,296			

CITY OF NEW BRITAIN

Developers Invest in Communities that
Invest in Themselves



DOWNTOWN NEW BRITAIN T.O.D.



COLUMBUS COMMONS

- \$58 Mil. Mixed Use Development located across from downtown CTfastrak Station – catalyst project
- 160 residential mixed-income units, ground level retail
- Led by New York based Xenolith Partners
- Phase I Complete Spring 2020

CITY OF NEW BRITAIN



DOWNTOWN NEW BRITAIN T.O.D.



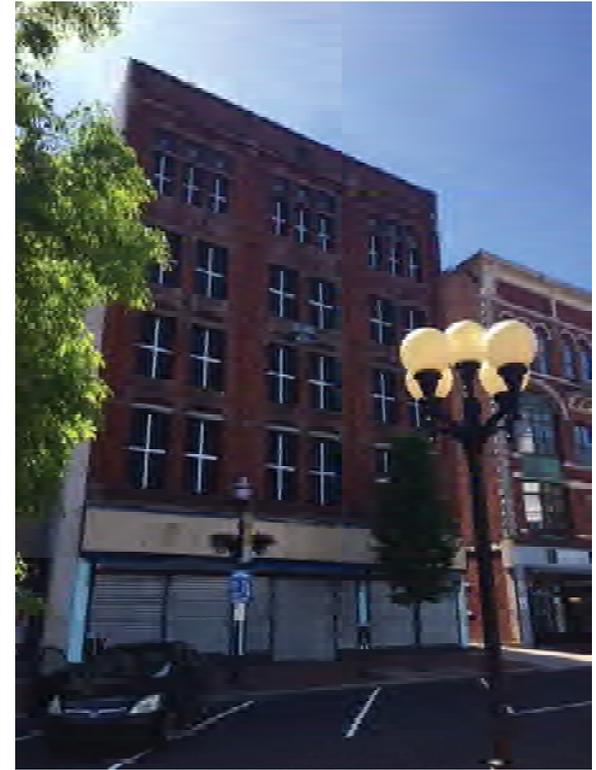
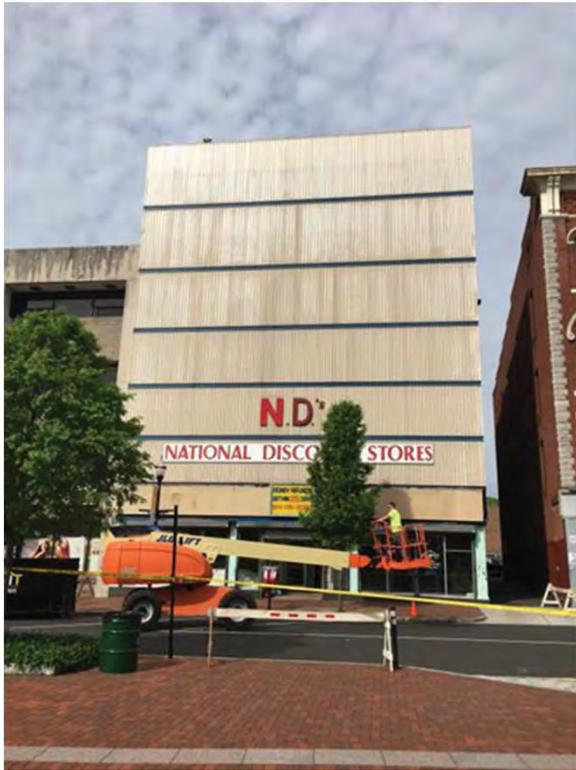
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CITY OF NEW BRITAIN



DOWNTOWN NEW BRITAIN T.O.D.



222 MAIN STREET PORTER BUILDING RESTORATION

CITY OF NEW BRITAIN

- Building fronts on just renovated Central Park
- New development, property acquired in April 2018
- Façade removed in May 2018
- Façade placed in 1967 to “modernize” it
- Involves 50 apartment units & first floor retail
- \$6 to \$7 Mil. Development



DOWNTOWN NEW BRITAIN T.O.D.

222 Main Street



CITY OF NEW BRITAIN

**222 MAIN STREET
PORTER BUILDING
RESTORATION**



DOWNTOWN NEW BRITAIN T.O.D.



New Brite Plaza On Main and East Main Streets

CITY OF NEW BRITAIN

- Potential development with Paramount Realty (\$15 Mil. est.)
- Four New Buildings Involved fronting on Main Street & East Main Street, Would Re-establish Downtown Feel North of Route 72
- Mixed use re-development including residential office and retail space



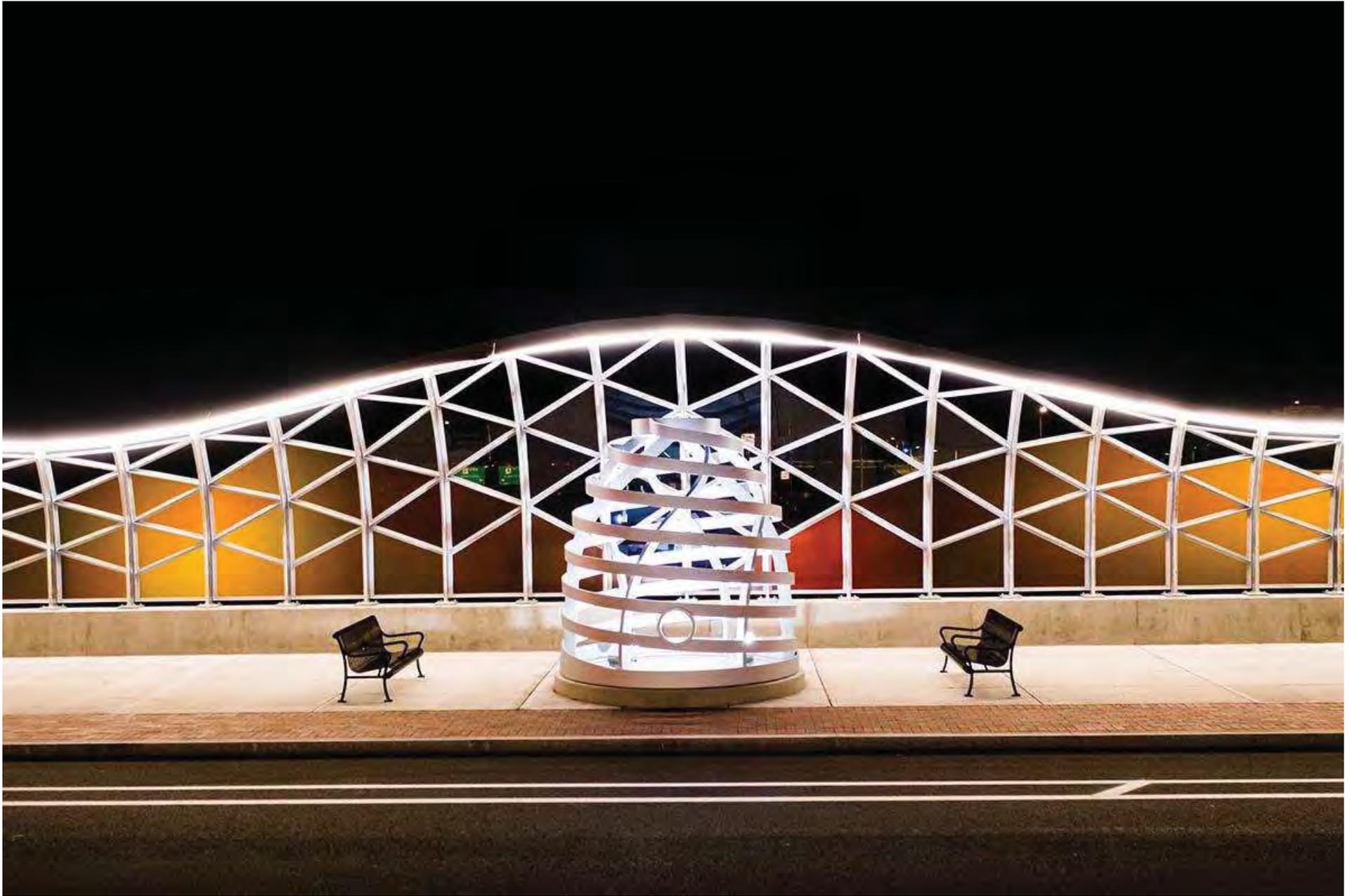
Other Downtown TOD

1. New partnership with CDOT to potential develop front portion of downtown NB CTfastrak station – kick-off meeting with CDOT & Mayor for RFP today
2. Historic Hatch Building Rehabilitation
3. Andrews Building – 20 new high end residential units just completed – approx. \$3,500,000 project
4. Burritt Bank (Main & W. Main Across from Central Park) - After over 35 years of sitting vacant was purchased last week & Mayor working on potential 40 unit mixed use development with very credible developer – potential \$6 to \$ 7 Mil. project

Downtown New Britain TOD

1. Private Investment Following Public Investment
2. 200 New high end residential units downtown by the end of 2020 & an additional 100 by the end of 2021
3. Private Investment already exceeds Public Investment. & is expected to be double by the end of 2021
4. Multiple properties turning around & getting developed that have sat vacant for decades
5. Multiple historic building being renovated that were expected to be lost

**BEEHIVE
BRIDGE**



QUESTIONS?