Pratt Street Gateway
Meriden, CT

October 6, 2021
10:30AM - 11:30AM
Pratt Street Gateway

4,300 ft Long Urban Minor Arterial
2030 ADT of 9,000

• Before
  – 4 lane section
  – No turn lane separation
  – Avg Speed ~ 43 mph

• After “Road Diet”
  – 2 lane section
  – landscaped median
  – left turn pockets
  – Avg Speed ~ 35 mph
### Safety Data

#### Pratt Street from East Main Street to Broad Street

<table>
<thead>
<tr>
<th>KABCO Accidents</th>
<th>K</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>O</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 1, 2007 through Dec 31, 2009</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>9</td>
<td>28</td>
</tr>
<tr>
<td>Average Annual Accidents</td>
<td>0.00</td>
<td>0.33</td>
<td>1.87</td>
<td>3.00</td>
<td>9.33</td>
</tr>
<tr>
<td>Reduced Annual Accidents</td>
<td>0.00</td>
<td>0.07</td>
<td>0.43</td>
<td>0.80</td>
<td>2.83</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>Average Annual Crashes without Street Improvements</th>
<th>Crash Reduction Factor for proposed improvements</th>
<th>Accident Reductions Reduced</th>
<th>Average Annual Crashes with Street Improvements</th>
<th>Average Annual Crash Costs without Street Improvements</th>
<th>Average Annual Crash Costs with Street Improvements</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pratt Street from East Main Street to Broad Street</td>
<td>14.3</td>
<td>28.84</td>
<td>4.13</td>
<td>10.2</td>
<td>$407,833</td>
<td>$290,225</td>
<td>$117,607.60</td>
</tr>
</tbody>
</table>

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**ACTIVITY**
- Install curbed median
- Reduce through lanes in each direction.
- Widen Parking
- Install protected left turn lanes

**ONLY ONE CRF IS APPLICABLE FOR EACH ACCIDENT. ONLY ACCIDENTS THAT CAN BE ADDRESSED BY A CRF ARE INCLUDED.**
- Install median reduces thru lanes in each direction from two to one. Same direction lane change crashes are reduced using median CRF.
- Widen shoulder widens parking lane from 10' to 15'. Same direction parking crashes are reduced using Widen shoulder CRF.
- Install turn lane / bypass lane uses turn lanes in median. Left turn crashes are reduced using Left turn lane CRF.
- Overlay increases friction and reduces same direction and right angle accidents where skidding may have been a factor. Same direction crashes are reduced using Overlay CRF.
- Angle crashes at intersections could be reduced with wider shoulders or increase sight distance as well.
- One-way to two way conversions will eliminate sideswipes.
BOULEVARD CONCEPT

MERIDEN CITY CENTER INITIATIVE - 2005

Meriden Green and Commercial Center
Conceptual Land Use Plan
TOD District Focal Point

A NEW TRANSIT-ORIENTED DEVELOPMENT DISTRICT ZONING REGULATION FOR MERIDEN
2/11/13 Parson Brinkerhoff / Form + Place
Pratt Street Gateway

- Project Goals
  - Improve Safety by Reducing Conflict
  - Reduce Speeds through Traffic Calming Measures
  - Improve Accessibility for Peds and Bikes
  - Create a Gateway to Downtown Meriden
Pratt Street Gateway

- LOTCIP (Local Transportation Capital Improvement Program) Funded
  - Budget $3.2 Million
- Project Team
  - Owner – City of Meriden
  - Designer – BSC Group
  - Contractor – LaRosa
  - Inspector – VHB
- Electronic Project Management with Appia
Pratt Street Gateway

- Project Schedule
  - Semi Final Design to Design Completion
    - September 2016 to April 2017
  - Final Design
    - February 2017
  - Advertise & Award
    - April 2017

- Construction
  - Began Summer 2017
  - Completed September 2018
Pratt Street Gateway

Full Median Section

Left Turn Section
Intersection Realignment – Camp St & Pratt St
Pratt Street Gateway

Camp Street Landscaping

- Gateway Park
- Local Art Opportunity

RED CHOKEBERRY
RED TWIG DOGWOOD
HORNBEAM
BLUE FALSE INDIGO

GRO-LOW SUMAC
JUNIPER
FEATHER REED GRASS
BLACK-EYED SUSAN
Pratt Street Gateway

- Design Features
  - Offset Crosswalk
  - Improves Safety / Provides Pedestrian Refuge
  - Turns Pedestrian to Towards On-Coming Traffic
  - Used at Mid-Block Crossings
    - Benjamin Street
    - Miller Street
    - 290 Pratt Street
Pratt Street Gateway

• Typical Median Planting Layout

- Gro-Low Sumac
- Black-Eyed Susan
- Feather Reed Grass
- Juniper
Pratt Street Gateway

- Landscaped Median Treatment
  - Granite curbing
  - Low level plantings to minimize maintenance
  - Pavement Border between curb and plantings
- Provides color contrast and visual interest
- Maintains clean edge between plantings and pavement
- Provides snow storage and pervious surface
Pratt Street Gateway – Night Visibility

• Safety Improvements
  – Reduce Conflict Points through movement separation
  – Intersection Realignments
  – Medians for access management
  – Addition of LED Stop Signs at Major Intersections
  – ADA Compliant Ramps & Enhanced Crosswalks
  – Median-Alert – Retroreflective Nosing
- Maintain WB Lane Usage
- Maintain Fire House Signal
- Pedestrian Crosswalks for HUB
- Removal of HUB Drive Aprons
Pratt Street – Segment 2

- Update Crosswalk and Curb Ramps
- 4-Way Stop Control w/ LED Stop Sign
Pratt Street – Segment 3

- Realign Center Street Intersection
- Update Crosswalk and Curb Ramps
- Minor Landscaping at intersection
- 4-Way Stop Control w/ LED Stop Sign
Pratt Street – Segment 4

- Consolidate / Reconfigure 290 Pratt St. Access for both sides of the building
- Offset Pedestrian Crosswalk
Long-term Lessons Learned

- Maintenance
- Safety
- Economic Development
- Transportation Corridor
Long-term Lessons Learned

DOWNTOWN MERIDEN REVITALIZATION 1992

- Bumpouts
- Brick crosswalks
- Brick sidewalks
- All removed between 2015 and 2019
What Highways Maintenance thought of the project
Maintenance Features

- Flexipave
- Median alerts
- LED STOP signs
- Diagonal crosswalks
- Granite paver setts
Maintenance

- High visibility corridor = more attention
- Priority Route Sweeping
- Catch basins
- Debris in crosswalks
- Winter Operations
  - Wing plow required.
  - Sidewalks clearing
  - Get a time report every snow event about how long it took to clear it.
Maintenance

- Landscaping
- Easier with flexi pave
- Additional changes in Plantings
- Squirrel away funds for future changes after completion
Safety

- Traffic Speeds
- Crash history
- Pedestrian comfort — use of crosswalks
- Median alerts
- LED STOP signs
- Differentiated turn lane materials and lane separations
Funding and Project Closeout

LOTCIP
Currently under Audit
Promising results

Software
Appia
Continued use on other projects
Economic Development

• Meriden Green and Meriden Green Expansion
• Meriden Commons 1 and 2
• Farmers Market
• Next Phases of Harbor Brook – Show potential development at Carabetta
THE MERIDEN GREEN EXPANSION  MERIDEN CT

1. Storm Water Infiltration Basin
2. Labyrinth Mosaic Trail with Kinetic Sculpture
3. Stream-Side Exploration Path
4. Wildlife Habitat Plantings and Food Forest
5. Sculpture Garden Exploration Trails
6. Pollinator Pathway Plantings
7. Concrete Paver Labyrinth
8. Hill Side Boulder Scramble
9. Amphitheater Seating and Outdoor Classroom
10. Interactive Sonic Garden
11. Raised Bed Touch Garden
12. Restrooms and Facility Storage Building
Transportation Corridor

- Two-Way Traffic Conversion
- Multi-modal Impacts
- ConnDOT Transit Center adjacent to Pratt St
- Sharrow plan to be installed in 2022 as part of network
- Vital link in Central CT Loop Rail
- Broad Street Improvements (Route 5 Corridor Study)
- Roundabout concept
Two-Way Traffic Conversion Project

- $3 million CMAQ Project
- 11 Signal Replacements
- 3 Street Conversions from one-way to two way / 2 Directional Changes