

COMPLETE STREETS



Pratt Street Gateway
Meriden, CT

October 6, 2021

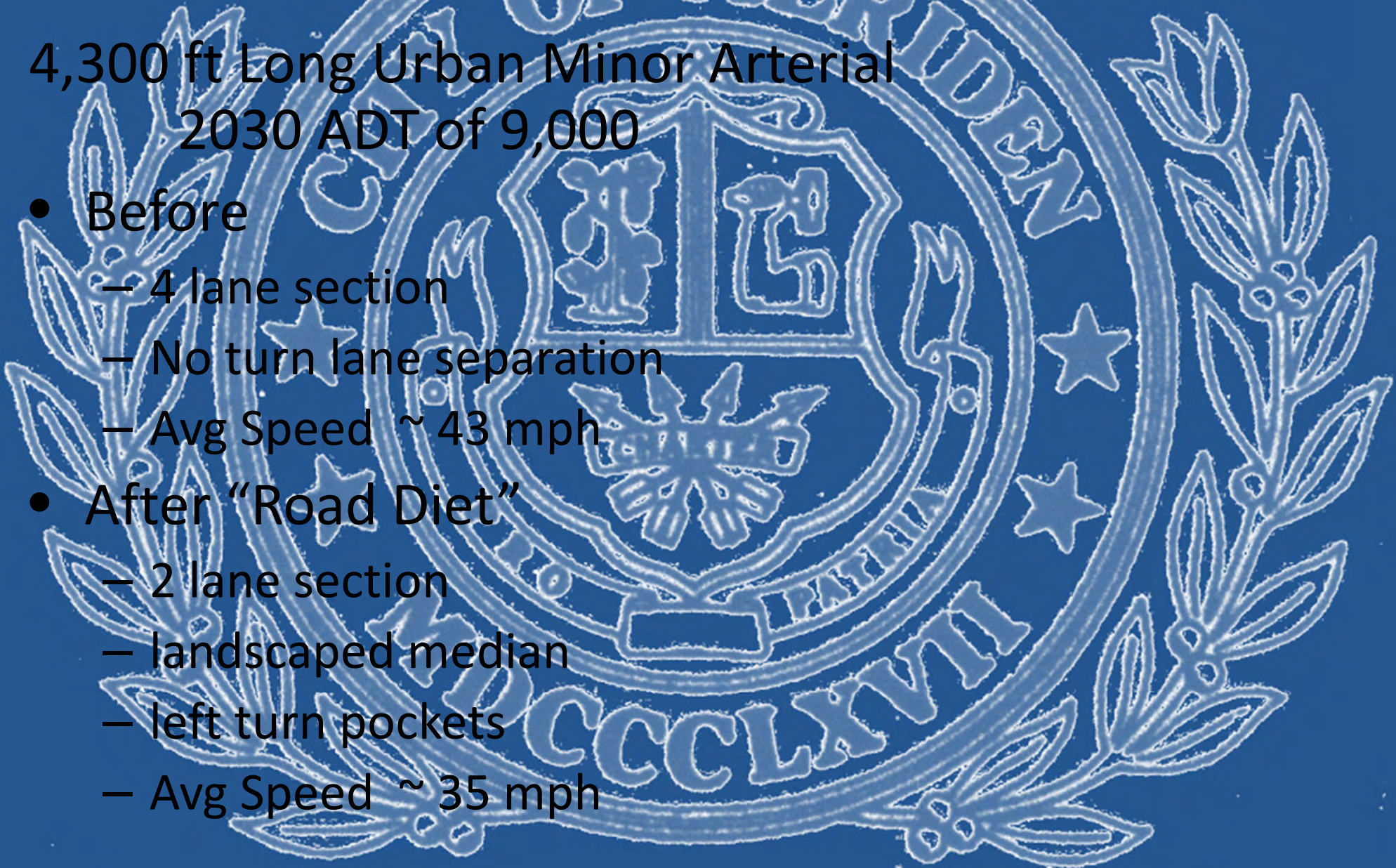
10:30AM - 11:30AM



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

Safety

Pratt Street from East Main Street to Broad Street						
KABCO Accidents						
	K	A	B	C	O	
Jan 1, 2007 through Dec 31, 2009	0	1	5	9	28	
Average Annual Accidents	0.00	0.33	1.67	3.00	9.33	14.33
Reduced Annual Accidents	0.00	0.07	0.43	0.80	2.83	4.13

SEGMENT	Average Annual Crashes without Street Improvements	Crash Reduction Factor for proposed improvements	Accident Reductions Reduced	Average Annual Crashes with Street Improvements	Average Annual Crash Costs without Street Improvements	Average Annual Crash Costs with Street Improvements	Difference
Pratt Street from East Main Street to Broad Street	14.3	28.84	4.13	10.2	\$407,833	\$290,225	\$117,607.60

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.

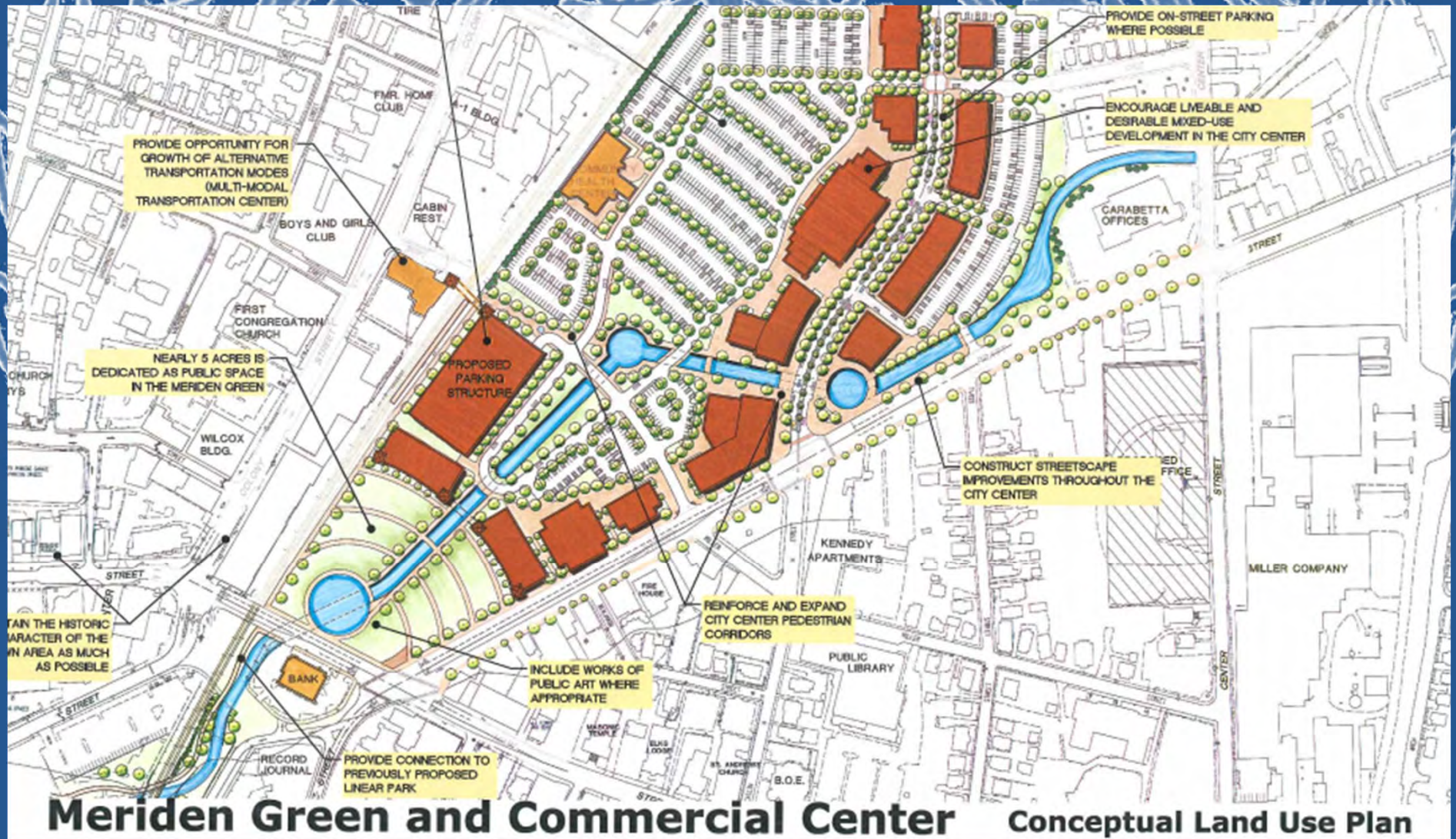
Overlay increases friction and reduces same direction and right angle accidents where skidding may have been a factor. Same direction crash

Angle crashes at intersections could be reduced with wide shoulders or increase sight distance as well.

One-way to two way conversions will eliminate sideswipes

BOULEVARD CONCEPT

MERIDEN CITY CENTER INITIATIVE - 2005



Meriden Transit Oriented Development Master Plan

March 2012



TOD SUB-DISTRICTS
PRATT GATEWAY — THE GRAND BOULEVARD

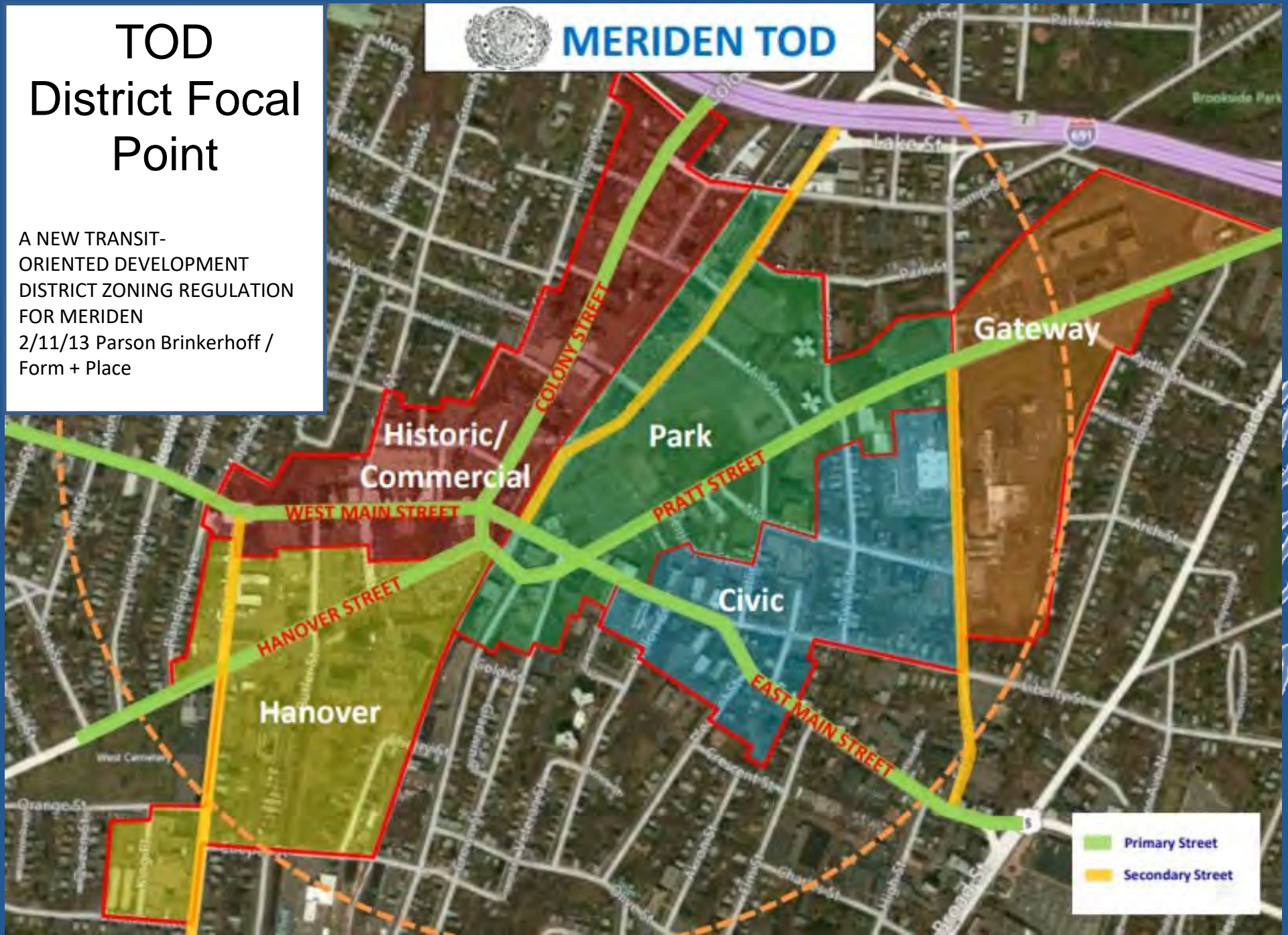
Meriden Transit Oriented Development Master Plan

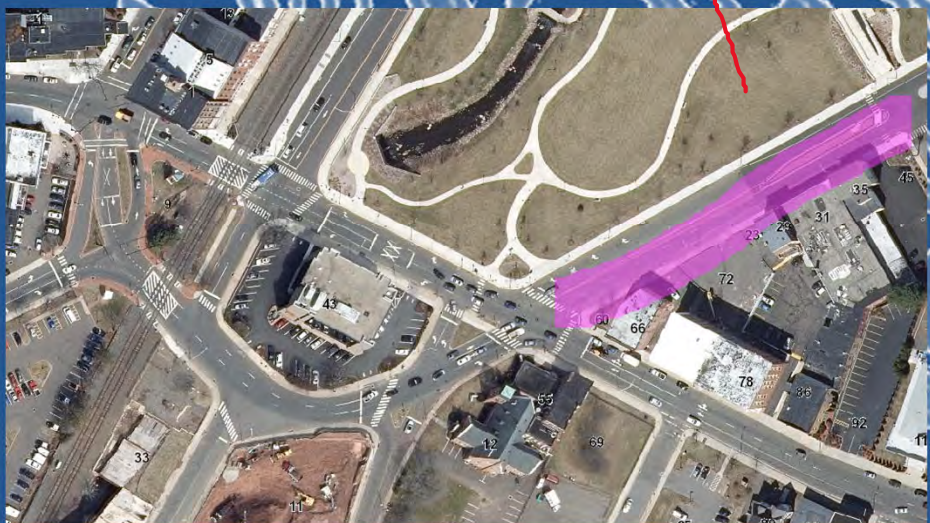
March 2012



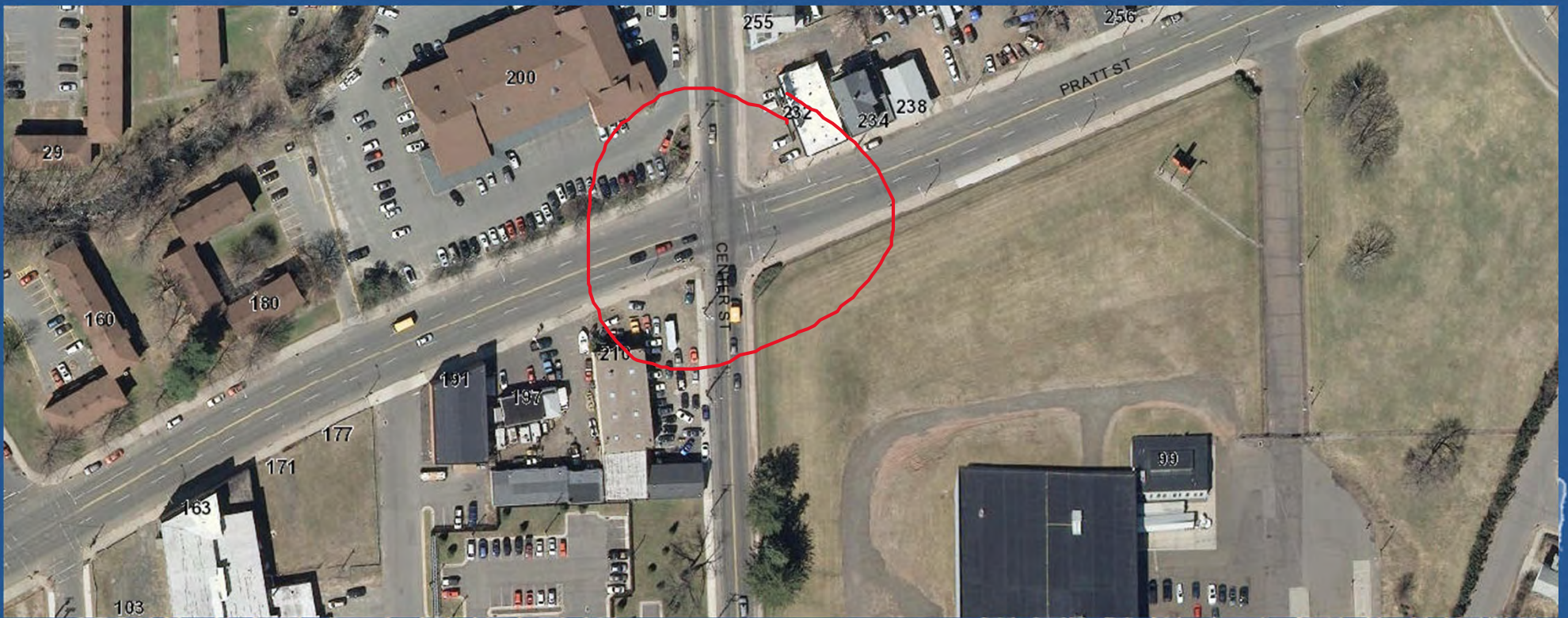
TOD District Focal Point

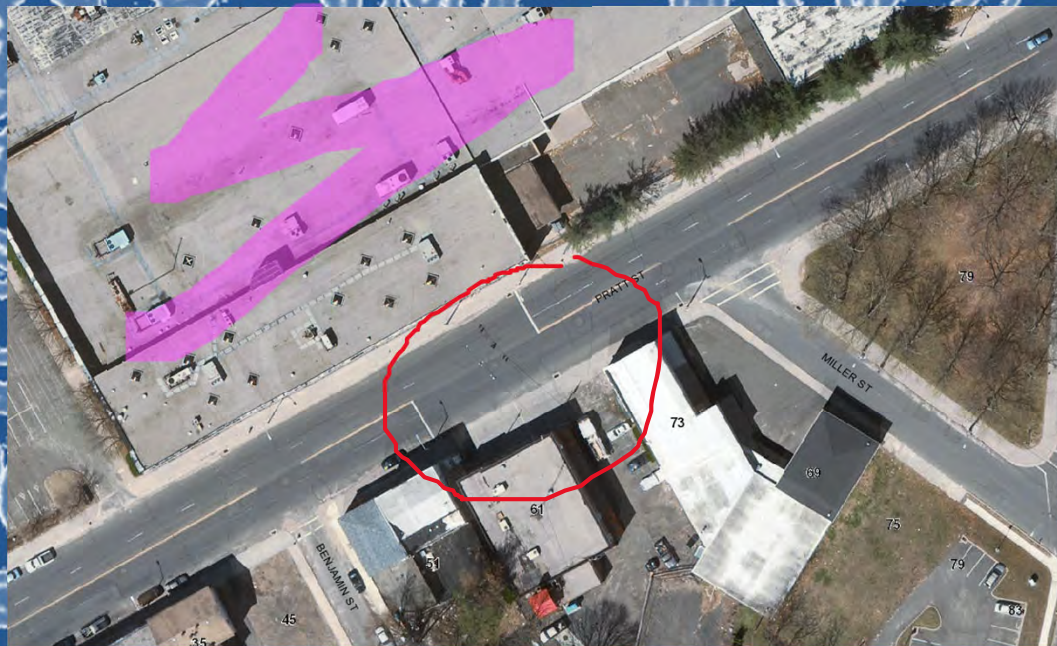
A NEW TRANSIT-ORIENTED DEVELOPMENT DISTRICT ZONING REGULATION FOR MERIDEN
2/11/13 Parson Brinkerhoff / Form + Place



















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

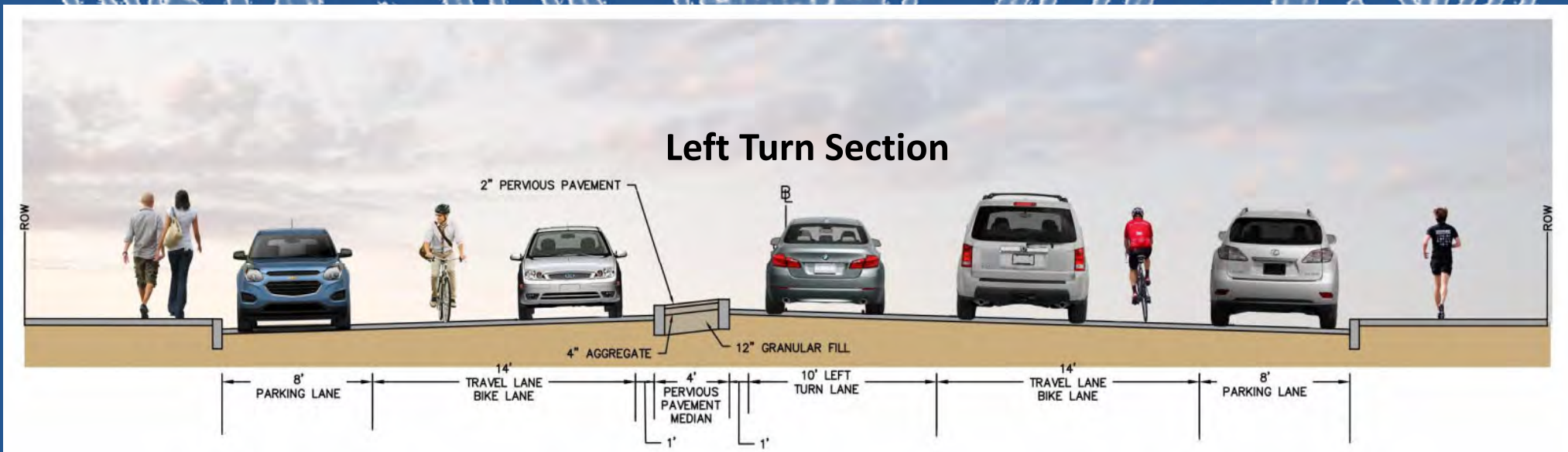
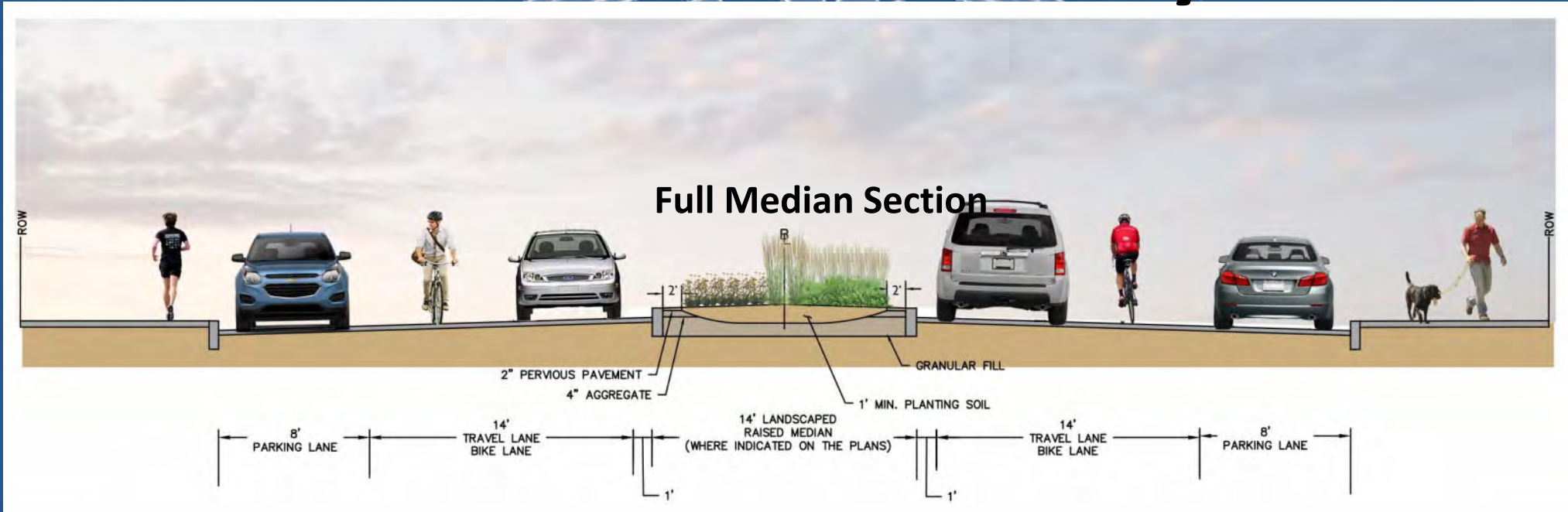
- LOTCIP (Local Transportation Capital Improvement Program) Funded
 - Budget \$3.2 Million
- Project Team
 - Owner – City of Meriden
 - Designer – BSC Group
 - Contractor – LaRosa
 - Inspector – VHB
- Electronic Project Management with Appia

Pratt Street Gateway

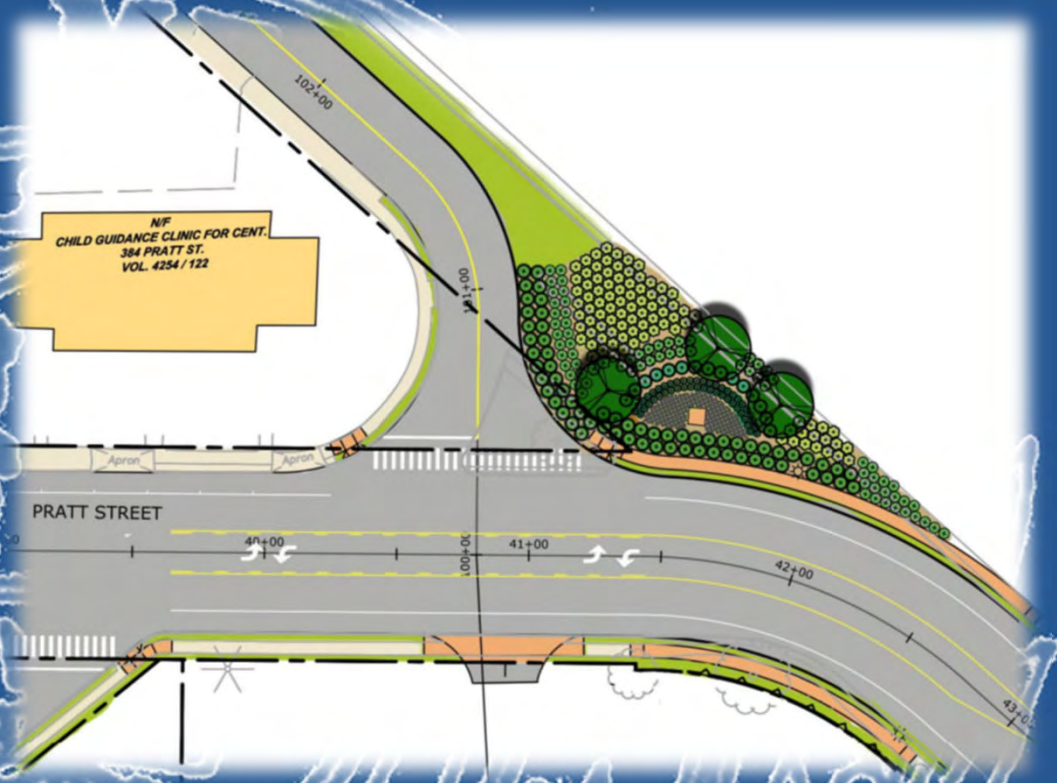
- Project Schedule
 - Semi Final Design to Design Completion
 - September 2016 to April 2017
 - Final Design
 - February 2017
 - Advertise & Award
 - April 2017
- Construction
 - Began Summer 2017
 - Completed September 2018



Pratt Street Gateway



Intersection Realignment – Camp St & Pratt St



Pratt Street Gateway

Camp Street
Landscaping



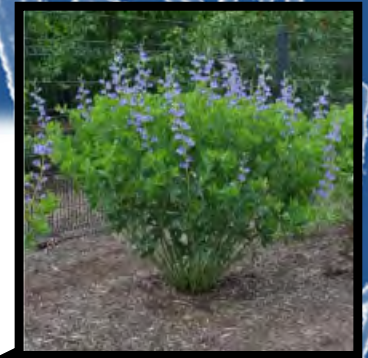
RED CHOKEBERRY



RED TWIG DOGWOOD



HORNBEAM



BLUE FALSE INDIGO



GRO-LOW SUMAC



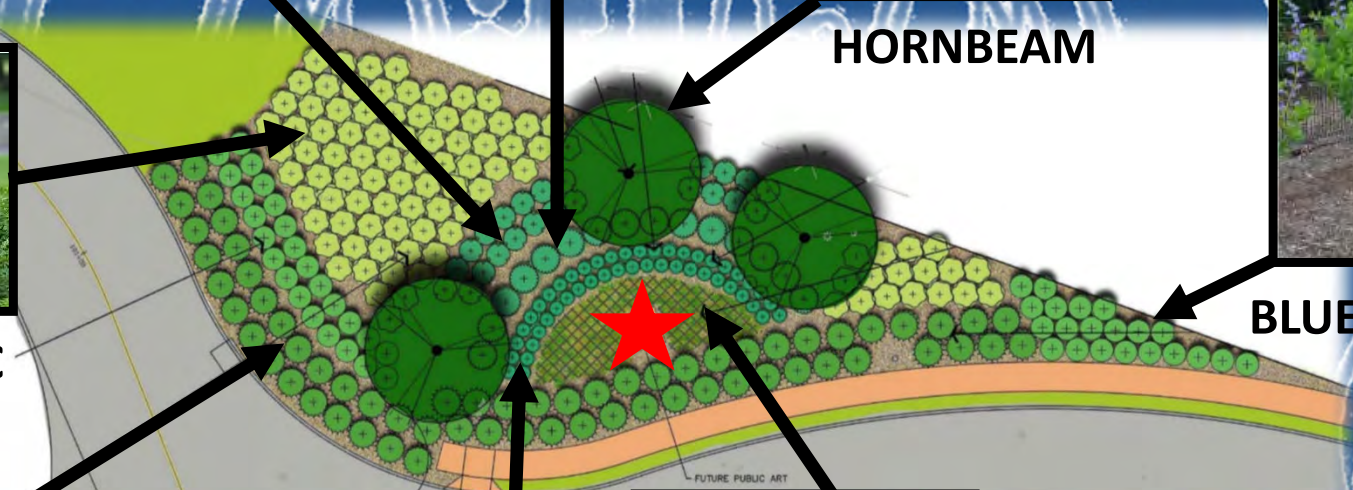
JUNIPER



FEATHER REED GRASS



BLACK-EYED SUSAN



- Gateway Park
- Local Art  Opportunity

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



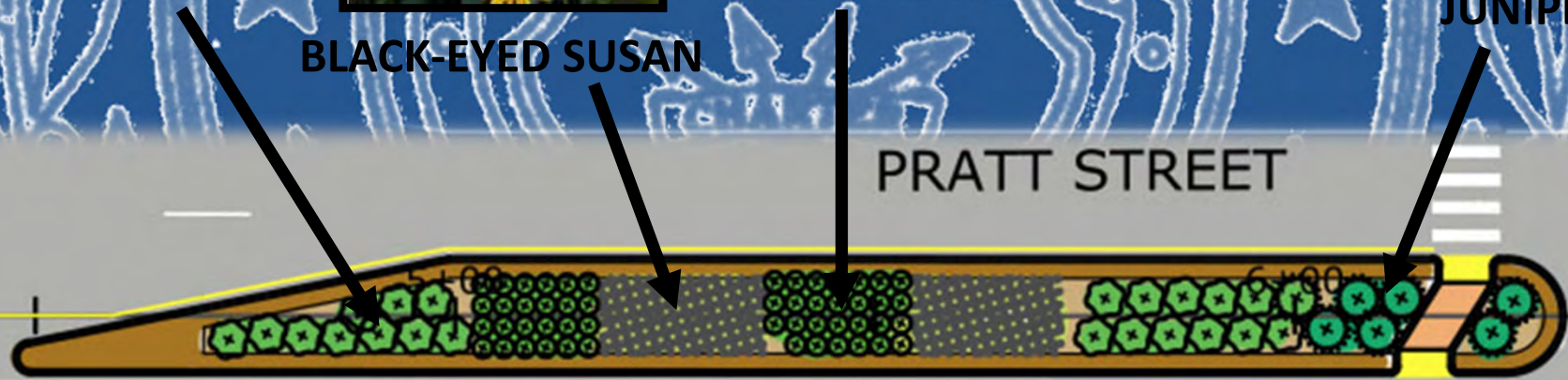
BLACK-EYED SUSAN



FEATHER REED GRASS



JUNIPER



PRATT STREET

Pratt Street Gateway

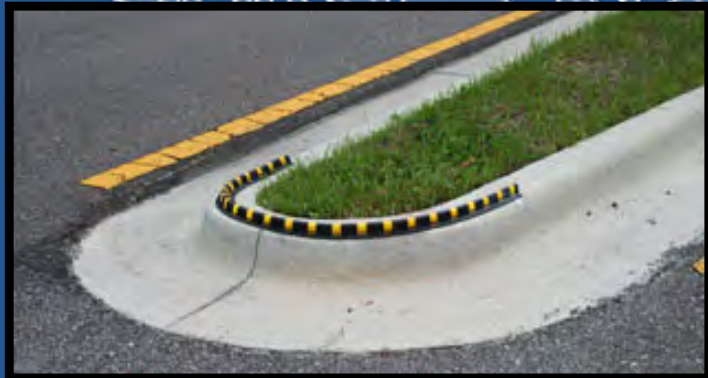
- Landscaped Median Treatment
 - Granite curbing
 - Low level plantings to minimize maintenance
 - Pavement Border between curb and plantings
 - Provides color contrast and visual interest
 - Maintains clean edge between plantings and pavement
 - Provides snow storage and pervious surface



Pratt Street Gateway

– Night Visibility

- Safety Improvements
 - Reduce Conflict Points through movement separation
 - Intersection Realignment
 - Medians for access management
 - Addition of LED Stop Signs at Major Intersections
 - ADA Compliant Ramps & Enhanced Crosswalks
 - Median-Alert – Retroreflective Nosing

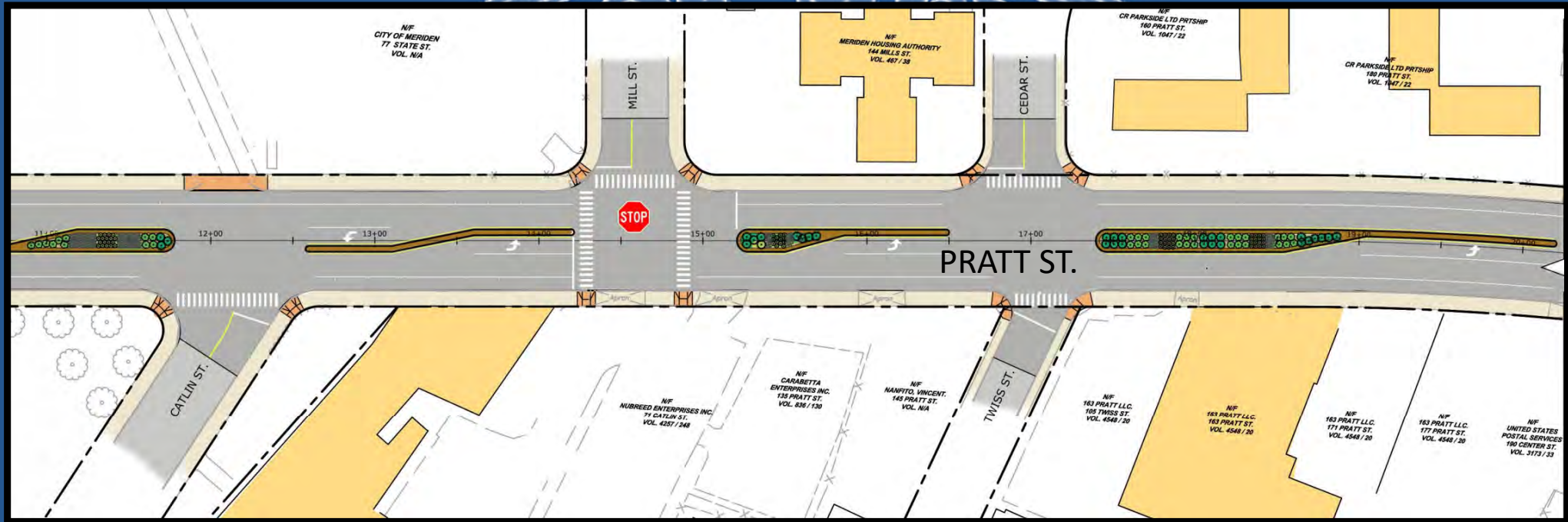


Pratt Street – Segment 1



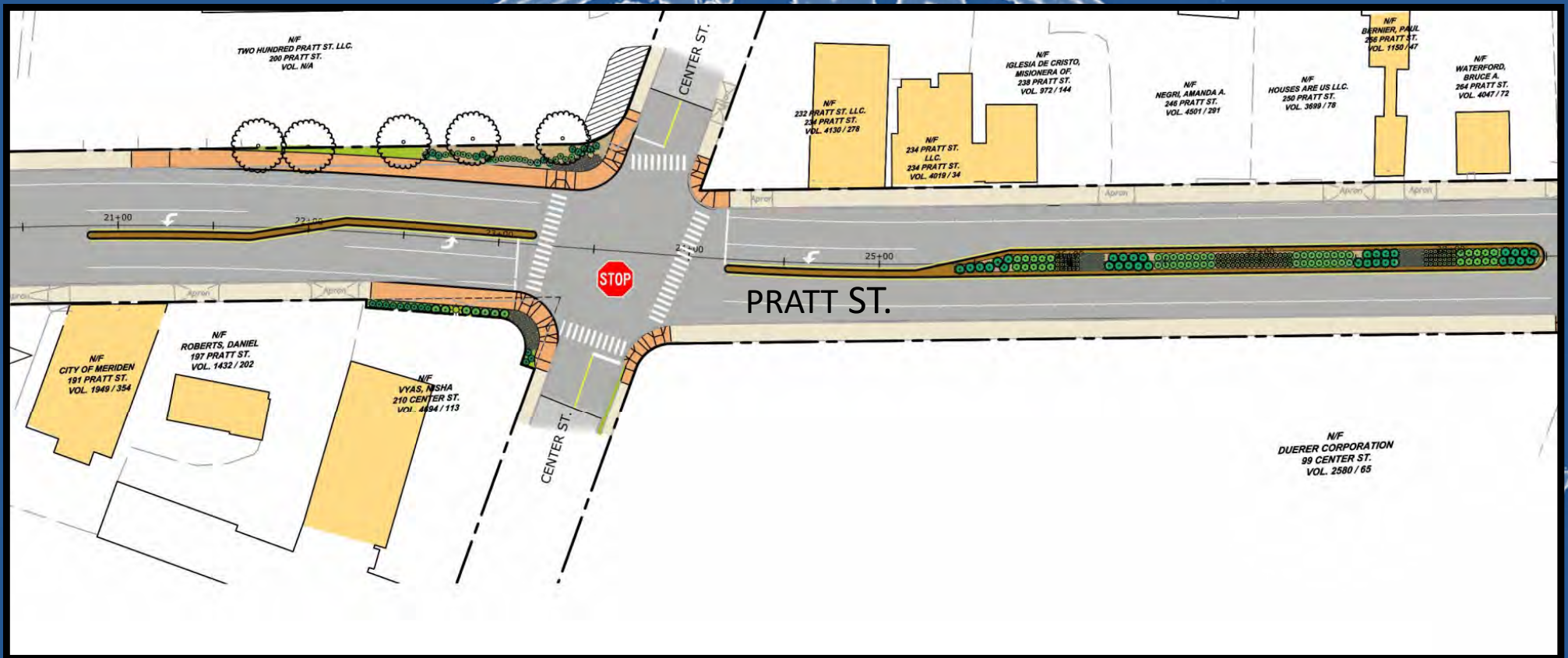
- Maintain WB Lane Usage
- Maintain Fire House Signal
- Pedestrian Crosswalks for HUB
- Removal of HUB Drive Aprons

Pratt Street – Segment 2



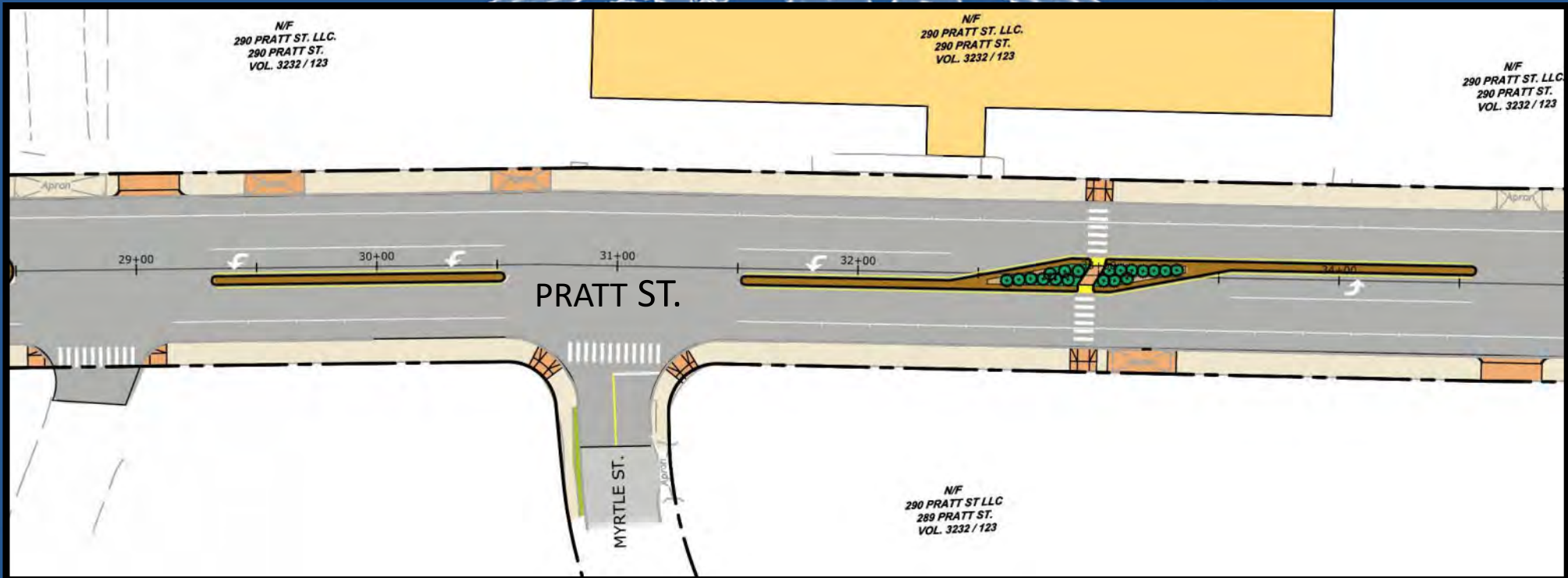
- Update Crosswalk and Curb Ramps
- 4-Way Stop Control w/ LED Stop Sign

Pratt Street – Segment 3

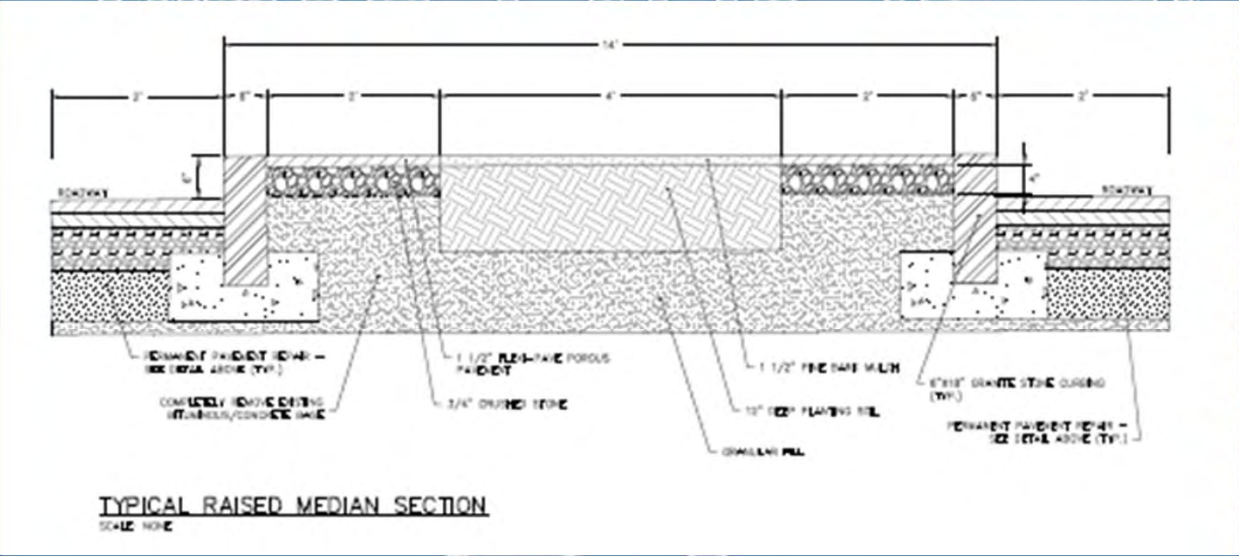
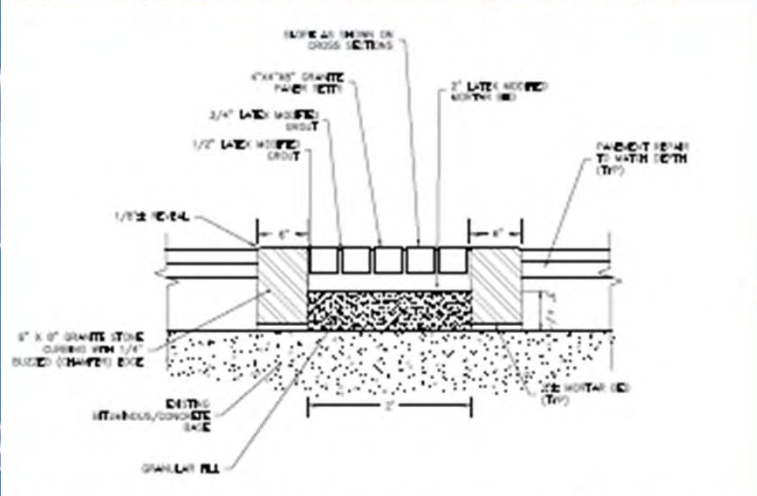
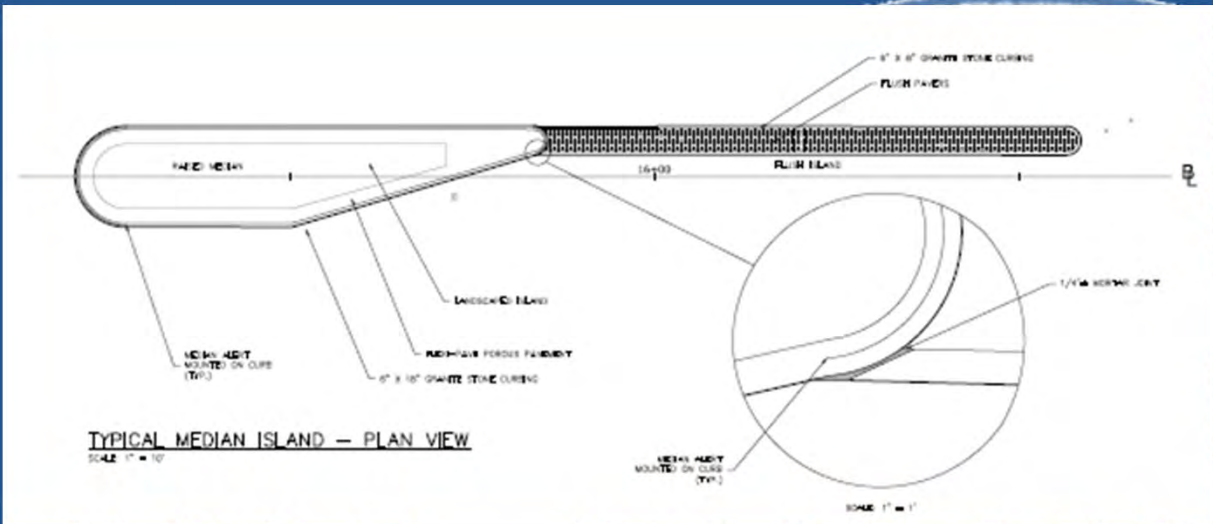


- Realign Center Street Intersection
- Update Crosswalk and Curb Ramps
- Minor Landscaping at intersection
- 4-Way Stop Control w/ LED Stop Sign

Pratt Street – Segment 4



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



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DCCCLXV





Collins
For Lease
203.562.5000











Long-term Lessons Learned

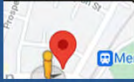
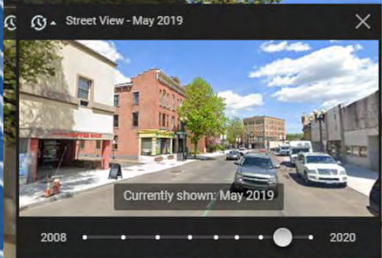
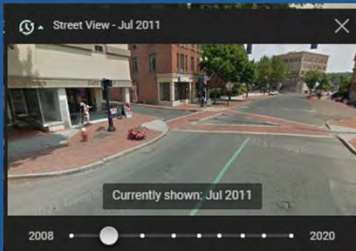
- Maintenance
- Safety
- Economic Development
- Transportation Corridor



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

LOTICIP

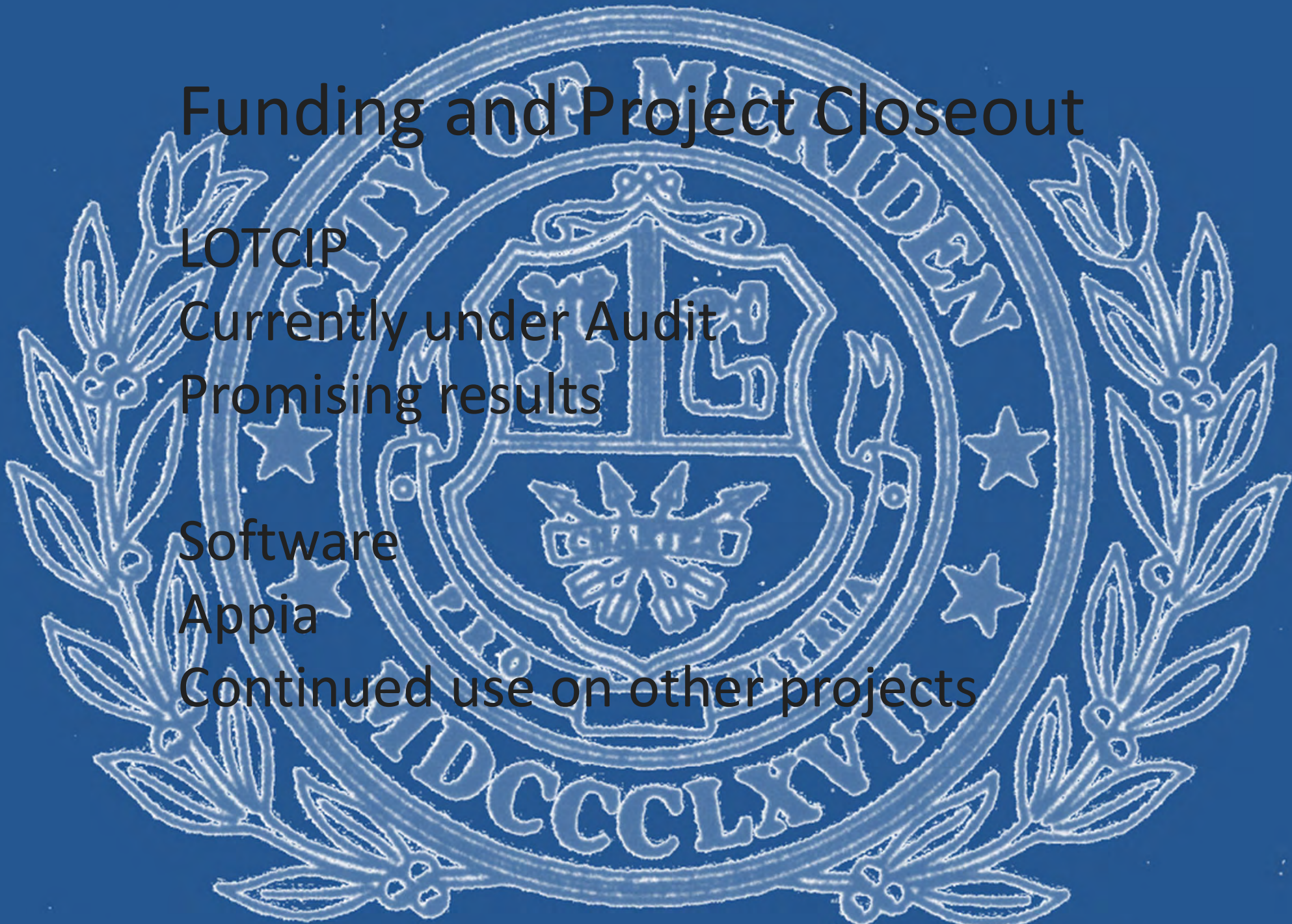
Currently under Audit

Promising results

Software

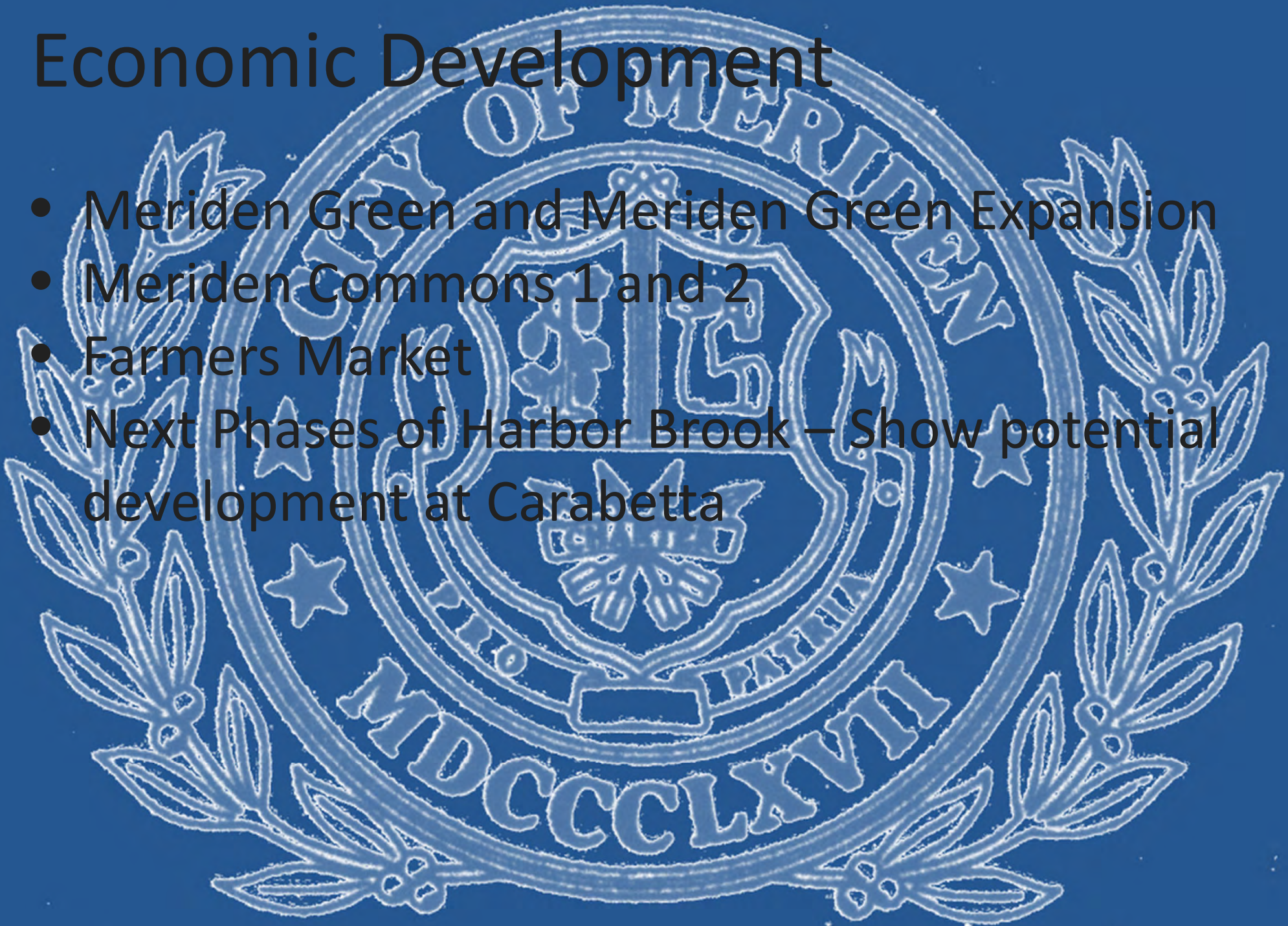
Appia

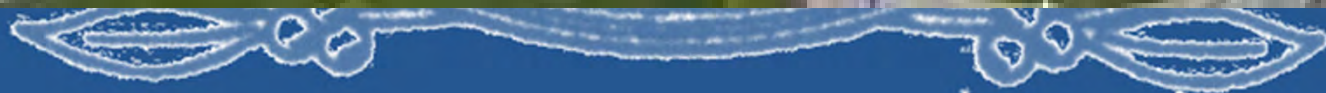
Continued use on other projects



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



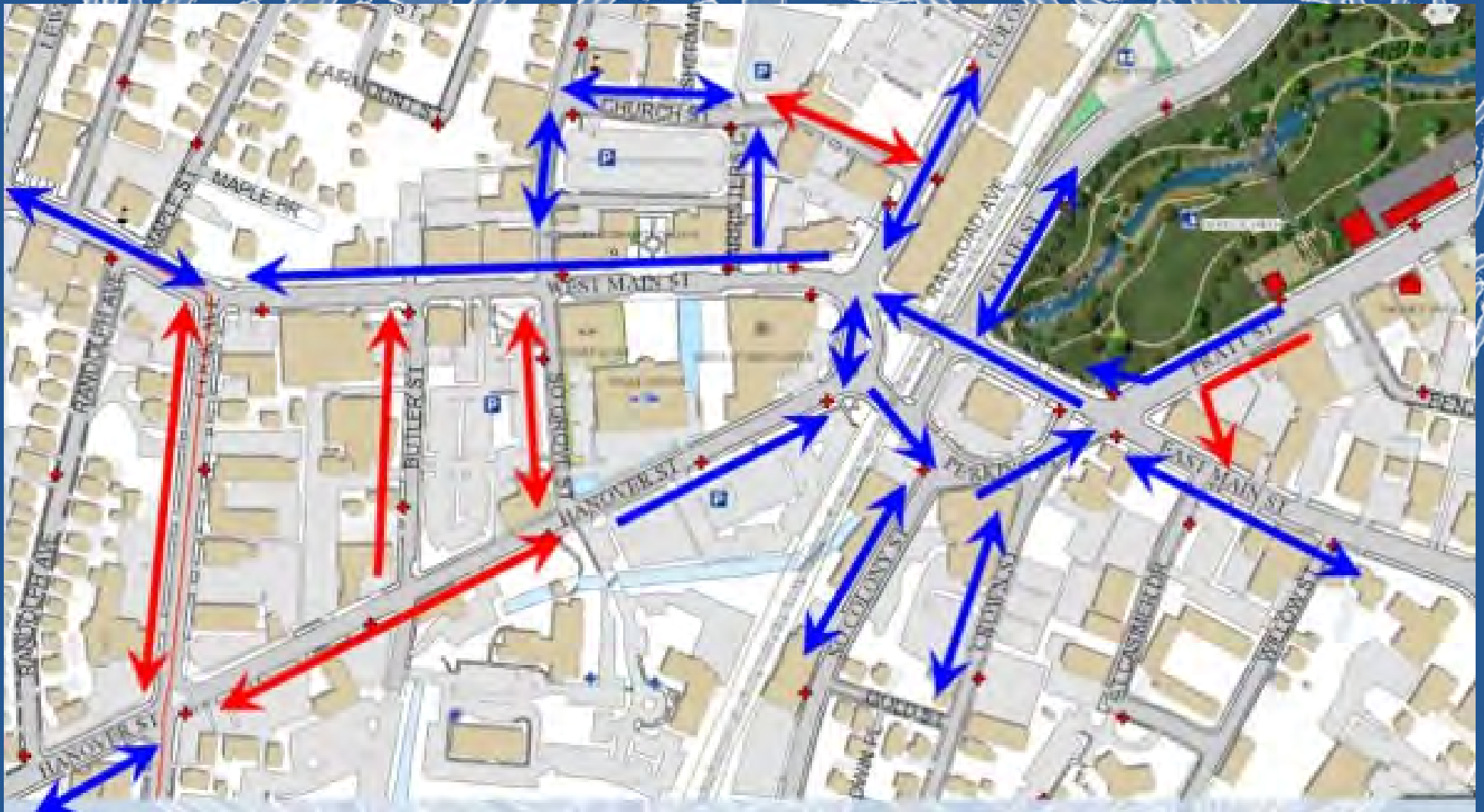
Transportation Corridor

- 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

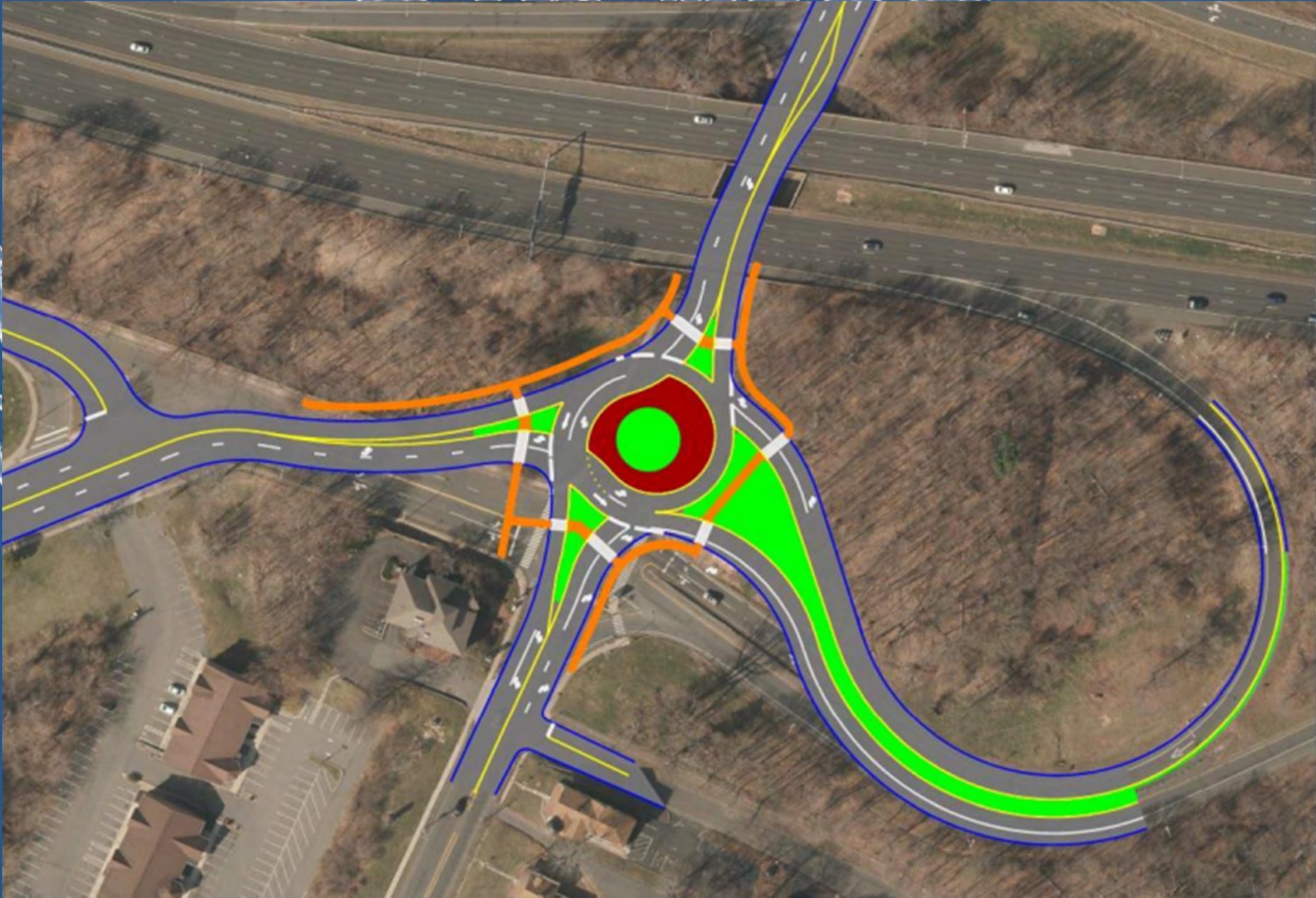


Two-Way Traffic Conversion Project

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



Broad St / Pratt St Roundabout Concept



Questions and Answers

