

Manchester Parkade / Broad Street Revitalization Study

Manchester, Connecticut



SCALE: NTS

ACCESS MANAGEMENT

ELIMINATE MULTIPLE CURB CUTS, REMOVE BITUMINOUS DRIVENAYS, ADD CONCRETE DRIVENWAY APRONS

CONCRETE SIDEWALKS

RAISE CURBS TO A UNIFORM 6" HEIGHT, PROVIDE CONTINUOUS CONCRETE SIDEWALKS THROUGHOUT INCLUDING AT ALL DRIVENAYS

STREET WALL

REDEVELOPMENT SHOULD CONSIDER PLACING BUILDINGS AT THE EXISTING STREET WALL

OVERHEAD UTILITIES

ADD STREET TREES AT THE BACK OF SIDEWALK WITHIN A 10 FOOT LANDSCAPED AREA TO SOFTEN THE STREETScape AND OVERHEAD UTILITIES, EXPLORE PLACING UTILITIES UNDERGROUND



ROADWAY

INTERSECTION IMPROVEMENTS INCLUDING INCREASING THE TURNING RADIUS, ADDING DEDICATED LEFT-TURN LANES AND INSTALLING NEW TRAFFIC SIGNAL

FRONT YARD LANDSCAPING

REMOVE FRONT YARD PARKINGS WHERE IT ENCRoACHES ON THE SIDEWALK, ADD 10 FOOT LANDSCAPE AREA TO SOFTEN THE STREETScape AND PROVIDE BUFFER BETWEEN PEDESTRIANS AND VEHICLES

LARGE PARKING FIELDS

PROVIDE INTERNAL LANDSCAPING AND PEDESTRIAN SAFE CORRIDORS TO REDUCE THE SCALE AND ENCOURAGE PEDESTRIAN ACTIVITY

LINKAGES

EXPLORE THE POTENTIAL TO LINK BROAD STREET WITH CENTER SPRINGS PARK, DOWNTOWN AND THE HOCKANUM RIVER LINEAR TRAIL VIA BIGELOW BROOK AND THE RAILROAD

INTERSECTION SCALE

EXAMINE THE POSSIBILITY FOR BUMP-OUTS OR MEDIANS TO REDUCE THE SCALE OF THE INTERSECTION. ADD COLORED, TEXTURED CROSSWALKS AND 'GATEWAY' LANDSCAPING