

Zoom Etiquette – Please mute your microphone

How to raise your hand!

Use the Chat Box – We are monitoring the chat-box – this is a great place to provide feedback

Live Polling

Today's Zoom Format



Project Symposium

Thursday 05/21/2020

REIMAGINING
-MAIN STREET-
HARTFORD



DEVELOPMENT SERVICES
HARTFORD, CT

City of Hartford – Mayor Luke Bronin
Senior Project Manager - Sandra Fry

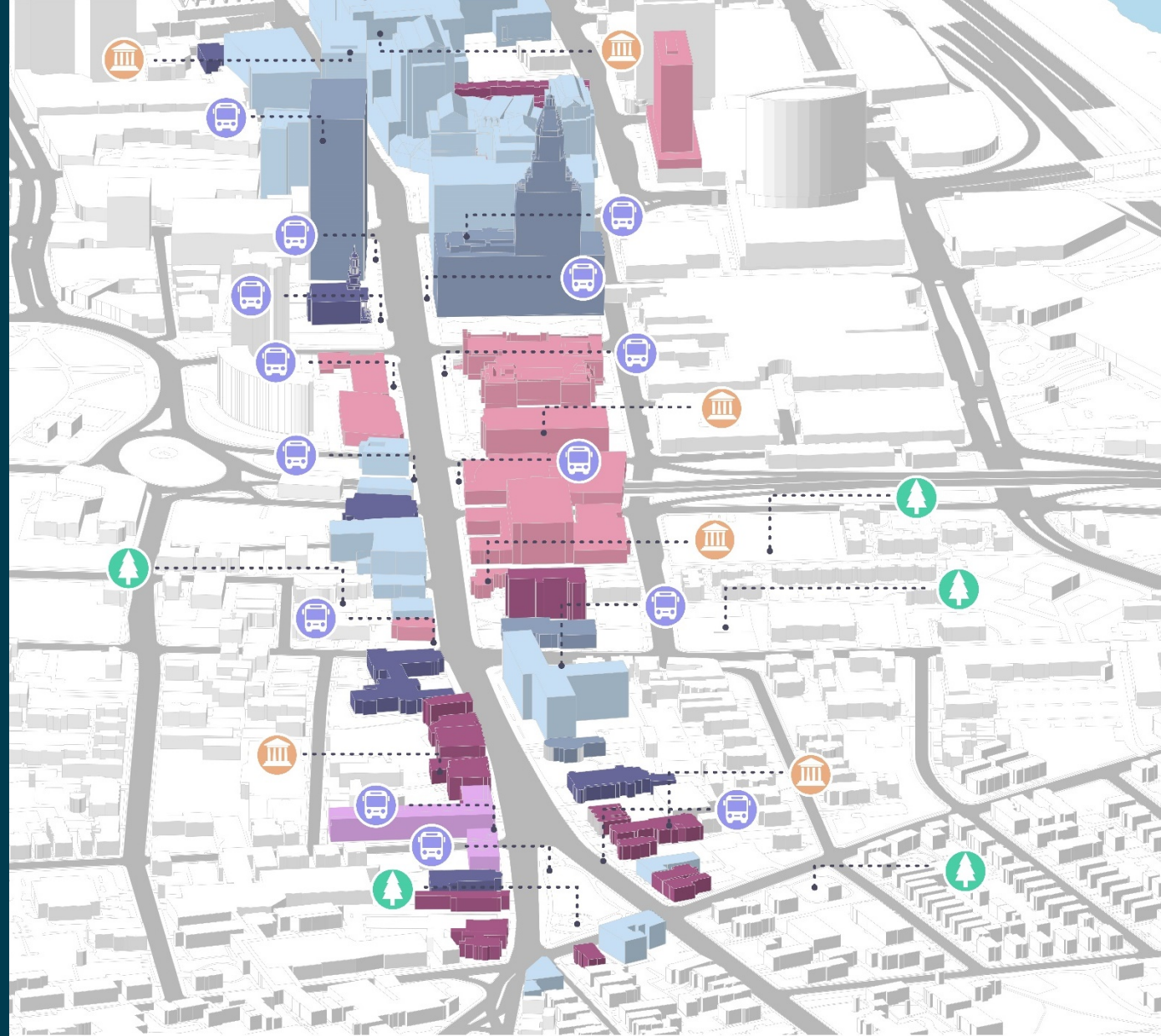
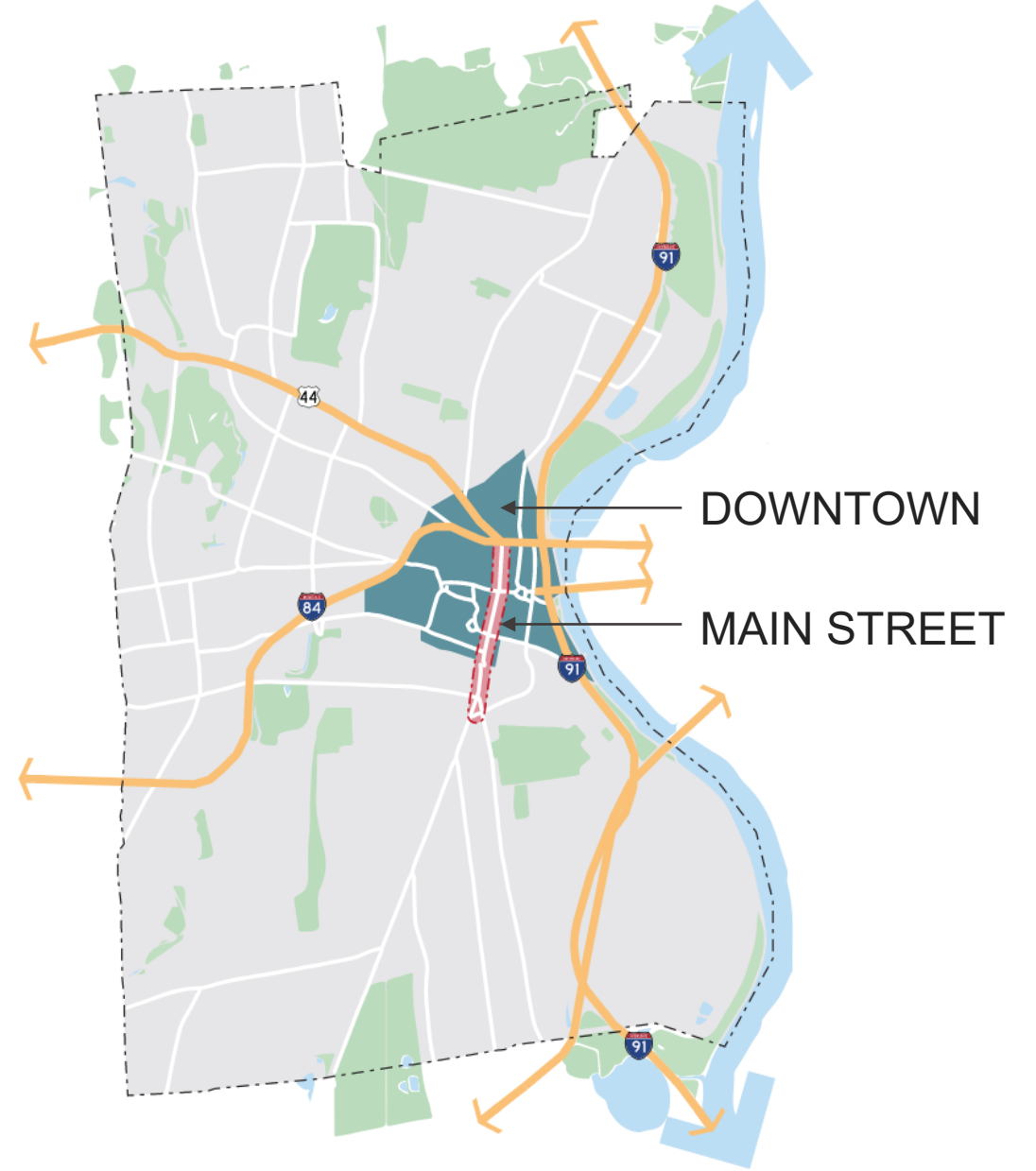
Stantec – Project Consultant Team
Principal Transportation Planner - Mike Rutkowski
Project Manager/Landscape Architect - Travis Ewen
Transportation Planner – Dan Hemme

National Complete Streets Coalition –
Executive Director - Emiko Atherton

Introductions



Project Overview



Project Limits

- Build on the 2019 City of Hartford Bicycle Master Plan recommendations
- Reinvent Main Street as a “complete street” to create safe connections between the Impact Areas and surrounding neighborhoods
- Support ongoing and future public and private sector investments
- Facilitate the creation of vibrant, amenity rich neighborhoods along Main Street
- Engage the public and stakeholders to identify connectivity barriers, build Project awareness, and create community support

Project Purpose and Goals

Agenda

1. Today's Zoom Format
2. Introductions
3. Project Purpose and Goals
4. What we've heard?
5. Live Polling and Open Dialog
6. Creating a Complete Street!
7. Online Mapping/Visual Preference Survey
8. Next Steps





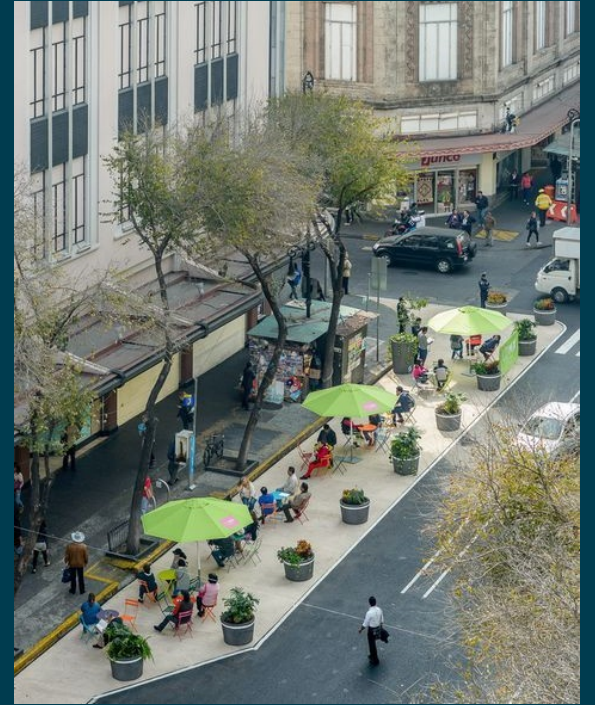
What have we heard?

We are listening!

- **278** Survey Responses

- Here is what you told us -

*"The retail and restaurants on Main are great - would love to expand on this foundation - lunchtime options would be fantastic. Any way to make it **connect to other neighborhoods** and sections of the city would be fantastic."*



Main Street is a critical destination—and a critical thoroughfare.

55% - use Main Street to travel to and from work.

53% say Main Street is a destination to meet family and friends.

What have we heard?

Better prioritize **all users of the street.**

- **68%** - dissatisfied with **bicyclist safety** along the corridor
- **48%** - dissatisfied with **pedestrian safety** along Main Street.

*"I would love for Main Street to be a 'destination'. I often bike to work...but **I feel unsafe as there are not adequate bike lanes**. Many people bike on the sidewalk, which is not safe for pedestrians."*

What have we heard?



Hartford residents want a Main Street that is vibrant, walkable, and attractive.

- **83%** - Main Street needs **more street trees** and landscaping
- **63%** - public art in common areas.

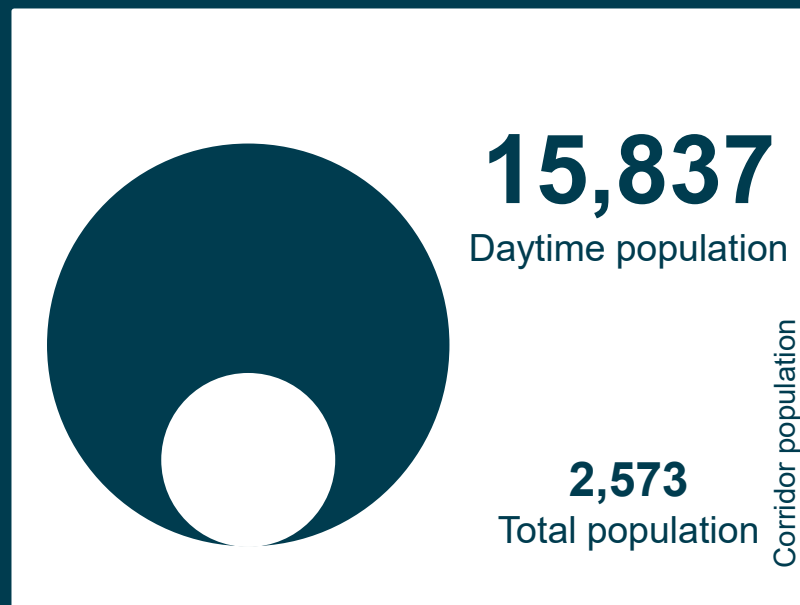
“Public art is crucial.”

*“We need more reasons for people to spend time on Main Street...there are very few **places to congregate** after work.”*

What have we heard?

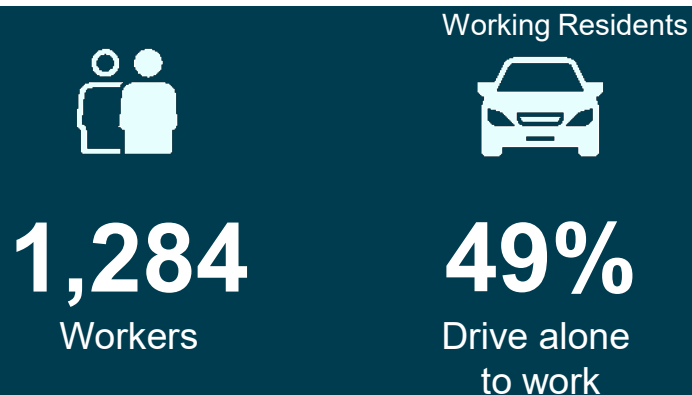


Design with Community in mind!



26%
Renter-occupied units
with no vehicle available

Vehicle Ownership



Commute Characteristics



10%
Public Transit



8%
Carpool



29%
Walk



1%
Bike

What have we heard?



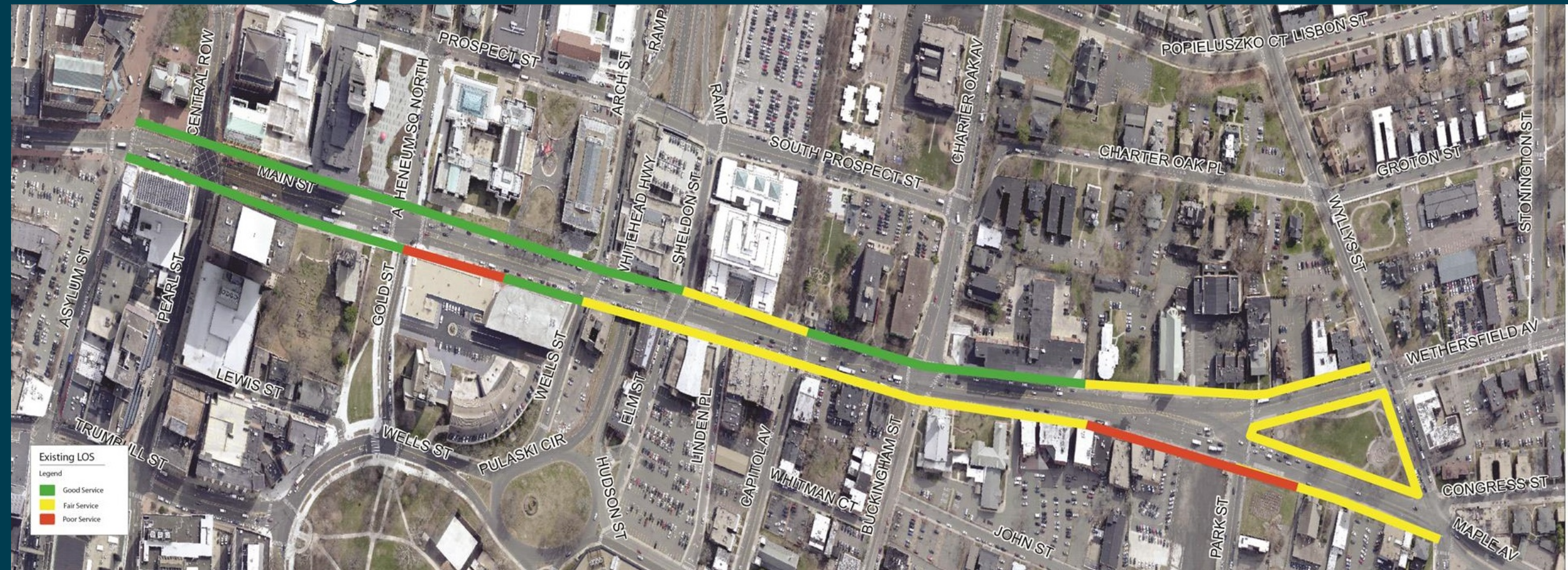
What do we know today?

Existing Pedestrian Level of Service



What do we know today?

Existing Pedestrian Level of Service



What do we know today?

Existing Bicycle Level of Service



What do we know today?

Existing Bicycle Level of Service



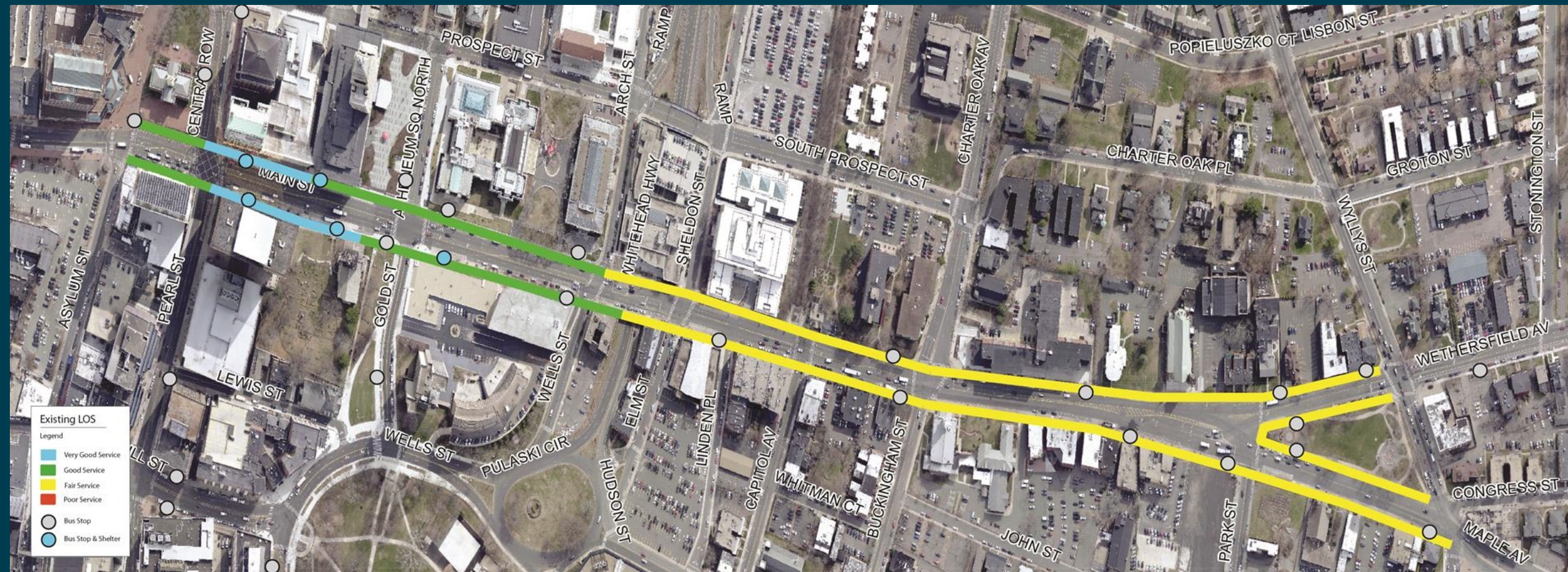
What do we know today?

Existing Transit Level of Service



What do we know today?

Existing Transit Level of Service



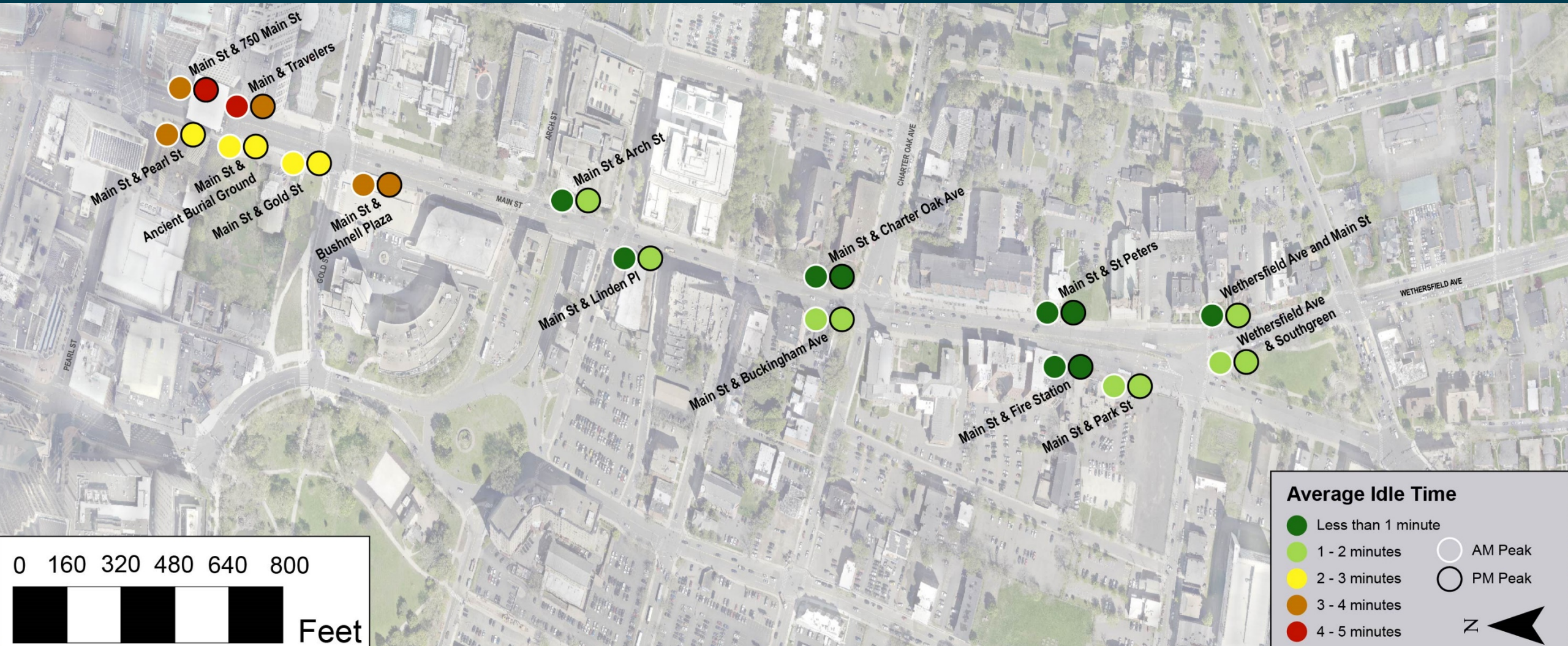
What do we know today?

Existing Transit Conditions



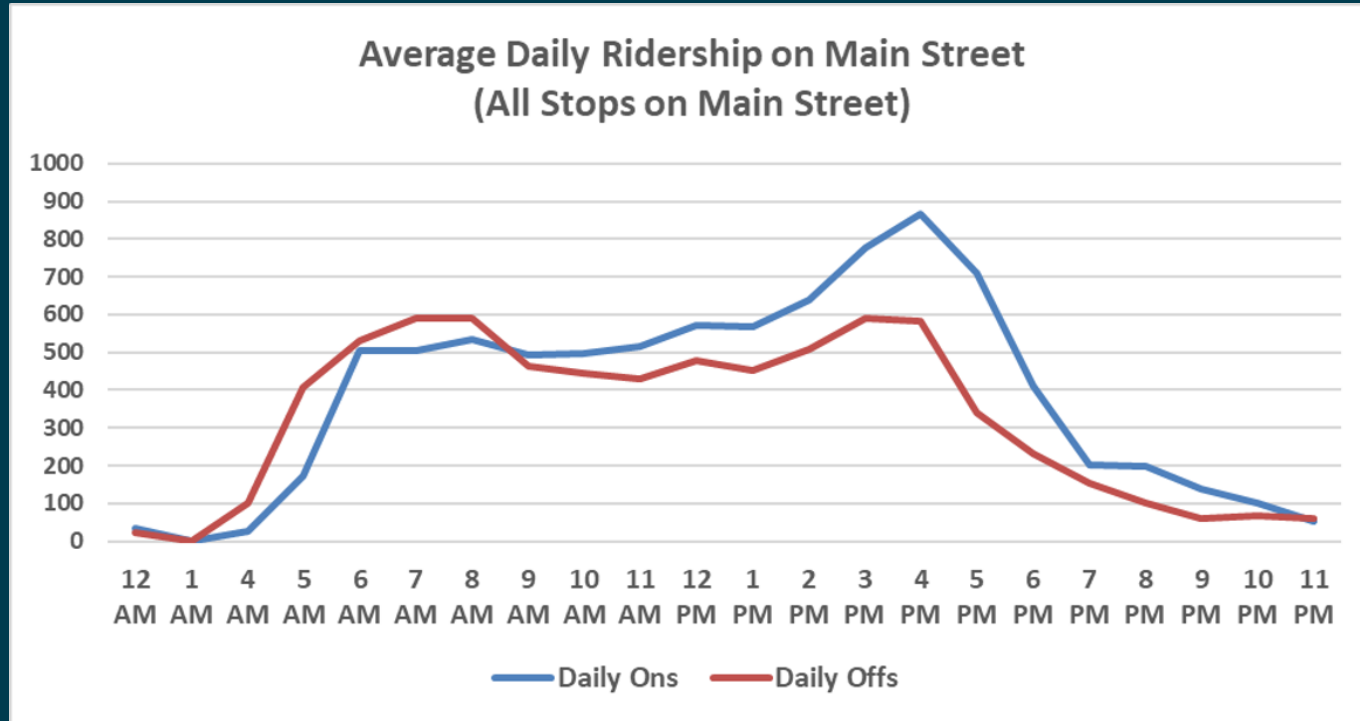
What do we know today?

Existing Transit Conditions



What do we know today?

Existing Transit Conditions



What do we know today?

Pedestrian/Bike Crash Data – 2017-2020



Pedestrian Crashes: 42

Ped – Fatal: 1

Ped – Injury: 41

62

Crashes!



Bike Crashes: 20

Bike – Fatal: 0

Bike – Injury: 16

Bike – Other/Property: 4

What do we know today?

Vehicle Crash Data – 2017-2020



Vehicle Crashes: 338

Fatal:

1

Injury:

80

Other/Property:

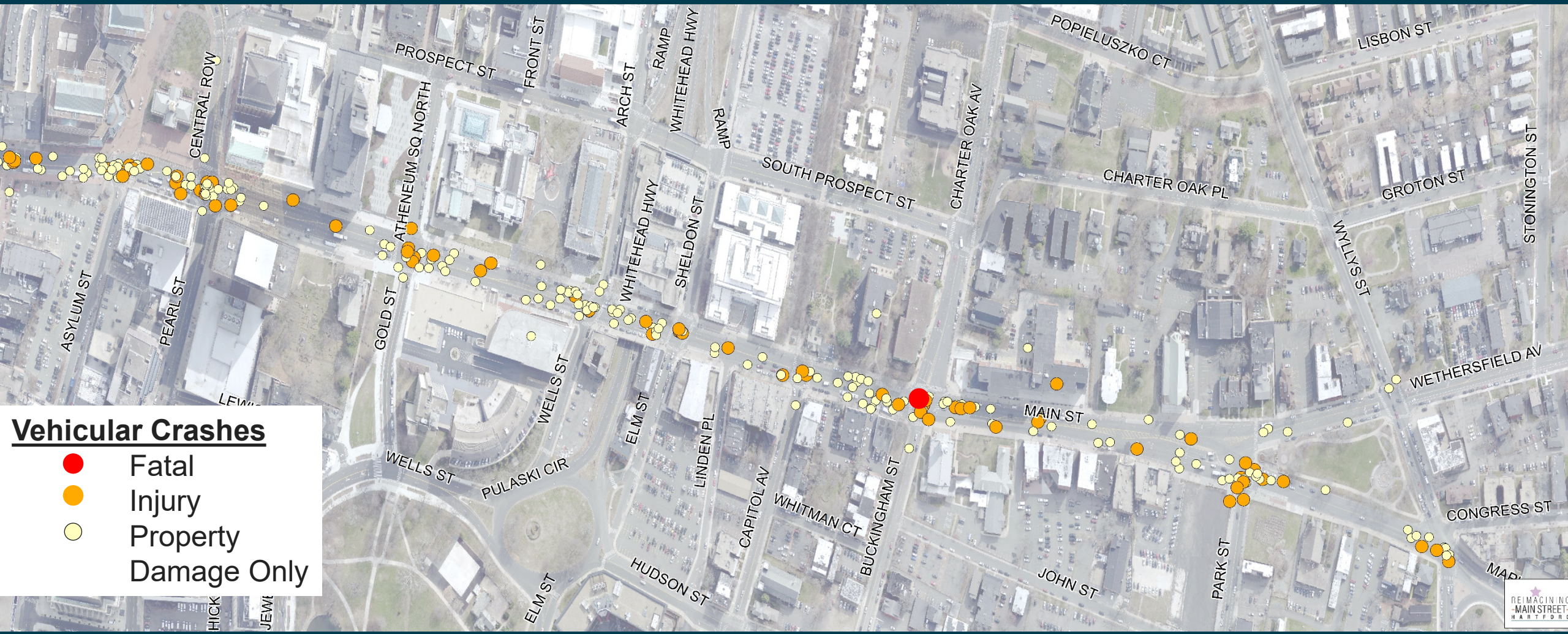
257

338

Crashes!

What do we know today?

Vehicular Crash Data – 2017-2020



What do we know today?

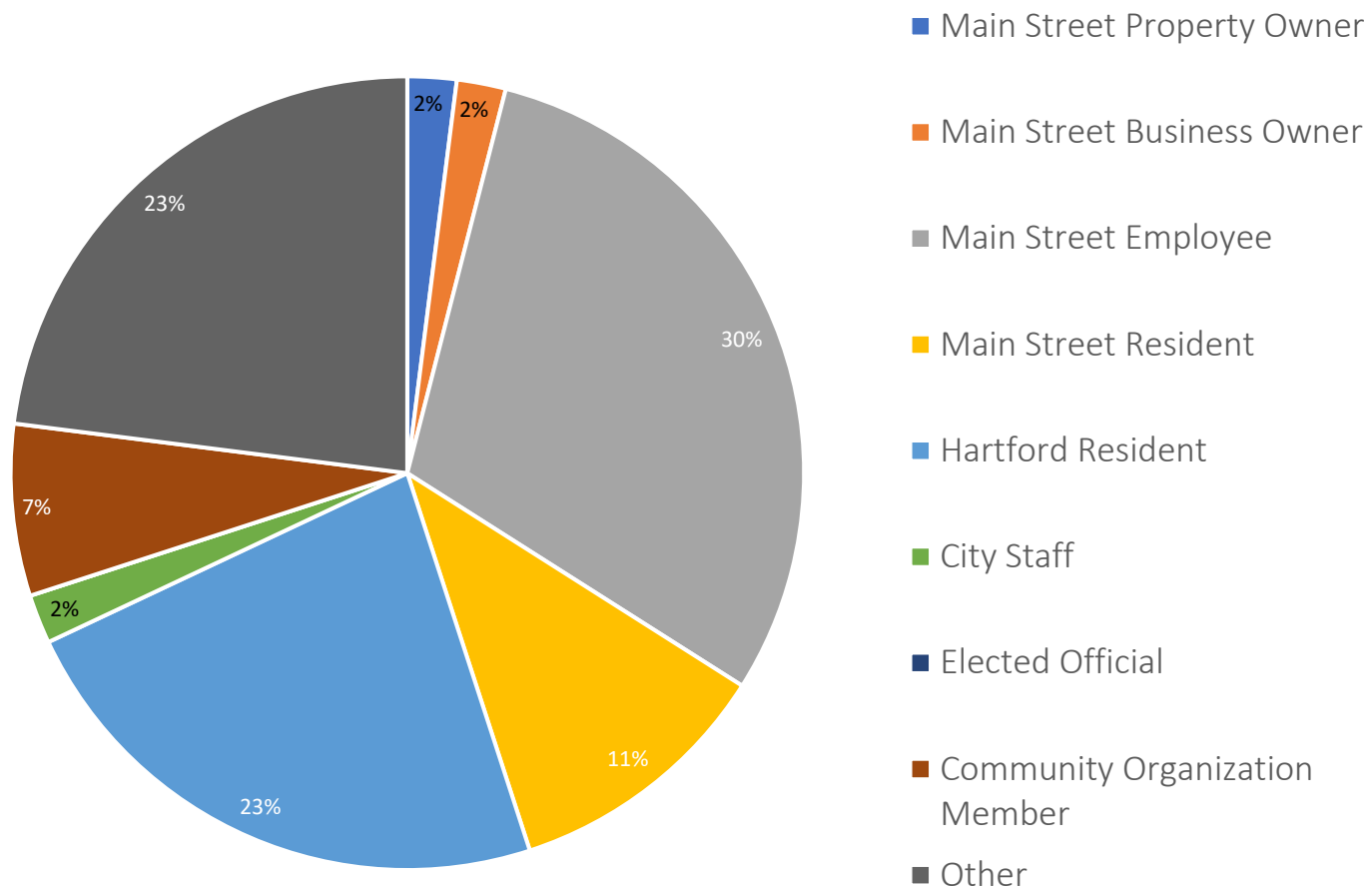
Existing Traffic Conditions – Hourly Traffic Volumes



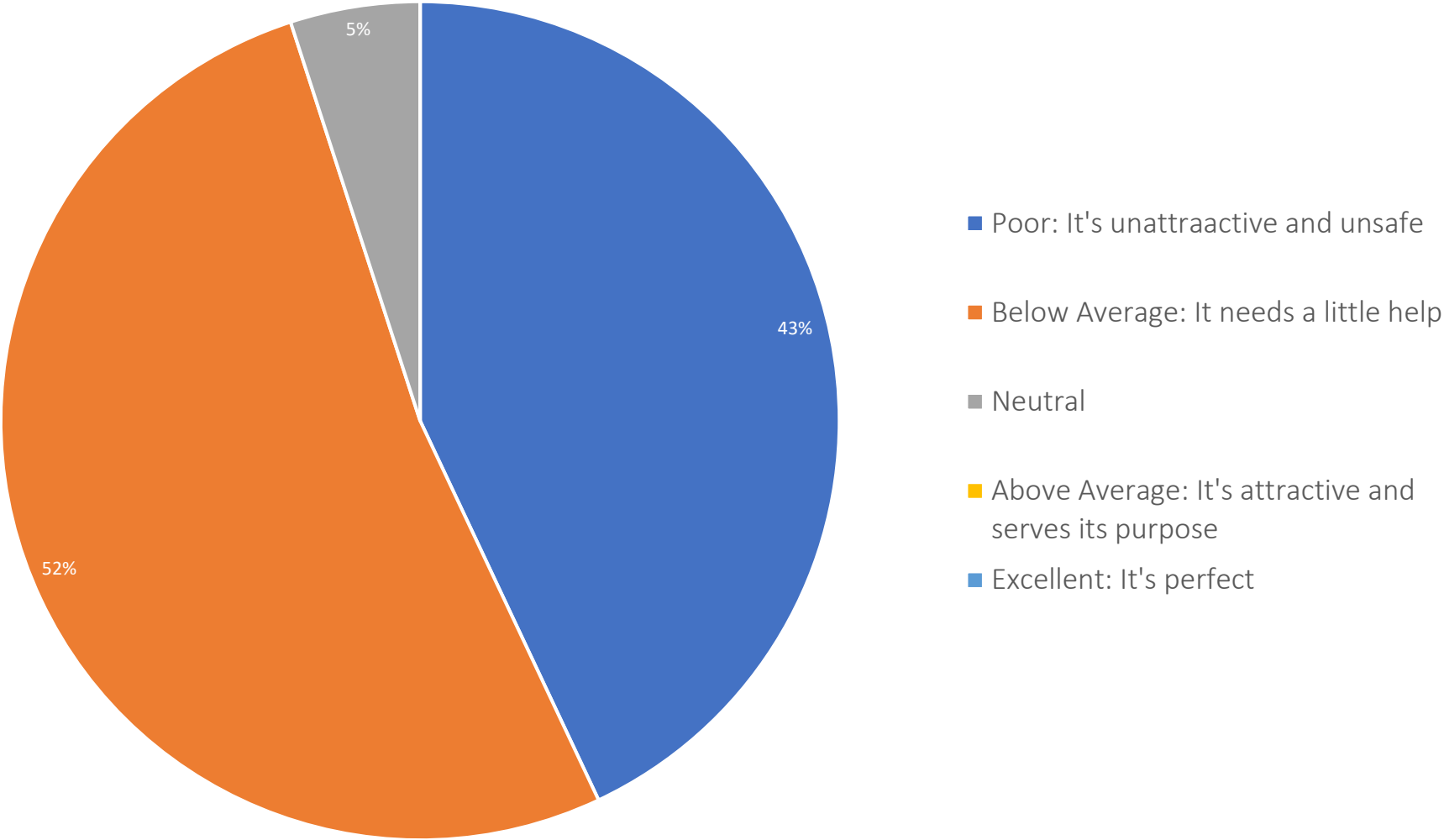
What do we know today?

Live Polling and Open Dialog

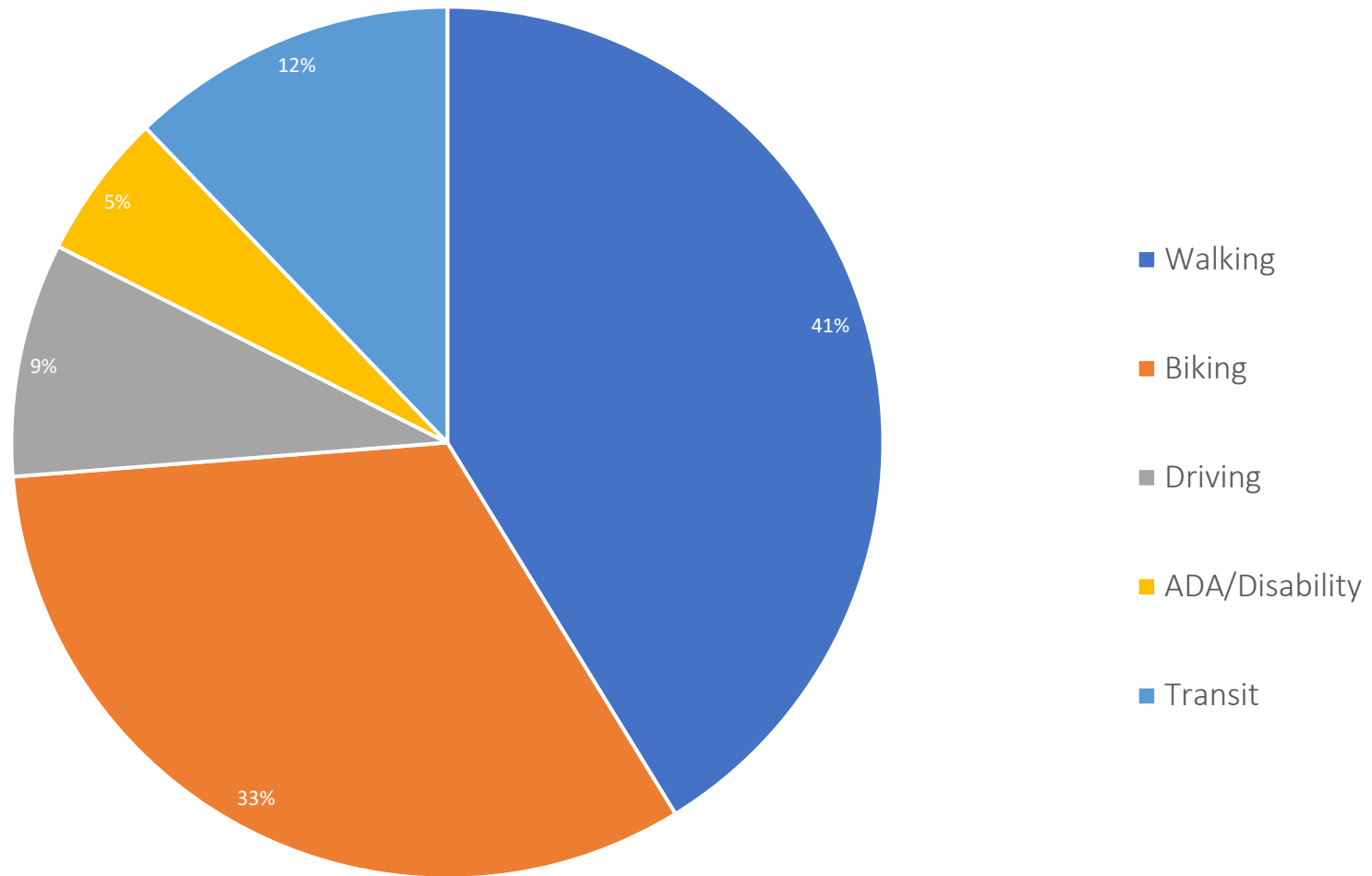
Which of the following best describes you?



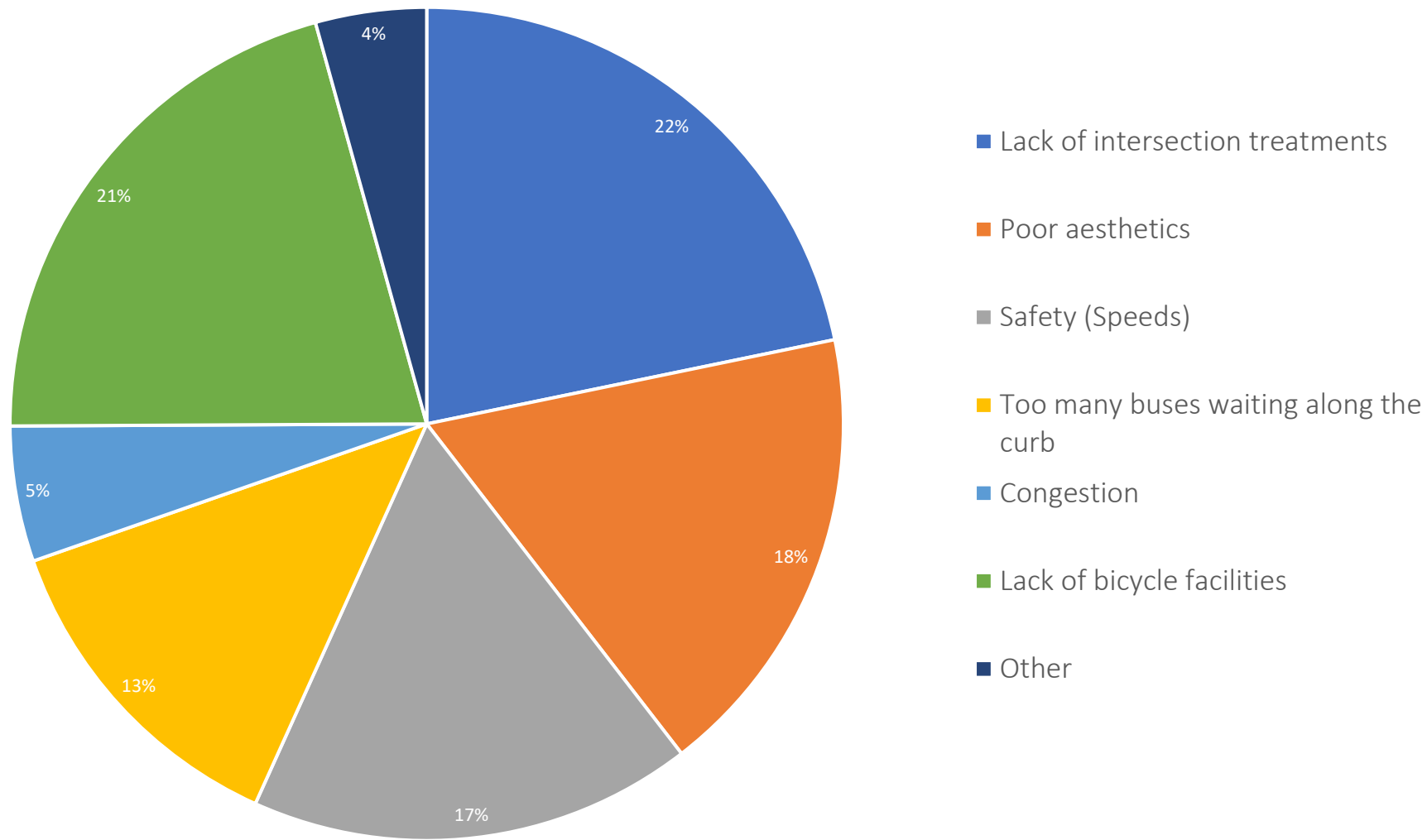
How do you rate the overall quality of Main Street?



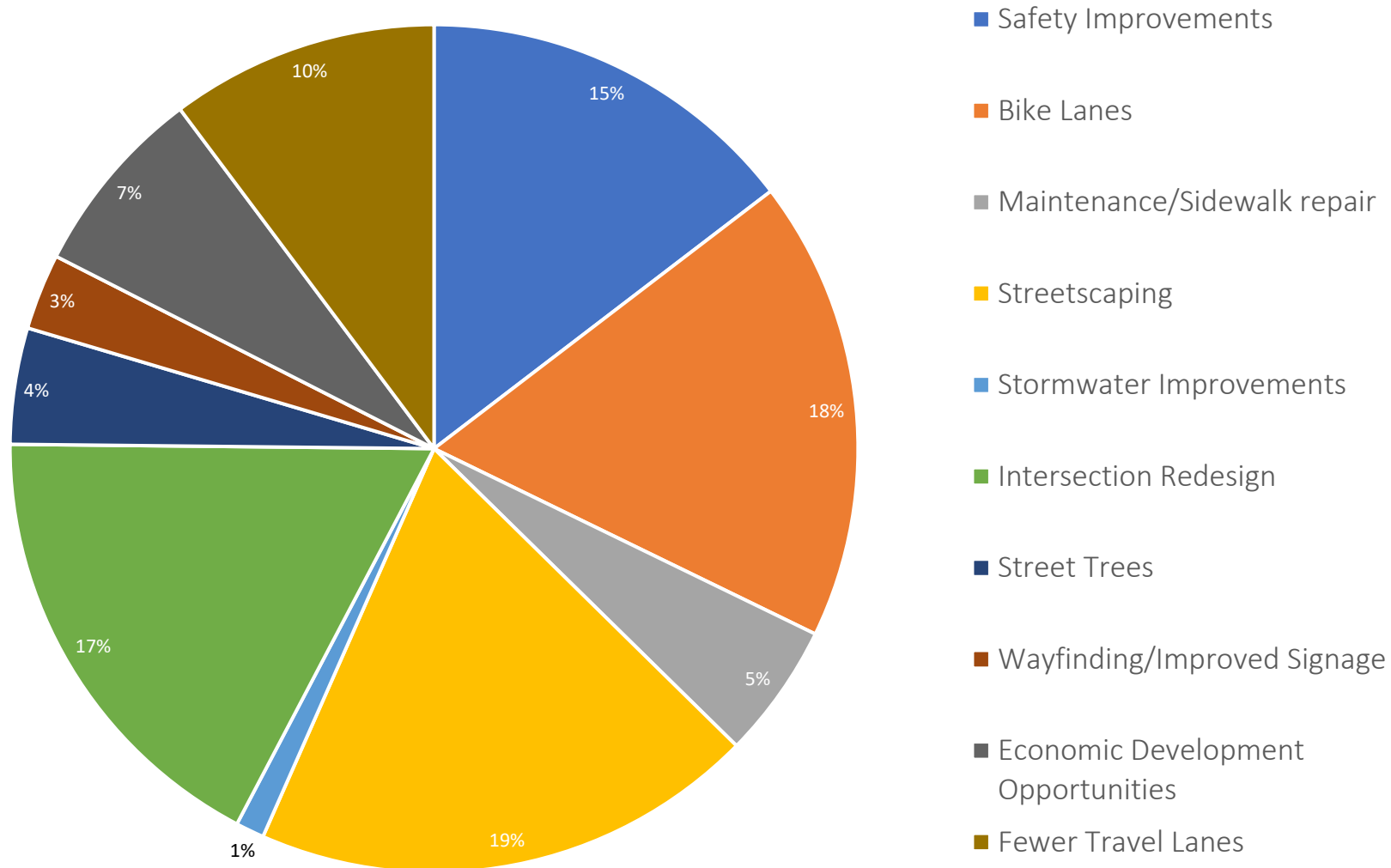
Which modes are most important to improve for Main Street?



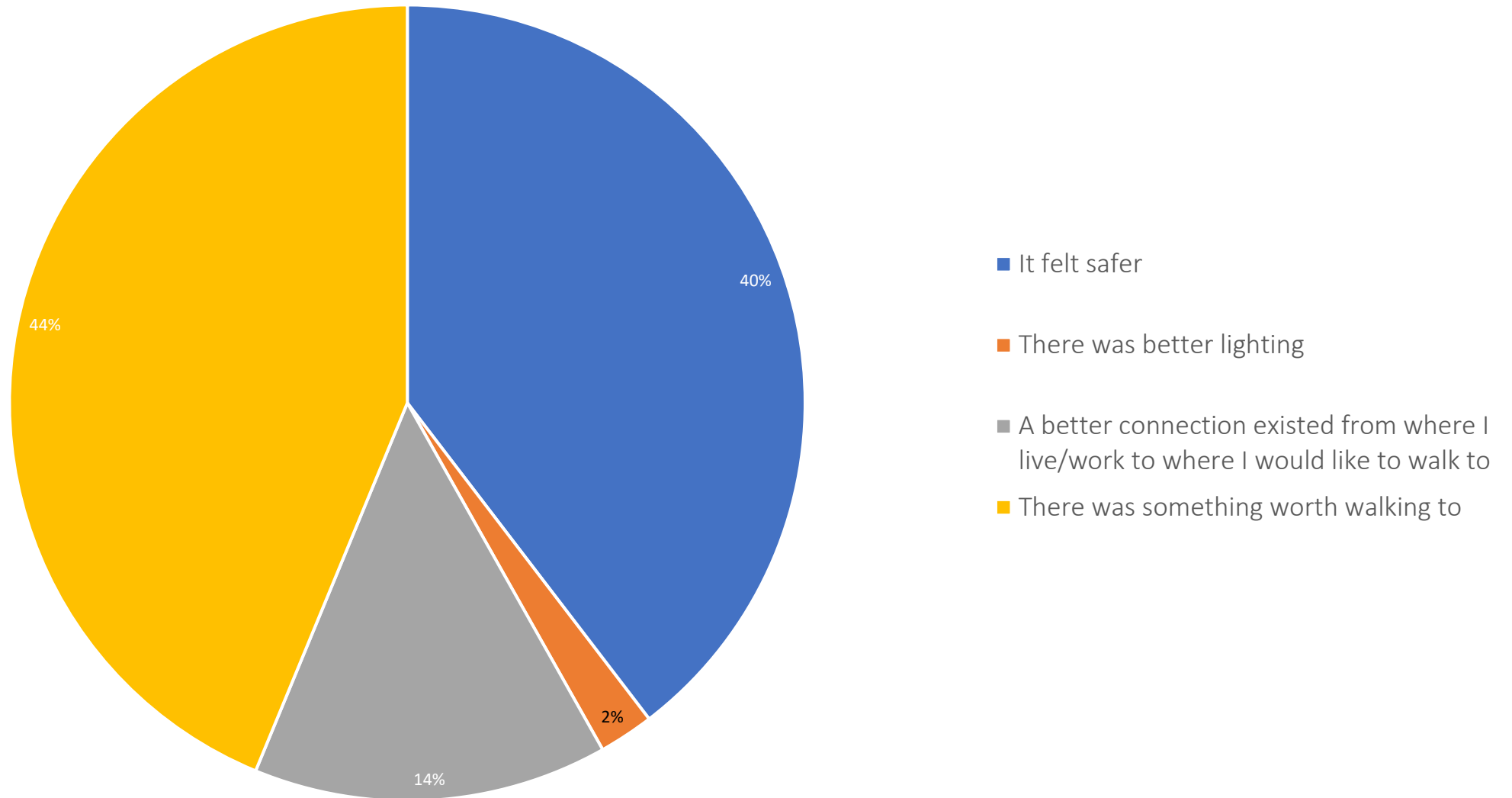
What is the biggest problem with Main Street?



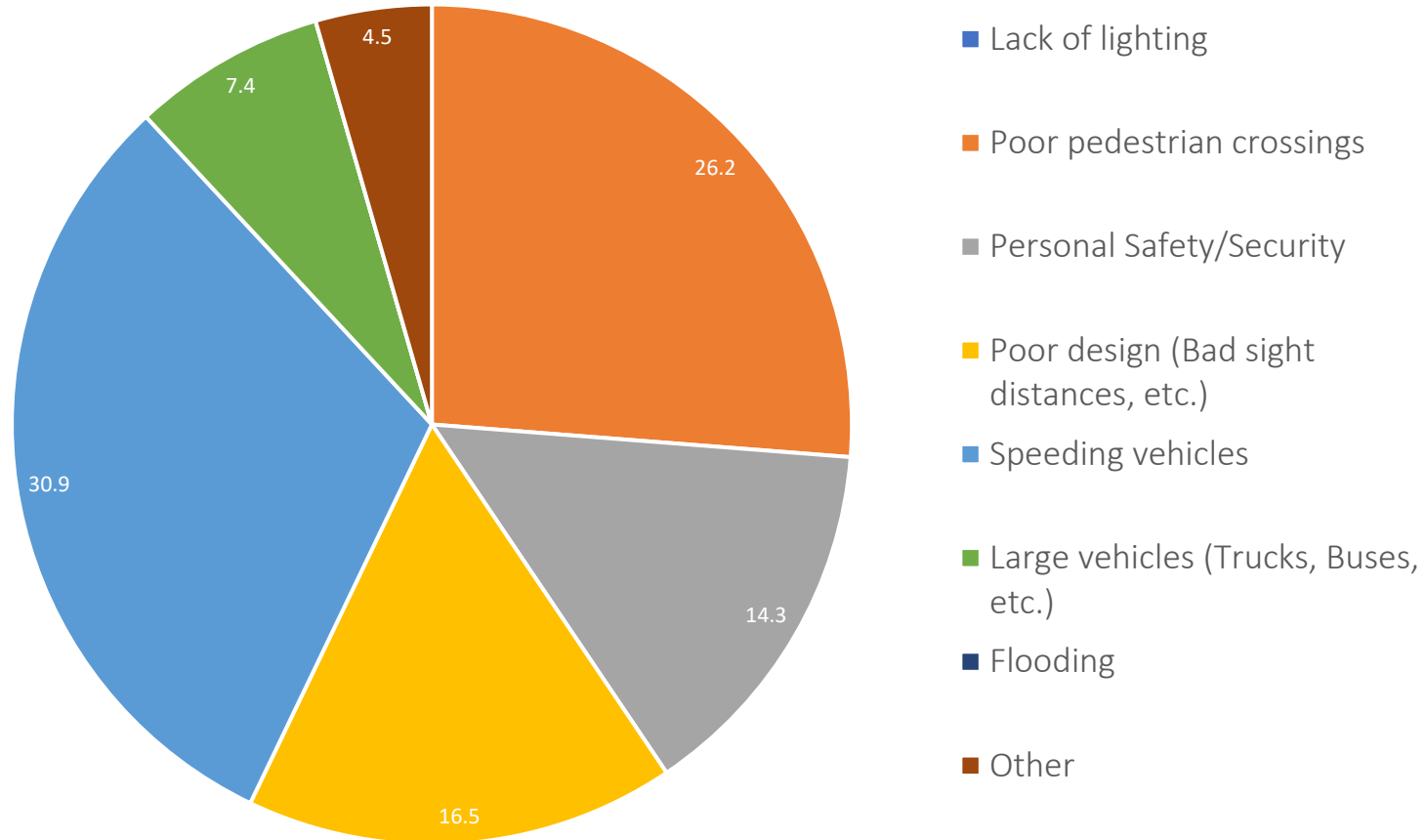
What is the highest priority need along Main Street?



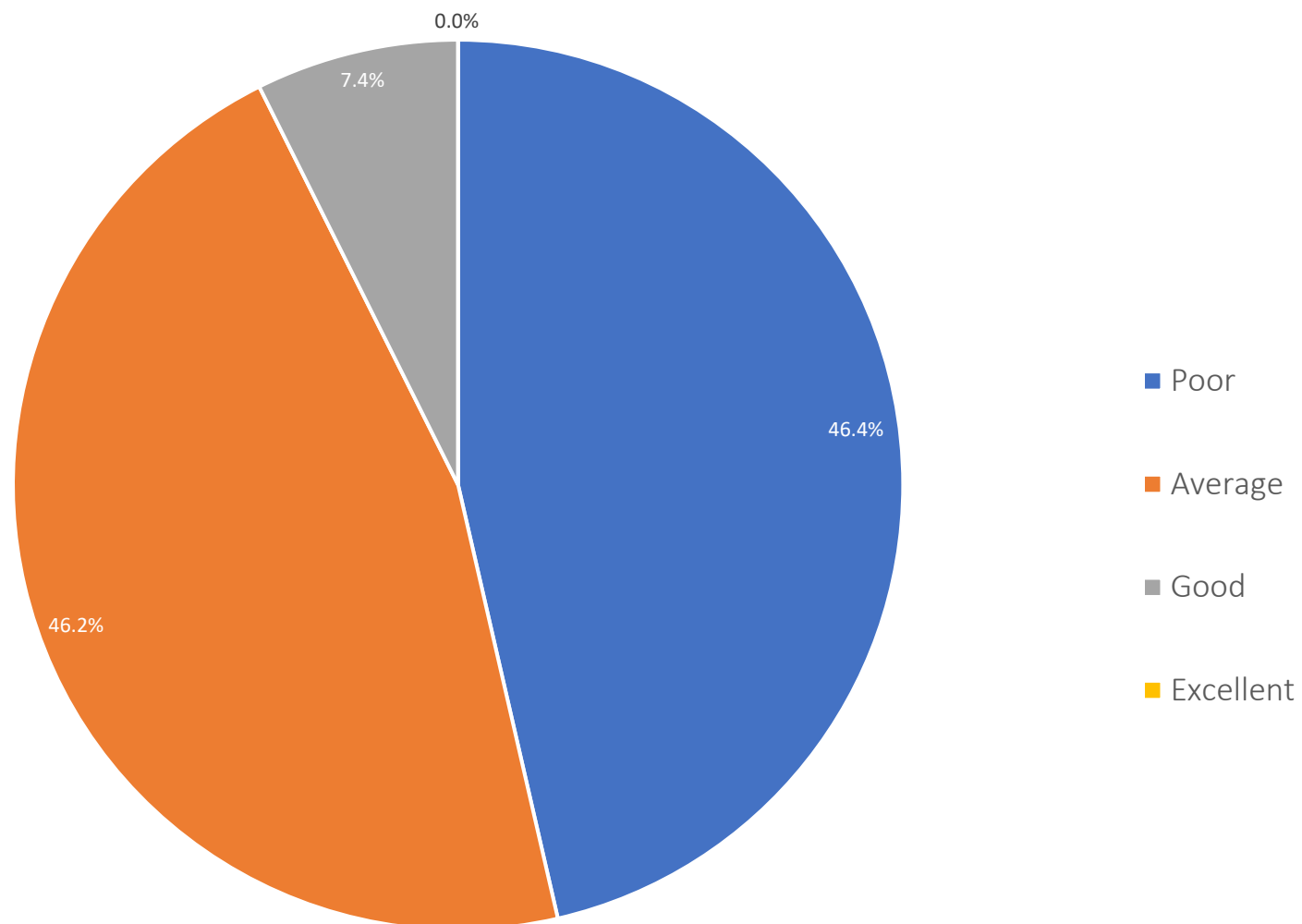
I would walk more along Main Street if:



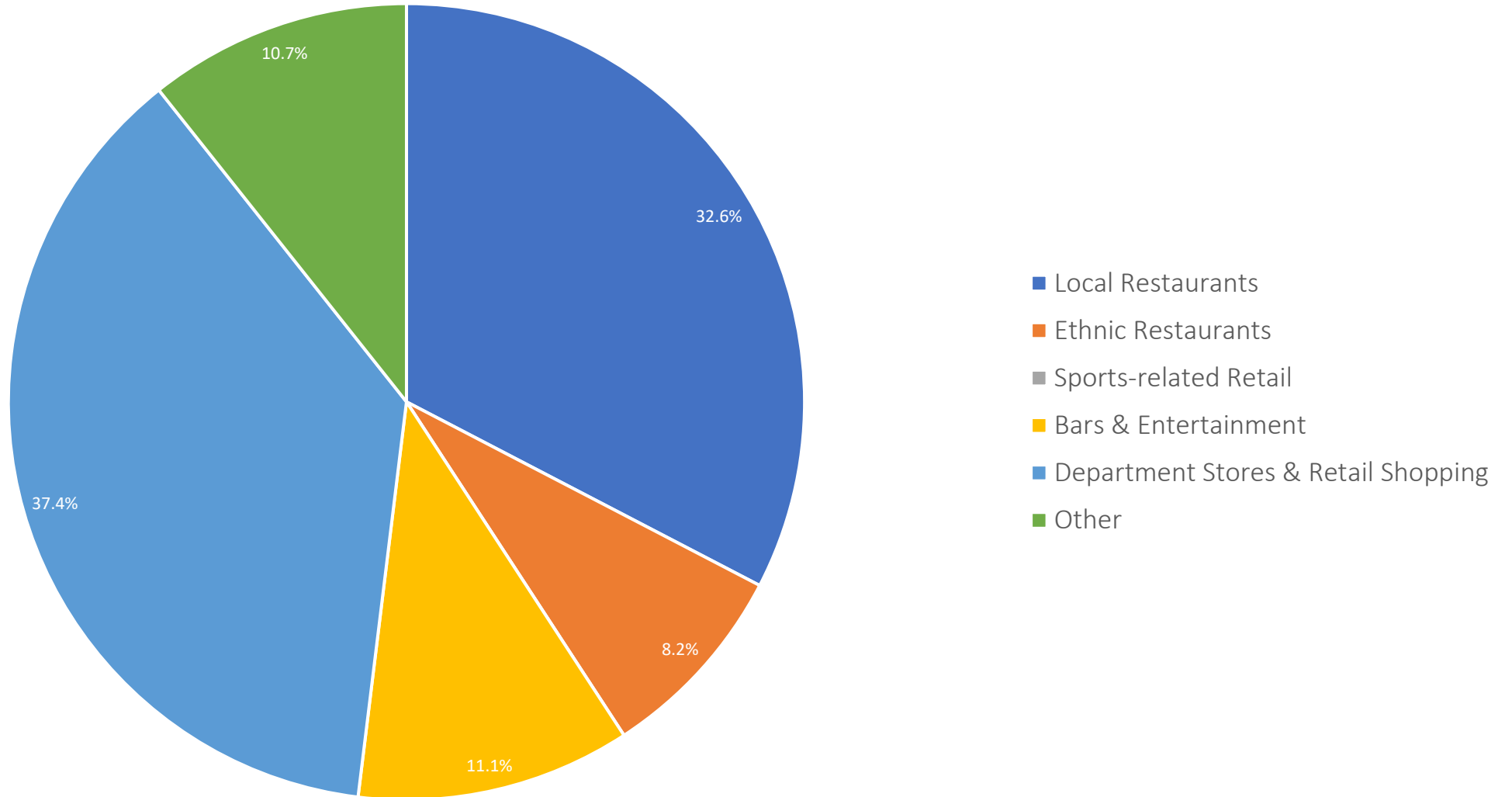
What is the biggest safety problem along Main Street?



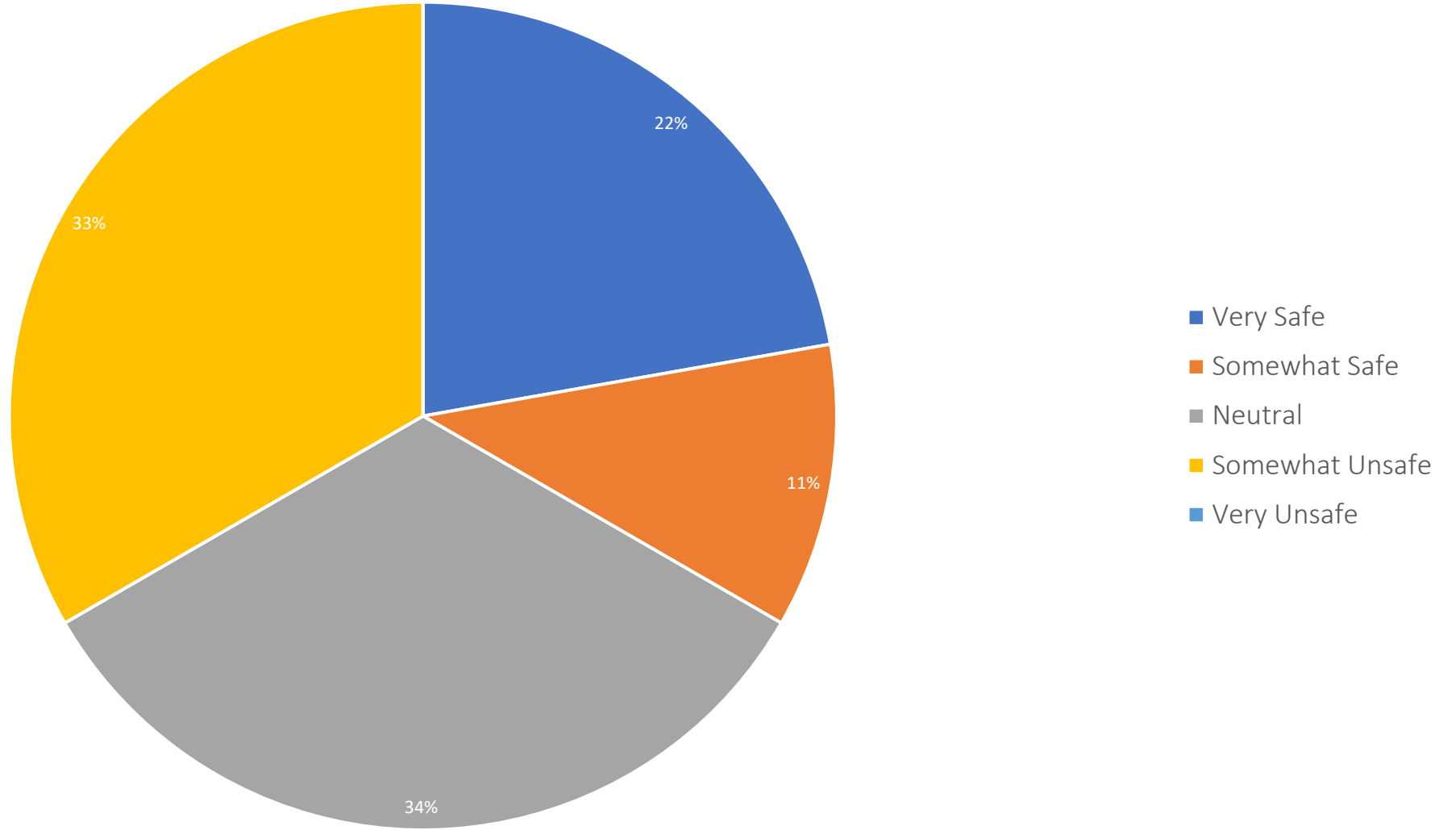
How do you rate the quality (in terms of design and appearance) of development along Main Street?



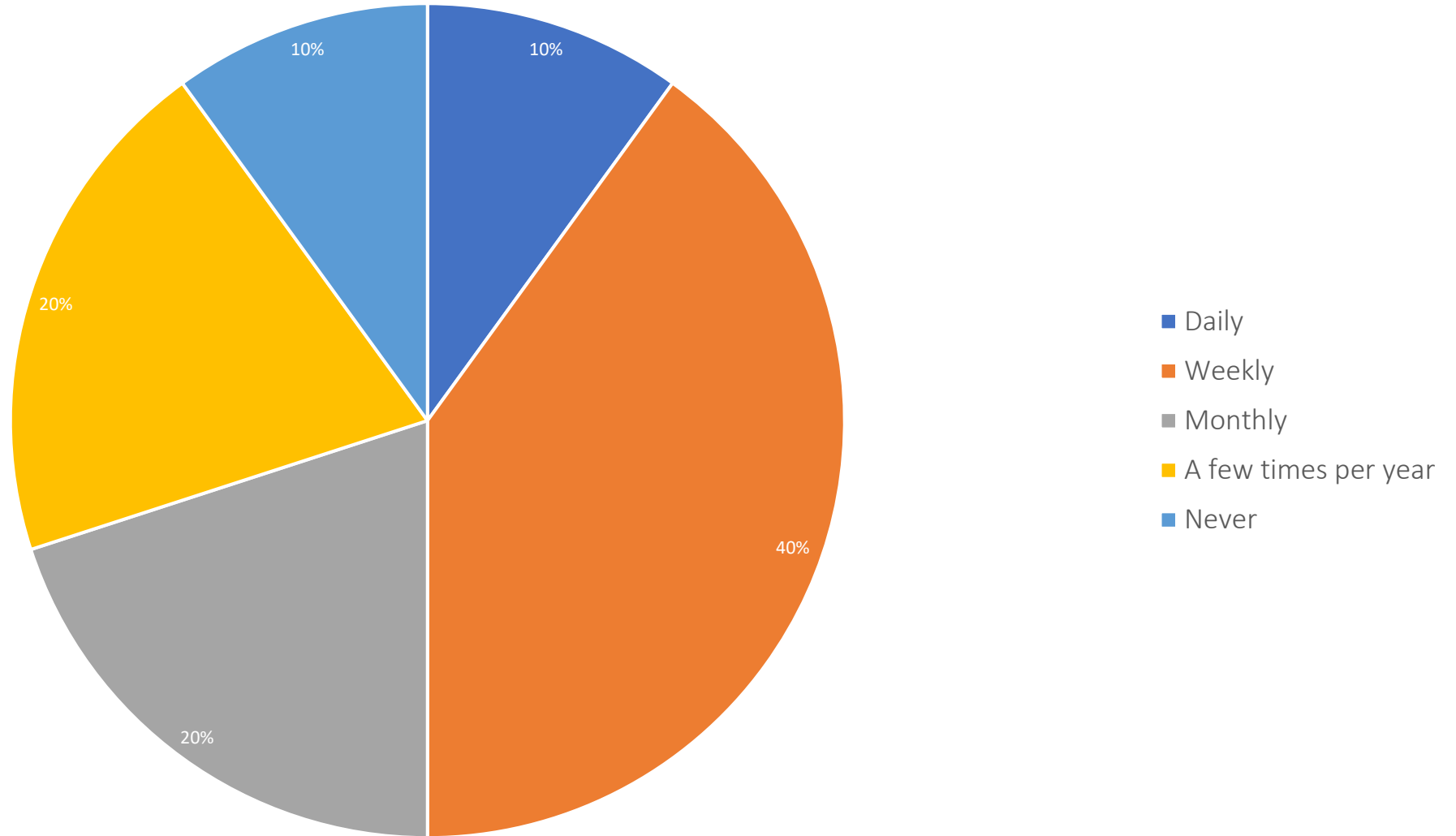
What is missing along Main Street?



How safe would you rate Main Street?



How often do you shop or dine on Main Street?



Complete Streets

Emiko Atherton

Director, National Complete Streets
Coalition

Transportation today



Image: Caressa Givens

More people want and need to walk, bike, and roll



Image: Smart Growth America

Access to Jobs and Services



Image: Smart Growth America

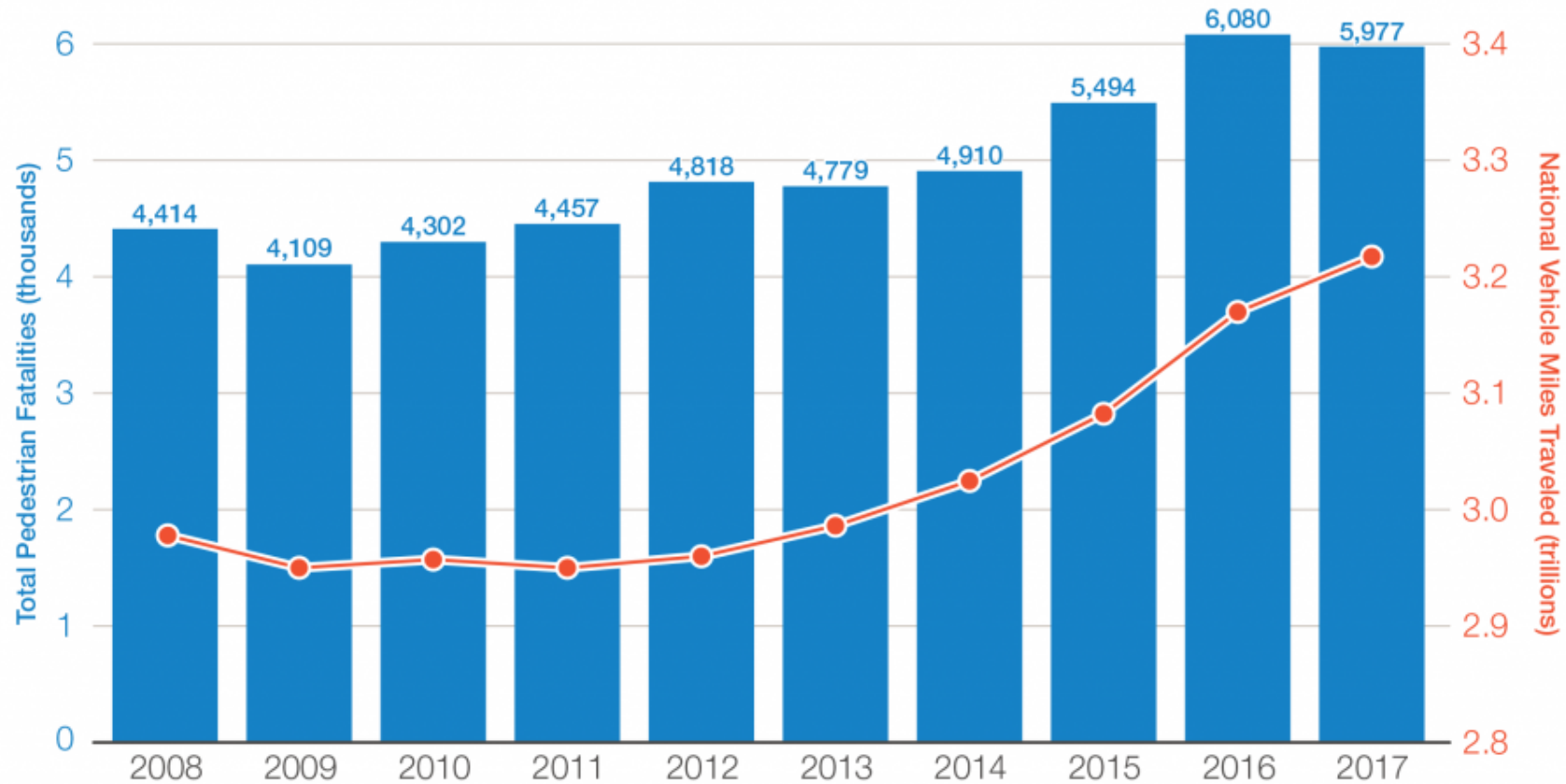
Thriving Economy



Image: Smart Growth America

Pedestrian fatalities have been steadily increasing.

2016 and 2017 were the most deadly years since 1990.



2019 **DANGEROUS**
BY DESIGN



Smart Growth America
Improving lives by improving communities



National Complete
Streets Coalition

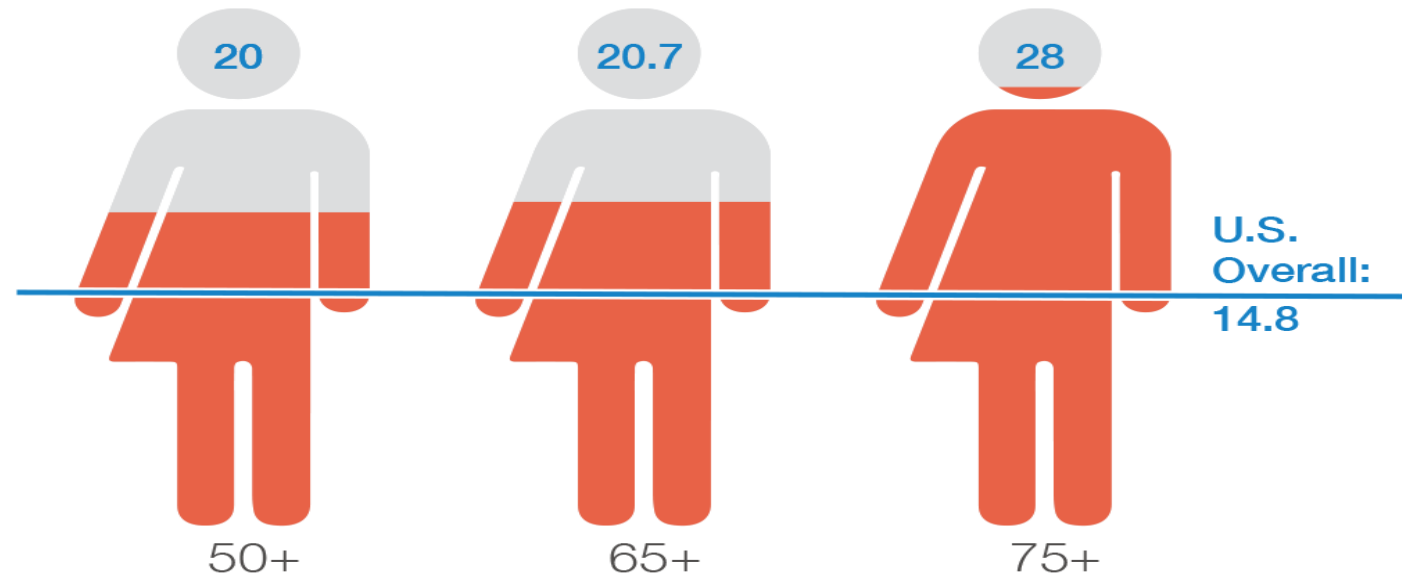


Images: Steve Davis

Some people are impacted more

Older adults are disproportionately represented in deaths of people walking

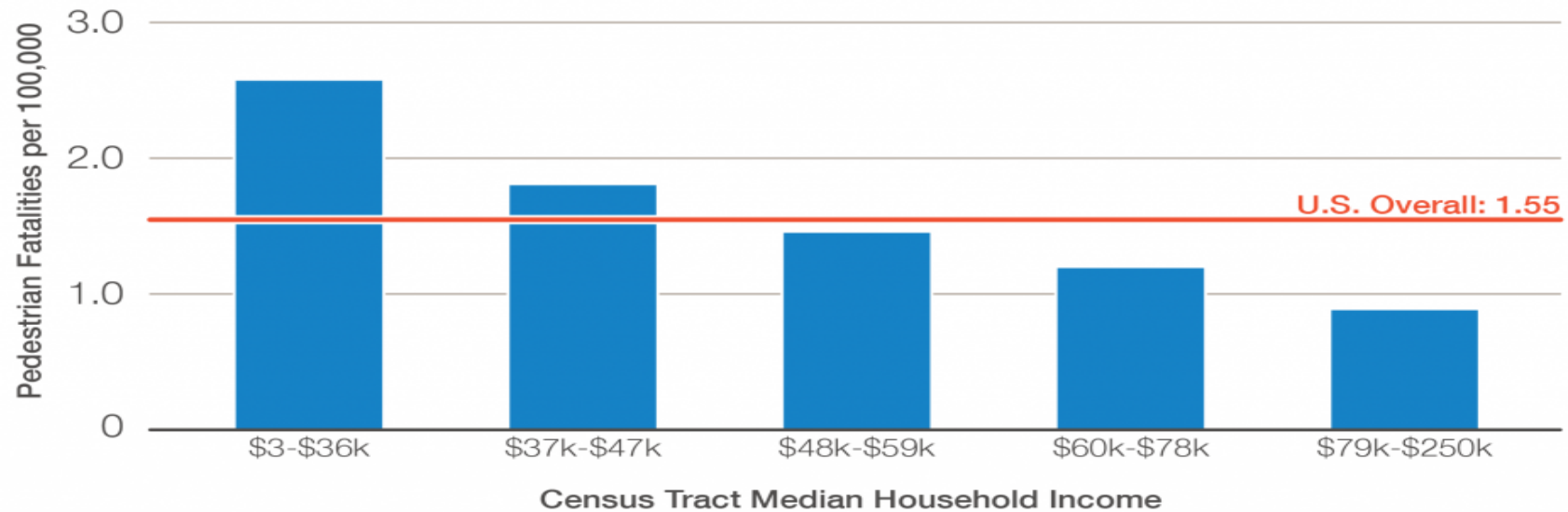
Relative pedestrian danger by age



As well as some communities

People die while walking at much higher rates in lower-income communities.

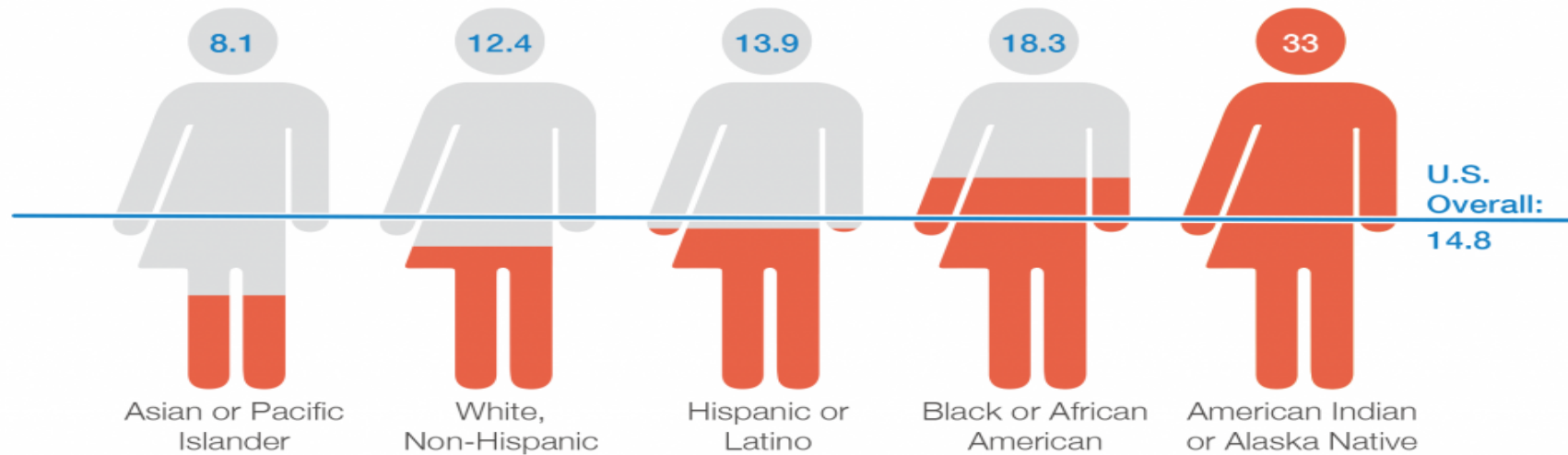
Based on income of census tracts where fatalities occur.



Communities of Color

People of color are disproportionately represented in fatal crashes involving people walking.

Relative pedestrian danger by race and ethnicity, 2008-2017



Connecticut

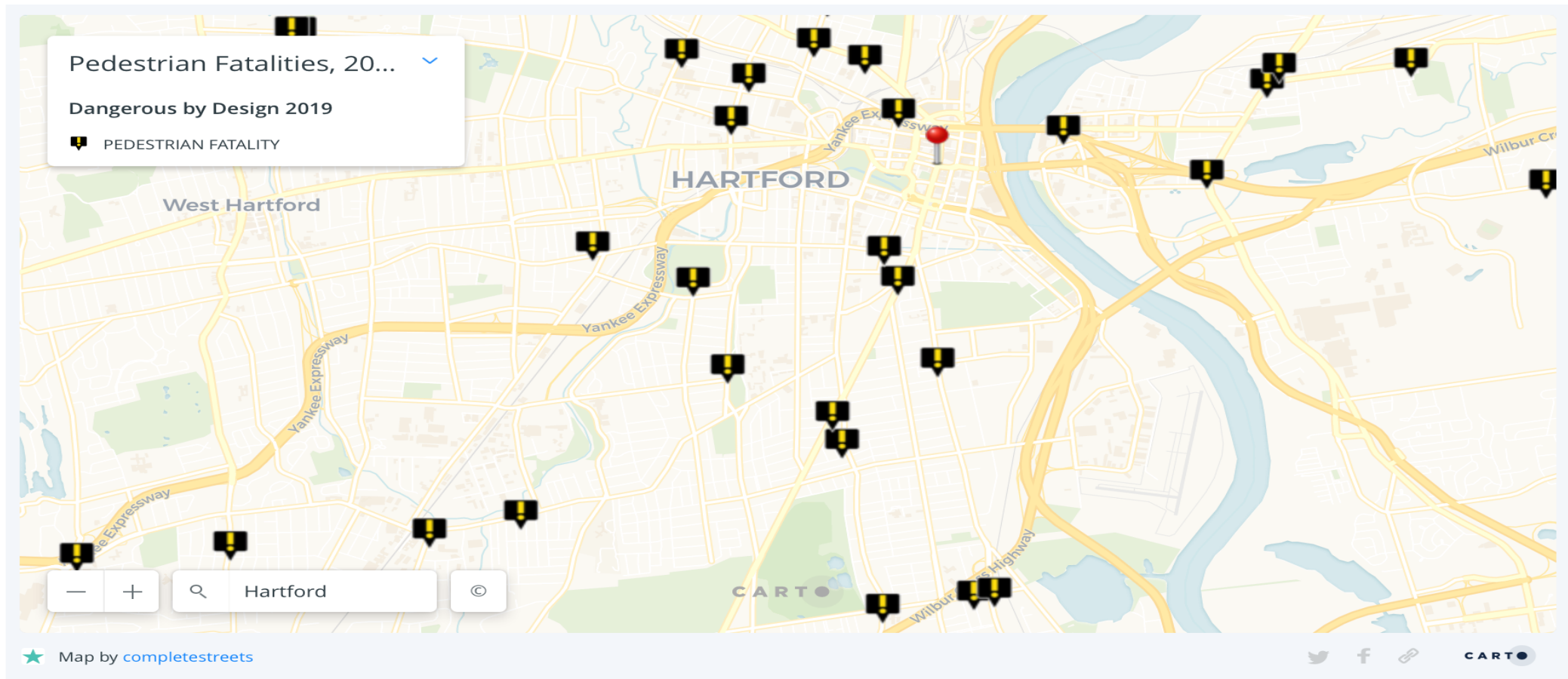


25th
**Most Dangerous
State by the
Pedestrian Danger
Index (PDI)**

The PDI calculates how deadly it is for people to walk in a state based on the number of people struck and killed by drivers while walking, controlled for the number of people that walk to work.

Connecticut is the 12th most dangerous state for older adults. Between 2008-2017, adults over 50 were 80.6% more likely to be struck and killed while walking compared to people under 50.

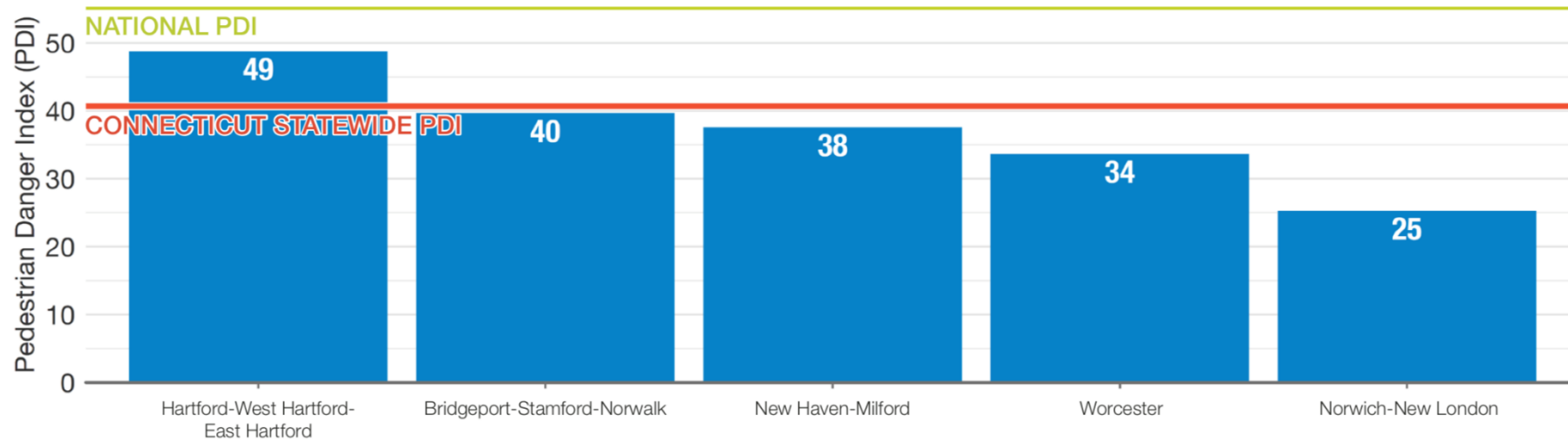
Hartford



www.smartgrowthamerica.org/dangerous-by-design

Hartford

Figure 4. Most Dangerous Metropolitan Statistical Areas (MSAs) in Connecticut for Pedestrians



Our infrastructure isn't keeping up



Image: New Jersey Futures

Streets design for cars, not people



Image: FHWA

What is a Complete Streets



Image: WikimediaCommons

What is a Complete Streets?



Image: SGA

What is a Complete Streets?



Image: SGA

What is a Complete Streets?



Image: SGA

What Complete Streets look like



Image: WikimediaCommons

What Complete Streets look like



Image: Phillip Riggan

What Complete Streets look like



Image: Phillip Rlggan

What Complete Streets look like



Image: Phillip Rlggan

Complete Streets



Image: City of Cleveland Heights

Your Feedback!

www.reimaginingmainstreet.com



Online Mapping/Visual Preference Survey

Next Steps