



Advisory Committee Meeting #2

July 30, 2020



REIMAGINING -MAIN STREET- HARTFORD



DEVELOPMENT SERVICES
HARTFORD, CT

Agenda

Welcome

What have we heard?

Guiding Principles

Design Themes

Preferred Access Plan

Next Steps

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Engagement Summary

We've heard a lot already.

• Online Survey	331 Responses
• Visual Preference Survey	152 Responses
• Interactive Web Map	100 Comments
• Virtual Project Symposium	70 Attendees
• Focus Group Interviews	41 Attendees



Online Survey

Highest dissatisfaction with Main Street:

1. **Bicyclist Safety & Amenities (3.96)**
2. **Street Aesthetics & Landscaping (3.94)**
3. **Commercial/Retail Choices (3.84)**
4. Shops, Restaurants & Entertainment (3.46)
5. Intersection Treatments (3.44)
6. Signal Timing (3.40)
7. Lighting (3.25)
8. Pedestrian Safety (3.22)
9. Traffic Flow (3.10)
10. Transit Stops (3.04)
11. Motorist Safety (3.00)
12. No. of Lanes (2.85)

Strategies for Aesthetics

1. Street trees & landscaping (83%)
2. Public art (64%)
3. Street lighting (63%)
4. Better maintenance (60%)

Primary problems with Main Street:

1. **16%** Poor development
2. **15%** Safety for cyclists & pedestrians
3. **13%** Safety (vehicle crashes)
4. **12%** Congestion
5. **11%** Poor maintenance

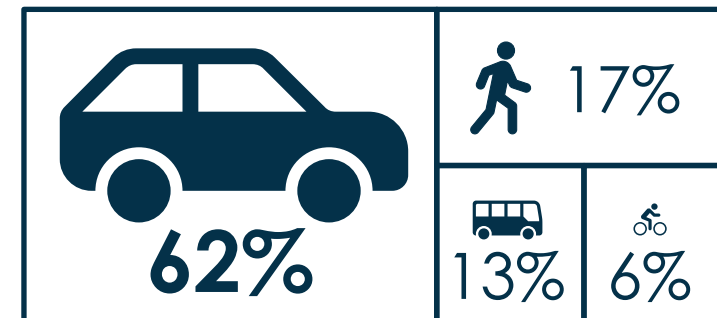
Most critical transportation needs:

1. Quality Development
2. Bicycle & Pedestrian Facilities
3. Aesthetics & Beautification
4. Crash Reduction
5. Congestion Relief
6. Transit Amenities
7. Access to adjacent neighborhoods

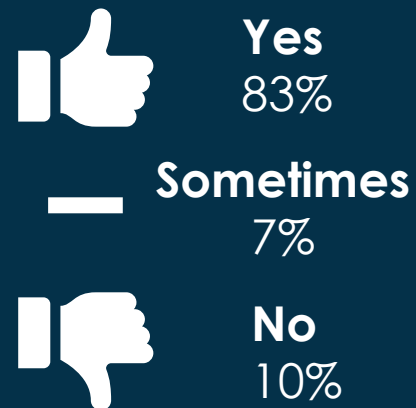
Typical uses of Main Street:

1. Travel to/from work (54%)
2. To meet family/friends (54%)
3. To shop/run errands (52%)

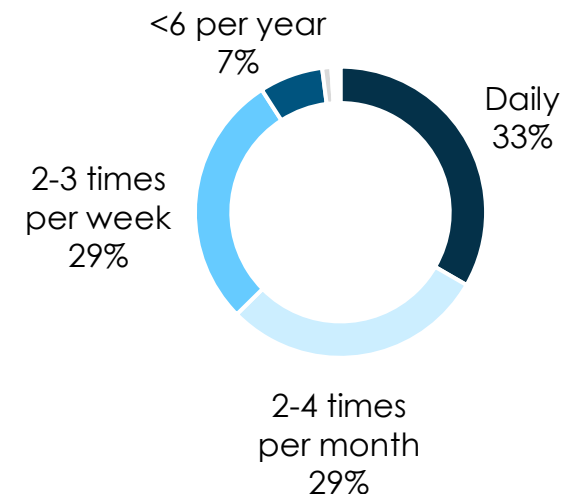
Primary mode of transportation:

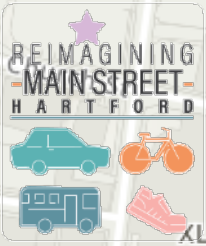


Do you have access to a car?

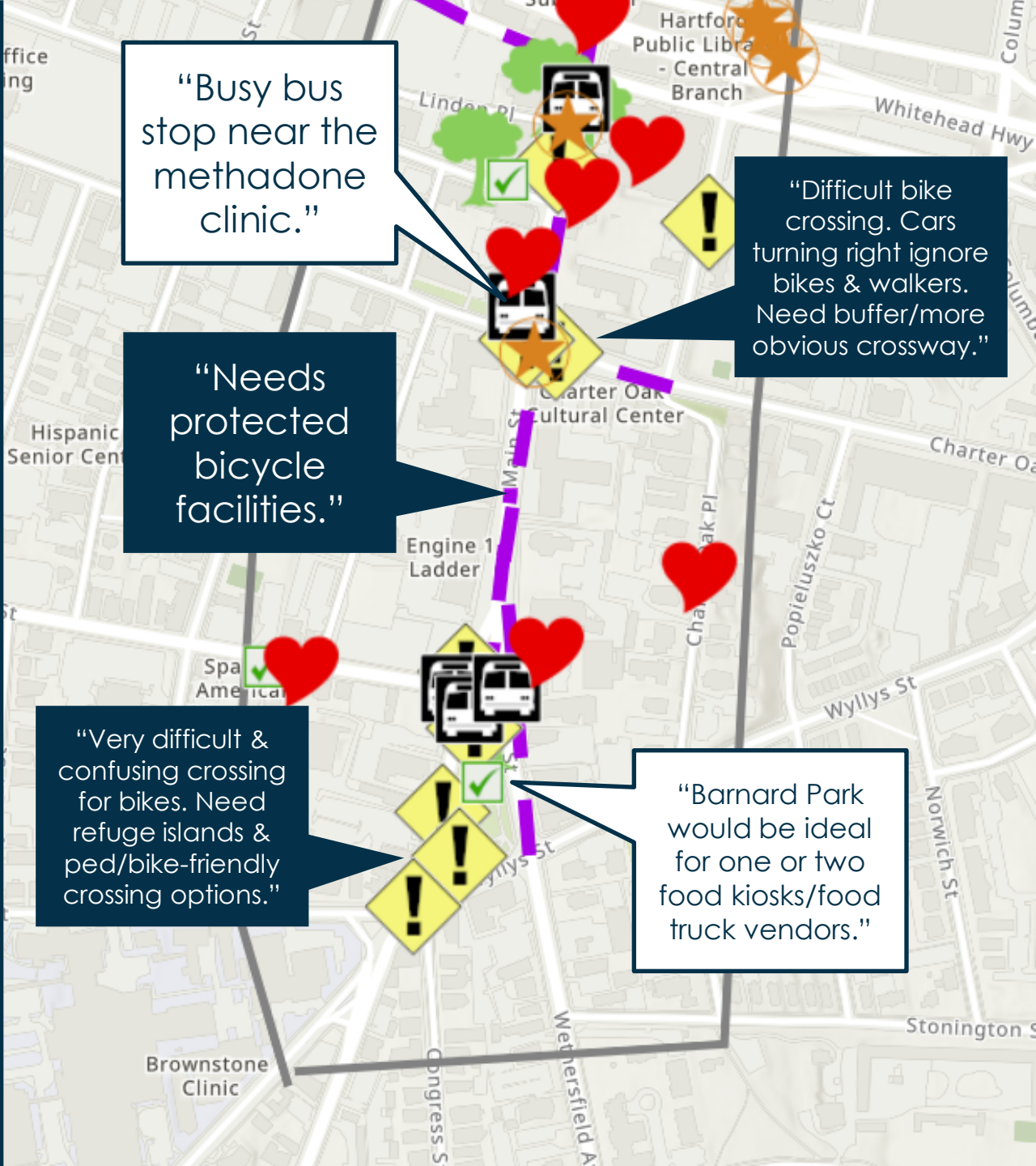
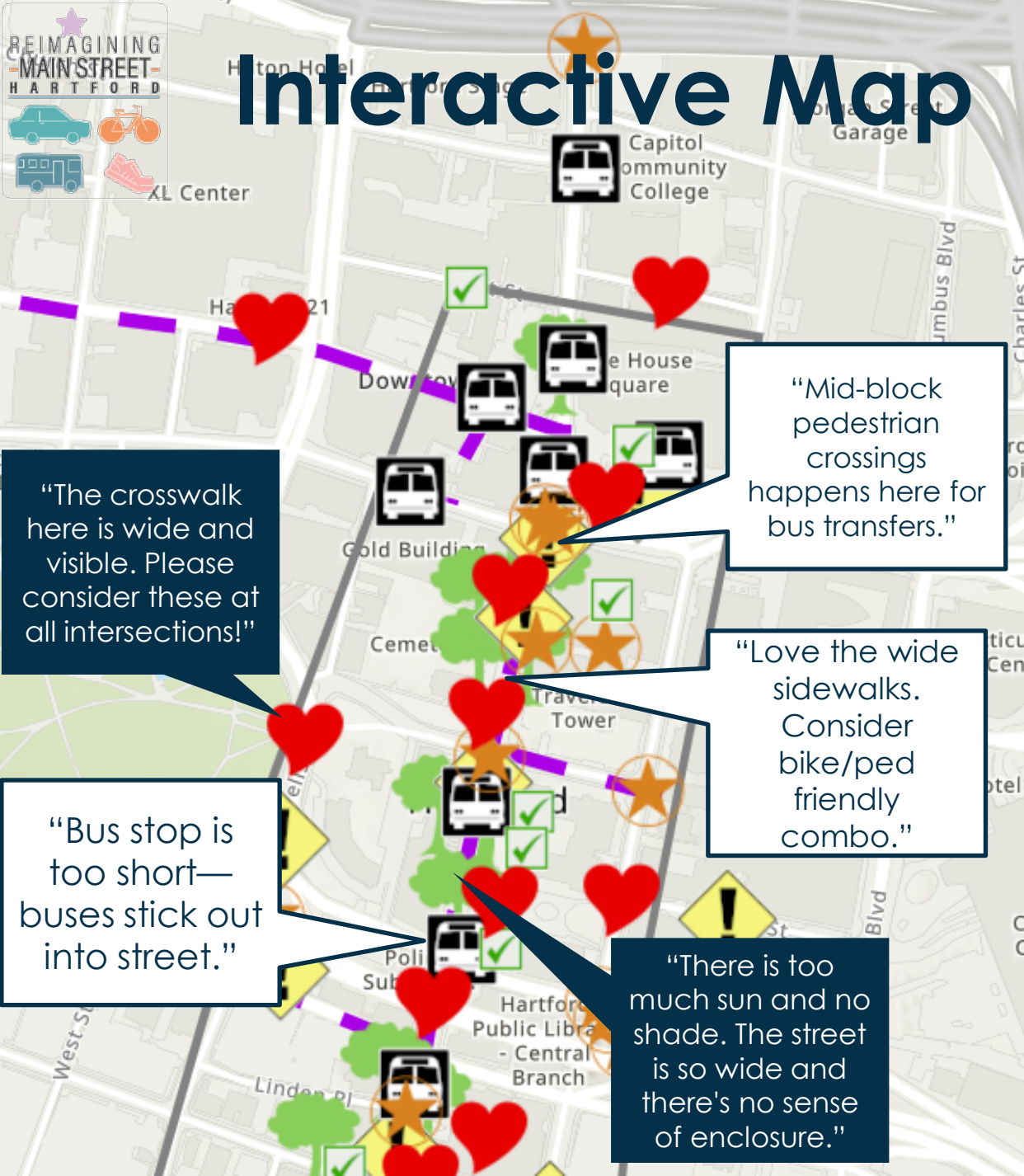


Frequency of use:





Interactive Map





Focus Groups

- **Better transit operations** and **streetscaping** were topics highlighted in every stakeholder group interviewed.
- Better **lighting**, more **street trees**, and **plantings**, whether along the street or in medians.
- Bicycle and Pedestrian **connections along and across Main Street** must be improved with crosswalks, refuges, and safer crossings.
- Transit operations are an obstacle to greater pedestrian and bicyclist use of Main Street. Users find **bus speeds unsafe** and **idling buses** create a visual barrier and pollution.
- Fostering **a variety of uses** along the corridor that encourage more people to be active at different times of the day, as well as improved pedestrian lighting, will create a safer environment.
- **High cost of rent** is creating barriers to entry for businesses and younger professionals who seek to live or open businesses downtown. **Key businesses** to make downtown more liveable are currently missing.



Key modal themes

- **Mobility:** rebalance priorities for all modes (car, transit, bicycle, and pedestrian). Reduce transit dwell times on Main Street. Improve conditions for bicyclists and pedestrians.
- **Streetscaping:** improving maintenance is a must. Adding trees, public art, and activating commons.
- **Safety:** pedestrian level lighting needed. Consider new intersection treatment designs for reduced pedestrian and bicycle conflicts. Reduce vehicle speeds at intersections, especially near Arch St and Sheldon St.
- **Economic Development:** improve quality of offerings in the corridor. Local restaurants and retail shopping preferable.

Welcome

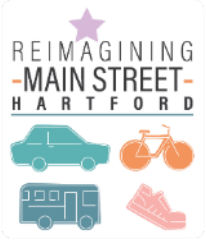
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Principle #1: Pedestrians must be a priority

Principle #2: Safety of all users is critical

Principle #3: Vibrant Public Street Life – Design for humans

Principle #4: Right-size Main Street with maintainable infrastructure

Principle #5: Main Street must support surrounding uses through attractive design

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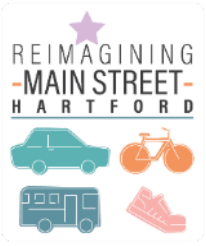
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DESIGN COMPLETE MAIN STREET



Placemaking Themes



Ambient Lighting



Activated Streetscapes



Outdoor Dining & Seating



Pedestrian Themes

Green Streetscapes



Safe Lighting



Wide Sidewalks



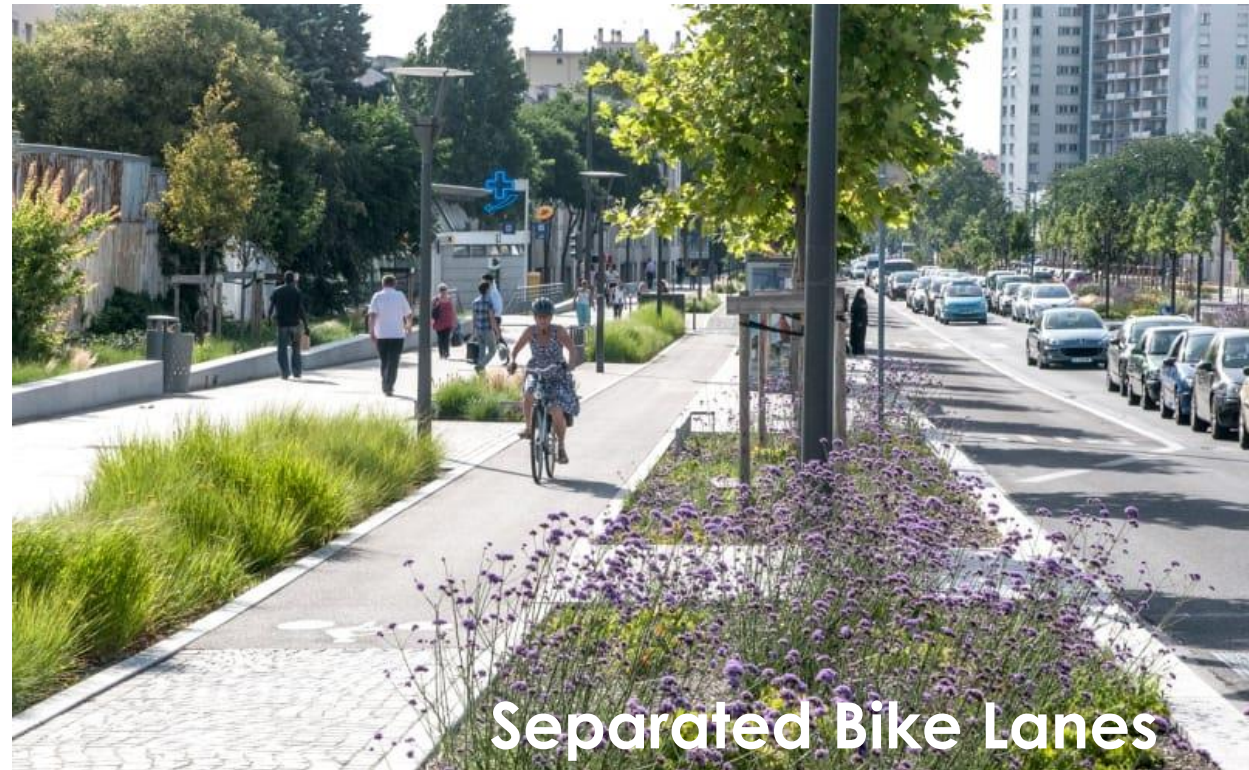


Bicycle Themes

Neighborhood Connectivity



Buffered Bike Lanes



Separated Bike Lanes



Roadway Themes

Pedestrian
Safety



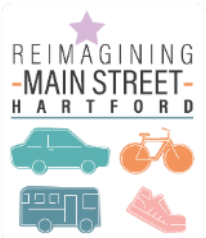
Traffic
Calming



Street Trees



Pocket Medians



Transit Themes



Improved Bus Shelters



Smooth Connections



Realtime Data

Welcome

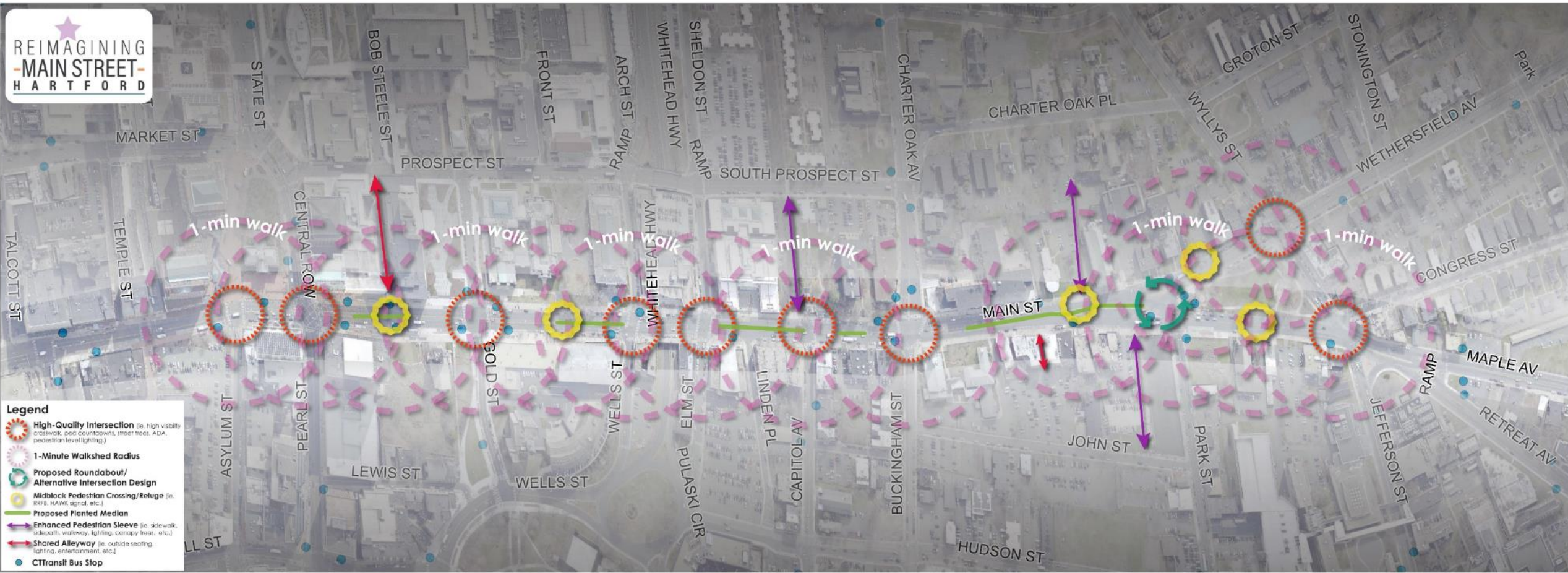
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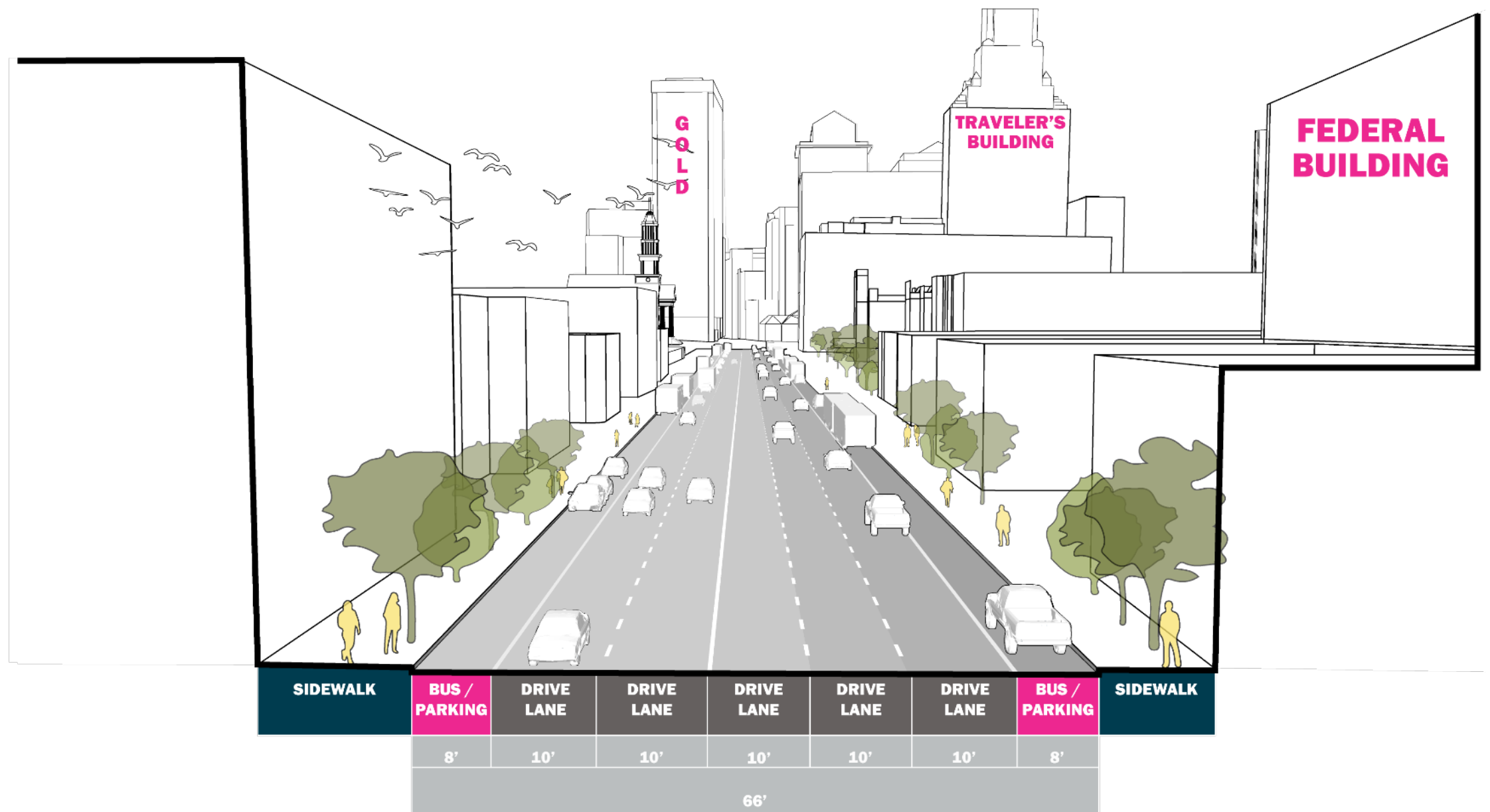
Preferred Access Plan



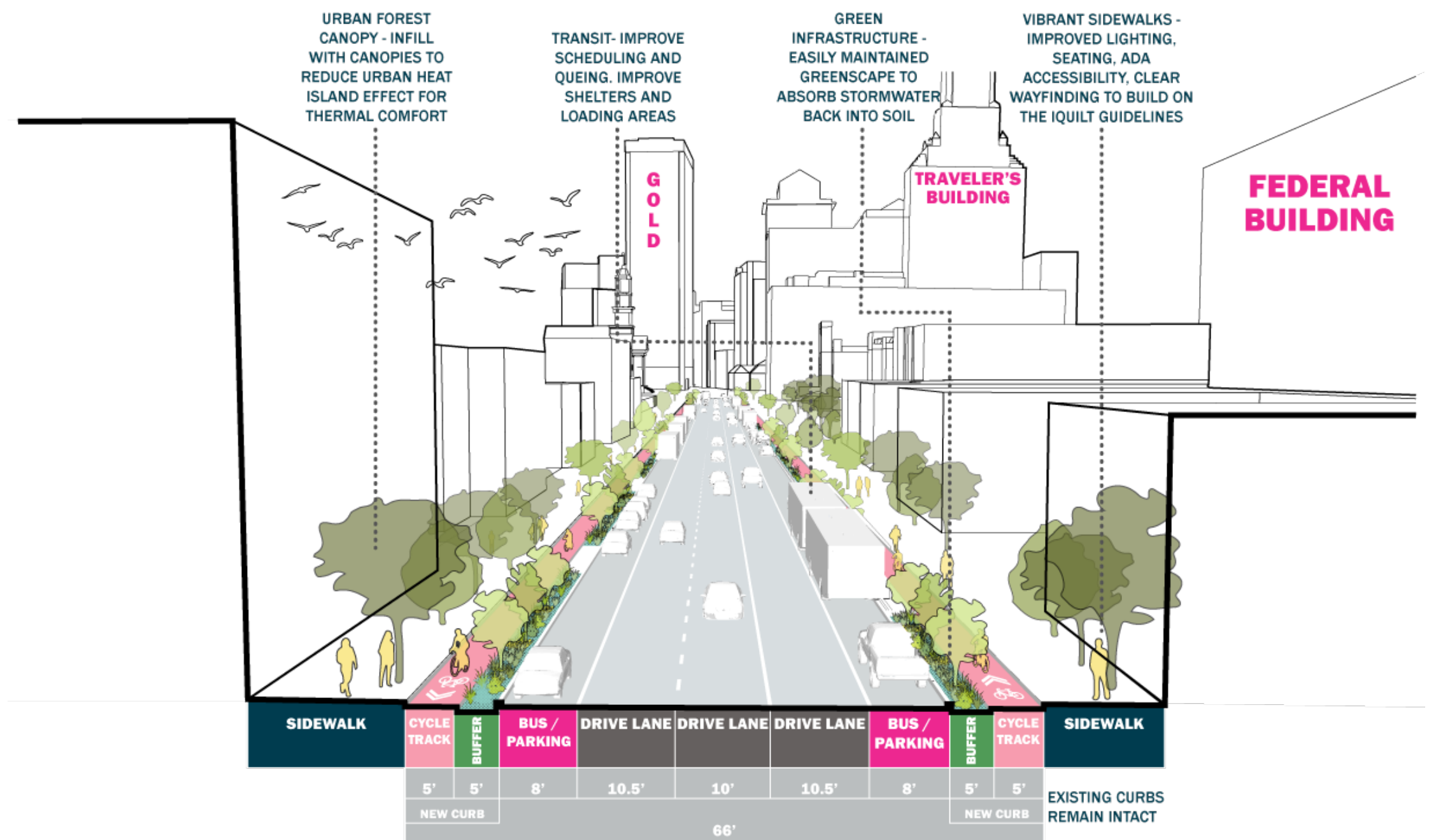
DESIGN

REIMAGINING

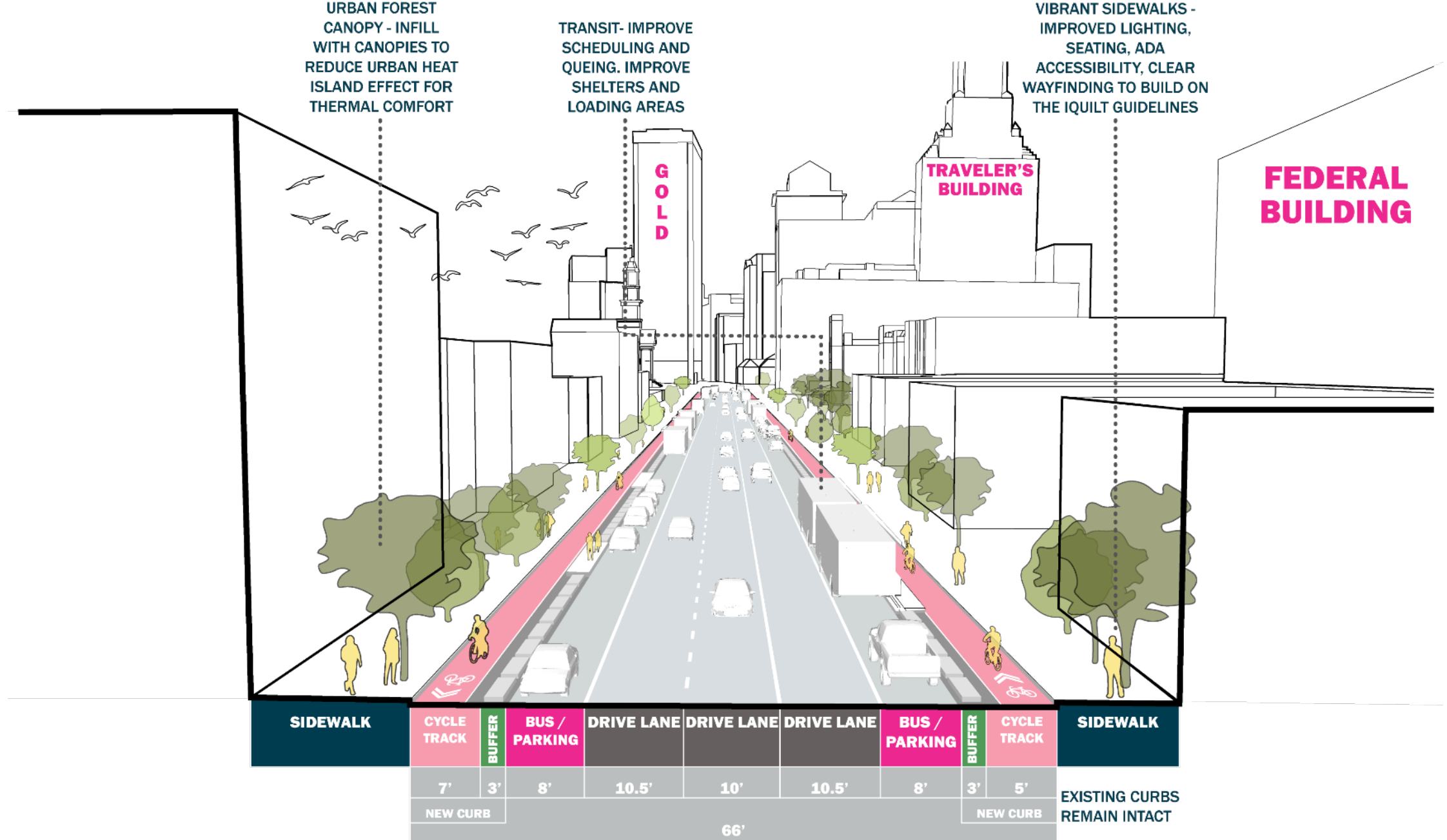
MAIN STREET



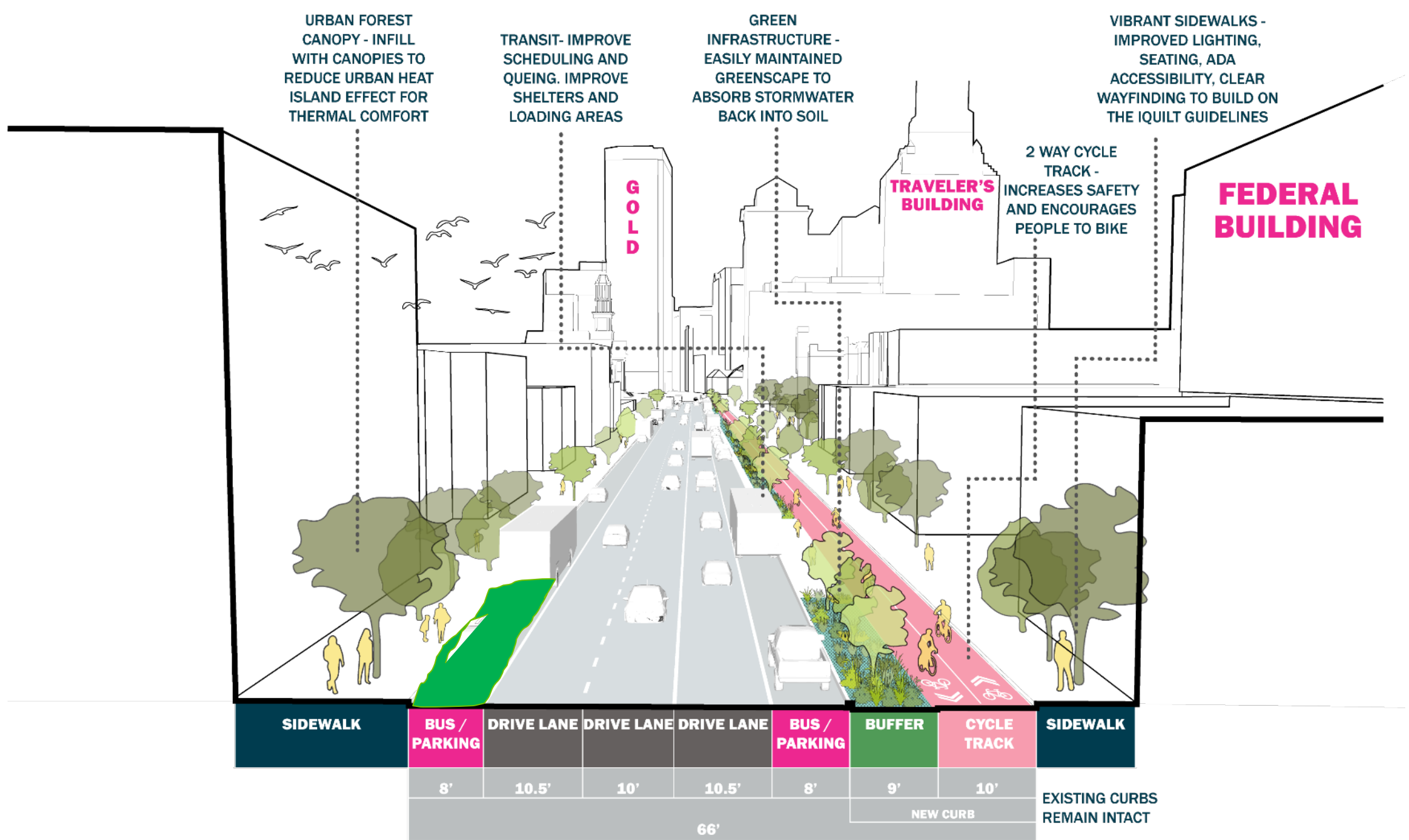
EXISTING CONDITION – TYPICAL 66' CURB TO CURB CROSS SECTION



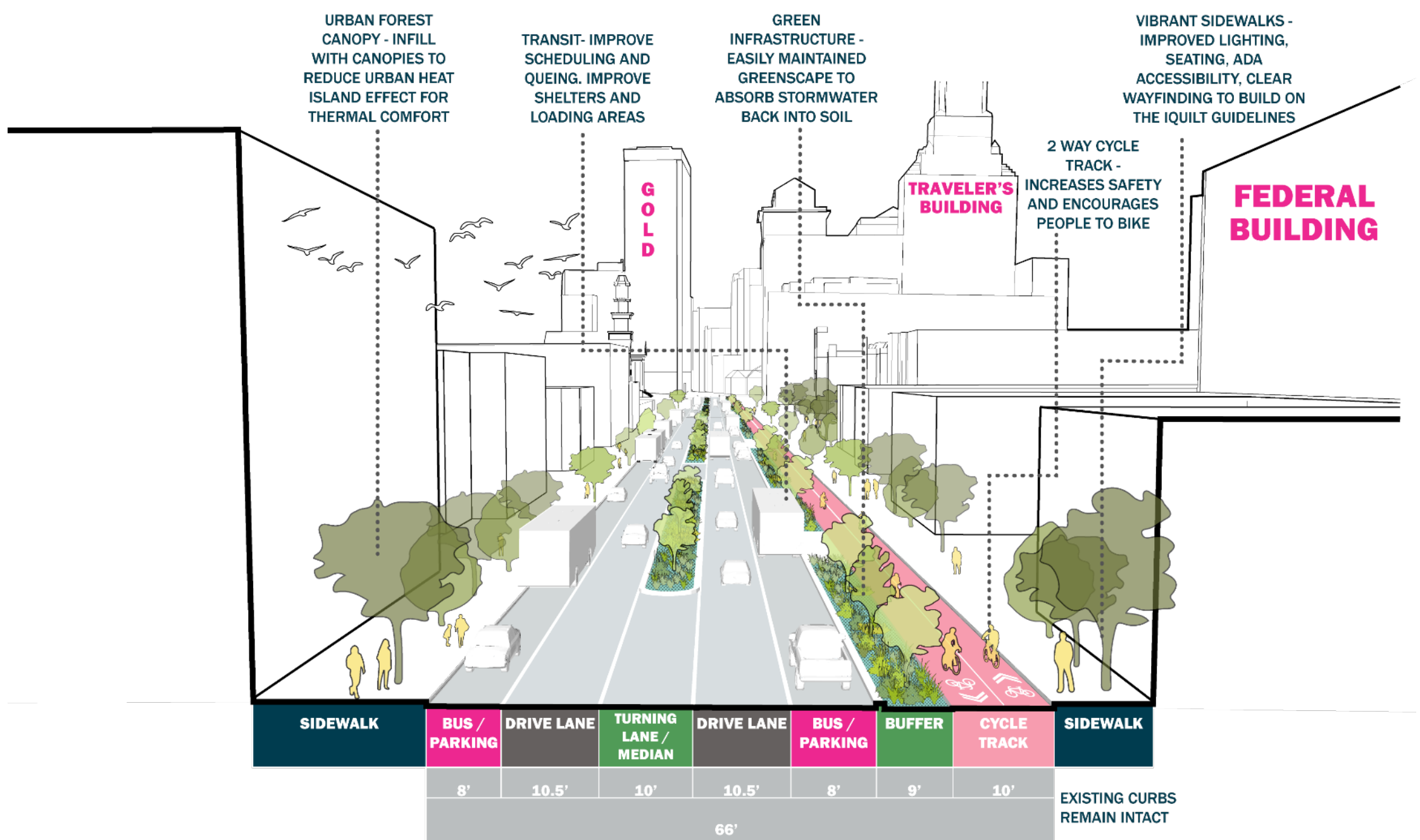
SINGLE LANE CYCLE-TRACK – OPTION 1A



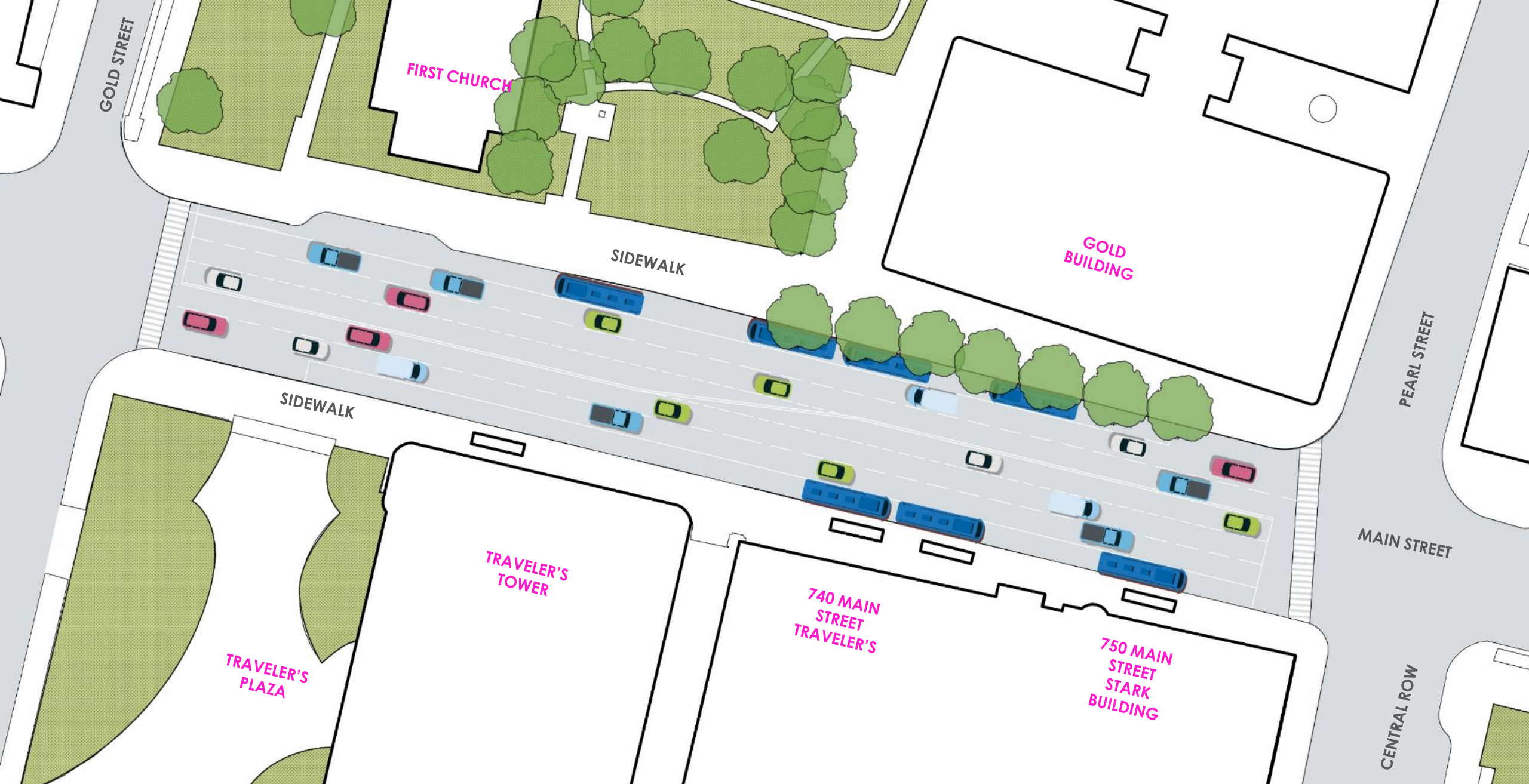
SINGLE LANE CYCLE-TRACK – OPTION 1B



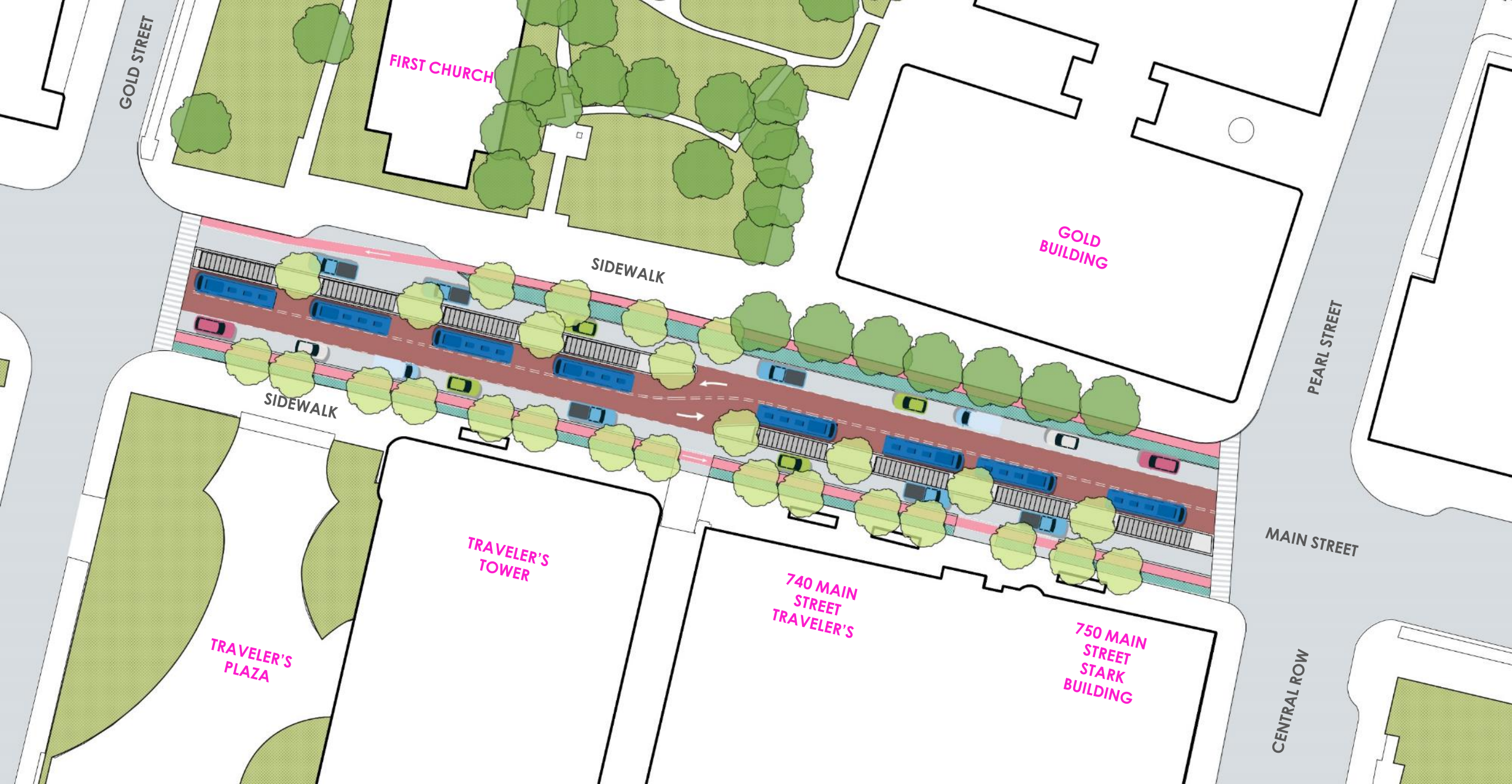
DUAL LANE CYCLE-TRACK – OPTION 2A



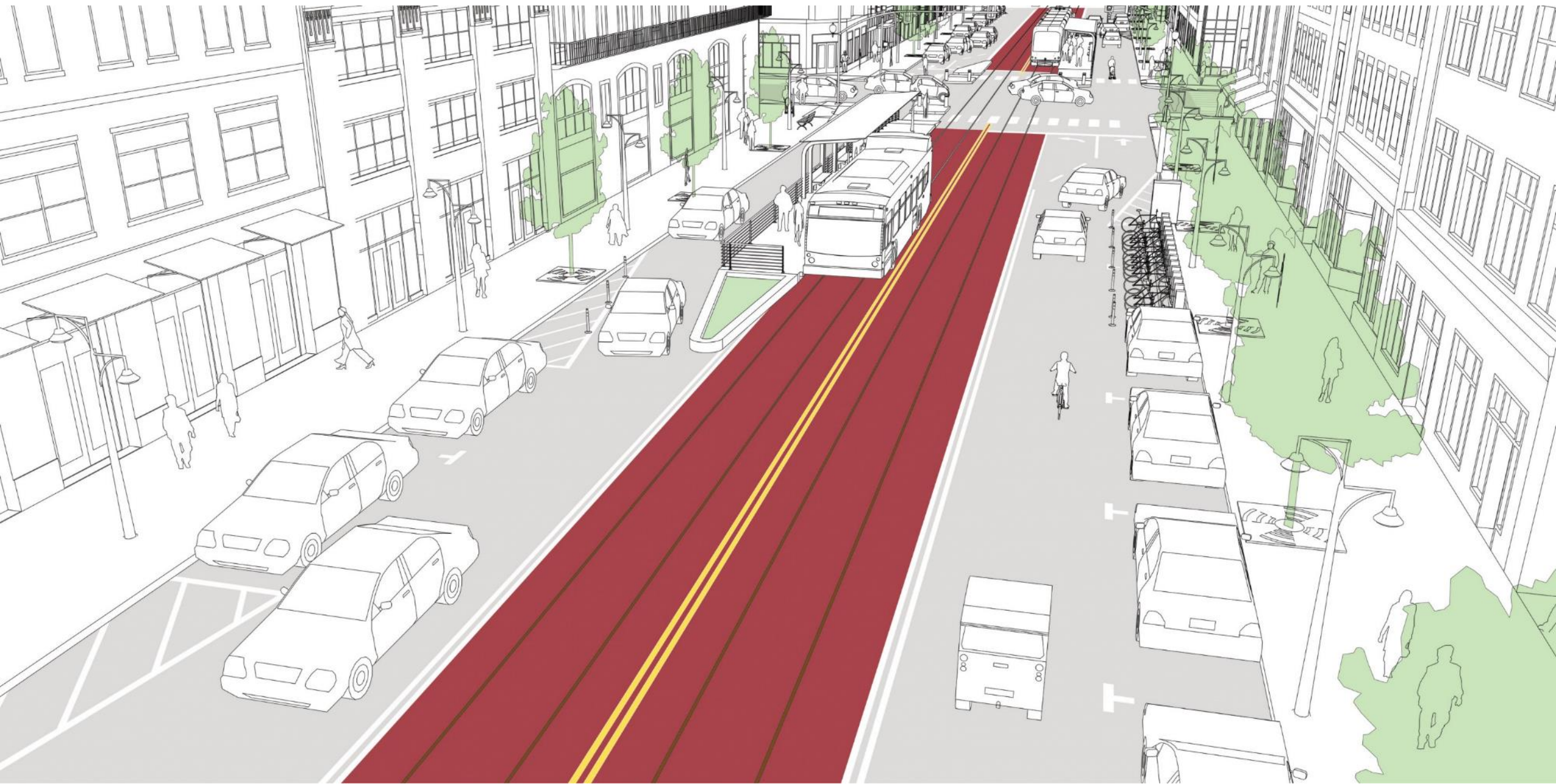
DUAL LANE CYCLE-TRACK WITH MEDIAN – OPTION 2B



TRANSIT EXISTING CONDITIONS – 75' WIDTH



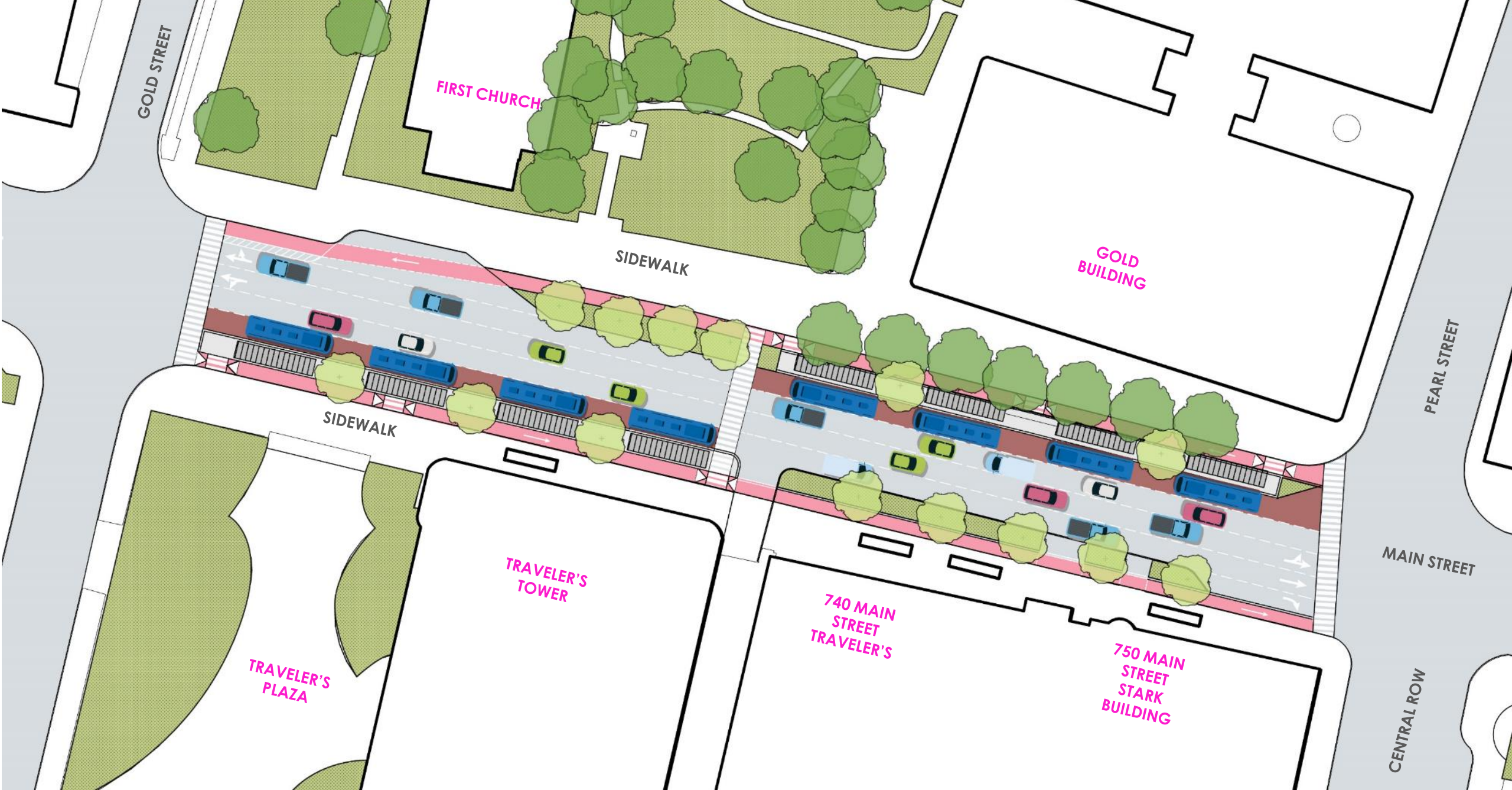
CENTRAL BUS HUB – OPTION 1



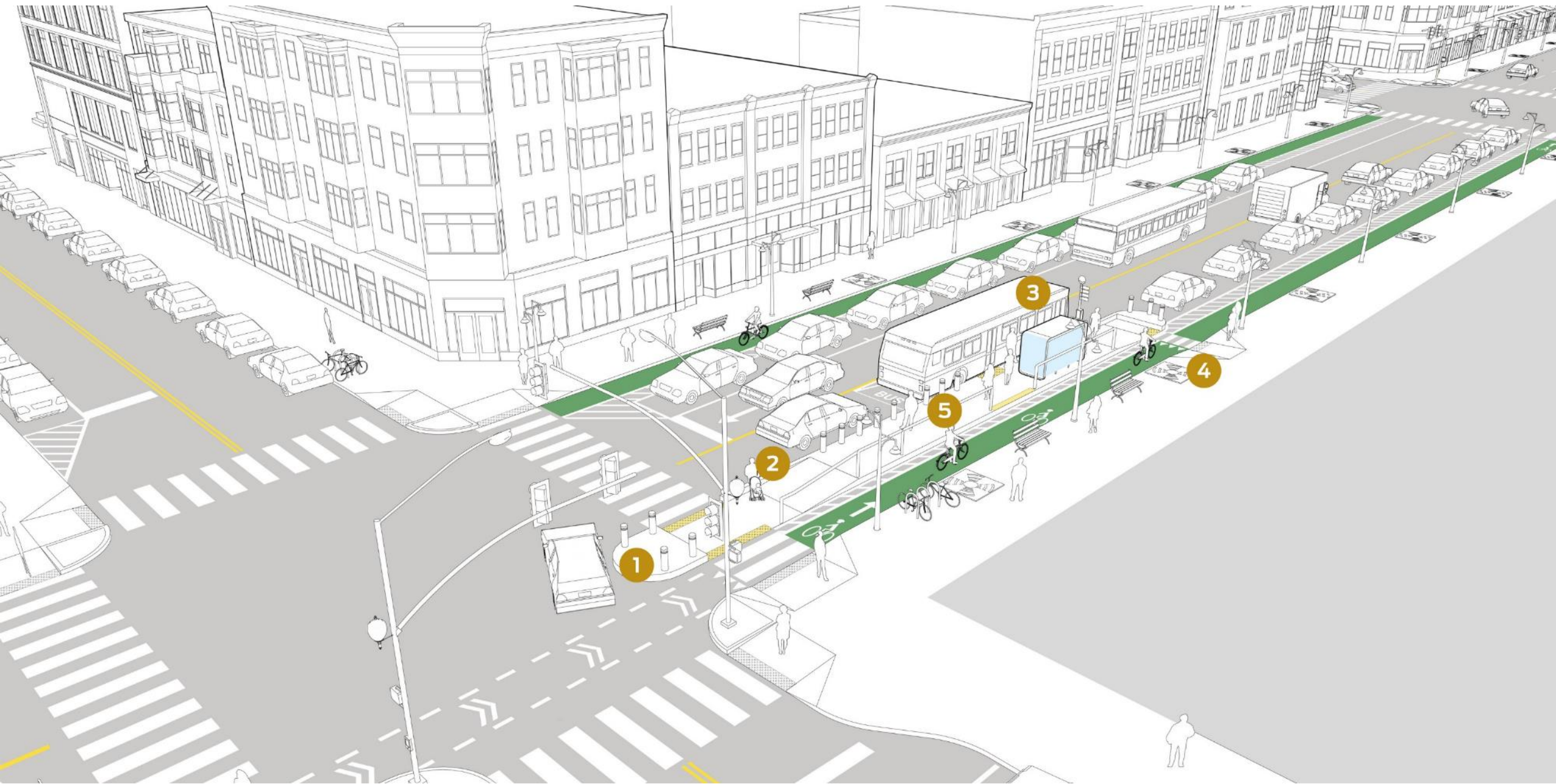
CENTRAL TRANSIT HUB PRECEDENT — SOURCE: NACTO.ORG DESIGN GUIDES



CENTRAL TRANSIT HUB PRECEDENT — SOURCE: NACTO.ORG DESIGN GUIDES



SIDE BOARDING ISLAND STOP – **OPTION 2**



SIDE BOARDING ISLAND STOP — SOURCE: NACTO.ORG DESIGN GUIDES



SIDE BOARDING ISLAND STOP — SOURCE: [NACTO.ORG](https://nacto.org/design-guides/) DESIGN GUIDES

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PARK + MAIN



EXISTING CONDITION



PROPOSED CONDITION

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Design Workshop– September 1, 2, 3, 2020

- 8:00-8:30 – Internal Team Call
- 10-11 – Dedicate to Stakeholders – Zoom
- 1-2pm – Client Edits – Concept Boards – Zoom
- 5 – 6:30 – Pinup session – everybody can come. – Zoom