Pulling it all Together
Complete Streets, Zoning and Regional Planning
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Complete Streets, Zoning and Regional Planning

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HARTFORD’ S EVOLUTION TO A COMPLETE STREETS ETHOS

Sandy Fry, Principal Planner
Quick History

• We are an old City, with extensive pedestrian infrastructure
• Bike lane introduction – 2004, as part of every repave project
• 2005 – City wide traffic calming program
Quick History

• May 2015 – became part of Secretary Foxx’s Safer People/Safer Streets Initiative
• January 2016 – new zoning code
• Fall 2016 – Complete Streets Policy adopted by Council
• Fall 2016 - recognized as bronze level bike friendly
• Spring 2018 – recognized as silver level walk friendly
• Summer 2018 – Bike Share introduced
Current Activities

- Monthly Complete Streets Task Force meetings
- Working with partners wherever we can
- Bike Plan under development
- Seeking funds for implementation
Challenges

- Complete Streets approach needed across many departments and agencies
- Projects already designed became lost opportunities
- Limited right of way availability
- $$$
- Expand focus to pedestrian issues
- Engaging with schools on Safe Routes

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9.6 Commercial Connector Street

9.6.1 INTENT
The Commercial Connector is a low to medium capacity street for medium speeds and it primarily serves businesses, many of which are large offices or auto-related. It provides multi-modal crosstown connections. Refer to the following typical proposed sections in Figure 9.6-A Typical Commercial Connector Street and Figure 9.6-C Alternative Commercial Connector.

9.6.2 GENERAL REQUIREMENTS
Commercial Connectors shall be developed using the standards in Figure 9.6-B Commercial Connector Requirements.

9.6.3 EXAMPLE COMMERCIAL CONNECTORS
Examples of Commercial Connectors include: Barbour Street, Broad Street, Homestead Avenue, New Britain Avenue, and Park Street.
# Development, Business Expansion Could Follow New Hartford Parking Regulations

Hartford has struggled with the problem of “parking scarcity” for decades and now regulations eliminating minimum parking requirements could make development easier and faster. The topic of parking scarcity was discussed at an October event presented in Hartford.

By: Kenneth E. Gosselin - Contact Reporter

## CARS

## STREETS BLOG USA

Podcast / Transit / Bike/Ped / Smart Growth

Hartford Eliminates Parking Minimums Citywide

By Angie Schmidt: Dec 13, 2017

<table>
<thead>
<tr>
<th>USES</th>
<th>REQUIRED NUMBER OF OFF-STREET PARKING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential &amp; Lodging Uses</td>
<td></td>
</tr>
<tr>
<td>One-Unit Dwelling</td>
<td>Maximum 4 spaces per zoning lot For One-Unit Dwelling Building in N-1-1, maximum 6 spaces per zoning lot</td>
</tr>
<tr>
<td>2. &amp; 3-Unit Dwelling, Multi-Unit Dwelling, Efficiency/Micro Unit</td>
<td>Maximum 2 spaces per unit</td>
</tr>
<tr>
<td>Bed &amp; Breakfast, Hotel/Apartment Hotel</td>
<td>Maximum 1.5 spaces per guest rooms</td>
</tr>
<tr>
<td>Temporary Shelter Facility</td>
<td>Maximum 1 space per bed</td>
</tr>
<tr>
<td>Group Living, Group Living for Health Reasons</td>
<td>In accordance with special permit review; guideline is maximum 1.5 spaces per adult resident, or for foster homes and children's homes guideline is maximum 2 spaces per 4 children residents</td>
</tr>
<tr>
<td>Residential Care</td>
<td>Maximum 1 space per bed (excluding bassinets)</td>
</tr>
<tr>
<td>Roominghouse/Boardinghouse</td>
<td>In accordance with special permit review; guideline is maximum 1 space per rooming unit, plus maximum 1.5 spaces per dwelling unit of owner or manager</td>
</tr>
<tr>
<td>Civic &amp; Institutional Uses</td>
<td></td>
</tr>
<tr>
<td>Hospital</td>
<td>In accordance with special permit review; guideline is maximum 1 space per bed (excluding bassinets)</td>
</tr>
<tr>
<td>Library/Museum</td>
<td>None</td>
</tr>
<tr>
<td>All Other Civic &amp; Institutional Uses</td>
<td>In accordance with special permit review</td>
</tr>
<tr>
<td>Open Space Uses</td>
<td></td>
</tr>
<tr>
<td>Park, River Uses, Urban Farm</td>
<td>In accordance with special permit review</td>
</tr>
<tr>
<td>Retail Uses</td>
<td></td>
</tr>
<tr>
<td>Outdoor Sales Lot for Vehicles</td>
<td>1 space for each unregistered vehicle permitted to be sold, plus 1 additional space per minimum 10, maximum 5 such vehicles, reserved for visitors/employees</td>
</tr>
<tr>
<td>All Other Retail Uses</td>
<td>Maximum 3 spaces per 1,000 square feet net floor area devoted to retail space</td>
</tr>
<tr>
<td>Service Uses</td>
<td></td>
</tr>
<tr>
<td>Automobile Fueling &amp; Limited Service, Automobile Service/Car Wash, Drinking Places, Entertainment Assembly, &amp; Smoking Places</td>
<td>In accordance with special permit review or, if special permit not required, in accordance with site plan review</td>
</tr>
<tr>
<td>Eating Places</td>
<td>Maximum 3 spaces for every 5 persons based on maximum capacity</td>
</tr>
<tr>
<td>All Other Service Uses</td>
<td>Maximum 3 spaces per 1,000 square foot of net floor area devoted to customer service</td>
</tr>
<tr>
<td>Adult Uses</td>
<td></td>
</tr>
<tr>
<td>Adult Establishment</td>
<td>In accordance with special permit review; guideline is minimum 1 space, maximum 3 spaces per 600 square feet net floor area devoted to retail space, OR for assembly-type uses: minimum 1 space for every 4 persons based on maximum capacity</td>
</tr>
<tr>
<td>Employment Uses</td>
<td></td>
</tr>
<tr>
<td>All Employment Uses</td>
<td>Maximum 4 spaces per 1,000 square feet</td>
</tr>
<tr>
<td>Infrastructure Uses</td>
<td>In accordance with special permit review</td>
</tr>
<tr>
<td>Industrial Uses</td>
<td></td>
</tr>
<tr>
<td>All Industrial &amp; Warehouse Uses</td>
<td>Maximum 1 space per employee</td>
</tr>
</tbody>
</table>

**Notes:**
These off-street automobile parking requirements shall not be applied to zoning lots in the DT-1, DT-2, and DT-3 districts.
Where special permit review is required for particular projects, these off-street automobile parking requirements shall be used as guidance but are not binding.
BIKES
TOD OVERLAY

- CTfastrak nodes
- Mostly 1-story & parking lots
- New zoning:
  - Minimum 3.5 stories
  - 8 stories + 6 stories in bonuses
  - Any uses allowed downtown
About CRCOG

- 38 Towns and Cities
- Nearly 1 Million Residents
- Initiates and implements regional programs to benefits towns of the region
- Serves as the region’s Metropolitan Planning Organization
- Promotes efficient transportation systems, responsible land use and preservation of land and natural resources and effective economic development
Regional and local policy development

- **Theme 1:** Economic Development
- **Theme 2:** Public Health
- **Theme 3:** Equity
- **Theme 4:** Modal Hierarchy
- **Theme 5:** Integrating Policy with Network Planning
- **Theme 6:** Land Use and Context Sensitivity
- **Theme 7:** Promoting Complete Streets
- **Theme 8:** Interjurisdictional Guidance
- **Theme 9:** Funding Programs
- **Theme 10:** Implementation
Demonstration Projects
PUTTING IT ALL TOGETHER: COMPLETE STREETS, ZONING, & REGIONAL PLANNING
Transportation Features

- 670 space garage; 7 levels
- Owned by Town of Mansfield
- Pay on-foot and in-lane cashiering system
- 4 car charging stations
- Car sharing program (Zipcar)
- Bicycle racks in garage
- Future solar capacity
Nash-Zimmer Transportation Center

- Central transportation node for UConn, Windham Region Transit District, CT Transit, and Peter Pan
- UConn shuttles to and from home basketball games
- Ridership continues to increase
- Racks, showers, lockers, & storage for bicycle commuters
- Information about Downtown Storrs and surrounding cultural and recreational opportunities
Parking Cooperative Agreement

- Effort made to coordinate new parking system with surrounding private and public parking lots
- Enforcement tools developed for adjacent property owners
  - New option to ticket through Town system
  - Signage is key
- Helped alleviate concern about poaching
- Continues to be a work in progress
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Twitter: @Mansfield_MDP

Downtown Storrs
downtownstorrs.org
Facebook: @DowntownStorrs
Twitter: @DowntownStorrs
Instagram: @DowntownStorrs
Building & Delivering a Comprehensive Pedestrian & Bicycle Program

CT Department of Transportation

Mark Carlino, PE, Division Chief of Traffic Engineering
Transport Hartford - Multimodal and Transit Summit
Complete Streets Policy & Practice

Supporting “safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation options”
Cornerstones of CTDOT Commitment

1. Serve all users: pedestrians, bicyclists, mobility-impaired

2. Provide variety of funding sources
   - Transportation Alternatives (federal, $9M annually)
   - Community Connectivity (state, $10M annually)
   - LOTCIP (state, $50M* annually, *most local projects include Complete Streets elements)
   - Multi-Use Trails (state, $11M annually)
   - ADA Upgrades to Curb Ramps and Sidewalks (state, $6M annually)
   - Supplement with other federal fund sources: STP Urban, NHS, etc.

3. Integrate Complete Streets principles in every project
   - State & local roadway projects
   - Major state highway & bridge projects (Q-Bridge, West R. bridge, Putnam bridge ...)
   - Transit facilities, trains, & buses
Standing Committee on Complete Streets

1. Serves as an umbrella group to coordinate CTDOT’s Complete Streets efforts

2. Membership includes representation across all functional areas of CTDOT
   - Comprised of approximately 30 CTDOT staff members (diverse expertise, experience, and roles)
   - Connecticut Technology Transfer Center (representation from the Municipal Safety Circuit Rider and the Municipal Education & Training Program)
   - Federal Highway Administration (safety and mobility team leaders)

3. Committee provides a forum to:
   - Overcome inter-agency silos
   - Examine specific Complete Streets issues in greater detail
   - Expand knowledge across the whole Department
Highlights

Multi-Use Trails
• Constructed **97 miles** (2005-2021)

Sidewalks
• Constructed **35 miles** (2017-2021)

Vendor-In-Place Program Resurfacing Program
• **94% of roadway in program restriped** with wider shoulders (2012-2019)

Roadway Safety Audits
• Conducted on **145 miles** of roadway
• Conducted at **917 intersections**

Enhanced Pedestrian Signage & Pavement Markings at Uncontrolled Crosswalks
• **1200 locations** on *state roads*
• Additional **1500 locations** planned on *local roads* for 2019

Upgraded Pedestrian Controls at Signalized Intersections
• **148 locations** upgraded by 2020

Complete Streets Design Reviews
• **125 projects** reviewed in 2017
• **97 projects** reviewed in 2018 (*to date*)