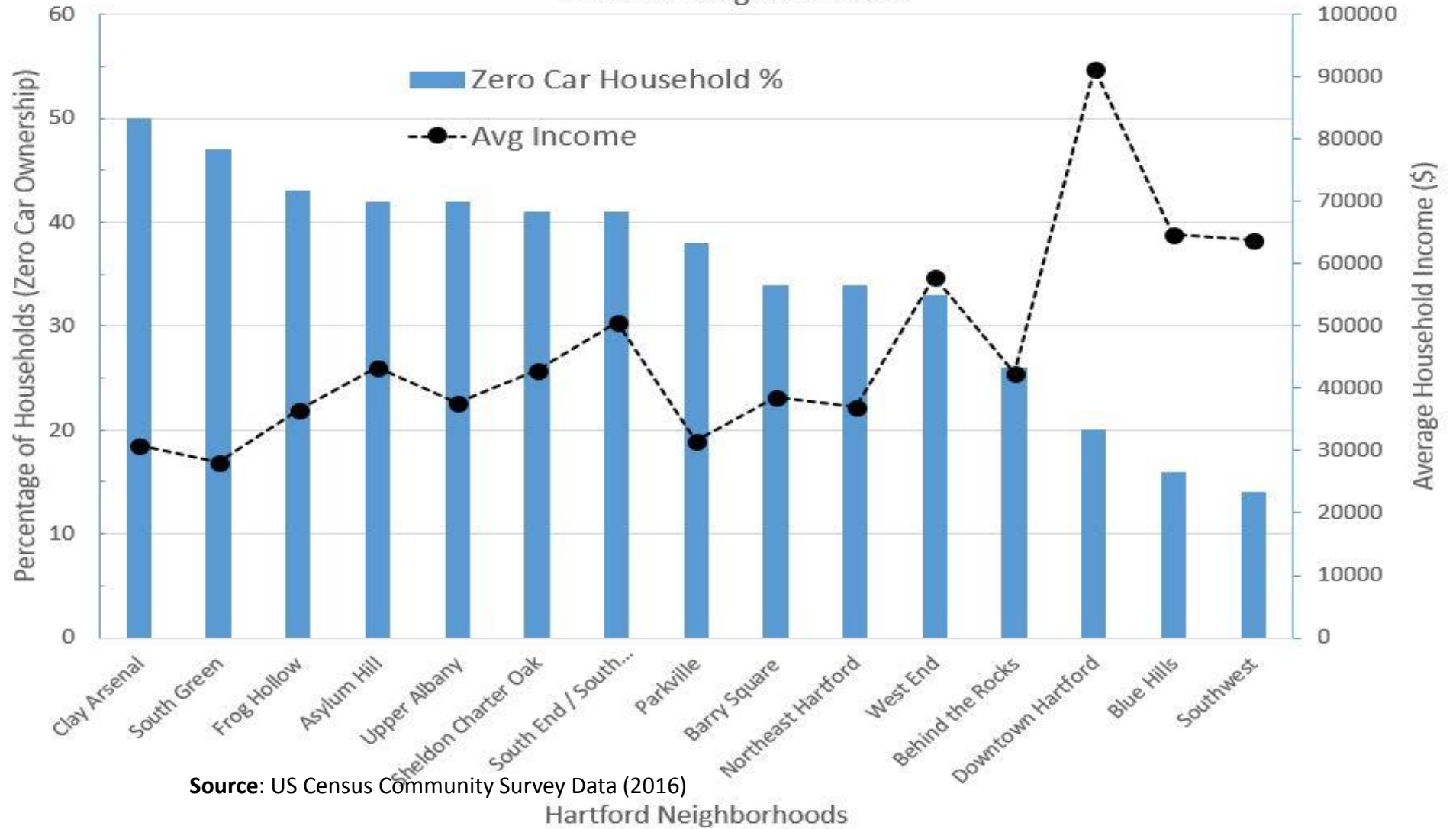


# Hartford Neighborhoods - High Rate of Households with Zero Cars

## Road Safety for those Walking and Biking is Especially Important

Car Ownership Data and Avg Household Income  
Hartford Neighborhoods



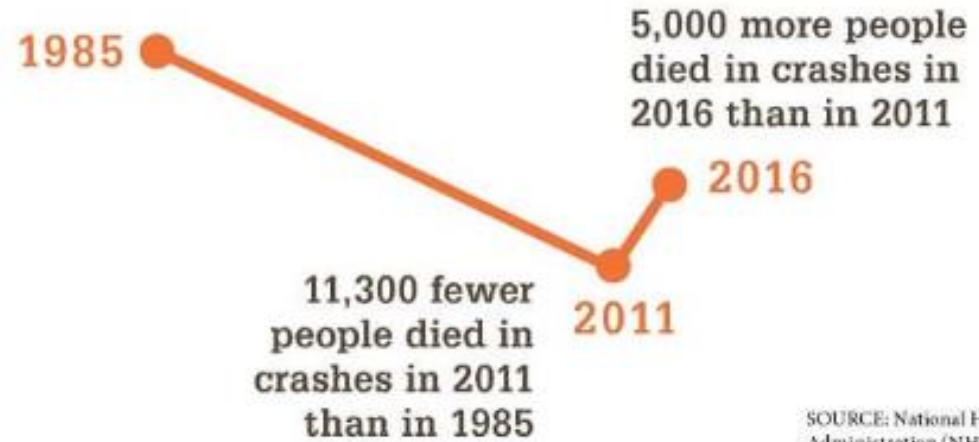
Source: US Census Community Survey Data (2016)

Hartford Neighborhoods





## Decades-long progress in reducing roadway deaths has begun reversing in the past five years



SOURCE: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

**25% of Hartford residents are age 14 or younger**

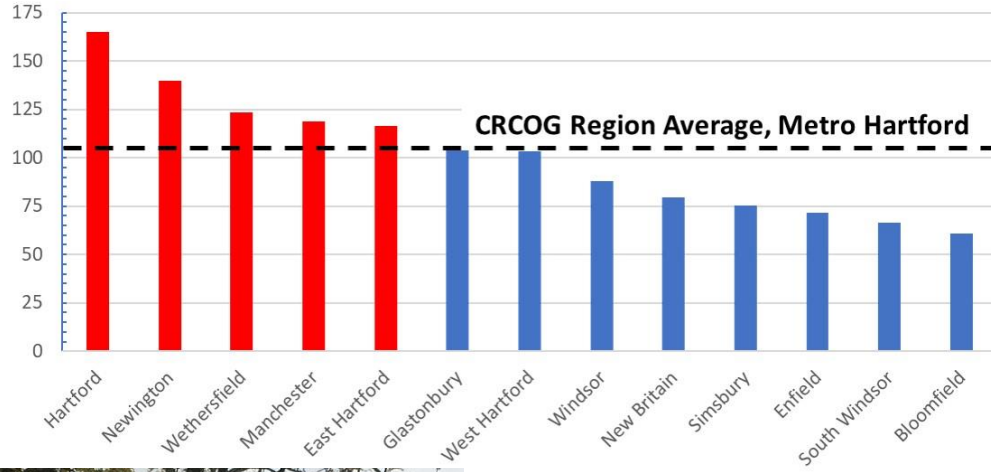
Youth and young teens are at high risk of serious injury or fatality when struck by a car at 30mph

# CT Crashes, 2010-18

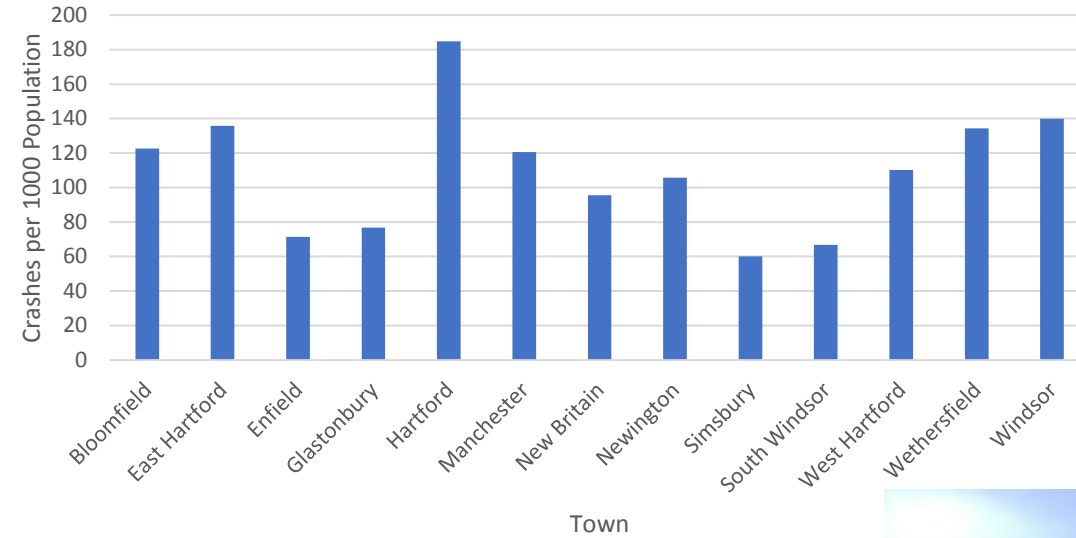


**TRANSPORT  
HARTFORD**  
CENTER FOR LATINO PROGRESS

All Crashes per 1000 Population - 2010 to 2014 (4 years)  
Includes all streets except interstates



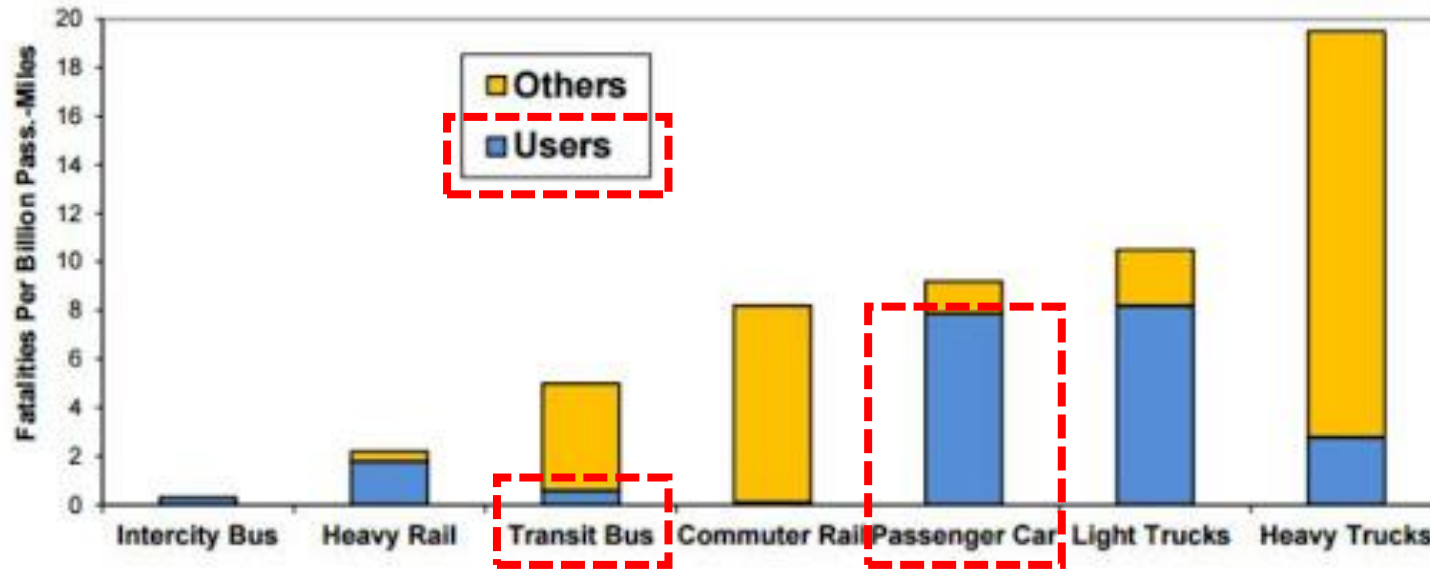
All Crashes per 1000 Population - 2015-18



# Transport Hartford Action Team



Mode shift to transit – bus and rail would reduce transportation fatalities



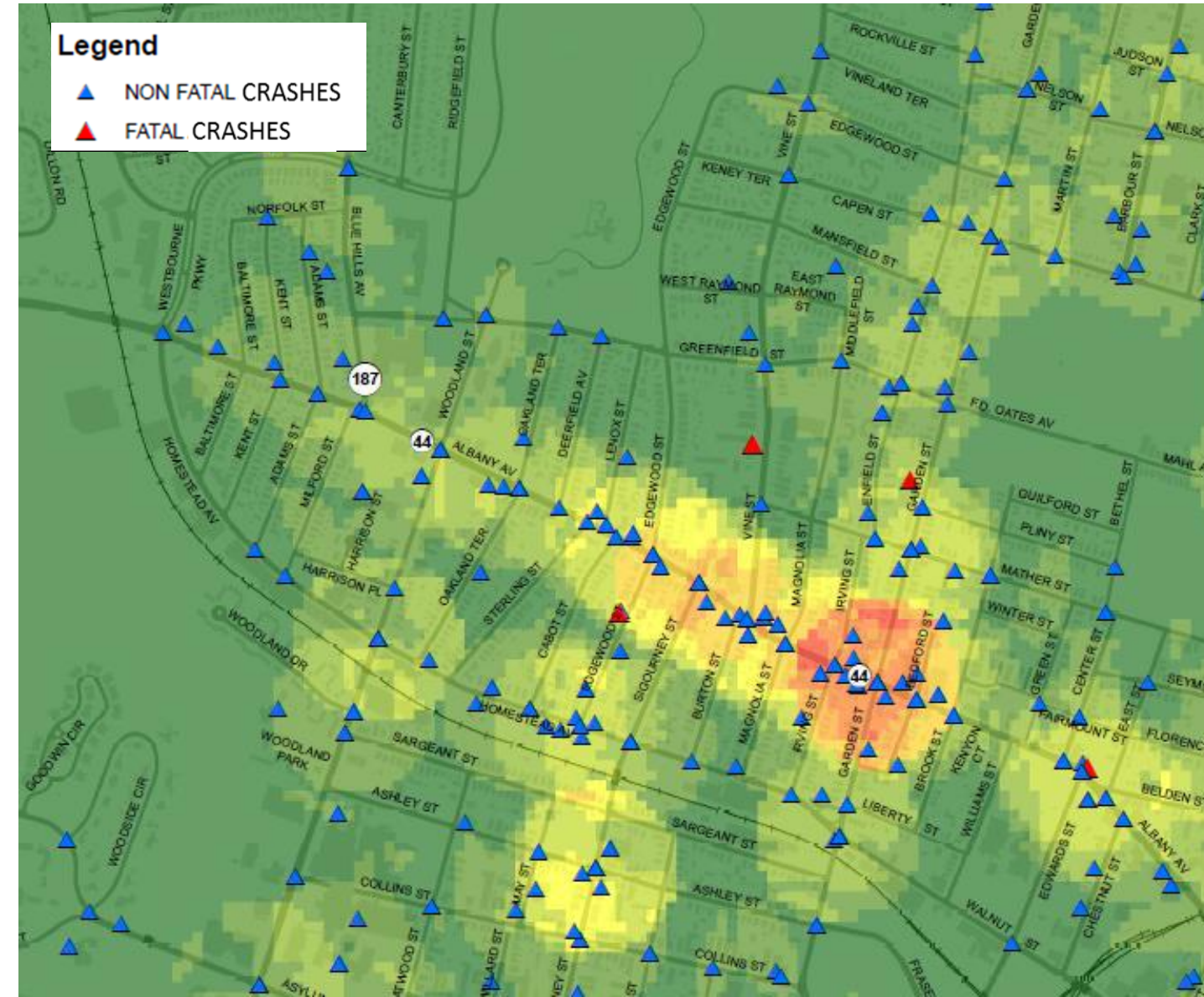
Littman's analysis of FHWA and APTA data indicates "transit tends to have lower crash rates than automobile travel, even taking into account risks to other road users." Source: VTPI

Source - <https://www.tlcmnnesota.org/recognizing-transits-safety-benefits/>

Bus Transit and Commuter Rail users have very low user fatality rates.

- The issue with those modes is fatalities for others, that are non-users of that transportation mode.
- Increasing transit and commuter rail can drop overall fatality rates per VMT, but the system would then need to focus on peripheral crashes and fatalities.

# Bike & Pedestrian Crashes, Upper Albany Neighborhood, Hartford, 2010-18



As of November 2018, there have been 18 car crash fatalities in Hartford, which exceeds the total number for 2017 and the national average.

Transport Hartford shares neighborhood crash maps with residents, team members, partners and others.

