Gannon Long, Road to Zero Hartford, Center for Latino Progress.

Map of the audit route, starting at Dunkin’ Park. We walked for about an hour, a mile, taking pictures and notes along the way.

Natajha Terry, Road to Zero; Marlon Pena, CT Dept. of Transportation; Ofc. Noelia Resto, Hartford Police, Traffic Division; & Gannon Long, Road to Zero Coordinator, Center for Latino Progress.
What is a walk audit? Why here?

20 auditors met at the corner of Main & Trumbull for orientation. Areas of interest include the baseball stadium; Heaven Skate Park; Capital Preparatory School; the possible location of a grocery store; small businesses on Main St; the 44 interchange; several highway entrance and exit ramps; a wide selection of parking lots and garages. Hartford’s first pedestrian crash fatality took place at Walnut & High St, along the route.

Over 75% of the auditors are Hartford residents who live within a mile or two of the stadium. Not pictured: Anthony Cherolis, Abygail Rismay, Lauren Feliciano, Estefany Lopez, Jessica Rodriguez, Betsy Lindsay, Anjuana Barnaby, Shaniya Davies, Francisco Ortiz.
With attractions such as Heaven Skate Park, hotels, a school, proximity to downtown, Complete Streets improvements would be transformational.

Main St at Pleasant is a 5-6 lane road surrounded by several highway entrance and exit ramps. It’s also the intersection connecting the stadium to the businesses, school, transit. The width of the road and short signal times make crossing more dangerous. The road offers much more space for cars than pedestrians, buses, or bikes.

Marlon Pena, CT DOT employee & Hartford resident, waits to cross Main at Trumbull. To access the hotel straight ahead, pedestrians must wait for 3 long light cycles, then cross 4+ lane roads within 20 seconds. Leading pedestrian indicator lights, longer cycles, and shorter wait times would make pedestrians safer.

At the wide intersection of Main & Pleasant, wheelchairs barely have room to turn toward the ramp because the signal post is so close to it. Complete Streets designs prioritize the most vulnerable road users.
"The roads and sidewalks immediately change between downtown and the rest of Hartford"
Roads that give far more space to cars than every other traveler are not “complete streets.”

Just north of the downtown bus hub, the audit route only includes one bus shelter. In the Clay Arsenal neighborhood, almost 50% households report zero car ownership (Census Community Survey).

Wide roads with staged crossings slow and endanger pedestrians.

On Windsor St (far right), the only marked bike lane approaching the stadium, cars frequently block cyclists’ paths, an enforcement opportunity, Hartford Parking Authority & Hartford Police Traffic Division!
At the hub of the Downtown, Clay Arsenal, Albany Avenue, and Northeast neighborhoods, the intersection of Main & Albany may become the site of grocery store. While the intersection provides a lot of space for cars, sidewalk pavement, bike lane, crosswalk markings, lane lines, and pedestrian signals would need to improve to facilitate multi-modal travel. **This intersection is being considered by CT DOT for a full redesign.**
Here we are on Main St, about a half mile north of the 44 intersection

There are no crosswalks for about a mile. Want to access a bus stop, a business, a church, or an apartment building?

Cross at your own risk. This is a known location for car-pedestrian crashes with injuries.
Multi-Modal Travel on Main St

Citywide, over 30% households in Hartford report zero car ownership – as high as 50% in Clay Arsenal.

Protected bike lanes, sidewalk paving, crosswalks connecting transit stops on both sides of the street, and a road diet to lower speeds on both Main St and Albany Ave (Rt. 44) would improve safety for transit riders, cyclists, and pedestrians.
**Good news!** The City of Hartford is planning a crosswalk on Main St, connecting the SANA apartments to shops across the street.

There is plenty of space on this wide stretch of Main St, where cars routinely travel up to 50 or 60 MPH, to implement a road diet. Buffered, protected bike lanes; wider sidewalks; a bus lane; and more crosswalks would calm traffic.

**More Trees Please!** - Planting more trees in the sidewalk buffer and the center island would improve walkability, reduce urban heat island effect, calm traffic, and increase the visual appeal of the corridor.
“Run and pray” – Enlightening description of how to cross intersections in Clay Arsenal

On the path south from the neighborhood to the public safety complex and downtown destinations, pedestrians pass through an implied crosswalk that drivers yield, don’t stop, when passing; our crew waited at 3 intersections to cross this one block. In January 2019, a pedestrian was struck and killed by a truck running a red light on Walnut & High St.

Map showing pedestrian & cyclist crashes in the audit area, 2015-18.

Link to Google Map – https://tinyurl.com/y2hqlmwp
At the end of the audit, we circled back to discuss our observations, sharing notes and pictures. The Road to Zero team collected response forms from 20 auditors.

Traffic Enforcement Opportunity: Cars routinely block the box at Main & Trumbull; this violation’s penalty is a $190 fine that returns 50% revenue to the city of Hartford. This practice keeps pedestrians and cyclists from crossing safely and increases traffic in busy intersections. Poor traffic signal timing and extra space between the light and the intersection are engineering design choices that make the issue worse.
Recommendations: Design

- Road diets for all roads surrounding stadium, lower Albany Ave, Main St north of 44, Ann Ucello, Pleasant Sts. Bike lanes could be added to Main St, particularly where its width reaches 4-6 lanes, with a median.
- Add crosswalks at SANA apartments (already in progress!), several other locations up Main St.
- Paint crosswalks, repave roads and sidewalks throughout audit route
- Give pedestrians more time to cross busy intersections, and decrease wait time for getting a walk signal
- Adjust space between light and stop lines to discourage red light running at intersections. This design flaw is also present at Capitol & Broad, one of the most dangerous intersections in the city for red light running and crashes.

Auditor comments:
"Run & pray Albany & Main slip lane“
"Every crossing is huge & scary“
"city should fix many sidewalks and potholes in the corridor“
"The roads and sidewalks immediately change between downtown and the rest of Hartford“
"not many people walking... wish there would be more bike lanes"
"Take out all the highway access, thru traffic, make whole area a plaza for pedestrians.“
"It takes several light cycles and long blocks to cross VERY short distances to the stadium, eg from Skate Park or Hilton."
Recommendations: Safety & Enforcement

- Ticket cars parking in the bike lanes, which is dangerous for cyclists. Windsor Ave is the only painted bike lane connecting Clay Arsenal to downtown and the baseball stadium.
- Incerease enforcement of Block the Box violations, which endanger pedestrians and cyclists, and impede traffic. The fine for this violation is $190, with half the revenue returning to the city. Can the Hartford Police collaborate with Hartford Parking Authority to increase enforcement?
- Increase enforcement of core safety violations, particularly speeding, distracted driving, and running red lights.
- Work with CT Transit to ensure driver training on 3 foot passing law for cyclists.

"A safety issue is cars turning on red."
"Cars blocking crosswalks on Main St at Trumbull"
"I'm afraid that someone will get hit by a car. Or at least almost hit."
"a bike rider was clipped on our walk by a bus!... We saw pedestrians running to cross the street"
"I'd categorize myself as a vulnerable user cause I have the risk of being hit by a car every time I walk to school, work, or for leisure."
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