Road to Zero Hartford, a yearlong project funded by the National Safety Council to reduce car crash fatalities in Hartford, gathered community members to share our work on June 22nd. We led a walk audit of the area around Weaver High, where the interns will attend when the school reopens this fall. Our route also examined the new housing development in the area.

Map of audit route, heading from the park, toward the entrance of Weaver, and through residential neighborhood near three schools.

Construction (before the audit) blocked the intersection of Granby and Tower on 3 sides, highlighting pedestrian safety and access issues as the high school prepares to open.

Albany Ave streetscape construction at Blue Hills Ave.

Kimberli Owens of the Albany Ave project joined intern Betsy Lindsay to distribute event flyers on the Ave.
Road to Zero Hartford

- Funded by the National Safety Council from July 2018-June 2019 in response to high rates of severe and fatal crashes in Hartford, CT
- Hired fall and spring intern cohorts of from across the city to study traffic safety in Hartford
- Purchased over 90 centerline crosswalk signs for the City of Hartford to place at uncontrolled crosswalks, working with city residents and city staff to determine placement locations
- Engaged with Hartford’s Complete Streets team (monthly meeting) to improve collaboration and coordination of road design planning, traffic safety enforcement, public outreach, data collection, community events, and more
- Collected and visualized data for high crash corridors in Hartford, and shared an important report on recommended traffic calming from 2005
- Presented information on city’s traffic calming efforts, including crosswalk signs, speed humps, complete streets designs, and Road to Zero work at city council, neighborhood, and community meetings
- Conducted five walk audits at Park & Main St, north Main St, Asylum Hill, Clay Arsenal/ Downtown North, Charter Oak Landing, and Blue Hills
- Campaigned to improve city’s response to snow and ice on sidewalks, as well as to improve pedestrian safety and access to roads at construction sites

First Half of the Year, Before and After R20
2018 12 Fatal Crashes
2019 3 Fatal Crashes (75% reduction)
(crashes from Jan 1st to June 15th evaluated for each year)
Road to Zero Hartford Overview

- For years, car crash rates in Hartford have been higher than rates in other towns in the region.
- The heat map on the right highlights the city’s most dangerous crash corridors, based on pedestrian and cyclist injuries from January 2010-May 2018. Red zones are at Albany Ave & Garden St, Park St & Washington St, and Market St & Morgan St.
- The project purchased 90 centerline neon crosswalk signs to increase pedestrian safety and increase traffic calming near crosswalks
- In 2019, Road to Zero purchased two portable radar speed signs that will be used by Summer Interns and then donated to the City of Hartford.
- Complementary interventions by the City of Hartford include the installation of over 100 speed humps, as well as placement of neon side of road signs and crosswalk restriping at 114 crosswalks across the city.
- We are analyzing the data to determine what impact the crosswalk signs, along other traffic calming measures, have made in Hartford.

Crosswalk Data Collection

- Teams of 3 Road to Zero interns observed crosswalks throughout the city, collecting data on pedestrian, cyclist, and driver behavior, with and without the centerline signs in place.
  - **Counter 1:** Recorded cars, buses, trucks, and bicycles passing through uncontrolled crosswalks, to determine how busy the roads are.
  - **Counter 2:** Counted pedestrians, crossing the street in, near, or around the crosswalk, to assess how safely and quickly individuals and groups can cross the street.
  - **Counter 3:** Observed the conflict level between the cars and pedestrians, noting whether the car slows and yields to person crossing, and how many cars drive through the crosswalk before the pedestrian can pass.
Road to Zero: Crosswalk Improvements, City Wide

- Newly striped crosswalk with centerline and edge signs
  Location – Wethersfield Avenue

- September 2018, Centerline crosswalk sign newly in place
  Location – Jewell St, next to Bushnell Park

- New edge signs at crosswalk
  Location – Durham Street, next to Bowles Park

- September 2018, Centerline crosswalk sign newly in place
  Location – Park St, next to Parkville School (high pedestrian crash corridor)
Road to Zero: Coming Soon, Portable Radar Signs

Two portable radar speed signs were purchased, and will be used by Transport Hartford in Summer 2019.

These signs are useful in reducing speeding, particularly when they are moved from location to location.

Demonstration of portable speed sign effectiveness
Location – Granby Street at Bowles Park, during 6/22 walk audit
Road to Zero Hartford: Data driven interventions & community engagement

Fall 2018, Road to Zero purchased 40 centerline crosswalk signs to increase safety at uncontrolled crosswalks and calm traffic near those important crossings. Interns observed the impact of the signs on driver and pedestrian behavior. In Spring 2019, the grant purchased another 50 signs, as well as 2 radar speed carts to record (and display) driver speeds.

The project team led walk audits across the city at five locations: Park & Main, Main St near Parker Community Center, Asylum Ave near St. Francis Hospital, in the Coltsville neighborhood, and Granby St near Weaver High.
Safety Recommendations near Cronin Playground

We noted:

▪ No crosswalk across Granby St near the bus stops, or entrance to the park.
▪ Granby St (northbound) widens at Durham, encouraging drivers to make wider & faster turns.
▪ Weaver students will take public transit to and from school, from all over the city. Yet, CT Transit infrastructure remains inadequate; the stops have no benches, shelters, bus #s, or maps; there is no sidewalk at stops north of the playground.
▪ Pedestrians crossing Durham to access park; road would benefit from traffic calming and improved pedestrian access.

Recommendations:

▪ Reduce street parking to just one side of Granby St, add protected or buffered bike lanes.
▪ Build bumpouts to narrow crossing at Durham; add crosswalk across Granby at Durham. Could be creative opportunity for community-engaged tactical urbanism. Design bumpout to accommodate bike lanes, by implementing on the side with street parking.
▪ Place centerline crosswalk signs on Granby at Manchester & Branford Streets, and Palm St at Durham St.
▪ Add raised crosswalks to Durham St, providing traffic calming and pedestrian access.
▪ Add bus shelters on both sides of Granby St at Weaver High stop, with electronic signs. Add trash cans to corridor.
▪ Paint crosswalks at neighborhood intersections.

Granby St connects northwest suburbs to Route 44/Albany Ave. It’s also a residential street in the Blue Hills neighborhood of Hartford, which connects schools, a park, a bus line, and the neighborhood. Planners should expect an increase in bus ridership when the new Weaver High School opens, as students will be traveling to and from all points of the city. Consider increasing bus frequency at key times.
Traffic Calming Success Story: Speed Humps in Hartford

- In Fall 2018, the City of Hartford finished installing speed humps at over 100 locations across the city. Early on, the traffic calming intervention is popular with residents. Where else should speed humps go?
- Neighbors at the event and walk auditors suggested adding speed humps at Durham St along the park and school routes; Enfield and Edgewood Sts, near Garden; and at Manchester St between Granby, Lyme, and Palm. Planners could consider raised crosswalks at several of these locations.
- In addition to suggesting locations, neighbors recommended looking beyond reported crashes, to note physical debris left behind; broken glass, fenders, plastic, etc, as witnessed by Transport Hartford ambassadors at high crash intersections like Albany & Garden, Atwood & Asylum, Capitol & Broad, Charter Oak & Main, and many others.

Left: Durham St at Granby St, a block that connects a park to two schools, which would benefit from traffic calming as residents routinely cross the street to access the park. Above: State Sen. John Fonfara walks along Manchester St, where auditors recommend adding speed humps. Right: Map of speed hump placements in 2018, City of Hartford.
Recommendations: Mark crosswalks near Weaver High

Community members recommended marked crosswalks at blue markers.

So that students, residents, and visitors can access the park, schools, and bus routes, we recommend a crosswalk and bumpout (on the side with parking) at this intersection of Granby at Durham.

A midblock crossing at Lyme St (no stop signs) would calm traffic en route to nearby schools. Painting crosswalks at the stop signs on Manchester St would visually remind drivers to stop.

We recommend using a centerline sign at the uncontrolled crosswalk on Palm at Durham St. and striping a crosswalk across Durham.

Painting crosswalks at the 4 way stop intersection at Branford & Lyme Sts would alert drivers to the stop signs and build on traffic calming (speed humps) already on Branford.
Good Design: Complete Streets Improvements at Bowles Park Housing Development

- Bike lanes painted throughout development
- Bumpouts, where road narrows at intersection, allow space for parking, calm traffic, and provide for shorter pedestrian crossing distance
- Plentiful street lights
- Trees, will grow to provide shade and traffic calming benefit
- New, smooth sidewalks, no pavers
- Development is near Granby St, high schools, and CTtransit route

State Senator John Fonfara (Hartford, Wethersfield) takes a picture of complete streets improvements at a new housing development during Road to Zero’s walk audit on June 22, 2019.
Conclusions & Recommendations:
Complete Streets, Walkable Neighborhoods, Safety Improvements in Hartford

- Planners and engineers must walk, bike, and bus a road before finalizing design.

- Crosswalks that ignore pedestrian desire lines are unsafe and unused.

- Add protected or buffered bike lanes to new road designs – Flex bollards have been used in other cities. Parking protected bicycle lanes have also been successfully implemented in other cities. Buffered lanes could incorporate bike-friendly rumble strips to discourage driving in and parking in the bike lanes.

- Involve CTtransit in the planning process, to improve accommodations for bus riders. Offering stops with safe waiting areas, including sidewalks, benches, and shelters, as well as posting bus numbers, schedule information, and maps should be required upgrades for bus stops. In a city with low car ownership, on a planet that’s dying, it’s imperative to design roads that encourage bus ridership over low occupancy car trips.

- When adding a major bus user destination (ex. Weaver High and Bowles Park Housing), work with CTtransit to evaluate bus route improvements such as increased frequency at key times, stop consolidation, and reduced travel times. Planners should also add trash cans around this area to accommodate for increased use when the school year starts.

- Paint more crosswalks, particularly in residential neighborhoods. In addition to highlighting where stop signs are for drivers, crosswalks invite neighbors to walk to nearby destinations.

- Include green infrastructure, including trees and water catchment areas, when designing roads. In addition to capturing storm water, trees provide shade from the sun, and shelter from the rain, to pedestrians.
2018 Walk and Bike Audit Notes and Photos

- May 1st, East Hartford, Burnside Ave (rt 44) and Main Street Bike and Walk Audit - [LINK]
- May 22nd, Hartford, Albany Ave (rt 44) – Construction Walk Audit - [LINK]
  In response to resident complaints of safety and ADA issues around the Albany Ave construction work
- June 5th, West Hartford, Bike and Walk Audit of North Main Street - [LINK]
- July 18th, Glastonbury – Bike and Walk Audit of the Hebron Ave / New London Tpke Roundabout - [LINK]
- August 30th - Route 159 and 75 in Windsor's town center area – [LINK]
- Sept 26th – Silver Lane in East Hartford, Main Street to Simmons – [LINK]
- Oct 11th – Wethersfield Avenue, Hartford CT – [LINK]
  In response to a daytime pedestrian fatality, noted significant opportunities for traffic calming, speed enforcement, and safer pedestrian crossing infrastructure
- Saturday, Oct 20th – Hartford’s Union Station Area, following the CT Voter Forum - [LINK]
- Nov 19th, Main St, Park St, and Pulaski Circle - Ahead of the Multimodal and Transit Summit in Hartford - [LINK]
2019 Transport Hartford Walk and Bike Audits

- **January 26th** – North Main Street, Hartford – Near Parker Memorial Recreation Center
- **March 19th** – Asylum Hill Neighborhood, Hartford
- **April 11th** – Newington and New Britain, from the Cedar Street CTfastrak station to CCSU
- **May 8th** – Downtown North, Dunkin Donuts Stadium, and Clay Arsenal Neighborhood in Hartford
- **June 21st** – Charter Oak Landing and Coltsville in Hartford, including bridge crossing to East Hartford
- **June 22nd** – Weaver High School and Bowles Park, Hartford - School re-opening in Fall 2019
- **Do you want to coordinate a future Walk and Bike Audit?** Contact TransportHartford@ctprf.org, 860-247-3227

What is a Walk Audit? ➜ Do it yourself instructions!

Join the Conversation ➔ Transport Hartford – Talking Transportation