

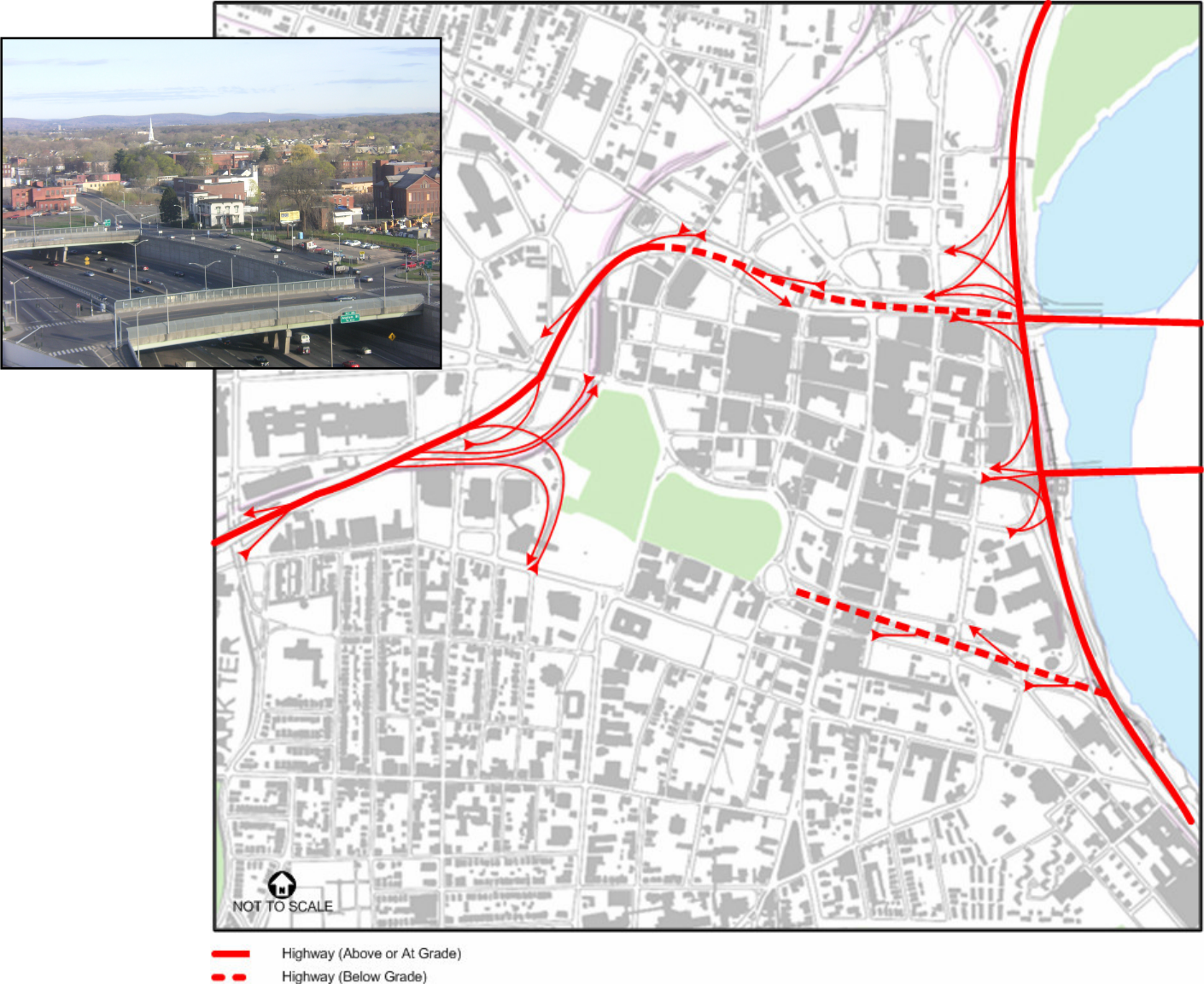
Preliminary Findings

Hartford 2010: Phase I Workshop
Emerging Themes

May 31, 2006

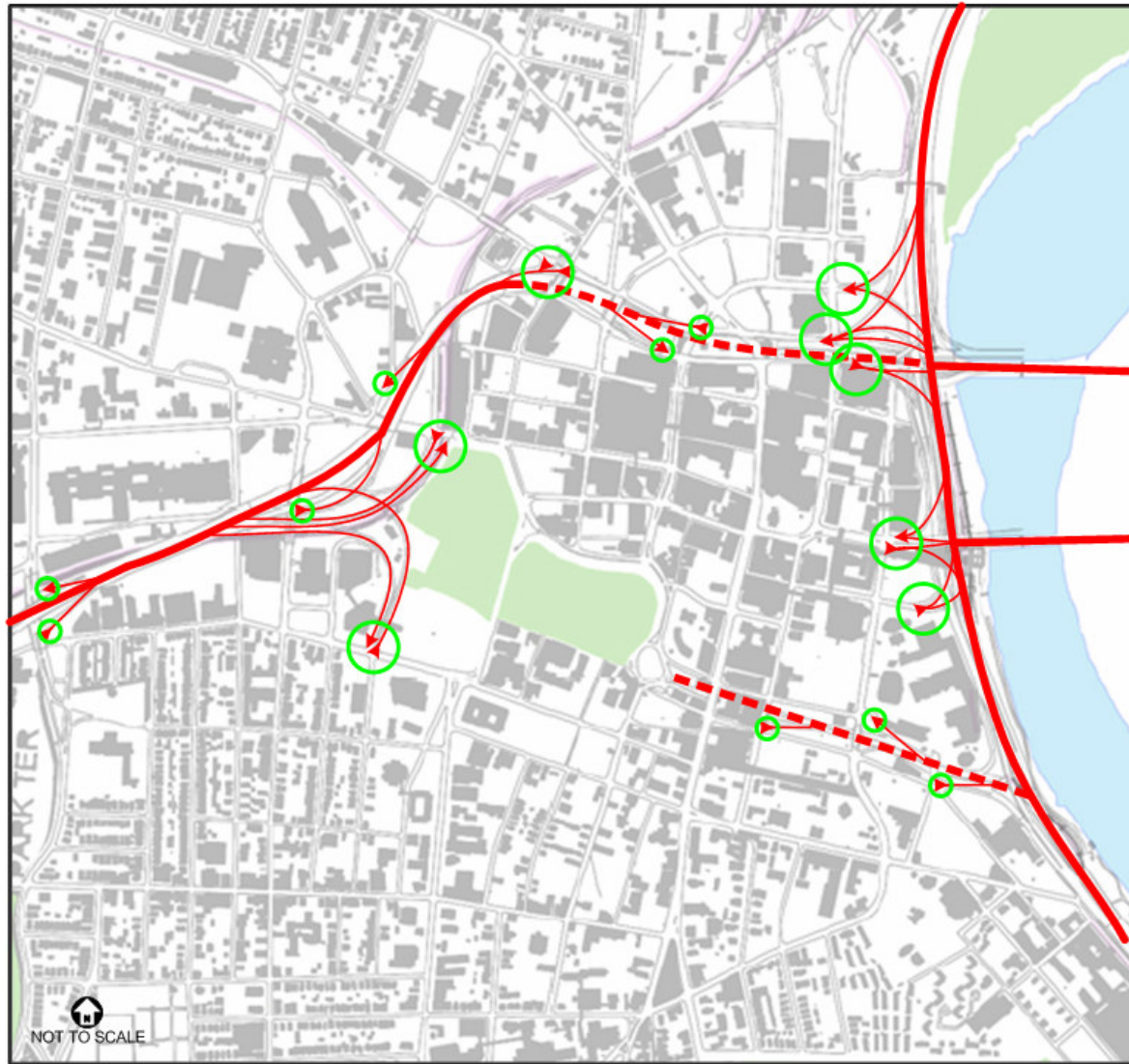
Transportation and Economics

Highway Network



Providing access but isolating the Downtown core from surrounding neighborhoods

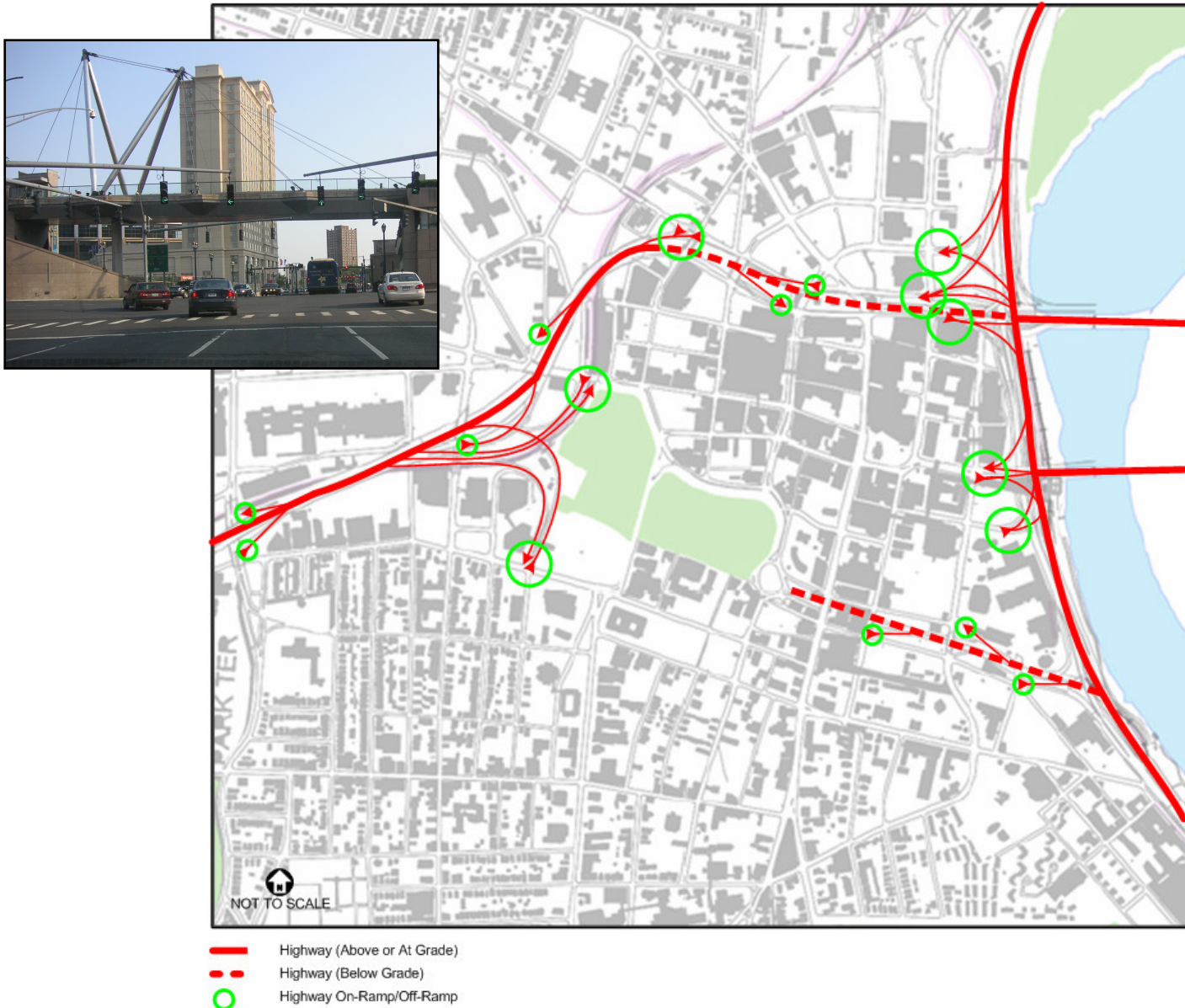
Highway Network



- Highway (Above or At Grade)
- - Highway (Below Grade)
- Highway On-Ramp/Off-Ramp

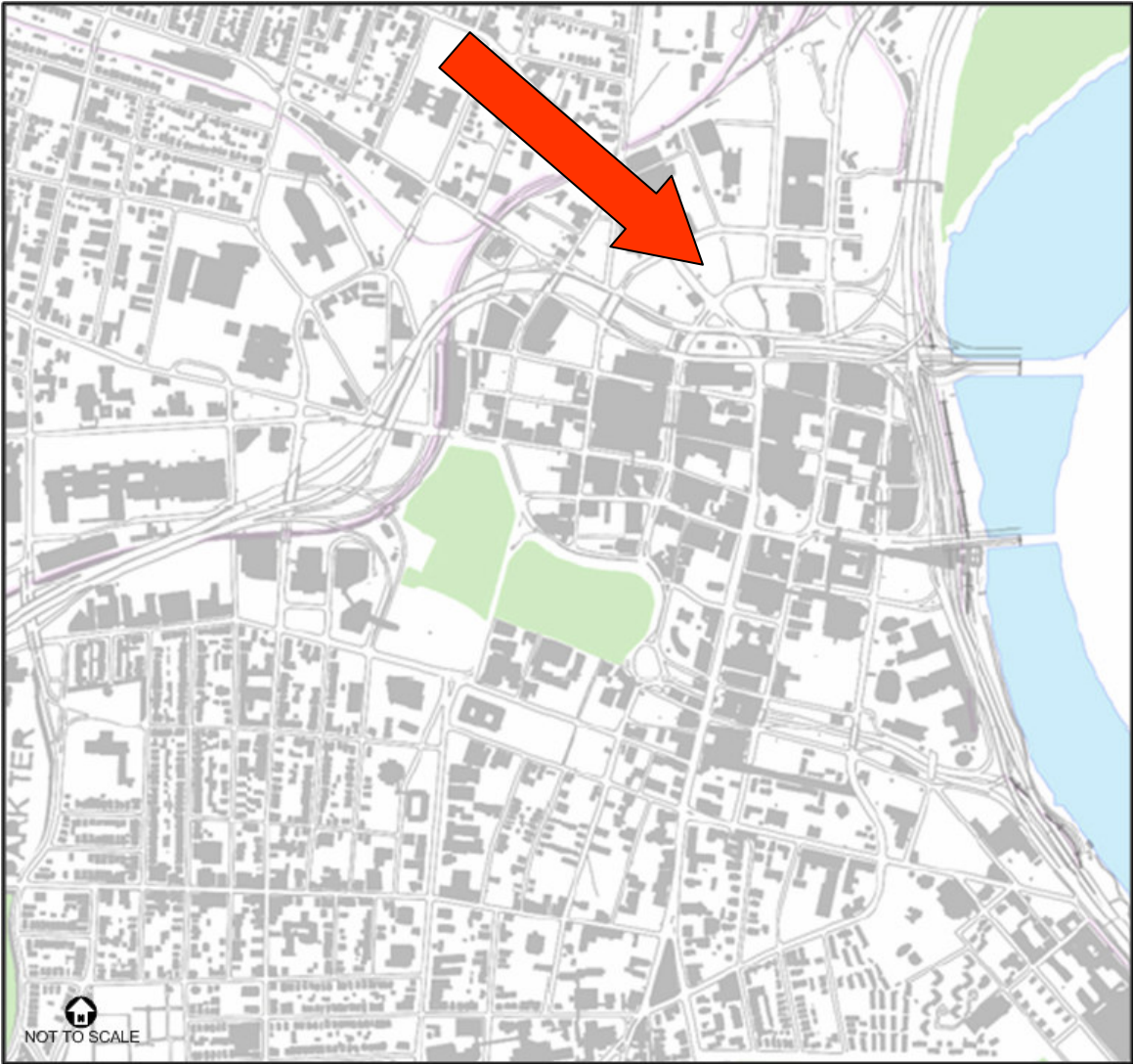
Providing access but highway on and off-ramps reduce street network circulation and generate congestion at on and off-ramps and along access and egress routes.

Street Network



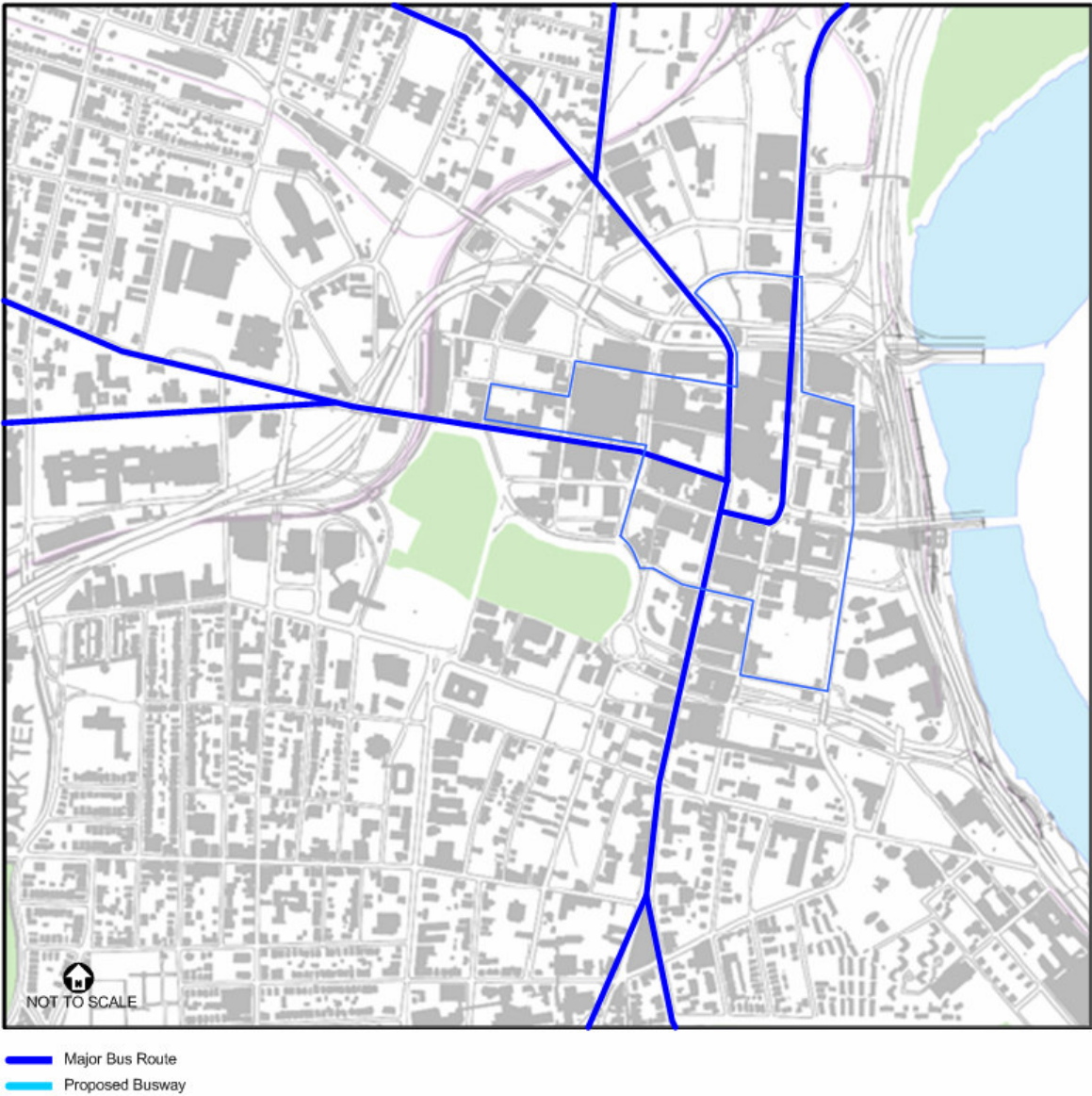
Moving vehicles but long signal cycles, numerous one way streets, limited on-street parking and wide travel lanes diminish the quality of central area street life.

Downtown Parking



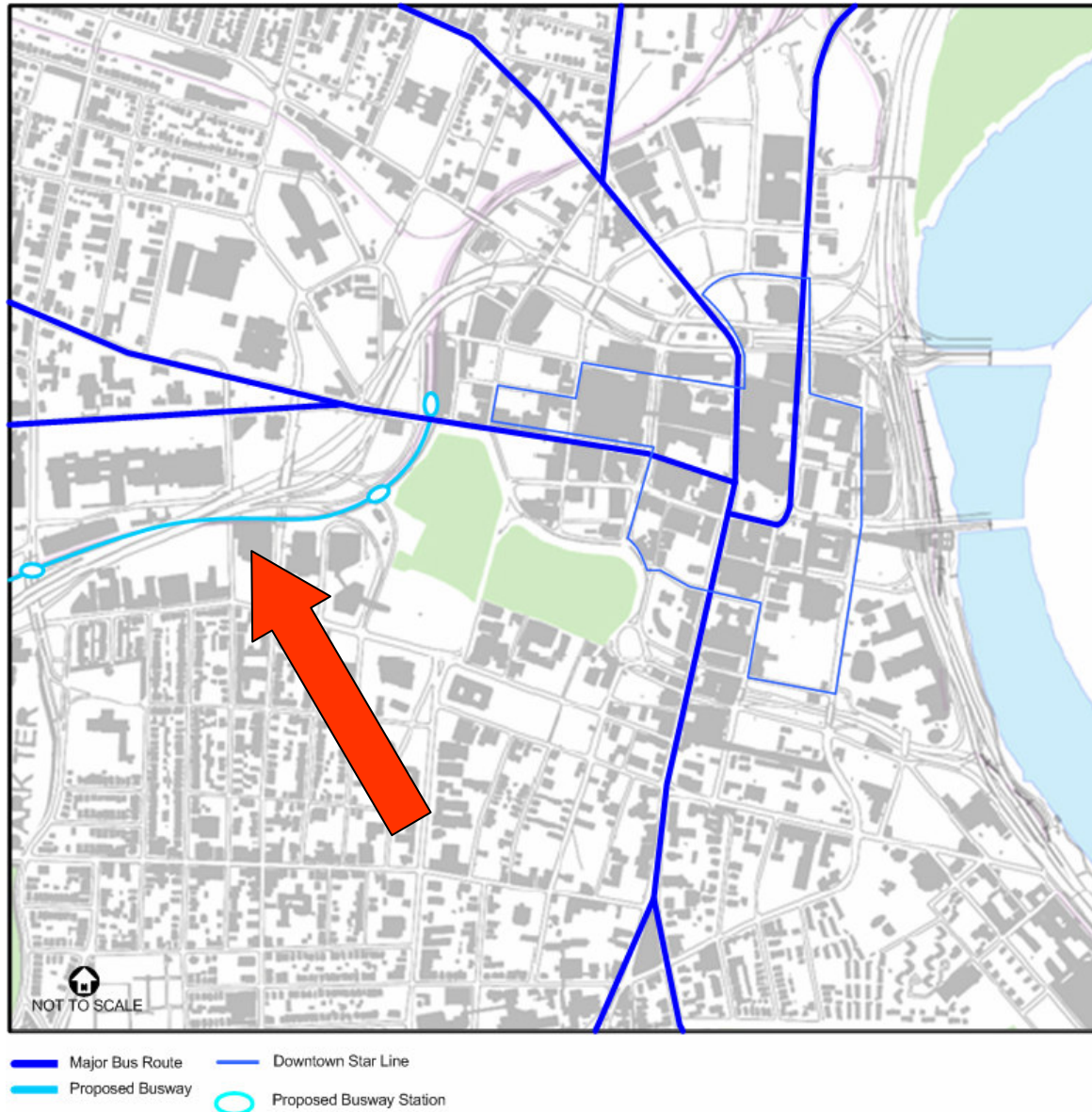
Parking lots provide ample parking for workers and visitors but consume valuable urban land, generate high auto demand and create barriers between neighborhoods.

Transit Network



High connectivity and short headways but unable to compete with other modes.

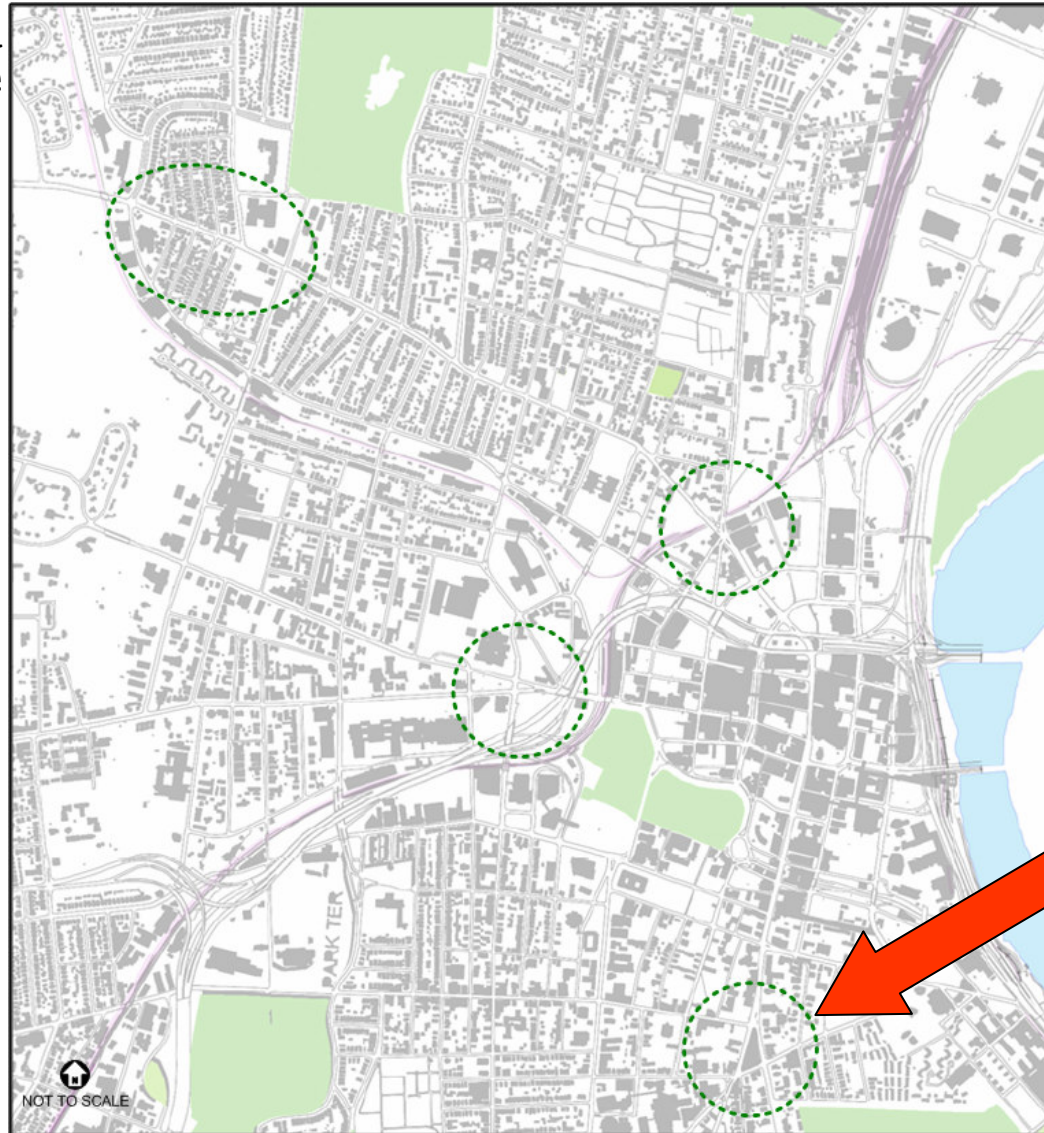
Transit Network: Future – Near Term



Proposed New-Britain – Hartford Busway will increase transit options to the Downtown.

Framework Nodes: South Green Trident

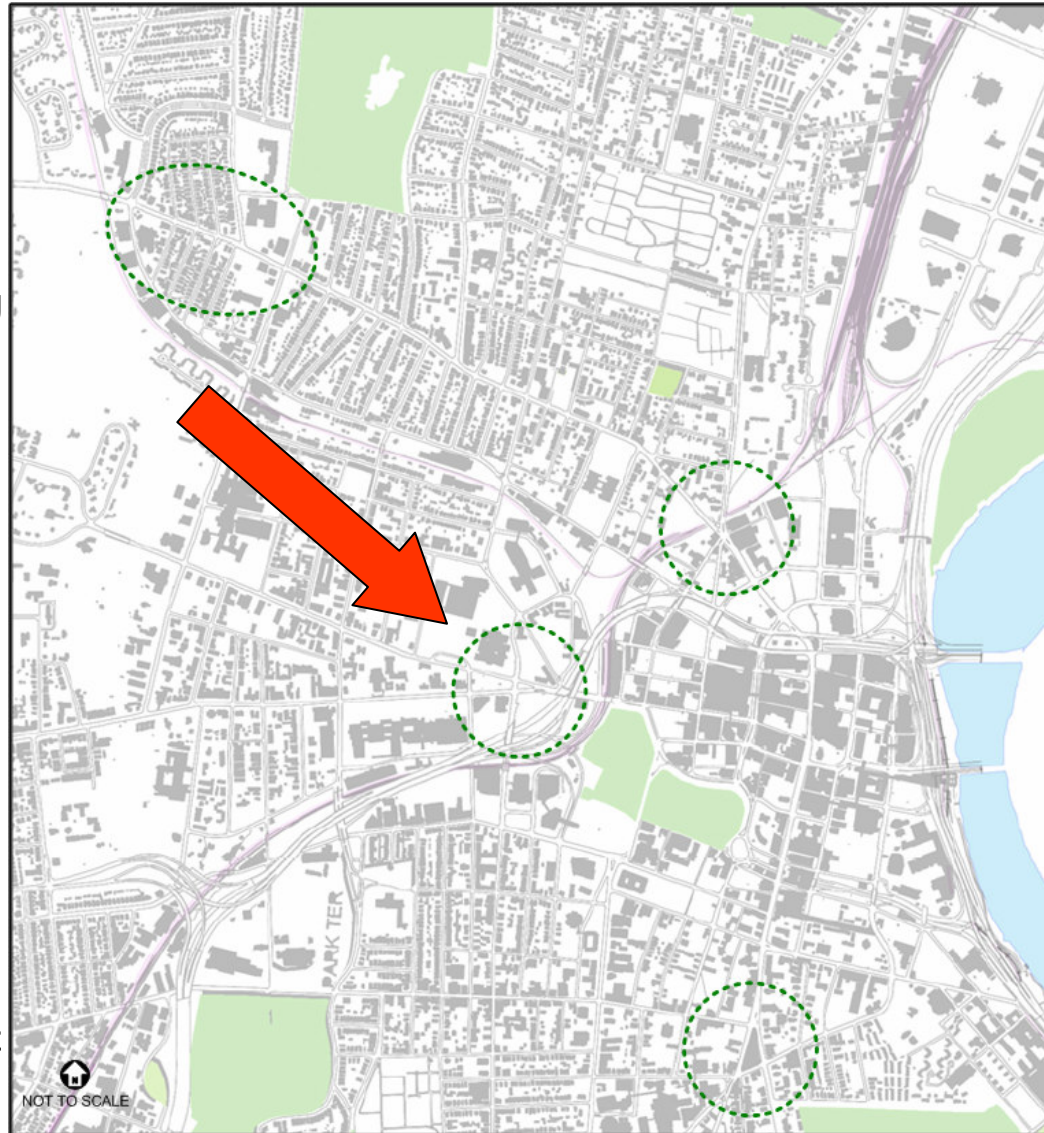
Existing: Trident serves as a bus corridor and has adequate on-street parking.



Improvements: Pedestrian and Bicycle Infrastructure.

Framework Nodes: Farmington and Asylum Trident

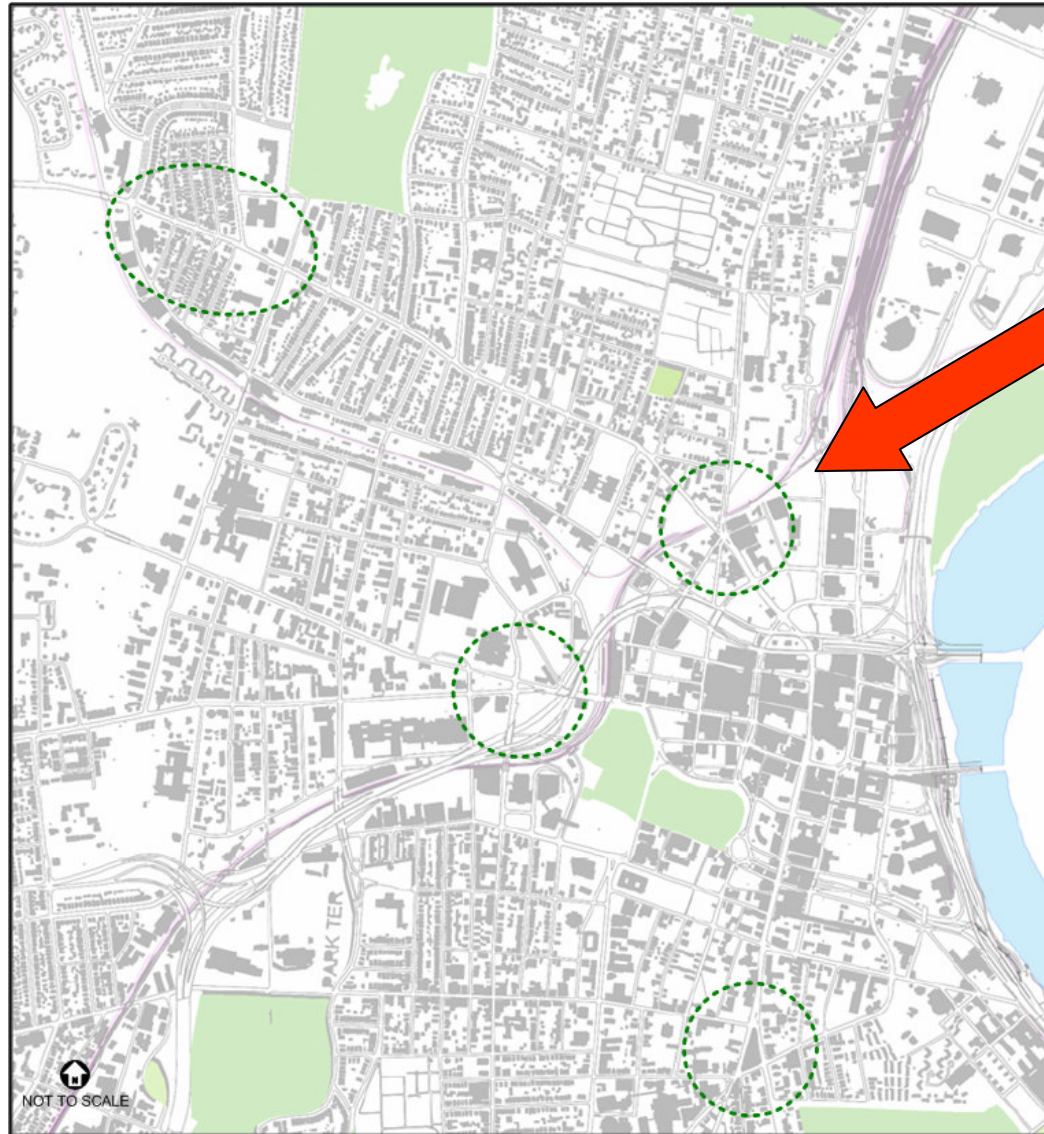
Existing: Congestion occurs along Broad Street during PM Peak as workers access highway network. Also there is limited pedestrian and bicycle infrastructure and the intersection is confusing for pedestrians and drivers alike.



Improvements: Alter intersection, reroute traffic and provide pedestrian enhancements

Framework Nodes: North Main (Main & Albany Trident)

Existing: Area has extensive parking and is adjacent to highway. Both create a barrier between the downtown and northern neighborhoods. The area also has limited pedestrian and bicycle infrastructure.

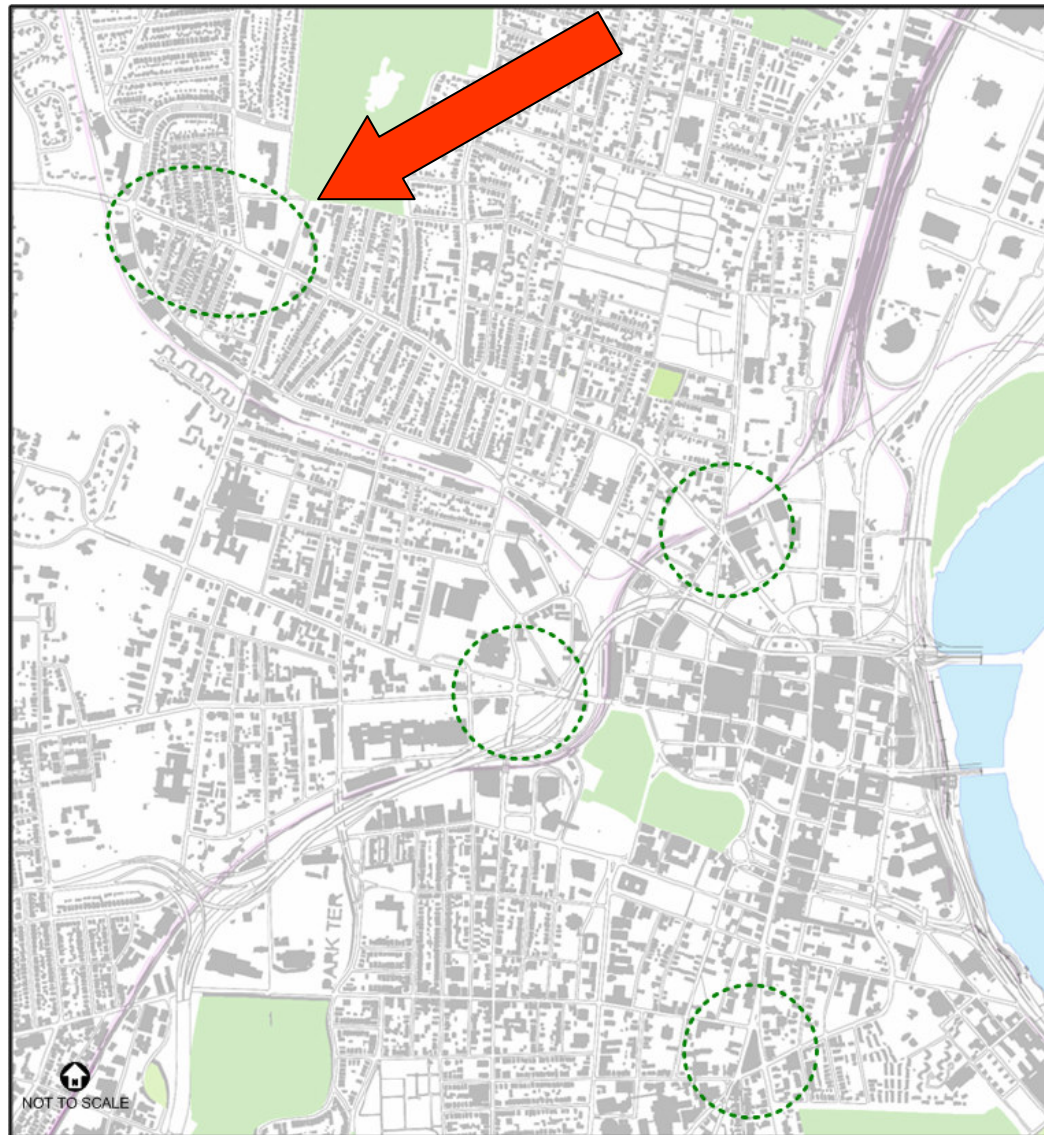


Improvements: Streetscaping, traffic calming, pedestrian enhancements, traffic round about, and center turn lane.

Greenberg, CDT Architects and
Patrick Pinnell AIA College

Framework Nodes: Upper Albany, Homestead, Woodland and Keany Park

Existing: A commuter route and bus corridor that has limited pedestrian and bicycle infrastructure.



Improvements: Streetscaping, traffic calming, pedestrian enhancements, traffic signal adjustments, and center turn lane.