

**REIMAGINE
REVITALIZE
REASSERT**



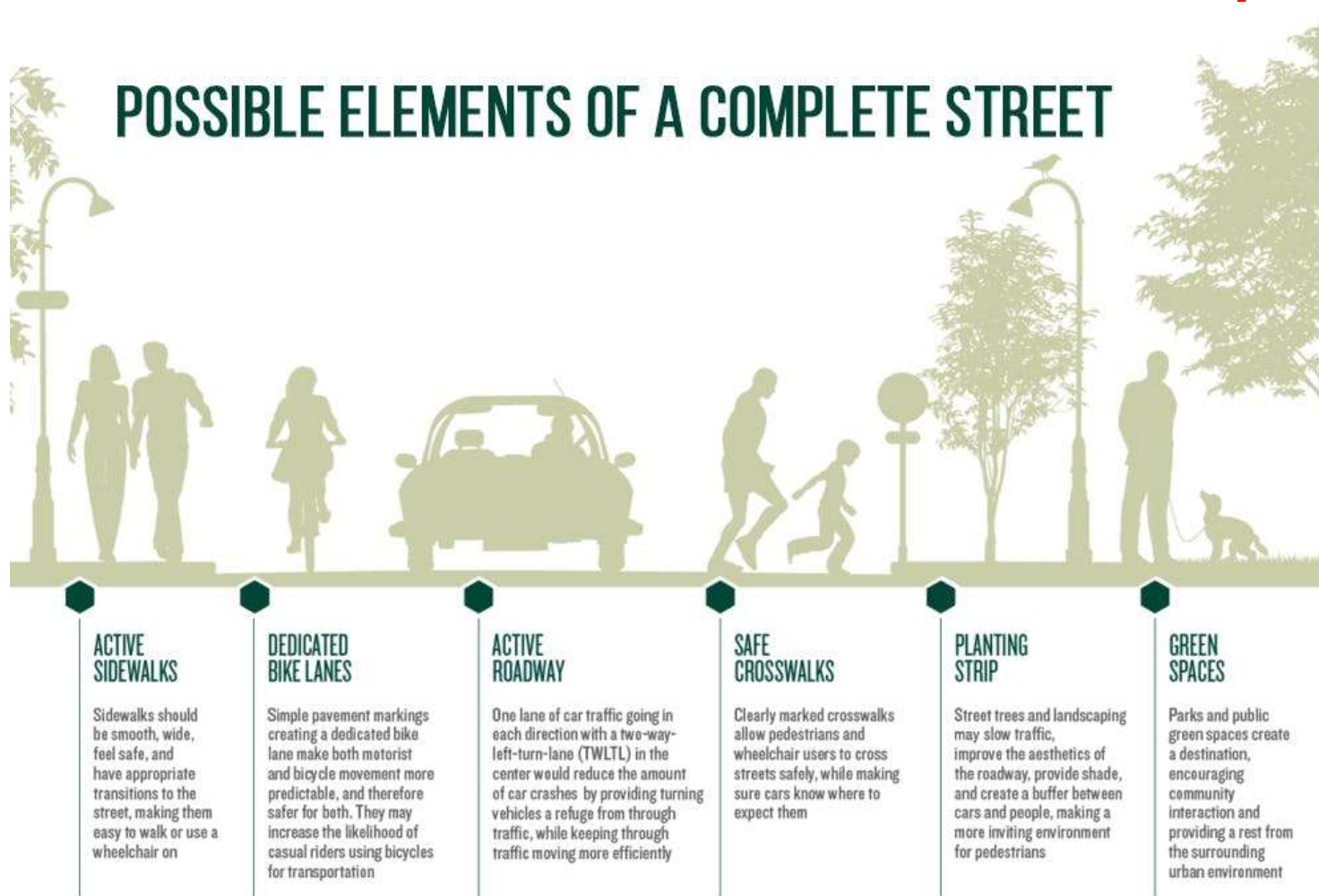
MAIN



- Reducing to 3 lanes could help slow traffic
- Vista to Downtown
- Two Interchanges with Interstate
- Parking can be an issue both day and night, and is a premium
- Consolidate bus stops
- Bike Lanes are good for the community
- Allow commerce, including large truck accessibility
- Restaurants driving parking issues
- Speed of vehicles on north end of corridor
- Mid block crossings (at Naugatuck)

This Meeting

Design preferences for incorporation in the corridor



Streetscape Improvements

A Better Today



Streetscape Improvements



Median

Existing:
Striped
Medians
Sporadically
(Turn Lanes)

Streetscape Improvements



**Median
Islands**

Potential
Condition

Raised
Median
Island

Streetscape Improvements



Bus Stops & Shelters

Existing Condition

Stops & Shelters outside curb

Bus Stops & Shelters

NORTHBOUND

Stop #	Stop Name	Pos	Shelter	Xfer	Routes	On	Off	Notes
1099	MAIN ST & OPP EARLE ST	MB			40	1	17	Eliminate bus stop
1100	MAIN ST & OPP KENSINGTON ST	MB			40	3	72	
1101	MAIN ST & WINDSOR ST	FS		Y	32, 34, 36, 40	0	1	Eliminate bus stop; Transfer available at Main opp Kensington
1102	MAIN ST & ATHLETIC CLUB	MB			32, 34, 36, 40	5	19	
1103	MAIN ST & OPP CLEVELAND AVE	MB			32, 34, 36, 40	5	8	Eliminate bus stop
1104	MAIN ST & OPP MONTVILLE ST	MB			32, 34, 36, 40	1	12	
1105	MAIN ST & FISHFRY ST	NS			32, 34, 36, 40	3	31	Eliminate bus stop
1318	MAIN ST & OPP TOWER AVE	MB		Y	32, 34, 36, 40, 92	3	12	Combine with Stop #1107
1107	MAIN ST & OPP ROSEMONT ST	MB			32, 34, 36, 40, 92	3	14	Combine with Stop #1318
1108	MAIN ST & 3580 MAIN ST	MB			32, 34, 36, 40, 92	5	46	
1109	MAIN ST & CT WORKS CAREER CTR	MB			32, 34, 36, 40, 92	5	29	

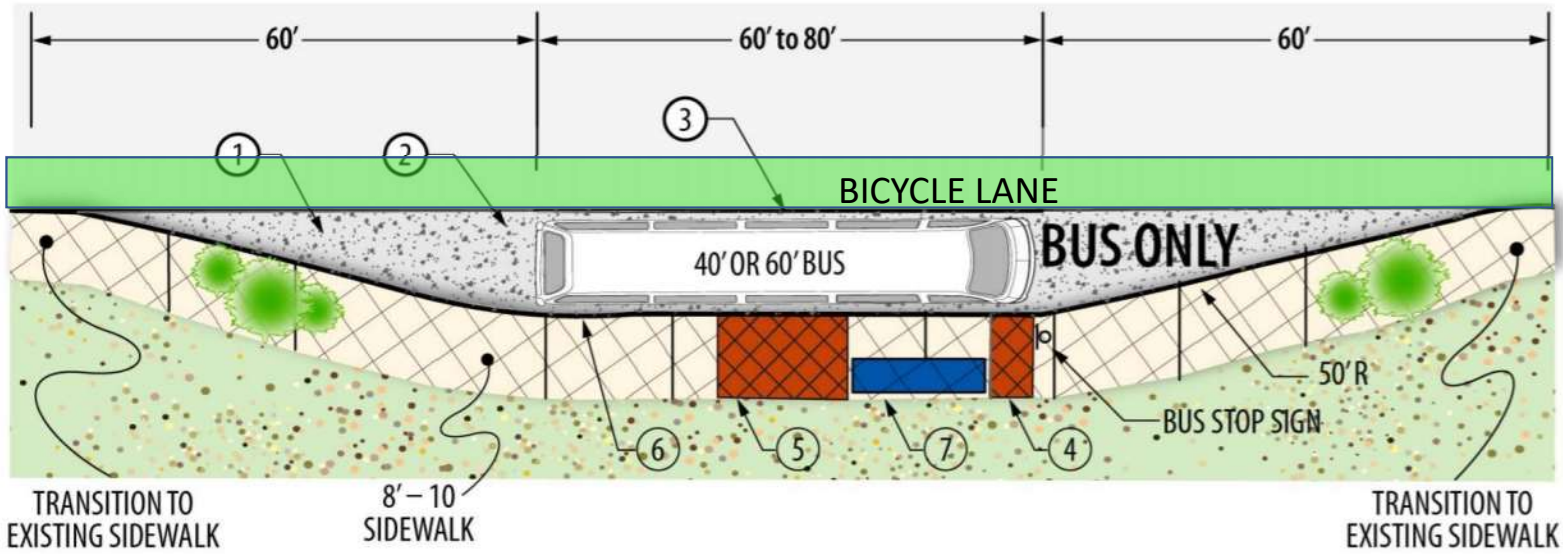
SOUTHBOUND

Stop #	Stop Name	Pos	Shelter	Xfer	Routes	On	Off	Notes
1122	MAIN ST & ST MONICAS CHURCH	MB			32, 34, 36, 40, 92	18	4	
1123	MAIN ST & ST MONICAS APT	MB	Y		32, 34, 36, 40, 92	71	6	
1124	MAIN ST & ROSEMONT ST	NS			32, 34, 36, 40, 92	15	6	Eliminate bus stop
1125	MAIN ST & TOWER AVE	NS	Y	Y	32, 34, 36, 40, 92	43	10	Relocate stop & shelter (before right turn lane or after intersection) or designate lane "Right Turn Only Except Buses"
1126	MAIN ST & OPP FISHFRY ST	MB			32, 34, 36, 40	14	3	Eliminate bus stop
1127	MAIN ST & MONTVILLE ST	FS	Y		32, 34, 36, 40	39	27	
1129	MAIN ST & STAR HARDWARE	MB		Y	32, 34, 36, 40	73	5	
1130	MAIN ST & KENSINGTON ST	FS			40	0	1	
1131	MAIN ST & EARLE ST	NS			40	34	5	Eliminate bus stop

Potential elimination or consolidation of 8 stops (5 Northbound, 3 Southbound)

Streetscape Improvements

REIMAGINE
REVITALIZE
REASSERT
↑ MAIN ST



Bus Stops & Shelters

Potential Conditions

Bus Lanes

Bus Turnout

Floating Stops





Bus Stops & Shelters

Potential Condition

Standard & Alternative Shelters

Streetscape Improvements

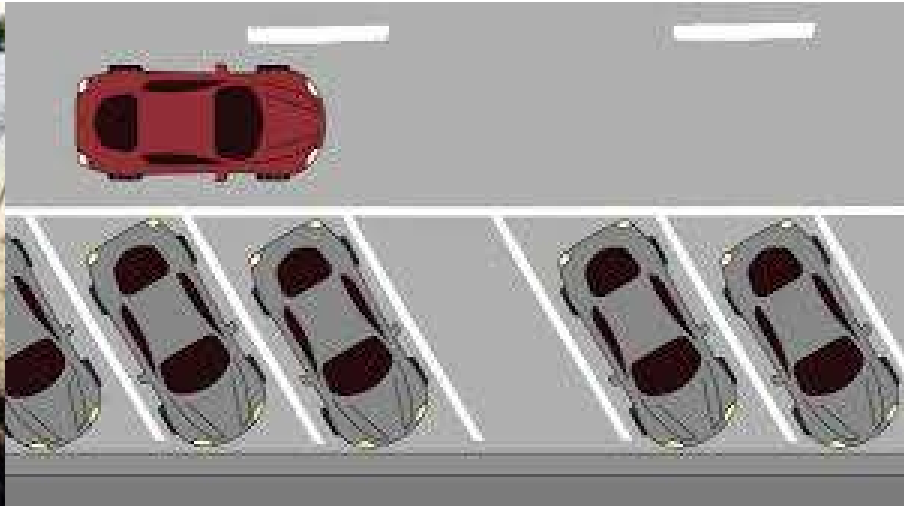
Parking On-Street

Existing
Condition

Portion of
Corridor –
Right Travel
Lane at Off-
Peak Hours



Streetscape Improvements



Parking
On-Street

Potential
Condition:

Rush-hour drive times
for two-mile stretch:
AM = 29.8 minutes
PM = 23.8 minutes

What's different from the 3-Lane Concept?
Shared-use paths for pedestrians and cyclists
replace sidewalks and cycle tracks on both sides

Street parking on both sides
provides a **barrier** between
moving vehicles and people

Center medians prevent head-on
collisions between turning vehicles
and make pedestrian crossings safer



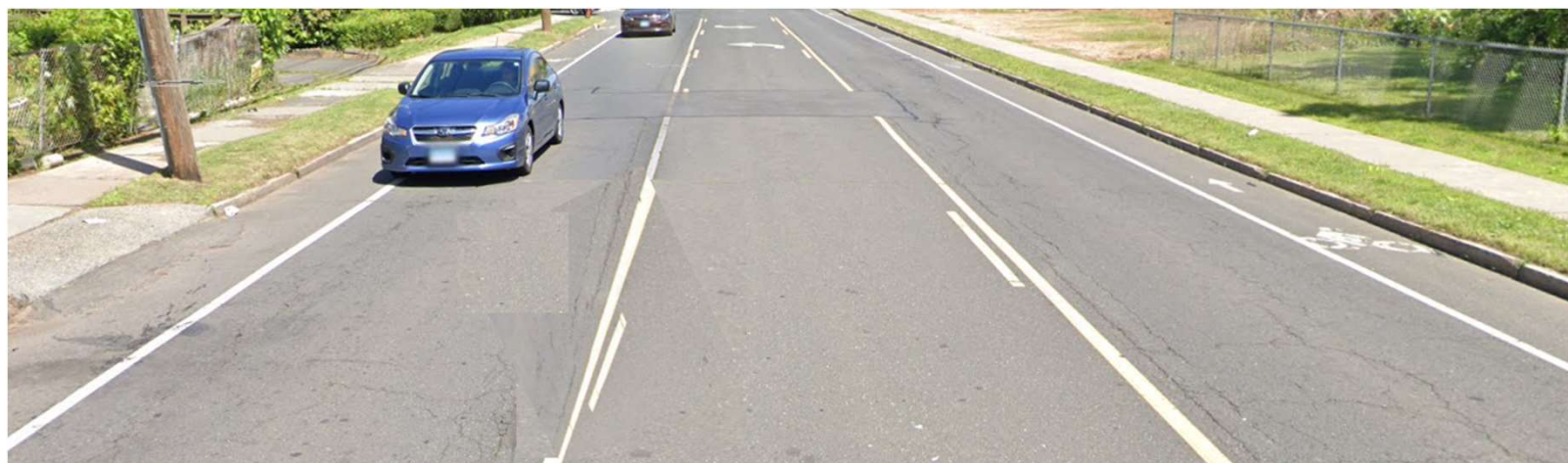
Angled,
One-Side,
Both-Side

Bicycle Facilities

Existing Condition:

Portion with Bike Lanes (within curb)

Portion with None



Bicycle Facilities

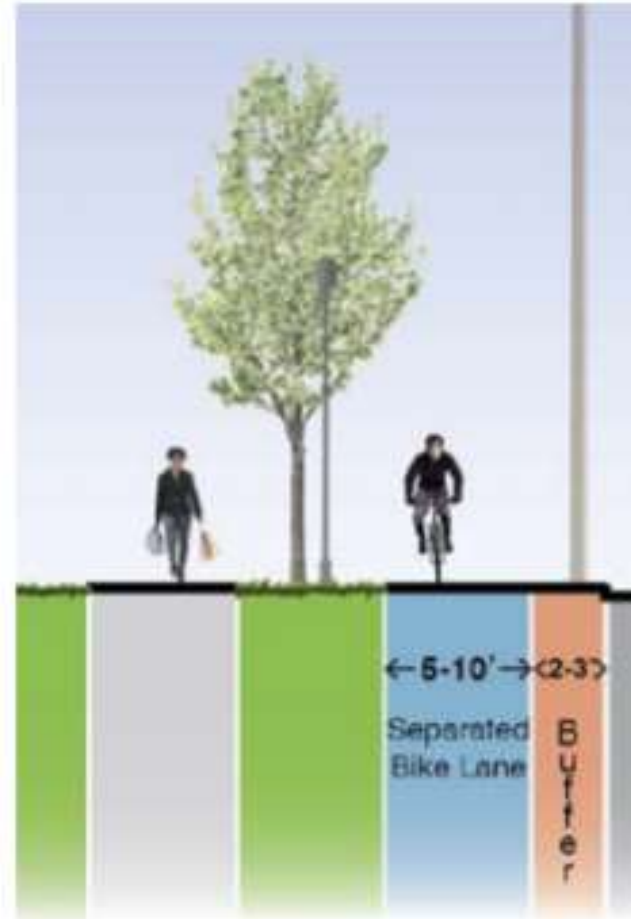
Potential Condition:

Buffered Bike Lane

Separated Bike Lane

Parking Buffer





Bicycle Facilities

Potential Condition:

Bike Facilities Outside Curb Line

One or Two Way



Side Walks

Existing Condition

Narrow Walk

Plain Concrete

Some Paver Banding

Streetscape Improvements



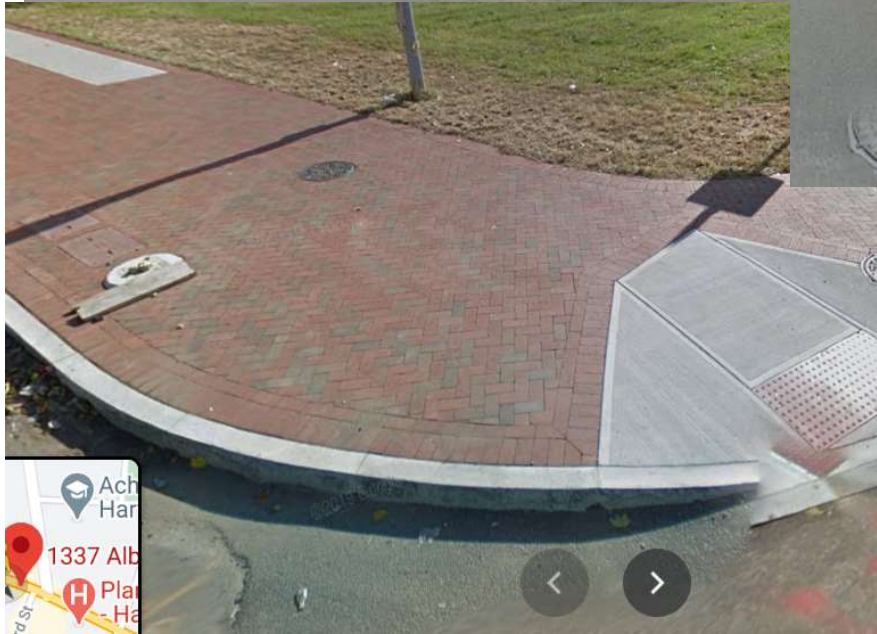
Side Walks

Potential Condition

Expanded Width
Concrete Sidewalk with Paver Accent
(Street Trees)

Standard Width
Concrete Sidewalk with Paver Accent

Streetscape Improvements



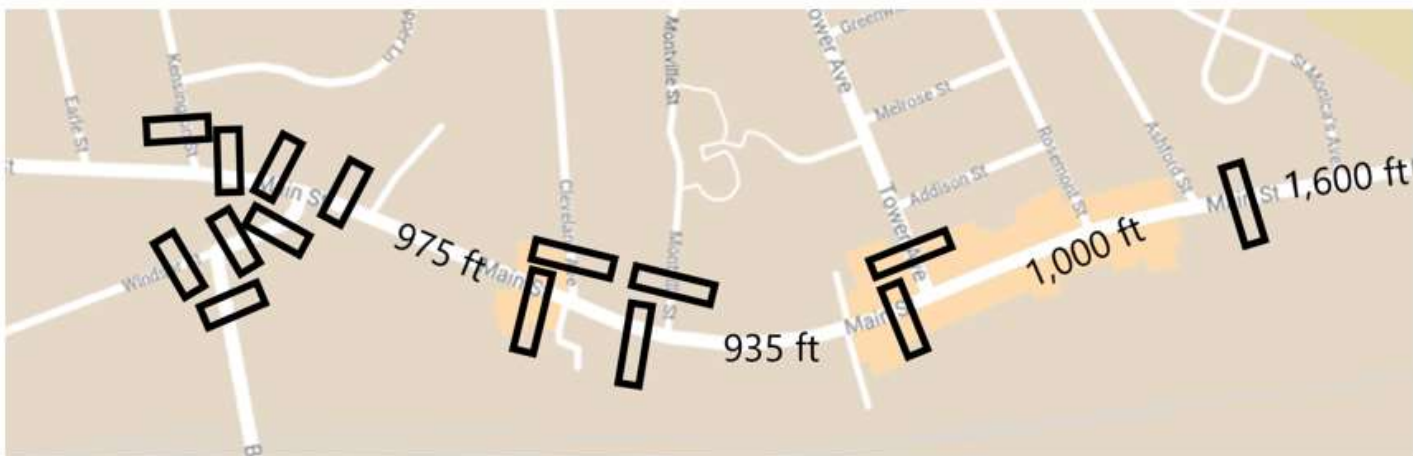
Side Walks

Potential Condition

Alternative Materials

Concrete with Stamped Accent

Paver path with Concrete Accent



Crosswalks: Kensington, Windsor, Cleveland, Montville, Tower, Fuller Brush



Cross Walks

Existing Condition

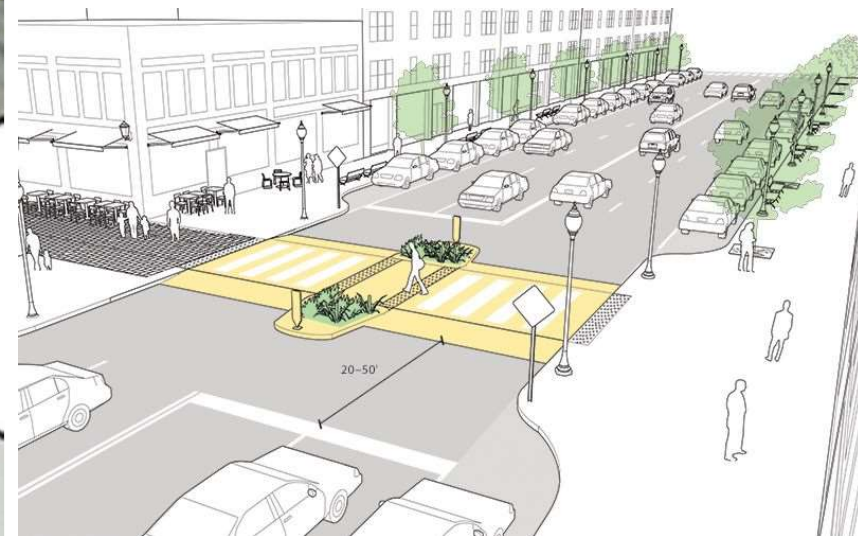
Up to 1,600 foot spacing

Simple Ladder Design



Cross Walks

Potential Condition:
Raised Intersection or Crosswalk



Streetscape Improvements



Cross Walks

Potential Condition:

Artistic

Stamped Asphalt

Paver





Greenery

Existing
Condition

Minimal
Street
Trees

Grass Strip
at curb



Greenery

Potential
Condition
at Curb

Street
Trees in
Planting
Strip

Grass Strip
at Curb

Planting
Strip

Streetscape Improvements



Greenery

Potential
Conditions

Raised
Planters

Buffered
Planters



Lighting

Existing
Condition

Mix of
Decorative
and
Standard
Fixtures



Lighting

Existing
Condition
(Cont.)

Mix of
Decorative
and
Standard
Fixtures

Streetscape Improvements

REIMAGINE
REVITALIZE
REASSERT
↑ MAIN ST



Potential
Conditions:



Lighting



Street Furniture, Etc...

Potential Conditions:
Benches, Trash Receptacles, Public Art,
Etc....



REIMAGINE, REVITALIZE & REASSERT MAIN STREET

Thank you for your time, and see you next week!

Please contact the project manager, Paul Bengtson, with any questions or comments about this project

paul.bengtson@hartford.gov or (860) 757 – 9056

Project Webpage: <https://tinyurl.com/NorthMainStreet>



CONNECTICUT
HOUSE DEMOCRATS