



REPORT OF MEETING

Date and Time: Thursday, February 25, 2016, 1:00 PM

Location: Lyceum, 227 Lawrence Street, Hartford

Subject: Bicycle, Pedestrian, and Transit Working Group #5

NAME	ORGANIZATION	EMAIL ADDRESS
Sandy Fry	Greater Hartford Transit District	sfry@ghtd.org
Tony Cherolis	BiCi Co.	acherolis@gmail.com
Jim Ford	City of Hartford	jim.ford@hartford.gov
Maureen Lawrence	Connecticut Department of Transportation	maureen.lawrence@ct.gov
Robert Johnson		gbnf3541@yahoo.com
Dylan Cardona	University of Hartford	dcardona@hartford.edu
Grey DelRio	RBA Group	gdelrio@rbagroup.com
Mitchi Paul	University of Hartford	mipaul@hartford.edu
Albert Labagnara		albie.labagnara@gmail.com
Francisco Gomes	Fitzgerald & Halliday, Inc.	fgomes@fhiplan.com
Pat Padlo	TranSystems Corporation	ptpadlo@transystems.com

1. Meeting Location

The meeting was held in the upstairs library of the Lyceum with meeting attendees seated informally at a round table.

2. Presentation / Discussion

Francisco Gomes, of Fitzgerald and Halliday, Inc. (FHI), first discussed the highway alternative used for the conceptual bicycle and East Coast Greenway plan. He described the areas that have potential for decking over and the options for local streets adjacent to and crossing the highway.

East Coast Greenway Conceptual

The East Coast Greenway conceptual route was viewed favorably by the Working Group. There was discussion about how at-grade crossings might work. One attendee noted a desire for a dedicated pedestrian/bicycle phase and the allowance of a corner to corner intersection crossing.

There was also discussion about the potential to extend the greenway north to Farmington Avenue along the west side of Hartford High School’s campus. Another attendee expressed interest in a connection directly to the intersection of Sisson and West Boulevard, rather than north of the intersection as shown in the concept.

The group discussed the potential pathway width of the proposed East Coast Greenway. It was agreed that 10 feet is an acceptable minimum but that 12 - 14 feet is more desirable.

There was concern about the quality of underpasses, the need for openness, and good lighting as these are critical to the perception of safety. Likewise, a sound barrier between the greenway and highway was discussed as being important for comfort.

The group discussed the use of gateways at starting points of the greenway. The gateways design could reflect the “mast” theme from the Hartford Riverfront Recapture.

On-Street Bicycle Network

The on-street bicycle network was well received by the Working Group. A member of the Working Group asked how cyclists should transition from cycle track facilities to bike lanes. The Sigourney Street cycle track maneuvers were discussed and noted as good example of this type of transition, particularly given planned bicycle improvements at the Sigourney Street/Farmington Avenue intersection. This is currently in design by CTDOT.

There was some concern about access to a new train station site and bike circulation in the station area. It was agreed that the area around Union Station and a potential new station is very complex and that the details of that design need to be developed.

There was a question as to why on-street facilities are needed parallel to the greenway. F. Gomes answered that the greenway is expected to be more recreational in nature and will likely serve longer trips while on-street facilities will serve shorter, more local trips and will be more accessible. It was also noted that recreational facilities can often be crowded during peak use and may not be the best facility for commuting during those periods.

An attendee expressed concern that the bicycle facilities could be reduced or cut from the design as the design progresses. There was also discussion about what happens to bike facilities beyond the limits of the project. The group was informed that the City of Hartford has been working towards developing bicycle lanes connecting into the project area, and examples include Capitol and Farmington Avenues.

Sidewalks: Critical Elements and Standards

Francisco Gomes informed the Working Group that the team is seeking to maximize the quality of the pedestrian environment. He noted that while minimum standards have been identified, pedestrian facilities will be as generous as possible where space allows. This includes sidewalk of adequate width, separation between sidewalks and traffic lanes and amenities such as street trees.

Local Transit

The Working Group next discussed potential opportunities and impacts to CT*fastrak*. An attendee asked about the potential for a CT*fastrak* stop at the Legislative Office Building. It was noted that there was one originally planned for that location. There was also discussion about how CT*fastrak* would be realigned and how it would enter or connect to Downtown.

With respect to transit stops, an attendee mentioned that local bus stops on every corner are problematic for bicyclists because of the frequent interruption of bicycle lanes and that it makes for a slow ride for bus commuters. The consensus was that this could be offset by fewer, but more amenable bus stops that have ample waiting spaces, shelters and benches.

Several attendees noted a desire for a dedicated pedestrian/bicycle phase as well as bus exclusive time through junctions with “road A.”

When reviewing national examples of pedestrian/bicycle bridge crossings, the example in third row center image was favored by student attendees.

3. Next Steps

The Working Group discussed meeting again, potentially at the April OPS. Members of the Working Group expressed preference for evening meetings.