



Designing the Streets to Accommodate All



The project's Bicycle, Pedestrian, and Transit Working Group is exploring methods to improve bicycle, pedestrian, and transit connectivity in conjunction with the redesign and reconstruction of I-84. Photo courtesy of Patrick Raycraft, Hartford Courant.

When we think of I-84 today, we think of cars and trucks. The concept of a highway is deeply ingrained.

But what happens when we reconsider I-84 not only as a highway, but as a multi-modal corridor?

“While the main purpose of I-84 is to move motorized vehicles, it must be well-integrated with local streets to meet the needs of all travelers.”

Since the mid-1900s, our nation prioritized moving cars and trucks as quickly as possible. We now know that this practice resulted in unintended consequences, such as impacts to public health and safety, the environment, landscapes, and local economies.

Fortunately, the tides of transportation planning are turning. While the main purpose of I-84 is to move motorized vehicles, it must be well-integrated with local streets to meet the needs of all travelers, such as transit users, bicyclists, and pedestrians. How can this be done?

Reconstructing I-84 will impact the local street network, and there will be opportunities to create new local streets. These redesigned roadways are a fresh start to employ Complete Street concepts.

Complete Streets are a set of design standards intended to accommodate all users, regardless of age,

ability, or means of travel. The I-84 Hartford Project will incorporate these standards.

To focus on the unique facets and user groups of this corridor, CTDOT established several Working Groups at the project's outset. The Bicycle, Pedestrian, and Transit Working Group's mission is to improve bicycle, pedestrian, and transit accommodations in conjunction with I-84 redesign and reconstruction.

Together with the rest of the I-84 Hartford Project team, several key voices have been active throughout the working group's workshops, including representatives of the Greater Hartford Transit District, CT Transit, and local bicycling and pedestrian advocates.

Transit operations dovetail with pedestrian and bicycling amenities because transit users often walk or ride to complete their journey. The Working Group is thus exploring opportunities to enhance transit waiting areas and bike parking to further improve travel options. *(continued on page 4)*

In This Issue

- Designing the Streets to Accommodate All 1
- Faces & Places of the Corridor: BiCi Co. 2
- Visions of a Robust Urban Trail 3
- Designing the Streets, continued 4
- Know Your Bike Facilities! 4
- About Complete Streets 4
- What's Happening in 2016? 4

¿Habla usted español? Una versión de este boletín está disponible en español a i84hartford.com.

— Faces & Places of the Corridor —

Welcome to Faces & Places of the Corridor, profiles of people who live, work, run businesses, or lead groups within the I-84 study area. Know someone who we should feature? Send us your ideas!

Introducing Community Bike Space, BiCi Co.

Tony Cherolis talks community engagement and sustainable transportation in the Capitol City.

BiCi Co. (pronounced Bee-Cee Co) is Hartford's one stop shop for youth programming, bicycle safety and mechanics courses, job training, and of course, steel on two wheels. The center claims to be the only bicycle shop in a city of 120,000 residents where 35% of households are non-car owners.

If that doesn't make BiCi Co. unique, its status as a member organization, offering monthly, annual, or equity memberships most certainly does. Through dues or volunteering time, anybody can become a member, and that's exactly what BiCi Co. Manager, Anthony Cherolis, wants to see.

As an extension of the Center for Latino Progress' (CTPRF) youth programming, BiCi Co. aims to more than fill the gap left behind after Hartford's last bike shop closed in 2014. "BiCi Co. increases access to bicycles for independent and cost effective mobility", says Cherolis. "Bicycles improve jobs access for adults and after-school program access for our youth."

The organization's diverse and multi-generational members work together to maintain the shop, swap and share skills, and learn. Whereas BiCi Co.'s youth members can work to build and earn their own bikes and safety equipment, membership offers adults access to cheap space, parts, and community knowledge for building and maintaining their own bicycles.



Tony Cherolis, Manager of BiCi Co., works to promote a culture of safe and educated cycling in Hartford. Photo courtesy of Patrick Raycraft, Hartford Courant.

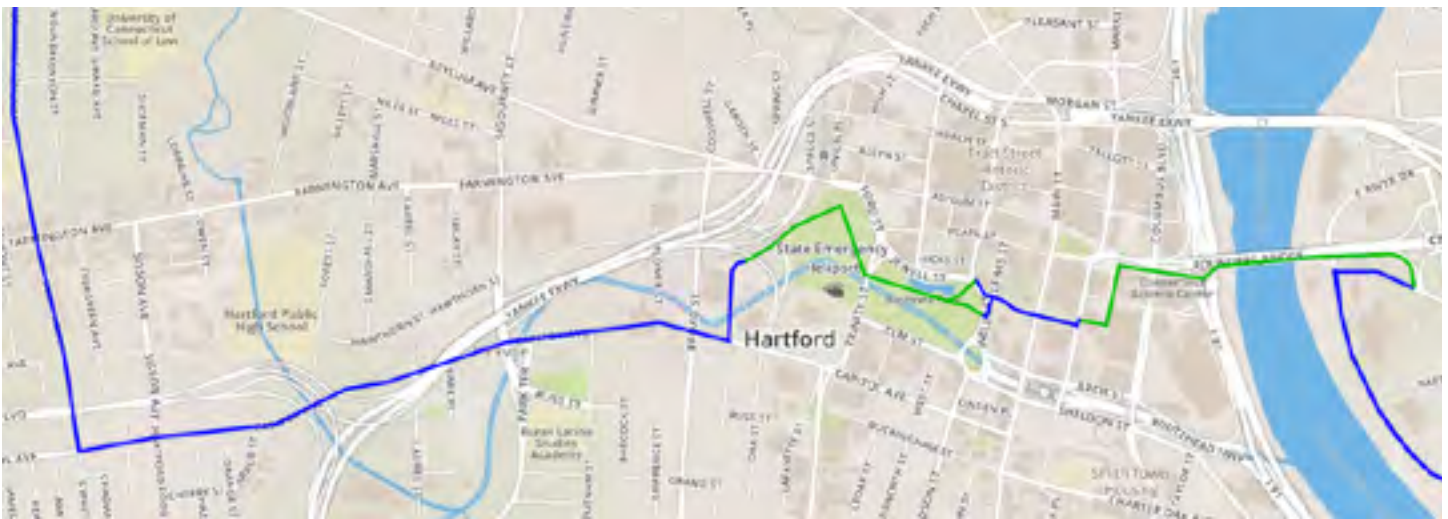
“BiCi Co. increases access to bicycles for independent and cost-effective mobility. Bicycles improve jobs access for adults and after-school program access for our youth.”

This community space was created as a modern collective focused on healthy, sustainable living and transportation. Cherolis says that Hartford has made progress to accommodate bicyclists over the last few years by installing bike racks and some bike lanes

throughout the city, but that adoption of a Complete Streets policy would be a big leap forward. As part of the South Green Neighborhood Revitalization Zone, Cherolis lobbied the City to eliminate parking on one side of Wethersfield Avenue in favor of bike lanes on either side. "If the elected officials and city departments are listening," he says, "public involvement and activism can be very powerful."

BiCi Co. operates as a non-profit in a space supported by the Spanish American Merchants Association at 97 Park Street, Hartford, near the I-84 Hartford Project study area. Visit BiCi Co. during open shop hours, Wednesdays 5:30–8:30 PM and Saturdays 1:30–5:30 PM.

Visions of a Robust Urban Trail



The East Coast Greenway is a “linear park” that extends from northern Maine to Key West, FL. The organization’s trail map illustrates the current on-road (blue) and off-road (green) facilities in Hartford and beyond.

Envision a Hartford with a well-connected network of multi-purpose trails, where people feel comfortable riding, running, walking, or moving around via wheelchair. Imagine how residents, commuters, and tourists could explore the rich culture, cuisine, and natural resources of Hartford’s diverse neighborhoods without a car, while supporting our local economy.

Is this some distant dream? Not necessarily. Much of the infrastructure exists today via the East Coast Greenway (ECG). Perhaps you’ve seen the blue and green trail markers around the city?

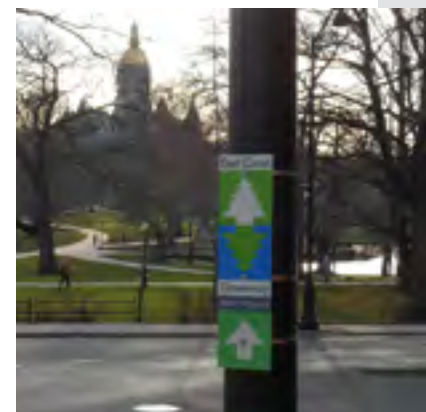
Conceived in 1991, the ECG is a 2,900 mile “linear park” that spans the full length of the East Coast, from Calais, ME on the Canadian border to Key West, FL, knitting together 27 cities along the way, including Hartford. The ECG’s vision is to create 2,000 miles of complementary routes that feed into the spine route, linking “key cities, towns, and areas of natural beauty,” according to the organization’s website.

As illustrated above, the trail threads through Hartford via Bloomfield and East Hartford. Some of the trail is off-road, through Bushnell Park, the Travelers’ Plaza, and over the Founders Bridge. However, much of the trail shares the road, often on busy urban streets. When it comes to comfort, on-street trails are less conducive to children, elderly, disabled, and inexperienced users.

The I-84 Hartford Project presents a unique opportunity to reconfigure the ECG as an off-road facility. When coordinated with public transit, it could truly accommodate people of all ages and abilities.

In a densely-developed corridor, where would the space come from? Reconstructing the highway and interchanges could free up right-of-way for such facilities.

Molly Henry, the New England Trail Coordinator for the ECG Alliance, and Rob Dexter, a local ECG Ambassador who participates on the project’s Bicycle, Pedestrian, and Transit Working Group, explain that their organization’s goal is to build capacity for a more robust facility.



While the organization’s ideal scenario is a well-connected, mostly-paved 8 foot-wide off-road trail, there are incremental improvements that can be made while planning for I-84 continues.

For example, centrally-located kiosks that highlight the history and extent of the ECG could raise awareness and use. Painted bike lanes could better define existing routes. Traffic calming measures, such as jersey barriers or planters, could further improve safety for users.

The project team and ECG Alliance agree that enhancing the trail would broaden transportation choices and recreational opportunities, lending to a more vibrant, healthy Hartford. If you’re interested in learning more about the ECG, visit greenway.org.

Designing the Streets, continued

(continued from page 1)

The Working Group is focusing on progressive design standards endorsed by the National Association of City Transportation Officials' Urban Bikeway Design Guide and Urban Street Design Guide.

For example, the group is considering the types of facilities that are most optimal on a particular street (see graphic below). They will also be discussing sidewalk standards, recommending street setback widths and crosswalk locations, and identifying potential amenities such as pedestrian-scale lighting, seating, landscaping, and roadway medians.

One critical piece of the corridor puzzle is reconfiguring the existing bike- and pedestrian-friendly East Coast Greenway as an off-road facility. Today, the route runs

both on- and off-road through Hartford. See page 3 to learn more about the Greenway.

The Working Group's biggest challenge is how to safely manage conflict points along the East Coast Greenway. How should we handle intersections where the route encounters the highway and local road network?

The Working Group will continue to evaluate alternatives and make recommendations. If you would like to join, please contact Mike Morehouse at mmorehouse@fhiplan.com. Otherwise, we welcome your comments on the website, and invite you to attend an Open Planning Studio in 2016.

Know Your Bike Facilities!

Bike facilities come in a range of options, and the Bike, Pedestrian, and Transit Working Group is exploring design provisions that accommodate or encourage safe bicycling.



- SHOULDER
- SHARED LANE
- CYCLE TRACK
- BIKE LANE
- SHARROW (SHARED LANE MARKING)
- MULTI-USE TRAIL

About Complete Streets...

- Streets are an important part of our communities.
- They allow people and goods to get around.
- They bring people together.
- They are the lifeblood of local economies.
- The most vibrant streets serve everyone, whether in a car, truck, on foot or bike.
- To learn more, visit SmartGrowthAmerica.org/complete-streets

What's Happening in 2016?

**FEB
25-26**

PAC Meeting & Open Planning Studio (OPS)

PAC Meeting & OPS

**APR
TBD**

**JUN
TBD**

PAC Meeting & OPS

PAC Meeting & OPS

**SEP
TBD**

**NOV
15-16**

PAC Meeting & OPS