Complete Streets in Hartford – Policy, Plan and Implementation
History of Bike Facilities Planning in Hartford

2004
• City wide traffic calming
• Plan for each neighborhood
• Varying levels of implementation
• Little focus upon bicyclist needs
History of Bike Facilities Planning in Hartford

2004

• Every repaving project an opportunity for restriping with bike lanes
Exploration of East Coast Greenway Options
Safer Streets Safer People Committee

Set the stage for:
- Complete Streets Policy
- Bicycle Friendly Community Bronze recognition
- Zoning ordinance rudimentary bike network

Other catalysts:
- BiCi Co
Complete Streets Policy

• Adopted September 2016
• Establishes Bicycle Pedestrian Coordinator and Complete Streets Working Group
• Requires development of Complete Streets Plan
• Requires annual reporting by DPW
Developing an Actionable Bike Plan

OUR PHILOSOPHY

Be aspirational...

but rooted in realism
Our Aspirations

Anyone who wants to bicycle in the City
for transportation
for exercise
for fun
WILL FIND IT EASY AND SAFE
Why Do We care?

• Mobility/Safety
• Balanced Transportation System
• Climate and Environment
• Economic Vitality
• Community/Public Health
Types of Cyclists

Four Types of Transportation Cyclists by Proportion of Population

0.5 to 2% 5 to 15% 50 to 70% 30 to 40%

Strong & Fearless
Ride regardless of roadway conditions
Make longer trips

Enthused & Confident
Attracted to cycling by better bicycle facilities
Make shorter trips regularly

Interested but Concerned
Curious about cycling
Like riding a bicycle
Afraid to ride
Do not ride regularly

No Way No How
Not interested in cycling

We want to continue to make improvements for these groups…
And we want to make improvements that encourage this group to consider cycling or cycling more often

1. Roger Geller, “Four Types of Cyclists”, Portland Office of Transportation
Steps in Developing the Plan

• Develop Facility Selection Guide
• Develop Design Guide
• Evaluate, where do people want to go?
• Examine plans to date
• Consolidate plans, look for gaps
• Apply Selection Guide to the City
Safe Bicycle Facility Design:

- Treats bicyclists as operators of vehicles
- Encourages operation in accordance with traffic flow and traffic law OR provides controls to prevent conflict
- Connects destinations in a continuous network
- Accommodates cyclists without inconvenience or extra travel/distance/time
Types of bike facilities

- Bicycle Boulevard
- Shared Roadway
- Striped Bike Lane
- Buffered Bike Lane
- Separated Bike Lane
- Side path

Different jurisdictions use differing definitions, these facility types and definitions will be used for the Hartford Bicycle Plan.
Intersection Treatments

- Combined Lanes
- Bike Pockets
- Bike Boxes
- Two-Stage Left Turn Boxes
- Protected Intersections
- Median Refuge Islands
Facility Selection Guidance

<table>
<thead>
<tr>
<th>TRAFFIC VOLUME (ADT)</th>
<th>0-4,000</th>
<th>4-6,000</th>
<th>6-10,000</th>
<th>10-15,000</th>
<th>15-20,000</th>
<th>20,000+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (MPH)</td>
<td>0-24</td>
<td>25-29</td>
<td>30-34</td>
<td>35-39</td>
<td>40-44</td>
<td>45+</td>
</tr>
<tr>
<td>Bicycle Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Roadway</td>
<td></td>
<td></td>
<td>Acceptable</td>
<td>Provisional*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Striped Bike Lane</td>
<td>Acceptable</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td></td>
<td></td>
<td>Acceptable</td>
<td>Provisional*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Separated Bike Lane</td>
<td>Acceptable</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidepath</td>
<td>Acceptable</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Provisional speed ranges are allowed for the selection of facilities providing improvements associated with the installation of bike facilities are expected to bring traffic speeds within the acceptable range.

Design to achieve 85th percentile speed of 20 mph or less
Selection Guidance: Intersection Treatments

<table>
<thead>
<tr>
<th>FACILITY TYPE</th>
<th>COMBINED LANE</th>
<th>BIKE POCKETS</th>
<th>BIKE BOXES</th>
<th>TWO-STAGE LEFT TURN BOXES</th>
<th>PROTECTED INTERSECTIONS</th>
<th>MEDIAN REFUGE ISLANDS</th>
<th>INTERSECTION CROSSING MARKINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Roadway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Striped Bike Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May be provided if intersecting facility has a buffered bike lane, separated bike lane, or sidepath</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Separated Bike Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>May be provided unsignalized intersections</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Intersection treatments identified for the bicycle facilities in this table are specific to the bicycle facility on that approach of the intersection. Intersecting bicycle facilities may require unique intersection treatments for those approaches -or- a common intersection treatment may be required for all approaches.
Existing Bicycle Facilities

Facilities include:
- Shared roadways
- Bicycle lanes
- Sidepaths
- Park pathways and driveways
- Other pathways
Adopted Network
Implementation

- With Repave
- Include Bike Plan recommendations in any Roadway projects
- New approaches – tactical urbanism
- Seek grants for implementation
  - Community Connectivity Grant
  - Made to Move (bike boulevards)
  - Whatever we can find
- Internal funding sources
Resources

• Contact me with any questions:
  Sandy Fry, Sandra.fry@Hartford.gov
  860-757-9222