Walk and Bike Audit – June 21st, Charter Oak Landing / Coltsville Area

Background – There is a $213 million project underway to reduce congestion / increase capacity at the I-91 Charter Oak Bridge interchange. It was noticed that the project had zero Complete Streets improvements in the area around the interstate overpasses, despite significant and known shortfalls in lack of sidewalks, no bike facilities, dangerous rail crossing, and low lighting under the interstate structures.

This walk and bike audit was scheduled to highlight those issues and the active transportation disconnect between Coltsville, nearby high schools, residential areas, employment centers, and the Charter Oak Landing riverfront park.

www.i-91charteroakbridge.com
https://tinyurl.com/charteroakdetails
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Starting out with Lunch and Introductions, Attendees:

• Anthony Cherolis, Transport Hartford Coordinator
• Estephany Lopez, Transport Hartford Intern
• Rob Dexter, East Coast Greenway
• Anna Bergeron, CT DOT, Planning
• Steve Thornton, resident
• Alan Blasenstein, Transport Hartford Ambassador, bicycle commuter
• Rich Moll, bicycle commuter, works in East Hartford at P&W Power House
• Chris McArdle, resident, bicycle commuter, lives nearby at Capewell apartments
• Chris Hayes, Riverfront Recapture, Director of Operations
• Frank Hagaman, retired, resident
• Jack Hale, Church of the Good Shepherd & Friends of Colt Park, Hartford resident
• Kevin Rivera, Press Assistant/District Aide, Congressman John B. Larson
• Cameron Clarke, Intern, Congressman John B. Larson
• Ben McMillan, CT DEEP, Research Analyst, Office of Climate Change, Technology, and Research
• Kevin Sullivan, Wethersfield resident, bicycle commuter
• Dario Del Puppo, Wethersfield resident, Trinity College professor, bicycle commuter
• Raul Irizarry, Hartford resident, CRCOG, Planner Intern
• Mike Cipriano, CRCOG, GIS Specialist/ Senior Planner
• Rachel Hiskes, resident
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Opportunity within Charter Oak Park – Stripe crosswalk on desire line

• Primary walking entrance to the park, and where most pedestrians will cross if they are walking to the half of the park that includes the gazebo, picnic facilities, and playground
• There is an ADA ramp around the corner, but not on this walking desire line
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Terrible train tracks – Bicycle crash hazard, and no crosswalk

- Sidewalk leaving the Charter Oak Landing Park terminates into mud and grass
- No crosswalk connection to the bicycle and pedestrian CT River bridge crossing sidewalk
- Off angle railroad tracks are a known bike crash hazard
- Consider alternate bicycle and pedestrian entrance to park – more direct, 90 deg rail crossing, follow shorter desire line from Reserve Road to park road

Could these off-angle tracks be any worse for causing bicycle crashes?

Note – These tracks and the crossing are owned by the CT Department of Agriculture and serve the nearby Regional Market (their contact info, reach out, 860-527-5047)
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**Terrible train tracks** – An inexpensive design solution is needed

**Off Angle, Degraded Railroad Tracks** – Hartford, CT

**Reserve Road** – Tactical Urbanism Safety Improvement

Add temporary striping and arrows to show improved, safer crossing angle on both sides.

Add cone to the road, narrow car lane, to provide room within lane for bicycle re-entry.

[link to Crossing Improvement](https://tinyurl.com/crashtracks)

**Knoxville, TN** – Cost ~ $5,000

*An example of a “jughandle” path design in Knoxville. ([Chris Cherry/Journal of Transport & Health](https://journaloftransportandhealth.org))*

- This location has been a known issue for bicycle crashes since the 2007 Discover Hartford Bike Tour, which after 2007 changed their route to skip Charter Oak Landing entirely
- Background and recommendations - [https://tinyurl.com/crashtracks](https://tinyurl.com/crashtracks)
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Looking South on Reserve Road – No sidewalks, no bike lanes, lighting

- This is a walking and bike commuter route for laborers and employees in the South Meadows industrial and commercial district
- **Recommendations** – Narrow travel lane to 11’, bike lanes with marking / signs, sidewalk connection to the Regional Market, improve lighting under the bridges for pedestrians
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Hartford Entrance to the Bike / Ped Crossing of the CT River

- Sidewalk up to the Charter Oak Bridge bike/ped crossing of the CT River
- **Recommendations** – Repair the damaged lighting, replace with LEDs. Lights have been broken for over 5 years on this sidewalk up to the bridge. More frequent “street sweeping” of the bridge crossing, broken glass and flat tires very common issue. Better snow / ice clearing in the winter. Add a way-finding / directional sign that lets pedestrians and bicycle riders know that this is a connection across the river to East Hartford.
• **Recommendations** – Add a sidewalk, at least on one side of Reserve Road. Visible “goat path” which was too muddy to use during the audit. Sharrows and/or speed hump on Reserve Road would improve safety for bicycle commuters, pedestrians crossing, and reduce speeding. Potential to design the sidewalk as a “sidepath” for shared bicycle and pedestrian users connecting to the park and the bike/ped bridge.
The judicial building in the photo is a destination for many on bikes and walking, check-in for those on parole / probation.

**Recommendations** – Continue Warwarme sidewalk for entire length of street. Bike lanes on Warwarme (or a bi-directional, separated bikeway). Crosswalk should be marked across Warwarme at the intersection of Huyshope. SMSA high school is on Huyshope.
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Huyshope, Looking North past Dillon Stadium Construction

• Next to the Sport and Medical Sciences Academy (SMSA) on Huyshope, the sidewalks and crosswalks near the school are well marked. We saw around 15 students get on this bus. CTtransit buses are currently infrequent in this part of Hartford. It took the students a long time to load, since they all had to pay the fare separately. The bus was parked for at least 5 minutes during loading.
• We're coming upon the construction for Dillon Stadium. A sidewalk is being installed where there wasn't one before on this side of Huyshope.
• **Recommendations** – Crosswalks from the Huyshope parking lot to Dillon Stadium should be improved and include centerline crosswalk signs. Dillon Stadium should include bus stop improvements. Huyshope would benefit from Speed Humps and / or raised crosswalks.
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Maseek, Looking East along the sidewalk across from Dillon Stadium

Recommendations
• Masseek would be a good no-parking, bike boulevard route between Van Dyke and Colt Park (and Dillon Stadium). This could be accomplished with speed humps and a 20 mph speed limit (with marked sharrows).
• There may need to be a mid-block crosswalk between the parking lot and the stadium, and this could be a raised crosswalk
• Replace degraded sidewalk
• Crosswalk needed where Masseek hits Van Dyke, and a sidewalk is needed on the West side of Van Dyke
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Van Dyke, Looking North from Masseek

Current layout of Van Dyke encourages speeding / racing

This is not an ideal design right next to Coltville, schools, and the new national park

This street also serves two riverfront park entrances to Charter Oak Landing

Recommendations
• Van Dyke is a wide corridor with plenty of room for buffered bike lanes or a separated bi-directional cycle track
• This is part of the City of Hartford Bike Master Plan, funding is not yet identified
Very wide, one way split off of Reserve Road serves as a ramp / slip lane onto Van Dyke

Recommendations
• Incorporate sidewalk connections between Van Dyke and the Charter Oak Landing Park
• Improve lighting under interstate and ramp overpass

Recommendations - Continued
• This could be closed to car traffic and simplify the intersection with Reserve, Van Dyke, Warwarme, or this could be narrowed with a bi-directional, separated multiuse trail that serves both the park entrance and the bike/ped bridge
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Reserve Rd, Under the I-91 overpass

Recommendations
• Incorporate bicycle and pedestrian infrastructure to connect to the riverfront park entrance and bike/ped bridge crossing
• Increase lighting under this structure to make that connection both safer and more inviting for vulnerable road users

Recommendations - Continued
• Other cities / DOTs would put a mural (local artist) on a drab concrete wall like this to improve the aesthetic (near a popular park) and reduce graffiti tagging
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Under the I-91 overpass, Connecting to Van Dyke / Charter Oak

Recommendations
- Improve signs and lighting – Why are there no signs on this CT DOT structure that connects those in Coltsville to a regional gem, riverfront park system?

Kudos to the folks at Riverfront Recapture for improved bike & pedestrian wayfinding within their riverfront park system, and on this new bike rack in the Charter Oak Landing park.
**Walk and Bike Audit – June 21st, Charter Oak Landing / Coltsville Area**

**Bicycle and Pedestrian Charter Oak Bridge Crossing – East Hartford Side**

**Confusing sign, not informative**
(East Hartford side of bike/ped connection at East River Drive)

**Recommendations**
- Road diet and bike infrastructure on East River Drive, connecting to Great River Park, and there is potentially enough room for a median island with street trees.
- Pedestrian crossing of on/off ramp is very long. Add a center island for crossing refuge and traffic calming.

**East River Drive Ext is 5 lanes wide**

**Poster child for a road diet and bike lanes**
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SILVER LANE CORRIDOR STUDY

What is a Corridor Study?
A corridor study is a multi-modal planning process to prepare a master plan for a transportation corridor.

Why Silver Lane?
- Promote orderly growth
- Encourage efficient use of public infrastructure
- Assure there is adequate infrastructure to accommodate growth
- Provide guidelines for roadway improvements that benefit all parties

Silver Lane Study Limits
A two mile section of Silver Lane (State Route 502) from the intersection of Route 15 easterly to the intersection of Forbes Street

What is the Study process?
- Data collection (Completed)
- Existing conditions assessment (Completed)
- Future conditions assessment (Completed)
- Identification and analysis of alternatives
- Transportation improvement plan

Want to Stay Informed?
Visit our Project Website and Join our Mailing List:
http://crcog.org/silverlanestudy/
Visit the Silver Lane Advisory Committee Website:
https://www.easthartfordct.gov/silver-lane-committee

Learn more - https://www.easthartfordct.gov/silver-lane-committee
- Repaving and potentially bike lanes and pedestrian improvements in 2019 (interim improvements)
2018 Walk and Bike Audit Notes and Photos

- **May 1st**, East Hartford, Burnside Ave (rt 44) and Main Street Bike and Walk Audit - [LINK]

- **May 22nd**, Hartford, Albany Ave (rt 44) – Construction Walk Audit - [LINK]
  - In response to resident complaints of safety and ADA issues around the Albany Ave construction work

- **June 5th**, West Hartford, Bike and Walk Audit of North Main Street - [LINK]

- **July 18th**, Glastonbury – Bike and Walk Audit of the Hebron Ave / New London Tpke Roundabout - [LINK]

- **August 30th** - Route 159 and 75 in Windsor's town center area – [LINK]

- **Sept 26th** – Silver Lane in East Hartford, Main Street to Simmons – [LINK]

- **Oct 11th** – Wethersfield Avenue, Hartford CT – [LINK]
  - In response to a daytime pedestrian fatality, noted significant opportunities for traffic calming, speed enforcement, and safer pedestrian crossing infrastructure

- **Saturday, Oct 20th** – Hartford’s Union Station Area, following the CT Voter Forum - [LINK]

- **Nov 19th, Main St, Park St, and Pulaski Circle** - Ahead of the Multimodal and Transit Summit in Hartford - [LINK]
2019 Transport Hartford Walk and Bike Audits

- **January 26th** – [North Main Street, Hartford](#) – Near Parker Memorial Recreation Center
- **March 19th** – [Asylum Hill Neighborhood, Hartford](#)
- **April 11th** – [Newington and New Britain, from the Cedar Street CTfastrak station to CCSU](#)
- **May 8th** – [Downtown North, Dunkin Donuts Stadium, and Clay Arsenal Neighborhood in Hartford](#)
- **June 21st** – [Charter Oak Landing and Coltsville in Hartford](#), including bridge crossing to East Hartford
- **June 22nd** – [Weaver High School and Bowles Park, Hartford](#) - School re-opening in Fall 2019
- **Do you want to coordinate a future Walk and Bike Audit?** Contact [TransportHartford@ctprf.org](mailto:TransportHartford@ctprf.org), 860-247-3227

What is a Walk Audit? [↩] Do it yourself instructions!

Join the Conversation ➔ [Transport Hartford – Talking Transportation](#)