Bridgeport Complete Streets

MOBILITY, EFFICIENCY, AND SUSTAINABILITY
BGreen 2020

BGreen 2020
A Sustainability Plan for Bridgeport, Connecticut
Make Bridgeport’s Roadways “Complete Streets”

- **GOAL**: Encouraging alternative forms of transportation while reducing the number of cars on the roads.
- **STRATEGY**: Enhancing overall mobility for residents and employees by rethinking the role that public streets play in enabling mobility.
- Increasing walking, cycling, carpooling, and public transportation.
A “Complete Streets” policy for Bridgeport will require that public infrastructure be constructed with the needs of all users in mind, not just drivers.

A complete street provides access to bicyclists, pedestrians, transit riders and drivers, through appropriate design.
Make Bridgeport’s Roadways “Complete Streets”

- On low-traffic side streets, a complete street may consist of sidewalks and shared roadway for bikes and cars.

- In higher-traffic areas, separated bike lanes and bus pull-outs may be possible.
The key sustainable principles of the plan include:

- Utilize sustainable energy practices and improve energy efficiency of both private and public sector facilities;
- Reduce automobile trips and provide a wide range of mobility options;
- Facilitate redevelopment of underutilized sites into neighborhood amenities;
- Ensure access to open spaces and foster community cohesion and stewardship; and
- Assist green businesses.

The *BGreen* 2020 plan focused on five critical areas. Among these was mobility. The primary goals are:

- Reduce automobile trips, vehicle miles traveled, and the city’s transportation emissions

  Provide city residents, workers and visitors with a wide range of mobility options that are less carbon intensive.
Complete Streets/Bridgeport, Connected
Pequannock River Trail Extension Phase 3
South End Bike Path
South End Bike Path

Travel way

5.0'(Min.)

12.0' (Min.)

4.0'(Min.)

Shoulder Striping
Black Rock Bike Path
Suitability Analysis

- Local roads with low speed limit
- Bi-directional road configuration
- Level travel surface
- Scenic Route
Constraints Analysis

- Narrow roads
- On-street parking
- Multiple Intersections
- Road Geometry
From Fairfield Avenue:

Turn onto Gillman Street
Turns into Eames Boulevard
Follow around, turns into Grovers Avenue
Turn right onto Brewster Street
Turn left onto Ellsworth Street
Turn right onto Monroe Street
Continue onto Osborne Street
Straight onto Ocean Place
Turn right onto Wordin Avenue
Turn left onto Bostwick Avenue
Turn right onto Railroad Avenue
Bridgeport’s Downtown Connections

FUTURE

Welcome to Downtown Bridgeport
Bridgeport’s Downtown Connections
Blue and Green Roof @ HCC Museum of Art

Figure 14: Blue and green roof concept at the Housatonic Museum of Art
Lincoln Boulevard

Concept A

Concept A - Roundabout
Lincoln Boulevard

Concept B

Concept B - Roundabout
Lincoln Boulevard

Figure 4-19. Green/Complete Street Concept for Lincoln Boulevard
Park Avenue Complete Street

Sections

Layout
- 2 ½ Travel Lanes
- 7' Cycle Lanes
- 8' Sidewalks

Planting
- Planting medians allow for slight curb cut only for the ease of delivery in winter

Code
- Travel lane designate for biking
- 3' marking
- 2' marking in front of storm sewer
- bike designated
- bike

Existing Site Photos

Existing Conditions
Park Avenue Complete Street

Sections

Layout
- 11’ Travel Lanes
- 8’ Bicycle Lanes
- 8’ Parking Lanes
- Removal of Existing Median
- 8’-10” Sidewalks

Pros
- Most commonly used Complete Street concept in US.
- Proposed roadway can be accommodated within existing roadway footprint.
- Less expensive construction cost option.

Cons
- Removal of median will allow left turn lanes used from driveways.
- Possible conflict of a bicyclist and parked vehicle door opening.
- Widener perception roadway conducive to speeding.

Green Stormwater Management

Plan

Concept 1  12.02.2010
Park Avenue Complete Street

Sections

Layout
- 11' Travel Lanes
- 6' Bicycle Lanes
- 8' Parking Lanes
- 4' Center Median
- 1' Left Shoulder
- 5'-10' Sidewalks

Pros
- Proposed revetment will allow for the existing condition of right turn only into and from driveways to remain.
- Median will allow for the possibility of single pole lighting to illuminate the entire route.
- Will create a "higher" perceived roadway for motorists.
- Previous pavement at intersections allow for more smoothness infiltration and enhance traffic calming.

Cons
- Double conflict of a bicyclist and parked vehicle door opening.
- Roadway widening will be required.
- Truck U-turns no longer possible.
- Pedestrian vehicle U-turns more difficult than existing condition.

Plan
- New Street Tree
- New Median
- New Curb
- New Bollard
- New Fire Hydrant
- New Streetlight
- New Manhole
- New Sign
- New Catch Basin
- New Drainage

Concept 2 12.02.2010
Park Avenue Complete Street

Sections

- 11' Travel Lanes
- 5' Bicycle Lanes
- 6' Parking Lanes
- 6' Separated Lanes
- Removal of Turning Median
- 8'-10' Sidewalks

Pros

- Provides bicycle-protected bicycle lane between intersections, except at driveways.
- Innovative design (First primarily in Europe. While several are planned in the US, this would be one of the first implemented).
- Alternating sidewalks and walkways would create a pedestrian-friendly streetscape.

Cons

- Proposed separated bicycle lane has been controversial in the US.
- Removal of median will allow left-turn lane and from driveways.
- More expensive construction option.
- Traffic signal at Park Avenue and Taff Avenue may require reconfiguration to provide an exclusive bicycle phase.

Site Furnishings and Amenities

- Street lights
- Benches
- Planters
- Art installations

Plan

- Park Avenue
- Complete Street
- Bridgport, CT

12.02.2010
Sikorsky Aircraft District Improvements

- I-95 Interchange
- Arrival Focus
- Tertiary work

Existing On-Street Parking
Permeable Paver Parking Stalls
Existing Sidewalk in poor condition
Green Streetscape Improvement
Complete Street Intersection
I-95 Overpass Admiral Street
Decorative Fence and Plantings
Protect the City's Natural Resources
Existing Road Conditions
Bicycle Paths
Existing Crosswalk
Seaside Parkbound from South Ave
Traffic Calming
Paver Crosswalk