



# Bridgeport Complete Streets



**MOBILITY, EFFICIENCY, AND  
SUSTAINABILITY**



# BGreen 2020



PARK CITY  
bridgeport, ct

## 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.

# Make Bridgeport's Roadways "Complete Streets"



- 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.

# Working Together with GBRC



## Complete Streets Policy & Action Plan

Prepared for the City of Bridgeport by the  
Greater Bridgeport Regional Council



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

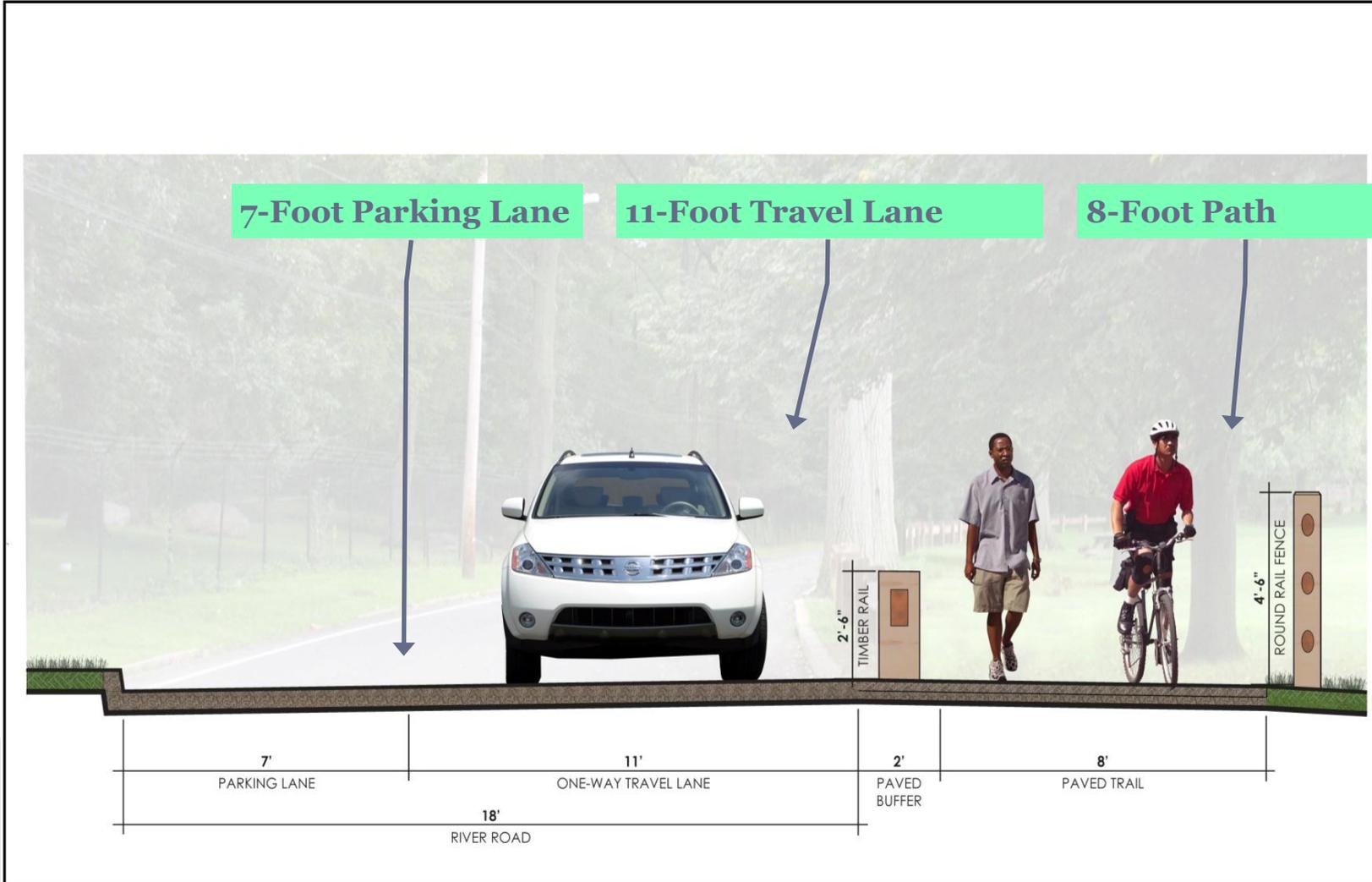


**THE PARK CITY**  
"Physically Connected"  
Parks Master Plan 2011  
City of Bridgeport, CT

SASAKI



# Bridgeport Beardsley Park

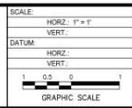


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 Title: BRIDGEPORT BEARDSLEY PARK  
 Project: 1007072

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER

SEAL	SEAL

SCALE
HORIZ: 1"=1'
VERT: 1"=1'
DATUM:
HORIZ:
VERT:
GRAPHIC SCALE



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GREATER BRIDGEPORT REGIONAL PLANNING AGENCY  
 RIVER ROAD AND TRAIL CROSS SECTION  
 REGIONAL HOUSATONIC RAILROAD TRAIL  
 STATE PROJECT NO. 144-186  
 PRELIMINARY DESIGN PLANS  
 BRIDGEPORT CONNECTICUT

PROJ No. 2007072 A10  
 DATE: 08/12/2011  
**XS-1**



# Pequonnock River Trail Extension Phase 3

**FACTORY CLASSIFICATION LEGEND**

Classification	Color
Industrial	Red
Commercial	Orange
Residential	Yellow
Public	Green
Other	Purple



**BRIDGEPORT**  
CONNECTICUT  
DESIGNED BY THE  
GENERAL ENGINEERING & SURVEYING  
A DIVISION OF THE  
STATE OF CONNECTICUT  
SCALE: 1" = 100'  
DATE: 10/15/10  
DRAWN BY: J. B. [unreadable]

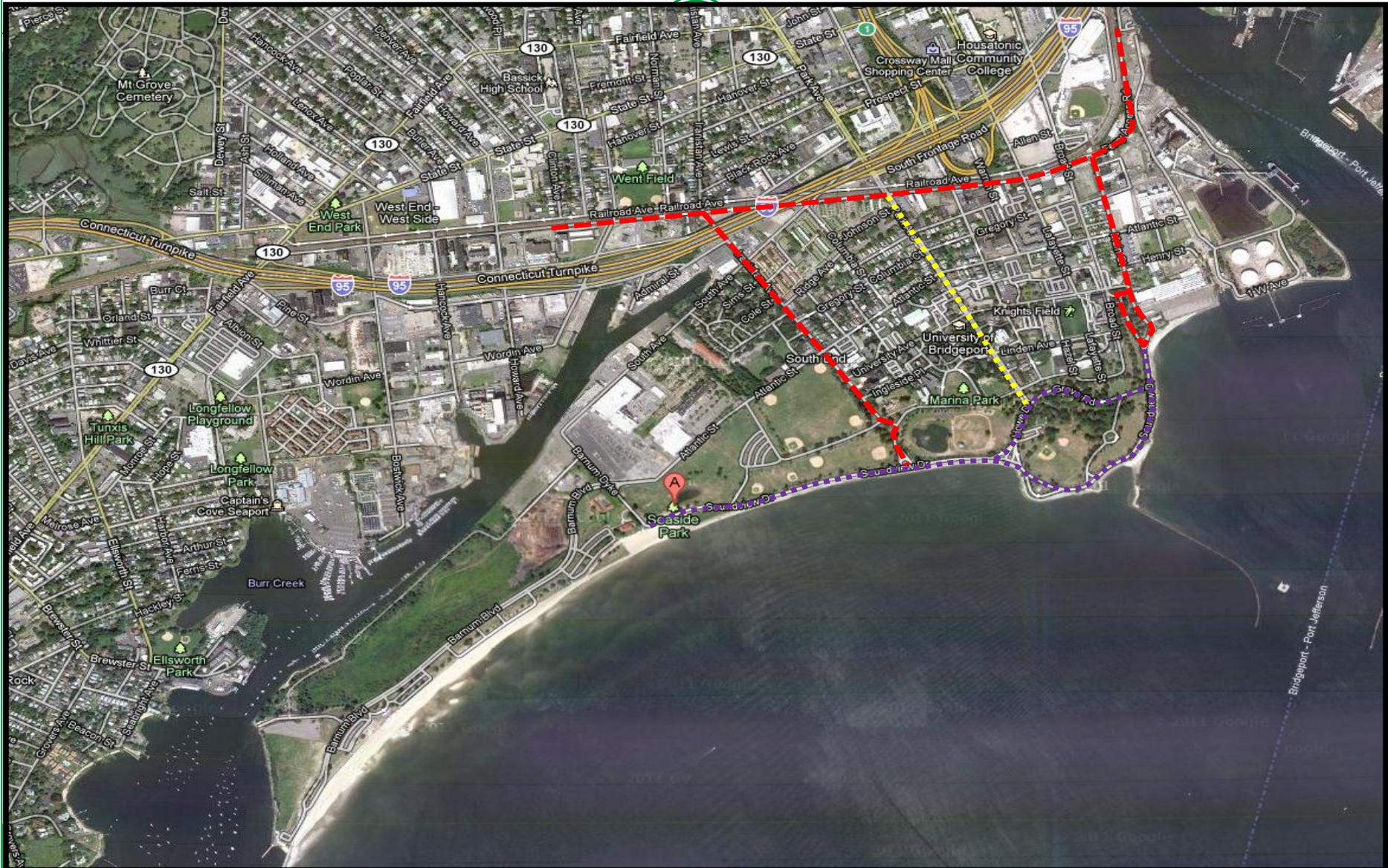


# Pequonnock River Trail Extension Phase 3



- On-Road Segment
- Off-Road Segment
- Planned Segment
- Existing Off-Road Segment

# South End Bike Path



**BEGIN**

M4-14

# South End Bike Path



D11-1



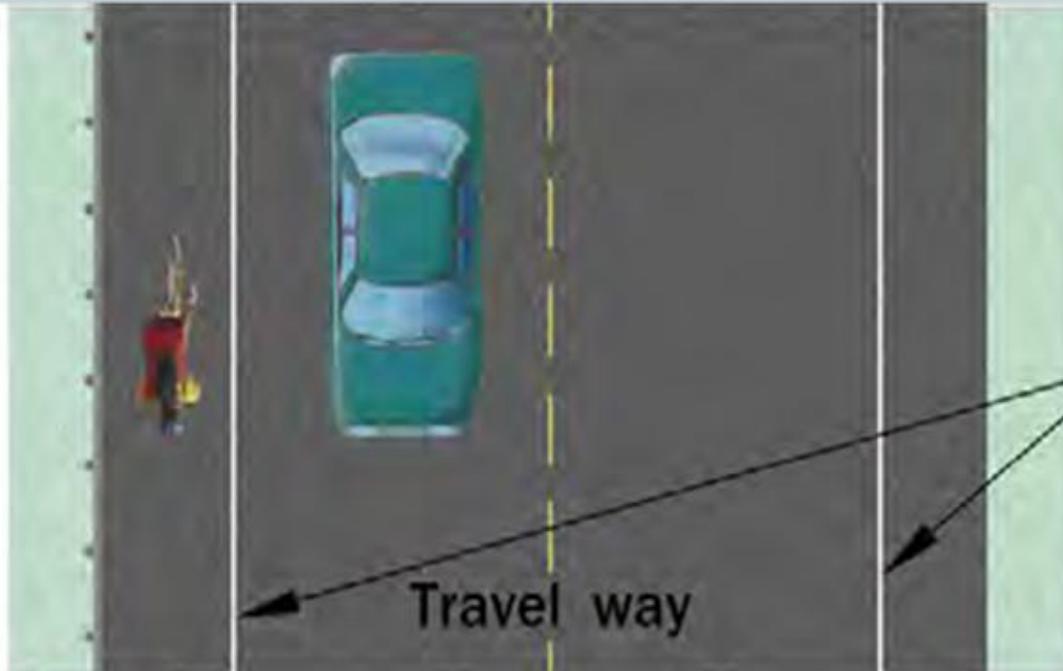
M6-1



M5-1



M6-6



Travel way

Shoulder Striping

5.0'(Min.)

4.0'(Min.)

12.0'  
(Min.)

# Black Rock Bike Path



# Suitability Analysis



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

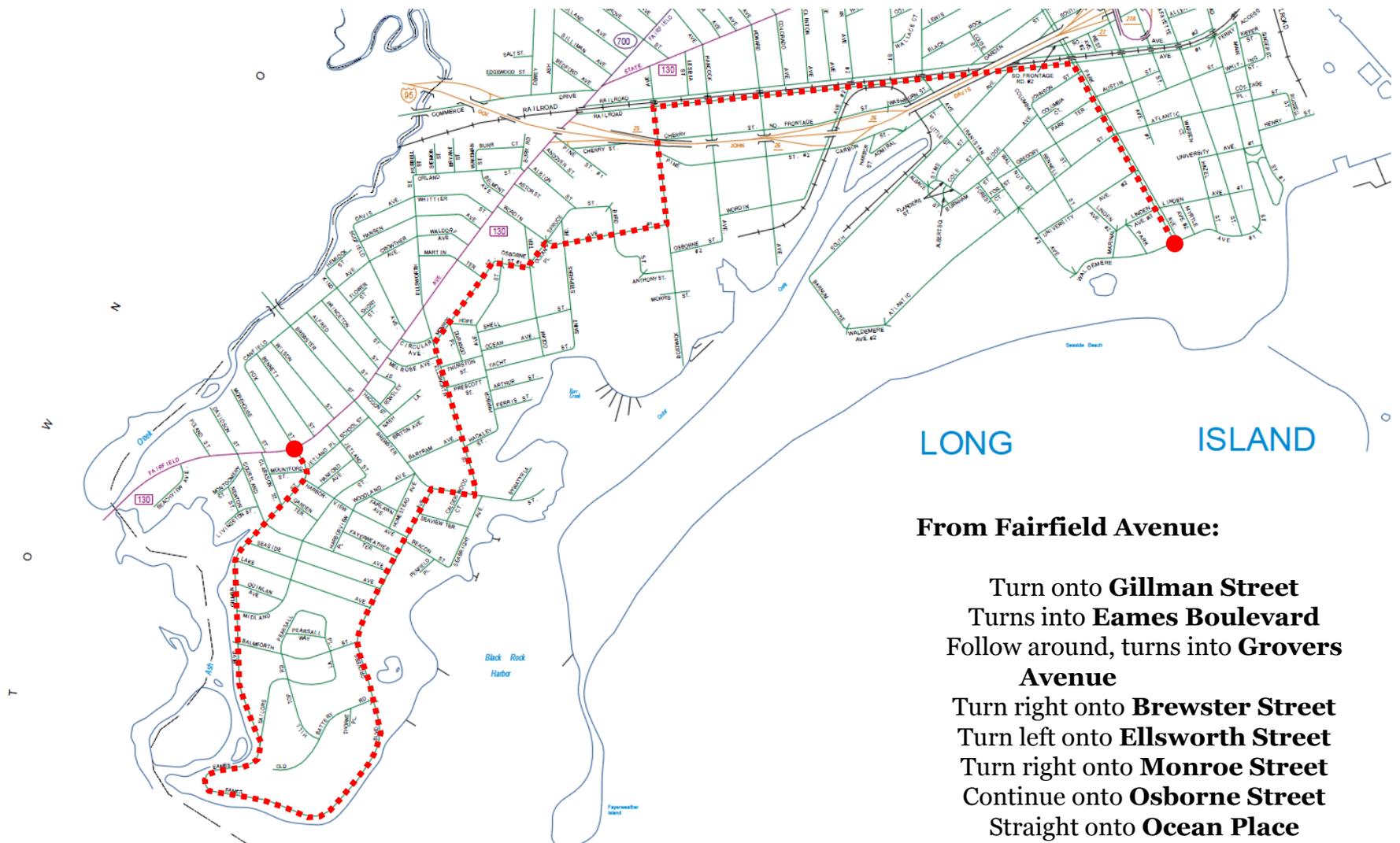


# Constraints Analysis



- Narrow roads
- On-street parking
- Multiple Intersections
- Road Geometry





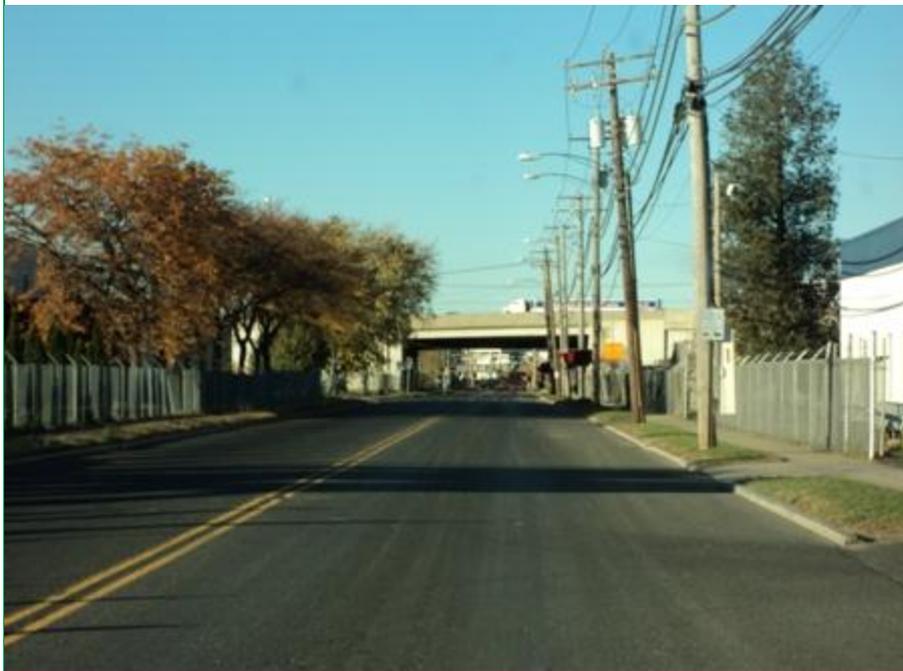
## LONG ISLAND

### 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**

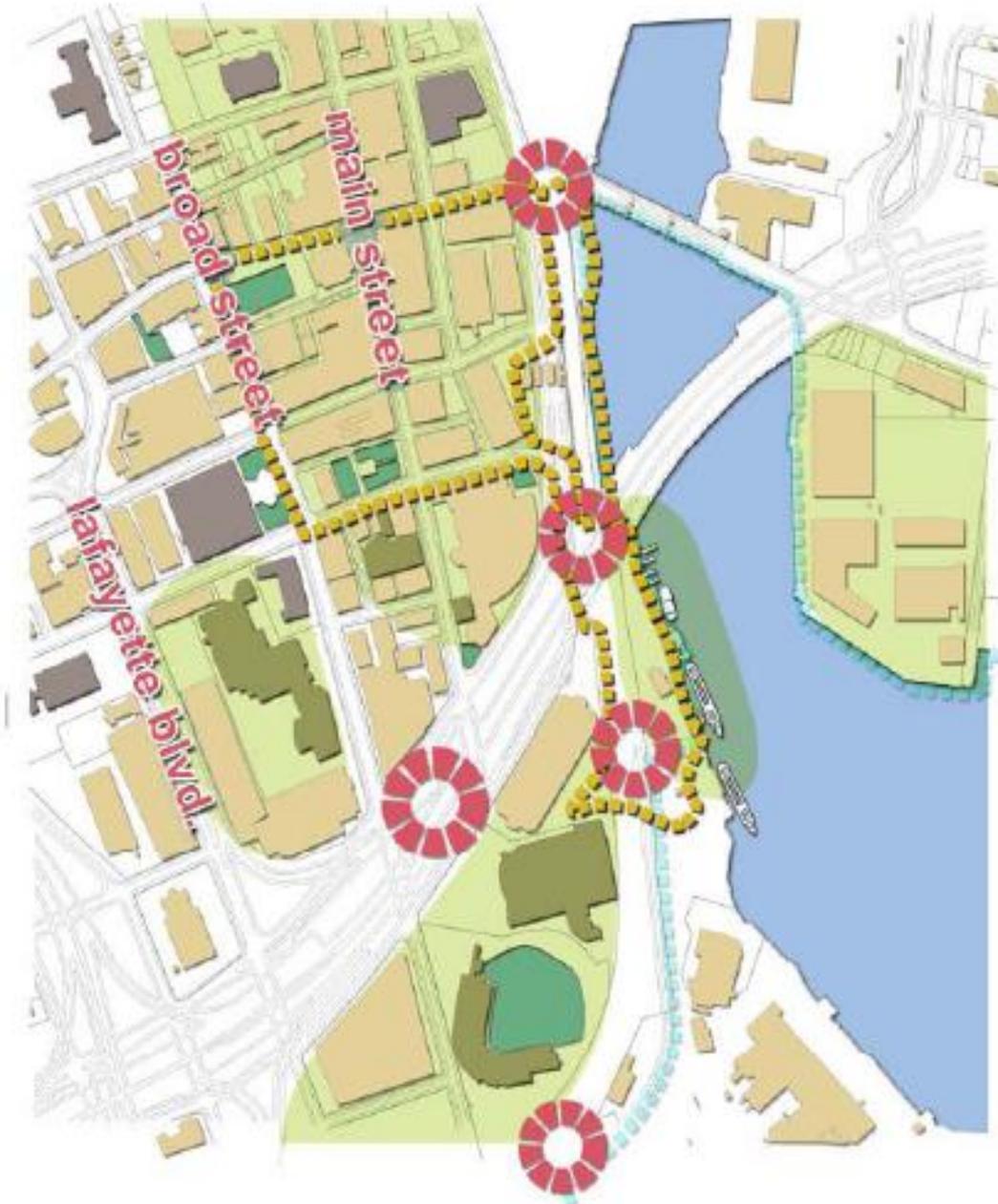








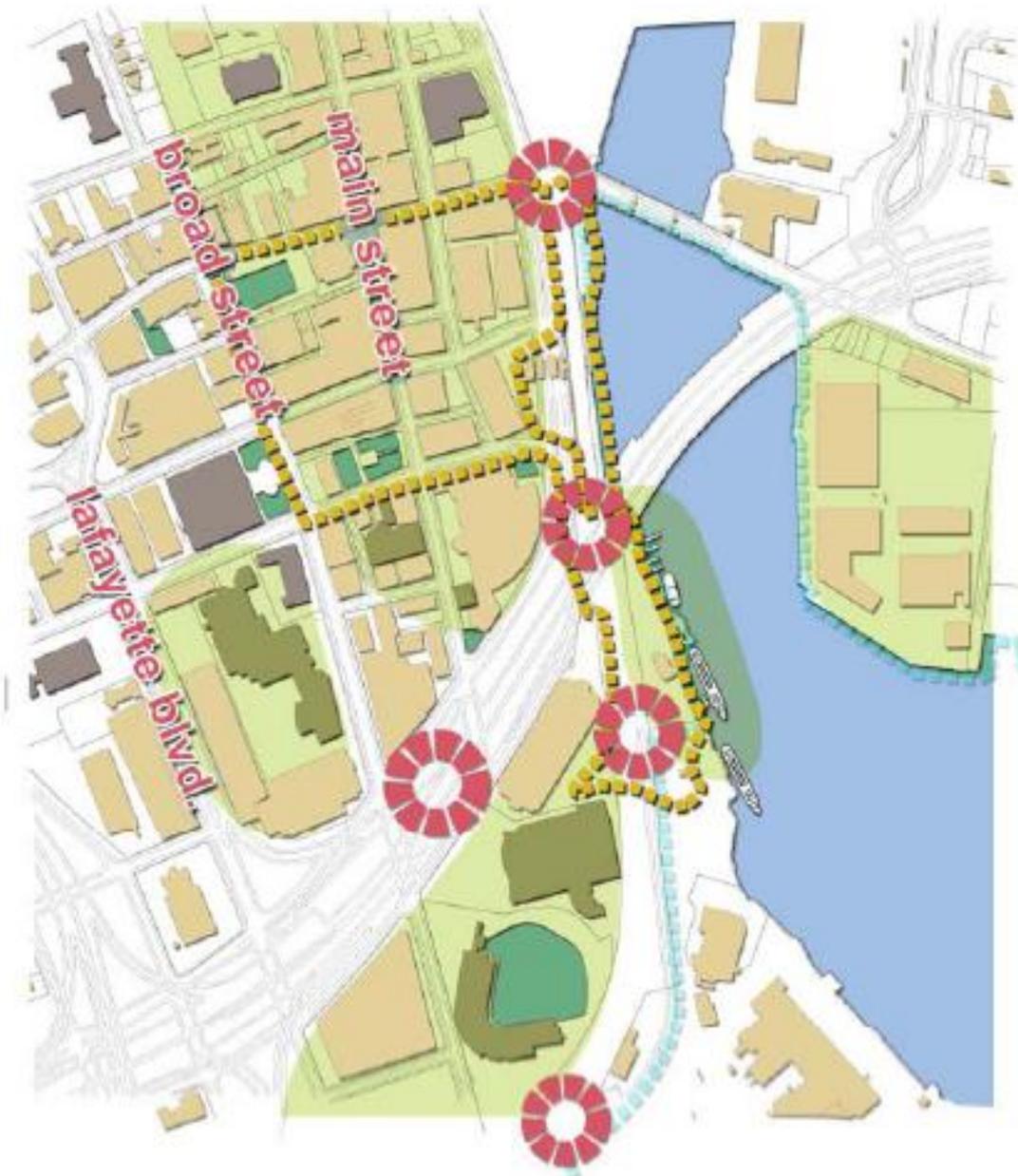
# Bridgeport's Downtown Connections



**NOW**



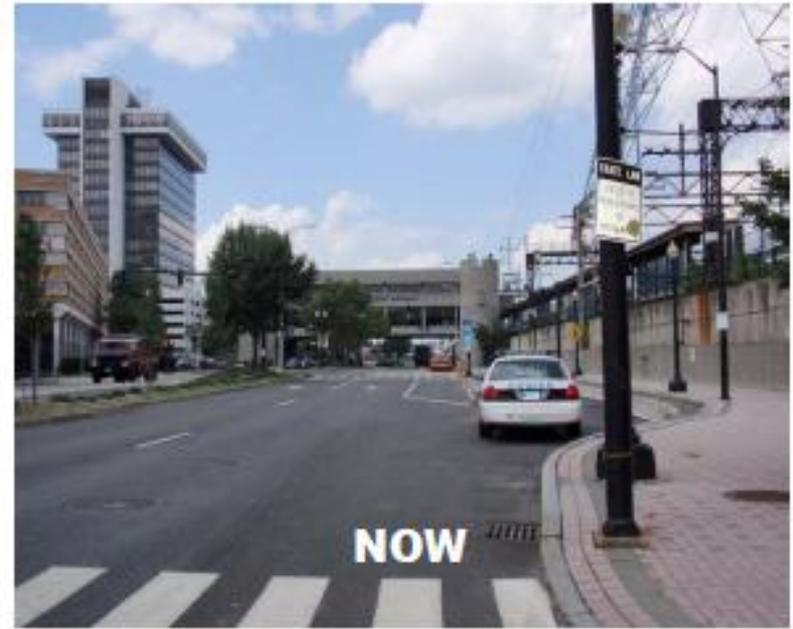
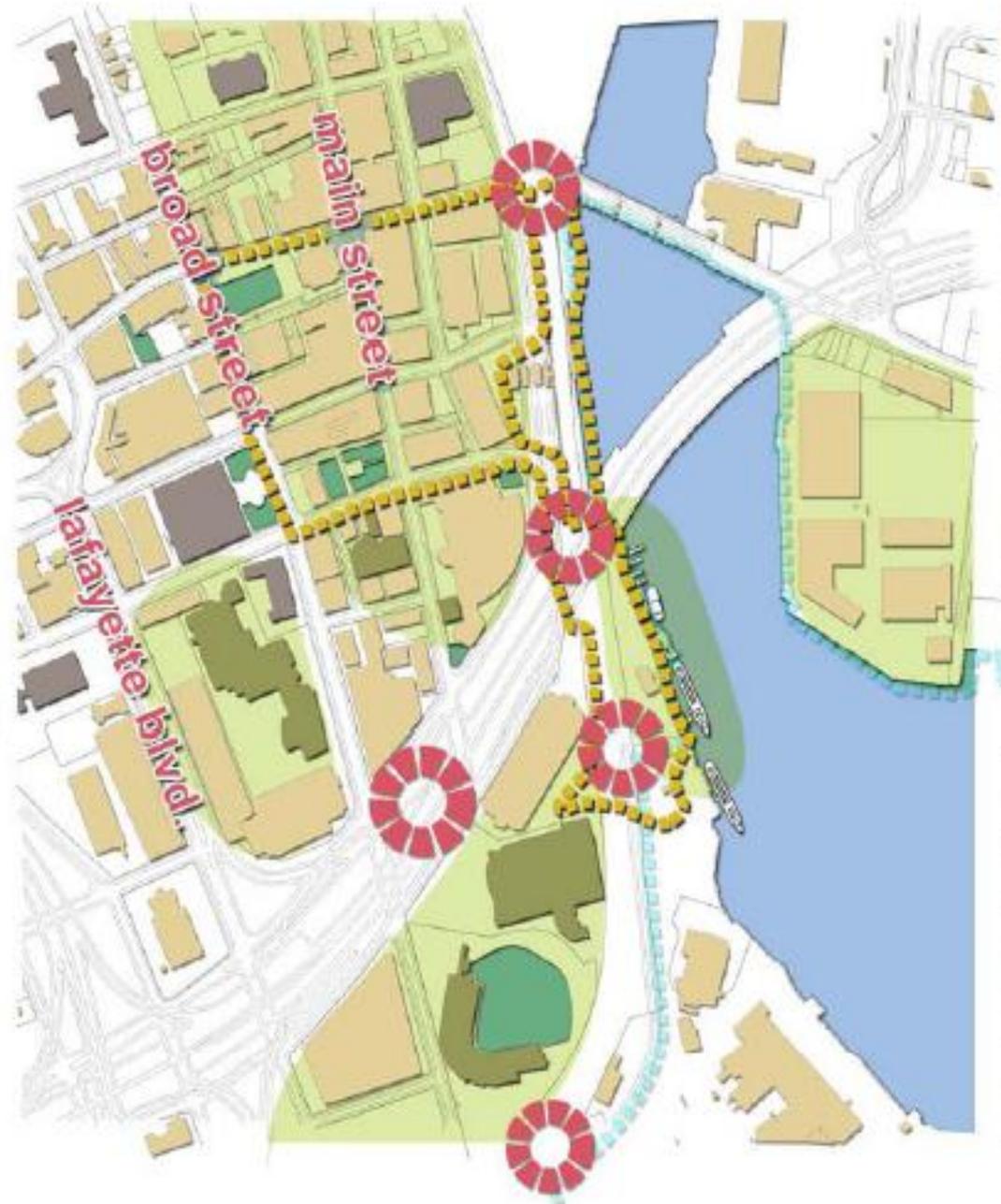
# Bridgeport's Downtown Connections



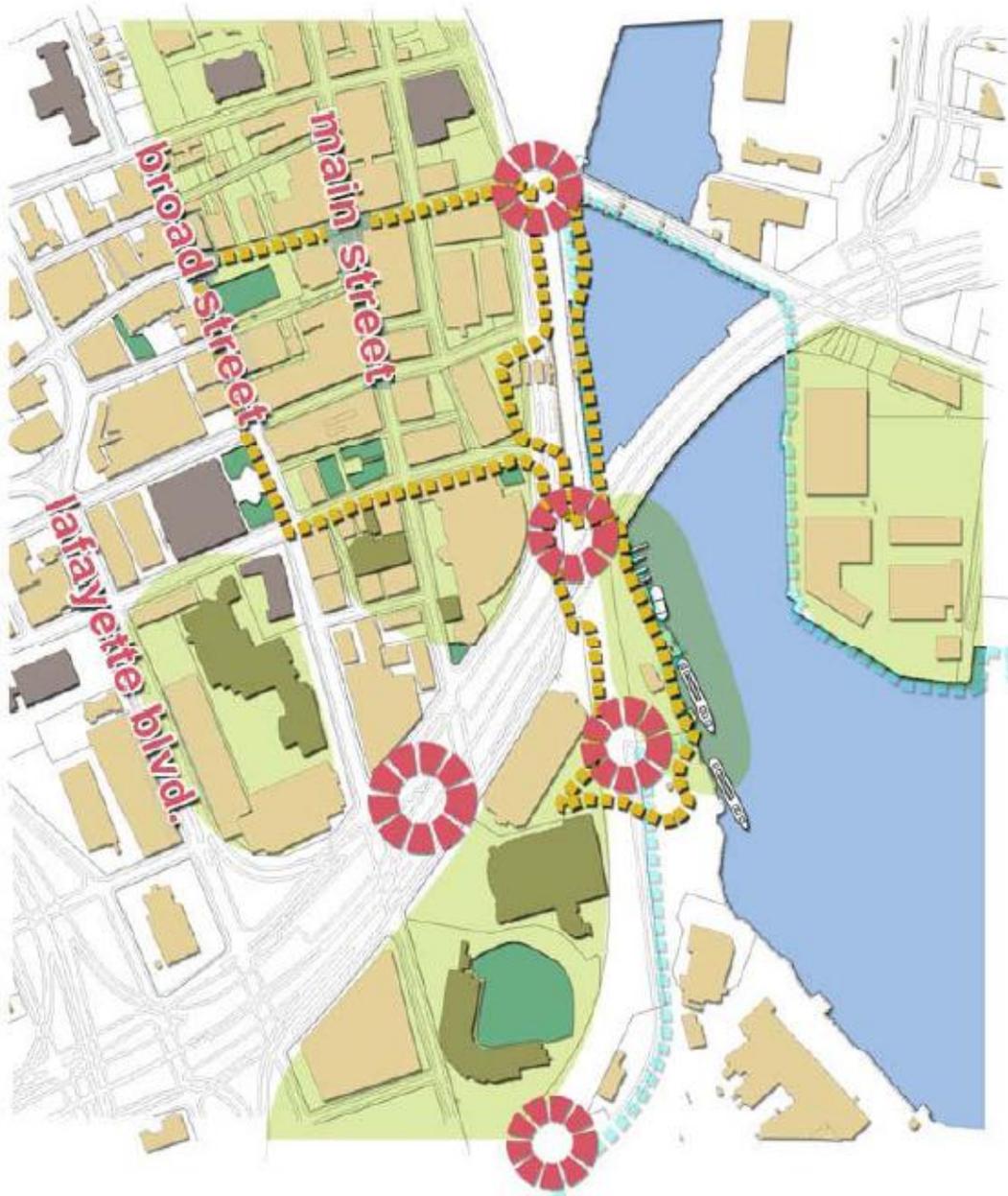
**FUTURE**

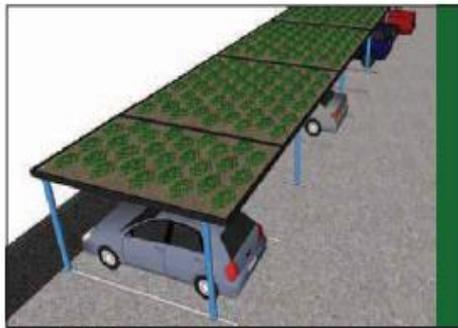


# Bridgeport's Downtown Connections

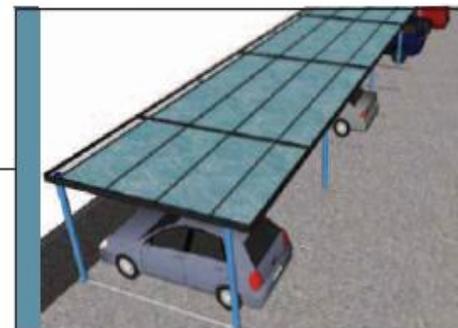


# Bridgeport's Downtown Connections

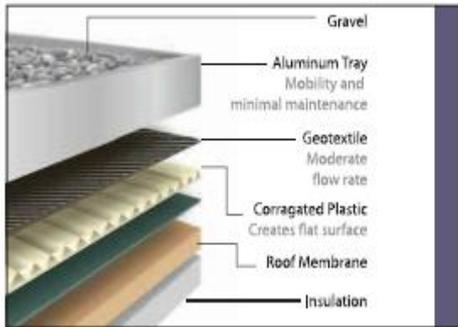




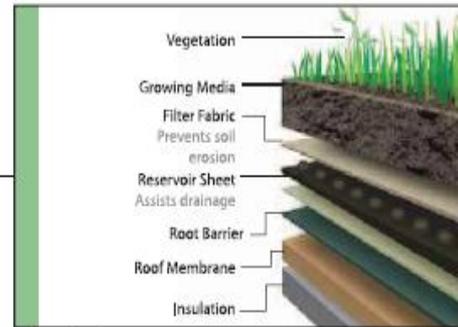
Green Roof Canopy



Blue Roof Canopy



Blue Roof



Green Roof



Bioretention



Permeable Pavement

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# Blue and Green Roof @ HCC Museum of Art

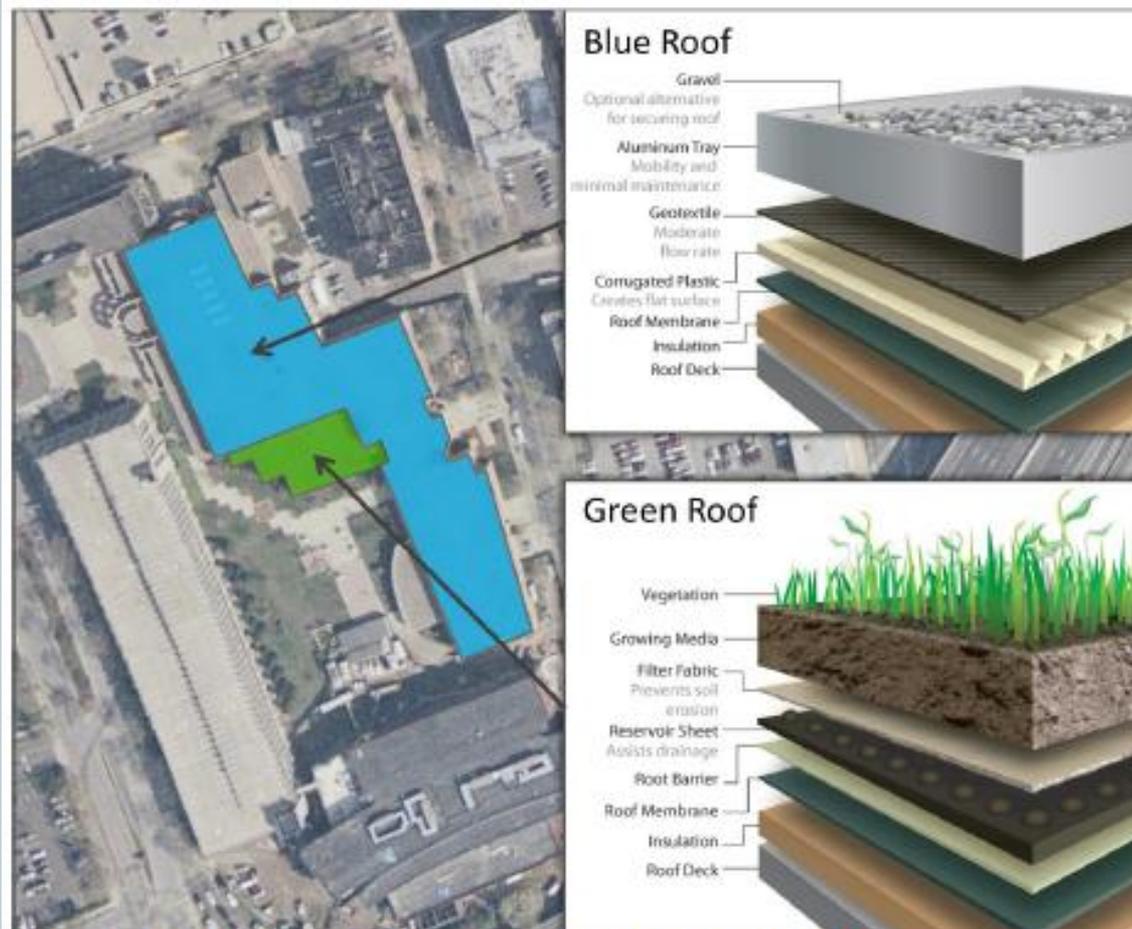


Figure 14: Blue and green roof concept at the Housatonic Museum of Art

# 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



## Park Avenue Complete Street Bridgeport, CT

### Sections



### Layout

- 21' Travel Lane
- 8' Concrete Sidewalk
- 7' Shoulder

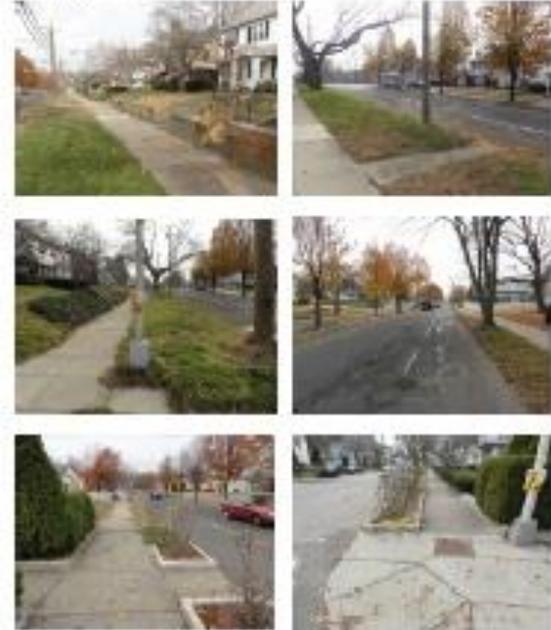
### Pros

- Existing median allows for right turn only lane and bus detourage to remain

### Cons

- Travel lane dominated by existing median
- Wide shoulder contributes to lateral spread
- No delineation of bike lane
- All encounters flow from traditional system
- Wide gaps exist between roadway and sidewalk from grass areas of side

### Existing Site Photos

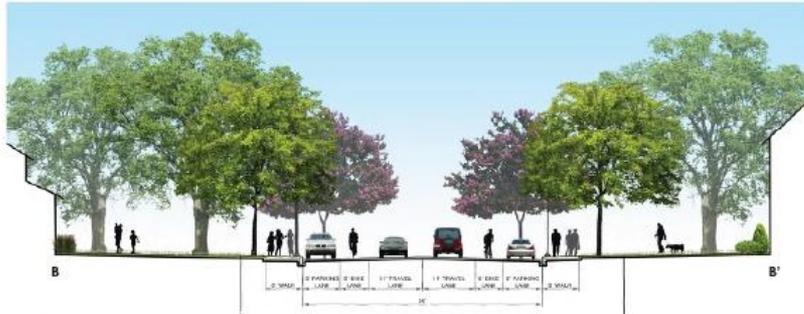


### Plan



# Park Avenue Complete Street

## Sections



## Plan



## Green Stormwater Management



## Layout

- 11' Travel Lanes
- 6' 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.
- Least expensive construction cost option.

## Cons

- Removal of median will allow left turns into and from driveways.
- Possible conflict of a bicyclist and parked vehicle door opening.
- Widest perceived roadway conducive to speeding.

# Park Avenue Complete Street

## Sections



## Layout

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

## Pros

- Proposed median will allow for the existing condition of right turns only into and from driveways to remain.
- Median will allow for the possibility of single pole lighting to illuminate the entire road.
- Will create a "tighter" perceived roadway for motorcycles.
- Pervious pavements at intersections allow for extra stormwater infiltration and enhance traffic calming.

## CONS

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

## Paving and Lane Demarcation



## Plan



# Park Avenue Complete Street



## Park Avenue Complete Street Bridgeport, CT

### Sections



### Plan



### Layout

- 11' Travel Lanes
- 5' Bicycle Lanes
- 8' Parking Lanes
- 4' Separator Lanes
- Removal of Existing Median
- 8'-10' Sidewalks

### Pros

- Provides bicyclists a protected bicycle lane between intersections, except at driveways.
- Innovative design. Used primarily in Europe. While several are planned in the US, this would be one of the first implemented.
- Alternating parking and biofiltration bulb-outs adjacent to travel lanes promote traffic calming.

### Cons

- Proposed separated bicycle lanes have been controversial in US.
- Removal of median will allow left turn into and from driveways.
- Most expensive construction option.
- Traffic signal at Park Avenue and Taft Avenue may require reconstruction to provide for an exclusive bicycle phase.

### Site Furnishings and Amenities





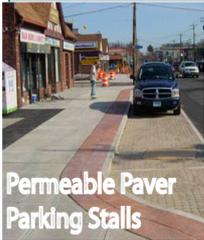
City of Bridgeport  
Mayor Bill Finch  
Parks Dept.

# Sikorsky Aircraft District Improvements

- I-95 Interchange
- Arrival Focus
- Tertiary work



Existing On-Street Parking



Permeable Paver Parking Stalls



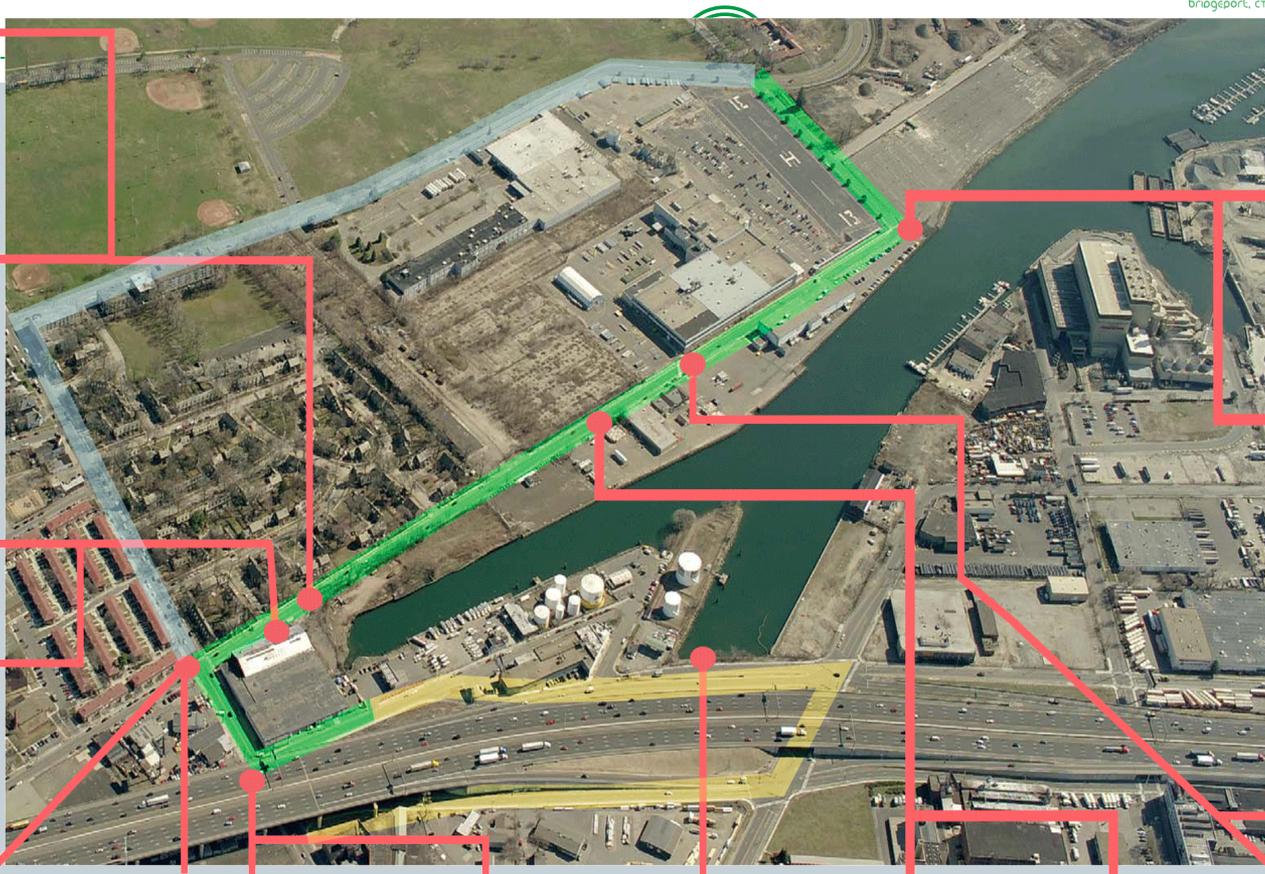
Existing Sidewalk in poor condition



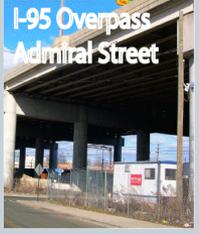
Green Streetscape Improvement



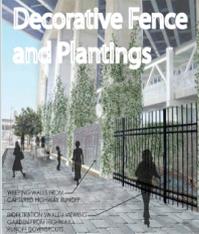
Iranistan & South Intersection



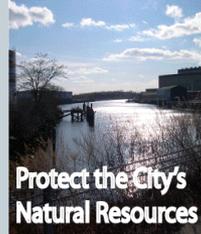
Complete Street Intersection



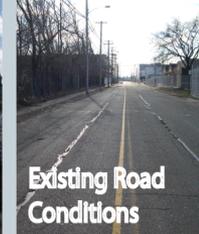
I-95 Overpass Admiral Street



Decorative Fence and Plantings



Protect the City's Natural Resources



Existing Road Conditions



Bicycle Paths



Existing Crosswalk



Wayfinding Devices



Traffic Calming



Seaside Parkbound from South Ave



Paver Crosswalk



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# Complete Streets/Bridgeport, Connected



**THE PARK CITY**  
"Physically Connected"  
Parks Master Plan 2011  
City of Bridgeport, CT

SASAKI

