

**State Project: 063-729 (Sigourney Street Bicycle Facilities)
Hartford, CT**

Date: 4/6/2022

Subject: Response to email comments (Stakeholder follow-up from Virtual Public Information Meeting)

Responses to Tony Cherolis 3/17/2002 comments:

Thomas and Andy,

I took a look at the roundabout and cycletrack design.

- 1) Shark teeth markings – Shouldn't there be pavement shark teeth markings ahead of the cycletrack and crosswalk? Similarly, bike lanes should have shark teeth and perhaps "Yield to Pedestrians" stencil. As shark teeth marking has a well understood meaning in more bike/ped focused places, we don't see it as often here. There will be a learning curve.
 - **RESPONSE:** Current MUTCD guidelines do not explicitly recommend yield or shark teeth pavement markings in the roadway prior to a roundabout crosswalk and crosswalk yield markings in roundabouts are uncommon within the State of Connecticut. If yield markings were to be added, corresponding yield to pedestrian signage R1-5 (Source: MUTCD) would also be required which may add to sign clutter. Yield markings are being proposed within the cycletrack at pedestrian crossings.
- 2) I don't see a sidewalk connection matching up with the desire line to the entrance to Bankside Grove, at the SW corner of the roundabout.
 - **RESPONSE:** The project team will investigate and incorporate a connection with the Bankside Grove path. We agree that a more direct sidewalk connection across the Pope Pump Station driveway will better align with user's desire lines and overall pedestrian network.
- 3) Has there been any coordination with City of Hartford to mark buffered bike lanes on Russ Street, at least as far as Putnam Street? There is an extra-wide roadway there with multiple lanes – where multiple lanes in each direction are not needed. I know that is outside the project boundary for the CT DOT roundabout, but it is an obvious extension to the next intersection and Burn Elementary School.
- 4) **RESPONSE:** The project team has coordinated with the City and there are no current plans for adding buffered bike lanes on Russ Street. Adding buffered bike lanes on Russ Street are outside the State project's scope and will not be included. The project team will investigate adding bike transition ramps (similar to the Park Terrace ramps) at the Russ Street leg of the roundabout to facilitate a smoother transition from/to the roadway.
- 5) I don't think I can get my head around the redesign of the Sigourney and Farmington Ave intersection until I get there myself after construction.
 - **RESPONSE:** Please refer to the attached movement diagram illustrating the various cyclist movements at the Sigourney-Farmington intersection. The design intent is for a cyclist heading northbound on Sigourney Street (on the two-way cycle track) to wait with pedestrians until the traffic signal activates an all-stop phase for vehicles and both pedestrians and cyclist would navigate through the intersection. We also are planning on using intersection and advanced image detection cameras that are capable of picking up bicycles along a dedicated bike path.

- 6) Sharrows on Sigourney, beyond the end of the cycletrack – Sharrows are the single ply toilet paper of bike infrastructure, in some ways worse than nothing. Without a road diet or traffic calming, should we ever use sharrows?
 - **RESPONSE:** The State project originally looked at a road diet on Sigourney St north of Farmington Ave, however based on traffic analysis, it was concluded that a three (3) lane configuration with painted bike lanes on Sigourney St North would introduce too much operational delay for users at the intersection.
- 7) Bollards – The corner of Farmington Ave and Sigourney seems like an ideal location for some protective bollards to keep vehicles from veering up onto the sidewalk and now wider curb cuts.
 - **RESPONSE:** The project team will investigate adding bollards on the SW corner of the Farmington Ave – Sigourney St intersection to deter vehicles from riding over the raised corner island. We are considering installing a temporary flex post (that can be removed) within the cycletrack yellow centerline pavement marking to deter vehicles from turning into the cycle track at least for the initial period when the project is first open and some post construction observations can be had. A permanent steel bollard within the cycle track is not recommended and will not be part of the final design.

Overall note on the new roundabout – The radius is too large and the entry/exit lanes too wide between the curbs. Vehicles can (and do) travel through at much too high of a speed for safe pedestrian (and soon cycle track) crossing. Speed of vehicle has a lot to do with crossing safety, and likelihood to yield. I much prefer the size of the roundabouts that I've experienced in Glastonbury and seen installed in Norwich.

- **RESPONSE:** Revisions to the existing roundabout are outside the State's cycle track project scope.

Thanks for the opportunity to comment. Glad to see all the trees in the design. Maybe we need some sturdy bollards to protect them (and the sidewalk / cycletrack).

Responses to Mary Cockram 3/17/2002 comments:

Dear Mr. Fesenmeyer:

I am deeply supportive of separated bike paths and infrastructure, especially in dense urban areas where there are higher rates of bike commuter traffic.

Most of my feedback is about the cycle track is near the roundabout. As built, the roundabout largely achieves the objectives of slowing traffic overall and at the same time clearing the intersection more quickly. However, southbound cars on Sigourney Street have learned that they able to negotiate it in a single large arc rather than the multiple opposing curves as intended, and many do so at 30 mph.

It remains disappointing that two state projects, both in the works for more than a decade, were separated such that the cycle track will remove approximately five freshly planted trees, a streetlight pole, and a lot of new curbing.

- **RESPONSE:** Varying design schedules and funding resources resulted in the State cycle track project being constructed separate from the State bridge and City roundabout projects. All

efforts will be made to relocate or replace in-kind any trees impacted by the State cycle track project.

Specific remaining recommendations after the public hearing are:

1. Two corners on the cycletrack (A and B noted on the attached map) seem oddly acute. At A, in particular, there is ample room to adjust for an easier turn. If the cycletrack is not easy to ride and well-marked, bikes will just go in the circle.
 - **RESPONSE:** In general, corner radii when turning into the roundabout crosswalks meet or exceed the recommended 5' min. radius for cycle tracks (Source: MassDOT Separated Bike Lane Planning & Design Guide). At location "A", cyclists heading northbound onto Sigourney or heading southbound onto Park Terrace have an effective radius of 10-ft and 7.5-ft – right turn movements towards Park Terrace north should be fairly uncommon as it is an indirect travel path compared to the more direct counterclockwise route. At location "B", the effective turning radius is 10-ft for cyclists traveling northbound or eastbound. Additionally, the one-way cycle track 7-ft width provides additional buffer space when making turns. As design develops, the project team will continue to refine corner radii (factoring in safety, usability, and site constraints).
2. Please figure out how to make entry and exit at Russ Street seem like something a rider would expect to do. Wider curb cuts and some green paint seem like the minimum.
 - **RESPONSE:** The project team will investigate adding bike transition ramps (similar to the Park Terrace ramps) at the Russ Street leg of the roundabout to facilitate a smoother transition from/to the roadway.
3. The sidewalk at the northeast corner, at Pope Park North, is a vast improvement over the roundabout sidewalk as built. Thank you.
 - **RESPONSE:** Proposed sidewalk alignment was based on public feedback in early project stages.
4. Please include the missing pedestrian connection © southbound at the southwest corner of the circle, and coordinate with the design of the Bankside Grove path (D) so that two bike paths do not end 15' apart with embarrassing curbs in between.
 - **RESPONSE:** The project team will investigate and incorporate a connection with the Bankside Grove path. We agree that a more direct sidewalk connection across the Pope Pump Station driveway will better align with user's desire lines and overall pedestrian network.
5. I remain very concerned about driver, cyclist, and pedestrian expectations at the roundabout and how that will be communicated. In the six months since it opened, I estimate that cars have stopped for me as a pedestrian less than 5% of the time in my frequent walking through the circle. At a 2016 design meeting in the neighborhood, the cycletrack and pedestrian sidewalk were going to be raised, as a de facto speed hump, with a specific goal of traffic calming. Is that still possible?
 - **RESPONSE:** Adding speed humps/speed tables within the roundabout crossing will not be part of the state cycle track project. Installing raised crossings would have significant impacts to the existing roundabout roadway drainage, as well as require reconstruction of all curb ramps.
6. Similarly, access to and from the cycletrack at Farmington remains confusing to me—I can't quite imagine how it's supposed to flow. Signage here will also be critical.
 - **RESPONSE:** Please refer to the attached movement diagram illustrating the various cyclist movements at the Sigourney-Farmington intersection. The design intent is for a cyclist heading northbound on Sigourney Street (on the two-way cycle track) to wait with pedestrians until the traffic signal activates an all-stop phase for vehicles and both pedestrians and cyclist would

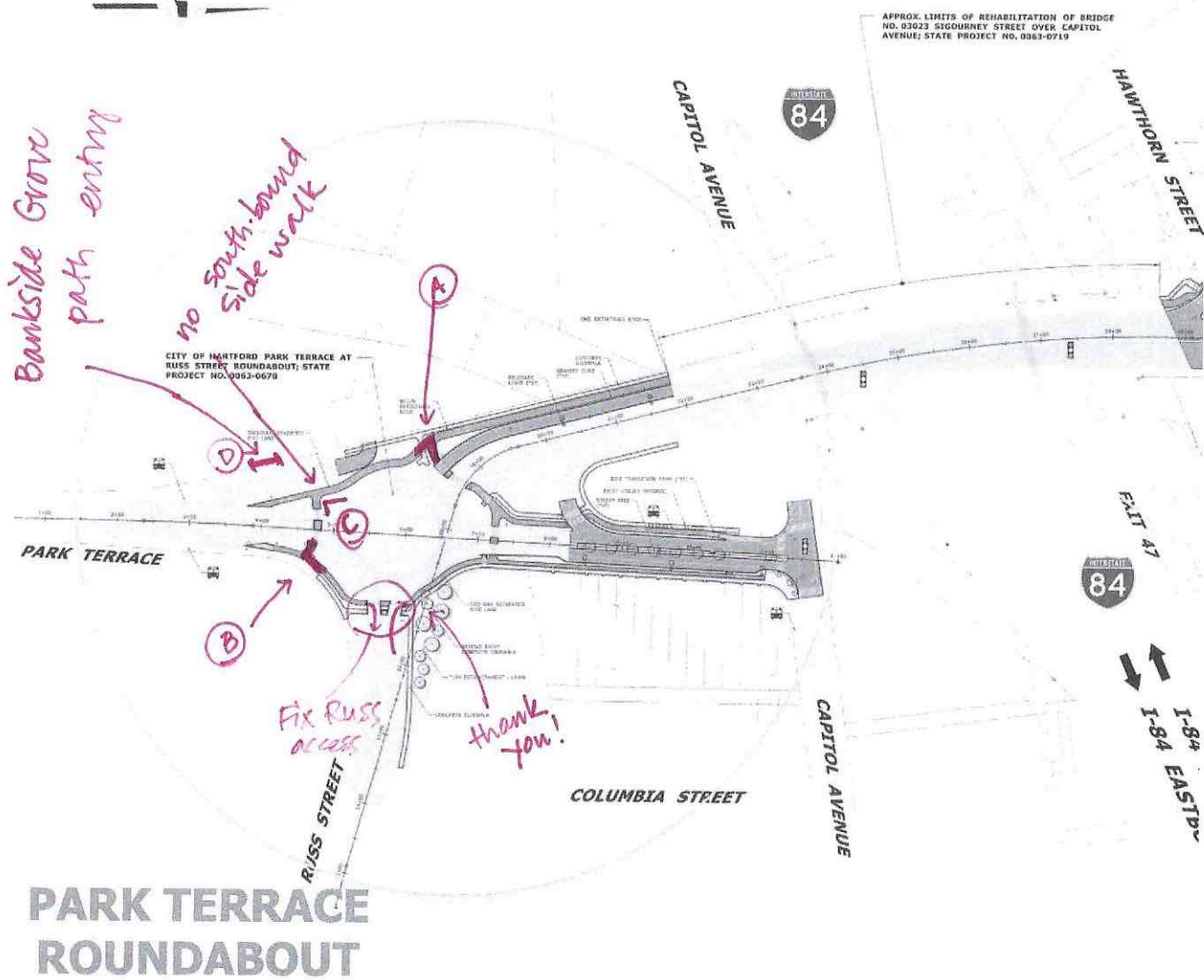
navigate through the intersection. We also are planning on using intersection and advanced image detection cameras that are capable of picking up bicycles along a dedicated bike path.

Yours sincerely
Mary Cockram
Co-Chair, Bike Walk CT

Proposed Im

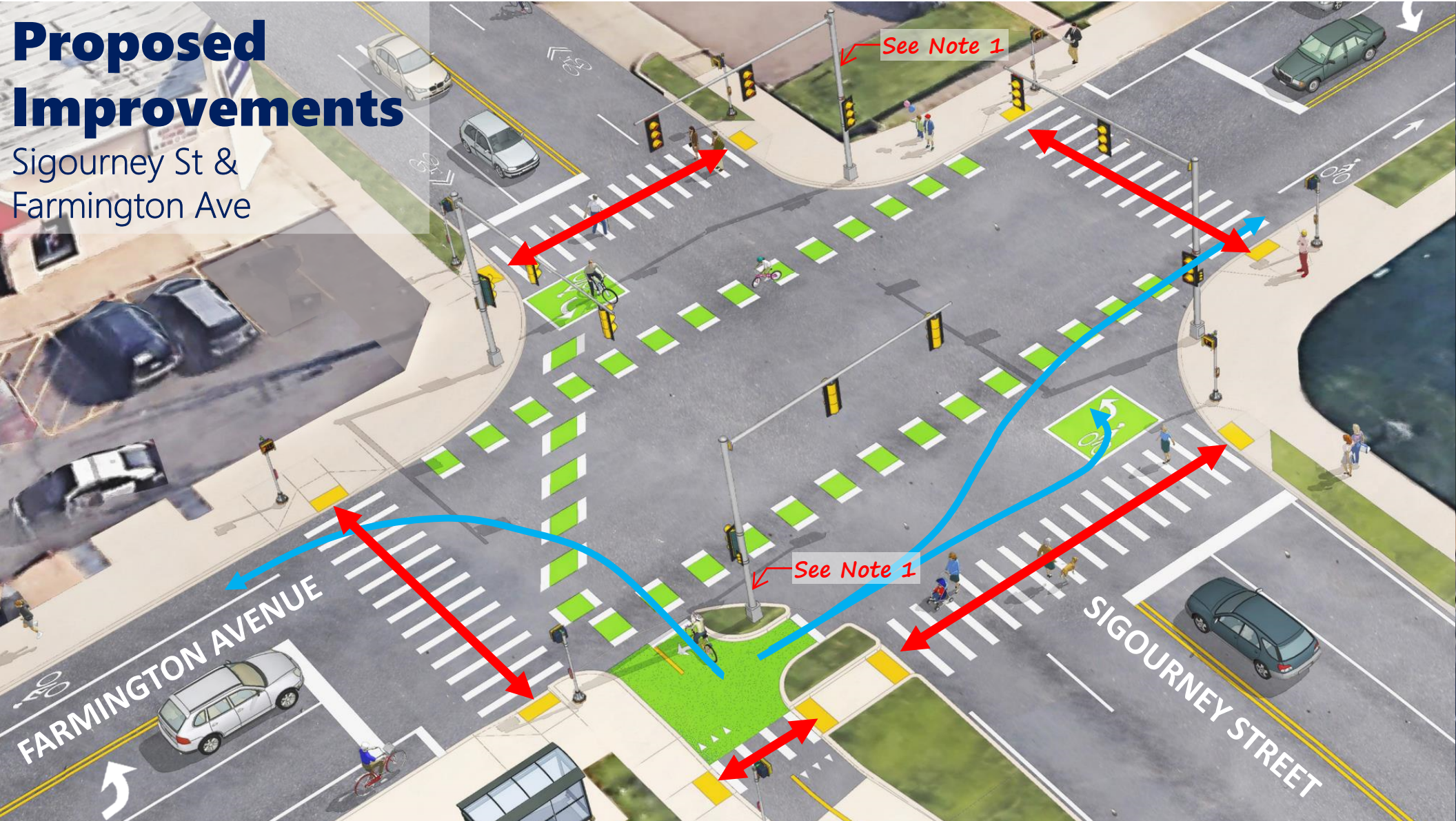
Overall Proc

SIGOURNEY ST & HAWTHORN ST



Proposed Improvements

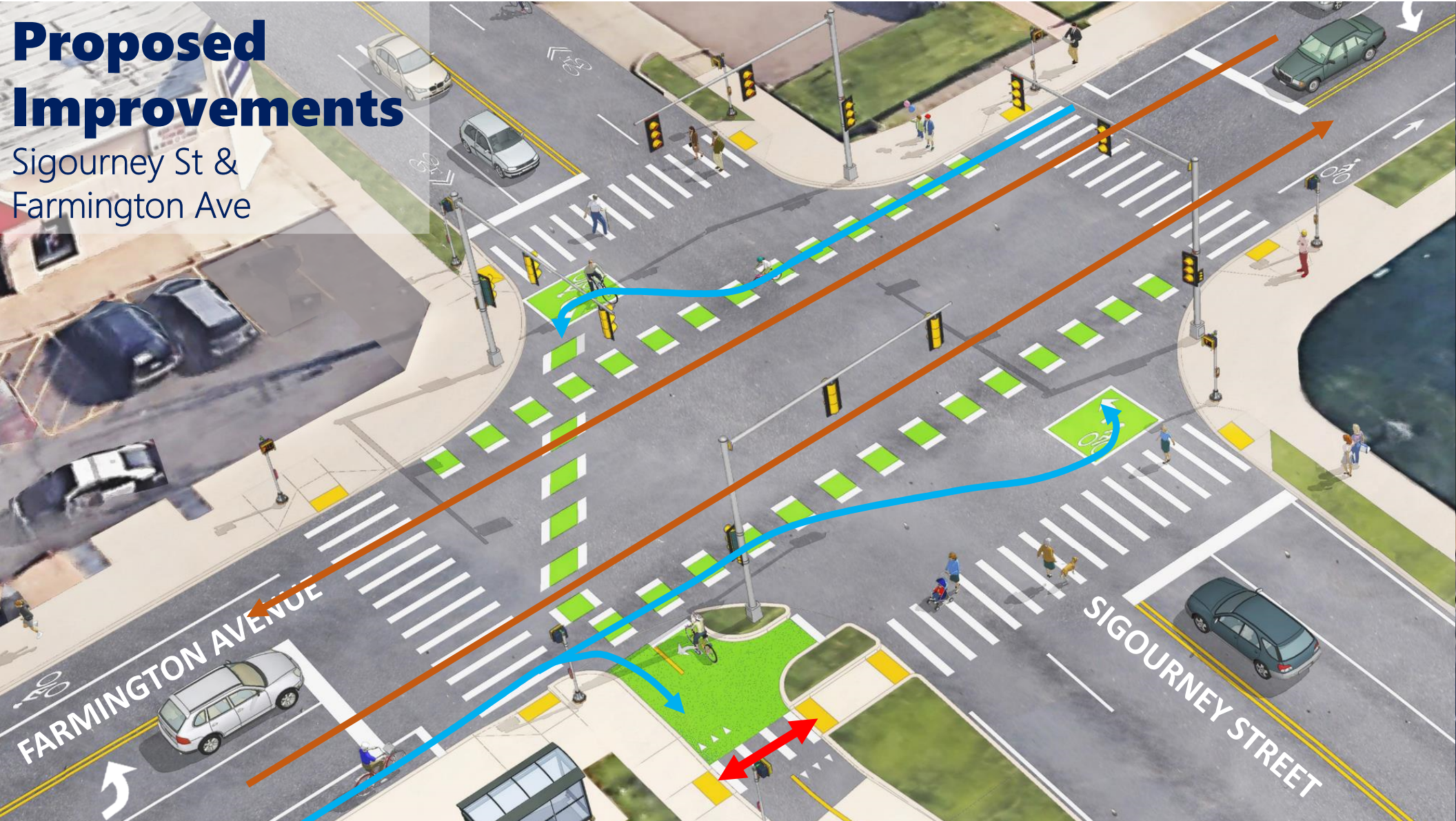
Sigourney St & Farmington Ave



- Notes:**
- 1. Design has been updated to have signal poles at NW and SE corners only with a span wire.
 - 2. Final landscape and hardscape design to be determined.

Proposed Improvements

Sigourney St & Farmington Ave



Proposed Improvements

Sigourney St & Farmington Ave

