

Trinity College

Trinity College Digital Repository

Community Learning Research Fellows

Center for Hartford Engagement and Research

2017

Biking in Hartford

Jennifer Tran

Follow this and additional works at: <https://digitalrepository.trincoll.edu/clrf>

Recommended Citation

Tran, Jennifer, "Biking in Hartford" (2017). *Community Learning Research Fellows*. 37.
<https://digitalrepository.trincoll.edu/clrf/37>

Biking in Hartford

Jennifer Tran '17

Major: Urban Studies

Year-long (**Fall**: internship, **Spring**: research at Trinity)

Community Partner: Sandy Fry, Principal Planner, Department of Development Services, City of Hartford

Advisers: Professors Rasha Ahmed and Carol Clark, Economics Department

Motivations for Study of Biking in Hartford

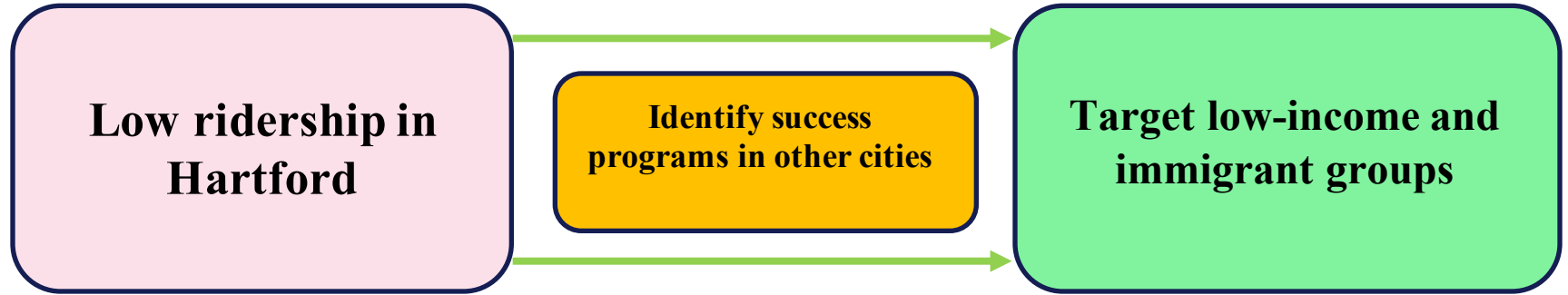
Current:

**Low ridership in
Hartford**

**Identify success
programs in other cities**

Future:

**Target low-income and
immigrant groups**



Potential in Hartford

Hartford, CT

Population: 124,705

Density: 7,025 people/mi²

Household Poverty rate: 30.5%

Immigrants: 28,099 (22.5%)

Percentage of bike commuters:

0.8% (5th highest among

Northeast mid-sized cities)

Percent without cars: 36.14%

New Haven, CT

Population: 130,282

Density: 6,500 people/mi²

Household Poverty rate: 22.5%

Immigrants: 21,976 (16.9%)

Percentage of bike commuters:

2.72% (1st)

Percent without cars: 29.14%

Rochester, NY

Population: 209,983

Density: 6,132 people/mi²

Household Poverty rate: 30.7%

Immigrants: 19,044 (9.1%)

Percentage of bike commuters:

1.6% (2nd)

Percent without cars: 11.60%

Potential in Hartford: Target Groups

**Target group:
Low-income**

```
graph TD; A[Target group: Low-income] --> B[36% of Hartford residents do not have cars]; A --> C[Currently rely on inefficient bus system]; A --> D[New immigrants more receptive to biking];
```

**36% of Hartford
residents do not have
cars**

**Currently rely on
inefficient bus system**

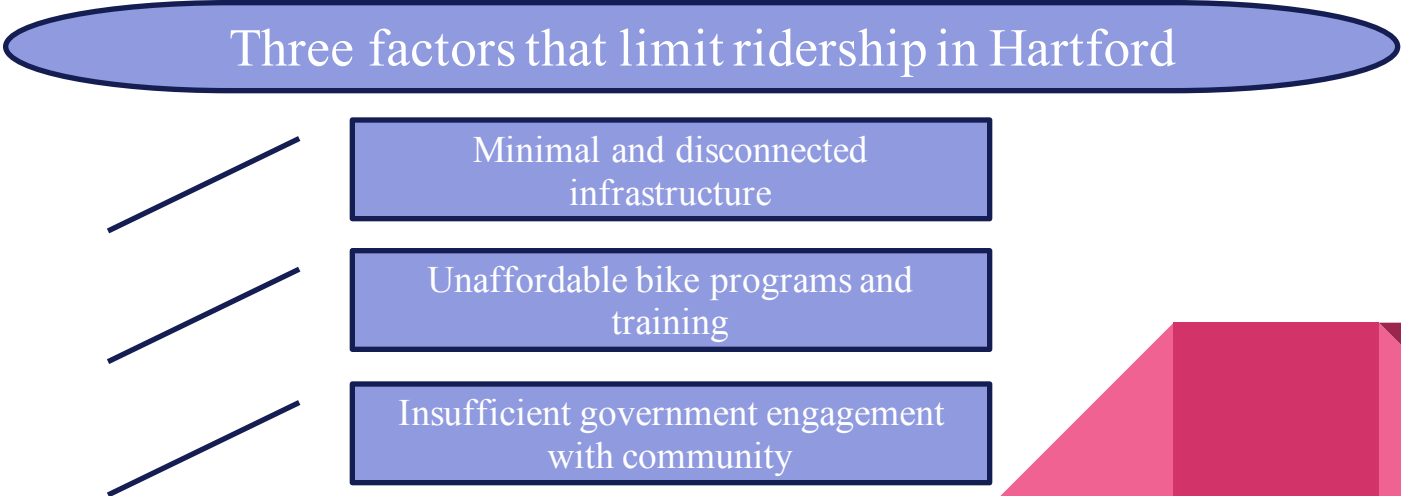
**New immigrants more
receptive to biking**

Research Question

Final: How can Hartford, as a mid-sized, post-industrial city in the Northeast, increase demand for biking, particularly among low-income groups?

Summary of findings:

Three factors that limit ridership in Hartford



Minimal and disconnected
infrastructure

Unaffordable bike programs and
training

Insufficient government engagement
with community

Research Goals and Methodology

1. Identify potential bike lane designs for Hartford
2. Identify lessons that Hartford can apply
3. Inform the community partner about the Hartford biking community

GIS + Census Data

**Policy of zoning
laws and future
urban plans**

**Case studies of
cities**

**Interviews with Bike
Advocates in Hartford,
New Haven & Rochester**



Results and Discussion

Obstacles to increasing ridership

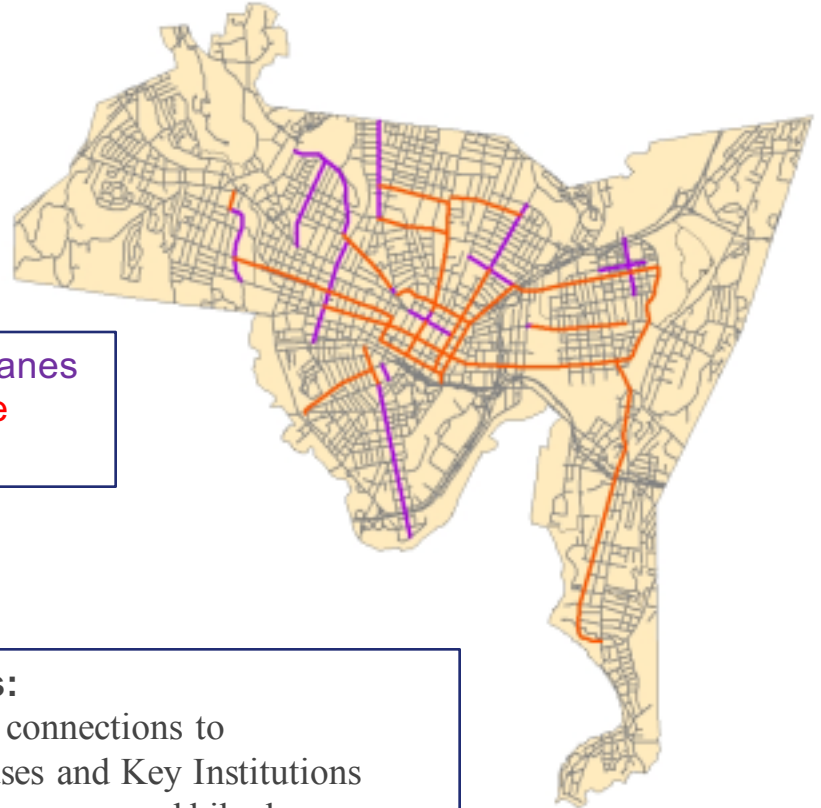


Future Bike Infrastructure

Hartford



New Haven



Existing bike lanes
Proposed bike
lanes

Key differences:

- Hartford lacks connections to Downtown/Buses and Key Institutions
- Hartford has less proposed bike lanes

Cost of infrastructure

**Most
expensive**

**Busiest roads,
30+ MPH**

**Least
expensive**
**Residential
roads**

Segregated bike lanes

Physical barrier

Cycle lanes

Bike lanes painted on road

Shared lanes

Bike and car share road together

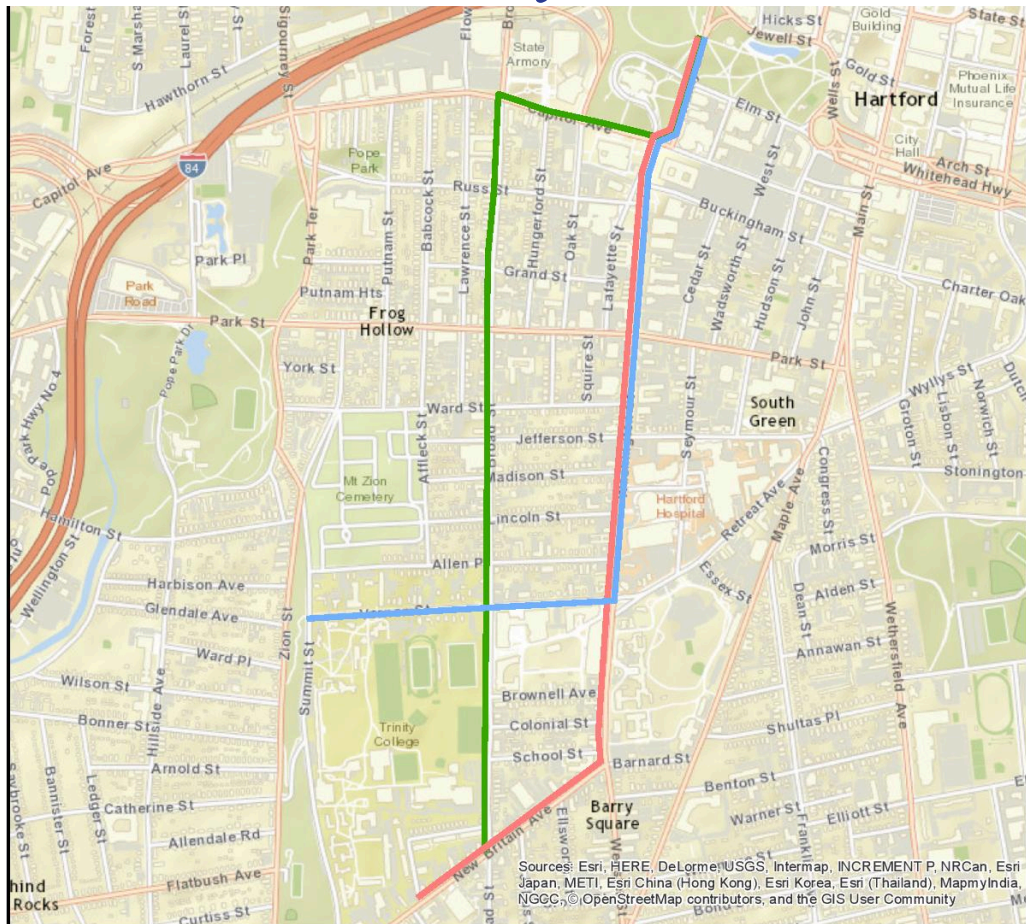


Del Mar, CA
Photo: www.pedbikeimages.org - Andy Hamilton

Most Expensive Bike Routes from Trinity to Downtown

Shortest distances, but uses busiest streets that require expensive infrastructure

1.5 miles
7 minute ride
Expensive

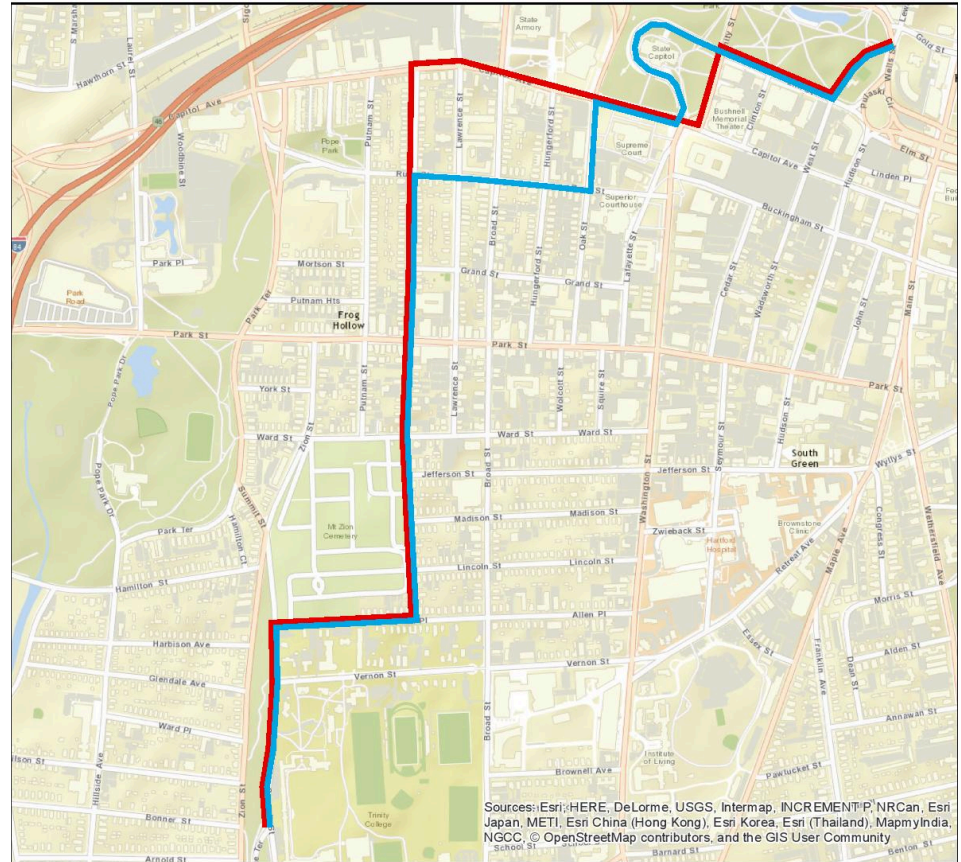


Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

Least Expensive Bike Routes from Trinity to Downtown

Utilizes existing bike lanes, roads that
require only shared bike/car traffic,
and trails

2 miles
11 minute ride
Cheaper



High Costs of Biking

Support BiCiCo and bike giveaway efforts to keep costs down

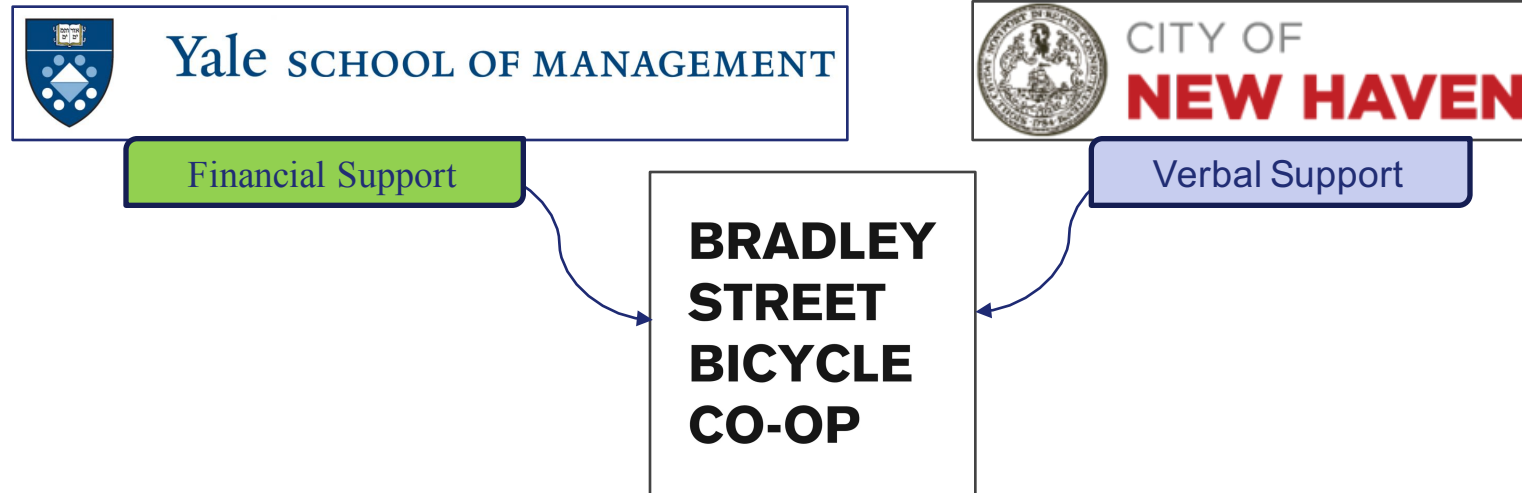
Method of Transportation	Usage costs
Bike	\$150 (for bike) + repairs
Bus	\$367.20 (for twelve 31-days passes)



\$ 1,980

Support for Community

- Provide more government and institutional support to bicycle co-ops
- Form more focus groups that involve interested biking community members



Increase Safety

- Change driver attitudes about biking
- Eliminate harassment, especially to women and minority groups



Attitudes on bike lanes

- Improve maintenance of bike lanes
- Increase driver awareness of bike lanes



Conclusion

- Continued maintenance of bike lanes
- Shift in driver attitudes
- Increase community engagement with the government

