2017

Biking in Hartford

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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

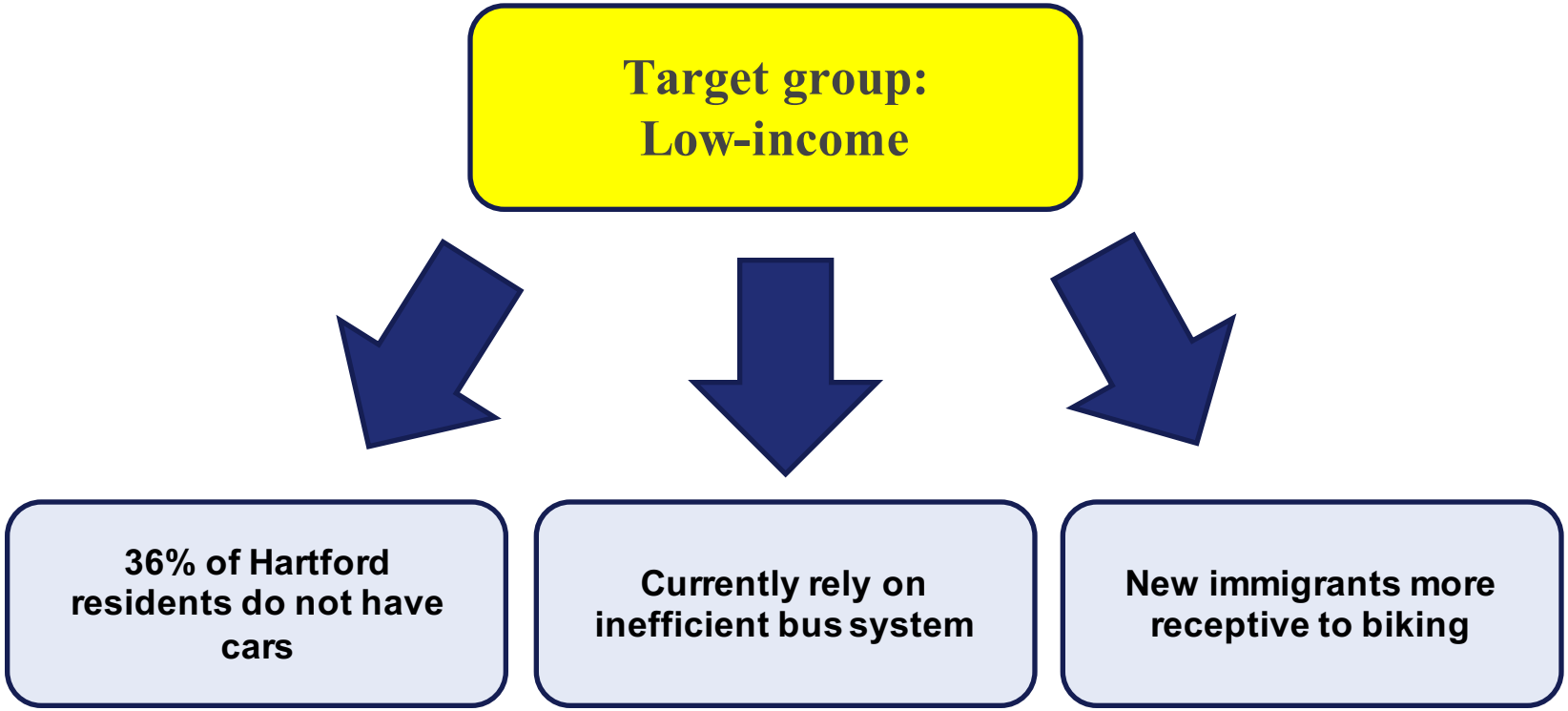
Household Poverty rate: 30.7%

Immigrants: 19,044 (9.1%)

Percentage of bike commuters: 1.6% (2nd)

Percent without cars: 11.60%

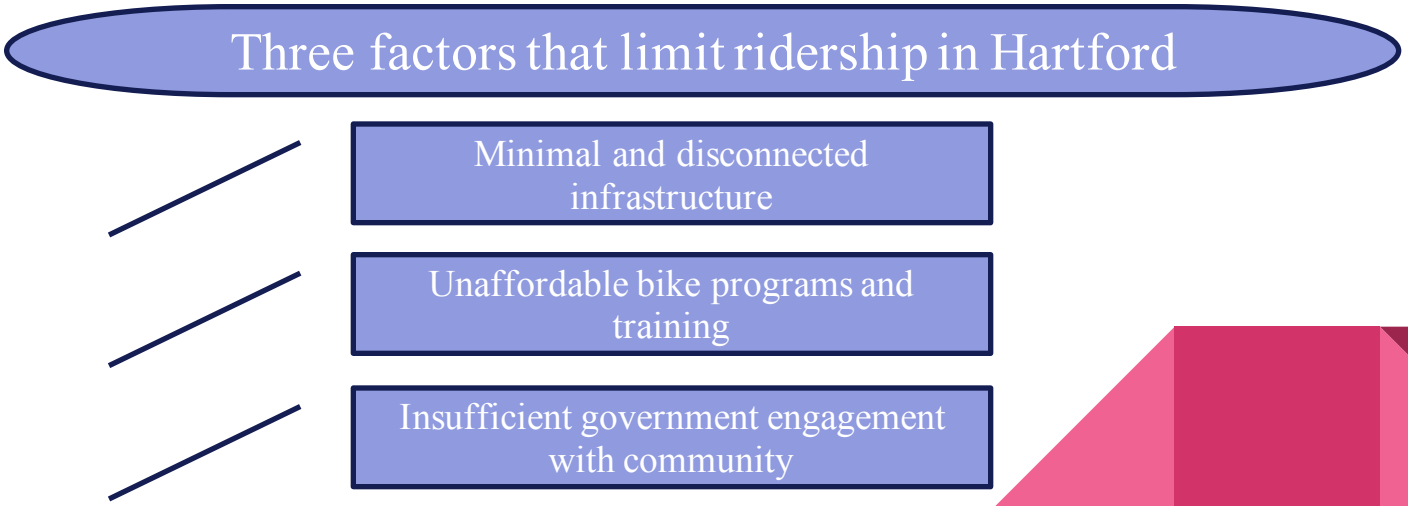
Potential in Hartford: Target Groups



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:



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**

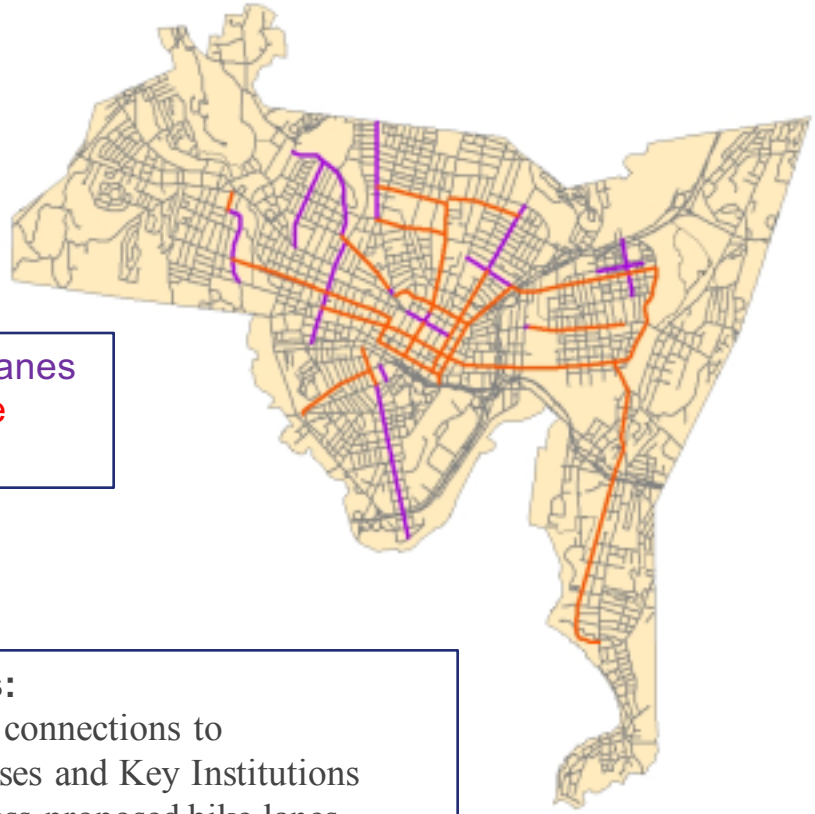
Results and Discussion

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 → **Least expensive**

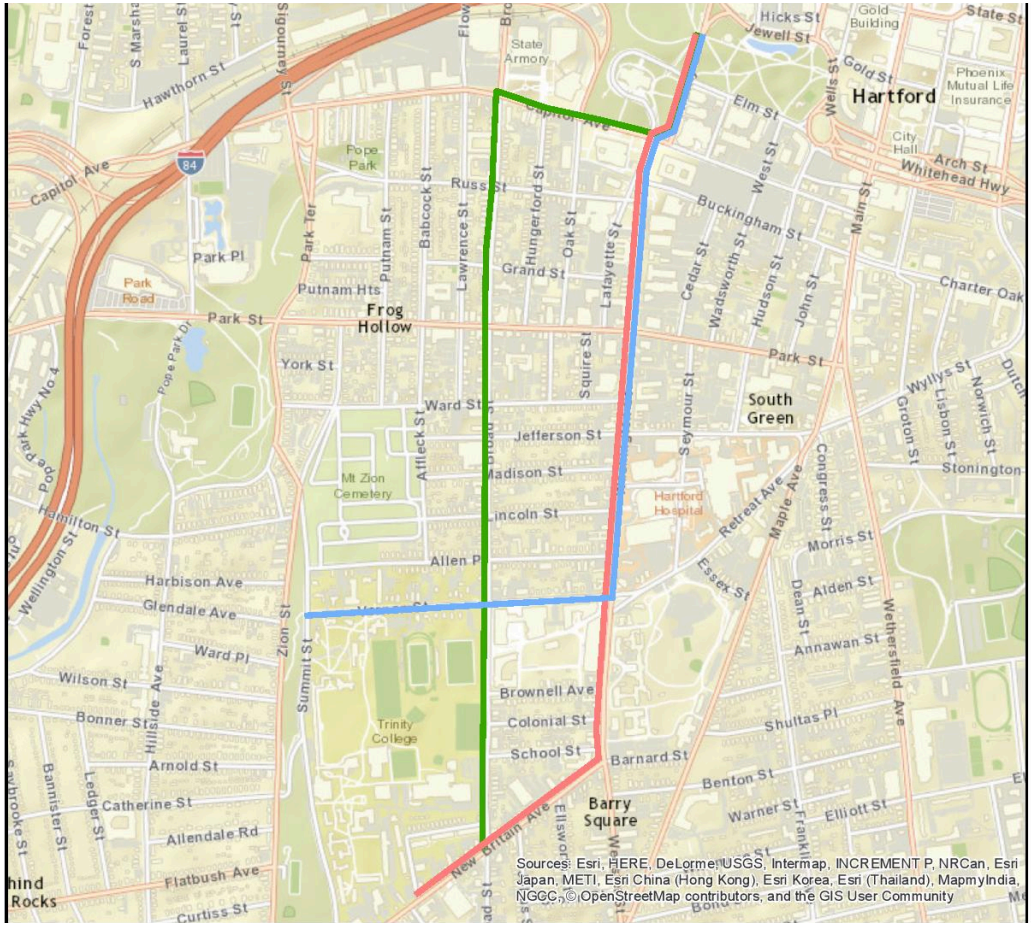
Busiest roads, 30+ MPH → **Residential roads**

Segregated bike lanes	Cycle lanes	Shared lanes
Physical barrier	Bike lanes painted on road	Bike and car share road together

Most Expensive Bike Routes from Trinity to Downtown

Shortest distances, but uses busiest streets that require expensive infrastructure

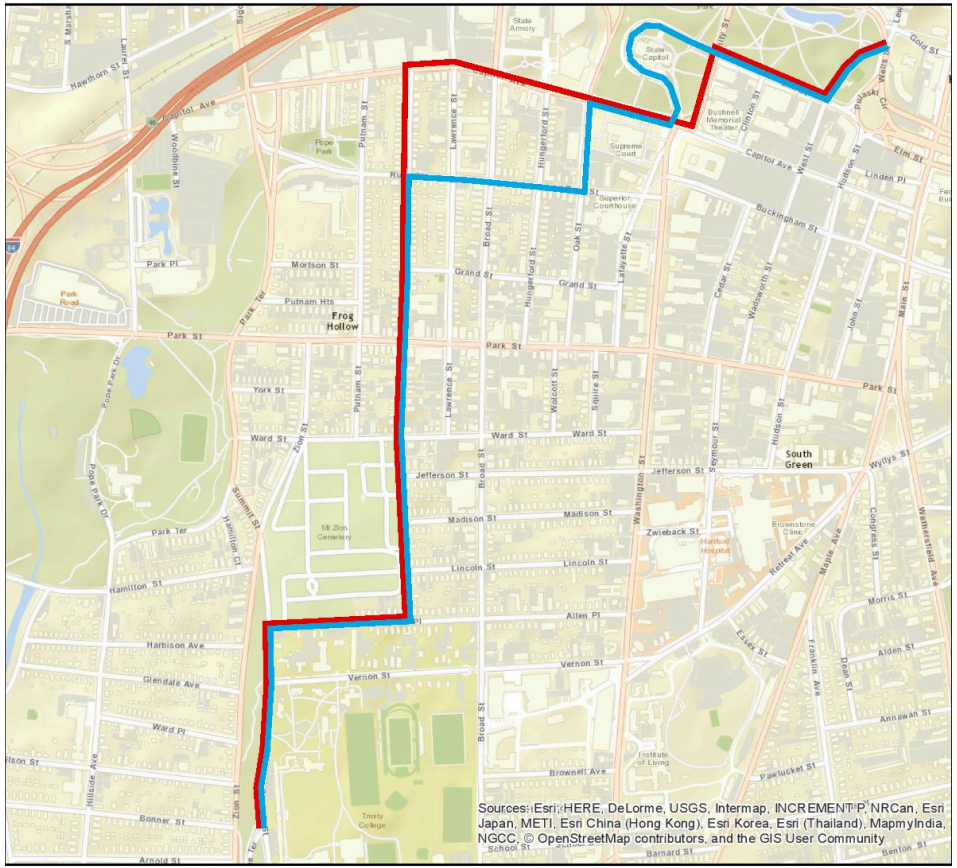
1.5 miles
7 minute ride
Expensive



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



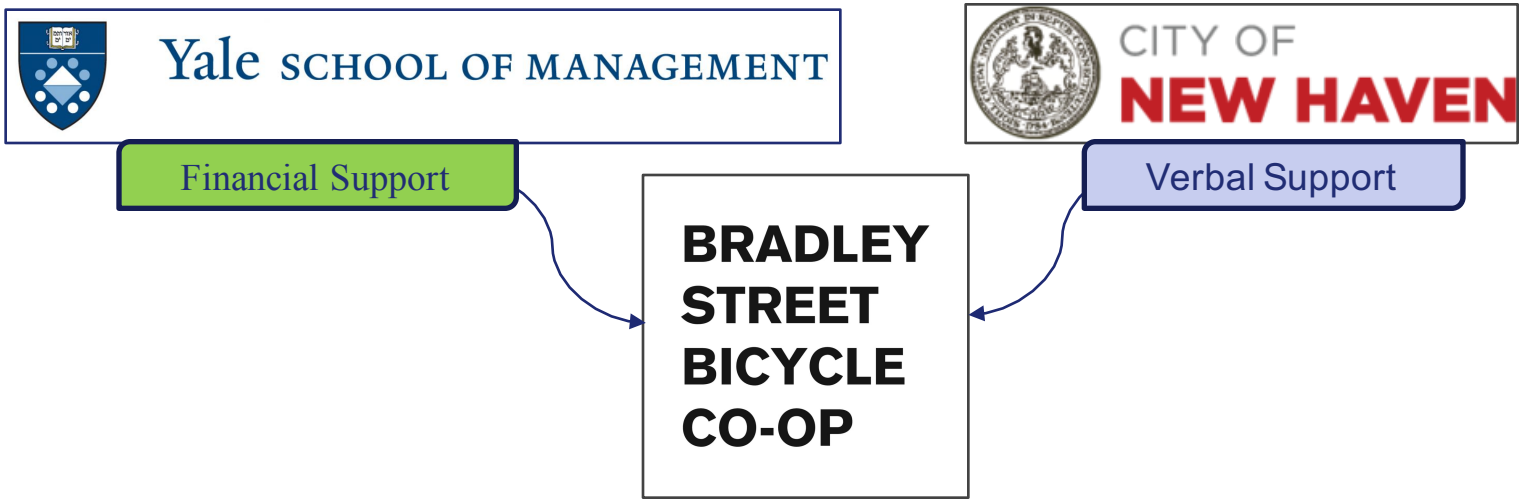
High Costs of Biking

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)

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