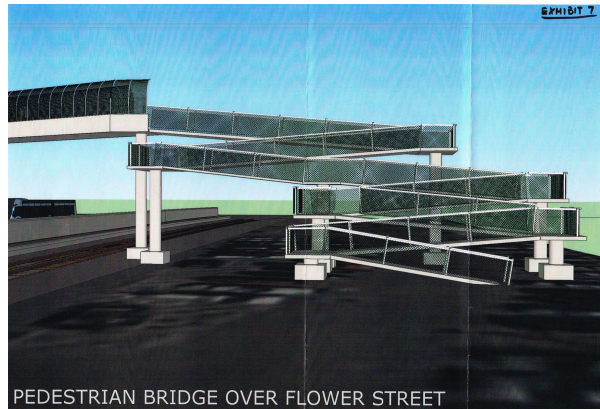


## Bike Lanes for Sigourney & Farmington

About four years ago when CTfastrak was still being called the New Britain Busway and Flower St was open but in jeopardy, a DOT hearing concluded that the State was responsible for creating a pedestrian and cycle alternative to the existing unsafe conditions of both Broad and Sigourney Streets. After multiple proposed designs began to exceed \$10 million in cost, and the I-84 Project began to make any “Up & Over” structure a short lived solution, attention turned to alternate improvements for both pedestrians and cyclists to ameliorate the loss of Flower St.



The meeting at the Lyceum on March 16<sup>th</sup> was a part of that effort. CT DOT has engaged Michael Baker consultants to analyze the options available for Sigourney St from Park Terrace to Asylum Avenue and Farmington Avenue from Broad St to Marshall St.

They considered bike lanes, a one-way cycle track (dedicated separate cycling route on each side of the street) and two-way cycle track (cycle route for both directions on one

side of the street). Michael Baker also hired Toole Design Group who specializes in bicycle-compatible street designs to help with the process.

In the end, we may well have something that functions better than the Flower St that we lost and benefits a much larger area of Asylum Hill. It also might be a model for what is possible for other parts of the City, and over time could be extended in every direction to improve the connectivity of Hartford and even our surrounding neighbors.

To see all of the various maps and related documents presented on the 16<sup>th</sup> go to

<http://tinyurl.com/z5uskeq>