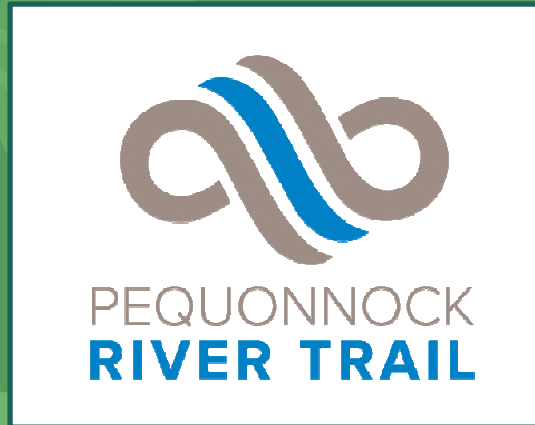


Pequonnock River Trail Extension

City of Bridgeport

September 2018





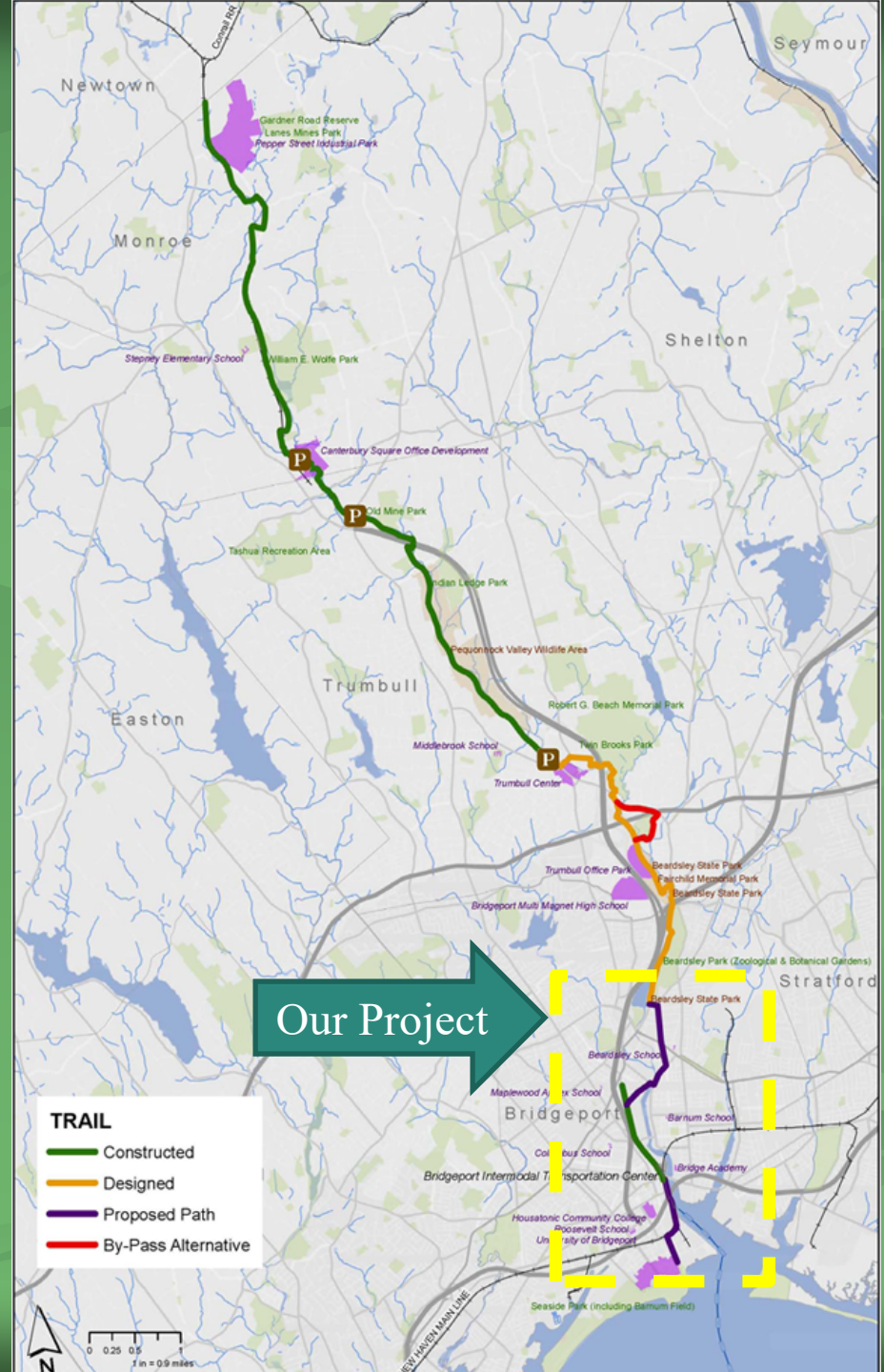
PEQUONNOCK RIVER TRAIL

The goal of this project is to connect segments of existing trails along the Pequonnock River to create a continuous greenway from Long Island Sound and Downtown Bridgeport, through Trumbull, to the Monroe-Newtown town line. The planned trail generally follows the path of the abandoned Housatonic Railway corridor and runs parallel to the Pequonnock River.

It starts at Seaside Park in the South End, then passes through Downtown Bridgeport, continues north through Beardsley Park into Trumbull, across the Route 15 and Route 25 interchange area, into Twin Brooks Park, through the Pequonnock River Valley and into Monroe, where it follows the old rail bed through Wolfe Park to the Newtown town line. Once completed, the Pequonnock River Trail (PRT) will extend about 16.2 miles.

Over the years, several sections of the trail have been designed and constructed. Currently, about 10.2 miles are open to the public and another 3 miles have been designed already.

This project will conceptually design the remaining 3 miles in the City of Bridgeport, which are required to complete the trail.





PEQUONNOCK
RIVER TRAIL

Important connections

- Neighborhoods
- Major destinations/amenities
 - Beardsley Park and Zoo, Housatonic Rail Trail, Greater Bridgeport Transit Bus Terminal, Bridgeport train station, Bridgeport Ferry Terminal, Webster Bank Arena, Harbor Yard Sports Complex, University of Bridgeport, and the Long Island Sound at Seaside Park

User groups

- Short-term connection for urban cyclists
- Long-term vision for wider public, families and aging population

Project Limits

- **Broad Street and Main Street** from Seaside Park to Ferry Access Road, one-way for bicycles, moving South on Broad Street and North on Main Street - **Shared lanes (Class III)**
- **Railroad Avenue/Ferry Access Road** from Broad Street to Main Street and along **Ferry Access Road** from Main Street to the Ferry staging area - **Shared lanes (Class III)**
- **Ferry Staging Area** from Ferry Access Road to the Ferry Employee Parking lot - **Separated bicycle path (Class I)**
- **Ferry Employee Parking Lot** and under I95 and the train tracks to Water Street - **Bikeway (Class I)**
- **State street** (north side) from Water Street to Middle Street - **Bikeway (Class I)**
- **Middle street** (east side) from State Street to Fairfield Avenue - **Bikeway (Class I)**
- **Middle Street** from Fairfield Avenue to Gold Street - **Shared lanes (Class III)**
- **Gold Street** (south side) from Middle Street to Housatonic Avenue - **Bikeway (Class I)**
- **North Washington Avenue** (south side) from Housatonic Avenue to River Street - **Separated Shared-Use Path (Class I)**
- **River Street** from North Washington Avenue to Huntington Road - **Bike Lanes (Class II)**
- **Huntington Road** from River Street to Noble Avenue - **Shared lanes (Class III)**
- **Noble Avenue** from Huntington Road to Crown Street
- - **Bike Lanes (Class II)**
- **Crown Street** (north side) from Noble Avenue to Beardsley Park
- - **Bikeway (Class I)**



PEQUONNOCK
RIVER TRAIL



Housatonic Ave (Looking SB) - South of E. Washington Ave



Water St (Looking NB) - at Bridgeport Transportation Center



Water St (Looking SB) - between Bridgeport Transportation Center and Train Station



Water St (Looking SB) - at Ferry Access Rd and I-95



Water St (Looking NB)



N. Frontage Rd (Looking WB) approaching Main St



N. Frontage Rd (Looking WB) approaching Broad St



Broad St (Looking SB) adjacent to Baseball Stadium



Broad St (Looking SB) under Metro North Rail Road trestle



Broad St (Looking SB) between Atlantic St and University Ave



Main St (Looking NB) between Atlantic St and University Ave



Main St (Looking NB) at Ferry Access Rd



Ferry Access Rd - between Guard Booth and Ferry Terminal



Water St (Looking NB) - at Ferry Terminal Driveway / Train Station / Taxi



Metro North Underpass to Water St and Ferry



Riverwalk adjacent to Train Platform



PEQUONNOCK RIVER TRAIL EXTENSION ALIGNMENT STUDY PREFERRED ALIGNMENT - SOUTH SEGMENT

LEGEND

- Existing Class I (Separated Path)
- - - Proposed Class I (Separated Path)
- - - Proposed Class II (Bike Lane)
- - - Proposed Class III (Shared Lane)

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PEQUONNOCK
RIVER TRAIL



Noble Ave at Beardsley Park Entrance



Noble Ave (Looking NB)



Noble Ave at Boston Rd (Looking SB)



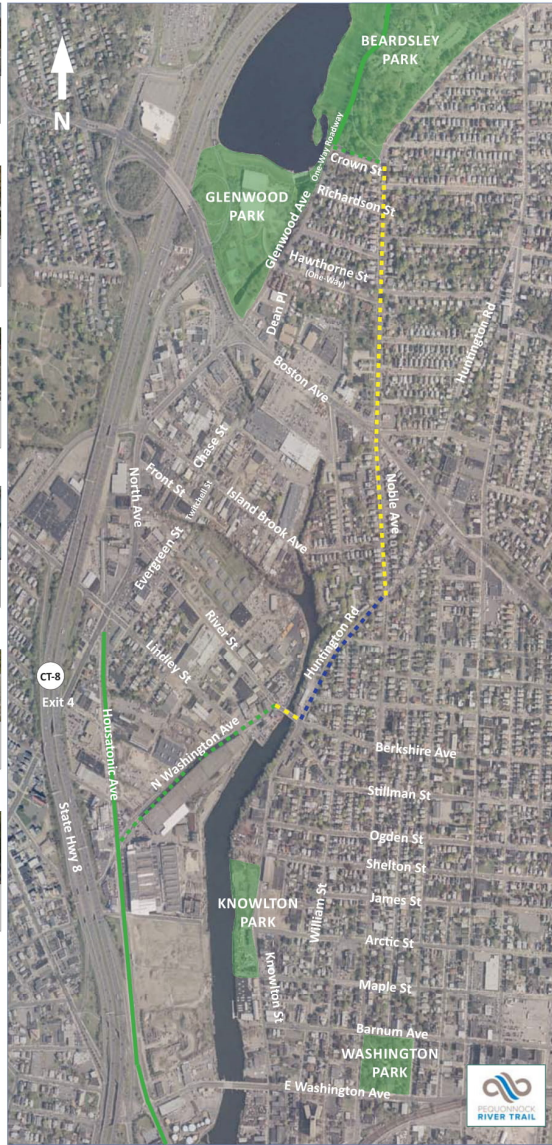
Evergreen St (Looking NB)



Huntington Rd (Looking SB)



River St Bridge (Looking WB)



N. Washington Ave (Looking SB) - at River St



River St (Looking WB)



N. Washington Ave (Looking SB) - south of Lindley St



N. Washington Ave at Housatonic Ave (Looking SB)



Housatonic Ave (Looking SB)



Housatonic Ave (Looking SB) at commercial driveway



PEQUONNOCK RIVER TRAIL EXTENSION ALIGNMENT STUDY PREFERRED ALIGNMENT - NORTH SEGMENT

LEGEND

- Existing Class I (Separated Path)
- Proposed Class II (Bike Lane)
- Proposed Class III (Shared Lane)

Aerial Photo 2007



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PEQUONNOCK RIVER TRAIL

Bike Facilities Types

There are three types of bicycling facilities, they include:

1 - Class I Bike Path: A path for the exclusive use of bicyclists, physically separated from motorized vehicular traffic either within an existing right-of-way or on a completely new location.

2 – Class II Bike Lane: A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

3 – Class III Bike Route: A shared right-of-way typically identified only by signing, but may include shared lane markings to improve the safety of the route. Bike routes are proposed along low speed, low volume roadways where there is insufficient width to provide bicycle lanes.



PEQUONNOCK
RIVER TRAIL

On-Street Bike Facilities – Shared Lanes (Class III)



Signing & Marking
Shared Lane Markings



PEQUONNOCK
RIVER TRAIL

Broad Street, Main Street, Ferry Access Road,
Middle Street, & Huntington Road



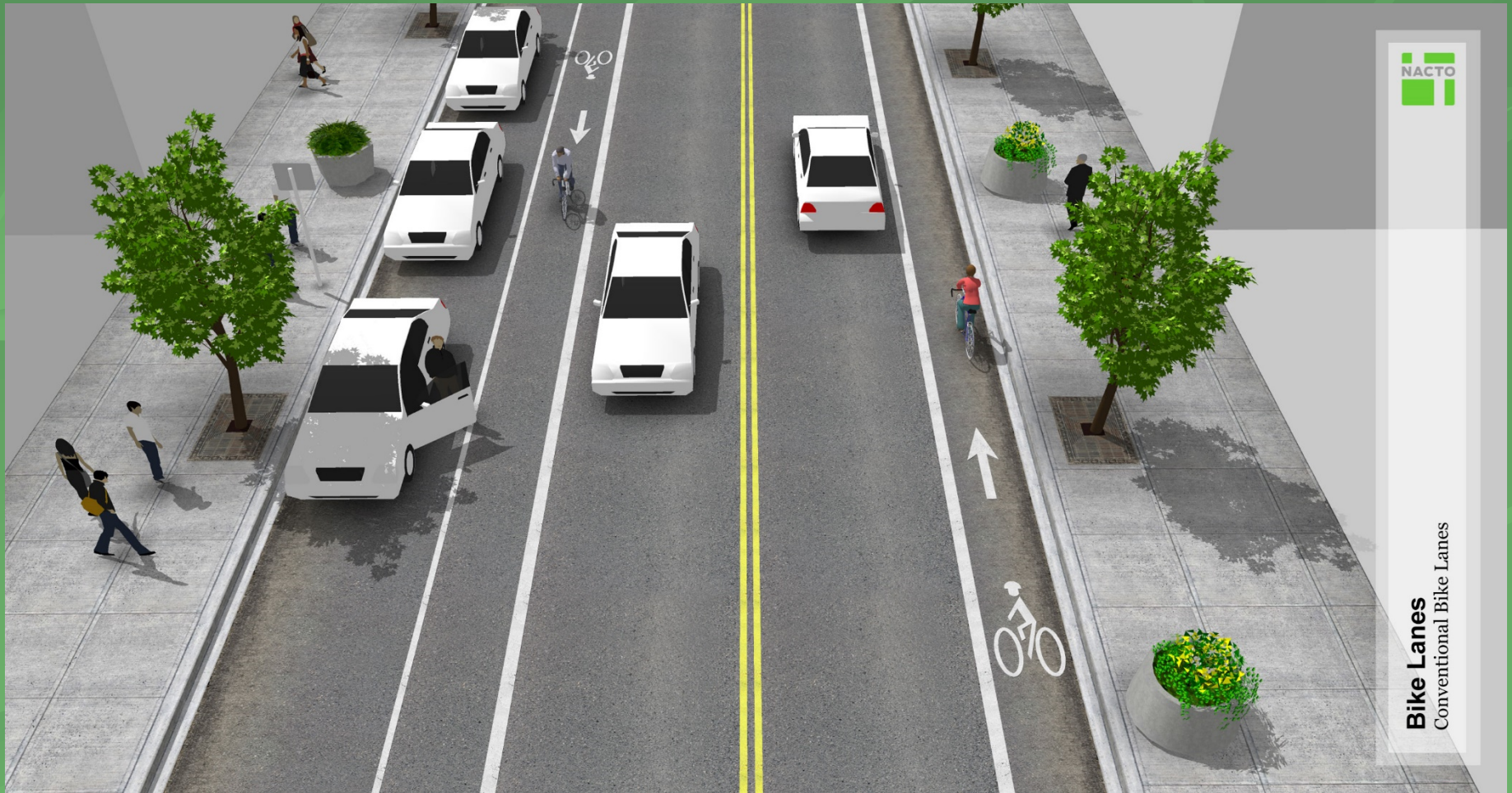
Main Street Sample – Whiting Street to Ferry Access Road



- Shared Lanes, Northbound Only (Southbound on Broad Street).
- Retain On-street Parking.



On-Street Bike Facilities - Bike Lane (Class II)



Bike Lanes
Conventional Bike Lanes



PEQUONNOCK
RIVER TRAIL

River Street



Noble Avenue



Noble Avenue Sample – Huntington Road to Roosevelt Street



- 4' One-way Bike Lanes.
- Retain On-street Parking.



On-Street Bicycle Facilities – 2-Way Bikeway (Class I)



Cycle Tracks
Two-Way Protected Cycle Track with Parking Buffer

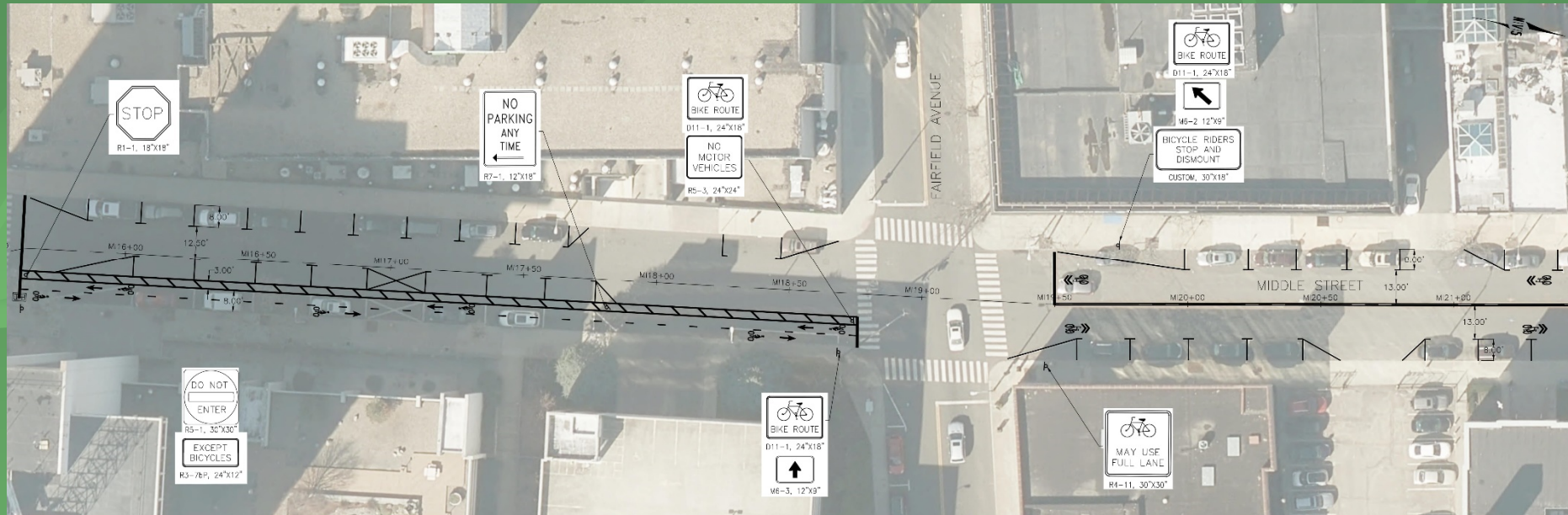


PEQUONNOCK
RIVER TRAIL

Ferry Parking Lot, Middle Street, Gold Street, & Crown Street



Middle Street Sample – Wall Street to Fairfield Avenue



- 8' Two-Way Cycle Path, 3' Buffer
- Retain most on-street parking on both sides of road.



Off-Street Bike Facilities - Concrete Shared-Use-Path (Class I)



North Washington Avenue



North Washington Avenue Sample – Intersection of Housatonic Avenue



- 8' Off-road Concrete Shared-use-path, 3' Grass Utility Strip.
- Connect to existing Housatonic Shared-use-path.



Off-Street Bike Facilities – Separated Asphalt Bicycle Path (Class I)



PEQUONNOCK
RIVER TRAIL

Ferry Staging Area



Ferry Staging Area Sample – Ferry Access Road to Ferry Employee Parking Lot



- 8' Off-road Asphalt Cycle Path.



Schedule

- Preliminary Design: Completed Summer 2018
- Final Design Phase: Completed by Spring 2019
- Advertising & Bidding Phase: SPRING/SUMMER 2019
- Construction Phase:

Start – SUMMER 2019

Completion – 6-9 Months

Questions?

Thank you for attending!



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