



Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.



2800 Berlin Turnpike • Newington, CT 06111-4113
ctbikepedboard@gmail.com

REGULAR MEETING NOTES

Friday August 23, 2019, 9 AM

DOT Headquarters, 2800 Berlin Turnpike, Newington, CT 06111, Room B

1.0 Preliminaries

1.1 Call to Order/Roll Call

Sandy Fry (Chair), Brian Kent (Vice Chair), Joe Balskus (Secretary), Ray Rauth, Neil Pade, Susan Smith, Ken Messier, Tom Branchaud (on the phone), Rod Parlee

Guests

Melanie Zimyeski CTDOT
Amy Watkins Watch for Me CT
Bob Dickinson South Windsor

1.2 Minutes

June meeting notes accepted by Board.

1.3 Input from Visitors (5 minutes)

Bob referenced the Plainville Gap study council meeting in Plainville.
Joe to send link to project website and presentation

2.0 Reports/Presentations

2.1 DOT Projects and News

Report on DOT CS Policy

Active Transportation Plan lists strategies and these have been converted to a spread sheet, responsible office, time frame, priority level, contact persons and notes. Being reviewed internally by Complete Streets committee and within a week have feedback. And then distribute to Bike Ped Board.

Need to clarify DOT website for registering comments on issues on State roadways

Robert Bell provided a summary on the update on the Department's Complete Streets policy, discussing the activities by general categories:

- TOD/transit projects
 - Technical assistance to municipalities relative to planning

NOTE TO PERSONS WITH SPECIAL NEEDS:

Anyone who requires an auxiliary aid or service for effective communication or other accommodation at a meeting must notify the Connecticut Department of Transportation in advance of the meeting as soon as they are able.



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documents and ordinances

- Creating the transit infrastructure – CTfastrak, CTrail. These projects have a long lead time and long effort and need local support
- CT Rail Stations have included CS
- First mile/last mile initiatives at transit (bus/rail) stations being reviewed by Department
- CTDOT reviews bike/ped safety access at stations as well as transit service and TNC's use of stations
- Promotion of use of stations is a significant plus for mobility in CT
- CTDOT is developing a prototype assessment tool for transit station reviews internally
- Bikes on rail cars still being reviewed
- Robert referenced previous CTDOT initiatives and discussions with former Commissioner Redeker at previous meeting of Board
- Community connectivity program \$25 million, underway with 80+ Road Safety Audits (RSA) completed and projects programmed.
 - Release of funding for the construction of approved projects is metered by the CTDOT. The department is not able to release funding for all of the approved projects at once.
 - VIP paving program inclusion of RSA recommendations
- Standard practice:
 - to incorporate bike ped in design of projects with ped/bike assessment form process
- ADA transition plan underway
- Internal complete streets advisory committee members from all bureaus and meets quarterly to provide updates on activities
- Active transportation plan focused on what CTDOT can do and implement and provides set of tables for actional items with an implementation approach
- Some initiatives are internal, and some come from FHWA
- Need to clarify where there is overlap between initiatives for complete streets
- Highway safety office and safety planning units have continuous work ongoing and are focusing upon ped/bike safety
- DOT is planning to line up training with the T2 Center that will be available for municipal engineers and planners.

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Question on bike on buses data collection. Robert will investigate
Question on transparency of internal Complete Streets committee.

2.2 Bike Walk CT Update

New brochure being published by BWCT and distributed
Bike seminars were held in July, LCI training provided, now have 58 certified
September 7 Bike Safety Clinic w/UCONN Health Community Outreach sponsoring
in Meriden free to public
September 15 Discover CT Ride New Britain Museum of Art – registration is open
October 5 w/UCONN in Groton Safety Clinic
November 8 annual dinner need a keynote speaker – Commissioner will be guest
speaker not key note
Film fest Motherload – Goodwin College October 17

In the discussion, it was suggested that our annual report address the need for state
support for bike education

2.3 Watch For Me CT Update

Working with T2 Center Safety Circuit Rider at UCONN on LPI seminars to Towns

CTDOT law enforcement training same day as ITSCT Annual meeting

Driver, bike, pedestrian behavior education split evenly by program

3.0 Old Business

3.1 Bylaws – revised draft

Discussion on revisions to the bylaws

Revise Articles as discussed

Modified bylaws will be presented and voted on next month meeting

3.2 Web site – input/discussion

Review of website information and text. Members liked the Frequently asked
Questions draft text. Suggested adding Major Accomplishments, and link to
DOT “Report a Problem” page

3.3. Brochure, powerpoint, planning outreach

Comments provided by Board members on brochure – Add photos, make text
consistent with webpage FAQ’s

Comments to be provided on powerpoint for next month

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4.0 New Business

Membership – Ray Rauth resigning from Board effective today, will be attending meetings until replacement nominated, several names being considered that the Chair will pursue further

The Board thanked ray for his dedication and service over the years. He helped to set the course for the Board, as the first chair.

Nominations for officers for next month

Annual report to start next month

Collinsville complete street project agenda

The DOT has adopted the draft Accessibility guidelines (see attached policy doc) for the state. This helps to clear up some confusion regarding what guidance to use.

Next Meeting – September 27, 2019, **9 AM**
Unable to attend? You can still participate:
Using your computer, tablet or smartphone:
<https://global.gotomeeting.com/join/900550389>

OR

You can also dial in using your phone: United States +1 (312) 757-3121
Access Code: 900-550-389

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Connecticut DOT

Number: ED-2019-7

Office of Engineering

Date: May 31, 2019

ENGINEERING DIRECTIVE

Engineering Administrator

Accessibility Guidelines in the Public Right-of-Way

The U.S. Access Board is responsible for developing and updating the ADA Accessibility Guidelines ([ADAAG](#)). These guidelines are used by the Department of Justice (DOJ) and the U.S. Department of Transportation (DOT) in setting enforceable standards that the public must follow. When the ADAAG was developed, they were primarily intended for buildings and on-site facilities. While they address certain features common to public sidewalks, it has long been recognized that further guidance is needed to add conditions that are unique to the public right-of-way.

The US Access Board developed the Public Right-of-Way Guidelines (PROWAG) to address pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The PROWAG requirements have not been officially adopted by the DOJ; however, the Federal Highway Administration has issued [proposed guidelines](#) that the draft version of PROWAG is a recommended best practice and can be used for areas not fully addressed in the current ADAAG requirements.

The Connecticut Department of Transportation (CTDOT) is committed to providing the highest level of accessibility reasonably possible and will use PROWAG in developing updated accessibility design guidance for pedestrian facilities in the public right of way. Until such time that updated guidelines have been incorporated into the CTDOT [Highway Design Manual](#), designers shall refer to PROWAG as a best practice. Should use of the PROWAG for a specific design element be determined to be technically infeasible, ADAAG guidelines shall be followed if applicable. The technical infeasibility for any design element not satisfying PROWAG guidelines shall be documented and approved using the [CTDOT ADA Technical Infeasibility Form](#).

Pedestrian accommodations in the design of traffic control signals are established by the Department's [Traffic Control Signal Design Manual](#) and the [Manual on Uniform Traffic Control Devices](#).