



Connecticut Bicycle and Pedestrian Advisory Board

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



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REGULAR MEETING NOTES

Friday September 27, 2019, 9 AM

DOT Headquarters, 2800 Berlin Turnpike, Newington, CT 06111, Room 2141

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, Rod Parlee, Francis Pickering

On the phone – Alan Sylvestre

Guests

Robert Bell, CTDOT

Melanie Zimyeski CTDOT

Gannon Long, Center for Latino progress

Chris McArdle, City of Hartford resident

1.2 Minutes

Eliminate thesecond date on the meeting notes for bike walk ct movie showing

Joe to send link to the Plainville gap study

Minor edits to capitalization

On a motion by Brian, seconded by Francis, Minutes as updated accepted by the board

Ray's service noted to the board members. Ray handled the duties of first chair for a new board with aplomb and diplomacy. And he walked the walk, walking all of Route 1 to document the problems that pedestrians, bicyclists and transit users encounter on this roadway. He will be missed, but at this point we will hang onto him until Senator Fasano appoints a replacement.

1.3 Input from Visitors (5 minutes)

Gannon – continue conversation on how to approach the legislature for 2020 session
2017 CRCOG comprehensive route analysis status?

Transit concerns with CTFAstrak service to Rentschler Field

Rail service unreliable (Amtrak)

CTTransit concerns – can be submitted to the customer feedback department

Dillon Stadium Event – 2pm NightFall and evening Athletics game should be coordinated with the City. Sandy said she will reach out to CTtransit to make sure they are aware of all that is going on on this date.

Scheduling of transit is beyond the purview of the Bike Ped Board though the Board recognizes the integral relationship given that individuals who live car free are likely to walk, bicycle and use transit.

2.0 Reports/Presentations

2.1 DOT Projects and News

Boxer Square Stamford Community Connectivity Grant constructed CTDOT to provide photographs. This is the second CCGP funded project to be constructed.

Complete streets committee is working with T2 Center and CT Main Street Center for developing a Complete Streets session for Spring 2020. This will likely be focused upon elected officials and may not be an indepth technical instruction

VIP paving for 2020 sent to Towns. This is much more lead time than in the past – kudos to DOT.

Is there an opportunity to include complete street measures in the VIP paving? Only if between curbs. The board discussed the conundrum that this presents – does a town skip a repave, because they want much more to happen with the roadway, or do they go ahead with repaving with no complete streets elements, knowing the road will not be touched again for several years.

Community connectivity program working very well in Newington, may be backlogged in the Districts?

Scott Hill issued PROWAG as best practice – HDM update underway, schedule to be determined so that PROWAG be incorporated in HDM update

Bike Design Guide update may be delayed until AASHTO bike guide published

Bike Rack usage on CT Transit per division provided by CTDOT via email – average monthly numbers. Sandy will send the historic reports to Melanie so that those can be updated and we can see the history of usage. 3767 users in Hartford in August 2019. We suspect that usage is higher than what was reported for 2019, that drivers do not always register rack usage.

Active Transportation Plan strategies (spreadsheet listing responsible office, time frame, priority level, contact person, notes) to be provided to Bike Ped Board for review by end of the year.

Sign posting for Bolton Greenway denied by District – advertising? The Board suggests that the definition of advertising is too restrictive. Could this be discussed in the DOT Complete Streets Committee? See attached sign.

Signs for CTFastrak – speed regulating signs overhang the path, Melanie will discuss with Public Trans.

Signs on state highways directing people to trails/parks noted as being reviewed

DOT noted that signs are already considered by the internal Complete Streets committee

2.2 Bike Walk CT Update

October 5 – bike safety workshop in Groton – Fall Fest

October 17 – film event – Motherload 630pm Goodwin college EH

Nov 8 CCSU Bike walk annual dinner – 14th annual Willy Weir Keynote, Guest speaker Commissioner Guiletti and peoples choice awards

2.3 Watch For Me CT Update

No report

3.0 Old Business

3.1 Bylaws – revised draft to be reviewed next month

3.2 Officers – on a motion by Rod, seconded by Francis, the Board voted unanimously to retain the entire slate for 2020 (Chair – Sandy Fry, Vice Chair – Brian Kent, Secretary – Joe Balskus.

3.3 Annual Report review

Reference to the CT Pedestrian Safety Guide published in July 2019 (research project for CTDOT) and title sheet attached to this document

Board to review Active Transportation Plan document, there are 10 priority projects listed in that document (attached to these minutes)

CTDOT Complete Street committee include staff with bike/ped expertise

See attached spreadsheet summarizing our discussion

4.0 New Business

Next Meeting – October 25, 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

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.

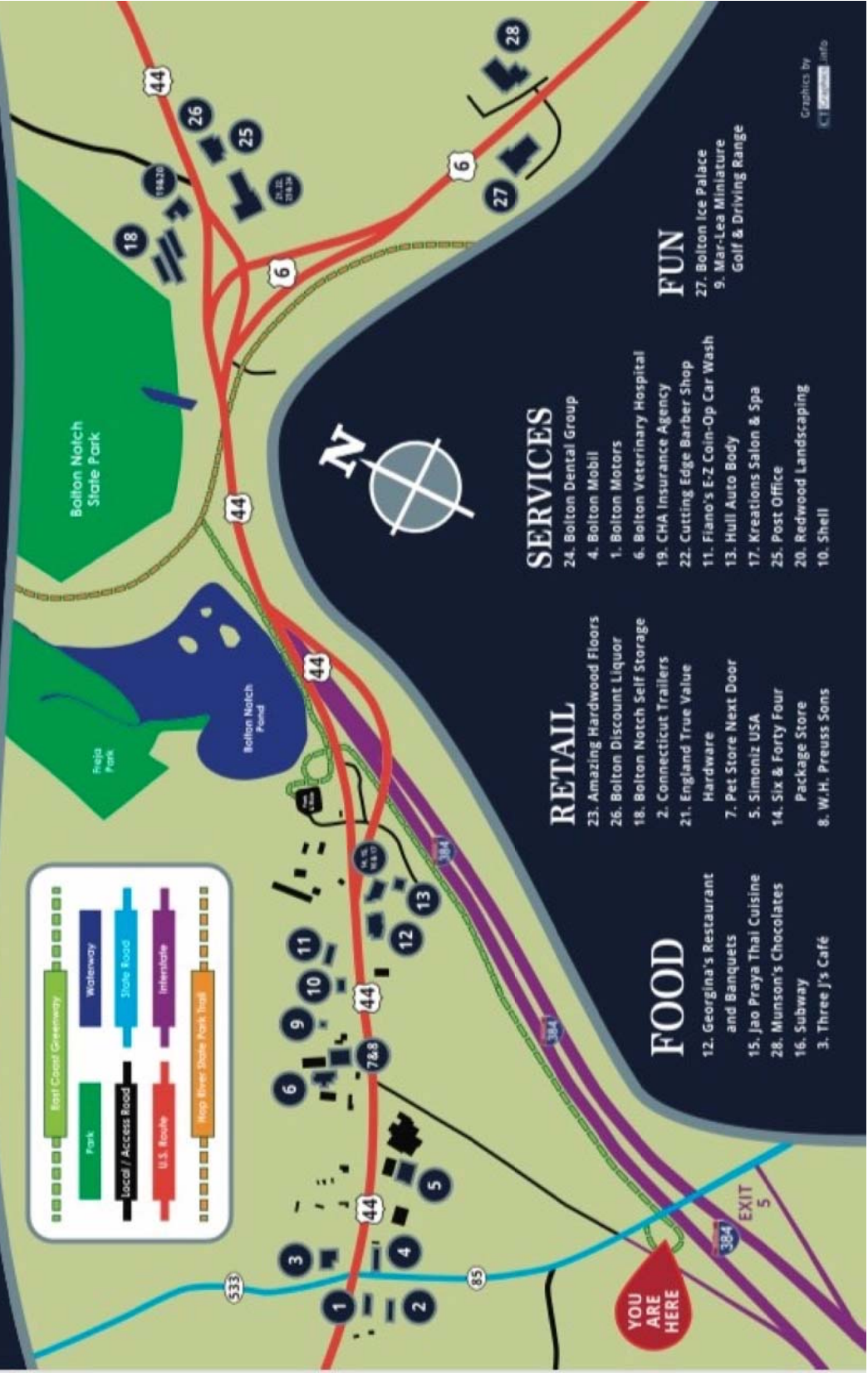
CTtransit Bike Usage Report by Division - FY2019

	<u>Hartford</u>	<u>New Haven</u>	<u>Stamford</u>
Jul-18	3,613	2,760	589
Aug-18	3,767	2,943	638
Sep-18	3,125	2,619	491
Oct-18	3,158	2,852	484
Nov-18	2,273	2,115	315
Dec-18	2,086	2,048	274
Jan-19	1,648	1,658	233
Feb-19	1,446	1,361	188
Mar-19	1,793	1,639	280
Apr-19	2,573	2,267	385
May-19	2,826	2,753	474
Jun-19	2,830	2,937	370
TOTAL:	31,138	27,952	4,721
AVERAGE:	2,595	2,329	393

WELCOME TO

BOLTON, CONNECTICUT

EST. 1720



2019

Connecticut Pedestrian Safety Guide

The Connecticut Pedestrian Safety Guide (PSG) was developed as a part of the 2017 Pedestrian Observational Safety Study to address pedestrian safety issues on a town level. The PSG is a statewide, data-driven safety guide for all of Connecticut's traffic safety partners. This guide is meant to serve as a safety tool for achieving Connecticut's vision of reducing pedestrian fatalities and injuries.



Connecticut Pedestrian Safety Guide

Prepared by

Marisa E. Auguste

Eric D. Jackson, PhD

Connecticut Transportation Safety Research Center

Connecticut Transportation Institute

University of Connecticut

School of Engineering

Report Number

CT-2303-F-19-1

Research Project

SPR-2303

Prepared for

Connecticut Department of Transportation

Bureau of Policy and Planning

Roadway Information Systems Unit

Research Section

Colleen A. Kissane

Transportation Assistant Planning Director

July 2019

CONNECTICUT

ACTIVE TRANSPORTATION PLAN



January 2019

*A Plan for the Connecticut
Department of Transportation*



Table 5: Top 10 Pedestrian and Bicycle Safety Corridors

Rank	Municipality	Route	Segment Begin	Segment End	Length (Feet)	Proposed Improvements	Engineering Cost	Pedestrian / Bicycle Facilities Cost*	Resurfacing & ADA Ramp Cost	Total Construction Cost	Engineering + Pedestrian / Bicycle Facilities Cost	Total Cost
1	Stamford	1	Alvord Ln.	Seaside Av.	15,420	<ul style="list-style-type: none"> Sidewalk and ADA ramp upgrades Roadway resurfacing Road diet Traffic and pedestrian signal upgrades 	\$1,200,000	\$11,500,000	\$4,500,000	\$16,000,000	\$12,700,000	\$17,200,000
2	Hartford	44	Bedford St.	Morgan St.	4,475	<ul style="list-style-type: none"> Sidewalk and ADA ramp upgrades Roadway resurfacing Road diet Traffic and pedestrian signal upgrades 	\$800,000	\$1,600,000	\$1,600,000	\$3,200,000	\$2,400,000	\$4,000,000
3	Bridgeport	127	Cedar St.	Kingsbury Rd.	8,770	<ul style="list-style-type: none"> Sidewalk and ADA ramp upgrades Roadway resurfacing Pavement markings to formalize shoulders Pedestrian signal upgrades Illumination 	\$1,200,000	\$1,100,000	\$2,300,000	\$3,400,000	\$2,300,000	\$4,600,000
4	New Haven	1	Gilbert St.	Brewery St.	11,990	<ul style="list-style-type: none"> Sidewalk and ADA ramp upgrades Selective roadway resurfacing Road diet Traffic and pedestrian signal upgrades Curbing 	\$1,400,000	\$7,600,000	\$1,700,000	\$9,300,000	\$9,000,000	\$10,700,000
5A	Bridgeport	130	Seaview Av.	Bruce Av.	6,230	<ul style="list-style-type: none"> ADA ramp upgrades Road diet for bicycle lanes On street parking (both sides) Sidewalk bump outs Signal upgrades 	\$1,000,000	\$4,800,000	\$3,200,000	\$8,000,000	\$5,800,000	\$9,000,000
5B	Bridgeport		Kings Hwy.	Wordin Av.		<ul style="list-style-type: none"> ADA ramp upgrades Road diet for bicycle lanes Dedicated left turning lane Shoulder markings for on street parking Signal upgrades 	\$1,200,000	\$9,400,000	\$3,400,000	\$12,800,000	\$10,600,000	\$14,000,000
6	Danbury	53	South St.	Liberty St.	3,720	<ul style="list-style-type: none"> Sidewalk and ADA ramp upgrades Roadway resurfacing Road diet for bicycle lane Traffic and pedestrian signal upgrades 	\$800,000	\$800,000	\$1,700,000	\$2,500,000	\$1,600,000	\$3,300,000

* Includes all “proposed improvements” listed in table other than “resurfacing and ADA ramp costs”

Table 5: Top 10 Pedestrian and Bicycle Safety Corridors (continued)

Rank	Municipality	Route	Segment Begin	Segment End	Length (Feet)	Proposed Improvements	Engineering Cost	Pedestrian / Bicycle Facilities Cost*	Resurfacing & ADA Ramp Cost	Total Construction Cost	Engineering + Pedestrian / Bicycle Facilities Cost	Total Cost
7	Bridgeport	1	Bruce Av.	Seaview Av.	4,790	<ul style="list-style-type: none"> • Sidewalk and ADA ramp upgrades • Roadway resurfacing • Traffic and pedestrian signal upgrades • Selective full depth reconstruction • Concrete curbing 	\$1,100,000	\$9,300,000	\$2,600,000	\$11,900,000	\$10,400,000	\$13,000,000
8	Norwalk	1	Richards Av.	I-95 SB Ramps	6,020	<ul style="list-style-type: none"> • Sidewalk and ADA ramp upgrades • Roadway resurfacing • Traffic and pedestrian signal upgrades • Selective full depth reconstruction • Curbing 	\$1,000,000	\$2,500,000	\$2,500,000	\$5,000,000	\$3,500,000	\$6,000,000
9	Stonington	1	May Flower Av.	CT/RI State Line	3,840	<ul style="list-style-type: none"> • Sidewalk and ADA ramp upgrades • Roadway resurfacing • Road diet for bicycle lane • Roundabout • Selective full depth reconstruction 	\$800,000	\$3,500,000	\$1,200,000	\$4,700,000	\$4,300,000	\$5,500,000
10A	Manchester	6	Goodwin St.	Vernon Rd.	21,860	<ul style="list-style-type: none"> • Sidewalk and ADA ramps upgrades • Road diet for two bicycle lanes, two travel lanes, and parking on alternating sides of roadway • Bump-outs • Minor intersection improvement at Porter St • Major intersection improvement at Pine St / West Center St 	\$1,100,000	\$8,600,000	\$4,300,000	\$12,900,000	\$9,700,000	\$14,000,000
10B	East Hartford	5	Burnside Av.	Pitkin St.	4,140	<ul style="list-style-type: none"> • Sidewalk and ADA ramps upgrades • Roadway resurfacing • Road diet for bicycle lane • Pedestrian signal upgrade • Selective full depth reconstruction • Curbing 	\$700,000	\$1,000,000	\$2,200,000	\$3,200,000	\$1,700,000	\$3,900,000
Total										\$74,000,000	\$105,200,000	

* Includes all “proposed improvements” listed in table other than “resurfacing and ADA ramp costs”

CTBPAB 2019 - BEGINNING DISCUSSION - DRAFT ANNUAL REPORT RECOMMENDATIONS

2017	2018	RECOMMENDATION	DISCUSSION	MODIFIED REC 2018	MODIFIED DISCUSSION 2018	2019 RECOMMENDATION	IMPLEMENTING AGENCY
X		Add a question to the Connecticut Driver's Licensing exam focused on bicyclists and pedestrians	The Board recommends the Department of Motor Vehicles reinforce the Department of Transportation's Distracted Driving Initiative through this recommendation.			Drop this one, based upon our review of practice tests, bike ped safety are addressed adequately	DMV
X	X	Modify existing crosswalk legislation to ensure pedestrians are protected when approaching the crosswalk instead of in the crosswalk	The Board recommends that the legislature adopt language that states cars must yield when a pedestrian is "at" a crosswalk rather than just "in" a crosswalk. Prior to 2007 our statutes had this provision.			Keep - and if possible, we need to get activists in sen Leone's district to push him on this.	OLR, State Legislature
X	X	Document substantial projects that show how the State is accomplishing Complete Streets	These projects can serve as demonstrations that illustrate how complete streets can work in a variety of settings.	Implementation of Complete Streets demonstration program	Transportation and funding agencies should seek out projects that can demonstrate implementation of Complete Streets in a variety of contexts. These projects should then be summarized in fact sheets that can be distributed state wide. Ideally, CTDOT would oversee this program	Change to indicate that DOT should seek out projects, built and proposed, that can demonstrate Complete streets principals. That is showcase what is built already and seek out projects to fud that will demonstrate concepts we don't see in ct yet	CTDOT, Regions, Municipalities
X		Prioritize the implementation of the bike routes identified in the 2017 Connecticut Bicycle Pedestrian Transportation Plan	These routes have been identified as important connections throughout the state and should be implemented through all future projects.			we need to look at the active Transportation Plan to see whether there are items that we should support.	CTDOT, Regions, Municipalities
X	X	Continue to support the WatchformCT bicycle and pedestrian and vehicle safety campaign that was initiated in 2017.	Failure to understand the rights and responsibilities of all road users leads to unsafe behavior and danger on the roads. The campaign makes clear that bicyclists do belong on the state's roads, that bicyclists follow the vehicle code, how pedestrians can most safely walk along and cross roadways, and when motorists must yield to other road	Continue Educational Outreach and Awareness program.	The Watch for Me CT program fills a critical need and should be continued and expanded so that the messaging reaches the entire state in a systematic way. This type of safety campaign helps all road users to understand their rights and responsibilities and leads to improved conditions for vulnerable road	keep	CTDOT, DMV, Regions, Municipalities, DESPP
X	X	Train District staff in bicycle and pedestrian coordination and training at CTDOT's District Offices (Regional COG's designate function of staff Bicycle and Pedestrian Coordinator	District training coordinators should be provided additional training for bike ped coordination. Each DOT District should have an existing position designated for bicycle and pedestrian coordination.	Develop bike/ped expertise in each DOT District office.	Each DOT district should have one individual designated as the bike ped expert, this would not be a new position. It would require training/education to launch. We have become aware of issues in the Districts, particularly with respect to treatment of sidewalks that cross driveways, and requirements for driveway widths, that are not consistently applied across all districts.	Change to "engineering design training in complete streets principals should be provided in each district"	CTDOT
X	X	Coordinate state roadway paving with local municipal complete street interests	Particularly with repaving programs, i.e. the Vendor in Place (VIP) program, the Intermodal Planning Division and local municipalities need to communicate local bicycle and pedestrian plans prior to the work being undertaken.	Improve the timing in the regular paving program (VIP) to ensure that municipalities have sufficient time to react and request road striping changes.	Sufficient time needs to be provided to allow municipalities to communicate local bicycle and pedestrian plans prior to the work being undertaken.	Note that progress has been made here. Consider, is there a checklist for this process (putting projects onto the VIP) that could have bike ped items added.	Municipalities, Regions, CTDOT
X	X	Create model curriculum for bicycle/pedestrian safety training in elementary schools	Get more schools interested in incorporating bike safety education into their programs and the state Department of Education can be instrumental in encouraging this.	Support Bike Walk CT's efforts to implement bike and pedestrian safety training in elementary schools.	Bike Walk CT has developed a bicycle safety curriculum and has a fleet of bicycles to assist with implementation. The state should assist by providing some funding and also by encouraging schools to include this training.	Note their specific offerings for different grades and ages and train the PE teacher. We may want to add a role for DPH also. Recommendations should be split up into DOE rec and DOT rec.	CTDOT, Department of Education
X	X	Regular training for law enforcement officers in bicycle pedestrian laws	The Board has created a bicycle safety handout for patrol officers that can be used in training programs. http://www.ctbikepedboard.org/uploads/7/8/7/9/78791402/ct_bicycle_laws_handout2016.pdf	Ongoing program for training law enforcement officers in bicycle and pedestrian laws should continue and grow.	The DOT initiated a day long training program in 2018. This program should be revised as needed to attract more attendees, and offered on a regular basis.	need to talk with Amy watkins to understand status of this program. Is it ongoing. Maybe it should be pointed to as a success	CT Dept of Emergency Services and Public Protection

CTBPAB 2019 - BEGINNING DISCUSSION - DRAFT ANNUAL REPORT RECOMMENDATIONS

2017	2018	RECOMMENDATION	DISCUSSION	MODIFIED REC 2018	MODIFIED DISCUSSION 2018	2019 RECOMMENDATION	IMPLEMENTING AGENCY
X		The legislature should adopt E-bike legislation that clarifies the definition of E-bikes and where and how they are to be operated in the state.	The Board recommends that the draft legislation, introduced in 2016, be adopted.			a success	State Legislature
X	X	Investigate the process required to enable municipalities to require Payment-in-Lieu-of-Sidewalks in new developments so that bike/ped improvements can be sited where they are most needed	Most new sidewalks, ramps, crosswalks are built by the private sector. However, they are being built where they are not needed (e.g. on a cul-de-sac) and not where they are needed (e.g., on the main road). This is inefficient and illogical. Municipalities should be able to work with developers to submit payment in lieu of constructing facilities, much as is done with open space and parking.	Modify state legislation to allow Payment in Lieu of Sidewalks with such funds dedicated to bike/ped improvements where they are needed most	The Buttermilk Farms vs. Plymouth decision put a halt to these payments that were made when a regulation-mandated sidewalk was not needed.	keep this, note that other states have this type program	OLR, Legislature, Municipalities
X	X	Consistent with CGS the Department must complete the update of the 2013 CT Highway Design Manual (HDM). The Board recommends providing opportunities for stakeholder input during the development of the manual.	This Manual is a vital resource for use when designing roads. Local governments rely upon this design manual, for both state and locally funded road projects funded projects. Municipalities are required to utilize the CT HDM in lieu of locally adopted standards.	Ensure that bicycle and pedestrian design considerations are incorporated into the Highway Design Manual update process.	The DOT has embarked upon an update to the Highway Design Manual with the intention to include Complete Streets principles in the update. The effort will be an internal effort, without consultant assistance. It is important that up to date bicycle and pedestrian design be included in this update and the Bike Pedestrian Advisory Board would like to be kept apprised of progress. This Manual is used by many throughout the state, not just the DOT.	not discussed yet	CTDOT
	X	The state should continue to allocate funding for bicycle and pedestrian improvements	Progress since 2016 has benefited greatly by the availability of "Ramp Up" funding. Continued investments are needed.			need to put strong support behind DOT's plans for spending on bike ped projects	Governor, General Assembly
	X	The legislature should adopt "dooring" legislation that requires that a person opening a vehicle door does so with a degree of care for moving traffic.	CT is one of only 9 states that does not have legislation in place regarding dooring. Dooring crashes can be catastrophic for bicyclists.			keep	OLR, General Assembly
	X	Link affordable housing approvals to bike and pedestrian network requirements. That is, approval requires some type of bicycle and pedestrian links.	Make sure that pedestrian, bicycle, and transit facilities and services are provided in concert with affordable housing projects to keep transportation costs from becoming a burden and to help residents succeed.			not discussed yet	OLR, General Assembly, OPM, CHFA, DOH
	X			Provide for lower speed limits, particularly in urban areas and school zones.	Currently the Office of State Traffic Administration sets speed limits on all roadways in the state, including state and local roads. The state was marked poorly in the Bicycle Friendly state report card because we do not generally allow speed limits of 20 mph or less. Vision Zero communities have had some success with reducing fatalities by setting community wide default speed limits. This is not possible currently with our Connecticut procedure.	want to discuss further, we would like Joe's opinion, as a traffic engineer on this	CTDOT CS COMMITTEE
	X			Accelerate delivery of allocated funding to bicycle and pedestrian projects. Provide funding for maintenance of bicycle and pedestrian improvements.	Both of these were noted in the bike friendly state 2017 report.	not discussed yet	CTDOT CS COMMITTEE

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2017	2018	RECOMMENDATION	DISCUSSION	MODIFIED REC 2018	MODIFIED DISCUSSION 2018	2019 RECOMMENDATION	IMPLEMENTING AGENCY
	X			Encourage more bicycle commuting.	The state's low rate of bicycle commuting is indicated as a key measure of our bike friendliness in the state ranking. The DOT could create a statewide encouragement program in cooperation with Bike Walk CT and the COGs.	not discussed yet	CTDOT CS COMMITTEE
	X			Provide regular training on complete streets to planners and engineers	Training needs to be offered on a regular and ongoing basis, with classes made available to planners and engineers outside of DOT, along with DOT staff.	not discussed yet	CTDOT CS COMMITTEE
NEW IDEAS FOR 2019 - NOT FULLY FLESHED OUT OR COMMITTED TO YET.							
						Tax large vehicles at a higher rate - dangerous vehicle tax	
						School zone speed cameras, enabling legislation for a pilot	
						Transit benefits for state employees	