



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 July 28, 2023 9 AM

Microsoft Teams meeting

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1 **Call to Order/Roll Call**

Sandy Fry (Chair), Joe Balskus (Secretary), Rod Parlee, Al Sylvestre, Brian Kent, Sue Smith, Francis Pickering, Neil Pade, Tom Branchaud

Bruce Wittchen, OPM
Caitlin Palmer, CRCOG
Kyle Casiglio, SCCOG
Grace Yi Hartford
Isabel Chaparro, DHHS Hartford
Pat Padlo, OSTA
Rebecca Augur, OPM
Bruce Donald, Greenways Council
Aaron Budris, NVCOG
Craig Babowicz, CTDOT
Anna Bergeron, CTDOT
Charles Harlow, Fuss & O'Neill
Richard Donovan, NVCOG
Bill Champagne, CTDOT
Doug Hausladen, Park New Haven
Bob Dickinson, Bloomfield resident
Kate Rattan, SCCOG

1.1 Minutes, **June 23** meeting, adopted as sent out

2.0 **Reports/Presentations**

Bruce Wittchen, CT Office of Policy and Management, update on CT Conservation and Development Policies Plan for 2025-30. (powerpoint is appended to these meeting notes). Final draft and public hearings are expected to happen in Fall 2024. Recap of policies and performance measures in the current plan which encourage bicycling and walking both directly and indirectly. There is a desire to create better means of tracking performance indicators.

Questions and suggestions from Board: Closer consideration of conflicts between state law and state plan, especially when affordable housing, higher density projects, are located where there is no transit, and no bike/ped network available.

NOTE TO PERSONS WITH SPECIAL NEEDS:

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Trails versus roads, shared spaces, variety of users, human scale and human speed, need references to shared space in the plan. Currently in CT we don't talk much about transit, bike and ped access for new housing and commercial developments. Maintenance of trails is an issue, that might be addressed in the plan. Can the plan discuss providing multi modal facilities on state roads?

Previous versions of OPM POCD (from the 1980's) should be reviewed and referenced, and are extremely detailed and recommendations still valid today

Appreciations:

Rob Bell has taken on new role at CTDOT. His replacement, Kevin Carifa, new Director of Planning, and is now overseeing Anna's group and participation in these board meetings. Chair noted sincere appreciation to Rob for all the help he has provided the Board over the past several years. He would follow through with every issue we brought up and make sure that we got an answer and that where possible, change was made in process.

Bruce Donald, back in June a day was declared as Bruce Donald day acknowledging all the work Bruce has done to advance the development of trails throughout the state. Bruce is the chair of the CT Greenways Council, a member of the Board of Bike Walk CT and the East Coast Greenway coordinator for CT I and has been a regular attendee at our meetings. His perseverance on behalf of trails in the state has made things happen!

DOT Reports/Updates

Active transportation plan – update will be done with scope negotiations with the consultant ongoing, CTDOT requests comments, considerations and suggestions. Sandy will send out a request for input, compile the input and send to Anna.

3.0 Old Business

3.1 Final Report – Moving Recommendations Forward

- establishment of a statewide five-year goal of top-ten Bicycle Friendly State status—from our current position of 20th – **Progress of Working Group, meeting with Commissioner. These are the top 3 actions that can improve our ranking, which we highlighted with the commissioner:**

- **form active transportation unit in Department**
- **set a goal for number of miles for State roads for next 5 years**
- **establish a goal for bike/ped mode split**

Full meeting presentation to be included in these meeting notes

- **survey for local traffic authorities, T2 Center issued survey including**

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questions based upon CTBPAB input

- **priorities as listed in our 2022 Annual Report:** Of these recommendations, the Board's **highest priority is for improving safety for vulnerable road users. This includes: funding for planning, design, and construction of high value bicycle and pedestrian facilities, with an initial focus upon urban areas; and education initiatives reaching all road users - bicyclists, pedestrians and motorists - of their responsibilities for operating safely**

3.2 Ideas for getting the word out on the CTBPAB

Slide show is on website, discussion on how to disseminate information

Neil says that a new group formed in Canton may be interested in a presentation and he will try to set up a more regional group of like minded people. Consider CCM participation – we are too late to be part of the fall program but Joe will check to see if we might be able to table with the presentation. Council of Small Towns – Francis will check with them regarding interest. Might make sense to present to a DOT/COG quarterly meeting, Sandy will follow up with Anna.

4.0 New Business

League of American Bicyclists sign on letter relative to NHTSA consideration of bicyclists in safety evaluations, Board was not ready to sign onto the letter. Chair to draft a letter for board review. On a motion made by Francis, seconded by Joe, the Board votes unanimously to authorize Chair to draft a letter calling for full and adequate consideration of pedestrians and bicyclists in new crash testing, and to draw attention to the impact of large trucks on vulnerable user safety and to take appropriate action.

Complete streets and sidewalks on state roads, burden on the local government and treatment of sidewalks differently as an enhancement rather than part of the transportation infrastructure. **Can we address this in this year's annual report, or push the issue forward somehow?**

5.0 Input

5.1 Input from COG's and Vision Zero Updates

Rich Donovan – Bristol received encroachment permit for temporarily reducing crosswalks widths, will be 6 week installation

Waterbury about to receive permit for Grand Street pedestrian improvements (temporary)

Comment Memorial Boulevard in Bristol road diet – bike lane is non continuous and monument impacts traffic flow. This is being studied.

Trail study being done along Memorial Boulevard and City also won DEEP Rec trails award for design

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- 5.2 Input from Visitors (5 minutes) – No Input
- 5.3 CT Rails Council/CT Public Transportation – No report
- 5.4 CTDEEP Trails and Greenways – No report
- 5.5 CT Greenways Council/ECGA – in person trail symposium at Five Points Torrington, Friday October 13, request for papers being sent out
Rec trails grants being streamlined
Independent website being set up from CTDEEP
Legislative asks for 2024 should be started soon, and provide a unified front amongst advocacy groups
- 5.6 BikeWalk CT – Ride on September 17th in Bloomfield
- 5.7 Watch for Me CT – No report
- 5.8 Transport Hartford – No report
- 5.9 CT Trails Program – CT Trail Finder still adding networks to website, CT Trail Census – pilot program of temporary counters on trails and into fall, created new data dashboard since 2015, will allow external partner data to be added.

Next Meeting – **August 25, 2023, 9 AM**
Planning for September 22 meeting in person/virtual at New Haven Union Station

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12 MONTH ACTION PLAN

April 28, 2023: Presentation by Erik Jackson, re UConn Crash data

May 26, 2023

Status of our recommendations – progress, need to reach out?

June 23, 2023 At Riverfront boathouse, Hartford;

Presentation by Donna Shea of the T2 Center, T2 activities in BP

Presentation by Riverfront Recapture re their BP activities

July 28, 2023

Possible update from OPM on CT Conservation and Development Policies Plan for 2025-30 (check with Bruce, Rebecca to see if they are able to do this)

August 25, 2023

Election of officers

Presentation on CT HSIP Implementation plan which should be approved by local FHWA office by now

September 22, 2023, in New Haven

Layout legislative asks for following year. After meeting, request meeting with Anne Kleza

October 27, 2023

Layout recommendations for 2023 report, begin compilation of data for tables in report

November 17, 2023 (not the 4th Friday)

Initial draft of report

December 15, 2023 (not the 4th Friday)

Draft final report

January 2024

Finalize annual report and distribute

February 2024

Strategize how to move recommendations forward

March 2024

NOTE: we may want presentations from other groups to be sure our Annual Report includes their work:

Watch for Me CT; CT Age Well Collaborative; OTHERS?

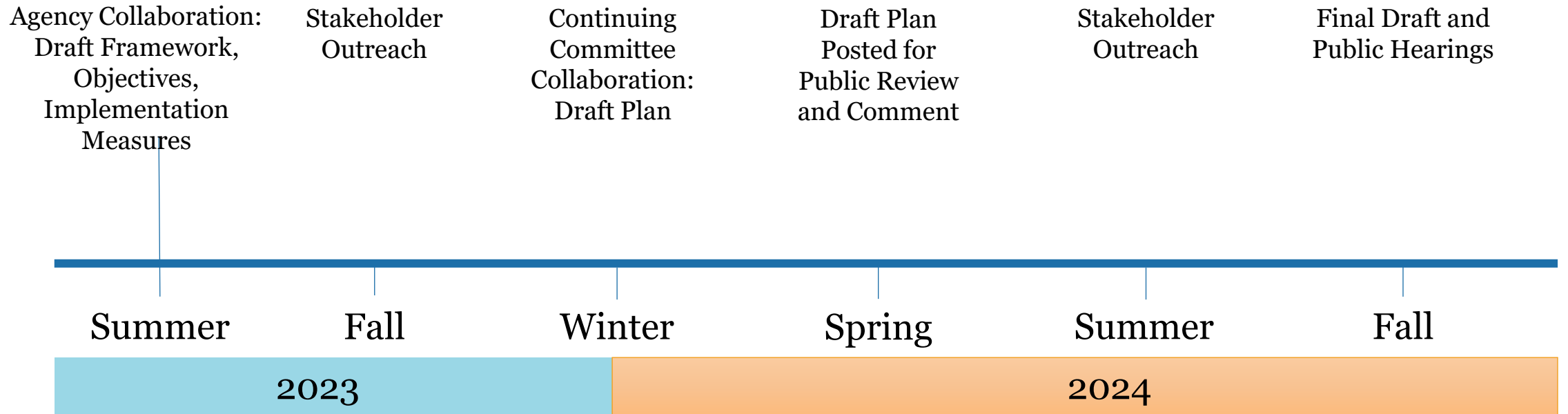
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Connecticut Conservation and Development Policies Plan 2018-2023 (... and 2025-2030)

July 28, 2023
Office of Responsible Growth
CT Office of Policy and Management

C&D Plan 2025-30 Process



C&D Plan policies & performance measures mentioning bicycling, at least indirectly

- Policy 3.2: Encourage a network of pedestrian and **bicycle** paths and greenways that provide convenient inter- and intra-town access, including access to the regional public transportation network;
- Policy 3.3: Ensure that the planning, design, construction, and operation of state and local highways accommodate municipal plans and the needs of **all users**, to the extent possible;
- Policy 5.1: Promote transportation alternatives to the automobile, such as **bicycling**, walking, and public transportation as a means to reducing energy consumption, air pollution, and obesity-related health care costs;
- GMP 3 Indicator: Percent of Surface Transportation Program funds used for **bicycle**/pedestrian access

C&D Plan policies encouraging bicycling & walking less directly (but more effectively?)

- Policy 1.2: Focus on infill development and redevelopment opportunities in areas with existing infrastructure, such as in cities or town centers, which are at an appropriate scale and density for the particular area;
- Policy 1.10: Encourage local zoning that allows for a mix of uses “as-of-right” to create vibrant central places where residents can live, work, and meet their daily needs without having to rely on automobiles as the sole means of transport;
- Policy 2.5: Support local efforts to develop appropriate urban infill housing and neighborhood amenities to make better use of limited urban land;

C&D Plan policies encouraging bicycling & walking less directly ... (continued)

- Policy 3.1: Promote compact, pedestrian-oriented, mixed use development patterns around existing and planned public transportation stations and other viable locations within transportation corridors and village centers;
- Policy 3.4: Improve transit service and linkages to attract more customers through better integration of all transportation options and advances in technology, while providing convenience, reliability, safety and competitive modal choices;
- Policy 3.8: Locate government facilities that are likely to be visited by the public in areas served by multiple modes of transportation;

C&D Plan policies encouraging bicycling & walking less directly ... (continued)

- Policy 4.3: Expand the state's open space and greenway network through the acquisition and maintenance of important multi-functional land and other priorities identified in the State's Open Space Plan (i.e., Green Plan);
- Policy 4.7: Revitalize rural villages and main streets by promoting the rehabilitation and appropriate reuse of historic facilities, such as former mills, to allow a concentration of higher density or multiple use development where practical and consistent with historic character;

C&D Plan implementation (CGS Sec 16a-31)

The following actions when undertaken by any state agency, with state or federal funds, shall be *consistent with* the plan:

- (1) The acquisition of real property when the acquisition costs are in excess of two hundred thousand dollars;
- (2) The development or improvement of real property when the development costs are in excess of two hundred thousand dollars;
- (3) The acquisition of public transportation equipment or facilities when the acquisition costs are in excess of two hundred thousand dollars; and
- (4) The authorization of each state grant, any application for which is not pending on July 1, 1991, for an amount in excess of two hundred thousand dollars, for the acquisition or development or improvement of real property or for the acquisition of public transportation equipment or facilities.

C&D Plan Implementation: 2 more aspects

(c) The secretary shall submit and the State Bond Commission shall consider prior to the allocation of any bond funds for any of the actions specified in subsection (a) an advisory statement commenting on the extent to which such action is *in conformity with* the plan of conservation and development.

(e) Whenever a state agency is required by state or federal law to prepare a plan, it shall consider the state plan of conservation and development in the preparation of such plan. A draft of such plan shall be submitted to the secretary who shall provide for the preparer of the plan an advisory report commenting on the extent to which the proposed plan *conforms to* the state plan of conservation and development.

Implementation considerations to possibly address in the 2025-30 plan

- How can the C&D Plan assist agencies in communicating priorities and needs to the administration, legislature, and others?
- What mechanisms would help ensure agency staff balance objectives in developing plans, programs and policies?
- What mechanisms would help others understand each agency's use of the C&D Plan in making decisions regarding policies, plans, and programs?
- How can performance measurement best be coordinated?
- How can agencies assist or be assisted in upholding C&D Plan objectives ?

Question: Are multi-use paths the “stroads” of active transportation infrastructure?

A Strong Towns writer asked due to a video + comment she saw on Twitter.
<https://www.strongtowns.org/journal/2023/7/13/multi-use-paths-stroads-active-transportation-infrastructure>

- Stroad: a combination of a street and road. Streets are places for people to do things. Roads are for vehicles to drive through quickly. By trying to be two incompatible things at once, a stroad does neither well.
- What is a path where a parent and two kids stand while floating milk carton boats on the adjacent brook, other people are walking or running, some with dogs or strollers, kids are toddling around, while some people ride through as fast as possible on bikes/e-bikes going somewhere else?
- How can the C&D Plan address conflicts between expectations ... a path being a place to be *plus* being part of a broader transportation network?

The End

Question, suggestions?

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<https://portal.ct.gov/OPM/IGPP/ORG/Conservation-and-Development-Policies-Plan/Conservation-and-Development-Policies-Plan>

Creating a More Bicycle-Friendly Connecticut

presented to

CT DOT Commissioner Garrett Eucalitto

Thursday, July 27, 2023



What is CT's Bicycle Friendly StateSM Ranking?

National program managed by The League of American Bicyclists (LAB) since 2008.

Ranks all 50 states on their accomplishments in building safer roads, healthier communities and a Bicycle Friendly America for Everyone.

Assesses awareness, best practices & actions by state decision-makers.

Ranking is the sum of scores in five categories (plus discretionary 10%) -

- Infrastructure & Funding
- Education & Encouragement
- Traffic Laws & Practices
- Policies & Programs
- Evaluation & Planning

Based upon publicly available data & a survey completed by State DOTs and State bicycle advocacy organizations.

Data is used to rank & create a report card for each state – typically every two years.

Last Bicycle Friendly StateSM Ranking was completed in 2022. **CT ranks 20th of 50 states.**



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Why is the State Ranking important?

Creating calmer, safer, self-enforcing streets reduces road use conflicts & helps people to choose to bike and walk.

Bicycling can provide emission-free transportation, independence from fossil-fuels, less traffic congestion, and improved public health which result in direct positive impacts on climate change, energy costs, road maintenance, and health care costs at both state and national levels.

Increased biking & walking infrastructure increases real estate values, attracts visitors, gives access to the economy to those who can't drive, and creates livable communities.

Bicycling helps people be resilient in the face of public health crises, and lead healthier, happier lives.

The League of American Bicyclists (LAB) focuses on STATE rankings because:

U.S. Federal transportation system relies upon States to choose which of their projects to fund & support.

Although other agencies are important, State DOT, Legislators & the Governor have the greatest capacity & ability to make roads safer.



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What is CT's 2022 ranking & 2023 proposed goal?

		Key: Category Rank among all 50 states					
		F	D	C	B	A	
RANK	STATE	BICYCLE FRIENDLY ACTIONS*	INFRASTRUCTURE & FUNDING	EDUCATION & ENCOURAGEMENT	TRAFFIC LAWS & PRACTICES	POLICIES & PROGRAMS	EVALUATION & PLANNING
1	MASSACHUSETTS	🚲🚲🚲🚲	A	A	D	A	A-
2	OREGON	🚲🚲🚲🚲🚲	B+	A	A	A-	A
3	WASHINGTON	🚲🚲🚲🚲🚲	C	A	A	B+	A
4	CALIFORNIA	🚲🚲🚲🚲🚲	B-	B	A	A	A
5	MINNESOTA	🚲🚲🚲🚲🚲	A	A	C-	A	B
6	COLORADO	🚲🚲🚲🚲🚲	B-	B	A-	A	B-
7	VIRGINIA	🚲🚲🚲🚲	B	C-	A	B	B+
8	FLORIDA	🚲🚲🚲🚲🚲	A-	A	B	A	B
9	DELAWARE	🚲🚲🚲🚲	A-	C+	B-	B-	C
10	UTAH	🚲🚲🚲🚲	C+	B	C+	B	A-
11	MICHIGAN	🚲🚲🚲🚲🚲	A-	A-	C+	B+	B-
12	PENNSYLVANIA	🚲🚲🚲🚲🚲	B	C	B	B-	C+
13	NEW YORK	🚲🚲🚲	A-	A-	F+	B+	B+
14	MARYLAND	🚲🚲🚲🚲🚲	A-	B	A-	A	A
15	ILLINOIS	🚲🚲🚲🚲🚲	D	C	A	C-	D
16	NEW JERSEY	🚲🚲🚲🚲🚲	B	B	B+	B	A
17	OHIO	🚲🚲🚲🚲🚲	C	B	B-	C	B
18	NORTH CAROLINA	🚲🚲🚲🚲	B+	C	C+	B	B
19	TENNESSEE	🚲🚲🚲🚲🚲	B+	B+	B	C+	C+
20	CONNECTICUT	🚲🚲🚲🚲🚲	B	C+	B	B+	B+
21	RHODE ISLAND	🚲🚲🚲	B-	B-	B+	B	B
22	INDIANA	🚲🚲🚲🚲🚲	B	B-	B	B+	B
23	VERMONT	🚲🚲🚲🚲	B-	B	C-	D+	D-
24	GEORGIA	🚲🚲🚲	D+	D+	B-	C-	F
25	IOWA	🚲🚲🚲	C-	B+	D	B	C
26	MAINE	🚲🚲🚲	C-	C	C-	C	F+
27	HAWAII	🚲🚲🚲	C+	C	C	B-	B
28	WEST VIRGINIA	🚲🚲🚲🚲	B-	C	C	C	C+
29	WISCONSIN	🚲🚲	D-	B	C+	D-	C+
30	KANSAS	🚲🚲	C+	C+	B-	D	B-
31	ARIZONA	🚲🚲	C+	C+	B	C	D+
32	TEXAS	🚲	C	C+	D-	B+	B-
33	LOUISIANA	🚲🚲	C-	D	B+	C+	D
34	NEVADA	🚲🚲🚲🚲	B+	F+	B	C-	F
35	NEW MEXICO	🚲🚲🚲🚲	D	C	D	C+	B-
36	NEW HAMPSHIRE	🚲	F+	C-	D+	D+	C+
37	KENTUCKY	🚲🚲🚲🚲	B+	D-	C-	B-	B-
38	NORTH DAKOTA	🚲🚲	D-	B+	C+	C-	C-
39	ARKANSAS	🚲🚲🚲🚲	C	D+	C	F+	D
40	IDAHO	🚲🚲	C-	C	F	D-	C-
41	ALASKA	🚲	D-	B-	F	F	C-
42	MONTANA	🚲	B	B	F+	D	C
43	SOUTH CAROLINA	🚲🚲	F	D	D-	C	C
44	ALABAMA	🚲🚲	C-	F+	B-	C	D
45	MISSOURI	🚲🚲🚲	C+	D	D	D-	D
46	SOUTH DAKOTA	🚲	C+	D	C+	F+	C-
47	OKLAHOMA	🚲	D+	D+	D+	D	C+
48	MISSISSIPPI	🚲🚲	D+	F	C	C+	F
49	NEBRASKA	🚲🚲	F+	F	B	C-	D+
50	WYOMING	🚲🚲🚲	F	B+	C	F	C



BICYCLE FRIENDLY STATES REPORT

WE'RE BUILDING A BICYCLE FRIENDLY AMERICA FOR EVERYONE

2022 RANKING

PROPOSED GOAL FOR CT:

Establish a statewide 5-year goal of top-ten Bicycle Friendly StateSM ranking, from our current position of 20th.

Inspire Connecticut's decision-makers to **work together** across our state to improve bicycle & pedestrian safety and education.

Report Card Areas of Improvement from 2022

Connecticut's 2022 Bicycle Friendly State report card indicates that our State has taken some strong actions yet has middle of the road outcomes.

Identifying what may be causing that disconnect should be a priority.

Federal data for CT on biking

Ridership	#34 ranking	Biking to work commuters	<u>#1 State vs. CT **</u> 1.98% (OR) vs. CT: .28%
Safety	#22 ranking	Fatalities per 10K bike commuters	1.7 (OR) vs. CT: 6.9
Spending	#20 ranking	FHWA spending on biking & walking	\$10.06 (VT) vs. CT: \$3.37

Report Card Category

CT Score – 2022

Infrastructure & Funding
 Education & Encouragement
 Traffic Laws & Practices
 Policies & Programs
 Evaluation & Planning

B
 C+
 B
 B+
 B+

** When a state is truly bicycle friendly, two things happen: 1) more cyclists & 2) fewer fatalities; as demonstrated in Oregon (OR).



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We Applaud CT's Bike/Ped Actions Currently Underway

Creation of The Vision Zero Council

New allowance for automated enforcement

Increased, reliable funding for CT's Community Connectivity Grant Program (CCGP)

New Transport Rural Improvement Program (TRIP) bringing benefits of CCGP to rural communities

Updated Complete Streets Policy

Adoption of Bicycle Design Guide

Many more actions can and should be addressed...



**CT Bicycle & Pedestrian
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Recommendations to Improve Bicycle Friendly CT Ranking

Overall

- **Establish an Active Transportation Unit** within CT DOT to coordinate Complete Streets, trail efforts, bicycle and pedestrian infrastructure, first-and-last-mile to transit, explore disconnect between CT bike/ped actions & mediocre outcomes.

Infrastructure & Funding (CT score: B)

- **Set a goal for state roadway bicycle infrastructure** that adds many miles of both protected and standard bike lanes by 2027.
- **Expand VIP** to fund design to allow for bicycle facilities as part of repaving.
- **Provide training** for CT DOT staff on the selection and design of bike facilities, particularly protected bike lanes.
- **Make more funding available** for new bicycle and pedestrian projects by providing local match assistance for federal bike/ped grants to towns or regions. **Allow LOTCIP to be used as a match.**

Education & Encouragement (CT score: C+)

- Establish a **goal for bike and pedestrian mode split.**
- Empower **CT Rides to focus on encouraging bicycle commuting** and bicycling for transportation.
- Sponsor an **annual conference on biking** – open to the public.
- Provide funding for the Safe Routes to Schools coordinator to **proliferate the successful 4th grade bicycle education program** pioneered by South Windsor, and continue funding for Watch For Me CT.

Recommendations to Improve Bicycle Friendly CT Ranking

Traffic Laws & Practices (CT score: B)

- *Improve police reporting for **CT's Police Bias Prohibition Project** so that data related to traffic violations is regularly collected and consistently reported.*

Policies & Programs (CT score: B+)

- *Allow **Safe Systems Approach** to setting speed limits.*
- *Change DOT policies so that CT DOT covers cost & maintenance of bike/ped painting and marking programs under VIP.*
- *Continue partnership with Department of Public Health that began with Vision Zero.*

Evaluation & Planning CT score: B+)

- ***Update Active Transportation Plan***
 - *Create a state-wide plan with timeline for an **on-road network** focused upon urban areas, town centers, and key destinations.*
 - *Create a state-wide plan with timeline for **multi-use trail connectivity**.*

Thank You for meeting with us to discuss these important issues!



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