



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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Connecticut Bicycle/Pedestrian Advisory Board

MEETING MINUTES

Regular Meeting

Tuesday, July 22, 2014

8:30 AM to 10:30 AM

Meeting at DOT Headquarters, 2800 Berlin Turnpike

Newington, CT 06111

Room 2141

1.0 Preliminaries

1.1 Call to Order/Roll call

Meeting began at 8:45 AM.

In Attendance: Chair Neil Pade, Vice Chair Sandy Fry, Mike Norris, Ray Rauth, Deb Dauphinais, Rod Parlee, Al Sylvestre, Kelly Kennedy

Absent: Joe Balskus, Tom Gutman

Staff: Kate Rattan of CTDOT

Guests: Bob Dickinson;

The Chair recognized the attendance of Kelly Kennedy as a seated member and the absence of Charlie Beristain due to his resignation. On a motion by Rod, seconded by Sandy, the Board voted to recognize Charlie Beristain for his years of service and dedication to the Board. Charlie was an original member of the board and has been an asset to the board and people of Connecticut. Motion passed, letter to be sent.

1.2 Minutes

The June Minutes were accepted as presented

1.3 Input from Visitors

Bob Dickinson suggested that there is a need for enforcement of traffic law relative to cyclists and that high fines may prevent such enforcement. He also asked if when roadway markings become faded and need to be replaced, could lane widths be reconsidered at that time. Kate indicated that DOT policy will not allow scarify and restripe lines, lines will only be changed as part of repaving or construction. The reason is that scarified surfaces can appear to be reflective and increases degradation of the pavement.

Bill O'Neill has asked the Board to add to its agenda a discussion of the Merritt Parkway Trail, seeking a resolution of support and advocacy. After spirited discussion, the Board decided not to make this an agenda item but it was noted that the Board does recognize the importance of completing gaps and connections along the trail system and supports the connection of cross state bike routes. The Board discussed Bill's instrumental work that led to the creation of a bike trail along CTfastrak, and a possible attaboy letter.

2.0 Old Business

2.1 2014 Initiatives

- a. CTDOT Complete Streets Policy: Kate Rattan updated the Board on progress at DOT with the Complete Streets Policy recommended by the Board. She compared the proposal to the Complete Streets Coalitions CS policy and to DOT policies and made some revisions. She then put together a CS Policy working group that meets monthly (they have met twice to date) and they have reviewed 2/3 of the policy. A recommended improvement to the Office of the State Traffic Administration (OSTA) process would require applicants to submit bicycle and pedestrian data. OSTA only needs to improve the situation on opening day. Kate is working on getting allowances for future bike lanes through this process. Internal circulation and sidewalks fall to local zoning. Kate expects that the CS Policy Working Group will get through implementation factors and coordination with other bureaus and complete its work by the end of summer and the document will be forwarded for legal review. The Board noted its concern regarding transparency with this process, given that the revised document has not been shared with us. Kate will discuss this concern with her bosses.

Smaller individual policies will go through the ongoing Complete streets working group, which may be converted to a standing committee. To date this working group meets very infrequently but plans are moving forward to increase the frequency of meetings. This CS working group also is tasked with developing training programs and is distinct from the Highway Design Manual update working group.

Kate is looking for input from the board on performance measures that would be helpful and realistic. The 1% of expenditures measure is not effective or useful. Suggestions include safety, facility (miles of trail, bike lane, sidewalk, etc.), and health. There is pressure to normalize values by vehicle miles of travel – this measure is not readily available for bikes or pedestrians and could be misleading. There is a need for more data on bicycle usage.

Joe Balskus is in attendance at 9:30 am.

- b. Improvements to state Driver's Licensing Manual and Exam: Sandy, Mike and Charlie represented the Board, and Kate represented the CTDOT at a meeting with DMV to discuss the driver's manual. The DMV was open to the input, but we have not seen a final version of the updated language. The DMV is open to input on the manual on an annual basis, the Board needs to get a deadline on when to be prepared for this occurrence
Regarding requiring a question on the exam about bicycle/ped safety, there was some reluctance due to a number of categories already statutorily required on each test. This limits the randomness of the testing – if test takers know that of 25 questions, 6 will be on specific topics, they might not study the full manual as they should. Also, the meeting was with Drivers Manual staff at DMV, not the exam staff. It may be possible to submit more bike and ped related questions to

the DMV. The Board also suggests reaching out to driving instructors as a means of getting bike ped safety information to drivers. Driving instruction schools fall under both the Dept. of Consumer Protection and the DMV. The board will discuss further pursuing this as an initiative. AAA and insurance companies might also be an avenue for driver education.

The board will send a thank you letter to Commissioner Curry – Sandy will draft this.

- c. Development of Bicycle Drivers Manual: Kate reported on the progress being made on the development and printing of a Bicycle Drivers Manual, using the Bicycling Street Smarts book (author, John Allen) and adding CT specific pages. The Board would like to have an opportunity to provide input on the CT specific pages. Kate will arrange for a 5 day review/comment turnaround. The Board appointed a committee consisting of Sandy, Kelly, Mike and Francis (if he is willing to serve).

- 2.2 **Policy for support of grants, projects and other requests** – Sandy read the notes on this from the May meeting minutes. To be published as a separate document.

Kate noted that DOT expects to make available on an annual basis Highway safety funding (402 funds) for bicycle pedestrian safety programs. Could be used for safety education materials, giveaways that advertise the 3' law, messages about distracted driving, share the road. Cannot fund infrastructure. The funding can only be given to a public entity, which would include the CTBPAB. The program is 75% reimbursable. The next round of applications will be in 2015 for funds available Oct 2015 through September 2016. Kate suggested that a non profit could receive funding through the Board, if the Board wanted to do this. Put on a future agenda item to discuss board interests and action (Joe and Neil offer to be a part of a subcommittee to pursue board's role in using funds.)

3.0 **New Business**

- 3.1 **Statutory Initiatives** – The board discussed the following:

Create bike appropriate fines (the sense being that fines are too high for law enforcement officers to be comfortable citing bicyclists for infractions.) This has been done elsewhere regarding fines for motorists not yielding to pedestrians in crosswalks. Suggestion of \$20 to \$35 with fines going to bike ped safety projects.

Change motor vehicle law to permit motorized vehicles to cross double yellow line when passing bicycles. There might be similar language adopted by another state.

Al S left at 10:15 am.

Allow bicycles to not come to a complete stop at four way stops (the Idaho stop law). Further, allow bicyclists to proceed through red signal if the signal does not detect the bicyclist within a specified amount of time. There are examples of this type legislation in Wisconsin.

Add an additional exception to the stay as far to the right as practicable law: when a lane is too narrow for a cyclist and a vehicle to safely share side by side. This is in

the Uniform vehicle Code, but not in the CT statutes. West Hartford Police have indicated that absent that exception they will not permit the use of the MUTCD approved "Bikes May Use Full Lane" sign.

Take care of conflicts between NACTO design policies and state law.

Statutory discussion will be continued at the next meeting under Old Business.

- 3.2 **Letters of Recognition** – 2 letters were given to Kate for mailing – one for Tom O'Brien recognizing installation of bike racks in New Milford and the region and one to Nancy Rosset on the installation of "Three Foot Law" signs by the Sound Cyclists bike club.
- 3.3 **Model Ordinances** Neil noted that at the Bike Walk Roundtable in June he was introduced to the audience as Chair of the Bike Ped Advisory Board. Numerous municipal officials and advocates approached him and asked for guidance documents such as model ordinances, regulations, policies to help local communities facilitate complete streets integration. Include as an initiative for 2014-2015 report. See if draft documents can be prepared in advance.
- 3.4 **LOTICIP Design and Pike-Ped Needs Assessment Reviews** - Neil questioned how internal reviews of the Bike-Peds Needs Assessment Forms being done for LOTICIP applications. Are projects getting funded that do not fill this out appropriately? It was noted there was some reaction from municipal officials seeing/ working with this form for the first time while pursuing transportation funding at the regional level. Who reviews these documents?
- 3.5 **Upcoming Presentations:** The Board's submittal to do a panel discussion at the CCM Annual Convention was reviewed and not chosen. CCM is trying to do fewer workshops with shorter periods of time. They were however very intrigued by the Board's proposal and see the need for this to be discussed more thoroughly with municipal leaders. They have offered to hold a full 3 hour session on Complete Streets that would be organized by the Board. They were happy with the proposal we submitted, but would like us to enhance it to include more focused and comprehensive presentations with good Q & A periods. Sounds like they would bill this as a Municipal Guide for Complete Streets. We would be looking at a handful of dates in the fall, but most likely could select a date between January and June. Typically CCM workshops are a Tuesday, Wednesday, or Thursday, from 9 – 12 . Education was a major issue identified at the Bike Walk Roundtable in June and education is a recommendation in the Board's report. CCM can provide a targeted audience. The Board is interested in pursuing this opportunity. A subcommittee consisting of Neil, Kelly, Kate (originally proposed speakers for the event), Mike will evaluate this further and it will also be placed on the next agenda for discussion. Donna Shea should be included on the committee and might be a possible speaker as would Mike. Concerns regarding overlap/ competition/ integration with Bike Walk CT educational events on the horizon was discussed. Suggest having model ordinances, policies, regulations POCD inclusions, coordination of municipal staff, etc.. prepared for presentation. This could serve as

an opportunity for Bike Walk CT to get more visibility and as a lead in to additional sessions.

3.6 **2014 Initiatives** – No Discussion

3.7 **2015 Annual Report** – discussion deferred to August meeting – Board to look at existing format of 2013-2014 report and come prepared with recommendations, issues, inclusions to update into same format for 2014-2015 report

3.8 **Nominations of Board Officers:**

Neil offered his resignation to the board as chairman, effective August 26th and called for nominations of officers from the floor.

Ray nominated Neil for Chair, seconded by Rod. There were no other nominations for Chair.

Rod nominated Sandy for Vice Chair, Joe seconds. There were no other nominations for Vice Chair

Deb nominated Joe for Secretary, Mike seconds. There were no other nominations from the floor.

Votes to be held at August meeting consistent with past practice.

4.0 Reports (not discussed due to time)

Adjournment – 10:40 am

Next Meeting, 8:30 AN DOT HQ, July 22, 2014, Room 2141

Teleconference: recurring every 4th Tuesday

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