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**Agenda**

**Connecticut Bicycle/Pedestrian Advisory Board**

**December Meeting**

**Thursday 12/15/2011**

**1:00 – 3:00 PM**

**Meeting at DOT Headquarters**

**2800 Berlin Turnpike, Newington, CT 06111**

**Room 2324**

*DOT Personnel*: Colleen Kissane

*Board members*: Neil Pade, Charlie Beristain, Ray Rauth, Tom Gutman, Tom Harned, Jason Stockmann, Rod Parlee, Richard Stowe (by telephone, at 1:21 pm), Al Sylvestre (arrived 1:23), Deb Dauphinais (by telephone, at 1:55 pm)

*Visitors*: Mark Jewell (VHB), Stuart Popper (Bike Walk CT), Eric Weiss (by telephone, Main Streets USA)

**1.0 Preliminaries** 1:00 PM (5 minutes)

1.1 **Call to Order**

1.2 **Modification of Agenda**

* Agenda approved

1.3 **Approval of November Minutes**

* Remain in draft form for the time being.

**2.0 Reports** (1:05)

2.1 **DOT Projects and News** (10 minutes)

* Meetings happening with Metro North regarding bike hook pilot study
  + Option A is preferred by users, with some modifications
  + Work with Metro North on funding and scope
  + Commissioner Redeker is very committed to this
* Bolton notch trail progressing. Will avoid wetlands and property impacts.
  + Some concern about 12’ lane striping proposed along this route.
  + Rod serves on the Bolton Conservation Commission. Believes that the commission should be a stakeholder in the design. Its input has not been solicited in the process. There is a need for better notification when meetings take place on projects like this so that all stakeholders are included.
    - Context-sensitive design requires stakeholder participation.
    - Can we work with the DOT to release a list of bicycle and pedestrian-related projects and all related public meetings?
    - Tom Harley was asked to present an *example* project with a bicycle and pedestrian component. Mr. Harley showed a very informative example. Rod suggests that we get involved in blueprint review at the beginnings of some representative projects even before public hearings are held.
      * Inaccuracies in mapping are an issue.
    - Often at a hearing, so much has already been done that you can only contribute tweaks to the design, not fundamental changes.
    - Can we really comment on every project at the DOT? This would leave no time for policy-level intervention.
    - A bus stop at the Blockland Mall is being moved to 400’ away from the nearest store. It will be placed along a ring road. Problem at the local planning level.
    - Would be helpful to have local bicycle and pedestrian boards in the towns.
    - Culture at the DOT is changing. But the culture of the whole state has to change.
      * Hartford division had over 4,800 bicycle-bus boardings on average per month in 2011, between Nov. 2010 and Nov. 2011. This increased to over 5,227 in November, 2011.
* MDC sewer project did not include bicycle and pedestrian provisions.
* Signage on the East Coast Greenway. There are a number of stakeholders including ECG and DEEEP. Signage location and installation is being designed.

2.2 **Reports regarding specific CTBPAB projects** (10 minutes)

a. Action item run-through

b*.* Status of Bike Rack Pilot Study

c. Putnam Bridge

d. Status of East Coast Greenway segment projects

e. CMAQ application review

2.3 Reports from other Public Agencies (State, Regional, Local)

a. Communication from CTDOT & CT DEEP Recreational Trails & Greenways

- Merritt Parkway Trail Feasibility Study

- Greenways Small Grants Program

b. Communication from OPM

- Draft release of 2013-2018 State C&D Plan

c. Communication regarding Bicycle Friendly Communities

**3.0 Old Business (1:25)**

3.1 Implementation of Complete Streets Law (5 minutes)

a. Legislative Initiatives

b. Public Education and Outreach Initiatives:

i. “2.c” Identify Training Opportunities

- UCONN Center for Transportation and Livable Systems

- Connecticut Main Street Center

ii. “2.e” “Work with stakeholders to develop Guidance Document i.e.,

“Connecticut Complete Streets Design Guidelines for developers, local

municipalities, advocates”

iii. “2.d” Creation of a Bike & Pedestrian Needs Assessment Checklist

c. Policy Initiatives

i. “4.c.iii.4” Implementation of Complete Streets through STC Permit

Review (subsections “a”-“i”)

ii. “4.iii.c.5” Distribution of completed DOT Bike-Ped. Need Assessment

Checklists

iii. “4.b” Petition Amtrak to allow bicycles on trains

d. Physical Improvement Initiatives

i. “3.a.” Develop a list of funding sources that would lead to the planning/ design/

constructions of Complete Streets related projects

e. Other Initiatives

i. “5.c.” Identification of new projects that relate to Complete Streets

significance and provide advocacy role on specific projects

– New Haven Route 34 redesign

3.2 CBPAB Policies (5 minutes)

a. Website Updates

b. Compliance with FOI.

c. Distribution of Annual Calendar

3.3 Cross State Bike Routes (5 minutes)

a. Status report on US1 Bike Route Committee

3.4 Sidewalk maintenance and safety (5 minutes)

a. Study of Saint Francis Hospital and surrounding area

3.5 DOT/ UCONN Accident Database (5 minutes)

**4.0 New Business.** (**1:50**)

4.1 DOT 11 foot lane policy (5 minutes)

**5.0 Annual Report. (1:55)** (55 minutes)

* Kudos to Ray for compiling a list of topics.
* Everyone should log into Google Docs and sign up to write about a few topics.
* The Board read through the list and discussed the topics. Each topic was assigned to a Board member.
* *Discussion*:
  + Some towns are good at cleaning up their trails. Some aren’t as prompt in removing debris, graffiti, etc.
  + How do we mark state routes? Can we have bicycle routes that are marked just like auto state routes? This eliminates problems with going from community to community asking for help. Standardizes things. We need a specification for this.
  + Route 6 Corridor Redevelopment. Includes a hazardous intersection. Intended to intensify development in a few clusters along the route. No bicycle or pedestrian provisions in the conceptual design. The Board should recommend inclusion of such provisions in future corridor studies.
    - Route 34 plan morphed from conceptual plan to the *de facto* plan. This has become a problem since the original plan had inadequate traffic calming, bicycle, and pedestrian design elements.
  + Four bicycle fatalities in East Hartford this year. Ten bicycle deaths this year, compared with an average of around 4 in previous years.
  + Tom H. will draft a paragraph on CMAQ, in particular its benefits and shortcomings. Neil is going to provide Tom with more background information on CMAQ.

**6.0 Membership (2:50)** (10 minutes)

* Jason is moving to Cambridge, MA for his post-doc position at Mass General Hospital and to teach those Cantabs how bicycle advocacy is done in the Constitution State.
  + No one leapt at the opportunity to replace him as Secretary (*really, it’s not that bad, I promise! – J*). Since the statute does not explicitly call for the Board too appoint a Secretary, Board members agreed to have Secretarial responsibility rotate between members from one Board meeting to the next.

**7.0 Free Format Discussion and Other Announcements (Time permitting)**

* Discussed iQuilt, one of Sandy Fry’s initiatives. Neil agreed to contact Sandy to get more information about this.

**8.0 Next Meeting Time/Date, Agenda Items and Adjournment**

***Meeting 1:00 to 3:00, DOT HQ, January 26th, 2012, Room 2324***

**Goals**

1) To advance the inclusion of non-motorized transportation design elements in

state and municipal road building projects as well as in both public and private

development and redevelopment projects

2) Support and encourage pedestrian and bicycle connections between

neighborhoods, commercial areas, employment centers, schools, state and

municipal parks, and other designations serving the community

3) Integrate and connect the pedestrian and bicycle system with other

transportation systems (roads, rail, bus, etc)

4) Support government policies and funding initiatives that favor transit and nonmotorized

transportation

5) To facilitate the implementation of the Complete Streets Law