



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

Friday November 16, 2018, 8:45 AM

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

1.0 Preliminaries

1.1 Call to Order/Roll Call

Board

Sandy Fry, Brian Kent, Joe Balskus, Rod Parlee, Tom Branchaud (via phone),
Ray Rauth (via phone)

CTDOT

Pat Zapatka, Melanie Zimyeski, Robert Bell, Anna Bergeron, Mike Waley,
Commissioner Jim Redeker, Colleen Kissane, Tom Maziarz, Wade Summers
Pam Sucatto

Amy Watkins Watch For Me CT

1.2 Minutes

Approved by board

2.0 Reports/Presentations

2.1 DOT: Commissioner's presentation (attached to these minutes)

Other DOT reporting

- The DOT has as a goal tracking complete streets funding on every project. They do not have this information available today.
- The December bond commission agenda may include more funds for community connectivity (those projects that were not funded in the first round.)
- DOT is providing proactive maintenance on trails
- A HAWK signal will be installed on Route 20 in Granby
- CT Transit – bike racks
- M8 cars to have bike racks
- Retrofitting Hartford line trains bathrooms and bike racks
- Amtrak to allow bike racks on more
- Amtrak at capacity now for passengers so bike racks are problematic

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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Discussion of Board/DOT relationship and opportunities to develop synergy – a clear area where the CTBPAB may not have been sufficiently clear in the past is with respect to the need for funding for bike ped improvements and the benefits of such investments and our support for the changed approach that DOT has taken with respect to bike ped projects. Specific items – Community Connectivity grants, continued funding for road safety audits.

DOT thinks that we could work on coalition building – of all parties in the state with an interest in biking and walking, so that we could learn what local groups want and we could provide education on complete streets, could we be a convener, consensus builder. This would be very helpful to DOT, otherwise they have to work with a very large number of groups.

The Board expressed interest in being more active in selling the advantages of Complete Streets to the state's towns. The Board would like to hold a retreat to discuss goals, approach. DOT would be willing to participate.

DOT suggested that we let them know of topics of interest to our Board and they can request DOT staff address at the next meeting. With respect to legislation, DOT gets their legislative asks finalized in October, we might want to be on a similar schedule. Board shared its likely legislative asks: crosswalk language modified at ramp/crossings; Dooring – we are one of only 10 states that does not address this as a motor vehicle violation. Possibly allowing lower speed limits – this is one of the areas where CT was graded poorly by the League of American Bicyclists (suggested that we write this up and submit to DOT, this is not governed legislatively).

The quarterly COG meetings are an opportunity for the Board to provide input to RPOs. We could get onto a meeting agenda and explain to the regions who we are, what we do, how they can give us input. March meeting might be the best for this purpose.

The new DOT Complete streets Committee (chaired by Colleen and Mark Carlino) may be a place where the Board can register concerns and know that they will receive the needed attention. Concerns that we have that have been difficult for us to raise to the proper level include: Districts – bike ped expertise; How to treat sidewalks at driveways?

DOT would like to be able to endorse and embrace our report.

Recommendations – for DOT

Specific ones that may be negative –

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3.0 Old Business

3.1 2018 Report

- State Progress (as discussed last month, with additional items brought up by the commissioner in today's meeting)
- Recommendations (as discussed last month), but we should think more about funding ideas.
- Format – plan to hone it down to a letter, with some of DOT items addressed outside of the letter to the legislature.
- Next steps – simple draft will be shared at next meeting

3.2 Website update progress - none to report

3.3 Input from visitors and other organizations none

4.0 New Business

Next Meeting – December 21, 2018, 8:45 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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Building & Delivering a Comprehensive Pedestrian & Bicycle Program

CT Department of Transportation

James Redeker, Commissioner

Cornerstones of CTDOT Commitment

1. Serve all users: pedestrians, bicyclists, mobility-impaired

2. Provide variety of funding sources

- **Transportation Alternatives** (federal, \$9M annually)
- **Community Connectivity** (state, \$10M annually)
- **LOTICIP** (state, \$50M* annually, *most local projects include Complete Streets elements)
- **Multi-Use Trails** (state, \$11M annually)
- **ADA Upgrades to Curb Ramps and Sidewalks** (state, \$6M annually)
- Supplement with other federal fund sources: STP Urban, NHS, etc.

3. Integrate Complete Streets principles in every project

- State & local roadway projects
- Major state highway & bridge projects (Q-Bridge, West R. bridge, Putnam bridge ...)
- Transit facilities, trains, & buses

Highlights

Multi-Use Trails

- Constructed *97 miles* (2005-2021)

Sidewalks

- Constructed *35 miles* (2017-2021)

Vendor-In-Place Program Resurfacing Program

- *94% of roadway in program restriped* with wider shoulders (2019-2016)

Roadway Safety Audits

- Conducted on *145 miles* of roadway
- Conducted at *917 intersections*

Enhanced Pedestrian Signage & Pavement Markings at Uncontrolled Crosswalks

- *1200 locations* on state roads
- Additional *1500 locations* planned on local roads for 2019

Upgraded Pedestrian Controls at Signalized Intersections

- *133 locations* upgraded by 2020

Complete Streets Design Reviews

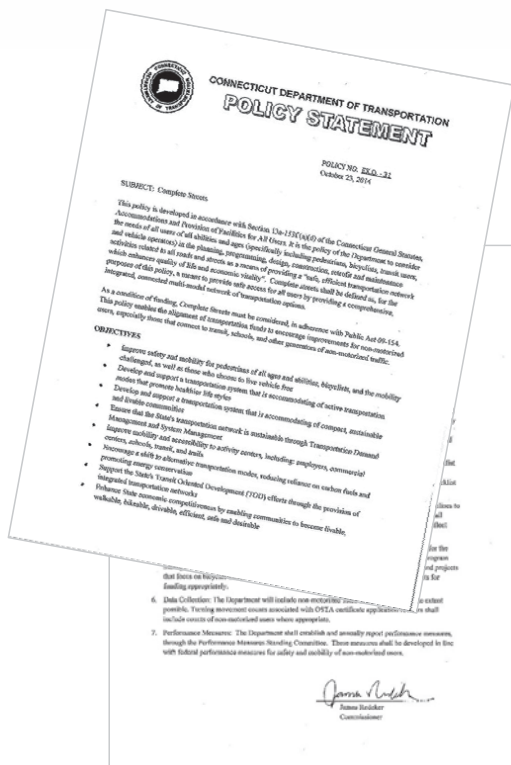
- *125 projects* reviewed in 2017
- *97 projects* reviewed in 2018 (*to date*)



Complete Streets Policy & Practice

Supporting “safe access for all users by providing a comprehensive, integrated, connected *multi-modal network* of transportation options”

Complete Streets



- Established a Complete Streets **policy** in 2014
- Established a new unit **to review every project** specifically for bicyclist and pedestrian needs
- Requires project designers to evaluate and **prepare a written assessment** of pedestrian needs on every project
- **Standing Committee** formed to guide & implement policy & practices

Complete Streets: Maintenance Practices

Vendor-In-Place (VIP) Resurfacing Program

- **Lane widths restriped** from 12' to 11' where possible
- Wider shoulders **improve safety** for bicyclists or pedestrians
- Narrower lanes serve as a **traffic calming** measure for drivers
- **920 miles** out of 931 miles in program restriped with wider shoulders (2012-2016) = **94%**



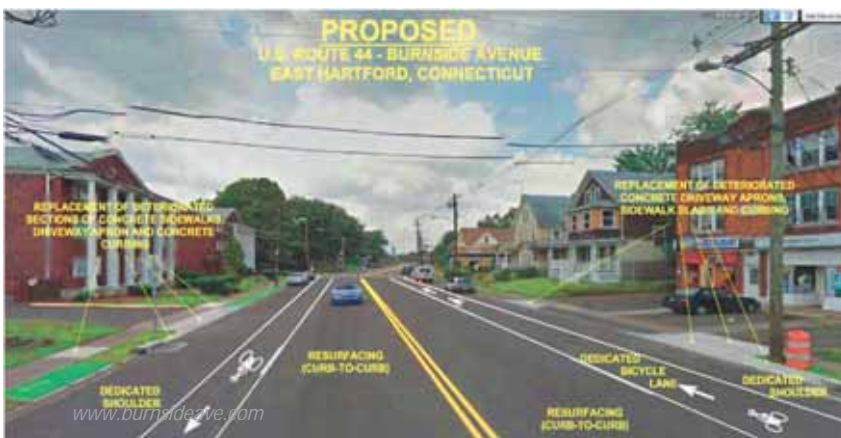
- **ADA curb cuts and ramps** have been integrated into VIP program

Complete Streets: Road Diets



Route 44 Road Diet

- Reconstruction of Burnside Ave, East Hartford
- CTDOT converted 4-lane road to 2-lane road
- Opportunity to: reduce crashes, improve traffic flow, and **improve bike & pedestrian safety & travel.**



Complete Streets



New Britain Ave, West Hartford



Complete Streets

Route 44
(Albany Ave),
Hartford

- Improved pedestrian safety
- Added streetscaping
- Reduced 4 lanes to 3 lanes



Complete Streets

Route 73 (Main St), Watertown

BEFORE



AFTER



New: sidewalks, fencing, guiderail

Complete Streets



Broad St, Hartford

- New bridge over I-84 & CT *fastrak*
- Bike lanes
- Sidewalk improvements
- New pedestrian lighting

Complete Streets



Complete Streets

Allen Street, New Britain



BEFORE



AFTER



Complete Streets

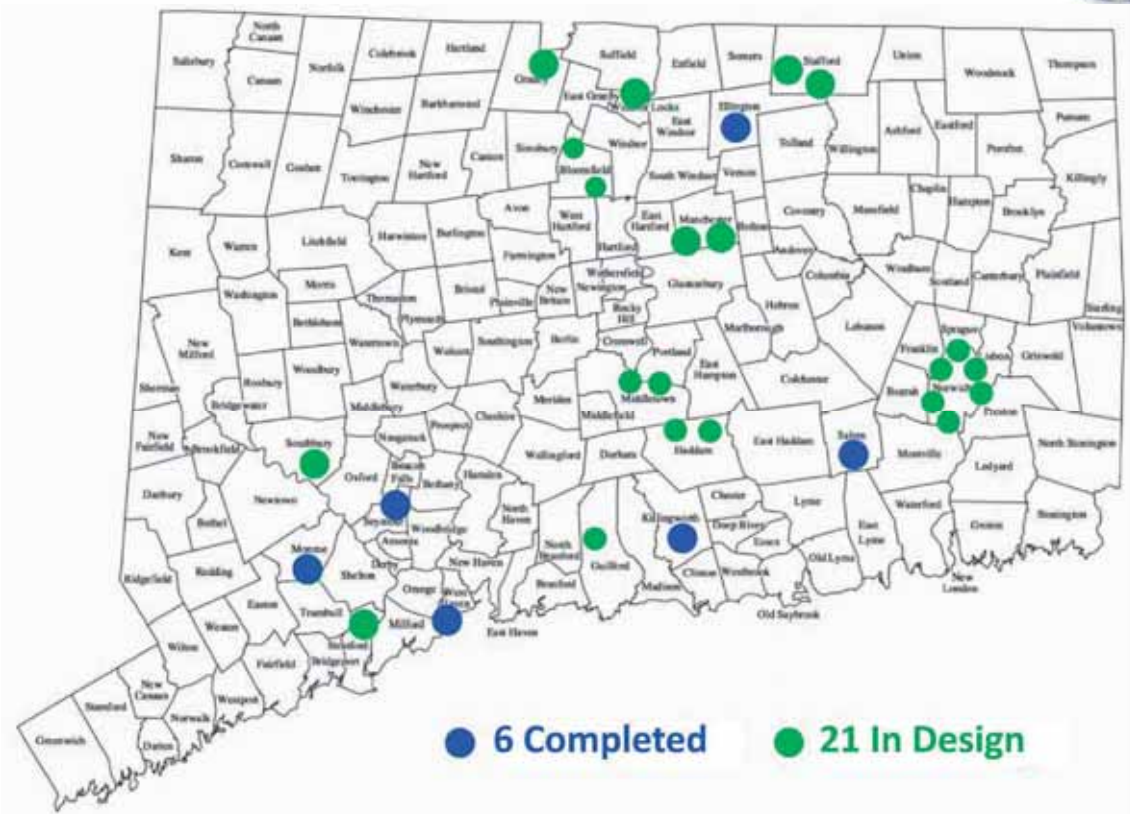


Reducing crossing distances with the addition of sidewalk bump-outs

Complete Streets



Complete Streets: Roundabouts



Complete Streets: Roundabouts



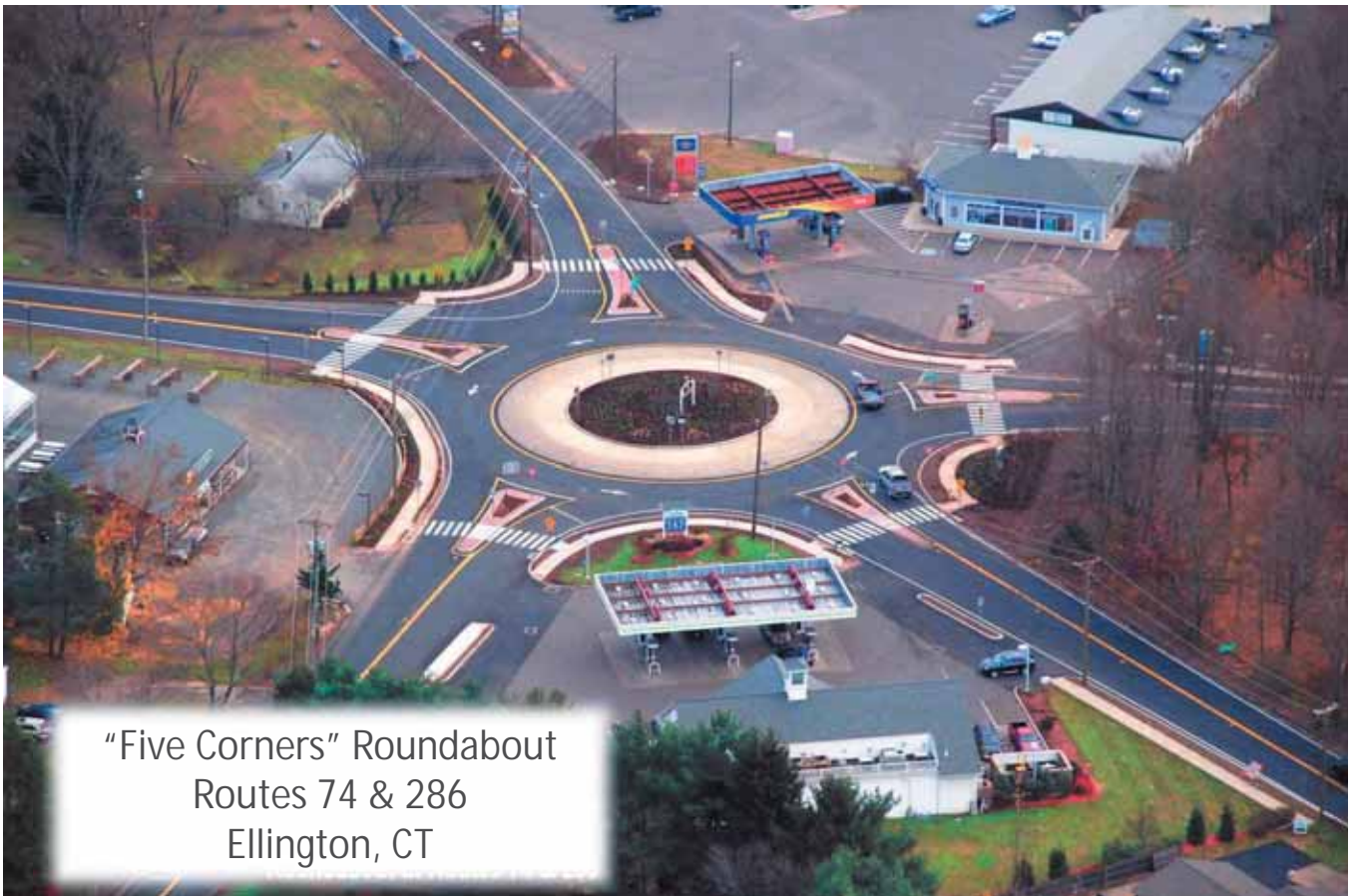
**Project 84-108
Monroe Roundabout
Intersection**

Improves safety, calms traffic, provides safe & attractive passage for pedestrians

Complete Streets: Roundabouts



Complete Streets: Roundabouts



"Five Corners" Roundabout
Routes 74 & 286
Ellington, CT

Community Connectivity: Road *Safety* Audits (RSAs)

Review roadway conditions for non-motorist safety & walkability

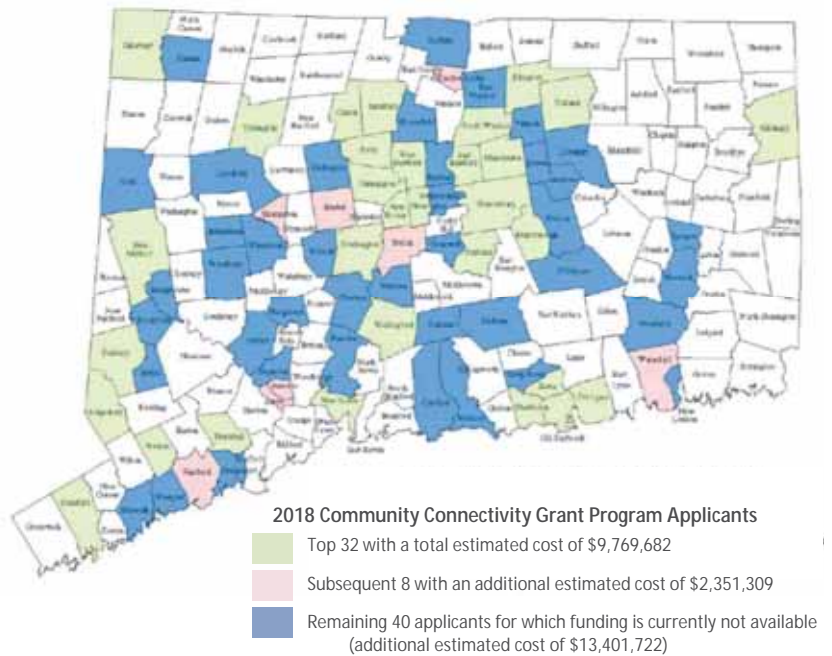
- Over **80 RSAs** completed
- DOT consultants lead community participants through field audits to take advantage of local knowledge
- Many low-cost recommendations implemented by towns & CTDOT



Community Connectivity Grants

Enhancing walkability & bikeability of community centers

- Provide state funding for **small-scale** local projects
- Grants range between **\$75,000 and \$400,000**
- **40 grants awarded** (\$12.4 Million)
- Requested **next 40** for State Bond Commission agenda





Pedestrian & Bicycle Safety

*Addressing safety in every project
& at every level of project development*

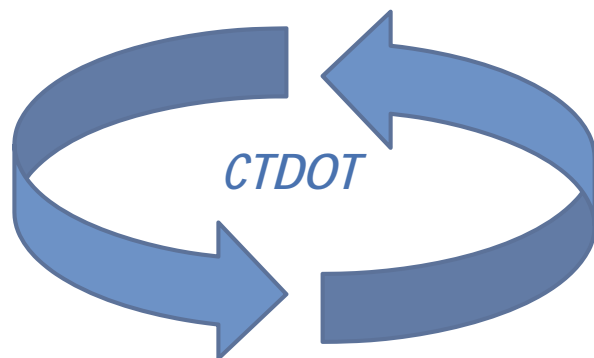
Safety First



Connecticut DOT has launched an **agency-wide** and statewide campaign to significantly improve safety for bicyclists and pedestrians.

Implementation:

- *Policy*
- *Planning*
- *Engineering & Design*
- *Engagement*

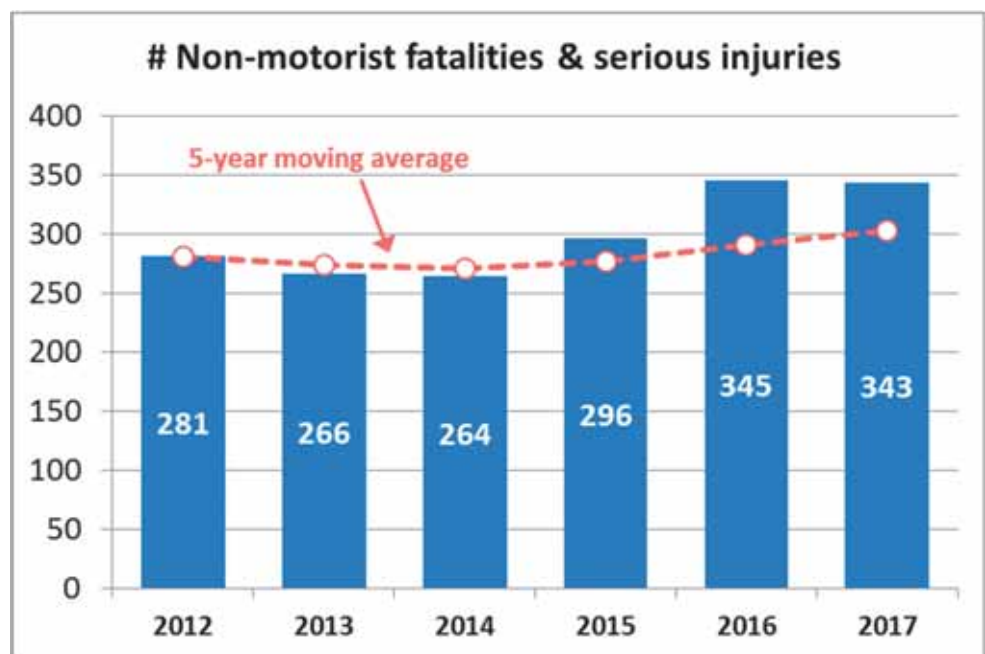


Planning: Strategic Highway Safety Plan (SHSP)

DOT's Comprehensive Plan for Reducing "Highway" Fatalities & Serious Injuries.

Major emphasis area: *Pedestrian & Bicyclist Safety*

New CTDOT
Performance Measure
Safety programs &
projects are being
adjusted to respond to
increasing # of
fatalities & injuries.



Engineering & Design



Statewide Improvement Projects



School Warning Sign Upgrades

- Replacement of school warning signs statewide with **fluorescent yellow-green signs** to enhance visibility, especially during dawn and dusk periods
- **All signs replaced statewide**

Pedestrian Warning Sign Upgrades

- Systematic initiative to replace and enhance these signs **on state routes** in 2017. **Local route** sign upgrades will take place in 2019.
- Includes Yield Bars and Signs.

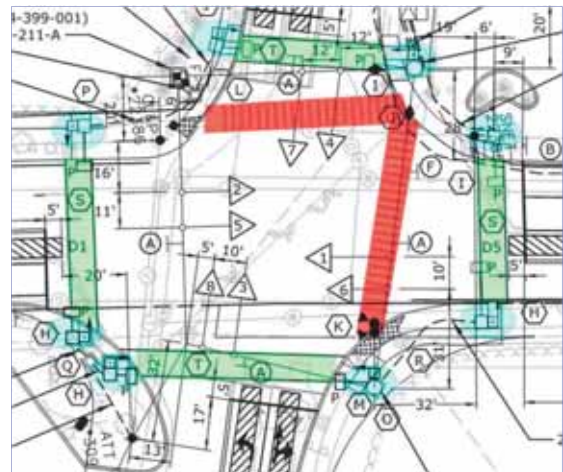


Engineering & Design

Pedestrian Considerations When Designing Traffic Signal Upgrades

- Shortest path for least amount of exposure
- ADA compliance for design of sidewalk ramps
- Pedestrian push button access
- Countdown signal head placement
- Existing sidewalk network

Close coordination during the design process with town officials to identify local needs



Sample Design Signal Plan

- Existing crosswalks
- Proposed crosswalks
- Proposed pedestrian push buttons, pedestals, and signal heads

Engineering & Design

Statewide Signal Interval Retiming Project

- As part of the clearance interval retiming project, engineering methods are being used **to ensure appropriate pedestrian timings for the crossing distances on state-owned traffic signals**



Accessible Pedestrian Signals (APS)

- Locator tone
- Vibrotactile arrow surface
- Approx. 150 existing locations with audible “buzzers” will be upgraded by 2020 to meet current MUTCD standards**

Education and Outreach



- New pedestrian and bicyclist safety awareness program
- Comprehensive, targeted approach of public education and police enforcement



Multi-Use Trails

Building a Statewide Trail System

CTDOT taking a leadership role in planning, coordinating, funding, & constructing critical trails & filling in challenging gaps

Filling Trail Gaps in Cheshire

Farmington

Gaps completed by DOT
(in 2017 & 2018)

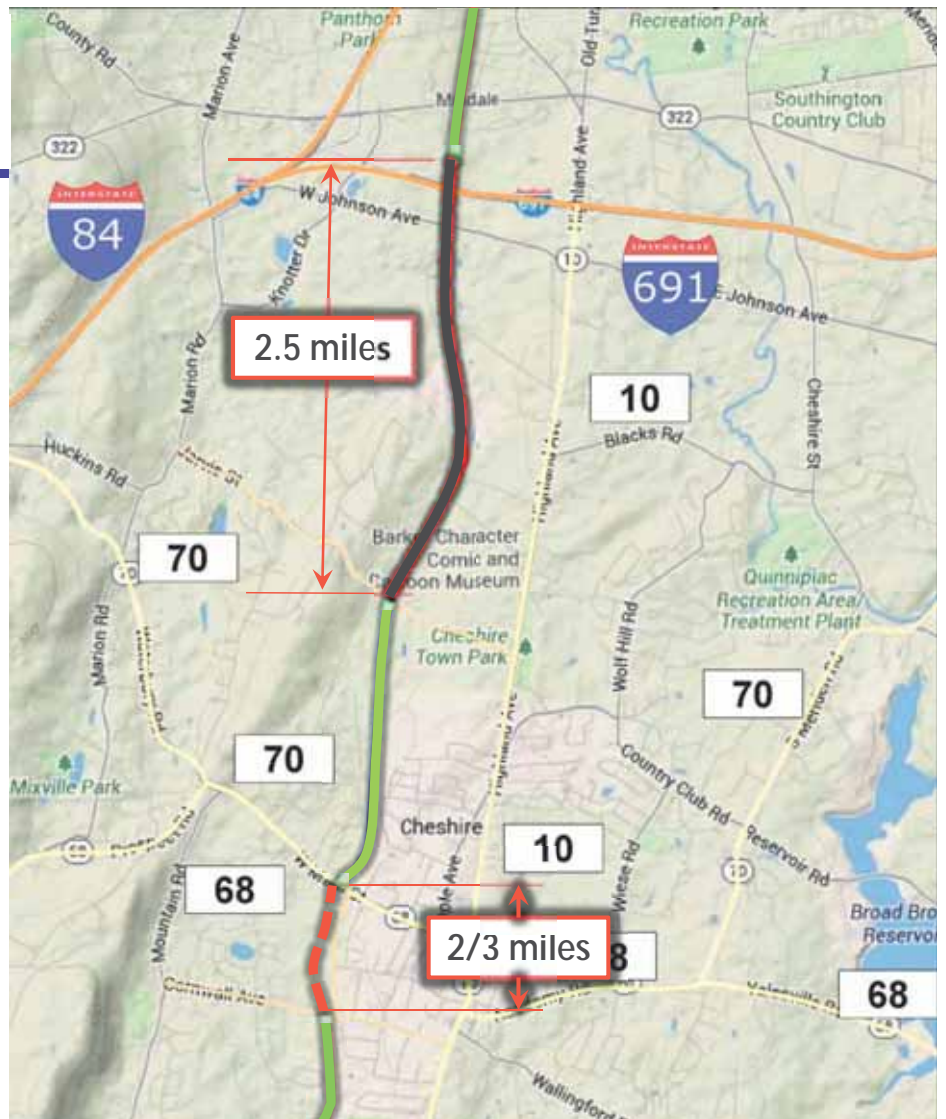
- 2 difficult sections

Northern gap:

- 3 major bridges

Southern gap:

- industrial area
- ROW encroachment
- wetlands





Trail was more expensive to build, but minimized environmental impact, avoided property impacts, & provided high level of user safety.

Pequonnock River Trail (Section C) Trumbull

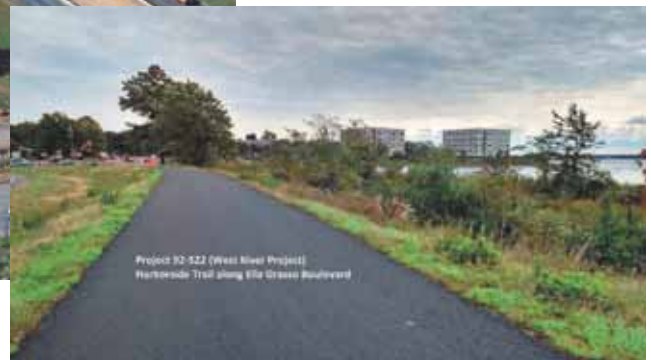


Mainstreaming: Integrating trails into major projects

I-95 West River Bridge Reconstruction



*Harborside
Trail
New Haven*



Project 92-522 (West River Project)
Harborside Trail along I-95 West River Boulevard

Mainstreaming: Integrating trails into major projects

CT *fastrak* Multi-Use Trail

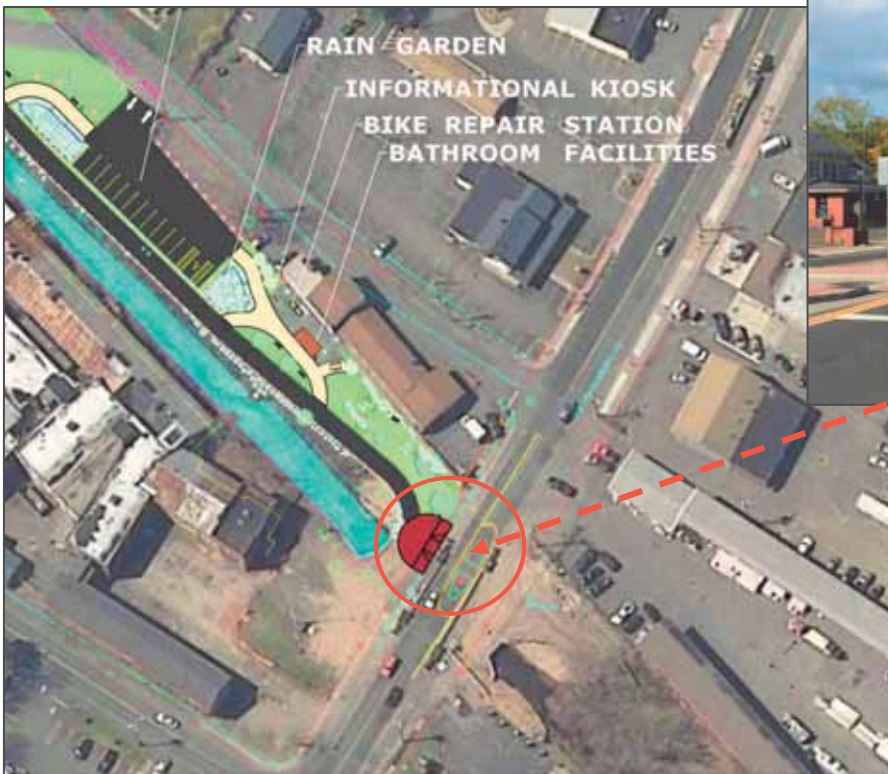




Trail User Safety

Trail-user safety at intersections has become a point of emphasis in design of new trails
(& retrofit of older trails)

Designed for Trail-User Safety: West Main St Crossing



- Crosswalk
- Center island refuge
- "HAWK" signal

Special safety measures at high-volume road crossing

Trail crossing at West Main St with HAWK signal

CROSSWALK
STOP ON RED
PROCEED ON
FLASHING RED
WHEN CLEAR



Safety advantages of HAWK signal:

- Located "over" road like regular signal
- Law requires drivers to stop on red
- "Red" leaves no ambiguity for drivers

SAFETY at low-volume road crossings

- Crosswalks
- Speed tables
- Signs





Thank You

