



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 January 22, 2021 9 AM
This meeting was held over TEAMS:

Sandy Fry (Chair), Brian Kent (Vice Chair), Joe Balskus (Secretary), Rod Parlee, Tom Branchaud, Sue Smith, Al Silvestre

Guests

Amy Watkins, Watch for Me CT
Kim Bradley, CT Trail Census Coordinator
Bruce Donald, Greenways Council
Melanie Zimyeski, CTDOT
Scott Bushee, CTDOT
Marlon Pena, CTDOT
Ann Kleza, CTDOT
Robert Bell, CTDOT
Bill Champagne, CTDOT
Sam Gold, RiverCOG
Kate Rattan, SCCOG
Laura Buam, Interested citizen
Bill Veronesi, Hartford
Bob Dickinson, South Windsor

1.1 Call to Order/Roll Call

1.2 Minutes

Accepted by Board by consensus

It was noted that appointments were sent out to all board members for 2021 calendar year.

2.0 Reports/Presentations

2.1 DOT Projects and News

Presentation by Scott Bushee – Designing for Complete Streets:
Roundabouts

Community connectivity grant program awards to 10 Towns – see attached press release.

Bike route data from COG's – request was made for information to update the Active Transportation Plan bike map. DOT has requested description of analysis used to develop alignments.

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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Chip Seal – no report, pending winter season of pavement

Gold Star Bridge pedestrian accessibility – design of bridge deck is far out in terms of schedule (2 years out), plenty of time to release pedestrian feasibility review of study and work with stakeholders on design and concerns on pedestrian accessibility

Putnam bridge approaches are in for environmental permitting

Limited access classification of roadways

Marlon – case by case basis – DOT does not intend to inventory corridors; limited access reports should be reviewed by CTBPAB. This will enable DOT to create new legislation to enable bike access. (Note – Sandy has received input regarding limited access highways currently used by bicyclists. She will compile this information.)

DOT legislative proposals for bike ped safety issues

- Create process for municipal setting of speed limits on municipal roads
- Allow municipalities to create pedestrian safety zones to 20 mph where appropriate with measures to limit speeds (signs/physical changes)
- Change to ped crossing language – at crosswalk instead of in crosswalk
- Parking restricted within 25 feet of a crosswalk
- Dooring standard of care for people exiting a parked vehicle
- Penalties for distracted driving similar to drunk driving

3.0 Old Business

3.1 Annual Report distribution and update

Discussion on letters to DOT and Transportation committee:

approved draft language recommendations for involvement with CTDOT Complete Streets committee

Correct text regarding CT Trail finder – working jointly contracted with uconn extension to publish online guide and collective database of all trails in CT

Chair to provide finalization of report and submit to Board and CTDOT for dissemination to typical agencies including letters.

3.2 Board initiatives for 2021?

Limited access roadways

US Bike Route 1A

Pedestrian fatalities

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3.3 Powerpoint
Tom working on revisions

4.0 New Business

4.1 Proposed legislation (full text available here:
<https://cga.ct.gov/2021/TOB/H/PDF/2021HB-05429-R00-HB.PDF>.)
Subsequent to the Board meeting, Sandy submitted testimony on behalf of the Board, in support of HB5429, see attached.

5.0 Input

5.1 Input from Visitors (5 minutes)

Haddam Swing Bridge – will be adding a walkway to the swing bridge
Funding needed – non-federal match, 6 foot walkway to be provided south side of bridge and will be done as part of rehab bridge

Roundabout presentation - Putting in sidewalks on roundabouts
DOT Traffic studies, make recommendations for multi-use side paths

Kate Rattan, rail council meeting had presentation by Garrett Eucalitto on the TCI program multistate agreement, suggest review of meeting notes. The Transportation Climate Initiative has the potential to provide new funding for transportation.

5.2 CT Greenways Council/ECGA
Requests time at next month's meeting to present Greenways council plans for 2021

5.3 CT Trail census – no report

5.4 Watch for Me CT Update
February newsletter will have breakdown of crash statistics for 2020
Crashes down, pedestrian fatalities up, with no definitive causalities

5.5 Bike Walk CT Update
Plan for 2021 to include action alerts

Next Meeting – February 26, 2021, 9 AM

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STATE OF CONNECTICUT

GOVERNOR NED LAMONT

GOVERNOR LAMONT ANNOUNCES \$5 MILLION IN STATE GRANTS TO SUPPORT TRANSPORTATION UPGRADES AND IMPROVED ACCESSIBILITY IN TEN CITIES AND TOWNS

(HARTFORD, CT) – Governor Ned Lamont today announced that the State of Connecticut is awarding \$5 million in funding to 10 towns and cities across the state under a competitive grant program administered by the Department of Transportation for projects that support improved mobility and accessibility, as well as pedestrian and bicycle safety.

The Community Connectivity Grant Program provides construction funding for local initiatives that will improve safety and accessibility for bicyclists and pedestrians in and around community centers, encouraging more people to use these healthy and environmentally sustainable modes of travel. The grant program also facilitates social and economic opportunities for underserved communities by providing equitable levels of access to safe and affordable transportation.

“Improving our transportation infrastructure with projects like these is important to ensuring that all of our residents have equitable and safe access to get to their schools, their work, and can support our state’s small businesses,” **Governor Lamont said**. “That is why it is critical that we continue to make smart investments that will further enhance our state’s quality of life. These projects will not only make our neighborhoods safer, but will support the growth of the economy while also becoming more pedestrian-friendly and more environmentally-conscious.”

“Improvements made under this program not only make Connecticut’s community centers more attractive and vibrant places to live and work, but they also help improve our environment and air quality while promoting equitable access to transportation” **Connecticut Transportation Commissioner Joe Giulietti said**. “With Governor Lamont’s commitment to the Transportation Climate Initiative Program, we will be able to continue to invest in projects like these all across our state.”

Funding for the program was approved by the State Bond Commission on July 21, 2020. The following month, the Connecticut Department of Transportation opened a grant application process for municipalities.

The grants approved under this round include:

- **Bristol:** Safe and Accessible Bristol, ADA Sidewalk Ramp Upgrades (\$439,405)
- **Groton:** Trolley Trail Extension (\$344,705)
- **Meriden:** Coe Avenue School Route/Urban Trail Section Phase II (\$600,000)
- **New Britain:** BeeLine Trail, Phase II (\$600,000)
- **Old Saybrook:** Elm Street and Boston Post Road Sidewalks (\$596,413)
- **Portland:** Fill-in-the-Gaps to Route 17/66; Safe Sidewalks to Schools, Businesses & Transit Routes (\$525,775)
- **Stamford:** Lower Summer Street Promenade (\$600,000)
- **Waterbury:** West Main Street Sidewalks (\$459,817)
- **West Hartford:** Accessible Pedestrian Signal Upgrades (\$233,200)
- **Windsor:** Windsor Meadows State Park Shared Use Path (\$500,000)

Municipalities that have been selected to receive grants will be expected to complete the project within three years.

More than \$30 million in state funding has been invested in Connecticut's towns and cities under the program during the past three years.

For more information on the Community Connectivity Program, visit ctconnectivity.com.

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For Immediate Release: January 15, 2021

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DATE: January 27, 2021
TO: Chairman Lemar, Vice Chairs Cassano and Stimms and Members of the Transportation Committee
FROM: Sandy Fry, 74 Westland Avenue, West Hartford, CT 06107
Chair, Connecticut Bicycle and Pedestrian Advisory Board
SUBJECT: Testimony in Support of Raised Bill No. 5429, An Act Concerning Pedestrian Safety, Vision Zero Council, Speed Limits in Municipalities, Fines and Charges for Certain Violations, The Greenways Commemorative Account, and Maintenance Work Zone and School Zone Safety Enforcement

This testimony is submitted in support of Raised Bill 5429, An Act Concerning Pedestrian Safety, Vision Zero Council, Speed Limits in Municipalities, Fines and Charges for Certain Violations, the Greenways Commemorative Account, and Maintenance Work Zone and School Zone Safety Enforcement. I offer my testimony on behalf of the Connecticut Bicycle and Pedestrian Board of which I am Chair.

The Connecticut Bicycle and Pedestrian Advisory Board was created in 2009 under the Complete Streets Law (CGS Section 13b-13a). The Board's purpose is to examine the need for bicycle and pedestrian transportation, promote programs and facilities for bicycles and pedestrians, and advise appropriate agencies of the state on policies, programs and facilities for bicycles and pedestrians. It is with this purpose that we offer our testimony.

The Bicycle and Pedestrian Advisory Board has been encouraged by the proactive efforts of the Transportation Committee over the past several years in moving forward laws that improve safety for bicyclists and pedestrians. The 3 foot passing law, the Complete Streets law, and the 2015 bicycle safety law have made a significant difference in improving safety for both bicyclists and pedestrians.

Now HB5429 offers other needed improvements which the Bicycle and Pedestrian Advisory board specifically supports: clarifying when a motor vehicle must yield to a pedestrian at a crosswalk; adding bicycle and pedestrian access and safety to the items that the Office of the State Traffic Administration must include when evaluating major traffic generators; requiring that a person opening a vehicle door do so with a degree of care for moving traffic, including bicycles and pedestrians; and allowing for a pilot of camera enforcement of speeds in school zones. Additionally, the Board supports the establishment of Greenways License plates that will provide funding for greenway development.

Current statute requires that motor vehicles yield to pedestrians who are in a crosswalk, the proposed legislation will modify this language to require that motorists yield to pedestrians who are at a crosswalk and indicating their intention to use the crosswalk. This is an important change, as it does not require the pedestrian to step into the roadway while traffic is moving, in order to establish that the pedestrian wishes to cross. Further, the proposed legislation

requires that parked cars park far enough from crosswalks to ensure that pedestrians are visible to traffic.

SB5324 also includes the provision that bicycle and pedestrian safety, be considered as part of the Office of the State Traffic Administration (OSTA) review of major traffic generators. This change is needed because the Complete Streets Law, passed in 2009, does not apply to OSTA. Therefore, OSTA did not have the ability to examine the impact of a new development upon bicycle and pedestrian safety and access. This change will empower OSTA to perform this review, filling a gap in the state's efforts to improve roadways for all users, including bicyclists and pedestrians.

Currently, Connecticut is one of only 9 states that does not have legislation in place regarding "dooring" – this refers to a crash where a door opened suddenly by a person in a motor vehicle, causes harm to a passing pedestrian or bicyclist. In the case of bicyclists, these crashes can be catastrophic, throwing the bicyclist into traffic. HB5324 will require that a person opening a vehicle door does so without impeding the travel of a pedestrian or a person riding a bicycle.

Allowing for a pilot of camera enforcement in school zones will enable the state to establish the efficacy of this method for reducing speeding. The states of Georgia, Maryland, and New York allow municipalities to place speed cameras in school zones and to operate them during school hours. In those states, traffic speeds have decreased as a result. This type of enforcement is not affected by bias, with all vehicles treated the same by the cameras. And camera enforcement can free up police officers for more important work.

Finally, the greenways commemorative license plate program will create a non lapsing fund managed by DEEP, which can supplement the trails construction programs operated by the agency.

Thank you for considering the input of the Connecticut Bicycle and Pedestrian Advisory Board on this bill.