



*Bike to Work Friday in New Haven, promoted by ElmCityCycling*

## **2010 Annual Report of the Connecticut Bicycle and Pedestrian Advisory Board**

**Ray Rauth, Chairman**



## 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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January 14, 2011

The Honorable Dannel P. Malloy  
State Capitol  
210 Capitol Avenue  
Hartford, Connecticut 06106

Commissioner Jeffrey A. Parker  
Department of Transportation  
3100 Berlin Turnpike  
Newington, Connecticut 06131

Transportation Committee Co-Chairs  
Antonio Guerrero and Andrew M. Maynard  
Room 2300  
Legislative Office Building  
Hartford, Connecticut 06106

Dear Governor Malloy, Commissioner Parker and Members of the Transportation Committee:

Section 2 (h) of Public Act 09-154, *An Act Improving Bicycle and Pedestrian Access*, requires the Connecticut Bicycle and Pedestrian Advisory Board (Board) to annually submit, by January 15<sup>th</sup> of each year, a report to the Governor, Transportation Committee and the Department of Transportation (Department) Commissioner. Attached, please find the annual report of the Board which covers the statutory requirements on the progress made by state agencies in improving the environment for bicycling and walking, recommendations for improvements to policies and procedures related to bicycling and walking and specific actions taken by the Department of Transportation that effect the bicycle/pedestrian environment.

Our board has met regularly each month during the past year, normally at the offices of the Department of Transportation in Newington. We did experience some turnover; one of our members, a bike shop owner, resigned because of the work required in his shop, another resigned because she left the state. These two members were replaced by qualified individuals with experience in advocacy. We continue to be a board with exceptional qualifications committed to improving the conditions for cyclists and walkers in all of the communities of the state.

The past year has been one of significant progress for bicycling and walking in the state of Connecticut. The progress has been unequaled in the fifteen years of advocacy that I have experienced. We anticipate that progress will continue in the coming year. The Board would especially like to thank Governor Rell for her support and her emphasis on Transit Oriented Development (TOD) and Smart Growth. Pedestrian and bicycle access is a necessary component of these development strategies. We anticipate that Governor Malloy will continue to provide the leadership needed for transportation in our state.

We are also eager to praise the exceptional leadership that Commissioner Parker and the Department of Transportation have provided. The Department has embraced not only the letter but also the spirit of the Complete Streets legislation.

And we would like to again thank the Transportation Committee for their work on the issues involving non-motorized access to Connecticut's transportation system.

As Chairman of the Board, please feel free to contact me with any questions or concerns on the attached report or to other matters within the Board's purview.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Rauth". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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# 2010 Annual Report of the Connecticut Bicycle and Pedestrian Advisory Board

This Report covers areas of effort and progress during 2010. The year went extremely well for pedestrians and cyclists in Connecticut. Two events close to the end of the year symbolize this progress.

On November 13, [Bike Walk Connecticut](#), the new statewide Bicycle/Pedestrian advocacy group, held a statewide summit. At this summit the Department's Tom Maziarz, Bureau Chief of Policy and Planning, presented a draft of new policies relating to bicycle and pedestrian issues. This presentation did much to allay the doubt of advocates throughout the state that the Department was interested in furthering biking and walking as viable means of transportation in our state.

The second event occurred less than a week later. Governor Rell, at a press conference at a construction site on the East Coast Greenway in Manchester, formally announced the new transportation policies. "If we are going to have a truly 'multi-modal' transportation system, our focus must include bicycle and pedestrian efforts." Governor Rell said, according to [NorwalkPlus.Com](#), "As a state, we have made some progress in changing priorities to better incorporate and respond to the needs of pedestrians and cyclists. However, the time has come to step up the pace."

It is clear that the state now sees non-motorized transportation as a key part of the solution to the state's transportation woes. Before the passage of the Complete Streets Law (PA 90-154) such options were not considered; now, it is becoming a routine component of planning.

## 1 Board Advocacy and Activity

### *1.1 The Board & 2010 Board Events*

The Connecticut Bicycle and Pedestrian Advisory Board (Board) was established by Public Act 09-154. Section 2 of the Act defines the duties of the Board to "include, but not be limited to, examining the need for bicycle and pedestrian transportation, promoting programs and facilities for bicycles and pedestrians in this state, and advising appropriate agencies of the state on policies, programs and facilities for bicycles and pedestrians." Since its inception, the Board has worked closely with the Department of Transportation, hereafter "the Department," in pursuit of these goals.

The Board, in June of this year, expanded the statement in the Act to further clarify our mission:

*“The CT Bicycle and Pedestrian Advisory Board seeks to achieve full integration of walking, bicycling, and transit use into Connecticut's transportation system consistent with principles of public safety, convenience, connectivity, human health, context-sensitivity, equity, aesthetics and a sustainable environment that make our communities vibrant places to live and enjoy.”*

This mission is stated on our nascent web site, <http://ctbikepedboard.org>.

The Board's full complement of members is eleven; we carried only ten members for most of our first year. One of our original members, Gary Nicol, a bike shop owner, resigned in early summer because the press of business. He was replaced shortly thereafter with Jason Stockmann from New Haven. Another member, Erin Pascal, resigned at the end of the summer because her husband was leaving the state for a new position. She was replaced by [Tom Harned](#) from New Haven. Recently we were joined by Neil Pade of Newington to fill the final slot on the board.

Although our first election was held in December, we moved our election cycle ahead so that the new officers would be in place well before the end of the calendar year. The officers elected were [Ray Rauth](#), Chair, continuing; Alan Sylvestre, Vice Chair, replacing Erin Pascale and [Jason Stockmann](#), Secretary, replacing John Ferguson.

During the year we made a consistent effort to further define our goals and priorities. Our top priorities are:

- 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 non-motorized transportation.

We have begun discussions on identifying objectives and performance measures. We expect to finish goals statement during the coming year.

Although the Board sees its primary purpose as advising the Department on policies and guidelines for future projects, the board has reluctantly intervened in situations where existing road conditions posed grave hazards to cyclists or pedestrians.

## ***1.2 East Haven Pedestrian Crossing***

On August 26, Board representatives met with Department engineers, Public Safety and DPW officials from East Haven and a representative from the Tri-State Transportation Campaign to conduct a safety audit of an intersection, (Park Place and Main Street), which had been the site of a recent fatal traffic accident. This was a pilot project to study ways to improve pedestrian safety in Connecticut.

This intersection has limited traffic volume and Park Place is a very quiet side street.

The fatality occurred when a man who had been shopping dropped an item while crossing Main Street, bent down to retrieve it, and was struck. It was night, the driver (a youth) claimed not to have seen the victim.

The group explored the intersection and neighborhood. There were several nearby apartments, significant shopping, a church and a small park which is a frequent site for outdoor concerts. Main Street was four lanes wide at this intersection.

Several alternatives were considered but the option chosen was to reduce the four lanes to two. This action considerably narrows the pavement that a pedestrian must traverse yet still provides sufficient width for the volume of traffic that the road carries. Further, the wider shoulders enable safer pedestrians and cyclist access and furnish an automatic traffic calming effect. The Department agreed to restripe the road based on final East Haven approval.

## ***1.3 Forbes Avenue Railroad Crossing, New Haven***

The Forbes Ave approach to the Tomlinson Bridge in New Haven has an at-grade railroad tracks in which the tracks cross the road at an oblique angle. The tracks are used by the Providence & Worcester Railroad and maintained by the Department. Over the eight years since the bridge was constructed, a number of cyclists have been seriously injured when their wheels were ensnared in the flangeway between the steel rails and the surrounding asphalt.

The rail crossing presents a difficult engineering challenge because Forbes Ave serves motor vehicles, trucks, pedestrians, and cyclists in addition to the P&W trains accessing the New Haven Harbor, all within a spatially-constrained site.

Responding to an outcry of concern from cyclists in the New Haven area, and extensive advocacy by members of ElmCityCycling, the Board drafted a letter [*Appendix A*] to the Department emphasizing the extreme danger posed by the rail crossing and urging the Department to fast-track safety improvements for cyclists.

Our letter was answered by Department engineer Thomas Harley [*Appendix B*], who wrote that the Department was pursuing a staged approach to improving safety at the rail crossing under the auspices of the ongoing I-95 bridge construction project adjacent to Forbes Ave.

The Department posted additional signs warning cyclists to dismount at the crossing and repaved the pitted asphalt in the rail bed. Furthermore, the Department has submitted a



proposal to the City of New Haven for widening the shoulders and adding bicycle sharrows, or "Shared Road Arrows" to Forbes Avenue near the crossing. Finally, the letter states that the P&W railroad is considering the use of compressible flangeway fillers subject to the condition that they be maintained by the Department.

This represents a turn around on the part of the P&W, which initially opposed flangeway fillers due to concerns over train derailment and winter maintenance.

Flangeway filler designs are now being evaluated for their suitability at the site.

Railroad tracks cross Forbes Avenue in New Haven at an oblique angle, creating a severe hazard that has seriously injured a number of local cyclists.

### ***1.4 Connecticut River Ferry***

Closure of the Glastonbury-Rocky Hill and Chester-Hadlyme ferries are being considered for cost-savings purposes. These ferries serve as part of the bicycle infrastructure, providing cross river access during peak riding season. Bicycle and pedestrian advocates have asked for access on the Putnam Bridge - this was deemed unfeasible by Department, who stated that the Glastonbury-Rocky ferry provides at least some solution for crossing the river. Otherwise, bicyclists and pedestrians must travel many miles north to the Charter Oak Bridge or South to the Arrigoni Bridge. This situation has worsened even further by the decreased access to the Arrigoni Bridge due to maintenance needs.

### ***1.5 Bikes on Metro North Trains***

The first of 2010 saw measurable progress toward bike-train intermodality. On February 24, 2010, Jason Stockmann, representing [RailTEC](#) & [ElmCityCycling](#), delivered a Powerpoint presentation to the [Connecticut Rail Commuter Council](#). The presentation and its message were well-received by members of the Council, who have cast a wary eye on bike-rail integration in the past.

MTA Metro-North followed through with its commitment to complete the bidding process for the manufacture of bike hooks. After the Request for Information and Request for Proposal was completed, it was publicly revealed at a June meeting of the Connecticut Rail Commuter Council that Sportworks Northwest of Woodinville, WA, the leading bike-rack for buses manufacturer, had been selected to build the bike hooks for the M-8's. At the same time, it was revealed that the Metro-North Railroad intended to retrofit the M-7's on the Harlem & Hudson Lines and that LIRR would retrofit its M-7's as well.

A delay has occurred during the second half of 2010, [as reported by Martin Cassidy](#) at the Stamford Advocate. It was of particular concern to the Board that Metro-North officials announced that they would not test the bike hooks on the M-7 cars on the Hudson & Harlem lines.

Earlier rail officials had indicated that they would test two alternate Sportworks bike hook designs.

In response to this announced slow down, the Board sent a letter [*Appendix C*] to the President of Metro-North on July 20, 2010 protesting Metro-North's plans to defer bike hook testing.

Metro-North officials have not responded to the Board's letter as of January, 2010.

### ***1.6 Retro-Reflectivity***

Traffic calming makes roadways friendlier to all road users. Implementation can take the form of curb bump outs and raised medians. Unfortunately, these present obstacles that may be hard to see.

Accordingly, the Board has issued a letter [*Appendix D*] to the Capitol Region Council of Governments (CRCOG) asking that traffic calming projects funded with CRCOG TIP moneys be equipped with retro-reflectivity to enhance night time visibility. CRCOG will afford a member of the Board to make a supporting presentation at a forthcoming meeting.

## **2 Statewide Advocacy**

On April 2, 2010 the Central Connecticut Bicycle Alliance (CCBA) formally became [Bike Walk Connecticut](#), a group dedicated to "changing the culture of transportation through advocacy and education to make bicycling and walking safe, feasible, and attractive for a healthier, cleaner Connecticut."

Prior to becoming Bike Walk Connecticut, the CCBA was a Hartford area advocacy group. After a highly successful 2009 in which the group spearheaded the passage of [PA 09-154](#), commonly referred to as the “Complete Streets Law,” the CCBA recognized the overwhelming need for a state-wide bicycle and pedestrian advocacy group and announced its transformation to Bike Walk Connecticut.

Since then the group has established a highly-successful, professionally-staffed, bicycle education program run by Beth Emery, who is a League Certified Instructor, licensed by the League of American Bicyclists. In 2010 BikeWalk Connecticut offered 20 bicycle education courses, teaching bicycle handling and repair skills, basic riding skills for children and hosting workshops for 285 individuals interested in bicycle commuting. The bicycle education program was initiated through a National Highway Traffic Safety grant awarded to the Capitol Region Council of Governments in 2010.

On November 13, 2010 Bike Walk Connecticut held its [first statewide bicycle and pedestrian summit](#), attracting over 175 individuals from across the state. Speakers and panelists included state legislators and policy makers, transportation professionals from the public and private sectors, doctors and public health professionals, and nationally-recognized active transportation advocates. The immediate success of the event reflects the growing movement within the state toward a transportation system that effectively serves cyclists and pedestrians, promoting physical activity and fiscally and environmentally responsible transportation choices.

Bike Walk Connecticut ended 2010 with the hiring of its first full-time Executive Director. On December 7, 2010 Georgette Yaindl was formally appointed to serve as the group’s Executive Director, replacing MaryEllen Thibodeau, who had been serving as the part-time Acting Director basis. Ms. Yaindl is a former director of the Connecticut Bicycle Coalition and was a tireless advocate for cycling in the 1990’s for the Hartford area. In 2010 Ms. Yaindl left Connecticut for Hawaii, serving as the community liason for the Hawaii Bicycling League, and completing a law degree. Not only Bike Walk Connecticut but bicyclists and pedestrians throughout the state are fortunate to have such an experienced, talented and dedicated individual at the helm of Connecticut’s statewide bicycle and pedestrian advocacy group. Ms. Yaindl’s appointment will continue the groups active role in transformation of Connecticut’s transportation system.

The Board recognizes and thanks Bike Walk Connecticut for the hard work it has done this year on behalf of the state’s cyclists and pedestrians and looks forward to a continued strong and productive partnership with the group in the coming year.

In the Fall of 2010, the Connecticut Department of Transportation announced several key changes to the way it funds bicycle and pedestrian projects. These changes will help the Department meet the requirement that one percent of transportation funding be spent on non motorized transportation projects. However, the lasting impact of these changes will be much more substantial. Providing appropriate, predictable and continued funding will allow the Department to play a much larger role in the planning, design and construction

of a transportation system that serves all users and accommodates and promotes active transportation.

### **3 Local Progress**

While much progress has been made at the state level, many towns and cities in this state have taken the initiative to move forward with ambitious bicycle and pedestrian projects at the local level. While a number of towns have been active on this front, Simsbury, New Haven, Hartford and West Hartford have taken a leadership role in many ways.

#### ***3.1 Simsbury***

In 2010, the town of Simsbury was designated Connecticut's first "Bicycle Friendly Community" by the League of American Bicyclists (LAB). The award cited Simsbury for its well-balanced network of on and off-street bicycle routes, for its espousal of Complete Streets planning guidelines, and for completing a segment of the Farmington Canal Trail.

#### ***3.2 New Haven***

In August, 2010, the City of New Haven undertook an ambitious program of painting sharrows, or "shared road markings", on 8 miles of key streets in and around the city's downtown district, including State, Orange, Chapel, and George Streets, as well as Edgewood Avenue. The sharrows are positioned so as to encourage cyclists to ride several feet away from the edge of parked vehicles which pose a hazard from suddenly opening doors.

Sharrow installation was conducted on the basis of a 2010 Bicycle Transportation Plan produced by Elm City Cycling and a report prepared by Nelson/Nygaard Consulting Associates, a firm which studied the city's streets and surveyed local cyclists on how to best improve the experience of biking in New Haven.

Emboldened by the recent federal decision to include sharrows in the Manual of Uniform Traffic Control Devices (MUTCD), the City of New Haven approached the Department about striping sharrows throughout the city.

While most of the city's intended sharrow routes went forward as planned, Department denied the city permission to paint sharrows on Rt. 1 / Union Avenue, the only road connecting Downtown New Haven with Union Station, one of the state's busiest railroad and intermodal transit hubs. Consistent with the Board's strategic aim of promoting the integration of cycling and transit, the Board recommends that a bicycle-friendly route to Union Station be established as soon as possible, whether via sharrows, bike lanes, or dedicated bicycle tracks.

Building on the success of the sharrows as well as the city's prior bicycle lanes on select neighborhood streets, New Haven is now planning a dedicated cycle track on Elm St that will be separated from vehicular traffic by an insulating lane of parked cars. Elm St. is an important east-west traffic artery that connects several important business districts but which is presently very difficult to navigate by bicycle.

Scheduled bicycle improvements in downtown New Haven also include a "[bike box](#)" at the corner of Church St and Crown St -- in conjunction with the new Gateway Community College complex at this location -- the first such pavement marking in

Connecticut. Bike boxes allow cyclists a place to collect in front of vehicles at a red light, elevating their visibility to motorists and facilitating left turns.



The Board hopes that these bicycle improvements will set a precedent for municipal bike planning throughout the state.

New "sharrow" on Edgewood Avenue in New Haven, Conn.

### ***3.3 Hartford***

The city passed an ordinance ending the restriction of bicycles solely to roads in Hartford parks. An old ordinance restricted bikes to park roads. In essence, bikes weren't allowed in Bushnell Park. The February ordinance allows bikes everywhere in the park(s). Also, Hartford has been a leader in creating bicycle lanes when roadways are restriped.

### ***3.4 West Hartford***

There as been renewed interest in adopting the Bicycle Friendly Plan that was created a few years ago. At the prompting of Bike Walk Connecticut and one of our Board members, The Mayor and one of the Town Council Members agreed to ride bikes around West Hartford to see first hand both the good and the not so good. Two rides were taken and more are planned for the summer of 2011. The Mayor also agreed to create a bicycle advisory committee to work with the town officials to incorporate more bike friendly features. West Hartford does have "sharrows" on the Boulevard and Quaker Lane.

## **4 Connecticut DOT Initiatives and Policy Changes**

### ***4.1 Policy Changes***

A steady and known funding stream will allow for coordinated long-term planning efforts, as opposed to a series of ad-hoc spot improvements. The end result will be a department that is a leader and partner to the state's towns and regions; a department that can help fund, design and construct bicycle and pedestrian facilities, creating a seamlessly coordinated transportation system that realizes both state and local goals. The major changes to funding being discussed include: (1) Reserving at least 50 percent of STP-Enhancement Funding for bicycle and pedestrian projects of statewide significance, (2) allowing the use of STP-Urban Funding for bicycle and pedestrian projects, (3) providing the appropriate state matching funds for sidewalks designed and constructed as part of a federally funded roadway project. Each of these proposals is described in greater detail below.

#### **4.1.1 STP-Enhancement Funding**

The current practice allocates all STP Enhancement funds to regions to be used for a variety of projects such as streetscapes, historic preservation of transportation facilities, and bicycle and pedestrian projects. The Department proposes to change this approach to reserve at least 50 percent of the funds for bicycle and pedestrian projects that are of statewide significance. The Department would administer the dedicated funds and do project selection, provide non-federal matching funds, and project management. Project selection would be done in consultation with the DEP and other stakeholders. An important initial use for the funds would be to build multi-use trails that fill gaps in the statewide trail network. It will give the Department a dedicated source of funds to address critical bicycle and pedestrian needs that are difficult to resolve at the regional level.

#### **4.1.2 STP-Urban Funding**

The STP-Urban program is a federal funding program in which all the funds are allocated to the regional planning agencies. The agencies are responsible for project selection and program administration. The Department has not previously allowed the use of STP-Urban funds for bicycle and pedestrian projects. The Department proposes to amend this restriction and allow regions more flexibility to fund bicycle and pedestrian projects as appropriate. This will give regional planning agencies more latitude and financial ability to advance bicycle and pedestrian programs in their regions.

#### **4.1.3 Sidewalk Policy**

The Department's current sidewalk policy allows replacement of existing sidewalks along state highways and local roads, but makes construction of 'new' sidewalks on state and local roads more difficult financially. It allows federal funds to be used for new sidewalks if the need for sidewalks is demonstrated, but it withholds state funds.

Municipalities that want to add sidewalks must provide the full non-federal share. This proposal would eliminate the extra municipal requirement, and construct the sidewalk using the federal/state/local cost sharing ratio that is the practice under the respective funding program.

The change in state match policy will not change the current requirement that municipalities must maintain sidewalks along state highways. Just as municipalities do not have the resources to remove snow and maintain sidewalks on local roads, the Department does not have the staff or resources to do snow removal and maintenance on sidewalks along state roads. Snow removal and maintenance responsibilities must be assumed by the municipality or the abutting property owner.

#### **4.1.4 Next Steps**

These policies, taken together, could vastly improve the Department's accommodation of cyclists and pedestrians throughout the state and will allow improved long-term planning and superior coordination with local governments and MPO's. The Board strongly supports the three major proposed policy and funding changes discussed above. The Board will work with the Department staff to ensure that the Department has the tools it needs use these new funding sources effectively and efficiently. The Board has prepared a policy paper outlining how the Department could use the above-mentioned funding sources as the Capital budget to create a new office within the Department that would be dedicated to overseeing the planning, design, construction and operation of bicycle and pedestrian projects. This proposal was submitted to Governor Malloy's Transportation Policy Working Group and a copy is included in *Appendix E*.

## ***4.2 Bicycle Routes***

### **4.2.1 Cross-State Routes**

The Steering Committee that developed the State Bicycle and Pedestrian Plan identified, as part of the overall plan, several routes that provide options for the long-distance cyclist. There are nine of these on-road routes. These routes have received simple designations such as SBR1 (State Bike Route 1). SBR1 Travels up the west side of the state from Westport to Massachusetts. The route follows a series of state roads until north of Gaylordsville where the route follows US 7 exclusively.

An east-west route, SBR6, begins at the New York border on Route 44. It follows 44 to Lake Barkhamstead and then follows several state roads, exiting via Route 197 toward Webster MA.

These on-road routes generally follow scenic roads through a smattering of towns that provides a chance for food and lodging and that weave the state together with a series of interconnected spine routes.

It's wonderful to have these routes so designated and mapped. However a plan is now needed that upgrades these roads to greater bicycle friendliness, that establishes signage to identify the route system and to warn motorists and encourage cyclists. Other features should be considered such as roadside kiosks that inform the traveler of sights and services.

Some notable changes are being planned that will dramatically affect cycling. The Complete Streets law has encouraged inclusion of Bicycle and Pedestrian access in future plans. For example, two corridor studies in the [SWRPA](#) have featured such infrastructure.

The Route Seven corridor study features five foot wide shoulders as part of the plan. Communities or "village centers" will also incorporate bicycle and pedestrians into the center plans.

A similar study for Route One in Greenwich and part of Stamford the plan transforms Route 1, the commercial backbone of our coastal cities and suburbs, from a cluttered, unsafe and inefficient byway to a complete street. The elegance of complete street design is that a busy corridor like Route 1 can undergo a road diet and improve level of service at the same time. Road diets allow for the inclusion of bike lanes, where none could have been imagined before. Modern roundabouts are another design tool used to build complete streets.

Progress also continues on the [Farmington Canal Trail](#), which now covers over half of the old rail line between New Haven and Northampton, MA. In 2010 the town of Southington opened several miles of new trail, with work ongoing on the remaining trail segment into Cheshire. This builds on the extensive work completed over the last few years in Hamden and New Haven, culminating in 14 continuous miles of multi-use trail between New Haven and Cheshire.

In addition the Norwalk River Valley Trail, envisioned to extend from the Sound at Norwalk to Danbury, has received a significant grant for initial design. Towns that abut the trail are enthusiastic supporters. Eventually the vision for this trail is to extend it through Danbury to the Housatonic River. The trail would then follow the stream into Massachusetts and ultimately join the extensive trail system around Burlington, VT, and on to Canada.

#### **4.2.2 East Coast Greenway**

After a considerable amount of letter writing [*Appendix F*], tens of thousands of dollars of funds stipulated for Greenways from the sale of Greenway license plates were restored for their intended purposes. The Board thanks the Governor for returning funds that were charitable donations to be used only for that purpose.

Effective advocacy also initiated by the Board at the local and regional level urged support of funding the gap segment of the [East Coast Greenway](#) occurring between Manchester and Bolton. Soon the trail will run continuously from the Connecticut River in East Hartford to the Hop River multi-use trail in Bolton Notch.

As a result, state funding was recently announced for the design of the Bolton-to-Manchester section of the East Coast Greenway. This includes funding to finish the design phase of the trail from Highland Street to Bolton Notch State Park in Bolton and the Hop River trail, which runs to Vernon and Willimantic. Preliminary design is ongoing and the recent release of these funds should stimulate additional funding for the final design and gap closure.

The East Coast Greenway runs from Key West to Calais Maine, a route of almost 3,000 miles. It is envisioned as a completely off road facility, but the current route still incorporates major on-road sections. In Connecticut this 196 mile trail runs from Greenwich to the northwest corner of Rhode Island.

The Department has recently proven to be a great friend of the East Coast Greenway. Part of the recently announced new policy proposals will enable the department to direct funding to close gaps in the trail. Governor Rell recently inaugurated a section of the trail in Manchester. Approval has also been granted to use the Merritt Parkway Right of Way for the portion of the greenway between Greenwich and Stratford.

Multi-use trails provide a very positive return on investment even in poor economic times and the longer it takes for funding to be released, the longer the State residents wait to receive long lasting dividends.

The Board supports bicycle and pedestrian needs along with the states goals of livable and sustainable communities. We believe that this investment will pay long lasting benefits to the residents of the State of Connecticut for generations to come.

### ***4.3 Safety and Information Measures***

#### **4.3.1 Eleven Foot Travel Lanes**

The Department modified policies to reduce minimum lane width to 11 feet from 12 feet on state roads. This policy applies to new or repaved roadway surfaces only. This provides an additional foot for the shoulder which improves safety for the cyclist. Local planners may “opt out” if they feel the change is unwarranted. While the policy is welcome the lack of retrofitting existing roads ensures that it will take many years for the impact of this change to be felt. Existing pavements were not included because of the costs associated with painting out the shoulder line and repainting a new line.

There was a concern that some fire trucks are wider than 11 feet wide and therefore liability for the towns would increase. However, existing statutes are very clear in stating that vehicles (which includes bicycles) ([Sec 14-283\(e\)](#)), and pedestrians ([Sec 14-300c\(c\)](#)) must yield to emergency vehicles.

### **4.3.2 State Bicycle Map and Road Hazard Reporting System**

The state bicycle map and the new road hazard reporting system are available at <http://ctbikemap.org/>.

The map features a suitability index for roads based on traffic volume and shoulder width; cyclists now have a method of selecting the safest route. Unfortunately this index only applies to state roads; local roads are not judged for suitability. In addition, for cost reasons, maps are currently only available online.

The Road Hazard Reporting System enables cyclists and pedestrians to report unsafe conditions and crashes. The data are received by the Department. Incidents and conditions reported on state highways will be acted on by the department. Importantly, data on local roads will be distributed to the towns for action, where appropriate. This is an excellent way for the Department to get feedback directly from the cyclists and pedestrians.

### **4.3.3 Share the Road Campaign and 3-Foot Passing Law Education and Outreach**

The [Share the Road](#) program strives to improve the knowledge of all highway users – motorists, bicyclists, motorcyclists, pedestrians – to promote safe travel and minimize the likelihood of crashes. The web site has information about the [3-Foot Law](#) and share the road images that are available for download. Share the road posters appeared on the back of many of the city buses. A limited number of posters and bumper stickers were printed and sent to cycling/pedestrian organizations for their use.

This current program has been limited in nature, and this Board sees tremendous opportunities for improvement with little or no additional funding requirements. Inclusion of bicycle/pedestrian advocates in the development of this program will result in a more effective program that will reach a significantly expanded target audience of motor vehicle operators. A meeting had been scheduled by DOT for this purpose, but was canceled and has not been re-scheduled.

## ***4.4 Design Manual***

The Connecticut Department of Transportation [Highway Design Manual](#) lays out the standards and guidelines used on state roadway projects and state-funded projects on local roads. It, perhaps more than any other document, manual or plan, strongly influences the way the state designs its roads. Because state roads now serve as defacto main streets for many towns, the design of state roadways has an enormous impact on not only the transportation systems of towns across the state, but also on the character of those towns. Therefore the Design Manual should encourage the design of roadways that serve all users well, including cyclists and pedestrians.

The current Design Manual was published in 2003 and has been revised a number of

times since then. While providing rigorous and detailed standards for the construction of roadways designed to move private automobiles with minimal delay, the manual is lacking the tools and guidelines necessary to accommodate active modes of transportation, such as walking and cycling.

The last decade has seen tremendous growth in the demand for and interest in well-designed streets that offer a high level of service to cyclists and pedestrians. Towns and cities across the country have been implementing new and innovative roadway designs and tools, such as the [separated bicycle lanes](#) on Ninth Avenue and elsewhere in New York, [bike boxes](#) in Portland and raised crosswalks and speed tables in places like New Haven.

The Department is in the process of revising and updating its Design Manual and has formed a number of subcommittees to address specific sections within the manual. One such committee is tasked with revising the manual to provide guidance to designers in creating facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles, and to meet the goals of the state's complete streets policy.

The increased focus on non motorized travel in the updated design manual will be a major policy improvement. The Board applauds the Department for taking this very important step and offers the following recommendations:

- Solicit input on the manual, starting with the earliest stages of the revision process, from bicycle and pedestrian advocacy groups and other key community groups and organizations from across the state.
- Consult with individuals from cities and states that have published design manuals that encourage and promote “Complete Streets” with increased access for cyclists and pedestrians.
- Consult with towns and cities in the state that have been leaders in accommodating non motorized transportation, including Simsbury, New Haven, Hartford and West Hartford.
- Provide the Board with a major role in the process of rewriting the manual. The Board represents the interests of residents, community organizations, and advocacy groups across the state and should therefore have the opportunity to attend subcommittee meetings, offer revisions and recommendations to the manual, review work on the manual and work with Department staff throughout the process to ensure that the new manual meets both the letter and spirit of the Complete Streets Law (PA 09-154).

Overall, the Board thanks the Connecticut Department of Transportation for its recognition of the importance of walking and biking to the state's transportation system in the update to its design manual and looks forward to working with the Department on this important and exciting project.

## **4.5 Review of 1% Spending Requirement**

[Public Act 09-154 \(5\) \(c\)](#) specifies that not less than one percent of funds received by the Department or *any municipality* be expended to provide facilities for cyclists and pedestrians, including but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps.

Pursuant to that requirement, on 11/8/10 the Department issued its Fiscal year 2010 project list, identifying 42 projects with elements for pedestrians or bicycles. The total dollars for these elements is \$8.3 million, which was 1.062 percent of the State Transportation Fund. An additional \$479,833 was awarded near the end of the State Fiscal Year 2009 and was inadvertently not captured in the reporting for that year.

Projects funded by municipalities are beyond the scope of the Department's report and are not available in an easily accessible manner. Accordingly, the Board prepared a letter [*Appendix G*] for each MPO asking that they make this information available for projects falling within the purview of the individual MPOs.

As of this writing we have received three responses. One from WINCOG stated that 09-154 would be a topic for their February meeting. A second from the NWCCOG stated that they *"simply do not have the expenditure information that you requested. It should also be noted that the road expenditures in rural towns are almost entirely for maintenance and not major improvements to the road network."*

A third response from Housatonic Valley stated "...we do not have such expenditure information available." They further recommended that we directly query the towns.

## **5 Recommendations and Goals**

The Board applauds the Department, Advocacy Groups throughout Connecticut, the Connecticut General Assembly and others for their efforts to improve conditions for pedestrians and cyclists in Connecticut. The Board sees 2010 as a strong beginning and will work with the Department and others to continue moving the State forward with respect to pedestrian and bicycle transportation. Accordingly, the Board has prepared the following goals and recommendations, which it will work to get implemented in the future.

- Road Striping for 11 foot lanes
  - Our experience with the new policy on eleven-foot lanes is that many communities will object, probably because the idea is new and different. An outreach effort might help "sell" the idea to citizens, business owners, and fire departments. The extra shoulder width created by shrinking 12

foot lanes to 11 foot lanes is important to both pedestrians and cyclists.

And 11 foot lanes are a proven way to calm traffic in communities. And a method is needed to incentivize towns, when re-stripping shoulder lines, to black out the old lines and re-stripe as 11 foot lanes.

- State [online bicycle map](#):
  - Include local routes on the state bike map. One problem that potential users of the map have is that the routes are all on state roads. Unfortunately state roads are not always the best route. It will perhaps be difficult to arrange for, sign and maintain local roads but the effort will yield safer more direct routes, with less traffic and better scenery.
  - Add additional cross state routes to the existing map, as the existing nine routes do not adequately cover the state.
  - Add Ferry Crossings to the State Map. Currently the State Bicycle map does not show ferries at major river crossings. As this provides an ideal, and often direct crossing for cyclists and pedestrians, and promotes tourism, these ferry crossings should be indicated on the map.
  - Print the state map which is currently only available online. Many cyclists will want to use the map as a tool while traveling. Unfortunately the lack of a printed map reduces that capability. The ability to change the on-line version is of great value; perhaps a paper version could be printed in small enough quantities so the results are up to date.
- Devise a means of evaluating the [new hazard/accident reporting system](#). Currently there is no visibility as to what responses/actions if any have occurred. Existing online hazard reporting systems like [SeeClickFix](#) provide a feedback mechanism.
- Convene a meeting with bicycle and pedestrian advocates to collaborate on improvement to the share the road educational campaign, prior to the end of the first quarter 2011.
  - Begin implementation of initial agreed upon improvements by end of second quarter 2011. Provide a status report to this Board at each meeting.
  - Emphasis should be placed on developing programs which will educate motor vehicle operators as to safety issues for cyclists and pedestrians.
  - Share the road education may take some guidance from the highly effective work zone safety awareness campaign that has been in existence for many years, such as the utilization of overhead highway signs for dissemination of information.
- Develop a plan to fully engage cycling and pedestrian advocates from across the state in the planning process.

- Assist the Department in the update of the Highway Design Manual update in accordance with [2009 Bicycle & Pedestrian Plan](#) and the [Complete Streets law](#).
  - Update the design manual to the [American Association of State Highway and Transportation Officials](#). The (AASHTO) standard for shoulder widths is 4 foot minimum with 5 foot preferred.
- Add the collection and recording of GPS coordinates on all accidents. Accident information is currently recorded by police at the scene of the accident and then later input into the accident database. Although the database system is quite old and cumbersome, it does have fields reserved for GPS information. The police guidelines and accident forms would have to be revised to include acquisition of the GPS data. The GPS data will greatly assist in the analysis of the accident history records.
- Develop an updated education program for state and local police training on bicycle safety and existing laws
- Reorganize the Department structure to include an Office of Non-Motorized Transportation [*Appendix E*]
- Work with DEP and Land Use Planners to reduce urban sprawl/loss of open spaces - Encourage housing/retail developments to locate close to the population centers for cyclists, pedestrians and transit users.
- Adopt a "Finish it First" policy, focusing on the "missing links" in the trail system before initiating new trail systems. Rail trails are not only beneficial for land values, but also are an attraction for tourism. Local businesses benefit from the rail trail activity. Rail trails provide a safe and attractive place for outdoor activities for local residents/families.
- Create a statewide policy requiring the tracking and reported of the required 1% expenditure of transportation funds on bicycle and pedestrian projects.
- Create clear guidelines on the new Quick Fix program, including: what triggers/initiates a program, how is it triggered, who evaluates the individual programs for inclusion into the Quick Fix program, and the level of effort or expense required for inclusion into the Quick Fix Program.
- Initiate complete streets design courses at [Connecticut Technology Transfer Center](#) (CTI) and create "Scholarships" for Bike Ped advocates at CTI on a space available basis.
- Require use of multimodal Level of Service (LOS) in all state projects where traditional capacity analysis is undertaken.

- Work with the State Traffic Commission to require that multimodal level of service is reported for all major traffic generator applications.
- Work with the Department to require that the Multimodal Level of Service is reported in all in situations where automobile Level of Service is currently used or reported, with the exception of limited access highways.
- Pass a Vulnerable Users Law similar to Delaware and Oregon
- Pass legislation to restore Recreational Liability Protection for Municipalities

## 6 Chairman's Remarks

In many ways 2010 was an amazing year. Bicycle and Pedestrian advocacy ran very high in our state, certainly higher than in any of the other 15 years that I have been active. And it has been effective, more effective than I have ever witnessed. The Department announced policies that will, going forward, transform transportation in our state. Our new statewide advocacy organization, [Bike Walk Connecticut](#), promises a bright future. For the first time ever Connecticut has, according to the [League of American Bicyclists](#) (LAB), a bicycle friendly community. Simsbury joins the more than 130 other communities throughout the nation sharing this designation. These communities are as small as the Presidio of San Francisco, population 3,000; to New York City, with a population of more than 8,000,000. But we have a long way to go.

There's welcome progress to be sure, but the above paragraph brings other questions: Where are the 168 other towns in Connecticut? And why does Connecticut ranks 40 out of the 50 states in the LAB rankings? To be sure 40 is an improvement from last year's ranking, which was 44<sup>th</sup>. However, I have recently biked in several of the states that rank below us – Pennsylvania, West Virginia and Arkansas. It's subjective, but I found these states to be more favorable to the cyclist (although hillier – but that does not count in the rankings.)

Still, the signs of Bicycle and Pedestrian spring are everywhere. In my area I have participated in Norwalk's downtown connectivity study. We have studies for the Route Seven and Route One corridors which incorporate complete streets design and which are truly bicycle and pedestrian friendly – at least on paper. Norwalk is also preparing a bicycle and pedestrian plan, as is Fairfield. My own town of Weston has started a bike/ped town committee; Wilton includes cyclists for town "green Days" promotions.

Elsewhere in the state the towns of New Haven, West Hartford and Glastonbury show continuing progress and serve as models for both town administrations and advocates.

Yes, 2010 was an amazing year. A lot was accomplished and that is gratifying, yet much remains to be done.



## 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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rayrauth@optonline.net



**Phil Cohen**  
Traffic Engineer, Connecticut DOT  
2800 Berlin Turnpike  
Newington, CT 06111-4113

**John Dunham**  
District 3 Construction Supervisor, CTDOT  
(mailing address?)

**Brian Mercure**  
(title and address?)

**Eugene Colonese**  
Connecticut Rail Administrator, CTDOT  
(address at Union Station)

Mr. Cohen, Mr. Mercure, Mr. Dunham, and Mr. Colonese:

I am writing to express the concern of the Connecticut Bicycle and Pedestrian Advisory Board (CTB&PAB) over the grave hazard posed to bicyclists by the oblique rail crossing on the Forbes Avenue in New Haven, Conn. As chronicled on the following Wikipedia page, this rail crossing has been the site of numerous serious injuries to novice and veteran cyclists alike, and as a result has garnered extensive media coverage: [http://en.wikipedia.org/wiki/Tomlinson Lift Bridge](http://en.wikipedia.org/wiki/Tomlinson_Lift_Bridge)

We are aware of the role that you have played in addressing this problem, and we duly appreciate the effort and expertise you have invested in studying the track geometry and site logistics. We were pleased to learn that the pitted, degraded pavement around the tracks was freshly paved this summer, reducing but not eliminating the hazard.

It is our understanding that plausible short-term solutions include filling the rail flangeways with stone dust and replenishing the dust every time a train rolls through, or as required after periods of erosion. However, the board has been informed that shortly after the flangeways were filled with dust, the material was removed to accommodate a Providence & Worcester freight train accessing the New Haven Harbor, once again exposing bicycle tires to the threat of becoming stuck in the flangeways. Members of the local cycling advocacy organization, ElmCityCycling, have monitored the condition of the tracks on an on-going basis and have confirmed that the stone dust has not been replaced as of October 28, 2010.

The CTB&PAB was extremely pleased to hear that a possible long-term solution involves conversion of a vehicle lane into 6' bicycle lanes on either side of Forbes Ave to the east of East St. While these lanes would not likely permit cyclists to cross the tracks at a perfect 90-deg angle, they would at least allow cyclists to increase the angle of approach somewhat without swerving into the path of an oncoming vehicle. They would also bring the bridge into compliance with the Complete Streets legislation passed both in New Haven and by the General Assembly.



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A secondary measure to ensure long-term safety at the crossing is the installation of compressible flange fillers that give way beneath rail wheels but not bicycle tires. A product called the veloStrail was engineered for precisely this purpose, and has been successfully used in Europe and elsewhere:  
<http://www.strail.de/index.php?id=197&L=1>

We have heard that the P&W RR opposes flange fillers on the grounds that their mechanical properties could change during cold months if the flangeways are impregnated with ice. However, we encourage the DOT to perform a rigorous analysis to determine if the veloStrail flange filler poses any real risk of derailment before allowing the P&WRR to dismiss the product out of hand.

The CTB&PAB is aware of the technical difficulties posed by a site that must meet the combined needs of motor vehicles, heavy trucks, freight trains, bicycles, and pedestrians, all while serving as a staging area for Quinnipiac Bridge construction. But consistent with our board's charter in Public Act 09-154, the "Complete Streets Bill", we write to urge a speedy consensus within the DOT on both short-term and long-term plans for remedying this hazard in a manner that safely accommodates bicyclists.

Regards,

Ray Rauth

Chairman, Connecticut Bicycle and  
Pedestrian Advisory Board

CC:

Marie Angelini, P&W RR, [mangelini@pwrr.com](mailto:mangelini@pwrr.com)

Bernard Cartier, P&W RR, [bernie@pwrr.com](mailto:bernie@pwrr.com)

Jon Foster, CDOT Rail Operations, [Jon.Foster@ct.gov](mailto:Jon.Foster@ct.gov)

Rich Jankovich, CDOT Rail Operations, [richard.jankovich@ct.gov](mailto:richard.jankovich@ct.gov)

Gilbert Smart, CTDOT Rail Officer for Rail Regulation, [gilbert.smart@ct.gov](mailto:gilbert.smart@ct.gov)

Lou Frangella, USDOT Federal RR Administration, [lou.frangella@dot.gov](mailto:lou.frangella@dot.gov)

CTDOT Commissioner Jeffrey Parker

Michael Piscitelli, Director of Traffic, Transportation, and Parking, City of New Haven, [mpiscite@newhavenct.net](mailto:mpiscite@newhavenct.net)

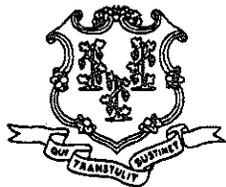
John DeStegano, Mayor, City of New Haven, [mayordestefano@newhavenct.net](mailto:mayordestefano@newhavenct.net)

Senator Martin Looney, 11<sup>th</sup> CT Senate District, [looney@senatedems.ct.gov](mailto:looney@senatedems.ct.gov)

Representative Juan Candelaria, 95<sup>th</sup> CT Assembly District, [juan.candelaria@cga.ct.gov](mailto:juan.candelaria@cga.ct.gov)

Representative Cameron Staples, 96<sup>th</sup> CT Assembly District, [cam9123@hotmail.com](mailto:cam9123@hotmail.com)

Congresswoman Rosa DeLauro, Third District of CT



STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546  
NEWINGTON, CONNECTICUT 06131-7546

Phone:

November 30, 2010

Mr. Ray Rauth, Chairman  
Connecticut Bicycle and Pedestrian Advisory Board  
2800 Berlin Turnpike  
Newington, CT 06111-4113

Dear Mr. Rauth:

Subject : Tomlinson Bridge  
Bicycle Access  
City of New Haven

This is in response to your letter to Mr. Philip Cohen, forwarded by e-mail from Mr. David Head, on November 5, 2010, concerning bicyclist safety at the Forbes Avenue rail/highway grade crossing, located east of the Tomlinson Bridge.

The acute skew angle of the railroad track crossing the roadway in this area is not a new situation. This location has been a topic among the bicycling community long before the ongoing Q-bridge construction started. The roadway construction in this area, which reduced the four-lane roadway to two lanes, created increased concern for bicycle safety. Under pre-construction conditions, with two lanes in each direction, motorists were able to bypass slower moving cyclists by using the left lane. The cyclists were then able to maneuver their angle of approach and cross the tracks as perpendicular as possible. Under the constraints of the ongoing construction project, the shared use of one lane has limited the mobility options of the cyclist for avoiding conflicts.

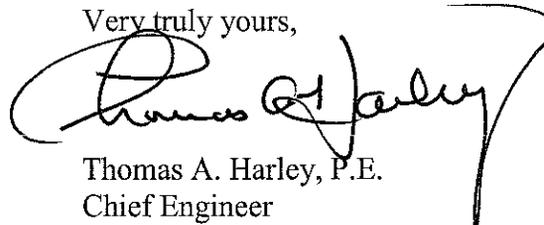
Thank you for acknowledging the efforts of the Department that have been implemented since last summer. Our Program Managers from Parsons Brickerhoff have been working with the Providence and Worcester Railroad (P & W) to address the grade-crossing issues during the construction stages. The pavement replacement adjacent to the tracks, by the project contractor, appears to have been favorably received by all roadway users. Warning signing to inform both the cyclist and motorist of the potential of a bicycle tire being diverted or trapped in the flange gap has been posted. Signs requesting cyclists to dismount and walk across the tracks were also provided. Subsequent to providing these signs, the New Haven bicycle organizations expressed their concerns about their safety while trying to stop and get off their bike while still within a

shared vehicle travel lane. Therefore, providing a dismount area outside the travel lane, no matter if two or four travel lanes were provided, has been identified as a project requirement. Also, further improvements and changes to the roadway signing and dismount areas have been developed and are pending installation, in an effort to improve motorist and bicyclist awareness of the railroad crossing.

As you have noted, the use of stone dust as a temporary filler was tried, and reports were that it provided some degree of success in reducing bicycle tire diversion when crossing the skewed railroad tracks. However, the recent scheduling of regular train activity has displaced this material and the use of stone dust as a filler is no longer considered a viable option. As an alternative, the P & W Railroad has agreed to allow the use of compressible flange fillers if they are maintained by the construction project. The Office of Construction is agreeable to this proposal and is searching for a suitable product to install.

Although finding and installing a suitable flange gap filler appears likely, the Department is continuing to pursue wide shoulders for bicycle use, with the premise that the rail gap (even with flange fillers), and skew of the tracks across the road, may continue to be an issue. Plans for roadway pavement marking changes to provide the wide shoulders have been submitted to the City of New Haven and FHWA for review and concurrence. Therefore, at this time, and until observations have been made on the use of the selected flange fillers, the Department continues to endorse the recommendation that cyclists walk their bikes across the tracks.

Very truly yours,



Thomas A. Harley, P.E.  
Chief Engineer  
Bureau of Engineering and Construction

cc: Mr. Michael Piscitelli



## 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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**Howard Permut**

President, Metro-North Railroad  
347 Madison Ave  
New York, NY 10017

President Permut:

I am writing on behalf of the Connecticut Bicycle and Pedestrian Advisory Board (CB&PAB) to ask for your endorsement of trial installations during 2010 of bicycle hooks on M-7 Metro North rail cars on the Harlem and Hudson Lines.

The CBPAB views bicycle-rail integration as an effective way to reduce automobile travel, cut carbon emissions, promote public health, and add multi-modal options to Connecticut and New York's transportation networks.

We understand that candidate vertical hook proposals from the Sportworks company have been received, but that feedback is needed from cyclist rail passengers before a final selection is made for installation on all M-7 and M-8 cars of Metro North and the Long Island Railroad. Important features of a successful design will include (1.) ease of lifting the bicycle onto the hook, (2.) lateral restraint during acceleration, and (3.) safety of adjacent seated and standing passengers.

Unfortunately, we understand that the MTA is not prepared to move forward with the pilot bicycle hook program until funds have been identified for fleet-wide hook installations on Metro North and the LIRR.

Connecticut has affirmed its financial and political commitment to purchasing hooks for the M-8 rail cars. Delaying the trial program represents a substantial setback to this initiative. If a pilot program is not conducted in the near future, the Board fears that the hook installation process will be stalled, substantially delaying the eventual roll-out of the successful design. Furthermore, a convenient and cost-effective opportunity will be missed to install hooks on the M-8's before they enter service in 2011 or 2012. Lastly, we do not see why a pilot program can not proceed at present in order to identify a suitable hook design, even if funds are still being secured for fleet-wide installation.

The CB&PAB looks forward to further discussion on this topic. We thank you for your continued service and dedication to the Metro North Railroad.

Regards,

Ray Rauth

Chairman, Connecticut Bicycle and  
Pedestrian Advisory Board

Ms. Jennifer Carrier  
Director of Transportation Capitol Region Council of Governments  
241 Main St.  
Hartford, CT 06106  
09/17/10

Dear Ms. Carrier,

As you know, Tom Gutman has raised concerns with regard to the visibility of traffic calming improvements. At the most recent meeting of the Connecticut Bicycle and Pedestrian Advisory Board (CBPAB) Tom discussed with the Board the visibility aspects of traffic calming installations, including medians, bump-outs and other roadway devices that can form obstacles to bikers as well as drivers. Arising from these discussions the board is recommending that CRCOG require the application of retro-reflectivity on all traffic calming projects funded in the CRCOG TIP.

The CBPAB thanks the CRCOG for its consideration in this safety related matter.

Sincerely,

Ray Rauth  
Chairman, CBPAB  
203-454-7080

December 18, 2010

**Statement of Issue:**

The Connecticut Bicycle and Pedestrian Advisory Board, which was established by the Connecticut State Legislature through Public Act 09-154, has prepared this document to stimulate discussion with the new Malloy Administration about the opportunity to improve Connecticut's promotion of bicycle and pedestrian transportation improvements.

Public Act 09-154, commonly referred to as the "Complete Streets Law," requires among other things that the State of Connecticut, through its Department of Transportation provide reasonable accommodations for all roadway users in the planning, design, construction and operating activities of all highways. Under the law, a minimum of 1% of transportation expenditures of the ConnDOT shall be to provide accommodations to cyclists and pedestrians.

For ConnDOT to be able to significantly improve the transportation system for cyclists and pedestrians it will need: (1) Strong technical expertise in bicycle and pedestrian planning and engineering; and (2) The organizational structures in place to effectively and efficiently deliver these services, and (3) A strong voice within the Department to effectively advocate for these concerns.

ConnDOT is organized into several major bureaus, which are divided into a larger number of offices/divisions, each with a specific set of responsibilities and area of expertise. The only official professional staffing specifically allocated to bicycle and pedestrian issues is the Bike/Ped Coordinator, who has a number of other responsibilities in addition to bicyclist and pedestrian issues, and the Safe Routes to School Coordinator. This latter position is full time because this is required by federal law.

Without a core of individuals specifically tasked with bicycle and pedestrian planning and engineering, getting projects implemented regularly and effectively will be very difficult and likely very frustrating both for the public and ConnDOT.

**Proposed Action**

The Connecticut Bicycle and Pedestrian Advisory Board is proposing the establishment an Office of Non-Motorized Transportation within ConnDOT. This office would be responsible for the inclusion of non-motorized modes of transportation, such as walking and bicycling, in the planning, design, construction and operating activities of all highways.

*Prioritization Schedule:* Such an office could be established in less than 6 months through a reassignment of of current DOT planners and engineers. To establish an office of non-motorized transportation, the followings actions are proposed:

1. Formally create the Office of Non-Motorized Transportation within one of the existing bureaus, which comprise ConnDOT;

2. Allocate professional staff, preferably a combination of urban/transportation planners and engineers; these staff would be reassigned from existing offices;
3. Establish the core of a capital budget for the Office of Non-Motorized Transportation, possibly using 50% of Federal Transportation Enhancement funds received by the DOT along with some level of Surface Transportation (STP) funds;
4. Integrate the Office of Non-Motorized Transportation into the planning, design and construction, and operating activities currently carried out by ConnDOT;
5. Take over management and implementation of the Connecticut Statewide Bicycle and Pedestrian Transportation Plan. Ensure that elements from the plan's Design Toolbox are integrated into the ongoing revision of the Connecticut Highway Design Manual.

*Fiscal Impacts* – In light of the requirements of Public Act 09-154, coupled with recent efforts on the part of ConnDOT to more effectively and efficiently accommodate pedestrians and cyclists, ConnDOT is already engaged in pedestrian and bicycle planning and engineering. However, there is limited organizational infrastructure at ConnDOT to integrate these efforts into the broader mission of the Department. Therefore, as walking and biking continue to grow in importance as parts of the transportation system, it will become increasingly challenging to deliver these services in a high-quality, cost-effective manner. The proposed Office of Non-Motorized Transportation will reorganize the existing resources and talents already within ConnDOT to better deliver these services in terms of effectiveness, efficiency, and economy. For example, savings could be realized by ensuring that bicycle and pedestrian accommodations get included in the early planning and design stages of the ConnDOT projects, avoiding more costly retrofits.

In addition to the potential for increased efficiencies, as outlined above, the proposed Office of Non-Motorized Transportation can be created with no net increase in DOT staff and no additional state funding.

*Integration with Malloy/Wyman Campaign Policy* – The Policy Project: Malloy for Governor outlines several of Dan Malloy and Nancy Wyman's policies with respect to transportation in Connecticut. Mr. Malloy states that he is “committed to pursuing strategies that reduce congestion and provide attractive mass transportation options”.

The creation of an Office of Non-Motorized Transportation is not only in accord with these goals and policies, it is crucial to their success. Reducing congestion means providing alternatives to the single occupancy private automobile. Walking and bicycling are two of the most cost effective forms of transportation, both for the agency providing and maintaining the network and for the end user, i.e. the citizen.

With respect to improved mass transit, specifically rail access, a high level of bicycle and pedestrian access is essential. Virtually every transit user is a pedestrian during at least one portion of his or her journey, whether it be walking to the train station or walking from the train station to his or her final destination. While additional parking at train stations is obviously one

important aspect of increasing access to rail transportation, by itself, it cannot create a first class railroad system. Parking structures are expensive, costing as much as \$50,000 per space and surface parking lots have a high opportunity cost because they divert land away from more intensive purposes such as transit-oriented development. At a time when the State is running record deficits, parking facilities cannot be the sole solution. An office of Non-Motorized Transportation would play an important role in increasing access to Connecticut's railroad stations in a way that is cost-effective, environmentally friendly and does not add more cars to local streets and neighborhoods.

### **Long-term Needs/Vision**

Long-term, the Office of Non-Motorized Transportation will need continued professional staffing and a sustained source of funding for capital projects, potentially, a combination of Federal Surface Transportation (STP) funds and Transportation Enhancement funds. The long-term vision is that the office would become an integrated, established, and respected office within ConnDOT.

### **Jobs Impact and Other Benefits**

The establishment of an Office of Non-Motorized Transportation would facilitate and expedite the creation of a high-quality bicycle and pedestrian network throughout Connecticut. This in turn would provide a greater range of low-cost transportation options to households with limited access to automobiles, providing increased access to employment opportunities. Additionally, as the population ages a growing number of individuals will be unable to drive and will have to rely on other modes of transportation, such as walking, or transit, which also requires a strong pedestrian network.

### **Dissenting Opinions and Other Relevant Items**

There are, of course, a few objections to this proposal but each over time can be addressed. The first is that ConnDOT staff already have much of this expertise and already incorporate that expertise into roadway projects. That may be true; however, in other states with similar circumstances, a distributed bicycle and pedestrian planning approach has been attempted, and deemed to be unsuccessful. This is because when a functional area like this is everyone's responsibility, it becomes no one's responsibility. There is limited or no continuity in the planning and design process and rather than a well-designed network, the end result of this type of planning is often a series of isolated spot improvements.

The second likely objection is staffing. The State of Connecticut is staring at a projected budget gap of over three billion dollars. Against this backdrop it is very unlikely that ConnDOT or any state agency is going to be adding a significant amount of staff. An Office of Non-motorized Transportation could be created by reassigning existing staff. ConnDOT could reallocate some staff to a new office of non-motorized transportation without negatively impacting other offices within the Department.

Prepared by Thomas Harned

## *Town of Bolton*

222 Bolton Center Rd.  
Bolton, CT 06043  
Conservation Commission  
Town Hall 860-649-8066 ext. 110  
E-Mail TOBCC@aol.com  
Web <http://bolton.govoffice.com/>

April 7, 2010

The Honorable M. Jodi Rell  
Executive Office of the Governor  
State Capitol  
210 Capitol Avenue  
Hartford, CT 06106

Subject: Moving Connecticut above their present position of #43 Worst Bike-Ped State by sending SB 1502 (page 19) to Bond Commission for full funding

Dear Governor Rell:

As your bicycle and pedestrian advocates we urge to you review the documentation that show a “return on investment” related to multi-use trails (Greenways).

In a March 30, 2010 letter to William O’Neill who is Chairman of the CT Greenways Council, Vanasse Hangen Brustlin, Inc. cited that “According to the research material found, the economic benefits of the properly designed and built multi-use trail significantly out weigh the costs associated with the design and construction of the trail.” Furthermore, “Even in poor economic times it makes sense to expend State and Federal funds on projects that provide proven economic benefits...”

In a study entitled “Pathways to Prosperity, the Economic Impact of Investments in Bicycle Facilities”, the North Carolina DOT stated.... “The annual economic impact is almost nine times as much as the one time expenditure of public funds **(1:9)** used to construct special bicycle facilities in the region”.

Also in a study entitled “A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails-Health Perspective”, the Center for Minority Health/Health Disparities, Research & Education, Xavier, University of Louisiana stated that the Cost/Benefit analysis for a multi-use trail was **(1:2.94)**

We know you are inundated with spending requests during this inevitably difficult fiscal environment. However, by fully funding this bill, you will establish a thoughtful and effective project delivering system for multi-use trails administered through the CT DEP. This delivery system will be in place when H.R. 4722, US House of Representatives bring 2 billion dollars to fund “...to improve trail, walking and biking networks”.

The CT DOT delivery system has placed many miles of multi-use trail on the ground. However, CT DOT is encumbered with a process appropriate for large projects.

This bill incentivizes inter-town and regional connectivity, focuses on the 200 miles of the 3,000 mile East Coast Greenway – Canada to Key West and earmarks 3 critical projects:

Farmington	\$65,000
Shore Line	\$665,000
<b>Manchester-Bolton</b>	<b>\$790,240</b> (\$500, 000)

It is our understanding that the first two earmarks were funded but recently the legislature’s Finance Committee voted to reduce funding for the Manchester – Bolton segment of the East Coast Greenway to only \$500,000. We strongly urge you to support funding and send SB 1502 to the Bond Commission so the Manchester – Bolton earmark could be fully funded and the gap filled.

Sincerely,

Rodney E. Parlee  
Chairman

Links: **Bicycle Friendly America Rankings**

<http://www.bikeleague.org/programs/bicycledfriendlyamerica/bicycledfriendlystate/rankings.php>

East Coast Greenway link <http://www.greenway.org/ct.php>

**CGS SB 1502** and Public Act. 07-7 (item (25) on page 19 of 177 June, sess)

<http://www.cga.ct.gov/2007/act/Pa/pdf/2007PA-00007-R00SB-01502SS1-PA.PDF> and

**H.R.4722** - Community Transportation Act of 2010 <http://www.opencongress.org/bill/111-h4722/show>

CC: All members of the Transportation and Environment Legislative Committee

Mary Anne Handley, CT State Senator, 4<sup>th</sup> District

Pam Sawyer, CT State Representative, 55<sup>th</sup> District

Ryan Barry, CT State Representative 12<sup>th</sup> District

William O’Neill, Greenways Council Chairman

Amey Marrella, CT Department of Environmental Protection Commissioner

Joseph F. Marie, CT Department of Transportation Commissioner

Ray Rauth, CT Bicycle & Pedestrian Advisory Board Chairman

Eric Hammerling, CT Forest and Park Association Executive Director

Louis A. Spadaccini, Town of Manchester Mayor

Robert Morra, Town of Bolton First Selectmen

Gwen Marrion, Town of Bolton Open Space Preservation and Acquisition Committee Chair

Tom Condon, Hartford Courant

Peter Marteka, Hartford Courant

Chris Powell, Journal Inquirer, Managing Editor

Attachments:

- A) March 30, 2010 Letter from Vanasse Hangen Brustlin, Inc
- B) East Coast Greenway Map by Fuss & O'Neill, Inc
- C) East Coast Greenway CT by VHB
- D) Maps of Gap in Manchester and Bolton by VHB



*Originals Printed on 100% Recycled Paper*



March 30, 2010

*Vanasse Hangen Brustlin, Inc.*

Mr. William D. O'Neill, P.E., L.S.  
Chairman, CT Greenways Council  
Chairman, CT Committee, East Coast Greenway Alliance  
525 Gardner Street  
Manchester, CT 06040

Re: Cost/Benefit Analysis of Multi-Use Trails

Dear Mr. O'Neill:

Bill

As per your request, VHB took some time to research the available publications that quantify the cost/benefit analysis for multi-use trails. As you can imagine, trying to quantify the cost/benefit of a multi-use trail is not necessarily an easy task and how one entity approaches the analysis is sometimes very different from the methods of another. So, an apple to apple comparison cannot easily be made.

Our research conducted to date should not be considered exhaustive or comprehensive, but should be considered a sampling of articles found readily available on the internet. Also, the materials do not provide conclusive results regarding the cost benefit analysis for bike paths and trails. The materials represent specific results for specific locations and should not be considered applicable to all paths or trails.

However, an executive summary of the attached data can be made as follows:

**According to the research material found, the economic benefits of the properly designed and built multi-use trail significantly out weigh the costs associated with the design and construction of the trail.** Even in poor economic times, it makes sense to expend State and Federal funds on projects that provide proven economic benefits to the users of the facilities, the businesses in the general vicinity, the property owners adjacent to facilities and which also benefit the environment.

As quick examples:

In a study entitled "Pathways to Prosperity, the Economic Impact of Investments in Bicycle Facilities", the North Carolina Department of Transportation stated.... "The annual economic impact is almost nine times as much as the one-time expenditure of public funds (1 : 9) used to construct special bicycle facilities in the region".

In a study entitled "A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails – Health Perspective", the Center for Minority Health/Health Disparities, Research & Education, Xavier, University of Louisiana stated that the Cost/Benefit analysis for a multi-use trail was (1 : 2.94) in direct health benefits.

Very truly yours,

  
Andy Carrier  
Program Manager

Attachments

54 Tuttle Place  
Middletown, Connecticut 06457-1847  
860.632.1500 • FAX 860.632.7879  
email: info@vhb.com  
www.vhb.com

# East Coast Greenway®

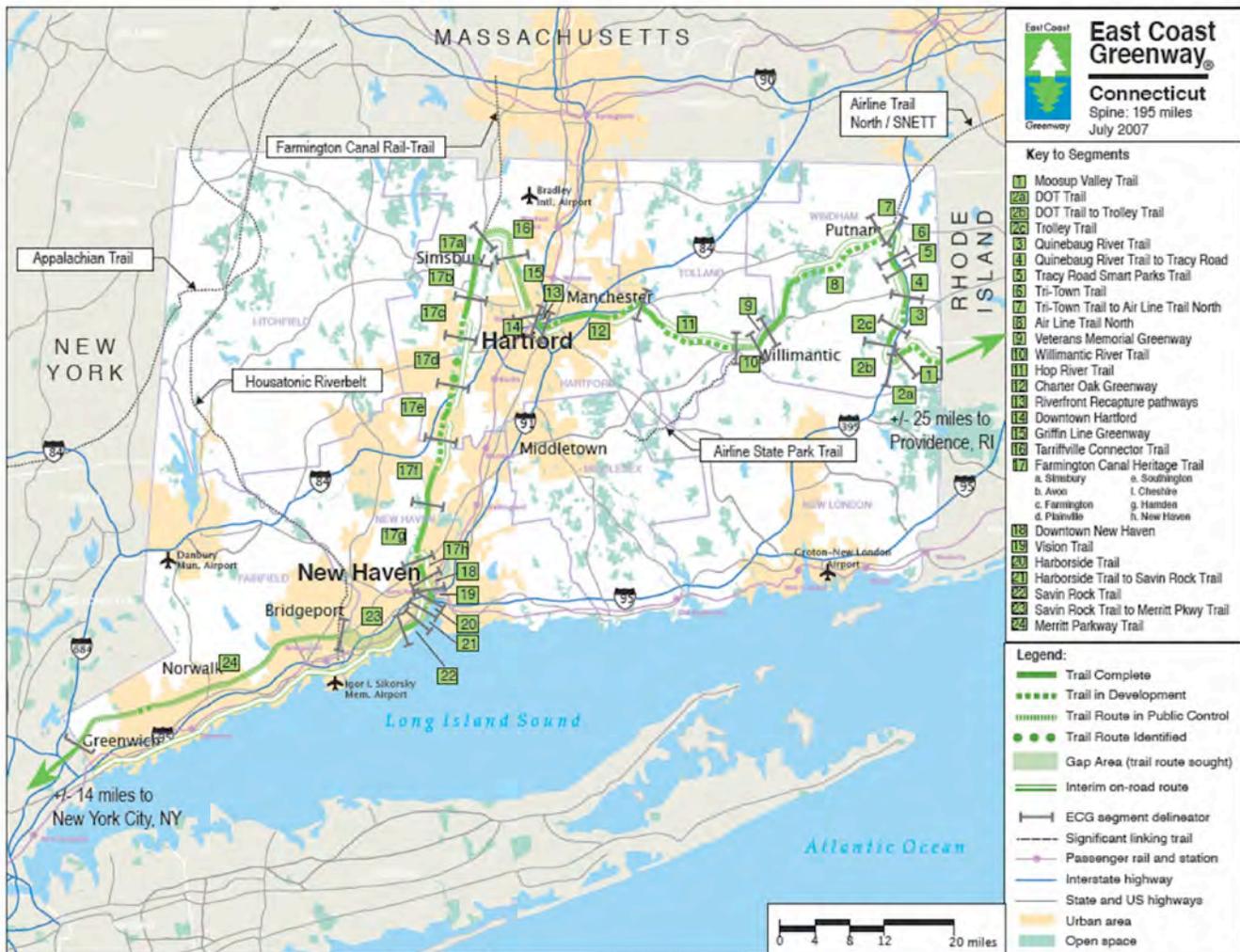
A Trail Connecting Cities

Maine to Florida

Proposed Route Corridor

Rev. March 2008





**East Coast Greenway®**  
**Connecticut**  
 Spine: 195 miles  
 July 2007

- Key to Segments**
- 1 Moosup Valley Trail
  - 2a DOT Trail
  - 2b DOT Trail to Trolley Trail
  - 2c Trolley Trail
  - 3 Quinebaug River Trail
  - 4 Quinebaug River Trail to Tracy Road
  - 5 Tracy Road Smart Parks Trail
  - 6 Tri-Town Trail
  - 7 Tri-Town Trail to Air Line Trail North
  - 8 Air Line Trail North
  - 9 Veterans Memorial Greenway
  - 10 Willimantic River Trail
  - 11 Hop River Trail
  - 12 Charter Oak Greenway
  - 13 Riverfront Recapture pathways
  - 14 Downtown Hartford
  - 15 Griffin Line Greenway
  - 16 Tarrifville Connector Trail
  - 17 Farmington Canal Heritage Trail
    - a. Sturtevant
    - b. Avon
    - c. Farmington
    - d. Plainville
    - e. Southington
    - f. Cheshire
    - g. Hamden
    - h. New Haven
  - 18 Downtown New Haven
  - 19 Vision Trail
  - 20 Harborside Trail
  - 21 Harborside Trail to Savin Rock Trail
  - 22 Savin Rock Trail
  - 23 Savin Rock Trail to Merritt Pkwy Trail
  - 24 Merritt Parkway Trail

- Legend:**
- Trail Complete
  - Trail in Development
  - Trail Route in Public Control
  - Trail Route Identified
  - Gap Area (trail route sought)
  - Interim on-road route
  - ECG segment delineator
  - Significant linking trail
  - Passenger rail and station
  - Interstate highway
  - State and US highways
  - Urban area
  - Open space

Original map prepared by  
 Vanasse Hangen Brustlin, Inc.  
 101 Walnut Street  
 Watertown, MA 02471-9151

Updated by ECGA

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# Charter Oak Greenway • Closure Section

Manchester - Bolton, Connecticut

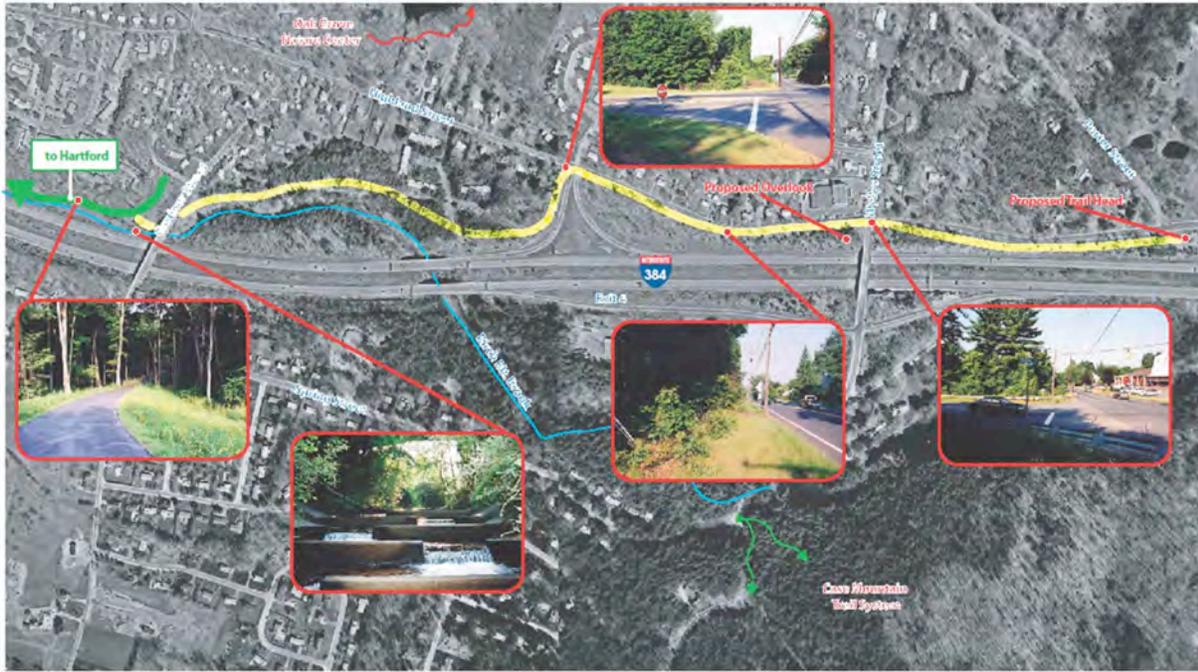


- Closure Section
- Existing Greenway
- Under Design

- Existing Hiking Trails
- ▲ Existing Trail Heads



Figure 1 of 4



March 2010

# Charter Oak Greenway • Closure Section

Manchester - Bolton, Connecticut



- Closure Section
- Existing Greenway
- Under Design

- Existing Hiking Trails
- ▲ Existing Trail Heads

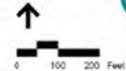


Figure 2 of 4



March 2010

# Charter Oak Greenway • Closure Section

Manchester - Bolton, Connecticut

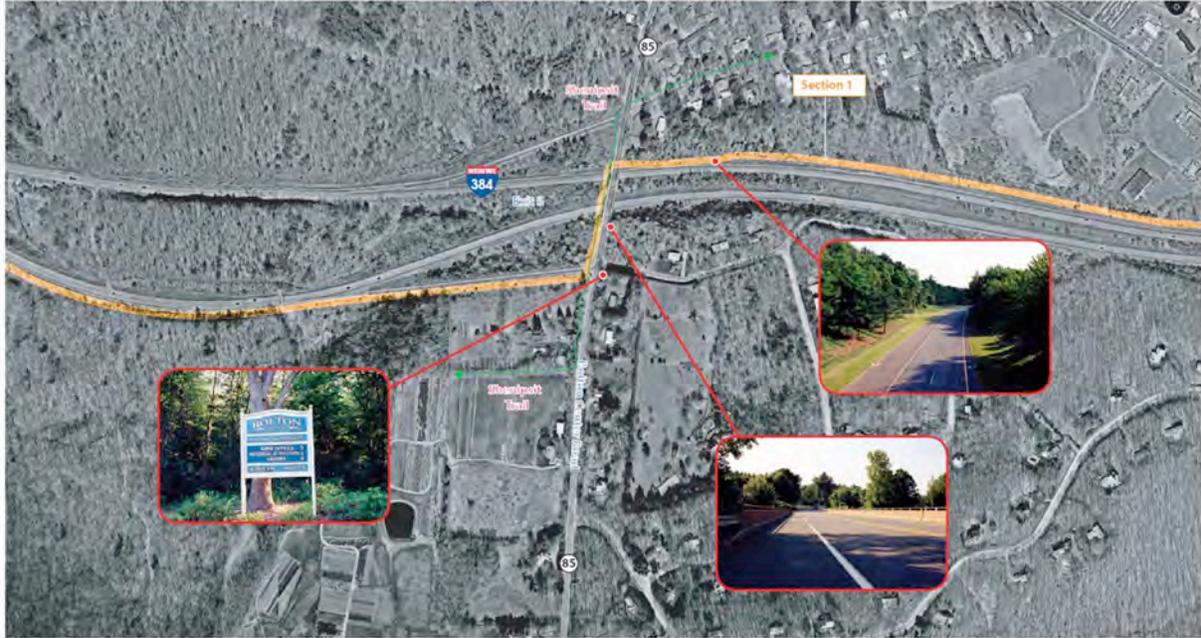


— Closure Section  
— Existing Greenway  
— Under Design

— Existing Hiking Trails  
▲ Existing Trail Heads



Figure 3 of 4



March 2010

# Charter Oak Greenway • Closure Section

Manchester - Bolton, Connecticut



— Closure Section  
— Existing Greenway  
— Under Design

— Existing Hiking Trails  
▲ Existing Trail Heads



Figure 4 of 4



March 2010



## 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  
rayrauth@optonline.net



Lyle Wray  
Capital Region Council of Governments  
241 Main St  
Hartford, CT 06106

Dear Mr. Wray:

On June 30, 2009 Public Act No. 09-154, "An Act Improving Bicycle and Pedestrian Access" was approved with an effective date of July 1, 2009. This act created section 13a-153f in Chapter 238 of the general statutes (Highway Construction and Maintenance), which specify that as of October 1, 2010 not less than one percent of funds received by CTDOT or any municipality shall be used to provide bicycle and pedestrian facilities. The act does exempt certain classes of roadways as well as projects where such accommodations would be prohibitively expensive.

Further, the act establishes a Connecticut Bicycle and Pedestrian Advisory Board (CPBAB) and specifies that the board issue an annual report addressing progress in improving the environment for bicycling and walking in the state.

Because the act includes the expenditure of funds by municipalities we are asking that the RPOs advise the board annually of how projects falling under their purviews comply with the financial mandate of the act. Please note that the act specifies the period for expenditures as being one fiscal year, rather than consideration on a project by project basis.

We would appreciate if you could provide us with the following information:

1. *Town*
2. *Project Number*
3. *Project Title*
4. *Project Scope*
5. *Funding Source*
6. *Description of bicycle or pedestrian component*
7. *Cost of bicycle or pedestrian component*
8. *Estimated completion date*

CPBAB would be pleased to have a board member attend an upcoming meeting to address questions that your members may wish to raise. We thank you in advance for helping us appraise the progress of bicycle and pedestrian improvements in Connecticut.

Sincerely,

Chairman, Connecticut Bicycle and Pedestrian Advisory Board