



STEERING COMMITTEE MEETING #2

Meeting Minutes

Time: Thursday, May 5th, 2016 at 9:00 AM

Location: Connecticut Department of Transportation, Conference Room B, 2800 Berlin Turnpike, Newington, CT 06111

Attendees

Name	Affiliation
Ken Shooshan-Stoller	FHWA
Bruce Donald	Farmington Valley Trails Council; CT Greenways Council; East Coast Greenway Alliance
Anna Stokes	Bike Walk Connecticut
Mark Jewell	VHB-CLE (local roads)
Tom O'Brien	New Milford River Trail; Western New England Greenway
Alex Karman	WESTCOG; Stamford, CT
Samuel Alexander	NECCOG
Ned Connell	SECCOG
Sam Gold	RiverCOG
Nate Hougrand	RiverCOG
Emily Hultquist	CRCOG
Tim Malone	CRCOG
Stephen Dudley	SCRCOG
Matt Fulda	MetroCOG
Mark Nielsen	NVCOG
Eric Jarboe	CTDOT, Engineering
Patrick Zapatka	CTDOT, Policy and Planning
Mark Carlino	CTDOT, Policy and Planning
Anna Bergeron	CTDOT
Kevin Tedesco	CTDOT
Colleen Kissane	CTDOT, Policy and Planning
Roxane Fromson	CTDOT, RPO Coordination
Grayson Wright	CTDOT, RPO Coordination
Sara Radacsi	CTDOT, RPO Coordination
Marcy Miller	Fitzgerald & Halliday, Inc.
Eric Smith	Fitzgerald & Halliday, Inc.
Mary Miltimore	Fitzgerald & Halliday, Inc.

Introduction and Vision Update

*The agenda and presentation for this meeting can be viewed at the following link:
http://www.ctbikepedplan.org/meeting_materials.html

Marcy Miller gave a presentation that included a review of the previous meeting as well as the progress that has been made on the project since the previous meeting. She presented the draft updated project vision and explained how the Committee's input was incorporated into either the updated vision, the project goals, or other sections of the Plan Update.

The draft updated 2017 Vision Statement is as follows (updated words and phrases are bolded):

*The Connecticut Department of Transportation will encourage, promote and **continue to improve the condition of bicycling, walking, and other forms of active transportation**, so that any person, regardless of **age, ability, or income** will be able to walk, bicycle, or use other types of active transportation modes safely and conveniently throughout the State of Connecticut.*

*An **integrated network of on-road facilities and multiuse trails** will connect **key destinations, municipalities, and regions**, while strengthening Connecticut's links to neighboring states. Specifically, walking and biking will be accommodated at residential areas, employment centers, shopping areas, transit centers, recreational and cultural attractions, and schools.*

The Department believes that bicycling and walking encourage healthy, sustainable, and resilient lives and communities.

The Committee provided comments on the draft updated vision, which are summarized below.

- The 2017 Plan Update should include a reference to statutes that provide guidance on how to implement items such as this vision.
- If this Vision Statement will guide the content of the 2017 Plan Update, we should ensure that the Department approves of and will support the vision before progressing too much further.
- The 2017 Vision Statement is too long and should be accompanied with a brief mission statement that is included on all project materials.
- The 2017 Vision Statement should be more holistic when referring to the "State of Connecticut."
 - The updated vision is too focused on CTDOT and should be inclusive of all the organizations and agencies working together on behalf of the state of Connecticut, including DEEP, the Department of Housing, etc.
 - For example, "The Department will encourage, promote, and continue..." could be replaced with "The State of Connecticut will encourage, promote, and continue..."

- The 2017 Plan Update should be used to influence or direct policy, and the updated vision statement should more clearly reflect this.

The project team will revise the 2017 Vision Statement based on this input and submit it for review within CTDOT to ensure the Department's approval and agreement with the Vision.

2017 Map Elements

Next, Marcy described the elements that were included in the maps for the Connecticut Statewide Bicycle and Pedestrian Plan from 1999 and 2009, in order to ask Committee members to consider what elements should be included in the 2017 Map. She also clarified that if the Committee decided that a bicycle network should be included on the map, they would need to clarify which type of network. One type of bicycle network illustrates existing and planned facilities, while a second type of bicycle network defines priority corridors by focusing on desired connections and assists in future planning efforts.

The project team led a discussion to reach a consensus on what the 2017 map should include. The following bullets summarize the major points of discussion.

Priority Corridor Bicycle Network

- The Map Update reflect the update vision statement and focus on the development of an active transportation network that focuses on priority corridors.
 - The 2017 Map Update should reflect the updated Vision statement (which doesn't reference anything about tourism) and should not include loop routes or cross state routes.
- The 2017 Map should provide a tool by which the state can communicate where they will focus their efforts and as a tool to secure funds.
 - The 2017 Map should be a prioritization tool to clarify where the Department will focus its efforts.
- The 2017 Map should last up to 25 years if it is designed as a planning tool.
- The 2017 Map Update needs to provide information that is not already accessible through other applications and that will assist in the future planning of bicycle facilities for the State.

Existing and Planned Facilities Bicycle Network

- The Map Update should include all the various bicycle facilities and connections on one map that allows people to choose their own routes.
 - The Map Update should include all facilities to highlight where the existing gaps are today.
- The Map should reflect the major progress that has been made for many of the major off-road bike corridors, such as the East Coasts Greenway.

- Marcy explained that the project will definitely include an updated multi-use trail map.
- With today's advancing technology, there are numerous apps (such as Map My Ride) that people already use as a resource for existing facilities. There is no need to duplicate these efforts.
- Google already provides much of the suitability data so there is no need to duplicate it. The 2017 Map should focus on meaningful routes that we can improve and on filling in the gaps in the network.

Data elements

- When accessing the shoulder width and ADT for the suitability map, the project team should make sure to separate out roads that have wide shoulders versus any roads with bicycle facilities.
 - Marcy explained that while there are very few bicycle facilities on state roads today, this is something that will be important in future suitability maps.
- For targeting investments, potentially include other department's data.
- Transit information, including train stations and CT *fastrak*) should be included on the Map Update to further emphasize TOD.

Utilization of 2009 Map

- CTDOT currently uses the 2009 Map as a planning and design tool, but recognize that a better option would be more useful.
- 2009 Map rarely used by regions or municipalities.

Other comments

- 2017 Map should include information on an improved procedure for coordination and communication between the Department, regions and municipalities.
- Regions should develop and frequently update their regional bicycle maps so they can clearly identify their priorities.
- The feasibility analysis should be reframed as a performance measure.

Mapping Exercise & Next Steps

A series of maps that illustrated a variety of data, including suitability, economic clusters, Strava weekday and weekend trips, and trails was then presented to Committee. This information was also printed on four sets of 36" x 48" maps that were distributed to the group. Committee members were asked to engage in a mapping exercise in which they identified all key destinations with a blue "X" and any desired connections with a green line.

Upon completion of this activity, a member of each group briefly described their discussion and what they mapped to the Committee. These maps were collected by the project team and are currently being incorporated into the 2017 Map.

Marcy closed the meeting by describing some of the key trends that stood out from the discussion and mapping exercise, including a focus on transit and the importance of interagency cooperation. Specifically, there was discussion about a potential State Plan of Conservation and Development as well as a statewide bike-share program.

Steering Committee Meeting #3 will be held in summer/fall 2016 and more details on a specific day and location will be announced at a later date.