



**CT Statewide Bicycle and Pedestrian Plan Update
Public Meeting #3**

October 6, 2008

*5:30– 7:30 PM
New Haven Free Public Library*

Attendees: 21 members of the public attended

<u>Name</u>	<u>Agency / Organization (if applicable)</u>
Jessica Johnson	
MJ Corti	
Melinda Tuhus	
Kevin Sullivan	Media
Rowland Mayne	Central CT Bicycle Alliance
Jason Stockmann	
Bill Biski	
Sam Gold	COG of the Central Naugatuck Valley
Judy Beliveau	CT Horse Council
Erin Sturgis-Pascale	
Chet Blomquist	
Rob Rocke	
Paul Hammer	
Jonathan Owen	
Richard Stowe	
Holly Parker	
Shirley Vicchotte	CT Horse Council
Peg Lupone	CT Horse Council, LCRV Horseman's Club
Barbara White	
Tim Nottoli	
Paul Streeves	
David Balzer	CT Dept. of Transportation
Carmine Trotta	CT Dept. of Transportation
Ken Livingston	Fitzgerald & Halliday, Inc.
Marcy Miller	Fitzgerald & Halliday, Inc.
Rachel Bright	Fitzgerald & Halliday, Inc.

Summary of Comments on the Plan:

Verbal Comments

- There were concerns about equestrian access and safety on roadways.
- The consultant should consider equipping a bike with police radar to see if vehicles are slowing down as they pass cyclists.
- The consultant should reach out to different bicycle user and advocacy groups, as well as to bike shops to gather their input.
- There was support for the Complete Streets program, and incorporating it into the policies of the Bicycle and Pedestrian Plan Update.
- There was a comment supporting bicycle parking at state parks.
- There was a question about off-road facilities and whether they would be identified.
- There was a concern that the plan largely focuses on bicyclists, and pedestrians should not be forgotten.
- There was a comment that bicycle must be allowed on trains during peak hours.
- There was a comment that more and better parking for bicycles is needed at train stations.

Written Comments

- Plan should address complete streets policy for the state as a way to incorporate some of the "not suitable" places.
- Need to incorporate pedestrians more, discussion seems focused on cycling. Per David Balzer, because pedestrian fatalities are so much higher than bicyclist fatalities, pedestrian policy tend to be focused on safety and intersection improvements, rather than accommodation.

Summary of Comments on the Map:

Verbal Comments

- There should be four bicycle maps instead of one statewide map. These maps should be of the following areas: Greenwich to New Haven corridor, New Haven to Springfield MA corridor, east of the New Haven to Springfield MA corridor, and west of the New Haven to Springfield MA corridor.
- There were concerns with the suitability terminology. Specifically, there were attendees who did not like the term unsuitable, because all bicyclists are allowed on all roads, and this might lead cyclists to think they are not allowed on these roads. In addition, perhaps the term a range of most desirable to least desirable is better than the term suitable. Could support a number range as well.
- There was a comment that too many roadways fall within the suitable category (60%). Should change the breaks so that fewer roads fall within this category.
- There were comments to keep the Interstate interchange numbers as well as to add the shoulder width numbers in some areas.

Written Comments

- Not ideally suited rather than “not suitable”.
- Need to make better distinctions so majority of roads aren’t the same color.
- Maybe a 1-5 scale for suitability.
- Some more information to add-perhaps specific shoulder widths, etc.
- Exit numbers should there to integrate with car transportation.
- Should be four maps: Greenwich to New Haven, New Haven to Springfield, west of I-91, and east of I-91.
- Route 67 – there are areas that are not suitable for horses that are marked as suitable on maps.
- Off road facilities identified? Yes, linear routes.

Summary of Written General Comments:

- I would suggest performing a comprehensive study of bicycle accommodations along the New Haven Line of Metro North Railroad. An example of such a study is the recently released bicycle study of the Caltrain system looking at on-train bike storage, bike parking at stations, cyclist ridership levels at each station, platform accessibility to bikes, and other important concerns. The study included figures estimating bikes-on-trains ridership over a multi-year period. It identified the strengths and shortcomings of the Caltrain system’s accessibility to cyclists, and recommended areas for improvement, with specific proposals for achieving these goals. I think a similar study would greatly benefit the New Haven Line, which is much busier than Caltrain.
- It would be interesting to measure the speeds at which cars pass cyclists on state roads. This could be achieved by mounting a handheld police radar gun (Doppler radar system) to the rear rack of a bike, and then have a consultant ride the “clocking bike” on various roads. The radar would measure the speed of approaching vehicles as a function of distance from the cyclist to see if vehicles are slowing down as they approach and overtake the cyclist. This could help identify routes where speeding vehicles most endanger cyclists.
- A laser range finder could also be mounted on the side of the bike to determine whether cars are granting cyclists the state-mandated 3-foot passing distance when overtaking them. This would show where wider shoulders or bike lanes are most urgently needed. I am an electrical engineer and would be happy to serve as a consultant on this project. Estimated cost to equip the bike is \$1500 - \$2500.
- Use Doppler radar to measure speeds of passing cars.
- Need to get input from cycling clubs, bike shop proprietors.
- Not many things from the 1999 Plan have been implemented.
- Need to examine bikes on trains and bike parking at stations. Look at Caltrains study, found that by adding facilities, added ridership.