



**CT Statewide Bicycle and Pedestrian Plan Update
Public Meeting #4**

October 7, 2008

*5:30– 8:30 PM
Stamford Government Center*

Attendees: 19 members of the public attended

<u>Name</u>	<u>Agency / Organization (if applicable)</u>
Marie Cairo	
Dan Landau	
Sheila Cadmine	
Martin B. Cassidy	Stamford Advocate
Mary Farrell	
Dave Bonan	Fairfield Wkly
Rogre Snow	Hat City Cyclists
Josh Lecar	City of Stamford
Vince Dufarco	Greenwich Safe Cycling, CBC
David Avery	
Andrea Sangrey	
Mitchell Kaufman	
Alex Karman	Southwester CT RPA
Cynthia Reeder	
Paula Waldman	
Linda Hoza	
Daniel Stroup	
Peter Moss	
Richard Stowe	
David Balzer	CT Dept. of Transportation
Carmine Trotta	CT Dept. of Transportation
Ken Livingston	Fitzgerald & Halliday, Inc.
Marcy Miller	Fitzgerald & Halliday, Inc.
Joshua Poppel	Alta Planning + Design

Summary of Comments on the Plan:

Verbal Comments

- There were concerns about equestrian access and safety on roadways, especially where state roads are utilized to connect various trails and trail systems.
- There was a comment that bicycles must be allowed on trains during peak hours.
- There was a comment that more and better parking for bicycles is needed at train stations. The current quality of bike parking is poor. Good racks can be view on the Portland, OR website.
- There is a disconnect between the vision and goals and the Plan. It appears that the Plan Update is simply documenting existing conditions. Where is the connection?
- There was a comment that the language in the goals and action strategies should be more proactive.
- There should be a full time bicycle coordinator at ConnDOT.
- There was a comment that ferry terminals should have bike racks.
- Villages and town centers need traffic calming mechanisms and this should be noted in the Plan Update.
- There was a question whether this Plan development would affect and projects currently in the design/construction process. Projects should still be constructed, however, we should miss opportunities in be more bicycle and pedestrian focused.
- There was a question about measuring the success and implementing the plan. There should be performance targets, especially towards reducing fatalities.
- There was a comment that a summary of public comments should be included in the project report.

Written Comments

- I support creating safer pathways for bicycle and pedestrian transportation. Pedestrian transportation by definition includes equestrian / horse traffic. Horse traffic often required the use of surface roads and secondary highways, paths, and trails. The updated bicycle and pedestrian plan must require information and guidelines which include horses in multiuse trails and access to these trails in particular. This should be including in action strategy 1.2, 1.4, 1.5, 1.6, 1.7, and 1.8. Goal 3 should fully endorse equestrian use for action strategy 3.1, 3.2, and 3.3. The horse industry has been a historic and will continue to be a source of recreation, exercise, and training for many young people and they need the support of society. Goal 4 should fully support equestrian safety on, alongside, and near highways. Goal 5 should include equestrian safety, especially in regards to vehicle right-of-way, rules of the road, and driver awareness. Goals 6 and 7 should also fully incorporate equestrians in its scope and evaluation of financial and technical support while contributing to public health, welfare, and safety.

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, the area east of the New Haven to Springfield MA corridor, and the area west of the New Haven to Springfield MA corridor.
- There were concerns with the usage of the term "suitability" on the bicycle map. 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 developing a range based on "desirability", or activity intensity level, is better than the term suitable. Could support a number range as well.
- Vehicular speeds should be accounted for in the bicycle suitability map.
- Grade should be included in the bicycle map.
- The Merritt Parkway Trail needs to be on the map. It is included in the Southwestern CT Regional Planning Agency's and Greater Bridgeport Regional Planning Agency's long range plans. There needs to be more bicycle routes in Fairfield County.

Written Comments

None received

Summary of Written General Comments:

None received