



CT Statewide Bicycle and Pedestrian Plan Update Public Meeting Series 1

October 2008

5:30 PM

Bristol, Willimantic, New Haven, Stamford

Summary Plan Comments:

- The language in the goals and action strategies should be more proactive.
- There were concerns about what the 1999 Plan accomplished. Were there goals outlined in this that could be measured? There were questions about measuring the success and implementing the Plan Update. There should be quantifiable performance measures.
- There were concerns about public health. Goal 7 appears to be an afterthought, when it should have more emphasis.
- ConnDOT should work with the state's universities on the education and encouragement aspects of the vision and goals.
- There should be better, and more, 'share the road' education. In addition, there should be more information on the driver's license test on this.
- There were concerns about equestrian access and safety on roadways, especially where state roads are utilized to connect various trails and trail systems.
- Bicycles must be allowed on trains during peak hours.
- More and better parking for bicycles is needed at train stations.
- There was a comment supporting bicycle parking at state parks and ferry terminals.
- There were concerns about the danger of bicycling around the Route 44 / Route 84 interchange in Bolton.
- There was a concern that the plan largely focuses on bicyclists, and pedestrians should not be forgotten.

- Villages and town centers need traffic calming mechanisms and this should be noted in the Plan Update.
- There were concerns about sidewalk maintenance. If a sidewalk is within the ConnDOT right-of-way, ConnDOT should maintain it.
- There should be visibility of how funds that are funneled through ConnDOT are spent. Specifically, there were questions and concerns about enhancement funds.
- There were questions about the State Transportation Improvement Program funding process. How can a member of the public find out what projects are in the planning and construction process? In addition, who should an advocate first talk with to recommend improvements?
- There is a need for signage. In particular, there were concerns with the length of time required for towns or other organizations, in particular the East Coast Greenway, to obtain a permit to post share the road or other bicycle signage on state roadways.
- There was a concern that towns simply plan what bicycle and pedestrian improvements they want in their own towns, with little concern about connectivity with neighboring towns. Regional Planning Agencies should focus on regional connectivity.
- There should be a full time bicycle and pedestrian coordinator at ConnDOT.
- A summary of public comments should be included in the project report.

Summary Map 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 and grades should be accounted for in the bicycle suitability map.
- There was a question about the bicycle mapping effort and making it available online. The goal is for the statewide bicycle map to be transferable to Google or some other web viewing program.
- There was a question about off-road facilities and whether they would be identified in the Bicycle Map.

- There were concerns that the Draft Bicycle Map largely has an urban focus. There should be more of a rural focus.
- 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. In addition, there needs to be more bicycle routes in Fairfield County.

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