

TOWN OF FARMINGTON
Bicycle Advisory Committee

Agenda
Bicycle Advisory Committee
Thursday January 8, 2015
Engineering Department Conference Room
6:30 PM

- A. Call to Order.
- B. Public Comment.
- C. Acceptance of Meeting Minutes – December 10, 2014
- D. New Business
 - 1. Discuss League of American Bicyclist Report Card and Feedback Report with the President of Farmington Valley Trails Council, Bruce Donald.
- E. Old Business
 - 1. Bike Month 2015 – Discussion and Event Planning
 - 2. Complete streets
 - 3. Review Sharrows and Bike Routes
- F. Adjournment.

cc: Bicycle Advisory Committee
Paula Ray, Town Clerk
Deb Bull, by e-mail
Kathleen A. Eagen, Town Manager
Russell Arnold, Director of Public Works and Dev. Svcs.
Paul Melanson, Chief of Police
Matthew Blume, Chief of Engineering Services
Dawn Grayson, Transportation Coordinator, Board of Education

**TOWN OF FARMINGTON
Bicycle Advisory Committee
Minutes of Meeting Held
Thursday December 10, 2014
Engineering Division Conference Room**

Attendance:

Voting Members

John Vibert (Chair) – Present
Deanne Born – Absent
Neil Kelsey – Present
John LaForest-Roys – Present
Andris Skulte – Present
C.J. Thomas - Present

Five voting members present. Quorum met.

Non-Voting Members

Matthew Blume (Town Liaison) – Present

The Bicycle Advisory Committee Chair, John Vibert, called the meeting to order at 6:41 pm.

Public Comment:

Mr. Vibert noted that there was no public comment.

Acceptance of Meeting Minutes – October 9, 2014:

A motion was made and seconded to accept the minutes of the October 9, 2014 meeting, and was unanimously approved.

New Business:

1. Complete Streets and newly adopted state policy.
The state's new complete streets policy was reviewed and discussed, as was alternatives for Farmington to adopt such a policy. It was discussed that Matt would email the committee a copy of the state's policy, attached to these minutes, and would research other local policies. It was agreed that adopting a policy to be incorporated as part of the Planning and Zoning regulations would be most appropriate.
2. Intersection Treatments
It was noted that the Town is considering the installation of Rectangular Rapid Flashing Beacons at several of the bike trail's roadway crossings, including; Brickyard Road, Coppermine Road, Oakridge, and River Road. The proposal is subject to budgetary and other constrains.
3. Bike Path Winter Use
A motion was made and approved to amend the agenda, adding "Bike Path Winter Use". The potential for winter plowing on the bike trail or a section thereof was discussed. It was noted that cross country skiers utilize the trail in the winter and a path for them should be maintained.

Old Business:

1. Bike Month 2015 – Discussion and Event Planning

Bicycle Friendly Farmington is working on a calendar of events for Bike Month.

Encouraging local businesses to apply for Bicycle Friendly status was discussed. Facilities discussed included the Town's police department, UConn Health Center, Tunxis Community College, Connecticutare, 1600 New Britain Avenue, among others.

2. Discussion of League of American Bicyclist Report Card and Feedback Report

The Town is coordinating a future Bike Committee meeting with Bruce Donald, FVTC president, to discuss the Town's previous application for bike friendly status and to discuss where the Town's efforts should be focused to become more friendly towards bicyclists and pedestrians. With this information the committee can set realistic long-term goals. The Bike Committee website will be updated to include the League's Feedback Report and Report Card.

3. Review Sharrows and Bike Routes

Matt reported that bicycle markings were discussed at the Town's most recent Traffic Review Board Meeting. The Traffic Review Board requested that any bicycle signs and/or markings be submitted to the board individually to be reviewed on a case by case basis. During the board's December meeting, the installation of share the road signs were approved for Middle Road and River Road. Details of the installation will be coordinated between the Highway and Engineering departments. It was also discussed to prioritize the Capitol Region Council of Governments regional bike routes for the Town's signage/marketing efforts. It was noted that signs/markings should be placed roadways heavily traveled by bicyclists. Andris noted that 'Stava' produces heat maps that depict route use, available at <http://labs.strava.com/heatmap>, that could provide a basis for route marking.

A motion was made, and unanimously accepted to adjourn the meeting.

cc: Bicycle Advisory Committee
Paula Ray, Town Clerk
Deb Bull,
Matthew Blume, Chief of Eng. Svcs.
Bill Warner, Town Planner

Kathleen A. Eagen, Town Manager
Russell Arnold, Director of Public Works and Dev. Svcs.
Paul Melanson, Chief of Police
Dawn Grayson, Transportation Coordinator, BOE



CONNECTICUT DEPARTMENT OF TRANSPORTATION POLICY STATEMENT

POLICY NO. EX.O. - 31

October 23, 2014

SUBJECT: Complete Streets

This policy is developed in accordance with Section 13a-153f (a)(d) of the Connecticut General Statutes, Accommodations and Provision of Facilities for All Users. It is the policy of the Department to consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a "safe, efficient transportation network which enhances quality of life and economic vitality". Complete streets shall be defined as, for the purposes of this policy, a means to provide safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation options.

As a condition of funding, Complete Streets must be considered, in adherence with Public Act 09-154. This policy enables the alignment of transportation funds to encourage improvements for non-motorized users, especially those that connect to transit, schools, and other generators of non-motorized traffic.

OBJECTIVES

- Improve safety and mobility for pedestrians of all ages and abilities, bicyclists, and the mobility challenged, as well as those who choose to live vehicle free
- Develop and support a transportation system that is accommodating of active transportation modes that promote healthier life styles
- Develop and support a transportation system that is accommodating of compact, sustainable and livable communities
- Ensure that the State's transportation network is sustainable through Transportation Demand Management and System Management
- Improve mobility and accessibility to activity centers, including: employers, commercial centers, schools, transit, and trails
- Encourage a shift to alternative transportation modes, reducing reliance on carbon fuels and promoting energy conservation
- Support the State's Transit Oriented Development (TOD) efforts through the provision of integrated transportation networks
- Enhance State economic competitiveness by enabling communities to become livable, walkable, bikeable, drivable, efficient, safe and desirable

The Department shall form a Complete Streets Standing Committee with membership from each Bureau. This standing committee shall be responsible for providing guidance for the implementation of Complete Streets Department-wide.

PROCEDURES

This policy will be implemented via the following actions:

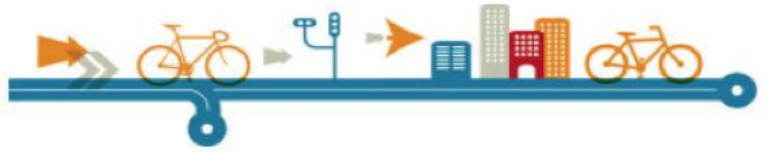
1. **Training:** The Department will provide training for its engineers and planners on Complete Streets best practices. This training will also be open for registration to municipal engineers, planners and local traffic authorities, Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs), as room permits. The Complete Streets Standing Committee will schedule annual training opportunities related to Complete Streets.
2. **Checklist:** The "Connecticut Department of Transportation Bike and Pedestrian Travel Needs Assessment Form" will be regularly updated to ensure compliance with this policy. This form shall be used at the earliest point in project development for all applicable projects. This form shall apply to all Department projects, mainline utility projects within the state right-of-way, the Office of the State Traffic Administration (OSTA) certificate applications receiving state or federal funding, and municipal transportation projects that receive state or federal funding.
3. **Complete Streets** shall be considered in all projects receiving state or federal funding. The checklist will be integrated into all Department reviews including Planning, Engineering, Encroachment Permits, Public Transportation, Ferries and Ports, and OSTA Certificate Applications. The checklist will consider all travel modes, environmental and social context.
4. **Design Guidance:** The Department will amend its design, construction and maintenance guidelines to reflect the routine accommodation of all users. The Complete Streets Standing Committee shall provide input on the development guidance documents. Department design guidance shall reflect best practices for all users.
5. **Funding:** The Department shall review eligibility of funding sources to increase flexibility for the funding of Complete Streets. The Complete Streets Standing Committee shall work with program managers to refine prioritization criteria in order that all projects reflect complete streets, and projects that focus on bicycles and pedestrians are able to compete with traditional roadway projects for funding appropriately.
6. **Data Collection:** The Department will include non-motorized users in traffic counts to the extent possible. Turning movement counts associated with OSTA certificate application reviews shall include counts of non-motorized users where appropriate.
7. **Performance Measures:** The Department shall establish and annually report performance measures, through the Performance Measures Standing Committee. These measures shall be developed in line with federal performance measures for safety and mobility of non-motorized users.



James Redeker
Commissioner



BICYCLE FRIENDLY COMMUNITY FEEDBACK



FARMINGTON, CT

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Farmington a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Farmington. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Adopt a town-wide **Complete Streets** policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all

users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for **drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.**

In addition to the proposed bike parking policy, pass an ordinance that would require larger employers to provide shower and locker facilities.

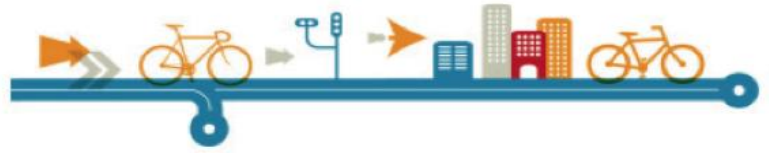
Increase the amount of high quality bicycle parking at popular destinations throughout the community.

Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks, particularly in the town center area. Note that shared lane markings should be used sparingly and only on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Ensure that all bicycle facilities conform to current best practices and guidelines – such as the **NACTO Urban Bikeway**



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Design Guide (preferred), 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT's own guidelines.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.

Expand your bicycle wayfinding system with distance and destination information to additional strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, such as Routes 4, 6 and 10, where possible it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths. Shared lane markings (Sharrows) should not be used on high speed roads.

Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are

intersecting, the adjacent street function and land use. See the NACTO design guidelines (preferred) and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments. **Particularly the bike trail road crossing on Rte 177 needs to be redesigned to increase the safety of trail users.**

Education

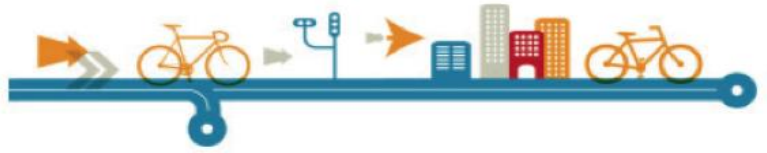
Offer bicycling skills training opportunities for adults more frequently and encourage your local bicycle advocacy group or bike shop to help. You can set up a class by contacting an instructor in your area. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Encouragement

Expand encouragement efforts during Bike Month in partnership with local bicycle advocacy groups. Host, sponsor and encourage additional bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Consider offering a ‘Ciclovía’ or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting a greater variety of family-oriented community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Enforcement

Repeal the ordinance closing multi-use trails at night and provide adequate path lighting to allow for safe commuting before dawn and after dusk.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. make it illegal to park or drive in a bike lane (intersections excepted), implement penalties for motor vehicle users that ‘door’ cyclists, and pass laws/ordinances protecting all vulnerable road users.

Evaluation & Planning

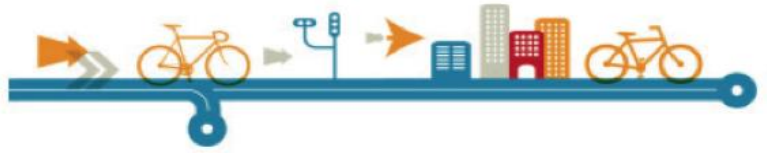
Update your comprehensive bike plan in close collaboration with the community to ensure public involvement, information and ownership. Focus on developing a seamless on and off street bicycling network that creates short distances between residential areas and popular destinations. Complement infrastructure planning with encouragement, education, and enforcement programs to increase usage. Develop a clear vision statement and set ambitious but attainable targets. The overarching goal should be to encourage residents to bike more often for recreation and transportation. See examples from Davis, CA; Denver, CO; Greenville, SC; and Seattle, WA.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

Implement the current plan to make changes to the zoning code, to develop educational videos, to complete the remaining section of the Farmington Canal Trail, and to implement the wider shoulders/signed bike routes that have been approved.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use [this report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.



FARMINGTON, CT

TOTAL POPULATION
25,340

POPULATION DENSITY
842.6

TOTAL AREA (sq. miles)
28.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Farmington
Arterial Streets with Bike Lanes	45%	30%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	21%
Public Education Outreach	GOOD	VERY GOOD
% of Schools Offering Bicycling Education	43%	63%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	YES
Bicycle-Friendly Laws & Ordinances	SOME	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	PER 8K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	3/10

KEY OUTCOMES

	Average Silver	Farmington
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	0.45%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	140
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	0
PUBLIC RATING	SILVER	BRONZE



- » Adopt a Complete Streets policy and offer implementation guidance.
- » Continue to expand the bike network and to increase network connectivity through the use of different types of bike lanes and cycle tracks, particularly in the town center area.
- » Increase the amount of high quality bicycle parking at popular destinations throughout the community.
- » Expand encouragement efforts during Bike Mont. Host, sponsor and encourage additional bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day. Ensure to widely advertise all bicycle-themed community events and programs.
- » Promote cycling throughout the year by offering or

supporting a greater variety of family-oriented community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

- » Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.
- » Offer bicycling skills training opportunities for adults more frequently.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.