

CONNECTICUT STATEWIDE BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN

CHAPTER 1

BACKGROUND

The bicycle has played a most important part in the promotion of good roads for Connecticut and the country as a whole. A touring wave involving bicycles began in the early 1880's, gained momentum and was instrumental in stimulating and furthering the good roads movement. A bicycle club, "The Connecticut Division of the American Wheelmen" was instrumental for the passage in the Assembly of the "Good Roads Law" in the year 1897.

The "Good Roads Law", in part, was written as follows: Chapter CCXXIX; *An Act to Provide for the Improvement of Public Roads*. Section 5: Whenever any town in this state shall have voted its intention to cause any public road, or section thereof, within such particular town, with approval of the highway commissioner, shall select the highway, or portion thereof, to be so improved, and shall cause all necessary surveys to be made and specifications to be prepared. The specifications shall require the construction of a macadamized road, or a telford, or other stone road, or other road satisfactory to the highway commissioner and the selectmen of the town in which the road is to be constructed, that will, at all seasons of the year, be firm, smooth, and convenient for travel.

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By this time the bicycle industry in the country had expanded tremendously. About 300 bicycle factories were in operation and production reached to nearly 2,000,000 bicycles. The League of American Wheelmen was now at its peak with a membership of well over 102,000 cyclists nationwide, including such members as Orville and Wilbur Wright, Charles Duryea and Ransom Olds, American inventor of the automobile and manufacturer. By the turn of the century, there were some 10 million bicycles on the streets and roads in this country. Then a new interest, the "Horseless Carriage", put a crimp into the bicycle trade. In 1910 the League of American Wheelmen became the American Road Builders Association and the era of the automobile was launched. A roads program was introduced to get Connecticut "out of the mud". The highways were built to accommodate the private automobile with only marginal provision given for bicycle operation and safety.

Today, as history repeats itself, there has been a decided and enthusiastic return to the bicycle as yet another mode of transportation. Environmental concerns, public attitudes toward alternate modes of

transportation, health, and recreation and the availability of the lightweight multi-speed bicycle have contributed greatly toward its increased popularity. It is estimated 100 million Americans are riding bicycles today. This is reflected in the increasing public pressure and particularly at the federal level of government for bicycle and pedestrian facilities and funding for their construction.

The impact of this present day bicycle boom is without precedent. Public officials, as well as State agencies, have come to recognize the magnitude of the movement and have begun taking the steps necessary to accommodate the growing demand for bicycle and pedestrian facilities as well. Of greatest concern is the frequency of accidents involving bicyclists and pedestrians with motor vehicles. Greater attention is being given to the increasing demand for the use of our streets and roads by bicyclists and pedestrians.

In Connecticut, bicycles are considered vehicles and are allowed on all public roads except controlled access highways such as expressways and the Interstate system. Connecticut's Bicycle Laws, Sec. 14-285 through 14-289 of the State Statutes, prescribe the use of the bicycle upon the traveled portion of a highway, the rights and duties of the cyclists and the penalties. For safe riding, it is mandatory that the bicyclist, as well as the motorist, recognize and obey the existing laws governing and controlling the use of the bicycle on Connecticut's public highways. Vehicular law does generally not govern pedestrians, however Sec. 14-299 and Sec. 14-300 have been enacted to provide for their safety.

The Connecticut Department of Transportation's (ConnDOT) basic policy in the establishment of bicycle and pedestrian facilities within the towns of this State is to provide for a safe, adequate and efficient mode of transportation other than by motor vehicle. Other State government agencies, including the Department of Motor Vehicles and State Traffic Commission have a cooperative responsibility with the ConnDOT in establishing an adequate and safe mode of travel for bicyclists as well as pedestrians. There are approximately 4000 miles of state roads and over 17,000 miles of locally maintained streets and roads in Connecticut.

Bicycle and pedestrian planning is a part of the larger transportation planning system involving mixed-mode travel. Plans for the locations of bike routes and multi-use trails can be processed in the same manner as plans for highways. Since the bicyclist is very sensitive to minor changes in grade, route length, environmental quality, and traffic congestion, the planning of a bike route or trail must revolve around the unique and individual demands of the user. Chapter 4 summarizes bicycle and walkway design guidelines used in Connecticut.

Bicycling and walking are important components of Connecticut's multi-modal transportation system. This document is to be used as a tool, that ConnDOT and the citizens of Connecticut may utilize, to enhance the environment by increasing the use of a non-polluting, non-motorized means of transportation. While it is not conceived to provide specific details on any one project, it does provide the general location of existing and proposed trails and bike routes. It also will provide the framework for cooperation between ConnDOT, other State Agencies, local governments, and private advocacy groups and offer guidance to cities, towns, and Planning Regions for the development of their plans.

The passage of the "Intermodal Surface Transportation Efficiency Act" of 1991 (ISTEA) signaled a renewed interest in providing facilities for bicyclists and pedestrians in Connecticut. ISTEA recognized bicycling and walking as integral elements of a multi-modal approach to transportation, and required States to develop bicycle and pedestrian elements which must be incorporated into the transportation plans for the State. New legislation entitled Transportation Equity Act for the 21st Century (TEA-21) was recently

passed and will continue funding for bicycle and pedestrian projects for the next several years.

The Federal Highway Administration (FHWA) has also developed policies, which place increased emphasis on bicycling and walking modes of transportation. The FHWA's goals are to double the percentages of transportation trips made by bicycling and walking and, at the same time, reduce, by ten percent, the number of injuries and fatalities to bicyclists and pedestrians. "The National Bicycling and Walking Study", prepared by the FHWA, reported that 7.2 percent of all travel trips are made by walking and 0.7 percent by bicycling.

Using the 1990 census data for trips to work and nationwide survey data, it has been estimated that in Connecticut, 6.6 percent of all travel trips were made by walking and 0.37 percent were made by bicycling. Nationwide surveys also found that almost 50 percent of all trips are less than 3 miles in length.

Given that 3 miles is well within the range of bicyclists, if not walkers, there appears to be a significant number of trips that could be switched from the automobile.

In regards to the safety of bicyclists and walkers, the FHWA has reported that, in 1991 in the USA, 6,595 pedestrians and 841 bicyclists were killed in accidents involving motor vehicles and an estimated 109,000 pedestrians and 77,000 bicyclists were injured. In Connecticut for the same period, 48 pedestrians and 6 bicyclists were killed and 1,340 pedestrians and 1,007 bicyclists were injured in accidents involving motor vehicles. Unfortunately, these statistics have not gone down since that time.

Presently, there are almost 75 bicycle and or pedestrian related projects under various levels of design or construction in Connecticut. These projects are funded primarily by the FHWA under ISTEA's Enhancement Program and by local communities. The success of the Farmington Canal Rail-Trail in Cheshire and Hamden and the Charter Oak Greenway (the multi-use trail along I-84, I-291 and I-384 in East Hartford and Manchester) can only serve to increase the public's demand for more of these facilities and for accommodations on the existing roadway.

In an effort to provide a course of direction by which ConnDOT will proceed into the next millennium, with respect to bicyclists and pedestrians, the following Vision, Goals and Objectives were adopted. They were developed as a direct result of a collective effort between ConnDOT and the Bicycle and Pedestrian Advisory Committee. Also included, with each objective, are the current efforts being made by ConnDOT to achieve them.

VISION, GOALS AND OBJECTIVES

VISION

To enhance the bicycling and walking environment throughout Connecticut by providing for the safe, convenient and enjoyable use of these modes of transportation in an effort to meet the public's demand for improved mobility and a better quality of life.

Any Connecticut resident will be able to walk, bicycle, or travel by other type of non-motorized transportation mode safely and conveniently from his or her home to any destination in the State.

From any town, residents will be able to follow multi-use trails that are connected to other towns in the region, to other regions, and to neighboring States and beyond. Employment centers, shopping areas, bus and train centers, recreation and cultural attractions, and schools will accommodate the walking and bicycling needs of employees, customers, residents, both within the development and to nearby destinations.

GOAL 1

Provide a statewide multi-use trail system which is integrated with other transportation systems.

A. Objective: Develop multi-use facilities that provide for the desired mobility of bicyclists and walkers, while being responsive to social, economic, and environmental concerns.

ConnDOT is actively pursuing opportunities to adequately fund and construct multi-use facilities throughout the state.

B. Objective: Evaluate the suitability of accommodating walkers and bicyclists on those State routes included in the Planning Region's bicycle / pedestrian plans and the Connecticut Bicycle Map.

ConnDOT planners and designers currently investigate bicycle and pedestrian usage levels on DOT projects along these routes.

C. Objective: Develop a system that measures the level of success of facilities by monitoring and documenting usage.

ConnDOT currently monitors usage on various facilities throughout the state.

D. Objective: Integrate the consideration of sidewalks and multi-use paths into all planning, design, construction and maintenance activities of the Connecticut Department of Transportation.

ConnDOT routinely considers the inclusion of these types of facilities where feasible for all projects.

E. Objective: Evaluate and provide bicycle facilities for intermodal connections, ie, racks, lockers, etc.

ConnDOT is continually exploring options for expanding and enhancing existing facilities.

F. Objective: Evaluate and inventory selected State roads to determine their suitability for bicyclists and walkers, using criteria developed by FHWA.

ConnDOT currently conducts an ongoing inventory of these selected roadways.

GOAL 2

Provide and maintain a safe, convenient and pleasing bicycle and pedestrian environment.

A. Objective: Maintain funding priorities for the construction, maintenance, and operation of multi-use facilities.

ConnDOT is committed to fully utilizing all funding sources designated for these purposes.

B. Objective: Provide multi-use facilities, which consider the needs of commuting, recreational, touring, and utility bicyclists and walkers of all ages.

ConnDOT is evaluating facilities and planning for future connections continually.

C. Objective: Provide walkways at mass transit facilities, which will enable the public to safely access the facility.

ConnDOT complies with all ADA requirements pertaining to its projects.

D. Objective: Adopt design standards and policies, which promote safe, convenient and pleasing multi-use facilities that encourage bicycle and pedestrian transportation.

ConnDOT has been using the FHWA's Guide for the Development of Bicycle Facilities since 1991 and will continue to support multi-use facility establishment.

E. Objective: Provide uniform signing and marking of all multi-use facilities, where warranted and as recommended by the Manual on Uniform Traffic Control Devices.

ConnDOT considers signing as an integral part of any project.

F. Objective: Develop a policy that encourages the maintenance of multi-use trails by the town or by an "Adopt a Trail" program.

ConnDOT encourages local communities and groups to enter into maintenance agreements with the state as part of the normal project development process.

G. Objective: To improve maintenance practices, which maintain multi-use trails in a generally smooth, clean and safe condition.

ConnDOT is continuing to maintain as many multi-use facilities as priorities will allow.

GOAL 3

Encourage and support bicycle / pedestrian safety, education and enforcement programs.

A. Objective: Advocate the development of bicycle and pedestrian safety and education programs for cyclists and walkers of all ages, to improve bicycling skills, observance of traffic laws, and overall safety.

ConnDOT works in conjunction with the Department of Education to instruct children in the skills needed to enjoy bicycling and walking in a safe manner.

B. Objective: Monitor and analyze bicycle and pedestrian accident data in order to devise ways to improve bicycle and pedestrian safety.

ConnDOT is exploring options for data collection with local police departments.

C. Objective: Provide educational materials for motorists, through the Department of Motor Vehicles, for driver awareness of cyclists and pedestrians using the roadways.

The Department of Motor Vehicles will be including information in its' Drivers' Manual.

D. Objective: Provide educational materials to schools and libraries for bicyclists and pedestrians of all ages.

ConnDOT provides Bicycle maps to any interested party.

GOAL 4

To make full use of state resources in providing technical assistance to towns and municipalities relative to the development of bicycle and pedestrian trail facilities throughout our state.

A. Objective: Encourage local towns and communities to put forward projects and proposals that they may have for review by ConnDOT.

ConnDOT will respond positively to any request for assistance pertaining to bicycle and pedestrian facility development.

B. Objective: Enlist the aid of Regional Planning Organizations (RPO) in bringing forward local plans and strategies for bicycle and pedestrian development.

ConnDOT will maintain a close working relationship with RPO's to facilitate this plan.

ConnDOT POLICY

ConnDOT has been involved for many years in enhancing the bicycling and walking environment in Connecticut. Major accomplishments include the construction of wide sidewalks and paths on almost every new major river crossing in the last 20 years. Many state roadways have also been improved to provide for wider shoulders that allow safer use by bicyclists and pedestrians. Special projects include the maintenance and repair of the Windsor Lock Tow Path and the construction of multi-use trails on Interstate 84 in East Hartford and on I-384 and I-291 in Manchester. In addition, ConnDOT has co-sponsored conferences on bicycle safety and has distributed the Connecticut Bike Map for the last 15 years.

Over the last few years, ConnDOT has increased its awareness of the needs of bicyclists and pedestrians. Designers typically provide for a minimum of 4-foot shoulders and include crosswalks and pedestrian phases at many traffic signals. Multi-use trails are often included into the design of major projects including the reconstruction of the Sikorski Bridge (Route 15) between Milford and Stratford and the relocation of Route 6 in Eastern Connecticut.

Specific ConnDOT policies that directly relate to bicycle and pedestrian issues are as follows:

Policy on Sidewalks

A: State Roads

1. Sidewalk already exists - If a roadway is to be constructed with State and Federal funds and the project will disturb an existing sidewalk, the reconstruction of the sidewalk, in kind, will be included in the reconstruction project.

2. Bridges - When the State is constructing or reconstructing a bridge in an area where sidewalks exist or likely to exist, sidewalks will be included in the bridge project.

3. Sidewalks Do Not Currently Exist

a. Federal Funds are Involved - When the State is reconstructing or constructing a State road in an area where the local community can demonstrate, in accordance with generally accepted AASHTO standards, that a sidewalk is warranted, and the community will enter into an agreement with the State to provide funding for the full non-federal share of the cost associated with designing and constructing a sidewalk, including associated rights-of-way and utility costs, and the municipality will enter into an agreement with the State in perpetuity, clearly stating that the municipality is fully responsible for all liability, maintenance, and snow and ice removal, then sidewalks within the limits of the construction project will be included in the project. Under this provision of the policy, no exclusive sidewalk projects will be considered.

b. 100% State Funds - Under the same conditions as Section 3a, sidewalks may be included in State road projects. The only change being that the community would be responsible for 100% of the cost of the sidewalk design and construction, including associated rights-of-way and utility portions of the project.

B. Local Roads

When an improvement is being made to a local roadway with federal aid funds, sidewalk improvements may be included within the limits of the project if they satisfy generally accepted AASHTO standards and warrants, and the local communities will enter into an agreement to provide the financial resources for the full non-federal share of the design and construction, including associated rights-of-way and utility costs of such sidewalk. Where no federal funds are involved, the State will not participate in the construction of such sidewalk.

Policy on Rail Properties

* It is the policy of ConnDOT that the Commissioner of Transportation has the "right of first refusal" to preserve those elements of Connecticut's rail network, which are deemed essential to the State's rail transportation system.

* ConnDOT's long-term strategy is to preserve options for transportation by preserving abandoned rights-of-way in corridors that exhibit a future potential or are contiguous rights-of-ways connecting major areas.

In addition to ConnDOT policies, various state laws have been enacted that govern bicycle and pedestrian activities within Connecticut. The following is a summary of these state statutes.

Section 13a - 91. Sidewalks on bridges.

The commissioner may construct or reconstruct a sidewalk on any bridge or approaches to any bridge on any state highway when in his opinion public safety so requires. These sidewalks shall be maintained including, the removal of snow and ice.

The commissioner and the authorized official of a town may agree that the removal of snow and ice therefrom shall be the responsibility of the town.

Section 13a-141. Bridle Paths, pedestrian walks, and bicycle paths.

The commissioner may issue permits to construct and maintain walks and paths and suitable entrances and exits on the land owned by the State along any highway maintained by the State. No fee shall be charged any resident of the State for the use of such walks and paths. If a town requests a permit to

construct and maintain such path or walk, the commissioner may contribute one-half the cost of construction of such path or walk, provided such town, public authority or agency agrees to assume the maintenance, responsibility, liability and supervision of such path or walk.

When the selectman of any town discontinue any highway, they may reserve to the town necessary land to construct and maintain a path or walk.

Section 13a-141a. State-wide Footpath and Bicycle Trail Plan.

The commissioner may prepare and revise a statewide plan for the establishment of footpaths and bicycle trails to be located adjacent to State and local roads except where such paths would be contrary to public health and safety, the cost would be disproportionate to the need or use and where sparsely of population or other factors indicate an absence of any need.

Said commissioner shall cause to be constructed and maintained such footpaths and bicycle trails adjacent to State roads as are designated in the statewide plan.

Any private individual, corporation or other organization or any town or other public authority or agency wishing to construct and maintain a footpath or bicycle trail along any highway maintained by the State shall comply with the provisions of Section 13a-141.

No footpath or bicycle trail to be located within the boundaries of any transit district shall be constructed without the prior approval of such transit district. Any footpath or bicycle trail proposed by a transit district shall be given priority in planning and construction.

Section 13a - 153. State liability for bridle paths, pedestrian walks and bicycle paths and injuries thereon.

No person performing work under the provisions of Section 13a-141 shall have any claim against the State for compensation, except for payment as agreed with the commissioner, or for any injuries incurred while performing such work.

Each person using the paths, entrances or exits or using any lane or other part or facility of any highway provided by the State for bicycle or pedestrian traffic shall do so at his or its own risk, and no liability shall accrue to the State.

Section 14 - 289. Regulation of use of bicycles by municipality.

Each town shall have authority to make any ordinance governing and controlling the use of bicycles within such town and may include provisions requiring annual licensing of bicycles and providing for registration of any sale of, or change of ownership in, a bicycle.

Section (NEW 1998) Public Act 98-91 Section 7

The commissioner shall, whenever possible, encourage the inclusion of areas for bicycles and pedestrians when creating the layout of a state highway or relocating a state highway.

FEDERAL ACTS

TRANSPORTATION EQUITY ACT for the 21st CENTURY (TEA21)

The Transportation Equity Act for the 21st Century (TEA21) authorizing funding for highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Significant changes in TEA21 from ISTEA that affect bicyclists and pedestrians include: provisions that allow motorized wheelchairs to use bicycle facilities; railway-highway crossings shall take into account bicycle safety; approval for a project shall not be granted if it will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists; a national bicycle safety education curriculum is to be developed that may include courses relating to on-road training; and funding of safety and educational activities for pedestrians and bicyclists under the Enhancement Program.

ENHANCEMENT PROGRAM

The Surface Transportation Program, (STP), which is a funding source under TEA21 and ISTEA, requires that 10% of these funds be used for Transportation Enhancement Activities. Included in this program is the funding of bicycling and pedestrian facilities and the preservation of abandoned rail lines, including the conversion of these right-of-ways into trails for their use. Bikeways and walkways however, must serve primarily a transportation purpose in order to be eligible for these funds. A more detailed description of this program, which accounts for the majority of bicycling and pedestrian projects in Connecticut, is found in Chapter 2.

FHWA POLICY ON BICYCLE AND PEDESTRIAN PROJECTS

The National Transportation Policy (NTP) states that it is Federal transportation policy to promote increased consideration of bicycling and pedestrian needs in designing transportation facilities for urban and suburban areas, and to increase pedestrian safety.

The goals of doubling the current percentage of bicycling and walking trips and reducing by ten percent the number of bicyclists and pedestrians killed or injured are challenging, yet obtainable, and would reap significant transportation as well as other societal benefits. (Source - Executive Summary of National Bicycling and Walking Study - USDOT)

HIGHWAY SAFETY PROGRAM GUIDELINES BICYCLE AND PEDESTRIAN SAFETY

Each State in cooperation with its political subdivisions should have a comprehensive pedestrian and bicycle safety program that educates and motivates its citizens to follow safe pedestrian and bicycle practices. A combination of legislation, regulations, policy, enforcement, public information, education, incentives, and engineering is necessary to achieve significant, lasting improvements in pedestrian and bicycle

crash rates.

Each State should recognize that its pedestrians and bicyclists are virtually unprotected from the forces of a crash and that they face major safety problems and are a valid traffic safety concern. Because of the diverse nature of these issues, education, enforcement and engineering are critical components to any strategies devised to reduce these problems. In formulating policy, the State should promote these specific issues:

- * *The provision of early pedestrian and bicycle safety education and training for preschool children.*
- * *The inclusion of pedestrian and bicyclist safety in health and safety education.*
- * *The inclusion of pedestrian and bicyclist safety in driver training programs.*
- *To make full use of state resources in providing technical assistance to towns and municipalities relative to the development of multi-use trail facilities throughout our state.*

FEDERAL TRANSPORTATION POLICY AND PROVISIONS

It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy efficient manner.

It is Federal transportation policy to promote the increased use and safety of bicycling and walking as transportation modes and it is also Federal transportation policy to:

- * Increase pedestrian safety through public information, and improved crosswalk design, signaling, school crossings, and sidewalks.
- * Promote increased use of bicycling, and encourage planners and engineers to accommodate bicycle and pedestrian needs in designing transportation facilities for urban and suburban areas.
- * Double the percentages of transportation trips made by bicycling and walking and, at the same time, reduce, by ten percent, the number of injuries and fatalities to bicyclists and pedestrians.

When a highway bridge deck being replaced or rehabilitated with federal funds is on a highway where access is not fully controlled, and where bicycles are permitted, then the bridge must provide these accommodations, if the Secretary of Transportation determines that bicycles can be safely accommodated at a reasonable cost.

The State shall develop transportation plans and programs for all areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal State transportation system. In addition, each State shall undertake a continuous transportation planning process, which shall, at a minimum, consider the following:

- * Strategies for incorporating bicycle transportation facilities and pedestrian walkways in projects where appropriate throughout the State.
- * Contain, as an element, a plan for bicycle transportation, pedestrian walkways and trails which is appropriately interconnected with other transportation modes.

ISTEA required that the Metropolitan Planning Organization's (MPO) consider bicycling and walking in their Regional Transportation Plans.

The Federal Government does not select specific bicycle or pedestrian projects, but instead passes

federal transportation funds through to the state or other designated recipients. Any individual, organization or municipality interested in initiating a project should first work with and through their regional planning organization (RPO) to gain support for and to include the project in the region's long range transportation plan as a priority. An application for funding can then be prepared by the sponsoring entity, demonstrating local support and a commitment to design the project, maintain it in a good state of repair and provide the match to federal funds. Upon receipt of funding approval, the project is endorsed in the regions Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP)

All of the Metropolitan Planning Organizations, under ISTEA, developed a bicycle and pedestrian transportation plan. This plan could be included as an element in their Regional Long Range Transportation Plan or could be an independent "stand alone" plan. The five Rural Planning Agencies also submitted plans to ConnDOT. These transportation plans and programs must provide for the development of transportation facilities (including bicycle facilities and pedestrian walkways) which will function as an intermodal transportation system for the State and the Nation. A summary of the 15 regional bicycle and pedestrian plans are included in Chapter 5, with maps in Chapter 6.

RECOMMENDED POLICIES AND ACTIONS FOR CONNDOT

There is a growing need to accommodate bicycle and pedestrian commuters on arterial roadways in the State of Connecticut to help reduce air pollution and traffic congestion. The increased popularity of bicycling and walking has necessitated the need, for Federal, State and Local governments, to take a stronger look at creating facilities for these purposes. One reason why people do not commute to work by bicycle or by walking (assuming they are within a reasonable distance from their workplace), is because of a lack of relatively safe roads or paths in which to ride and walk.

Therefore, it is the recommendation of this plan that the following actions be taken by ConnDOT:

- * policy should be developed to include bicycle and pedestrian facility planning in the highway planning and design process. Furthermore, where feasible, all roadways except those having access control should be designed, constructed, and/or resurfaced in such a way as to safely accommodate use of the shoulders by bicyclists and pedestrians. The shoulders should be paved, striped, and where possible, be a minimum four feet in width and of quality equal to the travel lanes. Special emphasis shall be made for projects on roadways that severed or will sever bicycle and pedestrian access, where no reasonable alternate route exists.
- * the Connecticut Statewide Bicycle Map should be updated every five years in cooperation with users such as the Coalition of Connecticut Bicyclists.
- * the Connecticut Bicycle Map and the Long Range Bike Map (located in Chapter 6) should be used as a base when evaluating the suitability of providing sidewalks, shoulder widening, etc. and multi-use trails within projects.
- * new bridge construction or bridge improvements should have in its design, provision for safe cyclist and pedestrian access. Bridges are a major obstacle for bicyclists and pedestrians, and therefore, access to these structures is critical to our cycling and walking community.
- * the installation of bike lockers should be included, where appropriate, in the rehabilitation of train stations, commuter lots, and in the construction of new commuter lots.
- * where environmentally and fiscally practical, safe and convenient pedestrian facilities should be

considered with the intent of encouraging walking as a transportation mode for short trips.

RECOMMENDED MAINTENANCE POLICY

* sweeping, mowing, pavement patching and other maintenance to all multi-use trails, that are ConnDOT's responsibility, should be included as regular maintenance. Shoulders should be maintained on state roads and pathways adjacent to expressways including all major bridges where sand and other debris collect. Pavement markings and signage should be placed where appropriate to maximize the safety of bicyclists and walkers.

* the implementation of an "Adopt a Trail" program be actively pursued. This strategy, where local citizens do general clean up and sweep the pathways, would reduce maintenance and man hour costs and promote ownership and pride in the trails.

RECOMMENDED SAFETY POLICY

* the development and implementation of a special bicycle and pedestrian safety program, which targets pre-school and school age children will be pursued by ConnDOT. Education, engineering and enforcement are three key factors to be considered for bicycle and pedestrian safety. Wearing of helmets, training the young to ride bicycles safely, and an overall awareness of the dangers that exist on the roadways, by cyclists, pedestrians and motorists are critical components for making our roads safer for everybody.