

INTRODUCTION

PURPOSE OF THE PLAN

THIS DOCUMENT IS INTENDED FOR THE FOLLOWING PURPOSES:

- * *To guide the Department of Transportation, Regional Planning Agencies, Cities, Towns and other agencies or groups in the development of bicycle and pedestrian systems.*
- * *To clarify the goals and objectives recommended in the statewide bicycle and pedestrian element of Connecticut's Long Range Master Transportation Plan.*
- * *To explain the rules of the road and state laws in regard to the use of public roadways by bicyclists and pedestrians.*
- * *To establish guidelines for the planning, design, maintenance, and enforcement of bike routes, multi-use trails, and sidewalks in Connecticut.*
- * *To provide information to those interested in bicycle and pedestrian transportation programs.*



**Multi-Use Trail
Manchester Community College
Manchester**

MISSION STATEMENT

CONNECTICUT DEPARTMENT OF TRANSPORTATION

IT IS THE MISSION OF THE CONNECTICUT DEPARTMENT OF TRANSPORTATION TO PROVIDE A SAFE, EFFICIENT, AND COST-EFFECTIVE TRANSPORTATION SYSTEM THAT MEETS THE MOBILITY NEEDS OF ITS USERS.

VISION AND GOALS

CONNECTICUT STATEWIDE BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN

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 use 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. 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.

GOALS

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

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

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

ACKNOWLEDGEMENTS

The following individual groups and agencies are to be recognized for their contributions in the development of this document. Without their help and dedication, this report would not have been possible. The Department of Transportation thanks those who have donated their time and efforts in this endeavor.

BICYCLE / PEDESTRIAN ADVISORY COMMITTEE

Members and Affiliation

Karen DiCapua - CT Safe Kids

Michael Jones - CT Bicycle Safety Conference

Joanne Parsons - Riverfront Recapture Inc.

William O'Neill - Governor's Greenway Committee

John Hibbard - CT Forest & Parks Association

Clyde Gourley - Connecticut Bicycle Coalition

Jim Bussmann - Connecticut Bicycle Coalition

Paul Hammer - Connecticut Bicycle Coalition

Jamie Rabbitt - Northeastern CT Council of Governments **Co-Chairman**

Francis McMahon - Capitol Region Council of Governments

Jan McDonald - Capitol Region Council of Governments

Mark Neilson Greater Bridgeport Regional Planning Agency

Karl Wagener - Council on Environmental Quality (DEP)

Chris Squires - East Coast Greenway

Diane Lauricella - League of Women Voters/EIG

Barbara Westwater - Dept. of Education

Keith Franson - Dept. of Motor Vehicles

Gary Lapidus - CT Childhood Injury Prevention Center

Pat Koch Lewin - Dept. of Economic Development Tourism

Joseph Hickey - Dept. of Environmental Protection

Carol Vann - Landscape Architect - Bicyclist

Richard Linnemann - Dept. of Transportation **Co-Chairman**

Wayne DeCarli - Dept. of Transportation Bicycle/Pedestrian Coordinator

METROPOLITAN PLANNING ORGANIZATIONS

CAPITOL REGION COUNCIL OF GOVERNMENTS
CENTRAL CT REGIONAL PLANNING AGENCY
COUNCIL OF GOVERNMENTS OF THE CENTRAL NAUGATUCK VALLEY
GREATER BRIDGEPORT REGIONAL PLANNING AGENCY
HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS
MIDSTATE REGIONAL PLANNING AGENCY
SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
SOUTHEASTERN CT COUNCIL OF GOVERNMENTS
SOUTH WESTERN REGIONAL PLANNING AGENCY
VALLEY REGIONAL PLANNING AGENCY

RURAL REGIONAL PLANNING AGENCIES

CT RIVER ESTUARY REGIONAL PLANNING AGENCY
LITCHFIELD HILLS COUNCIL OF ELECTED OFFICIALS
NORTHEASTERN CT COUNCIL OF GOVERNMENTS
NORTHWESTERN CT COUNCIL OF GOVERNMENTS
WINDHAM REGIONAL PLANNING AGENCY

PRIVATE ORGANIZATIONS

RAILS to TRAILS CONSERVANCY
FARMINGTON CANAL RAIL-to-TRAIL ASSOCIATION
FARMINGTON VALLEY GREENWAY
GOVERNOR'S GREENWAY COUNCIL
EAST COAST GREENWAY ALLIANCE

GLOSSARY OF TERMS AND DEFINITIONS

BICYCLE: A vehicle having two tandem wheels, either of which is sixteen inches in diameter, or having three wheels in contact with the ground, any of which is sixteen inches in diameter, propelled solely by human power, upon which any person or persons may ride.

BICYCLE FACILITIES: A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, mapping, all bikeways, and shared roadways not specifically designated for bicycle use.

BIKE LANE: A portion of a roadway which has been designated by striping, signing, and pavement markings for preferential or exclusive use of bicycles.

BIKE PATH: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. It is also known as a Multi-Use-Trail.

BIKE ROUTE: A system of shared roadways, wide curb lanes, bike lanes, and multi-use-trails designated by the jurisdiction having authority with or without directional and informational markers.

BIKEWAY: Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other modes of transportation.

HIGHWAY: A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

ISTEA: The Intermodal Surface Transportation Efficiency Act. Enacted in 1991 it provided authorizations for highways, highway safety, and mass transportation. Under the Enhancement Program special funding was dedicated for bicyclists and walkers. This Act was superceded in 1998 by TEA21

MULTI-USE-TRAIL: Same as a bike path except it is a more accepted term because it covers a wider range of uses such as bicyclists, walkers, in-line skaters, joggers, and other non-motorized forms of transportation.

MUTCD: Manual on Uniform Traffic Control Devices.

PEDESTRIAN FACILITIES: Facilities provided for the exclusive use of pedestrians, including sidewalks, walkways, signs, signals, illumination, and seating areas.

RIGHT-OF-WAY: A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

RIGHT OF WAY: The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

ROADWAY: The portion of a highway, including shoulders, used by vehicles. A divided highway has two or more roadways.

SHARED ROADWAY: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicyclists regardless of whether such facility is designated as a bikeway.

SHOULDER: That portion of roadway exclusive of the travel lane. It is that portion of the roadway to the outside of the white line. A paved shoulder is a de facto bikeway when present, but is different from a bike lane in that it is not signed or meant for the exclusive use of bicyclists.

SIDEWALK: A walkway separated from the roadway, designed for preferential or exclusive use by pedestrians.

TEA21: The Transportation Equity Act for the 21st Century. Enacted in 1998, it provides authorization for highways, highway safety, transit and other surface transportation programs and builds on the initiatives established in ISTEA. A portion of this funding is dedicated for bicyclists and walkers.

WIDE CURB LANE: A lane, which is of such width that bicycle and motorized traffic can be accommodated in the same lane. This lane shall always be the through lane closest to the curb, or shoulder edge of the road when a curb is not provided.



**Farmington Canal Greenway
Cheshire**