



Connecticut Bicycle and Pedestrian Advisory Board

Volunteer board members advising agencies of the state on policies, programs, and facilities for bicycles and pedestrians.

2800 Berlin Turnpike • Newington, CT 06111-4113
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January 30, 2012

The Honorable Governor Dannel P. Malloy
State Capitol
210 Capitol Avenue
Hartford, Connecticut 06106

The Honorable Commissioner James Redeker
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111-4113

The Honorable Andrew Maynard
The Honorable Antonio Guerrero
Co-Chairpersons
Transportation Committee
Legislative Office Building
Hartford, CT 06106-1591

Dear Governor Malloy, Commissioner Redeker, and Members of the Transportation Committee:

The State of Connecticut, in 2009, adopted a Complete Streets Law, now codified in Connecticut General Statutes (CGS) Sec. 13a-153f & Sec. 13b-13a. Through this act, the State acknowledges that our streets are important places in our communities.

CGS Sec. 13b-13a established a Connecticut Bicycle Advisory Board (Board) within the Department of Transportation (Department) for administrative purposes.

In accordance with subsection (h), the Board must submit a report annually to the Governor, Commissioner of the Department, and the Transportation Committee, on:

“(1) the progress made by State agencies in improving the environment for bicycling and walking in this State,”

“(2) recommendations for improvements to State policies and procedures related to bicycling and walking, and”

“(3) specific actions taken by the Department of Transportation in the preceding year that affect the bicycle and pedestrian environment.”

Please find attached the 2011 Annual Report. The Board finds that the status of the State in matters pertaining to Complete Streets is good, and continually advancing, however there are improvements to be made.



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CGS Sec. 13a-153f(c) requires that funds received by the Department or any municipality for the construction, restoration, rehabilitation or relocation of highways, roads or streets, a reasonable amount shall be expended to provide facilities for all users, including, but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps. On and after October 1, 2010, not less than one per cent of the total amount of any such funds received in any fiscal year shall be so expended. The Department or municipality shall take future transit expansion plans into account where appropriate.

We are pleased to report that, according to 2011 Performance Measures submitted to the Board, the Department has demonstrated compliance with the 1% funding requirement (2.77%).

CGS Sec. 13a-153f(b) requires that accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this State.

Despite the success that has occurred over the past year, we are discouraged that the requirements of Section 13a-153f(b), after 3 years, have not been fully implemented into the routine practices of would be “implementers” of the law.

This is understandable. Just because the State passed a law requiring the considerations of all users, wouldn't mean everyone suddenly knows what a complete street is and how to design one.

Therefore we have included in the report specific recommendations that would fully implement the Complete Streets Law and result in the consideration of all users of the road as a routine part of the planning, design, construction and operating activities of all highways.

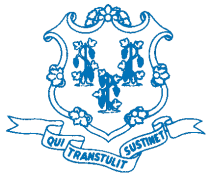
For your convenience, the excerpt of the report focusing on recommendations has been copied below.

A lot of progress has been made over the past 3 years, however, the State must continue to move forward until implementation of the Complete Streets Law becomes “routine”.

Very Truly Yours,

Neil S. Pade AICP

Chairman, Connecticut Bicycle and
Pedestrian Advisory Board
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2011 Annual Report – Recommendations (Pages 7 -11)

“Recommendation #1 - Complete a Comprehensive Rewrite of the Highway Design Manual

Requiring that **“Accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this state.”** can not practically occur until substantive changes are made to the transportation planning process.

The Department recognizes this and in an October 5, 2010 paper stated the following intent:

“The Department is in the process of revising and updating its design manual. The revisions will be done to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles, and to strive to meet the goals of complete streets policies.”

We are supportive of this initiative, however we have not yet seen results from the process. We recommend that a comprehensive rewrite be considered through an alternative process. A comprehensive rewrite would allow for a Design Manual to be created with infused flexibility, context sensitivity, and integrated multi-modalism, with revised road, bicycles, pedestrians and transit standards.

A comprehensive rewrite of the Connecticut Highway Design Manual (HDM) is the single most significant improvement that can be made that would result in real and permanent changes to the mobility of the people of the State. This would also help reduce expended time, unnecessary conflicts, and the continual stress and strain between various stakeholder groups and officials across all levels, that occurs when changes are proposed to the highways in their communities.

An example of an alternative process, in 2006 MassHighway, as part of a Communities First initiative, created a broadly representative task force to oversee the process creating a Project Development and Design Guidebook with extensive flexibility, context sensitivity, and fully integrated multi-modalism. The task force included representatives of towns, regional agencies, advocacy groups, MassHighway, the Federal Highway Administration, and the construction industry. The resulting Guidebook has been recognized with awards from the Federal Highway Administration, the Federal Transit Administration, the Institute of Transportation Engineers, and the American Planning Association, among others.

<http://www.mhd.state.ma.us/default.asp?pgid=content/designguide&sid=about>

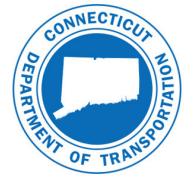
An example from Connecticut would be the City of New Haven Complete Streets Design Manual which lays out progressive development guidelines for creating safe streets that are pedestrian and bicycle friendly. The manual is referenced for any rebuilding, repair, and rehabilitation of city streets to insure the needs of all users is properly balanced and recognizes role streets play as an important part of our communities. The manual is unique in that does not represent a set tools for special projects or a select number of initiatives. Instead, it integrates complete streets principles into the entire process by which the City designs, builds, and maintains its transportation system.



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<http://www.cityofnewhaven.com/TrafficParking/pdfs/CS-Manual-04-05-10.pdf>

Both processes engaged the services of consultants to expedite the process of developing the manuals and putting them to use.

The Board would be happy to facilitate a meeting between Connecticut officials and stakeholders that were involved in both processes.

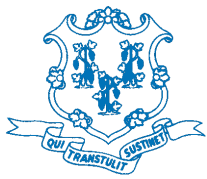
Recommendation #2 – Development of a Complete Streets Guidance Document, Checklist, and Training Program for Municipalities and other “Implementers”

Continue to work with, and expand the cooperative relationship with University of Connecticut (UCONN), the Center for Transportation and Livable Systems (CTLS), Connecticut Main Street Center (CTSMC), others and the Board on the following specific initiatives:

- a. Complete the development of the Accident Reporting System;
- b. Develop a Guidance Manual for use by “implementers” of the Complete Streets Law, municipalities, and the Department that would be a resource and implementation tool to enhance the State legislation and facilitate the incorporation of all users at all levels of the design and the review process, public or private;
- c. As part of “b.”, develop a new Bicycle Pedestrian Needs Assessment Form designed with the assumption that all projects will accommodate bicyclists and pedestrians, and the form is intended to determine if there are extenuating circumstances that dictate such accommodations not be made.
- d. Develop a re-occurring, one day training program at the Department for implementers of the Complete Streets Law including, Local Traffic Authorities (LTA’s), similar to what is done for Inland Wetlands Agents (CGS Sec. 22a-39 & 22a-42a) and Aquifer Protection Agents (CGS Sec. 22a-354o) and require all LTA’s and other implementers to attend training (See training opportunity discussed with CTLS and CTSMC).
- e. Provide education and support outside of the Department, traveling road show for Complete Streets training;
- f. Create an online peer to peer exchange forum as a place for implementers to go for resources case studies, and collaboration with their peers; and,
- g. Direct 20% of the design and review staff to attend complete streets training annually.

Recommendation #3 - Alignment of State Funding Programs

It is recommended that an integrated and coordinated effort be undertaken to align State funding programs that would create synergistic opportunities and lead to mutual support, reinforcement, and enhancement of existing programs that positively influence the quality of life of the State through development of a multi-modal environment. For example, funding for Transit Orientated Development (TOD), Incentive Housing, Clean Water, Open Space, Recreational Programs, Long Range Transportation Plan, Transportation Improvement Plan (TIP), Small Town Economic Assistance Program (STEAP); Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP)-Urban, Highway Safety Improvement Program (HSIP), place making grants from the Connecticut Office of the Arts (COA), Main Street Investment Fund, and others.



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Develop a State wide policy giving priority for the receipt of transportation funding to those communities that have implemented complete street changes to their regulations and street ordinances.

Prioritize projects that demonstrate accommodations for all users of the road when it comes to adding items into the Long Range Transportation Plan and the TIP.

Recommendation #4 – Siting of Transit Infrastructure.

All transit stops should be sited only after specific consideration is given to the location of sidewalks, cross walks, neighborhood density, bike routes, major traffic generators, and bicycle facilities.

Both the New Haven-Hartford High Speed Rail (NHHS) and Hartford-New Britain Bus Rapid Transit project (Busway) projects will bring the opportunity (and will require tools) to do more TOD. This should be coordinated on a corridor level as opposed being developed independently town by town. Unfortunately there is no one transit agency charged with developing and managing transit and subsequent development around the future stations. Coordination of development along these future transportation corridors will allow both the Busway and NHHS projects to be more effective.

Recommendation #5 – Unobligated Funds

Over the past several years, when rescission occur from the federal level, the State has disproportionately removed funds from programs that benefit bicycle and pedestrian projects, notably transportation enhancements. The problem appears to lie in the time it takes transportation enhancement projects to become obligated. These projects must be streamlined to get bicycle and pedestrian projects on the ground more quickly and to prevent future excessive rescissions from this source.

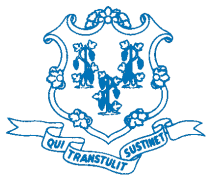
Recommendation #6 – Implementation through Cooperative Efforts with State Traffic Commission/ Division of Traffic

The State Traffic Commission (STC)/ Division of Traffic (Division) will consider Complete Streets in all its reviews in accordance with Sec. 13a-153f(b) and will update its project checklist to include bicycle, pedestrian and transit accommodations.

Recommendation #7 – Local Ordinances and Regulations to be Consistent with Complete Streets Law

In order for the Complete Streets Law to be effective, local municipalities need to update their procedures and policies. The Board recommends that local municipalities take the following actions:

- a. Update sidewalk ordinances to require connectivity;
- b. Update Zoning and Subdivision Regulations to include Bicycle & Pedestrian data collection, design standards, and accommodations; and,
- c. Ask developers if their project complies with the Complete Streets Law in considering all users. (See section on developing a checklist).



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Recommendation #8 – Provisions for All Users

The Complete Streets Law applies to all transportation projects. Therefore, the State and the Regions must insure that all applicable projects recommended for federal funding, including but not limited to: STP; CMAQ; and, HSIP, will accommodate all users.

Recommendation #9 - Cross State Bike Routes to Include Local Roads

Consider the inclusion of local roads (non-state) as part of the network. State roads are generally busier, with more, and faster motorized traffic. The fastest route between points is generally intimidating to bicyclists.

All roads should be safe and accessible to bicyclists and pedestrians.

There are designated State roads for motorized traffic. The State should also designate a category of routes, including what are now local roads that serve both pedestrians and bicyclists. Any destination conveniently reached by automobile should be equally convenient for the bicyclist.

Recommendation #10 - Eleven Foot Vehicle Lane Practice

Ensure a consistent implementation of the Department's commitment to reduce lane width to 11' maximums where appropriate.

For re-painting projects, before contractors apply permanent edge-striping markings, Department officials should carefully evaluate the potential benefits to bicyclists and pedestrians by re-striping with 11-foot travel lanes. The Department should also evaluate potential safety issues for bicyclists with regard to asphalt curbs, the placement of catch basins, guard rails and retro-reflective striping.

For new projects, the present understanding of the Board is that "practice" is not enough and any such practices should be codified in the rewrite of the HDM.

Recommendation #11 – Data Submission and Collection

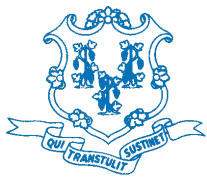
The State and local governments have access to and require the submission of motor vehicle data for which most proposals and designs are planned around and reviewed by. The same should be said for non-motorized data.

Encourage the submission of non-motorized data for projects being reviewed at local, regional and State levels. Data should be used whenever possible to gauge changes in the multi-modalism of the State as development of a complete transit, bicycle, and pedestrian network moves forward.

Encourage State, local and regional count programs to develop a database of non-motorized usage data for future highway planning and design considerations as well as for inclusion into the National Bicycle & Pedestrian Documentation Project.

Recommendation #12 – Modeling of Traffic Flows

Seek out alternate projection methodologies for predicting future traffic flows. The current models reinforce the bias towards cars. Past performance is not a predictor of future results. Just because traffic grew 25% in the last ten years does not mean that traffic will rise by the same proportion in



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the next ten. Building roads for such projections can result in self-fulfilling prophecies—adding capacity for future demand often induces such demand. Consider (and take advantage) of the fact that Department actions affect future traffic volumes and mode split. Improving multi-modal choices will decrease VMT's (vehicle miles traveled) in the future.

Recommendation #13 – Development of Transportation Demand Management (TDM) Programs

With a new contractor for the State Travel Demand Function, the State must take this opportunity to insure that all types of TDM strategies are promoted throughout the State, including those that encourage walking and bicycling.

Recommendation #14 - Mapping of Transit Connections

Get all 15 of the State's bus systems into Google Transit. Information (how do I get from point A to point B? Where and when do I get on and off? Can and how do I transfer? Etc.) presents a tremendous barrier to transit ridership. Google makes these complex logistics simple. Metro-North and Shoreline East are already in Google, as are the Hartford, Bristol/New Britain, New Haven, and Stamford divisions of Connecticut Transit. The following systems are not on Google Transit:

- i. CT TRANSIT/Meriden and Wallingford
- ii. Greater Bridgeport Transit
- iii. Norwalk TD
- iv. Milford TD
- v. Middletown Area Transit
- vi. Estuary TD
- vii. South Eastern Area Transit
- viii. Housatonic Area Regional TD
- ix. Northwestern Connecticut TD
- x. Windham Region TD
- xi. Northeastern Connecticut TD

Recommendation #15 – Bikes and Trains

Work with Amtrak to permit bicycles aboard peak trains, and the inclusion of bike racks, following the recent introduction of bike racks on Metro North.

Recommendation #16 – Filling of Vacancies

The Board recommends that the Governor and legislature take advantage of the pro-active environment relative to cyclists and pedestrians and fill any vacancies on this Board with persons of specialized knowledge on complete streets, land use, government policy, economic development, transportation planning and design, private sector development, persons that are mobility impaired, and other expertise to help move complete streets forward in Connecticut. The Board welcomes capable volunteers with varying interest and expertise to help in the carrying out of our assigned statutory responsibilities. A list of vacancies and appointment dates is included as Appendix B.”



Connecticut Bicycle and Pedestrian Advisory Board 2011 Annual Report

Neil S. Pade AICP, Chairman

January 30, 2012

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<http://www.facebook.com/pages/CT-Bicycle-Pedestrian-Advisory-Board/188437584535625>

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Foreword

Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effects of automobiles are much less a cause than a symptom of our incompetence at city building. Of course planners, including the highwaymen with fabulous sums of money and enormous powers at their disposal, are at a loss to make automobiles and cities compatible with one another. They do not know what to do with automobiles in cities because they do not know how to plan for workable and vital cities anyhow - with or without automobiles.

The simple needs of automobiles are more easily understood and satisfied than the complex needs of cities, and a growing number of planners and designers have come to believe that if they can only solve the problems of traffic, they will thereby have solved the major problems of cities. Cities have much more intricate economic and social concerns than automobile traffic. How can you know what to try with traffic until you know how the city itself works, and what else it needs to do with its streets? You can't.

Jane Jacobs, *The Death and Life of Great American Cities*, 1961

Forty eight years later the State of Connecticut took the initiative to change. What was once a fixed culture of highway planning and design focused solely on the automobile, now considers the value of our streets as an integral place in our communities that serve a variety of activities and users.

Use of Terms

For the purpose of this report the term "Implementer" means any professional involved in the the planning, design, construction, and operating activities of a Highway as defined in Section 14-1. This includes Department staff, State Traffic Commission, Division of Traffic, Regional Transportation Planners, Town Engineers, Town Planners, Department of Public Works officials, Local Traffic Authorities, Land Use Commissions, and engineers, planners, and other professionals from the private sector.

The use of words such as "roadway", "highway", "street", "road" and other similar terms shall be synonymous with CGS Sec. 14-1(10) "Highway" includes any state or other public highway, road, street, avenue, alley, driveway, parkway or place, under the control of the state or any political subdivision of the state, dedicated, appropriated or opened to public travel or other use;

Cover credits

Upper left - Bicycle lobbyist day at the Capitol in Hartford

Middle - Moving Planet Critical Mass organized by 350.org in New Haven

Lower right - "Little Lulu's" bike ride stopping in front of the new Fairfield Metro station

The Complete Streets Law and the State of Complete Streets in Connecticut

The Board would like to report that the status of the State in matters pertaining to Complete Streets is good, and continually advancing, however there is improvement to be made.

Throughout the State there is growing knowledge and awareness of how the design of roadways affect the way in which people live their lives. Quality of life in the State relative to mobility is a significant concern for our future.

The State of Connecticut, in 2009, adopted a Complete Streets Law, now codified in Connecticut General Statutes (CGS) Sec. 13a-153f & Sec. 13b-13a. Through this act the State acknowledges that our streets are important places in our communities. Our streets are a fundamental part of the fabric that connects us and allows us to be a mobile and social population.

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In accordance with subsection (h), the board must submit annually to the Governor, Commissioner of the Department and the joint standing committee of the General Assembly on matters relating to transportation, on:

- “(1) the progress made by State agencies in improving the environment for bicycling and walking in this State,”
- “(2) recommendations for improvements to State policies and procedures related to bicycling and walking, and”
- “(3) specific actions taken by the Department of Transportation in the preceding year that affect the bicycle and pedestrian environment.”

Subsection (e) requires the Board to examine the need for bicycle and pedestrian transportation, promote programs and facilities for bicycles and pedestrians in the State, and advise appropriate agencies of the State on policies, programs and facilities for bicycles and pedestrians.

Subsection (f) allows the Board to apply for and accept grants, gifts and bequests of funds from other states, federal and interstate agencies, independent authorities and private firms, individuals and foundations, for the purpose of carrying out its responsibilities.

Complete Streets Law, Requirements

The 2009 Complete Streets Law codified the following requirements into statute:

Sec. 13a-153f(b)

Accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this State.

Sec. 13a-153f(c)

From funds received by the department or any municipality for the construction, restoration, rehabilitation or relocation of highways, roads or streets, a reasonable amount shall be expended to provide facilities for

all users, including, but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps. On and after October 1, 2010, not less than one per cent of the total amount of any such funds received in any fiscal year shall be so expended. The department or municipality shall take future transit expansion plans into account where appropriate. Notwithstanding the provisions of this subsection, such provisions shall not apply in the event of a State or municipal transportation emergency.

Compliance with Sec. 13a-153f(c)

We are pleased to report that according to 2011 Performance Measures submitted to the Board the Department has demonstrated compliance with the 1% funding requirement (2.77%). A copy of this submission has been included as Appendix A. We are also pleased that several independent exemplary acts have occurred over the last year (referenced within this report) that demonstrate a clear change in the direction of highway planning and design in the State.

Compliance with Sec. 13a-153f(b)

Despite the success that have occurred over the past year, we are discouraged that the requirements of Section 13a-153f(b), after 3 years, have not been fully implemented into the **routine practices** of Engineers, Planners, Public Works Officials, Local Traffic Authorities (LTA's) and other "implementers" of the law. At various positions across the State, regional, and local levels of governments, and within the private sector, would be implementers review, design, or work on changes to "highways" without understanding the requirement to take into consideration how such actions may affect all of the users of the road.

This is understandable. Just because the State passed a law requiring the considerations of all users, wouldn't mean everyone suddenly knows what a complete street is and how to design one. Nor would it be expected that long standing processes, policies, rules and cultures would suddenly understand how this change relates to their day to day responsibilities.

Additionally, the Board is greatly disappointed in the shocking increase in cycling related deaths in 2011. Although we are appalled by this unexpected increase, we applaud the Departments efforts to work with UCONN's Center for Transportation and Livable Systems (CTLS) towards the development of a searchable accident database.

Therefore we have included direct recommendations that would fully implement the Complete Streets Law and result in the consideration of all users of the road as a routine part of the planning, design, construction and operating activities of all highways, as defined CGS Sec. 14-1. A lot of progress has been made over the past 3 years, however, the State must continue to move forward until this becomes a "routine" practice.

Section 1 - Recommendations

How to Implement the Complete Streets Law

In 2011 the Board adopted the following Goal, “To Facilitate the Implementation of the Complete Streets Law”, which is the fundamental reason the law establishes the Board. The adoption of a law making consideration of all users a routine practice does not make it occur overnight. Policy, regulation changes, education, and numerous cooperative efforts are required for such change occur.

The Board realizes the importance of identifying specific initiatives to help implement the law.

In 2011 the Board developed a comprehensive list of initiatives across several categories. Working paper copies of these initiatives can be found at the following location:

[http://www.ctbikepedboard.org/Connecticut Bicycle %26 Pedestrian Advisory Board/Board Initiatives.html](http://www.ctbikepedboard.org/Connecticut_Bicycle_%26_Pedestrian_Advisory_Board/Board_Initiatives.html)

Based on the information contained within this report, and the Boards observation’s over the past year, we have provided the following recommendations for consideration of the Governor, Commissioner, and General Assembly.

We would like to specifically call attention to Recommendation #1, with the emphasis that if the State of Connecticut did nothing else but this one initiative, it would result in real, permanent, and ongoing benefit by improving the overall mobility and quality of life of the people of the State.

Recommendations

Recommendation #1 - Complete a Comprehensive Rewrite of the Highway Design Manual

Requiring that “**Accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this state.**” can not practically occur until substantive changes are made to the transportation planning process.

The Department recognizes this and in an October 5, 2010 paper stated the following intent:

“The Department is in the process of revising and updating its design manual. The revisions will be done to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles, and to strive to meet the goals of complete streets policies.”

We are supportive of this initiative, however we have not yet seen results from the process. We recommend that a comprehensive rewrite be considered through an alternative process. A comprehensive rewrite would allow for a Design Manual to be created with infused flexibility, context sensitivity, and integrated multi-modalism, with revised road, bicycles, pedestrians and transit standards.

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continual stress and strain between various stakeholder groups and officials across all levels, that occurs when changes are proposed to the highways in their communities.

An example of an alternative process, in 2006 MassHighway, as part of a Communities First initiative, created a broadly representative task force to oversee the process creating a Project Development and Design Guidebook with extensive flexibility, context sensitivity, and fully integrated multi-modalism. The task force included representatives of towns, regional agencies, advocacy groups, MassHighway, the Federal Highway Administration, and the construction industry. The resulting Guidebook has been recognized with awards from the Federal Highway Administration, the Federal Transit Administration, the Institute of Transportation Engineers, and the American Planning Association, among others.

<http://www.mhd.state.ma.us/default.asp?pgid=content/designguide&sid=about>

An example from Connecticut would be the City of New Haven Complete Streets Design Manual which lays out progressive development guidelines for creating safe streets that are pedestrian and bicycle friendly. The manual is referenced for any rebuilding, repair, and rehabilitation of city streets to insure the needs of all users is properly balanced and recognizes role streets play as an important part of our communities. The manual is unique in that does not represent a set tools for special projects or a select number of initiatives. Instead, it integrates complete streets principles into the entire process by which the City designs, builds, and maintains its transportation system.

<http://www.cityofnewhaven.com/TrafficParking/pdfs/CS-Manual-04-05-10.pdf>

Both processes engaged the services of consultants to expedite the process of developing the manuals and putting them to use.

The Board would be happy to facilitate a meeting between Connecticut officials and stakeholders that were involved in both processes.

Recommendation #2 – Development of a Complete Streets Guidance Document, Checklist, and Training Program for Municipalities and other “Implementers”

Continue to work with, and expand the cooperative relationship with University of Connecticut (UCONN), the Center for Transportation and Livable Systems (CTLs), Connecticut Main Street Center (CTSMC), others and the Board on the following specific initiatives:

- a. Complete the development of the Accident Reporting System;
- b. Develop a Guidance Manual for use by “implementers” of the Complete Streets Law, municipalities, and the Department that would be a resource and implementation tool to enhance the State legislation and facilitate the incorporation of all users at all levels of the design and the review process, public or private;
- c. As part of “b.”, develop a new Bicycle Pedestrian Needs Assessment Form designed with the assumption that all projects will accommodate bicyclists and pedestrians, and the form is intended to determine if there are extenuating circumstances that dictate such accommodations not be made.
- d. Develop a re-occurring, one day training program at the Department for implementers of the Complete Streets Law including, Local Traffic Authorities (LTA’s), similar to what is done for Inland Wetlands Agents (CGS Sec. 22a-39 & 22a-42a) and Aquifer Protection Agents (CGS Sec. 22a-354o) and require all LTA’s and other implementers to attend training (See training opportunity discussed with CTLs and CTSMC).
- e. Provide education and support outside of the Department, traveling road show for Complete Streets training;

- f. Create an online peer to peer exchange forum as a place for implementers to go for resources case studies, and collaboration with their peers; and,
- g. Direct 20% of the design and review staff to attend complete streets training annually.

Recommendation #3 - Alignment of State Funding Programs

It is recommended that an integrated and coordinated effort be undertaken to align State funding programs that would create synergistic opportunities and lead to mutual support, reinforcement, and enhancement of existing programs that positively influence the quality of life of the State through development of a multi-modal environment. For example, funding for Transit Orientated Development (TOD), Incentive Housing, Clean Water, Open Space, Recreational Programs, Long Range Transportation Plan, Transportation Improvement Plan (TIP), Small Town Economic Assistance Program (STEAP); Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP)-Urban, Highway Safety Improvement Program (HSIP), place making grants from the Connecticut Office of the Arts (COA), Main Street Investment Fund, and others.

Develop a State wide policy giving priority for the receipt of transportation funding to those communities that have implemented complete street changes to their regulations and street ordinances.

Prioritize projects that demonstrate accommodations for all users of the road when it comes to adding items into the Long Range Transportation Plan and the TIP.

Recommendation #4 – Siting of Transit Infrastructure.

All transit stops should be sited only after specific consideration is given to the location of sidewalks, cross walks, neighborhood density, bike routes, major traffic generators, and bicycle facilities.

Both the New Haven-Hartford High Speed Rail (NHHS) and Hartford-New Britain Bus Rapid Transit project (Busway) projects will bring the opportunity (and will require tools) to do more TOD. This should be coordinated on a corridor level as opposed being developed independently town by town. Unfortunately there is no one transit agency charged with developing and managing transit and subsequent development around the future stations. Coordination of development along these future transportation corridors will allow both the Busway and NHHS projects to be more effective.

Recommendation #5 – Unobligated Funds

Over the past several years, when rescission occur from the federal level, the State has disproportionately removed funds from programs that benefit bicycle and pedestrian projects, notably transportation enhancements. The problem appears to lie in the time it takes transportation enhancement projects to become obligated. These projects must be streamlined to get bicycle and pedestrian projects on the ground more quickly and to prevent future excessive rescissions from this source.

Recommendation #6 – Implementation through Cooperative Efforts with State Traffic Commission/ Division of Traffic

The State Traffic Commission (STC)/ Division of Traffic (Division) will consider Complete Streets in all its reviews in accordance with Sec. 13a-153f(b) and will update its project checklist to include bicycle, pedestrian and transit accommodations.

Recommendation #7 – Local Ordinances and Regulations to be Consistent with Complete Streets

Law

In order for the Complete Streets Law to be effective, local municipalities need to update their procedures and policies. The Board recommends that local municipalities take the following actions:

- a. Update sidewalk ordinances to require connectivity;
- b. Update Zoning and Subdivision Regulations to include Bicycle & Pedestrian data collection, design standards, and accommodations; and,
- c. Ask developers if their project complies with the Complete Streets Law in considering all users. (See section on developing a checklist).

Recommendation #8 – Provisions for All Users

The Complete Streets Law applies to all transportation projects. Therefore, the State and the Regions must insure that all applicable projects recommended for federal funding, including but not limited to: STP; CMAQ; and, HSIP, will accommodate all users.

Recommendation #9 - Cross State Bike Routes to Include Local Roads

Consider the inclusion of local roads (non-state) as part of the network. State roads are generally busier, with more, and faster motorized traffic. The fastest route between points is generally intimidating to bicyclists.

All roads should be safe and accessible to bicyclists and pedestrians.

There are designated State roads for motorized traffic. The State should also designate a category of routes, including what are now local roads that serve both pedestrians and bicyclists. Any destination conveniently reached by automobile should be equally convenient for the bicyclist.

Recommendation #10 - Eleven Foot Vehicle Lane Practice

Ensure a consistent implementation of the Department's commitment to reduce lane width to 11' maximums where appropriate.

For re-painting projects, before contractors apply permanent edge-striping markings, Department officials should carefully evaluate the potential benefits to bicyclists and pedestrians by re-striping with 11-foot travel lanes. The Department should also evaluate potential safety issues for bicyclists with regard to asphalt curbs, the placement of catch basins, guard rails and retro-reflective striping.

For new projects, the present understanding of the Board is that "practice" is not enough and any such practices should be codified in the rewrite of the HDM.

Recommendation #11 – Data Submission and Collection

The State and local governments have access to and require the submission of motor vehicle data for which most proposals and designs are planned around and reviewed by. The same should be said for non-motorized data.

Encourage the submission of non-motorized data for projects being reviewed at local, regional and State levels. Data should be used whenever possible to gauge changes in the multi-modalism of the State as development of a complete transit, bicycle, and pedestrian network moves forward.

Encourage State, local and regional count programs to develop a database of non-motorized usage data for future highway planning and design considerations as well as for inclusion into the National Bicycle & Pedestrian Documentation Project.

Recommendation #12 – Modeling of Traffic Flows

Seek out alternate projection methodologies for predicting future traffic flows. The current models reinforce the bias towards cars. Past performance is not a predictor of future results. Just because traffic grew 25% in the last ten years does not mean that traffic will rise by the same proportion in the next ten. Building roads for such projections can result in self-fulfilling prophecies—adding capacity for future demand often induces such demand. Consider (and take advantage) of the fact that Department actions affect future traffic volumes and mode split. Improving multi-modal choices will decrease VMT's (vehicle miles traveled) in the future.

Recommendation #13 – Development of Transportation Demand Management (TDM) Programs

With a new contractor for the State Travel Demand Function, the State must take this opportunity to insure that all types of TDM strategies are promoted throughout the State, including those that encourage walking and bicycling.

Recommendation #14 - Mapping of Transit Connections

Get all 15 of the State's bus systems into Google Transit. Information (how do I get from point A to point B? Where and when do I get on and off? Can and how do I transfer? Etc.) presents a tremendous barrier to transit ridership. Google makes these complex logistics simple. Metro-North and Shoreline East are already in Google, as are the Hartford, Bristol/New Britain, New Haven, and Stamford divisions of Connecticut Transit. The following systems are not on Google Transit:

- i. CT TRANSIT/Meriden and Wallingford
- ii. Greater Bridgeport Transit
- iii. Norwalk TD
- iv. Milford TD
- v. Middletown Area Transit
- vi. Estuary TD
- vii. South Eastern Area Transit
- viii. Housatonic Area Regional TD
- ix. Northwestern Connecticut TD
- x. Windham Region TD
- xi. Northeastern Connecticut TD

Recommendation #15 – Bikes and Trains

Work with Amtrak to permit bicycles aboard peak trains, and the inclusion of bike racks, following the recent introduction of bike racks on Metro North.

Recommendation #16 – Filling of Vacancies

The Board recommends that the Governor and legislature take advantage of the pro-active environment relative to cyclists and pedestrians and fill any vacancies on this Board with persons of specialized knowledge on complete streets, land use, government policy, economic development, transportation planning and design, private sector development, persons that are mobility impaired, and other expertise to help move complete streets forward in Connecticut. The Board welcomes capable volunteers with varying interest and expertise to help in the carrying out of our assigned statutory responsibilities. A list of vacancies and appointment dates is included as Appendix B.

Section 2 - Specific Actions Taken by the Department of Transportation in the Preceding Year that Affect the Bicycle and Pedestrian Environment

Governor, Department & State Budget

The election of a new Governor and the appointment of a new Commissioner of Transportation have invigorated the Department's commitment to multi-modal transportation policy. From the Governor's support of the New Britain-Hartford Busway to the Commissioner's support of Complete Streets' guiding principles, new State policies related to: STP urban funding; funding for sidewalks; and, transportation funding, it is clear that this administration has embraced the challenge of bringing Connecticut's transportation system forward in a manner that includes and seeks to connect all modes of transit. While the General Assembly has adopted an austerity budget, Governor Malloy, using his influence on the Office of Policy and Management (OPM), the State budgetary authority, as well as the bully pulpit his office provides, has made it clear that transit oriented development is the bedrock principal on which transportation policy rests going forward. These factors will help advance the State's work in enhancing the quality of life for Connecticut residents as we look forward to enjoying cleaner air, efficient transportation options, and more cohesive communities.

Municipal Liability Law

Governor Malloy signed into law changes to the Recreational Land Use Act which will provide liability protection to municipalities which is similar to that of private land owners, utilities, corporations and the State of Connecticut. This is a major step in keeping existing municipal recreational facilities open and removing concerns of liability issues when considering new open spaces.

Budget/ Funding

As noted above, and demonstrated in Appendix A, the Department is in excess of the 1% funding requirement for 2011 (2.77%).

Hartford-New Britain Busway

On November 21, 2011, Governor Malloy announced approval of Federal Transit funds for the Busway.

The now fully funded Busway will be a dedicated Bus Rapid Transit (BRT) facility along a 9.4-mile corridor between downtown New Britain and downtown Hartford. The Busway will include up to 11 transit stations. The Busway will utilize an abandoned railroad right-of-way from New Britain to Newington for approximately 4.4 miles. For the remaining 5 miles the Busway will utilize active Amtrak railroad right-of-way.

This is a very exciting start to the building of the State's multi-modal networks. However the Board is disappointed that the project fell short in not being able to maintain a multi-use trail throughout the entire length of the project. At present the proposal calls for 5 miles of trail, which is impressive, but does not allow for a direct connection for transportation cyclists.

The Board would also point out the obvious importance of the proposed 11 transit stations to be designed to accommodate and provide connections to all possible modes of transportation from the local communities in which they will be located. Improvements should be encouraged around such transit

stops to maintain and enhance existing pedestrian, bicycle, and other transit connections, as well as consider any such future possible connections.

New-Haven- Hartford-Springfield High Speed Rail

In September of 2011, Governor Malloy announced the award of funds from the Federal Railroad Administration for a highspeed rail line between New Haven and Springfield Massachusetts. The NHHS will provide services between New York, Massachusetts, Vermont and possibly Montreal. Service will be provided at New Haven, Wallingford, Meriden, Berlin, Hartford, Windsor and Windsor Locks. The NHHS also includes future stations at North Haven, Newington, West Hartford, and Enfield.

Department staff presenting the project have used various terms to describe project initiatives such as “sustainable development”, and have underscored the importance of “connecting communities” along the line. This yet again relays to the public the awareness within the current Department on the effects of transportation projects on their local communities. The unsolicited demonstration of this awareness is nothing short of impressive.

Both the NHHS and Busway projects will bring the opportunity (and will require tools) to do more TOD. This should be coordinated on a corridor level as opposed being developed independently town by town. Unfortunately there is no one transit agency charged with developing and managing transit and the development around the future stations, and this may be required for both the Busway and NHHS projects to be effective.

Budget for TOD and Smart Growth Policies

In October, 2011 the Governor also announced the award of a substantial amount of grants for the evaluation and planning of transit orientated development projects. The majority of funds released went to communities looking to better connect housing and employment opportunities to the future transportation nodes, many of which are pursuing pedestrian and bicycle connections to future rail and bus stations.

State funding for TOD is inherently connected bicycle and pedestrian friendly policies. Smart growth, place-making, downtown incentives, etc... are all connected to Complete Streets. A variety of State programs have the ability to positively influence the quality of life of the State and the bicycle and pedestrian environment:

- a. OPM TOD and Incentive Housing zone programs. Addressing the States demand for workforce housing, residential projects are proposed that connect multi-modal transportation opportunities and reinvestment in downtown's. Alternate modes of transportation create viability to these projects;
- b. The Main Street Investment Fund created in October 2011, administered by OPM;
- b. The Department of Energy and Environmental Protection (DEEP) programs for Clean Water, Open Space, and recreational programs;
- c. Department of Economic and Community Development programs aimed at community buildings; e.g. STEAP grants;
- d. Department programs such as CMAQ, Transportation Enhancement (TE), STP Urban, HISP, etc., and,
- e. The Department of Economic and Community Development (DECD) and the Connecticut Office of the Arts (COA) within, which are currently promoting tying arts grants to place making.

It is recommended that an integrated and coordinated effort be undertaken to align State funding programs that would create synergistic opportunities and lead to mutual support, reinforcement, and

enhancement of existing programs that positively influence the quality of life of the State through the development of a multi-modal environment.

State Route 34 (Downtown New Haven)

State Route 34 (Route 34) will be converted from a limited-access highway to an urban boulevard as part of a landmark TIGER II grant. The stated purpose of the project is to knit the two halves of New Haven back together by calming traffic on Route 34 and rebuilding cross streets to restore a traditional urban street grid. The end goal is a multi-modal corridor that encourages pedestrian activity, improves bicycle access and facilities increased transit use. Preliminary plans for Stage 1 of the project are appended to this report.

The City's initial design was tailored to the automobile and did not conform to the State's and New Haven's Complete Street Laws. In response to concerns raised by citizens and advocacy groups, the City has added numerous design elements to make the road safer for cyclists and pedestrians. These elements include, but are not limited to:

- Raised intersections
- Bump-outs and pedestrian refuge islands in crosswalks
- Bicycle lanes and bicycle boxes
- "Sharrows", or shared lane markings

Because elements included in the project are not included in the current HDM, numerous design variance waivers were required from the Department.

The Board in December of 2011 wrote a letter to the Governor and Commissioner stating the concern that the process of obtaining variances would negatively affect the ultimate development of a bicycle and pedestrian-friendly urban boulevard. Route 34 has the potential to be a success that turn an overbuilt highway back into streets that serve the needs of all users, creating an inviting space for pedestrians, cyclist, students, children, the elderly and other users of the road.

In response to citizen input and the Board's advocacy, the Department announced on January 12, 2012 that it would approve all 50 of the City's design variances. **The Board applauds the Department for its vision in swiftly validating the city's design.** While the Board would ideally encourage lane reductions and further traffic calming, we feel that the City's current design stands greatly improved over the initial proposal with few bicycle and pedestrian amenities.

The Route 34 boulevardization project has the potential to receive national recognition as a standout success in Complete Streets design, kindling economic activity, reconnecting downtown New Haven to the medical district, and Hill neighborhood, and turning a fearsome highway into an inviting corridor for the people of New Haven and the State.

However positive, this project exemplifies the need for an update to the HDM. Local communities and neighborhoods should not have to beg the Department for flexibility – that flexibility, or a range of standards, should be incorporated in the HDM through the a comprehensive rewrite.

2009 Connecticut Statewide Bicycle and Pedestrian Transportation Plan, Progress Report

Included in this report as Appendix C is a summarized review of the action items contained within the 2009 Statewide Bicycle and Pedestrian Plan highlight all the accomplishments that have occurred over the past two and half years since the Plan was completed, as well as those items that are either in progress or not being acted on.

Putnam Bridge

Inclusion of a 6 foot wide walkway for use by pedestrians and bicyclists on the Putnam Bridge provides a much-needed connection between Glastonbury and Wethersfield. The Department has included this provision as part of the bridge rehabilitation project planned to take place between late 2012 and 2014. The Department will provide for the portion that is attached directly to the bridge itself. Access to the bridge on both sides of the Connecticut River remains to be determined, and is currently the primary responsibility of the municipalities directly impacted. It is anticipated that Glastonbury, Wethersfield, and East Hartford will work with the Capitol Region Council of Governments (CRCOG) and the Department to identify the most feasible access plans. Goodwin College has offered support in this project as well. The Department also has funding in place to explore the feasibility of designing the approaches.

This project represents a significant accomplishment in that the Board was previously informed by the Department that there would never be a pedestrian/ bicycle walkway on the bridge. The ultimate inclusions of such facility is indicative of the cultural changes within the department over the past several years. This project, however identifies yet again the need for fundamental planning guidance and design standards to be in place up front so that bicycle and pedestrian facilities are automatically included in projects and so that interest groups and local communities do not have to advocate and fight for such improvements. This further supports the need of a rewrite of the HDM.

Glastonbury-Rocky Hill and Chester Hadlyme Ferries

The Department will continue to fund the Glastonbury-Rocky Hill and Chester Hadlyme Ferries in the current budget. During budget discussions, Governor Malloy had recommended closure of the ferries. The ferries serve as a component of our transportation system and their management is statutorily housed within the Department. The Board appreciated Commissioner Redeker's sentiments that the ferries should not only receive continued funding, but that the full schedule of service should be restored. In 2011, the hours for the Glastonbury-Rocky Hill Ferry were reduced to 10:30 am-5:00 pm, eliminating prime commuting hours and therefore eliminating this important transportation function. We know that the Glastonbury-Rocky Hill Ferry is used by bike commuters, but with its restricted hours, it is no longer an option and bicyclists have to take longer, circuitous routes to get to their workplaces. Commissioner Redeker has supported the return to 7:00 am – 7:00 pm schedule. It is essential that a long-term solution be achieved to maintain continuous operation of the ferries after the conclusion of this budget cycle.

Commissioner Redeker recently established a Ferry Boat working group with the purpose of soliciting feedback from the stakeholders to create a comprehensive business plan to reduce the chances of removing funding for these historic landmarks each budget cycle. The Commissioner has taken a strong interest in the ferries and personally attends these meetings. The business plan is being drafted, with direct input from the working group, to address three important areas:

1. Revenue/Fares and Operations – provide solutions to help defray costs through such things as Adopt-a-Ferry, “Save the Ferry” license plates, selling of merchandise and goods, as well as receipt of donations through various means. Examination of the current fare structure and schedules will also be addressed.
2. Marketing and Communication – provide solutions to optimize the marketing of ferries. This could include signage on state routes, an internet webpage, local advertising, and connection to bike and walking trails. Examination of various communication outreach plans that would provide the public with hours of operation, closures, ticket prices, deals on ticket purchasing, history of the ferries, etc.

3. Capital Improvements - provide capital improvement alternatives with regard to types of vessels, structures/buildings, improvements to ferries appearance, etc. This would include what is appropriate for each ferry location along with ball-park estimates.

The Board applauds the Commissioners initiative to seek solutions to maintaining the operation of the ferries.

Tomlinson Bridge

The Tomlinson Lift Bridge in New Haven provides vehicle, rail, pedestrian, and bicycle access across the Quinnipiac River between central New Haven and points east. The central bridge segment also lifts to permit maritime traffic to travel up the river.

As documented in the Board's 2010 annual report, the Tomlinson Bridge was not designed as a Complete Street with provisions for all users. In particular, the bridge poses several hazards to cyclists, including the high speed vehicle confronting cyclists on a roadway with no shoulder. More critically, numerous cyclists have been injured at the locations where the Providence & Worcester Railroad tracks cross Route 1 at an oblique angle on the eastern approach to the bridge, providing freight trains access to the Port of New Haven. Bicycle wheels have a tendency to lodge in the groove between the rails and the surrounding pavement, particularly in wet riding conditions.

The urgency of the issue was brought to the attention of the Board by Elm City Cycling (ECC), whose members furnished a letter from a Yale orthopedic surgeon who had treated two serious fractures sustained at the site. In the wake of advocacy on the part of ECC, the Department agreed to improve the condition of the crossing in partnership with the City of New Haven. Improved signage was installed at the crossing urging cyclists to dismount when crossing the tracks. However, serious injuries persisted, in part because the high speed vehicle traffic does not present a safe opportunity for cyclists to dismount.

With the Tomlinson rail crossing identified as one of Connecticut's most urgent hazards to cyclists, the Board drafted a letter to the Commissioner. The Department agreed to further improve the crossing under the auspices of the I-95 Bridge construction project, which was unfolding near the site of the crossing. The cracked, mottled pavement around the rails was repaved and bicycle lanes were striped on the eastbound lane guiding cyclists to cross the rails at a right angle. Still, injuries occurred, as documented in numerous local media outlets and online forums.

ECC and the Board requested that the Department investigate the installation of flange fillers at the site, providing a more permanent solution to the problem. Initially the Department and the Providence & Worcester Railroad opposed the flange fillers, citing winter maintenance concerns and the possibility of derailment. However, ECC and the Board persisted in negotiations with Department officials.

In early November, 2011, the Department announced that they had installed flange fillers at the crossing. This was viewed as a big victory by the cycling community and a huge improvement in an otherwise extremely hazardous crossing. To the Board's knowledge, no serious injuries have been reported since the flange fillers went in.

Furthermore, noting the importance of Route 1 for accessing points east of Downtown New Haven, the City is in talks with the Department to close one of the bridge's four lanes in order to stripe 6-foot

bike lanes across the bridge in both directions. If realized, this configuration would be a huge stride toward making the Tomlinson Bridge a Complete Street accessible to all users and a welcoming gateway to New Haven.



Rubber flange fillers were installed (Nov. 2011) in the rail flange ways in areas where cyclists could potentially pass over them.

Corridor Studies

Route One (1) & Route Seven (7) Corridor studies.

Two important planning studies were completed or underway in southwest Connecticut. There will be a major time gap from developing these plans to actual on-the-road changes; however, the plans incorporate complete streets design principles and thereby promise to enhance the experience for bicyclists and pedestrians.

The Route 7 Corridor Study by the South West Regional Planning Agency (SWRPA) and Housatanic Valley Council of Elected Officials (HVCEO) addresses travel and community quality of life between Norwalk and Danbury. Of interest to cyclists and pedestrians is that the plan provides multi-modal choices with strong conversions between the modes. The plan also addresses safety for all users and specifically encourages preservation of open space, partly by emphasizes on village density within the corridor.

For transit, among other things, the plan proposes enhancements to the Route 7 Link (bus) Service and proposes a new bus shuttle serving Ridgefield, Branchville and Georgetown.

The plan proposes wider shoulders, bike “boxes” at intersections and bicycle signage with facilities for downtowns and railroad stations.

Significant sidewalk gaps on Route 7 will be closed and the villages will encourage pedestrian access to village centers and transportation.

The Final Report is found at the following link:

<http://www.route7study.org/documents/report/final/final-rt7report.pdf>

The Route 1 Corridor Studies are not yet complete. A survey of existing documentation looks good, especially road diets on the Post Road. Where feasible these collapse four lanes into two providing a middle lane for left turns and freeing ample space for bicycle lanes.

Route Ten (10) Corridor Study

The Town of Simsbury in conjunction with CRCOG initiated this study to develop a twenty year corridor plan for Route 10 (Hopmeadow Street) in Simsbury that would assess current and future transportation issues in terms of safety and efficiency, while accommodating targeted new and redevelopment. This study demonstrates what the Route 10 Corridor could be if designed and built using context sensitivity formed by broad based public participation, state-of-the-art engineering practices and tools, and in conformance with emerging local, regional and federal policies for sustainable development and livable, walkable places.

Route 10 Study Page (on CRCOG website):

http://www.crcog.org/transportation/current_stud/Route10.html

Report Executive Summary:

http://www.crcog.org/publications/Rt10CorridorStudy/Final%20Report/092911_Simsbury_Draft_Sect1_ExecSumm.pdf

Report Chapter 3 Taking Action:

http://www.crcog.org/publications/Rt10CorridorStudy/Final%20Report/092911_Simsbury_Draft_Sect3_v2.pdf

Route Six (6) Corridor Study

CRCOG and the Department have initiated a study to address safety, access management and development potential / growth along the Route 6 corridor in the towns of Bolton, Coventry, Andover and Columbia. Working with the Windham Region Council of Governments (WINCOG), town officials and the public, the study is identifying constraints and opportunities throughout the Hop River Corridor, an 11-mile stretch of Route 6 between Notch Road in Bolton and Route 66 in the Town of Columbia and a 2-mile segment of Route 66 between Route 6 and the Willimantic River. The study is building upon the recommendations made by the [Economic Development and Land Use Study](#) completed in October 2010.

Route 6 Concept Document:

http://www.crcog.org/transportation/current_stud/Route6.html#ConceptDevelopment

Project Website:

<http://www.route6hoprivercorridor.com/index.html>

Cross State Bike Routes

The Department has done a good job in accepting the concept of cross-state, or spine routes, as laid out in the 2009 Statewide Bicycle and Pedestrian Plan. The reality however, leaves something to be desired.

The map, as drawn, does not provide the best access to major urban areas, as well as, in some cases, through rural areas. A significant problem, perhaps the major one, is that the routes are constrained to

State roads. For example, much of the on-road routing along the coast between New Haven and Rhode Island is along Route 1, the Post Road. However, the on-road designation for the East Coast Greenway from Greenwich to New Haven is not so constrained. Consequently, it provides a more commodious routing which freely connects with town centers, transportation hubs while taking advantage of scenic opportunities.

The Department has done an excellent job in promoting the major primarily off-road cross-state route, the East Coast Greenway (Greenway), which extends from Calais, Maine to Key West. The Greenway runs across the Connecticut from the middle of the east border with Rhode Island to the west border in Greenwich. The Greenway is served by a professional board of Trustees, a few committed employees and a host of volunteers and non-profit organizations. This lends visibility to the concept of cross-state routes. Eventually the entire route will be off-road.

However there is a great need for on-road routes as well. What is needed is a way to select roads that serve the needs of the majority of cyclists, connects urban areas and transportation hubs yet takes advantage of Connecticut's magnificent scenery and open spaces. As mapped, the cross state routes do not achieve this.

The big problem is not being able to include local roads (non-state) as part of the network. The State roads are, of course, generally busier, with more and faster motorized traffic. While they are often the fastest route between points they are generally intimidating to the less experienced cyclist.

All roads should be safe and accessible to the cyclist and pedestrians.

Just as we have designated State roads for motorized we should designate a category of routes, including what are now local roads that serve both pedestrians and cyclists. Any destination conveniently reached by automobile should be equally convenient for the cyclist.

Merritt Parkway Trail.

The State continues to make progress, albeit slow, on off-road routes. Of special significance is the Merritt Parkway Trail (MPT). This facility is part of the aforementioned Greenway. There is a significant 37.5 mile gap along the Merritt Parkway. This trail will be in the unused half of the Merritt right of way (ROW), a corridor that was envisioned to be used for a trail on the initial parkway design.

After many years of negotiation, the Department last year agreed to open the ROW for the trail. This is only a first step. The Department has also acquired a grant to perform a feasibility study and public comment meetings in the eight towns that abut the Merritt. These hearings will explore community feelings about the trail as well as provide an initial sense of environmental and construction issues.

The Greenway has a long-established on-road route between Greenwich and New Haven. This route of more than 60 miles, uses a variety of local and State roads. Once at New Haven it links to the Farmington Canal portion of the Greenway.

This on-road route has proven of value to both recreational and transportation cyclists. It should be continued as an on-road alternate to the Greenway. It passes near every Metro North Station and close to downtowns.

Norwalk River Valley Trail.

This trail begins in Norwalk and runs to Danbury. The advocates for this include representation from the towns through which it passes.

As mentioned in the prior year's report the trail has been awarded a grant of almost a million dollars for initial design. And, as mentioned elsewhere in this report, it is a significant component of the Route Seven corridor.

The Sound Cyclist Bicycle Club (SCBC), in conjunction with the town of Wilton, held an event in the fall to raise awareness of the trail. At this event a ribbon-cutting ceremony marked the dedication of the first new section of the trail along the Norwalk River in Wilton.

The trail is proposed to extend beyond Danbury and to ultimately link through northwest Connecticut to trails in the Berkshires, which will, in turn, connect to trails in Vermont and ultimately to Montreal where it will provide access to the 4,000 kilometer Route Verte trail network in Canada as well as the almost 20,000 kilometers of the Trans Canada Trail.

Farmington Canal Heritage Trail

The Farmington Canal Heritage Trail, is a major component of the Greenway connecting New Haven-to-Northampton, Massachusetts and passes through the Farmington Valley, where progress in the past has relied on the resources and enthusiasm of individual towns, like Simsbury, Avon, Farmington and Canton.

The Town of Simsbury's has been working with consultants to develop alternative routes for a Greenway Multi-Use Trail Connection from the Farmington Canal Heritage Greenway to the Village of Tariffville. This connection will eventually provide an important link in the East Coast Greenway.

The State and Town of Cheshire negotiated responsibility for the completion of the long stalled Farmington Canal Heritage Trail in Cheshire. The State will begin design for the section of trail between Cornwall and West Main Street (Routes 70 & 68) and between Jarvis Street the Southington town line. The State will use a combination of STP-Enhancement and State funds for its portion of the trail. Cheshire is working on raising money for designing and building the section of trail between West Main Street and Jarvis Street.

Major new sections of the Farmington Canal Heritage Trail opened in Hamden and New Haven in 2011.

Farmington River Trail

The Town of Canton through the use of ARRA funds has completed final construction of Phase III of the Farmington River Trail (FRT). This final 1.8 mile trail segment connects a former rail line on the Farmington River from Unionville through Collinsville, to the intersection of State Routes 177 and 44. Farmington is also putting the finishing touches on the portion of the trail that runs from Unionville to Burlington. Once this section is complete, only one trail segment is left which, if constructed, could connect to the Greenway Trail in Simsbury and would create a unique 30 mile multi-use trail loop throughout the Farmington Valley connecting several municipal centers, regional shopping centers, business districts, Main Streets, and other natural, cultural and recreational resources. The FRT is a part of the Greenway trail system and is a Cross State Bike Route. Governor Malloy and Commissioner Redeker attended the opening ceremony and stressed the importance of addressing childhood obesity and promoting wellness in the State.

East Coast Greenway

2011 was an excellent year for the Greenway in Connecticut. The East Coast Greenway Alliance (ECGA) held its spring meetings in Simsbury in April, bringing noted trail advocates, planners, and engineers to

the Farmington Valley for a weekend of meetings and fun. A bike ride along the Greenway was also coordinated from New Haven to Simsbury that brought out 150 participants for the ride. It was at the April 30th meeting that Governor Malloy announced the federal Scenic Byways grant award to the Department to conduct a Merritt Parkway Trail feasibility study. This past year also saw delivery (though not installation) of the bicycle-pedestrian bridge spanning Rt. 315 for the Hop River Trail in Andover. Additional progress was also made in Manchester. In East Hartford the project has moved into the ROW stage. Bloomfield, long with Simsbury is also working on connections. Bloomfield has been awarded funding from CRCOG for their segment of this trail. Another key marker of progress was the onset of detailed work (in partnership with the Department) to mark the Greenway route with signs, both on roads and trails. The key to all of this progress is the great leadership found at the Department and at the DEEP, as well as the progressive leadership found at the Council of Governments across the State, and the fruitful partnerships between all of those agencies and the ECGA.

Naugatuck River Greenway.

In January 2011, the Regional Naugatuck River Greenway Routing Study was completed. The Routing Study identified a feasible route for the Naugatuck River Greenway through the towns of Thomaston, Watertown, Waterbury, Naugatuck, and Beacon Falls.

Waterbury started the design of their first phase of the Naugatuck River Greenway in the south end of the city. Beacon Falls and Naugatuck will complete sections of the Naugatuck River Greenway trail in the 2012 construction season.

Torrington has been working on plans to create a riverwalk and greenway trail along the Naugatuck through the city's downtown.

Other Trails

Portions of the CT River Trail are also under construction in Windsor that will ultimately connect the Town with the City of Hartford through a multi-use trail along the Connecticut River. The proposed trail begins at the DEEP boat launch and runs south to the City and connects with the pedestrian-bicycle path on the Bissel Bridge.

Although not a statewide trail, Glastonbury has made progress with a section of trail that will ultimately parallel Hebron Avenue.

Bicycle Pedestrian Accommodations at Department Headquarters

Leadership starts at home. It has been a long standing criticism of advocates that the Departments headquarters has limited bicycles and pedestrian friendly facilities. It is located on a State route without sidewalks, and cyclists that attend meetings either have to bring their bike inside or find a nearby light fixture. In 2011 it was announced that bicycle racks will be added to the front of the Department headquarters main entrance. This is important not only for the purpose of accommodating and encouraging cyclists, but sends a message to every traffic, transportation or design engineer, planner, or other officials that walk through the front doors that the Department takes accommodations for cyclists seriously. Installation of Bike Lockers will also occur in 2012.

Transportation Enhancement Policy

The Department issued a policy statement on April 11, 2011 regarding the TE Program. This statement suggests the TE program should give more emphasis to bicycle and pedestrian initiatives and call special attention to: 1.) addressing gaps in major multi-use trail networks and modal integration with transit, and 2.) improve bicycle and pedestrian access to and accommodation at transit centers.

The Department now splits the enhancement dollars reserving 50% for use by the Department. The other 50% is still available to the RPO's for their prioritization. The Department's 50% is used to complete critical gaps in the multi-use trail system and provide access to transit nodes, and the Department matches the TE funds. The RPO's 50% follows the past practice of the regions prioritizing their projects for engineering and construction and providing the local match through the Towns.

This statement from the Commissioner is a clear indication of welcomed changes to come at the Department. Years ago, such a statement would not be made for any type of improvement that did not support a vehicle with a combustible engine. This is not the old Department. These changes represent a new Department moving beyond the building of highways to a community partner in building a multi-modal transportation network for the State.

STP Urban Funding Policy

The STP Urban program is a federal funding program in which all the funds are allocated to the regional planning agencies. The regions are responsible for project selection and program administration. The Department has not previously allowed the use of STP Urban funds for bicycle and pedestrian projects. In the solicitation material distributed in 2011 the Department allowed for the funding of bicycle and pedestrian projects as appropriate.

Sidewalk Policy

In 2011 the Department made changes to the funding requirements for sidewalk projects. Previously, sidewalks required a greater local match than other road features. Sidewalks are now funded in the same manner as all other road features.

Federal CMAQ Program

The CMAQ Program makes funding available for a variety of initiatives intended to promote air quality and reduce congestion. Towns submit proposals to the regional planning agencies which then rank the proposals and submit three to the Department. The Department then performs its own analysis and submits recommended projects to the federal government. Many local communities take advantage of the funding opportunity to make badly needed roadway improvements that increase traffic flow, and reduce congestion (in the near term). The improvement of traffic flow through intersections, may be in conflict with Section 13a-153f(b). The Board would like the Department to insure that the selection of projects to be funded by CMAQ (and other programs as well, but our particular focus at this time is upon CMAQ), all parties, municipalities, regional planning agencies, and the Department, will insure that projects comply with the Complete Streets Law. That is, projects must provide for all road users, including pedestrians and bicyclists.

Department Bicycle Pedestrian Needs Assessment Checklists

In June, 2011 the Department released a Bicycle Pedestrian Travel Needs Assessment Form. While the new form is somewhat improved over the former Design Review Checklist, both have the same problem: The Form is designed to "prove" that bike pedestrian accommodations should be made. Under Section 13a-153f(b), the assumption should be that all projects will accommodate bicyclist and pedestrians and the form is intended to determine if there are extenuating circumstances that dictate that such accommodations not be made.

A copy of the new Needs Assessment Form, and prior Design Review Checklist are included in Appendix D.

Non-Motorized Transportation Coordinator

In 2011 the Department welcomed Katherine Rattan as the new full time Non-Motorized Transportation Coordinator (formerly Bicycle and Pedestrian Coordinator). Her appointment to the position coincides with the Department's initiative to better support bicycle and pedestrian options in the State. To accomplish this initiative the Department is modifying policies, programs and practices to be more supportive of non-motorized travel modes in an effort to support the State goals of livability and sustainability.

Ms. Rattan is the main point of contact for the Department with advocacy groups, municipalities and regions on pedestrian and bicycle issues. Other duties include being the Department liaison to the Connecticut Bicycle and Pedestrian Advisory Board, collaborating with the DEEP on the statewide trail system, prioritize STP-Enhancement funds, provide technical assistance to regions and municipalities on non-motorized design, participate in the redesign of the design manual to reflect the goals of a complete streets policy and facilitate the Quick Fix Approach to remediation.

The Department previously had only one part-time Bike/ Pedestrian Coordinator for the entire State with little power to move things forward. David Balzer, who held the position of Bike/Pedestrian Coordinator for ten years, assumed enlarged duties in the commuter program. The Board would like to thank David for his many years of service to the Bicycle and Pedestrian community in Connecticut.

Cooperative Efforts with the CTLS, UCONN, and the CTMC

In 2011 the Board reached out to the CTLS, UCONN, and the CTMC in the interest of joining efforts in facilitating the implementation of the Complete Streets Law and to improve the quality of life in the State by exploring opportunities that enhance the multi-modalism.

CTLS, is funded by the U.S. Department of Transportation. CTLS provides research activities, educational programs and outreach activities focused on Sustainable and Livable Transportation Systems for Smart Growth. CTLS takes initiatives to address pressing national issues and research needs in transportation and smart growth.

In 2011 representatives from CTLS, UCONN, and CTMSC met separately with the Board and Department officials and discussed the development of a three part initiative to collaborate with the Department on advancing smart growth practices in our transportation design and permitting process. The initiative is outlined as follows:

1. Development of a Connecticut Complete Streets Manual for Citizen Advocates, Municipalities and the Department to publish a baseline understanding of design guidelines and expectations between the stakeholders. CTLS is interested in leading the effort and collaborating with the Connecticut Academy for Science and Engineering. This would be similar to documents that exist in Maryland and Oregon that were presented to the Board by the CTMSC in 2010.
2. Development of Workshop and Educational Forums on Complete Streets
3. Provision of on-line communications and support forum.

The Board highly encourages the Departments participation in this initiative and how it supports our primary recommendation of updating the HDM. The Board stresses the need for **an inclusive approach** to developing any Manual in order for it to gain consensus.

Overall there is great opportunity for the Board and Department to lean on the technical resources and research capabilities of CTLS and to work in collaboration with UCONN, CTMC and the Board, to advance the mutual objectives to enhance the State.

Online Accident Reporting System

UConn and CTLS is working with ConnDOT to create an online crash data system. It will take the existing Department accident database and convert it into a relational database that can be queried online. This will make the data readily available for detailed analysis. The Beta site is now online (<http://ctcrash.uconn.edu/Search.action>) and will go live in 2012. This is an excellent example of the synergistic effect of focusing the talents of our Connecticut institutions of higher learning on long standing and assumed intractable problems within our government agencies.

Accident Data

It is not possible to discuss the database without discussing the distressing number of fatalities that occurred during the past year.

The effort to convert Connecticut into a culture that accepts and encourages cycling and walking as valid transportation modes continues to grow, albeit slowly. Though the effort grows, the reality remains. Many of our roads are killing fields for pedestrians and, while not equally deadly, (46 pedestrian fatalities were recorded in 2010, 11 cyclists were killed in 2011, through early December) dangerous and intimidating for cyclists.

The average cycling deaths for previous years was 4-5. This doubling occurred in a year where automobile deaths (reported by the Hartford Courant) show a significant decrease over last year.

According to a January 2012 benchmarking report by the Alliance for Biking and Walking, Connecticut is ranked the 24th in the country for bicycle/ pedestrian fatality rates (ranked low to high) and 26th in the country for bicycling and walking levels (ranked high to low).

Below is an annual compilation of cycling deaths and injuries.

FATALITIES	
October 29, 2010	17 y/o male, Windsor Locks
December 3, 2010	Glastonbury male, early 40s, Hebron/Rte 2 overpass
January 17, 2011	14 y.o male 12:15 am, Front/Grand St., New Haven
June 19, 2011	7 y/o boy, 9:22 pm, Danbury
July 18, 2011	Male, 8:44 am, Col. Ledyard Highway, Groton, "veered off highway".
July 16, 2011	44 y/o male Windsor Locks resident killed by Amrtak train (Rte 140/Bridge St)
July 2011	14 y/o girl, Hartford
July 17, 2011	1:15 am, Manchester
August 22, 2011	68 y/o female, 3:30 pm, Fairfield
September 1, 2011	56 y/o male, Burnside Ave. East Hartford
October 4, 2011	8 y/o boy, Somers (recreational fatality)
November 14, 2011	40 y/o male, 6:30 pm, 238 Burnside Ave, East Hartford

INJURIES	
July 22, 2011	42 y/o male, Milford
September 15, 2011	70 y/o female, Reef Rd., Fairfield
October 19, 2011	60 y/o male, Sullivan Ave/ Oakland Rd., South Windsor

Update to the Highway Design Manual

In 2010, the Department indicated that it intends to revise the current manual "to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles and to strive to meet the goals of complete streets policies". Not much has been seen in the way of results and the Board is concerned that the importance of updating the HDM is being lost due to the lack of a dedicated process in which the HDM is to be truly revised.

The Board would like to refer the Governor and Commissioner to the process that was used in Massachusetts in developing its most recent Design Manual (2006) and recommends that Connecticut adopt a similar process.

The Massachusetts Design Manual utilized a broadly representative task force to oversee the process and created a manual with extensive flexibility, context sensitivity, fully integrated multi-modalism, and transparent and clear project development guidelines. The present process requires local communities or advocates have to track each proposals to ensure accommodations for all users are considered, or find out that they are not available and require waivers (see letter regarding Route 34). Connecticut should move forward once and for all and remove the stress, strain, and effort that results from the current process. The Massachusetts task force included representatives of towns, regional agencies, advocacy groups, MassHighway, the Federal Highway Administration, and the construction industry, with the oversight of a consultant. The resulting manual has been recognized with awards from the Federal Highway Administration, the Federal Transit Administration, the Institute of Transportation Engineers, and the American Planning Association, among others.

The Massachusetts Design Manual can be found at the following location:

<http://www.mhd.state.ma.us/default.asp?pgid=content/designguide&sid=about>

An example from Connecticut would be the City of New Haven Complete Streets Design Manual which lays out progressive development guidelines for creating safe streets that are pedestrian and bicycle friendly. The manual is referenced for any rebuilding, repair, and rehabilitation of city streets to insure the needs of all users is properly balanced and recognizes role streets play as an important part of our communities. The manual is unique in that does not represent a set tools for special projects or a select number of initiatives. Instead, it integrates complete streets principles into the entire process by which the City designs, builds, and maintains its transportation system.

<http://www.cityofnewhaven.com/TrafficParking/pdfs/CS-Manual-04-05-10.pdf>

Both projects referenced above utilized consultants to expedite the process.

Presently all signs are that the current updating of the manual is being undertaken strictly in house, with little outside input. The Board has been informed that the manual is being updated by staff, however they will be sure to make the Board a part of the process. Although this is appreciated, it is not the open and collaborative process that is desired and proven successful elsewhere.

The Board recommends that the Department undertake a similar process and expand the scope of its amendment process for achieving a flexible design manual. Board members would be willing to facilitate a meeting between key members of the Massachusetts Task Force and the Commissioner / Department staff in order to get an understanding on the process, its resultant benefits, and how such a process could be employed in Connecticut.

State Traffic Commission and Division of Traffic

In 2011 the Board discussed the importance the STC and the role the Division plays as an implementer of the Complete Streets Law through the review of Major Traffic Generator (MTG) Permits. Although disappointed in the interpretation of the Executive Director that the Complete Streets Law did not apply to the MTG permit review process, subsequent discussion have been productive.

The Board became aware of the disconnect that occurs as stakeholders, and would be implementers of the law, focus solely on the 1% funding requirement under Section 13a-153f(c). This is but one part of the law that sets a **minimum** expenditure of funds received by the Department. The law also requires in Section 13a-153(b) that “**Accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this state.**” By pointing out this common mis-interpretation of the law, the Boards is now aware of this obstacle to the full implementation of the Complete Streets Law, which provided opportunity to develop initiatives to offset.

It was also apparent that there is no counter part to the Bicycle Pedestrian Needs Assessment Form used elsewhere within the Department, and that the use of a similar form for MTG permit reviews at the private, local, and State levels would be helpful. The MTG application does request a statement asking how the use of buses, trains, carpools, or telecommuting by employees, bicycling and walking by employees, and/or patrons has been *considered*, especially in terms of the development’s internal circulation and parking. In light of the Complete Streets Law, the question should not be how other uses have been considered, but how they have been accommodated. Applicants must demonstrate that accommodations for all users have been made for changes proposed to the highway, and if not, document what the extenuating circumstances are, if any that determined that such accommodations not be made.

The STC and Division must consider Complete Streets in all its reviews in accordance with Sec.13a-153f(b) and should update its project checklist to insure the inclusion of bicycle, pedestrian and transit accommodations.

Also at this meeting the Division staff expressed several of the challenges of reviewing proposals that come in through the private sector, having been reviewed by LTA’s and PZC’s without any consideration for all users in the initial design.

A review of the list of LTA’s shows that there is an inconsistent designation of LTA’s from community to community. The LTA can be an official board, Chief of Police, Director of Public Works, Town Engineer, Town Planner, a Selectman, or highwayman. In order for the consideration of all users to be reviewed and implemented at the State level, local reviewers must take some responsibility in adhering to the law. As mentioned earlier, this comes down to training. Just because the State passed a law requiring Complete Streets, doesn’t mean every potential implementer of this law knows what a complete street is or how to design one. This reinforces the Board recommendations of training for LTA’s.

Eleven Foot Lanes

Background

After the Board held its first meeting in 2009, members floated ideas to make our roads more bicycle and pedestrian friendly.

One idea that gained consensus was to narrow motor vehicle travel lanes from the standard 12 feet to 11 feet. Department planning officials attending the meeting responded favorably to this proposal and passed it onto Department decision-makers for further review.

At the October 2010 Connecticut Bike Walk Summit, a Department planner publicly pronounced a change in practice in which State roads could be re-stripped with 11-foot travel lanes at the conclusion of road resurfacing projects, where feasible.

This announcement was welcomed by the cycling community, both as an effective and affordable way to traffic calm State roads and to create wider shoulder to the benefit of bicyclists.

Enactment:

Although a number of State Roads have been resurfaced since the practice was announced, it appears that the 11-foot practice is not being enacted consistently.

Board members have made a number of requests for 11-foot travel lanes on State roads in Fairfield County.

Such a 11-foot lane request was made for Route 124 (Mansfield Avenue) in Darien prior to road resurfacing. It was confirmed that early on this request did get forwarded onto local Department officials overseeing the resurfacing projects, but after the contractor edge-stripped Mansfield Avenue, it still had 12 foot travel lanes.

The smooth pavement on this residential road is ideal for bicycling, but a combination of 12 foot lanes, new asphalt curbs and catch basins create a car first environment on Route 124 unfriendly to safe routes to transit and safe routes to schools. Mansfield Road is home to two elementary schools and is a direct commuter route to the Darien R.R. station. One well know, local livable streets advocate mused that if Mansfield Avenue doesn't meet the threshold for a 11-foot lane diet, its hard to imagine a State road that does.

The new asphalt curbs and catch basins, which are placed where bicyclists normally ride heighten cyclists' vulnerability. The asphalt curbs weave on Mansfield Avenue. As a cyclist, one needs to be acutely aware as to the location of the asphalt curb. On some sections of the road, asphalt curbs literally cover the edge striping. The asphalt curbs are less apparent at night. One wonders what would occur if a cyclist's wheel inadvertently struck the asphalt curb; would the cyclist fall into the motor vehicle lane?

The Route 10 Corridor Study incorporated 11' lanes, but the Route 6 Corridor Study did not. The Route 6 Study calls for 12' lanes that would be narrowed at the approach to nodes and throughout the node areas.

State Route 53 was recently re-stripped at more than 12' lanes, however this is proposed to be corrected when they go back to stripe with epoxy based paint.

Recommendation:

All signs from the Department indicate that there is a clear commitment to 11' lanes, however the practice is not being implemented consistently.

For re-painting projects, before contractors apply permanent edge-striping markings, Department officials should carefully evaluate the potential benefits to bicyclists and pedestrians by re-striping Route 124 and other State Routes with 11-foot travel lanes. The Department should also evaluate potential safety issues for bicyclists with regard to asphalt curbs and the placement of catch basins.

For new projects, the present understanding of the Board is that "policy" is not enough. Policy can change from minute to minute without consistency. The value of policy is to be used as an interim measure while implementing a permanent standard. When new projects are proposed, local communities should not have to negotiate the Department for flexibility, or seek waivers. These concerns further support the Boards recommendation to rewrite the HDM.

Section 3 - Progress by Agencies within the State

Office of Policy and Management

On September 15, 2011 the Board met with planners from OPM and recommended the following inclusions into State Plan of Conservation and Development (Plan of C&D) as follows:

“In the interests of providing facilities that would assist the growing elderly population and retention of the diminishing population of the states youth, we should look to provide a complete transportation network for transit and non-motorized users to move about the state.”...

“We also encourage municipalities to update their local ordinances, subdivision and zoning regulations to take into consideration all users of the public highway and to promote connectivity of existing and future bicycles and pedestrian ways through the Towns and Regions as well as to provide facilities for cyclists and pedestrians where appropriate.”....

“We would also encourage all State departments, RPO’s and municipalities to create their own “complete streets” policies, providing blueprints of how pedestrians, bicyclists, transit riders, and drivers of all ages would be accommodated in future transportation, health, and recreation related projects.”

A draft of the current update to the Plan of C&D has been released and is currently being reviewed for the incorporation of broad governmental principles at the regional and local levels.

Bikes on Buses

CT Transit-Hartford has mounted bicycle racks on the front of each bus and it has been a huge success. There is no additional fee for this service and it’s provided on a “first-come, first-served” basis. From November, 2010 through November, 2011, CT Transit-Hartford had, on average over 4,800 bicycle-bus boarding’s per month. Latest reports are that it’s on the increase with 5,227, last reported for the month of November, 2011.

Siting of Transit Infrastructure

In 2011 the Board also reviewed the process by which local bus stops are sited. Connecticut Transit (CT Transit) has its own “Planning & Scheduling Bus Stop Reporting Form” which, at that time it was reviewed, was considered to be inadequate in pedestrian and cyclists considerations and was not in the same caliber as the Departments Needs Assessment Form. This document is now in the process of being updated.

Through this exercise, it was identified that there is a need for all transit stops to be sited only after specific consideration is given to the locaiton of sidewalks, cross walks, neighborhood density, bike routes, major traffic generators, and bicycle facilities. (See discussion on NHHS and Busway).

Rail Cars and Bike Hooks

2011 saw much progress toward bikes on the new M-8 trains. Department officials negotiated with Metropolitan Transit Authority officials to allow bike hook testing to take place on New Haven Line M-8 cars instead of Harlem Line M-7 trains as originally envisioned. The Department agreed to fully pay for

the cost of the testing. The MTA board voted to approved expenditure for a capital action form request to install “bike hooks” built by Sportworks NW, Inc. on M-8 cars for study and testing purposes at the January 24, 2011 meeting. Sportworks proceeded to design and fabricate two separate sets of “bike hooks.”

On September 15th & 16th, the Department and Metro-North invited the public to test two bike hook designs. The “static test” consisted of the two bike hook “models” were labeled Bike Mount “A” and Bike Mount “B” on a M-8 car parked on a platform at New Haven Union Station and Grand Central Terminal. Prototype “A” was designed jointly by Sportworks and Metro-North; Prototype “B” was a Sportworks design. A Sportwork representative was on hand to listen directly to customer feedback. Cyclists were asked to fill out a questionnaire for comparative evaluation purposes.



Static Test of M-8 Car Bike Mounts

The Department and Metro-North invited the public to further evaluate the prototype racks on a limited number of M-8 trains operating through November 13, 2011 between Grand Central Terminal and Stamford, or Grand Central Terminal and New Haven.

In survey results, cyclists gave Prototype “A” higher scores in terms of its sturdiness and the ease with which bicycles mounted and dismounted. Upon tallying the survey results, Metro-North and Department officials selected Prototype “A” as the type of rack to be installed on the M-8 cars. Customer feedback will be incorporated into Sportworks final design of Bike Mount “A.”

Commissioner Redeker has repeatedly expressed his support for the M-8 bike racks.

Bikes on Amtrak

Following the success of the new MetroNorth M-8 cars, the Board requesting that Amtrak change its bike policy to allow roll-on, unboxed standard bicycles onto Amtrak trains without fees, or permits, which pass through, or originate in the State of Connecticut.

Initially the Department prohibited bicycles on Amtrak-operated Shoreline East trains operating between New Haven and New London. Today cyclists may roll bicycles onto any Shoreline East train operating between New Haven and New London, without a permit. This policy change has helped grow ridership on Shoreline East.

The synergistic role between bicycles and trains elegantly and efficiently addresses the “last mile problem”, but not if artificial barriers are erected such as the Amtrak policy that prohibits standard

bicycles on its trains. Amtrak officials point out that folding bicycles are allowed on Amtrak, but folding bicycles comprise an insignificant segment of the overall bicycle market.

There is an existing template for Amtrak to emulate: California Amtrak, particularly the Capitols service between San Jose and Sacramento. Bicyclists carrying bicycles on Capitol Amtrak trains account for nine percent of Capitol corridor ridership.

Bicyclists, like other public transit users, may prefer to travel by train, but today bus alternatives, such as Connecticut Transit, Bolt Bus and Megabus provide bicyclists with storage space for bicycles.

CT-Transit offers bicycle storage for standard bicycles on its express bus service between New Haven & Hartford, providing a bicycle-friendly alternative to Amtrak.

Cyclists have turned to Bolt Bus, or Megabus for travel between New York and Boston or New York and Washington D.C. along the Northeast Corridor.

Provision of bicycle storage on trains offers a healthy, sustainable way to easily travel beyond train station walksheds. Bicycles on trains reduces motor vehicle parking demand in train station parking lots, too. Bike-rail integration has other benefits: low carbon footprint, exercise and health, reduced injuries and deaths attributable to vehicle collisions. Best of all bikes on trains will provide Amtrak with new revenue from new passengers.

The Board is hopeful that Amtrak policymakers will take the requisite steps to provide bicycle parking on Amtrak trains passing through (or originating in) Connecticut by the end of 2012.

National Documentation Project - CRCOG - Others

As mentioned earlier, having data on cyclists and pedestrians when reviewing “highway” projects at the State, regional, and local level is beneficial. There is presently no ITE Generation Factor for cyclists and pedestrians which means they are apart of the road, but not part of the equations calculated when many roadway design changes are properly reviewed.

To address this, there is an ongoing National Bicycle & Pedestrian Documentation Project.

“One of the greatest challenges facing the bicycle and pedestrian field is the lack of documentation on usage and demand. Without accurate and consistent demand and usage figures, it is difficult to measure the positive benefits of investments in these modes, especially when compared to the other transportation modes such as the private automobile. An answer to this need for data is the National Bicycle & Pedestrian Documentation Project, co-sponsored by and Alta Planning and Design and the Institute of Transportation Engineers (ITE) Pedestrian and Bicycle Council. This nationwide effort provides consistent model of data collection and ongoing data for use by planners, governments, and bicycle and pedestrian professionals.”

Submitted counts will ultimately assist in the development of ITE Generation Factors for cyclists and pedestrians. Presently there are no generation factors for these users of the road so it is not possible for traffic engineers evaluating a proposed development, to fully understand what roadway improvements may be necessary.

CRCOG has participated in the National Documentation Project in 2009 and 2011. Both years count locations on two separate days were coordinated throughout member towns. Fairly extensive bicycle and pedestrian counts were done in Capitol Region in September with 60 volunteers at more than 40

locations. Data received from 2011 is still being compiled however results from 2009 can be viewed at:
http://www.crcog.org/transportation/bicycle/bp_count.html

The City of New Haven performs routine bicycle-pedestrian counts.

The Town of Canton also performs counts of cyclists and pedestrians twice per year along the Farmington River Trail for the purpose of understanding recreational usage, economic opportunities for business within close proximity to the trail, opportunities for connections to the trail, and for review of nearby development applications that may require roadway improvements or draw traffic to and from the trail.

Because of the importance of such data in the gauging of the development of multi-modal connectivity in the State as well as in the decision making process, the Board recommends that the Department participate in, and solicit the development of bicycle and pedestrian data for review in routine applications, for design considerations within the Department, as well as for the development of ITE equivalent generation factors.

More information on the National Project can be found at:
<http://bikepeddocumentation.org/>

Section 4 - Other Bicycle-Pedestrian Related Initiatives and Events

Bike Walk CT Summit - 2011

The second annual statewide bike/walk summit sponsored by Bike Walk Connecticut was held on November 12, 2011 at Yale University, New Haven. The theme of this year's summit was "Creating Bike and Walk Friendly Places." The summit featured an opening presentation by Andy Clarke, the President of the League of American Bicyclists. This was followed by a series of breakout sessions, including "Every Community Can Be Bike-Friendly," "Bike Friendly America and Economic Development," and "A Bike Friendly Community Should Be Walk-Friendly Too." There were also panel discussions on how to be more effective advocates and presentations by several bike/ped advocacy groups on specific strategies they have utilized to advance their objectives. The event attracted about 120 people from around the State and ended with biking and walk tours of New Haven.

More information can be found at: www.ctbikewalksummit.org

Bike Education

In 2011 Bike Walk CT in partnership with CRCOG hosted a workshop for physical education teachers who would like to include bicycling in their curriculum. "Bike Driver's Education" Workshop Overview for Physical Education Teachers K-12 and Undergraduate and Grad students studying for a degree in PE.

This workshop prepares teachers to teach a comprehensive bike skills and safety curriculum called "Bike Driver's Education." Bicycling is an excellent low-impact lifelong fitness activity which children love, and as they grow into adults is an activity that can provide recreation, employment, and affordable short-distance transportation. Many young people (as well as adults) do not use good bicycle safety habits, and defensive cycling skills in traffic or on multi-use type trails, which results in many preventable crashes and fatalities. Most studies estimate that cyclist error accounts for 40% - 50% of fatal bike crashes, and every bike fatality has a chilling effect on newcomers' willingness to engage in the activity. Further, many newcomers lack important skills which make it easier to enjoy bicycling—from selecting the correct bike size, performing basic maintenance, to using gears efficiently. While these skills may not seem to be critical safety skills, the failure to master them often results in abandoned interest in bicycling.

May 2011 – Bike Month

May of 2011 was National Bike Month. May 20th was National Bike to Work Day. Bikewalk CT kept persons abreast of all Connecticut activities planned for the month through their website, and took initiatives to stimulate interest in ridership by seeking pledges to bike one trip each week during the month of May.

Events in the Capitol Region included a national bike day celebration in Blue Back Square in West Hartford and a rally at the Capitol: north steps, and a ride from South of Hartford from Newington.

The UCONN Health Center hosted a lunchtime "Cycle Sense: Reasons to Ride. Workshop for UCHC employees".

A guide for preparing for Bike Month 2012 can be found at the following location:

http://www.bikeleague.org/programs/bikemonth/pdf/national_bike_month_guide.pdf

SeeClickFix

A representative from SeeClickFix visited the Board to explain its novel web-based technology for municipal problem reporting. SeeClickFix allows users to post descriptions and photos of problems ranging from graffiti to potholes to hazardous intersections. The site then allows other users to track the issue and post comments. The issue report is automatically sent to users in a defined "Watch Area". Problems are also reported to the relevant municipal agencies. For a modest fee, SeeClickFix will help municipalities define a custom watch area, for instance, along State roads or within the boundaries of a Connecticut Region of Governments.

SeeClickFix has great potential as a bicycle and pedestrian hazard reporting tool, multiplying the number of "eyes on the street" looking for problems.

Pedestrian Falls

A meeting was held between a representative of the Board and members of The St. Francis Hospital Trauma staff to learn whether the Board could access injury statistics on ground level falls that could help the board in understanding the cause (and eventually possible preventive measures) of pedestrian falls. One area that the Board asked to examine is whether there is a connection between the occurrence of Ground Level Falls and the presence of defective and inadequate sidewalk conditions that may have contributed to these events.

The Trauma gave a preliminary estimate that in 2011 there had been 143 Ground level falls resulting in trauma treatment at St. Francis Hospital. Subsequently the staff advised that this may have been a high estimate.

In a preliminary manner The Trauma Unit indicated a possibility of looking at the ground level falls to identify how many were pedestrian falls and to identify the locations of those falls. The board representative expressed a willingness to volunteer to help with the data work and the board is now awaiting further response from the Trauma Staff.

Board intends to use the resulting information on these falls to make on site evaluations in order to establish possible association between the falling events and the conditions of the sidewalks.

Examples of Local Progress in Enhancing the State

Southwest Corner

Throughout the State greater effort appears to be taking place to make our streets and roads more accessible and safer for cyclists and pedestrians. The following discussion highlights some typical community efforts.

In Southwest Connecticut several towns have made progress, particularly with planning. In the town of Fairfield, for example, the Bike/Ped plan being spearheaded by the Greater Bridgeport Regional Council is moving forward nicely. Public outreach sessions have been held. At a recent meeting the board considered the review and implementation steps on the way forward.

Wilton is also progressing. As reported elsewhere in this document the Norwalk River Valley Trail is actively being promoted with the first section in Wilton inaugurated this fall. The new Route Seven Corridor plan will also affect Wilton. Wilton's plans include a pedestrian walkway over the Norwalk

River linking the downtown with the train station. This recognizes that the residents of the fairly dense downtown might prefer walking to the train station rather than driving.

Norwalk's connectivity plan for redevelopment of the downtown area is complete and Norwalk is now developing a bicycle and pedestrian plan. The influence of a few invested individuals has resulted in the near-completion of the Norwalk Harbor Loop, a six mile trail circling the Harbor.

Northwest Connecticut is working to implement the Housatonic Trail network (for example, the HouBike Trail) along the Housatonic River to Massachusetts. This will be a natural extension of the Norwalk River Valley Trail. As discussed in a recent meeting in Bennington, these trails can connect through Western New England to Canada's Route Verte.

In the southeastern corner of the State advocates are pushing for bicycle routes from New Haven to Rhode Island. A very active group is moving the Shoreline Greenway Trail (New Haven to Hammonasset State Park) forward. Other efforts include community-level mapping efforts in some towns. Mystic and New London have seasonal bike-sharing programs.

These coastal routes might eventually be considered a spur of the National Bike Routes System; US BR-1 is currently planned to follow the East Coast Greenway across Connecticut, such an extension from New Haven to Rhode Island.

Bicycle Friendly Community & Bike Share

In the Capitol Region, significant progress has been made in the Children and Adult Mobility Project (C.A.M.P). Connecticut Adaptive Cycling and Simsbury Free Bike, two Simsbury-based non-profits that share a shop located just off the Farmington Canal Trail, make a bike ride possible for those least likely to ride. Simsbury is currently the only Bike-friendly community in Connecticut, a prestigious designation earned based on criteria established by the League of American Bicyclists.

Simsbury Free Bike, welcomed bikers in July of 2011 at a press event in front of Andy's Supermarket in Simsbury. Andy's is the first distribution center for the small community bike share program where customer service people welcome riders, handle paperwork and distribute helmets and bikes. Riders must be 18 and both residents and non residents are welcome to ride paved streets and trails for up to 24 hours. The \$10 deposit is returned when the bike is returned or it can be left as a donation. The season runs from May 1 to October 31. The first season began on July 15, over 150 riders borrowed a Simsbury Free Bike, half of those riders were visitors to Simsbury. Simsbury's experience suggests that bikes are used by tourists, by adults that may not have a working bicycle to ride with children that do, as a way to entertain visiting guests and for quick trips by people working in and around town. This includes employees working at the businesses alongside the trail during lunch hour or after work. At least (3) three more distribution centers are scheduled for May of 2012. The program has been sponsored by local businesses and the The Farmington Valley Trails Council. Grants are needed to support expansion and equipment upgrades.

Connecticut Adaptive Cycling is an event-based bike share program with a fleet of adaptive bikes including, trikes, hand cycles and recumbent bicycles. Events are often collaborations with partners such as Gaylord Hospital Adaptive Sports, The Hospital for Special Care, The Christopher Reeves Foundation and the Greater Hartford YMCA. These events are designed to draw individuals and their families to enjoy a day on the greenway. Riders enjoy cycling in spite

of a broad range of mobility concerns that may include TBI, Multiple Sclerosis ,Spina Bifida, stroke, Parkinson's, or combat related injury. Family members without bikes are encouraged to use the Simsbury Free Bikes. Grants will provide the support for equipment, maintenance and related needs. The two businesses share a facility and are managed by shared volunteers.

Bike share programs assist in creating an active transportation culture in a community. Bikes add to the vitality of our towns and cities. These program are designed to broaden the awareness of biking as both recreation and transportation. These programs, working together, are committed to inclusiveness on the trail with their slogan "EverybodyRides".

Drawing visitors to Simsbury has economic value and introducing more residents to biking helps build the active lifestyle culture. It also encourages and fosters active family activities.

IQuilt

Its is impossible to discuss local progress without mentioning the innovative IQuilt Plan for Downtown Hartford and and the interest it has generated in improving the walkability and bikeability of downtown Hartford. The IQuilt is a culture based urban design plan for Downtown Hartford intended to make the city more walkable and bicycle friendly, and livable for employees and residents. The design patches together existing downtown cultural and landscape assets through a series of projects that connect these spaces with pedestrian friendly connections. More information can be found at:

<http://theiquiltplan.org/>

Additional Local Efforts

As the knowledge and awareness grows of how the design of roadways affect the way in which people live there lives, quality of life in the State relative to mobility is a becoming a significant concern for our future. More and more communities are taking on bicycle pedestrian initiatives, including developing their own bicycle pedestrian advisory boards (New Haven, West Harford, South Windsor, Weston to name a few). Middletown, in December 2011 approved spending to prepare a "complete streets bicycle plan" for the city that will help the city incorporate bicycle transportation into future planning.

Also, Middletown, in December 2011 approved the seeking of federal funds from the Midstate Regional Planning Agency to build a 3.6 mile bike-route for commuter and recreational purposes. The route would start near the end of Wesleyan Hills private pedestrian paths and end in the Downtown area, running through Wesleyan University.

Federal Complete Streets Law

In 2011 the Safe and Complete Streets Act was proposed and failed to move forward. However, in December, the U.S Senate Committee on Commerce, Science, and Transportation passed an authorization bill that incorporates accommodations for all users in street projects funded by federal dollars.

This bill, as written, requires the Secretary of Transportation to develop standards for accommodations of all users. The language also provides a waiver for states that have developed their own standards.

Should this bill move forward into law, it re-enforces the importance for the State to update the Highway Design Manual as suggested in this report. It is important that even through the use of Federal dollars Complete Street decision in Connecticut are made in Connecticut with sensitivity to the context of the proposed change and local community to be affected.

Board Member Biographies

Ray Rauth of Weston fills the position reserved for a member of an organization promoting cycling (Sound Cyclist Bicycle Club (SCBC)). He was appointed by the Senate Minority Leader. Ray was the first Chairman of the CB&PAB and served on the board of the SCBC for a decade.

His term will end in July of 2013. He is a retired technologist.

Neil S. Pade, AICP of Newington, is a gubernatorial appointee to the board and present Chairman. Neil is a certified land use planner with 11 years of professional experience in the municipal and private sectors in Connecticut.

He is presently the Director of Planning and Community Development for the Town of Canton (2007 to present) and serves as the Town's representative to the Capital Region Council of Governments Transportation Committee and Bicycle/ Pedestrian Committee. He has previously served as the Town Planner, and Economic Development Coordinator, for the Town of Vernon (2004 to 2007), and as an Environmental Planner in the private sector (2000 – 2004). He is on the Executive Committee of the Connecticut Chapter of the American Planning Association and is a life-time member of the National Eagle Scout Association. Neil has a B.S. in Environmental Geology from the State University of New York at New Paltz, and a M.B.A. from the University of Hartford Barney School of Business. Through his practice as a professional planner he consistently promotes improving quality of life standards and community health through the integration of bicycle and pedestrian considerations in the course of planning and development activities.

Neil and his wife Julie have a rich history of enjoying biking, hiking and traveling throughout New York and New England and look forward to sharing these activities in the future with their 2 young children.

Tom Harned of New Haven is the current Vice Chairman of the CB&PAB, and fills the position reserved for pedestrian advocacy. Tom has been active in the movement towards livable streets in New Haven and was a contributing author to the City's Complete Streets Manual, which has received national recognition. Tom is a member of the League of American Bicyclists and is a League Certified Instructor, teaching cycling classes in New Haven through Elm City Cycling. His was appointed by the Senate Majority Leader, Martin Looney, and his term will expire in July of 2012.

Jason Stockmann of New Haven served on the Board while writing his Ph.D. thesis on medical imaging systems at Yale University. He was a Gubernatorial appointee to the board representing two bicycle advocacy organizations (ElmCityCycling and RailTEC). During his tenure as Secretary, Jason updated the layout of the Board's website and migrated Board documents into a collaborative online format hosted by Google Documents.

Jason resigned the Board on Jan 1, 2012 in order to pursue a post-doctoral research fellowship at Massachusetts General Hospital. He hopes to use what he learned about bicycle advocacy in Connecticut to advance the safety of cyclists in the Bay State.

Debra Dauphinais serves as the representative for the bicycle sales and repair industry. She owns a bicycle store and repair center in central CT. She was appointed to a 4 year term. Deb served 2 terms on the initial Board of Directors for the Central CT Bicycles Alliance, now BikeWalkCT, and served as the Advocacy Committee Chairperson. She currently serves her local community on the board of Glastonbury Bikeways.

Tom Gutman represents AARP on this board as well as on the DOT Road Departure Accident Reduction Committee where his focus is on improving night time highway visibility. Also for AARP, Tom teaches the safe driving classes that qualify seniors for certain discounts on their auto insurance.

Tom is a retired engineer from a now closed manufacturing facility in eastern Connecticut.

Richard Stowe a Connecticut resident for ten years, Richard Stowe was appointed to the Connecticut Bicycle and Pedestrian Advisory Board by House Republican leader Lawrence Cafero in 2009. He holds a B.S. from Marlboro College. Mr. Stowe founded Rail*Trains*Ecology*Cycling (<http://www.railtec.org>), a group best known for its advocacy for including bicycle parking on Metro-North M-8 cars. Mr. Stowe writes EcoMan (<http://ecoman.wordpress.com/>), a column, which appears periodically in the New Canaan Advertiser. Mr. Stowe is a proponent of achieving road safety and efficiency improvements by replacing signalized intersections with modern roundabouts. He is concerned about adverse environmental impacts associated with transportation projects, Impacts such as increased light pollution and the creation of additional impervious surfaces from roads and parking surfaces. He is a lifetime member of the International Dark-Sky Association. Mr. Stowe has bicycled from New Haven to Newington to many of the bike-ped board meetings he has attended. In September 2008, he took a roundtrip bicycle ride from Connecticut to Washington D.C. in an effort to underscore the connection between climate change and fossil fuel dependent transportation. He is past president and board member of the New Canaan Environmental Group, under which he organized a twenty-mile bike ride called Tour de New Canaan in 2004 and 2005.

Rod Parlee was appointed to the Bicycle Pedestrian Advisory Board by the CT State Senate President Donald Williams and Governor M. Jodi Rell in 2010. He will represent transit workers throughout Connecticut.

Parlee has been chairman of the Bolton Conservation Commission for 19 years and a member of the Bolton Open Space Acquisition and Preservation Committee for ten years. He is also a founding member of the Bolton Land Trust. In 2002 he received the Secretary of the States Public Service Award and, in 2006, his Conservation Commission received a Special Merit Award by the CT River Coastal Conservation District.

For 12 years he has been a director of the CT Association of Conservation & Inland Wetlands Commissions (CACIWC) representing Tolland County and is currently co-chair of its Conservation Education Committee. He has been employed as a Bus Operator by CT Transit - Hartford Division for 34 years and is the Secretary of the Safety & Health Committee.

His activism dates back to the Sierra Club's successful lobbying efforts for Arctic wilderness and 10 years of publishing Tundra Talk, a nationally circulated newsletter related to transportation, energy and the environment. He is also Co-chairman of the Appalachian Mountain Club's Northwest Camp Committee, a 10-member volunteer committee that manages a 120 acre parcel and facility on Bear Mountain in Salisbury, Connecticut. State Senator Donald Williams of eastern CT who nominated Parlee for the board said of Parlee; He is "confident that his experience and knowledge will be a great value to the Board".

Alan Sylvestre is a certified land use planner and chairman of the board of advisers to the Board of Education and Services for the Blind. In addition to serving on the CT Public Transportation Commission, he is a geographer for the state department of labor. Legally blind since birth, Sylvestre, whose primary means of transportation are public transit and walking, was appointed to the Board by Gov. M. Jodi Rell as a representative of this disability community.

Charles Beristain of West Hartford is a Gubernatorial appointee to the board representing cycling organizations, His term expires on July 7, 2011.

He is a founding member of Bike Walk CT (formerly Central Connecticut Bicycle Alliance), a member of the New England Mountain Biking Association (NEMBA), the International Mountain Biking Association (IMBA), East Coast Greenways, the Farmington Valley Trails Council and the MDC Recreation Committee. He served on the West Hartford Bicycle Plan Advisory Committee and does volunteer work with cycling advocacy organizations.. He races in masters cycling category. In 2007, he won the masters cross country mountain biking championships in the 65+age group.

Appendix

Appendix A – 2011 Bicycle-Pedestrian Transportation Project List

Attached Separately

Appendix B – Board Vacancies and Appointments

Appointing Authority	Appointee	Address	Representing	Term Expires
Governor	Alan Aylvestre	200 Folly Brook Boulevard Wehetersfield, CT 06109	Visually-impaired persons	7/2013
Governor	Thomas Gutman	31 Woodland Street, 3-C Hartford, CT 06105	Individual over 60	6/30/2011
Governor	Charles Beristain	15 Sulgrave Road West Hartford, CT 06107	Organization promoting bicycling	7/7/2011?
Governor	Jason Stockmann	132 Mansfield St. Apt 2 New Haven, CT 06511		12/31/2011 (Resigned)
Governor	Neil Pade	211 Eddy Lane Newington CT 06111	Not noted	6/30/2012
Senate President	Rodney E. Parlee	76 Brookfield Road Bolton, CT 06043	Transit workers	2013
Senate Majority Leader	Tom Harned	518 Chapel Street Unit 2 New Haven, CT 06511	Pedestrians (and cyclists)	7/27/2012
Senate Minority Leader	Ray Rauth	254 Georgetown Road Weston, CT 06883	Organization promoting bicycling	7/1/2013
Speaker of the House	John H. Ferguson	22 South Mill Drive So. Glastonbury, CT 06073	Individual over 60	(Resigned)
House Majority Leader	Debra Dauphinais	2249 New London Turnpike So. Glastonbury, CT 06073	Owner/manager bike sale/repair	7/1/2013
House Minority Leader	Richard M. Stowe	12 Mead Street New Canaan, CT 06840	Organization promoting bicycling	2013

Appendix C – 2009 Connecticut Statewide Bicycle and Pedestrian Transportation Plan, Progress Report

Goals, Action Strategies, and Implementation Options	
Goal 1	Develop and maintain a safe, efficient, accessible, and convenient pedestrian and bicycle system that allows users to travel safely and comfortably.
1.1	Develop and construct new, expanded, or upgraded bicycle and pedestrian facilities as part of road and transit facility construction, reconstruction, or maintenance projects.
Complete	Include bicycle and pedestrian measures in CTDOT Performance Metrics Report
Complete	Review and maintain a Department sidewalk policy that supports the development of pedestrian facilities, including revisiting local sidewalk match requirements
Active	Update / clarify the design review checklist to ensure the CTDOT Bicycle and Pedestrian coordinator is involved in process
Active	Coordinate further with CTDOT Design staff and CTDOT Maintenance staff
Active	Provide early notification to municipalities of maintenance/restriping schedules (as this is the best time to incorporate bicycle and pedestrian facilities)
Complete	Establish a funding target for bicycle and pedestrian improvements
1.2	Maintain sidewalks, on-road bicycle facilities, and multi-use trails in a safe condition.
Active	Coordinate with CTDOT Maintenance staff
Active	Consider Memorandum of Understanding agreements with local jurisdictions
Planned	Establish scheduling protocol
1.3	Designate an overall network of on-road bicycle facilities that accommodates the needs of commuting, recreational, touring, and utility bicyclists of all ages and abilities.
Active	Conduct an inventory of all bicycle facilities
Planned	Designate overall network
Active	Provide signage on network
Active	Conduct regular route field reviews
Active	Identify missing links and projects that can enhance the overall network.
Active	Provide early notification to municipalities of maintenance/restriping schedules (as this is the best time to incorporate bicycle and pedestrian facilities)
Complete	Establish on-line, interactive resource for most current Bike Map and bicycle and pedestrian related amenities, programs, etc.
Complete	Establish a funding target for bicycle and pedestrian improvements
1.4	Evaluate and implement opportunities to widen paved shoulders, and install route markers, pavement markings, and uniform signing on bicycle routes.

Active	Review AASHTO standards and innovative approaches
Active	Utilize design toolbox
Active	Provide signage on network
Active	Coordinate with CTDOT Design and CTDOT Maintenance staff to provide training on bicycle and pedestrian Plan Updates and protocol
1.5	Develop and expand the network of multi-use trails.
Active	Coordinate with a Statewide Bicycle and Pedestrian Advisory Committee
Active	Coordinate with regional planning agencies and local jurisdictions
Active	Coordinate with CT DEP and the CT Recreational Trails Program
Active	Coordinate with statewide user / advocacy groups
Complete	Establish a funding target, from sources other than Recreational Trails Program, for multi-use trails
1.6	Promote flexibility in design strategies to incorporate best practices and innovative funding, design, and construction solutions.
Active	Review AASHTO standards and innovative approaches
Active	Utilize design toolbox
Active	Coordinate with CTDOT Design and CTDOT Maintenance staff to provide training on bicycle and pedestrian Plan Updates and protocol
Active	Coordinate with regional planning agencies and local jurisdictions
1.7	Review and maintain the Statewide Bicycle and Pedestrian Plan and Map so that they remain relevant and up-to-date.
Active	Coordinate regular meetings of Statewide Bicycle and Pedestrian Advisory Committee
Active	Conduct regular route field reviews
Planned	Provide regular updates to Plan and Map
Active	Establish on-line, interactive resource for most current Bike Map and bicycle and pedestrian related amenities, programs, etc.
Active	Monitor website visitors / requests for materials.
No Action	Consider the development of regional maps
Active	Coordinate with other state agencies to maintain relevancy
1.8	Establish a Statewide Bicycle Advisory Committee that meets regularly to address ongoing issues and Plan and Map relevance.
Active	Coordinate regular meetings of Statewide Bicycle and Pedestrian Advisory Committee
Active	Include representatives of other various CTDOT departmental staff, state agencies, Regional Planning Agencies, local jurisdictions, and user / advocacy groups
Goal 2	Integrate and connect the pedestrian and bicycle system with other transportation systems (roads, rail, bus, etc).

2.1	Provide pedestrian and bicycle connections and address gaps near intermodal facilities to enable the public to safely access these facilities.
Active	Conduct site audit at state owned intermodal and Park & Ride facilities
Planned	Develop program to increase bicycle and pedestrian related amenities at intermodal and Park & Ride facilities
Planned	Increase signage of bicycle and pedestrian amenities at intermodal and Park & Ride facilities
Active	Coordinate with CT Transit and other transit service providers
Active	Coordinate with regional planning agencies and local jurisdictions
2.2	Provide sufficient bicycle storage facilities (racks and/or lockers) to accommodate the demand at state operated transit stations and Park & Ride lots.
Active	Encourage installation at non-state operated facilities
Active	Provide CTDOT supported designs to operators of facilities
Active	Provide information resources, including on-line, on available amenities
Planned	Consider public-private partnerships for facilities
2.3	Provide accommodations for seamless bicycle travel on all buses and trains
Active	Coordinate with bus and rail transit service providers
Active	Conduct site audit at state owned intermodal and Park & Ride facilities
Planned	Develop program to increase bicycle and pedestrian related amenities at intermodal and Park & Ride facilities
Planned	Increase signage of bicycle and pedestrian amenities at intermodal and Park & Ride facilities
No Action	Establish education program for users
2.4	Encourage through the Department representative, the State Traffic Commission to address pedestrian and bicycle access and egress as well as bicycle storage opportunities in their certification process.
Active	Evaluate opportunities to recognize potential trip reduction credits
Active	Consider public-private partnerships for facilities
Goal 3	Support and encourage pedestrian and bicycle connections between neighborhoods, commercial areas, employment centers, schools, state and municipal parks, and other destinations serving the community.
3.1	Encourage local municipalities to make community destinations and recreation facilities accessible and convenient for use by all ages and skill levels of pedestrians and bicyclists.
Planned	Develop statewide route network plan
Planned	Utilize design toolbox
Active	Continue to fund training initiatives for regional and municipal officials (e.g. training by UConn T2 Institute)

Active	Support other education programs
3.2	Encourage future developments to consider existing and possible future pedestrian and bicycle connections to employment areas, schools, parks, transit areas, and commercial areas.
Active	Work with STC to increase awareness of bicycle and pedestrian issues
No Action	Continue to assess modal split options and opportunities to encourage bicycle and pedestrian trip credits during STC review
No Action	Consider public-private partnerships for facilities
3.3	Coordinate with the Office of Policy and Management’s State Plan of Conservation and Development.
Active	On-going coordination by CTDOT Bicycle and Pedestrian Coordinator
No Action	Include Office of Policy and Management representative on Advisory Committee
Goal 4	Encourage and support pedestrian and bicycle safety (Note: These action strategies are recommend for consideration on state owned roadways and recommended for support on local roads).
4.1	Investigate opportunities and implement available methods to monitor and analyze vehicle-pedestrian, vehicle-bicycle, bicycle-pedestrian, and bicycle-only crash data for on- and off-road locations.
Active	Complete annual review and audit of pedestrian and bicycle accident safety issues
Active	Work with State and Municipal Police to further enhance accident reporting information
No Action	Research obtaining non motor vehicle-related crash information from such sources as hospitals and clinics
Active	Educate bicyclists and pedestrians on reporting of all crashes, and their location and causes
4.2	Develop and implement improvements and mitigation strategies to reduce vehicle-bicycle crashes and vehicle-pedestrian crashes on state roads.
Active	Utilize design toolbox
Active	Develop Share the Road campaign and safety information, including signage
No Action	Coordinate with CT DMV on educational material related to bicycle and pedestrian awareness
Active	Educate bicyclists and pedestrians on reporting of all crashes, and their locations and causes
Planned	Develop a “Report and Issue” page on the bicycle and pedestrian website
Active	Coordinate with CTDOT Maintenance and Engineering Design staff
4.3	Implement roadway design features on state roads, where appropriate, to reduce traffic speeds and create more pedestrian and bicycle-friendly facilities that minimize vehicle, bicycle, and pedestrian conflicts.

Active	Review AASHTO standards and innovative approaches
Active	Coordinate further with CTDOT Design staff
Active	Update / clarify the design review checklist to ensure the CTDOT Bicycle and Pedestrian coordinator is involved in process
Goal 5	Develop and implement educational programs to ensure that transportation facilities will be used safely and responsibly.
5.1	Identify available and develop education programs to improve the skills of all bicyclists, regardless of age and ability.
Active	Develop Share the Road campaign and safety information, including signage
No Action	Coordinate with CT League of American Bicyclist Certified Instructors to assist in bicycle education efforts
5.2	Develop and provide educational materials for motorists, bicyclists, equestrians, and walkers to 1) improve their understanding of the rules of the road and applicable traffic, bicycle, and pedestrian laws, 2) improve driver awareness of bicyclists, equestrians, and pedestrians, and 3) encourage pedestrians to use available pedestrian safety devices and features (e.g. control signals, crosswalks).
No Action	Coordinate with CT DMV on educational material related to bicycle, pedestrian and equestrian awareness
Active	Develop Share the Road campaign and safety information, including signage
Active	Coordinate with advocacy groups and law enforcement to promote and enforce safe practices
5.3	Make available the Connecticut Bicycle Map and education and information materials dedicated to informing the public of the availability and safe use of bicycle and pedestrian facilities throughout the State.
Active	Establish on-line, interactive resource for most current Bike Map and bicycle and pedestrian related amenities, programs, etc
Active	Coordinate with Advisory Committee, advocacy groups, regional planning agencies, local governments, and other state agencies to assist in distribution of materials
5.4	Develop and implement a promotional and advertisement campaign to encourage increased usage of bicycling and walking.
No Action	Review media options
Active	Review and utilize applicable innovative strategies and best practices
Goal 6	Provide financial and technical support and seek to utilize all available funding for the development and construction of bicycle and pedestrian facilities throughout Connecticut, within CTDOT's available resources and consistent with federal program initiatives.
6.1	Review the statewide practice on providing non-federal match for bicycle and pedestrian improvements.
Active	Review and update policy regularly
Active	Review and utilize applicable innovative strategies and best practices

6.2	Allocate and support the use of federal aid program funds from all programs that are eligible to be used for bikeway, trail, and walkway projects, within the transportation program priorities.
Active	Develop a more formal funding tracking mechanism and provide announcements of funding opportunities for bicycle and pedestrian projects
Active	Develop training resources on submitting for bicycle and pedestrian funding opportunities
6.3	Evaluate streamlining the project scoping, design, and review processes within CTDOT to maximize project efficiency and value.
Active	Develop Working Committee with CT DEP, regional agencies, and municipalities on design and review process
Active	Coordinate with CT DEP on streamlining the permitting process
Active	Review and utilize applicable innovative strategies and best practices
6.4	Provide technical assistance to local towns and regional planning organizations in the development and advancement of bikeway, trail, and walkway plans and projects.
Planned	Develop statewide route network plan
No Action	Develop a training manual on the project development process
No Action	Develop a pro-active information clearinghouse to inform regional agencies and municipalities of upcoming projects
Active	Develop formal coordination program with CTDOT Bicycle and Pedestrian Coordinator for coordination on projects with regional agencies and municipalities
6.5	Coordinate and facilitate multi-town, regional or inter-regional bikeway, trail, and walkway projects to expedite project development, design, and construction, and ensure consistency and interconnectivity of the system.
Planned	Develop a pro-active information clearinghouse to inform regional agencies and municipalities to upcoming projects
Active	Develop formal coordination program with CTDOT Bicycle and Pedestrian Coordinator for coordination on projects with regional agencies and municipalities
6.6	Evaluate opportunities for and implement non-traditional sources of funding and innovative financing techniques for bicycle and pedestrian facilities.
Active	Review benchmark study and case studies to develop a clearinghouse of information on non-traditional funding sources
6.7	Provide nonmotorized transportation training for CTDOT staff, consultants, and other transportation professionals on pedestrian and bicycle facility design and planning.
No Action	Continue to fund training initiatives for regional and municipal officials (e.g. recent training by UConn T2 Institute)
Active	Utilize design toolbox

Goal 7	Contribute to public health by providing safe and attractive opportunities for walking and bicycling.
7.1	Support programs and policies that allow residents and visitors to make walking and bicycling viable means of travel.
Active	Develop Share the Road campaign and safety information, including signage
No Action	Coordinate with CT DMV on educational material related to bicycle and pedestrian awareness
Active	Establish on-line, interactive resource for most current Bike Map and bicycle and pedestrian related amenities, programs, etc.
7.2	Collaborate with the CT DEP and Connecticut Department of Public Health on developing bikeway, trail, and walkway projects and programs to enhance public health and encourage all to walk or bicycle more.
Active	Include representatives of other various state agencies on the Statewide Bicycle and Pedestrian Advisory Committee
No Action	Develop statewide route network plan
7.3	Continue Safe Routes to School programs that encourage more students to walk or bicycle school and seek opportunities to incorporate identified Safe Routes infrastructure needs into larger transportation projects.
Active	Include other CTDOT staff on the Statewide Bicycle and Pedestrian Advisory Committee
Planned	Develop statewide route network plan
Planned	Establish a funding target for bicycle and pedestrian improvements

Appendix D – Travel Needs Assessment Form and Design Review Checklist

Attached Separately

Public Act No. 09-154 An Act Improving Bicycle and Pedestrian Access List of Connecticut Department of Transportation Projects Report SFY 2011

Project No.	Town	Project Title	Project Scope	Funding Source	Pedestrian and Bicycle Component Description	Cost	Estimated Time of Completion
58-316/294/321	Groton	Town of Groton - Groton - Mystic Streetscape Pase 1 and Underground Utilities	Streetscape improvements and utility relocation along Main Street from the Mystic Bridge to High Street for a distance of approx. 1,100 feet, including streetscape improvements along Water Street for a distance of approx. 400 feet.	HPP/ARRA	Pavers, Handrails, Concrete Sidewalks Bicycle Rack, Benches and Signage	\$ 405,427.50	6/30/2012
0151-0320	Waterbury	Sidewalk Improvements on Cooke Street	Reconstruction of sidewalks on Cooke Street from the vicinity of Grove Street northerly to Chase Avenue a length of approximately 9,400 feet. The project also includes the installation of a raised island at the intersection of Cooke Street and Roseland Avenue in the City of Waterbury.	ARRA	See Scope	\$ 1,748,480.00	4/25/2012
0105-0205	Old Saybrook	Old Saybrook Sidewalk - Boston Post Road (US Route 1)	Old Saybrook – 2,300 feet of 5-foot wide imprinted conc. sidewalks, access management improvements, minor drainage improvements	ARRA	See Scope	\$ 394,870.50	3/25/2011
0063-0660	Hartford	Streetscape Improvements along Park St./Pope Commons Streetscape	Construction of Streetscape and Pedestrian Improvements along Park St. from Pope Park Highway #4 to Laurel St. in the City of Hartford. Improvements include landscape medians, crosswalks, Ornamental lighting and the construction of a 10 foot wide Bituminous pathway.	ARRA	See Scope	\$ 2,716,313.50	4/19/2012
0076-0207	Manchester	Charter Oak Greenway Extension	Bicycle and pedestrian facility	ARRA/STP	See Scope	\$ 1,051,464.30	5/29/2011
0138-0235	Stratford	Barnum Ave. Streetscape and Sidewalk Improvements, Phase 2	Construction of Phase 2 of the streetscape improvements along Barnum Avenue in Stratford from approx. 300 feet west of the Barnum Ave./Broadbridge Ave. intersection to California St. for a project length of approx.1,500 feet. Proposed improvements include the installation of colored concrete sidewalks, granite curbing, plantings, and decorative lighting.	ARRA	See Scope	\$ 1,326,393.00	8/16/2011
0077-0224	Mansfield	Birch Road Bikeway, Phase II	This project involves the construction of a paved 10 foot wide pedestrian/bicycle facility along Birch Rd. starting at the intersection of Hunting Lodge Rd. and continuing North for approximately 2,300 feet to the intersection of Middle Turnpike (Route 44) connecting to the existing Pedestrian/Bicycle Facility.	ARRA	See Scope	\$ 169,532.50	7/6/2011

Project No.	Town	Project Title	Project Scope	Funding Source	Pedestrian and Bicycle Component Description	Cost	Estimated Time of Completion
0015-0343	Bridgeport	Pavement rehabilitation of Main Street, Iranistan Avenue and Capitol Avenue in the City of Bridgeport.	This project includes resurfacing Main Street from North Frontage Road to East Washington Avenue (3,850') and Iranistan Avenue from Admiral Street to State Street (15500') to extend the usable life of the pavement structure while improving rideability and drainage characteristics. In addition, this project replaces the existing pavement structure on Capitol Avenue from Main Street to Madison Avenue (1250') and on Iranistan Avenue from Atlantic Street to Admiral Street (1970').	ARRA	Concrete sidewalk aprons and ramps	\$ 82,000.00	4/4/2011
0061-0148	Hamden	Farmington Canal Greenway Pedestrian Tunnel	The rerouting of a switchback portion of the Farmington Canal Greenway Trail with a tunnel that allows users to avoid crossing Skiff St. at a dedicated Pedestrian Signal in Hamden	HPP	See Scope	\$ 995,107.00	Oct-11
0092-0642	New Haven	Congress Ave. Pavement Rehabilitation	Pavement Resurfacing from Davenport to Vernon St.	ARRA	Sidewalks and Ramps	\$ 137,982.50	Sep-11
0048-0191	Enfield	Raffia Road Improvements	This project will mill and overlay 2,000 feet of Raffia Road, Enfield, to provide a new 4 foot concrete sidewalk on both sides of the road, replace catch basin tops and curbing where required.	STP	See Scope	\$ 195,800.00	Oct-11
0002-0127	Ansonia	Ansonia Park & Riverwalk	Construction of approximately 3800 feet of pedestrian/Bicycle facilities along the west bank of the Naugatuck river in Ansonia. Improvements include signal improvements at the Division Street/North Division street intersection and a Gateway Plaza in the Northeast Corner of the Intersection	HPP	See Scope	\$ 878,951.00	Oct-11
0006-0118	Beacon Falls	Beacon falls Streetscape	Construction of a new 1.2 Mile Bike/Ped Facility between the Naugatuck River and Main St. in Beacon Falls. Runs from CT 8 EX 24 to CT 8 EX 23 Underpass.	STP	See Scope	\$ 758,710.00	Dec-11
0018-0131	Brookfield	Still River Greenway Phase I	Construction of approximately 800 LF of Multi-Use Trail and an associated 16 Space Parking Facility off Silvermine Road.	STP	See Scope	\$ 166,932.20	Oct-11
0116-0131	Redding	Streetscape Improvements, Main Street & Old Mill Rd, Georgetown Village		ARRA/STP	See Scope	\$ 889,198.00	Aug-11
0050-0213	Fairfield	Sidewalk & Pedestrian Safety Improvements on Unquowa Rd & Mill Plain Rd	Sidewalk & Pedestrian Safety Improvements under Safe Routes to School Program on Unquowa Rd & Mill Plain Rd	SRSI	See Scope	\$ 276,100.00	9/6/2011
0092-0641	New Haven	Reconstruction of Quinnipiac Ave., Phase II		ARRA	Concrete and Bituminous Sidewalks	\$ 95,900.00	9/30/2011
0088-0172	New Britain	Sidewalk Improvements on Glen St.		SRSI/STPH	Concrete and Bituminous Sidewalks	\$ 267,375.90	
0135-1298	Stamford	Sidewalk Improvements on Cove Road		SRSI	Concrete and Bituminous Sidewalks	\$ 539,179.09	9/8/2011
0082-0294	Middletown	Reconstruction of Saybrook Rd. and Randolph Rd.		STPH/State	Concrete and Bituminous Sidewalks	\$ 9,500.00	6/1/2012
0153-0113	Watertown	Reconstruction of Sunnyside ave.		STP/State	Concrete and Bituminous Sidewalks	\$ 22,770.00	7/15/2012

Project No.	Town	Project Title	Project Scope	Funding Source	Pedestrian and Bicycle Component Description	Cost	Estimated Time of Completion
0017-0143	Bristol	MODERNIZE R.R. FLASHING LIGHTS	MODERNIZE R.R. FLASHING LIGHTS INSTALL GATES, RECONSTRUCT XING SURFACE	STP/State	Concrete Sidewalk and ramps	\$ 20,160.00	5/30/2011
0025-0137	Cheshire	REHABILITATION OF BR# 01077	REHABILITATION OF BR# 01077 ROUTE 70 OVER BROAD BROOK CHESHIRE	State	Pedesrian Railing	\$ 32,300.00	11/30/2012
0025-0140	Cheshire	Culvert Repalcement Rts 68 & 70	Replacement of a culvert on Route 68&70 in Cheshire between Willow Street and Railroad Avenue	State	Concrete and Brick Sidewalks and concrete pedestals	\$ 11,725.00	10/28/2011
0042-0292	Cheshire	RECONSTRUCTION OF U.S. 44	RECONSTRUCTION OF U.S. 44; WESTBROOK ST. TO ZEBULON ST IN EAST HARTFORD.	EBS/State	Concrete, Bituminous and Slate Sidewalks	\$ 142,480.00	7/30/2012
0043-0124	East Haven	EAST HAVEN: TRAFF SIGNAL REVISION	TRAFFIC SIGNAL REPLACEMENT/UPGRADES ON MAIN ST AND MESSINA DR IN EAST HAVEN.	STP/State	Concrete sidewalks with audible Pedestrian Signals	\$ 110,263.00	11/26/2011
0047-0116	Ellington	ELLINGTON:MNR INTERSECTION IMP	CONSTRUCT A ROUNDABOUT AT THE "5 CORNERS" INTERSECTION IN ELLINGTON.	SIPH/State	Concrete Sidewalk	\$ 46,620.00	5/2/2012
0063-0669	Hartford	Advance Utility Relocation	Breakout project from P/N 63-643CN in Hartford for the relocation of Metropolitan District Commission (MDC) water and sewer lines in adv. of the construction of the new bridge to carry Flatbush Avenue over Amtrak and the New Britain-Hartford Busway.	State	Concrete Sidewalk	\$ 28,520.00	
0067-0115	Kent	REPLACE BRIDGES 01593 & 02890	BRIDGE REPLACEMENT; BRIDGES NO. 01593 & 02890 CT 341 OVER MACEDONIA BROOK IN THE TOWN OF KENT.	STPA/State	Open Bridge Pedestrian Rail	\$ 44,980.00	9/1/2011
0082-0294	Middletown	Reconst. of Saybrook Rd.	RECONSTRUCTION OF SAYBROOK RD FROM RANDOLPH RD TO RESERVOIR RD APPROX. 2000' IN MIDDLETOWN	STP/State	Concrete and Bituminous Sidewalks	\$ 8,500.00	9/21/2012
0082-0299	Middletown	MIDDLETOWN: REHAB BR # 00524	Rehabilitation of Bridge 00524 (Arrigoni), Route 66 over the Connecticut River in Middletown.	BRX/State	Barrier Curb and Concrete Sidewalk	\$ 1,402,970.00	11/13/2012
0084-0102	Monroe	INTERSECTION IMPROVEMENTS ON ROUTE 25 IN MONROE.	INTERSECTION IMPROVEMENTS ON ROUTE 25 IN MONROE.	NHS/State	Concrete sidewalks with Pedestrian Signals	\$ 34,350.00	10/30/2012
0092-0531	New Haven	RECONST. OF I-95/I-91/RTE 34 combined with 92-622 & 92-627	RECONST. OF I-95/I-91/ROUTE 34 INTERCH. ASSOC WITH Q BRIDGE REPLACEMENT (CONTRACT E) IN NEW HAVEN.	FED/State	Concrete Sidewalks, Pedestrian Signals and Sidewalk Shed	\$ 849,800.00	11/30/2016
0092-0564	New Haven	CENTRAL CONTROL SIGNAL SYSTEM	EXTEND THE EXISTING CENTRAL SIGNAL CONTROL SYSTEM TO 20 ADDITIONAL LOCATIONS WITHIN DOWNTOWN NEW HAVEN IN AN EFFORT TO IMPROVE CAPACITY & SAFETY INCLUDING MODERNIZATION OF OLD SIGNAL EQUIPMENT.	CMAQ/State	Concrete and Bituminous Sidewalks with Pedestrian Signals	\$ 326,871.00	1/6/2012
0102-0323	Norwalk	NORWALK: REHAB BR#00051	REHABILITATION OF BRIDGE# 00051 RAMPART RD OVER I-95 IN NORWALK.	BRZ/State	Concrete Sidewalk	\$ 16,800.00	12/25/2011
0102-0338	Norwalk	Rehabilitation of Bridge 04046, Burnell Blvd over Norwalk River, Norwalk.	breakout from Project 102-324, Rehab of Bridge 04046. Project 102-324 will involve the superstructure replacement of the span over Metro North.	BRZ/State	Concrete Sidewalk	\$ 7,840.00	11/2/2011

Project No.	Town	Project Title	Project Scope	Funding Source	Pedestrian and Bicycle Component Description	Cost	Estimated Time of Completion
0106-0116	Orange	Construction of new West Haven Railroad Station	Construction of new West Haven Railroad Station	State	Brick Concrete Paving, Sidewalk and Pedestrian Signals	\$ 503,362.00	12/3/2012
0150-0125	Washington	WASHINGTON: REHAB BR#1007	Rehabilitation of Bridge 01007, Route 47 over Shepaug River, Washington	State	Concrete Sidewalk	\$ 792.00	6/18/2012
0155-0162	West Hartford	WEST HARTFORD; MAJOR WIDENING	ROUTE 173 AND SR 529 (NEW BRITAIN AVE) SAFETY IMPROVEMENTS IN WEST HARTFORD	ARRA/State/STPH	Concrete, Bituminous and Brick Paver Sidewalks with Pedestrian Signals	\$ 973,048.00	10/3/2012
0166-0099	Wolcott	CT 69 AT WOODTICK	NEW TRAFFIC CONTROL SIGNAL AND GEOMETRIC IMPROVEMENTS ON ROUTE 69 AT WOODTICK RD IN WOLCOTT	SIPH/State	Concrete Sidewalk amd Pedestrian push button signals	\$ 884.00	11/4/2011
0172-0365	District 2	Install STC Traffic Signals	Install STC Traffic Signals; District 2 STC signals	ARRA/STPA	Concrete and Bituminous Sidewalks with Pedestrian Signals	\$ 42,707.00	4/11/2012
0173-0375	District 3	District 3 signal installation	District 3 --Install Traffic Signals - SLOSSS locations.	SIPH/State	Concrete and Bituminous Sidewalks with Pedestrian Signals	\$ 61,400.00	7/22/2011
0173-0383	District 3	District 3 signal installation	District 3 - TRAFFIC SIGNAL INSTALLATION AND REVISION AT VARIOUS LOCATIONS.	ARRA/STPA	Concrete and Relay brick Sidewalks with Pedestrian Signals	\$ 76,198.00	11/29/2011
0174-0334	District 4	DIST 4 STC TRAFFIC SIGNALS	INSTALLATION AND REVISION OF TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS IN DISTRICT 4.	STPA/State	Concrete and Bituminous Sidewalks with Pedestrian Signals	\$ 64,827.35	7/18/2012
0174-0347	District 1/4	DIST 4 SLOSSS SIGNALS	INSTALLATION & REVISION OF TRAFFIC CONTROL SIGNALS AT SLOSSS LOCATIONS IN DISTRICT 4	SIPH/State	Concrete and Bituminous Sidewalks with Pedestrian Signals	\$ 40,564.70	10/9/2011
0300-0139	New Haven	INDEPENDENT WHEEL TRUING - NEW HAVEN RAIL YARD, NEW HAVEN	INDEPENDENT WHEEL TRUING - NEW HAVEN RAIL YARD, NEW HAVEN	State	Concrete Sidewalk	\$ 10,430.00	4/11/2013
Total Cost on Pedestrian and Bicycle Access for projects awarded between 7/1/10 and 6/30/11						\$ 17,986,379.04	
Total Funds awarded for the Construction, Maintenance and Repair of Roads in the State						\$ 648,479,548.93	
Percentage of funds to be expended for Pedestrian and Bicycle Access in the State.						2.77%	

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT

Project Number(s): _____
Type of work: _____
Municipality(s): _____
Route(s): _____
Planning Region(s): _____
Prepared by: _____ **Date Prepared:** _____
Approved by: _____ **Date Approved:** _____

In accordance with Connecticut General Statutes, Section 13a-153f, and the Department's focus on accommodating non-motorized travel modes, consideration of all users shall be a routine part of the planning, design, construction and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, should be reviewed for every project. This form provides the documentation and basis for determining the need and extent for providing bicycle and pedestrian accommodations.

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressways) do not typically provide reasonable opportunity to provide improvements for these travel modes. If this project falls into this category, please explain why, do not complete the rest of the form, and file this form with the project documents.

For all other projects, please complete the following questionnaire:

1. What is the suitability of the project area for bicycle travel according to the ConnDOT Bicycle Map website (<http://www.ctbikemap.org/bikemap.html>)? For town roads, is any portion of the project located on a road identified in a Regional Planning Organization, or Municipal Bicycle Plan?

2. Is the project located on, or in close proximity to, a route identified in the Department's Americans with Disabilities Act (ADA) Transition Plan?

http://www.ct.gov/dot/lib/dot/documents/ddbe/ADATransition_Plan_March_2011.pdf

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT

3. Is there a history of bicycle or pedestrian accidents/incidents in the project area?

4. Where would bicyclists and/or pedestrians cross the project?

5. Where would bicyclists and/or pedestrians need to travel parallel to the project?

a. Does the project provide unique or primary access (see Note 1):

i. Across a river, highway corridor or other natural and/or man-made barrier?

ii. Into or out of a residential or commercial development or employment center?

iii. Between communities or other likely significant destinations – such as a university campus or recreation facility?

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT

- b. Are there any secondary roads parallel to the project that could reasonably be used by bicyclists and/or pedestrians as alternates to access these destinations (see Note 2)?

If so, how far from the corridor are these roads and are there significant destinations located on the project corridor that bicyclists or pedestrians would need to access?

6. Do local government entities or other organizations have plans for bicycle facilities or generators, such as a school, park or recreational area that could affect this project or generate additional travel in the project corridor?

Notes:

- 1. Unique or primary access is defined as access which is not otherwise available within a reasonable riding distance of 2km (1.24 miles).*
- 2. Secondary roads that could be used as alternate routes are usually within 2-3 blocks in urban areas, within 1 km (0.63 miles) in suburban areas, and within 2 km (1.24 miles) in rural areas.*

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT

**CHECKLIST FOR BICYCLE AND PEDESTRIAN TRAVEL GENERATORS
IN PROJECT VICINITY**

Generators	YES	NO	TBD	Generators	YES	NO	TBD
Residential Areas (R)				Shopping Centers (M)			
Parks (P)				Hospitals/Clinics (H)			
Recreational Area (RA)				Employment Centers (E)			
Churches (C)				Government Offices (G)			
Schools (S)				Local Businesses (B)			
Libraries (L)				Industrial Plants (I)			
Existing Bicycle Trails (BP)				Bus Routes (BR)			
Planned Bicycle Trails (PBP)				Public Transportation Facilities (T)			
Existing Sidewalks (SW)				Other () (O)			

TBD: To Be Determined

A map should accompany this checklist to illustrate (labeling the generator symbol) the respective generators.

If any of the generators listed above are identified in the project area, a determination of the need for, the planning of, and design of bicycle and pedestrian facilities should be coordinated with interested stakeholders. Documentation of coordination should be retained on file. The following is a checklist of possible stakeholder organizations that should be contacted:

CHECKLIST OF ORGANIZATIONS AND PUBLIC COORDINATION

Organization	YES	NA	TBD	Organizations	YES	NA	TBD
Regional Planning Organization				Bike Walk Connecticut			
Local Municipalities				Local Community Groups			
CT Department of Environmental Protection				Local Businesses			
ConnDOT Bureau of Public Transportation				Board of Education Services for the Blind (BESB)			
CT Department of Public Health							
ConnDOT Non-Motorized Transportation Coordinator				Other ()			

NA: Not Applicable

TBD: To Be Determined

BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT

Evaluation of Bicycle and Pedestrian Accommodation

1. Summarize the results of coordination with stakeholders and general public outreach with regards to bicycle and pedestrian needs, including accommodations during construction.

2. Characterize the anticipated pedestrian and bicycle travel within the study area, with emphasis on locations and corridors of high demand.

3. Describe any bicycle/pedestrian accommodation features that were considered for inclusion in the project, features, benefits and approximate costs (i.e. rights-of-way, construction, and long-term maintenance).

4. Describe how the anticipated bicycle/pedestrian travel will be accommodated through existing infrastructure, project-proposed features and features that are planned for the future.

5. Describe any other factors that were considered (e.g. environmental effects, feasibility)

Conclusion

Summarize the recommended means of accommodating bicycles and pedestrians.

10/10/06

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Subject: Documentation of Bicycle
and Pedestrian Needs in
Preliminary Design Reports

m e m o r a n d u m

date: October 2, 2006

to: Messrs. Thomas A. Harley
Timothy M. Wilson
John F. Carey

from: James N. Norman
Trans. Eng. Admin. (Acting)
Bureau of Engineering and
Highway Operations

As you may be aware, Connecticut General Statutes Section 13a-57b requires that the Commissioner of Transportation shall encourage the inclusion of areas for bicycles and pedestrians in State highway projects.

It is realized that efforts are being made to consider bicyclist/pedestrian needs in our designs in compliance with the General Statutes. However, such considerations may not be sufficiently demonstrated through adequate documentation.

Therefore, please document in all Preliminary Design Reports the accommodations that are or are not being made for bicycle and pedestrian needs. You can utilize the attached questionnaire/checklist for guidance.

Attachment

**ASSESSMENT OF BICYCLE AND PEDESTRIAN TRAVEL WITHIN
STUDY/PROJECT CORRIDOR**

In accordance with 98-91, the Connecticut Department of Transportation must consider the need for bicycle and pedestrian accommodations with the design of ... The need for inclusion of accommodations for bicycle and pedestrian travel should be reviewed for every project in accordance with a checklist format. Such information provides the documentation and basis for determining the need and extent for providing bicycle and pedestrian accommodations.

**CHECKLIST FOR BICYCLE AND PEDESTRIAN TRAVEL GENERATORS
IN STUDY CORRIDOR/PROJECT VICINITY**

Generators	YES	NO	TBD	Generators	YES	NO	TBD
Residential Areas (R)				Shopping Centers (M)			
Parks (P)				Hospitals/Clinics (H)			
Recreational Areas (P)				Employment Centers (E)			
Churches (C)				Government Offices (G)			
Schools (S)				Local Businesses (B)			
Libraries (L)				Industrial Plants (I)			
Existing Bicycle Trails (BP)				Public Transportation Facilities (T)			
Planned Bicycle Trails (PBP)				Other () (O)			
Existing Sidewalks (SW)							

TBD: To Be Determined

A map should accompany this checklist to illustrate (labeling the generator symbol) the respective generators.

If any of the generators listed above are identified in the study corridor/project area, a determination of the need for, the planning of, and design of bicycle and pedestrian facilities, should be coordinated with interested stakeholders. Documentation of coordination should be retained on file. The following is a checklist of possible stakeholder organizations that should be contacted:

CHECKLIST OF ORGANIZATIONS AND PUBLIC COORDINATION

Organization	YES	NA	TBD	Organizations	YES	NA	TBD
Regional Planning Organization				CT Department of Public Health			
Local Municipalities				Connecticut Bicycle Coalition			
CT Department of Environmental Protection				Local Community Groups			
ConnDOT Bureau of Public Transportation				Local Businesses			
ConnDOT Bicycle/Pedestrian Coordinator				Other ()			

NA: Not Applicable

TBD: To Be Determined

A bicycle and pedestrian assessment should be conducted. The following questionnaire can be used to complete the assessment:

BICYCLE AND PEDESTRIAN TRAVEL ASSESSMENT QUESTIONNAIRE

Project Number(s): _____
Study Area(s): _____
Route(s): _____
Planning Region(s): _____
Municipality(s): _____

Date Prepared: _____

Prepared by: _____

1. Is all or any portion of the project located on a road identified in the ConnDOT, or affected Regional Planning Organization, or Municipal Bicycle Plan?

2. Is there a history of bicycle or pedestrian accidents/incidents in the project area?

3. Where would bicyclists and/or pedestrians cross the study area/project?

4. Where would bicyclists and/or pedestrians need to travel parallel to the study area/project?

a. Does the project provide unique or primary access (see Note 1):

1. Across a river, highway corridor or other natural and/or man-made barrier?

2. Into or out of a residential or commercial development?

3. Between communities or other likely significant destinations – such as a university campus or recreation facility?

b. Is there any secondary road(s) parallel to the project that could reasonably be used by bicyclists and/or pedestrians as alternates to access these destinations (see Note 2)?

If so, how far from the corridor are these roads? (A key consideration with parallel roads is whether there are significant destinations located on the project corridor that bicyclists or pedestrians would need to access.)

5. Do local government entities or other organizations have plans for bicycle facilities or generators, such as school, park or recreational area that could affect this project or generate additional travel in the study/project corridor?

Notes:

1. *Unique or primary access is defined as access which is not otherwise available within a reasonable riding distance of 2km (1.24 miles).*

2. *Secondary roads that could be used as alternate routes are usually within 2-3 blocks of projects in urban areas, within 1 km (0.63 miles) in suburban areas, and within 2 km (1.24 miles) within rural areas.*