

2013

ANNUAL REPORT



*Connecticut Bicycle and
Pedestrian Advisory Board*



Cyclists, New Haven

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January 2014



Main Street Marketplace, Torrington

Complete Streets and Connecticut

Streets are important places. They are a fundamental part of what allows us to be (or prohibits us from being) a mobile and social population. The design of streets enhances or stifles economic interaction.

In recognition of this, Connecticut adopted a Complete Streets Law in 2009, codified in sections 13a-153f and Sec. 13b-13a of the Connecticut General Statutes (CGS).

The Board would like to report that with regard to Complete Streets, a culture change is under way in the state. Under the leadership of the Governor and the Commissioner of the Department of Transportation, among others, walking, biking, and transit have begun to be seen and treated as integral to Connecticut's transportation system. The resulting and ongoing improvements in infrastructure and services for pedestrians, cyclists, and bus and train riders benefit all residents of the state.

The Connecticut Bicycle and Pedestrian Advisory Board

CGS Sec. 13b-13a established a Connecticut Bicycle and Pedestrian Advisory Board (the “Board”) in the Connecticut Department of Transportation (CTDOT) for administrative purposes. Per subsection (h), the Board must submit annually a report to the Governor, the Commissioner of CTDOT, and the Transportation Committee of the Connecticut General Assembly 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 pedestrian and cyclist environment.”

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

Legal requirements of the Complete Streets Law

The 2009 Complete Streets Law codified, among others, the following requirements into statute.

Section 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.”

Compliance

The State is advancing efforts to comply with this section. Notable recent progress includes revision of the Bicycle and Pedestrian Travel Needs Assessment Form by the Complete Streets Committee, the Commissioner’s collaboration with the Connecticut Main Street Program on training workshops and “transit villages,” and the promotion of multimodal thinking at the local level by Bureau Chiefs.

Section 13a-153f(c)

“From funds received by CTDOT 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. CTDOT 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

Included in the *Progress Inventory* (separate document) is a table titled, “Public Act 09-154 SFY 2013 Project List” that documents compliance with this requirement.



Complete street with pedestrians, cyclists, motorists, and trams, Berlin, Germany

Recommendations for 2014

The Board is pleased with the progress that has been made since enactment of the Complete Streets Law. Despite these advances, work remains to be done if the goal of a transportation system that fully accommodates all users is to be achieved.

To this end, the Board has developed the following set of recommendations to move toward that goal and to ensure compliance with the law. The recommendations are grouped by implementing agency. As one may expect, many recommendations fall

under the purview of CTDOT. However, we also include recommendations for the Connecticut Department of Motor Vehicles (DMV), state policymakers, regions and municipalities, and the Board itself. A tabular summary of the recommendations is given in the appendix to this report.

Recommendations to the Department of Transportation

CTDOT has made progress in implementing complete streets. (See *2013 Activity by CTDOT*, p. 12, for details.) The following recommendations are intended to assist CTDOT in building on this progress in a systematic and comprehensive way.

Adopt Complete Streets Policy

Over the past year, the Board has crafted a complete streets policy for consideration by CTDOT. The policy was based on those in effect in other states. Major features of the policy include:

- » A commitment to routine training on complete street design for Department engineers and planners
- » Regular review and updates to CTDOT's Complete Street checklist
- » Development and implementation of complete streets design, construction, and maintenance guidelines¹
- » Include information on pedestrian and cyclist activity in all data collection, to the extent possible.

In addition, the policy calls for funding to be aligned to support complete streets. In particular:

- » Transit-oriented development (TOD) projects should focus on pedestrians and cyclists. Walking- and biking facilities make transit accessible to a greater area and thus expand the potential both for transit use and transit-oriented development.
- » The Highway Safety Improvement Program (HSIP) should include a set-aside for non-motorized projects of at least 13%. (This represents pedestrian and cyclist fatalities as a percent of total traffic fatalities in the state.)
- » Establish an incentive in CTDOT-managed discretionary funding programs for regions and municipalities to develop and implement complete streets.

This policy was submitted to Commissioner Redeker in October 2013. The Bureau Chief of Policy and Planning replied on October 25, 2013 that CTDOT would undertake a complete review of the proposed policy to “assure that any ratified policy would provide a proper framework for future guidance and implementation.” The Board stands by its recommendation that the Department adopt the policy to institutionalize and build upon the work that the Department has already begun, and to provide guidance to department staff and municipal and private engineers as they work to improve the state’s transportation system for all users.

The full policy can be found in the appendix to this report. The above-mentioned correspondence, can be found on the Board’s web site at ctbikepedboard.org.

Undertake a Share-the-Road Campaign

As more people walk and bike, conflicts with other users may increase. Many of these conflicts may be due to a lack of knowledge about the rules of the road and the correct way to share it. In particular, drivers may not be familiar with newer developments, such as the three-foot passing law, sharrows, and bike lanes. A safety-based, multimedia campaign modeled after the successful “Slow Down for Work Zones” effort could prove an effective way to convey information to all road users.

¹ Many suitable guidance documents are available and could be adapted for use in Connecticut. It will be important to involve pedestrian and cyclist advocates in the development of these items.

Pedestrian and cyclist advocates, including the Board, would be available to help in the campaign. Efforts made should include a focus on share-the-road principles in areas with high (or potentially high) rates of walking and biking, such as school areas. The Board also recommends involvement of the DMV in the campaign. As this project develops, the state should consider developing a “Bike Driver’s Manual,” as several other states have already done.

Continue to Improve Crash Reporting

High-quality data are essential to understanding and preventing injuries and fatalities among pedestrians and cyclists. The state has made progress in this area, with UConn now providing a *Connecticut Crash Data Repository* that allows searches by location, crash type, and severity. By enabling identification of crash hotspots, this tool should help target transportation funds to the locations and projects where they can do the most good. The state has also developed a new crash reporting form. This form, which will enter use in January of 2015, promises more accurate reporting of crashes (including bike and pedestrian) so future data should be more informative.

The Board recommends CTDOT continue to improve the availability and quality of crash data, including reduction of the lag between crash and inclusion in the Repository, which currently stands at 18 months. Working with UConn, CTDOT could further improve the Repository’s usability so that pedestrian and cyclist data are more easily accessed and analyzed.



Ghost bike on Route 302 in Bethel

Integrate Walking and Biking into TDM

The state’s transportation demand management (TDM) program, CTRides, is growing beyond ridesharing and transit to include walking and biking. CTRides has collaborated with Bike Walk Connecticut to promote biking to work and assisted in the statewide celebration of National Bike to Work Day.

Despite these advances, there remains room for improvement. Integration of walking and biking into the CTDOT’s other efforts remains incomplete. More support from the Department, including support of other walking and biking events is needed. A pedestrian and cyclist advocate should attend CTRides oversight meetings.

Allow Bikes on Commuter Trains

CTDOT should continue the work it has begun with Metro North to allow bicycles on all trains. Additionally, as the state looks to expand commuter rail service, specifically including in the New Haven-Hartford-Springfield corridor, bicycle access, both to, from, and at stations, as well

as on the trains themselves, should be part of the planning and design from the start. Allowing bikes on trains can increase the market for commuter train use without increasing parking space demand. Bikes are permitted on many commuter trains throughout North America and Europe.



Bike rack prototype test on Metro-North train



Pedestrian countdown signal

Recommendations to the Department of Motor Vehicles

Update the Drivers Manual

In 2007, the Connecticut Department of Motor (DMV) worked with a stakeholder committee to update the Share-the-Road section of the Connecticut Drivers Manual. While this effort proved fruitful, with the adoption of new legislation and facilities, including the 3-foot passing law, count-down signals and rapid flashing beacons, sharrows, bike lanes, and multi-use trails, the Manual has become obsolete.

In 2013 the Board sent two letters to the DMV requesting that the Drivers Manual be updated and offering assistance for this task. A reply has not been received. The approach taken in 2007 with a committee advising DMV was successful and would be a good approach.

Add Relevant Questions to the Exam

An effective way to ensure learning on a topic is to let students know that they will be tested on that topic. We recommend that the DMV adopt a policy whereby every written driver's license exam includes at least one question regarding bike or pedestrian safety. This has already been implemented for work zone safety.

Links to the letters sent, as well as draft questions provided, by the Board to DMV are available on the Board's website at ctbikepedboard.org.

Recommendations to Legislators

Pass a Vulnerable User Law

Since 2010, pedestrian and cyclist advocates have lobbied for passage of a Vulnerable User Bill. Introduced bills included: 5457 in 2010; 720 in 2011; 111 in 2012; and 191 in 2013. This legislation would impose greater penalties for drivers who injure or kill a “vulnerable road user” such as a pedestrian or cyclist. The law would also require remedial driver training that focuses on vulnerable users. The philosophy behind the Vulnerable User Law is that drivers need to exercise special caution around those who are not protected by airbags and seatbelts and shielded by tons of metal. While the bill made it through committee each year, it was not put on the agenda for final vote in any year.

A very similar law, PA 13-92, however that only included road construction workers as vulnerable users, passed in 2013. This law increases fines and adds remedial training for violators. It also requires that driving schools cover work zone safety and that the driver’s license exam include at least one question on construction zone safety. We recommend that this law be amended to include bicyclists and pedestrians.

Fund Pedestrian/Cyclist Safety Projects

We recommend that the legislature adopt legislation requiring CTDOT to dedicate at least 13% of its Highway Safety Improvement Program (HSIP) funds to pedestrian

and cyclist safety improvements. The reason for such a set-aside is that pedestrian and cyclist projects often cannot compete successfully against other safety improvements under the current project selection process. Pedestrians and cyclists account for 13% of all traffic fatalities in the state. This type of proportional set-aside for safety funds is used in other states.

We recommend above that CTDOT adopt this as a policy. Should the Department fail to act, we urge the General Assembly to take this on.

Enforce Traffic Laws

Because state law requires that locally issued moving violation fines be submitted to the state, there is little incentive for local enforcement of traffic law. Failure to enforce the law makes our roads less safe for all, but particularly for vulnerable road users, including bicyclists and pedestrians. We recommend the legislature investigate how the state may incentivize communities to enforce existing laws against traffic behavior that poses a risk to others.



DUI Checkpoint, East Haven



David Hoyle and Pedro Segarra, Mayor of Hartford, at the Connecticut Cycling Festival

Recommendations to Municipalities

Adopt Local Complete Streets Policies

The state's Complete Streets Law has not always been understood at the local level. Creation of complete streets policies at the municipal level would enable towns and cities around the state understand what complete streets mean to them, to take ownership of the design of their streets, and to formulate plans to improve them.

Recommendations to Regions

Develop Regional Bike Routes

The Connecticut Statewide Bicycle and Pedestrian Transportation Plan lists several cross-state bike routes. These have been identified by selected cyclists as convenient (in terms of safety, traffic, grade, etc.) routes to cross the state. However, in focusing on State highways, this network leaves out many routes, such as low-speed and -volume local roads, that cyclists may prefer. We recommend that regionally-

designated routes be developed to supplement the state network. These should be identified with the assistance of local cyclists and can include local roads.

Expanding the bike route network will give cyclists information to avoid unsafe or difficult roads. This is especially important for new or inexperienced cyclists. It will also enable transportation planners to identify gaps in local bike networks and target improvements to them to create seamless bicycle route systems.

Align Funding Programs

The state's regions play a key role in the selection of transportation projects for funding under federal and state programs such as the Surface Transportation Urban Program, Transportation Alternatives, and the Local Transportation Capital Improvement Program (LOTCIP). We recommend that the regions make provisions for all users a prerequisite for all non-exempt projects they approve. We also recommend that regions actively identify pedestrian and cyclist needs and opportunities and develop projects that address those.



Locally-designated walk/bike route, Storrs

Recommendations to the Board

The Board plans to take the several steps over the next year as part of its mission.

Foster Policy Adoption

Working with partners, the Board will assist municipalities with the adoption of complete streets ordinances. The Board will compile a repository of resources (e.g., design guidance and sample ordinances) to share with municipalities. The Board may develop a speakers bureau and presentation materials for this purpose.

Provide Training Assistance

The Board will offer assistance to UConn's *Technology Transfer Center* in enhancing its course offerings with respect to pedestrians and cyclists. The Board will also encourage regional and municipal staff to attend these training workshops.

Facilitate Peer Exchange

The Board will contact municipalities and other stakeholders to discuss creating an online forum for the exchange of information on complete streets. This would provide a place for implementers to share resources and to collaborate with peers. The Board will also discuss opportunities for others to get involved in analysis.

Document Policy Benefits

The Board will seek to document the economic benefits of pedestrian- and cyclist-supportive policies, including complete streets. This will be shared as part of the Board's efforts to market complete streets.



University plan for pedestrians and cyclists

Work with Universities

The Board will encourage universities to promote walking and biking, including through the development and implementation of multimodal transportation plans.

Work with Amtrak

A line of communication has been opened between the Board and Amtrak for discussion of allowing bikes on trains. The Board will continue to work with Amtrak to find an acceptable solution to this issue. Correspondence with Amtrak can be found on the Board's website at ctbikepedboard.org.



Amtrak Northeast Regional, New London



CTfastrak groundbreaking, Parkville

2013 Activity by CTDOT

This section highlights the actions the Connecticut Department of Transportation took in 2013 to improve conditions for pedestrians and cyclists using the state's transportation system.

CTDOT has supported the Board since the inception of the latter with the enactment of the Complete Streets Law. The Board is grateful to CTDOT for the assistance it has

provided, including, notably staff liaisons to Board meetings and access to managers and decision-makers at the Department.

While CTDOT is a large agency, it appears to be making steady progress in incorporating the needs of pedestrians and cyclists, and the concerns of the Board, into its plans and practices. The changing culture at CTDOT, where pedestrians and cyclists are increasingly embraced, is most visible in the Commissioner's recent milestone report on complete streets.

The Board looks forward to working with the CTDOT as it develops and implements design guidelines that incorporate Complete Street principles, dedicates funding to non-motorized projects, and builds and improved transportation system that benefits all users.

2013 Complete Streets Report

Released in summer 2013, the first CTDOT Complete Streets Report gives updates on Department activity on complete streets. According to the report, over the past year CTDOT:

- » Devoted more than one percent of all project expenditures to facilities that improve access for pedestrians and cyclists in compliance with Public Act 09-154;
- » increased shoulder widths on State routes by reducing travel lane widths to eleven feet by re-striping 162 miles as part of paving projects;
- » signed 82 miles of East Coast Greenway routing on State roadways; and
- » continued construction of CTfastrak with pedestrian and cyclist accommodations

CTDOT specifically reports having applied complete streets in the following projects:

- » ADA upgrades at signalized intersections;
- » Signage for the East Coast Greenway;
- » Bicycle parking at transit facilities;
- » Multi-Use Trail Feasibility Studies;
- » East Hartford “Road Diet”;
- » Stratford Sidewalk Project;
- » Safe Routes to Schools Projects;
- » Participation in and hosting of complete streets training events for designers;
- » Establishment of an internal task force to plan CTDOT’s path forward;

- » Development of tools, such as the new Pedestrian and Cyclist Travel Needs Assessment Form, as part of routine project development and design practices; and
- » Implementation of updated agency policies and programmatic guidelines relating to project design and eligible activities for funding.

The report also lays out plans for the future of complete streets. Noteworthy among these are calls for the establishment of a fifty million dollar state funding program to be used to build a statewide network of multi-use trails. Other priorities include the implementation of policies and funding to support multi-modal trips and installation of bicycle racks and lockers at public transportation facilities.

In addition to the Complete Streets Report, CTDOT intends to release a periodic newsletter, *Streetlights on Complete Streets*, with updates on complete streets initiatives being undertaken across the State. To date, one volume has been released.

Complete Streets Committee

CTDOT’s Complete Streets Committee, which includes members from numerous Department divisions, completed the following actions in 2013:

- » Undertook substantial revisions and upgrading of the Bicycle Pedestrian Needs Assessment Form; and
- » Held three training sessions with the Connecticut Main Street Program.

The workshops were attended by Department directly staff in complete streets as

well as most of its Highway Design unit and featured discussions on the need for complete streets, CTDOT's efforts, and the challenges associated with implementing them. CTDOT is planning to coordinate with UConn on the continued training of staff on pedestrian and cyclist issues and how to address them in future projects.

While Committee affairs are kept internal, it is the Board's understanding of that the Committee will discuss pedestrian and cyclist facilities and guidelines for their design in the near future.

Pedestrian and Cyclist Data

As noted above, CTDOT and UConn have begun to make crash data available online at the *Connecticut Crash Data Repository*. In addition, the new PL-1 crash form, which all police will use at crash scenes, is being finalized. The new form will improve accident reporting, including for pedestrians and cyclists, enabling improvements to be better targeted to safety problems. It is anticipated that all police departments will use the new form by January 2015.



Pedestrian crash test, Germany

Strategic Highway Safety Plan

The Connecticut Strategic Highway Safety Plan (SHSP) is the comprehensive framework that coordinates statewide safety initiatives and provides specific goals and objectives to reduce highway fatalities and serious injuries on all public roads. This document is maintained by CTDOT and acts as the blueprint for bringing together the individual safety agendas of the Highway Safety Improvement Program (HSIP), the Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP).

Connecticut's SHSP, which was last revised in May 2013, is no longer compliant with federal transportation law. CTDOT is in contract negotiations to develop a new Strategic Highway Safety Plan. The negotiation process is taking longer than anticipated and, as a result, the Safety Summit originally planned for the fall of 2013 will need to be delayed. It is expected that the Safety Summit will be scheduled for the spring of 2014.

Transform CT

CTDOT has teamed up with the Governor's office on TransformCT, an interactive web platform where interested parties can exchange ideas on the direction that transportation in the state should take in the coming years. The input received through TransformCT is intended to inform development of a long-term strategic transportation plan for the state.

Assessment Form Update

In response to complaints and confusion about CTDOT's *Bicycle and Pedestrian Travel Needs Assessment Form*, and to advance complete streets efforts, a task force was created to revise and update this form. The new version is shorter, quicker, and is more effective in helping designers assess the needs of pedestrians and cyclists when a transportation project is under way. The form should be completed as early as possible, ideally during project scoping, and no later than during Preliminary Design. It is CTDOT's intent to provide training on the new form at some point in the future.

New Funding for Local Projects

The State has created a new funding source for transportation projects, the Local Transportation Capital Improvement Program (LOTICIP). LOTICIP is provided for in Section 74 of Public Act 13-239. This program should enable municipalities to access funds more easily and at lower cost than has been possible under the traditional federal aid programs. (In return for LOTICIP, CTDOT expects federal aid funds to be expended on state infrastructure.) As a condition of applying to LOTICIP, CTDOT requires municipalities to submit a completed *Bicycle and Pedestrian Travel Needs Assessment Form*. This requirement is a step to integrate fundamental consideration of cyclists and pedestrians into municipal transportation projects and policy.



CTfastrak station (two views), New Britain

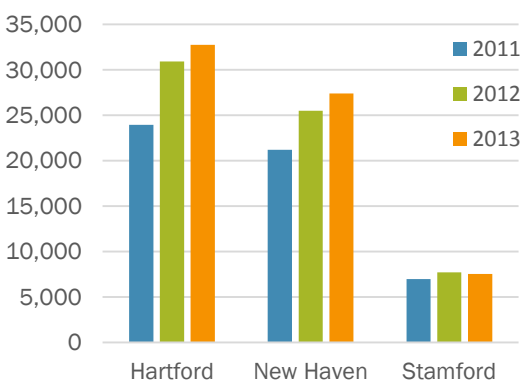
CTfastrak

Under construction and expected to open in 2015, CTfastrak is a rethinking of transit along the I-84 corridor west of Hartford. While CTfastrak was designed primarily to relieve congestion on I-84, the project will have benefits for pedestrians, cyclists, and transit riders. These include:

- » reduced travel times between Hartford and points west, including Bristol, New Britain, and Waterbury, as well as major generators such as CCSU, the UConn Health Center, and Westfarms Mall;
- » more frequent service;
- » longer service hours;
- » connections to rail;
- » bike carriage on all buses; and
- » a 5-mile multi-use trail from downtown New Britain to Newington Junction

CTTRANSIT

Cyclists no longer need leave their bike at the curb when they board a bus. All local buses in the state's CTTRANSIT system are equipped with racks that can hold up to two bicycles. These racks allow people to use a bicycle at both ends of their ride, i.e. make a multimodal bike-bus-bike trip. Rack use grew markedly in 2013 in both the Hartford and New Haven areas.



Total bikes carried on buses

Figures are not available for CTTRANSIT's Bristol/New Britain, Meriden/Wallingford, and Waterbury divisions, nor for the state's other transit operators.



Bicycle loaded on CTTRANSIT bus

Commuter and Intercity Rail

While drivers can travel origin-to-destination without leaving their car, pedestrians and cyclists often use transit for longer-distance trips. Expansions to transit thus benefit pedestrians and cyclists.

While 2013 was marked by disruptions to Metro-North, the year also inaugurated a new station on its New Haven Line (West Haven) as well as regular weekend service on Shore Line East (SLE) between New Haven and New London, producing strong ridership growth.

Construction continued on double-tracking Amtrak's New Haven-Springfield Line for the New Haven-Hartford-Springfield commuter rail service, which is planned to offer faster and more frequent service on the corridor (than Amtrak currently does) in 2016. New stations in Enfield and Holyoke are also expected, though opening dates are unclear. Work also proceeded on the rehabilitation of the Connecticut River Railroad. When complete in 2014, this project will speed travel to points north of Springfield as well as enable restoration of passenger rail service to Northampton and Greenfield.

In 2013, Massachusetts launched a study of passenger rail between New Haven, Springfield, and Boston. New York State redoubled its push to add service for the first time between Connecticut and the West Side of Manhattan by building new connections between Metro-North's New Haven Line and Pennsylvania Station.



Connecticut State Capitol Police, Hartford

2013 Activity by Other Agencies

Many state agencies have implemented walking and biking initiatives, both for the public and for their employees. Some, including the Departments of Economic and Community Development, Energy and Environment Protection, and Public Health, and the Office of Policy and Management fund pedestrian and cyclist projects. Such awards are listed in the *Progress Inventory*, a companion document to this report

The Connecticut State Police are charged with education and enforcement related to pedestrian and cyclist issues. Others, while not directly responsible for pedestrian and cyclist projects, choose to provide services to the public. (For activity by transportation agencies, see the preceding chapter of this report.)

The Connecticut Department of Energy and Environment Protection (DEEP) challenged other Departments to participate in Bike to Work Day on Friday, May 17, 2013. Many answered that challenge.

Police

The Connecticut State Police (CSP) takes an education and enforcement approach to pedestrian and cyclist safety. The CSP is the primary law enforcement agency for more than half of the municipalities in Connecticut, and 56 of these towns have active Resident Trooper programs. Most Resident Troopers run pedestrian and cyclist safety programs throughout the year. These include events such as “bike (safety) rodeos; bicycle helmet giveaways; and instruction at local schools, day cares, and businesses. Most educational programs are geared towards grade school to teenage children. In teaching bicycle safety, such as the importance of wearing a helmet, to children, CSP hopes that safe cycling practices will continue into adulthood.

The Connecticut State Police uses bicycle patrols for patrol functions and events throughout the state.

Administrative Services

Department of Administrative Services (DAS) employees participated in Bike to Work Day this year. DAS provided bicycle parking for employees and hosted meetings to help riders find cohorts. DAS also endorses walking and exercise by lending pedometers to employees for their walks in and around 165 Capitol Avenue. Many 101 East River Drive employees walk the river trails near their buildings. Employees who regularly bike to work may keep their bicycles secure in office areas.

Developmental Services

Department of Developmental Services (DDS) employees took part in Bike to Work Day. DDS stated it was “an exciting opportunity” for employees to improve the environment and challenged them to make changes in how they commute to work.

Economic & Community Development

The Department of Economic & Community Development (DECD) funds pedestrian- and cyclist-supportive projects.



Third Thursday, Willimantic

Energy & Environmental Protection

The Department of Energy & Environmental Protection (DEEP) has taken a leadership role in promoting walking and biking and has also worked collaboratively with CTDOT to enhance and expand the state’s multi-use trail system.

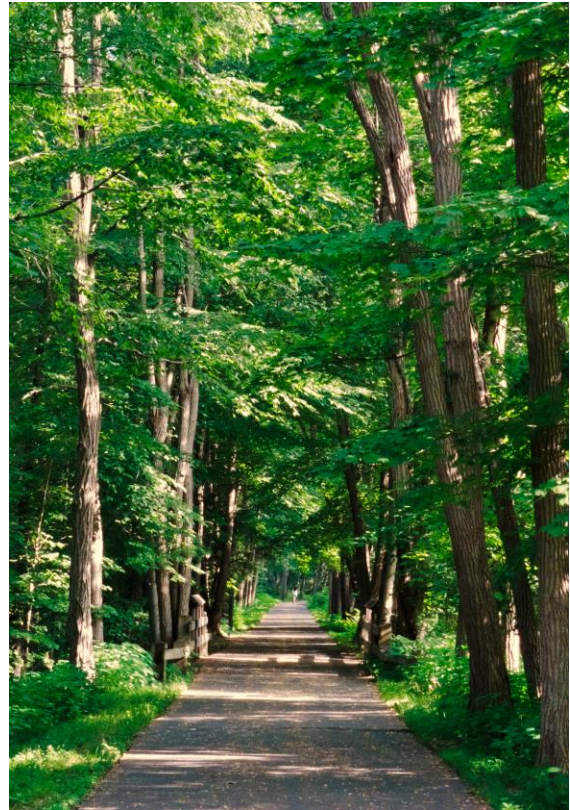
In 2013, the DEEP Commissioner challenged all State departments to encourage

their employees to bike to work and announced that he would recognize the agency that had the highest participation on National Bike to Work day. With over ten agencies participating, Bike to Work 2013 was the most successful since 2000, when the event began in the state.

DEEP has striven to promote biking internally. The Department provided “lunch and learn” sessions on Smart Cycling for its staff and offered two hands-on repair clinics to get employees geared up for biking to work. Announcements to staff and a public newsletter promoted biking to work. Bike racks are available in the DEEP garage, and there are showers in the building for staff to use. DEEP has two bicycles available for employees to use for local meetings and has provided bike racks for the public to use when visiting the DEEP. Semiannual commuter fairs promote biking and walking along with ridesharing and transit. The DEEP efforts have been successful, with an average of 5% of DEEP Hartford staff commuting by bike. The League of American Bicyclists has recognized DEEP as a Bike Friendly Business.

CTDOT collaboration includes resurfacing of the Air Line State Park Trail and design and construction to plug gaps in the Farmington Canal Heritage Trail. DEEP administers the Recreational Trails Program and is working to fund approximately twenty projects per year. The Department has collaborated on the development of mountain biking trails and agreements, notably at Millers Pond State Park and in Nassahegon State Forest, and continues to support the

state’s hiking trail system and the Connecticut Greenways Council, which approved designation of three new greenways in 2013.



Farmington River Trail, Burlington



Bike trail at Millers Pond State Park, Durham



TOD concept for Harrison, New York

Housing

The Department of Housing (DOH) preferentially funds TOD projects. DOH was involved in the interagency TOD committee and is jointly developing the request for proposals for a TOD predevelopment fund. DOH has also assisted municipalities with TOD. The DOH cites Main Streets Initiative grants and Incentive Housing Zone grants as part of its contributions.

Insurance

The Department of Insurance (DOI) participated in Bike to Work Day. DOI promoted the event with posters and emails and provided bicycle parking. In addition, as part of a public giving campaign, staff organized a walk through downtown Hartford.

Public Health

The Department of Public Health (DPH) oversees several initiatives that support and promote walking and biking. Through the Preventive Health and Health Services Block Grant, DPH contracts with local

health departments and districts to reduce risk factors for chronic diseases. Various projects have been supported by this funding. In Fairfield, a road was repaved and restriped to add a bike lane. In Stamford, the funding was used to create Stamford Walks, a program that identifies walking trails and encourages residents to walk. Plainville and Southington used the funding to purchase and install bike racks.

The Comprehensive Cancer Program Grant Action Communities for Health, Innovation and Environmental Change works to prevent or manage health risk factors for heart disease, stroke, diabetes, cancer, obesity, and arthritis. Two such projects have been funded in Connecticut:

- » The Connecticut Cancer Partnership is addressing poor nutrition, physical inactivity, and obesity as risk factors for cancer and other chronic diseases; and
- » The Pomperaug Health District is creating bike lanes in Southbury.

DPH has also partnered with Bike Walk Connecticut on State Public Health Actions to Control and Prevent Diabetes, Heart Disease, Obesity and Associated Risk Factors and Promote School Health to:

- » Develop pedestrian and cyclist task forces in areas lacking them;
- » Include pedestrian/cyclist plans in community master transportation plans; and
- » Provide training and technical assistance on the design of streets for physical activity to selected Connecticut communities that are ready to implement changes.



Blue Back Square Mitten Run, West Hartford

Internally, DPH seeks to better employee health. The Employee Wellness Team (EWT) works to increase physical activity by incorporating walking and biking in the workplace. This has resulted in “Walking Wednesdays” and Walking Tuesdays and issuance of pedometers to employees. DPH also participated in Bike to Work Day. EWT organized a “lunch and learn” where experienced employees shared tips on the health benefits and safety strategies for cycling with employees. Employees who participated in the Bike to Work Day were featured in an e-mail that acknowledged their achievement and encouraged continued walking and biking activities.

Rehabilitation Services

The Department of Rehabilitation Services taught legally blind children to identify and avoid hybrid and electric vehicles. This training increases pedestrian safety, as these cars may pose a hazard to the blind due to their near-silent operation.

University of Connecticut

During 2013, the UConn installed bike signs and sharrows, as well as bike racks, as part of its Campus Bicycle Master Plan. These complement the cycle tracks, sharrows, and bike route signs Mansfield has installed. The university also expanded its bike share program, which began in 2010 and loans out bikes during warm months. Details can be found at [EcoHusky](#).

The Nash-Zimmer Transportation Center, located in Storrs Center and is scheduled to open in early 2014, will have facilities for bicycle repair and secure bicycle storage, including lockers. The center plans to incorporate bike share in the future.



UConn bike share, Storrs

Central Connecticut State University

The Central Connecticut Regional Planning Agency (CCRPA) partnered with Central Connecticut State University (CCSU) to undertake a comprehensive study of transportation options in and around the campus. This study resulted in CCSU's first transportation demand management plan.

The CCSU Transportation Plan proposes a variety of projects designed to decrease automobile traffic and improve conditions for pedestrians, cyclists, and transit users. Plans have been created for cyclist infrastructure on Ella Grasso Boulevard, and the University is scheduled to install a sidewalk to connect the campus to the forthcoming CTfastrak station on Cedar Street. Maps showing bike racks and locations of transportation options have also been created and distributed to students. As part of this project, a template and implementation plan for a campus wayfinding system designed to encourage students to walk was also developed.

While implementation is in progress, the plan has already resulted in a number of on-the-ground changes. The university offers students free UPasses, which provide unlimited rides on CTTRANSIT routes. In addition, a short-term car rental program began during the spring 2013 semester and provides an important "backup" for students choosing to walk, cycle, or take transit to campus.



Bicycles locked at CCSU, New Britain

Freedom of Information Commission

A bike rack is located outside of the Commission's offices.

Office of Policy & Management

The Office of Policy and Management funds pedestrian (OPM) and recreational projects funded through the Small Town Economic Assistance Program and Urban Act Grants.



Naugatuck River Greenway, Derby



Bike Walk Connecticut Summit, New Haven

2013 Activity by Non-State Actors

The past few years have seen a remarkable intensification and acceleration in the efforts not only of state departments, but also of municipalities and nonprofits. The Board took an inventory of recent commitments, programs, events, and projects in support of pedestrians and cyclists in the state. We were struck by the quantity and variety of work under way. This section calls out exemplars of the progress being made. A full inventory of activity reported to the Board is included in the *Progress Inventory*, a companion to this report.

Capital Improvements

A number of municipalities have sought to make physical changes to accommodate pedestrians and cyclists. This includes capital projects such as paved trails but also inexpensive upgrades such as road diets, where travel lanes are restriped for wider shoulders or, in some cases, where four lanes are pared to three, with the center lane dedicated to left turns and the remaining asphalt turned over to bike lanes. Signage, another low-cost improvement, is being used to guide and give visibility to cyclists, inform motorists, and direct people to facilities such as multi-use trails or intermodal connections.

Systematic Change

While some communities have approached non-motorized user accommodation on a site-specific basis, New Britain took a lead in 2013. To complement its comprehensive downtown plan, the City commissioned a Bicycle Connectivity and Calming Study that developed a citywide network of bicycle routes and street treatments. Within months of the report's issuance, its first phase, spraying of sharrows and lane re-striping, had already been completed. Applications to fund project components, including an innovative conversion of a divided highway into a bidirectional street and physically segregated multi-use trail were also submitted. Staff also took an active role in supporting cycling beyond the city limits, including, for instance, working to permit mountain biking on City-owned property in other communities.

Network Connections

A network is only as good as its weakest link, and despite progress, gaps still interrupt many of Connecticut's multi-use trails. With the pending retrofit of a trail to the Putnam (Route 3) Bridge, Glastonbury and Wethersfield have begun to develop trail connections from their towns to the bridge. Similarly, with the completion of the northern and southern sections of the Farmington Canal Heritage Trail, the remaining gaps have become more salient. Cheshire and Farmington are in the process of designing and constructing the last unbuilt sections within their borders; Plainville likewise has begun to complete a connection with Farmington.

Transit-Oriented Development

Many municipalities are pursuing transit-oriented development projects, generally by existing passenger rail stations. While no municipalities in the state have yet brought planned TODs to fruition, if built and built in an appropriate manner, these projects could greatly improve conditions for pedestrians and cyclists.



Schematic from a TOD plan for Stratford

Incremental Upgrades

Communities have recognized that many small changes can make a big difference. Minor improvements such as newer and wider sidewalks, curb extensions, pedestrian islands, narrower lanes, street trees, benches, public space, and bicycle parking were popular in 2013. Storrs Center, parts of which were opened this year and is under construction, makes deft use of many of these elements.

Repairs, such as the reconstruction of the deteriorated Farmington Valley Trail in Burlington, show that even small towns are taking the care of facilities for walkers and bikers as seriously as those for cars.

Planning

Strong facilities and services for pedestrians and cyclists do not appear randomly. They take careful planning. In 2013, several notable planning efforts took place. These include:

- » Bristol Rising. Renaissance Downtowns, the selected developer for Bristol's downtown revitalization project, has taken an unconventionally open approach to planning, inviting people to become engaged and take a role in shaping the future of their city at every step of the process.
- » Greater Hartford Transit District regional bike share study. The study's premise, that the feasibility of sharing is not self-apparent but must first be determined, and its inclusion of many institutional stakeholders, are laudable.
- » Housatonic Valley regional bicycle plan. In collaboration with the regional Council of Elected Officials, Housatonic Area Regional Transit began work on a regional bicycle plan. Not only will this plan will respond to one of the recommendations of this report, that regional bicycle routes be created and built, but housing of the plan in the transit agency should facilitate a final result integrates biking and transit riding.
- » Merritt Parkway trail study. Pedestrian and cyclist advocates have asked for the creation of a trail in the right-of-way of the Merritt Parkway, one of the state's two designated National Scenic Byways, for years. In response, CTDOT has begun process to study the feasibility of such a trail, including extensive stakeholder outreach and evaluation of the potential effects of such a trail on the historic and scenic qualities of the parkway.



CTDOT safety notice

Safety and Education

In comparison with motorists, who are buffered by tons of metal and advanced safety devices, pedestrians and cyclists are “vulnerable users.” Because collisions between motor vehicles and vulnerable users often do not end well for the latter, safety is a primary concern. Education to pedestrians, cyclists, and motorists on how to prevent and avoid dangerous situations can help lessen the risks.

Several municipalities are leaders in safety and education. Simsbury, for instance, ran its first Bike to School days in 2013; the program is expected to grow in 2014. The town also provides and is expanding a bike safety education program for grade school children. The town also provides training to physical education instructors in the area. South Windsor similarly provides safety education to every fourth grader through the school's physical education. Weston's Bicycle and Pedestrian Committee has recognized the need for greater safety awareness and, working through the Police Commission, started a Safety Forum

to increase awareness and commitment from town departments.

On the walking front, several school districts, including Bristol and New Britain, adopted “walking school buses.” These are adult-escorted groups who walk to school. While future funding of the Safe Routes to School program is uncertain, during 2013 several projects funded under the program entered implementation.

Nonprofit groups have also educated on safety. Bike Walk Connecticut has worked to increase the number of trainers certified by the League of American Bicyclists. Bike Walk Connecticut and organizations such as the Fairfield Bike Walk Coalition draw on these instructors for safety classes at venues throughout the state.



Walking school bus “rider,” Stratford

Outreach and Advocacy

Enthusiasts and advocates have played an outsized role in making Connecticut more hospitable to walkers and bikers. While these people may be unusual in the level of their involvement, their sentiments are not unusual: supporters of walking and biking can be found in every municipality in the state.

The Board members have been involved in outreach and advocacy and appreciate the years of diligent effort required for change. Of special note are the efforts of Bike Walk Connecticut, Connecticut’s only statewide pedestrian and cyclist group. Without the efforts of this group, among others, there would be no Complete Streets Law.

The activities of four other groups in particular have worked to improve conditions throughout the state. Tri-State Transportation Campaign, with its reports on pedestrian safety, has brought needed attention to high crash locations. New Haven’s Elm City Cycling has fostered a culture of walking and biking in New Haven; without its involvement, it is doubtful that the City would have a complete streets design manual. Finally, the Connecticut Cycling Advancement Program, which was formed in 2013, aims to set up bicycle racing teams at high schools in the state.

In addition to these groups, many smaller groups have reached out and advocated at the local level. While these groups are too numerous to list, their influence should not be discounted.

Encouragement

The League of American Bicyclists, when evaluating candidates for their *Bicycle Friendly Communities* program, considers, among other criteria, “encouragement.” This measures a community’s efforts to bring reluctant citizens to the bike.

By this definition, Connecticut has been encouraged. Walking and running events are extremely popular. HiTek Racing, which tracks running events in the area, list approximately one-thousand races as of writing in Connecticut alone during 2014. Not only does this put many runners on our roads for the races, it ensures that each of these tens of thousands of participants train for many miles, also primarily on our roads. Despite these numbers, it is not unusual for first year races to do well.

Similar trends hold for hiking and biking. The Connecticut Forest and Parks Association’s (CFPA) WalkCT initiative seeks to link people with enjoyable walks. CFPA’s Trails Day on June 3rd and 4th last year registered more than 250 hikes. Biking events from have likewise proven popular in the state. These range from group excursions and Bike to Work days to whole town rides (e.g., Tour de Mansfield, with 129 persons in 2013) to the state’s largest biking event, the Sound Cyclists Bicycle Club’s Bloomin Metric, which despite a cap of 2,500 participants consistently sells out.



Bike race at Winding Trails, Farmington



Bike to Work Day 2013, Hartford

Appendix

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Table of Recommendations

Recommendation	Addressee	Year first proposed	Page
<i>Adopt Complete Streets Policy</i>	<i>CTDOT</i>	<i>2010</i>	<i>6</i>
<i>Undertake a Share-the-Road Campaign</i>	<i>CTDOT</i>	<i>2013</i>	<i>6</i>
<i>Continue to Improve Crash Reporting</i>	<i>CTDOT</i>	<i>2010</i>	<i>7</i>
<i>Integrate Walking and Biking into TDM</i>	<i>CTDOT</i>	<i>2011</i>	<i>7</i>
<i>Allow Bikes on Commuter Trains</i>	<i>CTDOT</i>	<i>2011</i>	<i>7</i>
<i>Update the Drivers Manual</i>	<i>DMV</i>	<i>2012</i>	<i>8</i>
<i>Add Relevant Questions to the Exam</i>	<i>DMV</i>	<i>2013</i>	<i>8</i>
<i>Pass a Vulnerable User Law</i>	<i>Legislature</i>	<i>2013</i>	<i>9</i>
<i>Fund Pedestrian/Cyclist Safety Projects</i>	<i>Legislature</i>	<i>2011</i>	<i>9</i>
<i>Enforce Traffic Laws</i>	<i>Legislature</i>	<i>2013</i>	<i>9</i>
<i>Adopt Local Complete Streets Policies</i>	<i>Municipalities</i>	<i>2013</i>	<i>10</i>
<i>Develop Regional Bike Routes</i>	<i>Regions</i>	<i>2010</i>	<i>10</i>
<i>Align Funding Programs</i>	<i>Regions</i>	<i>2013</i>	<i>10</i>
<i>Foster Policy Adoption</i>	<i>Board</i>	<i>2011</i>	<i>11</i>
<i>Provide Training Assistance</i>	<i>Board</i>	<i>2011</i>	<i>11</i>
<i>Facilitate Peer Exchange</i>	<i>Board</i>	<i>2011</i>	<i>11</i>
<i>Document Policy Benefits</i>	<i>Board</i>	<i>2011</i>	<i>11</i>
<i>Work with Universities</i>	<i>Board</i>	<i>2013</i>	<i>11</i>
<i>Work with Amtrak</i>	<i>Board</i>	<i>2011</i>	<i>11</i>

Board Appointments

Member	Appointed by	Represents	Position
<i>Joseph Balskus</i>	<i>House Minority Leader</i>	<i>At large</i>	<i>Secretary</i>
<i>Charles Beristain</i>	<i>Governor</i>	<i>Cycling organization</i>	
<i>Debra Dauphinais</i>	<i>House Majority Leader</i>	<i>Bike shop</i>	
<i>Sandy Fry</i>	<i>Senate Majority Leader</i>	<i>Pedestrians (and cyclists)</i>	<i>Vice Chair</i>
<i>Thomas Gutman</i>	<i>Governor</i>	<i>Senior citizens</i>	
<i>Mike Norris</i>	<i>Governor</i>	<i>Cycling organization</i>	
<i>Neil S. Pade</i>	<i>Governor</i>	<i>At large</i>	<i>Chair</i>
<i>Rod Parlee</i>	<i>Senate President</i>	<i>Transit workers</i>	
<i>Francis R. Pickering</i>	<i>Speaker of the House</i>	<i>At large</i>	
<i>Ray Rauth</i>	<i>Senate Minority Leader</i>	<i>Cycling organization</i>	
<i>Al Sylvestre</i>	<i>Governor</i>	<i>Visually-impaired persons</i>	

Member Biographies

Short biographies of current Board members follow.

Joseph Balskus PE, PTOE has 25 years of experience in transportation as a consultant on State projects with CTDOT and the DAS as well as for regional planning organizations, municipalities, institutions, educational and private developments. He is an expert in traffic engineering, a licensed professional engineer (PE) in Connecticut and a nationally-certified traffic operations engineer (PTOE). He is involved with complete streets projects on the design level, pedestrian and cyclist activities, and has competed in triathlons. He sees a need for continued progressive thinking in that the roadways are for all users, not just

cars and trucks. He has a passion for volunteering, having been a Cub Scout den leader, pack cub master, coached his kids through sports, and served as local soccer club president. He is involved with the Institute of Transportation Engineers, Intelligent Transportation Society, International Parking Institute, and New England Parking Council.

Charles Beristain of West Hartford is a founding member of Bike Walk Connecticut, a member of the New England Mountain Biking Association, the International Mountain Biking Association, East Coast Greenways, the Farmington Valley Trails Council, and the MDC Recreation Committee. He served on the West Hartford Bicy-

cle Plan Advisory Committee and does volunteer work with cycling advocacy organizations. He races in the masters cycling category. In 2007, he won the masters cross country mountain biking championships in the 65+age group.

Debra Dauphinais co-owns Bicycles East, a bicycle store and repair center in Glastonbury. She was appointed by the House Majority Leader and has served on the Board since its inception. Deb served two terms on the initial Board of Directors for Bike Walk Connecticut and served as the Advocacy Committee Chairperson. She currently serves her local community on the board of Bike Walk Glastonbury and on the Town of Glastonbury Bicycle Advisory Group. Prior to her bicycle industry career, Deb served as the Quality Management Director of a healthcare organization and brings many years of program evaluation and quality management experience.

Sandy Fry PE is a civil engineer, a regular bicyclist, and enjoys a good walk. She is a founder of Bike Walk Connecticut and a League of American Bicyclists certified bicycling safety instructor. Formerly a transportation planner with the Capitol Region Council of Governments, she now works for the Greater Hartford Transit District. She has developed pedestrian and cyclist plans, initiated the statewide bike to work program (for which she received a Connecticut Climate Change Leadership Award in 2006), managed a comprehensive bike and pedestrian data collection program, conducted pedestrian and cyclist

safety research, and advocated for the interests of bicyclists and pedestrians.

Tom Gutman represents senior citizens on the Board as well as on CTDOT's Road Departure Accident Reduction Committee where his focus is on improving night time highway visibility. Tom teaches the safe driving classes that qualify seniors for certain discounts on their auto insurance for the American Association of Retired Persons. Tom is a retired engineer from a now-closed manufacturing facility in eastern Connecticut.

Mike Norris is a resident of Stamford. He is the creator of DIYBIKING.COM, a bicycle build and travel site which has received media coverage from Stamford Advocate, Itsrelevant.com, News 12 Connecticut, and other outlets. Norris also writes a column for Stamford Patch on urban cycling issues and is a contributor to pedestrian and cyclist activism group, People Friendly Stamford. A frequent traveler, Norris has ridden in and written about city cycling in Barcelona, Lisbon, London, Edinburgh, Delhi, Santo Domingo, and other cities.

Neil S. Pade AICP of Newington is a certified land use planner with 13 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 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's 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 pedestrian and cyclist considerations in the course of planning and development activities.

Rod Parlee represents transit workers throughout Connecticut. Rod has been Chairman of the Bolton Conservation Commission for twenty-one years and a member of the Bolton Open Space Acquisition and Preservation Committee for eleven years. He is also a founding member of the Bolton Land Trust. In 2002 he received the Secretary of the State's Public Service Award, and in 2006 his Conservation Commission received a Special Merit Award by the Connecticut River Coastal Conservation District. For fourteen years, he has been a Director of the Connecticut Association of Conservation & Inland Wetlands Commissions representing Tolland County. He has been employed as a Bus Operator by CTTRANSIT's Hartford Division for 36 years and is the Chairman of the Safety & Health Committee.

Francis R. Pickering is Deputy Director of the Central Connecticut Regional Planning Agency and is responsible for transportation, economic development, environmental planning, and information systems management, as well as the provision of paratransit service in the region. Francis' work has been recognized for excellence;

most recently, he was awarded with Innovative Plan of the Year by the Connecticut Chapter of the American Planning Association. Francis serves as the Treasurer of King's Mark Resource Conservation & Development Project, Inc.; as well as a member of the Regional Brownfields Partnership, Environmental Review Team Subcommittee, and the New England Trail Stewardship Committee. Francis has a B.A. from Princeton University, and M.A.s from the Free University of Berlin (Germany), the University of Connecticut. Francis is an avid mountain biker.

Ray Rauth of Weston represents the Sound Cyclist Bicycle Club (SCBC). He was appointed by the Senate Minority Leader. Ray was the first Chairman of the Board and served on the board of the SCBC for a decade. Ray is a retired technologist.

Al Sylvestre AICP is an economic geographer for the Connecticut Department of Labor's Office of Research. In addition to his background in geography and computer cartography, Al is a certified land use planner who serves on the Connecticut Public Transportation Commission, the Capitol Region Jobs Access Task Force, and as chairman of the advisory board to the state Bureau of Education and Services for the Blind.

Complete Streets Policy

1. Purpose

To provide for the needs of all users of all abilities and ages (pedestrians, bicyclists,

transit users, and vehicle operators) in all planning, programming, design, construction, reconstruction, retrofit, operations and maintenance activities related to all roads and streets. This Complete Streets policy will allow every transportation project to be viewed as an opportunity to improve safety, accessibility and mobility for all users.

2. Jurisdiction

This policy shall apply to all Connecticut Department of Transportation (Department) funded, reviewed and permitted projects; privately funded projects that affect the State's Transportation Network (including those reviewed by the Office of State Traffic Administration (OSTA)); utility projects within the state right of way, and municipal transportation projects that receive state or federal funding.

3. Objectives and Benefits

3.1. Improved safety and mobility for pedestrians, bicyclists, children, older individuals, nondrivers and the mobility challenged, as well as those who cannot afford a car or choose to live car free.

3.2. Reduced traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions and promoting energy conservation.

3.3. Improved accessibility to trip generators, including employment and commercial centers, schools, transit, and trails.

3.4. Livable and healthier communities.

3.5. Ensure the State's Transit Orientated Development (TOD) efforts are successful, given that high quality bicycle and pedestrian networks are essential for the success of transit oriented development.

3.6. Financial savings because incorporation of features for non-motorized users in the initial design of a project spares the expense of costly retrofits later.

4. Procedures

This policy will be implemented via the following actions:

4.1. Training: The Department will continue training by implementing routine and regular training for its engineers and planners on Complete Streets Design. This training will also be open for registration to municipal engineers, planners and local traffic authorities.

4.2. Checklist: A Complete Streets Checklists will be developed and regularly updated to ensure compliance with this policy (to be used at the earliest point in project development). The New Jersey Department of Transportation has an excellent example: <http://www.state.nj.us/transportation/capital/pd/documents/CompleteStreetsChecklist.doc>

Modified forms of the checklist will be integrated into all Department reviews including Planning, Engineering, Construction, Operations, Permits, Maintenance, Public Transportation, Aviation, Ports, and applications submitted to OSTA.

4.3. Design Guidance: The Department will develop and implement design, construction and maintenance guidelines (through an open and public process) specific to the transportation needs of Connecticut for the accommodation of all users. The Department will continue to use best practices. (We have listed for reference a list of manuals that represent current best practices, appended to this policy.)

4.4. Funding: Align transportation funds to encourage improvements for non-motorized users, especially those that connect to transit, schools, and other high generators of non-motorized traffic.

4.4.1. Given the importance of high quality networks for non-motorized users, as part of TOD funding pools, provide funds for improvements for non-motorized users.

4.4.2. Designate a minimum of thirteen percent² of federal highway safety funds (Highway Safety Improvement Program or successor programs) for safety improvement projects for non-motorized users, so that such non-motorized projects compete only against other non-motorized projects for this funding.

4.4.3. Establish an incentive within DOT managed discretionary funding programs

for municipalities and regions to develop and implement a Complete Streets Policy.

4.5. Data Collection: The Department will include non-motorized users in traffic counts to the extent possible.

5. Exemptions

Exemptions to this policy must be presented for final decision to the Commissioner of Transportation, or his designee, in writing, with appropriate documentation and supporting data, including the completed checklist, that indicates the reason for the decision and are limited to one of the following:

5.1.1. Non-motorized usage is prohibited;

5.1.2. There is a demonstrated absence of need (scarcity of population, travel and attractors (both existing and future) indicate an absence of need for such accommodations);

5.1.3. The accommodation of all users would be an excessively expensive component of the total project cost (greater than twenty percent³ of the total project cost (the twenty percent value is an advisory value, not absolute));

² This percentage is derived based upon bicyclist and pedestrian fatalities as a % of total traffic fatalities in the state of Connecticut. From 2004 to 2006, the %age was 12.6, from 2007 to 2009, the %age was 13.5.

³ 20% as the definition of excessive cost was first included in the FHWA 1999 *Policy for Integrating Biking and Walking in Transportation Infrastructure* and is the percentage used by several states. The literature does not indicate any other percentage being used for defining excessive.

5.1.4. Detrimental environmental or social impacts outweigh the need for these accommodations;

References – Best Practices

- » CNU/ITE (Congress for the New Urbanism/Institute of Transportation Engineers) manual for “Context Sensitive Street Design”
- » CNU/ITE Designing and Urban Walkable Thoroughfare
- » Urban Bike Way Design Guide published by the National Association of City Transportation Officials (NACTO)
- » AASHTO A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011
- » AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

- » (2012)
- » AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition
- » Manual on Uniform Traffic Control Devices (2009)
- » NACTO Urban Street Design Guide (2012)
- » Planning Complete Streets For An Aging America”, Jana Lynott, et. al.,
- » AARP Public Policy Institute, (2009)
- » Highway Capacity Manual (2010)

Correspondence

Letters and other communications referred to in this report can be viewed on the Board’s website at ctbikepedboard.org.

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