

# 2014

## ANNUAL REPORT



*Connecticut Bicycle and  
Pedestrian Advisory Board*



*SoNo Arts Celebration, Norwalk*

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**January 2015**



*Manchester Road Race, Manchester*

## **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 human interaction.

In recognition of this, the Connecticut General Assembly enacted a Complete Streets Law in 2009 (CGS §13a-153f and §13b-13a). The law ‘completes the streets’ by requiring nearly all highway, road, and street programs and projects in Connecticut to accommodate pedestrians, cyclists,

and transit riders. The state took a further step toward complete streets with the adoption of a Complete Streets Policy by the Department of Transportation in 2014.

With these regulations, Connecticut has signaled its support for a transportation system that meaningfully includes and treats all users as equal. Over time, the Board hopes this support will translate into improved facilities and services for those who walk, bike, and take the bus or train, to the benefit of all residents of the state. This report gives an update on that progress in 2014.

## The Connecticut Bicycle and Pedestrian Advisory Board

CGS §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 adoption of a complete streets policy by CTDOT. (See *Complete Streets Policies*, p. 16.)

### 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

CTDOT has tracked improvements relating to pedestrians and cyclists. Expenditure on these has exceeded 1% of transportation funds received every year since 2009. Whether this section of the law has been effective in increasing total outlays for pedestrians and cyclists, however, is unclear. (The law may have set the floor too low at 1%, with the state already spending more than that before it went into effect.)



*Ghost bike memorial to cyclist killed by a collision with a vehicle in 2014, Bloomfield*

## **The Need for Continued Reform**

In recent years, Connecticut has worked to put walking, biking, and transit use on an equal footing with driving. Yet necessary as these efforts are, they are not sufficient. Decades of transportation planning and projects that focused on the promotion of automobile use cannot be changed in a year or two. More work remains to be done.

Most visibly, the state's residents still rely on the car for almost everything. For instance, only one in twenty employees

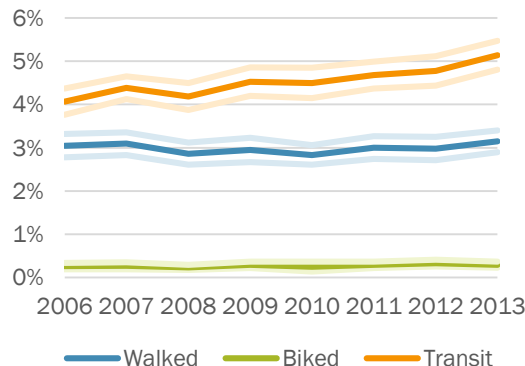
takes transit to a job. Fewer yet (3%) walk to work; only 0.5% bike. Such dependency on the car isolates large and growing parts of the population (the young, the old, the disabled, and the poor) and imposes a huge burden on households. That our transportation system continues to put families under financial strain and to shut members of our society out from full participation in the economy demonstrate the need for continued reform.

These costs, however, pale in comparison to those caused by crashes. Crashes kill hundreds of state residents every year and injure thousands more. Vulnerable users

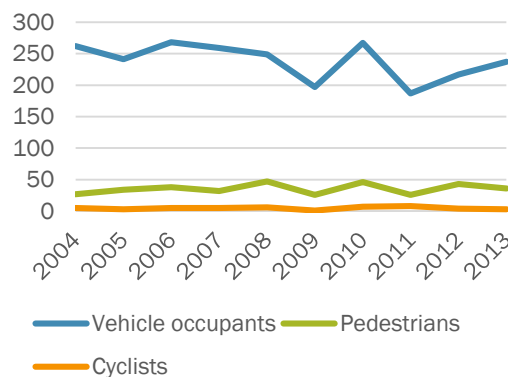
are disproportionately represented among the victims: one in seven road fatalities in Connecticut is a pedestrian or a cyclist<sup>1</sup>. Yet despite these high numbers, scant progress has been made over the last decade in reducing pedestrian and cyclist deaths. The continuing failure of our transportation system to provide for the safety of its most vulnerable tragically illustrates the need for continued reform.

These findings should not be interpreted as indicating that recent reforms were ineffective. Changes to something as large and complex as the transportation system take time; the full impact of past reforms likely has yet to be felt. Despite this, the need for action remains as real as ever. While Connecticut is a better place to walk and bike today than it was a decade ago, it has not yet become a leader in protecting and supporting pedestrians and cyclists. Indeed, for all the progress the state has made, it runs the risk of falling behind if the reform process does not continue. (Connecticut's slip over the last year from #18 to #21 in the League of American Bicyclists' state rankings<sup>2</sup> lends substance to this concern.) For Connecticut maintain and improve its position, further changes are needed. The next part of this report lays out a course for continued reform in 2015 in Connecticut.

How workers in Connecticut get to work<sup>3</sup>



Fatalities per year in Connecticut<sup>4</sup>



<sup>1</sup> In 2013, the most recent year for which data was available, as well as for the decade 2004-2013. Data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS).

<sup>2</sup> State rankings and report cards can be found at the League's website.

<sup>3</sup> Data from the U.S. Census Bureau, American Community Survey (1-year). Faint lines are 95% confidence intervals.

<sup>4</sup> Data from FARS.



*Reduction in motor vehicle speeds makes streets friendlier to pedestrians and cyclists*

## **2015 Recommendations**

The Board is gratified to see continued reform of policies and programs since enactment of the Complete Streets Law and is particularly pleased with advances made in 2014. Most notably, CTDOT adopted a Complete Streets Policy that includes most of the elements proposed by the Board in its last annual report. The Department of Motor Vehicles also made revisions to its Driver's Manual in line with Board suggestions. For a review of reforms made over the last year, see 2014 in Review (p. 15).

To continue this progress, and help make Connecticut a better place to walk and a better place to bike, the Board has developed a set of recommended reforms. These follow over the next several pages and are grouped by implementing agency or party. Many fall under the purview of CTDOT, but this report also includes reforms for other agencies, state policymakers, regions and municipalities, and the Board itself.

A tabular list of the recommendations can be found in the Appendix (p. 20).

## Recommendations to Legislators

### Let Cars Cross the Yellow Line When Passing Bikes

The law requires that drivers overtaking cyclists give them at least a 3-foot berth. While most drivers observe this, when lanes are narrow, drivers who refuse to cross the double yellow line may get “stuck” behind a cyclist or, worse, try to “squeeze by” cyclists—even when there is no oncoming traffic. This behavior greatly increases the risk of a collision and results from an oversight in state law.

CGS §14-234 enables the designation of no-passing zones and requires drivers to observe them. The standard used to determine no-passing zones is based upon the sight distance needed to safely pass a motor vehicle traveling at slightly below the speed limit. However, because bicycles generally move far slower than the speed limit, this standard is inappropriate for determining where it is safe to pass them. That is, the law may bar drivers from passing bicycles in most places because it assumes that the speeds and thus distance needed to safely overtake a bicycle and a car are the same. The consequence of this misapplied safety standard is, paradoxically, unsafe behavior (passing too close or tailgating).

To correct this oversight, the Board recommends that the legislature amend the Connecticut General Statutes explicitly to allow a car to cross the yellow line to pass a



*Driver crossing yellow line to pass cyclist*

bicycle or other slow-moving vehicle where it is safe to do so. Suggested language follows:

*“When passing a pedestrian, bicycle, tractor, or other slow-moving vehicle, the operator of a vehicle may drive on the left side of the center of a roadway in a no-passing zone when such movement can be made in safety and without interfering with or endangering other traffic on the highway.”*

### Make CT Consistent with the Nation

Like other states, Connecticut requires cyclists to ride as far to the right as “practicable” and lists exceptions to this requirement. Unlike other states and the Uniform Vehicle Code, our law does not provide the following exceptions for cyclists:

- » To move left and change into a through lane when continuing straight across an intersection where the right lane is for right turns only (depicted right)
- » To move to the center of a lane when the lane is too narrow for a bicycle and car to share side-by-side safely



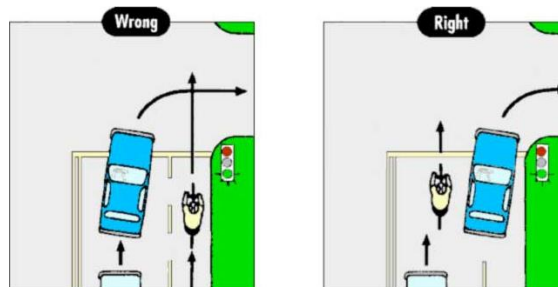
While “practicable” may be interpreted to include these situations, this is open to interpretation by law enforcement officers, and adding these exceptions to the statute will clarify roadway positioning.

These exceptions are needed to address dangerous situations. Requiring cyclists to ride straight across intersections in right turn lanes violates drivers’ expectations and increases the risk of cars turning into bicycles. Likewise, requiring cyclists to hug the edge of a lane that is too narrow for a bike and car to share tempts drivers to ‘squeeze by’ the cyclist, putting the cyclist at risk of being sideswiped. In contrast, when the cyclist is able to “take” the lane, use of the left lane is needed to pass safely. By moving away from the edge of the road, the bicyclist signals that the driver cannot ‘squeeze by’ but must cross into the other lane to pass safely. This is consistent with practices taught in safe cycling classes by the League of American Bicyclists.

The Board recommends that the legislature adopt the relevant section of the Uniform Vehicle code into the Connecticut General Statutes. (See [Proposed Statutory Text](#), p. 22, for existing and proposed text.)

## Recommendations to the Department of Transportation

CTDOT has made progress in supporting pedestrians and cyclists as valuable users of the transportation system and advancing walking and biking as viable means of transportation. The following recommendations are intended to assist CTDOT in



*How to bike safely through an intersection*

building on this progress in a systematic and comprehensive way.

## Open Up the Manual Revision Process

The Connecticut Highway Design Manual provides engineers (state, municipal, and consulting) with official guidance on the proper design of roads and streets, including accommodations for pedestrians and cyclists. CTDOT has begun a revision process to bring the manual into line with the Department’s Complete Streets Policy, which it predates. The revised manual will integrate complete streets into every aspect of design and is expected by 2017.

The Board strongly recommends that the revision process be open, transparent, and inclusive, with the involvement of the Board, pedestrian and cyclist groups, and municipal engineers.

## Give a Fair Share of Safety Funds

The criteria CTDOT uses to allocate safety funds to construction projects makes it difficult for projects that primarily improve safety for pedestrians and cyclists to be funded. As a consequence, fewer dollars



Street Design Manual, New York City Department of Transportation

are spent on improving safety for these users than one would expect given the proportion of total fatalities they represent.

To overcome the disadvantage that pedestrian and cyclist safety improvements face, the Board recommends that a share of all<sup>5</sup> safety funds be set aside for such projects. The Board suggests that a fair share would be 14%, which represents the fraction of pedestrians and cyclists among all traffic deaths in the state<sup>1</sup>. (Similar proportional set-asides are used in other states.)

### Make Funding Available to Nonprofits

CTDOT also oversees<sup>6</sup> funds for programs (rather than construction projects) that improve transportation safety. Many states

award these funds on a competitive basis to qualified nonprofits. Some, including Arizona, Florida, Illinois, and New Jersey, have directed these funds toward groups that promote pedestrian and cyclist safety. CTDOT, however, has not allowed nonprofits (with the exception of Mothers Against Drunk Driving) to apply for such funds.

The Board recommends CTDOT follow the lead of other states and allow nonprofits that work on pedestrian and bicycle safety to apply for these funds competitively.

### Integrate Walking and Biking with Transit

Transit and transit-oriented development (TOD) require several factors to succeed.

<sup>5</sup> Funding sources for capital projects only. Federal and state funding sources should be included for the set-aside. Such funding sources notably include, but may not be limited to, the Highway Safety Improvement Program.

<sup>6</sup> Currently State Highway Safety Program (Section 402) funds.

One of these is adequate facilities for pedestrians and cyclists. If people cannot get to a stop, they cannot ride a bus or a train. Yet Connecticut has treated walking and biking largely as separate from transit. If improved transit and TOD are to be viable in the state, this separation must end. Walking and biking should be considered integral to transit. To this end, the Board recommends deeper collaboration between the Bureau of Policy and Planning, where the Nonmotorized Coordinator is housed, and the Bureau of Public Transportation.

### **Allow Bikes on Trains**

Bicycles expand the reach of a rail network and, thus, its usefulness and ridership, by enabling riders to access places that are beyond walking distance from a station. However, for bikes and trains to benefit from each other, the ability to park bikes at stations and take them on trains is needed.

CTDOT has been working to install bicycle parking and to allow bicycles on all trains. The Board recommends that these efforts cover all passenger facilities and services.



*Bicycle car on regional train, Denmark*



*Crash, East Haven*

The Board would specifically like to see a pilot program for peak hour bike carriage on Metro North and will open discussions with the operator and the Office of Rail on program structure in 2015.

The Hartford Line, which is expected to open in 2016, affords new opportunities for bicycle use. The Board recommends that Hartford Line plans and operating agreements provide for bicycle storage at all stations and carriage on all trains.

### **Continue to Improve Crash Reporting**

Good data are essential to understanding and preventing traffic injuries and deaths. The Connecticut Crash Data Repository allows searches by location, crash type, and severity. A new crash report form, which promises more accurate reporting of crashes (including bike and pedestrian) is planned to enter use in January of 2015.

The Board recommends CTDOT continue to improve crash information, including the addition of georeferenced coordinates and faster data availability. Promotion of



*Proper guidance on how to share the road*

the Repository and expanded use of its data could also steer resources more efficiently toward addressing safety needs.

### **Create District Points of Contact**

While some transportation functions are handled centrally at CTDOT headquarters, others fall to the Department's districts. The districts hold key responsibilities for construction and maintenance. They also interact with municipalities, frequently serving as the 'local face' of CTDOT.

Like headquarters, the districts employ specialists to carry out a range of duties (e.g., various types of engineers and scientists). Unlike headquarters, however, no person has been given responsibility for nonmotorized affairs. The lack of a formal assignment of responsibility in district programs may hamper coordination and slow reform. It also eliminates a valuable point of contact communities may turn to for guidance on pedestrians and cyclists.

To ensure that pedestrians and cyclists enjoy the same procedural consideration in the districts as in CTDOT headquarters,

the Board recommends that each district designate and train one of its employees as a district nonmotorized point of contact.

## **Recommendations to Other State Agencies**

### **Launch a Share-the-Road Campaign**

Vehicle collisions with pedestrians and cyclists often result in tragedy. Yet many crashes are avoidable: they stem from a lack of understanding by the parties involved about the rules of the road. Continuing education of drivers, cyclists, and pedestrians about their rights and responsibilities therefore is key to improving road safety. Some progress toward better education of road users has been made, with an updated driver's manual.

The Board recommends that CTDOT, the Department of Motor Vehicles (DMV), and the Department of Emergency Services and Public Protection (DESPP) mount a share-the-road campaign, with participation from pedestrian and cyclist groups. The state's work zone safety program may serve as a model. The Board recommends that places with high (or potentially high) concentrations of pedestrians or cyclists, such as around schools, be target areas. Stricter enforcement of traffic law may bolster the campaign's effectiveness and should be considered for inclusion.

### **Enhance Driver Education**

The Board recommends that DMV work with agencies that oversee driver education to verify that all programs include

correct information on properly sharing the road with pedestrians and cyclists.

### **Treat All Transportation Modes Equally**

Mirroring the Complete Streets Law, the Board recommends that all state agencies give walking, biking, and transit use parity with driving in their policies and practices.

Additionally, the Board encourages state agencies to follow the lead of the Department of Energy and Environmental Protection (DEEP) and apply to the League of American Bicyclists for bicycle-friendly business designation. DEEP has been recognized at the bronze level.

## **Recommendations to Municipalities**

### **Adopt and Implement Complete Streets**

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 to understand what complete streets mean to them, to take ownership of the design of their streets, and to formulate plans to improve them.

The Board recommends that cities and towns adopt complete streets policies and integrate complete streets principles into municipal plans, ordinances, and practices.

### **Remove Snow and Ice**

If not properly cleared, snow and ice can make even the best pedestrian, cyclist and transit facilities dangerous or unusable.

Reports suggest that snow and ice removal is a problem in many places.

The Board recommends municipalities evaluate their policies on snow and ice in pedestrian and cyclist facilities. The Board urges municipalities to give attention to winter maintenance (or lack thereof) on multi-use trails and to compliance with and enforcement of existing policies.

## **Recommendations to Regions**

### **Implement Complete Streets**

The state's regions play a key role in the development of its transportation system through planning and project selection.

The Board recommends that regions make provisions for walking and biking a prerequisite for all projects they approve (except where such use is prohibited). In addition, the Board urges regions to actively identify needs and opportunities for pedestrians and cyclists and to aggressively develop projects to address those.

### **Adopt/Update Regional Bike Routes**

The [Statewide Bicycle and Pedestrian Transportation Plan](#) lists [cross-state bike routes](#). In focusing on State highways, this network leaves out quieter local roads that cyclists may prefer. Designation of bicycle routes that follow local roads will direct cyclists away from hazardous or difficult areas and contribute to a safer and more comfortable experience, especially for those who are new to biking or to the area.

The Board recommends that well-designed regional bike routes be adopted or updated to supplement the state route network.

## Recommendations to the Board

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

### Examine Barriers to Contraflow Traffic

Bicycle lanes that go against the flow of automobile traffic are common in much of the U.S. and the world. Contraflow lanes are bike-only lanes that run opposite to traffic; bidirectional lanes carry bikes in both directions. These lanes are separated from traffic by a painted stripe or area; a barrier such as parked cars, a curb, posts, or planters; or elevation above the road surface. However, neither contraflow nor bidirectional lanes are legal in Connecticut, as state law does not allow cyclists to ride against the flow of traffic, even when the bicycles have a separate lane. The Board will explore barriers to these facility types in Connecticut.



*Contraflow bike lane*

### Study E-Bikes

Electric-assist bicycles (“e-bikes”) are a rapidly growing market. These vehicles can enable riders to go faster, over longer distances, and with less exertion than a conventional bicycle. E-bikes could dramatically broaden the appeal of cycling, attracting older adults, disabled and less fit persons, longer distance commuters, and those who must cycle in hot weather or hilly terrain. On the other hand, they may also raise a number of issues. Given the newness of e-bikes, it is premature for the Board to take a position; however the Board will monitor the situation closely.

### Examine Vulnerable User Protections

The Board will review Connecticut’s new [Vulnerable User Law](#) (p. 15) in the context of similar laws enacted in other jurisdictions. The Board will evaluate the impact of vulnerable user protections, particularly in states where such laws have been on the books longer, identifying the types of incidents to which they were applied. Additionally, the Board will discuss the law with legal and public safety experts in Connecticut.

### Support Bike Share

A study of the potential for bicycle sharing in Connecticut recently concluded. (See [Study of Bicycle Sharing](#), p. 18.) The Board supports bike share and will seek to facilitate its realization in the state.

### Monitor Action on Complete Streets

The Board will review the implementation of CTDOT’s Complete Streets Policy.



*Commissioner Redeker signing CTDOT's Complete Streets Policy, Newington*

## **2014 in Review**

Quiet but steady progress defined 2014 for pedestrians and cyclists in Connecticut. While few new initiatives were announced, in 2014 many projects that had begun in prior years reached important milestones. Selected achievements are presented in the following; for a fuller accounting of progress made, see [Volume 2 of Streetlights on Complete Streets](#), which CTDOT released in December 2014.

## **Laws and Regulations**

### **Vulnerable User Law**

After years of advocacy, the Connecticut General Assembly enacted a Vulnerable User Law. This law, which went into effect on October 1, 2014, defines pedestrians and cyclists, among others, as “vulnerable users” and prescribes a fine for any driver “who fails to exercise reasonable care and causes the serious physical injury or death of a vulnerable user” (CGS §14-300i). By doing this, the law provides an added, financial disincentive to behavior that puts pedestrians and cyclists at risk.

## Complete Streets Policies

On October 23, 2014, CTDOT adopted a Complete Streets Policy (No. Ex.O.-31). The policy lays out how the CTDOT will integrate complete streets into its work and implement them into the real world. Key points include:

- » Adherence to the Complete Streets Law throughout the Department
- » Establishment of a Department-wide Complete Streets Standing Committee
- » Ongoing training on complete streets for CTDOT staff and partners
- » Revisions to eligibility criteria to make complete streets easier to fund
- » Improved designs that are supportive of pedestrians and cyclists
- » Measurement of pedestrian and cyclist use and needs

## Revised Driver's Manual

The DMV worked with the input of the Board to improve the Connecticut Driver's Manual. In particular, the share-the-road section was revised, and information on pedestrian and cyclist facilities was added. The Board looks forward to collaboration with the DMV on future updates.

## New Crash Form Rollout

A version of the new PR-1 crash form, which all police must use at crash scenes beginning January 2015, was rolled out in 2014. The form will enhance crash reporting, including for pedestrians and cyclists, enabling improvements to be better targeted to safety problems.

## Facilities and Services

### New Bicycle-Friendly Cities

Over the last few years, several cities and towns have worked diligently to improve conditions for cyclists. In recognition of these efforts, the League of American Bicyclists bestowed its bronze Bicycle-Friendly Community (BFC) status on Farmington, New Britain, New Haven, and West Hartford in 2014. This brings the number of BFCs in Connecticut to six. Simsbury and South Windsor previously received bronze status; the League promoted Simsbury to its silver level in 2014. It is hoped that additional municipalities will enter the program, and that existing bronze BFCs will move up to silver or gold.

### Progress on Transit Capital Projects

Construction on the CTfastrak bus rapid transit line was largely completed in 2014. The project will improve the ability to get around by foot and bicycle in and west of Hartford by dramatically speeding up and broadening the reach of the region's buses.



*CTfastrak station rendering*



The project also includes a multi-use trail between downtown New Britain and Newington Junction.

Rehabilitation of rail lines also proceeded during 2014. This work is in anticipation of “Hartford Line” commuter rail on the I-91 corridor. When service begins in 2016, travel among New Haven, Hartford, and Springfield without a car will be possible. Work to date has markedly cut travel times for existing services, with Amtrak trains returning to Northampton for the first time in decades from December 29, 2014.

### **New and Repaired Multi-Use Trails**

The state’s multi-use network continues to grow. Projects completed in 2014 include:

- » Construction of the Pequonnock Trail in Bridgeport and Trumbull
- » Extension of the Norwalk River Valley Trail
- » Resurfacing of the Airline Trail

In addition, design on the following ended in 2014, with construction set for 2015:



*Beyond Thunderdrome trail, Madison*

- » Farmington Trail extension in Cheshire
- » Extension of the Hop River/Airline Trail in Windham
- » River Trail reconstruction in Burlington
- » Additional resurfacing of the Airline Trail

### **New Hiking and Biking Trails**

Partnership between mountain bikers and land managers grew in 2014. Following the success of a pilot trail building program at Millers Pond State Park, several new trails opened over the year. Designed to be sustainable, built and maintained by volunteers, and approved by landowners, these trails have proven extremely popular and may represent a new model for recreation in Connecticut. Notable successes include:

- » New mountain bike (MTB) trails on state land in Burlington built through a first-of-its-kind agreement with DEEP
- » Pending agreements with water utilities for MTB trails in Burlington
- » An agreement with DEEP for MTB trails on state land in Cromwell
- » Closure of a long-standing gap in the Tunxis (hiking) Trail in Burlington
- » New MTB trails on town land in Madison through an agreement with the town

### **Designs and Technologies**

Connecticut, the ‘Land of Steady Habits,’ is often slow to take up recent innovations, including in the realm of pedestrian and cyclist infrastructure in services. In 2014, however, several new ideas made their way into planning and practice in Connecticut. The Board hopes that the success of these introductions spurs further innovation and experimentation in pedestrian and cyclist facilities and services in the future.

## Adoption of New Signal Technology

HAWK beacons are traffic signals that are installed where pedestrian or cyclist paths cross a road and that turn red only when a person wishing to cross activates them. HAWK beacons have met with success in many places. In 2014, CTDOT approved the first beacons in Connecticut (in Cheshire and Stamford). HAWK beacons are now considered on a case-by-case basis.

## Road Diets for Pedestrian/Cyclist Safety

In response to a cluster of crashes, including several cyclist fatalities, and a high incidence of speeding, CTDOT initiated a road diet on Route 44 in East Hartford. This project includes replacing two of four travel lanes with bike and parking lanes. According to CTDOT, this project, which will begin construction in 2015, is the first “holistic road diet... to improve bicyclist and pedestrian safety” it has taken on. It is hoped that this road diet paves the way for more such projects.

## Testing of New Bike Lane Designs

Green-painted bike lanes, which improve visibility, and bike boxes, which are areas where bikes wait ahead of cars at a light to make left turns, have proven successful in other parts of the country. In 2014, federal approval was granted to install both on a challenging section of Broad Street in the city. CTDOT plans to evaluate the effectiveness and performance of these improvements, with an eye to future use throughout the state.



*Bike share station, New York City*



*Broadway green lane, New York City*

## Study of Bicycle Sharing

In the last five years, bike share systems have proliferated. New York City’s Citibike and Boston’s Hubway are well-known examples. These systems extend the reach of transit and can empower locals as well as attract visitors. In 2014, the Greater Hartford Transit District and the Capitol Region Council of Governments led a study on bike share. The study found that bike share is feasible in the region but faces some challenges, notably a lack of bicycle infrastructure. An additional finding was the desirability of a system that interoperates (is compatible) across the state.

## Best Practices

The Board has identified several practices that it deems exemplary and would like to see more widely adopted in the state.

### Link Funding to Complete Streets

In 2014, the Central Connecticut Regional Planning Agency continued to require that all transportation projects funded through the region consider all users. Surprisingly, this approach is not taken by every region, given that state law requires that complete streets principles be applied to almost all transportation projects. At the state level, Department of Housing and the Office of Policy and Management directed grant funds to projects to improve walkability and to develop around transit.

### Collection of Data on Nonmotorized Use

The Capitol Region Council of Governments (CRCOG) completed a fifth year of pedestrian and bicycle counts, with over 80 locations measured. The data gathered will quantify walking and biking rates and how they change over time. More such counts are needed throughout the state. CRCOG also developed a tool to audit the quality of pedestrian and cyclist infrastructure.

The Council of Governments of the Central Naugatuck Valley inventoried sidewalks in the Naugatuck Valley region. The resulting database will be used to prioritize repairs and to plan improvements.



*Automatic bicycle counter, Montreal*

### Promotion of Bicycling as Transportation

For the second year, DEEP sponsored a state agency Bike to Work challenge, with the agency with the greatest participation receiving recognition. This has encouraged many agencies<sup>7</sup> to support their employees on Bike to Work Day in May. The challenge is to expand this single-day enthusiasm to year-round support. Providing bike parking, showers, and other supports for bike commuters may help this become a reality. The Office of Mental Health and Addiction Services has also supported bicycling as a viable form of transportation for clients who do not have access to an automobile.

### Public Workshops for Local Officials

Under a grant to foster complete streets, the Department of Public Health and Bike Walk CT held a workshop for local officials in 2014. The workshop was well attended and, the Board hopes, will yield changes at the municipal level in 2015.

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<sup>7</sup> In addition to DEEP, the Departments of Children and Families, Mental Health and Addiction Services, Corrections, and Economic and Community Development; and the Freedom of Information Commission took part.



*Mountain biker riding Mary's Ghost, a town-approved trail, at Rockland Preserve, Madison*

## **Appendix**

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### **Disclaimer**

The views expressed in this report are those of the Connecticut Bicycle and Pe-

destrian Advisory Board and do not necessarily reflect the official position of the State of Connecticut, including the Department of Transportation. For more information about the Board, including meeting agendas/minutes and biographies of board members, please see [ctbikepedboard.org](http://ctbikepedboard.org).

## Board Members

Member	Appointed by	Represents	Position
<i>Joseph Balskus</i>	<i>House Minority Leader</i>	<i>At large</i>	<i>Secretary</i>
<i>Kelly Kennedy</i>	<i>Governor</i>	<i>Cycling organization</i>	
<i>Debra Dauphinais</i>	<i>House Majority Leader</i>	<i>Bicycle industry</i>	
<i>Sandy Fry</i>	<i>Senate Majority Leader</i>	<i>Pedestrians (and cyclists)</i>	<i>Vice Chair</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>	
<i>(vacant)</i>	<i>Governor</i>	<i>Senior citizens</i>	

## List of Recommendations

Addressee	Recommendation
<i>Legislature</i>	<i>Let Cars Cross the Yellow Line When Passing Bikes</i>
<i>Legislature</i>	<i>Make CT Consistent with the Nation</i>
<i>CTDOT</i>	<i>Open Up the Manual Revision Process</i>
<i>CTDOT</i>	<i>Give a Fair Share of Safety Funds</i>
<i>CTDOT</i>	<i>Make Funding Available to Nonprofits</i>
<i>CTDOT</i>	<i>Integrate Walking and Biking with Transit</i>
<i>CTDOT</i>	<i>Allow Bikes on Commuter Trains</i>
<i>CTDOT</i>	<i>Continue to Improve Crash Reporting</i>
<i>CTDOT</i>	<i>Create District Points of Contact</i>
<i>CTDOT, DMV, DESPP</i>	<i>Undertake a Share-the-Road Campaign</i>
<i>DMV</i>	<i>Enhance Driver Education</i>

Addressee	Recommendation
(all)	<i>Treat All Transportation Modes Equally</i>
Municipalities	<i>Adopt and Implement Complete Streets</i>
Municipalities	<i>Remove Snow and Ice</i>
Regions	<i>Monitor Complete Streets Policy</i>
Regions	<i>Adopt/Update Regional Bike Routes</i>
The Board	<i>Monitor Complete Streets Policy</i>
The Board	<i>Support Interoperable Bike Share</i>
The Board	<i>Examine Barriers to Contraflow Traffic</i>
The Board	<i>Study E-Bikes</i>

## Proposed Statutory Text

C.G.S. §14-286b(a) currently reads:

*(a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, except when (1) making a left turn pursuant to subsection (b) of section 14-241, (2) overtaking and passing another vehicle proceeding in the same direction, (3) overtaking and passing pedestrians, parked vehicles, animals or obstructions on the right side of the highway, and (4) when the right side of the highway is closed to traffic while under construction or repair.*

The Board recommends that the above be replaced with the Uniform Vehicle Code §11-1205:

*(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of*

*the roadway except under any of the following situations:*

- 1. When overtaking or passing another bicycle or vehicle proceeding in the same direction.*
  - 2. When preparing for a left turn at an intersection or into a private road or driveway.*
  - 3. When reasonably necessary to avoid conditions including but not limited to: fixed or moving objects; parked or moving vehicles; bicycles; pedestrians; animals; surface hazards; or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and a motor vehicle to travel safely side by side within the lane.*
  - 4. When riding in the right-turn-only lane.*
- (b) Any person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.*

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