



## Connecticut Bicycle and Pedestrian Advisory Board

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

2800 Berlin Turnpike • Newington, CT 06111-4113



January 24, 2020

Honorable Governor Ned Lamont

Legislative Transportation Committee Chairs, Honorable Carlo Leone and Honorable Roland Lemar

Legislative Transportation Committee Members

Commissioner Joseph Giulietti

Dear Governor Lamont, Transportation Committee Co-chairs and Members, and Commissioner Giulietti,

Established under the Complete Streets Law (CGS Section 13b-13a), the Connecticut Bicycle and Pedestrian Advisory Board is required to submit an annual report to all of you which outlines the progress made by state agencies in improving the environment for bicycling and walking in the state; recommendations for improvements to state policies and procedures related to bicycling and walking, and specific actions taken by the Department of Transportation (DOT) in the preceding year that affect the pedestrian and cyclist environment. This letter will serve as our 2019 report.

The progress since the Complete Streets legislation was passed has been transformative and the past year saw significant strides in improving conditions for bicyclists and pedestrians. These efforts could not have moved forward without the programmed investments of state and federal funding in bicycle and pedestrian facilities and programs throughout the State. The Board urges those receiving this letter to continue to invest in improving safety and facilities for bicyclists and pedestrians. The Ramp Up Plan (2016-2020) for Let's Go CT has provided \$54 million for bicycle and pedestrian related projects to date. This type of investment will enable continued progress into the future.

Specifically, we can report the following statewide progress in 2019:

- Legislation was passed that defines where electric scooters can operate and allows cities and towns to regulate such scooters.
- Legislation was passed that updated the Vulnerable User Law, clarifying for what type of injuries the law applies.
- The state's first Active Transportation Plan was adopted by DOT in January 2019.
- The DOT Vendor in Place paving program scheduling has been adjusted to allow more time for local government input on bike facilities, which can be implemented as part of repaving.
- The DOT spent \$7.6 million (federal and state funds) in 2019 for multi-use trail construction and the following sections of trail opened:
  - Air Line North State Park Trail
  - Wallingford Senior Center Trail
  - Bloomfield Greenway
  - Middletown Wesleyan Hills Path
  - Windham Hop River State Park Trail
  - Brookfield Still River Greenway



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- The DOT continued to promote local improvements to bicycle and pedestrian facilities through the Community Connectivity grant program, awarding \$13.4 million in 2019 for a grand total of \$25.8 million awarded to 80 projects through this important program. Projects in Stamford and Southington were completed and projects in Tolland, Essex, and Sprague moved into construction.
- To address the rising number of pedestrian involved fatal crashes in the state, DOT has taken the following steps:
  - Continued to fund the “Watch for Me CT” public outreach and media campaign to encourage safer use of the roads by all users, bicyclists, pedestrians and motor vehicle operators. Approximately \$350,000 is budgeted for this campaign annually.
  - Produced the Connecticut Pedestrian Safety Guide which is a statewide, data-driven safety guide for all of Connecticut’s traffic safety partners. The guide is meant to serve as a safety tool for achieving Connecticut’s vision of reducing pedestrian fatalities and injuries.
  - Provided funding for traffic enforcement aimed at unsafe vehicle driver and pedestrian behaviors that put pedestrians at risk.
- Upgraded pedestrian controls, including curb ramps and updated pedestrian signals, were installed at 133 locations.
- Enhanced pedestrian signage and pavement markings were installed at unsignalized crosswalks around the state. 1000 locations on local roads were completed in 2019. This followed improvements made at 1200 locations on state roads in 2018.
- The DOT has made a change in its traffic signal policies, allowing for implementation of concurrent pedestrian phases rather than exclusive where this will not deteriorate pedestrian safety.
- FHWA approved the DOT’s ADA Transition Plan in mid-October 2019. Per this plan, all curb ramps will be ADA compliant by 2034. The DOT commits \$6 million annually to provide for ADA upgrades to curb ramps and sidewalks on state roads.
- The DOT has completed Road Safety Audits of the Route 1 corridor from the New York state line to the Westport/Fairfield border, a total distance of 22.7 miles. This stretch of road has the worst pedestrian safety record of any in the state and the RSAs have identified safety improvements that can be implemented throughout the corridor.
- The DOT continues to allow for 11 ft. wide lanes when repaving, resulting in wider shoulders. This standard was implemented on 118 miles of state highway in 2019.
- The DOT has established, and convenes on a quarterly basis, a Complete Streets Committee. This group includes planners and engineers representing all bureaus within the Department, and they meet to discuss issues regarding bicycle and pedestrian facilities and safety. The Bicycle and Pedestrian Advisory Board intends to share issues that come to our attention with this committee on an ongoing basis. In fact, we are sending them a letter at this time with specific recommendations for DOT operations.



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While this is significant and noteworthy progress to date, there remains much work to be done. On the following page are the Board's recommendations for consideration in 2020. The key recommendation, which is listed first, is that investments must continue to be made in bicycle and pedestrian facilities and programs. Even with the best of intentions, progress will not be made without the state investing in the effort to make our streets complete for all users.

The Board would be happy to discuss any of these recommendations with you. My contact information is listed below.

Sincerely,

Sandra M. Fry, P.E.

Chair

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### CT BICYCLE AND PEDESTRIAN ADVISORY BOARD RECOMMENDATIONS FOR 2020

| 2020 RECOMMENDATION | DISCUSSION  | IMPLEMENTING AGENCY  |   |
|---------------------|---|--|---|
| 1                   | The state should continue to allocate funding for bicycle and pedestrian improvements.  | Significant funding provided through the “Let’s Go CT Ramp Up” enabled marked progress since 2016 in providing bicycle and pedestrian facilities and in focusing upon bicycle and pedestrian safety in the state. We look forward to the addition of substantial investments in bicycle and pedestrian facilities in CT2030 as that plan evolves.                        | Governor, General Assembly              |
| 2                   | Modify existing crosswalk legislation to ensure pedestrians are protected when approaching the crosswalk instead of in the crosswalk.                   | The Board recommends that the legislature adopt language that states cars must yield when a pedestrian is “at” a crosswalk rather than just “in” a crosswalk. Prior to 2007 our statutes had this provision.   | OLR, General Assembly                   |
| 3                   | The legislature should adopt “dooring” legislation that requires that a person opening a vehicle door does so with a degree of care for moving traffic. | CT is one of only 9 states that does not have legislation in place regarding dooring. Dooring crashes can be catastrophic for bicyclists.  | OLR, General Assembly                   |
| 4                   | Modify state legislation to allow Payment in Lieu of Sidewalks (PILOS) with such funds dedicated to bike/ped improvements where they are needed most.   | PILOS, which is used in many other states, allows a municipality to waive construction of a sidewalk in a location where it will not get much use in exchange for a fee; that fee can then be used to build sidewalks where they are most needed. PILOS is similar to existing provisions under CT law for payment in lieu of parking and payment in lieu of open space. | OLR, General Assembly                   |
| 5                   | Continue educational outreach and awareness program.  | The Watch for Me CT program fills a critical need and should be continued and expanded so that the messaging reaches the entire state in a systematic way. This type of safety campaign helps all road users to understand their rights and responsibilities and leads to improved conditions for vulnerable road users.   | CTDOT in cooperation with DMV and DESPP |
| 6                   | Ongoing program for training law enforcement officers in bicycle and pedestrian laws should continue and grow.  | The DOT initiated a day long training program in 2018 and offered the training again in 2019. In 2019 seven police departments have taken the training. This program should be revised as needed to attract more attendees, and offered on an annual basis to all towns.   | DOT, DESPP                              |

*Table continues on following page*



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| 2020 RECOMMENDATION | DISCUSSION   | IMPLEMENTING AGENCY                   |
|---------------------|--|---------------------------------------|
| 7                   | Support Bike Walk CT's efforts to implement bike and pedestrian safety training in elementary schools. | DOT, Department of Education          |
| 8                   | Encourage development of bicycle and pedestrian networks that serve affordable housing.                | OLR, General Assembly, OPM, CHFA, DOH |
| 9                   | Pass legislation to allow for a pilot of school zone speed cameras.                                    | OLR, General Assembly                 |