IV. Policies and Practices

Creating a safe and inviting travel environment for bicycles, pedestrians, and equestrians requires attention to more than just the physical infrastructure, such as sidewalks and bike paths. Efforts must be directed to the non-infrastructure related tasks such as creating laws, agency policies, and initiatives to foster an environment that is truly walkable and bikable. One effective strategy is to give all travelers (pedestrians, bicyclists, equestrians, and motorists) a basic knowledge of bicycling and walking safety and etiquette. This comes by way of laws that establish the "rules of the road" as well as policies and initiatives that educate travelers on those laws and how to travel safely on shared facilities. Another objective of these policies and initiatives is to promote walking and biking as means of transportation. The purpose of this chapter is to review existing laws, agency policies, and other initiatives that encourage or impede bicycling and walking in the State of Connecticut, and recommend initiatives for improvement.

Laws, Policies, and Initiatives

Connecticut Laws

There are a number of state laws that relate to bicyclists, pedestrians, and equestrians. These laws inform how they should behave when traveling. Such laws include helmet laws, crossing laws, and bicycle positioning laws.

When all user groups, pedestrians, bicyclists, and motorists, follow existing regulations they can co-exist safely. There are laws that state how motorists must behave when traveling near bicyclists, pedestrians, and equestrians. For example, existing legislation requires motorists to provide a minimum of three feet passing and stopping before the sidewalk area when emerging from driveways and alleys. In addition, legislation was passed in 2008 requiring motorists to allow a minimum of 3 feet of separation when passing a cyclist. These laws are intended to improve the safety of the bicyclist and pedestrian encouraging travelers to make greater use of these modes of transportation.

A number of bicycle, pedestrian, and equestrian related state laws:

Bicyclist rights and responsibilities (Section 14-286a):

- Bicyclists traveling on roadways have same rights and responsibilities as motorists.
- Bicyclists traveling on sidewalks and in/along crosswalks have the same rights and responsibilities as pedestrians.
- Parents may not authorize children to violate statutes related to bicycle travel.

Operation of bicycles (Section 14-286b):

- Bicyclists must ride as near to the right as practicable on roadways, except when turning left, passing pedestrians, parked vehicles, and obstructions.
- Bicyclists may not ride two abreast on roadways, except on paths or parts of roadways set aside for the exclusive use of bicycles.
- Bicyclists may not attach themselves to moving motor vehicles.
- Carrying large packages, bundles, and passengers is restricted. One hand must remain on the handlebars when bicycling.

- **Left and right turns (Section 14-28c):**

- Bicyclists must use hand or mechanical signals to communicate with other travelers.

- Signals need not be given continuously.

Helmet use (Section 14-286d):

- Bicyclists aged 15 and under must wear protective headgear.

Bicyclist use of helper motors (Section 14-286):

- Bicyclists must have a valid driver's license to use a helper motor, though special permits may be granted.

- Travel speed cannot exceed 30 miles per hour.

- Bicycles with helper motors cannot be driven on sidewalks, limited access highways, or turnpikes.

Lights, reflectors, and brakes on bicycles (Section 14-288):

- During nighttime and times of low visibility, bicyclists must utilize a front light visible from 500 feet, a rear red reflector or light visible from 600 feet, and reflective material on bike visible from 600 feet on side.

- Bicycles must have a brake which can stop within 25 feet when traveling at 10 miles per hour.

Local jurisdiction regulations (Section 14-289):

- Local jurisdictions, remaining consistent with Sections 14-286 and 14-288, may regulate bicycle uses in their jurisdiction.

Motorists passing bicyclists:

- Motorists overtaking / passing a bicyclist must allow a minimum of three feet separation (Sec. 14-232 Sec. 13).

- Motorists overtaking / passing a bicyclist in the same direction may not make a right turn, unless it can be done safely without impeding the travel of the bicyclist (Sec. 14-242a).

Pedestrian and roadway crossings:

- Pedestrians must adhere to pedestrian control signals where they exist at intersections. Pedestrians shall not cross the highway against a red or "Stop" signal or at unmarked locations. A pedestrian starting across the highway on a "Walk" signal or on any such crosswalk or on a green or "Go" signal shall have the right of way over all vehicles, including those making turns (Sec. 14-300).

- Special pedestrian street or sidewalk markings should be provided in areas with high proportions of elderly persons (Sec. 14-300a).

- Motorists must yield to pedestrians at the entrance to, or in, marked and unmarked crosswalks (Sec.14-300b and Sec.14-300c).

- Pedestrians may not cross an intersection diagonally unless directed by pedestrian signal or officer (Sec. 14-300b).

- Pedestrians may not cross between adjacent intersections with traffic or pedestrian-control signals except within a marked crosswalk (Sec. 14-300b).

- Pedestrians in a crosswalk shall travel whenever practicable in the right half of the crosswalk (Sec. 14-300b).

- Vehicle operators must exercise due care to pedestrians and provide audible signals when passing them (Sec. 14-300d).

- Vehicle operators must stop at least 10 feet from a crossing when directed to do so by a school crossing guard (Section 14-300f).

- Motorists emerging from an alley, driveway, or building must stop prior to driving onto the sidewalk area extending across any alleyway or driveway to yield the right-of-way to any pedestrian (Sec 14-247a).

Bicyclists on state highways:

- The State Traffic Commission shall adopt regulations, in cooperation and agreement with local traffic authorities, governing the use of state highways, and the operation of vehicles including but not limited to motor vehicles and bicycles (Sec.14-298).

Including bicycle and pedestrian in highway planning (Section 13a-57b):

- The Transportation Commissioner shall, whenever possible, encourage the inclusion of areas for bicycles and pedestrians when creating the layout of a state highway or relocating a state highway.

Riding with animals on highways (Sec. 14-293a):

- Any person who rides any horse or other animal upon a public highway shall conform to the rules of Chapter 293 and 249, unless such provisions clearly do not apply from the language or context.

Motor vehicles passing equestrians (Sec. 14-293b):

- Approaching motor vehicle operators must reduce speed appropriately or stop, if necessary, to avoid endangering the equestrian or frightening or striking the horse. A statement concerning such responsibilities is included in the 2008 Motor Vehicle Driver Manual.

- **Federal and State Agency Policies and Initiatives**

Policies of the federal and state government have the potential either to encourage or discourage the public choice to utilize non-motorized transportation. Some of these policies and initiatives are examined below. All are state policies, except for the SRTS program, which is a federally funded program.

Connecticut Department of Transportation

State Traffic Commission

The State Traffic Commission (STC) follows a specific application process for proposed developments that could be major traffic generators on state highways. Any development that includes two hundred or more parking spaces, or a gross floor area of 100,000 square feet or more, must complete the certificate of application process. The purpose of the process is to gauge the development's impact on the surrounding transportation system and also take the internal site circulation into consideration. Specifically, the STC process requires information on how the use of bicycling and walking by employees and/or patrons has been considered, especially in terms of the development's internal circulation and parking.

Surface Transportation Program (STP) - Urban Sidewalk Guidelines

This federal funding has guidelines, established by CTDOT, that outline using STP-Urban funds for the construction of new sidewalks. These funds can be used for a new sidewalk where none has existed or where a new segment of walkway is needed to fill the gap between two existing walkways. These funds cannot be used to replace an existing sidewalk due to its age. CTDOT typically does not provide state match for new sidewalks under this program.

Safe Routes to Schools

SRTS is a federal program, introduced in SAFETEA-LU (2005), that promotes walking and bicycling to school for students in kindergarten through eighth grade. In Connecticut, the SRTS program is administered by CTDOT and provides funding for school based projects in the areas of encouragement, education, engineering, enforcement, and evaluation. These pedestrian and bicycle safety projects are often organized and supported at the local level. While the program provides funds to municipalities through a competitive process, CTDOT requires that schools complete a SRTS Plan. A SRTS Plan outlines obstacles to walking and bicycling as well as its improvement needs for a school.

The program receives approximately $1-3 million per year and a typical grant to a municipality or school is about $250,000 - $300,000.

Metro North Commuter Rail

Metro North Rail provides daily commuter rail service through the shoreline towns of southwestern Connecticut between Grand Central Station in New York City and New Haven, Connecticut, with additional branchline service to New Canaan, Waterbury and Danbury. There are a number of policies that govern traveling on trains with bicycles. First and foremost, travelers who wish to bring their bicycles onto Metro North trains must have a permit; bicycle permits cost $5 and are good for life. Folding bicycles do not need a permit, but must be folded while boarding, exiting, and being stored on a train. Second, there are a number of schedule and occupancy restrictions, which are summarized below:

Schedule Restrictions:

- Bicycles are not permitted on trains scheduled to depart from Grand Central Terminal during peak hours (between 7 AM and 9 AM, 3 PM and 8:15 PM).
- Bicycles are not permitted on trains scheduled to arrive in Grand Central Terminal during peak hours (between 5 AM and 10 AM, 4 PM and 8 PM) and on certain days before and after holidays.
- Bicycles are not permitted on trains on New Year's Eve, New Year's Day, St. Patrick's Day, Mother's Day, Eve of Rosh Hashanah, Eve of Yom Kippur, Eve of Thanksgiving, Thanksgiving Day, Christmas Eve, Christmas Day, and certain days before and after holidays.

Occupancy Restrictions:

- Two bicycles are allowed per car with a maximum of four bicycles per train on weekdays.
- Eight is the maximum number of bicycles allowed on trains is eight on weekends.

The most current version of the Metro North rules for traveling with bicycles on trains are available at http://www.mta.info/mnr/html/getaways/bikerule.htm. Governor Rell has also requested the new M-8 trains to be purchased for Metro North include space for bicycles.

Shoreline East Commuter Rail

Passengers are permitted to bring bicycles on board Shore Line East trains between Old Say-

brook and New Haven only. Passengers are required to safely carry bicycles on and off the trains and safely store bicycles on board with front tires removed. Bicycle groups of 5 or more passengers are required to provide one week prior notification of their travel plans to CDOT Rail Operations at (203) 789-6955.

Amtrak Rail Service

There are a number of options for traveling with bicycles on Amtrak trains. These include:

- *Storing bicycles onboard in bike racks* - On some Amtrak trains, passengers can roll their bikes up to the train and secure it in a bike rack, unboxed. Availability of this service varies widely from train to train, and station to station. The passenger must reserve space for bicycles when reserving their ticket. A $5 to $10 fee is charged for reserving a space in the bike rack.

- *Checking bicycles as checked baggage in a box or other secure container* – Passengers can bring bicycles on Amtrak as checked baggage between all cities where checked baggage services are offered. However, not all stations or trains have checked baggage service, and that baggage service may not be available every day.

- *Checking bicycles as checked baggage secured by tie-down equipment, not in a box* - Some trains have tie-down equipment in the baggage car or other areas designated for checked baggage. Where such equipment is available, passengers can check their bikes without a box or other container. This space is limited, and must be reserved for a fee.

- *Bringing folding bicycles onboard as carry-on baggage* - Folding bicycles may be brought aboard passenger cars as carry-on baggage. Only true folding bicycles (bicycles specifically designed to fold up into a compact assembly) are acceptable. Generally, these bikes have frame latches allowing the frame to be collapsed, and small wheels. Regular bikes of any size, with or without wheels, are not considered folding bikes, and may not be stored as folding bikes aboard trains.

To determine how to best transport a bicycle on Amtrak, passengers can call 1-800-USA-RAIL (1-800-872-7245) for assistance. The most current version of the Amtrak rules for traveling with bicycles on trains are available at

http://www.amtrak.com/servlet/ContentServer?cid=1080080554487&pagename=Amtrak%2Fam2Copy%2FSimple_Copy_Page&c=am2Copy.

Department of Public Health

In 1985, the Connecticut Department of Public Health, along with the Connecticut Commission on Children, created the Connecticut Childhood Obesity Council to establish state priorities for combating childhood obesity and coordinating statewide initiatives. In November 2008, the Council held a forum in Hartford, Connecticut to discuss strategies to reduce childhood obesity, At the forum, the importance of government at all levels to provide coordinated leadership for the prevention of obesity in children and youth was recognized. Also, the value of continued research and program efforts, with a focus on behavioral research and community-based intervention was emphasized. The following specific strategies have proven to be effective:

- Providing healthier foods to children at school

- Improving the availability of healthy foods at home

- **Increasing the frequency, intensity, and duration of physical activity at school**

- **Improve access to safe places where children can play**

- Limit time watching television, using the computer, or playing video games.

Additional recommended programs include the CT DEP's No Child Left Inside Program as well as New York City's menu labeling requirements and removal of transfats from restaurant foods.

Office of Responsible Growth/Office of Policy and Management

The Office of Responsible Growth was established by State Executive Order 15 to coordinate state efforts to revitalize cities, preserve the unique charm of the state and build livable, economically strong communities while protecting natural resources for the enjoyment of future generations. The Office of Responsible Growth is housed within the Connecticut Office of Policy and Management. Responsibilities of the Office of Responsible Growth include preparing the State Plan of Conservation and Development every five years, as well as reviewing state plans, projects, and bonding requests to ensure that they are consistent with the State Plan. One of the six growth management principles in the State Plan of Conservation and Development is to concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options. This principle is extremely important for creating and maintaining walkable and bikable communities.

Department of Environmental Protection

The Department of Environmental Protection is responsible for maintenance of the state parks and forests as well as many of the state's recreational trails. An annual grant program makes money available to towns and regions with eligible trail projects which expand the state's network of multi-use trails or improve existing trails.

Connecticut's Greenways Council, whose members are appointed by the Governor, meets monthly to discuss ongoing concerns such as legislative approval for new projects, existing trail maintenance, how to better meet the recreational needs of pedestrians, cyclists and equestrians, and project funding as well as other relevant issues.

No Child Left Inside is an initiative of Governor M. Jodi Rell and is coordinated by CT DEP. The purpose of the program is to encourage families throughout the state to utilize all of the recreational resources and outdoor activities available in Connecticut's state parks, forests and waterways. The program features events such as family hikes and wildlife education, tracking, and observation with instruction from wildlife biologists and other outdoor professionals who attend and teach at the events, held at various state parks and wildlife management areas. All initiatives are either free of charge or require a minimal cost.

One component of the *No Child Left Inside* program is The Great Park Pursuit, which is designed to market the overall *No Child Left Inside* program as well as introduce families to State Parks and Forests. The Great Park Pursuit is a multi-week game that takes families on an interactive tour of parks and forests across the state. The game allows families to experience different parks and participate in a wide variety of activities tied to either recreational offerings or historical significance found in the park system. The Great Park Pursuit has had much success, more than doubling its enrollment in three years, from 400 families in 2006 to over 900 families in 2008. More information on this program is available at http://www.nochildleftinside.org/programs/.

The Department's *Connecticut Recreational Trails Plan*, a requirement for federal recreational trail funding, outlines a number of goals and objectives in place to preserve, enhance, and develop trails and access for a wide variety of uses including bicycling and walking/hiking. Specifically, the Plan calls for the continuity and linkage of trail systems around the state as well as the development of recreational areas for all trail users in the state.

Design Standards for Facilities in Connecticut

The CTDOT Highway Design Manual was revised in 2003 and contains design standards for streets and highways. It includes design standards for on-road and off-road bikeways that mirror the guidelines set forth in the American Association of State Highway and Transportation Officials (AASHTO) *Guide for Development of Bicycle Facilities*, released in 1999. AASHTO's Guide, or "Green Book," is designed to provide information on the development of facilities to enhance and encourage safe bicycle travel, and illustrates how to accommodate bicycle traffic in most riding environments, including roadways and shared use paths.

AASHTO also developed the *Guide for the Planning, Design, and Operation of Pedestrian Facilities* in 2004. The guide focuses on identifying effective and appropriate measures for accommodating pedestrians on various public rights-of-way. This guide is also a good resource on the effect that land use planning and site design have on pedestrian mobility.

In addition, CTDOT utilizes the 1989 Federal Highway Administration (FHWA) publication, "Planning, Design, and Maintenance of Pedestrian Facilities" when designing pedestrian facilities. This handbook provides information on pedestrian facilities that can serve the needs of planners and engineers in the majority of cases. Where additional in-depth information is required; the handbook identifies other relevant publications in which the information can be obtained.

The above referenced documents provide CTDOT general guidance when designing facilities. They are not considered strict standards, but rather present sound guidelines that will be valuable in attaining good design sensitive to the needs of pedestrians, bicyclists, and other highway users. More innovative design strategies that can be used in various cases are available in Appendix F.

Internal and External Agency Coordination

At CTDOT, one full-time staff person spends 50 percent of his time on bicycle and pedestrian issues. This time is spent internally with other CTDOT offices and externally with other state agencies, RPOs, local governments, and interest groups to ensure that bicyclists and pedestrians are considered when planning transportation facilities. The Bicycle and Pedestrian Coordinator position is currently located within the Bureau of Policy and Planning at CTDOT.

According to the FHWA, the typical duties of a state Bicycle and Pedestrian Coordinator are as follows:

A. Plan and manage new programs in the areas of non-motorized accommodations, safety, educational materials, enforcement materials, courses, and recreation.

B. Assist in development of State and MPO level bicycle and pedestrian facility plans.

C. Develop safety and promotional information through printed materials, videos, TV spots, press releases, interviews, and promotional activities.

D. Develop guidelines to assist all metropolitan areas in developing a comprehensive pedestrian/bicycle plan and provide assistance to local jurisdictions in the development of plans and programs.

E. Develop (or prepare) printed materials such as quarterly newsletters, maps showing bicycle and pedestrian routes, safety information, and answer inquiries from citizens.

F. Arrange for special displays and events, including conferences, workshops, and other public and technical information presentations.

G. Develop (if necessary), review, and update State's Comprehensive Bicycle and Pedestrian Transportation Plan.

H. Serve as principal contact with Federal, state and local agencies, the press, citizen organizations, and individuals on matters relating to bicycles and pedestrians.

I. Coordinate and maintain budget and forecast budgetary needs.

J. Review projects for conformity with design standards and the state's comprehensive plan as it relates to bicycle and pedestrian facilities.

K. Identify legislative requirements and recommend appropriate changes in state law to facilitate maximum utilization of the bicycle and pedestrian modes for transportation purposes.

L. Maintain current knowledge of sources of funding for program. Work with appropriate offices to fully integrate bicycle and pedestrian projects in programming decisions.

M. Serve as bicycle and pedestrian advisory committee member (if applicable).

N. Develop priorities for special studies in areas such as:

1. cause of accidents
2. locations of accidents
3. effectiveness of new facility designs
4. needs analysis
5. barrier removal analysis
6. origin and destination surveys

O. Monitor pedestrian and bicycle use, provide recommendations for system improvement and develop usage data.

The needs of bicyclists and pedestrians are considered by CTDOT planning and highway and facility design and engineering offices when developing projects for roadway and transit facilities. The project development process includes an assessment of bicycle and pedestrian travel within the study area / project corridor. The first review of bicycle and pedestrian needs occurs in the initial planning phase. In engineering design, the assessment is again reviewed through a checklist of bicycle and pedestrian travel generators. Examples of generators include parks, schools, libraries, and churches. If any generators are identified in the study corridor/project area, a determination of the need for accommodating bicycles and pedestrians, should be coordinated with interested stakeholders. The assessment also includes a checklist of organizations with which coordination is required. Finally, there is detailed list of questions related to bicycle and pedestrian travel in the project area. The questions are intended to provide information on relevant issues such as the presence of secondary roads that bicyclists and pedestrians could use, or whether there is a bicycle or pedestrian crash history in the project area. The checklist also facilitates coordination with the responsible RPO and local municipality where the project is being proposed. Appendix G includes the most current required assessment of bicycle and pedestrian travel with the study area / project corridor.

In addition, the bicycle and pedestrian coordinator serves as the principal contact with Federal, state and local agencies, the press, citizen organizations, and individuals on matters relating to bicycles and pedestrians. Typical responsibilities of the state bicycle and pedestrian coordinator

include assisting in the development of state, regional, and local bicycle and pedestrian plans and programs; serve as bicycle and pedestrian advisory committee member; and plan and manage new programs in the areas of non-motorized accommodations, safety, educational materials, enforcement materials, courses, and recreation.

Safe Routes to School (SRTS)Program

CTDOT has a full-time SRTS Coordinator that implements the statewide SRTS program. The SRTS Coordinator is in addition to the existing State DOT Bicycle and Pedestrian Coordinator position, and must be dedicated to SRTS coordination activities. Typical duties of the state SRTS coordinator include:

- Schedules, attends, monitors and oversees the Safe Routes to School grant,
- Monitors and approves program budget, and
- Ensures compliance with federal and state regulations.

Recommendations

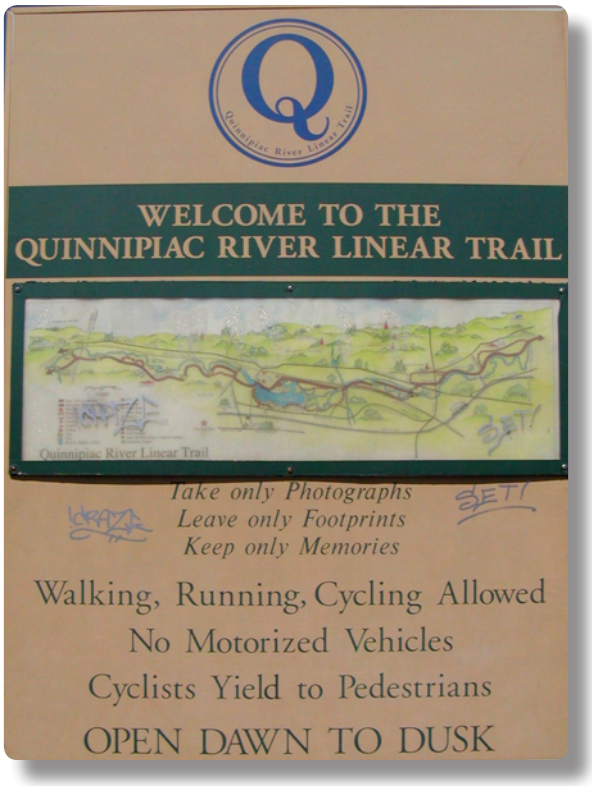
The Plan includes the following recommendations and selected implementation options from Chapter III. Goals 1, 2, 3, and 7 have several policy and practice related implementation options.

The implementation options listed below can be utilized individually or in combination with one another. This list is not exhaustive, of bicycle- and pedestrian-friendly polices and practices, to move towards the overall vision of the Plan. Some recommended implementation options include:

1. Include bicycle and pedestrian measures in CTDOT Performance Metrics Report – This report, completed in January 2009, outlines performance measures for improving roadway safety and reducing fatalities. Bicycle and pedestrian related performance measures, which were not included in the report, should be added to the report. Such measures may include:

   - Miles of bicycle lanes in the state
   - Miles of signed bicycle routes
   - Pedestrian and bicyclist accident rates
   - Inventory of available bicycle parking facilities.
   - Percentage of commuters biking or walking to work.

2. Review and maintain a Department sidewalk policy that supports the development of pedestrian facilities, including revisiting local sidewalk match requirements - A significant obstacle to sidewalk improvements is the non-federal share, or local match for the right of way and construction that the locals must produce. Currently, CTDOT does replace existing sidewalks and provides sidewalks on state bridges when warranted. However, where sidewalks do not previously exist, CTDOT does not provide local matching dollars for Federal projects. This contribution normally amounts to 20 percent of the project cost, and is often a barrier to the construction of needed sidewalks in town centers and other commercial areas. To the extent that they are available, state funds should be utilized to match funds on sidewalk construction. This policy could be connected to the Complete Streets Policy to further encourage and accommodate the development of the sidewalk network. Additionally, CTDOT may consider counting local in-kind services as matching funds. Many municipalities have expressed an interest and resources to provide design and/or construction services for the sidewalks as an offset to local dollars.



Model Project Coordination: Quinnipiac River Linear Trail – Phase 2, Wallingford, CT

Phase 2 of the Quinnipiac Linear Trail was an undeveloped a 900-foot span of trail at the intersection of the Wilbur Cross Parkway and the Quinnipiac River in Wallingford, CT. In this span, the trail needed to cross the Wilbur Cross Parkway to follow the Quinnipiac River. At this location, the Parkway was situated on fill (on a hill) and building a bridge over this was not feasible. ConnDOT suggested constructing a tunnel under the Parkway. In addition, ConnDOT required that the construction not disrupt vehicular traffic flow on the Parkway.

The Town of Wallingford and their consultants began early on continuous coordination with a number of groups to ensure that their trail would be constructed. The team coordinated with ConnDOT to ensure that the tunnel, a 10' X 14' box culvert, was built to ConnDOT's specification and installed with minimal construction traffic impacts. In addition, the team coordinated with DEP to utilize the tunnel as flood relief during times of high river flow. Finally, the team met early with the state police to coordinate and staff vehicular travel through the construction site.

Construction was scheduled for three consecutive weekends in October 2005 when Parkways volumes were lowest and there were no events at the Oakdale Theater. There were no complications and construction was completed early, in only two of the three allotted October weekends.

The Town of Wallingford attributes the project's great success to their persistence at completing the work, early coordination with all affected parties, and selection of competent design and construction firms. For more information on this project, please contact John Thompson, Town of Wallingford Engineer at 203-294-2035.

3. Improve the Bicycle and Pedestrian Needs Review phase of the project design process – The present Bicycle and Pedestrian Needs Checklist should be examined and redesigned, if necessary, to insure that it is as inclusive as possible. In addition, the new project development process should be examined and re-structured if necessary to ensure the full participation and timely review of the CTDOT Bicycle and Pedestrian coordinator in the development of new projects which have the potential to benefit cyclists and pedestrians

4. Improve the training of CTDOT Design staff and CTDOT Maintenance staff – Encourage the participation of designers and maintainers in state-of-the-art bicycle facility design classes in collaboration with the University of Connecticut and other educational institutions.

5. Provide early notification to municipalities of maintenance/restriping schedules – This information would allow the local governments an opportunity to provide input regarding their needs and support for accommodation measures such as restriping to include bicycle lanes and other relevant markings.

6. Review AASHTO standards and innovative approaches - CTDOT should consider implementing best practices and other standards and innovative approaches. CTDOT should conduct a detailed review of standards as well as other state and town innovative strategies and best practices. Program administrators of those strategies should be contacted with questions on implementation. Additional benchmarking reviews with other states could be conducted to ensure CTDOT is continuing advancing its innovative practices.

7. Utilize the state-of-the-art design toolbox - CTDOT should review the state-of-the-art design toolbox (see Appendix F) to fully identify those strategies in the toolbox that are applicable to projects in Connecticut.

8. Maintain a regular schedule of meetings of the Statewide Bicycle and Pedestrian Advisory Committee – Regularly scheduled meetings would serve to keep interested stakeholders informed regarding planning and implementation of measures intended to improve bicycle and pedestrian accommodation and safety by CTDOT and other relevant state agency and local government developments and initiatives.

9. Coordinate directly with regional planning agencies and local jurisdictions, state agencies, and statewide user / advocacy groups - CTDOT may consider coordination, in addition to the regularly schedule Advisory Committee meetings, with the above listed groups on bicycle and pedestrian related issues, including to expand and enhance the multiuse trail system.

10. Consider Memorandum of Understanding agreements with local jurisdictions. These could cover such things as sidewalk / multiuse path maintenance or even maintenance scheduling protocol. Currently, responsibility for many bicycle facilities and local sidewalk issues is still uncertain, a formal MOU on the issue of maintenance could help ensure maintenance is planned for, funded and undertaken in a coordinated manner.

11. Develop a program to increase bicycle and pedestrian related amenities at intermodal and Park & Ride facilities – Adding amenities such as bicycle parking racks can make multimodal travel easier and more seamless. Quarterly or annual counts of bicycle rack usage should be undertaken to identify current demand and help to ensure facilities are designed properly to meet demand.

12. Coordinate with bus and rail transit service providers - During the Plan outreach process, the public expressed that the MetroNorth schedule and occupancy restrictions are an impediment to bicyclists wishing to commute by bicycle. A particular difficulty is the peak hour restrictions. Many residents and commuters in Southwest Connecticut have a strong desire to carry their bicycles with them on the train, and fewer travel restrictions for cyclists wishing to use bus and rail would increase opportunities for the use of bikes to commute to work and accomplish other necessary trips during the day.

13. Expand education programs for non-motorized transportation users – A program could be set up to assist travelers with traveling with bicycles on trains and buses. The program could include information resources, including on-line, on available amenities.

14. Encourage installation of bicycle parking at private employment and retail facilities – This could be articulated through the Advisory Committee or encouraged in the STC review process or the design review process.

15. Provide CTDOT supported designs to operators of facilities – CTDOT can share its supported designs as well as the updated design toolbox, located in Appendix F with other operators of facilities.

16. Evaluate opportunities to recognize potential trip reduction credits – CTDOT should encourage the STC to address pedestrian and bicycle access and egress as well as bicycle storage opportunities in their certification process. Additionally, further review of trip reduction credits for bicycling and walking should be considered. Such credits would help to further Connecticut's Smart Growth programs

17. Consider public-private partnerships for facilities – In order to insure that all available resources are utilized, CTDOT should attempt to optimize the pool of available funding through consideration of alternative and more innovative ways to pay for the construction and maintenance of sidewalks, multi-use trails, bicycle paths, and other facilities used for non-motorized transportation. For example, BikeStation in California has worked to provide bicycle parking and bicycle related services at transit centers. These membership based facilities provide secure bicycle parking at transit centers in partnership with local municipalities and transit operators. In addition, trail construction costs can be shared with private property owners.

18. Continue to fund training initiatives for regional and municipal officials (e.g. training by UConn T^2 Institute) - CTDOT should continue to offer appropriate training sessions to its staff, consultants, advocacy groups, and other interested individuals on pedestrian and bicycle design and planning to enable these professionals to develop their skills to better accommodate these modes.

19. Coordinate more closely with the State Traffic Commission to address and resolve bicycle and pedestrian issues - The STC process currently requires information on pedestrian and bicycle circulation within proposed development sites only. The Steering Committee and regional and local governments have expressed that the effect of the development on the outside bicycle and pedestrian system should also be documented as part of this process. For example, the impact on cyclists and pedestrians of adding a turn lane to a roadway to accommodate traffic turning into the proposed development should be evaluated.

20. Insure full representation of all relevant state agencies on the Statewide Bicycle and Pedestrian Advisory Committee – Providing full coordination with the staff from other state agencies will ensure that CTDOT stays current with ongoing policies and programs and capitalizes on opportunities to benefit bicycle and pedestrian transportation. For example, a representative of OPM should be included to support their Responsible Growth Initiatives and a representative of DEP to stay current on the Recreational Trails Program and other relevant programs.

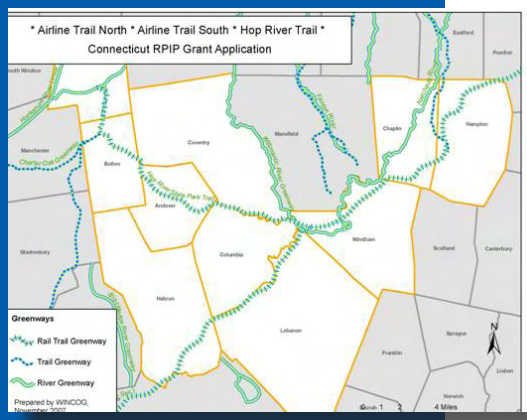
21. Include all relevant CTDOT offices and divisions on the Statewide Bicycle and Pedestrian Advisory Committee – This will ensure the maximum participation and coordination by all CTDOT staff with a stake in bicycle and pedestrian issues, especially maintenance and design. The knowledge and understanding of these concerns will be enhanced throughout the Department as well.

Equipment Sharing: WINCOG Regional Sharing of Trail Maintenance Equipment, Windham, CT

Six WINCOG municipalities (Chaplin, Columbia, Coventry, Hampton, Lebanon and Windham) and four CRCOG municipalities (Andover, Bolton, Vernon and Hebron) jointly applied for funding to share several pieces of trail maintenance equipment. A small excavator and a multi-use tractor with several attachments were to be shared by the public works departments of the 10 towns.

WINCOG wrote the grant proposal for the Regional Performance Incentive Program funding, offered through CT Office of Policy and Management. The equipment purchase was funded in Spring 2008 and implemented in Fall 2008.

The equipment will assist in maintaining 47 miles of unpaved Rail Trails in Eastern CT, including portions of the East Coast Greenway. In addition, the Hop River State Park Trail, the Airline Trail-North and South, and the Valley Falls Trail into Vernon will be maintained with the purchased equipment. The towns will create a sharing agreement regarding maintenance, upkeep, and storage of the trail equipment to be shared.

Overall, the agreement created a better bond amongst the towns and opened the door for other equipment type sharing in the region.

For more information on this agreement, please contact Mark N. Paquette, Executive Director, Windham Region Council of Governments at 860-456-2221 or director@wincog.org.