



CONNECTICUT DEPARTMENT OF TRANSPORTATION

POLICY STATEMENT

POLICY NO. EX.O-44

Date: August 21, 2023

SUBJECT: Complete Streets Controlling Design Criteria

It is the policy of the Connecticut Department of Transportation's (CTDOT)'s to provide a safe and accessible intermodal transportation network for all users. To further implement the CTDOT Complete Streets policy included in Policy No. EX.O.-31, CTDOT shall establish three (3) new Controlling Design Criteria and associated design guidance for 1) pedestrian facilities, 2) bicycle facilities, and 3) transit provisions on applicable CTDOT projects.

Together, these Controlling Design Criteria shall be collectively referred to as "Complete Streets" Controlling Design Criteria, and are defined as follows:

Pedestrian facilities may include sidewalks, shared use paths or side paths. *Pedestrian facilities* shall be provided on both sides of a roadway if any of the following apply:

- For all roadways in urbanized areas, urban clusters, rural town centers, or pedestrian safety zones, where pedestrians are legally allowed.
- For bridges on Urban Federal-Aid Highways or on rural routes carrying more than 1,000 ADT, where pedestrians are legally allowed and where the scope of work is beyond bridge cyclic maintenance or condition-driven maintenance as identified in the AASHTO Guide to Bridge Preservation.
- For all State Routes with a high likelihood for pedestrian use.

Bicycle facilities may include paved outside shoulders, bicycle lanes, buffered bicycle lanes, separated bicycle lanes, side paths, or shared use paths. Facilities may provide service in a single direction of travel ("uni-directional") or two directions of travel ("bi-directional"). *Bicycle facilities* shall be provided and shall provide service for each direction of vehicular travel:

- For all roadways where bicycles are legally allowed, *except* roadways classified as local.
- For bridges on Urban Federal-Aid Highways or on rural routes carrying more than 1,000 ADT, where pedestrians are legally allowed and where the scope of work is beyond bridge cyclic maintenance or condition-driven maintenance as identified in the AASHTO Guide to Bridge Preservation.

Transit provisions may include crosswalks or other means of facilitating accessible pedestrian access within proximity of existing or proposed transit stops, and a shelter or bench at all transit stops with a threshold number of boardings per day along a transit route. For the purposes of this criterion, a *transit route* is any fixed-route service operated under contract by CTDOT or by a Transit District.

If any of the Complete Streets Controlling Design Criteria applicable for a project does not meet standards, then formal approval of a Design Exception by the Chief Engineer is required. A copy of each Complete Streets Controlling Design Criteria Design Exception approval shall be provided to the Commissioner.

A handwritten signature in blue ink, appearing to read "Garrett Eucalitto", is written over a horizontal line.

Garrett T. Eucalitto
Commissioner