



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
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January 11, 2013

The Honorable Governor Dannel P. Malloy
State Capitol
210 Capitol Avenue
Hartford, Connecticut 06106

The Honorable Commissioner James Redeker
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111-4113

The Honorable Andrew Maynard
The Honorable Antonio Guerrero
Co-Chairpersons, Transportation Committee
Legislative Office Building
Hartford, CT 06106-1591

Dear Governor Malloy, Commissioner Redeker, and Members of the Transportation Committee:

Connecticut General Statutes (CGS) Sec. 13b-13a established a Connecticut Bicycle Advisory Board (Board) within the Department of Transportation (Department) for administrative purposes.

In accordance with subsection (h), the Board must submit a report annually to the Governor, Commissioner of the Department, and the Transportation Committee, 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 bicycle and pedestrian environment.”

Please find attached the 2012-2013 Annual Report. The Board would like to report that the status of the State in matters pertaining to Complete Streets is continuing to improve.

The Governor’s support of improvements in the State’s transportation system is leading Connecticut towards a future focused on multi-modalism and transit. The Commissioner’s support of Complete Streets guiding principles and development of policies related to MAP21 will allow improvements to the State’s transportation system that provide for all users.

The Department has shown clear signs of changing over the last decade from being predominantly motor vehicle orientated, to looking to view transportation projects as opportunities to improve access for transit users, bicycles and pedestrians. These are wonderful improvements, but are not enough. Under the Complete Streets Law all transportation projects must start with the assumption that bicyclists and pedestrians will be accommodated.



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Moving forward, transportation planning and roadway changes in the State must be coordinated to focus on Transit Orientated Development. Connecticut's youth, and future workers we are looking to draw into the State, will look at things such as Active Transportation options, or the quality of one's life outside of the car, when choosing where to live, work, recreate and raise their families. The State must be able to adequately serve visitors and residents by means other than a personal automobile.

Priority therefore needs to be given to moving people by transit over the use of individual automobiles. Connecting people to transit requires infrastructure for Active Transportation, and incentives for Transportation Demand Management (both of which enhance transit by addressing "First Mile" and "Last Mile" connectivity issues) to be integrated into the entire process by which the State designs, builds, allows changes to, and maintains a Complete Transportation System.

Connecticut has the potential to be a leader in this race if we work together to integrate these principles into transportation guidance documents, and design standards that affect changes to the transportation system.

In support of creating a Complete Transportation System, last year the Board provided specific recommendations that would provide for "accommodations for all users" to become "a routine part of the planning, design, construction and operating activities of all highways."

A summary of these recommendations can be found in the cover letter to the 2011 report:
http://www.ctbikepedboard.org/uploads/1/0/3/8/10385744/annual_report_2011_ctbpab.pdf

The 2012-2013 report documents initiation and progress (or lack thereof) on each of those recommendations. The report further provides additional recommendations for the Department and other "implementers" to follow.

For convenience, specific additional recommendations are called out to your attention below, although not a complete summary.

I would be happy to meet with you individually to review the recommendations of the 2012-2013 annual report in brief at your earliest convenience.

The Board thanks you for the opportunity to serve the people of the State of Connecticut.

Very Truly Yours,

Neil S. Pade AICP

Chairman, Connecticut Bicycle and
Pedestrian Advisory Board
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2012-2013 Annual Report – Additional Recommendations (Excerpts of Pages 4 -15)

Recommendation #1 - Complete a Comprehensive Rewrite of the Highway Design Manual

In 2010, the Department indicated that it intends to revise the current manual “to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles and to strive to meet the goals of complete streets policies”.

In 2011 it was recommended “that if the State of Connecticut did nothing else but this one initiative, it would result in real, permanent, and ongoing benefit by improving the overall mobility and quality of life of the people of the State.”...“A comprehensive rewrite of the Connecticut Highway Design Manual (HDM) is the single most significant improvement that can be made that would result in real and permanent changes to the mobility of the people of the State. This would also help reduce expended time, unnecessary conflicts, and the continual stress and strain between various stakeholder groups and officials across all levels that occur when changes are proposed to the highways in their communities.”

The Board offered examples to draw from, including the 2006 MassHighway Project Development and Design Guidebook, recognized with awards from the Federal Highway Administration (FHWA), the Federal Transit Administration, the Institute of Transportation Engineers, and the American Planning Association, among others.

Resultant Progress:

Not much has been seen in the way of results and the Board is concerned that the importance of updating the HDM is being lost due to the lack of a dedicated process in which the HDM is to be truly revised.

It is not currently anticipated that the HDM will be revised under a consultant, or that a specific focus of the update will include the integration of complete street principles. It is anticipated that it will continue to be updated in-house as it generally is as a living document. Public input into the process of updating the HDM is not being sought.

In June of 2012 an internal Complete Streets Committee was formed for the purpose of creating a separate Complete Streets document that would provide policy for the HDM, but not design standards. **This step towards the development of Complete Streets policy is very significant and is to be applauded. However the Committee has only been able to meet once.** Given the demands on dwindling staff levels it is very unlikely this process will move forward unless it is set as a **top priority**. This concern holds true for the current process to update the HDM internally.

In 2012 a series of Complete Street Workshops were conducted with the participation of the Department. Workshop #3 of the series focused on the process used to develop the 2006 MassHighway Project Development and Design Guidebook, including former MassHighway Commissioner Luisa Paienwonsky (now of FHWA).

<http://ctmainstreet.org/wp-content/uploads/2012/11/Mass-Highway-Complete-Streets-Workshop-11.2.12.pdf>



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Also in 2012 former Massachusetts Bay Transportation Authority official Anna Barry was appointed as the new Deputy Commissioner of the Department, bringing strong experience and knowledge in transit operations, and in the highly regarded MassHighway process, into a leadership role within the Department.

Recommended Additional Steps

The Board is happy to facilitate a meeting between Commissioner Redeker and former MassHighway Commissioner Paiewonsky.

The recommendation for a comprehensive rewrite of the HDM, utilizing a broadly representative task force (including competent non-Department staff) to oversee the process of creating a document inclusive of extensive flexibility, context sensitivity, fully integrated multi-modalism, and transparent and clear project development guidelines is further reinforced. Transportation facilities need to fit into communities as they pass through. The creation of context sensitive and multi-modal standards (inclusive of flexibility) leads to complete streets.

Development of such policy should include at a minimum:

- an overriding goal of creating a first class pedestrian, bike, and transit system.
- a commitment to increasing bike shoulders on both sides of transportation corridors;
- a commitment to connecting critical links to transit, and completing gaps and connections to active transportation systems;
- the encouragement of continuous sidewalk coverage (as appropriate to the level of development/ context);
- the provision of transit system enhancements;
- the assessment of multi-modal transportation options; and
- the integration of level of service reviews for alternate modes of transportation (use of the updated 2010 Highway Capacity Manual (HCM)).

The Board strongly urges the Commissioner to reignite the process to develop Complete Streets Policies and Design Guidelines as a Department priority, and to allow for the participation of stakeholders, beyond Department staff.

A list of other states that have adopted similar modifications to Design Manuals, or developed separate guidance is included on page 3 of the report for reference:

Recommendation #2b - Develop a guidance manual for use by implementers of the Complete Streets Law, municipalities, and the Department that would be a resource and implementation tool to facilitate the incorporation of all users at all levels of the design and the review process, public or private.

Resultant Progress:

As noted above the Department did form an internal Complete Streets Committee, **but this initiative has not yet resulted in any noticeable progress.**



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It is understood that there is interest in continuing the collaborative effort between the Center for Transportation and Livable Systems (CTLS) and the Connecticut Main Street Center (CTMSC) to develop a separate guidance document with Department participation that focuses on municipalities.

In August, the National Complete Streets Coalition and Smart Growth America released a “Local Policy Workbook” intended to be used as a guide for the development of municipal or county level policy. Instead of presenting a single model to be duplicated, the Workbook offers a walk through of the decision making process of developing the right policy for each community (based on existing examples).

<http://www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf>

Recommended Additional Steps:

Transportation planning policies that seek to move forward with a “complete streets ethic” cannot be readily accomplished unless guidance and design standards are provided that reflect standards and flexibility necessary for the development of complete transportation systems.

Regional Planning Agencies should be encouraged to develop complete street guidance for projects throughout the region and to support their member communities. Consider utilizing the 2012 National Complete Streets Coalition Local Policy Workbook, in conjunction with the 2011 Complete Streets Policy Analysis as a starting point to developing appropriate policy.

<http://www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf>

<http://www.smartgrowthamerica.org/documents/cs/cs-policyanalysis.pdf>

Samples of exemplary local policy and guidance are provided on page 4 and 5 of the report for reference.

Recommendation #2c - develop a new Bicycle Pedestrian Needs Assessment Form designed with the assumption that all projects will accommodate bicyclists and pedestrians, and the form is intended to determine if there are extenuating circumstances that dictate such accommodations not be made.

Resultant Progress:

Initial steps were made by the Department to revisit the current Bicycle Pedestrian Needs Assessment Form, but have not yet gone forward.

Recommended Additional Steps:

The Bicycle Pedestrian Needs Assessment Form should be replaced. Instead of looking at transportation projects as opportunities to determine if bicycle and pedestrian improvements are warranted, the form must work from the assumption that all projects will accommodate bicyclists and pedestrians, including critical links to transit, and gaps and connections to active transportation systems.



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Recommendations #2d, 2e, and 2g – these recommendations seek the development of educational opportunities and support within and outside the Department, but to also include Local Traffic Authorities (LTA's) and design review staff as a critical part of the transportation planning and review process.

Resultant Progress:

Working in collaboration with the Department, CTLS, CTMSC and many others, three comprehensive workshops were held throughout the year under the Downtown Revitalization Institute focusing on Complete Streets. Thomas Harley, the Departments Chief Engineer, was a lead presenter in the first workshop, an opening speaker at the second and a lead collaborator in the process. The first workshop was held in Hartford on March 9th with 5 Department staff in attendance. The second workshop was held on June 21st within the Department headquarters resulting in very high attendance by Department staff (40). The third workshop was held in Hartford on November 2nd with 8 Department staff in attendance.

The Department also provided a workshop conducted by the National Highway Institute focusing on Bicycle Facility Design on April 11th, and one on May 3rd and 4th for ADA for Public Rights of Way.

Recommended Additional Steps:

Develop and maintain routine training programs at the Department for implementers of the Complete Streets Law.

Encourage the Connecticut Transportation Institute (CTI) -Technology Transfer Center at UConn to expand training programs for LTA's to include a Complete Streets module.

<http://www.t2center.uconn.edu/legaltrafficauth.php>

Recommendation #4 – Siting of Transit Infrastructure - All transit stops should be sited only after specific consideration is given to the location of sidewalks, cross walks, neighborhood density, bike routes, major traffic generators, and bicycle facilities. Both the New Haven-Hartford High Speed Rail (NHHS) and CTfastrak will bring the opportunity (and will require tools) to do more TOD.

Resultant Progress:

Numerous awards have been granted to study connections to transit that enhance bicycle and pedestrian connectivity and reinforce complete streets principles. The New Britain Bicycle Connectivity and Traffic Calming Study currently underway is an excellent example.

Work to provide bus stop and intermodal cyclist/bus signage on the Bristol/New Britain division of CTTransit began. Installation is expected for 2013.



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Recommended Additional Steps:

Focus on the inclusion of active transportation improvements as a means to solve the “first” and “last mile” of present and future transit. Despite the progress made within the past year, there are numerous neighborhoods and employers a short walk, or bike ride away, from transit stations (existing and proposed) and collector routes. Additional infrastructure must be built (or striped) to increase accessibility and boost ridership.

Ensure that all projects reviewed for federal funding are consistent with the complete street principles, and Department Policies (once drafted).

Recommendation #5 – Unobligated Funds

Recommended Additional Steps:

Continue to ensure that active transportation projects are efficiently programmed to avoid excessive rescission.

Recommendation #6 – Implementation through Cooperative Efforts with State Traffic Commission/ Division of Traffic. The State Traffic Commission (STC)/ Division of Traffic (Division) will consider Complete Streets in all its reviews in accordance with Sec. 13a-153f(b) and will update its project checklist to include bicycle, pedestrian and transit accommodations.

Resultant Progress:

During the past year the STC has been re-organized into the Office of the State Traffic Administration (OSTA). This is now an administrative function without public hearings. **No noticeable improvements regarding complete street principles have been reported.**

Recommended Additional Steps:

Update the Major Traffic Generator (MTG) review process, Certificate Application and Administrative Decision Checklist as follows: (“X. PEDESTRIANS AND NON-MOTORIZED ROAD USERS” & “XI. TRANSIT REVIEW” must be updated to reflect requirements under Section 13a-153f(b))

- integrate the use of the updated 2010 HCM into all MTG reviews as appropriated by the Department including the requirements of determining and enhancing Bike and Pedestrian Levels of Service (LOS). To this end, bicyclist and pedestrian LOS should be reported for all intersections/locations for which automobile LOS is reported;
- encourage additional shoulder and narrowing of vehicle travel lanes (consistent with the Department’s 11’ lane “practice”) while maintaining existing roadway capacity;
- require a statement/ analysis on how the use of transit, active transportation, transportation demand management and connections thereof have been provided, and require documentation of extenuating circumstance under which such opportunities are not feasible;
- require the developer to pursue Transportation Demand Management (TDM) as a means of preventing an increase in capacity of the roadway system; and



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- develop incentives/ credits for developers to provide TDM as an alternative to adding capacity for motor vehicles.

Recommendation #7 – Local Ordinances and Regulations to be Consistent with Complete Streets Law

Recommended Additional Steps:

Encourage Regional Planning Agencies to develop a clearing house of Complete Streets information including model ordinances, and regulations that will integrate complete streets principals at the municipal level.

Encourage municipalities to incorporate non-motorized transportation improvements for active transportation, and a complete streets ethic in their routine practices and Plans of Conservation and Development.

Recommendation #9 - Cross State Bike Routes to Include Local Roads

Recommended Additional Steps:

Encourage at the local and regional level the future development and interconnection of local “Non-motorized Transportation Plans” into Regional Mobility Maps. Regional Mobility Maps should include rural, suburban and urban areas, local and state routes, on and off road bike lanes, trails and sharrows, location of transit stops and routes, and location of MTG’s.

Recommendation #10 - Eleven Foot Vehicle Lane Practice

Resultant Progress:

Over the past year the application of the Departments 11’ lane practice has shown progress including the following projects:

- Route 57 & 53 (Westport, Weston, Bethel)
- Route 124 (New Cannan)
- Route 174 (Newington)
- Route 53 (Weston to Danbury)

Recommended Additional Steps:

Maintain the Departments existing commitment to the 11’ lane practice.

Codify the 11’ lane practice into policy and regulation.

Recommendation #11 – Data Submission and Collection

Recommended Additional Steps:

Support the annual collection of bicycle and pedestrian data.

Require all traffic counts done by the Department to include bicycles and pedestrians.



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Coordinate collection of data to be used in review of Level of Services determinations for active transportation and alternate modes of transportation.

Understand that roadways, where infrastructure was built solely for the automobile, will not reflect the demand for cyclists and pedestrians had the infrastructure been initially built to accommodate them.

Understand that the creation of infrastructure to accommodate other non-motorized users of the road will increase traffic demand of these users.

Recommendation #12 – Modeling of Traffic Flows

Recommended Additional Steps:

Integrate the updated 2010 HCM into all Department reviews. Ensure that Pedestrian and Bicycle Level of Service determinations and enhancement are a routine part of transportation design and review.

Recommendation #13 – Development of TDM Programs

Recommended Additional Steps:

Develop policy to not add additional capacity to the road network until TDM and all other avenues of managing traffic (including transit connections, shuttle services, etc.) are explored.

Seek funding opportunities for TDM/ TMA's. The provision of funding has shown its effectiveness in generating TDM solutions in the private sector in Massachusetts.

Future TDM/ TMA studies should specifically include strategies to incorporate downtowns, schools and universities.

Recommendation #14 - Mapping of Transit Connections

Recommended Additional Steps:

Include the States remaining bus systems into Google Transit.

Recommendation #15 – Bikes and Trains - Work with Amtrak to permit bicycles aboard peak trains, and the inclusion of bike racks, following the recent introduction of bike racks on Metro North.

Recommended Additional Steps:

Encourage Amtrak and MetroNorth to allow bikes on trains, inclusive of peak hours.

Determine funding to complete the installation of bike racks on the MetroNorth M-8 cars.



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Recommendations (New)

Recommendation #17 – Connecticut Drivers Manual

Revise the Connecticut Department of Motor Vehicles (DMV) Drivers Manual to include a full section on cycling, cycling related laws, how to safely share the road with cyclists, including cyclists in moving traffic.

Add at least one question related to cycling on the driver's license exam.

Recommendation #18 – Bicycle Friendly Business Designation

Pursue the Department's recognition of receiving designation as a Bicycle Friendly Business, following in and exceeding the example of DEEP Commissioner Esty.

Recommendation #19 – Complete Streets are Economically Feasible

Increase the understanding that bicycles and pedestrians can be accommodated, typically without much costs, i.e. adding shoulder, moving a line that is going to be striped, etc.

When funds must be expended, there is a return on investment. (See - Economic Incentives for Complete Streets)

<http://ctmainstreet.org/wp-content/uploads/2012/11/Munro-Johnson-CS-Presentation.pdf>

<http://ctmainstreet.org/wp-content/uploads/2012/11/K-Morque-Complete-Streets-Workshop-11.2.12.pdf>



Connecticut Bicycle and Pedestrian Advisory Board 2012-2013 Annual Report

Neil S. Pade AICP, Chairman

January 11, 2013

Connecticut Department of Transportation General Bicycle and Pedestrian Information
<http://www.ct.gov/dot/cwp/view.asp?a=3531&q=259658&dotPNavCtr=#40030>

Connecticut Bicycle Pedestrian Advisory Board
<http://www.ct.gov/dot/cwp/view.asp?a=3535&q=499566>
<http://www.ctbikepedboard.org/>

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THE COMPLETE STREETS LAW AND THE STATE OF COMPLETE STREETS IN CONNECTICUT ...1	
CONNECTICUT BICYCLE AND PEDESTRIAN ADVISORY BOARD	2
COMPLETE STREETS LAW, REQUIREMENTS	3
SECTION 1 - RECOMMENDATIONS	5
IMPLEMENTATION OF THE COMPLETE STREETS LAW	5
RECOMMENDATIONS (FROM 2011 ANNUAL REPORT)	5
RECOMMENDATIONS (NEW).....	19
SECTION 2 - SPECIFIC ACTIONS TAKEN BY THE DEPARTMENT OF TRANSPORTATION IN THE PRECEDING YEAR THAT AFFECT THE BICYCLE AND PEDESTRIAN ENVIRONMENT.....	21
MAP 21	21
ROUTE 3 BRIDGE.....	21
METRO NORTH BIKE RACKS.....	21
ROUTE 34 NEW HAVEN.....	21
GLASTONBURY-ROCKY HILL FERRY	22
BRIDGEPORT BIKE SHARE SYSTEM/ MULTI-USE TRAIL	22
EAST COAST GREENWAY (ECG).....	22
EAST HARTFORD, BURNSIDE AVENUE	23
RETRO-REFLECTIVITY, ROUTE 44, AVON MOUNTAIN	23
SPECIFIC TRAINING OPPORTUNITIES OFFERED BY THE DEPARTMENT.....	23
SECTION 3 - PROGRESS MADE BY STATE AGENCIES IN IMPROVING THE ENVIRONMENT FOR BICYCLING AND WALKING IN THIS STATE	25
DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION (DEEP).....	25
OFFICE OF POLICY AND MANAGEMENT	25
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT	26
CENTRAL CONNECTICUT STATE UNIVERSITY	26
UNIVERSITY OF CONNECTICUT	26
CTFASTRAK	26
CONNECTICUT DEPARTMENT OF PUBLIC HEALTH/ TOWN OF FAIRFIELD - MILL PLAIN ROAD	26
CONNECTICUT GREENWAYS COUNCIL.....	26
CTTRANSIT & BIKES AND BUSES	27
SECTION 4 - OTHER BICYCLE-PEDESTRIAN RELATED INITIATIVES AND EVENTS.....	29
DEPARTMENT OF THE INTERIOR	29
BIKE TO WORK DAY	29
TRI-STATE TRANSPORTATION CAMPAIGN COMPLETE STREETS IN A BOX TOOLKIT	29
CITIZEN TRANSPORTATION GUIDE, LEAGUE OF CONSERVATION VOTERS	29
BIKE FRIENDLY DESIGNATIONS	29
TOWN OF SOUTH WINDSOR.....	29
CONNECTICUT CYCLING DEATHS 2012 AND A COMPARISON OF ACCIDENT DATA	30
REGIONAL PLANNING AGENCIES	31
REGIONAL PLAN ASSOCIATION.....	36
FEDERAL HIGHWAY AUTHORITY (FHWA) AWARDS.....	36
NEW BRITAIN BICYCLE CONNECTIVITY AND TRAFFIC CALMING STUDY	37
TOWN OF WESTON	37

TOWN OF MANSFIELD37

FARMINGTON VALLEY TRAILS COUNCIL POSITION PAPER – WHY BUILDING MULTI-USE TRAILS37

FARMINGTON RIVER RAIL TRAIL.....37

TOWNS THAT HAVE ADOPTION OF BICYCLE PEDESTRIAN ADVISORY COMMITTEES (AS REPORTED).....37

MUNICIPALITIES THAT HAVE DEVELOPED LOCAL REGULATIONS TO ACCOMMODATE BICYCLES AND PEDESTRIANS
(AS REPORTED).....38

NURIDE38

TESTIMONY ON BILL 5458 USE OF RED LIGHT CAMERAS38

TESTIMONY ON BILL 445 - AN ACT CONCERNING RECREATIONAL LIABILITY38

BOARD MEMBER BIOGRAPHIES39

Forewords

“Every trip begins and ends on foot.”.... “To maintain independence and equity among citizens, it is important to facilitate alternative travel modes”.

2012 CRCOG Route 10 Corridor Study

“The worst thing for a city to do is assume that things will always be the way they are because this is the way they have always been. Things are going to change, and if we don't look forward, we'll be forever looking backward.”

Council Members Irene Kennedy and Ed Houdeshel, Newark, OH, February 2011

Use of Terms and Acronyms

For the purpose of this report the term “Implementer” means any professional involved in the planning, design, construction, and operating activities of a Highway as defined in Section 14-1. This includes Department staff, Office of the State Traffic Administration, Division of Traffic, Regional Transportation Planners, Town Engineers, Town Planners, Department of Public Works officials, Local Traffic Authorities, Land Use Commissions, and engineers, planners, and other professionals from the private sector.

The use of words such as “roadway”, “highway”, “street”, “road” and other similar terms shall be synonymous with CGS Sec. 14-1(10) "Highway" includes any state or other public highway, road, street, avenue, alley, driveway, parkway or place, under the control of the state or any political subdivision of the state, dedicated, appropriated or opened to public travel or other use;

The use of the term “Active Transportation” is synonymous to the development of non-vehicular facilities to accommodate pedestrians and bicycles, for the purpose of promoting public health and safety, and providing access to and from transit stations and stops or other areas of connectivity or interest for cyclists and pedestrians to promote “First Mile” and “Last Mile” connectivity.

The following are abbreviations and acronyms and what they represent:

*ADA: Americans with Disabilities Act
CMAQ: Congestion Mitigation and Air Quality Improvement Program
COA: Connecticut Office of the Arts
CRCOG: Capitol Region Council of Governments
CTCDR: Connecticut Crash Data Repository
CTI: Connecticut Transportation Institute
CTLCV: Connecticut League of Conservation Voters
CTLS: Center for Transportation and Livable Systems
CTMSC: Connecticut Main Street Center
DEEP: Connecticut Department of Energy & Environmental Protection
DMV: Department of Motor Vehicles
ECG: East Coast Greenway
FHWA: Federal Highway Administration
HCM: Highway Capacity Manual
HDM: Highway Design Manual
HSIP: Highway Safety Improvement Program
LTA: Local Traffic Authority
MTG: Major Traffic Generator
NACTO: National Association of City Transportation Officials
OPM: Office of Policy and Management
OSTA: Office of the State Traffic Administration
POCD: Plan of Conservation & Development
SAFTE-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
STEAP: Small Town Economic Assistance Program
STP: Surface Transportation Program
TDM: Transportation Demand Management
TIP: Transportation Improvement Plan
TOD: Transit Oriented Development
TMA: Transportation Management Association
WNEG: Western New England Greenway*

Cover Credits

*Bike To Work Day, May 18, 2012 – New Haven, Courtesy, Bike Walk, CT
<http://www.bikewalkct.org/bike-to-work-day-2012.html>*

Hartford Bike to Work Breakfast, August 17, 2012 - Hartford Mayor Segarra, Courtesy, Bike Walk, CT

Bethel Bike to Work Day, Courtesy, Bike Walk, CT

*DEEP Commissioner Dan Esty, who started his morning biking from Cheshire to West Hartford, Courtesy West Hartford Patch
<http://westhartford.patch.com/articles/bike-friendly-week-culminates-with-bike-to-work-day#photo-10009763>*

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The Complete Streets Law and the State of Complete Streets in Connecticut

The State of Connecticut, in 2009, adopted a Complete Streets Law, now codified in Connecticut General Statutes (CGS) Sec. 13a-153f & Sec. 13b-13a. Our streets are important places in our communities. Our streets are a fundamental part of what allows us to be (or prohibits us from being) a mobile and social population. The design of streets can enhance or stifle economic interactions.

The Board would like to report that the status of the State in matters pertaining to Complete Streets is continuing to improve.

The Governor's support of improvements in the State's transportation system is leading Connecticut towards a future focused on multi-modalism and transit. The Commissioner's support of Complete Streets guiding principles and development of policies related to MAP21 (that provide commitments to STP urban and transportation enhancement funding) will allow improvements to Connecticut's transportation system to move forward in a manner that provides safe access for all users.

The Connecticut Department of Transportation (Department) has shown clear signs of changing over the last decade from being predominantly motor vehicle orientated to looking to view transportation projects as opportunities to improve access for transit users, bicycles and pedestrians. These are wonderful improvements, but are not enough. Under the Complete Streets Law all transportation projects must start with the assumption that bicyclists and pedestrians will be accommodated.

Moving forward, transportation planning and roadway changes in the State need to be coordinated to focus on Transit Orientated Development. Connecticut's youth, and the future workers we are looking to draw into the State, will look at things such as Active Transportation options, or the quality of one's life outside of the car. These quality of life benefits are significant to those choosing where to live, work, recreate and raise their families. The State must be able to adequately serve visitors and residents by means other than a personal vehicle.

Priority therefore needs to be given to moving people by transit over the use of individual automobiles. Connecting people to transit requires infrastructure for Active Transportation, and incentives for Transportation Demand Management (both of which enhance transit by addressing "First Mile" and "Last Mile" connectivity issues) to be integrated into the entire process by which the State designs, builds, allows changes to, and maintains a Complete Transportation System.

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“(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 bicycle and pedestrian environment.”

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

Subsection (f) allows the Board to apply for and accept grants, gifts and bequests of funds from other states, federal and interstate agencies, independent authorities and private firms, individuals and foundations, for the purpose of carrying out its responsibilities.

Complete Streets Law, Requirements

The 2009 Complete Streets Law codified 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 with Section 13a-153f(b)

We are encouraged that the requirements of Section 13a-153f(b), after 5 years, are starting to take hold, not only within the department, but within local communities.

Sections 2 and 3 of this report provide lists of several specific items in which the State and regions and municipalities have made improvements.

However such progress is not coordinated. **The State must adopt clear policies and standards by which the transportation system will be improved to integrate active transportation, cyclists, pedestrians and other transit related improvements into a complete transportation system. Only then will such practices become “routine”.**

In 2011, we provided direct recommendations that would implement these changes.

Those recommendations have been revisited, updated, and are included in Section 1 of this report.

Section 13a-153f(c)

From funds received by the department 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. The department 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 with Sec. 13a-153f(c)

Since the inception of the Complete Streets Law, the Department has consistently exceeded the 1% funding requirement. Although the final tally is not yet available, there is every expectation that the 1% funding requirement will be met for 2012.

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Section 1 - Recommendations

Implementation of the Complete Streets Law

Recommendations (from 2011 Annual Report)

Recommendation #1 - Complete a Comprehensive Rewrite of the Highway Design Manual

In 2010, the Department indicated that it intends to revise the current manual “to provide more guidance to designers on how to design facilities to accommodate bicycle and pedestrian travelers comfortably and safely. It will also encourage engineers to design streets that serve non-motorized travel as well as motor vehicles and to strive to meet the goals of complete streets policies”.

In 2011 it was recommended “that if the State of Connecticut did nothing else but this one initiative, it would result in real, permanent, and ongoing benefit by improving the overall mobility and quality of life of the people of the State.”...“A comprehensive rewrite of the Connecticut Highway Design Manual (HDM) is the single most significant improvement that can be made that would result in real and permanent changes to the mobility of the people of the State. This would also help reduce expended time, unnecessary conflicts, and the continual stress and strain between various stakeholder groups and officials across all levels that occur when changes are proposed to the highways in their communities.”

The Board offered examples to draw from, including the 2006 MassHighway Project Development and Design Guidebook, recognized with awards from the Federal Highway Administration, the Federal Transit Administration, the Institute of Transportation Engineers, and the American Planning Association, among others.

Resultant Progress:

Not much has been seen in the way of results and the Board is concerned that the importance of updating the HDM is being lost due to the lack of a dedicated process in which the HDM is to be truly revised.

It is not currently anticipated that the HDM will be revised under a consultant, or that a specific focus of the update will include the integration of complete street principles. It is anticipated that it will continue to be updated in-house as it generally is as a living document. Public input into the process of updating the HDM is not being sought.

In June of 2012 an internal Complete Streets Committee was formed for the purpose of creating a separate Complete Streets document that would provide policy for the HDM, but not design standards. **This step towards the development of Complete Streets policy is very significant and is to be applauded.** However the Committee has only been able to meet once. Given the demands on dwindling staff levels it is very unlikely this process will move forward unless it is set as a **top priority**. This concern holds true for the current process to update the HDM internally.

In 2012 a series of Complete Street Workshops were conducted with the participation of the Department. Workshop #3 of the series focused on the process used to develop the 2006 MassHighway Project Development and Design Guidebook, including former MassHighway Commissioner Luisa Paienwonsky (now of FHWA).

<http://ctmainstreet.org/wp-content/uploads/2012/11/Mass-Highway-Complete-Streets-Workshop-11.2.12.pdf>

Also in 2012 former Massachusetts Bay Transportation Authority official Anna Barry was appointed as the new Deputy Commissioner of the Department, bringing strong experience and knowledge in transit operations, and in the highly regarded MassHighway process, into a leadership role within the Department.

Recommended Additional Steps

The Board is happy to facilitate a meeting between Commissioner Redeker and former Commissioner Paienwonsky.

The recommendation for a comprehensive rewrite of the HDM, utilizing a broadly representative task force (including competent non-Department staff) to oversee the process of creating a document inclusive of extensive flexibility, context sensitivity, fully integrated multi-modalism, and transparent and clear project development guidelines is further reinforced. Transportation facilities need to fit into communities as they pass through. The creation of context sensitive and multi-modal standards (inclusive of flexibility) leads to complete streets.

Development of such policy should include at a minimum:

- a clear goal of creating a first class pedestrian, bike, and transit system throughout the State (a complete transportation system);
- a commitment to increasing bike shoulders on both sides of transportation corridors;
- a commitment to connecting critical links to transit, and completing gaps and connections to active transportation systems;
- the encouragement of continuous sidewalk coverage (as appropriate to the level of development/ context);
- the provision of transit system enhancements;
- the assessment of multi-modal transportation options; and
- the integration of level of service reviews for alternate modes of transportation (use of the updated 2010 Highway Capacity Manual (HCM)).

The Board strongly urges the Commissioner to reignite the process to develop Complete Streets Policies and Design Guidelines as a Department priority, and to allow for the participation of stakeholders, beyond Department staff.

A list of other states that have adopted similar modifications to Design Manuals, or developed separate guidance is included for reference:

Massachusetts:

http://www.vhb.com/mhdGuide/mhd_Guidebook.asp

Pennsylvania:

<http://www.dot.state.pa.us/Internet/Bureaus/pdBikePed.nsf/InfoBikeManual?OpenForm>

Florida:

<http://www.floridabicycle.org/resources/fbapubs.html>

Colorado:

http://www.coloradodot.info/business/designsupport/bulletins_manuals/roadway-design-guide/dg05-ch-14/view

Oregon:

ftp://ftp.odot.state.or.us/techserv/roadway/web_drawings/HDM/Appendix_N_BikePedDesignGuide_Web.pdf

Wisconsin:

<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>

Georgia:

<http://www.dot.state.ga.us/doingbusiness/PoliciesManuals/roads/DesignPolicy/GDOT-DPM-Chap09.pdf>

Maryland:

<http://www.sha.maryland.gov/Index.aspx?PageId=25>

Recommendation #2 – Development of a Complete Streets Guidance Document, Checklist, and Training Program for Municipalities and other “Implementers”

In 2011 the Board recommended a cooperative relationship with University of Connecticut (UConn), the Center for Transportation and Livable Systems (CTLs), Connecticut Main Street Center (CTSMC), others and the Board on the following specific initiatives:

Recommendation #2a

Complete the development of the Accident Reporting System;

Resultant Progress:

The Connecticut Crash Data Repository (CTCDR) has now been created. This is a powerful web based tool that allows specific crash data collected by police to be queried for research and information. Forms used by police have been updated and better collect information relating incidents to bicycle and pedestrians. Although there is a two year backlog for loading accident data into the system, access to this searchable data is a significant step forward for the traffic safety community. <http://www.ctcrash.uconn.edu/>

Recommendation #2b

Develop a guidance manual for use by implementers of the Complete Streets Law, municipalities, and the Department that would be a resource and implementation tool to facilitate the incorporation of all users at all levels of the design and the review process, public or private.

Resultant Progress:

As noted above the Department did form an internal Complete Streets Committee, but this initiative has not yet resulted in any noticeable progress.

It is understood that there is interest in continuing the collaborative effort between CTLS and CTMSC to develop a separate guidance document with Department participation that focuses on municipalities.

In August, the National Complete Streets Coalition and Smart Growth America released a “Local Policy Workbook” intended to be used as a guide for the development of municipal or regional level policy. Instead of presenting a single model to be duplicated, the Workbook offers a walkthrough of the decision making process of developing the right policy for each community (based on existing examples).

<http://www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf>

Recommended Additional Steps:

Transportation planning policies that seek to move forward with a “complete streets ethic” cannot be readily accomplished unless guidance and design standards are provided that reflect standards and flexibility necessary for the development of complete transportation systems.

Regional Planning Agencies should be encouraged to develop complete street guidance for projects throughout the region and to support their member communities. Consider utilizing the 2012 National Complete Streets Coalition Local Policy Workbook, in conjunction with the 2011 Complete Streets Policy Analysis as a starting point to developing appropriate policy.

<http://www.smartgrowthamerica.org/documents/cs-local-policy-workbook.pdf>

<http://www.smartgrowthamerica.org/documents/cs/cs-policyanalysis.pdf>

Samples of exemplary local policy and guidance can be found as follows:

Mid-Ohio Regional Planning Commission Complete Streets Policy and Project Checklist (the checklist ensures that projects funded by the agency comply with complete streets).

http://www.morpc.org/transportation/complete_streets/completestreets.asp

http://www.morpc.org/trans/CompleteStreets_MORPC_CS_ChecklistFINAL2010-03-31WithAppendices.pdf

West Palm Beach Florida Policy (this policy uses objective language to describe transportation projects (not “improvements”)

<http://www.8-80cities.org/Articles/City%20Transportation%20Language%20Policy.pdf>

Broward County Florida Complete Streets Design Policy and Manual (this project was led by the County Health Department)

<http://urbanhs.com/initiatives/completestreets/>

Greenville, South Carolina Policy Statement (concise and effective example of a complete streets policy statement)

<http://www.greenvillesc.gov/ParksRec/trails/forms/CompleteStreetsResolution.pdf>

Charlotte, North Carolina Urban Streets Design Guidelines

<http://charmeck.org/city/charlotte/transportation/plansprojects/pages/urban%20street%20design%20guidelines.aspx>

The National Association of City Transportation Officials is a comprehensive best practices guide to bicycle travel.

<http://www.8-80cities.org/Articles/NACTO%20Urban%20Bikeway%20Design%20Guide.pdf>

Recommendation #2c

As part of “b.”, develop a new Bicycle Pedestrian Needs Assessment Form designed with the assumption that all projects will accommodate bicyclists and pedestrians, and the form is intended to determine if there are extenuating circumstances that dictate such accommodations not be made.

Resultant Progress:

Initial steps were made to revisit the current Bicycle Pedestrian Needs Assessment Form, but have not yet gone forward.

Recommended Additional Steps:

The Bicycle Pedestrian Needs Assessment Form should be replaced. Instead of looking at transportation projects as opportunities to determine if bicycle and pedestrian improvements are warranted, the form must work from the assumption that all projects will accommodate bicyclists and pedestrians, including critical links to transit, and gaps and connections to active transportation systems.

Recommendations #2d, 2e, and 2g

Recommendations 2d, 2e and 2g seek to not only develop educational opportunities and support within and outside the Department, but to also include Local Traffic Authorities (LTA’s) and design review staff as a critical part of the transportation planning and review process.

Resultant Progress:

Working in collaboration with the Department, CTLS, CTMSC and many others, three comprehensive workshops were held throughout the year under the Downtown Revitalization Institute focusing on Complete Streets. Thomas Harley, the Departments Chief Engineer, was a lead presenter in the first workshop, an opening speaker at the second and a lead collaborator in the process. The first workshop was held in Hartford on March 9th with 5 Department staff in attendance. The second workshop was held on June 21st within the Department headquarters resulting in very high attendance by Department staff (40). The third workshop was held in Hartford on November 2nd with 8 Department staff in attendance.

The Department also provided a workshop conducted by the National Highway Institute focusing on Bicycle Facility Design on April 11th, and one on May 3rd and 4th for ADA for Public Rights of Way.

Recommended Additional Steps:

Develop and maintain routine training programs at the Department for implementers of the Complete Streets Law.

Encourage the Connecticut Transportation Institute (CTI) -Technology Transfer Center at UConn to expand training programs for LTA's to include a Complete Streets module.

<http://www.t2center.uconn.edu/legaltrafficauth.php>

Recommendation #2f

Create an online peer to peer exchange forum as a place for implementers to go for resources, case studies, and collaboration with their peers;

Resultant Progress:

A forum currently exists for LTA's and professional planners however, presently it is not a functional tool for complete streets purposes.

<http://listserv.uconn.edu/ctlta-1.html>

Recommended Additional Steps:

Seek or create an alternative forum for discussing complete street principles and query's with other DOT professionals.

Recommendation #3 & 8- Alignment of State Funding Programs/ Consideration of all Users for All Projects

In 2011 it was recommended that an integrated and coordinated effort be undertaken to align State funding programs that would create synergistic opportunities and lead to mutual support, reinforcement, and enhancement of existing programs that positively influence the quality of life of the State through development of a multi-modal environment. For example, funding for Transit Orientated Development (TOD), Incentive Housing, Clean Water, Open Space, Recreational Programs, Long Range Transportation Plan, Transportation Improvement Plan (TIP), Small Town Economic Assistance Program (STEAP); Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP)-Urban, Highway Safety Improvement Program (HSIP), place making grants from the Connecticut Office of the Arts (COA), Main Street Investment Fund, and others.

It was further recommended to: develop a state wide policy giving priority for the receipt of transportation funding to those communities that have implemented complete street changes to their regulations and street ordinances; prioritize projects that demonstrate accommodations for all users of the road when it comes to adding items into the Long Range Transportation Plan and the TIP; and to ensure that all applicable projects recommended for federal funding, including but not limited to: STP; CMAQ; and, HSIP, will accommodate all users.

Resultant Progress:

The impracticalities of organizing the priority of such funding programs, short of the issuance of an executive order are understood.

Regardless, numerous funding awards have been granted over the past year that support complete streets principles, promote TOD, and will increase connectivity of cyclists and pedestrians to transit. Bridgeport's CMAQ application and award for the creation of a bike sharing/ bike connectivity plan is an excellent example.

The format of the regional Department planning meetings has been orientated to focus on regional best practices offering regions and towns opportunities to showcase their projects.

Recommendation #4 – Siting of Transit Infrastructure.

All transit stops should be sited only after specific consideration is given to the location of sidewalks, cross walks, neighborhood density, bike routes, major traffic generators, and bicycle facilities.

Both the New Haven-Hartford High Speed Rail (NHHS) and CTfastrak will bring the opportunity (and will require tools) to do more TOD.

Resultant Progress:

Numerous awards have been granted to study connections to transit that enhance bicycle and pedestrian connectivity and reinforce complete streets principles. The New Britain Bicycle Connectivity and Traffic Calming Study currently underway is an excellent example.

Work to provide bus stop and intermodal cyclist/bus signage on the Bristol/New Britain division of CTTransit began. Installation is expected for 2013.

Recommended Additional Steps:

Focus on the inclusion of active transportation improvements as a means to solve the “first” and “last mile” of present and future transit. Despite the progress made within the past year, there are numerous neighborhoods and employers a short walk, or bike ride away, from transit stations (existing and proposed) and collector routes. Additional infrastructure must be built (or striped) to increase accessibility and boost ridership.

Ensure that all projects reviewed for federal funding are consistent with the complete street principles, and Department Policies (once drafted).

Recommendation #5 – Unobligated Funds

Over the past several years, when rescission occurs from the federal level, the State has disproportionately removed funds from programs that benefit bicycle and pedestrian projects, notably transportation enhancements. The problem appears to lay in the time it takes transportation enhancement projects to become obligated. These projects must be streamlined to get bicycle and pedestrian projects on the ground more quickly and to prevent future excessive rescissions from this source.

Resultant Progress:

In 2012 MAP 21 changed the rules and created ambiguity on how programs favorable to active transportation projects are funded (such as STP Urban and Transportation Enhancements). Under MAP21 30% of funding for enhancement projects was lost.

The Department has since made a commitment to funding the Recreational Trails and Safe Routes to Schools programs which were optional under MAP21. The Department has committed to maintain funding to the regions at a level consistent with SAFTELU and is to be commended for this commitment.

The Transportation Enhancement funding commitment process has been overhauled to provide more accurate cost estimation and to determine project feasibility prior to selection. The Department believes this will reduce losses of funding due to excessive rescission.

Recommended Additional Steps:

Continue to ensure that active transportation projects are efficiently programmed to avoid excessive rescission.

Recommendation #6 – Implementation through Cooperative Efforts with State Traffic Commission/ Division of Traffic

The State Traffic Commission (STC)/ Division of Traffic (Division) will consider Complete Streets in all its reviews in accordance with Sec. 13a-153f(b) and will update its project checklist to include bicycle, pedestrian and transit accommodations.

Resultant Progress:

During the past year the State Traffic Commission has been re-organized into the Office of the State Traffic Administration (OSTA). This is now an administrative function without public hearings. **No noticeable improvements regarding complete street principles have been reported.**

Recommended Additional Steps:

Update the Major Traffic Generator (MTG) review process, Certificate Application and Administrative Decision Checklist as follows: (*“X. PEDESTRIANS AND NON-MOTORIZED ROAD USERS” & “XI. TRANSIT REVIEW” must be updated to reflect requirements under Section 13a-153f(b)*)

- integrate the use of the updated 2010 HCM into all MTG reviews as appropriated by the Department including the requirements of determining and enhancing Bike and Pedestrian Levels of Service (LOS). To this end, bicyclist and pedestrian LOS should be reported for all intersections/locations for which automobile LOS is reported;
- encourage additional shoulder and narrowing of vehicle travel lanes (consistent with the Departments 11’ lane “practice”) while maintaining existing roadway capacity;
- require a statement/ analysis on how the use of transit, active transportation, TDM and connections thereof have been provided, and require documentation of extenuating circumstance under which such opportunities are not feasible;
- require the developer to pursue TDM as a means of preventing an increase in capacity of the roadway system.
- develop incentives/ credits for developers to provide TDM as an alternative to adding capacity for motor vehicles.

Recommendation #7 – Local Ordinances and Regulations to be Consistent with Complete Streets Law

In order for the Complete Streets Law to be effective, municipalities need to update their procedures and policies. The Board recommends that local municipalities take the following actions:

- a. Update sidewalk ordinances to require connectivity;
- b. Update Zoning and Subdivision Regulations to include Bicycle & Pedestrian data collection, design standards, and accommodations; and,
- c. Ask developers if their project complies with the Complete Streets Law in considering all users. (See section on developing a checklist).

Resultant Progress:

Several municipalities, as documented in this report, have begun developing their own standards.

Recommended Additional Steps:

Encourage Regional Planning Agencies to develop a clearing house of Complete Streets information including model ordinances, and regulations that will integrate complete streets principals at the municipal level.

Encourage municipalities to incorporate non-motorized transportation improvements for active transportation, and a complete streets ethic, in their routine practices and Plans of Conservation and Development.

Recommendation #8 – Integrated with Recommendation #3

Recommendation #9 - Cross State Bike Routes to Include Local Roads

The State bicycle network should include local roads (non-state) and reflect best possible connections as part of the network. State roads are generally busier, with more, and faster motorized traffic. The fastest route between points is generally intimidating to bicyclists.

All roads should be safe and accessible to bicyclists and pedestrians.

There are designated state roads for motorized traffic. The State should also designate a category of routes, including what are now local roads that serve both pedestrians and bicyclists. Any destination conveniently reached by automobile should be equally convenient for the bicyclist.

Resultant Progress:

Many communities within the State have started drafting their own “Non-motorized Transportation Plans” or similar equivalent maps, showing a proposed network of on and off road bike routes, pedestrian walkways, location of transit routes and stops, among others. Some Regional Planning Agencies also have developed Bicycle-Pedestrian Plans showing similar networks. These are mostly designed to accommodate travel through local areas and may not always focus on state routes as the only means of travel.

Recommended Additional Steps:

Encourage at the local and regional level the future development and interconnection of these maps and plans into Regional Mobility Maps. Regional Mobility Maps should include rural, suburban and urban areas, local and state routes, on and off road bike lanes, trails and sharrows, location of transit stops and routes, and location of MTG's.

Example - Production of a bicycle map covering suburban counties, as a companion to the Philadelphia bicycle map, will include on and off-road facilities (bike lanes and bike trails), transit stops, and major trip generators. Project Sponsor: Bicycle Coalition of the Delaware Valley.

http://www.co.delaware.pa.us/planning/transportation/bikeplan/bicycle_plan_with_maps.pdf

Recommendation #10 - Eleven Foot Vehicle Lane Practice

Ensure a consistent implementation of the Department's commitment to reduce lane width to 11' maximums where appropriate.

For re-painting projects, before contractors apply permanent edge-striping markings, Department officials should carefully evaluate the potential benefits to bicyclists and pedestrians by re-striping with 11-foot travel lanes. The Department should also evaluate potential safety issues for bicyclists with regard to asphalt curbs, the placement of catch basins, guard rails and retro-reflective striping.

For new projects, the present understanding of the Board is that "practice" is not enough and any such practices should be codified in the rewrite of the HDM.

Resultant Progress:

Over the past year the application of the Departments 11' lane practice has shown progress including the following projects:

- Route 57 & 53 (Westport, Weston, Bethel)
- Route 124 (New Cannan)
- Route 174 (Newington)
- Route 53 (Weston to Danbury)

Recommended Additional Steps:

Maintain the Departments existing commitment to the 11' lane practice.

Codify the 11' lane practice into policy and regulation.

Ensure communication with the Departments striping crew, contractors, and municipalities on the importance of marking lane widths in relation to maintaining/ enhancing the safety and level of services of the roadway for cyclists.

Maintenance of striping to guard against wear is an important safety consideration for our elder drivers (retro-reflectivity).

Recommendation #11 – Data Submission and Collection

The State and local governments have access to and require the submission of motor vehicle data for which most proposals and designs are planned around and reviewed by. The same should be said for non-motorized data.

Encourage the submission of non-motorized data for projects being reviewed at local, regional and State levels. Data should be used whenever possible to gauge changes in the multi-modalism of the State as development of a complete transit, bicycle, and pedestrian network moves forward.

Encourage State, local and regional count programs to develop a database of non-motorized usage data for future highway planning and design considerations as well as for inclusion into the National Bicycle & Pedestrian Documentation Project.

Resultant Progress:

2011 National Documentation Project – CRCOG Participation
New Haven Annual Documentation Project

Recommended Additional Steps:

Support the annual collection of bicycle and pedestrian data.

Require all traffic counts done by the Department to include bicycles and pedestrians.

Coordinate collection of data to be used in review of Level of Services determinations for active transportation and alternate modes of transportation.

Understand that roadways, where infrastructure was built solely for the automobile, will not reflect the demand for cyclists and pedestrians had the infrastructure been initially built to accommodate them.

Understand that the creation of infrastructure to accommodate other non-motorized users of the road will increase traffic demand of these users.

Recommendation #12 – Modeling of Traffic Flows

Seek out alternate projection methodologies for predicting future traffic flows. The current models reinforce the bias towards cars. Past performance is not a predictor of future results. Just because traffic grew 25% in the last ten years does not mean that traffic will rise by the same proportion in the next ten. Building roads for such projections can result in self-fulfilling prophecies—adding capacity for future demand often induces such demand. Consider (and take advantage) of the fact that Department actions affect future traffic volumes and mode split. Improving multi-modal choices will decrease VMT's (vehicle miles traveled) in the future.

Resultant Progress:

No progress reported.

Recommended Additional Steps:

Integrate the updated 2010 HCM into all Department reviews. Ensure that Pedestrian and Bicycle Level of Service determinations and enhancement are a routine part of transportation design and review.

Recommendation #13 – Development of Transportation Demand Management (TDM) Programs

With a new contractor for the State Travel Demand Function, the State must take this opportunity to insure that all types of TDM strategies are promoted throughout the State, including those that encourage walking and bicycling.

Resultant Progress:

In 2012 a TDM/ TMA (Transportation Management Association) study was conducted for developing corporate area in Windsor. Despite an overall concern about relocating businesses outside of existing urban areas where infrastructure already exists to recreate it elsewhere, the creation of TDM/ TMA's did not seem apparent (yet) without additional synergy or catalyst.

The Department has provided its support through the CTrides initiative. CTrides is a family of commuter services designed to meet the needs of Connecticut employers. CTrides seeks to improve commuter mobility to help sustain the growth and vitality of the State's economy and make the state more competitive in the employment marketplace.

Recommended Additional Steps:

Develop policy to not add additional capacity to the road network until TDM and all other avenues of managing traffic (including transit connections, shuttle services, etc.) are explored.

Seek funding opportunities for TDM/ TMA's. The provision of funding has shown its effectiveness in generating TDM solutions in the private sector in Massachusetts.

Future TDM/ TMA studies should specifically include strategies to incorporate downtowns, schools and universities.

Recommendation #14 - Mapping of Transit Connections

Get all 15 of the State's bus systems into Google Transit. Lack of routing information presents a tremendous barrier to transit ridership. Google makes these complex logistics simple. Metro-North and Shoreline East are already in Google, as are the Hartford, Bristol/New Britain, New Haven, and Stamford divisions of Connecticut Transit. The following systems are not on Google Transit:

- i. CTTransit/Meriden and Wallingford
- ii. Greater Bridgeport Transit
- iii. Norwalk TD
- iv. Milford TD
- v. Middletown Area Transit
- vi. Estuary TD
- vii. South Eastern Area Transit
- viii. Housatonic Area Regional TD
- ix. Northwestern Connecticut TD
- x. Windham Region TD
- xi. Northeastern Connecticut TD

Resultant Progress:

CTTransit/ Meriden and Wallingford & Norwalk TD have been added.

Recommended Additional Steps:

Include the State's remaining bus systems into Google Transit.

Recommendation #15 – Bikes and Trains

Work with Amtrak to permit bicycles aboard peak trains, and the inclusion of bike racks, following the recent introduction of bike racks on Metro-North.

Resultant Progress:

Requests sent to Amtrak to further this significant connection between cyclists and transit were rebuffed by Amtrak.

Bike racks on Metro-North M-8 cars have been designed but not funded.

Recommended Additional Steps:

Encourage Amtrak and Metro-North to allow bikes on trains, inclusive of peak hours.

Determine funding to complete the installation of bike racks on the Metro-North M-8 cars.

Recommendation #16 – Filling of Vacancies

The Board recommends that the Governor and legislature take advantage of the pro-active environment relative to cyclists and pedestrians and fill any vacancies on this Board with persons of specialized knowledge on complete streets, land use, government policy, economic development, transportation planning and design, private sector development, persons that are mobility impaired, and other expertise to help move complete streets forward in Connecticut. The Board welcomes capable volunteers with varying interest and expertise to help in the carrying out of our assigned statutory responsibilities..

Resultant Progress:

One vacancy has been filled. Two vacancies remain. Multiple seats are expired. Several seats will expire by July 2013.

Recommended Additional Steps:

Fill board vacancies with competent advisors.

Recommendations (New)

Recommendation #17 – Connecticut Drivers Manual

Revise the Connecticut Department of Motor Vehicles (DMV) Drivers Manual to include a full section on cycling, cycling related laws, how to safely share the road with cyclists, including cyclists in moving traffic.

Add at least one question related to cycling on the driver's license exam.

Recommendation #18 – Bicycle Friendly Business Designation

Pursue the Department's recognition of receiving designation as a Bicycle Friendly Business, following in and exceeding the example of DEEP Commissioner Esty.

Recommendation #19 – Complete Streets are Economically Feasible

Increase the understanding that bicycles and pedestrians can be accommodated, typically without much costs, i.e. adding shoulder, moving a line that is going to be striped, etc.

When funds must be expended, there is a return on investment. (See - Economic Incentives for Complete Streets)

<http://ctmainstreet.org/wp-content/uploads/2012/11/Munro-Johnson-CS-Presentation.pdf>

<http://ctmainstreet.org/wp-content/uploads/2012/11/K-Morque-Complete-Streets-Workshop-11.2.12.pdf>

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Section 2 - Specific Actions Taken by the Department of Transportation in the Preceding Year that Affect the Bicycle and Pedestrian Environment

MAP 21

Despite a loss of 30% of funding for transportation enhancements the Department is committed to funding both recreational trails program and safe routes to school. The Department is also committed to making regions whole for their annual allocations for Transportation Enhancements for the next 2 years.

Route 3 Bridge

Last year, the Department committed to the inclusion of a 6 foot wide pedestrian walkway as part of the re-decking process on the Putnam Bridge. This walkway will provide a much needed river crossing to allow for non-motorized transportation. The Department has engaged a consulting firm to begin a feasibility study regarding approaches to and from the walkway, both on the Wethersfield and Glastonbury sides. The firm recently reached out to key stakeholders, including this Board, to include members on their advisory committee for the Putnam Bridge Multimodal Trail Connections Feasibility Study. It is anticipated that this committee will begin meeting in early 2013 for the purpose of reviewing the scope and schedule of the project, the study goals, and the design considerations.

Metro North Bike Racks

In late 2011 Metro-North tested two prototype bike racks designed for the new M8 fleet. At the close of 2012 a specific time line is not yet in place for the installation of the bike racks. However the Department is near the end of the development process. If or when the racks do get installed on the entire fleet, cyclists will still be limited to only off-peak hours. Metro-North management's position is that the current trains are running at full capacity during rush hour and for technical reasons, no more cars can be added to provide for the lost capacity. Funding to complete the installation of the bike racks has not been determined.

Route 34 New Haven

The Route 34 "Downtown Crossing" project continues to move forward. While this high-profile project to replace a grade-separated highway with urban boulevards has many admirable features, it underscores the challenges of moving past traditional auto-centric planning. Many of the features of the project are very encouraging to cyclists and pedestrians. For one, advocates and community members were consulted frequently throughout the process. A variety of bicycle facilities are planned for the project area, which is virtually unprecedented on projects such as this one. Sidewalks are planned to be improved and widened in many areas and the City of New Haven has pushed for exclusive pedestrian phases at crosswalks, which will reduce the number of potential auto and pedestrian conflicts.

Despite some of the more forward-looking aspects of this project, Route 34 "Downtown" Crossing also highlights how far we have to go in designing urban streets that serve people first and automobiles second. While some accommodations have been made for cyclists and pedestrians, the plan as currently designed prioritizes traffic speed and high-volume throughput over the comfort, safety and accessibility of pedestrians. The plan includes sections of one-way streets that are four and five lanes wide, making for long crossings and encouraging high travel speeds. Given the high-profile deaths that have occurred on this roadway in the past decade, we feel strongly that more should be done to ensure that history does not repeat itself.

The Board applauds both the City of New Haven and the Department for taking the needs of pedestrians and cyclists into account. We hope, however, that this is just a first step and that greater efforts will be made to build urban streets that serve people first and cars second.

Glastonbury-Rocky Hill Ferry

The Department fulfilled their stated commitment to restore the Glastonbury-Rocky Hill Ferry to its full schedule. The ferry hours had been reduced in previous years, eliminating key commuting hours. The re-establishment of these hours allows for the use of the ferry as a truly effective transportation alternative during its operating season.

http://www.ctbikepedboard.org/uploads/1/0/3/8/10385744/ferry_letter_082112.pdf

Bridgeport Bike Share System/ Multi-use Trail

In 2012 the Governor announced that the City of Bridgeport would receive \$1.6 million in federal funds for bike projects, allowing the area to move forward with plans for a bike share system and to extend a multi-use trail connecting Beardsley Park to Downtown, providing a safe non-motorized route into the heart of the city. The Departments prioritization of the funds, received under the CMAQ program has been praised, and is encouraged to be repeated.

East Coast Greenway (ECG)

Merritt Parkway Trail Grant/ Feasibility Study

Funds of 1.3 million dollars were received from the National Scenic Byways Program to study the feasibility of a multi-use trail within the Merritt Parkway ROW. A series of public information meetings was held in the abutting towns. All towns have been reached with one exception. Efforts to schedule a hearing for Stratford have not succeeded. The next steps are the development of a preliminary design for presentation to the towns, followed by an environmental study.

An organization, the Merritt Parkway Trail Alliance, has been formed to help meet public outreach goals.

East Coast Greenway Connector, Manchester and Bolton

The Department has made great strides to close a gap in the East Coast Greenway between Manchester and Bolton, connecting the Charter Oak Greenway and Hop River Trail. A preliminary design has been laid out and public meetings are scheduled for January 2013. Once constructed, trail users will be able to travel from East Hartford to Willimantic along the East Coast Greenway.

East Coast Greenway Signage

2012 has been a record year for ECG Signage. Staff and volunteers have worked hard to increase the amount of signage on the ECG route. Almost a thousand miles of ECG signs are either posted or in the pipeline in nearly every state along the entire route. ECG signs and trail markers not only help local and long-distance walkers and cyclists navigate the route, they serve an important function in getting the word out about the East Coast Greenway. In 2012 funds were provided by the Department and private sector donations for planning and installation of ECG signs from the Rhode Island line to Hartford. In 2013, this project will continue as the ECG is marked with signs from Hartford to the Greenwich/New York State line.

Andover Covered Bridge

A STEAP grant helped the town of Andover fund a covered bridge over the Hop River State Park trail. After eleven years in the planning process it was dedicated in May and is the first covered bridge in place along the entire 1500-mile ECG.



East Hartford, Burnside Avenue

The Department is working on the final design of a “road diet” for a 2.75 mile section of Burnside Avenue between Main Street and Mary Street. The existing four-lane section of roadway will be reduced to one travel lane in each direction and 5-foot bike lanes. The project also includes on street parking, and coordinating transit stops to address safety and capacity issues. To date, some of the concerns noted include improving the pedestrian and bicycling environment through visual improvements for mature drivers. Construction is scheduled for 2013.

Retro-reflectivity, Route 44, Avon Mountain

The addition of retro-reflectivity to Route 44 on Avon Mountain is planned which will result in visual improvements for mature drivers and increase safety for all users.

Specific Training Opportunities Offered by the Department

In addition to the three Complete Street Workshops mentioned in Section 1, the Department specifically provided on-site training opportunities including the Federal Highway Authority - National Highway Institute course on Bicycle Facility Design and a workshop focusing on American with Disabilities Act design.

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Section 3 - Progress Made by State Agencies in Improving the Environment for Bicycling and Walking in this State

Department of Energy and Environmental Protection (DEEP)

The DEEP released a draft energy plan inclusive of a transportation component that seeks to expand a “commitment to transport-oriented development and a broader mobility focus that encourages bikeways, walking paths, and other quality of life investments”.

http://www.ct.gov/deep/lib/deep/energy/cep/deep_draft_connecticut_comprehensive_energy_strategy.pdf
<http://www.bikewalkct.org/3/category/deep%20energy%20strategy/1.html>

The DEEP also issued a new State Comprehensive Outdoor Recreation Plan (SCORP) documenting 26 bike/ walking paths, 29 multi-use trails, mapping of the states dedicated greenways, and mapping of the East Coast Greenway.

http://www.ct.gov/deep/lib/dep/outdoor_recreation/scorp/scorp_2011_webversion.pdf

DEEP has also been designated as a Bronze Bicycle Friendly Business, one of three businesses in the state to receive such designation.

DEEP Commissioner Esty was an active participant in this year’s Bike to Work Day.

Office of Policy and Management

During 2012 the Office of Policy and Management (OPM) further refined Draft Conservation and Development Policies: A Plan for Connecticut, which incorporates growth management principles that seek to “Concentrate Development around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options” and includes the following policies for state agencies

- **PROMOTE** compact, pedestrian-oriented, mixed use development patterns around existing and planned public transportation stations and other viable locations within transportation corridors and village centers;
- **ENCOURAGE** a network of pedestrian and bicycle paths and greenways that provide convenient inter- and intra-town access, including access to the regional public transportation network;
- **IMPROVE** transit service and linkages through better integration of all transportation options and advances in technology, to provide competitive modal choices, safety and convenience;
- **COORDINATE** with host municipalities on supportive land use regulations, such as transit-oriented development overlay zones and freight villages where practicable, to make the most effective use of transportation facilities for the movement of people and/or goods;
- **IDENTIFY** brownfields and other strategic sites that are (1) within one-half mile/walking distance of public transportation facilities and/or (2) near other inter-modal transportation nodes and facilities, and consider them for designation as pre-approved development areas; and

Department of Economic and Community Development

DECD created promotions depict Connecticut as a place to enjoy for cycling among other recreational activities under the “Still Revolutionary” promotion.

<http://www.ctvisit.com/?aspxerrorpath=/ordervacationguide.aspx>

However under state promoted “Active Adventures” cycling is not included in any of the options and quick searches on “bike”, “bicycle”, “cycling” and “biking” yield slim results.

In 2012 Deputy Commissioner Bergstrom was an active participant and lead presenter in the first Complete Streets Workshop held at the Lyceum in Hartford.

Central Connecticut State University

In 2012 Central Connecticut State University began work on a comprehensive transportation demand management plan with CCRPA. This plan, which aims to improve access to the university and improve the sustainability of its transportation system, is scheduled for completion in 2013.

University of Connecticut

The University of Connecticut reconstructed the streetscape along the University’s main thoroughfare, Hillside Road, with major upgrades for pedestrians. The University also installed bicycle route signs and sharrows throughout its campus and enhanced its bus system to include signs with QR codes allowing for live updates on bus location and expected arrival times.

CTfastrak

The significance and potential of CTfastrak was noted in the 2011 annual report. Construction on CTfastrak began in 2012. The system is expected to begin operation in 2014. CTfastrak is referenced elsewhere throughout this report.

Connecticut Department of Public Health/ Town of Fairfield - Mill Plain Road

The Town of Fairfield Health Department, in collaboration with the Fairfield Departments of Public Works and Engineering and the Fairfield Bicycle and Pedestrian Plan Advisory Committee, has received a \$15,070 grant from the Connecticut Department of Public Health Preventive Health Block Grant for environmental and policy change strategies that address cardiovascular disease reduction. This grant will be used in part to create Fairfield’s first bicycle route on Mill Plain Road. This north/south route was requested by many Fairfield residents and is in accordance with the draft Fairfield Bicycle and Pedestrian Master Plan.

Connecticut Greenways Council

In 2012 the Connecticut Greenways Council reported the following accomplishments:

- Five newly designated state greenways.
- Completed Greenways Council 5 year plan update 2012-2017
- Provided comments to OPM regarding State Conservation & Development Plan
- 13 Annual Connecticut Greenways Day celebration held in Watertown
- Supported Recreational Trails Grant Program during federal re-authorization
- Continue to work on restoration of the CT Greenways License Plate fund

CTTransit & Bikes and Buses

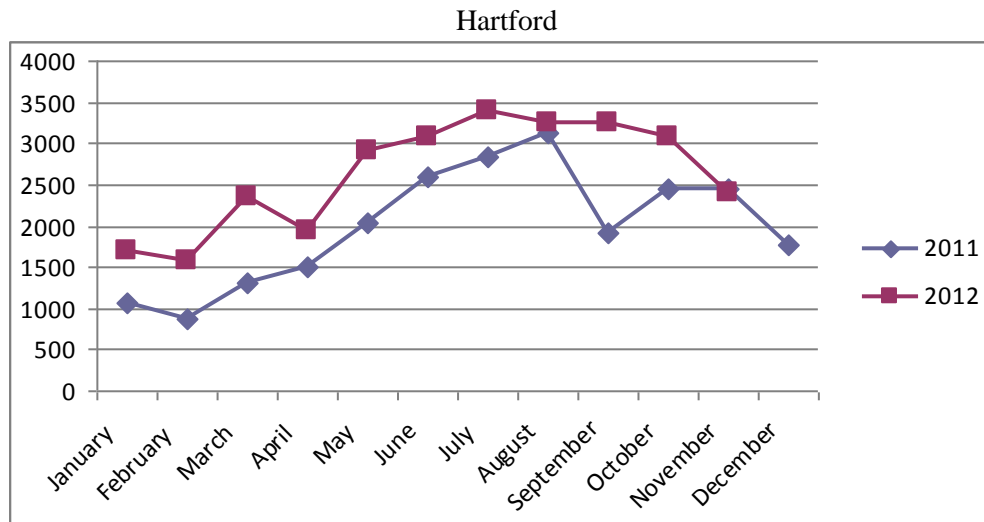
Work to provide bus stop and intermodal cyclist/bus signage on the Bristol/New Britain division of CTTransit began. Installation is expected for 2013.

The following data contains the reported number of cyclists reported on CTTransit (installation of bikes on bus mounted racks).

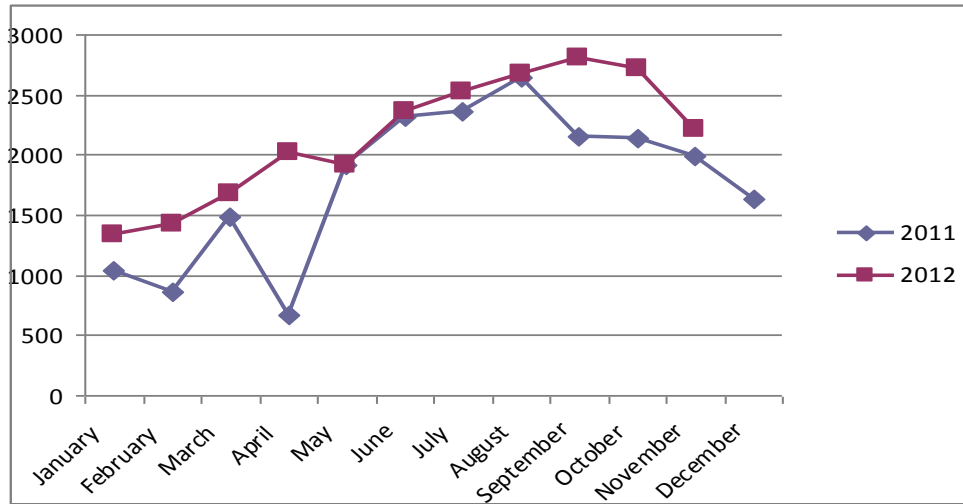
	Hartford		New Haven		Stamford	
	2011	2012	2011	2012	2011	2012
January	1058	1699	1033	1340	330	377
February	876	1585	867	1427	304	354
March	1315	2341	1478	1674	373	549
April	1505	1950	662	2022	511	478
May	2032	2914	1917	1910	622	580
June	2586	3070	2318	2358	796	669
July	2842	3389	2362	2518	758	886
August	3124	3246	2643	2672	884	954
September	1918	3242	2158	2804	815	1004
October	2454	3069	2133	2719	674	725
November	2438	2393	1996	2218	507	618
December	1776	*	1640	*	390	*
	23924	28898	21207	23662	6964	7194

*At the time this report was generated, 2012 data was not available.

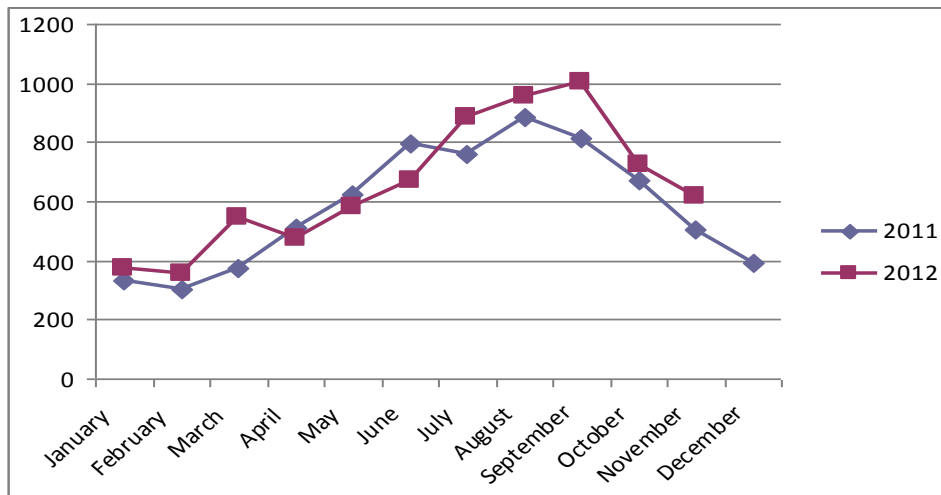
This data is provided in graphic form below for comparison:



New Haven



Stamford



Overall, there is a noticeable increase in ridership for the 2nd year of operational data, with the exception of April through June in Stamford. Seasonal trends correspond with general riding weather, as would be expected.

Section 4 - Other Bicycle-Pedestrian Related Initiatives and Events

Department of the Interior

The Department of the Interior and the National Park Service has been promoting the America's Great Outdoors program which has recognized the Connecticut River and Naugatuck River Greenway. The Park Service was instrumental in promoting both greenways this past year.

Bike to Work Day

This year some 600 people came out to ride to work from 15 different locations, including Bethel, Bridgeport, New Haven, Hartford, Fairfield, Hamilton Sundstrand, New London, Norwalk, Norwich, Simsbury, Stamford, UConn Health Center, Waterbury and West Hartford Center at REI. Although several riders of significance participated in this event, the participation of Commissioner Esty, not only as a leader in the State, but as the head of a large urban employment center, was a key moment in the bike to work effort. We hope Commissioner's Esty's example will spread to not only DEEP employees, but to other departments, employers and employees throughout the State.

<http://www.bikewalkct.org/bike-to-work-day-2012.html>

Tri-State Transportation Campaign (TSTC) Complete Streets in a Box Toolkit

TSTC developed the following toolkit that includes: a Power Point presentation explaining complete streets; model complete street policies; a list of initiatives within the state; numerous links to advisory information regarding complete streets including the New Haven Design Manual and NACTO Urban Bikeway Design Guide in addition to other technical information.

<http://tstc.org/reports/ctcsbx/>

Citizen Transportation Guide, League of Conservation Voters

The Connecticut League of Conservation Voters (CTLCV) developed a vision for a better state-wide transportation system entitled "Getting Where You Want to Go". This guide takes a comprehensive look at transportation in the state - what works, what doesn't, and solutions that will help ease traffic congestion, while preserving Connecticut's natural resources and sense of community. The guide suggests the State should focus on transportation projects that link trains, buses, bike lanes, and sidewalks with neighborhoods and towns, giving commuters more choices than just hopping in a car. The CTLCV cites CTfastrak now under construction and the proposed New Haven to Springfield high speed rail as positive examples.

<http://www.conservationeducation.org/uploads/6/2/0/1/6201942/transitlinkslo2sm.pdf>

Bike Friendly Designations

Town of South Windsor

Town of South Windsor became the second municipality in Connecticut to be designated as a Bicycle Friendly Community by the League of American Cyclists (Bronze rating).

As mentioned above DEEP has been designated as a Bicycle Friendly Business (Bronze rating).

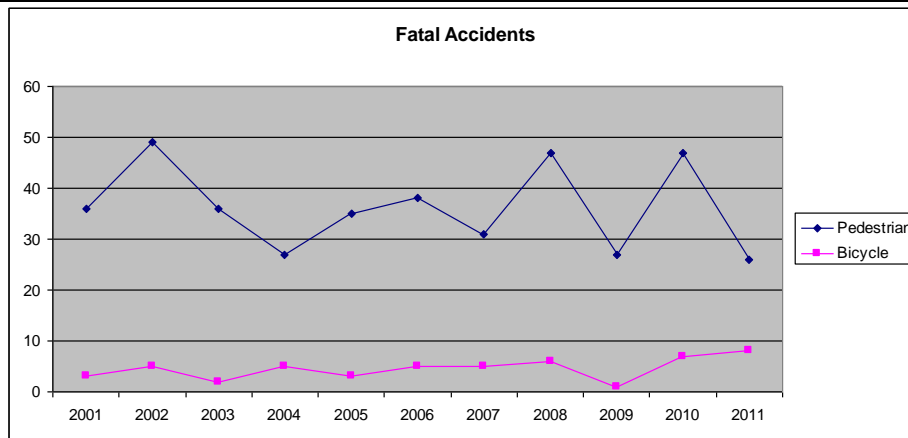
Whitcraft LLC is designated as a Bicycle Friendly Business (Bronze rating)

REI is also designated as a Bicycle Friendly Business (Silver rating).

Yale University has received the first Bicycle Friendly University designation in the state (Bronze rating).

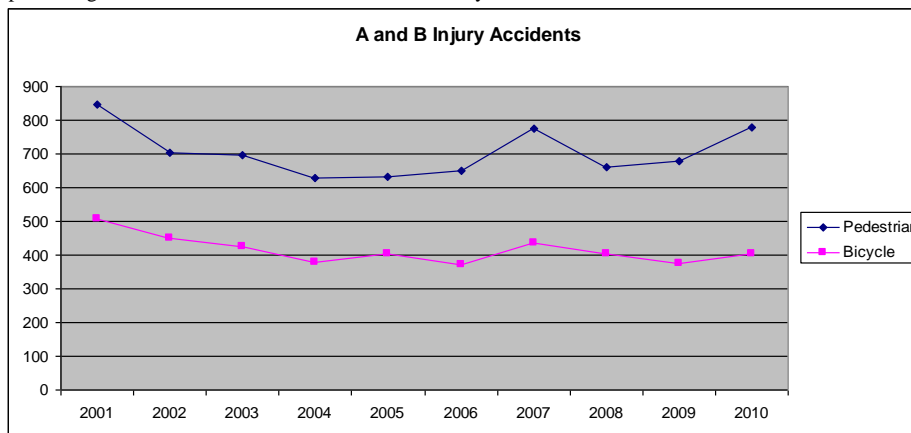
Connecticut Cycling Deaths 2012 and a Comparison of Accident Data

Fatal Accidents											
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Pedestrian	36	49	36	27	35	38	31	47	27	47	26
Bicycle	3	5	2	5	3	5	5	6	1	7	8
Total	290	301	277	280	262	293	269	280	214	299	208



A and B Injury Accidents											
Year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011*
Pedestrian	847	704	698	627	631	649	774	662	678	778	NA
Bicycle	507	450	425	378	402	373	435	405	375	402	NA
Total	11786	10745	10371	10131	10066	10283	11730	10588	10169	10518	NA

*At the time this report was generated, some 2011 and 2012 data was not yet available.



A comparison of the data above does not reveal any noticeable improvements to accidents and injury within the state over time. However it is also incomplete data, the number of bicyclists and pedestrians changing over time are unknown.

Regional Planning Agencies

In December 2012 the Board reached out to each Regional Planning Agency in the state seeking their input on activities over the past year at the regional level that affect cyclists and pedestrians. The following is provided by those who reported.

2012 Capitol Region Council of Governments (CRCOG)

Policy Modifications

CRCOG updated project selection policies within the last 18 months to offer greater flexibility for bicycle and pedestrian project advancement.

Sustainable Communities Initiative, Model Codes and Clearing House

The clearinghouse will provide tools, examples and best practices on sustainability topics such as green infrastructure, transit, access & mobility that, among other things, provides a great deal of information focusing on Active Transportation.

<http://www.greenregionct.org/>

National Documentation Project

In 2012 municipalities within the Capitol Region participated in the National Documentation Project, coordinated by CRCOG.

<http://bikepeddocumentation.org/>

Results can be found at:

http://www.crcog.org/transportation/bicycle/bp_count.html

Route 6 Hop River Corridor Transportation Study

This study was undertaken by CRCOG, the Route 6 Regional Economic Development Council (REDC), the towns of Bolton, Coventry, Andover, and Columbia; the Windham Region Council of Governments; and the Department to develop a comprehensive transportation plan for the corridor. Among numerous elements, the study integrates multi-modal accommodations and regional economic growth in its planning to address the safety, accommodation, and access needs of those traveling the corridor.

http://www.crcog.org/transportation/current_stud/Route6.html

Route 10 Corridor Study

This study, in cooperation with the Town of Simsbury and the Department provided a multi-modal planning process to create a master plan focusing on context sensitivity for the 7 mile Route 10 transportation corridor in Simsbury.

http://www.crcog.org/transportation/current_stud/Route10.html

Route 3 Traffic and Development Study, Rocky Hill

This transportation plan guides future transportation system improvements along Route 3, West Street, Brook Street, Route 160 and Route 99, and integrates numerous roadway improvements included in the 2008 Regional Pedestrian and Bicycle Plan.

http://www.crcog.org/transportation/current_stud/Route3.html

2012 Bike Pedestrian Safety Analysis

This report (draft) summarizes an analysis of pedestrian and bicycle crashes that has been conducted by the CRCOG staff.

<http://www.crcog.org/publications/BicycleDocs/20121012pedbikesafetyreport.pdf>

Regional Plan of Conservation and Development Draft Transportation Chapter

In 2012 CRCOG began an update to the 2009 Regional POCD. The draft transportation chapter shows a strong commitment towards adopting a “complete streets ethic” to improve bicycle and pedestrian access and safety, and includes a new section addressing “Active Transportation” within the region.

http://www.crcog.org/publications/Meeting_Documents/Trans_Comm/2013/POCDTransportationRev.pdf

Downtown Hartford Bus Circulation Plan

Working with CTTRANSIT, the City of Hartford, and the Department, CRCOG seeks to “form the foundation for redesign of City streets to implement the federal TIGER funded Intermodal Transit Triangle project.”

Greenway Segment 1 - Phase A, Bloomfield

CRCOG selected this project for receipt of STP-Urban funding and is working with the Department towards its initiation. The project proposes construction of approximately 2,640 feet of 8- and 10-foot wide East Coast Greenway trail running along an abandoned railroad bed between the intersection of Hoskins Road and Tariffville Road to the northwest and Duncaster Road to the southeast.

Greenway Segment 1- Phases B & C, Bloomfield

CRCOG selected this project for Transportation Alternatives funding and is working with the Department towards its initiation. The project proposes conversion of 1.1 miles (two 3,000 foot segments) of abandoned railroad corridor to multi-use East Coast Greenway trail, complementing the abutting 0.5 mile Phase A which was selected for construction with STP-Urban funds.

South Main Street (Route 83) Enhancements, Manchester

CRCOG selected this project for Transportation Alternatives funding and will be working with the Department towards its initiation. This project includes Bicycle and Pedestrian improvements along South Main Street and Main Street (CT Route 83) from Spring Street to School Street.

Silas Deane Highway Streetscape Improvements - Phase 2, Rocky Hill

CRCOG has selected this project for Transportation Alternatives funding and will be working with the Department towards its initiation. This Streetscape project realigns Connecticut Route 160 at the intersection of Connecticut Route 99, and enhances the landscaping on both roads to better define the “Town Center”, improves pedestrian and vehicular safety, and provide a gateway to the historic Rocky Hill Ferry on the Connecticut River.

Hillstown Road and Spencer Street Pedestrian and Bicycle Improvements, Manchester

CRCOG selected this project for receipt of STP-Urban funding and will be working with the Department towards its initiation. This project proposes installation of 3,500 linear feet of new sidewalk to eliminate gaps in existing sidewalk system and provide continuous pedestrian route between Charter Oak Greenway trail that crosses Spencer Street near the East Hartford Town Line and Manchester Community College/Veteran's Memorial Soccer Fields, located near the south end of the project.

Proposed Sidewalk Extension from Town Center to Salmon Brook Park, Granby

CRCOG selected this project for receipt of STP-Urban funding and is working with the Department towards its initiation. The project proposes installation of 2230' of new sidewalk along west side of Route 10/202 from the Town Center to Salmon Brook Park, and installation of a short sidewalk connection along the south side of Route 189 from Route 10 to existing sidewalk.

Buckland Road and Sullivan Avenue Sidewalks from Deming Street to Town Hall Entrance, South Windsor

CRCOG selected this project for receipt of STP-Urban funding and will be working with the Department towards its initiation. The project proposes installation of 2,660' of new sidewalk along the west side of Buckland Road, and short connecting segments along Sullivan Avenue, Community Road, and Ellington Road.

Trout Brook Multi-Use Trail - Phase 2, West Hartford

CRCOG selected this project for receipt of STP-Urban funding and is working with the Department towards its initiation. The project proposes installation of approximately 0.7 miles of a 10 foot wide multi-use trail along the Trout Brook from Quaker Lane South to Crocker Avenue, extending the recently completed 0.5 mile Trout Brook Trail Phase 1 that runs from New Park Avenue to Quaker Lane South.

Putnam Bridge

The Department will be adding a six foot wide pedestrian walkway to the Putnam Bridge, which carries Route 3 over the Connecticut River between Glastonbury and Wethersfield. To complement this walkway, CRCOG, in partnership with Wethersfield, Glastonbury, East Hartford, and Goodwin College officials, obtained funding for the advancement of a feasibility study for Multi-Use Path connections from the bridge to local roads on each side of the river.

CTfastrak

CRCOG, working with Department staff, identified bicycle and pedestrian needs to support multi-modal access to / from the future CTfastrak stations. CRCOG also worked with the Greater Hartford Transit District and the City of Hartford to assist with the preparation of a Bus Livability Grant to enhance pedestrian access to the Sigourney Street CTfastrak station.

Council of Governments of the Central Naugatuck Valley

U.S. Department of the Interior's America's Great Outdoors

The U.S. Department of the Interior's America's Great Outdoors (AGO) report identified the Naugatuck River Greenway as one of the top 101 outdoors projects in the United States. In celebration and furtherance of the Greenway the National Park Service organized an event on September 23, 2012 involving the entire eleven municipality corridor.

Waterbury Bicycle Day

In Waterbury, a family bicycle day (Waterbury on Wheels) was held in collaboration with the AGO event. Traffic around the downtown green was shut down and families were invited to bike around it and participate in various activities. Wal-Mart donated 150 bicycles which were given out to kids who otherwise couldn't afford them.

Beacon Falls Greenway Trail

Also as part of the AGO bicycle day, Beacon Falls held a ribbon cutting on the first portion of its greenway trail along the Naugatuck River. The town reclaimed part of old Route 8 from Depot Street to Bethany Road (Rte 42) for the greenway trail. The ribbon cutting was attended by DEEP Commissioner Esty and the peloton of cyclists. The project was recognized with an award from Celebrate Connecticut.

Northwestern Connecticut Council of Governments

Production and Distribution of a HouBike Trail Map

The Bike Committee of the Upper Housatonic Valley National Heritage Area (UHVNHA) has produced a bicycle map showing bike routes from New Milford to the Connecticut / Massachusetts border. Additional information on the Trail can be found at <http://houbikewalk.org/>

Western New England Greenway

The Bike Committee of the UHVNHA was instrumental in organizing a second Western New England Greenway (WNEG) Conference in Bennington Vermont. The WNEG is intended to provide a bicycle friendly route from southern Connecticut to the Canadian border. Additional information on the WNEG can be found at <http://www.wnegreenway.org/>

South Western Regional Planning Agency (SWRPA)

Bicycle-Pedestrian Safety Corridor Study

This Bicycle-Pedestrian Safety Corridor Study, completed in 2012, examines safety deficiencies on state highway segments in the South Western Region with elevated rates of bicycle and pedestrian accidents. For each corridor, the report recommends well established engineering countermeasures to address the identified safety issues.

Pedestrian accommodations in downtown Westport at present (left) and proposed (right)



Rail Station Bicycle Racks – FTA Enhancement

To improve bicycling parking at rail stations, twenty-five new racks were installed at eight stations in southwestern Connecticut in 2012. The FTA Enhancement program, which SWRPA has coordinated for years, has resulted in bike racks on buses and at rail stations as well as bus shelters and other enhancements throughout southwestern Connecticut.

Station	No. of Racks
Cos Cob	2
East Norwalk	2
Green's Farms	2
Greenwich	3
Old Greenwich	1
Riverside	3
South Norwalk	3
Westport	9
Total	25

Norwalk River Valley Trail Routing Study

The Norwalk River Valley Trail Routing Study report is the product of a year-long effort to study, analyze and develop routing recommendations for a trail along the Norwalk River and Route 7 corridor between Danbury and Norwalk. The trail is backed by a regional steering committee with representatives from the communities along the trail: Danbury, Norwalk, Redding, Ridgefield, and Wilton.

Valley Council of Governments (VCOG)

Shelton Housatonic Riverwalk Phase II, State Project No. 0126-0163

Construction of approximately 500-600 linear feet of Riverwalk along the south bank of Housatonic River. Improvements include fencing, cobblestone banding, pavers and lighting.

Shelton Canal Street Reconstruction, State Project No. 0126-169

Installation of sidewalks, curbing and landscaping

Derby Naugatuck River Greenway Phase III, State Project No. 0036-0183

An extension of the trail system on the O'Sullivan Island portion of the existing trail in Derby. The extension will include the installation of a pedestrian footbridge over one of the inlets from the Naugatuck River near the current cul de sac next to the railroad bridge.

Ansonia Park & Riverwalk Phase II, State Project No. 0002-0125

Construction of approximately 3800 feet of pedestrian/Bicycle facilities along the west bank of the Naugatuck River in Ansonia. Improvements include signal improvements at the Division Street/North Division street intersection and a Gateway Plaza in the Northeast Corner of the Intersection.

VCOG TOD Pilot Program Phase I

Improvement of bike lanes and sidewalks on Derby-Shelton Bridge (Bridge Street).

Regional Plan Association

The Regional Plan Association (RPA) is at the tail end of an analysis of zoning around all Metro-North stations in Connecticut.

Federal Highway Authority (FHWA) Awards

Town of Plymouth

The FHWA awarded the Town of Plymouth \$800,000 in Public Lands Highway Discretionary (PLHD) funds to acquire the Plymouth Reservoir and construct a trail connection to the Thomaston Dam. (The award was made in 2011; acquisition was completed in 2012. Development of a trail system and connections are planned for 2013.)

Town of Mansfield

The FHWA awarded the Town of Mansfield \$325,000 in PLHD funds to acquire property adjacent to Mansfield Hollow, providing a trail connection from an existing Windham Regional Transit District (WRTD) bus stop to the largest federally-owned open space in Connecticut.

City of Stamford

The FHWA awarded Stamford \$850,000 in Transportation Community System Preservation (TCSP) funds to replace the closed West Main Street Bridge with a pedestrian bridge connecting the West Side with downtown.

City of New Haven

The FHWA awarded New Haven \$391,320 in TCSP funds to install a new multimodal signage system in downtown New Haven.

City of Torrington

The FHWA awarded Torrington \$500,000 in TCSP funds to make streetscape improvements to Main Street.

New Britain Bicycle Connectivity and Traffic Calming Study

In late 2011, the City of New Britain received \$250,000 in TOD funds for the implementation of a Streetscape Master Plan related to the planned New Britain-Hartford Busway (now CTfastrak). The Federal Highway Authority (FHWA) also awarded the city \$1,304,400 in TCSP funds to implement a complete street strategy for the downtown. In 2012 the city began the development of a bicycle master plan, including designation of a series of bicycle routes with preferred treatments. CCRPA provided the Department with input on opportunities for improved connections to/from CTfastrak stations and its multi-use trail in New Britain.

Town of Weston

On September 9th the Town of Weston held a “Big Bike Pedi Event”. With the support of the First Selectman, and using the expertise and recommendations of the Weston Bicycle and Pedestrian Committee, the town closed the roads through its school campus to motorized vehicles. The facilities were reserved for pedestrians and cyclists. The turnout was large and enthusiastic with more than 150 participants. Because of the enthusiastic acceptance by its citizens Weston anticipates holding additional road closings this coming summer.

Town of Mansfield

The Town of Mansfield completed the Birch Road and Hunting Lodge Road multi-use trails, closing gaps in the town’s multi-use trail system around the University of Connecticut.

Farmington Valley Trails Council Position Paper – Why Building Multi-use Trails

In 2012, the Farmington Valley Trails Council issued a position paper on the significance of multi-use trails.

<http://www.fvgreenway.org/pdfs/Why%20Multi-Use%20Trails%20in%20Connecticut%20v%202.pdf>

Farmington River Rail Trail

In 2012, the Towns of Simsbury and Canton, working in cooperation with the Farmington Valley Trails Council, agreed to mark “sharrows” along the final segment of the Farmington River Rail Trail that has not yet been completed. This marks an on-road route that completes a unique 28 mile recreational loop connecting five towns throughout the Farmington Valley.

Towns that have Adoption of Bicycle Pedestrian Advisory Committees (as reported)

- West Hartford
- Fairfield
- Weston
- New Britain
- South Windsor

Municipalities that have Developed Local Regulations to Accommodate Bicycles and Pedestrians (as reported)

- Fairfield requires bicycle parking in some zones.
- New Haven requires bicycle parking in some zones.
- Waterbury will reduce parking requirements if TDM strategies are employed, such as proximity to transit or transit subsidies.
- Plainville has requirements for sidewalks and alternate modes of transportation
- Torrington has added regulations for bicycle parking for new multi-family dwellings over 4 units; new office, retail, institutional developments over 10,000 sq ft; all transit transfer stations; and park and ride lots.
- Simsbury has adopted form based codes for their Town Center, requiring bicycle parking, joint vehicle parking, shared vehicle parking, in addition to maximum vehicle parking, car sharing, and tandem vehicle parking.
- Bolton has adopted bicycle accommodation standards for all business, industrial, and mixed use zones, and has draft regulations to support TDM pending.

NuRide

NuRide allows cyclist to log in commuter miles and earn rewards for their effort. Data collected through this program presents: “There are currently 14,420 NuRide members in Connecticut who have taken 2,972,434 greener trips”...”since February 2005.”

Testimony on Bill 5458 Use of Red Light Cameras

In 2012 the Board provided testimony on Bill 5458.

<http://www.cga.ct.gov/2012/TRAdat/Tmy/2012HB-05458-R000312-Neil%20S.%20Pade,%20Chair,%20Connecticut%20Bicycle%20and%20Pedestrian%20Advisory%20Board-TMY.PDF>

Testimony on Bill 445 - An Act Concerning Recreational Liability

In 2012 the Board provided testimony on Bill 445.

<http://www.cga.ct.gov/2012/JUDdata/Tmy/2012SB-00445-R000329-Neil%20S.%20Pade-%20CT%20Bicycle%20and%20Pedestrian%20Advisory%20Board-TMY.PDF>

Board Member Biographies

Ray Rauth of Weston fills the position reserved for a member of an organization promoting cycling (Sound Cyclist Bicycle Club (SCBC)). He was appointed by the Senate Minority Leader and his term will expire in July of 2013. Ray was the first Chairman of the CB&PAB and served on the board of the SCBC for a decade. Ray is a retired technologist.

Neil S. Pade, AICP of Newington, is a gubernatorial appointee to the board and present Chairman. His term expired in July of 2012. Neil is a certified land use planner with 13 years of professional experience in the municipal and private sectors in Connecticut.

He is presently the Director of Planning and Community Development for the Town of Canton (2007 to present) and serves as the Town's representative to the Capital Region Council of Governments Transportation Committee and Bicycle/ Pedestrian Committee. He has previously served as the Town Planner, and Economic Development Coordinator, for the Town of Vernon (2004 to 2007), and as an Environmental Planner in the private sector (2000 – 2004). He is on the Executive Committee of the Connecticut Chapter of the American Planning Association and is a life-time member of the National Eagle Scout Association. Neil has a B.S. in Environmental Geology from the State University of New York at New Paltz, and a M.B.A. from the University of Hartford Barney School of Business. Through his practice as a professional planner he consistently promotes improving quality of life standards and community health through the integration of bicycle and pedestrian considerations in the course of planning and development activities.

Tom Harned of New Haven is the current Vice Chairman of the CB&PAB, and fills the position reserved for pedestrian advocacy. Tom has been active in the movement towards livable streets in New Haven and was a contributing author to the City's Complete Streets Manual, which has received national recognition. Tom is a member of the League of American Bicyclists and is a League Certified Instructor, teaching cycling classes in New Haven through Elm City Cycling. His was appointed by the Senate Majority Leader, and his term will expire in July of 2014.

Debra Dauphinais serves as the representative for the bicycle sales and repair industry. She owns a bicycle store and repair center in central CT. She was appointed by the House Majority Leader and her term expires in July 2013. Deb served 2 terms on the initial Board of Directors for the Central CT Bicycles Alliance, now Bike Walk CT, and served as the Advocacy Committee Chairperson. She currently serves her local community on the board of Glastonbury Bikeways.

Tom Gutman Tom is a gubernatorial appointee, and his term expired in June of 2011. Tom represents AARP on this board as well as on the DOT Road Departure Accident Reduction Committee where his focus is on improving night time highway visibility. Also for AARP, Tom teaches the safe driving classes that qualify seniors for certain discounts on their auto insurance. Tom is a retired engineer from a now closed manufacturing facility in eastern Connecticut.

Charles Beristain of West Hartford is a gubernatorial appointee to the board representing cycling organizations, and his term expired in July of 2011.

He is a founding member of Bike Walk CT (formerly Central Connecticut Bicycle Alliance), a member of the New England Mountain Biking Association (NEMBA), the International Mountain Biking Association (IMBA), East Coast Greenways, the Farmington Valley Trails Council and the MDC Recreation Committee. He served on the West Hartford Bicycle Plan Advisory Committee and does volunteer work with cycling advocacy organizations. He races in masters cycling category. In 2007, he won the masters cross country mountain biking championships in the 65+age group.

Rod Parlee was appointed to the Bicycle Pedestrian Advisory Board by the CT State Senate President, his term will expire in July 2013. He represents transit workers throughout Connecticut.

Rod has been chairman of the Bolton Conservation Commission for 20 years and a member of the Bolton Open Space Acquisition and Preservation Committee for ten years. He is also a founding member of the Bolton Land Trust. In 2002 he received the Secretary of the State's Public Service Award and, in 2006, his Conservation Commission received a Special Merit Award by the CT River Coastal Conservation District. For 13 years he has been a director of the CT Association of Conservation & Inland Wetlands Commissions (CACIWC) representing Tolland County and is currently co-chair of its Conservation Education Subcommittee. He has been employed as a Bus Operator by CTTransit - Hartford Division for 35 years and is the Secretary of the Safety & Health Committee.

His activism dates back to the Sierra Club's successful lobbying efforts for Arctic Refuge wilderness and 10 years of publishing Tundra Talk, a nationally circulated newsletter related to transportation, energy and the environment. He is also Co-chairman of the Appalachian Mountain Club's Northwest Camp Committee, a 10-member volunteer committee that manages a 120-acre parcel and facility on Bear Mountain in Salisbury, Connecticut.

Alan Sylvestre is a certified land use planner and chairman of the board of advisers to the Board of Education and Services for the Blind. In addition to serving on the CT Public Transportation Commission, he is a geographer for the state department of labor. Legally blind since birth, Alan, whose primary means of transportation is public transit and walking, is a representative of this disability community. Alan is a gubernatorial appointee to the board, and his term will expire in July 2013.

Francis Pickering was appointed to the board by the Speaker of the House, and his term expires in July 2013. Francis is Deputy Director of the Central Connecticut Regional Planning Agency and is responsible for transportation, economic development, and environmental planning as well as the provision of paratransit service in the region.

Francis is the Treasurer of King's Mark Resource Conservation & Development Project, Inc.; as well as a member of the Regional Brownfields Partnership, Environmental Review Team Subcommittee, and the New England Trail Stewardship Committee. Francis has a B.A. from Princeton University and an M.A. from the Free University of Berlin (Germany). In his free time, Francis loves to travel and mountain bike.