



ANNUAL REPORT OF THE CONNECTICUT BICYCLE AND PEDESTRIAN ADVISORY BOARD

Report of Progress in 2023, Issued January 26, 2024

The Annual Report of the Connecticut Bicycle and Pedestrian Advisory Board, as required by Connecticut General Statutes Section 13b-13 is attached.

Executive Summary Annual Report

After years of incremental change, the state is poised to make rapid progress in providing bicycle and pedestrian infrastructure while improving bicyclist and pedestrian safety. What has changed in the past year?

- Promulgation by CTDOT of design criteria for complete streets with the requirement, through an engineering and construction directive, that such facilities be provided on all state projects.
- Creation of an Active Transportation Unit at CTDOT to advance pedestrian and bicycle planning initiatives.
- Passage of Vision Zero legislation that, among other provisions, allows for automated traffic enforcement and greater education of drivers about sharing the road.
- Re-establishment of the Safe Routes to Schools program at CTDOT
- The state's regions and municipalities have won federal grants to allow for bicyclist and pedestrian improvements while making good use of the state's Community Connectivity Grant Program and the Recreational Trails fund.
- A 30% increase in annual spending on the Bicycle and CTPedestrian Safety Outreach program that includes the Watch for Me CT program.

Chief recommendations to capitalize on the success to date:

- CTDOT should set targets for development of bike lanes on local and state roads including targets for protected and standard lanes. CTDOT should establish two- and ten-year goals.
- CTDOT should establish a statewide goal for pedestrian and bicycle mode split.
- State funding is necessary for planning and design of pedestrian and bicycle facilities.
- State funding is necessary for regions and municipalities to secure their local match on federal grant programs.
- Payment in lieu of sidewalk legislation is necessary to fund pedestrian infrastructure.



Connecticut Bicycle and Pedestrian Advisory Board

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



2800 Berlin Turnpike • Newington, CT 06111-4113

January 26, 2024

Honorable Governor Ned Lamont
Legislative Transportation Committee Chairs, Honorable Roland Lemar, and Honorable Christine Cohen
Legislative Transportation Committee Members
CTDOT Commissioner Garrett Eucalitto

Dear Gov. Lamont, Transportation Committee Chairs and Members, Commissioner Eucalitto,

The Connecticut Bicycle and Pedestrian Advisory Board (Board) proudly presents its 2023 annual report for your consideration. Since the 2009 enactment of Complete Streets legislation, Connecticut has seen substantial improvements in the bicycling and pedestrian environment. In 2023, following years of incremental change, the Connecticut Department of Transportation (CTDOT), led by Commissioner Garrett Eucalitto, adopted, and required the use of Complete Streets engineering design criteria for all department projects. The Board looks forward to exponential leaps in progress for state bicycle and pedestrian facilities as these design criteria are put in place.

Evaluation of Connecticut’s bicycle and pedestrian friendliness must first consider the results in terms of fatalities on our streets.

With pedestrians and cyclists overrepresented among the unacceptably high number of fatalities on our roads as we consider the state’s Vision Zero program goal of zero traffic fatalities, much work remains. Table 1 summarizes fatality data from the University of Connecticut Transportation Safety Research Center (CTSRC). Addressing this crisis requires concerted and systematic efforts of many players. This report highlights state-level actions needed to improve bicyclist and pedestrian safety.

“If we invest in Complete Streets policies; safer vehicles and other mobility options; and a wide array of people-first policies and actions proven to put safe mobility above speedy, dangerous travel, we can succeed in preventing roadway deaths.” – Amy Watkins of Watch for Me CT speaking at World Remembrance Day, 19 November 2023, Bushnell Park, Hartford

CONNECTICUT						
Six-Year Fatal Crash Comparisons as of Each December 31 st						
Victim Classification	2018	2019	2020	2021	2022	2023
Driver/Passenger	184	143	173	176	239	205
Pedestrian	63	55	61	56	75	51
Pedal cyclist	1	3	6	3	4	5
Motorcyclist	51	49	60	68	62	62
Total	299	250	300	303	380	323

Table 1: Fatal Crash Comparisons

The Board is the creation of Connecticut General Statutes Section 13b-13a codified in 2009. When CGS § 13b-13a went into effect, Connecticut was ranked #44 among the 50 states by the League of American Bicyclists (LAB) for bicycle friendliness. While much work must be done, as demonstrated by the above fatality numbers, Connecticut has improved its ranking to the 20th most bike-friendly state.

To continue Connecticut's good work to date, this report outlines:

Progress and Actions achieved by:

State Legislation

CTDOT & DEEP

Regional & Local

CT Bicycle and Pedestrian Advisory Board

Recommendations for further improvement

Appendix - COGs

PROGRESS and ACTIONS

State Legislation

Since 2021 when legislative actions created the [Vision Zero Council](#), the Council has made much progress since its first meeting in August of that year. In December 2022, the Council presented their policy proposals; leading to the development and passage of [Public Act 23-116](#), An Act Implementing the Recommendations of the Vision Zero Council.

The following provisions are included in the Vision Zero legislation:

- CTDOT will study and make recommendations on the advisability of allowing bicyclists to treat stop signs as yield signs, treat red lights as stop signs, and prohibiting right turn on red throughout the state.
- CTDOT will establish an intersection control evaluation policy by June 2024.
- CTDOT with DMV and State Board of Education will provide opportunities for schools to apply for Vision Zero recognition.
- Provide the option for a motorist pleading not guilty to a traffic violation in exchange for a court-sanctioned agreement to pay a fine and attend a motor vehicle operator safety course.
- DMV will create and regularly update a video concerning state laws related to motorists, pedestrians, and bicyclists. At every other driver's license renewal, the licensee will be required to watch the video. Out-of-state licensees will be required to watch the video before being licensed to operate a motor vehicle in CT.
- CTDOT with DPH will develop an awareness campaign regarding dangers of operating a motor vehicle under the influence of certain substances.
- With guidance from CTDOT, municipalities will have the ability to install automated traffic enforcement for speeding and red light compliance.

The Bicycle and Pedestrian Advisory Board supports this legislation and is particularly interested in automated traffic enforcement, as recommended in its 2022 Annual Report.

Connecticut Department of Transportation (CTDOT)

Meeting with the Commissioner

In July 2023, a Board delegation met with CTDOT Commissioner Eucalitto during which we discussed CTDOT's intentions for bringing Complete Streets to every city and town in Connecticut. The Commissioner showed deep commitment in candid discussions and showed support for the Board's recommendations. He also made clear CTDOT's seriousness of purpose in a November letter to the Board in which he outlined these actions:

- Enactment of Complete Streets Engineering Directive ensuring that state managed projects on state roads must be designed with the consideration of all users. ***This transformative directive will lead to statewide construction of bicycle facilities and pedestrian facilities.***
- Establishment of a dedicated Active Transportation Unit within the Bureau of Policy and Planning to advance bicycle and pedestrian planning initiatives that include the revived Safe Routes to Schools program.
- Initiation of a Vulnerable Road User Mini-Lean process to enhance safety measures and infrastructure for vulnerable road users, including cyclists and pedestrians.
- A \$20 million bus shelter improvement program for sustainable and accessible transportation infrastructure.
- Continued support for the Complete Streets Committee with representatives from across disciplines including representation from all CTDOT district offices. This committee, which includes a subcommittee focused on staff training, meets quarterly. In person hands-on training will include district staff.
- Initiation of a project to update the Active Transportation Plan adopted in 2019.

Highway Safety Planning

Since total annual fatalities of Connecticut’s vulnerable road users exceeded 15% of all traffic deaths, at least 15% of Highway Safety Improvement Program (HSIP) funds must be obligated in the following fiscal year to vulnerable road user projects. In addition, because Connecticut did not meet or make significant progress toward its annual safety performance targets, CTDOT must issue a HSIP [annual implementation plan](#) while obligating a specific amount of HSIP funds for HSIP projects only. The plan must describe how HSIP money will be obligated on specific projects, including those addressing vulnerable road users. Table 2 illustrates why this investment is needed for vulnerable road user safety. While bicyclists and pedestrian crashes represented fewer than two percent of all crashes in 2023, they represent five percent of all injuries and just under 16% of all Connecticut roadway fatalities.

PROGRESS WITH BICYCLE AND PEDESTRIAN SAFETY (2023 data is preliminary)	YEAR				
	2019	2020	2021	2022	2023
CRASH DATA					
Percent of Motor Vehicle crashes involving bicyclists	0.44%	0.51%	0.42%	0.32%	<1%
Bicyclist fatalities	3	6	3	4	5
Bicyclist fatalities as percent of total fatalities	1.02%	2.09%	1.44%	1.04%	<1%
Bicyclist injuries	411	345	294	329	336
Bicyclist injuries as percent of total injuries	1.52%	1.62%	1.29%	0.98%	<1%
Percent of Motor Vehicle crashes involving pedestrians	1.34%	1.29%	1.33%	1.31%	1.50%
Pedestrian Fatalities	53	59	51	75	51
Pedestrian fatalities as percent of total fatalities	17.97%	20.56%	24.40%	19.53%	15.80%
Pedestrian Injuries	1295	910	985	1390	1053
Pedestrian injuries as percent of total injuries	4.77%	4.28%	4.34%	4.13%	5%

Table 2: Progress with Bicycle and Pedestrian Safety

Safety Program Investments in Complete Streets

Connecticut made progress with regular investments in programs that improve bicycle and pedestrian safety over the past five years as summarized in Table 3. This includes providing wider shoulders, ADA improvements, bike lanes, conduct of road safety assessments (RSA’s), Complete Streets design reviews along with enhanced signage and markings at uncontrolled pedestrian crossings. CTDOT and the CT Training and Technical Assistance (T2) Center provided road safety assessments to municipalities. As part of the Vulnerable Users HSIP, CTDOT has added an emphasis on updating clearance intervals at traffic signals while adding pedestrian countdowns to signals. An additional

program will design and install rectangular rapid flashing beacons (RRFB) at midblock crosswalks on both state and local roads.

PROGRESS WITH COMPLETE STREETS AND BICYCLE AND PEDESTRIAN FRIENDLY FACILITIES	YEAR				
	2019	2020	2021	2022	2023
STATE ROADWAYS					
Miles of roads with wider shoulders as part of repaving	118	166	198	218	141
Lane-miles of chip sealed roads where shoulder was given bike friendly treatment.			0	16.44	8.46
ADA Improvements under VIP Paving program	\$2,666,298	\$2,498,124	\$1,999,440	\$3,282,268	\$3,490,985
Miles of bike lane in place (prior years data not available)					9.5
Road Safety Assessments conducted					
BY CTDOT					
Number		0	3	6	5
Miles of roadway covered		0	7	14.75	12.11
BY CT Training and Technical Assistance Center					
Number	2	1	5	6	3
Miles of roadway covered	6	intersection	5.5	9	2.5
Complete Streets Design Reviews completed	119	113	82	68	132
Clearance interval retiming at signals	959				
Countdown pedestrian indications added to signals (number of intersections)		98	155	161	129
RRFB Installation at Midblock Crosswalks					
Design completed		83			
Installation				58	25
LOCAL ROADS					
RRFB Installation at Midblock Crosswalks					
Design Initiated					81
Installation					

Table 3: Progress on Complete Streets and Bicycle and Pedestrian

The latest (2022-2026) Strategic Highway Safety Plan (SHSP), published in 2022 (available [here](#)) is updated and published on a FHWA-required schedule once every five years. CTDOT and the Board regard this document with the utmost seriousness in adhering to its guidance. Connecticut completed its initial Vulnerable Road User (VRU) assessment (attached as an [Appendix](#) to the SHSP) required of all states in November:

The SHSP recommends many pedestrian and bicycle strategies as it enters its implementation phase with three Emphasis Area Teams (Pedestrian, Infrastructure, and Behavioral) and the Additional Safety Areas (ASA) Team that includes bicyclists to prioritize the recommended strategies. Bicycle and Pedestrian Advisory Board members participate in the quarterly Pedestrian Emphasis Area and ASA team meetings.

Dedicated Investments for Pedestrian and Bicycle Safety

Connecticut focuses funding for bicycle and pedestrian facilities through its Community Connectivity Grant Program (CCGP) as well as federal and state grants for trail improvements. The maximum CCGP grant has increased from \$400,000 at the program’s inception to \$800,000 while community interest in the program has grown each year. Regions can also apply for Federal Transportation Alternatives grants for trail construction. The state has established and funded its own recreational trails program administered by DEEP. Table 4 summarizes expenditures over the past five years.

PROGRESS WITH COMPLETE STREETS RELATED GRANTS	YEAR				
	2019	2020	2021	2022	2023
COMMUNITY CONNECTIVITY GRANT PROGRAM (INVOLVES BOTH STATE AND LOCAL ROADS)					
Number of grants awarded	38	0	10	17	17
Number of projects authorized	2	14	16	21	19
Grant funds expended per year	\$831,380	\$4,126,780	\$4,570,559	\$4,654,770	\$8,898,793
TRAIL CONSTRUCTION					
Miles of trail completed, federal funding	0.9	0.8	2.2	1.3	3.3
RECREATIONAL TRAILS PROGRAM - VALUE OF GRANTS					
AWARDED	YEAR				
	2015-16	2016-17	2018-19	2020-21	2023
Planning	\$ 92,104	\$ 27,658	\$ 259,722	\$ 550,904	\$ 1,246,991
Design/development	\$ 432,792	\$ 82,974	\$ 1,556,111	\$ 441,000	\$ 2,619,498
Land acquisition	\$ 152,000	\$ -	\$ -	\$ 8,000	\$ 15,200
Construction	\$ 4,571,183	\$ 135,000	\$ 976,348	\$ 699,523	\$ 3,451,421
Equipment	\$ 174,508	\$ 31,509	\$ 56,000	\$ 93,000	\$ 130,660
Trail amenities	\$ 86,850	\$ 12,550	\$ 10,000	\$ 102,525	\$ 71,122
Publications	\$ 215,146	\$ 73,525	\$ 94,000	\$ 254,806	\$ 867,942
Maintenance	\$ 990,476	\$ 36,700	\$ 65,500	\$ 740,120	\$ 183,785
TOTAL	\$ 6,715,060	\$ 399,916	\$ 3,223,730	\$ 2,889,878	\$ 8,586,115
Total Number of Grantees	35	7	19	19	50

Table 4: Progress with Complete Streets Grants

CTrides Program

In addition to the efforts cited above, CTDOT is a principal sponsor of *CTrides*, a program whose goal is improving air quality and reducing traffic congestion statewide. *CTrides*' historical focus on reducing the number of commute-based trips has evolved from encouraging people to carpool, use public transportation, bike, or walk to work instead of driving alone. Since the coronavirus pandemic, the mobility industry has changed with *CTrides* realigning its focus on all trips and modes of transportation beyond commuting. *CTrides* is developing a culture where people embrace sustainable and active travel for all their trips--such as errands and leisure—in addition to work trips.

The program supports people who live and work in Connecticut to make small changes that support this new culture. This means providing resources and encouragement to help people make minor changes, such as biking to the grocery store or taking the bus for a weekend trip. By encouraging people to make more sustainable transportation choices, *CTrides* hopes to improve air quality, reduce traffic congestion, and create a healthier and more livable Connecticut.

Transit Improvements & Crash Avoidance

CTDOT is investing in transit, an important element of Complete Streets, by:

- Expanding the Token Transit pilot program that lets customers use their smartphones to pay transit fares.
- Added routes, extending hours of operation, and introducing new connections to expand, [bus services](#) statewide.

Crash avoidance is another CTDOT priority that received significant support in 2023 through:

- [Deployment of speed safety cameras](#) in a one-year pilot in select work zones that will record information about vehicles speeding through work zones and sending the owners citations in the mail.
- The autumn launch of a pilot program [testing in-vehicle alcohol detection](#) systems.

Long-awaited legislation establishing a program by which municipalities may test red light and traffic cameras resulted in guidelines released by CTDOT in 2023, a digest of which follows:

The cameras will track traffic violations:

- Red light cameras track people who run red lights while traffic cameras monitor and record evidence of cars exceeding posted speed limits by 10+ MPH.
- The program authorizes municipalities to issue traffic citations to drivers without a police officer witnessing and issuing the ticket.
- For 30 days following traffic or red-light camera installation, violators will receive a written warning. After 30 days, the fine cannot exceed \$50 for the first offense and \$75 for subsequent offenses.
- Fines will be a municipal-ordinance violation meaning no points deduction from anyone's driving license.

Per state guidance, red light cameras may be installed only at intersections where at least two crashes involving a driver that ran a red light over a three-year period occurred.

- Traffic cameras may go in school zones, pedestrian safety zones, and other locations with high foot or bicycle traffic such as roads in business districts and near public parks.
- A municipality cannot install more than two cameras in a census tract where more than 50% of households earn 60% or less of the area's median gross income.
- CT DOT will ensure that a city or town bordering a municipality whose qualified census tracts number at least 55 percent of all its census tracts—the cities of Bridgeport, Hartford, New Britain, New Haven, New London, and the town of Windham currently qualify--will not install cameras near their borders.

Prior to red light and traffic cameras' installation:

- A municipality must submit a plan detailing the need for the cameras for CT DOT's approval.
- The municipality must hold open forums for people to contribute to the decisions on whether to install red light and traffic cameras. Local legislative boards must approve the plan, use, and specific placement of red light and traffic cameras.
- Municipalities must submit annual reports to CT DOT about the number of incidents that the cameras captured as the basis on which CT DOT decides whether to renew its approval for the cameras continued use at the end of each three-year period.

So far, the City of Stamford's transportation department has presented its plan to install cameras in school zones over the next one to three years to its Board of Representatives.

New Haven and Hartford representatives said their cities plan to apply to the program though no finalized details of their projects have been released.

The Town of West Hartford received federal safety funds that will enable it to test a pilot program for the cameras. Its site-selection process is underway.

A word of caution from the Board that municipalities must be watchful about substituting automated traffic enforcement for planning, the use of designed safety measures, and the deployment of human traffic enforcement officers. Automated traffic enforcement is meant to supplement rather than supplant traditional methods of traffic enforcement.

Watch For Me CT (WFM)

Watch for Me CT is a bicycle and pedestrian safety outreach program funded by CTDOT. Table 5 shows how the state's commitment to bicycle and pedestrian safety has tripled from about \$560,000 in 2020 to \$1.6 million budgeted for 2024.

BICYCLE AND PEDESTRIAN SAFETY OUTREACH	BUDGETED FOR YEAR				
	2020	2021	2022	2023	2024
SAFETY OUTREACH					
Annual budget Watch for Me CT	\$350,000	\$360,000	\$360,000	\$380,000	\$525,000
Safety campaigns in addition to Watch for Me					
AARP Words to Live By Campaign		\$200,000	\$150,000	\$200,000	\$200,000
The Pedestrian Rules Campaign			\$450,000	\$300,000	\$400,000
Pedestrian Training for Law Enforcement	\$125,000	\$100,000	\$100,000	\$100,000	
Bicycle and Pedestrian Public Info and Educ. Matls.	\$15,000	\$15,000	\$5,000	\$10,000	
Non-motorized education and outreach	\$5,000	\$525,000			
Community outreach (media buys, etc.)	\$65,000		\$50,000	\$75,000	\$150,000
Hartford Bicycle and Pedestrian Safety Campaign*				\$110,000	\$110,000
South Central COG Highway Safety Pilot Program					\$170,000
Road Safety Campaign (major cities with highest injuries)					\$10,000
Flagman Roadside Safety Program				\$75,000	\$75,000
TOTAL	\$560,000	\$1,200,000	\$1,115,000	\$1,250,000	\$1,640,000
* Budgeted amount was not spent in 2023, so has been carried forward to 2024					

Table 5: Bicycle and Pedestrian Safety Outreach

- Watch for Me CT is emphasizing visibility at night in its messaging while asking drivers to use extra caution; daylight savings time received particular attention in this public information campaign.
- Watch for Me CT continues to offer free bicycle lights as another reminder that visibility is important for both pedestrians and drivers.
- CTDOT is putting \$200,000 into a second year of its ‘Words to Live By’ campaign focused on older pedestrians that began as an idea among WFM, CT/DOT, and AARP.
- CTDOT continues to fund the *Pedestrian Rules* based on a statute enacted in 2021.
- WFM received a funding boost from CTDOT that allowed expansion of media campaigns and the hiring of additional WFM staff.
- CTDOT awarded the City of Hartford a \$110,000 grant to launch a WFM-lite bike/ped education campaign.
- CTDOT allocated grant funds for a Highway Safety Program Specialist at the South Central Regional COG.
- WFM is working closely with CTDOT’s newly hired Safe Routes to Schools coordinator.

Safety Training & Safe Routes to School

Table 6 summarizes Complete Streets training programs offered over the past five years while highlighting Safe Routes to Schools program efforts.

The CT T2 Center at UConn offers training in Complete Streets design, Road Safety Assessments, ADA Self-Assessment and Transition Planning, Solving ADA Design Challenges with a Complete Streets Mindset, Sign Installation and Maintenance, Low-Cost Safety Improvements, and Safe Transportation for Every Pedestrian (STEP). This training supports bicycle and pedestrian safety. The CTDOT-funded T2 Center also completed a project where speed-feedback sign and speed management training was offered to all of Connecticut’s 169 cities and towns at no cost to the local agency.

The Safe Routes to Schools program works with schools on the following programs:

- **On-Bicycle Education:** The SRTS team observed and interviewed school leaders at six school districts that are implementing on-bicycle curricula at their elementary, middle, or secondary schools.
- **Bicycle and Pedestrian Safety Curriculum:** Vision Zero Education Subcommittee recommendations and leadership led to the creation of an education working group that vetted curriculum options--including Bike

Walk CT’s 4th grade curriculum--for pedestrian and bicycle safety education in grades K-12 (). Education curriculum options are posted on the Safe Routes to School website. www.ct.gov/SafeRoutes

- **Vision Zero Program Distinction for Schools Award:** SRTS is working with the Vision Zero Education Subcommittee to create a Vision Zero Program Distinction Award for Schools. This will acknowledge school districts that provide information about the Vision Zero Council’s mission, safe driving education and pedestrian safety education for students in grades 6-12 upon Board of Education request. The SRTS [website](#) has more information.

TRAINING AND OUTREACH PROGRAMS	2019	2020	2021	2022	2023
COMPLETE STREETS BIKE PED SAFETY TRAINING					
Provided by CT Training and Technical Assistance Center					
In-person	7	5	1	6	7
Virtual		3	2	5	2
SAFE ROUTES TO SCHOOL PROGRAM (RESTARTED IN 2023)					
Program Registrants					19
May Bike/Roll to School Day participating schools					25
October Bike/Roll to School Day participating schools					38
Walk audits conducted					3

**Table 6: Complete Streets Bike Ped Safety Training
e-Bike Voucher Program Administered by DEEP**

The CHEAPR program legislation passed in 2022 directed the electric vehicle rebate program to offer vouchers for rebates to purchasers of electric bicycles. The program was oversubscribed within a short time of going live, and it appears that adjustments to the program may be needed, including addressing the following:

- More funding is needed.
- Some e-bike makes and models that are eligible for the CHEAPR subsidy are not sold in Connecticut.
- The process for receiving the CHEAPR subsidy is financially stressful to independent bike shops that cannot afford to forgo cash flow while waiting for payment.
- Including motor bike shops as CHEAPR-eligible puts traditional bike shops at a significant disadvantage.
- Some shop owners are skeptical of some purchasers’ status as financially disadvantaged. This is a result of places being made eligible as low-income areas, regardless of the applicant’s economic status. Individuals with more resources were better able to navigate the process than some low-income individuals who are more in need of the program.
- More dialogue between DEEP and independent bike shop owners is needed to encourage program participation.
- One Connecticut bike shop noted that Rhode Island has a program that is better able to get rebates to low-income individuals.
- The Board notes a troubling trend in cyclist fatalities and injury from fires started by batteries that do not meet safety standards (likely because most e-bike models with non-safety-certified batteries are less expensive to buy). CHEAPR program eligible e-bikes must be Underwriters’ Laboratory certified.

Sidewalk Mapping Program

CTDOT supports an effort at the CT T2 Center to use GIS to map all public sidewalks along Connecticut’s state and local roadways. These important data will be available in summer 2024.

Status of Micro-mobility

Several Connecticut communities deployed micro-mobility options including bicycle share and electric scooter share. Hartford had a flourishing e-scooter program, until its e-scooter provider,

Superpedestrian, left the business in December 2023. The city and the Capitol Region Council of Governments are considering next steps for micro-mobility. Bridgeport, New Milford, and Middletown operate e-scooter share programs. The New Haven Parking Authority has recently entered a contract with a bike share operator.

CT Age Well Collaborative

The Connecticut Age Well Collaborative, an initiative of Connecticut Community Care, launched their Community Leaders Fellowship in 2023. The fellowship aims to support the development of Age-Friendly communities through building community authority and uplifting the lived experiences of older adults and people with disabilities. Over the course of the program, they discussed many topics in support of our work, especially the need for dedicated investment in pedestrian safety.

Regional and Local Progress

With the availability of new federal funding programs and a supportive culture for bicycle and pedestrian investments both at the state and regional level, the Councils of Governments report rapid progress with bicycle and pedestrian projects. These include planning, engineering, and construction projects, and the development of Complete Streets guidelines for local roads. A listing of progress by region is included in the Appendix to this report.

"I've long had an interest in livable towns/cities...I do love my new town but can see that it struggles both financially and in terms of infrastructure. While parts of town are very walkable, attempting to walk from my neighborhood to any local business puts me on a busy 4-lane state road without sidewalks on my neighborhood's side. If I was physically unable to climb over curbs and walk uneven terrain, there would be no way out of this neighborhood without driving."

Cynthia Hyland, Age Well Collaborative fellow

CT Bicycle and Pedestrian Advisory Board Activity

The Board meets on the fourth Friday of each month. These meetings provide an opportunity for the Board and members of the public to discuss and offer advice on bike and ped topics with CTDOT. CTDOT provides the Board with monthly updates on Complete Streets issues. Representatives of COGs, state agencies, and members of the public attend Board meetings. Some examples of the Board's impact in its work with CTDOT include:

- The Board secured UConn's Training and Technical Assistance (T2) Center's cooperation to fulfill a commitment made in 2022 to survey local traffic authorities (LTA). The Center requested the Board's input and feedback on a survey which the Center used in part to determine training needs for the local traffic authorities. That training was legislatively required to occur by January 2024 and is an annual requirement. The T2 Center developed a new LTA101 training and both In-Person and Virtual sessions were conducted by the T2 Center (in partnership with CTDOT) in November and December of 2023. All sessions were full. Moving forward three sessions will be offered each year for new LTA's.
- Members of the Board:
 - Took part in the Route 146 Corridor Management Plan for Branford and Guilford.
 - Participated in Strategic Highway Safety Plan update meetings.
 - Participated in the AARP-hosted Complete Streets event at the state LOB in October.
 - Distributed the CT BPAB's *Complete Streets in Connecticut* [41-slide deck](#)
 - Discussed goals with Commissioner Garrett Eucalitto for Connecticut to achieve League of American Bicyclists' top 10 state ranking for bicycle friendliness (CT currently ranks #20). Commissioner Eucalitto stated the CTDOT supports achievement of that goal as resources become available. During its July 2023 meeting with the Commissioner, the Board recommended:
 - Establishment of an Active Transportation Unit

- Setting a goal for state roadway bicycle infrastructure
- Setting a goal for bike and pedestrian mode split
- Collaborated with the East Coast Greenway Alliance, Bike Walk CT, Bike Walk Bolton, and Bike Walk Avon to lead meetings at Connecticut’s Congressional Offices on Capitol Hill during the League of American Bicyclists’ 2023 National Bike Summit in Washington, DC. Meeting discussions centered on Safety issues for cyclists.
- Submitted a support letter through the League of American Bicyclists to NHTSA/USDOT requesting consideration of pedestrians & cyclists in crash testing, especially about large trucks’ impact on vulnerable user safety.
- Provided a support letter for the River COG Affordable Housing Project.
- Presented testimony in support of HB 5917 – Vision Zero Council Recommendations and HB 6482 – Recreational Trails Funding.
- Created a 12-month action plan to manage Board activities; and filled all 11 Board seats.

RECOMMENDATIONS

In 2022, the CT BPAB identified 26 recommendations for facilities, education and safety, enforcement, encouragement, and legislation. The Board is pleased to report the achievement of significant advancement to address a variety of these recommendations.

We are especially encouraged by the establishment in 2023 of an Active Transportation Unit within CT DOT, a new set of Complete Streets Controlling Design Criteria, restart of the Safe Routes to School program, Complete Streets design guidance, a \$20M Bus Shelter Improvement program, the Vulnerable Road User Mini-Lean, plus continued advancement of the Watch For Me CT program, and guidelines for CT’s first automated traffic enforcement and speed camera pilot program.

The Board advocates for the consideration of the following recommendations in 2024:

Facilities

- The Board believes that **CTDOT should take the lead, through its Active Transportation Plan Update**, with the nine Councils of Governments and CT DEEP **to develop a statewide plan for multi-use trail connectivity**. Multi-use trails’ benefits include the provision of a vital transportation corridor for vulnerable users separated from arterial streets and roads. Though multiple organizations are involved in building the multi-use trail networks, we have no comprehensive plan to guide their completion. It is vital that CTDOT provide short term plans for closing trail gaps and maintaining good condition on the state’s long distance multi use paths.
- **Funding for Planning and Design:** The few municipalities with bicycle and pedestrian plans that include guidance for necessary improvements’ location are stymied in applying for construction grants for lack of design plans. **This underscores the need for state funding directed to municipal planning and design.**
- **Funding for local match:** The federal government has made funds available to municipalities for improving bicyclist and pedestrian safety through the Safe Streets for All (SS4A) and RAISE (Rebuilding America’s Infrastructure with Sustainability and Equity) grant programs. Local match requirements inhibit regions’ and municipalities’ access to these funds. **A state program to provide some of the match would enable the state as a whole to benefit from these grants.**
- **Establish a statewide goal for the construction of separated bicycle facilities on Connecticut’s roadways.** Two-year and ten-year goals should be established. Urban areas where commuters and other cyclists rely on bicycling as their most cost-effective travel choice should be the first to receive protected bike lanes. **Dedicated state and federal infrastructure funding is essential to defray high construction and right-of-way acquisition expenses.**

- The Board supports **on-road bicycle connectivity plans for state roads** with pavement markings delineating bike lanes as part of any capital or repaving project. Roadway repaving is the most effective and economical time to accommodate road and lane diet pavement markings. **CTDOT should include a reserve in its repaving budgets to cover additional design and pavement marking costs** rather than requiring municipalities to cover these costs.
- The Board supports **updating the interactive Active Transportation Plan Map** last updated in 2019. This is an important resource for bicyclists to assess suitability of a route for riding.
- The Board strongly supports **the establishment of a 100% accessible sidewalk grid within a one-mile radius of every train station**. As transit-oriented development takes root statewide, this funding becomes most essential. Bond funding and multi-use trail connections can make this first- and last-mile accommodation a reality.
- The Board supports the state's effort to upgrade existing pedestrian crossing equipment with countdown pedestrian indications, accessible pedestrian push buttons, and concurrent (green light) pedestrian phasing where no pedestrian phase exists, to improve pedestrian safety. The Board recommends establishment of a **comprehensive project campaign to address the more than 2,500 signalized intersections** maintained by CTDOT for all state-owned roads and highways to meet these upgrade requirements.

Education and Safety

- The Board recommends that Connecticut continue to improve bicyclist and pedestrian safety by setting a goal for a higher Bicycle Friendly State (BFS) ranking by the League of American Bicyclists. The program evaluates all states in important categories such as infrastructure, public education, traffic laws, policies, programs, evaluation, and planning. **The Board recommends establishment of a statewide effort to improve our Bicycle Friendly State status**—from our current position of 20th. In lieu of specific timing, we encourage Connecticut to set its sights on continually improving its Bicycle Friendly ranking via improved infrastructure, safety measures and education, and by inspiring our state's decision-makers to continue working with bicycle advocacy groups.
- The Board applauds the restart of the Safe Routes to School program with dedicated staff. The Board encourages **widespread replication of** a program developed by Bike Walk CT and the South Windsor schools in 2010 that provides **hands-on bicycle safety education for every fourth grader**. If all fourth graders experience this program starting in the 2024-2025 school year, within 10 years all young adults in the state would be comfortable bicycling for transportation. This will require strong support and funding from the Department of Education.

Enforcement

- With the passage of legislation in 2023 allowing **automated speed enforcement**, the Board recommends that the **Office of State Traffic Administration continue its outreach to municipalities to give them an understanding of how to implement this program**. The Board expects automated enforcement to reduce speeding and increase safety. We do note, however, that automated enforcement is just one tool, the other E's – engineering, education, and encouragement – along with human law enforcement are also needed to improve bicyclist and pedestrian safety.

Encouragement

- The Board commends the launch of DEEP's **e-bike Incentive Program** providing e-bikes to 500 applicants in 2023 to support that form of micro-mobility for state residents. As the program enters its second year in 2024, we recommend the **collection, evaluation, and application of participant feedback** from bike shops and end users to incorporate lessons-learned and assure the program's success. Additionally, the Board recommends that DEEP **track the climate benefits** of this program.

- CTDOT sponsor an **annual conference on biking**, open to the public.
- CTDOT should **continue to support CTRides** as it encourages the use of micro mobility and transit.
- Establish a **statewide goal for pedestrian and bicycle mode split**.

Legislation

- **Payment in lieu of sidewalk (PILOS)**. This allows a municipality to waive construction of a sidewalk in a location where it will not get much use in exchange for a fee that can pay for sidewalks where they are most needed. PILOS mirrors provisions under CT law for payment in lieu of parking and open space. The Board recommends modifying state law to allow Payment in Lieu of Sidewalks (PILOS) for bike/ped improvements in appropriate locations. The Board is working with the CT Chapter of the American Planning Association's Government Relations Committee to bring PILOS to the General Assembly's attention, noting that PILOS is used in other states.

Recommendations for the CTBPAB

In 2024, the Connecticut Bicycle & Pedestrian Advisory Board:

- Will strive to share local and state bicycle and pedestrian advocacy initiatives throughout all Connecticut municipalities. We are pleased with the significant increase in our monthly meeting attendance in 2023, and we look forward to continued collaboration of local and state groups.
- Will reach out to the Department of Consumer Protection asking that they investigate issue of fires in e-bike batteries.
- Will observe the adoption of automated enforcement in the state.
- Will make certain that the Board is represented at all SHSP meetings of the Pedestrian Emphasis Area Team and Additional Safety Area Team (which includes bicycles.)
- Will track (collecting news articles and studies) vulnerable user issues related to heavy vehicles.
- Will track emerging issues with micro-mobility in the state, including speeds of e-bikes.

Of these recommendations, the Board's highest priority is for improving vulnerable road users' safety. This includes funding for planning, design, and construction of high value bicycle and pedestrian facilities, with an initial focus upon urban areas, and education initiatives reminding all road users--bicyclists, pedestrians, and motorists--of their responsibilities for operating safely. The Board looks forward to discussing any of these recommendations with you.

Respectfully submitted,



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 Chair
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Appendix – Councils of Governments Progress

Capitol Region Council of Governments (CROCG)

- CROCG completed the 5th and final year of the **statewide CDC “ActiveCT” project** that was responsible for the completion of the following in 2023:
 - Quick build demonstration project in New Britain by reducing pedestrian crossing distances with painted bump-outs and new crosswalks
 - Quick build demonstration project in Torrington that reduced pedestrian crossing distances and created a new high visibility crosswalk
 - Quick build demonstration planning efforts in Groton, known as the Bridge Street Gateway Complete Street Demonstration that will reduce pedestrian crossing distances and create high visibility crosswalks, in addition to creating bike lanes and slowing down vehicle traffic:
<https://www.greatergroton.com/bridge-street-gateway>
 - Traffic Calming Plan for the City of Willimantic
 - Commissioned the completion of a **statewide bike/ped resource library** of current plans and policies, which is available at <https://www.bikewalkct.org/plans.html> and was completed in coordination with Bike Walk CT’s municipal and residential surveys of complete streets status’ statewide also funded through the ActiveCT program. 105 municipalities responded and described the status of bike and ped planning in their towns; and 850 individuals shared their experiences and priorities as bicyclists and pedestrians in their individual towns for the residential surveys.
 - Held a Vision Zero Webinar in September 2023 with a panel of speakers from CROCG, West Hartford, and Jersey City, and specialists from FHI Studio and Street Plans Collaborative focusing on multidisciplinary policy framework to eliminate deaths and serious injuries on our streets and roadways by offering insight into low-cost high-impact “Quick Build” projects.
- CROCG re-evaluated our **bike/ped count and audit program** that had been conducted for the past nine years with the goal of providing more direct value to our communities. Working to launch a new services-based approach to help our communities with grant applications and to measure progress before and after construction projects. Additionally, working to utilize our Walk Audit Program to build relationships with local staff and stakeholders to collaboratively evaluate corridors of concern, generating interest and increasing knowledge about complete streets. Completed one walk audit in Andover.
- Continued our efforts initiated at the end of 2022 on the **Capitol Region East Coast Greenway Study** – a planning study to identify the preferred alternative for the ECG in the Capitol Region for the last remaining 12-mile stretch with an unidentified route in the communities of Simsbury, Bloomfield, Hartford, and East Hartford. Conducted 4 workshops and attended 5 community events, reaching approximately 350 people as part of our first wave of outreach. To date, this study has identified the preferred alignment in Simsbury that will connect the Farmington Heritage Canal Trail from the west over the river to the newly completed Tariffville/Bloomfield Connector to the east (endorsed by the town in September 2023 and recently approved by CROCG Policy Board in January 2024). The work is expected to be completed in 2024 and will also include the completion of a Griffin Line Feasibility Study to explore rail-with-trail options in Hartford.
- CROCG reviewed and awarded a total of \$2,153,806 in **LOTICIP** funding for Bike/Ped projects including projects in the Towns of: Glastonbury and Marlborough. CROCG also awarded approximately \$10,258,189 in funding for Roadway Reconstruction projects that included bike/ped elements (i.e., Old Farms Road and Furnace Avenue Reconstruction), in the Towns of: Avon and Stafford.
- CROCG was awarded **\$1,850,000 of Safe Streets for All** funds to complete an update to the Regional Transportation Safety Plan.
- CROCG continued to host the CROCG **Bike/Ped Subcommittee** meetings as information sharing forum for local planners, engineers, and other interested stakeholders on matters related to bike/ped, active transportation, micromobility, vision zero, and more.
- CROCG staff continued to participate in various **Vision Zero** efforts, including the West Hartford Vision Zero Task Force and the CT Vision Zero Council Subcommittees of Enforcement, Engineering and Equity.
- CROCG continued to partner with the City of Hartford and Superpedestrian for the provision of **scooter share** in Hartford. Despite Superpedestrian declaring bankruptcy at the end December 2023 and shutting

down operations, the Hartford system was nonetheless a very strong market that saw over 450,000 rides in the three years of its operation. CRCOG will be working with interested communities in 2024 to explore a new provider.

Connecticut Metropolitan Council of Governments (MetroCOG):

- Construction has begun on Stratford Complete Streets Phase I
- SR-113: Main Street – Harvey Place to Barnum Avenue
- Initiation of Design for LOTCIP Project 0138-0003 – Stratford Complete Streets Phase II
- SR-113: Main Street – Barnum Avenue to Wilcoxson Avenue
- Facilitation of Complete Streets Roadway Design Improvements for Bridgeport Transportation Alternatives Grant Program
- South Park Avenue Improvements – Park Avenue: Washington Avenue to Seaside Park
- Yearly Update of MetroCOG Regional Safety Action Plan & continuation of Safety Planning Sub-Committee Meetings
- Initiation of Fairfield/Brewster Street Corridor Study (which involves conceptual development of Complete Streets design elements)
- Collaboration w/Fairfield on integrating Complete Streets elements into LOTCIP funded projects (Grasmere/Post Road and Kings Highway)
- Coordination w/Fairfield and CTDOT on furthering recommendations from Black Rock Turnpike Safety Study and Post Road Circle Study. These links providing more information about these initiatives:
- Phase I of Stratford Complete Streets:
<https://www.stratfordct.gov/content/39832/40029/121406/default.aspx>
- MetroCOG Safety Action Plan Link: <https://ctmetro.org/transportation/transportation-planning/> (accessed using the left hand navigation Bar, by clicking “Safety”)
- Fairfield/Brewster Website: <https://fairfield-brewster-corridor-study-ctmetro.hub.arcgis.com/>
- Black Rock Turnpike Study:
<https://ctmetro.maps.arcgis.com/apps/Cascade/index.html?appid=d149e0837492475293ea4bc43e8751df>
- Fairfield Post Road:
<https://ctmetro.maps.arcgis.com/apps/MapSeries/index.html?appid=4da905f277bb477fa405cb4932d8d9eb>

Lower Connecticut River Valley Council of Governments (RiverCOG):

- **SS4A Grant** <https://www.transportation.gov/grants/SS4A>; RiverCOG received a federal grant from USDOT to develop a comprehensive safety action plan. The action plan will create a prioritized list of transportation safety improvements for the region based on vision zero goals for application for future federal implementation grants.
- **Thrive Grant** <https://www.transportation.gov/grants/thriving-communities>; RiverCOG, in partnership with the towns of Clinton, Westbrook, Old Saybrook and Middletown, received a federal grant from USDOT. The grant will provide technical assistance, planning, and capacity building support in an effort to advance transportation projects that support community-driven economic development, health, environment, mobility, and access goals.
- **CT Loop Study** <https://www.rivercog.org/plans/cctloopstudy/>; RiverCOG is currently studying the feasibility of developing a critical segment of multi-use trail loop through Middletown and Portland. Potentially linking the current end of the Airline Trail (ALT) in Cobalt with the Farmington Canal (FCT) Heritage Trail in Cheshire, a future trail would incorporate the Arrigoni Bridge, the Mattabasset Trolley Trail system in Middletown, and the Quinnipiac Trail in Meriden.
- **Lower CT River Valley Heritage Trail Action Plan**, <https://www.chesterct.org/home/news/heritage-trail-action-plan-july-2023>; The towns of Haddam, East Haddam, and Chester worked with the National Park Service’s Rivers, Trails and Conservation Assistance program (RTCA) to develop the Lower Connecticut River Valley Heritage Trail Action Plan. The plan includes short- and long-term goals as well as next steps in creating a multi-modal loop trail linking village centers, historic sites, agritourism, existing parks, and other key destinations within the three towns.

- **US Bicycle Route System (USBRS):** The USBRS is an AASHTO sponsored program designating a national network of bike routes. This process is considering the shoreline area to connect the ECG in New Haven and linking back to the ECG in Sterling or Providence similar to USBR7 from Norwalk to Montreal. Benefits include improved routes for bicycle travelers, positive health/environmental impacts, and economic development via bicycle tourism for smaller communities. Proposed Shoreline Route between Providence and New Haven info attached.
- **RT1 Sidewalks:** Design and right of way work to extend sidewalks along RT 1 in Clinton by Clinton Plaza—between Beach Street and Mallard Lane—with construction scheduled in 2024. Also considering future sidewalk extensions in Old Saybrook and Durham using LOTCIP funds.

Naugatuck Valley COG

- NVCOG is pleased to have participated alongside the cities of Bristol and Waterbury in Smart Growth America's Complete Streets Academy. This program resulted in pilot traffic calming projects in both cities that proved effective in reducing traffic speed, improving the pedestrian experience, and maintaining the flow of traffic while better serving a mixture of uses. These projects, on West Street in Bristol and Grand Street in Waterbury, have provided vital data that can be used in installation of more permanent improvements.
- Within the NVCOG region, all six train stations on the Waterbury Line of Metro North are under design for replacement. Through coordination with the towns that house these stations, the CTDOT, and stakeholders, we have ensured that cyclists and pedestrians will have easy, safe access to these stations as they move forward through design. Connecting active transportation modes to the Waterbury Rail Line is a key goal for the region's economic development and long-range transportation strategy.
- In September, the NVCOG Board endorsed the region's first VMT reduction Strategy. Prepared in response to the CTDOT's VMT reduction target, required by Governor Lamont's Executive Order 21-3. This strategy identifies projects and funding priorities to reduce the number of miles driven in personal vehicles in the region while advancing the NVCOG's transportation equity goals.
- Work has continued on the NVCOG's first regional Active Transportation Plan. In November, the project's advisory committee met for the first time, bringing together stakeholders throughout the region and state to help set goals for this planning effort, bring together decision makers, and ensure that the plan meets the needs of all users.
- The region has remained committed to the Vision Zero goal adopted in Autumn of 2022. With intentions to eliminate all traffic fatalities and serious injuries no later than 2060, the region has endorsed policies and projects that will address some of the most significant issues within the region. Additional reporting has been prepared to ensure that decision making is driven by data, and an award through the federal Safe Streets and Roads for All program will support developing a comprehensive Vision Zero Action Plan for our nineteen communities.
- In partnership with the CTDOT and Town of Woodbury, the NVCOG has begun work on a Route 6 Corridor Study through Woodbury's historic town center. This study will not only recommend safety improvements for drivers but focus heavily on pedestrian and cyclist connections to the towns many historic and natural assets.
- NVCOG completed the Downtown Bristol Trail Routing Study identifying options to provide a safe, continuous non-motorized connection between Rockwell Park in the west to Downtown, continuing east to Route 229. NVCOG also successfully assisted the city with a CT DEEP Recreational Trails Grant to fund the design of a section of that trail.
- NVCOG assisted the Naugatuck River Greenway (NRG) Steering Committee in updating the NRG Trail Project Priorities document.
- NVCOG assisted member municipalities with CT DEEP Recreational Trails Program grant applications that will direct nearly \$2.25m to the region for 9 projects including the design of 5 sections of NRG Trail, develop an adaptive trail network, and improve municipal trails across the region.

Northwest Hills Council of Governments (NHCOG)

- Winsted completed one-mile extension of the Sue Grossman Greenway

- Torrington received a TAP Grant for a tunnel under Winsted Road for the Sue Grossman Greenway extension South
- Torrington received a Rec Trails Grant for the construction of a portion of Greenway
- Torrington installed new bike lanes on Prospect Street
- Torrington, a section of the Naugatuck River Greenway (NRG), within the Riverview Parking Lot will be under construction this spring
- Torrington – Railroad Square is in design, which includes the construction of the NRG and complete streets initiatives
- New Hartford (multi-use greenway)
- Litchfield (multi-use greenway)
- Norfolk (Haystack connector trail) & Winsted (Mad River detention basin, mountain biking trail) also received Rec Trails Grants for various trail projects
- Washington Depot has a sidewalk connectivity project in its downtown that is designed and needs funding
- Goshen either just opened or will be opening adaptive use trails
- Northbrook continues to improve and maintain their mountain biking trails
- Routing Study for the NRG was completed several years ago, need to finalize route from Torrington to Litchfield/Harwinton and design is needed
- Design on the Sue Grossman Gap from Old Winsted Road to Newfield Rd is 75% complete to plan
- Winsted needs funding to extend the Sue Grossman from DMV to Skate Park for which design is complete.

Southeastern Connecticut Council of Governments (SCCOG)

- SCCOG coordinated and advocated for inclusion of a multi-use path on the Gold Star Bridge. This work was scoped in the successful BIP grant application which will fund rehabilitation of the northbound bridge. SCCOG authorized Transportation Improvement Program amendments to ensure delivery of the Multi-use Path in the same timeframe as the rehabilitation of the northbound structure.
- SCCOG coordinated with RiverCOG, SCRCOG, CTDOT, RIDOT and Adventure Cycling on the establishment of a United States Bike Route (USBR) along the shore. Additional planning work is required; however, this was an important first step in developing CT's second USBR. The USBR System promotes cycling, economic development, tourism, and active lifestyles through the designation of interstate routes for cyclists.
- SCCOG collected primary data for trail use in coordination with CT Trail Census. This data is used by municipalities and open space managers to leverage grant funding. Additionally, data collection offers SCCOG an opportunity to speak directly with trail users and better understand their needs and how facilities are used so that we can improve our system and processes.
- SCCOG leveraged State LOTCIP funding to provide new bike and pedestrian facilities. Construction projects active or accepted in 2023: Groton Poquonnock Road – sidewalks, Norwich Dunham Street – sharrows and sidewalks, New London Jefferson Avenue – road diet, bike lanes, sidewalks. Projects in Design: Bozrah Fitchville Rd – sidewalks, Colchester Lebanon Avenue – sidewalks, Ledyard Colonel Ledyard Highway – multiuse path, Preston Poquetanuck Village – multiuse path. New London Williams Street and Broad Street – roundabout.
- SCCOG provided coordination between CTDOT, SEAT and Municipalities to mobilize a free transit option after the significant bridge fire incident in April of 2023. The fire significantly damaged the pedestrian facility, closing it until Labor Day weekend. SCCOG advocated for an alternate route for cyclists and walkers during the closure. The nationwide bus driver shortage was a significant issue and this non-recurring event emphasized the need for enhanced and additional means of getting across the Thames River via active modes.

South Central Regional Council of Governments (SCRCOG)

- Madison Bike – Pedestrian Study

- The South Central Regional Council of Governments (SCRCOG) and the Town of Madison have completed a Bicycle-Pedestrian Safety Improvements Study to assess potential safety improvements along US Route 1 (Boston Post Road), West Wharf Road and Surf Club Road between the downtown area and the Surf Club in the Town of Madison and to provide conceptual engineering drawings and preliminary cost estimate that could be incorporated into the upcoming town-wide Bicycle-Pedestrian Plan.
- West Haven Bike and Ped Plan
- The South Central Regional Council of Governments (SCRCOG) and the City of West Haven completed a Bicycle-Pedestrian Study to identify gaps and safety concerns and look for ways to improve the multi modal connection throughout the city. Priority corridors were identified, with a focus on the train station and better connections to the beaches and downtown.
- Central Connecticut Loop Trail Connection Study
- The City of Meriden and the South Central Regional Council of Governments (SCRCOG) have initiated the Central Connecticut Loop Trail Connection Study (the Study) in the City of Meriden. Part of a greater multi-municipality initiative, the goal of this effort is to evaluate and identify the most practical and feasible alignment for the final section of the Central Connecticut Loop Trail within the City.
- Farmington Canal Trail Crossings Evaluation Study
- The South Central Regional Council of Governments (SCRCOG) and the town of Hamden completed the Farmington Canal Heritage Trail Crossings Evaluation Study to perform a comprehensive inventory and evaluation of trail corridor crossings to improve the overall safety of trail users. An inventory of existing traffic control devices and pavement markings, at each crossing along with traffic data including speeds, volume counts, crashes, the review of sight lines, and a photograph log of each location. The study identified deficiencies at each location and made recommendations to improve safety.
- Town of Hamden Route 10 Complete Street Study
- The South Central Regional Council of Governments (SCRCOG) and the town of Hamden completed this study to evaluate the existing transportation environment and to identify conceptual design improvements along the Route 10 (Dixwell Avenue) corridor in the Town of Hamden. The goal of the study is to identify conceptual design improvements that enhance the pedestrian, bicycle, and transit environment and improve multimodal traffic flow and safety on Route 10. Along the Mather / Dixwell Community Center and the "Magic Mile" segments improvements focused on localized intersection improvements, while the improvements on the town center segment of the corridor focused on a road diet along the length of that segment.

Western Connecticut Council of Governments (WestCOG)

- \$4.5 Million RAISE Grant Award: Western Connecticut Regional Trail Bicycle and Pedestrian Planning. Project to complete planning and engineering work for numerous sections of the 55-mile multiuse trail from Norwalk to New Milford including pieces of the Norwalk River Valley Trail (NRVT), Still River Greenway and New Milford River Trail, with a connection to New York.
- \$3.96 Million SS4A Grant Award: Project includes multiple safety improvements at 93 locations throughout Western Connecticut to address an increase in traffic crashes. The member municipalities of WestCOG will implement pedestrian and vehicular safety measures including new or restriped high-visibility crosswalks, curb extensions, dynamic speed feedback signs, leading pedestrian intervals, all-STOP intersection conversions, curve design improvements, and other improvements to facilitate walking and cycling in downtown areas, increase connectivity between municipalities in the region by facilitating access to bus stops, and reduce speeding in underserved communities, which make up more than 40 percent of proposed project locations.
- Community Connectivity Grants Awarded to Stamford and Norwalk in November 2023
 - Norwalk – Hospital Hill Village Safety Enhancements for \$800,000
 - Stamford – Belltown Neighborhood Connectivity and Safety Project for \$800,000
- WestCOG Council endorses first Western Connecticut Bike Plan along with the 2023-2050 Metropolitan Transportation Plan in May 2023

- Wilton Pedestrian Bridge Completed in June 2023 -connecting Wilton Train Station to Wilton Center on the Norwalk River Valley Trail (NRVT)
- Newtown Bicycle Playground at Fairfield Hills opens in June 2023
- The development of complete street guidelines for local roads will be a 2024 project.

CTBPAB Board Members

Appointing Authority	Appointee	Representing
Governor	Al Sylvestre	Visually-impaired persons
Governor	Sue Smith	Organization promoting cycling and walking
Governor	Thomas Branchaud	Mobility-impaired persons
Governor	Neil Pade	At large
Governor	Brian Kent	Organization promoting cycling
Senate President	Rodney E. Parlee	Transit workers
Senate Majority Leader	Sandy Fry	Individual over 60
Senate Minority Leader	Mark Moriarty	At large
Speaker of the House	Francis Pickering	At large
House Majority Leader	Keith Nappi	representative of bike industry
House Minority Leader	Joseph Balskus	At large