

Connecticut Bicycle and Pedestrian Advisory Board

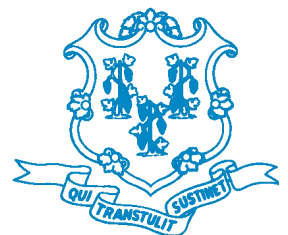
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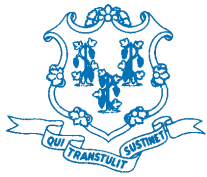
ANNUAL REPORT



Farmington River Rail Trail - Collinsville, Photo Credit: Brian Kent

ctbikepedboard.org





Connecticut Bicycle and Pedestrian Advisory Board

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

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February 14, 2018

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
The Honorable Toni Boucher
Co-Chairpersons, Transportation Committee
Legislative Office Building
Hartford, CT 06106-1591

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

In accordance with Connecticut General Statutes (CGS) Sec. 13b-13a(h) the Connecticut Bicycle
and Pedestrian Advisory Board is proud to submit the 2017 Annual Report.

The report summarizes the status of complete streets efforts and provides recommendations for
furtherance of complete street initiatives across the State of Connecticut.

The Board is very pleased to observe the progress made in the state since the Complete Streets Law
was passed in 2009. However, the progress and initiatives listed in the report may be threatened
with reduced funding with the current state of the Special Transportation Fund (STF). Ensuring
Connecticut continues as desirable and safe place to live, work, raise a family, own a business or
visit, depends as much on lower cost bicycle and pedestrian improvement projects as it does on
multi-billion-dollar-transportation projects. The Bicycle and Pedestrian Advisory Board fully
supports efforts to sustain the STF.

Very Truly Yours,

Neil S. Pade
Chairman

Complete Streets Timeline

A Decade of Statewide Accomplishments

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- 2005 — Central Connecticut Bicycle Alliance (CCBA) formed
- 2007 — Bike racks installed on CT Transit buses in Stamford, New Haven and Hartford
- 2008 — 1st Bikeshare program established by Mystic
— Statewide 3' passing law adopted
— First modern roundabout constructed on State roadway in West Haven
- 2009 — Statewide Complete Streets law passed
— 'Report an issue' feature published on Connecticut Department of Transportation (CTDOT) website
— CT Bicycle and Pedestrian Advisory Board (CTBPAB) formed
— League of American Bicyclists (LAB) published CT state ranking 44th/50
- 2010 — CCBA became BikeWalkConnecticut
— 2nd bikeshare program established by Simsbury Free Bike
— First municipality to be named Bicycle Friendly Community by LAB
- 2011 — UCONN Crash Data Repository published and publicly available online
- 2012 — First municipality to adopt complete streets ordinance in New Haven
- 2013 — Complete Streets report published by CTDOT
— 144 miles of 2-lane secondary roads restriped to 11' travel lanes by CTDOT
— First municipality to install Rectangular Rapid Flash Beacons in West Hartford
— First university in state to establish bikeshare program at Yale
— Connecticut Department of Motor Vehicles (CTDMV) published drivers manual update including complete streets law
- 2014 — CTDOT Policy on Complete Streets established
— First green bike lanes project in CT on Broad Street in Hartford
— 192 miles of 2-lane secondary roads restriped to 11' lanes by CTDOT
— Vulnerable users law adopted
- 2015 — Police crash data reporting form update and new database available on UCONN Crash Data Repository
— UCONN Storrs Campus bikeshare program established
— "Bike Bill" passed to allow cycle tracks, buffered bike lanes, etc.
— LAB published CT state ranking 21st/50
— 201 miles of 2-lane secondary roads restriped to 11' lanes by CTDOT
- 2016 — First complete streets project on State Road in East Hartford by CTDOT
— 80 Road Safety Audits scheduled, in process or complete by CTDOT
— First cycle track completed in CT on Long Wharf Drive in New Haven
— First contra flow bike lane with bike signals in CT on High St in New Haven
— Bike racks on Metro-North Railroad trains allow bikes during off peak travel
— First high-intensity activated crosswalk (HAWK) signals installed in CT in Stamford
— First leading pedestrian interval signals installed in CT in Stamford
- 2017 — CTDOT Community Connectivity Program road safety audits, 80+ Municipalities
— Draft Statewide Bike Plan issued
— 2017 Strategic Highway Safety Plan
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Board Members

APPOINTEE	REPRESENTATION	APPOINTING AUTHORITY
Joseph Balskus, PE, PTOE <i>Secretary</i>	At Large	Themis Klarides (R), House Minority Leader
Doug Benedetto	Small Business Owners	State Representative Matt Ritter, House Majority Leader
Thomas Branchaud	Mobility Impaired Persons	Governor Dannel P. Malloy (D)
Sandra Fry, PE <i>Vice Chair</i>	Pedestrians	State Senator Bob Duff (D), Senate Majority Leader
Brian Kent	Cyclists	Governor Dannel P. Malloy (D)
Neil Pade, AICP <i>Chair</i>	At Large	Governor Dannel P. Malloy (D)
Rodney E. Parlee	Transit Workers	State Senator Martin Looney (D), Senate President Pro Tempore
Francis Pickering	At Large	State Representative J. Branden Sharkey (D), Speaker of the House
Ray Rauth	Senior Citizens	State Senator Len Fasano (R), Senate Minority Leader
Al Sylvestre, AICP	Visually Impaired Persons	Governor Dannel P. Malloy (D)
<i>Vacant</i>	<i>Vacant</i>	Governor Dannel P. Malloy (D)



Photo Credit: Rod Parlee

Complete Streets Law and the State of Complete Streets in Connecticut

The State of Connecticut, in 2009, adopted a Complete Streets Law, 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 designs of streets enhance or stifle economic interactions, and affect our health, quality of life and energy policies. The 2009 law requires nearly all highway, road, and street programs and projects in Connecticut to accommodate people who bike, walk, and take transit. In 2014 the State took a further step toward complete streets with the adoption of a Complete Streets Policy by the Department of Transportation.

Connecticut has signaled its support for a transportation system that meaningfully includes and treats all users as equal. Over time, this support will translate into improved facilities and

services for the benefit of all residents, visitors, and businesses of the State.

Complete Streets Law Bicycle Pedestrian Advisory Board and Annual Report

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

In accordance CGS Sec. 13b-13a(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 in the preceding year that affect the bicycle and pedestrian environment.



Photo Credit: Brian Kent

Progress

The present leadership of the Governor and the initiative of the Department Commissioner is changing the transportation culture of the State to one more friendly towards bicycle and pedestrian and transit options, which will benefit all transportation users of the State in all facets of their transportation, community, and economic needs.

Leadership Initiative of the Governor and CTDOT

Show a desire to continue the Complete Streets Initiative.

Complete Street Actions

CTDOT has initiated the Complete Streets Committee with meetings in 2017 and remains a continued focus in 2018. The release of a final *Statewide Bicycle and Pedestrian Plan* is expected early 2018.

2017 Connecticut Bicycle and Pedestrian Transportation Plan

In October 2015, the Department began the process to update the 2009 *Connecticut Statewide Bicycle and Pedestrian Transportation Plan* and the 2009 *Statewide Bicycle Map*.

The 2017 plan was more comprehensive than the 2009 Plan's development and has been accomplished through the use of several mechanisms including: existing groups, the creation of a study-specific Steering Committee (SC), public meetings, focused stakeholder meetings, inter-agency meetings, newsletters, and a study website. Components of the updated plan include: Vision, Goals, and Action Strategies; a funding review; a general description of existing and programmed bicycle networks (including multi-use trails) for each region accompanied by maps, maintenance jurisdiction information, and contact information; and a general description of proposed projects/programs and critical missing network linkages identified based on the findings of this study, accompanied by regional maps.



Photo Credit: Andrea Drabicki

The bicycle map includes expanded suitability features with additional data, such as posted speed limits and shoulder widths. The website for the plan is: <http://www.ctbikepedplan.org/>.

A Draft 2017 Connecticut Bicycle and Pedestrian Transportation Plan Update and its corresponding Appendix publicly available for review at the following:

[-Draft 2017 Connecticut Bicycle and Pedestrian Transportation Plan Update](#)

[-Appendix: Draft 2017 Connecticut Bicycle and Pedestrian Transportation Plan Update](#)

Specific actions taken by the Department during proceeding years include but are not limited to:

1.) The Community Connectivity Program is intended to improve conditions for walking and bicycling in Connecticut's Community Centers, defined as places where people from a municipality can meet for social, educational, employment, or recreational activities. This pilot program comes from Governor Dannel Malloy's *Let'sGoCT!* transportation program to address transportation needs across the State. Under *Let'sGoCT!*, the Community Connectivity Program

is intended to improve accommodations for bicyclists and pedestrians (bike/ped) in urban, suburban and rural community centers. The first element of this pilot program was to provide assistance to cities and towns to conduct Road Safety Audits (RSA's) at bike and pedestrian corridors/intersections. An RSA identifies safety issues that can hinder safe travel and provides recommended counter-measures to improve safety and reduce vehicle crashes. RSA's were performed in 80 municipalities. The web site for this program is: <http://ctconnectivity.com/>.

2.) Strategic Highway Safety Plan (SHSP) is a statewide-coordinated safety plan that provides a comprehensive framework for reducing fatalities and serious injuries on all public roads. The SHSP is developed with Local, State, Federal, Tribal and private sector safety stakeholders. It is a data-driven, multi-year comprehensive plan that establishes statewide goals, objectives, and key emphasis areas and integrates the four E's of highway safety – engineering, education, enforcement, and emergency medical services. The SHSP allows highway safety programs and partners in the state to work together to align goals, leverage resources, and collectively address the State's safety challenges. Goals,



Photo Credit: Emily Provonsha

strategies, and action steps to improve safety for non-motorized users are major elements of the new SHSP, that can be viewed at the following: <http://www.ct.gov/dot/lib/dot/documents/dsafety/shsp.pdf>

3.) *Educational Outreach and Awareness Campaigns:* To address the trend of increasing pedestrian crashes resulting in fatalities and serious injuries, the Highway Safety Office (HSO) dedicated funding to an immediate educational outreach campaign of the Connecticut State Police. The campaign addresses important factors, such as visibility and distraction, while encouraging drivers to be more aware of their surroundings. The HSO is developing pedestrian safety awareness project Watch for Me CT, a statewide media campaign that involves traditional and new media. The campaign seeks to reach all pedestrians and drivers in Connecticut with appropriate messaging with English and Spanish. More information is available on “Watch for Me CT” can be found at the following: <http://www.watchformect.org/>

4.) *Pedestrian Warning Sign - Statewide Improvement Project:* Pedestrian warning signs and supplementary plates are being upgraded with a fluorescent yellow background and colored posts (delineators) to enhance visibility, especially during dawn and dusk. All mid-block cross walks will receive yield line pavement markings, with a “Yield Here to Pedestrians” sign installed adjacent to the yield lines. A systematic initiative to replace these signs on state routes began in 2016 and is expected to be completed in 2017.

2017 RECOMMENDATIONS

	RECOMMENDATION	DISCUSSION	IMPLEMENTING AGENCY
✓	1 Add a question to the Connecticut Driver's Licensing Exam focused on bicyclists and pedestrians.	The Board recommends the Department of Motor vehicles reinforce the Department of Transportations Distracted Driving Initiative through this recommendation.	DMV
✓	2 Modify existing crosswalk legislation to ensure pedestrians are protected when approaching the crosswalk instead of in the crosswalk	The Board recommends that the legislature adopt language that states cars must yield when a pedestrian is "at" a crosswalk rather than just "in" a crosswalk. Prior to 2007 our statutes had this provision.	OLR, State Legislature
✓	3 Document substantial projects that show how the State is accomplishing Complete Streets.	These projects can serve as demonstrations that illustrate how Complete Streets can work in a variety of settings.	CTDOT, Regions, Municipalities
✓	4 Prioritize the implementation of the bike routes identified in the 2017 Connecticut Bicycle Pedestrian Transportation Plan.	These routes have been identified as important connections throughout the state and should be implemented through all future projects.	CTDOT, Regions, Municipalities
✓	5 Continue to support the WatchformeCT bicycle and pedestrian and vehicle safety campaign that was initiated in 2017.	Failure to understand the rights and responsibilities of all road users leads to unsafe behavior and danger on the roads. The campaign makes clear that bicyclists do belong on the state's roads, that bicyclists follow the vehicle code, how pedestrians can most safely walk along and cross roadways, and when motorists must yield to other road users.	CTDOT, DMV, Regions, Municipalities, DESPP
✓	6 Train District staff in bicycle and pedestrian coordination and training at CTDOT's District Offices (Regional COG's designate function of staff Bicycle and Pedestrian Coordinator).	District training coordinators should be provided additional training for bike ped coordination. Each DOT District should have an existing position designated for bicycle and pedestrian coordination.	CTDOT

	RECOMMENDATION	DISCUSSION	IMPLEMENTING AGENCY
✓	7 Coordinate state roadway paving with local municipal complete street interests with state roadway paving plans.	Particularly with repaving programs, i.e. the Vendor in Place (VIP) program, the Intermodal Planning Division Unit and local municipalities need to communicate local bicycle and pedestrian plans prior to the work being undertaken.	Municipalities, Regions, CTDOT
✓	8 Create model curriculum for bicycle/pedestrian safety training in elementary schools.	Get more schools interested in incorporating bike safety education into their programs and the State Department of Education can be instrumental in encouraging this.	Department of Education
✓	9 Regular training for law enforcement officers in bicycle pedestrian laws	The Board has created a bicycle safety handout for patrol officers that can be used in training programs. http://www.ctbikepedboard.org/uploads/7/8/7/9/78791402/ct_bicycle_laws_handout2016.pdf	CT Dept of Emergency Services and Public Protection
✓	10 The legislature should adopt Ebike legislation that clarifies the definition of ebikes and where and how they are to be operated in the state.	The Board recommends that the draft legislation, introduced in 2016, be adopted.	State Legislature
✓	11 Investigate the process required to enable municipalities to require Payment-in-Lieu-of-Sidewalks in new developments so that bike/ped improvements can be sited where they are most needed.	Most new sidewalks, ramps, and crosswalks are built by the private sector in locations where they are not needed. The Board recommends pursuing legislation to allow the implementation of sidewalks where they are needed	OLR, Legislature, Municipalities
✓	12 Consistent with CGS the Department must complete the update of the 2013 CT Highway Design Manual (HDM). The Board recommends providing opportunities for stakeholder input during the development of the manual.	This manual is a vital resource for use when designing roads. Local governments rely upon this design manual, for both state and locally funded road projects. Municipalities are required to utilize the CT HDM in lieu of locally adopted standards.	CTDOT

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Above photo credit: Molly Otero.