Memo

Date:	Tuesday, August 11, 2026
Project:	CTDOT Active Transportation Plan
Subject:	Performance Metrics

Three goals were established to support CTDOT's Active Transportation Plan (ATP) vision: **"CTDOT is a trusted partner and collaborator in connecting people to their communities by providing and supporting safe and comfortable walking, biking, and rolling facilities for people of all ages and abilities."**

To make the goals measurable and actionable, the following key performance metrics are recommended to assess implementation and outcomes. The metrics are directly aligned with the three ATP goals and are intended to provide a framework for evaluating whether CTDOT is making meaningful progress toward advancing the ATP's goals and vision.

The CTDOT Active Transportation Unit will actively track and monitor the key performance measures identified in this document to evaluate progress toward the goals and objectives of the Statewide Active Transportation Plan. These measures are intended to serve as internal performance management and accountability tools to help inform program development, resource allocation, and future decision-making.

The Active Transportation Unit supports the use of these measures and will make reasonable efforts to maintain and report relevant data as it becomes available. However, the measures are intended to be monitored as indicators of progress and are not intended to establish mandatory performance requirements, targets, or commitments for the Department or its programs. The ability to track and report individual measures may be dependent on the availability, quality, and consistency of data and other factors.

Safety

Goal: Consistent with the policy of the Connecticut Vision Zero Council and following the Safe System Approach; eliminate all transportation-related fatalities and serious injuries, including people walking, biking, and rolling.

CTDOT's Vision Zero Council has a policy to develop an interagency approach to eliminate all transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, motorists and passengers. The Statewide ATP supports this policy by establishing a vision, goals, and strategies that prioritize safety and comfort for vulnerable road users.

To assess progress toward this goal, the following performance metrics are recommended:

- Pedestrian and Bicycle Related Fatalities *(CTDOT's Performance Management Unit existing metric)*
- Pedestrian and Bicycle Related Serious Injuries *(CTDOT's Performance Management Unit existing metric)*

Infrastructure

Goal: Expand the network of improved bikeways, multi-use paths, and sidewalks.

Both the quantity and quality of active transportation facilities are important to developing a network that serves people of all ages and abilities. In addition to expanding the overall network, CTDOT should consider whether facilities provide an appropriate level of separation, protection, and comfort based on the context classification.

To assess progress toward this goal, the following performance metrics are recommended:

- Miles of shared-use paths
- Miles of on-road bike facilities along state roads
    - Separated Bike Lanes
    - Buffered Bike Lanes
    - Typical Bike Lanes
    - Buffered Shoulders
    - Paved shoulders > 4 feet
    - Bicycle Boulevards
    - Advisory Bike Lanes
- Miles of sidewalks along state roads
- Miles of BLTS 1 and 2 facilities

Leadership

Goal: Support and strengthen local initiatives by providing improved programs and resources to support biking, walking, and rolling.

As a trusted partner for the state, CTDOT should provide and leverage the resources needed to advance active transportation and the Safe System Approach. This includes developing and sharing guidance and best practices for safer roadway design and speeds; providing funding and technical assistance for planning, design, and construction; maintaining the staffing and organizational capacity needed to sustain the state's active transportation program; and supporting public engagement, education, and outreach to promote safer behaviors and greater awareness among all roadway users.

To assess progress toward this goal, the following performance metrics are recommended:

- Grant funds awarded to walking/biking projects
    - Local Transportation Capital Improvement Program (LOTCIP)
    - Community Connectivity Grant Program (CCGP)
    - Local Capital Improvement Program (LOCIP)
    - Active Transportation Microgrants Program
    - Connecticut Recreation Trails Funding
    - Community Investment Fund (CIF)
    - Small Town Economic Assistance Program (STEAP)
    - Transportation Rural Improvement Program (TRIP)
    - Transportation Alternatives Program (TA)
- Usage of Active Transportation Programs
    - Quick Build Complete Streets Demonstration Projects on State Roads Program
        - Number of encroachment permits approved
    - Safe Routes to Schools Program
        - Number of schools participating
    - Road Safety Audit Program
        - Number of studies completed
- Number of current walking/biking planning/design guidance documents
    - 2024 Bicycle Facility Selection Guide

  - 2023 Complete Streets Controlling Design Criteria/ Engineering and Construction Directive
  - 2021 Comprehensive Pedestrian Safety Strategy
  - 2019 Connecticut Pedestrian Safety Guide
  - 2014 Complete Streets Policy
- Number of Connecticut Bicycle and Pedestrian Advisory Board (BPAB) Annual Report Recommendations Implemented