



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



February 1, 2023

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

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

The Connecticut Bicycle and Pedestrian Advisory Board (the Board) is proud to offer its 2022 annual report for your consideration. Despite significant improvement made to the bicycling and pedestrian environment in the state since the 2009 enactment of Complete Streets legislation, deeply troubling fatality data for pedestrians, bicyclists, and other vulnerable users of our streets have emerged over the past six years as shown in this table with data provided by the University of Connecticut Transportation Safety Research Center.

Table 1: Fatal Crash Comparisons

CONNECTICUT						
Six-Year Fatal Crash Comparisons as of Each December 31 st						
Victim Classification	2017	2018	2019	2020	2021	2022
Driver/Passenger	168	184	143	173	176	239
Pedestrian	51	63	55	61	56	75
Pedal cyclist	3	1	3	6	3	4
Motorcyclist	59	51	49	60	68	62
Other	0	0	0	0	0	0

Reversing this trend will take concerted efforts of many players. This report recommends actions needed at the state level to address this crisis.

The Board was created by state law, CGS Section 13b-13a codified in 2009. When CGS § 13b-13a went into effect, Connecticut was ranked 44th in bicycle friendliness by the League of American Bicyclists. While much work needs to be done as demonstrated by the above fatality numbers, the Nutmeg State has risen to become the 20th most bike-friendly state. To continue the state's good work, this report outlines:

1. **Progress** made by state and regional agencies toward improving the bicycling and walking environment;
2. **Actions** taken by the Connecticut Department of Transportation (CTDOT) affecting the walking and bicycling environment;
3. **Recommendations** for improving state policies and procedures on bicycling and walking.

PROGRESS AND RELATED ACTIONS

Legislation

In May 2022, Governor Lamont signed Public Act 22-25, An Act Concerning the Connecticut Clean Air Act (Act). Section 7 of the Act requires the Connecticut Department of Energy and Environmental Protection (CTDEEP) to establish and administer a program to provide rebates and vouchers to residents of the state who purchase an Electric Bike. While this legislation does not address vulnerable user safety, it will likely encourage more individuals to use bicycles for regular transportation.

CT Department of Transportation

Over the past five years, CTDOT has made progress with regular investments in programs that improve pedestrian and bicyclist safety. The following tables summarize the work. **Some lines have blank entries because data is unavailable.**

Facilities

Table 2 summarizes progress made with development of facilities.

TABLE 2: PROGRESS WITH FACILITIES

PROGRESS WITH COMPLETE STREETS AND BICYCLE AND PEDESTRIAN FRIENDLY FACILITIES	YEAR				
	2018	2019	2020	2021	2022
STATE ROADWAYS					
Miles of roads with wider shoulders as part of repaving		118	166	198	218
Lane-miles of chip sealed roads where shoulder was given bike friendly treatment.				0	16.44
ADA Improvements under VIP Paving program	\$893,780	\$2,666,298	\$2,498,124	\$1,999,440	\$3,282,268
Miles of sidewalk constructed	1.1	0.2	6.6	4.5	0.8
Road Safety Audits conducted					
Number			0	3	6
Miles of roadway covered			0	7	14.75
Complete Streets Design Reviews completed	114	119	113	82	68
Enhanced pedestrian signage and pavement markings at uncontrolled intersections	1200		49		33
LOCAL ROADS					
Enhanced pedestrian signage and pavement markings at uncontrolled intersections		1000			

- The state made progress by improving bicycle and pedestrian facilities as part of its repaving program.
 - Since 2011, whenever a road is repaved, CTDOT staff examine whether the lanes can be narrowed to provide wider shoulders for cyclists. The mileage of roads receiving this treatment has increased regularly with 218 miles of state roadway resurfaced in 2022. In 2021 the state began to repave lower volume two-lane roadways with chip seal. This treatment results in a permanent and uncomfortably rough surface that traps debris and changes some easily bikeable roads to undesirable to ride. In 2022, the CTDOT began a limited pilot to test a bicycle friendly treatment on chip sealed roads used by bicyclists.



Photo 1: A chip seal surface with the new treatment.

- As part of the repaving program, the CTDOT installs ADA improvements, primarily curb ramps. In 2022, CTDOT invested \$3.3 million on ADA improvements.
- The CTDOT has a program for installing sidewalks on state roads with 0.2 to 6.6 miles installed each year. In 2022 nearly a mile of sidewalk was installed.
- The CTDOT uses its Road Safety Audit program to identify needed improvements for bicyclists and pedestrians. CTDOT conducted six road safety audits on 14.75 miles of state highway in 2022. Road safety audits increase the likelihood of safety-improvement construction projects.



Photo 2: A Road Safety Audit underway in Branford. Typically, a cross section of stakeholders participates in a walk of the audit corridor as a first step.

- Complete street design reviews examine design projects on state highways and recommend modifications to improve access for all road users. Sixty-eight complete streets design reviews were completed in 2022.
- In 2018 the state undertook a program to improve pedestrian signage and pavement markings at intersections without signals or stop control. The program focused on state roads in its first year while it concentrated on local roads in 2019. The program continues with 30 to 50 intersections addressed every year.

Photo 3: An improved crosswalk in Norwich. This crosswalk includes a median refuge and clear markings and signage. This is part of the award winning [Franklin Square roundabout project](#), funded by the Community Connectivity Grant Program



The CTDOT and CTDEEP have several funding programs to encourage the construction of bicycle and pedestrian facilities. These are summarized in Table 3.

- The [Community Connectivity Grant Program](#) is a CTDOT grant, introduced in 2017 that will be funded annually beginning in 2023, though grant application periods may only be open in alternate years. According to CTDOT: *The goal of the Community Connectivity Program is to make conditions safer and more accommodating for pedestrians and bicyclists, thereby encouraging more people to use these healthy and environmentally sustainable modes of travel. Making these improvements will make Connecticut's community centers more attractive places to live and work.*

As Table 3 shows, it has taken some time to get this program established. Hereafter, about \$5 million will be spent annually on these projects.

- The state also invests regularly in expanding Connecticut’s multi-use trail network. While these facilities are not part of the roadway system, they complement on-road bicycle and pedestrian accommodations and are an important part of the state’s bicycle and pedestrian networks.
 - The state has a lead role in overseeing the expenditure of federal funds on trails with one to two miles of trail constructed annually using federal funds.
 - The state also funds a recreational trails program overseen by the CTDEEP. Grants are awarded as funding is available. Grant money can be spent on planning, design, construction, and maintenance.

TABLE 3: FUNDING FOR COMPLETE STREETS

PROGRESS WITH COMPLETE STREETS RELATED GRANTS	YEAR				
	2018	2019	2020	2021	2022
COMMUNITY CONNECTIVITY GRANT PROGRAM (INVOLVES BOTH STATE AND LOCAL ROADS)					
Number of grants awarded	39	38	0	10	17
Number of projects authorized	0	2	14	16	21
Grant funds expended per year	\$-	\$831,380	\$4,126,780	\$4,570,559	\$4,654,770
TRAILS					
Miles of trail completed, federal funding	2.1	0.9	0.8	2.2	1.3
State funded Recreational Trails Program - Value of grants awarded					
Planning	\$ 27,658	\$ 259,722		\$ 565,304	
Design/development	\$ 82,974	\$1,556,111		\$ 441,000	
Land acquisition	\$ -	\$ -		\$ 8,000	
Construction	\$ 135,000	\$ 976,348		\$ 714,123	
Equipment	\$ 31,509	\$ 56,000		\$ 93,000	
Trail amenities	\$ 12,550	\$ 10,000		\$ 102,525	
Publications	\$ 74,525	\$ 94,000		\$ 254,806	
Maintenance	\$ 36,700	\$ 65,500		\$ 741,120	
TOTAL	\$ 400,916	\$3,017,681	\$ -	\$2,919,878	\$ -

Safety:

- **We must note that CTDOT did not meet or make significant progress toward meeting its 2020 safety performance targets (this is the third year of not meeting the targets). As a result, CTDOT must submit annual HSIP (Highway Safety Improvement Program) Implementation Plans. The document’s introduction identifies notable special requirements that include. \$1.5 million to be spent for high-risk rural roads and not less than 15% of the amount apportioned under 23 USC 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.**
- While progress is being made with investments in bicycle and pedestrian infrastructure, crash data show that much work needs to be done. Table 4 has preliminary data for 2022, so some of the percentages may change with final information, but the data show that crashes are at their highest level in 34 years. Five bicyclist fatalities were recorded in 2022. For each of the five years included in the table, less than 2% of all crashes involve pedestrians and bicyclists, but bicyclist and pedestrian fatalities represent 20 to 25% of all fatalities. This indicates that the state must focus resources commensurate with fatality and injury rates, not overall crash rates, to have an impact on injury and fatality rates. That is, 20% or more of safety resources should be focused on vulnerable user crash prevention. Crash statistics are available from the Connecticut crash data repository at <https://www.ctcrash.uconn.edu> .

TABLE 4: CRASH STATISTICS

PROGRESS WITH BICYCLE AND PEDESTRIAN SAFETY	YEAR				
	2018	2019	2020	2021	2022
CRASH DATA (2022 data is preliminary)					
Percent of Motor Vehicle crashes involving bicyclists	<1%	0.44%	0.51%	0.42%	0.32%
Bicyclist fatalities	1	3	6	3	4
Bicyclist fatalities as percent of total fatalities	<1%	1.02%	2.09%	1.44%	1.04%
Bicyclist injuries	425	411	345	294	329
Bicyclist injuries as percent of total injuries	<1%	1.52%	1.62%	1.29%	0.98%
Percent of Motor Vehicle crashes involving pedestrians	<1%	1.34%	1.29%	1.33%	1.31%
Pedestrian Fatalities	60	53	59	51	75
Pedestrian fatalities as percent of total fatalities	20%	17.97%	20.56%	24.40%	19.53%
Pedestrian Injuries	1526	1295	910	985	1390
Pedestrian injuries as percent of total injuries	0.06%	4.77%	4.28%	4.34%	4.13%

- Over the past five years the state has made a commitment to providing safety messages to all road users with just under \$1 million invested in these programs in each of the last two years as shown in Table 5.
- The Watch for Me CT program has partnered with many communities to provide targeted messaging, outreach, and events focused on pedestrian and bicycle safety. The Watch for Me CT website has extensive resources (<https://watchformect.org/>).



Figure 1:
A Sample Watch for Me resource.

TABLE 5: FUNDING FOR SAFETY MESSAGING

BICYCLE AND PEDESTRIAN SAFETY OUTREACH	YEAR				
	2018	2019	2020	2021	2022
SAFETY OUTREACH					
AARP and Pedestrian/bike laws media campaigns				\$600,000	\$500,000
Annual budget Watch for Me CT	\$350,000	\$350,000	\$350,000	\$360,000	\$360,000

- Public Act 21-28 established a [Vision Zero Council](#), an interagency work group charged with developing statewide policy to eliminate transportation related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and other street and road users. The Council completed a set of recommendations in 2022 that the Board generally supports (these are contained in the Appendix to this report.).

Other CTDOT Progress

- As it strives to improve and update its Complete Streets Policy adopted in 2015, CTDOT has reached out to Massachusetts Department of Transportation (MassDOT) to better understand the Massachusetts Complete Streets policy. The CTDOT is currently in the process of updating the policy and has been examining internal procedures to determine how best complete streets can be integrated into these procedures.
- CTDOT is undertaking a project to update the [Active Transportation Plan Map](#).
- CTDOT has created an interactive map showing Infrastructure Investment and Jobs Act project information: [CTDOT Active Projects by Funding Source](#)

Regional and local progress

- As an example of how local municipalities have adopted complete streets programs, Table 6 shows which Capitol Region Council of Governments (CROCG) member municipalities have Complete Streets plans or policies.

Table 6: CROCG Municipalities with CS Plans

Community	Complete Streets Plan or Policy	Date	Web Link
Andover	Plan	2016	Andover Complete Streets
Bloomfield	Plan and adopted policy	2021	Bloomfield Complete Streets
Enfield	Policy	2015	Enfield Complete Streets
Glastonbury	Policy	2015	Glastonbury Complete Streets
Hartford	Adopted plan	2021	Hartford Complete Streets
Manchester	Adopted policy & Multi-Use Trail & Connectivity Plan	2017	Manchester CS & Multi-Use Trails
Mansfield	Policy	Unknown	Mansfield Complete Streets
New Britain	Adopted plan & policy	2013	New Britain Complete Streets
Simsbury	Pedestrian & Bicycle Master Plan	2018	Simsbury Complete Streets
South Windsor	Complete Streets Policy	2016	South Windsor Complete Streets
West Hartford	Complete Streets Policy	2015	West Hartford Complete Streets
Wethersfield	Bicycle and Pedestrian Plan and Complete Streets Policy	2018	Wethersfield CS and B&P

- CTDOT supports municipal and regional plans and projects to improve bicyclist and pedestrian safety with federal grants that also support connectivity. Examples include Safe Streets for All (SS4A) and the Reconnecting Communities Grants. This includes:
 - A successful application for RAISE (Rebuilding American Infrastructure with Sustainability and Equity) funding submitted by the City of Waterbury, with the Naugatuck Valley COG's help. This funding will construct the second phase of the Naugatuck River Greenway from the South End into Downtown at West Main Street along the Naugatuck River. This project will also complete the recommendations of the West Main Street Corridor Study that include significant pavement reduction, streetscaping, and pedestrian safety enhancements. Grant awards for SS4A and Reconnecting Communities grants have not been announced yet.
 - Successful applications for SS4A grants to develop safety action plans by CROCG, Lower Connecticut River Valley COG, Northeast CT COG, New Haven, Torrington, and Westport.

- Regional Transportation Safety Plans (RTSP) completed through CTDOT for each GOG identified high crash locations including areas for vulnerable users.
- The Capitol Region Council of Governments was awarded a multi-year grant from the Centers for Disease Control and Prevention to encourage active transportation throughout the state. Some of these funds are being used to encourage the establishment of a fourth-grade bicycle education program. So far, this bicycle education curriculum has been taught to elementary school educators via Train-the-Trainer workshops held in Glastonbury, Wethersfield, Thompson, Mansfield, Middletown, Cheshire, and Avon. Additionally funding has been available to provide opportunities for tactical urbanism projects to be implemented across the state.

CTBPAB Activity

The CT Bicycle and Pedestrian Advisory Board generally meets on the fourth Friday of each month. These meetings provide an opportunity for the Board and members of the public to raise issues of concern with CTDOT. CTDOT provides the Board with monthly updates on complete streets issues. Those who attend the meetings include representatives of COGs, state agencies, and members of the public. Some examples of the Board’s impact in working with CTDOT on issues that arise follow:

- The Board brought to CTDOT’s attention the lack of crosswalk markings or signage on the pedestrian pathway on the Hartford side of the Bulkeley bridge (Photo 4). The sidewalk on the bridge connects with city streets by



Photo 4: Bulkeley Bridge Unmarked Ped Crossing



Photo 5: Bulkeley Bridge Marked Crosswalk

crossing an off ramp from I84. The CTDOT traffic department looked at this and some signage and markings were installed in fall 2022, with more to be installed in the spring. Photo 5 illustrates the initial work.

- The Board continues to discuss the need to provide improved bicycle and pedestrian access across the Goldstar Bridge (I95, New London). Following the Board’s advice, CTDOT has committed to improve bike and pedestrian access for this vital link that is part of a bridge upgrade project. CTDOT has conducted two feasibility studies but has yet to decide whether it prefers to improve bike and pedestrian access on the north- or south-bound side.

The Board also provided support letters for certain projects as well as input on state projects that include:

- Letter in support of federal funding for the Airline Trail.
- Letter of support for a shared mobility program in New Haven.
- Letter of support for the City of Hartford’s RAISE grant for North Main Street.
- Submitted comments on the Connecticut State Rail Plan

Legislation

- In March 2022, at the League of American Bicyclists National Bike Summit, the Bicycle & Pedestrian Advisory Board collaborated with the East Coast Greenway Alliance, Bike Walk CT, Bike New Britain, Bike Walk Bolton, and Bike Walk Avon to lead meetings at Connecticut’s Congressional Offices on Capitol Hill to request support for appropriation of funds for two programs authorized in the Infrastructure Investment & Jobs Act (IIJA): the Active Transportation Infrastructure Investment Program (ATIIP) and the Healthy Streets Program. These

federal programs focus on building active transportation facilities that improve cyclist and pedestrian safety while promoting increased use.

- The Board plans to participate in this effort again in March 2023 at the 23rd National Bike Summit, soliciting constituents from across Connecticut to meet with our US Senators and House Representatives on Capitol Hill, to further discuss bicycle and pedestrian safety initiatives.
- The Board submitted testimony in support of three bills during the legislative session:
 - HB5291, legislation providing funding for recreational trails. This legislation was approved.
 - SB4 related to rebates for the purchase of ebikes. This legislation was approved.
 - Submitted testimony in support of SB5422, legislation relating to motor vehicle noise. This legislation was not approved.

RECOMMENDATIONS

Facilities

- **Clarification of rights of way acquisition for bicycle facilities and multi use trails.** The Board strongly supports establishing rights-of-way acquisition guidelines related to multi-use trails.
- The Board believes that **CTDOT should take the lead**, while involving the nine Councils of Governments and **CTDEEP in developing a statewide plan for multi-use trail connectivity**. Multi-use trails' benefits include the provision of a vital transportation corridor for vulnerable users mostly separated from arterial streets and roads. Though multiple organizations are involved in building the multi-use trail networks, no comprehensive plan exists to guide their completion.
- **Funding for Planning and Design:** Very few municipalities have in place bicycle and pedestrian plans that provide guidance for where improvements are needed, and types of improvements recommended. Further, communities are often prevented from applying for construction grants because they do not have design plans in place. **State funding directed to municipal planning and design is needed.**
- **Funding for Construction of Separated Bicycle Facilities:** The initial focus should be upon urban areas, where such facilities can serve commuters and those who rely upon bicycling as the most cost-effective travel choice. Providing this type of facility can be expensive, with curbs needing to be moved, utilities possibly relocated, and/or right of way purchased. ***The state must dedicate and infrastructure funds to this purpose. This should include a vast expansion of the Community Connectivity program which program's impact is limited by the size of the grants.***
- The Board supports **development of a plan for on-road bicycle connectivity on state roads** that includes pavement markings to delineate bike lanes when a capital project or repaving project takes place. Roadway repaving is the most effective time to accommodate pavement markings for road diets and lane diets, but this is not always being done on some of these maintenance projects. **CTDOT should include a reserve in its repaving budgets to cover additional pavement marking costs** rather than requiring that municipalities cover these costs.
- The Board supports **updating the interactive Active Transportation Plan Map** that was last updated in 2019, adding more relevant information such as photos and project information.
- As part of the Active Transportation Plan Map update, the Board supports the **development of guidance regarding side path design** that allow municipalities to consider installing multi use paths rather than sidewalks where they're appropriate.

- The Board supports the **establishment of an Active Transportation Group at CTDOT** with staff specifically assigned to develop active transportation initiatives that improve micro-mobility and its connections to public transit. MassDOT and RIDOT have enacted such groups that can be studied as a model for CTDOT
- The Board supports the development and execution of a **CTDOT strategy for communicating complete streets principles to regional staff and contractors** so completed projects will reflect their application. This will require cultural integration of Complete Streets principles among CTDOT staff; CTDOT's Active Transportation group should include headquarters and district representation. Active Transportation groups within MassDOT and RIDOT could serve as examples.
- The Board strongly supports **the establishment of a 100% accessible sidewalk grid within a one-mile walk to every train station**. This takes on increasing urgency as transit-oriented development takes root statewide. Bond funding and multi-use trail connections are among the means and methods by which this can be achieved.
- The Board supports projects to **enable activation of a pedestrian phase even when lights are flashing amber** (usually activated after a certain time in the evenings). When visibility is the lowest, most signals in CT turn off the pedestrian buttons. Heavily travelled roads such as Route 66 in front of Wesleyan University in Middletown is an example. The state should use its market power to compel the programming of signals to include pedestrian phases when the flashing amber signal is activated.
- The Board believes CTDOT should **explore increasing bicycle capacity on buses**.

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 five-year goal of top-ten Bicycle Friendly State status—from our current position of 20th.**
 - The BFS report card states that Connecticut has some strong actions despite its middle of the road outcomes. Identifying what may be causing that disconnect should be a priority.
 - By setting this specific state-wide BFS goal, the Board can encourage and inspire Connecticut's decision-makers to work together with bike safety groups to improve bicycle safety and education.
- Given that crashes involving bicyclist and pedestrians represent less than 5% of all crashes, but represent more than 20% of fatal crashes, the state must focus resources commensurate with fatality and injury rates, not overall crash rates, to have an impact on injury and fatality rates. **20% or more of safety resources should be focused on vulnerable user crash prevention.**
- Because not all e-bikes are equal in size, weight, and speed capability, the Board recommends that CTDOT develop a **policy on which e-bikes should not be allowed on multi-use trails**.
- The Board recommends that CTDOT adheres to **FHWA's Safe System approach**
- The Board recommend **expansion of the Watch for Me CT campaign**. The Watch for Me CT campaign has provided an excellent program for education of drivers and pedestrians and bicyclists, but to date the messaging is not sufficiently widespread. Additionally, the new provisions of the 2021 legislation, particularly regarding crosswalk law and opening doors into traffic, need to be widely publicized.
- The Board recommends that Watch for Me CT develop and execute an ad campaign that focuses upon the vulnerable user, with information on how to be seen at dusk, dawn, and in the night-time darkness. Lights and reflectors can make a huge difference

- The Board recommends **more 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**. Middletown Schools put in place a similar program in the fall of 2021. Using a CDC grant, the Capitol Region Council of Governments has offered training in this program to school districts throughout the state. If all 4th graders experience this program starting in the 2023-2024 school year, within 10 years all young adults in the state would be comfortable bicycling for transportation. This will require strong support from the Department of Education that includes funding. The Board recommends that in 2023 the Department of Education examine the program that is in place in South Windsor and other schools in the state and make recommendations for broader implementation.



Photo 6: The South Windsor bike trailer.

Photo 7: On bike education in action

Enforcement

In 2021, the Connecticut General Assembly approved a two-year pilot program for speed cameras at no more than three highway work zones if the speed limit in such zones is 45 mph or greater (Public Act 21-2). This pilot is to be completed in 2023. Automated enforcement, however, is not a novel concept with 18 states, listed below, and Washington, DC having some form of automated traffic enforcement in place:

Experience with automated speed and traffic light enforcement programs has proven that they influence driver behavior, improve compliance with traffic safety laws, and help reduce the number of bicycle, pedestrian, and vehicle crashes, injuries, and deaths.

The Board strongly recommends enactment of state statutes enabling automated traffic signal and speed limit enforcement. These measures are essential to mitigate the crisis of violence on Connecticut's streets and roads.

Table 7: States Using Automated Traffic Enforcement

Alabama	Iowa	Oregon
Arizona	Louisiana	Pennsylvania
Colorado	Maryland	Rhode Island
Delaware	New Mexico	Tennessee
Georgia	New York	Virginia
Illinois	Ohio	Washington
https://www.iihs.org/topics/red-light-running/automated-enforcement-laws		
https://www.ghsa.org/issues/speed-and-red-light-cameras		

Encouragement

Currently, the state does not undertake any consistent programs to encourage bicycling and walking as modes of transportation. The CT Rides program is largely focused upon transit use and ridesharing with minimal effort directed to encouraging bicycling and walking. The Board recommends the following actions:

- **Reinstate the DriveLess CT program**
- **Dedicate a percentage of the CTRides budget to encouraging bicycling and walking.**
- **Compile research to show the benefits of increasing the number of individuals walking and bicycling.** For example, Portland State University research ([Estimating regional e-bike impacts on greenhouse gas emissions](#)) showed that if 15% of car trips were instead taken by electric bicycle, we could see a **12%** decrease in transportation-related emissions

Legislative

- **The Board strongly recommends enactment of state statutes enabling automated traffic signal and speed limit enforcement. These measures are essential to mitigate the crisis of death and injury on Connecticut's streets and roads.**
- **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 fee can then be used to build sidewalks where they are most needed. PILOS is similar to existing provisions under CT law for payment in lieu of parking and payment in lieu of open space. The Board recommends modifying state legislation to allow Payment in Lieu of Sidewalks (PILOS) with such funds dedicated to bike/ped improvements where they are needed most.

Recommendations for the CTBPAB

- The Board should develop a **survey for legal traffic authorities** to understand their knowledge of complete streets and their role with complete streets.

Of these recommendations, the Board's **highest priority is for improving safety for vulnerable road users. 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 reaching all road users - bicyclists, pedestrians and motorists - of their responsibilities for operating safely.** The Board would be happy to discuss any of these recommendations with you. My contact information is listed below.

Sincerely,



Sandra M. Fry, PE
Chair
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APPENDIX

2022 Pedestrian Fatalities													
Count	Date crash	Date death	City	Age	Sx	Hit and run?	Count	Date crash	Date death	City	Age	Sx	Hit and run?
1	1/1	1/1	Hartford	51	M	1	39	8/20	9/1	New Britain		M	1
2	1/5	1/5	Hartford		M	0	40	8/22	8/22	Wallingford	60	F	0
3	1/8	1/9	Hartford	43	W	0	41	8/29	8/29	Southington	38	M	0
4	1/13	1/13	East Hartford	37	M	0	42	9/16	9/16	Montville	34	F	
5	1/13	1/13	Bridgeport	63	F	1	43	9/16	9/16	Montville	17	M	
6	1/19	1/19	Bristol	37	F		44	9/28	9/28	Stamford	84	M	
7	1/23	1/23	Waterbury	60	M	0	45	10/4	10/4	Thompson (I-395)	33	F	0
8	1/26	1/26	Waterbury	68	M	0	46	10/6	10/6	New Milford	64	M	1
9	1/30		Milford	67	M		47	10/19	10/19	Thomaston (Rt 8)	24	F	0
10	1/31	1/31	New Britain	46	M		48	10/21	10/21	Waterbury	73	M	
11	2/2	2/4	Manchester	15	F	0	49	10/23	10/23	Bridgeport		M	
12	2/3	2/6	Willington	92	M		50	10/29	10/29	Bristol	59	M	0
13	2/17	2/17	New Britain	65	M		51	10/29	10/29	New Haven	68	M	1
14	2/22	3/10	Danbury		M		52	11/1	11/1	Waterbury	42	M	1
15	2/25	2/25	Mystic/Stonington	91	M	0	53	11/2	11/2	Wethersfield		F	0
16	3/6	3/6	East Windsor	14	F	0	54	11/2	11/2	New Haven (I-91)	27	M	0
17	3/13	3/13	Bridgeport	40	F	1	55	11/5	11/6	Waterbury	78	M	1
18	3/13	3/13	Hamden (homicide)	24	M	0	56	11/4	11/4	New Haven	27	F	0
19	3/17	3/17	Hartford	69	M	0	57	11/6	11/6	Meriden (Rt 15)	29	F	0
20	3/23	3/24	Stamford	68	F	0	58	11/8	11/8	New Milford	61	M	1
21	3/25	3/25	Norwalk (I-95)	29	M		59	11/8	11/9	Bridgeport		M	
22	3/31	4/1	Hartford	20	F	1	60	11/11	12/3	West Haven			
23	4/9		Wilton	53	M	0	61	11/14	11/14	Avon	39	M	0
24	4/13	4/18	Stamford	52	M	1	62	11/18	11/19	Branford	55	F	
25	5/1	5/1	Danbury	26	M	0	63	11/22	12/6	North Branford	62	M	
26	5/18	5/19	Hamden	37	F	1	64	11/23	11/23	Hartford	49	M	0
27	5/21	5/21	North Haven (I-91)	38	M	1	65	11/23	11/23	Hartford	36	M	0
28	6/3	6/3	West Hartford	61	M	0	66	11/27	11/28	New Haven		M	1
29	6/5	6/5	Danbury (I-84)	77	M	0	67	12/3	12/3	Stamford	25	M	1
30	6/10		Hartford	64	M	0	68	12/3	12/3	Stamford	25	F	
31	6/11	6/12	Hartford	62	M	1	69	12/9	12/9	Bethel		M	1
32	6/19	6/19	Wallingford	62	M	0	70	12/15	12/23	Derby	61	M	1
33	6/23	7/9	Orange	19	F	0	71	12/16	12/16	Plainville			
34	7/14	7/14	Bristol	36	M	0	72	12/20	12/20	West Hartford	89	F	1
35	7/29	7/29	Wethersfield	60	M	0	73	12/21	12/20	West Hartford		M	1
36	8/2	8/2	Hamden	36	M	0	74	12/22	12/22	Norwich			
37	8/6	8/12	Milford		F		75	12/27	12/27	Killingly	45	F	
38	8/20	8/20	Bridgeport	76	M	1	76	12/28	12/28	East Haven	74	M	0

VISION ZERO COUNCIL RECOMMENDATIONS

Engineering:
Require each municipality to have a complete streets policy to be eligible for certain Community Connectivity funding
Clarify CTDOT authority to acquire land for trails.
Adopt a data-driven FHWA-style Intersection Control Evaluation (ICE) Policy
Have CTDOT study specific traffic movement regulations such as the Idaho prohibition of RTOR at intersections with crosswalks
Enforcement:
Enact a helmet law for all motorcycle riders
Establish a fatal collision reduction team and high visibility enforcement blitzes
Implement automated traffic enforcement based on an examination of the best practices in the 22 states that allow automated speed enforcement and the 18 states that allow red light enforcement. This should begin with a state General Assembly commissioned study and consideration of the results of a 2023 CT pilot featuring automated enforcement near construction sites. Data-driven locations should be selected by a neutral party such as OSTA
Prohibition on all open containers in vehicles
Education:
Enlist public schools to better educate children about road safety with cooperation with the DOE, DMV, and DOT
Explore using the judicial system for driver retraining
Increase driver retraining options such as requiring retesting for those who have been driving 40 to 50 years
DMV should educate drivers more frequently
DPH should provide education on emerging traffic safety issues
Equity:
Improve data, identify uses, formalize statewide consideration of equity
Establish traffic safety campaigns and education
Create opportunities for car seat distribution and education
Promote seatbelt safety among populations with lower usage rates
Reform license suspensions and traffic court processes
Create infrastructure that specifically protects bicycle, disabled and pedestrian populations