

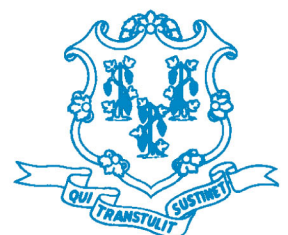
# Connecticut Bicycle and Pedestrian Advisory Board

# 2018

ANNUAL REPORT



[ctbikepedboard.org](http://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.*

2800 Berlin Turnpike • Newington, CT 06111-4113



January 25, 2019

Honorable Governor Ned Lamont

Legislative Transportation Committee Chairs, Honorable Carlo Leone and Honorable Roland Lemar

Legislative Transportation Committee Members

Commissioner Joseph Giulietti

Dear Governor Lamont, Transportation Committee Co-chairs and Members, and Commissioner Giulietti,

The Connecticut Bicycle and Pedestrian Advisory Board offers a warm welcome to Governor Lamont, Commissioner Giulietti, and new members and chairs of the transportation committee. We look forward to working with you to improve safety for bicyclists and pedestrians throughout the state. My contact information is below my signature, and I would welcome the opportunity to discuss the work of our Board and its relationship to state agencies and operations.

Established under the Complete Streets Law (CGS Section 13b-13a), the Connecticut Bicycle and Pedestrian Advisory Board, is required to submit an annual report to all of you which outlines the progress made by state agencies in improving the environment for bicycling and walking in the state; recommendations for improvements to state policies and procedures related to bicycling and walking, and specific actions taken by the Department of Transportation (DOT) in the preceding year that affect the pedestrian and cyclist environment. This letter will serve as the 2018 report.

The progress since the Complete Streets legislation was passed has been transformative and the past year saw significant strides in improving conditions for bicyclists and pedestrians. These efforts could not have moved forward without the programmed investments of state and federal funding in bicycle and pedestrian facilities and programs throughout the State. The Board urges those receiving this letter to continue to invest in improving safety and facilities for bicyclists and pedestrians. The Ramp Up Plan (2016-2020) for Let's Go CT has provided \$39 million for bicycle and pedestrian related projects to date. This type of investment will enable continued progress into the future.

Specifically, we can report the following statewide progress in 2018:

- The General Assembly, with input from DOT, DMV and bike advocates, adopted e-bike legislation which defines e-bikes and where they may operate.
- The DOT spent \$11 million in 2018 for multi-use trail construction and the following sections of trail opened:
  - Bolton/Manchester, Charter Oak Greenway
  - Cheshire and Farmington, Farmington Canal Heritage Trail
  - Trumbull, Pequonnock River Trail
- The DOT oversaw the new Community Connectivity grant program, awarding a total of \$12.4 million for bike and pedestrian safety and connectivity projects in 40 towns. Additional funding of \$13.4 million to allow 40 more projects to be funded was provided by the bond commission in December.



## 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



- To address the rising number of pedestrian involved fatal crashes in the state, DOT has funded the “Watch for Me CT” public outreach and media campaign to encourage safer use of the roads by all users, bicyclists, pedestrians and motor vehicle operators. Approximately \$350,000 is budgeted for this campaign annually.
- The DOT commits \$6 million annually to provide for ADA upgrades to curb ramps and sidewalks on state roads.
- DOT and Region 2 of the National Highway Transportation Safety Administration worked together to sponsor an 8-hour law enforcement training focused upon bicycle and pedestrian safety.
- DOT worked with a committee of stakeholders to develop a program allowing bicycles on New Haven Hartford Springfield rail line service, even before the trains were outfitted with bike racks.
- The DOT has scheduled or completed Road Safety Audits of the Route 1 corridor in most towns from Greenwich to Milford, a total of 23 miles. This stretch of road has the worst pedestrian safety record of any in the state and the RSA has identified safety improvements that can be implemented throughout the corridor.
- The DOT updated its Pedestrian/Bicycle Checklist, which must be filled out for all projects, to ensure that they effectively accommodate bicyclists and pedestrians.
- The DOT continues to allow for 11 ft. wide lanes when repaving, resulting in wider shoulders. This standard was implemented on 162 miles of state highway in 2018.
- The DOT has established, and convenes on a quarterly basis, a Complete Streets Committee. This group includes planners and engineers representing all bureaus within the Department, to discuss issues regarding bicycle and pedestrian facilities and safety. The Bike Pedestrian Advisory board intends to share issues that come to our attention with this committee on an ongoing basis. In fact, we are sending them a letter at this time with specific recommendations for DOT operations.

While this is significant and noteworthy progress to date, there remains much work to be done. On the following page are the Board’s recommendations for consideration in 2019. The key recommendation, which is listed first, is that investments must continue to be made in bicycle and pedestrian facilities and programs. Even with the best of intentions, progress will not be made without the state investing in the effort to make our streets complete for all users.

The Board would be happy to discuss any of these recommendations with you.

Sincerely,

Sandra M. Fry, P.E.

Chair

[Sandra.fry@hartford.gov](mailto:Sandra.fry@hartford.gov)

860-757-9222



## 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



### **2019 RECOMMENDATIONS OF THE CT BICYCLE AND PEDESTRIAN ADVISORY BOARD**

2018 RECOMMENDATION	DISCUSSION	IMPLEMENTING AGENCY	
1	The state should continue to allocate funding for bicycle and pedestrian improvements.	Progress since 2016 has benefited greatly by the availability of “Ramp Up” funding. Continued investments are needed.	Governor, General Assembly
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, General Assembly
3	The legislature should adopt “dooring” legislation that requires that a person opening a vehicle door does so with a degree of care for moving traffic.	CT is one of only 9 states that does not have legislation in place regarding dooring. Dooring crashes can be catastrophic for bicyclists.	OLR, General Assembly
4	Modify state legislation to allow Payment in Lieu of Sidewalks with such funds dedicated to bike/ped improvements where they are needed most.	The Buttermilk Farms vs. Plymouth decision put a halt to these payments that were made when a regulation-mandated sidewalk was not needed.	OLR, General Assembly
5	Continue Educational Outreach and Awareness program.	The Watch for Me CT program fills a critical need and should be continued and expanded so that the messaging reaches the entire state in a systematic way. This type of safety campaign helps all road users to understand their rights and responsibilities and leads to improved conditions for vulnerable road users.	CTDOT in cooperation with DMV and DESPP
6	Ongoing program for training law enforcement officers in bicycle and pedestrian laws should continue and grow.	The DOT initiated a day long training program in 2018. This program should be revised as needed to attract more attendees, and offered on a regular basis.	DOT, DESPP
7	Support Bike Walk CT’s efforts to implement bike and pedestrian safety training in elementary schools.	Bike Walk CT has developed a bicycle safety curriculum and has a fleet of bicycles to assist with implementation. The state should assist by providing some funding and also by encouraging schools to include this training.	DOT, Department of Education
8	Link affordable housing approvals to bike and pedestrian network requirements. That is, approval requires some type of bicycle and pedestrian links.	Make sure that pedestrian, bicycle, and transit facilities and services are provided in concert with affordable housing projects to keep transportation costs from becoming a burden and to help residents succeed.	OLR, General Assembly, OPM, CHFA, DOH