



# ANNUAL REPORT OF THE CONNECTICUT BICYCLE AND PEDESTRIAN ADVISORY BOARD

Report of Progress in 2025, Issued 1/23/2026

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

## **Executive Summary**

With each year, the Connecticut Department of Transportation (CTDOT) shows a stronger commitment to improving safety for bicyclists and pedestrians and advancing Complete Streets. But even with this commitment on state owned roads, we do not see a proliferation of bicycle and pedestrian infrastructure. Moreover, in 2025, bicycle fatalities were practically double the five-year average, and pedestrian deaths are slightly elevated over the same period. Additionally, newly announced federal policies will make funding more difficult for bicycle and pedestrian safety projects. In fact, the USDOT withdrew \$5.73 million in RAISE Grant funding for the Naugatuck River Greenway (NRG) as part of the USDOT's current focus on vehicular travel.

With this in mind, the Connecticut Bicycle and Pedestrian Advisory Board recommends the following primary actions to accelerate improvements in bicycle and pedestrian safety and expand safe, comfortable walking and bicycling options for people across the state:

- CTDOT to set targets for the development and installation of bike lanes on local and state roads, with five- and ten-year targets. These targets should be developed as part of the update to the Active Transportation Plan and reflect criteria for contextual classifications outlined in this plan and to create a connected network.
- CTDOT to integrate bicycle and pedestrian improvements into the annual repaving program.
- CTDOT to set five- and ten-year goals for development of multi-use paths as part of an interconnected network of on-road and path facilities in the Active Transportation Plan update.
- CTDOT to establish a statewide goal for pedestrian and bicycle mode shift, also as part of the Active Transportation Plan update.
- CTDOT to identify sidewalk needs within a one half-mile radius of every train and bus rapid transit station as part of the Americans With Disabilities Act (ADA) transition plans.
- State legislation to require bike and pedestrian safety education in schools is needed.

Additional recommendations are included in the text of the report.

# CONNECTICUT BICYCLE AND PEDESTRIAN ADVISORY BOARD

## 2025 ANNUAL REPORT

### Introduction:

This report summarizes the actions and activities of the Connecticut Department of Transportation in supporting and encouraging Complete Streets in the state. The next several pages and data tables at the end of the report show the progress made over the past five years. The report also includes the Board's recommendations for building on that progress.

Viewed through the lens of present safety information, Figure 1 and Table 1 (page 2) suggest that Complete Streets progress has stalled. In 2025, bicycle fatalities increased by 2/3 as compared to the five-year average, while pedestrian fatalities are slightly higher than the five-year average (Figure 1). Vehicle driver and passenger and motorcycle operator statistics have improved significantly in the same period, while bicyclists and pedestrians are overrepresented in fatalities and injuries (Figures 2 and 3; page 3) as compared with the percentage of all crashes that involve bicyclists or pedestrians.

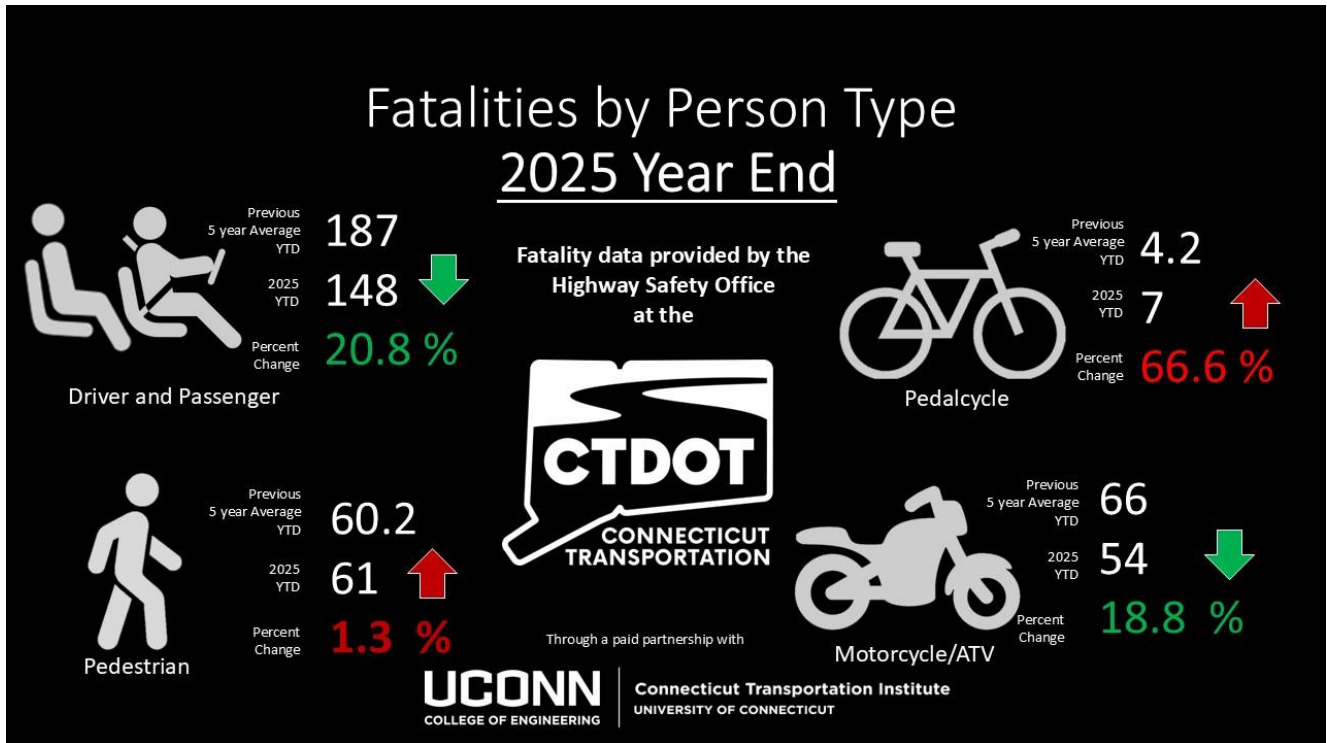
Data from Connecticut Children's Medical Center shows that visits to the Center's emergency room for e-bike crashes have increased. Comparing data for 2025 to 2024, there was an increase of e-bike injuries of 179.5%, with 39 e-bike injuries in 2024 and 109 in 2025. A study is currently underway to examine e-bike and e-scooter injury-related visits to Connecticut Children's emergency department between January 1, 2024, and July 31, 2025, to examine factors such as type of injury, how the injury occurred, if the patient was wearing a helmet, and other factors. Later in 2026, data from the Connecticut Children's Injury Surveillance System, which covers all emergency department visits in Connecticut, will be available. At that time, the number of e-bike-related injuries across the state can be compared with past years' injury counts.

Further research is needed to help us to understand other factors in e-bike crash statistics, such as if e-bike users tend to be less experienced bicyclists, if they forego helmets or use helmets that are not rated for e-bike speeds, or if there a particular age group most affected. We expect e-bike use to increase, and do not want to see injuries and fatalities continue to increase.

The state has a target to reduce motor vehicle miles traveled (VMT), with increased bicycling and walking as important drivers for that metric. VMT is reported with a lag, with 2024 data expected soon. In the meantime, Figure 4 (page 4) displays the most up-to-date data available. Because of the lag, it is not possible to determine if the state is moving toward its 2030 VMT goal.

While the state has well-thought-out programs focused on improving safety for vulnerable users, including its Vision Zero efforts, results are not yet apparent. This may be due to the difficulty in implementing improvements quickly, the need for an agency-wide focus, and the siloed relationship between CTDOT's headquarters and district offices.

Bicycling and walking are often not safe or easy choices in many parts of the state today. This report attempts to diagnose what is going right and what can be improved to encourage more people to choose to walk and bicycle.



**Figure 1: Fatal Crash Comparison**

PROGRESS WITH BICYCLE AND PEDESTRIAN SAFETY (2025 data is preliminary year-end)	YEAR				
	2021	2022	2023	2024	2025
<b>CRASH DATA</b>					
<b>Percent of Motor Vehicle crashes involving bicyclists</b>	<b>0.37%</b>	<b>0.32%</b>	<b>0.42%</b>	<b>0.46%</b>	<b>0.56%</b>
Bicyclist fatalities	3	4	4	4	7
Bicyclist fatalities as percent of total fatalities	0.99%	1.09%	1.29%	1.28%	2.58%
Bicyclist injuries	297	271	347	354	342
Bicyclist injuries as percent of total injuries	1.19%	1.08%	1.42%	1.45%	1.47%
<b>Percent of Motor Vehicle crashes involving pedestrians</b>	<b>1.16%</b>	<b>1.12%</b>	<b>1.26%</b>	<b>1.40%</b>	<b>1.75%</b>
Pedestrian Fatalities	55	73	50	62	61
Pedestrian fatalities as percent of total fatalities	18.21%	19.95%	16.13%	19.87%	22.51%
Pedestrian Injuries	1016	1164	1058	1255	1226
Pedestrian injuries as percent of total injuries	4.08%	4.64%	4.34%	5.14%	4.77%

**Table 1: Progress with Bicycle and Pedestrian Safety**

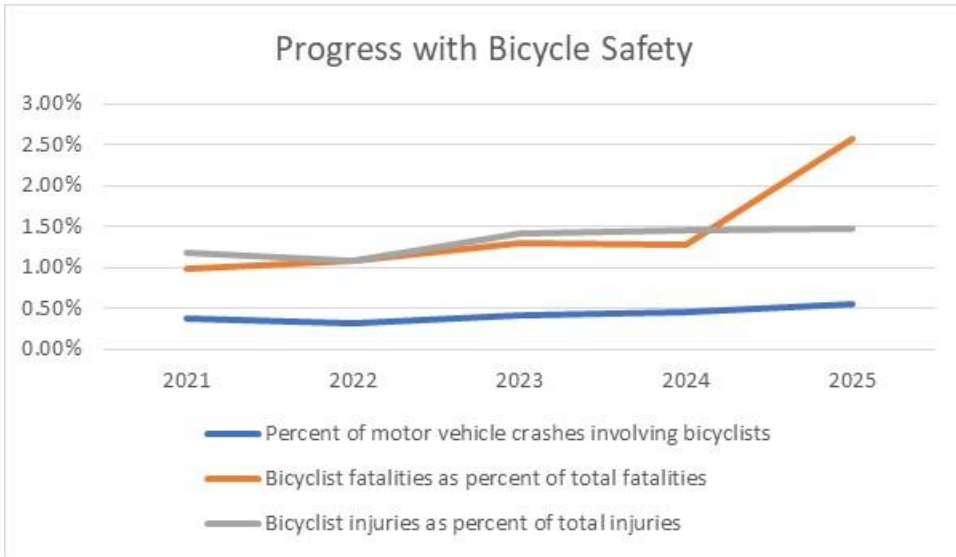


Figure 2

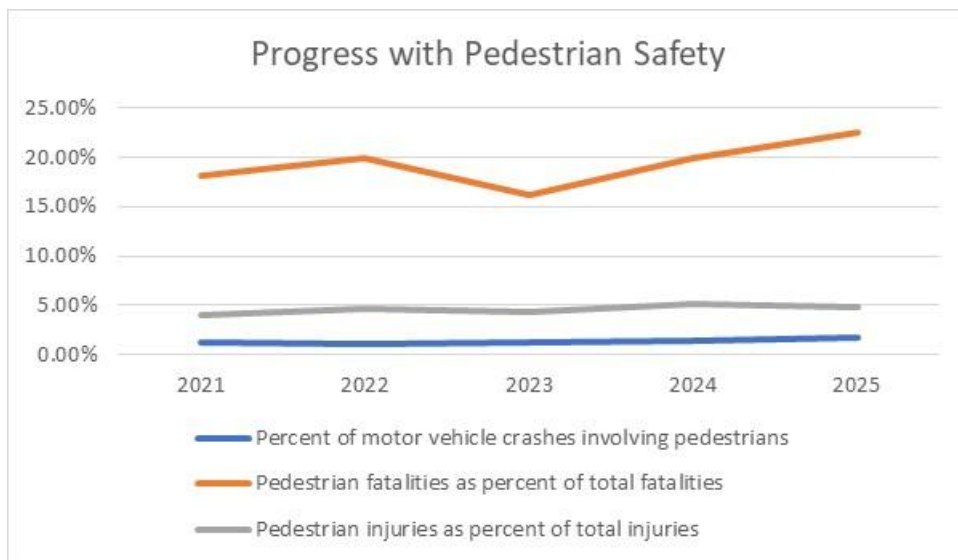


Figure 3

## VMT Per Person Actual, BAU, and Target

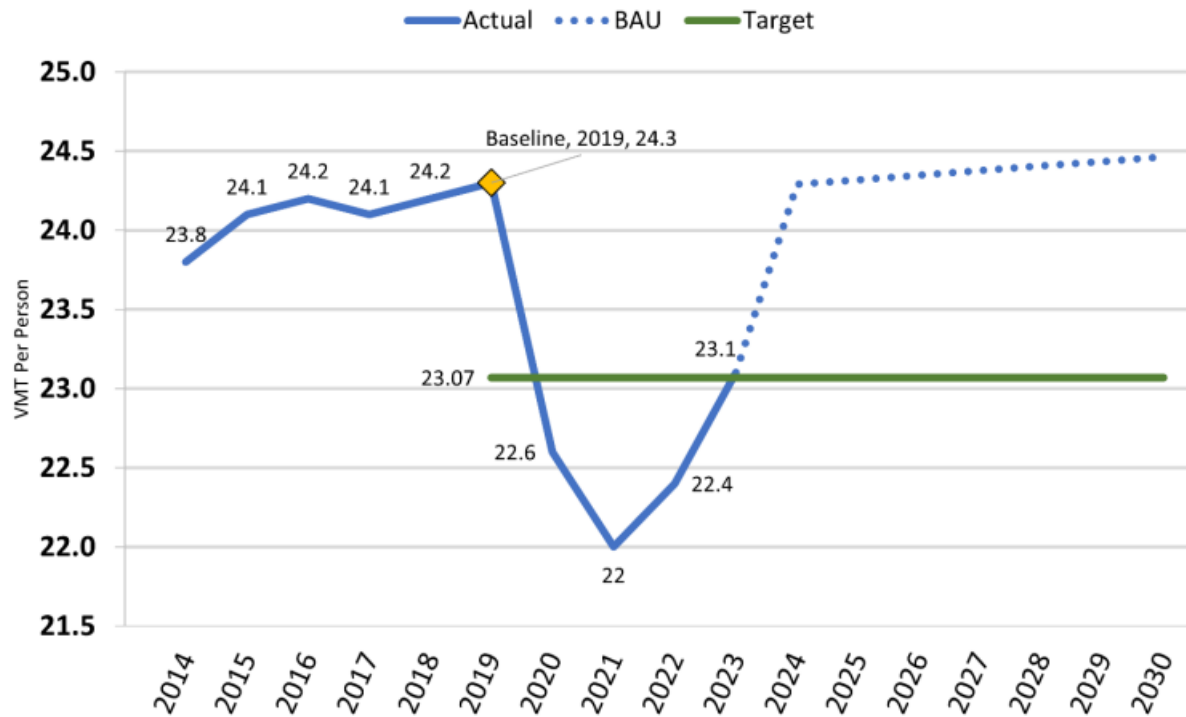


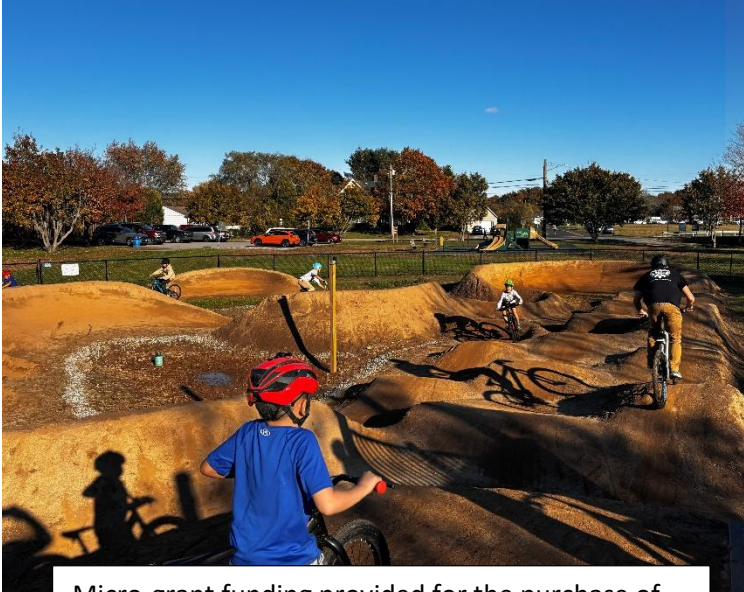
Figure 4

BAU= Business as Usual

### Progress in 2025:

- The four-member Active Transportation Unit (ATU), located within the Bureau of Policy and Planning at CTDOT, has maintained a continued and comprehensive focus on bicycle and pedestrian issues. ATU staff is responsive to requests from both the Board and the public regarding concerns with process and progress at CTDOT and serves as an effective liaison with other departments.
- Within the ATU, the Safe Routes to Schools coordinator has made great strides, with program participants more than doubling to 285 schools. Participants in the May and October Bike, Walk, and Roll to school days have steadily increased.
- The [Active Transportation Plan Update](#) has continued throughout the year. Specific elements of the plan worthy of mention are its review of internal processes and how they affect progress with bike/ped efforts and development of a contextual classification tool for state roads.
- CTDOT issued a design directive regarding trees in the right-of-way of state roads. This was developed after the Board discussed with CTDOT the appearance that

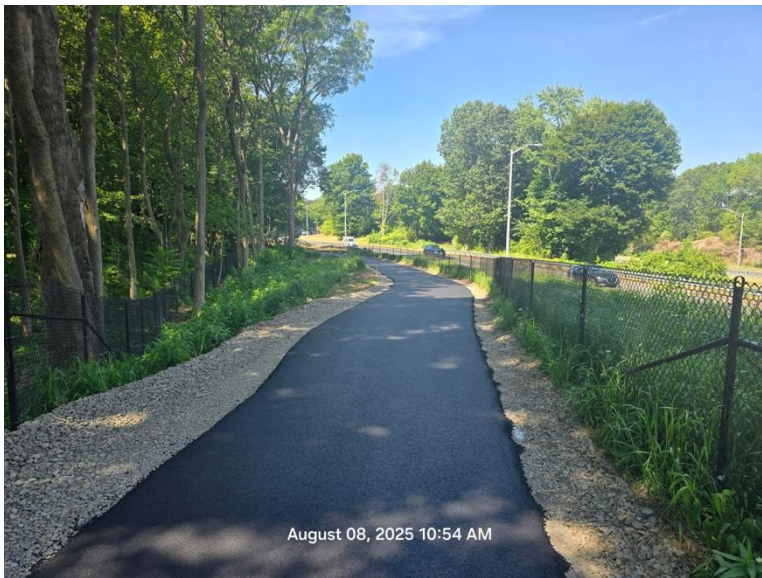
maintenance district and headquarters staff were not all approaching this topic consistently. Street trees can be an important element of traffic calming.



Micro-grant funding provided for the purchase of bikes and helmets for the Groton pump track, enabling more children to try it out.

- The Micro-Grant Program, with CTDOT funding administered by the regional councils of governments (COG), has become very popular, with more than \$1.2 million awarded this year, almost triple last year's amount. This program enables municipalities and non-profit organizations to receive up to \$5,000 for equipment and materials for safety and education programs.

- The Community Connectivity Grant program (CCGP) is also popular, with 15 projects awarded a total of \$8 million in 2025. An example of a CCGP-funded project completed in 2025 is the Phase Two Section of the Beeline Trail project in New Britain.



- The Quick Build program enables communities to test traffic calming demonstration projects on state highways. An optical speed bars project in Canton was tested in 2025. With progressively reduced spacing, these speed bars, shown on the right, give the optical illusion that the vehicle is going faster, making drivers instinctively slow down.
- During the 2025 repaving cycle, 12 miles of state roadways were restriped with buffered shoulders.
- Strategic investments in programs at the UConn Transportation Safety Research Center and the Connecticut Training and Technical Assistance (T2) Center have resulted in actionable data and targeted trainings that have improved statewide understanding of pedestrian and bicycle safety.
- The Vision Zero (VZ) awards program created in the [VZ legislation](#) has motivated school staff and students to take action, with each winner this year focusing on bicycle and pedestrian safety and skills training. The recognized schools in 2025 are Plymouth, New Britain, South Windsor, and Wethersfield. See [CTDOT's Safe Route to School webpage](#) for more information.







- CTDOT continues to invest in the vulnerable users portion of the [Highway Safety Improvement Program Implementation Plan](#). The vulnerable users program is both systemic and location-specific. As part of this program, CTDOT will continue to convert existing signalized intersections with three-section signal heads for pedestrians to accessible pedestrian signals (roughly 100 locations per year, 25 per district) and install rectangular rapid flashing beacons (RRFB) in 100 locations, both on state and local roads. Additionally, the Implementation Plan plans to enhance conspicuity of pedestrians in crosswalks through installing pedestrian crosswalk signs on both sides of the road and refreshing pavement markings at existing crosswalks. A number of studies focused on vulnerable road user safety countermeasures are underway. An illumination study is underway to review where additional lighting should be installed for pedestrian safety. A raised crosswalk and raised intersection study is being conducted to identify locations where these facilities should be installed to help pedestrians safely cross an intersection. Also, CTDOT is conducting a study of vulnerable road user crash locations to identify hotspots and then design solutions with the vulnerable road user as the focus.

- CTDOT has hired Beta Engineers to develop ADA transition plans. Among other actions, these plans will inventory sidewalk and accessibility ramps for all municipalities statewide.
- For new signal installations or when upgrades to existing signals are designed, CTDOT has standardized implementation of accessible pedestrian facilities, including countdown pedestrian indications, accessible pedestrian push buttons, leading pedestrian intervals and concurrent (green light) pedestrian phasing, and accessible curb ramps, to improve pedestrian safety.
- Eight municipalities have received approval from the Office of State Traffic Administration (OSTA) for implementation of automated traffic enforcement safety devices (ATESD), with several more proposals under review.
- The 2025 Drive Less Challenge promoted by CTrides surpassed its goals, with more than 35,000 car trips eliminated, saving participants more than \$380,000, while reducing vehicle miles of travel by more than 548,000.
- The Connecticut Department of Energy and Environmental Protection (CTDEEP) Recreational Trails Grants have been a critical funding source for planning, design, maintenance, and construction of trails projects. Between \$9 million and \$10 million has been made available annually in recent years. This is a state-funded program that provides significantly more funding than is available with the federal recreational trails grant program. A request for grant proposals was circulated this fall, with 75 grant requests submitted, and awards expected early in 2026.
- CTDOT and CTDEEP continue to work together in managing the trails funding and construction processes, with coordination between the state-funded Recreational Trails program and federal funding programs. The agencies worked together to sponsor a Trail Symposium in October 2025 at Connecticut Community College, Manchester.
- The state's regions have addressed bicycle and pedestrian issues. The following are notable examples:
  - The Capitol Region Council of Governments (CRCOG) conducted three walk audits in 2025, with [StoryMap reports posted on the CRCOG website](#). These



Signage and ATESD cameras located in Middletown

audits focused on identifying safety and mobility opportunities, particularly for vulnerable road users. CRCOG also held five smaller-scale walk audits in 2025 as part of engagement work for its [Priority Pathways](#) study.

- Southeastern Connecticut Council of Governments' (SECOG) draft [Safety Action Plan](#) is currently open for public review, including its 23 recommended non-motorist safety projects featured in the Project Dashboard. In 2025, new bike and pedestrian facilities were constructed in Ledyard and Colchester through the Local Transportation Capital Improvement Program (LOTICIP). Four more non-motorist LOTICIP projects are slated for construction in 2026.
- The Connecticut Metropolitan Council of Governments (MetroCOG) passed a [Regional Complete Streets Policy](#) on March 27, 2025.
- Naugatuck Valley Council of Governments (NVCOG) announced the launch of the [NVision Zero Hub Site](#)—a centralized resource supporting transportation safety initiatives and advancing the regional Vision Zero goal.
- More towns are instituting bike education in schools. Presentations of Bicycle Education programs active within Connecticut schools were reported to the CTBPAB this summer. New Haven, East Haddam, Mansfield, Wethersfield, New Britain, Glastonbury, and Greenwich shared program descriptions and insights. Most of these school programs (predominantly elementary grades) required student attendance, and others were voluntary after-school programs. Bicycles, helmets, trained instructors, and other infrastructure for this education were made available, often via grant funding (e.g., Safe Routes to School microgrants). All bicycle education programs have plans to continue or expand in 2026.
- E-bike legislation passed during the 2025 legislative session. The new law clarifies the definitions for an e-bike, a motor-driven cycle (which requires a driver's license), and a motorcycle (requires registration and a specialized license).
- Watch for Me CT (WFM CT) has convened a group of stakeholders to discuss the new e-bike law and how to disseminate information on e-bike safety. WFM CT has also launched an [e-bike webpage](#).
- CTDOT continues to fund Watch for Me CT to provide a systematic and continuous safety outreach program. The budget for 2026 is in excess of \$1.25 million.

### **Challenges to Complete Streets Implementation**

- Some towns refuse bicycle and pedestrian infrastructure as part of CTDOT projects on state roads because CTDOT considers bike/ped uses to be accessory and will not maintain bike lane markings or sidewalks on state highways.
- The state has a very effective program for repaving roads every 10 years, but to date is seemingly unable to take full advantage of the repaving schedule to install bike infrastructure and other complete streets features. Many towns have done

this very effectively on local roads. Natural hesitance to inject other priorities into the paving program inhibits opportunities to develop bike/ped infrastructure.

- Executive Order 21-3 established a Vehicle Miles Travelled (VMT) reduction goal of 5% in VMT per capita by 2030. A [2030 VMT Goals and Strategies report](#) places a large emphasis on building active transportation complete streets infrastructure in urban cores, but, without the necessary focus through grant programs or technical assistance, this goal is difficult to achieve. Additionally, the land use patterns of the past several decades make it difficult to encourage substitution of active transportation for vehicle trips.
- New federal policy explicitly seeks to exclude bike and pedestrian elements from federally funded projects. Earlier willingness to allow flexibility with funding has disappeared. This new policy priority resulted in an approved competitive Rebuilding American Infrastructure With Sustainability and Equity (RAISE) grant of \$5.7 million for the Naugatuck Trail being withdrawn. A new surface transportation authorization is due next year and could result in more reduction in bike/ped funding.
- There has been a proliferation of electrically propelled two-wheel vehicles in Connecticut, and crashes and injuries involving these vehicles have increased. Many people who purchase these vehicles rediscover the joy of cycling, but they are often unaware of where and how to operate them. Furthermore, many of these vehicles would not meet the definition of an e-bike.
- The Recreational Trails grant program is always oversubscribed, with millions of dollars of worthy projects going unfunded each year. Some years there are big delays in the approval of bond funding for the program, as happened in 2025, with no funds allocated yet for the current round of grant funding.
- Motorized vehicles are getting larger, with designs that include vertical front ends known to cause more damage and serious injury in collisions with bicyclists and pedestrians.
- The CHEAP-R electric vehicle rebate program no longer covers e-bikes.

## **Recommendations:**

1. Recommendations for CTDOT
  - a. Establish five- and ten-year goals for development and installation of bike lanes on local and state roads, including targets for protected and standard lanes. The context classification tool being developed as part of the Active Transportation Plan will assist in setting realistic targets.
  - b. Set five- and ten-year targets for development of multi-use paths that are part of an interconnected network of on-road and path facilities.
  - c. Establish a statewide goal for pedestrian and bicycle mode split, particularly for urban areas, in which trip distances are more accommodating for bike and walk

trips. CTDOT conducts a Household Transportation Survey about once per decade that captures data on trips for purposes other than work. Data from 2016 indicated that 8.5% of respondents walked and 0.7% biked for all trip purposes (including trips to school).

- d. Provide sufficient money and staff to allow complete streets features to be included in the VIP repaving program. Repaving projects should be coordinated with local complete streets design projects. When bike and/or pedestrian facilities are included in a VIP project, CTDOT should consider bicycle and pedestrian infrastructure on the road (painted bike lanes, new crosswalks) to be part of the roadway infrastructure and therefore CTDOT's responsibility.
- e. Establish an urban active transportation network grant program that covers planning and design along with construction. Loss of federal funding for bike and pedestrian projects makes state funding more important.
- f. Document all quick build, demonstration, and pilot projects related to bike/ped infrastructure to make tested approaches more readily implemented elsewhere in the state.
- g. Ensure uniformity of design and design flexibility among all CTDOT offices (districts and bureaus).

## 2. Specific recommendations for the Active Transportation Plan Update:

- a. Identify sidewalk grid needs within a one-half-mile radius of every train and bus rapid transit (BRT) station
- b. Develop a statewide plan for multi-use trail connectivity
- c. Develop on-road bicycle connectivity plans
- d. Update the Active Transportation Map
- e. Set five- and ten-year goals for development and installation of protected and standard bike lanes on local and state roads.
- f. Set five- and 10-year targets for development of multi-use paths that are part of an interconnected network of on-road and path facilities.

## 3. Legislation:

- a. Require bike and pedestrian education in schools. Feedback regarding Connecticut's local bicycle education programs in New Haven, East Haddam, Mansfield, Wethersfield, New Britain, Glastonbury, and South Windsor from school administration, students, and the local community is overwhelmingly favorable across all programs, indicating that bicycle education is desired and important enough to be offered in schools in all towns and school districts across the state. Connecticut would simply be following the lead of other states that have legislatively encouraged and/or required this education, giving the state model programs to adopt, such as:

**NORTH DAKOTA:** In January 2024, Gov. Doug Burgum announced that 299 public and non-public elementary schools in North Dakota will receive the

statewide All Kids Bike Learn-to-Ride kindergarten physical education program, giving every kindergarten student (9,000 across the state) the opportunity to learn to ride a bicycle in that school year. All Kids Bike, a nonprofit organization, was awarded a \$1.6 million grant from the Governor's Emergency Education Relief Fund to bring its Learn-to-Ride program to schools throughout the state.

**MINNESOTA:** In 2023, the State of Minnesota mandated that all students in public schools (grades K-8) must receive age-appropriate education related to safe walking and bicycling. Grades K-3 are required to learn pedestrian safety skills. Grades 4-8 are required to learn more advanced pedestrian safety skills and basic bicycle safety skills—including laws, proper helmet fit, bicycle parts, and safe bicycling techniques. There is flexibility in how the curriculum can be presented to students, taking as little as 30 minutes of the school day. The Minnesota Department of Transportation has compiled a comprehensive [set of resources](#) to implement this education in the classroom.

**WASHINGTON:** The [School-Based Bicycle Education Program](#), first established in 2016 in Seattle, is a multi-week bicycle curriculum for students in grades 3-8. The program is part of the Move Ahead Washington transportation bill, funded by the Washington State Department of Transportation, and administered by [Cascade Bicycle Club](#) in partnership with Washington's Association of Educational Service Districts Network. It is set to expand statewide to reach 90% of Washington students by 2039.

- b. A legislative study should be conducted to evaluate whether current law incentivizes large vehicles proven to be less safe for bicyclists and pedestrians.
- c. Payment in lieu of sidewalk legislation should be passed to enable municipalities that have waived the requirement for sidewalk construction at a particular location to collect a fee that is dedicated to sidewalk construction elsewhere.
- d. The state legislature should increase funding for the very successful Recreational Trails Grant program. Minimum funding of \$10 million per year is needed as a regular annual allotment.
- e. Require driver training schools to cover vulnerable road users in their curriculum.
- f. Municipalities should adopt ordinances regulating operation of e-bikes, e-scooters, and e-motorcycles. Watch for Me CT is developing model ordinances.
- g. Reinstate the e-bike rebate program.

Follow-up actions for the Board:

- Continue to follow developments on the federal level to support a surface transportation reauthorization that allows for funding of bicycle and pedestrian improvements.
- Evaluate calls-to-action by the League of American Bicyclists for bike/ped federal funding issues and national bike and pedestrian legislation.

- Coordinate with Bike Walk CT to avoid overlap or missed opportunities and to review their plans for bicycle education.
- Continue to track developments with e-bikes, particularly enforcement of the new definitions and safety record.
- Once the ATP is adopted, track progress with implementation.
- Investigate pilot projects and roadway elements that have been rejected because of their absence in the Manual on Uniform Traffic Control Devices (MUTCD) to assess whether fear of liability or some other cause is holding back approval of these projects.
- Determine whether the Board's website content can be hosted by CTDOT.
- Reach out to people in their teens to early thirties to encourage their participation in Board meetings and their ideas regarding bike/ped.
- Establish regularly scheduled in-person meetings with members of the Connecticut General Assembly's transportation and planning committees.
- Because speed limits and operating speed have a large impact upon bicycle and pedestrian safety, monitor and evaluate how desired speed is being integrated and prioritized over the 85th percentile design speed within the highway design process, including how consistently and to what extent this approach is applied.
- Evaluate the relationship among level of service analysis, vehicle miles traveled reduction strategies, safety impact analysis, and the context sensitive application of design recommendations. This should include examining the use of VMT reduction, safety analysis and context-appropriate design as alternatives to Level of Service (LOS)-based congestion mitigation.
- Consider scheduling a meeting to discuss the OSTA Major Traffic Generator Review process.
- Continue tracking implementation and outcomes of the design directive related to street trees.

Respectfully submitted,



Sandra M. Fry, PE

Chair

[Psfry2016@comcast.net](mailto:Psfry2016@comcast.net)

860-951-6447

**CTBPAB Members**

<b>Appointing Authority</b>	<b>Appointee</b>	<b>Representing</b>
Governor	Al Sylvestre	Visually-impaired persons
Governor	Sue Smith	Organization promoting cycling and walking
Governor	Neil Pade	At large
Governor	Brian Kent	Organization promoting cycling
Governor	vacant	Mobility-impaired persons
Senate President	Sandra Fry	Individual over 65
Senate Majority Leader	Rod Parlee	Transit Workers
Senate Minority Leader	Mark Moriarty	At large
Speaker of the House	Francis Pickering	At large
House Majority Leader	Keith Nappi	representative of bicycle industry
House Minority Leader	Joseph Balskus	At large



**The CTBPAB tours the Farmington Canal Trail after the June board meeting in New Haven.**

## DATA TABLES

PROGRESS WITH COMPLETE STREETS AND BICYCLE AND PEDESTRIAN FRIENDLY FACILITIES	YEAR				
	2021	2022	2023	2024	2025
<b>STATE ROADWAYS</b>					
Miles of roads with wider shoulders as part of repaving	198	218	141	158	**
Lane-miles of chip sealed roads where shoulder was given bike friendly treatment.	0	16.44	8.46	0*	8.62
ADA Improvements under VIP Paving program	\$1,999,440	\$3,282,268	\$3,490,985	\$2,929,902	\$2,583,061
Miles of bike lane in place (prior years data not available)			9.5	9.5	9.5
Miles of buffered shoulder in place				7	19
Quick Build Projects Approved				1	1
* Shoulder treatment not needed, because roads chip sealed were not identified as part of bike network.					
** Since 2011 as part of repaving, the DOT has narrowed lanes to 11 ft in order to widen shoulders. At this point, most roads where this treatment can be applied have been addressed. Therefore, we will no longer report this information					
<b>Road Safety Assessments conducted</b>					
<b>BY CTDOT</b>					
Number	3	6	5	13	7
Miles of roadway covered	7	14.75	12.11	24.5	18.4
<b>BY CT Training and Technical Assistance Center</b>					
Number	5	6	3	7	2
Miles of roadway covered	5.5	9	2.5	NA	NA
Complete Streets Design Reviews completed	82	68	132	106	
Enhanced pedestrian signage and pavement markings at uncontrolled intersections					
Design				496	
Installation		33			496
Clearance interval retiming at signals - design				355	
Countdown pedestrian indications added to signals (number of intersections)	155	161	129	no data	no data
RRFB Installation at Midblock Crosswalks					
Design completed				65	
Installation		58	25	no data	65
<b>LOCAL ROADS</b>					
Enhanced pedestrian signage and pavement markings at uncontrolled intersections					
Design				229	438
Installation				50	127
Clearance interval retiming at signals - design				296	0
Clearance interval retiming at signals - installation					296
RRFB Installation at Midblock Crosswalks					
Design Initiated			81	*	14
Installation				*	65
* The projects listed for 2025 were initiated in 2024 and completed in 2025					

PROGRESS WITH COMPLETE STREETS RELATED GRANTS	YEAR				
	2021	2022	2023	2024	2025
<b>COMMUNITY CONNECTIVITY GRANT PROGRAM (INVOLVES BOTH STATE AND LOCAL ROADS)</b>					
Number of grants awarded	10	17	17	17	17
Number of projects authorized	16	21	19	15	15
Grant funds expended per year	\$4,570,559	\$4,654,770	\$8,898,793	\$5,913,847	\$8,017,167
<b>MICRO GRANT PROGRAM</b>					
Grants Awarded				98	162
\$ Awarded				\$458,016	\$1,240,230
<b>TRAIL CONSTRUCTION</b>					
Miles of trail completed, federal funding	2.2	1.3	3.3	4	2.02
RECREATIONAL TRAILS PROGRAM - VALUE OF GRANTS AWARDED	YEAR				
	2018-19	2020-21	2023	2024	2025*
Planning	\$ 259,722	\$ 550,904	\$ 1,246,991	\$ 693,320	
Design/development	\$ 1,556,111	\$ 441,000	\$ 2,619,498	\$ 2,148,176	
Land acquisition	\$	\$ 8,000	\$ 15,200	\$ -	
Construction	\$ 976,348	\$ 699,523	\$ 3,451,421	\$ 4,818,545	
Equipment	\$ 56,000	\$ 93,000	\$ 130,660	\$ 669,270	
Trail amenities	\$ 10,000	\$ 102,525	\$ 71,122	\$ 307,455	
Publications	\$ 94,000	\$ 254,806	\$ 867,942	\$ 154,999	
Maintenance	\$ 65,500	\$ 740,120	\$ 183,785	\$ 889,389	
<b>TOTAL</b>	<b>\$ 3,223,730</b>	<b>\$ 2,889,878</b>	<b>\$ 8,586,115</b>	<b>\$9,681,154</b>	
Total Number of Grantees	19	19	50	45	
* No grants were awarded in 2025. Awards will be made early in 2026.					

BICYCLE AND PEDESTRIAN SAFETY OUTREACH	BUDGETED FOR YEAR				
	2022	2023	2024	2025	2026
<b>SAFETY OUTREACH</b>					
Annual budget Watch for Me CT	\$360,000	\$380,000	\$525,000	\$525,000	\$525,000
Safety campaigns in addition to Watch for Me					
AARP Words to Live By Campaign	\$150,000	\$200,000	\$200,000	\$300,000	\$150,000
The Pedestrian Rules Campaign	\$450,000	\$300,000	\$400,000		
Pedestrian Training for Law Enforcement	\$100,000	\$100,000			
Bicycle and Pedestrian Public Info and Educ. Matls.	\$5,000	\$10,000		\$10,000	
Non-motorized education and outreach					
Community outreach (media buys, etc.)	\$50,000	\$75,000	\$150,000		\$150,000
Hartford Bicycle and Pedestrian Safety Campaign		\$110,000	\$110,000	\$110,000	
South Central COG Highway Safety Pilot Program			\$170,000	\$170,000	\$170,000
Road Safety Campaign (major cities with highest injuries)			\$10,000		
Flagman Roadside Safety Program		\$75,000	\$75,000		
Social Media Website and Communication Support					\$115,000
Municipal Police Department Highway safety Pilot Program (Slow Down, Move Over)					\$150,000
<b>TOTAL</b>	<b>\$1,115,000</b>	<b>\$1,250,000</b>	<b>\$1,640,000</b>	<b>\$1,115,000</b>	<b>\$1,260,000</b>
<b>TRAINING AND OUTREACH PROGRAMS</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>COMPLETE STREETS BIKE PED SAFETY TRAINING</b>					
<b>Provided by CT Training and Technical Assistance Center</b>					
In-person	1	6	7	10	6
Virtual	2	5	2	3	3
<b>SAFE ROUTES TO SCHOOL PROGRAM (RESTARTED IN 2023)</b>					
Program Registrants			19	117	285
May Bike/Roll to School Day participating schools			25	53	55
October Bike/Roll to School Day participating schools			38	27	60
Walk audits conducted			3	3	6
Vision Zero Champions Recognized				4	4
In-School education programs					27
Bike skills training (Rodeos)					6
Community events					15

APPENDIX  
SUMMARY OF BICYCLE EDUCATION PROGRAMS  
IN CONNECTICUT SCHOOLS

## **Connecticut In-School Bicycle Programs**

***Name of Program: Berlin High School***

***Town: Berlin, CT***

***Contact person: Jim Arnold***

***Preferred contact (email or phone): [jarnold@berlinschools.org](mailto:jarnold@berlinschools.org) / 860-593-5219***

**When did the program start? 2006**

**What grade is taught? 9-12**

**Is the program during the school day or after school or weekend? During and after school.**

**Did you create the curriculum or adapt another curriculum? Created my own and adapted from the League of American Bicyclists**

**How many hours of instruction for each student? During the 1st and 4th quarters of the year, students will receive 3 - 5 hours weekly.**

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit? I run all of it - so I teach and run the bike club**

**What have been the biggest obstacles you had to overcome for the program? Getting bikes**

**Do you expect it will continue? Yes, until I leave, unless someone else is motivated to keep it going**

**What do you recommend to others trying to start a similar program? - Is there interest for a club? If so, have rides on a regular basis. If they want to teach, you can collect bikes from the community or look for grants from different non-profits and anywhere people want to share bicycling as an activity.**

**One quick program anecdote. I started with a bike club. Then I started to collect bikes. I found a space to house the bikes. I continued to collect bikes. Now, I have about 40 usable bikes. I maintain them regularly. I started a mountain biking race team where we trained as a team and entered mountain bike races. ( I have not had any interest since COVID). I created an elective class called Lifetime Activities, where I get to teach bicycling skills (Basically Smart**

Cycling from LAB with my own mountain bike lessons). The students love the class. My carrot on the stick is learning all of the skills in order to ride to destinations of choice in town to get something to eat. The Whole Donut, Dunkin Donuts, Starbucks, Dairy Queen, McDonalds... I have had classes comprised mainly of girls choose this unit in PE to be able to ride to Starbucks. It's been a great unit for PE as well as my elective classes.

Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?

We have a fleet. The only money the school has had to help out with is tubes, helmets and tools. I was able to get everything donated. Now, people will randomly drop bikes off they don't want any more. I did receive one grant for \$5,000 and was able to purchase 10 new mountain bikes. They are starting to get cannibalized to keep the fleet running. I now have 8 still working. The students love the class. I am going to try and get an independent study instituted this year to train someone how to do the mechanicals. There's so much that can be done.

Jim Arnold

## **Connecticut In-School Bicycle Programs**

**Name of Program:** *Nathan Hale-Ray Middle School - Bike Club, Nathan Hale-Ray Middle School - Noisemakers*

**Town:** *East Haddam/Moodus, CT*

**Contact person:** Shaleen Thody

**Preferred contact (email or phone):** *shaleen.thody@easthaddamschools.org*

**When did the program start?** 2020

**What grade is taught?** 4th-8th

**Is the program during the school day or after school or weekend?** Both - Bike Club is after school. Noisemakers leadership program is taught during the school day.

**Did you create the curriculum or adapt another curriculum?** We used the Bike Safety program from CT DOT.

**How many hours of instruction for each student?** We have done the Bike safety program the last two years as a one hour class/assembly.

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit?** The program was run by our Noisemaker leaders, teachers and staff from the DOT.

**What have been the biggest obstacles you had to overcome for the program?** Kids bringing bikes from home that don't work.

**Do you expect it will continue?** Yes. We plan to have a Bike Club and Bike Safety again this year.

**What do you recommend to others trying to start a similar program?**

Start at the DOT website. There are great curricular resources.

**One quick program anecdote.**

We gave out helmets at a Bike Safety Day in June. We had stations, trail riding and safety checks. We gave out 55 helmets at the event before summer started.

**Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?**

We have a fleet of bikes. I have access to a personal trailer. We purchased the bikes with a grant from CT DOT. (CT Active Transportation Micro-Grant). We used \$5000 to purchase 9 bikes.

Connecticut In-School Bicycle Programs

Name of Program: **Everything & the Ride**

Town: **Glastonbury, CT**

Contact person: **Jason Kitchens (Health & PE Teacher), Kate Egan (HPE Teacher) or Jenn Spring (HPE Director)**

Preferred contact (email or phone): [KitchensJ@Glastonburyus.org](mailto:KitchensJ@Glastonburyus.org) , [EganC@Glastonburyus.org](mailto:EganC@Glastonburyus.org) or [SpringJ@Glastonburyus.org](mailto:SpringJ@Glastonburyus.org)

When did the program start? **2019 (Classroom only), 2025 (Classroom and on Bikes)**

What grade is taught? **Grade 9, 11 & 12**

Is the program during the school day or after school or weekend? **The program is run during the day in our 80 min Block PE classes.**

Did you create the curriculum or adapt another curriculum? **We made our curriculum on our own but felt influences from Simsbury Public Schools, & Berlin High School**

How many hours of instruction for each student? **80 Min in classroom and 80 Min on Bikes**

Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit? **Program is run entirely by HPE teachers at GHS**

What have been the biggest obstacles you had to overcome for the program?

**Getting permission to run the program from administration has been the biggest challenge. Lots of hesitation regarding getting on bikes (insurance), funding was never an issue for our pilot program as our Bike Walk Glastonbury Group was willing to fund our Fleet Rental.**

Do you expect it will continue?

**We will be running the program again this year but in the fall. There are discussions about moving it to the Middle School PE program.**

What do you recommend to others trying to start a similar program

**Connect with your community organizations first to drum up support, funding and "squeaky wheels". These organizations tend to be filled with "loud" advocates who know how to push in the right ways. Then gain support from your administration by describing/explaining exactly what your goals are. (Our admin heard mountain biking and thought we were doing back flips off jumps.)**

One quick program anecdote.

**Give students an opportunity to learn a lifelong skill that serves and an alternative means of transportation and superb exercise. Never seen a person on a bike who wasn't having fun.**

Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?

**We rented a fleet of 15 bikes from CCAP via a donation/grant from Bike Walk Glastonbury. They are stored on campus in a shed.**

## **Connecticut In-School Bicycle Programs**

**Name of Program:** Mansfield Elementary 4<sup>th</sup> grade bike education program (known as “Bike Week” in the school)

**Town:** Mansfield

**Contact person:** Lon Hultgren

**Preferred contact (email or phone):** email: HultgrenLR981@gmail.com

**When did the program start?** 2024

**What grade is taught?** 4th

**Is the program during the school day or after school or weekend?** During school day

**Did you create the curriculum or adapt another curriculum?** Patterned after South Windsor

**How many hours of instruction for each student?** Three 1 ½ hour sessions = 4 ½ hours (plus some classroom prep time the week prior to the week it is run)

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit?** As in South Windsor, the PE teachers teach the students on the bike, volunteers from Bike Mansfield teach “off the bike” and the regional health district and parent volunteers assist with both.

**What have been the biggest obstacles you had to overcome for the program?** 1) money to purchase the bikes, the storage trailer and all the supplies; 2) staff buy-in; 3) having enough volunteers each day of the program.

**Do you expect it will continue?** Yes, but we would like the school to do more of the organizing and detail work, so that it not as volunteer dependent.

**What do you recommend to others trying to start a similar program** Get an insider, a staff person that will help get the program going!

**Do you have a fleet of bikes, trailer that you own or rent?** Yes. We raised enough money to buy the bikes and supplies (approx \$22,000) and the school district (Town) bought the storage trailer with end of the budget year equipment funds (approx \$12,000). The bikes were purchased from the Local Bike Shop in Mansfield.

**One quick program anecdote.** The program would have never happened had one of the PE teachers (Betsy Parker) not stepped up and said “we can make this happen”.

## Connecticut In-School Bicycle Programs

**Name of Program:** New Britain Elementary School– Bicycle Education

**Town:** New Britain, CT

**Contact persons:** Cliff Parker (Slade Middle School Teacher & Bike New Britain); Mark Hoffman (Bike New Britain); Bruce Miller (Bike New Britain); Sue Smith (LCI)

**Preferred contact (email or phone):** Cliff Parker [parkercl@csdnb.org](mailto:parkercl@csdnb.org)

**When did the program start?** Pilot conducted May 2025. Program negotiation and planning began in previous years.

**What grade is taught?** 5<sup>th</sup> grade students at Lincoln Elementary School

**Is the program during the school day or after school or weekend?** During the school day – originally the pilot was scheduled for 6 school days, however actually conducted in 5 days. Approximately 85 students were taught in the pilot program.

**Did you create the curriculum or adapt another curriculum?** Curriculum is a modification of the South Windsor 4<sup>th</sup> grade bike ed program.

**How many hours of instruction for each student?** Four hours of instruction per student (1 hour per day).

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit?** Program organized and led by Bike New Britain (Cliff Parker, Mark Hoffman, Bruce Miller) & Sue Smith with support from PE teachers, League Cycling Instructors, Family Student Liaisons (School employees), New Britain Police officers, and volunteers (including SRTS). Two professional development workshops (Train The Trainer) were held in 2024 & 2025 by Sue Smith & Dave Waldburger.

**What have been the biggest obstacles you had to overcome for the program?** a) Initially getting buy-in by the New Britain School system. We held information sessions with the school to describe the program and its benefits, and to assure confidence in the program. b) Scheduling issues – Class time slots for bike ed (within school day) shifted numerous times, The number of hours of bike education instruction allocated to each student was settled following significant negotiation.

**Do you expect it will continue?** Yes, planning is underway to expand this program in 2026 to other New Britain elementary schools.

**What do you recommend to others trying to start a similar program?**

a) Develop relationships with decision-makers in the school system. Seek those who are cycling advocates. b) Offer presentations and workshops to introduce the program and explain benefits. c) Be flexible, well organized, and think ahead about plan B to assure program success – the teaching environment may not be ideal and can change quickly (e.g. weather issues, changing school schedules, program space availability).

**One quick program anecdote.**

Enjoy the process, and invite community leaders to attend and observe the program. In New Britain, the School Superintendent joined the celebratory group bike ride on the final day of the program.

**Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?** This pilot program included rental of ~24 bicycles from the Bike Walk CT fleet plus use of their trailer. In addition, Bike New Britain purchased ~20 bicycles. Funding was obtained from various grants (including microgrant from SRTS).

## Connecticut In-School Bicycle Programs

Name of Program: High School Cycling Physics:

- 11th & 12th grade: "Rule the Road"
- 9th grade: "Integrated Science: Cycling and Energy"

Town: New Haven, CT

Contacts: Josh Glaab @ New Haven Academy [joshua.r.glaab@gmail.com](mailto:joshua.r.glaab@gmail.com) (303) 522-5488  
Chris Willems @ Metropolitan Business Academy [chris.willems@new-haven.k12.ct.us](mailto:chris.willems@new-haven.k12.ct.us) (203) 645-0552

When did the program start? 2024

Grades taught: 9, 11 & 12

Is the program during the school day or after school or weekend? During school day, with some rides after school

Did you create the curriculum or adapt another curriculum? Combination of creation and adaptation of others' work. As expected, it is always developing, revised with new opportunities and connections.

How many hours of instruction for each student?

- For 9th grade, it is a full year course that integrates bikes throughout the curriculum, ramping up while learning details of climate change and after students generate evidence-based solutions.
- For 11th/12th grade, it is a single semester course that if fully developed around the bike.

Is the program run by teachers, teachers plus volunteers, or all volunteers?

Run primarily by school staff, with support from [New Haven Coalition for Active Transportation](#) and volunteers.

What have been the biggest obstacles you had to overcome for the program?

- Josh and I are fortunate to have developed a strong working partnership which has helped us navigate challenges and stay focused.
- School district support and expanded cycling infrastructure by the City of New Haven have been key to our success so far.

Do you expect it will continue? Yes, all signs are for this movement of incorporating cycling into the curriculum will continue and expand to other New Haven Public Schools.

What do you recommend to others trying to start a similar program:

- Adult learning through the established cycling safety instruction program of “League Cycling Instructors” is essential for safe program launch.
- Find instructional standards that would be well served as curricular connections.
- Attend and engage in local Active Transportation events to connect with community for different types of support (including financial)

One quick program anecdote.

Start small, keep it accessible by doing during school day, grow offerings with support of teaching colleagues and enthusiasm of youth.

Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?

- Metro has a fleet purchased with magnet school grant funding. Fleet will be stored in an accessible storeroom.
- New Haven Academy provides each student with a bike TO KEEP, thanks to the CT DOT MicroGrant program. Metro used their MicroGrant to purchase bicycle repair stands and bicycle repair tools.

## **Connecticut In-School Bicycle Programs**

**Name of Program:** Cycling in Physical Education (PE)

**Town:** New Haven

**Contact person:** Douglas Hausladen (New Haven Coalition for Active Transportation); Eric Barbarito (Assistant Principal for Health and Physical Education, New Haven Public Schools)

**Preferred contact (email or phone):** [chair@ncat-ct.org](mailto:chair@ncat-ct.org) (Douglas)

**When did the program start?** January 2025

**What grade is taught?** 2nd Grade

**Is the program during the school day or after school or weekend?** During the school day

**Did you create the curriculum or adapt another curriculum?** The curriculum is adapted from the District of Columbia Public Schools (DCPS) "Biking in the Park" curriculum for 2<sup>nd</sup> graders.

**How many hours of instruction for each student?** Six lessons of 45 minutes (standard class period length), or 4.5 hours total for each student. 77 students participated during pilot.

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit?** During the 2025 pilot, instruction was led by physical education teachers, with support from a district-employed 'bicycle technician' (instructional and mechanical support) as well as non-profit instructors and assistant instructors (paid and volunteer). NCAT's Director of Education recruited and coordinated the non-profit instructors and assistant instructors. NCAT held two professional development sessions with physical education teachers in August-October 2024.

**What have been the biggest obstacles you had to overcome for the program?** Adoption of the program by the Physical Education leadership in the school district. Funding to add programming is a major obstacle for this department. Six schools' administrators agreed to host the programming during the pilot. Ultimately, the program reached three (of the six) schools during the pilot period.

**Do you expect it will continue?** Yes, pending funding for at least one 'bicycle technician' support staff person.

**What do you recommend to others trying to start a similar program?** Buy-in from school administrators and staff to conduct at least a pilot program is crucial for dedicating funding and implementing the program. The curriculum is easy to find, and the District of Columbia (DCPS)

program and its curriculum are reputable. The DCPS program has scaled up to incorporate many more bikes and students per year since it started.

**One quick program anecdote.** The Mayor of New Haven and Superintendent of New Haven Public Schools joined a press conference in late February 2025 about the launch of the pilot program. They witnessed the students at the first school in the program participate in their sixth (and final) lesson, including laps around a track for beginner riders and a departure on a bike path ride for intermediate/advanced riders.

**Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?**

Yes, there is a fleet of 50 bikes for the program. They were purchased by the City of New Haven using grant funds allocated to the Office of Climate & Sustainability. The bikes are stored in a shipping container.

## Connecticut In-School Bicycle Programs

**Name of Program:**

- Bike Safety Education

**Town:**

- Simsbury

**Contact person:**

- Amanda Roy

**Preferred contact (email or phone):**

- [aroy@simsburyschools.net](mailto:aroy@simsburyschools.net)

**When did the program start?**

- 2012-2013

**What grade is taught?**

- Grade 4 and Grade 7

**Is the program during the school day or after school or weekend? During the school day**

- During the school day

**Did you create the curriculum or adapt another curriculum?**

- Adapted from Berlin Public Schools and South Windsor Public Schools

**How many hours of instruction for each student?**

- Grade 4 = 3 hours and 40 minutes
  - 1 class (40 minutes) of helmet safety and other basic information
  - 3 days (1 hour each day) of riding bikes
- Grade 7 = 120 minutes (3 days x 40 minutes each day)

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit?**

- The program is run by teachers

**What have been the biggest obstacles you had to overcome for the program?**

- Varying levels of skill/experience
- Scheduling, weather, space, and coverage

**Do you expect it will continue?**

- Yes

**What do you recommend to others trying to start a similar program**

- It needs to be a whole school investment
- You need to have at least 2 certified PE instructors for instruction and safety

**One quick program anecdote.**

- We have many non-riders become riders upon completion of our program.

**Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?**

- There are 3 fleets of bikes (one elementary traveling trailer, one elementary school has it's own fleet in a shed, and middle school trailer)
- Started by renting a trailer from Bike Walk CT
- Bought 1 elementary trailer fleet through a grant
- Bought Squadron Line bike shed fleet through a grant
- Bought middle school trailer fleet through a grant

## Connecticut In-School Bicycle Programs

September 8, 2025

**Name of Program:** *South Windsor 4<sup>th</sup> Grade Bicycle Safety Education Program*

**Town:** *South Windsor, CT*

**Contact person:** *Ginny Hole (Yanil Teron will represent South Windsor)*

**Preferred contact (email or phone):** *[ginnyhct@icloud.com](mailto:ginnyhct@icloud.com), (Yanil's email is teron.yanil@gmail.com)*

**When did the program start?** *2010*

**What grade is taught?** *4<sup>th</sup> Grade*

**Is the program during the school day or after school or weekend?** *During the school day*

**Did you create the curriculum or adapt another curriculum?** *The Elementary School PE Teachers adapted the program they received from Bike Walk CT.*

**How many hours of instruction for each student?** *1 ½ hours each day for three days for a total of 4 ½ hours. In 2024 – 2025, the program was modified to two days for a total of 3 hours.*

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit?** *The program is run by teachers plus volunteers.*

**What have been the biggest obstacles you had to overcome for the program?** *Cindy Yakoubian, the South Windsor Public Schools Resource Community Coordinator wrote up the history of South Windsor's Bicycle Education & Safety Program before she retired in 2018. I shortened and added some points to her write-up to focus on the major steps the schools took to incorporate the bicycle program into their physical education curriculum. I filled in the remaining history.*

*In 2010, the Orchard Hill and Eli Terry Elementary Schools were both awarded a Safe Routes to School infrastructure grant to correct infrastructure inefficiencies within the walkshed of both schools. Now that the elementary schools were classified as a Safe Routes to School, they were eligible and awarded a small grant to hold a bicycle safety program at the schools for all grade 4 students. Bike Walk Connecticut created the curriculum, provided the bicycle instructors, rented bicycles for the school's use and found a donor who supplied bicycle helmets for this pilot program. The Orchard Hill 4<sup>th</sup> grade students participated in the bike program in the Spring of 2010. Eli Terry participated in the Fall. The students enjoyed the program, and the teachers saw*

*an increase in the students' awareness, a boost in their confidence and more comradery amongst the students.*

*For the second year, Bike Walk Connecticut awarded a grant to extend the pilot program at Orchard Hill and Eli Terry.*

*In the third year, the South Windsor Public Schools no longer had funding for the program and were unable to provide it at either school.*

*Moving forward, the two schools were able to rent the bicycles, accept the donation of time from local trained bike instructors and solicit and receive donations to fund both the bike program and helmets.*

*Knowing that this would be a difficult process moving forward, Cindy worked with South Windsor Walk & Wheel Ways, a subcommittee of the Parks & Recreation Commission, to find some solutions. The Parks & Recreation Department purchased a fleet of bicycles and a trailer for transport between schools to use free of charge. SWW&WW's (at their expense) had members of their group trained as Licensed Cycling Instructors (LCI's). The schools sent 4 of their 5 elementary physical education teachers to attend the Train the Trainer Bicycle Education Program offered through Bike Walk CT.*

*In 2013, the Physical Education Teachers shadowed the bike program at two of the five schools and then became the lead instructors the following year. They reworked the curriculum and were able to have the program go from 4 days to 3 days for each school. The helmets are now paid through the Board of Education Budget. The SWW&WW LCI's complemented the certified staff during the bike program.*

*The program was set up to have two PE teachers teach the on-bike portion on Day 1 & Day 2 while the LCIs taught the off-bike portion at each school. On Day 3, three PE teachers participated to provide more coverage when riding in the neighborhood. Three to four volunteers assisted with the on-bike portion as spotters. In addition to assisting with the off-bike portion, SWW&WW volunteers also worked with three to four non-riders per class who required individual instruction to gain proficiency and safety on the bicycles.*

*A few years later, SWW&WW contacted the police department for assistance with the Day 3 bike rides in the neighborhood which they thoroughly enjoyed and so did the students.*

*The bikes were tuned up each year by our local bike shop. When Covid hit, the Bike Program didn't run for 1 ½ years. After Covid the bicycle program started up, but our bike shop had closed, and we lost the assistance of the police department. So, we began to tune up the bikes ourselves which helped on our budget. SWW&WW continued to manage the support of the bike program through the help of many volunteers.*

*In 2023, the schools were finding it difficult to hire substitutes for the PE Teachers while they were assisting with the bike program on other campuses. Therefore, the schools made the decision that the PE Teachers had to remain on their own campuses. The PE Teachers were uncomfortable with this decision since each PE Teacher was now responsible for running the whole program without any other staff to assist with supervision. So, in 2024, Day 3 was cut from the bike program. The 4<sup>th</sup> grade Teachers, PE Teachers, parents, LCIs, and volunteers were not happy with the students losing the Day 3 since that was the day the students ride in the neighborhood to test their new safety skills. SWW&WW modified some of the off-bike portion to include some lessons from Day 3 and removed and shorten some of the lessons on Day 2.*

*In the meantime, we have concerns of our own, two of our LCIs turn 80 later this year, volunteers are difficult to find, and we feel it's time to see the bike program managed by the schools with the assistance of Parks & Recreation and the Police Department.*

*In May 2025, Kim Nowell and Ginny Hole met with Dr. Carter, the Superintendent of Schools, to discuss alternatives for supporting & managing the 4<sup>th</sup> Grade Bicycle Safety Education Program. Dr. Carter supported the 4<sup>th</sup> grade bike program and invited us to attend the Elementary Principals Meeting on June 2, 2025 to discuss our concerns and suggestions.*

*The Elementary Principals meeting included the principals, curriculum specialists, the Assistant Superintendent of Curriculum & Instruction and the Parks & Recreation Director. At the meeting we explained the original format of the bike program, the benefits of the program, the modifications, safety concerns and offered some solutions for safely orchestrating the bike program.*

*The solutions that were posed where: 1) Police assist with bike rides, map out the neighborhood ride and post the maps on school website, 2) Teachers request Parent Help to assist with bike program, 3) Students wear safety vests, 4) Enlist High School student volunteers; 5) Parks & Recreation Intern trains parent volunteers, and 5) Offer a Learn to Ride class at each school prior to the 4<sup>th</sup> Grade Bicycle Safety Education program (new idea while writing this up - this can be an after school program on Wednesday when the schools have early dismissal). As mentioned earlier, each school tends to have at least three to four students per class not able to ride which requires more people to man the program and many times the student misses participating in the bicycle safety skills taught in the on-bike portion.*

*As of this write-up, we have not received word the from the Assistant Superintendent of Schools regarding the format of the 4<sup>th</sup> Grade Bicycle Safety Education program for 2025-2026 school year.*

**Do you expect it will continue?** *Yes, as far as we know the 4<sup>th</sup> grade bicycle education safety program will continue, we just don't know in what format. The first program at Orchard Hill is*

currently scheduled for October 6,7,9, and 10. This program will be a two-day program for each class.

**What do you recommend to others trying to start a similar program?** *Take advantage of grant money to purchase bikes, helmets, tools, materials, supplies, bike trailer (if needed), pay for LCI training and pay volunteers for their time if needed as an incentive. Attend other school bicycle safety education programs. Involve the PE teachers, principals, and superintendent of curriculum when presenting the program. South Windsor was fortunate to have a safe, quiet neighborhood near each school for the students to ride under supervised real road conditions.*

*Encourage teachers to reach out to parents to assist with the program. It's helpful to have a 4<sup>th</sup> grade teacher or assistant sit in on the off-bike portion of the bike program to help with behavior or issues that arise. For the most part, the PE Teachers teach the on-bike portion as they know the students' abilities and comfort level. On the day of the bike ride in the neighborhood, the students' level of riding has been pre-determined the day before to ensure the right number of volunteers are available to ride. The advanced or faster riders require less volunteers, while slower riders or riders that need more time to practice riding on campus need more assistance. The slow riders may ride a shorter distance to finish at the same time as the advanced riders.*

**One quick program anecdote.** *The 4<sup>th</sup> grade bicycle program has been an amazing program to be a part of as I enjoy empowering others whether it is to learn to ride, to fix a flat, or to understand how the gears work. I have seen students who thought they would never be able to ride or who were too embarrassed to even try only to surprise themselves with newfound skills. The countless comments and questions from the students – often funny, always joyous – show me how much the program means to them.*

**Do you have a fleet of bikes for the program?** *Yes*

**If yes, were they purchased or rented?** *Purchased*

**Do you have a trailer for the fleet?** *Yes*

**Where did you obtain funds for the fleet?** *From the town's capital funds in 2014. In 2025, we purchased new bikes through the Active Transportation Micro Grants program.*



## Connecticut In-School Bicycle Programs

**Name of Program:** *BikeSafe WalkSafe Wethersfield*

**Town:** *Wethersfield*

**Contact person:** Kevin Sullivan or Rob O'Connor

**Preferred contact (email or phone):** [kevinbikewalk@gmail.com](mailto:kevinbikewalk@gmail.com) or [robert.oconnor8@gmail.com](mailto:robert.oconnor8@gmail.com)

**When did the program start?** 2 School Pilot in May 2025

**What grade is taught?** 4th Grade

**Is the program during the school day or after school or weekend?**

During the school as part of the PE curriculum.

**Did you create the curriculum or adapt another curriculum?**

The curriculum was modeled after South Windsor's program and modified to add walking, fit some time constraints, etc.

**How many hours of instruction for each student?**

For now, the time allotted is: 45 indoor preparation class and 2 x 45 minute outdoor on-bike and on-foot classes. We may expand to a third outdoor class this fall.

**Is the program run by teachers, teachers plus volunteers, or all volunteers? Or staff of a not for profit? The program is run by LCI's from Bike Walk Wethersfield in close partnership with the PE teachers and Wethersfield Police Athletic League. The program also used parent volunteers and help from the CTDOT Safe Routes to School representatives.**

**What have been the biggest obstacles you had to overcome for the program?**

The biggest financial hurdle was to get funding/sponsor to help buy bikes, a trailer, and equipment, including helmets to give away.

**Do you expect it will continue?**

Yes, after a 2 school pilot program the public schools have approved running the program in all 5 elementary schools this coming school year 2025-2026.

**What do you recommend to others trying to start a similar program?**

Work on getting the community involved and buying into the program. Make sure the schools, and in particular Principals and PE Teachers are supportive. Connect town support with schools, parents and police, and advocacy groups to work together. Soon thereafter or simultaneously, try to acquire funding.

**One quick program anecdote.**

Best quote from one of the students in the program: "This is the happiest day of my life!"

Best side effect: kindergarten teachers are starting an in-school balance bike program for kindergarten and 1st grade students.

The Town is starting a "Balance Project" program to combat screentime and promote outdoor and creative experiences. Our bicycling and walking programs have already been pulled into the Project activities.

**Do you have a fleet of bikes for the program? If yes, were they purchased or rented? Do you have a trailer for the fleet? Where did you obtain funds for the fleet?** Yes, the program was able to buy a fleet of 28 student bikes, 3 adult bikes for teachers/instructors, a 16' trailer for storage and transportation to each school, and all the supplies needed, including helmets to give away to each student (~ \$28,000). We received generous sponsorship of the Police Athletic League. We also received 2 grants from the CRCOG micro grant program (\$10,000).