



Connecticut

RANKING # 22

REGIONAL RANKING » EAST #8

GOVERNOR: Dan Malloy

DOT COMMISSIONER: James Redeker

BICYCLE/PEDESTRIAN COORDINATOR: Katherine Rattan

STATE ADVOCACY GROUP: Bike Walk Connecticut

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

3 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

41

 of 100

2014: 40 of 100

FEEDBACK

- Use the Governor’s “Pivot to Transportation” to focus on giving people safe and comfortable options to bike and walk. Current funding proposals include significant funding for bicycle projects and programs, support bills like HB 6840 to improve state funding for bicycle projects and programs. Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Develop maintenance funding and budgeting for pedestrian and bicycle infrastructure so that maintenance for those facilities is in line with the maintenance effort provided for vehicles.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions. A mode share goal can provide the vision for an updated state bicycle master plan or be a performance measure for an updated plan.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.
- Update state traffic laws regarding bicyclists riding “as far right as practicable” to better inform bicyclists and the public where bicyclists can ride. Several states now specify that a bicyclist can ride explicitly in terms of the safety of the bicyclist and surrounding traffic. For instance, Colorado’s law says that a bicyclists shall ride “far enough to the right as judged safe by the bicyclist to facilitate the movement of ... overtaking vehicles.”
- Adopt a law prohibiting a motorist from opening an automobile’s door unless the motorist is able to do so safely. Connecticut is one of only 10 states to not have this type of law.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.