



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#24

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 8
BICYCLE FRIENDLY BUSINESSES 12
BICYCLE FRIENDLY UNIVERSITIES 1

SEE THE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](http://bikeleague.org/bfa/awards)

CONNECTICUT

STATE ADVOCACY GROUP: BIKE WALK CONNECTICUT

Summary

Connecticut has both high and low scoring categories, as can be expected by a state ranked in the middle.

Connecticut is in part held back by its below-average ridership, which contributes to Education & Encouragement being its lowest scoring category. That category score is one of the more easily changed category scores, as improving driver education related to bicyclists and pedestrians would significantly improve that category score. While this education improvement would not necessarily address ridership or safety in the short-term, it could perhaps affect buy-in for a more multimodal transportation system.

The other area for improvement in the Education & Encouragement category would be addressed by the Department of Transportation sponsoring an event, conference, or series of events that are focused on bicycling and walking for physical activity or transportation. The state Department of Public Health currently sponsors an annual training and summit hosted by Bike Walk Connecticut, which brings together practitioners, advocates, and elected officials throughout the state so that they can learn and work together to address bicycling-related issues. The state DOT may choose to sponsor this existing event or create complementary events to develop a strong community dedicated to improving biking and walking in Connecticut.

Feedback Points

Governor Dannel Malloy's Let'sGoCT! transportation program includes significant investments to connect gaps in regional off-road bicycle/pedestrian networks. This is an exciting initiative to address high cost and complex trail connections. Unfortunately, dashboard data (<http://www.transformct.info/RampUpDashboard.html>) on this program shows that spending has not reflected what is available to the state DOT. Spending this money and completing this initiative is critical to improving bicycling and walking in Connecticut and should be a priority.

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

The State's Highway Design Manual should be updated to reflect current laws, practices, guidelines so that there is better uniformity in the design of bicycle and pedestrian accommodations. Better design guidance and training on that guidance will provide a stronger basis for state and local collaboration on bicycle and pedestrian projects.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely.

» Feedback Continued on Page 3

Comparison States	
National (Overall)	Eastern Region (out of 11)
22. Rhode Island	7. Maine
23. New York	8. Rhode Island
24. Connecticut	9. New York
25. Texas	10. Connecticut
26. Wisconsin	11. New Hampshire

Categories	Rank out of 50
Infrastructure & Funding	30
Education & Encouragement	39
Legislation & Enforcement	19
Policies & Programs	13
Evaluation & Planning	20

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more fed funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work ⁱ	33/50
Safety	7.7 fatalities per 10k bike commuters ⁱⁱ	25/50
Spending	\$3.28 per capita FHWA spending on biking and walking ⁱⁱⁱ	12/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 30 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	18/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	18/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	8/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	0/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	4/8 pts
Total of Possible 100 Points: 48/100 pts	

 Policies & Programs Ranked 13 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	45/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	15/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	6/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	5/6 pts
Total of Possible 100 Points: 71/100 pts	

 Education & Encouragement Ranked 39 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	20/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	3/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	5/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 43/100 pts	

 Evaluation & Planning Ranked 20 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	27/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	29/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	3/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 67/100 pts	

 Legislation & Enforcement Ranked 19 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	32/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	14/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	18/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	5/10 pts
Total of Possible 100 Points: 69/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.

U.S. Trips, by Mode of Transportation

- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Modes
- 2% Public Transit
- 83% Car, Van, SUV, and RV Trip

% of kids who walked to school

- 2007: 11.9%
- 2013: 15.2%



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Feedback Points, CONTINUED

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Provide specific training to engineers and planners on how to implement Connecticut's Complete Streets policy in everyday decisions.

Repeal the state's mandatory sidepath law. These types of laws create conflicts between bicycles and other path users and ignore the quality, safety, topography and connectivity of available paths. Most sidepaths are designed for recreational use and are not convenient for transportation purposes. The best way to get people to use sidepaths is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN