



BICYCLE FRIENDLY STATE REPORT CARD



4% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
BIKE WALK CONNECTICUT

CONNECTICUT

#20 NATIONAL RANK (OF 50)

#7 REGIONAL RANK (OF 11) EASTERN

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A		
	Infrastructure & Funding						B	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement						C+	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices						B	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs						B+	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning						B+	Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Connecticut, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Connecticut.

Connecticut is one of just four states that has taken all five of the League’s Bicycle Friendly Actions every year since we identified them in 2015. Despite these positive actions for bicycling in the state, federal data mostly shows Connecticut performing near the middle of all states across all bicycling metrics. New resources, like the forthcoming CTDOT Bicycle Facility Design Guide, hopefully help bridge the gap between action and outcomes.

According to NHTSA data, 56% of cyclists killed in Connecticut were killed on state DOT-owned roadways since 2015 despite the state owning only 17% of all roadways. Addressing safety on state-owned roadways is key to improving bicyclist safety in the state.

Repeal the state’s mandatory sidepath law. This type of law creates conflict between bicycles and other path users and ignores the quality, safety, topography and connectivity of available paths. Connecticut’s law is particularly egregious because it has no standard for the usability of a path or exceptions to the requirement that a sidepath is used where it is available.

In 2021, Connecticut adopted a law prohibiting a motorist from opening an automobile’s door into traffic. This new law clarifies that the responsibility is on motorists to not “door” people cycling. Connecticut was one of nine states without this law and it is great to see this improvement.

In 2021, the Connecticut Department of Energy and Environmental Protection (DEEP) received \$3 million in bond funds to distribute through Connecticut’s Recreational Trails Program. The Connecticut DEEP and DOT should coordinate trail investments and on-street Complete Streets designs with safe bicycling facilities to create accessible networks.

Connecticut’s Interactive Bike Map is being expanded to include non-arterial roadways and provide a more complete picture of the state’s bicycle routes for planning and design suitability. This is a welcome improvement.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.28% of commuters biking to work	34/50
Safety 6.9 fatalities per 10K bike commuters	22/50
Spending \$3.37 per capita FHWA spending on biking and walking	20/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.