

Bike Walk Connecticut



PROMOTING BIKEABLE, WALKABLE
COMMUNITIES ACROSS CONNECTICUT



bikewalkct.org

Who We Are; How We Got Started



- **2000:** Hartford Bike to Work program started and run by agencies & individuals
- **2005:** Central Connecticut Bicycle Alliance (CCBA) formed to advocate for bike-friendly facilities and policies in central Connecticut to benefit recreational cyclists and commuters. Took over the Hartford Bike to work program.
- **2006:** CCBA became a 501(c)(3)
- **2010:** CCBA became Bike Walk Connecticut, expanded mission to include walking issues, adopted a statewide focus



How We Operate

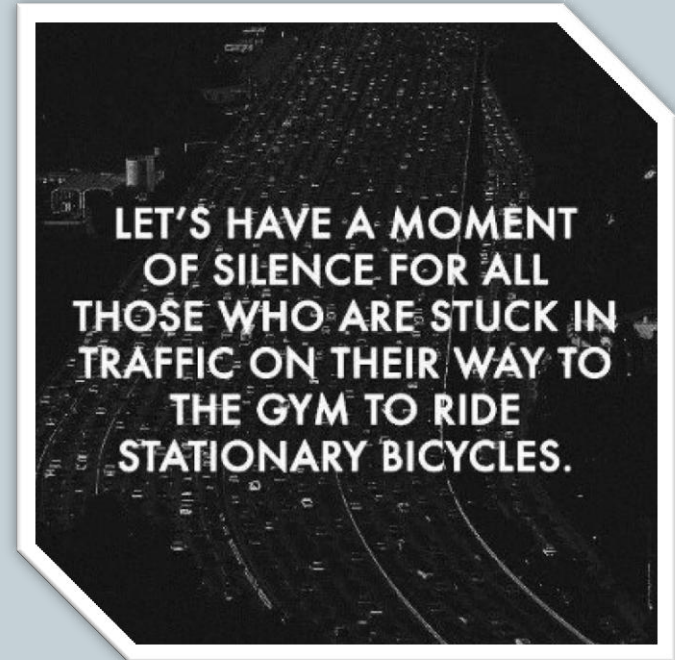


- 501(c)(3) not for profit corporation
- Formed under CT law
- 15-member board
- 1 staff
- Volunteers for events and projects



Bike Walk = Active Transportation

- Why bikeable, walkable communities?
 - Cost – car, repairs, insurance, gas
 - Environment – reduce greenhouse gases, petroleum consumption
 - Time – why sit in traffic when you could be moving?
 - Health
 - Fun
 - Sustainable communities are more *resilient*, attract more people, more business, more *life...*



What We Do

- Bike to Work Campaign
- Bike Education
 - Traffic Skills 101
 - Kids
 - Teach the Teachers
- Safe Routes to Schools
- Discover Hartford Bicycle Tour
- Annual Summit
- Annual Dinner



2012 Discover Hartford Bicycle Tour
Tour Hartford Neighborhoods, Parks & Architecture
Saturday, September 29, 2012
10 - 25 - 40 Mile Routes: A family friendly leisurely ride

Register at www.bikewalkct.org
Check-in Opens at 7 am
Bushnell Park
Kicking off final day of Envisionfest

UTC Aerospace Systems TRAVELERS
Prestige
Marich DE
The Quince

Federal Government Advocacy



- **“MAP 21: ”Moving Ahead for Progress in the 21st Century –**
 - Signed by Obama July 6 2012, aka the federal transportation bill
 - States are getting about the same amount of funding in 2013 as in 2012, but funding is reduced for bike ped projects, including
 - ✦ Recreational Trails, Transportation Enhancements, Safe Routes to Schools
 - Funding for these projects is reduced, *plus*
 - MAP 21 makes it easier for state DOTs not to spend on Transportation Alternatives - DOT can take 1/2 that allocated money and use it for something else
- **Goals now:**
 - Get DOTs to *fully fund, staff and implement* fed “Transportation Alternatives” programs



Federal Government Advocacy



- **Advocacy at the federal level includes:**
 - Grass roots efforts with League of American Bicyclists, Alliance for Biking & Walking
 - Lobby Day/national summit in DC
 - Coordinated implementation campaign
 - Ready for next version of MAP 21, a 2 year law



State Government Advocacy

- **2008:** 3 Feet Passing Law
- **2009:** Complete Streets, Bike Ped Advisory Board
- **2010, 2011, 2012:** Vulnerable User Bill
- **2011:** Recreational Liability Act
- **2012:** Red light camera bill
- **2012:** Comprehensive Energy Strategy



Share the Road: 3-Foot Passing Law

- **2008:** 3 Foot Passing Law/Share the Road
- Public Act 2008-101 >>> CGS 14-232(13)(a)
- CT drivers must allow at least three feet of separation when overtaking and passing cyclists.
- Failure to do so could cause motorists to receive a fine.
- Law tries to increase motorist awareness of bicycles, and to make conditions safer by preventing collisions.



Complete Streets Law



- **2009:** Complete Streets, Bike Ped Advisory Board
- Complete Streets act acknowledges that our streets are important places in our communities.
- Starting in Oct 2010, all transportation projects must provide for *all road users*, including cyclists and walkers, AND
- **AT LEAST 1%** of the total funding for transportation projects must be spent on cycling and walking facilities and accommodations, such as
 - Sidewalks
 - Curb cuts
 - Sharrows
 - Road diets
 - Bikeways/lanes
 - Sidewalk ramps
 - Cross walks
- About making sure our streets and roads fully integrate walking, bicycling, and transit use = multi modal
- **Two Parts:** Planning & Funding for Bike Ped Uses & Bike Ped Advisory Board



Complete Streets Images



Vulnerable User Bill



- **2010, 2011, 2012: Vulnerable User Bill**
 - About 1,500 pedestrians and cyclists are hit by vehicles every year on CT roads. Drivers are rarely punished if they are careless, unless drunk or on drugs.
 - Bill would require community service, driver retraining and a fine of up to \$5,000 for motorists who carelessly injure or kill pedestrians, bicyclists, people on horseback or in wheelchairs, skateboarders, highway workers or others on public roads.
 - Bill was criticized as encouraging recklessness by cyclists and others who fit the definition of "vulnerable user."



Other State Advocacy Work



- 2011: Recreational Liability
- 2012: Red light camera bill
- 2012: Comprehensive Energy Strategy
- 2013: ...Vulnerable User Bill will likely return



Local Government Advocacy & Education

- Hartford New Britain Busway – bike/ped access and connections
- Flower Street, Hartford
- Local Bike/Ped Task Forces
- Bicycle Friendly Communities
5Es: Engineering, Education, Encouragement, Enforcement, Evaluation & Planning



CT Bike Friendly Report Card



Governor:	Dan Malloy
DOT Commissioner:	James Redeker
Bicycle/Pedestrian Coordinator:	Katherine Rattan
State Advocacy Group:	Bike Walk Connecticut

Feedback

- Adopt a vulnerable road user law with a minimum safe passing distance to address bicyclist safety.
- Create ways to ensure Complete Streets accountability so that state and local streets are being properly designed.
- Adopt a state bicycle design manual to include design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations. The state is spending a low amount, less than 1.5 percent, of federal funding on bicyclists and pedestrians.
- Conduct a share the road campaign creatively addressing the issues specific to your state.

Connecticut BFS Report Card

RANKING # 20 REGIONAL RANKING | NORTHEAST #8

Category Scores Scoring: 5 = High 1 = Low

3	Legislation and Enforcement
4	Policies and Programs
2	Infrastructure and Funding
3	Education and Encouragement
3	Evaluation and Planning

One Bicycle Friendly Success

The state's Complete Streets policy and recent bike plan will create new opportunities for bicycle facilities.

Top Tip for Improvement

Adopt a vulnerable road user law that includes a minimum safe passing distance and stricter consequences for violations.

Top 10 Signs of Success

	People Commuting by Bike (More than 1%)
	Safe Passing/Vulnerable Road User Law
	Complete Streets Policy
	Dedicated State Funding
	Active State Advocacy Group
	State Bicycle Plan (Adopted 2002 or later)
	Share the Road Campaign
	Bicycle Education for Police
	Bicycle Safety Emphasis in Strategic Highway Safety Plan
	Top 10 State for Congestion Mitigation and Air Quality Spending

Thank you!



- Join us! Memberships start at \$35
- www.bikewalkct.org/join

- Other Resources

- League of American Bicyclists: <http://www.bikeleague.org>
- Alliance for Biking and Walking:
<http://www.peoplepoweredmovement.org>
- Transportation for America
<http://t4america.org/>
- [CT Share the Road Info](#)
- CT Bike Maps: <http://www.ctbikemap.org/>

