CTDOT Pedestrian and Bicycle Safety Initiatives

2017 Northeast Transportation Safety Conference

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Connecticut DOT has launched an agency-wide and statewide campaign to significantly improve safety for bicyclists and pedestrians.

Implementation:

- Policy
- Planning
- Engineering & Design
- Engagement
Policy

Complete Streets:

- Established a Complete Streets **policy** in 2014
- Established a new unit to **review every project** specifically for bicyclist and pedestrian needs
- Requires project designers to **evaluate and prepare a written assessment** of pedestrian needs on every project
Complete Streets:

- CTDOT established an **intra-agency**, Complete Streets Standing Committee
2017 Strategic Highway Safety Plan (SHSP)

- **Statewide-coordinated safety plan** that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads
- 1 of 6 emphasis areas: non-motorized road users:

Regional Safety Plans

- To be developed for all nine planning regions over the next few years
Planning

2017 Bicycle and Pedestrian Transportation Plan and Map

• Update to the 2009 Plan and Map included extensive outreach and consists of:
  - Vision Goals and Action Strategies
  - Review of funding
  - Description of existing and programmed bicycle networks
  - Maintenance jurisdiction information
  - Description proposed projects and critical missing links
  - Regional maps
Statewide Improvement Projects

**School Warning Sign Upgrades**
- Replacement of school warning signs statewide with **high reflective yellow-green signs** to enhance visibility, especially during dawn and dusk periods
- **All signs replaced statewide** – Fall 2015

**Pedestrian Warning Sign Upgrades**
- Systemic initiative to **replace and enhance** these signs on state routes began in 2016 and is scheduled to be completed in 2017
Statewide Clearance Interval Retiming Project

- Performed signal revisions using engineering methods for yellow and red clearance intervals to ensure appropriate pedestrian timings for the crossing distances are in place.

Pedestrian Controls at Signalized Intersections

- Upgrades to pedestrian control features at signalized intersections under Accessible Pedestrian Signal (APS) projects to include: APS design, countdown pedestrian signals, sidewalk ramps, and crosswalks. 133 locations will be upgraded by 2020.
Vendor-In-Place (VIP) Resurfacing Program

- **Lane widths restriped** from 12’ to 11’ where possible
- Wider shoulders **improve safety** for bicyclists or pedestrians
- Narrower lanes serve as a **traffic calming** measure for drivers

- **920 miles** out of 931 miles in program restriped with wider shoulders (2012-2016) = **94%**
Road Diet Feasibility Study

- Study is evaluating multilane state-maintained roadways for **opportunities to reduce travel lanes** to reduce crashes, mitigate queues and conflicts with left-turning vehicles, and improve bike and pedestrian accommodations.

www.burnsideave.com
Community Connectivity Program: **RSAs**

- Statewide initiative under *Let’sGoCT!*
- Program intended to **improve accommodations for bicyclists and pedestrians in urban, suburban, and rural community centers**

An RSA is a formal field assessment that identifies safety issues that can hinder safe bike/ped travel and provides recommended countermeasures to help improve safety.

**80 RSAs** statewide (2016 – 2017)

**100 miles** of road

**519 intersections**

**447 municipal officials** participated
Engagement

Community Connectivity **Grant** Program

- Developed to provide **construction funding** for local initiatives that will contribute to reaching overall goal of the broader program
- Grants ranging from $75K to $400K will be awarded on a competitive basis
Safety Circuit Rider

- In partnership with the University of Connecticut (UConn) School of Engineering, the Department funds a Safety Circuit Rider program offering technical assistance to Connecticut’s cities and towns on all safety related matters, including vulnerable users.

CT T2 Center “Complete Streets” Workshops

- CT Technology Transfer Center (funded jointly by FHWA and CTDOT) offers a Complete Streets professional development workshop for municipal and state transportation professionals to help educate them on how they can integrate Complete Streets into their communities.
Thank You

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