# Connecticut SHSP NEWSletter

News and Resources Related to the Connecticut Strategic Highway Safety Plan (SHSP)

Connecticut SHSP Newsletter ▪ Volume 4

https://www.t2center.uconn.edu/shsp.php

Pedestrian and bicycle fatalities are on the rise

Educational outreach initiatives to improve safety

Creating safer, more accessible infrastructure

SPOTLIGHT ON PEDESTRIAN AND BICYCLE SAFETY

Connecticut’s Strategies to Reduce Pedestrian and Bicyclist Fatalities

Connecticut has identified pedestrian and bicycle safety as an Emphasis Area within its 2017 Strategic Highway Safety Plan and is implementing numerous efforts to significantly reduce these types of fatalities in Connecticut.

PEDESTRIAN AND BICYCLE SAFETY RESOURCES

Noteworthy Reports & Information

Informative guides on enforcement regulations, resources for safer communities, and bicycle tips for parents and children.
Unlike motorized vehicle passengers, who are surrounded by hundreds of pounds of steel and advanced vehicle safety features, pedestrians and bicyclists are among the most vulnerable road users. A 2017 report by the Governors Highway Safety Association highlighted some distressing national trends: in 2015, pedestrian fatalities due to motor-vehicle-related crashes increased 9 percent over the previous year, and deaths among bicyclists rose by 10 percent. Nationwide, an increase of nearly 12 percent is expected for both pedestrian and bicycle fatalities from 2015 to 2016; this represents one of the largest annual increases in both the number and percentage of pedestrian fatalities in the 40 years that national records have been kept.1

Sadly, pedestrian crash statistics in Connecticut exceed the national trends, with preliminary data showing that pedestrian fatalities increased by nearly 30 percent from 2015 to 2016.2 In an effort to stop—and hopefully reverse—this surge, Connecticut has identified pedestrian and bicycle safety as an Emphasis Area within its 2017 Strategic Highway Safety Plan and, working with safety partners across the state, has created a vision and a list of strategies to significantly reduce this tragic and needless loss of life in Connecticut. As a part of the implementation efforts, CTDOT hosted the first meeting of the Pedestrian Safety Stakeholder Group in June 2017 to review efforts underway across the state among the agency’s safety partners.

In this issue of the Connecticut SHSP Newsletter we will focus on some of the important work CTDOT and its safety partners are doing right now to make Connecticut’s roads safer for all road users.


2 University of Connecticut, “Connecticut Crash Data Repository.” Available at: https://www.ctcrash.uconn.edu/dashboards/CEA.html.

STRATEGIES

Connecticut Makes Efforts to Decrease Pedestrian and Bicycle Crashes

SHARING THE SAFETY MESSAGE

The “Watch for Me CT” program aims to reduce pedestrian and bicycle injuries and deaths through a comprehensive, targeted approach of public education and police enforcement. During 2017, this program mounted a concerted campaign focused on disseminating safety and educational messages directed toward drivers, pedestrians, and bicyclists and had both English language and Spanish language components. It also supported enforcement efforts by area police to crack down on traffic safety law violations, distracted driving, and pedestrian and bicyclist visibility. The group offers a series of free information sheets with tips and facts about pedestrian and bicycle safety at http://www.watchformect.org/.

TEACHING THE COMMUNITY HOW TO BE SAFER

BiCi Co. (short for “bicicleta comunidad,” or bicycle community) is a program sponsored by the Center for Latino Progress. Centered in Hartford, this program’s mission is to increase mobility and nonmotorized access to jobs while supporting bicycle skills and safety. At least two times each year the program offers Traffic Skills/ Safe Cycling 101, a comprehensive, full-day bicycle safety class for ages 14 and up. The BiCi Co. program also sponsors an outreach and safety program that target youths called Earn-a-Bike. This initiative provides an 8-week evening course in which teens aged 13-18 earn a bicycle by learning about maintenance, Hartford’s bike history, bicycle science, and safety skills. For more details or to participate in one of BiCi Co.’s programs, visit http://www.ctprf.org/bici_co/.
EDUCATING PUBLIC EMPLOYEES

The countermeasures being promoted through the STEP initiative also support the Strategies for Non-Motorized Road Users laid out in Connecticut’s *Strategic Highway Safety Plan*.

The **Connecticut Technology Transfer Center** (T2 Center) at the University of Connecticut is initiating a series of educational outreach initiatives to help improve pedestrian and bicycle safety in 2017 as part of the center’s Safety Academy. Educational offerings include:

- A course on **Safe Transportation for Every Pedestrian (STEP)**, developed through the Federal Highway Administration, to educate transportation agency staff about how to identify locations with pedestrian safety concerns and the optimal safety countermeasures that can be installed to enhance pedestrian safety at these sites. The 2017 training session included municipal and transportation engineers, public works directors, law enforcement, and planners, making it possible for attendees to discuss and exchange ideas across disciplines.
- A workshop on drafting and implementing **Complete Streets** policies, which are designed to promote safe access for everyone, including non-motorized users.
- **Road Safety Assessment** training, to help elected officials, law enforcement, transportation, and planning agencies identify low-cost improvements that can enhance safety.
- A variety of **technical assistance** programs to support state and local agency staff in their efforts to enhance non-motorized user safety, offered through the Connecticut Safety Circuit Rider Program.

CREATING SAFER, MORE ACCESSIBLE INFRASTRUCTURE

The **Pedestrian Signing and Pavement Marking Project** represents a concerted effort by CTDOT to improve crosswalk visibility on state roadways and has now been expanded to include locally owned and maintained roads. CTDOT is coordinating with local municipalities to determine their willingness to participate in this program, which will be of no expense to the local jurisdiction. This project will update pedestrian warning signs and associated plaques with a fluorescent yellow background and post delineators to enhance visibility, especially during dawn and dusk periods, when many severe pedestrian crashes occur. All mid-block crossings will also receive yield line pavement markings and a “Yield Here to Pedestrians” sign. The pedestrian warning signs will be upgraded on local roads in over 100 towns by 2019.

In addition to signage and pavement marking improvements, CTDOT is also improving **Pedestrian Controls at Signalized Intersections** by installing new traffic-control equipment at signals to ensure that the appropriate pedestrian timings are in place. The $5 million initiative is part of CTDOT’s continued commitment to its Complete Streets policy. Complete Streets policies are designed to support programs and projects that improve safety, access and mobility for all users and enhance economic viability by enabling communities to become livable, walkable, bike-able, drivable, efficient, safe and desirable. Complete Streets provide safe access for all users by providing a comprehensive, integrated, multi-modal network of transportation options. CTDOT officially adopted its policy on Complete Streets in 2014, and 2017 saw the establishment of a **Complete Streets Working Group** to implement the policy. By the end of 2020, approximately 133 intersections will have upgraded pedestrian accommodations.

Participants at a STEP workshop in 2017 examine roadways where the installation of proven safety countermeasures can enhance pedestrian safety.
RESOURCES

■ **CTDOT Complete Streets Report.** “Complete Streets” is a national effort to reconnect ourselves and our communities through healthier, more active living. Non-motorized transportation facilities form an important foundation within that vision of a connected, mobile community. CTDOT recognizes that, as an agency and a society, we have been motor vehicle centric for decades, and it will take a concerted effort to realize a widespread system of Complete Streets in Connecticut. The Complete Streets report outlines CTDOT’s strategy for embracing and applying the Complete Streets philosophy as the agency works to provide a safe and efficient intermodal transportation network that will improve quality of life and economic vitality within the State and the region. [http://www.ct.gov/dot/cwp/view.asp?a=3531&q=531678](http://www.ct.gov/dot/cwp/view.asp?a=3531&q=531678)

■ **Pedestrian Road Safety Audit Guidelines and Prompt Lists.** A road safety audit (RSA) is a formal safety examination of a future roadway plan or project or an in-service facility. It is conducted by an independent, experienced multidisciplinary team of professionals. All RSAs should include a review of pedestrian safety; however, some RSAs may be conducted to improve an identified pedestrian safety problem. The Pedestrian Road Safety Audit Guidelines and Prompt Lists, developed for the Federal Highway Administration, provides transportation agencies and teams conducting an RSA with a better understanding of the needs of pedestrians of all abilities. [https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa12018/fhwasa12018.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa12018/fhwasa12018.pdf)

■ **Safe Transportation for Every Pedestrian (STEP).** In the fourth round of its Every Day Counts initiative (EDC-4), the Federal Highway Administration is promoting five proven pedestrian safety countermeasures: Road Diets, pedestrian hybrid beacons, pedestrian refuge islands, raised crosswalks, and crosswalk visibility enhancements such as improved lighting, signing, and marking. This EDC-4 effort provides guides, technical sheets, technical assistance, and other resources to help state and local agencies deploy pedestrian safety improvements based on their specific roadway contexts and needs. [https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm)


■ **Resident’s Guide for Creating Safer Communities for Walking and Biking.** This guide from the Federal Highway Administration includes information, ideas, and resources that help residents learn about issues that affect walking and biking conditions. It also offers ways to address these issues and promotes pedestrian and bicycle safety. [https://safety.fhwa.dot.gov/ped_bike/ped_cmnity/ped_walkguide/residents_guide2014_final.pdf](https://safety.fhwa.dot.gov/ped_bike/ped_cmnity/ped_walkguide/residents_guide2014_final.pdf)


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