



Advocacy Priorities 2016-2017

*Moving the Needle on
Active Transportation*

WORKING TO MAKE CONNECTICUT A BETTER PLACE TO BIKE AND WALK

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Bike Walk Connecticut's mission is to "change the culture of transportation, through education and advocacy, to make bicycling and walking safe, feasible and attractive." We know that's why our members invest in us.

In the next year or two, how exactly will Bike Walk Connecticut "move the needle" so that biking and walking in Connecticut is safe, feasible and attractive?

These advocacy priorities are based largely on recommendations from the League of American Bicyclists in [Connecticut's Bike Friendly Report Card](#), where Connecticut ranked 22nd in 2015. Collaborating with DOT and others on these advocacy priorities will help us move the needle in ways that will make a real difference for active transportation and truly make Connecticut a better place to bike and walk.

1. Adopt Mode Share Goals for Biking and Walking

If you'd like to see the headline "ConnDOT Announces Goal to Triple Travel by Bicycling and Walking in Connecticut by 2020," that's what mode share goals are about.

To really move the needle for biking and walking, Connecticut should adopt explicit annual statewide mode share goals for bicycling and walking as modes of active transportation, with targets for 2018, 2020, 2025, and 2030; establish a baseline by end 2016; and conduct annual household surveys thereafter.

Massachusetts, California have set mode share goals. So has Portland, OR, which aims to "create the conditions to make bicycling more attractive than driving for trips of three miles or less." Connecticut should adopt similar goals.

2. Align Other Relevant State Plans

Connecticut needs to do a better job of aligning relevant state policies, plans, programs—and especially their execution—with complete streets and active transportation goals and policies. For example, active transportation relates to climate action plans, transit oriented development, public health, smart growth and Plans of Conservation and Development, greenways, and tourism. When active transportation is an overlapping issue, bike ped advocates need to make sure that everybody is pulling in the same direction.



3. Adopt Sound, Strategic Funding Criteria

Connecticut must fund bike ped projects based on sound, objective, strategic criteria that prioritizes projects based on such factors as congestion mitigation, connectivity, population density, crash patterns, economic impact, social equity, and cost.

4. Ensure Dedicated State Funding

With [Let's Go CT!](#) calling for \$101 million in bike ped funding over five years, Connecticut is making progress on dedicating state funding to bike ped projects. As advocates, we want to see more examples of dedicated state funding for bike ped projects and programs, especially those focused on safety, and eliminating network gaps and increasing access for bicycle networks.

5. Hold Governments Accountable for Complete Streets

Our complete streets law and state, regional and municipal policies are only as good as their implementation. As advocates, we need to hold state, regional and municipal governments accountable for implementing complete streets law and policy.

6. Enforce the Vulnerable User Law

Connecticut enacted a vulnerable user law in 2014 but to the best of our knowledge, has never enforced it. As advocates, we need to investigate obstacles to enforcing the law and remove them.

7. Lead by Example

We'd like to see Connecticut state government leading by example on active transportation through programs for state government. Possibilities include providing bicycle parking for employees and visitors at state offices, promoting bike commuting beyond Bike to Work Day, and having other agencies follow DEEP's lead in becoming accredited Bike Friendly Businesses.

8. Set Goals for Reducing Cyclist and Pedestrian Traffic Fatalities and Crashes



In connection with our State Highway Safety Plan, Connecticut should set specific annual goals for reducing and eliminating cyclist and pedestrian traffic fatalities and crashes. Bike Walk Connecticut would like to see the state join the multi-national road traffic safety project known as [Vision Zero](#). Vision Zero aims to end traffic deaths and injuries on our streets and roads. No level of fatality on our streets and roads is inevitable or acceptable.

Our [Share the Road campaign](#) is our primary public education effort. While it clearly plays into reducing cyclist and pedestrian fatalities, our Share the Road campaign is not the same as advocating for the state to set goals for reducing fatalities.

Monitoring Legislative Proposals: As always, Bike Walk Connecticut must also be on the lookout for legislative proposals—good and bad—during the legislative session and respond accordingly.

