



Senate

General Assembly

File No. 162

February Session, 2008

Senate Bill No. 299

Senate, March 26, 2008

The Committee on Transportation reported through SEN. DEFRONZO of the 6th Dist., Chairperson of the Committee on the part of the Senate, that the bill ought to pass.

AN ACT CONCERNING BICYCLE ACCESS AND SAFETY.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 14-232 of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2008*):

3 (a) Except as provided in sections 14-233 and 14-234, (1) the driver
4 of a vehicle overtaking another vehicle proceeding in the same
5 direction shall pass to the left thereof at a safe distance and shall not
6 again drive to the right side of the highway until safely clear of the
7 overtaken vehicle; and (2) the driver of an overtaken vehicle shall give
8 way to the right in favor of the overtaking vehicle and shall not
9 increase the speed of his vehicle until completely passed by the
10 overtaking vehicle. For the purposes of this subsection, "safe distance"
11 means not less than three feet when the driver of a vehicle overtakes
12 and passes a person riding a bicycle.

13 (b) No vehicle shall be driven to the left side of the center of the
14 highway in overtaking and passing another vehicle proceeding in the

15 same direction unless the left side is clearly visible and is free of
16 oncoming traffic for a sufficient distance ahead to permit such
17 overtaking and passing to be completely made without interfering
18 with the safe operation of any vehicle approaching from the opposite
19 direction or any vehicle overtaken.

20 (c) Violation of any provision of this section shall be an infraction.

21 Sec. 2. Subsection (a) of section 13b-79p of the 2008 supplement to
22 the general statutes is amended by adding subdivision (22) as follows
23 (*Effective October 1, 2008*):

24 (NEW) (22) Improving bicycle and pedestrian access throughout the
25 state transportation system.

26 Sec. 3. Section 13a-57b of the general statutes is repealed and the
27 following is substituted in lieu thereof (*Effective October 1, 2008*):

28 The Commissioner of Transportation shall [, whenever possible,
29 encourage the inclusion of] include areas for bicycles and pedestrians
30 when (1) creating a layout of a state highway, in accordance with
31 section 13a-57, or (2) relocating a state highway, in accordance with
32 section 13a-56.

33 Sec. 4. (NEW) (*Effective October 1, 2008*) The Commissioner of
34 Transportation shall, in consultation with groups advocating on behalf
35 of bicyclists, develop and implement a state-wide "Share the Road"
36 public awareness campaign to educate the public concerning the rights
37 and responsibilities of both motorists and bicyclists as they jointly use
38 the highways of this state.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2008</i>	14-232
Sec. 2	<i>October 1, 2008</i>	13b-79p(a)
Sec. 3	<i>October 1, 2008</i>	13a-57b
Sec. 4	<i>October 1, 2008</i>	New section

TRA *Joint Favorable*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either chamber thereof for any purpose:

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 09 \$	FY 10 \$
Department of Transportation	GF - Cost	Potential Significant	Potential Significant
Department of Transportation	GF - Cost	200,000	210,000

Note: GF=General Fund

Municipal Impact: None

Explanation

A section by section fiscal impact of the bill is presented below.

Section 1 clarifies that the safe distance of a vehicle overtaking a bicyclist is three feet. This change does not result in a fiscal impact.

Section 2 conforms statutory language to current practice. The DOT already includes improving bicycle and pedestrian access as a strategic initiative in its master plan.

Section 3 of the bill could potentially result in significant costs to the state to provide bicycle and pedestrian access to the state’s expressways. The costs are related to the additional pavement materials and right of ways necessary for creating bicycle and pedestrian paths and sidewalks on expressways.

Section 4 results in a cost to the Department of Transportation to develop and implement a statewide “Share the Road” public awareness campaign. The cost in FY 09 is estimated to be \$200,000 to develop and implement the campaign.

The Out Years

State Impact:

Agency Affected	Fund-Effect	FY 11 \$	FY 12 \$	FY 13 \$
Department of Transportation	GF - Cost	Potential Significant	Potential Significant	Potential Significant
Department of Transportation	GF - Cost*	216,300	222,789	229,473

Note: GF=General Fund

*These figures have been adjusted for inflation at a rate of 3%

Municipal Impact: None

OLR Bill Analysis**SB 299*****AN ACT CONCERNING BICYCLE ACCESS AND SAFETY.*****SUMMARY:**

This bill requires the transportation commissioner to include areas for bicycles and pedestrians when creating a layout of, or relocating, a state highway. Current law only requires the commissioner to encourage inclusion of such facilities whenever possible. The bill also makes improving bicycle and pedestrian access throughout the state transportation system eligible for use of funding previously authorized by law for implementation of priority transportation strategy projects and initiatives (i.e., "Tier 1" strategy projects).

By law, any vehicle overtaking another vehicle proceeding in the same direction must pass to its left at a safe distance and not move right until safely clear of the overtaken vehicle. The bill specifies that in the case of a vehicle overtaking and passing a bicyclist, a safe distance is at least three feet.

Finally, the bill requires the transportation commissioner, in consultation with groups advocating on behalf of bicyclists, to develop and implement a statewide "Share the Road" public awareness campaign to educate the public about the rights and responsibilities of motorists and bicyclists using the highways together.

EFFECTIVE DATE: October 1, 2008

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 30 Nay 1 (03/07/2008)