

Streetlights on Complete Streets

Breaking Through Barriers for Non-Motorized Transportation Users

Connecticut Department of Transportation

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Streetlights on Complete Streets is a webletter created and posted periodically by the Connecticut Department of Transportation. This is your source for highlights on agency efforts relating to Complete Streets strategies and initiatives.

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Latest Word on the Street

Introducing the Complete Streets Report

The Connecticut Department of Transportation recently released its first-ever report on complete streets.

What are complete streets? Complete streets are safe, comfortable and convenient transportation systems that serve everyone, regardless of how they choose to travel, whether that is by walking, bicycling, or driving.

Prepared in-house, the Department's *Complete Streets Report* illustrates the agency's continuing efforts and improvements in this area.

Many transportation agencies across the nation have been motor vehicle centric for decades, so there is quite a bit of area for improvement.

The message of this report is positive, hopeful and validating.

The Department is optimistic that the report will invite continued coordination and information sharing amongst stakeholders, including legislators, local/regional leaders and bicycle/pedestrian advocates.

As the *Complete Streets Report* explains, the Department has embraced the Complete Streets philosophy and has begun the process of formalizing this through the creation of policies, revisions to design manuals, and education of staff.

State routes have a long established primary purpose of mobility, to enable efficient travel on a regional or statewide basis, while local and lower level roads are intended more for access to property.

Therefore, adopting a Complete Streets program at the State level presents different challenges than a municipally established program.

The Complete Streets movement is changing the emphasis of design such that non-motorized users are considered equally with motorized users.

Check out the full report today by visiting www.ct.gov/dot/completestreets.

Topics Covered in the Full Report:

- A Year in Review

- Complete Streets Strategies

- Design, Maintenance and Infrastructure

 - Design Considerations

 - Internal Task Force

 - Training

 - Bicycle/Pedestrian Travel Needs Assessment Form

 - Sidewalk Policy

 - Eleven-Foot Travel Lanes

 - Cyclist Friendly Amenities for Transit

 - ADA Upgrades at Signalized Intersections

Project Highlights

- East Coast Greenway (ECG) Signage
- East Hartford
- “Road Diet”
- Putnam Bridge Access across the CT River
- CTfastrak
- Feasibility Study for a Merritt Parkway Trail
- Addressing Stratford Sidewalks
- Alternative Systems

Programmatic Successes

- Safe Routes to School
- Share the Road
- Improving Bicycle/Pedestrian Access
- Addressing Gaps in the State Network of Multi-Use Trails
- Assistance with Local and Regional Priorities

Looking Ahead

- What’s Next
- Challenges Yet to Face

Quick References

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Highlights:

When approached on the subject of complete streets and the agency’s report, Commissioner James Redeker remarked:

We are proud to be part of this evolving movement of transportation system planning, design and engineering. Initiatives that are in line with the complete streets concept will help to break through barriers to non-motorized transportation. I am privileged to have written the report’s introduction. Even more so, I am grateful for the continuing efforts and improvements in this area by our many partners, including dedicated agency employees, who enabled our agency to report on these success stories. This is bigger than just the Department or even the State of Connecticut; it is a national effort worthy of support from all levels of community and government.

Welcome to Streetlights

The agency envisions the *Complete Streets Report* to be a living document, updated through periodic releases of this webletter - *Streetlights on Complete Streets*.

Such updates will likely feature “quick-fixes” performed by maintenance staff in the field, design and traffic engineering on new projects, safe routes to school initiatives, transit-related amenities, etc.

Complete Streets Outreach

Department employees were pleased to participate in the T2 Expo at UCONN’s Depot Campus on September 18.

Multiple areas of discipline were represented: maintenance, engineering and planning.

Displays were provided with materials ranging from work zone safety, safe routes to school, Share the Road, CTfastrak, complete streets, Transform CT and local technical and planning assistance for project development.

This was the first in a series of events where the Department hopes to bring the complete streets effort to the table.

On October 1, the Department’s Policy and Planning Bureau Chief, Thomas Maziarz, spoke on Connecticut complete streets projects at a training day sponsored by the Connecticut Chapter of the American Society of Landscape Architects.

Materials were also made available at the New England Bike-Walk Summit in Providence, Rhode Island on October 4, care of Vanasse, Hangen Brustlin, Inc. (VHB), a sponsor of the event, and thanks to Andrew Carrier, a project manager for the firm.

Plainfield Angell Brook Bridge Replacement

The Department recently undertook an emergency repair (State Project DOT01080183) for a failing culvert in the Central Village section of the Town of Plainfield.

The stone culvert, dating from 1914 and located on Route 12 over Angell Brook just north of Route 14, was temporarily reinforced until a full replacement could be arranged.

The Department is currently in the process of replacing the stone culvert as well as a separate pedestrian bridge that also spanned the brook immediately adjacent to the culvert.

Having a larger span, the new culvert that has been installed allows for the consolidation of the two structures.

An on-structure sidewalk, approximately ten feet wide, is being provided for pedestrian access in place of the existing 4.5 foot-wide, open-grate pedestrian bridge.

A widened roadway shoulder on the crossing will further provide improved safety for bicyclists and pedestrians.

The sidewalk installation is anticipated to be completed by November of this year.

Additionally, decorative fencing, in lieu of the existing chain link fencing, will be installed for pedestrian safety on the sidewalk.

Still Shining-Updates & Ongoing

Eleven-Foot Travel Lanes

Of the 183 miles of two-lane secondary roadways that will be resurfaced this year (2013), 94% will accommodate travel lane widths of eleven-feet.

So far this year, 144 two-lane miles have already been resurfaced with 97% of the locations restriped to eleven-foot widths.

East Hartford "Road Diet"

After concerns were raised by the community, the Department has evaluated options to improve bicycle safety along a 2.76-mile stretch of the U.S. Route 44 (Burnside Avenue) in East Hartford corridor.

A "road diet" is being designed as part of improvements for the area extending between U.S. Route 5 (Main Street) and Mary Street under State Project DOT00420315.

In April of this year, the Department hosted a public information session on the proposed design. The Department also presented the concept at the annual Bike Walk Summit.

Coordination with the community and design on this project has continued through the summer months.

Printed materials for the education component are being developed.

The right-of-way (property) phase of the project is being initiated and efforts will be progressing to finalize the design.

Advertising of the project is anticipated for Summer 2014, with construction to commence in 2015.

Special Look at Alternative Systems

Alternative systems, such as multi-use trails, can offer safe, healthy, functional and aesthetically pleasing travel ways for non-motorized transportation users when designed with the community in mind.

As discussed in the *Complete Streets Report*, the Department is pursuing a number of multi-use trail projects to provide more statewide options and connectivity. *Streetlights on Complete Streets* will include periodic updates on these projects.

Take a closer look at some of the initiatives that are underway or in design. The first two projects are in construction. All other projects are in design and expected to have final design completed by the end of this calendar year.

Northeastern CT - Windham/Chaplin/Hampton/Pomfret/Putnam/Thompson (State Project DOT01720421)

The “Airline Trail – North” project is a “materials-only” partnership between the Department and the Connecticut Department of Energy and Environmental Protection (CT DEEP).

The federal funds allocated to this project will be utilized to purchase materials only.

The CT DEEP has committed to providing the labor and equipment to establish a stone dust surface for as many miles as the funds will sponsor.

The project is for resurfacing/regrading a long section of the existing Airline Trail and former railbed currently owned by DEEP.

The proposed limits begin at the eastern end of the Veteran’s Memorial Greenway where it intersects with Route 203 in Windham.

The trail potentially will extend northeasterly through the Town of Thompson to the Massachusetts State line.

The current design is completed and the estimated cost is \$675,000.

Trumbull (State Project DOT01440186)

This project will construct a ten-foot wide multi-use trail that is part of the Pequonnock River Trail system beginning at the northern end of Quarry Road south for 3,050 feet to the intersection of Trumbull Road and Quarry Road.

The trail then continues east along Trumbull Road, then south along River Road for another 2,150 feet, ending at the entrance to Beardsley Park.

Construction bids were opened in May and a low bid of approximately \$1.6 million was received.

Construction is expected to be completed by the end of 2013.

Bridgeport (State Project DOT00150359)

This project will construct a multi-use trail that is part of the Pequonnock River Trail system beginning at the northern end of Beardsley Park at River Road and the terminus of the Trumbull project previously described.

It then continues south along the park road for 6,100 feet, where the project will terminate at Crown Street.

Construction bids were opened in December of 2012, with a low bid of approximately \$1.2 million.

Construction is anticipated to be completed by the end of 2013.

New Haven (State Project DOT00920621)

The Farmington Canal Greenway Phase IV project is the southernmost portion of the Farmington Canal Heritage Greenway.

The project contains unique features from the existing Greenway as it traverses below grade and thru tunnels in an urban environment.

This project is envisioned to be a place-defining showpiece.

The project begins at the completed trail section at Yale University property and continues below grade until it ramps up at the intersection of Orange and Grove Street.

The trail then becomes an on-road facility along the streets of Grove and Olive.

A cycle-track then separates the bicyclists from the pedestrians along Water Street.

Finally, an independent multi-use path will traverse along Brewery Street, Sargents Drive and Canal Dock Road.

The construction cost is approximately \$6.93 million and the final design plans are expected to be ready by November.

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