

ACTION PLAN

GOALS, OBJECTIVES AND ACTIONS

A. Overall Goals

Goal: Maintain the transportation system. System expansion should not occur until the existing system is maintained. Because resources are limited, it becomes necessary to prioritize transportation options. Expanding on the system at the expense of maintaining what already exists will cause decreased mobility in established areas.

- Objective: To promote a protocol that considers preservation before expansion.
 - Action: Consider amending STP-Urban project selection criteria that rewards preservation activity.

Goal: Promote system efficiency. Work toward the efficient movement of people and goods through the use of multiple modes. Integrate modes to create a seamless system for multi-modal transportation.

- Objective: To identify opportunities for establishing multimodal nodes in the region.
 - Action: Utilize recommendations from Busway West study to improve efficiency of current and future nodes of multimodal convergence.

Goal: Protect the environment. Transportation decisions must carefully consider the potential environmental impacts, before, during and after construction.

- Objective: To review transportation proposals with more focus toward environmental effects.
 - Action: Analyze mitigation activities for effectiveness.
 - Action: Propose alternative Best Management Practices that promote natural solutions.
 - Action: Capitalize on opportunities to combine transportation and environmental improvement projects.

Goal: Promote improved safety. Transportation projects should be aimed at increasing safety for all users, including bicyclists, pedestrians and motorists. Safety should focus on preventing fatalities and injuries more than general collision prevention.

- Objective: To emphasize safety in all elements of transportation planning and incorporate the consideration of the context in which a project is proposed for safety enhancements for all funding programs.
 - Action: Conduct “safety audits” for areas of high pedestrian activity.
 - Action: Enact recommendations of CCRPA plans (CCPATH, Busway West, Transit Development Plan) that address safety concerns.
 - Action: Endorse a policy which considers safety of persons over property damage.
 - Action: Initiate a vigorous “safe routes to schools” program.

Goal: Promote equity. Transportation projects should be aimed at assuring that all residents have adequate mobility options. Particular focus should be placed on the mobility of those unable to access an automobile for economic, physical or cognitive reasons.

- Objective: To seek opportunities to expand mobility options.
 - Action: Introduce innovative programs such as Independent Transportation Network to the region increase mobility and safety for elderly citizens.
 - Action: Use the Locally Coordinated Human Services Transportation Plan as a tool to identify gaps in service to elderly, disabled and low-income citizens in the region.
 - Action: Continue to advocate for bus service to Plymouth and Southington.
 - Action: Continue to administer the ADA Paratransit service for the region.

Goal: Protect neighborhoods. Transportation facilities should not diminish neighborhood character and safety; roads should be viewed as **places**, part of the neighborhood, not a separate entity.

- Objective: To establish transportation systems in scale with the surrounding land uses.
 - Action: Consider the context of land uses and human activity in review and development of transportation project proposals and planning products.

Goal: Enhance economic development. Transportation should be used to spur economic development, particularly in the downtown areas of the region's seven towns. Efficient transportation systems that are aesthetically pleasing can help spur economic development.

- Objective: To consider impacts on and opportunities for economic development in plans and projects.
 - Action: Evaluate the economic development implications of plans, policies and projects.
 - Action: Create a "tool box" of economic enhancement techniques for transportation facilities.

Goal: Encourage Sensible Land Use. Transportation and land use should remain compatible.

- Objective: To encourage pedestrian-oriented land use in downtown areas and discourage extending roadways to areas underserved by water and sewer.
 - Action: Create a Regional Plan of Conservation and Development that is conscious of "smart growth" philosophies.
 - Action: Collaborate with the communities of the region to enact policies and projects that do not induce sprawl development and that are context-sensitive.

B. Roads and Highways

Goal: Achieve equity and efficiency in maintaining and improving the transportation system.

- Objective: To implement Intelligent Transportation Systems (ITS).
 - Action: Establish a regular traffic count and reporting system for the region.

- Objective: To address safety and efficiency issues at intersections.
 - Action: Establish a regular intersection analyses and reporting system for the region.
 - Action: Establish a regular review of intersection and midblock crosswalk operations for the region.

Goal: Analyze corridors and sub-areas as needed.

- Objective: To conduct a corridor study if necessary,

- Action: Discuss and determine need for corridor study with local leaders and other interested parties on Route 10 in Plainville and Southington; or Route 229 in Bristol and Southington, and work toward their initiation and completion.

Goal: Give full consideration to the use of roundabout intersections. While roundabouts are not widely used in Connecticut, they can be a preferred alternative to signalization due to motor vehicle traffic calming, safety and efficiency.

- Objective: To institute regular consideration of roundabouts in discussions and review of roadway alternatives.
 - Action: Amend the STP-urban project selection process to include consideration of roundabouts.
 - Action: Recommend review by ConnDOT's roundabout review committee of all intersection improvement proposals on state roads.

Goal: Assure that any cul-de-sac development maximizes non-motorized transportation linkage. Any cul-de-sac development should provide bicycle and pedestrian connectivity to schools, recreation, retail and adjoining neighborhoods and transportation networks, in order to foster healthy lifestyles and reduce automobile dependency and longer automobile trips.

- Objective: To institute regular consideration of pedestrian network connectivity in the region's review of subdivision proposals and regulations.
 - Action: Initiate a regional review of subdivision regulations to encourage pedestrian network connectivity.
 - Action: Incorporate review of pedestrian network connectivity in all subdivision site plan reviews by the CCRPA.

Goal: Monitor and address highly congested areas.

- Objective: To continue to monitor and analyze congested parts of the region and act to relieve congestion in a way that is sensitive to the surrounding neighborhoods and the environment.
 - Action: Continue periodic and regularly scheduled travel time analyses for known and suspected congested routes for the Congestion Management Process (CMP).

C. Bridges

Goal: Ensure safe and efficient bridges

- Objective: To establish the ability to monitor bridge conditions in the region.
 - Action: Create a bridge conditions database utilizing state information and local reports, housed in the CCRPA GIS.

Goal: Ensure the integrity and preservation of the region's historic bridges

- Objective: To monitor conditions and promote recognition of historic bridges.
 - Action: Monitor and report conditions of the railway tunnel (#4139, 1910) under Sylvan Hill in Plymouth, the Stanley Park Road "C" bridge (#5218, 1936) and the Stanley Quarter Park Road Bridge (#5217, 1925).
 - Action: Alert state DOT and State Historic Preservation Office (SHPO) of candidate bridges for historic recognition.

D. Fixed Route Public Transportation

Goal: Improve the current standard and increase use of local public transportation service

- Objective: To use marketing to media sources as tools for increasing and improving service.

- Action: Publish bus route maps in weekly newspapers such as Plainville Citizen, Berlin Citizen, and Bristol Observer.
- Objective: To expand service to those areas in need.
 - Action: Produce staff paper based on mapping of those particular areas in the region including densely populated areas, schools and large employment areas and high concentrations of people lacking automobile access.
- Objective: To expand the service span. Because jobs now commonly are performed during non-traditional hours, service should run as early in the morning and late into the night as possible as well as on Sundays. This is of particular importance for Commuter Express routes, which only run during weekday peak hours.
 - Action: Propose demonstration project with adjusted times.
- Objective: To utilize the New-Britain to Hartford Busway as the focal point of the region's public transportation system.
 - Action: Install enhancements such as parking, crosswalk upgrades, and disabled pedestrian curb ramps to help increase Busway ridership.
 - Action: Follow recommendations of Busway West study for adjustment of bus routes and schedules, and establishment of mini-hubs.
 - Action: Promote Transit-Oriented Design (TOD) land use and zoning elements be established for stations and their immediate vicinity.
- Objective: To optimize safety for all public transportation users.
 - Action: Review safety threat record and potential of the current flag-down system versus regular station stops, especially in downtowns.
 - Action: Identify inadequate and ADA noncompliant bus shelters for replacement.
 - Action: Identify inadequate or nonexistent sidewalk networks along transit routes.

E. Transportation Services for the Elderly and Disabled (Paratransit)

Goal: Maintain and, if necessary, improve the current standard of paratransit and elderly transportation.

- Objective: To propose recommendations for improving the system.
 - Action: Within the Locally Coordinated Human Services Transportation Plan devise strategies to identify paratransit service area expansion to fund with New Freedom funds.
 - Action: Continue to coordinate dial-a-ride services through the ADA Advisory Committee and local providers to provide better service with less overlap.
 - Action: Encourage development of a regional Independent Transportation Network (ITN) based on the Portland model as supplementary to elderly transportation.
 - Action: Advocate for better coordination between paratransit providers to provide interregional one-seat trips.

F. Rail Service

Goal: Utilize existing infrastructure to maximize the ability to move people by rail.

- Objective: To become a link on the New Haven-Hartford-Springfield commuter rail line:
 - Action: Work for implementation of the New Haven-Hartford-Springfield commuter rail line with a revitalized Berlin Depot.
 - Action: Promote Transit-Oriented Design (TOD) land use and zoning elements be established for stations and their immediate vicinity.
- Objective: To consider the possibility of establishing additional commuter rail service.
 - Action: Propose to ConnDOT to conduct a new feasibility study to investigate passenger rail service between Waterbury and Hartford along existing infrastructure.

Goal: Utilize existing infrastructure to maximize the ability to move goods through the region by rail.

- Objective: To develop a regional rail freight assessment, coordinated with ConnDOT, providers and Freight Advisory Committee of the Hartford Urbanized Area.
 - Action: Request a formal feasibility study about the opportunities and obstacles presented by the east/west rail line in the region

G. Air Transportation

Goal: Retain and preserve facilities for air transportation as important components of the region's transportation mix

- Objective: To encourage the viability of airports and helipads in the region.
 - Action: Regularly maintain current airports and helipads and upgrade as necessary to encourage growth and ensure viability.
 - Action: Work with Plainville and other interested parties to preserve and enhance the operations at Robertson Airport.
 - Action: Request a feasibility study for upgrades to the Plymouth-Waterbury Airport.

H. Alternative Movement

Goal: Increase the use of alternative transportation modes such as vanpooling, carpooling and Commuter Express bus routes to ease congestion in the region.

- Objective: To create incentives for alternative modes for commuters.
 - Action: Establish a regional clearinghouse for commuter resources.

I. Bicycle Movement

Goal: Establish cycling as a viable, safe and healthy alternative transportation option in the region.

- Objective: To provide safe and convenient facilities.
 - Action: Promote inclusion of bicycle racks and lockers at bus stops and employers, since they encourage ridership by providing a secure place for users to store bicycles.
 - Action: Create bicycle lanes in all developed areas. Bicycle lanes should be prevalent throughout the region so people have the option to use their bicycles for transportation to work and recreation. Whenever possible, bicycle lanes should be included in roadway projects as well as along the New Britain-to-Hartford Busway.
 - Action: Develop the transportation network in a way that is bicycle friendly. A grid network is much easier for bicycle travelers to navigate than a network of disjointed cul-de-sacs.
 - Action: Reduce the amount of roadside debris through improved road maintenance.
 - Action: Educate the driving public about the rights of bicyclists and educate bicyclists about the responsibilities of cycling.
 - Action: Provide feeder bicycle road routes into all multi-use trails. Include a multi-use path on the Busway, complete with feeder routes.
 - Action: Coordinate regional actions with the Statewide Highway Safety Plan.

J. Pedestrian Movement

Goal: Elevate pedestrian activity levels as a healthy alternative to driving

- Objective: To promote pedestrian mobility and safety.
 - Action: Create and maintain an interconnected sidewalk network.
 - Action: Review candidate sites for traffic calming measures or studies.
 - Action: Study intersection and midblock crosswalks and signal/signage for safety and accessibility.
 - Action: Add curb ramps to those crosswalks that lack them and move curb ramps where they are not placed safely. Many disabled individuals rely on curb ramps when crossing the street. Some ramps may be placed right on the corner (as opposed to slightly off the corner) causing the need for a disabled user to move into the line of motor vehicle traffic in order to finish crossing the street.
- Objective: To create a more comfortable, less intimidating pedestrian environment.
 - Action: Add streetscaping, traffic calming and place amenities such as trash cans and lighting to make walking more enjoyable and safer. Install “No Turn on Red” signs to assist pedestrians at busier intersections.
- Objective: To support the creation of pedestrian-oriented businesses that can be walked to by public transportation users.
 - Action: Discourage development of automobile-oriented retail through establishment of Pedestrian Districts in zoning regulations in places such as downtown New Britain, downtown Bristol and Downtown Plainville, Terryville, Kensington and along with the New Britain-to-Hartford Busway corridor.

K. Freight

Goal: Incorporate freight movement issues and stakeholders in transportation planning and projects.

- Objective: To collaborate with freight stakeholders to address transportation system concerns.
 - Action: Work with CRCOG and MRPA to support the Freight Advisory Committee as a communications line to the freight sector.
 - Action: Continue to collaborate with CRCOG and MRPA on freight transportation planning activities for the Hartford Urbanized Area.

L. Travel Demand Management (TDM)

Goal: Incorporate demand management strategies into the transportation planning process.

- Objective: To provide demand management strategies as alternatives or supplements to projects that are oriented to supply-side.
 - Action: Amend STP-Urban project selection process to include suggestions for travel demand management strategies.
 - Action: Offer TDM strategies for local road projects.
 - Action: Consider TDM in all CCRPA planning products.

M. Congestion Management

Goal: Continue program to regularly monitor and report on details of congestion in the region.

- Objective: To build a strong database of detailed elements of congestion on selected routes utilizing Geographic Positioning System (GPS) and Geographic Information System (GIS).
 - Action: Continue travel time studies of Route 6, Route 10, and Route 229 to compile quantitative data to support recommendations.
 - Action: Expand data coverage to Route 372 and consider other routes.
 - Action: Augment travel time studies with intersection analyses for more complete dataset on roadway operations.
 - Action: Support congestion mitigation alternatives such as telecommuting.

N. Environment and Historic Preservation

Goal: Develop awareness of impacts to the region's natural environment and historic heritage resulting from the CCRPA's transportation planning processes, projects and programs.

- Objective: To review regional planning processes, projects and programs for positive and negative impacts on the natural environment and historic heritage.
 - Action: Consult with local, state and national agencies in the areas of environmental protection and historic preservation, in terms of transportation elements.
 - Action: Address the transportation component of current planning initiatives, such as watershed management, agricultural viability, and historic preservation.
 - Action: Support new technologies that save energy and reduce pollution such as fuel cell vehicles and green design for transportation facilities.

O. Title VI of the 1964 Civil Rights Act and Environmental Justice

Goal: Uphold the tenets of Title VI of Environmental Justice and the 1964 Civil Rights Act in CCPRA decision-making procedures and planning processes.

- Objective: To base transportation decisions upon regional need across a wide spectrum of the population, addressing mobility issues of low-income and minority groups.
 - Action: Support the timely implementation of the New Britain-to-Hartford Busway.
 - Action: Expand the EJ/Title VI criteria in the STP-Urban project selection process to include justification for inclusion or exclusion by the applicant (current policy requires only a staff review for EJ/Title VI elements).

- Objective: To establish communication with social service agencies.
 - Action: Establish closer working relationships with these agencies to work toward a regional EJ/Title VI committee to help establish a system to quantify the benefits and burdens of transportation projects.

- Objective: To regularly monitor the needs of low-income and minority populations.
 - Action: Establish a more visible and recognizable image in targeted neighborhoods in the region through direct communications and attendance at neighborhood organization meetings.

- Objective: Minimize adverse impacts upon the above-mentioned populations.
 - Action: Assure an inclusive approach to the public process and communication with affected groups throughout the transportation adjustment process.
 - Action: Develop effective measures of positive and negative impacts.

P. Safety

Goal: Safety must be a foremost concern in all facets of transportation planning.

- Objective: To consider safety as a permanent element to all transportation planning, projects and programs.
 - Action: Expand the safety section of the STP-Urban project selection process to include justification for project proposals which address safety.
 - Action: Include safety discussions in all planning products of the CCRPA.
 - Action: Initiate and coordinate the Safe Routes to Schools program in the region.
 - Action: Conduct pedestrian and bicycle safety audits in the region.
 - Action: Evaluate the feasibility of roundabouts for all intersection project proposals.
 - Action: Collaborate with transit providers in addressing safety concerns of the fixed route bus system.

Q. Security

Goal: The security of the transportation system must be integrated into planning processes.

- Objective: To include consideration of security threats in review of project development and planning recommendations.
 - Action: Consider mitigation strategies to all perceived security threats within project proposals.