

Draft Sample Plan of Conservation and Development Considerations for Connecticut Municipalities

The Connecticut Bicycle Pedestrian Advisory Board

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Transportation - Overview

Transportation is integral to daily life for every resident, business owner, employee, customer, and visitor of the municipality. Transportation infrastructure, including roads, bridges, sidewalks, and multi-use trails, also represent a substantial investment for the municipality that costs a considerable amount to build, maintain, and rehabilitate. It is important that transportation facilities and services are developed to best serve the entire community, including those who may not be able to or prefer not to travel via automobile.

The transportation aspiration of this POCD is to enhance service to the community through the development of multi-modal facilities and connections that improve circulation, access, and safety, reduce the reliance and dependence on the auto-mobile, and promote healthy activities while effectively managing the costs to the taxpayers.

Declarative Statement -

We intend to see that transportation facilities and services are developed to best serve the entire community, including those who do not travel via automobile.



Specific Strategy - Provide for improved systems and facilities for pedestrian, bicycle, and public transit.

Transportation systems and facilities should provide for all transportation users. Walking and bicycling are becoming more and more popular as modes of transportation. Transit provides important transportation options to a number of residents. Limited resources, both in funding and land, means that these uses must coexist in the same general space.

The overall concept of multiple transportation modes sharing the same space is called “complete streets.” According to a number of sources:

Complete streets are streets designed to accommodate all users. Pedestrians, bicyclists, motorists, and public transit users of all ages and abilities are able to safely move along and across a complete street. Complete street networks offer users a variety of safe choices for how to travel to their destinations. People typically find areas with complete streets to be more attractive and inviting places to shop, work, play, and live.

The proper design of a complete street depends on its surroundings and the numbers of various types of users anticipated or encouraged (aka “context sensitive design”). In a more urban commercial area, features may include sidewalks, curb ramps, raised medians, curb bump-outs, pavement treatments (different materials or coloring to help guide users), or designated bicycle lanes on the roadway. In a rural area, the features may include striping to narrow the vehicle travel lanes, providing wide shoulders for pedestrian and bicyclists, and ensuring adequate sight distances for motorists to see pedestrians walking along the roadway. Because of the large difference in travel speeds between motorists and pedestrians/ bicyclists, and in the amount of personal protection, most complete street designs involve some sort of traffic calming measures to help encourage slower, safer driving by motorists

The municipality needs to strive for its transportation systems and facilities to accommodate this coexistence in a safe and practical manner. Planning and design need to consider all potential modes of transportation in their development. The concept is to provide, where practical, pedestrian and bicycle friendly connections between neighborhoods, transit stops, bike routes and greenways/trails, recreational areas, public facilities, points of interest, village centers, and other key commercial areas; and also transit service between destinations as demand and need dictates.

Specific Strategy - Manage vehicular traffic.

Vehicular traffic management issues include: excessive travel speeds and other unsafe or stress-inducing vehicle actions, access management, turning movement management, meeting parking needs, traffic circulation and connectivity, and accommodating coexistence with non-motorized modes of transportation (addressed previously). Successful traffic management improves the safety, environs, and livability for pedestrians, bicyclists, adjacent properties, and the motorists themselves.

Complete Streets



Need For Pedestrian Facilities



Need For Bicycle Facilities



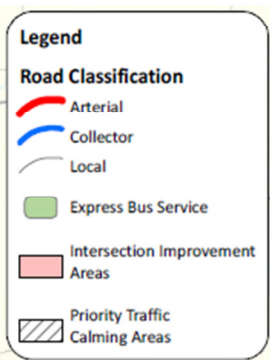
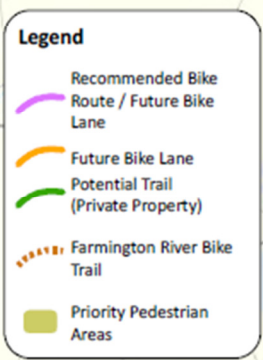
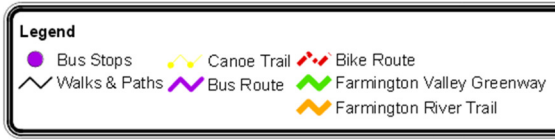
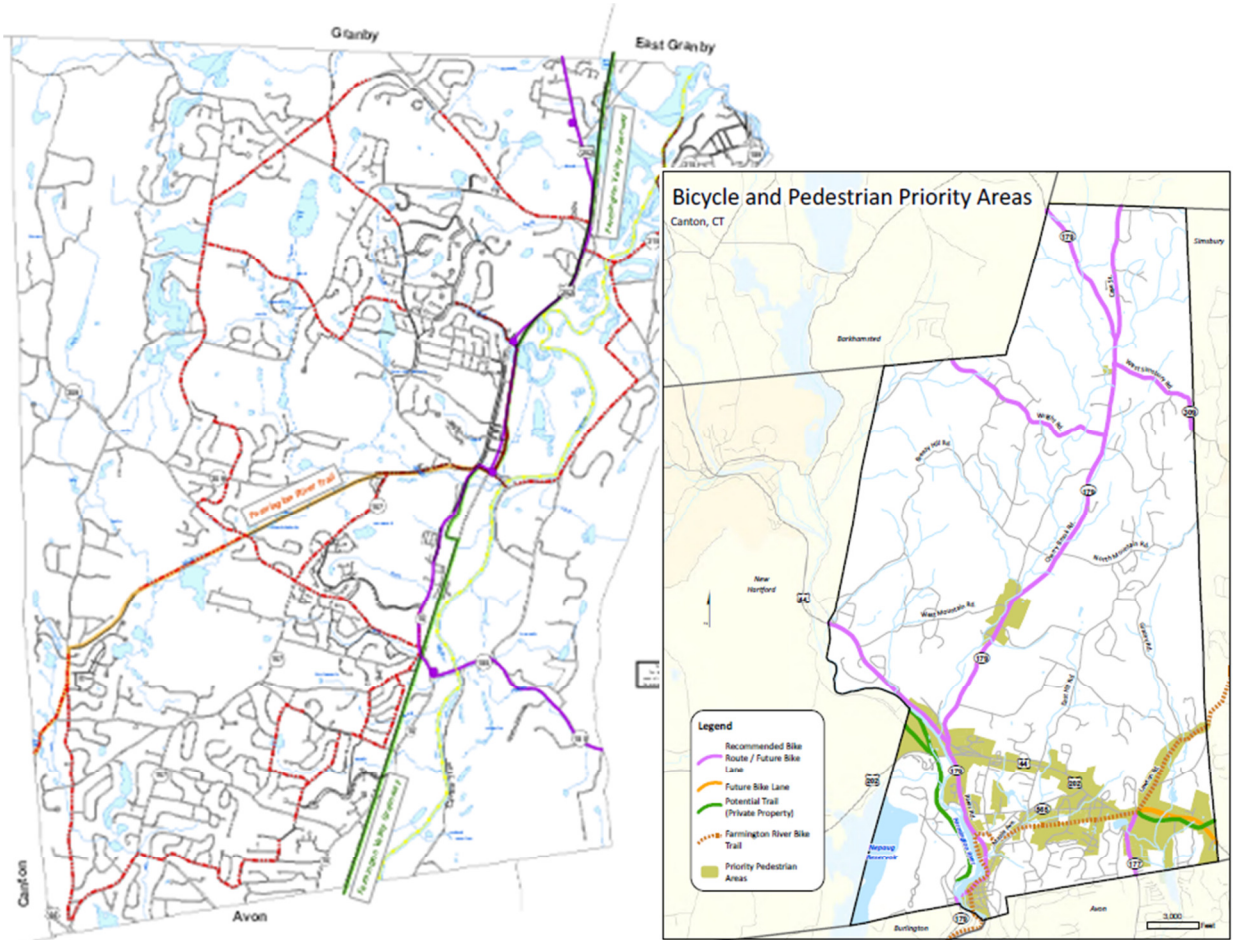
Figures/ Mapping

Recommended inclusions (*with a focus on depicting a Complete Network*):

- Typical Road Classifications (i.e. Arterial, Collector, Local)
- Existing Transit Routes and Desired Connections
- Intersection Improvement Areas
- Pedestrian Improvement Areas
- Priority Traffic Calming Area
- Bicycle/ Pedestrian Priority Areas
- Recommended Bike Route/ Future Bike Lane
- Recommended Pedestrian Routes
- Potential Recreational Trail/ Trail Connections

Reflection - (*Can I get from "Point A" in this community to "Point B" without the use of a car?*)

Samples: Consider mapping of areas of Transit and Non-motorized Transportation:



Implementation/ Recommendations:

- ✓ Improve transportation choices other than automobiles– “Complete Streets”.
 - Identify and close sidewalk gaps in targeted areas, including access to municipal-owned facilities.
 - Install bicycle racks at all municipal-owned facilities.
 - Require bicycle racks at new commercial and mixed-use developments.
 - Require new developments to appropriately accommodate non-automotive transportation options.
 - Support public transportation options and stay mindful of opportunities to expand those options.
 - Create and adopt a Complete Streets Policy & Plan for the municipality.
 - Enforce snow removal ordinance for sidewalks.
 - Perform a condition survey for sidewalks and multi-purpose trails.
 - Include adequate funding in the annual operating budget to maintain bridges, sidewalks, and multi-purpose trails at an acceptable condition.
 - Create and adopt a Traffic Calming Policy & Plan for the municipality. (Could be combined with the Complete Streets Policy & Plan proposed above.)
 - Work with the CTDOT to develop context sensitive solutions/design in village areas.
 - Encourage shared driveways and parking lots as part of the development/ redevelopment process. Adjust regulations and policies where possible to create an economic advantage for using shared facilities.
 - Evaluate road width requirements and how best to accommodate pedestrian and bicycle traffic.
 - Encourage/require interconnectivity of local streets where feasible and reasonable; (i.e. discourage permanent cul-de-sacs.)