



Connecticut Department of Transportation:

the "Complete Streets, Bicycle and Pedestrian Friendly DOT"

April 11, 2012



Today's DOT

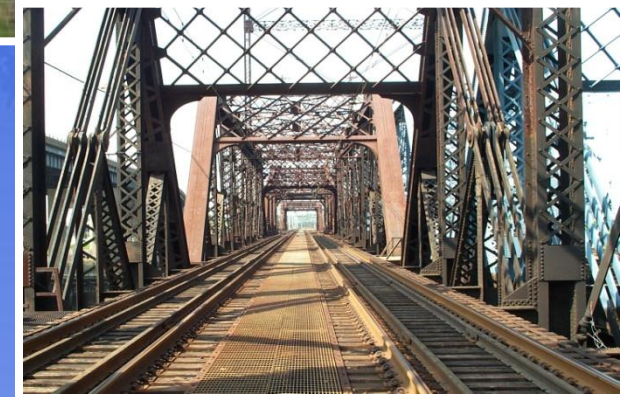
- Who are we and what do we do?
- Future activities in each transport mode
- Bicycle, Pedestrian, Complete Streets



Department of Transportation

Our Core Values...

- Communication
- Customer Service
- Transparency
- Partnerships
- Project Delivery
- Performance & Budget Management
- Efficiency
- Innovation





Mission Statement

Mission of the CT Dept. of Transportation is:

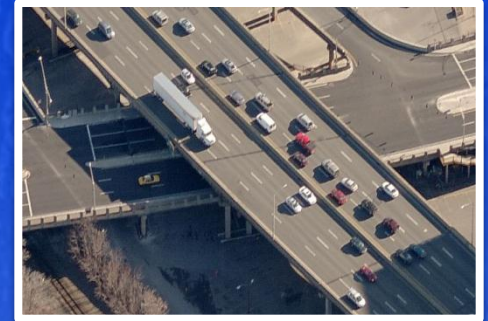
- to provide a safe & efficient intermodal transportation network
- that improves the quality of life, and
- promotes economic vitality for the state and the region.





What we do. . .

- Roads and Bridges
- Public Transportation – Bus, Rail & Ridesharing
- Bicycle and Pedestrian
- Ports & Ferries
- Airports - transition to CAA





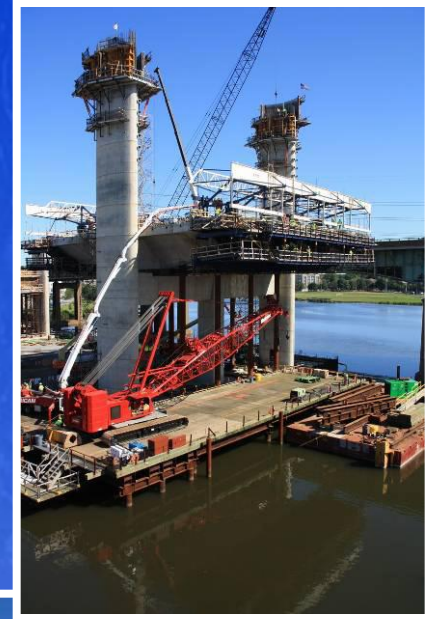
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Future of our Highway System

Safety continues to be a priority
State of Good Repair/Preservation
Statewide Bridge Program
Major Structure Replacements
Capacity expansion
Expanded financing options:
 PPP, Design-Build,
 Construction at Risk
Capacity Expansion





Future of our Transit System

State-of-Good Repair

Parking Expansion

Bridgeport

Fairfield Metro

Stamford

New Haven

West Haven

Transit-Oriented Development

New Vehicles

Unified branding, information & marketing

Real time information

System Capacity

Service Expansion





Future of our Bicycle and Pedestrian System

Partnership with DEEP/DOT

Partnerships with municipalities

Partnerships with advocates

Complete East Coast Greenway

Complete trail missing links

State-of-Good Repair

Bicycle facilities and racks on rail and bus





Future of Ports and Freight

Port Strategy – setting priority investments that maximize intermodal connections, provide economic growth through regional port, shipping, & rail freight partnerships; cruise ships & tourism.

A dynamic multi-agency partnership:

DOT, OPM, DECD and DEEP





Future of Aviation *Transition*

- Transition to CT Airport Authority, soon to be divorced from DOT
- Implemented new budget model with carriers, new interim lease with operators
- Developed concept plans for new Terminal B
- Instituted automation of parking management & payment system
- New concessions – wine bar, martini bar, Panini sandwiches





Today's DOT

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New Initiatives

- Bicycle Racks on M8 Cars





Merritt Parkway Trail Study



\$1 million National
Scenic Byways
grant



- Possible link in East Coast Greenway
- 300 ft ROW offers opportunity
- Constraints: historic, terrain, abutters





Efforts to "Close the Gaps"



DOT mounting multiple efforts to close critical gaps in major trails

Farmington Canal Trail: Cheshire +

Charter Oak Greenway: East Hartford, Manchester, Bolton

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- ← • **Farmington Canal Trail:** Cheshire +
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Putnam Bridge

RT 3 over CT River

Wethersfield-Glastonbury



Bridge Rehabilitation Project: sidewalk will be added to structure

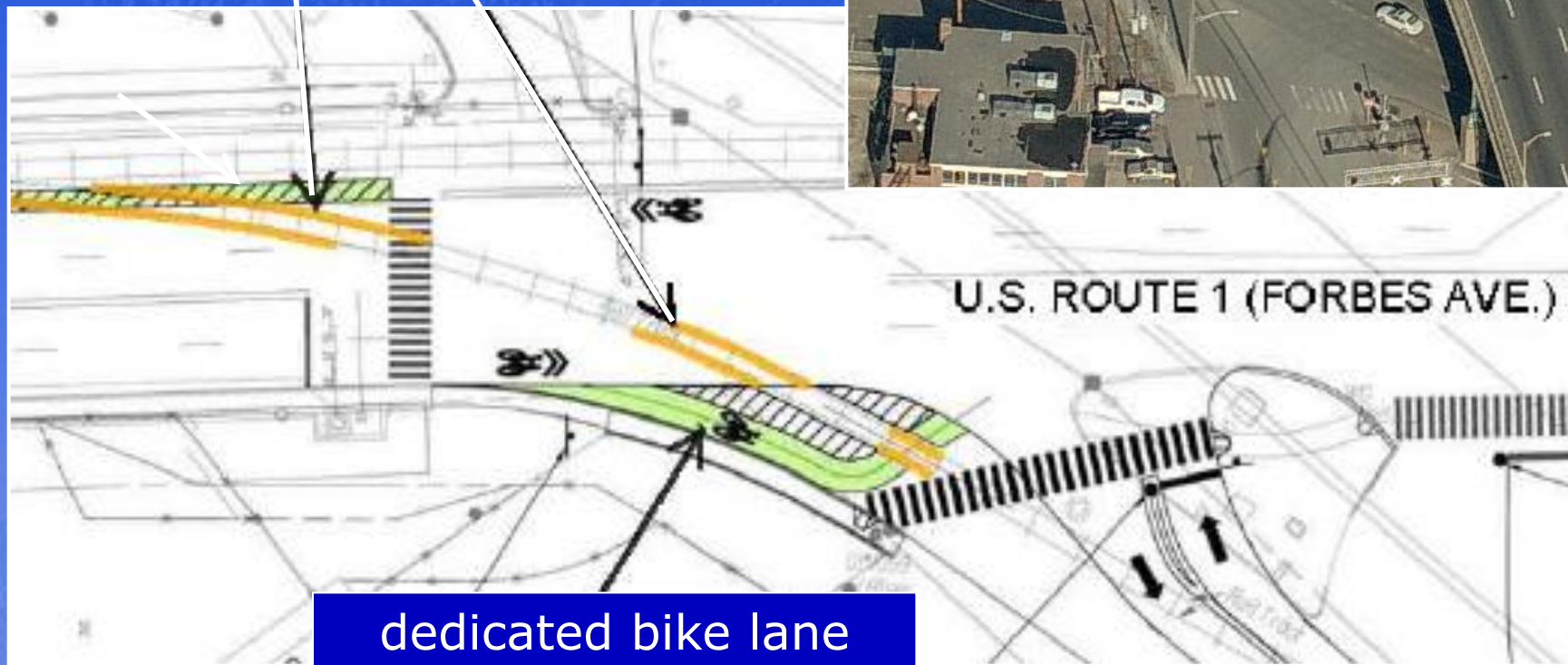
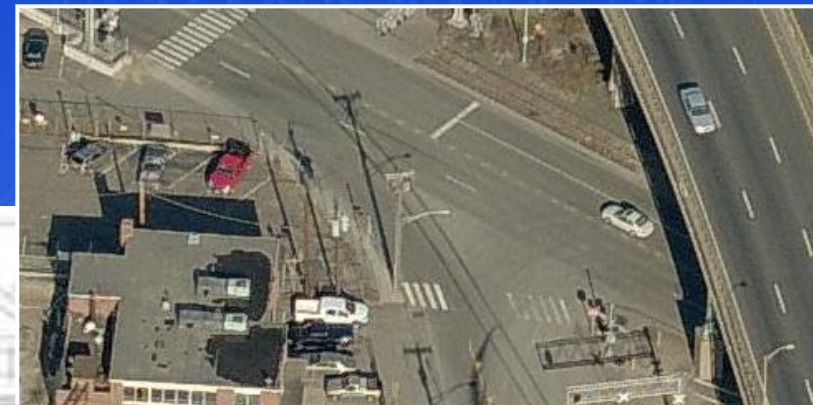
Approaches: planning study of routing & environmental constraints (*nearly 1-mile approach on Glastonbury side*)



Tomlinson Bridge – Rail Crossing



flange filler



dedicated bike lane



Collaborating with DEEP on several efforts



- priorities for state trails
- creative approaches to close gaps – Airline Trail
- streamline permitting for trail projects



New Sidewalk Policy Influencing Project Design

Design of road projects:

- full evaluation of need for sidewalks
- full funding of sidewalks where needed
- every project in design is now subject to this.





MANCHESTER
4,200 Feet of
new sidewalks

New Bus Turn-outs

5' wide shoulders
provided throughout
project length for
bicyclists



Current View on Silver Lane



Proposed View on Silver Lane



East Granby

Metacomet Trail

Multi-Use
Trail added

Route 20 widened
to four lanes with
planted median

Allgrove School

Town Hall, Library,
shopping plaza





What Next?

Concerted effort to complete major state trails

More collaboration & flexibility in funding projects

- DOT funds to fill critical gaps in trails
- DOT funds to 'supplement' critical regional projects
- Mixing & matching 'Urban' funds & 'Enhancement' funds
- Negotiating creative financing that combines regional & DOT funds



What Next?

Beyond just trails – continue to see institutional change

Transit – accommodations at stations, trains





Institutional change – in all areas



Highway maintenance

- Restriping shoulders for cyclists
- Option to reduce lane width and widen shoulder evaluated as part of every repaving project

Design & construction

- policy requires full consideration & equal treatment
- more importantly - designers now more sensitive to bike & ped needs, & need for context sensitive designs





Thank You