

PREPARED FOR THE
HOUSATONIC VALLEY
METROPOLITAN PLANNING ORGANIZATION
BY THE WESTERN CONNECTICUT
COUNCIL OF GOVERNMENTS

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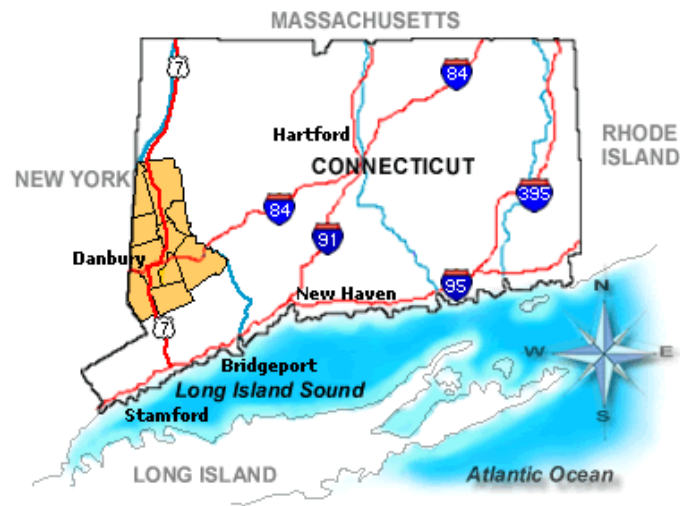
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2015 – 2040 REGIONAL
TRANSPORTATION PLAN FOR
THE HOUSATONIC VALLEY REGION

ADOPTED 4/16/2015

Prepared in cooperation with the U.S. Department of Transportation,
the Federal Highway Administration and the Federal Transit Administration,
and the Connecticut Department of Transportation. The opinions, findings,
and conclusions expressed in this publication are those of the Housatonic Valley
Metropolitan Planning Organization and do not necessarily reflect official views or policies
of the Connecticut DOT, the Federal Highway Administration or the Federal Transit Administration.



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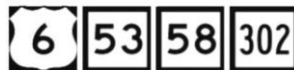
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PROJECT SUMMARIES BY MUNICIPALITY



SUMMARY 1: BETHEL, CT PROJECTS

BETHEL CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

Widen Plumtrees Road Bridge Over East Swamp Brook and Improve Adjacent Intersection at Whittlesey Drive and Walnut Hill Road:

CT DOT Project 09-88 involves the replacement of the Plumtrees Road Bridge over East Swamp Brook with double precast concrete box culverts and the realignment of the two “T” intersections of Whittlesey Drive and Walnut Hill Road.

Each of the intersections is with Plumtrees Road and they are to be aligned opposite each other. In addition the signalization of this intersection will be modified for the new configuration.

Realignment of Walnut Hill Road with Hoyt Road:

Realign the intersection of Walnut Hill Road with Hoyt Road to reduce the accident rate on the slope and at the intersection.

BETHEL TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The Bethel and regional goal is to move them into the “Current Projects” category above.

Interstate 84 Capacity Improvements:

Concerning I-84 widening and exit improvements in Danbury that may be initiated in the future, the region will require CT DOT to demonstrate that the segmentation and phasing of I-84 improvements does not induce overload on parallel Route 6 in Bethel.

Bethel Transit Oriented Development District:

The 2007 Bethel Town Plan recommended transit oriented development (TOD) near the Bethel Railroad Station. As requested by Bethel in 2010 HVMPO completed an initial TOD feasibility study for this location, documenting positive potential.

The Town has since applied for CT OPM funds to prepare a detailed TOD plan. This application was endorsed by both HVMPO and WCCOG. The region will continue to support Bethel in this effort.

Rail Passenger Service Improvements:

Expand peak period, through train and reverse commute rail service from Bethel Station. Extend rail service north to New Milford.

The existing station parking layout was designed to be further expanded in the future to accommodate another 100 spaces. The state purchased a 5 acre parcel adjacent to the station in 1990 and has designed this expansion.

The CT DOT Danbury Branch Study suggests that 160 additional spaces on the north side of the existing lot may eventually be needed. Review these parking needs as part of the Bethel Transit Oriented Development District Study.

Bethel Fixed Route HARTransit Bus:

When funding permits, add minor route modifications as recommended in the 2011 HARTransit Fixed Route Efficiency Study.

Bethel SweetHART Bus:

When funding permits, provide Bethel's seniors and disabled with additional weekday SweetHART service by extending the service day from the current 4:45 pm to 6 pm.

Add a second bus in the morning peak period between 8 and 10 am to reduce competition for bus appointment times when demand is strongest.

Bethel Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Support development of the Western New England Greenway Trail endorsed by HVMPO in 2012, entering from Brookfield and proceeding south on Old Hawleyville Road, onto Hawleyville Road #1, Benedict Road, Walnut Hill Road, Rockwell Road, Plumtrees Road, Maple Avenue, Chestnut Street, Nashville Road, to Route 53 and on into Redding.

--- Develop off road pedestrian and bike trails within the Terra Haute property.

--- Continue to expand the Town's sidewalk infrastructure.

--- Develop a sidewalk improvement plan for ongoing maintenance of pedestrian infrastructure.

--- Due to high rates of bicycle collisions on Routes 53 and 302, seek a study to recommend counter measures that would improve safe use of these facilities for cyclists.

BETHEL LONGER RANGE PLAN

All federally funded regional transportation plans must be structured as “long range”, and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the “Ten Year Improvement Plan” section above.

Route 6 Intersection Upgrades:

Upgrade capacity at the intersections of Route 6 with Garella Road, Benedict Road and Weed Road in accordance with the Bethel Planning and Zoning Commission's 2008 Route 6 Traffic Plan.

Route 53 Access to Henry Street:

As recommended by the 2007 Bethel Plan of Conservation and Development, identify a future road right of way from Route 53 easterly to Henry Street, to avoid conflicts between truck traffic and village residential areas to the north.

Route 53 Roundabout Improvements:

Evaluate need for safety improvements from Mansfield Street south to Route 302, including potential use of roundabouts, using as technical background the HVMPO Route 53 Report, where preliminary feasibility was established.

These safety improvements would also provide aesthetic enhancement and increase on street parking. However, to attract federal funds accident rates at these locations would need to be higher than at present. Continue to monitor to determine funding feasibility.

Route 302 Downtown Streetscape:

Consider additional phases for Downtown Bethel streetscape. First phase construction was completed with federal funds.

BETHEL TRANSPORTATION PLANNING

--- Proceed with upcoming Town sponsored Transportation Oriented Development District Study for the Bethel Station Area.

--- Other upcoming transportation studies to be determined.

--- Past research that supports transportation planning in Bethel:

Report 155, 2/2012: [Bethel Routes 6, 53, 58 and 302 Access Management Plan](#)

An update of Bethel's Route 6 access management plan and its extension to the remaining state roadways in the municipality. Adopted by the Bethel Planning and Zoning Commission into the municipal zoning regulations.

Report 148, 1/2011: [I-84 and Route 7 Expressway Emergency Diversion Plan](#)

This study has been completed in cooperation with CT DEMHS, CT DOT, COGNV and local emergency management officials. It serve as a guide for Bethel officials during expressway traffic emergencies.

Report 144, 3/2010: [Bethel Railroad Station Transit Oriented Development Study](#)

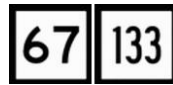
This topical report is to assist Bethel is developing a transit oriented development center at its railroad station.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for Bethel best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 117, 10/2005: [Bethel, CT Traffic Issues](#)

This overview of the Town of Bethel's traffic issues helps shape the direction of future investment in local traffic improvements.



SUMMARY 2: BRIDGEWATER, CT PROJECTS

BRIDGEWATER CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

Route 133 Safety Improvements:

CT DOT Project 16-98 involves the upgrading of guiderails, sightlines and embankments along Route 133 south of Wewaka Brook Road. CT DOT is using state rather than federal dollars.

BRIDGEWATER TEN YEAR IMPROVEMENT PLAN

Bridgewater Senior Transit:

Bridgewater provides a town operated dial-a-ride service for seniors and persons with disabilities with a single bus. Service is provided Monday thru Friday, with special trips on weekends.

Expand as needed and as funds are available. If there is a municipal advantage, integrate to the extent possible with the regional transportation services provided by HARTransit.

Bridgewater Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian and bike features.

--- Continue with plan for pedestrian walkways and bicycle access to the Bridgewater Town Center and the Bridgewater Recreation Area on Sarah Sanford Road.

BRIDGEWATER LONGER RANGE IMPROVEMENT PLAN

Bridgewater is a semi-rural low density town that has no need for traffic signalization, turning lanes, etc. for its roadways. The 2009 HVMPO Regional Plan classifies the entire municipality as a "Semi-Rural Remote Area."

Thus there are minimal traffic improvements envisioned in Bridgewater by this regional transportation plan. Minor safety improvements should proceed as authorized by Town officials.

BRIDGEWATER TRANSPORTATION PLANNING

--- Future transportation studies to be determined.



SUMMARY 3: BROOKFIELD, CT PROJECTS

BROOKFIELD CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

Still River Greenway Trail from Town Hall to Four Corners:

Complete the Still River Greenway from Town Hall north to the Four Corners. This project received a regional priority for federal Enhancement Program funding.

The southern section of the greenway starts on Silvermine road and follows the Still River beneath Route 7 and then crosses the Arthur Harris Linear Park near Route 133. The first phase of that project, one eighth of a mile of the 10 foot wide asphalt path, has been completed.

A northern loop will then extend into the Four Corners business district near Route 202 to the northern trail head at 777 Federal Road.

Route 202 and Route 25 Four Corners Intersection Redesign:

Make traffic, curb cut and pedestrian changes to the Route 7 and Route 202 Four Corners Area in coordination with the Four Corners Brookfield Town Center District Revitalization Plan.

Portions of these improvements will be funded by state STEAP grants, state LOTCIP grants, and by developers as project segments are constructed.

BROOKFIELD TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The Brookfield and regional goal is to move them into the “Current Projects” category above.

Route 202 Improvements from White Turkey Road to Route 133:

The goal is to activate CT DOT Project 18-124 for roadway shoulder standardization, safety improvements, bus, biking and pedestrian enhancements along the Lower Federal Road – Route 202 major commercial area.

The region has a corridor transportation study in progress for this purpose. The results will be submitted to CT DOT for funding.

Brookfield Fixed Route HARTransit Bus:

As funding permits, continue with minor route modifications as recommended in the 2011 HARTransit Fixed Route Efficiency Study.

Brookfield SweetHART Bus:

As funding permits, provide Brookfield's seniors and disabled with additional weekday SweetHART dial-a-ride service by extending the service day from the current 5 pm to 6 pm.

Add a second bus during peak travel times between 8 and 10 am to better serve the needs of riders.

Brookfield Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Continue the development of the Still River Greenway Trail and connections to Danbury and New Milford.

--- Support development of the Western New England Greenway Trail endorsed by HVMPO in 2012, entering from New Milford and proceeding south on Old Middle Road, Ironworks Road, Whisconier Road, Pocono Road, Route 133, Stony Hill Road and on into Bethel.

--- Continue existing municipal efforts to improve the safety of town roads with appropriate signage and markings.

--- Develop additional concept plans for bicycle routes.

Rail Passenger Service Restoration:

Retain as a goal rail passenger service restoration from Danbury to New Milford, with a stop at the redeveloping Brookfield Village.

Note that the Four Corners Brookfield Town Center District Revitalization Plan states: “The proposed development scenario presented within this plan supports a Transit Oriented Development (TOD) concept in the vicinity of a future passenger rail station.”

BROOKFIELD LONGER RANGE IMPROVEMENT PLAN

All federally funded regional transportation plans must be structured as “long range”, and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the “Ten Year Improvement Plan” section above.

Additional Still River Greenway:

Complete connections with Danbury and New Milford.

Comprehensive Sidewalk Plan:

For sections of Brookfield’s Routes 25, 133, 202 and a segment of Long Meadow Hill Road, complete pedestrian features recommended for segments of these roadways by the 2001 Brookfield Town Plan.

Potential Route 7 & Route 133 Half Interchange:

On Brookfield’s portion of the completed Route 7 Expressway is an overpass carrying Route 133. A potential half interchange could be oriented to and from the south and would reduce traffic on nearby Federal Road and its busy intersections.

Feasibility of this Route 133 interchange concept remains to be explored and public interest in proceeding with this project remains to be demonstrated.

BROOKFIELD TRANSPORTATION PLANNING

--- Lower Route 202 Safety and Complete Streets Plan now in in progress.

--- Feasibility of Route 133 and Route 7 Half Interchange concept.

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in Brookfield:

Town Sponsored, [Four Corners Brookfield Town Center District Revitalization Plan](#)

This plan serves as a guide for transportation improvements in the Four Corners Area of Brookfield, which encompasses the Route 7 and Route 25 intersection area.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for Brookfield best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 128, 6/2007: [Still River Greenway Plan for Brookfield and New Milford](#)

This recreational planning report provides a planned alignment for the Still River Greenway.

Report 121, 9/2006: [River Trail Management Plan](#)

A regional guide for coordinating the planning, design and funding of paddling facilities and riverside trails along the Still River and Housatonic River.



SUMMARY 4: DANBURY, CT PROJECTS

DANBURY CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

Improve I-84 Exits 5 and 6 and Adjacent Route 37:

A primary goal of CT DOT Project 34-313 is for interchange ramp lengths to be increased, requiring widening of the nearby I-84 bridges over Kohanza Street and Tamarack Avenue.

The I-84 eastbound on-ramp at Route 37 will also be signalized. Adjacent Route 37 will be widened to four lanes plus a turning lane under I-84.

Route 806 - Newtown Road**Widening and Safety Improvements:**

CT DOT Project 34-0347 involves widening Route 806 - Newtown Road westerly thru its intersection with Old Newtown Road and improvement of the geometry of that intersection.

The project also provides a new access drive for the Danbury Public Works Complex as a new fourth leg of the redesigned intersection.

In addition near I-84 Exit 8 the project adds median barriers from Eagle Road to Industrial Plaza Road. Design in progress.

Route 806 - Newtown Road at Old Shelter Rock Road:

CT DOT Project No. 34-309 will provide for a westbound left turn lane from Newtown Road to Old Shelter Rock Road. The intersection will be signalized and Old Shelter Rock Road realigned.

One goal is for gaps in traffic to be created to facilitate left turns exiting nearby Woodside Avenue. Design in progress.

**White Street at Intersection with
Locust Avenue and Wildman Street:**

CT DOT Project No. 34-H003 will improve capacity at the intersection of White Street with Locust Avenue and Wildman Street. Concept design in progress.

Route 37 Left Turn into Barnum Road:

CT DOT Project No. 34-309 will provide for this turn lane.

**Route 53 Intersection with South Street,
Coal Pit Hill Road and Triangle Street:**

The goal of CT DOT Project 34-324 is to improve the alignment and traffic capacity of South Street - Route 53 at the intersection with Triangle Street and Coal Pit Hill Road. Project design is on hold while the drainage plan is being reassessed.

DANBURY TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The Danbury and regional goal is to move them into the "Current Projects" category above.

Route 6 - Lake Avenue and Mill Plain Road

Widening from Kenosia Avenue Easterly to I-84 Exit 4:

Activate CT DOT Project 34-288 to provide for a four lane cross section plus dedicated turning lanes. Traffic signals will be updated and interconnected.

The percent design completion is 90% or more and the status of acquisition of needed right of way is 100%.

**Route 37 Realignment and Signalization
at Intersection with Stacey Road:**

Future CT DOT Project No. 34-305 will realign and signalize the intersection of Route 37 with Stacy Road. Stacey Road to form a "T" type intersection with Route 37.

Interstate 84 Capacity Improvements:

Concerning I-84 widening and exit improvements in Danbury that may be initiated in the future, the region will require CT DOT to demonstrate that the segmentation and phasing of I-84 improvements does not induce overload on parallel Route 6 or other roadways in Danbury, Bethel and Newtown.

West Street and Lake Avenue Improvement Plan:

Construct improvements in accordance with 2012 corridor transportation management plan.

Danbury Fixed Route HARTransit Bus:

At the HARTransit Pulse Point on Kennedy Avenue in Downtown Danbury, insure that as nearby traffic flow improvements are made that passenger interaction operations are not impacted.

As funding permits, continue with minor route modifications throughout the city as recommended in the 2011 HARTransit Fixed Route Efficiency Study.

Danbury SweetHART Bus:

As funding permits, provide Danbury's seniors and disabled with additional weekday SweetHART service by extending the service day past the current 6 pm termination.

Make changes to SweetHART services in Danbury based upon the 2008 SweetHART Comprehensive Operating Analysis.

Danbury Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Complete a bicycle and pedestrian access plan which would include the examination of multi-use trails as described in the Danbury Plan of Conservation and Development.

--- Due to high rates of bicycle collisions on Main Street - Route 53, South Street, Newtown Road and West Street, seek a study to develop counter measures that would improve safe use of these roadways for cyclists.

--- Enhance the accessibility of the Still River Greenway to facilitate travel by bicycle and complete its connection to the Brookfield portion of the trail.

--- Support the development of the Norwalk River Valley Trail.

--- Work with CT DOT to install sheltered bike racks at park and ride lots.

--- Pursue efforts to make trail connections to Putnam County's Maybrook Trailway at the NY/CT state line.

Rail Passenger Service Improvements:

Expand peak period, through train and reverse commute rail service from Danbury Station. Extend rail service north to New Milford.

Operate a connector shuttle between Danbury Station and the HARTransit Pulse Point after the initial rail expansion phase.

The CT DOT Danbury Branch Study projects that under no change of service level scenarios, the station will have a surplus of 25 spaces by 2030. But then if service increases, a deficit of 59 to 197 spaces by 2030 is expected.

DANBURY LONGER RANGE IMPROVEMENT PLAN

All federally funded regional transportation plans must be structured as "long range", and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the "Ten Year Improvement Plan" section above.

Route 6 (Mill Plain Road) Widening from I-84 Exit 2 East to Kenosia Avenue:

In accordance with the 2005 Danbury Transportation Plan, widen Route 6 - Mill Plain Road from I-84 Exit 2 easterly to Kenosia Avenue, including improvement of the alignment and traffic capacity of Route 6 at New State Road - Route 824.

This longer term project will complement the shorter term Route 6 widening adjacent to the east.

Route 37 Widening Northerly to Jeanette Street:

As proposed in the 2005 Danbury Transportation Plan, widening of Route 37 as feasible northerly to the intersection with Jeanette Street. In doing so facilitate turning movements at the Padanaram Road - Pembroke Road intersection.

Route 39 Selective Widening and Safety Improvements:

As proposed in the 2005 Danbury Transportation Plan for Route 39 widen with additional lanes as feasible between Cowperthwaite Street and East Gate Road, and add southbound turning lanes and geometric improvements as needed at East Gate Road and Beckerle Street.

Also, undertake geometric realignment as feasible at the King Street - Padanaram Road and East Lake Road intersections.

Route 53 - Main Street Various Improvements:

As proposed in the 2005 Danbury Transportation Plan (1) Consider converting Patch Street into a one way eastbound street, (2) provide turning lanes at Franklin Street and Garamella Boulevard, (3) provide four lanes from Wooster Street to South Street by either widening the roadway or removing parking.

Also, "(4) reduce sidewalk width as necessary from Boughton Street to Wooster Street to allow for a southbound left turn at Wooster Street, (5) consider intersection improvements at South Street, and (6) extend streetscape improvements to South Street."

Local Street Improvements in Danbury

Hospital - Western CT State University Area:

As determined by Danbury officials in October of 2009 phase one priorities were 1) the White Street, Locust Avenue and Wildman Street Intersections, a project which is now successfully locally, state and federally funded, 2) the White Street and Federal Road intersection, and 3) the closely spaced combination intersections of Garamella Boulevard at Maple Avenue and Balmforth Avenue at Osborne Street.

Then phase two priorities include the remaining intersections in need of improvement in this key institutional area; Tamarack Avenue at Hayestown Avenue, Tamarack Avenue at Virginia Avenue Extension, Tamarack Avenue at Hospital Avenue and Locust Avenue, Osborne Street at Hospital Avenue, Osborne Street at Locust Avenue, White Street at Moss Avenue, White Street at Fifth Avenue, and White Street at Eighth Avenue.

DANBURY TRANSPORTATION PLANNING

DANBURY TRANSIT CENTERS CO-LOCATION STUDY

--- The purpose of this study is to assess the geometric, administrative and financial feasibility of co-locating the three Downtown Danbury transit centers currently serving the Greater Danbury Area. These three centers are the Danbury Train Station at 1 Patriot Drive, the HARTransit Pulse Point at 20 Kennedy Avenue, and the Peter Pan/Bonanza Bus Terminal at 48 Elm Street.

These facilities are all at the north end of Downtown Danbury and are considered to be within walking distance of each other. However, transit travel time could be reduced and patronage increased if the two bus centers were relocated adjacent to the Danbury Train Station.

The study will assess the feasibility of relocation alternatives, forecast resulting increases in ridership, define advantages and disadvantages, and project order of magnitude costs.

DANBURY SIGNAL SYSTEM MANAGEMENT PLAN

--- Determination of Danbury Signal System upgrades that may be eligible for federal funding. A role for HVMPO can be to organize those policies in advance of municipal grant applications, such that they have modern standards to help justify and include with their signal system related grant applications. A technical analysis should assess the state of municipal traffic signal system operations and maintenance in Danbury.

ROUTE 6 COMPLETE STREETS PLAN

--- Prepare a West Side Route 6 Corridor Complete Streets Plan. Reformat the widening concept to include pedestrian, bike and bus pullout elements. Also prepare phasing plan for widening from two to four lanes that is sensitive to state budget concerns.

--- Other future transportation studies to be determined.

--- Past research that supports transportation planning in Danbury:

Report 158, 6/2013: [Transportation Plan for Lake Avenue and West Street in Danbury](#)

This roadway corridor plan serves as the base for transportation improvements, sidewalk extensions, and some site plan approvals.

Report 153, 7/2011: [Route 7 Transportation and Land Use Study](#)

A guide to future transportation investments on the existing roadway, accompanied by land use recommendations for development nodes.

Report 152, 6/2011: [Transportation Plan for Newtown Road in Danbury](#)

This roadway corridor plan will serve as a base for transportation improvement grants and municipal site plan approvals. A sidewalk plan is included.

Report 148, 1/2011: [I-84 and Route 7 Expressway Emergency Diversion Plan](#)

This study has been completed in cooperation with CT DEMHS, CT DOT, COGNV and local emergency management officials. It will serve as a guide for Danbury during expressway traffic emergencies.

Report 141, 10/2009: [I-84 Greater Danbury Toll Plaza Impact Study](#)

A review of impacts of potential I-84 tolls on traffic and quality of life in Danbury. Prepared as input to the debate on reestablishing tolls on expressways in Connecticut.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for Danbury best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 127, 4/2007: [Danbury Hospital and WCSU Traffic Plan](#)

A study to enhance traffic flow near regional institutions in the City of Danbury.



SUMMARY 5: NEW FAIRFIELD, CT PROJECTS

NEW FAIRFIELD CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

Candlewood Corners Drainage:

CT LOTCIP funded drainage improvement project at the intersection of Route 39 and Saw Mill Road.

NEW FAIRFIELD TEN YEAR IMPROVEMENT PLAN

This proposal has not yet been funded by CT DOT. The New Fairfield and regional goal is to move them into the "Current Projects" category above.

New Fairfield Center Enhancement:

Continue to make pedestrian and streetscape changes to both Route 37 and Route 39 in accordance with the 2005 New Fairfield Center Beautification Study.

New Fairfield Fixed Route HARTransit Bus:

The existing New Fairfield – Southeast, NY Rail Station Shuttle began operation on 5/18/2009. This shuttle operates during the weekday peak commute, with a significant service gap in the midday.

At present, there is no service available between 7:45 am and 5:50 pm. Reducing the size of this midday gap is a goal for the service.

Long term, implement a fixed route bus service between Danbury and New Fairfield via Route 37, serving the North Street Shopping Center, the Federal Correctional Institution, Stetson Place in Danbury, and the Town Center and Ball Pond areas of New Fairfield.

New Fairfield SweetHART Bus:

When funding permits, provide New Fairfield's seniors and disabled persons with additional weekday SweetHART service by extending the service day from the current end at 4:30 pm to 6 pm.

Operate a second bus to provide additional service during peak travel periods each weekday during heavy travel times from 9 to 11 am and from 2:00 to 4:30 pm.

New Fairfield Bicycle and Pedestrian Facilities:

--- A municipal complete streets policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features. Continue to implement the complete streets policies as described in the New Fairfield Plan of Conservation and Development.

--- Establish a town bicycle and pedestrian committee to promote and prioritize development of these modes.

--- Enlist community members to assist the Department of Public Works to prioritize and recommend sidewalk repairs.

--- Create a Safe Routes to School program.

NEW FAIRFIELD LONGER RANGE IMPROVEMENT PLAN

All federally funded regional transportation plans must be structured as “long range”, and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the “Ten Year Improvement Plan” section above.

Route 37 Signal at Saw Mill Road Improvement:

As traffic volumes grow there will be a need to evaluate the need for a traffic signal at the intersection of Route 37 with Saw Mill Road.

Route 39 at Candlewood Corners Improvement:

Modify pavement markings, curbing, reconfigure driveways, and lower speed limit through Candlewood Corners to 25 mph. Install pedestrian crosswalk at Route 39 and Sawmill Road.

Concerning the intersection of Route 39 with the entrance drive to Squantz Pond State Park (State Route 481), continue coordination with state officials to ensure that summer traffic congestion is properly managed.

NEW FAIRFIELD TRANSPORTATION PLANNING

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in New Fairfield:

Report 135, 8/2008: [New Fairfield Traffic Issues Report](#)

Traffic safety plans for a) the New Fairfield High School driveway at Gillotti Road and b) the intersection of Beaver Bog Road with Route 37.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for New Fairfield best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 116, 10/2005: [New Fairfield Pedestrian Enhancement Study](#)

This plan and its detailed drawings set the framework for federally funded pedestrian and beautification investments in New Fairfield Center.



SUMMARY 6: NEW MILFORD, CT PROJECTS

NEW MILFORD CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

New Roundabout:

Increase capacity and improve safety by developing a CT LOTCIP funded roundabout at the intersection of local roads Still River Road, Pickett District Road and Lanesville Road.

Bridge Reconstruction:

Reconstruct the bridge on Wellsville Avenue over the East Aspetuck River.

Sidewalk Reconstruction:

Reconstruct sidewalk on the north side of Bridge Street from Young's Field Road easterly to Main Street.

NEW MILFORD TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The New Milford and regional goal is to move them into the "Current Projects" category above.

Boardman Road Truck Bypass:

Provide an accessible truck route between Aspetuck Ridge Road and Boardman Road through the Century Enterprise Center property to help support industrial development.

Historic Boardman Bridge Rehabilitation:

Rehabilitate the historic Boardman Bridge over the Housatonic River and integrate into the pedestrian bike and trail system.

Additional Bridge Reconstructions:

Additional reconstructions needed in New Milford includes those bridges on:

- Aspetuck Ridge Road (south end)
- Mill Street
- Merryall Road at West Meetinghouse Road
- Mud Pond Road (south end) and
- Gaylord Road (near Sherman Town Line).

Downtown Traffic, Safety and Pedestrian Improvements:

Complete improvements as specified in the 2014 New Milford Transportation Management Plan. These improvements include:

- Relocate the intersection of Bridge Street with Young's Field Road and add signalization.
- Coordinate signalization on combined Routes 67 and 202 from intersection with Route 7 easterly to Grove Street.
- Increase capacity at intersection of Route 202 with East Street and Elm Street.

Central New Milford Pedestrian Plan:

This pedestrian walkway will run from Bridge Street south along Grove Street, on to Lanesville Road to Still River Road to reach the Still River Greenway.

Still River Greenway:

Continue constructing components of the regional Still River Greenway.

New Milford Fixed Route HARTransit Bus:

As funding permits, continue with minor route modifications as recommended in the 2011 HARTransit Fixed Route Efficiency Study.

New Milford Town Dial-a-Ride:

The town operates two buses in a senior/disabled dial-a-ride, Monday through Friday between 7:30 am and 3:30 pm. As funding permits, New Milford would benefit from an extension of service later in the day until 6 pm on weekends.

No Saturday service is provided. As funding permits, new Saturday service between 9 and 4 pm with a single vehicle, and a similar schedule on Sunday would better serve this population.

New Milford Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- When financially feasible, follow the recommendations of the 2013 New Milford Transportation Management Plan for bicycle access, especially the recommendations for Bridge Street, which are supported by bicycle crash data.

--- Support development of the Western New England Greenway Trail endorsed by HVMPO in 2012, entering from Kent and proceeding south on to Long Ridge Road, then on to Brown's Forge Road, Station Road, River Road, Boardman Road, Housatonic Avenue, Bennitt Street, Main Street, Bridge Street, Grove Street, Pumpkin Hill Road, Erickson Road, Aldrich Road, Old Middle Road and then continuing into Brookfield.

--- Work with CTDOT to create a bike lane and signage on Route 7 by expanding the shoulder and without the narrowing of traffic lanes. There have been several serious bike collisions here.

--- Install additional “share the road” signs and sharrows on back roads that provide an alternative to Route 7. Suitable candidates include Sunny Valley Road, Picket District Road, Ericson Road, and Candlewood Lake Road.

NEW MILFORD LONGER RANGE IMPROVEMENT PLAN

All federally funded regional transportation plans must be structured as “long range”, and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the “Ten Year Improvement Plan” section above.

Rail Service Restoration:

Retain as a long range goal rail passenger service restoration from Danbury to New Milford, with a new station to the north of the Clifford C. Chapin Railroad Plaza.

NEW MILFORD TRANSPORTATION PLANNING

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in New Milford:

Town Sponsored, 10/2013: [New Milford Transportation Management Plan](#)

A comprehensive transportation study for the center of New Milford.

Report 139, 5/2009: [Central New Milford Pedestrian Loop Concept Plan](#)

A recommended pedestrian walkway from Bridge Street south to Lanesville Road, east across the Housatonic River and then back north to New Milford Center.

Report 132, 6/2008: [New Milford Routes 7 and 202 Access Management Plan](#)

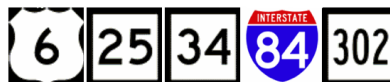
This traffic safety planning tool is an update of the HVMPO driveway management plan adopted in 1997 by the New Milford Zoning Commission. This update was incorporated into the New Milford Zoning Regulations.

Report 128, 6/2007: [Still River Greenway Plan for Brookfield and New Milford](#)

This recreational planning report provides a planned alignment for the Still River Greenway.

Report 121, 9/2006: [River Trail Management Plan](#)

A regional guide for coordinating the planning, design and funding of paddling facilities and riverside trails along the Still River and Housatonic River.



SUMMARY 7: NEWTOWN, CT PROJECTS

NEWTOWN CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

**Route 6 – Church Hill Road Improvements
from Railroad Overpass East to I-84 Exit 10:**

CT DOT Project 0096-0192 calls for Edmond Road to be realigned to meet Commerce Road on Route 6 - Church Hill Road. Project is in design.

Route 25 at Pecks Lane North Intersection:

CT DOT Project 0096-0196 involves a geometrically standardized and safer interface with Route 25.

**Operational Improvements on I-84 Exit 11
And on Wasserman Way (State Route 490):**

Operational improvements at intersection of Route 34 with Wasserman Way, at intersection of I-84 Exit 11 entrance and exit ramps with Wasserman Way, and the addition of a new eastbound on ramp from Route 34 to Exit 11.

Include in this project state of the art signal coordination, an expanded commuter lot, and improved Route 34 intersections with nearby Toddy Hill Road and Pole Bridge Road.

Route 302 Bridge Replacement:

Complete the Route 302 bridge replacement that is near the intersection of Route 302 with Route 25.

Sidewalk Improvements:

Sidewalk improvements on Route 25 from Route 302 to Wasserman Way, then on Wasserman Way to Trades Lane. Follow with additional improvements that implement the 2011 Central Newtown Sidewalk Plan.

NEWTOWN TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The Newtown and regional goal is to move them into the “Current Projects” category above.

Toddy Hill Road Bridge Replacement:

Replace the bridge on Toddy Hill Road over Curtis Pond Brook near the intersection with Route 34.

Interstate 84 Capacity Improvements:

Concerning I-84 widening and exit improvements in Danbury that may be initiated during the future, the region will require CT DOT to demonstrate that the segmentation and phasing of I-84 improvements does not induce overload on parallel Route 6 in Newtown.

Route 6 Upgrades at I-84 Exit 9 in Hawleyville:

In accordance with HVMPO's 1997 Exit 9 Hawleyville Transportation Study, increase the number of lanes and add turning lanes on Route 6 in the Hawleyville Area as adjacent development warrants.

Concerning Route 25 in this area, provide progressive signalization coupled with widening to four lanes with turning lanes.

Newtown Fixed Route HARTransit Bus:

When funding permits, create a new Danbury to Bridgeport service serving Newtown via Routes 6 and 25. This service would provide for people working and living on either end of the route and local service in Newtown to points along the corridor at retail, office and manufacturing locations.

Make enhancements to the existing Peter Pan bus schedule that would provide three additional am round trips and four additional pm round trips between Danbury and Waterbury Monday through Friday.

An additional route stop in the Exit 10 area of Newtown would be added on these trips. This location would also serve as a transfer point to the planned Danbury to Bridgeport service.

Newtown Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Complete a bicycle and pedestrian access plan which would include the study of multi-use trails as suggested by the Newtown Trails Committee.

--- Support the extension of the Pequonnock Valley Greenway River Trail into Newtown from Monroe.

--- Work with CT DOT to install sheltered bike racks at the park and ride lots at I-84 Exits 9 and 11.

NEWTOWN LONGER RANGE IMPROVEMENT PLAN

All federally funded regional transportation plans must be structured as “long range”, and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the “Ten Year Improvement Plan” section above.

--- Projects to be determined.

NEWTOWN TRANSPORTATION PLANNING

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in Newtown:

Report 148a, 3/2011: [Need for Traffic Safety Improvements on Route 6 in Newtown](#)

This review was prepared in support of intersection improvements at Commerce Road and Edmond Road.

Report 143, 3/2010: [Newtown Routes 6, 25, and 816 Access Management Plan](#)

A driveway management adopted by the Newtown Planning and Zoning Commission.

Report 141, 10/2009: [I-84 Greater Danbury Toll Plaza Impact Study](#)

A review of impacts of potential I-84 tolls on traffic and quality of life in Newtown. Prepared as input to the debate on reestablishing tolls on expressways in Connecticut.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for Newtown best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 120, 8/2006: [Queen Street Area Traffic Plan](#)

This traffic and pedestrian plan for the center of Newtown serves as input to local transportation policy decisions.

Report 106, 3/2003: [Pedestrian Safety Plan for Queen Street in Newtown](#)

Requested by the Newtown Police Commission, the detailed maps and text in this plan define pedestrian safety improvements warranted for this busy roadway in central Newtown.

Report 94, 9/1997: [I-84 Exit 9 Hawleyville Transportation Study](#)

This award winning plan provides coordination of local zoning and transportation for the Exit 9 area. The results were incorporated into the Town of Newtown Zoning Regulations.



SUMMARY 8: REDDING, CT PROJECTS

REDDING CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

Long Ridge Road Railroad Crossing:

CT DOT Project 0116-0125 will modernize the railroad crossing at Long Ridge Road.

REDDING TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The Redding and regional goal is to move them into the “Current Projects” category above.

Redding Route 7:

According to the 2011 HVMPO Route 7 Plan there were no specific recommendations for this two thirds of a mile segment.

The 2011 plan also documents that this segment of Route 7 does not need to be widened from two to four lanes.

Redding’s Georgetown Redevelopment Impact on Nearby Route 7 in Wilton:

State Traffic Commission off-site improvements for the Georgetown redevelopment project include: 1) geometric improvements on Route 7 in Wilton at Mountain Road/School Street; 2) geometric improvements on Route 7 in Wilton at Driveway to Georgetown Market Plaza; and 3) new signal and geometric improvements on Route 7 in Wilton at North Main Street.

Redding Fixed Route HARtransit Bus:

Redding is served by the Danbury-Norwalk Route 7 LINK bus which travels the length of the Route 7 corridor between Danbury and Norwalk. The current service provides 4 morning and 4 evening round trips with a significant gap in the midday. The goal is to provide buses hourly throughout the weekday.

With the redevelopment of Georgetown, add a deviation to this Danbury to Norwalk Bus Route to directly serve the new multi-modal transportation center planned there.

Redding Town Dial-a-Ride:

Redding provides a Town operated dial-a-ride service for seniors and persons with disabilities with a single bus Monday through Thursday. As funding permits, and when warranted, increase service.

When advantageous to the Town, integrate the Redding dial-a-ride to the extent possible with the regional transportation services provided by HARTtransit.

Redding Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Complete a study of roads suitable or desirable for biking and roadside multi-use paths.

--- Support development of the Western New England Greenway Trail endorsed by HVMPO in 2012, entering from Bethel on Route 53 and proceeding south on Route 53 into Weston.

Rail Passenger Service Improvements:

Expand peak period, through train and reverse commute rail service and extend rail service north from the West Redding and proposed Georgetown Stations to New Milford.

While there is currently a surplus of parking at the West Redding Station, the CT DOT Danbury Branch Study projects that 50 additional spaces will be required for adequate parking by 2030. Other alternatives for expansion on the line provide estimates of 43 to 89 additional spaces needed at West Redding, depending on the scenario.

New Georgetown Rail Station and Intermodal Transportation Center:

Publically fund the Georgetown Intermodal Transportation Center and Rail Station. This facility is part of a U.S. EPA award winning “Smart Growth” and “transit oriented development” project. It is a public investment of interregional transit benefit in conformance with the Danbury Branch Line improvement plan.

As for parking at the proposed Georgetown Station, a 2008 consultant assessment estimated the number of parking spaces required at the new facility. It was determined that between 350 to 450 spaces would be necessary to meet projected demand at the Georgetown Railroad Station by 2020.

REDDING LONGER RANGE IMPROVEMENT PLAN

To be determined.

REDDING TRANSPORTATION PLANNING

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in Redding:

Report 154, 7/2011: [Route 7 Driveway Management Plan](#) Prepared for use as a site plan standard to be referenced in municipal zoning regulations.

Report 153, 7/2011: [Route 7 Transportation and Land Use Study](#)
A guide to future transportation investments in the corridor.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for Redding best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 104, 11/2001: Georgetown Enhancement and Traffic Plan

This plan for streetscape beautification was adopted as an amendment to the Redding Plan of Conservation and Development.



SUMMARY 9: RIDGEFIELD, CT PROJECTS

RIDGEFIELD CURRENTLY FUNDED PROJECTS

Projects listed in this section have various forms of CT DOT recognition for construction funding. The goal is to keep their design processes moving forward.

**Intersection of Route 35 with
Bailey Avenue and Catoonah Street:**

CT DOT Project 117-0159 will improve safety and add turning lanes at the intersection of Route 35 with Bailey Avenue and Catoonah Street.

Combined Use Trail:

Construct the Farmingville Road Combined Use Trail. Project is pending for Town commitment to fund an engineering study.

Branchville TOD Study and Implementation:

Complete the Branchville Station Transit Oriented Development Study and implement its recommendations.

RIDGEFIELD TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT. The Ridgefield and regional goal is to move them into the "Current Improvement Projects" category above.

Route 7 Corridor Needs:

The concept of widening Route 7 south of its intersection with Route 35 in Ridgefield and on south to the Wilton Town Line was studied by HVMPO in 2011. Such widening was not found to be justified.

However, some minor improvements other than widening are needed. Ridgefield recommendations from the 2011 Route 7 Plan presented south to north include:

Route 7 Intersection at Old Town Road:

Relocate the Portland Road access to Branchville Station to the south, such that it is now directly across from Old Town Road. Then install a traffic signal at what becomes a four way rather than a three way intersection.

Coordinate timing of this new signal with the signal to the north at Route 102. Update and refine this recommendation during the current Branchville Transit Oriented Development Study.

Route 7 Intersection at Route 102:

It is projected that in 2030 this intersection will operate at a failing level of traffic service during the PM peak hour. The corrective recommendation as seen in 2011 was to reconfigure the Route 7 southbound approach to include a shared left-turn - through lane along with a right turn lane to Route 102.

This recommendation will be reviewed by the current Branchville Station Transit Oriented Development Study.

Route 7 Intersection at New Road:

It is projected that in 2030 this intersection will operate at a failing level of traffic service due to forecasted traffic growth. Traffic growth along Route 7 will result in delay at the existing traffic signal.

The corrective recommendation is to adjust signal timings to optimize operations by allotting the green time to the heavier movements along Route 7.

Route 7 Intersection with Route 35:

Route 35 traffic is heavy through this intersection, and future forecasts indicate that significant growth in traffic will be to and from Ridgefield along Route 35. Recommendations are to make geometric modifications to scale down the intersection, improve safety and better accommodate pedestrians.

Fixed Route HARTransit Bus:

Ridgefield is served by the Danbury-Norwalk Route 7 LINK bus, which travels the length of the Route 7 corridor between Danbury and Norwalk.

The current service provides 4 morning and 4 evening round trips with a significant gap in the midday. The goal is to fill this gap and provide buses hourly throughout the weekday.

Determine if there is a market for expanding the Ridgefield to Katonah, NY commuter shuttle service to the midday hours, as no service is provided at present between 8:30 am to 5 pm.

But expanding the Katonah Shuttle is complicated by a parking shortage along the route. Additional parking locations are thus a high priority, and may be necessary even without major expansion.

Day-long service on the shuttle provides an ancillary benefit to travel between Danbury and Ridgefield. The current Ridgefield-Katonah schedule allows for a limited direct service between the two municipalities as buses leave and return from the HARTransit facility in Danbury.

An additional policy, outside of the 2010 Bus Service Improvement Plan, is found in the 2010 Ridgefield Plan of Conservation and Development; "Encourage additional shuttle or bus service to meet the needs of residents and workers, including service between Ridgefield Center and Branchville."

Ridgefield SweetHART Bus:

When funding permits, provide a second bus during the peak morning and afternoon period Monday Through Friday to increase the service span from 8:45 am to 4:45 pm to 7:30 am to 6:00 pm. Provide Saturday Service between 9 am and 4 pm.

Ridgefield Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Implement the recommendations of the Ridgefield Bicycle Trail Study.

--- Support the development of the Norwalk River Valley Trail.

Rail Passenger Service Improvements:

The current CT DOT Danbury Branch Line study will develop recommended options to improve passenger rail between Danbury and Norwalk.

The current Branchville Station Transit Oriented Development Study will develop recommendations for the Branchville Station area including the need for expanding rail station parking.

Note that the 2010 Ridgefield Plan of Conservation and Development states "a new commuter rail station is proposed nearby in Redding and concerns have been expressed that this could lead to a reduction of service at the Branchville Station... Increasing ridership and making improvements at the Branchville Station train station can help to maintain activity at the station."

RIDGEFIELD LONG RANGE TRANSPORTATION PLAN

All federally funded regional transportation plans must be structured as "long range", and are to include improvement concepts for further planning and implementation in the decades ahead. In time they are to refill the "Ten Year Improvement Plan" section above.

Projects to be determined.

RIDGEFIELD TRANSPORTATION PLANNING

--- In progress: Branchville Station Transit Oriented Development Study.

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in Ridgefield:

Report 154, 7/2011: [Route 7 Driveway Management Plan for Ridgefield](#) Updates the 1996 Route 7 Access Management Plan. Incorporated into the municipal zoning regulations.

Report 153, 7/2011: [Route 7 Transportation and Land Use Study](#)

A guide to future transportation investments on the existing roadway, accompanied by land use recommendations for development nodes.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify for Ridgefield best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 124, 11/2006: [Harlem Line Shuttle Bus Study](#)

A review of current HARtransit commuter shuttles from Danbury and Ridgefield to Harlem Line rail services in New York State.

Report 115, 6/2005: [Ridgefield Route 35 Traffic Improvement Plan](#)

A 20 year update of HVMPO's 1985 Route 35 Traffic Improvement Plan, the 2005 Plan is a guide for Town officials as they manage adjacent development and traffic issues.

The curb cut plan therein was adopted by the Planning and Zoning Commission as a guide to driveway development along Route 35.



SUMMARY-10. SHERMAN, CT PROJECTS

SHERMAN CURRENTLY FUNDED PROJECT

Taber Road Pavement Rehabilitation:

Undertake Taber Road pavement rehabilitation from the intersection with Route 39 westerly to the New York State Line.

SHERMAN TEN YEAR IMPROVEMENT PLAN

These proposals have not yet been funded by CT DOT.

Overall Road Policy:

The region endorses the following statement in the 2013 Sherman Plan of Conservation and Development: "Town roadways should retain as much as possible the character of scenic rural lanes. A scenic road ordinance was adopted in 2005 and is consistent with the HVMPO Growth guide and its specific reference to Sherman's roads."

Sherman Center Pedestrian Plan:

The 2001 Town Plan called for a pedestrian plan for the Town Center. In 2007 HVMPO prepared a Sherman Center Pedestrian Plan.

The 2013 Sherman Plan of Conservation and Development states "Sidewalks to allow walking in the Center of town should be reconsidered." Also from the 2013 Plan "a plan for pedestrian walkways, which allow safe passage on heavily traveled state highways and town roads through the Town Center, shall be reinvestigated."

Sherman Town Dial-A-Ride:

Sherman provides a dial-a-ride bus service for seniors and persons with disabilities between 9 am and 4 pm Monday – Friday with a single small bus. The service is coordinated with the local FISH program, which provides volunteer transportation for medical purposes.

When funding permits, a second accessible vehicle to better serve disabled riders during the week would be a useful addition to the program. The implementation of service on Saturday and Sunday is a further goal.

Longer term, determine if there is a municipal advantage to coordinate operation of the Town provided service with regional service provided by HARTransit.

Sherman Bicycle and Pedestrian Facilities:

--- Adopt a municipal complete streets policy. Such a policy views every roadway improvement as an opportunity to also look for ways to improve adjacent pedestrian, bike and bus transit features.

--- Identify areas where multiuse trails for bicyclists and pedestrians between dead end roads in close proximity would be feasible.

--- Conduct a feasibility study of a multiuse trail between the Town Center and Volunteer Park along Route 39.

SHERMAN LONGER RANGE IMPROVEMENT PLAN

Classified by the Regional Plan as a semi-rural remote area, Sherman as an outlying small town has minimal need, and low regional priority for, roadway capacity improvements.

Minor safety improvements should proceed as authorized by Town officials.

SHERMAN TRANSPORTATION PLANNING

--- Future transportation studies to be determined.

--- Past research that supports transportation planning in Sherman:

Report 125, 2/2007: [Sherman Center Pedestrian Plan](#)

A pedestrian and enhancement plan for Sherman Center.



1. INTRODUCTION

1-1. PURPOSE AND GOALS

Introduction: This regional transportation plan is a statement by the Housatonic Valley Region's municipal chief elected officials, serving as the area's federally recognized regional agency for transportation planning, as to what investments and strategies are needed to improve and balance mobility within the Region.

The Plan is a prerequisite for federal transportation funding. It is the result of a transportation planning process designed to increase the public's awareness of transportation matters. It provides all parties with a welcoming point of contact with transportation investment decision making.

Although many types of planning are best left at the local level, transportation by its nature has an intermunicipal focus. The regional focus is sufficiently critical that the federal government promotes regional solutions to transportation problems.

Since 1975, Greater Danbury and other urbanized area in the United States have followed federal guidelines to maintain a continuing, cooperative and comprehensive transportation planning process.

Federal law gives northern "Housatonic Valley Region" segment of the WCCOG area the designation of "Metropolitan Planning Organization" (MPO). The purpose of the MPO designation is to guide the regional planning process and to incorporate regional thinking and priorities into Connecticut's statewide transportation investment strategy.

The primary goals of the Housatonic Valley Region Metropolitan Planning Organization (HVMPO) are to insure that federal and state investments in traffic and transit systems in our metropolitan area are prioritized, cost effective, environmentally sound, conceived with a maximum of local governmental and citizen input, and fully coordinated with other transportation modes and community development policies. Not a simple or short term task.

The Housatonic Valley Region MPO is bordered on its western edge by the State of New York (New York Metropolitan Transportation Council MPO), to the north and northeast by the Northwestern Region (low population so non-MPO), to the east by the Naugatuck Valley Region (COGNV MPO) to the southeast by the Greater Bridgeport – Valley Region (GBRC MPO) and to the south by the South Western Region MPO (SWRMPO).

Note that the HVMPO and the SWRMPO are both administered by the Western CT Council of Governments (WCCOG).

To give the MPOs some influence over decision-making, they are delegated partial control over the fiscal decisions made by state transportation agencies for their regions.

In most cases, federal funds cannot be used for transportation purposes within the Region unless they first appear on the capital projects list known as the Transportation Improvement Program (TIP), adopted by HVMPO.

In updating the Regional Transportation Plan it is important to meet plan criteria required by federal law. The current federal authorization is entitled “Moving Ahead for Progress in the 21st Century” (MAP-21). It has been governing MPOs and federal surface transportation programs since October 1, 2012.

MAP-21 guidelines for regional transportation planning require that minimum factors be considered in developing regional transportation plans. These requirements are incorporated throughout this document. A summary of HVMPO Regional Transportation Plan conformance to the federal transportation factors is as follows:

Preservation and Performance: Enhancing existing transportation facilities is a way to meet transportation needs. For many years this goal has been integrated into the HVMPO Transportation Plan's projects and priorities.

HVMPO transportation studies recommend making best use of existing resources before proposing capacity expansions. Transportation systems have been significantly upgraded using federal funds.

Efficient Management and Operation: HVMPO participates with CT DOT in identifying needs through use of the management systems defined by the MAP-21 legislation. Many of the management approaches are for state maintained systems such as highway pavement on state roads, bridges and highway safety.

Traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems are other areas of focus.

Note also that preservation of rights-of-way for construction of future transportation projects may be a regional transportation planning function. The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement is also important.

HVMPO planning efforts are designed to take into account the costs of operation, maintenance and preservation of the transportation system.

Enhance Modal Integration and Connections: The goal is to continually improve integration across and between modes, rail passenger and freight, bus, roadway, etc. The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area is included in this topic. The functional classifications of roadways from town to town is coordinated by the HVMPO program.

As Connecticut is an urban state with a statewide roadway functional classification process of long standing, there are at present no known classification conflicts between this region and the remainder of Connecticut and between this region and adjacent New York State.

The regional transportation plan makes use of policies and technical materials from neighboring regional transportation planning agencies. These are COGNV, GBRC and SWRMPO as well as NWCOG to the north and NYMTC to the west in New York State.

Evaluate Major Capital Improvements: Major capital projects arising in the regional transportation plan will be evaluated by federally required criteria including 1) outcome within alternatives analysis, 2) detailed justification for project, 3) local financial commitment, 4) economic development potential, and 5) reliability of ridership and cost forecasts.

HVMPO is committed to working within federal review processes and the National Environmental Policy Act. Both will be required for implementation of its I-84 expansion and passenger rail improvement policies.

Consistency with Planned Growth and Economic Vitality: Transportation decisions must support the economic vitality of the metropolitan area by enabling global competitiveness, productivity and efficiency. As HVMPO participates in both a federally defined planning program as well as state recognized land use planning activities, these concerns are fully integrated into the regional planning processes.

Note that traffic volumes in the area are seasonally impacted by recreational traffic and recreational traffic generators in and near the Region. This factor is considered in corridor technical and other studies.

Overall, HVMPO will coordinate its transportation planning with local and state plans for enhancing economic vitality. State statutes in Connecticut require that local, regional and state land use plans be compared and coordinated.

Integrate Freight Needs: These needs are incorporated into overall systems planning and development. For example, traffic projections used at HVMPO consider the varieties of vehicle type. And intersection design templates consider the dimensions and turning radii of freight vehicles.

HVMPO rail passenger service policies support coordination and compatibility with freight needs and services. Technical studies within the planning program recognize National Highway System Routes 7, 25 and I-84 as major freight distribution routes.

Human Service Transit Plan: HVMPO will cooperate with CT DOT and HARTransit on this planning element. HARTransit will conduct selected HVMPO planning responsibilities via an annual services contract from WCCOG, as follows:

--- Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP). HARTransit will meet the HVMPO's planning responsibilities regarding this planning activity, which provides the interface between FTA funding Section 5307. Work will be conducted in cooperation with the Workforce Connection in Waterbury, a primary federal transit funding administrator designated by CT DOT.

--- Federal Americans with Disabilities Act (ADA). HARTransit will continue to address MPO ADA related planning requirements.

--- CT 13b-38bb Elderly and Disabled Transit Services Grant. Solicit local applications and organize a regional application to CT DOT.

Increase Access and Mobility Options: This policy applies to both people and freight and will remain a fundamental goal of the Regional Transportation Plan. HVMPO will coordinate with CT DOT in the development of performance management systems as defined in Federal transportation legislation, especially the "Congestion Management Process" and development of related strategy documents.

System Safety and Security: On-going planning regularly includes review of CT DOT technical safety statistics. These are integrated into transportation project planning. The design of projects will then be based in part upon this data.

HVMPO endorses the CT DOT Strategic Highway Safety Plan. This statewide plan is required by MAP-21 so that highway safety programs can be data driven to maximize the ability to set priorities and obtain the most benefit from each highway safety expenditure.

Thus safety, and not just capacity, will be fully integrated into the transportation planning program. All past traffic studies have safety concerns fully integrated into decision making and this will be continued.

HVMPO has a significant history of use of highway safety data. Past transportation studies identifying safety concerns are available to the public. HVMPO involves police department safety staffs in its roadway corridor and other transportation studies.

As for modern security concerns, in its various studies, the staff will also address security issues of the highway system, including crime and terrorism, etc. in conjunction with requests for such assistance from CT DOT or CT DEMHS .

Livability Principles: HVMPO also endorses the Federal Highway Administration's six Livability Principles for regional transportation planning. These are:

Provide More Transportation Choices:

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce the nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Promote Equitable, Affordable Housing:

Expand location and energy-efficient housing choices for people of all incomes to increase mobility and lower the combined cost of housing and transportation.

Enhance Economic Competitiveness:

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets.

Support Existing Communities:

Target federal funding toward existing communities, through strategies like transit oriented mixed-use development and land recycling, to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

Coordinate and Leverage

Federal Policies and Investment:

Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Value Communities and Neighborhoods:

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods, rural, urban, or suburban.

1-2. DATA AND COORDINATION

1-2A. KEY PLANNING DATA

The recommendations of this Regional Transportation Plan are based on the best available data. The key demographic data items that officials and the public need in order to best understand the Region's transportation needs are maintained and updated regularly in the HVMPO.org web site section entitled "Area Information."

Transportation planning is a data rich process. Practitioners are expected to be fluent with a wide variety of data sets, not just vehicular traffic data.

Fundamentally, the demand for transportation services of all kinds is correlated with the size and characteristics of the population. For example, demographics play a role in estimating elderly populations in need of specialized transit services.

POPULATION BASE BY MUNICIPALITY											
	Bethel	Bridge-water	Brook-field	Danbury	New Fairfield	New Milford	New-town	Red-ding	Ridge-field	Sher-man	Region
1970	10,945	1,277	9,688	50,781	6,991	14,601	16,942	5,590	18,188	1,459	136,462
1980	16,004	1,563	12,872	60,470	11,260	19,420	19,107	7,272	20,120	2,281	170,369
1990	17,541	1,654	14,113	65,585	12,911	23,629	20,779	7,927	20,919	2,809	187,867
2000	18,067	1,824	15,664	74,848	13,953	27,121	25,031	8,270	23,643	3,827	212,248
2010	18,584	1,727	16,452	80,893	13,881	28,142	27,560	9,158	24,638	3,581	224,616

In order to fight any possible illegal discrimination, the HVMPO planning program maintains census summaries of minority and lower income populations. For the Housatonic Valley Planning Region, demographic data shows that the only concentrated area of lower income and black minority and Hispanic minority populations is in Danbury.

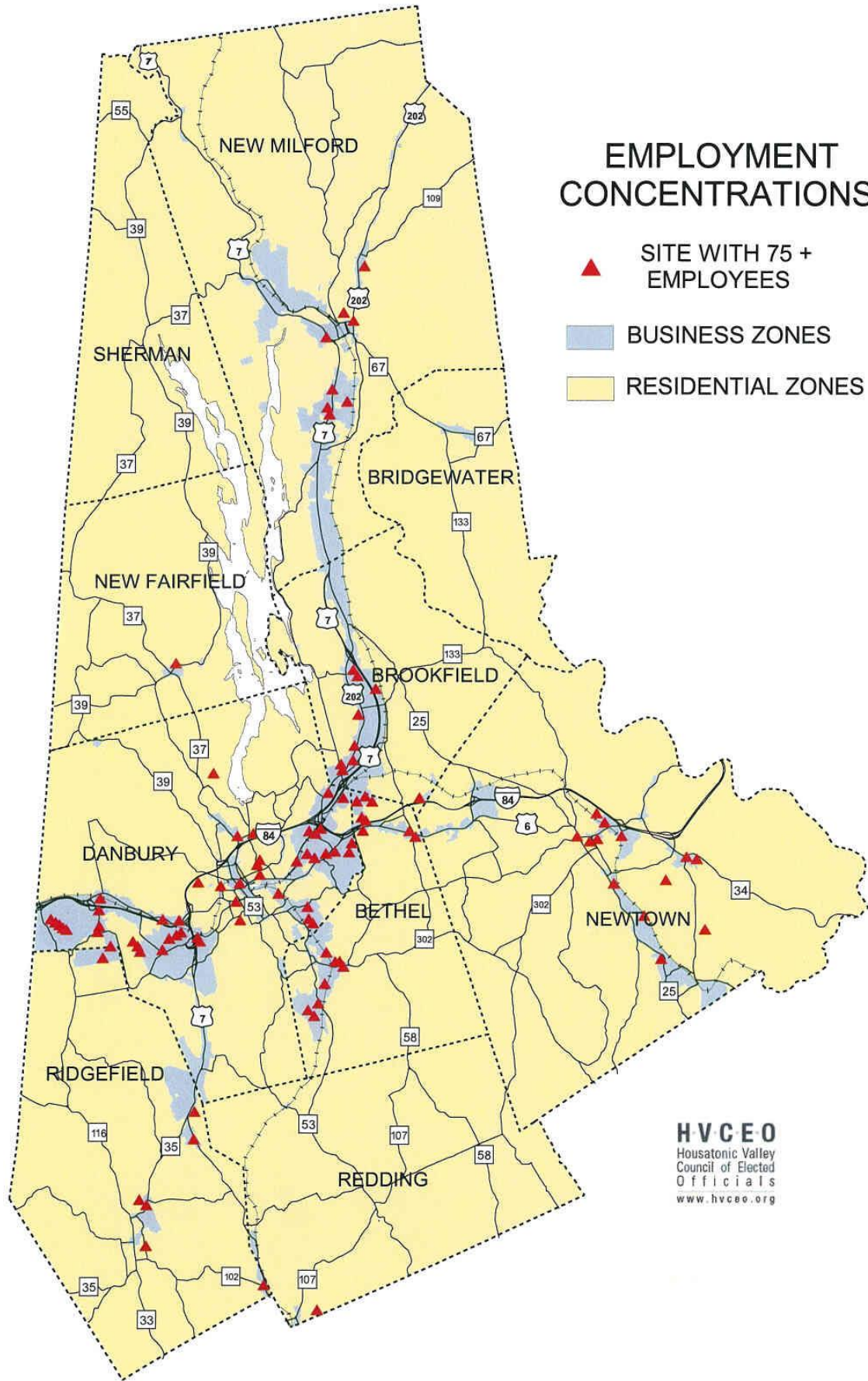
As Danbury transportation projects are developed, in cooperation with the CT DOT planning process it will be determined if there are any adverse impacts to these populations.

Historically, increased dependence upon automobiles and trucks led to a "motor vehicle oriented" transportation system. The increased personal mobility made possible by the mass production of the automobile permitted the rapid spread of residential population into suburban areas such as the Housatonic Valley, and at relatively low densities.

As a result of this spread pattern of development, trip origins and destinations have become widely dispersed.

However, it is the concentration of motorized travel during certain hours of the day and within certain transportation corridors of the Region that creates the most obvious congestion problems.

The challenge of regional transportation planning is to provide sufficient transportation system capacity, balanced among all modes of transportation and reflecting current and future development pattern, to meet future travel needs.



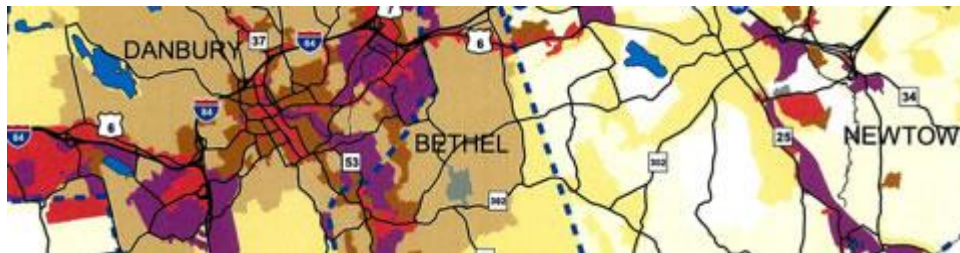
1-2B. COORDINATION TO MINIMIZE CONFLICTS

The Regional Transportation Plan development process seeks to minimize conflicts with other agency plans that impact transportation.

The objective is to compare plans, maps and inventories by other agencies with the Regional Transportation Plan and TIP to ensure compatibility. In pursuit of this objective HVMPO will maintain on an ongoing basis the following information and coordination:

Town and City Plans:

Coordination with municipal planning commissions through their state required plans of conservation and development. These plans identify via both mapped format and data inventories detailed environmental and cultural features of each community.



Primary development factors, such as zoning patterns above, must be carefully related to capacity calculations for proposed transportation investments.

This key data source provides HVMPO's planning with valuable historic preservation, natural resource, land use management and environmental protection information that can directly affect the planning process.

To complete the exchange HVMPO will provide review comments on each draft municipal plan as it is updated. The latest update of each comprehensive municipal plan will be placed on file at the HVMPO office.

State Agency Mapped Data Bases:

HVMPO has ready access through the WCCOG geographic information system electronic mapping program to state agency data bases such as detailed wetlands maps, rare and endangered species map, archaeological resources map, etc.

As a basic GIS activity the MPO will encourage environmental mitigation in early phase project planning by comparing potential projects to environmental constraint maps, state plan of conservation and development categories and historic resource inventories.

CT DOT Transportation Plans:

The Connecticut Department of Transportation maintains intermodal plans and project inventories, these of value to the HVMPO planning process.

CT DOT Project Development Unit:

The initial conceptual ideas for municipal traffic and safety improvements are submitted by HVMPO to CT DOT's Project Development Unit for review. It is within this DOT Unit that their viability is largely determined.

During this process, CT DOT staff make extensive use of data bases from other state departments, including hazardous waste site data from CT DEEP, historic homes and other locations from the State Historic Preservation Officer, etc.

In project by project review meetings with Project Development Unit staff, HVMPO staff and municipal officials discuss not just traffic but also the impact of cultural and environmental features upon the conceptual project. Then in the next project development phase, these factors are raised with the public at community meetings.

This cooperative HVMPO-WCCOG-CT DOT process is in conformance with federal regulations requiring consultation and use of non-transportation information in assessing project feasibility. Projects that falter here do not proceed thru the design process or gain entry to the TIP.

State of CT Conservation and Development Policies Plan:

Another federal planning requirement is that HVMPO's Regional Transportation Plan seek to promote consistency of its policies and suggested transportation improvements with state growth plans.

These plans should be contrasted and dialogue encouraged so as to identify and narrow differences, especially regarding each plans growth policy map, which have close relationships to highway capacity investment locations.

Connecticut law requires regional councils of governments to contrast their regional growth plans with the state plan maintained by the CT Office of Policy and Management (CT OPM). WCCOG has completed this process for HVMPO and CT OPM has designated the WCCOG (northern segment) plan as in conformance.

Regional Conservation and Development Plan:

For the most part, settlement patterns dictate travel patterns and travel demand. The strong link between land use and transportation is a fundamental element in regional planning because it compels the examination of land use patterns as one of the driving forces for transportation demand and vice versa.

The link between regional transportation planning and regional land use planning has become central. Accordingly, the WCCOG regional land use plan and the HVMPO regional transportation plan were designed to complement each other.

WCCOG's 2009 Regional Conservation and Development Policies Plan for the Housatonic Valley portion of the WCCOG area is a guide for municipal and regional infrastructure growth and resultant land use change. Note that the plan category descriptions below specifically include direct relationships to traffic and transit investment priority:

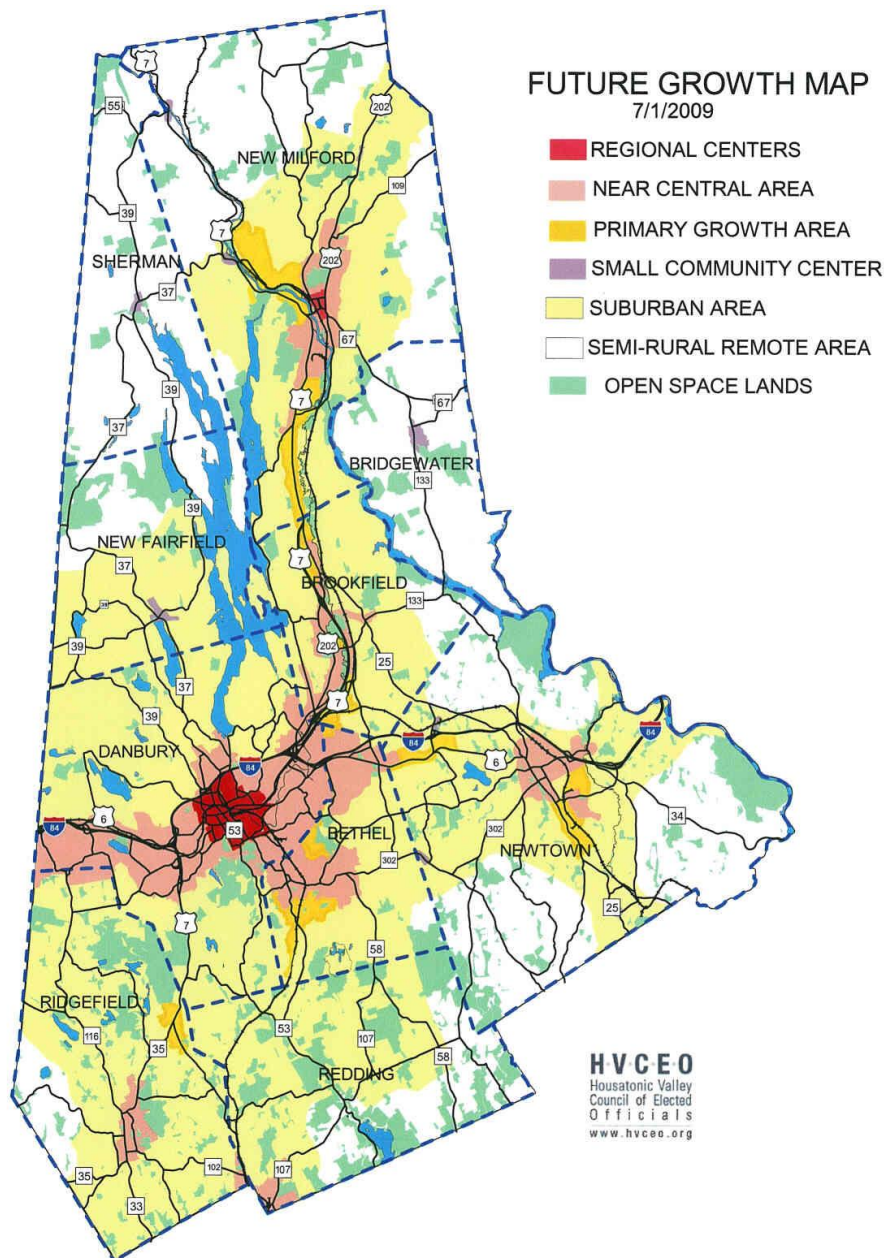
Land Use Plan Categories	Water and Sewer Service	Traffic Capacity Investment	Fixed Route Transit Service	Growth Potential
1. Regional Center	Serve fully by public water and sewer	First Priority	First priority for intense service and transfer	Mixed uses, highest densities
2. Near Central Area	Priority for service	Second Priority	Second priority for service	Mixed uses, some housing 3+ per acre
3. Primary Growth Area	First priority for extensions	Third Priority	Expansion area for service	Mixed uses, some housing 3+ per acre
4. Small Community Center	On site or group septic	Shares fourth priority	Lower priority	Low intensity mixed use, residential may be multi-family.
5. Suburban Area	On site or group septic	Shares fourth priority	No fixed route service	Almost entirely residential

6. Semi-Rural Remote Area	On site or group septic	Shares fourth priority	No fixed route service	Residential, density may be lower than carrying capacity
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Impacts on Economic Development:

Many studies have shown that economic growth and development depend heavily and positively on the growth and quality of regional transportation infrastructure. As most of this infrastructure is provided by the public sector, the effects of public investment on transportation systems and improvement lead to enhancement of private capital productivity.

An efficient transportation infrastructure not only facilitates economic growth, it influences business location decisions. Firms can reach their output market at lower cost and their workers enjoy lower transportation costs.



Fortunately the HVMPO Area is one of the strongest economic growth centers in Connecticut. The transportation systems serving the region have facilitated this economic development.

Route 7 bisects the region from north to south, I-84 bisects it from east to west, Metro North provides commuter rail service on the Danbury Branch Line and the Housatonic Railroad Company and Providence and Worcester Railroad provide rail freight services.

I-84 and nearby I-684 connect the regional economy to Midwest, New York and New Jersey markets. This region also functions as the gateway to the I-84 corridor economies centered on Waterbury and the Greater Hartford and New Britain areas.

However, I-84 needs to be expanded to meet the demands of current growth and to facilitate future economic growth. CT DOT has plans to significantly expand the carrying capacity of I-84, starting with the highest capacity segment in central Danbury. These plans enjoy strong local and multi-regional support.

Plan recommendations also call for expanding inter-regional mass transit connections and establishing better connections between mass transit stations and employment sites. This is thru utilization of the combined resources of our area HARTransit bus system, other bus systems and CT Rides.

A regional economic development plan was completed for Greater Danbury in December of 2013. It was structured as a US Economic Development Administration "Comprehensive Economic Development Strategy."

The priority economic development investments for the Greater Danbury area are shown on the list below, with the transportation related items in bold:

INDIVIDUAL COMMUNITY PROJECTS:

- Bethel – Expansion of Clarke Business Park
- **Bethel – TOD Capital Improvements**
- Bethel – Water System Improvements
- Bethel – Stony Hill Sewer Project Phase IV

- Brookfield – Four Corners Revitalization Plan
- **Brookfield – Lower Route 202 Traffic Improvements**
- **Brookfield – Still River Greenway**

- **Danbury – West Side Route 6 Traffic Improvements**

- New Milford – Century Brass Remediation/Demolition
- New Milford – Still Meadows Business Park

- Newtown – Hawleyville Sewer Extension
- Newtown – Fairfield Hills Campus Infrastructure

- **Redding TOD – Intermodal Transportation Facility**

- **Ridgefield TOD – Capital Improvements**
- Ridgefield – Abatement and Demolition of former Schlumberger Building Complex Brownfield's Project

MULTI –COMMUNITY/REGIONAL PROJECTS:

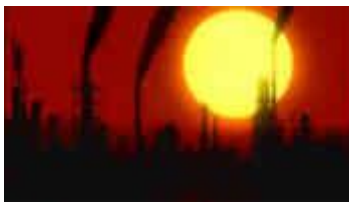
- **Danbury – I-84 Widening**

--- Danbury Branch – Commuter Rail Improvements

1-3. AIR QUALITY AND CLIMATE

1-3A. AIR QUALITY PLANNING

The drafters of the original federal Clean Air Act believed its passage would result in healthful air. However, we have since learned that cleaning the air is more complex and difficult than expected. As a result, Congress passed the Clean Air Act Amendments (CAAA) of 1990.



According to the standards established by the passage of the CAAA, the over 225,000 residents living within the Housatonic Valley Region suffer with dirty air.

And since air pollution from automobiles is identified as a leading cause for the region's failure to meet healthful air quality standards, state and regional transportation planning is formally linked to air quality improvement.

But which proposed projects will lead to air quality violations? To answer that question, HVMPO relies upon the Connecticut Department of Transportation's annual "Air Quality Conformity Report." That analysis determines if the major projects listed in the "build" transportation investment scenario for this region conform to applicable Clean Air Act criteria.

Based upon the technical evidence, the HVMPO board must endorse resolutions on this subject. Levels of particulate matter and ozone are primary in this regard. The HVMPO is required to submit its periodic Air Quality Conformity Statements to the US Federal Highway Administration and to the US Environmental Protection Agency.

Favorable transportation conformity determinations are required for implementation of the Region's federally funded transportation projects. Accordingly, HVMPO will work cooperatively with CT DOT in giving consideration to transportation systems impacts on air quality within the Region and in formulating conformity determinations.

But note, not all proposed projects are evaluated for air quality impacts. Smaller projects in this Region's Transportation Improvement Program have been judged by CT DOT to have, within the definitions of Appendix A of the Interim Conformity Guidance, negligible impact on trip distribution and highway capacity, not air quality problems. And emissions are reduced by transit virtue of taking single occupant vehicles off the road.

1-3B. CLIMATE CHANGE

Virtually all climate experts now agree that the burning of fossil fuels to generate electricity and power vehicles has led to increased atmospheric levels of heat trapping gases, primarily carbon dioxide. That process induces global warming.

In overview the United States represents only 5 percent of the world's population but consumes about 35 percent of its energy. Not surprisingly, our country also generates about 24 percent of global carbon dioxide emissions.

In addition, the United States has the highest per capita carbon dioxide emissions in the world. No wonder the term "reducing your carbon footprint" has entered popular usage.

According to the U.S. Energy Information Agency the USA's industrial sector uses 39 percent of total energy, followed by the transportation sector at 27 percent. The residential sector uses 19 percent, and the commercial sector 15 percent, for a total of 100 percent.

As the land use mix of the Housatonic Valley Region is somewhat of a microcosm of the USA as a whole, in that it has urban, suburban and rural areas with significant industry, housing and an interstate roadway, the national percentages above for total energy use can serve as estimates for energy expenditure by sector in the Greater Danbury Area.

The United States also uses more energy per capita for transportation than citizens of any other industrialized country. Connecticut's Housatonic Valley subregion of WCCOG, with its relatively prosperous households and minimal public transit, is certainly a prime contributor to that sobering statistic.

According to the Union of Concerned Scientists "the characteristic climate of the Northeast has begun to change dramatically. Between 1970 and 2000 alone, summer temperatures rose about one degree Fahrenheit and winter temperatures rose nearly 4 degrees Fahrenheit. Spring is arriving sooner, summers are growing hotter, and winters are becoming warmer and less snowy."

Hybrid Fueled Vehicles:

On the brighter side, over the long term low emission hybrid fueled vehicles are expected to eventually replace major portions of the present vehicle fleet.

Transportation Control Strategies:

According to Connecticut DEEP "State efforts to address climate change consider the substantial contribution of mobile sources (transportation) to the state's total annual emissions of the greenhouse gas carbon dioxide. The Connecticut Global Warming Solutions Act calls for a minimum of an 80% reduction of greenhouse gas emissions from 2001 by 2050.

Success in achieving this goal will require draconian measures directed at stationary, area and mobile sources, of which mobile sources will be a significant focus. There are many mobile source options available that have not yet been fully realized, but their implementation will require a change in the transportation culture of Connecticut."

HVMPO as the federally designated regional transportation planning agency for Greater Danbury will assist with development of transportation related climate change prevention strategies.

As for this WCCOG subregion's Housatonic Area Regional Transit District (HARTransit) acquiring such vehicles, HARTransit staff offers the following perspective:

-- New HARTransit buses all have advanced anti-pollution control technology including particulate traps in compliance with EPA regulations. And all new HARTransit buses are equipped with bike racks to promote that non-fuel mode.

-- Vehicles in fixed route service have tailpipes that look like vacuum cleaner attachments, this to help disperse the extreme heat that is generated when particulates are burned off.

-- HARTransit, like most systems operating in Connecticut, uses ultra low sulfur diesel fuel for its fleet.

-- Small and large buses are now produced as diesel-electric and gasoline-electric hybrids, but at a significant cost premium; as much as \$200,000 additional in capital cost for a full sized bus. Public perception of hybrid vehicles has been positive. One limitation is that such vehicles are relatively high, such that they cannot pass under the railroad overpass on West Street in Downtown Danbury.

-- In some operating environments, hybrids show savings in fuel and reduced maintenance costs on some components such as brakes. Long term, these savings may be balanced with battery replacement and disposal costs.

-- Particulate emissions are not significantly different in hybrid versus traditional fossil-fueled buses equipped with modern anti-pollution technology. Regardless, there are more and more transit properties moving to hybrid technology. This may drive an industry-wide shift by bus manufacturers, like the recent move from high floor to low floor bus designs.

-- It would therefore be worthwhile for HARTransit to purchase one or a few transit vehicles in diesel/electric or gasoline/electric hybrid configuration to better understand the operational and financial impacts of this technology.

-- HARTransit is not considering use of compressed natural gas or propane fuels. There are no public bus systems in Connecticut currently operating on compressed natural gas or propane. Compressed natural gas is not even an option in the Housatonic Region due to the lack of fueling stations. Both fuel types require a significant capital investment for vehicle storage and maintenance owing to the nature of these fuels and potential explosion hazards.

Land Use Control Strategies:

The book "Energy Planning and Urban Form" by geographer Susan Owens found that the single most important factor affecting the relationship of urban form and energy requirements for transportation is the physical separation of activities. This is determined by both density and the degree to which mixing of land uses is permitted.

Before 1920 there was little control of the mixing of land uses. Then from 1920 until 2000 uses were forcefully separated by zoning. Since 2000 the trend of some modest remixing under controlled conditions has accelerated.

In other words, the density allowed by local land use regulations, coupled with the degree to which the intermixing of selected land uses is permitted, are prime determinants of how much energy their community uses.

Thus this HVMPO Regional Transportation Plan's climate change reduction policy is closely linked to the HVMPO portion of the WCCOG Regional Conservation and Development Plan to promote more mixing of land uses.

The municipal land use configuration endorsed by a town or city plan and reflected in zoning has a big impact on transportation patterns and resulting energy use. According to a discussion of planning in Connecticut's 2005 Climate Change Action Plan:

"Residential and commercial development in suburban and exurban areas increases total vehicle miles of travel as distances between homes and jobs increase.

Low density development cannot support public transportation, so single occupancy vehicles are often the only practical travel option. This scattering of development in growing areas is often called sprawl."

Thus this HVMPO Regional Transportation Plan's climate change reduction policy is closely linked to the Regional Conservation and Development Plan to more forcefully concentrate development.

HVMPO's overall comprehensive strategy for curbing climate change, of which transportation management is but one component, is found in the Curb Global Warming section of the 2009 Regional Conservation and Development Plan.



2. ROADWAY MANAGEMENT

2-1. ROADWAY CLASSIFICATION

2-1A. INTRODUCTION

The classification of roadways by function is a basic organization within transportation planning. It is a process by which streets and highways are grouped into similar classes according to the character of travel service they are intended to provide, relative length of trip, fast or slow, etc.

Importantly, the classification designation then influences the type of roadway expansion projects to be proposed along the roadway. Much more than in past decades, these decisions involve trade offs between traffic service and community character, this increasingly accepted principle known as “context sensitive design.”

Basic to this classification process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads of varying sizes and capacities.

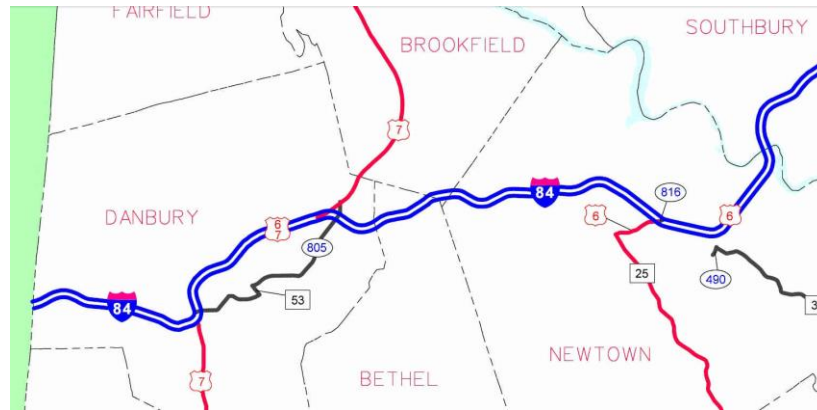
As traffic flows do not change their characteristics at municipal boundaries, road classification is logically organized on a regional, state and nationwide basis.

After the classification of roads, design criteria are then applied to encourage the use of the road as intended.

Design features that can convey the level of classification to the driver include number of lanes, continuity of alignment, spacing of intersections, frequency of driveways, width of shoulders, roadway alignment, grade standards, and traffic controls. The classifications are described below.

2-1B. NATIONAL HIGHWAY SYSTEM

Throughout the nation, the combination of all interstates and some major arterials forms the National Highway System (NHS). The NHS is a federal designation of the very most important roadways in the country, from the perspective of interstate travel, defense, etc.



NHS segments in the center of the MPO area.

To our west in adjacent New York State the NHS includes Interstate 684 north-south and New York Route 22 north-south.

Then entering Danbury from the west, the NHS system across our region includes all of Interstate 84 thru Danbury, Bethel, Brookfield and Newtown, then continuing on as Mass Pike I-90 in Massachusetts.

On the west side of Danbury where I-84's Exit 3 is the interface between the intersection of Route 7 and I-84, all of Route 7 south from Danbury thru Ridgefield, Redding and Wilton is NHS designated. It then interfaces in Norwalk with NHS designated Route 15, the Merritt Parkway, and then I-95, as an interstate, automatically designated as an NHS route.

Proceeding easterly thru Danbury to I-84's Exit 7, where Route 7 leaves I-84 and proceeds north, all of Route 7 thru Brookfield to New Milford Center is an NHS designated route.

But once in central New Milford, the NHS designation transfers off of Route 7 to Route 202, where it proceeds northeasterly out of the region, until reaching the NHS designated Route 8 Expressway in Torrington.

Then at I-84 Exit 10 in Newtown, Route 6 westerly to Route 25 is an NHS route. At the intersection of Route 6 with Route 25 the designation transfers off of Route 6 to Route 25, where it proceeds thru Newtown southeasterly thru Monroe and Trumbull to the Merritt Parkway and I-95.

There are other, minor, NHS routes in Danbury, New Milford, Newtown and Ridgefield. A complete list of NHS designations by municipality is shown below:

Bethel NHS Interstate System: I-84

Bridgewater NHS: None

Brookfield NHS Interstate System: I-84

Brookfield Other NHS Routes: Route 7

Danbury NHS Interstate System: I-84

Danbury Other NHS Routes: Route 7

Danbury NHS Principal Arterials added 2010: Lake Avenue and West Street east to Route 53, north to White Street, easterly to Federal Road (Route 805), northeasterly on Federal Road to Route 7 and I-84 Exit 7.

New Fairfield NHS: None

New Milford Other NHS Routes: Route 7 from Brookfield to Route 67, and all of Route 202.

New Milford NHS Principal Arterials added 2010: Route 67 from Route 202 southeasterly to the Bridgewater Town Line.

Newtown NHS Interstate System: I-84

Newtown Other NHS Routes: Route 25 from the Monroe Town Line north to Route 6, then Route 6 from the east intersection with Route 25 easterly to I-84 Exit 10.

Newtown NHS Principal Arterials added 2010: Route 34 from the Monroe Town Line easterly to I-84 Exit 11.

Redding NHS Other NHS Routes: Route 7.

Ridgefield Other NHS Routes: Route 7

Ridgefield NHS Principal Arterials added 2010: Route 35

Sherman NHS: None

Note that the state numbered and federally numbered NHS routes above have their own set of national design standards, adopted as policy by the Federal Highway Administration. These are found in the American Association of State Highway and Transportation Officials (AASHTO) "Green Book." AASHTO is a standards setting body which publishes specifications, test protocols and guidelines utilized in highway design and construction throughout the United States.

2-1C. TYPES OF ARTERIAL ROUTES

These roadways provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Routes with this classification are high traffic volume corridors with the largest trip desires and carry a high proportion of total vehicle travel on a minimum of roadway mileage. Subcategories include:

Principal Arterial:

These roads serve the major movement of traffic within the Region. As noted above some have an additional and dual designation of inclusion on the NHS.

Included in this class among others are portions of Routes 7 and 25, portions of Routes 53 and 302 connecting Downtown Bethel with Downtown Danbury, and the portion of Route 35 connecting Ridgefield Center to Route 7. As noted above, Routes 7 and 25 and a small section of Route 6 are also in the NHS.

Minor Arterial:

The minor arterial street system interconnects with and augments the principal arterial system above. The NHS never reaches down to this classification level.

Minor arterials provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system distributes travel to geographic areas smaller than those identified with the higher systems.

The minor arterial street system contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities ideally should not penetrate identifiable neighborhoods.

Examples from this class of roads include Routes 109 in New Milford, Route 202 in Brookfield, Route 37 in Danbury, Route 58 in Redding, and parts of Route 116 in Ridgefield.

Also, many town roads with an intertown travel function are included by CT DOT in the minor arterial classification.

2-1D. COLLECTOR ROUTES

These roadways provide a lesser level of service at a lower speed for shorter distances. They collect traffic from local roads and connect them to arterials.

The collector street system includes subclassifications of major and minor and provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.

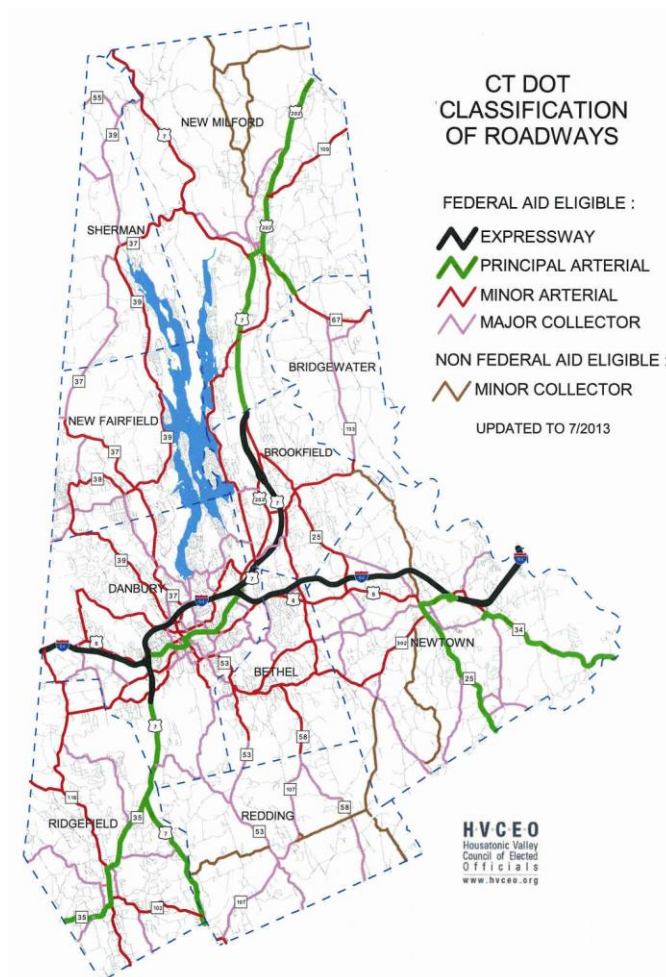
The collector system differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through these areas to their ultimate destination.

Conversely, the collector streets also collect traffic from local streets in residential neighborhoods and channel it into the arterial system. In central business districts, the collector system may include the street grid which forms the logical entity for traffic circulation.

2-1E. LOCAL ROADS

The local street system consists of all roads not defined as arterials or collectors. It primarily provides access to land with little or no through movement.

These roadways offer the lowest level of mobility and primarily serves to provide direct access to abutting land and to higher order street systems. Through traffic movement on local streets is usually deliberately discouraged.



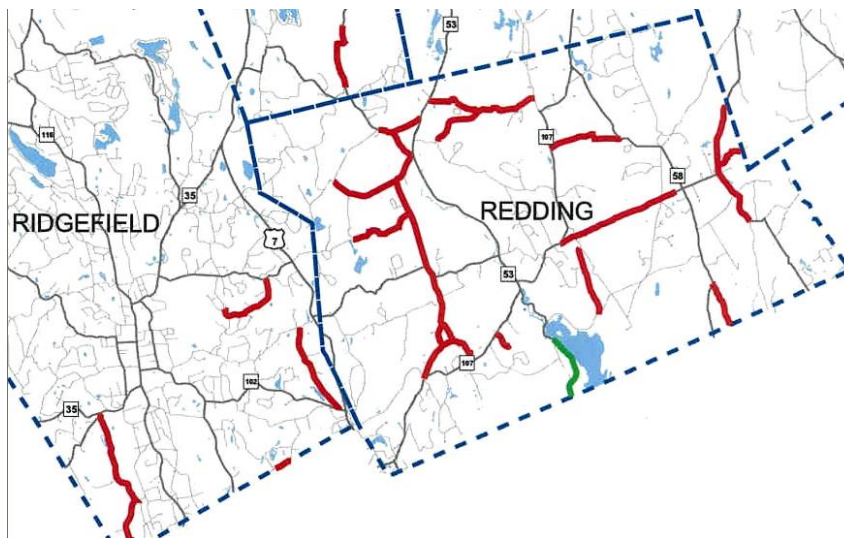
Planning and zoning applications can often relate to this classification system. Neighbors opposing a development often say that the roadway classification is too low for the type of traffic expected to be generated.

In contrast, development proponents can claim an automatic traffic advantage when their proposal fronts upon an arterial route.

HVMPO is a conduit to CT DOT for requests for changes to this classification system. Over the years some of these have been successfully made. But as planning in the area has matured there are few such requests anticipated today.

2-1F. ROADS DESIGNATED SCENIC

In 1981 the Connecticut General Assembly enacted Section 7-149a of the General Statutes, the State's "Scenic Roads Act." This enabling legislation has authorized cities and towns to designate lightly traveled local roadways characterized by identified scenic qualities as protected scenic roads.



Excerpt of map of scenic roads in Region.

For designation as a local scenic road the road must, by law be free of intensive commercial development and must meet at least one of the following criteria:

- It is unpaved;
- It offers scenic views;
- It is bordered by mature trees or stone walls;
- The traveled portion is no more than twenty feet wide in width;
- It blends naturally into the surrounding terrain;
- Or it parallels or crosses over brooks, streams, lakes or ponds.

In addition, for designation to occur the owners of a majority of the land fronting the roadway (or portion to be designated) must agree to the designation by filing a written statement of approval with the town. Usually this takes the form of a petition signed by abutting owners, which will then be verified by the municipal assessor to assure that more than fifty per cent of the road frontage concurs with the designation.

By adopting a scenic road ordinance and designating a certain road as a scenic road, a municipality may more firmly regulate improvements or changes to the roadway which would alter its character. Such alterations include widening, paving, straightening, changes in grade, and removal of mature trees or stone walls, whether proposed by municipal departments, utilities or abutting property owners.

A scenic road ordinance does not interfere with normal maintenance activities, nor prevent essential safety improvements or the construction of new roads or private driveways which intersect with the designated scenic road.

As reflected in the state enabling act and seven scenic road ordinances which have been adopted in the Housatonic Valley Region (Brookfield adopted the ordinance but has not designated any roads), the clear intent of this regulatory process is to protect and preserve those areas of exceptional scenic beauty which remain along our more rural roads.

Provisions are also made in the Connecticut General Statutes for the designation of state scenic roads. The designation of a state road as scenic is enabled by Section 13b-31b-31e of the CGS.

There is at present only one state designated scenic road in the region. This is part of Route 53 in Redding, known as the combination of Newtown Turnpike and Glen Road, from the Weston Town Line northwesterly to Route 107.

A study of scenic road potential for the Route 7 corridor from New Milford northward suggested that the portion of Route 7 in New Milford from Gaylordsville north to the Kent Town Line would also qualify.

The Region maintains a text inventory of scenic roads by municipality.

2-2. COMBATING CONGESTION

2-2A. MUNICIPAL AND STATE REGULATION

Both municipalities and the State of Connecticut have dual overlapping authority to regulate traffic to avoid traffic congestion.

Any land use development project that requires the construction or modification of a driveway to a state highway must receive a CT DOT encroachment permit (Sec. 13a-143a, CGS). This permit process is designed to assure the proper design and implementation of such driveways and accompanying off-site improvements.

In addition the Office of State Traffic Administration (OSTA), up until June 30, 2012 known as the State Traffic Commission, permits provide a system for major traffic generators under Sec. 14-311 of the Connecticut General Statutes.

The statute states that no person or public agency shall build, expand, establish or operate any development generating large volumes of traffic, having an exit or entrance on, or abutting or adjoining any state highway or substantially affecting state highway traffic without obtaining from the OSTA a certificate that the facility will not imperil public safety.

The OSTA reviews applications and determines whether or not site access and/or off-site roadway improvements are required to mitigate any adverse traffic impacts resulting from a new or expanding traffic generator. This can be expensive, and any improvements required as a result of the review are to be borne by the applicant at no cost to the town, state or municipality.

Each municipality in the state has a designated Local Traffic Authority who has the legal responsibility for approving changes in traffic operations or reviewing proposals which may impact traffic flow. Within the Housatonic Valley Region, the designated LTA is usually the chief elected official or the chief of police.

Local regulations may also be adopted for the assessment and control of traffic impact through site plan and special permit or exception procedures.

Subdivision regulations at the local level also provide for the proper design of intersections, driveways, and roadways.

2-2B. MEASUREMENT OF CONGESTION

Since congestion exists at many locations and improvement funds are limited, quantitative measurements to determine where traffic congestion is projected to be most severe are very important for determining the priority of public investments. HVMPO corridor transportation studies always include such projections.

Similarly, projections of traffic are very important for local land use commissions seeking to determine impacts of proposed developments. The key indicator of existing or future congestion is known as "level of service."

"Level of service" reflects driver satisfaction with factors that influence the degree of traffic congestion. These factors include speed and travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience, and delays.

Transportation professionals utilize six levels of service, A thru F, to describe traffic flow conditions.

It is important to state that any rigid adherence during an evaluation to the A to F scale alone would represent less than a comprehensive viewpoint. Traffic improvement decisions shape nearby aesthetics, livability and growth pressures. Increasingly, it is accepted that these factors should temper rigid decision making based on the A to F scale.

The sacrifices needed to obtain level of service "C" may not be warranted if they reduce the community character in the vicinity to "F." Finding such compromises is a key task of state and regional transportation planning. As noted the allowable area of compromise has been expanding nationally in recent decades, incorporating the concepts of "complete streets" and "context sensitive design."

But this A to F scale remains a key management tool and is referred to in HVMPO and also CT DOT technical reports. HVMPO relies upon this scale since documentation that a proposed traffic improvement will change the level from E up to C is more persuasive than simple generalities about solving driver delay.

HVMPO advises inserting a reference to the A to F scale directly into local zoning regulations. A good example of this is in the zoning of Brookfield, CT, where Section 242-602G reads:

"Where it is projected that the additional traffic resulting from the project will reduce the level of

service to D or below, the Commission shall not approve the project unless and until provision has been made for the improvement of said condition.”

2-2C. FUTURE CAPACITIES PROJECTED

CT DOT uses the latest edition of the Transportation Research Board's Highway Capacity Manual to estimate the current roadway capacity on state highways.

The concept of capacity is defined therein as the maximum hourly rate at which persons or vehicles can be reasonably expected to pass a point or uniform segment of roadway during a specified time period under prevailing road, traffic, and traffic control conditions.

Using the current capacity values and then adding traffic volumes projected by a CT DOT demand forecasting model for each state roadway segment, CT DOT is able to calculate volume to capacity (v/c) ratios.

Segments with v/c ratios above 1.00 are defined as over capacity, where selected traffic signals, signal timing, road geometry, etc. are inadequate for projected peak hour traffic volumes.

As an input to capacity determinations, CT DOT maintains a computer travel demand model that estimates person trips and simulates travel patterns. The model is used to help determine future traffic problems, assess possible changes in travel patterns due to major transportation improvements, and develop the inputs to air quality models as part of the air quality conformity requirement.

Trips are calculated based on historical relationships between person trips and population, employment, retail development, income, and vehicle ownership. Trips are estimated by trip purpose: home-based work, home-based other, and non-home based trips; and by mode: drive alone, shared ride, bus and rail.

The HVMPO as an MPO is on the smaller side nationally. And Connecticut is itself geographically a small state of 5,543 square miles, comparable to a single county in California, Los Angeles County having 4,753 square miles.

Given these facts HVMPO as an MPO makes use of the CT DOT statewide travel forecasting model in its transportation planning, rather than maintain its own separate system.

2-3. ACCIDENTS AND SAFETY

2-3A. STRATEGIC HIGHWAY SAFETY PLAN

The Connecticut Strategic Highway Safety Plan (CT SHSP) provides the comprehensive framework which coordinates statewide safety initiatives on all public roads in Connecticut. This statewide CT DOT document acts as the blueprint for bringing together the individual safety agendas of various grant programs and agencies.

Planning groups such as HVMPO are to be part of the integration along with other agencies involved in transportation safety.

And the CT SHSP is specifically intended to be integrated into the Statewide and the HVMPO Regional Transportation Plans and HVMPO Transportation Improvement Program. This HVMPO 2015-2040 Regional Transportation Plan endorses the latest update of the CT SHSP dated 5/2/2013.



2-3B. SAFETY SURVEILLANCE SITES

CT DOT in carrying out the provisions of federal highway laws participates in funding various safety improvement projects. In order to justify expenditures CT DOT data identifies the highest frequency accident locations on state routes.

CT DOT uses a complex methodology to establish frequency rates that is built on an assumption about the relationship between traffic volume, the physical characteristics of the roadway segment, or intersection, and the resultant number of accidents.

Based on CT DOT experience it is assumed that a certain number of accidents will occur each year. However, when the thresholds are exceeded by number or type of accidents, it triggers a process where the site is formally marked for further study. The result is the "Suggested List of Surveillance Study Sites" or SLOSSS for short.

The SLOSSS is a list of state roadway locations that experienced abnormally high accident rates for a corresponding three year period. The objective in developing a SLOSSS is to define those locations which have the greatest promise of accident reduction and thus to give a broad measure of overall needs for highway safety improvements.

The resulting information is invaluable to regional transportation planning and of interest to the public. However, it is important to note that pursuant to Title 23 United States Code Section 409, the SLOSSS is not admissible or discoverable in any federal or state court proceeding, and cannot be considered in any action for damages arising from an occurrence at a location addressed in this report.

In structuring the SLOSSS summary below, HVMPO chose to display only those ratios at 2.00 and above in order to focus on the most problematic locations. The number at the end of each entry is the ratio of the actual accident rate to the critical accident rate (in simple terms, "expected rate").

HIGHER RANKED SAFETY SURVEILLANCE SITES

The ratio to the left (format of actual accident rate/critical accident rate) is taken from the 2006-08 SLOSSS and to the right is from the 2007-09 SLOSSS.

BETHEL

RT 302 IN BETHEL 2.23/2.64 BETWEEN GRAND STREET AND FRONT STREET

RT 302 IN BETHEL 2.40/2.04 BETWEEN DEPOT PLACE AND P T BARNUM SQUARE

BRIDGEWATER

NONE

BROOKFIELD

RT 202 IN BROOKFIELD 2.17/2.61 BETWEEN DRIVE TO SHOP. CENTER AND BURGER KING
RT 202 IN BROOKFIELD 6.09/5.62 AT OLD NEW MILFORD ROAD
RT 202 IN BROOKFIELD 2.44/2.09 AT ROUTE 7 EXPRESSWAY RAMP

DANBURY

RT 6 IN DANBURY 2.87/2.62 BETWEEN MILL RIDGE ROAD AND I -84 EXIT 4 RAMP
RT 6 IN DANBURY 2.74/2.34 AT SEEGAR STREET, LAKE AVENUE AND I-84 RAMP
RT 6 IN DANBURY 2.14/2.40 AT EASTBOUND PAYNE ROAD

RT 7 IN DANBURY 1.83/2.19 AT OLD SUGAR HOLLOW ROAD
RT 7 IN DANBURY 2.40/2.42 AT PARK AVE AND BACKUS INTERCHANGE

RT 37 IN DANBURY 3.98/3.18 BETWEEN ROUTES 53 AND 39 AND THORPE STREET
RT 37 IN DANBURY 2.21/2.00 BETWEEN PADANARAM (NORTH END) TO NORTH ST. SHOP.
RT 37 IN DANBURY 2.00/2.10 BETWEEN GOLDEN HILL AND JEANETTE ST
RT 37 IN DANBURY 2.55/2.61 AT STACEY ROAD

RT 39 IN DANBURY 1.26/3.67 AT WATER AND TOOLEY AND I-84 EXIT 5 RAMP
RT 39 IN DANBURY 2.06/2.36 AT HILLSIDE AVENUE
RT 39 IN DANBURY 2.68/3.14 AT COWPERTHWAIT STREET

RT 53 IN DANBURY 2.17/2.00 BETWEEN SOUTH AVENUE AND MEMORIAL DRIVE
RT 53 IN DANBURY 2.87/2.32 BETWEEN MEMORIAL DRIVE AND ELMWOOD PARK
RT 53 IN DANBURY 2.68/2.17 BETWEEN BANK STREET AND WEST STREET
RT 53 IN DANBURY 2.51/2.08 AT LIBERTY STREET AND WEST STREET
RT 53 IN DANBURY 1.97/2.06 BETWEEN CROSBY STREET AND ROSE STREET
RT 53 IN DANBURY 3.01/3.27 BETWEEN CLIFTON PLACE AND ROUTE 37

RT 805 IN DANBURY 2.18/2.23 (FEDERAL RD) BETWEEN STEW'S AND TOWN LINE/RT 202

RT 806 IN DANBURY 3.13/3.43 (NEWTOWN RD) AT OLD SHELTER ROCK ROAD
RT 806 IN DANBURY 2.85/2.57 (NEWTOWN RD) WHITNEY AVE. TO NEAR OLD NEWTOWN RD

RT 841 IN DANBURY 1.55/2.44 (DOWNS ST) AT SMITH STREET AND WATER STREET
RT 841 IN DANBURY 2.93/3.25 BETWEEN SMITH STREET AND ROUTE 39

NEW FAIRFIELD

RT 37 IN NEW FAIRFIELD 2.35/2.59 AT SAWMILL ROAD

NEW MILFORD

RT 7 IN NEW MILFORD 2.66/2.18 BETWEEN SUNNY VALLEY RD TO NEAR RT 67
RT 67 IN NEW MILFORD 4.64/4.02 AT GROVE STREET

RT 109 IN NEW MILFORD 2.79/2.23 BETWEEN OLD PARKWOOD AND LITTLEFIELD

RT 202 IN NEW MILFORD 1.46/2.31 AT ROUTE 67 (GROVE STREET)

NEWTOWN

NONE

REDDING

RT 107 IN REDDING 2.93/3.39 BETWEEN UMPAWAUG ROAD AND BEEHOLM ROAD

RIDGEFIELD

RT 35 IN RIDGEFIELD 3.87/4.21 BETWEEN CEDAR LANE AND STATE ROAD 834 (WEST LANE)
RT 35 IN RIDGEFIELD 5.02/4.66 BETWEEN BAILEY AVENUE AND PROSPECT STREET

RT 35 IN RIDGEFIELD 2.31/2.22 BETWEEN SOUTH AND COPPS HILL PLAZA

SHERMAN

NONE

Regarding data above: "Pursuant to Title 23 United States Code Section 409, this data is not admissible and not discoverable in any federal or state court proceeding, and cannot be considered for any other purpose in any action for damages arising from an occurrence at a location addressed in this report."

A key task of HVMPO transportation planning is to integrate these safety needs into transportation project planning. Project designs will then be based in part upon this data. Thus safety issues and not just capacity needs are integrated into the planning program.

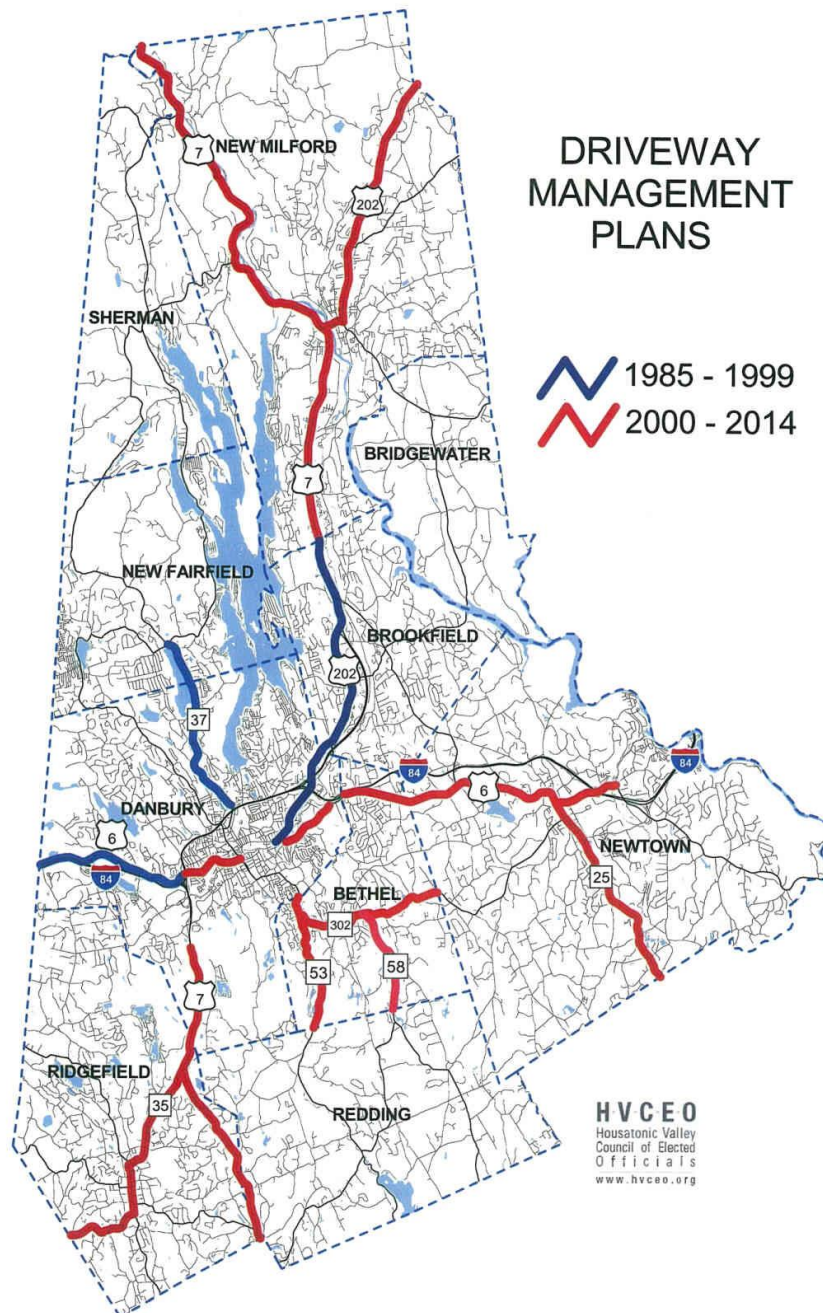
2-3C. LOCAL ROAD ACCIDENT REDUCTION GRANTS

The following grants have been awarded over the years under this annual program:

New Milford 1996 application, Aspetuck Ridge Road, \$187,630.
Brookfield 2004 application, Candlewood Lake Road at Nabby Road, \$114,020.
Danbury 2008 application, Lake Avenue at Shannon Ridge Road, \$181,912
Danbury 2009 application, Osborne Street at 5th Avenue, \$275,000.
Bethel 2010 application, Walnut Hill Road at Hoyt Road, \$300,000

2-3D. CORRIDOR ACCESS MANAGEMENT PLANS

It is a basic property right that each property owner along a roadway is entitled to access the roadway. As property development is approved thru local planning and zoning, and also thru CT DOT District 4 and State Traffic Commission processes, conditions for access to local and state roadways are routinely set by municipal and state administrators.







However, the limitations for this parcel by parcel process have become obvious in recent years. As each driveway is a potential conflict point and accident risk for turning vehicles, any effort to reduce their total number, align them across the road and make them opposite from each other, and improve their placement in business zones is a way to enhance safety.

Many existing curb cuts preceded modern levels of local and state regulatory scrutiny. As uses change and properties are more intensely developed, local commissions need guidance from a traffic engineer as to the proper arrangements for driveways.

The need in this situation is for linear “curb cut and driveway management plans” along major nonresidential corridors. HVMPO has been a leader in preparing these plans for municipalities.

These curb cut plans consist of a series of adjacent maps showing all properties, all driveways, and the recommended reorganization of driveways as properties develop or redevelop.

	ACCESS MODIFICATION		CREATE SHARED DRIVEWAY
	EXISTING CURB CUTS		RELOCATE/REALIGN ACCESS
	SIDEWALK		MAXIMIZE SIGHT LINES
	CONTINUE SIDEWALK ACROSS DRIVEWAY		RIGHT-TURN ONLY
	ACCESS CLOSURE		ONE-WAY
	DEFINE ENTRANCE		PROVIDE VEHICULAR INTERCONNECTION

***Legend from the 2013 West Street
Danbury Corridor Access Management Plan***

Implementation comes thru use of the maps by local planning and zoning commissions and by CT DOT administrators for state roads when conditions of approval are set.

A text supplements the maps, providing specific traffic engineering advice for each property where there is a recommendation for a change of driveway. These mapped driveway standards appear in the zoning regulations of Bethel, Brookfield, New Milford, Newtown, Redding and Ridgefield. Danbury also has several such plans, but they are implemented by professional staff administratively.

Area zoning commissions have significant statutory authority to include driveway and access concerns and such planning maps in permit review activities. First, Section 7-148 of the Connecticut General Statutes authorizes municipalities to regulate traffic and thereby promote safety. And then, Section 8-2 permits zoning regulations to be designed to lessen congestion in the streets.

Importantly for fairness, there is no enforcement for existing properties not in conformance with the plan when the owner is not seeking any new local or state permits.

Generally the development community has favored these curb cut plans, as they let them know what the commission is seeking in advance as their site plans are formulated. The proposed curb cut drawings provide a base of policy the developers own consultants can react to. Curb cut plans adopted in the area have been applied flexibly, allowing the developer to offer a better option and to permit some interaction on driveway locations to take place.

When CT DOT undertakes state roadway widening or rebuilding, it makes an effort to use HVMPO's corridor driveway and curb cut plans in roadway redevelopment. HVMPO has produced corridor access management plans for municipalities as follows:

BETHEL

1997: Route 6 from the Danbury Line easterly thru Stony Hill to the Newtown Line.
2008: The Route 6 Plan above was updated as part of a municipal Route 6 Plan.
2011: Combined and updated plan for Routes 6, 53 and 58.

BROOKFIELD

2014: Routes 805 & 202, from Danbury north to New Milford, updated from 1994.

DANBURY

1985: Route 6 from the New York State Line easterly to I-84 Interchange 4.
1994: Route 805 (Federal Road) from White Street northerly to the Brookfield Line.
1996: Route 7 from the Ridgefield Line northerly to the Route 7 Expressway.
1996: Route 37 from Hayestown Avenue northerly to the New Fairfield Line.

2011: Update Route 7 from the Ridgefield Line northerly to the Route 7 Expressway.
2011: Route 806 (Newtown Road) in Danbury from I-84 west to Triangle Street.
2013: Lake Avenue and West Street from I-84 Exit 4 to Route 53.

NEW FAIRFIELD

1996: Route 37 from Danbury northerly to the Town Center at Route 39.

NEW MILFORD

2008: Route 7 from Brookfield northerly to Kent, updated from 1997.
2008: Route 202 from Route 7 northeasterly to the Washington Line.

NEWTOWN

2010: Routes 6, 25 and Church Hill Road. Update of several earlier, separate curb plans.

REDDING

1996: Route 7 from the Ridgefield Line northerly to the second Ridgefield Line.
2011: Update Route 7 from Ridgefield Line northerly to the second Ridgefield Line.

RIDGEFIELD

1996: Route 7 northerly from the Redding Line to the Danbury Line.
2005: Route 35 northerly from the NY Line to Route 7.
2011: Update Route 7 northerly from Redding northerly to Danbury Line.

2-4. DESIGN ALTERNATIVES

2-4A. TRAFFIC CALMING

The term "traffic calming" is often described as the combination of mainly physical measures that reduce the negative effects of motor vehicle use and improve conditions for nonmotorized street users. However, the term also applies to a number of transportation techniques developed to educate the public and provide awareness to unsafe driver behavior.

As traffic calming techniques often differ, techniques include police enforcement and education only in some areas. In others, it means the employment of speed humps only, while in others it means the possible use of a wide array of techniques and devices. A good reference is the "Traffic Calming Resource Guide" by Connecticut's South Central Regional Council of Governments.

The commonly found elements of a traffic calming plan are:

- Volume control measures that divert some or all of the traffic in a different direction, including street closures, diverters, median barriers and forced turn islands.
- Vertical speed control measures that force traffic to slow down, including speed humps, speed tables, raised crosswalks, raised intersections and textured pavement.
- Horizontal speed control measures that deflect the movement of traffic such as mini traffic circles, lateral shifts and realigned intersections.
- Road narrowing speed control measures that affect the driver's perception of road width, with neck downs, center islands and chokers.
- Reallocation of roadway width and converting one way streets to two way, also creating "gateways" and installing bicycle lanes.
- Installing modern roundabouts.

2-4B. CONTEXT SENSITIVE DESIGN

In the past, transportation planners and engineers were often more concerned with the efficiency, capacity, and safety of a roadway for motor vehicles than on the impacts such roads may have on the surrounding environment and communities they serve.

This approach often created undesirable conditions, including excessive vehicle travel speeds, unsafe environments for pedestrians, the loss of convenient on-street parking, adverse affects on local businesses and visual degradation.

Transportation planners and engineers now utilize a new approach to roadway design called Context Sensitive Design. This approach seeks to design new roadways or modify existing ones to suit all users – motor vehicles, bicyclists, pedestrians, and public transportation passengers. Additionally, to preserve and enhance the character of the surrounding community.

2-4C. COMPLETE STREETS

Note that in recent years both the nation and Connecticut have been gripped by the pedestrian and Smart Growth oriented “Complete Streets Movement.” From this new perspective, many roadway corridors can be improved by retrofitting with full provision for pedestrians and transit passengers.



“Before and After” complete streets enhancement.

In 2009 Connecticut adopted what is now Section 13a-153f of the Connecticut General Statutes Chapter 238. This law mandates “completing the streets,” or the integration of all users of the transportation system, including cyclists, pedestrians, and transit riders into the planning, design, construction, and operation of roadways.

That law mandates that “accommodations for all users shall be a routine part of the planning, design, construction and operating activities” of all state highways.” This Plan recommends that all municipalities adopt municipal complete streets policies that reflect the state’s complete streets policy.

For a reference see the City of New Haven Complete Streets Design Manual. See also HVMPO’s 2014 Greater Danbury Bike Plan.

2-4D. TRANSPORTATION ALTERNATIVES PROGRAM

The latest federal reauthorization of federal transportation funds establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs.

The Transportation Alternatives Program (TAP) replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

An amount equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year is to be reserved for the TAP. CT DOT is the program manager.

Funds may be used for projects or activities that are related to surface transportation and described in the definition of “Transportation Alternatives” [23 USC 101(a)(29)]:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- In addition to defined Transportation Alternatives (as described above), the recreational trails program under 23 USC 206; the safe routes to school program under §1404 of SAFETEA–LU; planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Workforce development, training, and education activities are also eligible uses of TAP funds [§52004; 23 USC 504(e)].

Municipality	TAP Project	Funding	Year
Bethel	Downtown Streetscape	\$1,814,000	1995
Bethel	Safe Routes to School	\$1,814,000	1995
Bridgewater	None		
Brookfield	Still River Multi Use Trail	\$667,000	2003
Danbury	Union Railroad Station Restoration	\$1,900,000	1993
Danbury	Main Street North Streetscape	\$1,341,000	1998
New Fairfield	Town Center Streetscape	\$200,000	1998
New Milford	Od Rail Station Pedestrian Crossing	\$177,500	1993
New Milford	Restoration of Lover's Leap Bridge	\$398,000	1993
Newtown	Rehab Historic Bridge in Sandy Hook	\$80,000	1993
Newtown	Sidewalk Improvements in Borough	\$400,000	2014
Redding	Georgetown Streetscape	\$343,000	2003
Ridgefield	Branchville Station Pedestrian Upgrade	\$105,000	1993
Sherman	None	-	-

HVMPO Criteria for Priority of TAP Projects:
(Formerly the Enhancement Program criteria)

1. Does the Project Enhance Intermodal Transportation?

- 3 points if the project will benefit more than 2 modes of travel
- 2 points if the project will benefit 2 modes of travel
- 1 point if the project will benefit one mode of travel

2. Does the Project Support Transit Oriented Development?

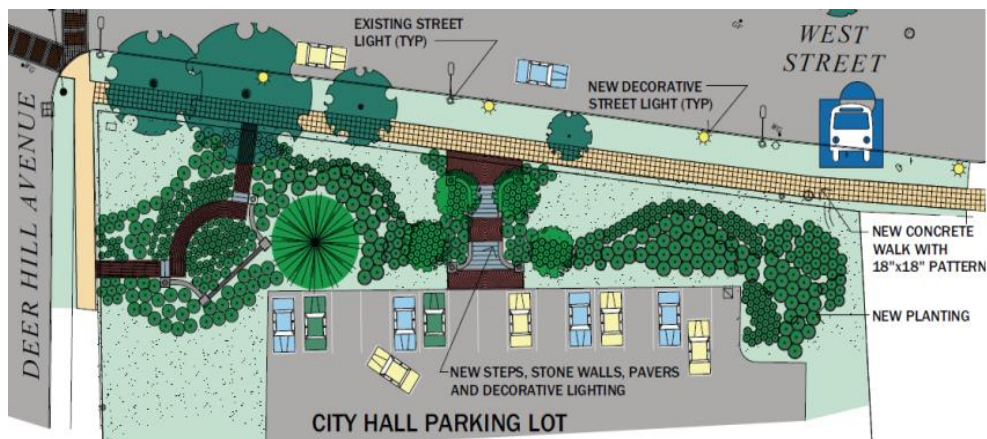
- 2 points if the project is part of a TOD project plan
- 1 point if the project has a peripheral benefit to a TOD project plan
- 0 points if the project will not benefit a TOD project plan

3. Low or High on Prior TAP Funding

- 4 points if the applicant has received less than "fair share" funding
- 0 points if the applicant has received more than "fair share" funding

4. Project Supports HVMPD's Regional Plan

- 1 point if the project is located within Regional Center Designation
- 0 points if project is outside Regional Center Designation



Proposed staircase from Danbury City Hall to adjacent West Street from the 2012 Transportation Plan for Lake Avenue and West Street In Danbury

2-5. LOCAL ROADWAY FUNDING

2-5A. OVERVIEW

Local roads comprise the vast majority of the mileage of the highway system in the Region. In some cases traffic volumes on them can approach those on state maintained roads, with maintenance needs increasing as traffic volumes rise.

Municipal budgets are the main source of funding for local roadway maintenance and improvement projects. The many competing demands for the utilization of municipal tax dollars often leads to substantially less money appropriated for local roads and accompanying bridges than is optimal for sufficient maintenance and structure preservation.

Several state programs are available which provide limited funding to municipalities for maintenance and improvements of highways and bridges. These are outlined below:

Town Aid for Roads (TAR):

The Connecticut TAR program has been in existence for many years, providing funding for local road maintenance, including materials, equipment and salaries. The amount of funding allocated has varied substantially.

The program will better allow for local road activities by raising and stabilizing the funding level and providing annual adjustments for increased costs of materials and services.

Local Capital Improvements Program (LOCIP):

LOCIP provides funding based upon a statutory formula for projects identified on a Capital Improvements Program approved by each municipality. Municipal priorities are determined in the plan over at least a five year period. Projects undertaken from the approved plan are eligible for reimbursement funding under the annual LOCIP allocation.

While the program allows for the utilization of LOCIP funds for any capital improvement, many municipalities utilize LOCIP for highway improvements, including repaving.

As in the TAR program, the amount of funding has varied substantially, depending upon legislative action. Uncertainty over funding through the minimum period of five years covered by the Capital Plan leads municipalities to be cautious, often delaying needed activities.

The program will better serve the municipalities and the Region with an increased and stable funding level with annual adjustments for increased costs of materials and services.

Local Transportation Capital Improvements Program (LOTICIP):

This new source is provided to municipalities thru HVMPO and the other regions: Improvement projects in development as of 1/2015:

Brookfield: Four Corners Improvements
 Danbury: White Street, Locust and Wildman Intersection
 New Fairfield: Candlewood Corners Drainage
 New Milford: Still River Roundabout and Wellsville Avenue Bridge Rehab
 Newtown: Toddy Hill Road Bridge Replacement
 Ridgefield: Farmingville Road Combined Use Trail
 Sherman: Taber Road Rehabilitation

**Federal Surface Transportation
 Program Urban Area Funds:**

Funding is provided for highway improvements in urban areas as geographically identified by the most recent census. On local roads, improvement costs are funded by 80% federal funds, 10% state funds and 10% local funds. When applied to state roads the state share rises to 20% and there is no municipal share.

2-5B. UNSIGNED “400 AND 800” STATE ROADS

Because these roadways are unsigned they are not familiar to the public as state roadways. This inventory in our area is as follows:

BETHEL
 None.

BRIDGEWATER
 None.

BROOKFIELD
 Route 805 Federal Road from the Danbury City Line northeasterly to Route 202.
 Route 840 White Turkey Road Extension from the Danbury City Line north to Route 202.

DANBURY
 Route 805 Federal Road from White Street northeasterly to the Brookfield Town Line.

Route 806 Newtown Road from Triangle Street northeasterly to I-84 Exit 8.
 Route 824 New State Road from Route 6 south thru I-84 Exit 2 into the Reserve.
 Route 840 White Turkey Road Extension from Federal Road north to the Brookfield Town Line.
 Route 841 Downs Street from I-84 Exit 6 easterly to Route 53.

NEW FAIRFIELD

Route 813 Fairfield Drive from the New York State Line easterly to Route 39.
 Route 839 Milltown Road from the New York State Line northeasterly to Route 39.
 Route 481 in Squantz Pond State Park easterly to Route 39.
 Route 850 Patterson Road from the New York State Line easterly to Route 37.

NEW MILFORD

None.

NEWTOWN

Route 490 Nunnawauk Road and Wasserman Road north then east to Route 34.
 Route 816 Church Hill Road and Glen Road northeasterly from I-84 Exit 10 to the Southbury Town Line.
 Route 860 Wasserman Way from Route 25 easterly to Nunnawauk Road.

REDDING

None.

RIDGEFIELD

Route 822 comb. of West Mountain Rd., Barry Ave. and Catoonah St. from NY easterly to Route 35.
 Route 835 West Lane from the New York State Line northeasterly to Route 35.

SHERMAN

None.

2-5C. MUNICIPAL BRIDGES WITH SPANS GREATER THAN 20 FEET

In accordance with Section 13a-99 of the CT General Statutes, each municipality is responsible for maintenance of all of its municipally owned bridges.

But to assist from a public safety perspective CT DOT provides periodic inspection for such bridges when their span is greater than twenty feet. The inventory of such bridges is as follows:

BETHEL

Bridges on Plumtrees Road, Rockwell Road, Shelter Rock Road and Walnut Hill Road.

BRIDGEWATER

Bridges on Hemlock Road and Wewaka Brook Road.

BROOKFIELD

The only such bridge is on Grays Bridge Road.

DANBURY

Bridges on Eagle Road Extension, West Street, Balmforth Avenue & Maple Avenue, Rose Street, Rose Hill Avenue and Old Newtown Road.

NEW FAIRFIELD

Bridges on Sawmill Road #1, Bear Mountain Road and Musket Ridge Road.

NEW MILFORD

Bridges on Cross Road, Merryall Road, Elm Street Extension, Wells Road, Still River Drive, Aspetuck Road, Papermill Road, Aspetuck Road, Housatonic Avenue, West Street, Aspetuck Road, Long Mountain Rd #1, Cedar Hill Road and Upland Road.

Also Old Mill Road, Sand Pit Road, Merryall Road, Chapel Hill Road, Squire Hill Road, Van Car Road, Walker Brook Road, Grove Street, Wheaton Road, Boardman Road, Mill Street, Wellsville Avenue and Sand Road.

NEWTOWN

Bridges found on Pond Brook Road, Currituck Road, Georges Hill Road, Hanover Road, Walnut Tree Hill Road, Covered Bridge Road and Old Hawleyville Road.

REDDING

Bridges located on North Main Street, Poverty Hollow Road, Simpaug Turnpike, Church Hill Road #1 and Diamond Hill Road.

RIDGEFIELD

Bridges located on Portland Avenue, Mountain Road, Topstone Road and George Washington Highway.

SHERMAN

Bridges on Sawmill Road and Evans Hill Road.

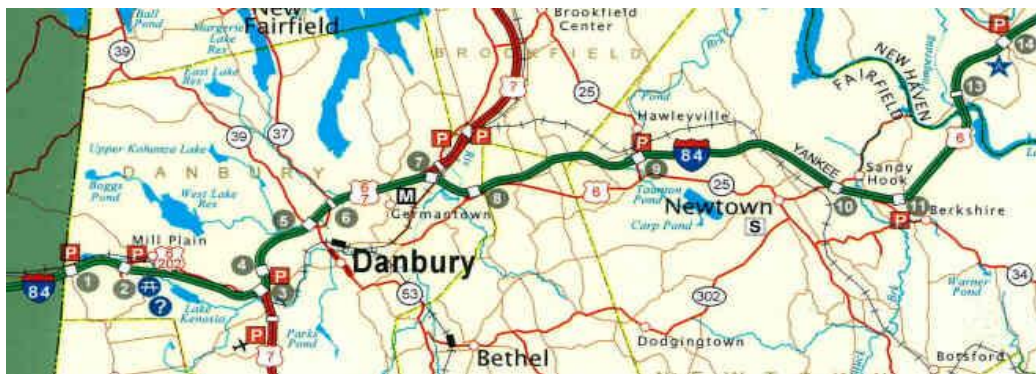


3. NATIONAL HIGHWAY SYSTEM

3-1. OVERVIEW

From the federal and state perspectives, certain major roadways outrank others in national and state importance. These relationships were defined in the discussion of functional classification of roadways. The term National Highway System or “NHS” refers to the combination of these most important routes in aggregate.

The subsections below review planning activity and transportation issues for the major NHS Routes in the Housatonic Valley Planning Region.



3-2. I-84 IN DANBURY, BETHEL AND NEWTOWN

3-2A. I-84 AT CROSSROADS

From the perspective of the Greater Danbury Region as a whole, the "regional main street" for all towns is Interstate 84. Fast and reliable access on I-84 with minimal delay and congestion is vital on all fronts; employment and services, manufacturing and delivery, culture and recreation, and emergency response.

I-84's traffic capacity maximum limits were designed to be forward thinking back in the mid 1950's. They were set to work well for decades into the future and have done so admirably.

But decades have passed during which the region has grown tremendously. While standard for their time, I-84's now dated exit designs, weaving patterns and limited number of thru lanes will increasingly restrict future prosperity. The writing is on the wall: these venerable fifties I-84 traffic features will not carry us far into the 21st century without expensive renovation.

Part of the forward thinking fifties design was to anticipate that in the future, additional lanes would be needed on the key highest volume central Danbury segment between Exits 4 and 7. Space to add these future lanes was deliberately designed in back then.

They were duly added and opened to traffic in 1988 without tearing down and widening all of the associated overpasses to provide clearance for them. That forward thinking is a good example of efficient state and federal planning.

But what was not anticipated in the late fifties was future conversion of Greater Danbury's I-84 to accommodate toll collection - a hot topic in Connecticut today.

In contrast, The Connecticut Turnpike, Massachusetts Turnpike and New York Thruway built in the fifties all incorporated design features for tolling from the start.

This original design difference presents a significant constraint in any attempt to retrofit I-84 for tolling today.

Should Greater Danbury's upcoming I-84 reconstruction include a retrofit to enable one or more toll booths to fund capacity improvements? Alternatively, can the area avoid toll options and compete for funds thru traditional channels? These questions face the State and Greater Danbury Region. Neither CT DOT nor HVMPO have to date taken a position as to the desirability of tolling I-84.

3-2B. 1957 DESIGN NEEDS 2020 RETROFIT

The impact of growing traffic volumes over the decades has revealed that the key weaknesses of the original 1950's designs were in the limited capacity given to exit ramps and the limited number of thru lanes in cross-sections. While not noticeable in the early 1960's, exit capacity limitations present serious drawbacks today.

Fortunately I-84 has not remained unchanged since opening in 1961: some significant upgrades to segments have been completed over the years;

--- In the early seventies a second and parallel bridge was added to the I-84 crossing of the Housatonic River, such that future widening is not needed there even by 2025.

--- Also in the early seventies Exit 11 in Newtown was entirely rebuilt to accommodate the planned Route 25 Expressway to arrive from the south. As plans for the Route 25 Expressway have been dropped, CT DOT will eventually downsize overly large Exit 11.

--- In the late seventies, Exits 1 and 2 in Danbury were entirely rebuilt to accommodate the massive headquarters of Union Carbide Corporation, the largest office building in Connecticut.

--- Then in the late eighties the cross section of I-84 between Exits 3 and 7 in central Danbury was expanded from 4 lanes to 6 lanes.

It became evident by 1990 that additional expansions of I-84 capacities would be needed to properly serve interregional thru traffic, be the dominant roadway for the area and retain a free flowing state gateway.

An important report by the CT Transportation Strategy Board was released in 2010. Excerpted below is a key recommendation from that report, entitled A Strategic Framework for Investing in Connecticut's Transportation, that is relevant to I-84 thru Greater Danbury:

"The strategic importance of a project derives in part from the importance of the travel corridor it serves... Given the State's limited fiscal resources, the strategic importance of a corridor should be one of the factors considered when allocating limited funding."

Continuing, "Considering their role in linking Connecticut to national transportation networks and major economic centers, the two most important corridors are New York – New Haven and New York – Danbury – Waterbury - Hartford. Both corridors provide critical access to New York City and most of the national transportation network outside New England."

3-2C. ENVIRONMENTAL IMPACT STATEMENT

Exit by exit capacity improvements and selected main line widenings cannot proceed until they receive their detailed environmental clearance.

One of CT DOT's major studies is the preparation of an I-84 Environmental Impact Statement (EIS) from Danbury east to Waterbury. The three CT DOT improvement projects for the most congested I-84 segments in the Danbury Area are detailed as follows:

DANBURY I-84 SEGMENT WITH INTERCHANGES 3 AND 4

Average daily traffic in 2009 at 113,200 projected to rise to 147,600 in 2035.

Estimated cost for improvements below in 2020 dollars is \$179.2 million.

- Additional I-84 lanes and 12 foot shoulders.
- Deceleration and acceleration lane improvements.
- Additional Route 7 northbound lane to Interchange 5.
- Combined eastbound Interchange 3 and Interchange 4 off ramp to Route 7 southbound and Segar Street.
- Interchange 4 westbound on ramp relocated.
- Intersection of Segar Street, Park Avenue and Route 7 northbound off ramp relocated.
- Improved signal coordination on Lake Avenue at Interchange 4.

DANBURY I-84 SEGMENT WITH INTERCHANGES 5 AND 6

Average daily traffic in 2009 at 121,800 projected to rise to 157,300 in 2035.

Estimated cost for improvements below in 2020 dollars is \$266.3 million.

- Additional I-84 lanes and 12 foot shoulders.
- Deceleration and acceleration improvements.
- Eastbound and westbound frontage roadways.
- Interchange 5 eastbound and westbound on and off ramps relocated.
- Interchange 6 eastbound on and westbound off ramps relocated.
- Main Street and North Street improvements between Interchanges 5 and 6.
- New ramps for Route 37 at North Street and at Tamarack Avenue.

DANBURY I-84 SEGMENT WITH INTERCHANGES 7 AND 8

Average daily traffic in 2009 at 121,800 projected to rise to 157,300 in 2035.

Estimated cost for improvements below in 2020 dollars is \$315.3 million.

- Additional I-84 lanes and 12 foot shoulders.
- Deceleration and acceleration improvements.
- Revise westbound on ramps from Route 7 southbound and Federal Road.
- Interchange 8 eastbound off ramp relocated.
- Interchange 8 eastbound on ramp relocated.
- Additional westbound on ramp.
- Eleven foot concrete medial barrier provided.
- Route 6 loop improvements.



***Modified I-84 thru Danbury will rely upon frontage roads.
Note new Exit 6 above with connections to Tamarack Avenue.***

Importantly, as of January 2014 CT DOT has focused priority for Danbury to Waterbury I-84 widening upon just the five mile segment between Exits 3 and 5 in Danbury.

3-2D. I-84 TOLL PLAZA IMPACT STUDY

The funding outlook for major highway upgrades in Connecticut has dimmed in recent years, so much so that some state leaders are studying the reimposition of tolls. Accordingly a rallying point for these interests, a major statewide tolling study, was completed for Connecticut early in 2009. The title is "Connecticut Electronic Tolling and Congestion Pricing Study" (CT Tolling Study).

This research examines options for reinstituting tolling on limited access highways in Connecticut. It includes some specific evaluations for I-84 thru Danbury, Bethel and Newtown that are of course of great interest to this area.

From its outset the CT Tolling Study assumes that any future tolls in Connecticut will be designed with minimal or no use of traditional "full stop" toll booths. Instead, we will encounter "fast lanes" and digital camera license plate reading technologies.

To access the HVMPO evaluation go to HVMPO.org "Publications", Report 141 dated 10/2009, entitled "I-84 Greater Danbury Toll Plaza Impact Study." Report 141 is also an integral component of this Regional Transportation Plan.



3-3. ROUTE 7 SOUTH IN RIDGEFIELD, REDDING AND DANBURY

3-3A. INTRODUCTION

Route 7 from Danbury to Norwalk is classified as part of the highest federal roadway functional level, the National Highway System. From the state perspective, it is also a principal arterial roadway and is the Greater Danbury Region's main link to the south.

On a grander scale it is also the primary north-south corridor for the western edge of New England.

The basic alignment and cross section for Route 7 in much of our area dates from 1928. Over the years, many spot improvements to the existing road have been made. Widening from 2 to 4 lanes from Route 35 in Ridgefield north to Miry Brook Road in Danbury was completed in 2011.

In historical perspective, the Connecticut General Assembly first authorized expressway planning for the Route 7 Corridor in 1957. Then CT DOT approved an expressway alignment in 1962.

Expressway studies continued into the mid-1970s, when a federal environmental impact statement was issued. This was challenged, causing years of delay, then indefinite postponement of expressway construction.

This major new road would have entered Ridgefield from Wilton to the west of the present Route 7. Route 102 runs generally east-west here, and a full interchange with Route 102 was planned.

Continuing northeast, the Expressway would have crossed the existing Route 7, briefly entered Redding, then turned north by northwest to follow the Ridgefield-Redding border, reentered Ridgefield briefly and then entering Redding again.

Upon passing into Danbury from Redding, another interchange was to link the Expressway to existing Route 7 in Ridgefield.

The new road was then to continue along the east side of existing Route 7 to meet the existing stub end Route 7 Expressway cross section at Wooster Heights Road in Danbury.

There are at present no plans at CT DOT to revive the Route 7 Expressway construction proposal.

3-3B. ROUTE 7 EXPRESSWAY POLICY

HVMPO was for many years an advocate for Route 7 Expressway construction. However, after a policy review in 1995, the Council no longer supported construction. The 1995 position has remained in place since that year.

It was initially taken due to the repeated delays in the construction of the proposed expressway and the concurrent invalidation of the environmental impact statement justifying the project, as well as the lack of safety and capacity improvements on the existing Route 7 roadway, which HVMPO wished to accelerate.

This change in policy was intended to fully focus all available funding on the immediate improvements required to address safety and capacity constraints on existing Route 7. Since under federal law CT DOT cannot proceed without regional approval, the HVMPO policy is more than advisory as far as the expressway is concerned.

The 2001 HVMPO Transportation Plan then deepened the opposition rationale by adding some broader policies. These were given additional depth by the 2004 Regional Transportation Plan and have remained unchanged since then, as follows:

1. Negative impact to the adjacent quality of life, both to residential areas and to the natural environment.

2. Inducing sprawl development along the corridor and to the north, which violates the "Smart Growth" planning policies in the 2009 WCCOG Regional Plan for the Housatonic Valley.

3. The nearby South Western Planning Region is a high income area where affordable housing is in very short supply. As a result, many persons with their employment location in that area seek their housing location to the east along I-95 or to the north up Route 7.

This mismatch intensifies the competition for scarce affordable housing in the Greater Danbury Area. Evidence is past housing studies and a pattern of one sided commuting patterns of much AM southbound commuting from Greater Danbury, greatly exceeding AM northbound.

It is therefore projected that faster access via a Route 7 Expressway would reduce the supply of affordable housing in Greater Danbury available to workers at Greater Danbury's employment sites.

4. The inability of coastal Interstate 95, already over capacity, to absorb a newly concentrated and expanded AM peak period traffic flow that would enter southbound from the new Route 7 Expressway. Absorption of Greater Danbury traffic on to I-95 may have been possible decades ago but is problematic today.

For some detail on this key point, consider that the 1978 Route 7 Environmental Impact Statement projected that, taking as a specific point of reference the cross section of the proposed Expressway just north of the intersection of Routes 7 and 35 in Ridgefield, there would be about a 33% increase in total travel in the corridor there if the expressway were built.

The 1978 Route 7 EIS recorded that "This increase will be due to traffic that is diverted from existing streets in the corridor because of the ease of travel and time savings due to the new facility, and a rerouting of existing shopping, business and other trips to alternate destinations due to a shift in the relative ease of travel."

HVMPO also notes the CT DOT Route 7 Expressway assessment of 2007. Early in 2007 an update on Route 7 was prepared by CT DOT for the General Assembly's Transportation Committee. Excerpts from that 2/16/2007 statement concerning the Route 7 Expressway are as follows:

"While recognizing the need for an expressway based on traffic volumes, the Department does not propose to extend the Route 7 Expressway north of its current terminus at Grist Mill Road in Norwalk.

The concept of extending the Route 7 Expressway is problematic for a number of reasons. During the development of the various planning and environmental studies, the Department has met on many occasions with the public and local officials to obtain input in the planning process for the future of the Route 7 Corridor.

During this process, it became apparent that there is much local opposition to building an expressway in the towns of Wilton, Redding and Ridgefield.

While the Department owns rights of way purchased for the Route 7 Corridor in Norwalk and Wilton, much of this land is now being used for recreational purposes by local municipalities. The Department does not own substantial right of way in the Route 7 corridor north of Ridgefield."

Continuing, "The lapse of time since the 1978 EIS and the potential of impacting what are now areas used for recreational purposes would require the Department to undertake completely new planning studies which would include numerous new alternatives. Completing the planning studies,

the NEPA/CEPA documentation and the design of such a facility could take up to 10 years prior to construction.

Other factors which make studying a freeway on new location in the Route 7 corridor problematic include; the difficulty of obtaining the required federal and state environmental permits, potential impact to the numerous residential areas in the corridor, potential impact to sensitive cultural resources such as the J. Alden Weir National Historic Site, and potential impacts to environmentally sensitive resources.

Regardless of the alternative selected, the Department would still have to, at the very least, purchase right of way acquisition north of Ridgefield. Rights of way costs combined with construction costs could approach \$1 billion."

3-3C. ROUTE 7 POLICIES WITHIN MUNICIPAL PLANS

The following are excerpts from these plans:

Danbury City Plan of 2013:

There is no support for the proposed Route 7 Expressway in the Danbury Plan.

Redding Town Plan of 2008:

This document states that "The 2008 Town Plan strongly endorses major widening and capacity improvements in existing Routes 7 and 25, the principal arteries immediately west and east of Redding.

Maximizing the capacity of existing Route 7, in particular, will benefit the redevelopment of the center at Georgetown and alleviate traffic pressures on such secondary roads as Routes 107, 57 and 53.

Permanent abandonment of once-proposed plans for a "Super Seven" expressway is strongly endorsed by this Town Plan, consistent with similar recommendations by the HVMPO.

The reasons why a Super Seven expressway would be ill-advised, and plans for it should be permanently cancelled, are numerous and compelling. These include:

1. The route through Redding would traverse a much longer path across the Saugatuck River public water supply watershed with consequent adverse impact on the quality of this vital public water resource.
2. Projected traffic increase induced by an expressway, estimated at 33% in existing environmental impact statements, would intensify urban sprawl and decentralization of development in southwestern Connecticut and to the north, contrary to the "smart growth" principles which underlie both State and Regional plans for the area.
3. The excess of jobs over available housing which exists in the South Western Region will intensify housing pressures on Redding and other towns remote from employment centers, as an expressway promotes faster but longer commutation and results in housing shortages in outlying areas. Greater fuel consumption and loss of transportation efficiency are additional undesirable impacts.
4. An expressway "solution" to corridor transportation needs would not only be costly and environmentally destructive but would undercut public investments in urgently needed public transit facilities, such as an upgraded Danbury Branch rail line. An expressway entering I-95 would exacerbate the current overflow of traffic on that highway."

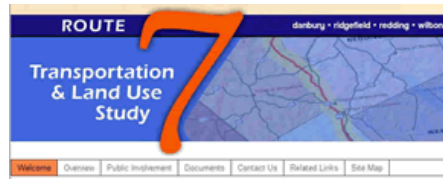
Ridgefield Town Plan of 2010:

According to page 13-4 of the 2010 Ridgefield Plan of Conservation and Development "New roads are not proposed in this Plan, aside from new subdivisions and possibly some improved connections or road extensions in Ridgefield Center.

The Planning and Zoning Commission, the town administration, and other town agencies have consistently reached consensus that the formerly proposed Super 7 Highway is not appropriate for Ridgefield. As indicated in Chapter 7 the future use for that corridor should be a greenway."

3-3D. IMPROVING EXISTING ROUTE 7

The concept of widening Route 7 south of its intersection with Route 35 in Ridgefield and on south to the Wilton Town Line was studied by HVMPO and SWRMPO in 2011.



Such widening was not found to be well justified. As a result widening of this segment is not included in this Regional Transportation Plan as it was not supported by the technical analysis within the 2011 Route 7 Study.

According to the 2011 Route 7 Study “over the next 25 years, Route 7 will experience additional pressures brought on by increasing traffic, largely resulting from increased development beyond the corridor itself. Route 7 is both a conduit for regional traffic and a primary access point to several activity centers along its length.

The study vision aims to satisfy both needs. Traffic operations should be maintained to a reasonable level, while quality of life and additional intensification of development within existing village centers is prioritized. For this reason, no further widening of Route 7 from 2 lanes to 4 lanes is recommended in this study.”

Continuing, “Traffic capacity will be maximized to the extent practicable at intersections, safety will be emphasized, and alternative modes of travel will provide options for the future sustainability of mobility along the corridor.”

And this additional perspective was also a component of the 2011 Route 7 Plan: “The Norwalk River is fed by the pure waters of Great Pond in Ridgefield and recreational fishing is a popular attraction along the course of the River.

As water quality and preservation of this naturally rich area were cited as a priority by residents of Ridgefield, this segment of Route 7 was recommended to remain a two-lane cross section.

Traffic volumes on this portion of the corridor are expected to be the lowest predicted anywhere along the entire corridor length. The only intersection improvement that is recommended in this segment is a retiming of the traffic signal at New Road to allow more green time to Route 7 under projected year 2030 traffic conditions.”

However, improvements other than widening are needed along Route 7. The 2011 Route 7 Plan established an implementation program for operational, intersection, safety, access management, multimodal and streetscaping enhancements, all within a framework of sensitive design.

Recommendations from the 2011 Route 7 Plan include:

Ridgefield Route 7 Intersection at Old Town Road:

Relocate the Portland Road access to Branchville Station to the south, such that it is now directly across from Old Town Road. Then install a traffic signal at what becomes a four way rather than a three way intersection. Coordinate timing of this new signal with the signal to the north at Route 102.

Ridgefield Route 7 Intersection at Route 102:

It is projected that in 2030 this intersection will operate at a failing level of traffic service during the PM peak hour, primarily due to heavy southbound turns. The corrective recommendation is to reconfigure the Route 7 southbound approach to include a shared left-turn / through lane along with a right turn lane to Route 102.

Ridgefield Route 7 Intersection at New Road:

It is projected that in 2030 this intersection will operate at a failing level of traffic service due to forecasted traffic growth. Traffic growth along Route 7 will result in delay at the existing traffic signal. The corrective

recommendation is to adjust signal timings to optimize operations by allotting the green time to the heavier movements along Route 7.

Ridgefield Route 7 Intersection with Route 35:

Route 35 traffic is heavy through this intersection, and future forecasts indicate that significant growth in traffic will be to and from Ridgefield along Route 35. Recommendations are to make geometric modifications to scale down the intersection, improve safety and better accommodate pedestrians.

Operationally, this intersection has sufficient capacity to accommodate future traffic growth. But safety is also a primary issue and it is recommended that the Route 7 southbound approach to the intersection be redesigned to control vehicle speeds by reducing lane width to 11 feet and installing medians on Route 7 both northbound and southbound.

Continue medians, with breaks, northbound. In addition, the corner radius at the southbound Route 7 approach to Route 35 should be reduced to slow traffic as it makes a right turn onto Route 35.

Redding Route 7 Entire Roadway:

There were no specific recommendations for this .67 mile segment, other than it does not need to be widened from two to four lanes.

Redding Georgetown Redevelopment

Impact on Nearby Route 7 in Wilton:

State Traffic Commission off-site improvements for the Georgetown redevelopment project include: 1) geometric improvements on Route 7 in Wilton at Mountain Road/School Street; 2) geometric improvements on Route 7 in Wilton at Driveway to Georgetown Market Plaza; and 3) new signal and geometric improvements on Route 7 in Wilton at North Main Street. Since 2011 all have been constructed.



3-4. ROUTE 7 NORTH IN DANBURY, BROOKFIELD AND NEW MILFORD

3-4A. BROOKFIELD BYPASS AND NEW MILFORD WIDENING COMPLETED

Dating from the mid-fifties, a Route 7 Expressway had been planned as a replacement for the Danbury to New Milford portion of the two lane Route 7.

While all of the Route 7 Expressway in Danbury and then north to central Brookfield was completed in 1977, the full expressway extension to central New Milford was dropped from state and regional plans in 1991.

In 1991 a less ambitious corridor upgrading plan was endorsed by Brookfield, New Milford, HVMPO and CT DOT. It called for a limited access four lane Brookfield Bypass to continue on from central Brookfield to the Brookfield - New Milford Town Line, on a course west of and parallel to existing Route 7.

This expressway extension was completed in 2009. Its environmental protection and mitigation features were outstanding.

After the new Route 7 Expressway rejoins existing Route 7 near the Brookfield - New Milford Town Line, the existing Route 7 roadway was widened to four lanes. This includes a 20 foot grass

median, up to the Lanesville Road intersection in southern New Milford. There are several breaks in the median to allow vehicles to reverse direction as needed.

Then from Lanesville Road north to Veterans Bridge in central New Milford, the widened Route 7 roadway has been expanded to four lanes without a median.

The long term economic development strategy for the region has been to better position New Milford to be more accessible to the economic stimulus of the I-84 corridor south of that Town. The recent major Route 7 capacity improvements in both Brookfield and New Milford have served that objective.

According to the Greater Danbury Chamber's 2012 report "The Greater Danbury Difference," the recent Route 7 capacity improvements are "pulling the New Milford sub-market more into the influence of the I-84 corridor."

3-4B. RAMPS AT ROUTE 133 IN BROOKFIELD

On Brookfield's portion of the completed Route 7 Expressway is an overpass carrying Route 133. HVMPO Report 80 dated 12/1994 and entitled "Danbury-Brookfield Federal Road Traffic Plan" reviewed the concept of adding ramps from and to the Route 7 Expressway at Route 133 here.

That study indicated a proposed interchange could be oriented to and from the south, essentially a half interchange, and would reduce traffic on nearby Federal Road and its busy intersections. The new ramps would be a spur to economic development and motorists using the ramps would reduce their travel time.

The 2001 Brookfield, CT Plan of Conservation and Development endorsed construction of the new interchange at Route 133. The Brookfield Plan recommends that CT DOT "construct a partial interchange at Route 133 to relieve traffic heading easterly, provide better access for the business zoned land in this part of the corridor, and provide a convenient access point for emergency vehicles."

Detailed feasibility of this Route 133 interchange concept remains to be explored. Public interest in proceeding with this project remains to be demonstrated.



3-5. ROUTE 25 IN NEWTOWN

Route 25 in Newtown from the Monroe Town Line northerly to the Flagpole Intersection with Route 6 is an NHS route. The relocation of Route 25 as an expressway on a new alignment paralleling the current route, from I-95 in Bridgeport northerly through Newtown to I-84 Exit 11, was a goal of CT DOT for many decades.

There was much emotion pro and con over this issue. Popular supporting slogans of the past included "25 by 65" and "25 to 84 by 85". By 1982 the expressway extended from I-95 northerly

just under ten miles to Route 111 in northern Trumbull, terminating at a point on existing Route 25 just south of the Trumbull-Monroe Town Line. The expressway terminus remains there today.

An approximately one half mile segment of the Route 25 Expressway did open in Newtown in 1973, but in the form of a massively reconstructed I-84 Exit 11. This exit extended southerly towards a planned connection point with the remainder of the Route 25 Expressway thru Newtown, which was to be built northward from Monroe.

As this expressway to expressway connection will now never be made, CT DOT plans call for a modified Route 25 Expressway “stub” off of an overbuilt Exit 11 to remain in service as a greatly modified Exit 11 intersecting with Route 34.

CT DOT studies on completion of an expressway thru Monroe and Newtown to I-84 continued during the eighties and into the early nineties. A variety of routings were evaluated, all with significant negative environmental impacts for Newtown, with high numbers of housing and business relocations.

In a definitive policy shift, in 1993 CT DOT announced that it was no longer considering the construction of the Route 25 Expressway thru Monroe and Newtown due to a lack of sufficient resources to build such a facility. Also, the tightening of federal environmental standards gave such a new routing little hope of ultimate federal approval.

A CT DOT plan then released in 1998 called for two lane Route 25 to be widened on its existing alignment to two through lanes in each direction between the Expressway terminus at Route 111 in Trumbull northerly thru Monroe to Wasserman Way in Newtown, a total distance of 9.2 miles.

A CT DOT spokesperson indicated in 2011 that the 1998 Route 25 widening policy is not included in any CT DOT plan today.

3-6. OTHER NATIONAL HIGHWAY SYSTEM (NHS) ROUTES IN REGION

DANBURY NHS ROUTES

Lake Avenue and West Street east to Route 53 then north to White Street:

The Lake Avenue and West Street Corridor was the subject of an HVMPO transportation corridor study in 2013.

White Street from Main Street easterly to Federal Road (Route 805):

The most problematic operations along this segment are found at the intersection of White Street with Wildman Street and Locust Avenue. HVMPO has completed a concept plan for expanding capacity at this location and federal construction funds have been provided.

Federal Road northeasterly to Route 7 and I-84 Exit 7:

The segment has no outstanding unresolved needs.

NEW MILFORD NHS ROUTES

Route 202 from Route 67 northeasterly to Washington Town Line:

HVMPO completed a driveway management plan for this segment in 2008. Report 132, 6/2008: [New Milford Routes 7 and 202 Access Management Plan](#).

The recent Downtown New Milford Transportation Study generated improvement plans for the segment of Route 202 in Downtown New Milford.

Route 67 from Route 202 southeasterly to the Bridgewater Town Line:

Major improvements to the intersection of Routes 67 and 202 were completed in 2011. The remainder of the corridor to Bridgewater has few traffic operations or safety issues.

NEWTOWN NHS ROUTES

Route 34 from the Monroe Town Line easterly to I-84 Exit 11:

The redesign of the intersection of Route 34 and I-84 Exit 11 has been completed to the conceptual stage. The remainder of the corridor to Monroe has been examined for issues. Two were submitted for review to the CT DOT PDU but neither rose to the point of attracting federal improvement funds.

Route 6 from Route 25 easterly to I-84 Exit 10

A short section of Route 6 in Newtown is part of the National Highway System. This nine tenths of a mile segment links NHS Route 25 on the west with NHS I-84 on the east.

A key traffic improvement need here is the redesign of the intersection of Route 6 with Commerce Road and Edmond Road. This improvement project has reached the design stage and has been endorsed by both HVMPO and CT DOT for federal funding on the TIP.

RIDGEFIELD NHS ROUTE

Entire Length of Route 35:

A 20 year update of HVMPO's 1985 Route 35 Traffic Improvement Plan was completed in 2005. The Route 35 Plan is now a guide for town officials as they manage adjacent development and traffic issues.

In particular, the curb cut plan therein will serve the Planning and Zoning Commission as it guides driveway development along Route 35. See Report 115, 6/2005: [Ridgefield Route 35 Traffic Improvement Plan](#)

The priority location for improvement along Route 35, at the intersection with Catoonah Street and Bailey Avenue in the center of the Downtown, has obtained a commitment of federal improvement funds and is on the TIP.



4. BIKE/PED AND TRANSIT SYSTEMS

4-1. BIKE PLAN

Expanding opportunities for bicycle transportation is a goal of this 2015 Regional Transportation Plan. The 2015 Greater Danbury Regional Bike Plan is a separate document from this broader 2015 Regional Transportation Plan, so that document in its entirety is hereby incorporated by reference into this Plan.

The Bike Plan is available at this link:

http://www.HVMPO.org/transport/Greater_Danbury_Regional_Bike_Plan.pdf .

Or, call HVMPO at 203-312-1073 for a hard copy.

The town by town recommendations from the 2015 Greater Danbury Bike Plan have been reproduced in this 2015 Regional Transportation Plan. They have been incorporated into the most visible spot, the town by town summaries at the beginning of this document.

It is ultimately up to individuals to make the choice to ride a bike, but local governments and citizens groups can change existing public policies and practices to make biking to work, school or play a more attractive option in the community.

Much has changed since the 1996 regional bike plan in the perception and position of bicycling as a mode of transportation. For example between 1977 and 2009 the total number of bike trips in the United States more than tripled and cycling's modal share nearly doubled.

The 2015 Bike Plan well notes that fostering travel by bicycle requires a concerted effort in engineering, education and law enforcement, along with a lot of encouragement.

It has been found that cycling is most prevalent in cities that have invested in cycling infrastructure. Roadway infrastructure and transportation facilities may require modification to allow cyclists and motorists to share the road.

In sum, the new Bike Plan provides an overview of cycling in the context of Greater Danbury, an inventory of routes and plans, a toolbox for planners and elected officials and recommended steps to encourage the growth of cycling. You are invited to make use of it.

4-2. PEDESTRIAN PLAN

Connecticut's revised regional planning statute of 2005 calls for more emphasis on the promotion of pedestrian friendly development. While developed independently of federal transportation planning requirements, this new state emphasis reinforces the goals of the HVMPO Regional Transportation Plan.

There is wide agreement between the public and the planning profession that relative to other issues, sidewalk planning has been historically neglected. The goal in recent years is to significantly increase sidewalk development and pedestrian amenities, especially in coordination with mixed use and transit oriented developments.

More planning needs to be done to weave together existing sidewalk segments and to construct priority extensions. These should link residential areas to commercial activity centers, schools, parks, transit centers and other such land uses.

Importantly, in rural centers plans for pedestrian pathways can look very different than the more traditional concrete and curb in town and city centers. Focus in these areas can be placed on creating connections with trails, bikeways and greenways, where available. HVMPO plans for Bridgewater Center and Sherman Center are examples.

And also of importance, in July of 2009 Governor Rell signed Senate Bill 735, Connecticut's "Complete Streets" law. This law mandates that "accommodations for all users shall be a routine part of the planning, design, construction and operating activities" of all state highways.

HVMPO will assist its towns by preparing some of the detailed pedestrian and complete streets plans they seek. The following plans have been completed by HVMPO to date:

Report 158, 6/2013: [Transportation Plan for Lake Avenue And West Street In Danbury](#)

This modern roadway corridor plan will serve as the base for transportation improvements, sidewalk extensions, and some site plan approvals.

Report 152, 6/2011: [Transportation Plan for Newtown Road in Danbury](#)

This roadway corridor plan will serve as a base for transportation improvement grants and municipal site plan approvals. A sidewalk plan is included.

Report 144, 3/2010: [Bethel Railroad Station Transit Oriented Development Study](#)

This topical report is to assist Bethel is developing a transit oriented development center at its railroad station.

Report 139, 5/2009: [Central New Milford Pedestrian Loop Concept Plan](#)

A recommended pedestrian walkway from Bridge Street south to Lanesville Road, east across the Housatonic River and then back north to New Milford Center.

Report 138, 4/2009: [Brookfield Route 202 "Complete Streets" Plan](#)

To assist Brookfield with its input to CT DOT's planned improvement of the Route 202 commercial corridor, maps and texts have been prepared identifying needed bus stop and pedestrian amenities.

Report 131, 4/2008: [Bridgewater Center Pedestrian Plan](#)

A guide for pedestrian improvements in rural Bridgewater Center.

Report 125, 2/2007: [Sherman Center Pedestrian Plan](#)

A pedestrian and enhancement plan for Sherman Center.

Report 120, 8/2006: [Queen Street Area Traffic Plan](#)

This traffic and pedestrian plan for the center of Newtown serves as input to local traffic decisions

Report 116, 10/2005: [New Fairfield Pedestrian Enhancement Study](#)

This plan and its detailed drawings set the framework for pedestrian and beautification investments in New Fairfield Center.

Report 106, 3/2003: [Pedestrian Safety Plan for Queen Street in Newtown](#)

Requested by the Newtown Police Commission, the detailed maps and text in this plan define pedestrian safety improvements warranted for this busy roadway in central Newtown.

Report 104, 11/2001: Georgetown (Redding) Enhancement and Traffic Plan

This plan for streetscape beautification was adopted as an amendment to the Redding Plan of Conservation and Development. It is used as a guide for development of the Georgetown neighborhood and has attracted state beautification grant funds.

The HVMPO policy of promoting pedestrian amenities is closely related to other sections of this Plan dedicated to promoting transit oriented development and mixed land use, as both those new forms of development have significant pedestrian elements. It also addresses global warming by reducing the reliance on cars for all movements.

And historically, consider that HVMPO has given priority in directing FHWA Enhancement Program grants towards pedestrian access improvements.

4-3. BUS TRANSIT PLAN

4-3A. BACKGROUND

By way of background on the area's public bus service provider, the Housatonic Area Regional Transit District (HARTransit) was created by two municipalities as the Danbury-Bethel Transit District in 1972.

Taking its present name from an HVMPO marketing study in 1979, HARTransit functions as the authority overseeing efficient public bus transit operations in the HVMPO region and promoting their incremental growth.

HARTransit has eight municipal members; Bethel, Brookfield, Danbury, New Fairfield, New Milford, Newtown, Redding, and Ridgefield. The Transit District is governed by a Board of Directors with at least one representative from each municipality.

Policy decisions are made by the HARTransit Board of Directors and implemented by the HARTransit management staff.

Supporting HARTransit bus transit planning are the following HVMPO resources:

Report 147, 1/2011: [HARTransit Fixed Route Efficiency Study](#)

An update of HARTransit's blueprint for systemwide operational efficiency, including on time performance, ridership survey and recommendations.

Report 142, 3/2010: [HARTransit Bus Service Plan 2010](#)

This analysis of and plan for the regional HARTRANSIT bus system updates earlier editions cited below. A comparison of cost-effectiveness with comparable systems is included.

Report 136, 9/2008: [Operational Analysis of SweetHART Transit Services](#)

This SweetHART system efficiency study was prepared for HVMPO by the staff of HARTRANSIT.

Report 133, 6/2008: [History of Public Bus Service in Greater Danbury](#)

This report provides an understanding of HARTRANSIT's historical roots and systematic development over decades. Perspective on past funding decisions helps to facilitate wise investment in future growth of regional transit.

Report 129, 12/2007: [Expanding Bus Transit to Bridgeport and Waterbury](#)

Prepared for HVMPPO by the staff of HARTRANSIT, this interregional bus plan will be the template for bus service growth to Bridgeport and Waterbury.

Report 124, 11/2006: [Harlem Line Shuttle Bus Study](#)

A review of current HARTRANSIT commuter shuttles from Danbury and Ridgefield to rail services in New York State, and a proposal for adding service from New Fairfield to the Southeast, N.Y. rail station. The New Fairfield service was then initiated in May of 2009.

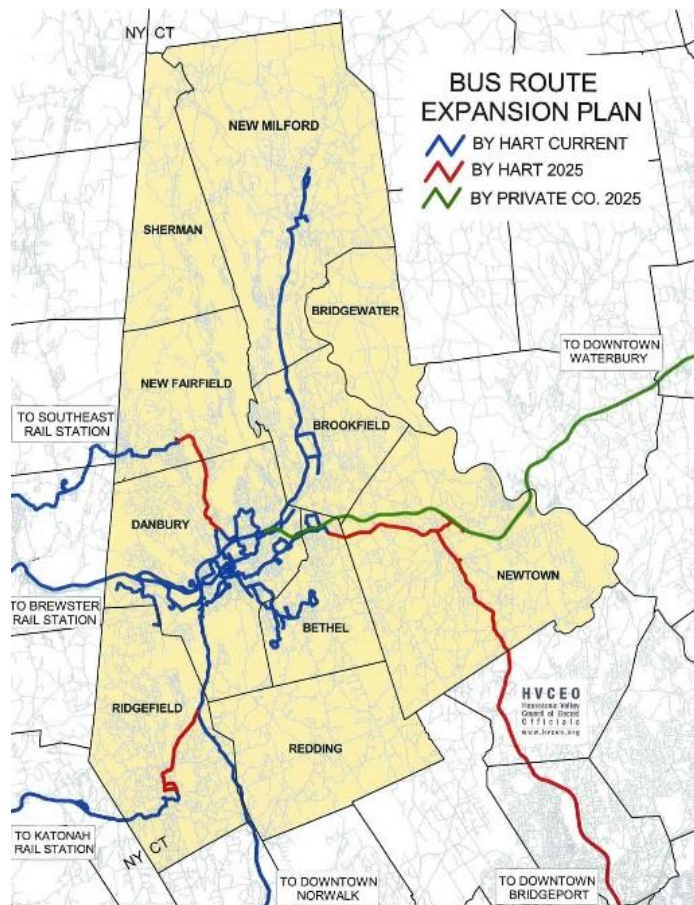
Report 100a, 3/2000: [Intermodal Connectivity Study](#)

Options for improving connections between transit modes and transportation flows.

Report 75, 11/1993: [New Fairfield and Newtown Bus Service Extension Plans](#)

Designs for fixed route HARTRANSIT bus services to Newtown and New Fairfield.

Fixed route service, operating according to a published timetable, is available to the general public on fifteen routes. Fixed routes are further broken down into eight urban fixed routes for local bus services, then four commuter shuttles and interregional routes, and three evening, Sunday and holiday "LOOP" routes.



Paratransit, defined as demand-responsive, door-to-door service, is known in this region as SweetHART, available in eight communities. Service policies and availability vary by municipality.

Seniors age 65 or older or persons of any age with disabilities may access SweetHART in Danbury, Bethel, Brookfield, New Fairfield, Newtown, Ridgefield and Roxbury. In New Milford, service is limited to those with a qualifying disability.

Consistently since FY1990 the HARTransit planning department staff has been contractually engaged by HVMPO to conduct transit planning for the region. This type of cooperative subcontracting by MPOs is encouraged by the Federal Transit Administration (FTA) as both organizations are FTA grantees with closely related federal planning requirements.

As a result draft public bus transit policies for the region are periodically produced for HVMPO by HARTransit. The resulting policies are placed in the draft of the next update of the HVMPO Regional Transportation Plan where they are reviewed by the public and area officials prior to their consideration for adoption.

4-3B. FIXED ROUTE PERFORMANCE COMPARISON

In 2010 eight similar transit systems were selected nationally to contrast HARTransit and its service performance. This peer group was objectively chosen by consultants for the Connecticut DOT Statewide Bus System Study of 2000 as similar sized systems to HARTransit and serving approximately the same population size.

The group includes Montachusett (MA), Cape Cod (MA), Muskegon (MI), Rochester (MN), Missoula (MT), Manchester (NH), Cleveland (OH) and Westmoreland County, PA. The latest update of the peer comparison selected for the statewide study used data from the 2007 National Transit Database report.

In 2007 HARTransit compared well in the ridership category, with the second highest ridership total out of the systems selected. The mean ridership of this peer group was 682,749. HARTransit reported a ridership of 853,361 for 2007, which is 25% above average.

In terms of productivity measured as passengers per hour, HARTransit is 10% better at 15.13 passengers per hour than the mean of 13.78. System productivity within the peer group ranged between 5.2 (Cape Cod) and 25.48 (Rochester, MN) passengers per hour.

When comparing HARTransit to Rochester, MN, the transit system that had the highest ridership total, HARTransit had the lower operating cost of the two for 2007 by nearly \$94,000.

When looking at financial efficiency, actual dollar cost per service hour and mile, HARTransit ranked as the third lowest cost per hour in 2007 at \$66.38, above only Cape Cod Regional Transit Authority, MA (\$54.03) and Rochester, MN (\$63.26). LAKETRAN in Cleveland, Ohio (\$92.53) and Westmoreland County, PA (\$92.08) had the highest per-hour costs.

HARTransit also ranked as the second lowest cost per mile in 2007 at \$4.27, above only Rochester, MN (\$4.19). Montachusett Regional Transit Authority in Fitchburg, MA (\$5.80) and Manchester Transit Authority, NH (\$5.64) had the highest per-mile costs.

Finally, operating cost per passenger is a measure of cost effectiveness. In 2007, HARTransit services cost \$4.39 per passenger trip. This cost is 30% lower than the peer group mean.

The highest cost per passenger reported in 2007 was \$10.39 for Cape Cod MA and the lowest was \$2.48 in Rochester, MN. HARTRANSIT had the fourth lowest cost per passenger out of the peer group. These performance comparisons can be considered favorable for HARTransit.

4-3C. HARTRANSIT FIXED ROUTE SYSTEM

Key components of the HARTransit fixed route service system are as follows:

Urban Fixed Routes:

The majority of HARTransit's urban fixed route services are provided to the four municipalities of Danbury, Bethel, Brookfield, and New Milford. This service is primarily radial in nature with seven routes extending outward from the central business district of Danbury.

With the City being at the core of all 7 routes, Danbury receives a higher service level than other municipalities.

Routes are structured to serve traffic generators such as major employers, shopping centers, medical centers, schools, the central business districts and elderly and low income housing areas. Most major arterials in the City of Danbury are served including Main Street, North Street, Padanaram Road, White Street, Federal Road, Newtown Road, South Street, Park Avenue, Lake Avenue and Mill Plain Road.

The urban fixed route bus system operates in a pulse or timed-transfer mode, with all routes meeting at the Pulse Point (central bus station) in Downtown Danbury at the same time at regular intervals Monday through Saturday.

This routing structure allows passengers to easily transfer from one route to another at the same place without long waits. Routes are interlined or paired together to allow a moderate proportion of passengers to travel from one route to another without physically switching buses.

LOOP Services:

HARTransit operates three LOOP bus routes which serve Bethel, Brookfield, Danbury and New Milford. The LOOP is designed to complement the urban fixed route system by providing public transit to major employment and low income housing after the close of the service day.

Three coordinated routes provide a scaled down version of the urban fixed route system, with hourly headways and a timed transfer at the HARTransit Pulse Point. The routes are funded through the regional JobLinks jobs access collaborative, which includes the Torrington and Waterbury regions. Service is open to the general public.

Harlem Rail Line Shuttles:

Three shuttles provide weekday service from park-and-ride lots in Connecticut and New York to train stations on the northern portion of MTA Metro-North Railroad's Harlem Line.

The shuttles are designed to meet morning southbound train departures and afternoon and evening northbound arrivals, primarily for commuters working in White Plains and New York City. Metro-North provides a guaranteed ride home program to shuttle users that purchase the combined rail-bus UniTicket. The three shuttles carry a combined average of 470 trips per weekday.

The Danbury-Brewster Shuttle provides connections to ten morning southbound trains. Four morning arrivals and five evening departures allow for reverse commute trips. Passengers wishing to transfer to the Putnam Area Rapid Transit (PART) bus system from a HARTransit bus may do so at no charge in Brewster by presenting a HARTransit pass or transfer.

Midday, when the shuttle is not operating, the 3 Mill Plain bus provides hourly service between the HARTransit Pulse Point and Brewster Station. While the midday bus service is not timed to rail arrivals and departures, this allows for off peak connections to the rail line and to the PART system.

The Ridgefield-Katonah Shuttle meets seven morning southbound train departures from the Katonah Train Station. One morning arrival and three evening departures provide some opportunity for reverse commutes. Passengers may transfer for free between the HARTransit and Bee-Line (Westchester County) bus systems in Katonah by presenting a transfer from either system.

The first four trips on the route originate at the Jessie Lee Memorial Methodist Church on Main Street in Ridgefield. To help manage limited parking, the remainder of morning buses depart from the Ridgefield Bark Park lot on Prospect Ridge.

The shuttle follows Route 35 from Main Street westerly into New York State. In the Town of Lewisboro, NY, the shuttle makes a stop at the South Salem Municipal Parking Lot on Spring Street and continues on Route 35 to Route 22 to Katonah Station. Flag stops are permitted on this route in New York State.

The New Fairfield–Southeast Shuttle is operated by HARTransit between the Southeast Train Station and New Fairfield. Vehicles stop at park and ride lots in New Fairfield at the Company A Firehouse on Ball Pond Road and the Ball Pond Firehouse on Fairfield Drive.

The route continues into New York via the Hamlet of Putnam Lake with a stop at Temple Beth Elohim in Brewster near Sears Corners, and then follows Route 312 to the Southeast Station. No midday bus service is provided.

Danbury-Norwalk Route 7 LINK:

The Danbury-Norwalk Route 7 LINK provides service to employment along the Route 7 corridor and the downtowns of Danbury and Norwalk. Buses originate and terminate at the HARTransit Pulse Point and Norwalk Transit District WHEELS Hub. HARTransit and Norwalk Transit District run the service together, with each system operating two buses.

4-3D. GOALS FOR HARTRANSIT FIXED ROUTE SERVICE

Goals for the fixed route service are as follows:

Fixed Route Goal 1: Expand Evening and Sunday

Service to Cover the Entire Urban Fixed Route Service Area:

The Connecticut State Wide Bus study of 2000 noted that when compared to similar systems across the country, HARTransit provides approximately one third less service per capita than average.

Among other service enhancements the study recommended the following for the HARTransit system: hourly service on all routes Weekday and Saturday between 6 p.m. and 9 p.m., and hourly Sunday service on all routes except Route 7 between 9 a.m. and 4 p.m.

The foremost request from passengers for improvement is almost universally service expansion into the evenings and on Sunday. Beginning in 1998, plans were laid to allow for limited evening and Sunday bus service. Through the JobLinks program, HARTransit worked with a host of other agencies to bring these services to the region.

Three evening/Sunday routes are currently in operation, supported by a combination of State DOT and Department of Social Services (DSS) dollars and some limited federal funds.

Monthly ridership on the evening service exceeds 2000 trips per bus route. The service, due to funding constraints, consists of three LOOP routes that serve most of the major trip generators in

Greater Danbury. However, the LOOPS still do not serve all locations served by urban fixed route buses and route structure makes some trips lengthy.

HARTransit's goal is to provide extended hours to all of the urban fixed route service area until 10:30 p.m. weeknights and Saturday nights and from 8 a.m. to 7 p.m. Sunday. The evening LOOP services operate during this period and have proven the ability to generate ridership.

Employer and rider surveys indicate that 9 p.m. is too early to end the service day for second shift employees. Sunday services also require an earlier start for employment trips.

**Fixed Route Goal 2: Improve
and Expand Interregional Bus Services:**

HARTransit operates a single interregional bus route, the Danbury - Norwalk Route 7 LINK, jointly with the Norwalk Transit District. The service has operated since 2002, and consistently generates ridership of over 230 daily trips. The current service level is limited to weekdays only, with a significant service gap in the midday when no buses run.

A 2007 HARTransit report entitled *Expanding Bus Transit to Bridgeport and Waterbury* examined the potential of an additional interregional route between Danbury and Bridgeport, which would include the towns of Newtown, Monroe and Trumbull.

Following the example of the Route 7 LINK, the service as proposed would be operated by HARTransit in conjunction with the Greater Bridgeport Transit District. This route would restore a public transit connection between the Housatonic and Greater Bridgeport regions lost in the early 1970's.

The HARTransit goal is to provide buses throughout the weekday on the Danbury-Norwalk LINK, and initiate a comparable service between Danbury, Newtown and Bridgeport via the Route 25 corridor.

**Fixed Route Goal 3: Provide Half Hour Service
Frequency on all Urban Fixed Routes During Midday Hours:**

The HARTransit urban fixed route service operates every 30 minutes during the peak travel periods of 6 to 9 a.m. and 3 to 6 p.m. Buses in the midday 9 to 3 p.m. operate hourly. The trolley operates Wednesday through Friday from 9 to 3 p.m.

Major locations served include Danbury Hospital, Danbury Fair Mall, WCSU, Wooster Manor, and the Danbury Central Business District.

Proposals made to CT DOT via the federally mandated Locally Coordinated Human Services Transportation Planning (LOCHSTP) process would allow for 30 minute frequencies to major trip generators five days per week.

HARTransit's interim goal is to provide improved midday service frequencies beginning with routes like the Trolley, but with the end goal to have 30 minute frequencies throughout the day on each of the seven urban fixed routes.

**Fixed Route Goal 4: Expand
Rail Feeder Express Bus Services:**

HARTransit operates three peak-period interstate shuttle services between points in Connecticut timed to the Harlem Line of MTA-Metro-North Railroad in New York State. Danbury-Brewster has operated the longest, since 1998.

Midday service to Brewster is provided via the 3 Mill Plain bus to provide at least some connection to the rail station during the midday, but this service is not timed to train arrivals and departures. The remaining rail feeder shuttles, Ridgefield-Katonah and New Fairfield-Southeast, have no service in the midday.

Closing the midday gap in service is a long term goal for all three services. A second goal is the development of additional parking locations along the shuttle routes. Danbury-Brewster and New Fairfield-Southeast both have adequate parking capacity, but commuter parking for users of Ridgefield-Katonah has been difficult to secure.

Shuttle services to stations on the Danbury Branch Line may be warranted as improvements are made to the rail line. Preliminary assessments of shuttle services are already completed for the Danbury Branch stations of Danbury, Bethel, West Redding and Branchville. These services could be funded as pilots through the Federal CMAQ program.

Fixed Route Goal 5: Develop Employer-Based Bus Transit Service:

The provision of employer subsidized transit services by HARTransit has several benefits. First, the environmental and public safety benefits from the reduction of single occupant auto use and associated reduced congestion and fuel use.

Secondly, HARTransit benefits by spreading its overhead and indirect costs over additional programs thus helping to minimize cost increases to the public sector. Lastly, the entire region benefits through the expansion of public transportation at no cost to the public sector.

Services geared to employers require innovation or flexibility not typical of traditional fixed route transit. Operation of such services, however, is not new in this region:

--- HARTransit operated peak-period shuttles to major worksites along Old Ridgebury Road and Shelter Rock Road prior to the 1990 service upgrade.

--- Before the creation of the Route 7 LINK, Danbury-Ridgefield bus service was partially subsidized by Ullman Devices, an employer on Route 7 near the Danbury/Ridgefield line.

--- Limited service for Stop and Shop in Ridgefield ran as an adjunct to the Ridgefield LOOP program in early 2001.

--- Incidental service was provided for a series of training sessions at Cartus.

-- Opportunities may exist for shuttle service from rail stations on the Danbury Branch Line to employment, should rail service be expanded according to plan. HARTransit already examined this in some detail in a 2000 study of potential transit services to the Branch Line.

--- Other opportunities exist between the Harlem Line and employment locations in The Reserve in western Danbury.

4-3E. GOALS FOR SWEETHART SERVICE

Goals for the SweetHART service are as follows:

SweetHART Goal 1: Secure Additional Funding for the Operation of Existing Services and their Expansion:

The SweetHART program has enjoyed consistent funding from local and federal sources with some new funds coming in at the state level in the past few years. These funding sources, however, are constrained, and place limits on how much service can be provided. At this point demand outstrips capacity.

The senior and disabled population in the Housatonic Region is expected to grow by about 10,000 people by 2015, according to the State Office of Policy and Management.

If the population within the region's Danbury Urbanized Area exceeds 200 thousand, HARTransit could lose access to federal operating funds. Federal funds support roughly 40% of the service provision and their loss would be a significant setback to the SweetHART program.

On the positive side, the State of Connecticut began support of municipal dial-a-ride programs with the implementation of the 13b-38bb program. The Federal 5307 Urbanized Area Formula Funding Program may be another avenue for operational support.

SENIOR AND DISABLED DIAL-A-RIDE PROGRAMS

Municipality	Provider	Hours and Days of Operation	Vehicles serving	Funding sources
Bethel	HARTransit	M-F 7:15 AM - 4:15 PM	1	Munic./FTA/CT DOT
Bridgewater	Bridgewater	Tues. 9 AM - 1 PM; Thur. 9 AM - 4 PM By appointment other days and times.	1	Munic./CT DOT
Brookfield	HARTransit	M-F 7:40 AM - 3:45 PM	2	Munic. /FTA/CT DOT
Danbury	HARTransit	M-F 7 AM - 6 PM	4	Munic./FTA/CT DOT
Danbury	Danbury	M-F 8:30 AM – 2:30 PM	1	Munic.
New Fairfield	HARTransit	M-F 7:45 AM - 4:05 PM, Sa 10:25 AM – 3:50 PM	2	Munic./FTA/CT DOT
New Milford	New Milford	M-F 7:30 AM - 2:30 PM	1	Munic.
New Milford	New Milford	M-F 8:00 AM - 3:30 PM	1	Munic./CT DOT
Newtown	HARTransit	M-F 7 AM – 4:45 PM, Sa 8:15 AM - 4:15 PM	2	Munic. /FTA/CT DOT
Redding	Redding	M-Th 9 AM - 4:30 PM	1	Munic./CT DOT
Ridgefield	HARTransit	M-F 8:45 AM – 4:30 PM	2	Munic./FTA/CT DOT
Sherman	Sherman	M-F as scheduled or required	1	Munic./CT DOT

Ideally, additional SweetHART service should move towards regionalism, rather than allocating vehicles by municipality. Regional services would have greater flexibility in meeting ridership demands throughout the service area. Scheduling on regional vehicles is also more efficient because they can transport passengers that may be at common origins or in close proximity but have different towns of residence.

SweetHART Goal 2: Improve Coordination and Efficiency of the SweetHART Program:

HARTransit constantly reviews the provision of service to increase productivity levels. Technology has provided some opportunity for improved coordination – automatic vehicle location (AVL) systems are now installed on all SweetHART vehicles, and scheduling software is sophisticated, allowing for a high degree of automation in the trip scheduling process.

Spurred by the 2008 SweetHART Operational Analysis, internal discussions led to the implementation of modifications to scheduling procedures to limit call waiting time and increase system productivity in the summer of 2009.

Other changes to the reservation system included the implementation of standing booking requests, which eliminate the need for a call for regularly scheduled trips, allowance of same day trips, and limitation on the allowance for unscheduled return or “will-call” trips.

SweetHART Goal 3: Continue Compliance with all Requirements Related to Complementary Paratransit Service as Associated with the Americans with Disabilities Act (ADA):

The ADA imposes a number of legal requirements on transit systems across the nation. Six paratransit service criteria are identified by ADA for compliance including: fares, trip purposes, response times, capacity constraints, service area and comparable days and hours of service. These criteria were set to make this type of paratransit service as comparable as possible to fixed route services.

HARTransit achieved full compliance with the six ADA service criteria in 1996. Since FY1994, an annual apportionment from the State Department of Transportation has allowed for the provision of complementary ADA paratransit service. HARTransit's fleet is currently 100% accessible with ADA compliant lifts.

HARTransit's goal is to maintain compliance with ADA regulations. As the disabled community has become accustomed to using HARTransit services and workplaces have become accessible, more trips are being made.

It may be necessary for HARTransit to seek other funding sources if demand for ADA trips outstrips available funds in order to remain in compliance.

**SweetHART Goal 4: Provide a Well Balanced
Rider Education and Communication Program:**

HARTransit seeks to address two areas within this goal. First, to increase awareness of the availability of the SweetHART program to eligible residents. Second, to provide better communication with existing riders so that they can make the most of the service that is provided.

HARTransit makes an effort to create open lines of communication with the riders through public meetings at different senior centers in the area.

4-3F. HARTRANSIT MULTI-MODAL COORDINATION GOALS

This Plan's multi-modal goals for transit are as follows:

**Multi-Modal Goal 1: Improve the Connectivity of HARTransit
Services with Other Transportation Modes In the Region:**

The decentralized nature of the Housatonic Valley Region means that many wishing to use public transportation must travel between modes. Minimizing the barriers between modes in terms of fares, schedules and ease of transfer makes such travel more convenient, and increases the likelihood of traveler's leaving their cars and using public transportation.

HARTransit has made connectivity with other systems a major focus in the last ten years, and was recognized for this with a national award by the Community Transportation Association of America in 2009.

Rail shuttle services timed to meet trains for commuters have been instituted at the Brewster, Southeast and Katonah Stations of the MTA Metro-North Railroad's Harlem Line. In conjunction with the implementation of these services, transfer agreements were established with connecting systems to allow for continuous trips between systems without the need for additional fares.

A general goal for all these connecting routes is to reduce the midday gap in service. These bus routes were conceived as peak period only commuter shuttles.

The Danbury-Brewster Shuttle, operating since 1998, operates some level of service throughout the day. Ridgefield-Katonah service ceases at approximately 8:24 a.m., with no service then

available until approximately 5 p.m. New Fairfield-Southeast Shuttle operates until about 7:43 a.m., and service resumes in the evening at roughly 5:50 p.m.

As rail passenger expansion plans on the Danbury Branch Line move forward, HARTransit will continue to monitor them and the need for connecting bus services to new and existing Branch Line stations.

HARTransit looks to adopt a standard fare and pass structure compatible with other systems now that electronic fare collection is the norm. The goal is to create a universally accepted fare structure.

Multi-Modal Goal 2: Improve Multi-Modal Connections to Nearby Urban Centers:

In 2002, HARTransit and the Norwalk Transit District began operation of the Danbury-Norwalk Route 7 LINK. The service operates between Norwalk and Danbury, with connections to the major bus transfer station in both cities, as well as to the Danbury Branch Line stations in Branchville and Merritt 7.

HARTransit completed the HVMPO.org “Publications” HVMPO Report 129 dated 12/2007, and entitled “Expanding Bus Transit To Bridgeport And Waterbury” that proposed the addition of service to Peter Pan’s service between Danbury and Waterbury, including a stop in Newtown.

The study proposed the restoration of public transit between Danbury and Bridgeport that would link the two bus systems, and provide a direct connection to the railroad station in Bridgeport on the New Haven Line.

This service would be operated like the Norwalk LINK service, with Greater Bridgeport Transit and HARTransit systems running the route together.

The study proposed the creation of a unified intercity bus/local bus fare media to allow for easier transfers between the Peter Pan intercity service and local systems in Waterbury and Danbury.

A state subsidy for additional Peter Pan trips to provide better connectivity between the cities of Waterbury and Danbury was also recommended. A stop in Newtown could create a linkage between the proposed Danbury-Bridgeport and Danbury-Waterbury services.

Multi-Modal Goal 3: Install Bicycle Racks at HARTransit Facilities and Key Stops:

HARTransit has installed Sportworks Bicycle Racks on its fixed route transit vehicles. Installation began in 2001 and as of 2014 all seven city bus routes and LOOP routes are equipped with bicycle racks. HARTransit developed some simple informational materials on using the racks to explain the use of the devices to riders. There are no special fees to use the rack systems.

Bike racks were installed at the Pulse Point in 2013. To further encourage use of bicycles, HARTransit will complete an analysis and implement where feasible the installation of stationary bike racks/storage at key stops and the HARTransit operations facility.

Multi-Modal Goal 4: Improve Bus Stop Signage and Intermodal Transportation Information Dissemination:

A public accustomed to convenient high-quality information available through the internet, television and print media has little patience for calling multiple transit authorities for transit information and poorly marked transit locations. HARTransit’s goal is to enhance multi-modal travel through better public information.

4-4. RAIL TRANSIT PLAN

4-4A. DANBURY BRANCH OVERVIEW

The Danbury Branch Railroad Line from Norwalk north to Danbury has been serving the Greater Danbury Area since 1852. The regional goal is for commuter rail service on this line to become a more vital component of Western Connecticut's transportation infrastructure.

The Danbury Branch Line is a 23.6 mile single track, non-electrified rail line. The line has passing sidings in Branchville, Wilton and Norwalk. It has passenger stations in Danbury, Bethel, West Redding, in the Branchville section of Ridgefield, and a new station is planned in Redding's Georgetown section, two stations in Wilton (Cannondale and Wilton), and two in Norwalk (Merritt 7 and the branch line terminal at South Norwalk).

The line parallels Route 7 for most of its length. All stations on the Branch, except Merritt 7, have high level platforms of varying lengths that can serve from two to five rail passenger cars.



Hudson Line in green, Harlem Line in blue, New Canaan Branch in red and at right Danbury Branch also in red.

The State of Connecticut owns the Danbury Branch Line and its passenger stations, as well as the train equipment operating on the Line.

Metro-North provides the operating service, under contract to the Connecticut Department of Transportation. This line also carries some minimal freight service after commuter hours.

While the rail line between Danbury and Norwalk is state owned, the 14.3 mile potential service extension between Danbury and New Milford would use the property of the Housatonic Railroad Company, Inc. Thus negotiations will be needed for use of that line for public transit.

The Danbury Branch Line was first electrified with overhead catenary in 1925. Electricity as the power source on the Danbury Branch was terminated in 1961. Since then, trains have been powered by diesel locomotives.

The idea of reelectrifying the Danbury Branch has been seriously considered by state leaders on several occasions over the years, notably in 1971 and then in the early eighties. Electrification allows for higher speeds, the key to expanding market share.

	Existing Schedule	Alternative A & B	Alternative C Diesel	Alternative C Electric
Danbury to South Norwalk	48 - 54 minutes	1 hour 2 minutes	Up to 5 minute reduction	Up to 20 minute reduction
South Norwalk to GCT	58 minutes to 1 hour 11 minutes	54 minutes	No Reduction	Up to 4 minute reduction
Danbury to GCT	1 hour 52 minutes to 2 hour 5 minutes	1 hour 57 minutes	Up to 5 minute reduction	Up to 24 minute reduction

Documentation of advantages of electrification from current draft Branch Line Study.

Principal infrastructure improvements on the Danbury Branch Line in modern times included the installation of continuous-welded track, construction of the Merritt 7 station in Norwalk, relocation of Bethel and West Redding stations, and construction of high level platforms.

Of great importance, an electronic "centralized traffic control" system for Branch Line train management has recently begun operation. This investment had to precede any serious service expansion.

This will replace the manual throwing of switches, and allow Branch trains to be visible in the Grand Central Terminal control room. This electronic technology is already in operation on the parallel Harlem Line in New York State.

4-4B. DANBURY BRANCH CURRENT SERVICE

The Danbury Branch is part of the Metro North commuter railroad, an arm of Greater New York's Metropolitan Transportation Authority.

CT DOT pays for about 65% of Metro North's main line operating deficit. However, on the Danbury Branch, it pays for 100% of the operating deficit.

Dual power diesel/third rail electric locomotives operate on the Danbury Branch from Danbury to South Norwalk. But only the diesel drive capability is used on the Branch. The third rail component may be used in and near New York City.

Today on the Branch all trains have diesel engines: the last self-contained rail diesel cars stopped operating on the Danbury Branch about 1990.

In the broader picture, electrification in the form of overhead catenary extends from Connecticut into New York State southwesterly to Pelham, NY, after which the electric power source switches to third rail.

Extending electrified overhead catenary from New Haven northeasterly to Boston was completed by Amtrak in 1999 as part of the Acela Express high speed rail project.

Note that Danbury Branch patrons also have limited access to the Amtrak rail passenger network summarized below:

AMTRAK ACELA EXPRESS THRU CT: Origin in Boston, south to Providence, New London, New Haven, Stamford, Penn Station in NYC to Washington. No stop in Norwalk for Danbury Branch transfers, must use Stamford.

AMTRAK NORTHEAST REGIONAL THRU CT: Boston origin, then south to New London, New Haven, Penn Station in NYC to Washington. Springfield origin to Hartford, south thru New Haven, Penn Station in NYC to Washington. No stops in Norwalk for Danbury Branch transfers, must use New Haven.

Unlike the Danbury Branch, the nearby New Canaan Branch Line in Connecticut is entirely powered by overhead catenary.

Third rail power on the Harlem Line was extended north to nearby Brewster, NY about 1984. Diesel power only is then utilized to reach stations north of Brewster. Northwestern Connecticut residents cross into New York State to access these stations.

The Genesis Locomotive is the primary locomotive used on the Danbury Branch. It is able to operate under diesel power until the train is near New York City, where it can pick up electric power from the third rail to complete the tunnel trip into Grand Central Terminal. There is no capability for this locomotive to take electric power from the overhead catenary on the New Haven Line.

There are also new diesel locomotives operating on the Branch that are known as Brookvilles from that manufacturer. Note also, diesel locomotives are actually diesel-electric; the diesel engine turns a generator that provides electric power to electric motors mounted on the axles.

Current service on the Danbury Branch consists of 14 round trips per weekday, a total of 28 one way trips. These start in Danbury at 5:31 A.M.

The first three morning trains terminate at Grand Central Station in New York City, these the faster "thru trains." The speediest of these is one hour and fifty-nine minutes. Electrification of the Danbury Branch would save some time, dropping the Danbury to Grand Central down to one hour and thirty minutes.

Of the remaining eleven southbound Danbury morning starts, ten require a transfer in Norwalk.

On Saturdays, Sundays and holidays, seven inbound and seven outbound shuttle trains operate thru the day.

4-4C. POLICY FOR SERVICE EXPANSION

HVMPO policies for service expansion were first adopted in 2000 and are thus dated. The policies will be updated once CT DOT has completed its study of the Danbury Branch Line started in 2002.



*Existing Danbury Branch Line stations
shown in red, proposed stations in blue.*

4-4D. COMMUTER FLOWS FAVOR RAIL USE

The Branch Line service pattern correlates with characteristic north to south commuter flows in congested Fairfield County, a journey to work pattern tied to residential income patterns and that continues to intensify.

Consider also that Stamford's downtown area has become a significant employment center in the southwest section of the state. Major corporate headquarters along with ancillary employment have moved into Stamford over the past years.

Due to high housing costs in and near Stamford, many of those new employees continue to find their housing to the north in the Greater Danbury Region. Accordingly, a key goal of HVMPO is to facilitate commuting by rail to Stamford from Branch Line stations.

Consider that between 1990 and 2000 the population of Newtown grew 21% while resident commuters to Stamford grew by 31% (to 449), Bethel grew 3% while commuters to Stamford increased 15% (to 484), Danbury grew 14% while its commuters to Stamford increased 42% (to 1274).

Continuing with 1990 to 2000 change, New Fairfield grew 8% while its commuters to Stamford increased 52% (to 270), Brookfield grew 11% while commuters to Stamford increased 24% (to 183). And New Milford grew 15% while commuters to Stamford increased 118% (to 337). Unfortunately similar data for 2010 is not reliable.

The above data indicate that the potential commuter rail market is growing faster than the population growth rate.



5. OTHER SYSTEMS

5-1. AIRPORT FACILITIES

5-1A. DANBURY MUNICIPAL AIRPORT

The Federal Aviation Administration (FAA) is a partner with airports across the country. That national partnership insures that airports remain vital and serve national, regional and local aviation interests and if necessary are available for military operations. Danbury Airport is part of this national FAA coordinated system.

The FAA classifies Danbury Airport as “regional” and then “reliever” for other facilities. It also has the distinction of being the busiest airport for general aviation operations in the State of Connecticut.



Danbury Airport

According to the FAA the regional designation indicates the facility “supports regional economies by connecting communities to statewide and interstate markets.”

According to an FAA statement in 2012 “Danbury Municipal Airport is a critical airport in not only the New England Regional Airport System, but also in the National Airspace System.... and would be very difficult for that activity to be absorbed by any other airport. It is also in a high traffic area in the northeast corridor and has more than 250 based aircraft.”

The airport opened in 1930 and is owned by the City of Danbury. The City of Danbury receives income from private aircraft owners all over Western Connecticut and Eastern New York who pay the City for leases. Thus Danbury Airport is very much a regional enterprise.

The airport is the base for corporate air fleets, a flight school, and a number of aviation services, and consists of two intersecting runways and a control tower.

The airport is used exclusively for private flights and is protected from land use intrusions by the Airport Protection Zone in the Danbury Zoning Regulations. This zone is intended to reduce hazards in the approach and transition zones by controlling building area and height.

The Airport sees aircraft, business travelers, deliveries and visitors from around the country. The official abbreviation is DXR.

The facility is entirely self-funding financially. As the Airport has an estimated annual economic impact of \$40 to \$50 million dollars, it is an economic development asset for all of Greater Danbury and beyond.

According to James Cordes, speaking as Chairman of the Mayor's Airport Task Force in 2013, "When asked what airport serves general aviation anyone from New Canaan to Litchfield, Ridgefield to Stamford should be able to say Danbury Airport."

5-1B. CANDLELIGHT FARMS AIRPORT

As for the small Candlelight Farms Airport in western New Milford, it has two turf runways and no control tower. The largest runway is 2,000 feet, aircraft parking is via tiedowns, and there are about 33 aircraft based at this small field.

For the 12 month period ending April 30, 2010, the airport had 10,950 aircraft operations, an average of 30 per day. Of these 86% were local general aviation and 14% transient general aviation. At that time there were 14 aircraft based at this airport, all single-engine.

5-1C. STEWART INTERNATIONAL AIRPORT

The international airport options for Greater Danbury can be viewed by size. Kennedy Airport has 42 million passengers annually, La Guardia 23 million, Bradley 6.7 million and Stewart 300,000.

Early in 2007 the Port Authority of New York and New Jersey, which owns Kennedy and La Guardia, purchased Stewart Airport. The Port Authority goal is to shift some air traffic north to Stewart.

As Stewart Airport in Newburgh, NY is about 40 miles west of Danbury, our area is part of the natural diversion market away from New York City. A direct exit to Stewart Airport off of I-84 is also planned.

5-2. FREIGHT MOVEMENT

5-2A. INTRODUCTION

It is generally known that the freight transportation industry in the United States has undergone dramatic changes in recent decades. Developments in "containerization", shifts in the manufacturing industry to "just-in-time" delivery, the deregulation of rail, trucking and aviation industries, and the development of new trading patterns in a global economy have led to consolidation and restructuring of freight transportation.

The trend toward larger and heavier trucks, more time-sensitive shipping requirements, increasing competition, and railroad branch line reductions have contributed to the trucking industry attracting a large market share of goods movements.

According to CT DOT, because of its small geographic area and its close proximity to some of the nation's largest ports, intermodal rail facilities and airports, Connecticut can expect to continue to see primarily the truck portions of intermodal freight trips. It is clear to area residents and officials that large trucks are now the mode of choice for the majority of freight moved into and out of the Danbury Area.

Trucking is, and in the foreseeable future will continue to be, the backbone of goods movement in Connecticut. According to CT DOT, currently almost 75% of goods moved intra and interstate here travel by truck. In contrast, about 2.3% of freight shipments are moved by rail. CT DOT has a goal articulated in the Connecticut State Rail Plan of 2010 to increase rail freight usage by 25%.

5-2B. RAIL FREIGHT IN CONNECTICUT

According to CT DOT, most rail shipments entering Connecticut fall within a limited range of bulk commodities such as crushed stone, lumber, rolled paper, steel, chemicals, and waste products.

The manufacturing and distribution companies who currently receive these goods by rail accept significantly longer shipment times than would be required for truck shipment of their low-value, non-time-sensitive raw materials and products.

The following factors affect or have affected the volume of freight transported in Connecticut by rail:

- The dearth of Hudson River rail crossings makes through shipping of freight impractical for many commodities and products west of Connecticut.
- Overhead clearances of well under the optimal 22'8" limit the size of freight cars that can be used.
- Freight railroads in Connecticut often operate at low speeds, between 10 and 25 mph, due to rail weight and age.
- Car weight restrictions of below 268,000 pounds per car on many lines do not meet the industry standard and limit the amount of commodities carried per car.
- High track fees for freight railroads operating over Amtrak right of way.
- The strong competitive position of the trucking industry due to the short distances involved in movement into and through our small state.
- The state increasingly is oriented to business and service activities which do not generate large volumes of freight.

The weakening and dilution of Connecticut's industrial base, and the shortening and tightening of the product stream, have lead to fundamental changes in the way goods are manufactured, shipped and received. Rarely do plants receive rail cars full of materials to be converted into finished products, with all phases of manufacturing and assembly taking place under one roof.

Rather, manufacturing is dispersed over several locations with any one plant having a limited role. And the changes in materials management, specifically, just-in-time delivery, mean that sites are getting smaller, more frequent deliveries of materials, and are doing the same with their outbound shipments.

And importantly, one of the major container ports in the world, and one of the largest intermodal rail yards in the country are located in northeastern New Jersey, within one hundred miles of central

Connecticut. A major intermodal yard with connections to the west is located just over the state line in West Springfield, Massachusetts.

The close proximity of these rail facilities to business and industries in the Housatonic Region and Connecticut and the fact that Connecticut does not have a direct freight connection to the western and southern United States (the main rail line for New England is the Boston to Albany Line that runs through southern Massachusetts) results in a significant percentage of goods originating in or destined for Connecticut being handled by truck.

5-2C. DANBURY AREA FREIGHT RAILROADS

HVMPO seeks to promote realistic growth of rail freight usage in the Housatonic Region. The first step is for the public to become familiar with the several active rail lines in the Region today and providers of regional rail freight service. With many parts of the state without any rail service, the Housatonic Region is blessed with multiple rail lines with active freight service.

Today there are four recognized rail lines in the Region. The regional rail network centers on Danbury, with all four lines serving the city.



In the Housatonic Region, the Housatonic Railroad (HRR) and Providence and Worcester Railroads (P&W) are the freight operators.

Although the railroad does not operate in this region, CSX Transportation (CSX) provides a link in Pittsfield, Massachusetts, to national and international markets for rail freight originating or arriving in the Housatonic Valley.

5-3. RIDESHARING AND COMMUTER LOTS

5-3A. RIDESHARING SERVICES

Ridesharing, in conjunction with the construction of commuter parking lots, remains one of the most, if not the most cost-effective strategy in dealing with air quality, fuel conservation and highway congestion. Publicly subsidized ridesharing services for the Housatonic Valley Region are provided by CT Rides.

This statewide ridesharing service offers both employers and employees a wealth of information and services to find the best and most economical way to work. Services include car, van and shuttle formation, ride matching services, on site technical assistance, guaranteed ride home programs, how-to guides and other related aids.

5-3B. COMMUTER PARKING LOTS

For those area residents seeking to reduce the expense of daily commuting, the alternative of carpooling from a commuter lot is attractive. These lots also serve as pick-up points for commuter vans and HARTransit bus services.

Since 1973 the Connecticut DOT has been establishing state maintained parking lots adjacent to the more important roadways throughout the State.

Currently nine of Connecticut's commuter parking facilities are located in three of the communities of the Housatonic Valley Region, as follows:

[Danbury: 160 spaces on Route 6 near I-84 Exit 1](#)
[Danbury: 112 spaces on Route 6 near I-84 Exit 2](#)
[Danbury: 50 spaces on Segar Street near I-84 Exit 7](#)
[Danbury: 171 spaces on Miry Brook Road at Route 7](#)
[Danbury: 115 spaces on Route 805 - Federal Road](#)
[Danbury: 75 spaces on Route 840 - White Turkey Road](#)

[New Milford: 87 spaces on Pickett District Road](#)

[Newtown: 53 spaces on Route 25 near I-84 Exit 9](#)
[Newtown: 78 Spaces on Mile Hill Road at I-84 Exit 11](#)

The Housatonic Area Regional Transit District completed a detailed assessment of conditions and needs at each commuter parking lot. This report is available at HVMPO.

Adding additional spaces to the regional inventory is now the goal. But there are clear constraints to further progress, however, as lot development is tied to the presence of state owned land in suitable locations. Further suitable state properties appear to be limited.

CT DOT leasing of properties could then become the primary method by which the amount of commuter parking space is further expanded. But this process will be more costly per space developed than for those built on state properties to date.

Note that some of these problems have been successfully addressed by CT DOT and HARTransit for commuter shuttles to the Harlem Line passenger rail service from New Fairfield, Danbury and Ridgefield.

5-4. TRANSIT ORIENTED DEVELOPMENT

5-4A. INTRODUCTION

The 2005 state legislative session amended state statutes to require that regional plans in Connecticut like HVMPO's address transit oriented development (TOD).

Specifically, the HVMPO regional plan must "identify areas where it is feasible and prudent to have compact, transit accessible, pedestrian-oriented mixed use development patterns."

TOD's can also be viewed as an implementation mechanism related to two other new requirements for regional plans, also mandated by the 2005 legislative session. These are to address pedestrian needs and promote better planning thru mixed land use.

Transit oriented development is defined by Connecticut law as a mixed use neighborhood within walking distance of a transit station. According to Public Act 07-6 of 2007:

Transit oriented development means the development of residential, commercial and employment centers within one-half mile or walking distance of public transportation facilities, including rail that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services.

A TOD has a central area containing a rail or bus station and a mix of commercial, office and institutional uses. This center is typically surrounded by residential development that is located within easy walking distance of the transit station.

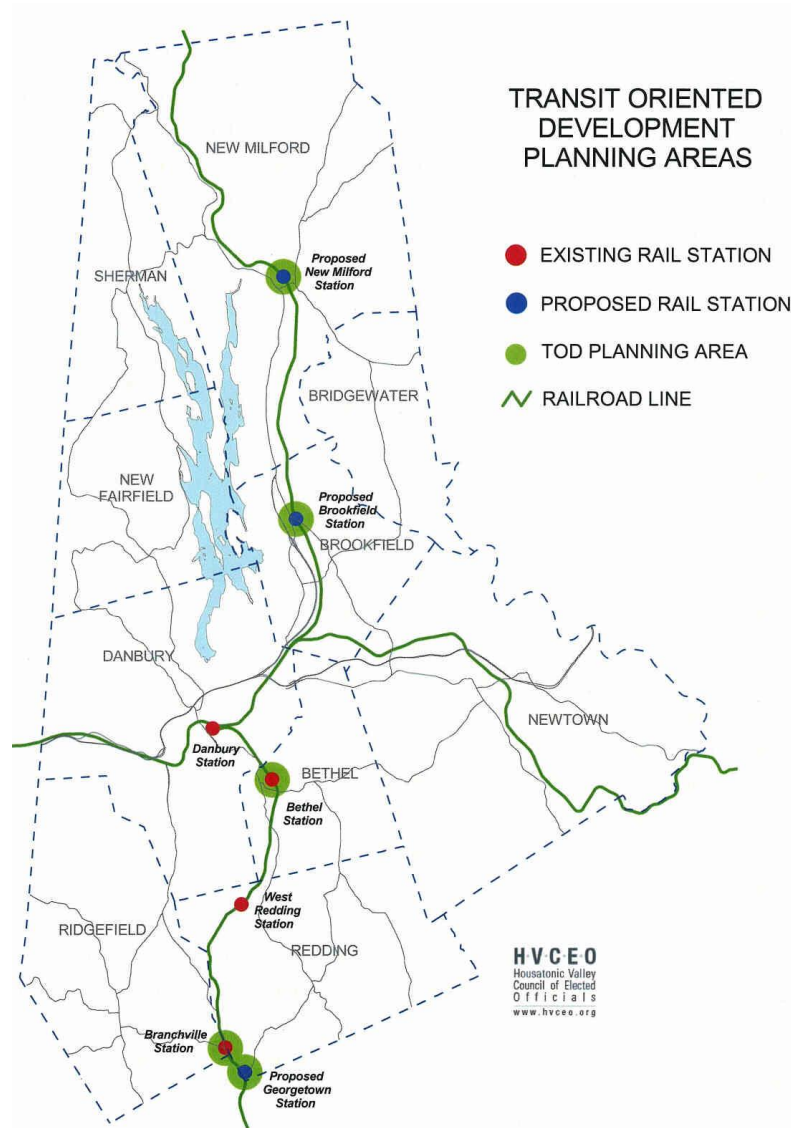
Today, the idea of transit oriented development is to link land use decisions with public transportation infrastructure, where possible, in order to accommodate new traffic demands and reduce the dependence on highway transportation.

5-4B. DENSITY AND MIXED USE AT TRANSIT HUBS

Mixed use development surrounding rail and bus stations, at densities appropriate for the affected neighborhoods, benefits the mobility of residents as well as the economics of public transit systems.

The presence of office and commercial uses within the core of a TOD can stimulate transit patronage throughout the workday, not just during morning and afternoon commuter hours, further enhancing the economic viability of public transit service.

A New Jersey transportation study showed that "an increase in residential housing options within walking distance of a transit facility, typically a one quarter to one half mile radius, does more to increase transit ridership than any other type of development."



5-4C. EVALUATIONS OF TOD POTENTIAL

The market support for rail TOD development within the Housatonic Valley Region is influenced by the need for many people working in Connecticut's expensive southwestern Norwalk-Stamford-Greenwich high cost housing area to find more affordable housing within a reasonable commuting distance of their jobs.

For decades, many of the workers employed in southwestern CT have chosen to live in the Housatonic Valley Region, where housing costs are more affordable. A key goal of the HVMPO Regional Transportation Plan is to facilitate the ease of rail commuting by HVMPO residents to southwestern CT employment sites. The development of rail oriented TOD's, supported by Danbury Branch Line commuter service improvements, will help achieve this goal.

FUTURE GEORGETOWN STATION TOD POTENTIAL: A joint HVMPO-SWRMPO Route 7 corridor analysis completed in 2011 indicated that the Georgetown Station area possesses all of the necessary factors for sustainable TOD, except an existing train station.

However, a new station there has CT DOT approval and is planned to open Georgetown within the next ten years as part of the redevelopment of the adjacent Gilbert and Bennett wire factory. That project was given a U.S. EPA "Smart Growth" award in 2005.

This overall redevelopment plan is a TOD concept that will include 416 residential units, 300,000 square feet of commercial space (offices, restaurants and shops as well as light manufacturing), a performing arts center, a health club, a bed and breakfast, and a parking structure.

The 2011 report concluded that "Because this project design is a TOD concept and is moving forward, no further analysis or recommendations for TOD in this location are warranted."

BRANCHVILLE STATION TOD POTENTIAL: The 2011 joint HVMPO – SWRMPO Route 7 corridor assessment for Branchville uncovered several deficiencies that could hinder TOD, but also revealed intriguing opportunities to bolster transit-supportive development in the vicinity of the train station and along Route 7. HVMPO has initiated an in depth analysis of TOD potential at this location.

WEST REDDING STATION TOD POTENTIAL: Currently, the West Redding Railroad Station has the least patronage of any station on the Danbury Branch Line. This is an "out of the way" station location adjacent to a small, historic and rural hamlet.

Redding's 2008 Plan of Conservation and Development states "this edition of the Town Plan seeks to expand the discussion of higher density development to include the central part of the hamlet of West Redding due to its transportation resources and its resulting potential for transit-oriented development."

It should be noted though, that West Redding's lack of public water and sewer and its sensitive location at the headwaters of the Saugatuck River may turn out to be limiting factors."

The WCCOG's Regional Conservation and Development Policies Plan Future Growth Map does not offer a growth designation for TOD at this location. It will need to be determined locally and thru the CT DOT Branch Line planning process the extent to which TOD is feasible at this location.

BETHEL STATION TOD POTENTIAL: The 2007 Bethel Town Plan recommends identifying locations for compact, transit accessible, pedestrian oriented, mixed use development, referred to as "transit oriented development" (TOD), near the Bethel Railroad Station.

As requested by Bethel, in 2010 HVMPO completed a transit oriented development study for this location. See: **Report 144, 3/2010:** [Bethel Railroad Station Transit Oriented Development Study](#)

Concerning CT DOT planning for the Bethel Station Area, the Town requests that in the future if private TOD investors seek west side access to the passenger platform, that CT station planning not preclude such privately funded access.

DANBURY STATION TOD POTENTIAL: Commuter rail service on the Danbury Branch Line currently ends in Downtown Danbury. With the HARTransit central transfer station also located Downtown, urban fixed route bus service is provided by HARTransit throughout the City of Danbury and to the towns of Bethel, Brookfield, New Milford and interregional service to Norwalk.

Hosting these two transit facilities, Downtown Danbury can function as a TOD area. There is a wide variety of retail and service businesses and relatively high density residential neighborhoods, all located within walking distance of public transit services in an attractive, pedestrian friendly environment.

Western Connecticut State University (WCSU), with its 4,200 students and 1,000 employees, is within walking distance of the train station. WCSU is also served by several HARTransit bus routes, with regional bus service provided through HARTransit's Downtown bus transfer Pulse Point.

And, a major development, Kennedy Place has an approved plan that includes 586 dwelling units and 5,000 square feet of retail space, all adjoining the HARTransit Pulse Point and within 1,500 feet of the Danbury Railroad Station.

Current development in Downtown Danbury includes high density housing that is being built in neighborhoods within walking distance of both the Danbury train station and HARTransit's Downtown bus transfer station.

In recent decades the number of Danbury residents who commute daily to job sites in lower Fairfield County has continued to increase. This expanding commuter market has the potential to be attracted into the Downtown area.

It will bring added vibrancy and economic activity to Downtown, facilitated by the presence of public transit resources, attractive pedestrian and bicycle friendly neighborhoods, a diversity of business uses and quality municipal services.



6. MANAGEMENT AND OPERATION

6-1. PERFORMANCE MEASURES

6-1A. OVERVIEW

The most current federal rules for state and metropolitan transportation planning place much emphasis upon a “performance based approach.” References guiding this requirement from the U. S. code are 23 USC 134(h)(2) and 49 USC 5303(h)(2).

The HVMPO and the other regional planning agencies in Connecticut are to cooperate with CT DOT in defining performance measures and setting targets. CT DOT is to adopt performance measures for National Highway System (NHS) routes in Connecticut. Under the new federal law state DOTs are to coordinate with MPOs in selecting targets to ensure consistency.

Metropolitan and Statewide Transportation Improvement Programs must include a discussion of the anticipated effect of the improvement program toward achieving the performance targets established in the transportation plan and link investment priorities to performance targets.

A “Metropolitan System Performance Report” will be required in the regional transportation plan and is to include an evaluation of the condition and performance of the transportation system, progress achieved in meeting performance targets in comparison with performance in previous reports, evaluation of how preferred scenario has improved conditions and performance.

A “Congestion Management Process” (CMP) is also a federally required monitoring and decision making tool at the heart of regional transportation planning.

While not yet formally required of HVMPO due to the area's relatively small population size, a CMP approach is maintained for Greater Danbury as a matter of good professional practice.

The Regional Transportation Plan lists needs and strategies to reduce congestion on all modes of transportation. But how to best formulate these proposed investments, then document resulting

congestion reduction as improvement funds are expended? The Congestion Management Process defined herein is the guide.

A CMP measures multi-modal transportation system performance, identifies the causes of congestion, and assesses alternative actions and priorities before making improvement recommendations. The CMP also includes monitoring tools to then evaluate the effectiveness of implemented actions.

A regional CMP requires transportation decision making data collection and monitoring systems, a broad range of strategies for addressing congestion, performance measures identifying when action is needed, and the setting of priorities as to which congestion strategies will be most effective.

6-1B. CMP OBJECTIVES AND NETWORK APPLICATION

The overall CMP goal is to correct the most severe congestion problems, reduce the growth of congestion in the future, and mitigating the impacts of congestion that cannot be eliminated.

The congestion management strategies in this HVMPO Regional Transportation Plan include operational improvements to target the most severe congestion hotspots, incident management to reduce traffic jams on expressways, and demand management to reduce demand at key travel times. Congestion management objectives for the Housatonic Valley Region include:

- Implementation of systems management techniques and demand management programs that optimize use of existing infrastructure and investment prior to making new investments.
- Improving the safety of the traveling public through roadway engineering upgrades and enhanced use of technology.
- Coordination of the Regional Future Growth Map with transportation planning to create communities that support transit and to provide new opportunities for mixed use and village type development.
- Increase rail service opportunities for the movement of rail freight through the Housatonic Region and Connecticut and optimize use of the region's rail system for passenger service.
- Encourage balanced, multi-modal solutions for congestion relief, including ridesharing and vanpooling services through CT Rides, bicycle and pedestrian alternatives.
- Construct new roadway capacity but only after the benefits available from the other options have been exhausted.

The CMP roadway network is defined as the larger roadways, including all of I-84, Routes 7 and 25. In addition the principal arterials, minor arterials and major collector roadways as shown on the Roadway Functional Classification Map.

Continuing to other modes, the regional public bus services operated by the Housatonic Area Regional Transit District are included in the CMP, also rail passenger services and related parking and transit oriented development. HARTransit fixed routes are shown on the HARTransit Bus Route Expansion Map.

6-1C. CMP PERFORMANCE MEASURES

HVMPO transportation planning shall utilize performance measures as follows:

Performance Measure 1: Roadway Volume to Capacity Ratios: As for relative congestion on the area's state roadways, the traditional measure used to define congestion is the roadway volume to roadway capacity ratio (V/C).

For volume to capacity ratio monitoring, HVMPO will periodically monitor congested corridors in the Region.

Performance Measure 2: High Accident Rate Roadway Segments: The location of each accident on a Connecticut state road is recorded, such that unusually high accident rate roadway segments can be identified. Thus relative safety, not just volume to capacity measurements, is part of the on-going HVMPO CMP evaluation.

High accident frequencies relate closely to inadequate roadway geometry and lack of signalization, indicating locations where congestion is often present or building.

As in the past, traffic safety concerns will remain an integral element in HVMPO's corridor by corridor and issue by issue transportation management plans. See list of such completed plans. Improvement project formulation and later phase performance monitoring will be based in part upon this data.

Performance Measure 3: Congestion on Public Bus Service: As for regional public bus transit services operated by the Housatonic Area Regional Transit District, congestion will be as reported by periodic systems efficiency evaluations, the latest in 2010.

Performance Measure 4: Congestion on Rail Passenger Service: As for access to and operation of rail passenger services, rail passenger car loadings have not yet reached the point where capacity is exceeded.

The reason is that this Region includes only the northern end, lesser volume passenger portion of the Danbury Branch Line. The AM commuter boarding load is fully seated before congestion arises south of the regional boundary, and the reverse pattern favors our area during the afternoon peak.

However, volume to capacity of railroad station parking lots will be used as a valid measure of congestion for rail system access. This capacity is monitored by HVMPO annually.

6-1D. CMP TOOLS TO FORMULATE IMPROVEMENT

HVMPO will utilize the following tools to formulate improvement:

Tool 1 is Corridor Transportation Management Plans: HVMPO's corridor management plans will include such measures as:

- a. Identification of causes of recurring and non-recurring congestion, including data such as travel time and speed using probe vehicle equipped with GPS devices, documentation of average speeds below posted limits, time of day parameters, such as variations in V/C, vehicle miles traveled (VMT), average speed during peak and off-peak hours, etc.
- b. Multi-modal operational and management strategies to improve performance.
- c. Appropriate options as found in "CMP Toolbox" resource reports.

HVMPO will use such data to identify choke points resulting in time-of-day or spot congestion and examine incident patterns to identify locations that may be in need of operational improvements.

Tool 2 is Driveway Management Plans: To best organize its performance monitoring HVMPO provides a map of Roadway Corridor Driveway Management Plans. This mapped data will be used to help assess these access management plans in terms of covering additional roadway mileage and frequency of updating.

Tool 3 is HARTransit Bus Service Planning: The HARTransit Bus Service Plan section of the Regional Transportation Plan will be periodically updated and then evaluated from the perspective of the CMP. Causes of congestion will be identified and addressed.

Tool 4 is Rail Passenger Service Planning: The Rail Passenger Service Plan section of the Regional Transportation Plan will be periodically updated and then evaluated from the perspective of the CMP. Causes of congestion will be identified and addressed.

Tool 5 is Monitoring Effectiveness: The CMP data monitoring and performance measures above will be utilized to document reductions in congestion and mobility enhancement over time. Relevant "before and after" studies may be undertaken.

6-2. INTELLIGENT TRANSPORTATION SYSTEMS

6-2A. OVERVIEW

During recent years much has been done to promote the efficiency of transportation systems through modern electronic tools. This area of technological innovation is known as Intelligent Transportation Systems (ITS).

Traffic congestion and accident surveillance systems, live traffic cams for public and management use, highway advisory radio, clearinghouses for traveler information, and signal system interconnections and instantaneous interaction are all major strategies to wring more capacity out of existing facilities.

Note also that private enterprise is developing personal information services on the Internet that meet this need as well. Consider that pooled data from smart phones reporting their geographic coordinates on an expressway has commercial value to services providing traffic congestion information.

To quote the CT DOT 2012 Local Agency Traffic Signal Operations and Maintenance Report, “the movement of people, goods, and vehicles on the nation's surface transportation system is now critically dependent on how effectively that system is managed and operated.

Adding to the roadway system is necessary in some key locations and corridors to serve the demands for this movement, and in some cases, provide for economic development in the area.

However, the construction of new lanes will never alleviate the need for effective management and operations of the system - on existing as well as new segments.”

6-2B. EXISTING ITS IN REGION

A summary of existing ITS activities in this planning region:

CT DOT I-84 and Route 7 Video Cams:

The traffic camera images at the following locations are updated approximately every five minutes:

I-84 Newtown eastbound east of Exit 9 - Tunnel Road
I-84 Danbury westbound east of Exit 6 - Rockwell Road
I-84 Danbury westbound Exit 6 - Rt. 37 (North Street)
I-84 Danbury eastbound Exit 5 - Starr Avenue
I-84 Danbury eastbound Exit 4 - Lake Avenue
RT 7 Danbury northbound south of I-84 - Park Avenue

CT DOT I-84 Variable Message Signs:

In 2009 CT DOT installed five portable variable message signs with closed circuit television and two without closed circuit. The devices were installed on concrete platforms located along I-84 in the Greater Danbury area.

City of Danbury Traffic Cams:

The leading municipal intelligent transportation system in the region is that maintained by the City of Danbury. Live traffic can be monitored on a citywide video cam system.

HVMPO Signal Coordination Studies:

Improved signal coordination has been pursued via HVMPO 2004 regional signal system coordination plans and as an element in periodic corridor studies since before 2004.

- Regional Signal System Coordination Plan
- HVMPO Traffic Signal Coordination Handbook
- Signal Coordination Plan for Backus Avenue in Danbury
- Signal Coordination Plan for Bridge Street in New Milford

I-84 Traffic Diversion Plan:

This study was completed in 2011 in cooperation with CT DEMHS, CT DOT, COGNV and local emergency management officials. It now serves as the guide during I-84 traffic emergencies.

Danbury Branch Rail Signal Control:

A Centralized Train Control (CTC) signal system was recently installed on the Danbury Branch. The CTC signal system includes remote control of train movements and switches from Metro-North's Control Center in Grand Central Terminal and enables staff at Grand Central Terminal to monitor train movement on the branch.

The sidings at Norwalk, Wilton, Branchville and Danbury will function as fully automatic control points. Signals at these sidings will operate in the same manner as signals on the New Haven Main Line.

These signals indicate to a train to stop or proceed based on the on-board cab signal indications. Also the signals and switches are interlocked for positive control of train moves.

Lastly, the branch has been electrically segmented into approximately 1 mile long blocks which provide the cab signal indication based on conditions of the track ahead. This new Danbury Branch Line signal system is consistent with that on the New Haven Main Line.

GPS Trackers:

GPS trackers are installed on all HARTransit buses.

6-2C. FUTURE ITS IN REGION

A summary of potential future ITS activities in this planning region is as follows:

Danbury Signal System Coordination:

The next priority is to make a determination of Danbury Signal System upgrades that may be eligible for federal funding.

A role for HVMPO can be to organize those policies in advance of municipal grant applications, such that they have modern standards to help justify and include with their signal system related grant applications.

A technical analysis should assess the state of municipal traffic signal system operations and maintenance in Danbury.

HARTransit Pulse Point Signage:

For future ITS, a variable message electronic information sign has been approved for the Downtown Danbury HARTransit Pulse Point. In the future the Pulse Point could add enhanced "next bus" schedule information technology. Also, bus signal preemption in certain corridors may be a future regional strategy.

Internet Trip Planning:

At present HARTransit is part of a NYSDOT trip planning program available at nyrides.com. All public bus routes in the State, including HARTransit routes in the Housatonic Valley Region, should be data formatted for inclusion on Google Transit. HARTransit is working with the University of Connecticut to have its bus stops geocoded.

Google's Transit program makes obtaining transit directions as easy as getting driving directions online. All users need do is enter an origin and destination in Google Maps, select "By public transit," and click "Get Directions."

Google does the rest, giving easy-to-read door-to-door directions, with text and maps illustrating routes, times, and stops. It even provides for seamless transfers between routes, modes, and even transit systems and states. However, only agencies that have signed up and supplied their data to Google may participate.

Email and Twitter with Transit Riders:

HARTransit currently uses Twitter for rider notification. Intelligent Transportation Systems could also be utilized to further improve communication with riders.

Currently 20% of SweetHART riders use email on a regular basis. On fixed routes, email is used by 68% of English speakers and 40% of non-English speakers. As time progresses, it is likely that these numbers will increase.

Email could be a useful tool in communicating holiday schedules or the news that a snow route is in effect to persons able to access a computer or cell phone. This could cut down on the number of information seeking phone calls to the scheduling office and allow for greater efficiency.

Global Positioning System**Reports from Moving Vehicles:**

The millions of smartphones in circulation can be used to report traffic conditions. Google provides live traffic maps. As noted in CCRPA's leading Long Range Transportation Plan, "use of this information could revolutionize transportation planning." And the collection cost is a fraction of current methods.

More Home Occupations:

While telecommuting with the Internet is increasing, even more work at home will contribute to reducing the energy price of some town's more remote geography. Raising the telecommuting rate even modestly could have a salutary effect on congestion.

Municipal Signal Coordination:

More emphasis on modernizing municipal signal coordination and maintenance plans. See item below.

6-2D. UPGRADE ITS STRATEGIC PLAN FOR TRAFFIC SIGNALS

HVMPO needs a higher standard for leadership in the area of intelligent Transportation Systems. To quote the CT DOT 2012 Local Agency Traffic Signal Operations and Maintenance Report, "most metropolitan planning organizations have not updated their ITS strategic deployment plans."

While HVMPO monitors and promotes ITS, it is likely that it falls into this category where more practical studies need to be initiated soon. The most recent regional signal coordination study is now dated, having been completed in 2004.

As of 2015 it is clear that future federal funding for municipal traffic signal systems will not be provided unless applicants include a well defined plan for systems management, operations, and maintenance.

A role for HVMPO can be to organize those policies in advance of municipal grant applications, such that they have modern standards to help justify and include with their signal system related grant applications.

A technical analysis should assess the state of municipal traffic signal system operations and maintenance in each municipality with its own signals. The vast majority of such municipal signals are in Danbury.

Through that action, this Regional Transportation Plan will become more consistent with federal planning regulations, more fully satisfying the requirements in 23 CFR, Part 450, Subpart C, Section 322 - development and content of the metropolitan transportation plan.

CT DOT will assist. Note that the CT DOT 2012 Local Agency Traffic Signal Operations and Maintenance Report states that "CTDOT should meet with the metropolitan planning organization to encourage them to get traffic signal capital improvements and management, operations, and maintenance initiatives included in their long range transportation plans."

6-3. TRANSPORTATION SECURITY

6-3A. FEDERAL ACTIVITIES

The security of the surface transportation system and infrastructure has become a critical issue in recent years. The concern is that these facilities are attractive targets to terrorist attack and vulnerable to a natural event.

The surface transportation system can also play a key role in responding to an emergency, evacuating the affected population and providing alerts and advisories to travelers. The loss of a critical assets could hamper emergency response efforts, as well as disrupt daily travel patterns.

Following the 9/11 attacks in 2001, the United States' initiatives for emergency management and homeland security intensified and transportation systems security programs expanded. The Transportation Security Administration (TSA) was initially created within the US Department of Transportation (US DOT) and later transferred to the US Department of Homeland Security.

TSA's legal mandate is to manage security programs and provide oversight for security of the transit industry. Over this same two decade time period, metropolitan transportation planning agency involvement in emergency management and homeland security as well as transit security has increased, and is now a required activity.

6-3B. CT DOT ACTIVITIES

CT DOT maintains and updates a number of emergency and security plans, including: Rail Emergency Response Plan; Security and Emergency Preparedness Plans; and the Safety and Security Management Plan.

Consistent with nationwide best practices in both transportation and emergency management, CT DOT takes an all-hazards approach to domestic incident response to assure the security of the state's transportation systems and users.

In addition CT DOT has a Homeland Security Task Force that identifies, reviews, and addresses any needs for increased coordination within CT DOT to enable them to respond effectively and efficiently to any natural or homeland security events.

6-3C. HVMPO ACTIVITIES

1. In cooperation with the CT State Police, CT DEMHS Region 5 and municipalities, HVMPO will continue participating in traffic diversion planning and exercises related to the HVMPO – COGNV 2011 Traffic Diversion Plan for I-84 and Route 7:

Report 148, 1/2011: [I-84 and Route 7 Expressway Emergency Diversion Plan](#)

2. Include transportation security, as appropriate, in the activities of the HVMPO Emergency Management Directors Planning Group.

3. Continue to assist in the development of municipal emergency operations plans for preparedness, mitigation, response and recovery as it relates to transportation emergencies.

4. In 2014 HVMPO updated the ten municipal Pre-Disaster Hazard Mitigation Plans. These evaluated the Region's vulnerability to a number of natural hazards and qualify the region's municipalities for certain FEMA funds in the event of a natural disaster. Transportation facilities were included.

5. Prepared emergency transportation component of regional Functional Needs Emergency Sheltering Plan, including regionalized procedures for sheltering special needs populations during emergencies.

6. Maintain the 2008 Danbury Hospital "H" Emergency Sign Plan, which identifies best ambulance routes, sign attrition, locations for new signs, costs and responsibilities:

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

7. Assist with administration of Community Emergency Response Team (CERT) program, which assists police with the direction of traffic during emergencies.

6-3D. HARTRANSIT ACTIVITIES

As required by the Federal Transit Administration, each transit operator has developed a Security Emergency Preparedness Plan. The 2011 HARTransit Plan states:

Housatonic Area Regional Transit hopes to ensure that, if confronted with a security event or major emergency, HARTransit personnel will respond effectively, using good judgment, ensuring due diligence, and building on best practices, identified in drills, training, rules and procedures.

This level of proficiency requires the establishment of formal mechanisms to identify security threats and vulnerabilities associated with HARTransit's operations, and to develop controls to eliminate or minimize them. This System Security Emergency Preparedness Program serves to identify these mechanisms and controls. The Program also requires the following:

(1) Coordination with local law enforcement and other public safety agencies to manage response to an incident that occurs on a transit vehicle or affects transit operations

(2) Identification of a process for integrating HARTransit's resources and capabilities into the community response effort to support management of a major event affecting the community.

HARTransit management expects all employees, volunteers and contractors, especially those working directly with passengers, to support the System Security Program. HARTransit's Chief Executive Officer has reviewed and endorsed this Program.



7. APPENDICES

7-1. ABOUT THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



The Transportation Improvement Program (TIP) is a four-year funding schedule for highway and transit projects receiving federal funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The TIP for the Region is part of the Statewide Transportation Improvement Program (STIP) maintained by the Connecticut Department of Transportation (CT DOT).

Approval of the combined STIP/TIP by the Housatonic Valley Region Metropolitan Planning Organization (HVMPO), acting as the federally required Metropolitan Planning Organization (MPO), is required before any federal funds can be expended on transportation projects in the Housatonic Valley Region. This link gives local governments some influence over the process.

This project review and approval role has been bestowed upon HVMPO since 1975 by federal regulations. However, HVMPO cannot act within a policy vacuum. Its own regional transportation policies must be clearly set forth in its Regional Transportation Plan.

Federal transportation regulations specifically provide regional agencies in Connecticut including HVMPO with the opportunity to cooperate with CT DOT on decisions regarding how federal transportation funds are spent. The approval of both agencies of TIP/STIP entries is required for projects to be funded.

The goal is of course not to quarrel, but to cooperate, such that projects moving forward have the endorsement of both parties. To emphasize, to move forward any project must be on the STIP/TIP.

Members of the public have the right to state what they do and do not want in the STIP/TIP. Local elected officials will be interested in this input. Public meetings at which to express views are also held.

The minimum public comment period provided is thirty days prior to a vote on the STIP/TIP. The date and time for a public input meeting on the STIP/TIP will be advertised in the News Times at least 15 days before the meeting.

If the final STIP/TIP either differs significantly from the one which was first made available for public comment, or if it raises new material issues which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised STIP/TIP will be made available.

When written or oral comments are received on the draft STIP/TIP as a result of the public involvement process, a summary, analysis, and report on the disposition of comments shall be made part of the final STIP/TIP.

Questions regarding the HVMPO TIP or any of the projects listed in the combined STIP/TIP may be directed to: WCCOG Northern Office, David Hannon, Old Town Hall, Routes 25 & 133, 162 Whisconier Road, Brookfield, CT 06804, Phone: (203) 775-6256, Fax: (203) 740-9167, email to dhannon@westernctcog.org.

7-2. REQUIRED TEST FOR FINANCIAL CONSTRAINT

7-2A. INTRODUCTION

This section provides a summary of the costs of projects recommended in the Regional Transportation Plan. As this is a long range systems level plan, many of the cost estimates are preliminary. The intent is to prepare a realistic estimate of total program cost to compare to a capped figure of expected revenues.

HVMPO includes this financial component within its Regional Transportation Plan to insure that the Plan can be reasonably implemented, since overall federal and state funding will be limited.

In meeting this requirement, it is HVMPO's intent that the program's many planning bulletins and other data reports with their cost estimates be considered as supporting documentation. CT DOT planning documents are also used for this purpose.

The federal process requires that the regional plan be "fiscally constrained." That is, proposed projects within the plan must be prioritized such that only those that are fundable over the period 2015 - 2040 are included, the federal process thru CT DOT determining the dollar cap.

This setting of priorities allows other processes such as the air quality analysis of major proposals to proceed on a realistic basis.

As required by federal rules, projects to be placed on the Region's capital program of projects will be drawn from the lists of needed transit and roadway projects in this Plan.

At the same time, HVMPO will not attempt to program projects costing more than the 2015-2040 year amounts set by CT DOT for "financial constraint" planning purposes.

7-2B. TRANSPORTATION SYSTEM IMPROVEMENTS 2015-2044

System improvement projects are those which enhance safety, improve mobility, increase system productivity or promote economic growth.

The CT DOT estimate as of 10/17/2014 of theoretical funds to be available to the Housatonic Valley MPO portion of the WCCOG Planning Region for the 2015-2040 planning period for systems improvements is \$627,376,551, this figure also used as a mandatory cap for demonstrating fiscal constraint in this Regional Transportation Plan.

This Plan's total is a lesser amount, \$223,846,000, well under the mandatory fiscal cap of \$627,376,551, as documented below.

The source the \$223,846,000 is as follows, with red and bold indicating funding has been committed thru the TIP or CT DOT Safety Plan:

SUMMARY OF SYSTEM IMPROVEMENTS

--- Bethel Total: \$14,885,000
 --- Bridgewater Total: \$1,000,000
 --- Brookfield Total: \$37,750,000
 --- Danbury Total: \$75,586,000
 --- New Fairfield Total: \$4,050,000
 --- New Milford Total: \$12,800,000
 --- Newtown Total: \$27,400,000
 --- Redding Total: \$38,085,000
 --- Ridgefield Total: \$11,290,000
 --- Sherman Total: \$1,000,000

--- Regional Total: \$223,846,000

BETHEL, CT SYSTEM IMPROVEMENTS

--- Realignment of Walnut Hill Road with Hoyt Road: **\$535,000 on Safety Plan**
 --- Route 6 Intersection Upgrades: \$4,750,000
 --- Route 53 Access to Henry Street: \$1,000,000
 --- Route 53 Roundabout Improvements: \$5,500,000
 --- Route 302 Downtown Streetscape: \$2,100,000
 --- Bethel Bicycle and Pedestrian Facilities: \$1,000,000
 --- Bethel Total: \$14,885,000

BRIDGEWATER, CT SYSTEM IMPROVEMENTS

--- Route 133 Safety Improvements: non-federal funding
 --- Bridgewater Bicycle and Pedestrian Facilities: \$1,000,000
 --- Bridgewater Total: \$1,000,000

BROOKFIELD, CT SYSTEM IMPROVEMENTS

--- Route 202 Improvements: \$10,750,000
 --- Route 133 and Route 7 Half Interchange: \$25,000,000
 --- Brookfield Bicycle and Pedestrian Facilities: \$1,000,000
 --- Additional Still River Greenway Trail: \$1,000,000
 --- Brookfield Total: \$37,750,000

DANBURY, CT SYSTEM IMPROVEMENTS

--- Route 806 - Newtown Road Widening and Safety: **\$9,040,000 on TIP**
 --- Route 806 - Newtown Road Signal at Old Shelter Rock Road: **\$1,216,000 on TIP**
 --- White Street at Intersection with Locust Avenue: **\$5,900,000 on TIP**
 --- Route 37 Left Turn into Barnum Road: **\$97,000 on Safety Plan**
 --- Route 53 Intersection with Coal Pit Hill Road: **\$8,000,000 on Safety Plan**
 --- Route 6 Widening from I-84 Exit 2 East to Kenosia: \$5,500,000
 --- Route 37 Realignment and Signalization at Stacey Road: \$3,500,000
 --- Route 37 Widening Northerly to Jeanette Street: \$5,000,000
 --- Route 39 Selective Widening and Safety Improvements: \$2,500,000
 --- Route 53 - Main Street Various Improvements: \$3,200,000
 --- Local Street Improvements on West Street and Lake Avenue: \$11,633,000
 --- Local Street Improvements in Hospital - WCSU Area: \$18,000,000
 --- Danbury Bicycle and Pedestrian Facilities: \$2,000,000

--- Danbury Total: \$75,586,000

NEW FAIRFIELD, CT SYSTEM IMPROVEMENTS

--- Additional New Fairfield Center Enhancement: \$1,000,000
 --- New Fairfield Bicycle and Pedestrian Facilities: \$1,000,000
 --- Route 37 Signal at Saw Mill Road Improvement: \$1,000,000
 --- Route 39 at Candlewood Corners Improvement: \$50,000
 --- New Fairfield Bicycle and Pedestrian Facilities: \$1,000,000
 --- New Fairfield Total: \$4,050,000

NEW MILFORD, CT SYSTEM IMPROVEMENTS

--- Downtown Traffic, Safety and Ped. Improvements: \$6,800,000
 --- Historic Boardman Bridge Rehabilitation: \$2,000,000
 --- Central New Milford Pedestrian Loop: \$2,000,000
 --- Still River Greenway: \$1,000,000
 --- New Milford Bicycle and Pedestrian Facilities: \$1,000,000
 --- New Milford Total: \$12,800,000

NEWTOWN, CT SYSTEM IMPROVEMENTS

--- Route 6 Improvements from RR to I-84: **\$4,500,000 on TIP**
 --- Route 25 at Pecks Lane North Intersection: **\$2,400,000 on TIP**
 --- Central Area Sidewalk Improvements: **\$500,000 on TIP**
 --- Operational Improvements on Wasserman Way: \$2,000,000
 --- Route 6 Upgrades at I-84 Exit 9 in Hawleyville: \$5,000,000
 --- I-84 Exit 11 Redesign: \$12,000,000
 --- Newtown Bicycle and Pedestrian Facilities: \$1,000,000
 --- Newtown Total: \$27,400,000

REDDING, CT SYSTEM IMPROVEMENTS

--- Long Ridge Road Railroad Crossing: **\$1,485,000 on Safety Plan**
 --- Georgetown Rail Station and Intermodal Center: \$35,600,000
 --- Redding Bicycle and Pedestrian Facilities: \$1,000,000
 --- Redding Total: \$38,085,000

RIDGEFIELD, CT SYSTEM IMPROVEMENTS

--- Route 35 Intersection with Bailey Avenue: **\$3,290,000 on TIP**
 --- Branchville TOD Implementation: \$5,000,000
 --- Route 7 Intersections Various Locations: \$2,000,000
 --- Ridgefield Bicycle and Pedestrian Facilities: \$1,000,000
 --- Ridgefield Total: \$11,290,000

SHERMAN, CT SYSTEM IMPROVEMENTS

--- Sherman Bicycle and Pedestrian Facilities: \$1,000,000
 --- Sherman Total: \$1,000,000

7-2C. TRANSPORTATION SYSTEM PRESERVATION 2015-2044

Preservation projects are such as state roadway repavings, bridge repair or replacement, and other reconstruction in place, as required under CT DOT maintenance schedules.

The amount of theoretical funds projected for the Housatonic Valley portion of the WCCOG Region by the methodology of the CT DOT 10/17/2014 memo for the 2015-2040 period is \$523,837,013, this figure also used as a mandatory cap for regional planning purposes.

Such projects are not listed directly in the HVMPO Transportation Plan. Rather, HVMPO will work cooperatively with CT DOT during the 2015-2040 period to maximize the effectiveness of such expenditures on the Region and not exceed its share, thus remaining fiscally constrained.

It should be noted that as Connecticut places a high priority on maintenance, the funds to pay for it have already been identified in the State's financial planning guidelines.

Accordingly, individual planning regions do not identify funding sources for the costs of keeping state roads and their related infrastructure in good repair.

7-2D. PROJECTS OF STATEWIDE SIGNIFICANCE 2015-2044

Within the statewide framework of financial constraint, CT DOT has reserved certain additional theoretically available funds for "Major Projects of Statewide Significance." According to the CT DOT estimate of 10/17/2014, over the 2015-2040 period there will be:

\$30,600,000 set aside for I-84 interchange modifications from Danbury to Newtown.

\$23,340,000 for widening Route 6 in Danbury from Kenosia Avenue easterly to I-84 Exit 4.

\$12,240,000 for congestion relief at Exits 5 and 6.

\$66,180,000 Total

The total of these three of \$66,180,000 is to be included as the state capped "Major Projects of Statewide Significance."

7-2E. TRANSPORTATION SYSTEM TRANSIT 2015-2044

Included in this section are capital and operating costs for Housatonic Area Regional Transit (HARTransit) system services as well as commuter rail services. A maximum amount projected to be available by planning region has not been calculated by CT DOT.

Rather, all transit capital spending for the Housatonic segment of the WCCOG Region will be based upon CT DOT's latest Capital Project Management Plan.

This CT DOT Plan consists of the projects and estimated costs required to bring the existing public transit systems to a state of good repair, to maintain them in that condition, and to replace rolling stock as life cycles dictate. The cost to operate rail and bus transit systems are additional.

Since CT DOT approval is mandatory for funding and state totals are limited, and since the Capital Project Management Plan is itself appropriately fiscally constrained, meeting the financial constraint requirement for transit for the Region is assured.

7-2F. SUMMARY AND CONCLUSION

As the HVMPO "system improvement" costs are below the cap for that category, and "statewide" and "preservation" categories are maximums already set by CT DOT, this HVMPO Plan is documented as in conformance with the federal fiscal constraint rule, as shown below.

System Improvement: \$223,846,000

System Preservation: \$523,837,013

State Significance: \$66,180,000

Total: \$813,863,013

Cap: \$1,217,393,565

7-3. INVENTORY OF HVMPO'S TRANSPORTATION RESEARCH

This list below identifies recent years of MPO research. These documents support the Regional Transportation Plan's policies and the policy development process:

Report 164, planned for 2015: Transit Oriented Development For the Branchville Station Area

To be prepared on behalf of the Town of Ridgefield.

Report 163, planned for 2015: Transportation Plan for Route 202 in Brookfield. Update from 1994 with the addition of Complete Streets elements.

Report 160, 12/2014: [Greater Danbury Regional Bike Plan](#)

An update of an earlier HVMPO effort, this focuses on analysis and recommendations by municipality.

Report 158, 6/2013: [Transportation Plan for Lake Avenue And West Street In Danbury](#)

This modern roadway corridor plan will serve as the base for transportation improvements, sidewalk extensions, and some site plan approvals.

Report 156, 6/2012: [Commuter Rail Parking Plan](#)

An update and consolidation of past rail parking inventories.

Report 155, 2/2012: [Bethel Routes 6, 53, 58 and 302 Access Management Plan](#)

An update of Bethel's Route 6 access management plan and its extension to the remaining state roadways in the municipality. As requested by the Bethel Planning and Zoning Commission.

Report 154, 7/2011: Route 7 Driveway Management Plan for [Danbury](#), [Redding](#) And [Ridgefield](#) Updates the 1996 Route 7 Access Management Plans for these communities. These 2011 updates were again prepared for use as site plan standards to be referenced in municipal zoning regulations: Danbury Route 7 Driveway Plan, Redding Route 7 Driveway Plan, Ridgefield Route 7 Driveway Plan.

Report 153, 7/2011: [Route 7 Transportation and Land Use Study](#)

A guide to future transportation investments on the existing roadway, accompanied by land use recommendations for development nodes.

Report 152, 6/2011: [Transportation Plan for Newtown Road in Danbury](#)

This roadway corridor plan will serve as a base for transportation improvement grants and municipal site plan approvals. A sidewalk plan is included.

Report 151, 6/2011: [Rail Freight in the Housatonic Region](#)

This study by HARTRANSIT is intended to assist municipalities in marketing buildings and land with proximity to rail, and to assist businesses seeking to use rail freight access points. See the accompanying Access to Rail Freight Map.

Report 150, 5/2011: Regional Transportation Plan 2011-2040

This update places the Regional Transportation Plan in conformance with the latest federal statutes. The document qualifies the Region for its federal transportation funding.

Report 148a, 3/2011: [Need for Traffic Safety Improvements on Route 6 in Newtown](#)

This review was prepared in support of intersection improvements with Commerce Road and Edmond Road.

Report 148, 1/2011: [I-84 and Route 7 Expressway Emergency Diversion Plan](#)

This study has been completed in cooperation with CT DEMHS, CT DOT, COGNV and local emergency management officials. It will serve as a guide during expressway traffic emergencies. The Emergency Diversion Plan Report is at this link.

Report 147, 1/2011: [HARTransit Fixed Route Efficiency Study](#)

An update of HARTransit's blueprint for systemwide operational efficiency, including on time performance, ridership survey and recommendations.

Report 144, 3/2010: [Bethel Railroad Station Transit Oriented Development Study](#)

This topical report is to assist Bethel is developing a transit oriented development center at its railroad station.

Report 143, 3/2010: [Newtown Routes 6, 25 and 816 Access Management Plan](#)

An updated and expanded driveway management plan for use by the Newtown Planning and Zoning Commission.

Report 142, 3/2010: [HARTransit Bus Service Plan 2010](#)

This analysis of and plan for the regional HARTRANSIT bus system updates earlier editions cited below. A comparison of cost-effectiveness with comparable systems is included.

Report 141, 10/2009: [I-84 Greater Danbury Toll Plaza Impact Study](#)

A review of impacts of potential I-84 tolls on traffic and quality of life in Greater Danbury. Prepared as input to the debate on reestablishing tolls on expressways in Connecticut.

Report 140, 6/2009: [Regional Plan of Conservation and Development](#)

This extensive update of the Regional Plan will place the region in compliance with new state statutes and serve as a guide for coordinating land use with transportation investments.

Report 139, 5/2009: [Central New Milford Pedestrian Loop Concept Plan](#)

A recommended pedestrian walkway from Bridge Street south to Lanesville Road, east across the Housatonic River and then back north to New Milford Center.

Report 138, 4/2009: [Brookfield Route 202 "Complete Streets" Plan](#)

To assist Brookfield with its input to CT DOT's planned improvement of the Route 202 commercial corridor, maps and texts have been prepared identifying needed bus stop and pedestrian amenities.

Report 136, 9/2008: [Operational Analysis of SweetHART Transit Services](#)

This SweetHART system efficiency study was prepared for HVMPO by the staff of HARTransit.

Report 135, 8/2008: [New Fairfield Traffic Issues Report](#)

Traffic safety plans for a) the New Fairfield High School driveway at Gillotti Road and b) the intersection of Beaver Bog Road with Route 37.

Report 133, 6/2008: [History of Public Bus Service in Greater Danbury](#)

This report provides an understanding of HARTransit's historical roots and systematic development over decades. Perspective on past funding decisions helps to facilitate wise investment in future growth of regional transit.

Report 132, 6/2008: [New Milford Routes 7 and 202 Access Management Plan](#)

This important traffic safety planning tool is an update of the HVMPO driveway management plan adopted in 1997 by the New Milford Zoning Commission. This update was approved as a standard within the New Milford Zoning Regulations.

Report 131, 4/2008: [Bridgewater Center Pedestrian Plan](#)

A guide for pedestrian improvements in rural Bridgewater Center.

Report 130, 4/2008: [Danbury Hospital "H" Emergency Sign Plan](#)

An update of the 1991 regional sign plan to identify best ambulance routes, sign attrition, locations for new signs, costs and responsibilities.

Report 129, 12/2007: [Expanding Bus Transit to Bridgeport and Waterbury](#)

Prepared for HVMPO by the staff of HARTransit, this interregional bus plan will be the template for bus service growth to Bridgeport and Waterbury.

Report 128, 6/2007: [Still River Greenway Plan for Brookfield and New Milford](#)

This recreational planning report provides a planned alignment for the Still River Greenway. The Greenway can now be constructed in accordance with this plan.

Report 127, 4/2007: [Danbury Hospital and WCSU Traffic Plan](#)

A study to enhance traffic flow near regional institutions in the City of Danbury.

Report 125, 2/2007: [Sherman Center Pedestrian Plan](#)

A pedestrian and enhancement plan for Sherman Center.

Report 124, 11/2006: [Harlem Line Shuttle Bus Study](#)

A review of current HARTransit commuter shuttles from Danbury and Ridgefield to rail services in New York State, and a proposal for adding service from New Fairfield to the Southeast, N.Y. rail station. The New Fairfield service was then initiated in May of 2009.

Report 121, 9/2006: [River Trail Management Plan](#)

A regional guide for coordinating the planning, design and funding of paddling facilities and riverside trails along the Still River and Housatonic River.

Report 120, 8/2006: [Queen Street Area Traffic Plan](#)

This traffic and pedestrian plan for the center of Newtown serves as input to local traffic decisions

Report 117, 10/2005: [Bethel, CT Traffic Issues](#)

This overview of the Town of Bethel's traffic issues helps shape the direction of future investment in local traffic improvements.

Report 116a, 10/2005: [HARTransit Fixed Route Efficiency Study](#)

This analysis of routes in the HARTransit system includes performance comparisons with earlier years. Similar analyses were undertaken in 1997, 1994, and 1992.

Report 116, 10/2005: [New Fairfield Pedestrian Enhancement Study](#)

This plan and its detailed drawings set the framework for pedestrian and beautification investments in New Fairfield Center.

Report 115, 6/2005: [Ridgefield Route 35 Traffic Improvement Plan](#)

A 20 year update of HVMPO's 1985 Route 35 Traffic Improvement Plan. The 2005 Route 35 Plan is now a guide for town officials as they manage adjacent development and traffic issues. In particular, the curb cut plan therein (3.1MB) will serve the Planning and Zoning Commission as it guides driveway development along Route 35.

Report 111, 9/2004: [Traffic Planning for Central New Milford](#)

A report providing an overview of the complex traffic needs of Central New Milford, including an update on pending and future traffic improvement projects.

Report 109, 5/2004: [Commuting Patterns from Greater Danbury](#)

This report provides an update on commuter patterns, 1970-2000. These statistics are valuable for transportation planning as well as for understanding the structure of the regional economy.

Report 108, 3/2004: [Traffic Signal Coordination for Greater Danbury](#)

A determination of signal coordination potential along nineteen roadways in eight municipalities. The document includes a Traffic Signal Coordination Handbook as well as detailed coordination plans for Backus Avenue in Danbury and Bridge Street in New Milford.

Report 106, 3/2003: [Pedestrian Safety Plan for Queen Street in Newtown, CT](#)

Requested by the Newtown Police Commission, the detailed maps and text in this plan define pedestrian safety improvements warranted for this busy roadway in central Newtown.

Report 105, 10/2002: [Casino Traffic Impact Study](#)

This research documents the devastating traffic impact if a casino were ever forced upon Danbury. A summary of conclusions is available.

Report 104, 11/2001: Georgetown (Redding) Enhancement and Traffic Plan

This plan for streetscape beautification was adopted as an amendment to the Redding Plan of Conservation and Development. It is used as a guide for development of the Georgetown neighborhood and has attracted state beautification grant funds.

Report 103, 4/2001: [Bethel Route 53 Traffic Study](#)

A guide for safety and capacity improvements, the data in this report helps to set conditions for local development submissions and any proposed CT DOT revisions to Route 53. This information has been incorporated into a Route 53 traffic report.

Report 101, 9/2000: Route 7 Corridor Travel Options Plan

The rail passenger plan for the Region, the basic elements of which are now posted on the Rail Resources section of this web site. The plan was prepared in cooperation with and jointly adopted by the South Western Regional Planning Agency. A summary of the original plan is available. This plan recommended a Danbury to Norwalk bus route now in operation.

Report 100a, 3/2000: [Intermodal Connectivity Study](#)

Options for improving connections between transit modes and transportation flows.

Report 98, 10/1998: New Fairfield Center Beautification Plan

This streetscape beautification plan was adopted as an amendment to the New Fairfield Plan of Conservation and Development. It has attracted federal beautification grant funds and set conditions for shopping center redevelopment.

Report 97, 10/1998: Bus Transit Development Program

This federally required document is the guide for the Housatonic Area Regional Transit District's bus fleet replacements and service development. It is updated periodically as part of HVMPO's regional transportation planning program.

Report 96, 3/1998: [Traffic Improvements for Bridge Street in New Milford](#)

This is a traffic evaluation focused on a congested artery. The cost-benefit of providing a new Housatonic River bridge to the north, to divert traffic from Bridge Street, was measured and found to be low.

Report 95, 10/1997: New Milford Route 7 Access Management Plan

The maps in this detailed driveway and curb cut management plan were incorporated into the New Milford Zoning Regulations as a technical standard for conditions upon development approvals.

Report 94, 9/1997: [I-84 Exit 9 Hawleyville \(Newtown\) Study](#)

This innovative plan provides coordination of local zoning and transportation for the Exit 9 interchange area. The results were incorporated into the Town of Newtown Zoning Regulations and Bulletin 102 above. This planning process received an award for excellence from the Connecticut Chapter of the American Planning Association.

Report 93, 6/1997: Bethel Route 6 Access Management Plan

The maps in this detailed driveway and curb cut management plan were incorporated into the Bethel Zoning Regulations as a technical standard for conditions upon development approvals.

Report 90, 10/1996: Route 7 Driveway Plan for Ridgefield, Redding and Danbury

The maps in this driveway and curb cut management plan were incorporated into both the Ridgefield and Redding Zoning Regulations as technical standards for conditions upon development approvals.

Report 89, 10/1996: [Regional Bicycle Plan](#)

The plan provides policy and standards for bicycle route development in the Region. See bike route map.

Report 87, 6/1996: Passenger Rail Service to New Milford

The results of this study were incorporated into the Rail Resources section of this web site.

Report 86, 2/1996: Danbury and New Fairfield Route 37 Traffic Plan

Both the traffic recommendations for Route 37 in Danbury and for Route 37 in New Fairfield are available on this web site.

Report 85, 12/1995: Route 25 Access Management Plan

The maps in this driveway and curb cut management plan were incorporated into the Newtown Zoning Regulations as a technical standard for conditions upon development approvals.

Report 84, 10/1995: Pickett District Road Traffic Plan

A review of traffic issues off of Route 7 south of New Milford Center.

Report 83, 10/1995: Boardman Road Traffic Plan

A review of traffic issues relevant to Boardman Road north of New Milford Center.

Report 82, 10/1995: HARTRANSIT Market Research Study

A study of existing and potential bus rider characteristics, used to refine bus routing and scheduling.

Report 80, 12/1994: Danbury-Brookfield Federal Road Traffic Plan

The traffic recommendations for Federal Road in Danbury are available on this web site.

Report 75, 11/1993: [New Fairfield and Newtown Bus Service Extension Plans](#)

Designs for fixed route HARTRANSIT bus services to Newtown and New Fairfield.

7-4. PUBLIC PARTICIPATION PROCESS

7-4A. SECURING TITLE VI CIVIL RIGHTS

Title VI, 42 United States Code Section 2000d, was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

Title VI requires that federal funds not be spent in any fashion which encourages, entrenches, subsidizes or results in discrimination. Further, a U.S. DOT Order on Environmental Justice and Executive Order 12898 address persons belonging to any of the following groups:

Black – A person having origins in any of the black racial groups of Africa.

Hispanic – A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

Asian American – A person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.

American Indian and Alaskan Native – A person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

Low Income – A person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

CONTACT THE MPO TITLE VI COORDINATOR WITH COMPLAINTS

The Title VI Coordinator is Jonathan Chew, 203-312-1073 and director@HVMPO.org. For best coordination and results all Title VI activities are directed to this single person.

COPY TO CT DOT OF TITLE VI COMPLAINTS AGAINST THE MPO

Copies of any complaints received will be immediately forwarded to the CT DOT Office of Contract Compliance, Debra Goss, Title VI Coordinator, 2800 Berlin Turnpike, Newington, CT 06111.

OTHER RECOURSE FOR COMPLAINTS

This Title VI Policy notes that complaints may also be filed with the CT DOT Office of Contract Compliance, Debra Goss, Title VI Coordinator, 2800 Berlin Turnpike, Newington, CT 06111.

INVESTIGATIONS, COMPLAINTS AND LAWSUITS TO DATE

To date there have been no investigations, complaints or lawsuits concerning Title VI.

STAFF TRAINING ON TITLE VI

The Title VI Coordinator designated above is trained for and experienced with this topic. At the beginning of each fiscal year the Title VI Coordinator will hold a meeting with all staff to review Title VI procedures and address questions on this topic. The date the annual meeting is held will be documented in the quarterly transportation report.

HOW TECHNICAL ASSISTANCE IS PROVIDED TO ENSURE COMPLIANCE WITH TITLE VI

Most of the technical assistance is to municipal governments. Staff attends a Title VI training section annually as to how to properly fulfill the law regarding Title VI.

As for citizens requests for technical assistance, delivery of technical assistance by staff will not encourage, entrench, subsidize or result in discrimination. This is achieved by the annual staff training.

MONITORING SUBRECIPIENTS FOR COMPLIANCE WITH TITLE VI

By way of background, note that the CT DOT approved contract format for U.S. DOT funding for HVMPO subrecipients includes a section entitled "Nondiscrimination in Contracts." This section states that:

"The consultant agrees and warrants that in the performance of this contract it will not discriminate or permit discrimination against any person or group of persons on the grounds of race, color, religious creed, age, marital status, national origin, sex, mental retardation or physical disability."

Continuing, “including, but not limited to, blindness, unless it is shown by such contractor that such disability prevents performance of the work involved, in any manner prohibited by the laws of the United States or of the State of Connecticut.”

The basis for monitoring compliance will be the inclusion within all subrecipient contracts of a specific requirement that the consultant’s planning process and activity be conducted in accordance with this current document, the “HVMPO Title VI Policy.”

A second inclusion will be the requirement that quarterly reports and/or invoices and progress reports from subrecipients to HVMPO include documentation as to how the HVMPO Policy for Title VI was implemented during the quarter as part of the consultant’s contracted activity.

MPO LOG FOR TITLE VI COMPLAINTS, INVESTIGATIONS AND LAWSUITS

This log has been created and is an attachment to this report.

DEMOGRAPHICS OF ATTENDEES AT PUBLIC MEETINGS AND HEARINGS

Due to its strong state Freedom of Information (FOI) laws, Connecticut has no registration or other requirements for attendance at public meetings.

Attendees may not be required to sign in or provide any form of identity. This includes any personal qualities or identifiers such address, age, race, gender, etc. The specific wording within CT FOI law is that “no registration or other requirements may be imposed on a member of the public seeking attendance at a public meeting.”

The most practical way to record demographics will be to note in the meeting record references to such demographics made by attendees who themselves speak at the meeting.

These could include such comments as “my income group will be impacted by Project X” or “my racial group will be impacted by Project Y” etc. This may or may not include name, as under Connecticut law access to speaking is not conditional upon providing name.

ADVISING THE PUBLIC OF THEIR TITLE VI CIVIL RIGHTS VIA OFFICE AND MEETING ROOM POSTINGS

A Title VI posting is on display in the office and at all public meetings held by the HVMPO. See the attached multilingual document entitled “Title VI Complaint Process and Procedure for Filing.”

MINORITY REPRESENTATION ON MPO TECHNICAL AND ADVISORY COMMITTEES

These committees are open to minority representation. Persons seeking to be included based upon their affiliation with a minority group, or personal statement that the person represents a minority viewpoint, will be included.

Any planning activity in or affecting a minority demographic area will include outreach to minority groups listed in this document. The notice in such instances will state “minority representation on this technical (or advisory) committee is welcome.”

INCLUDE TITLE VI SECTION WITHIN QUARTERLY REPORTS TO CT DOT

This inclusion is a regular feature of quarterly reports and will be continued.

DOCUMENT APPROVAL BY MPO OF NON-DISCRIMINATION POLICY

The minutes of the MPO meeting of April 17, 2014 document that the organization has formally committed to a non-discrimination policy. The policy adopted that date reads:

“Resolved, that HVMPO hereby adopts as its policy to support the nondiscrimination agreements and warranties required under Connecticut General Statutes § 4a-60(a)(1) and § 4a-60a(a)(1), as amended in State of Connecticut Public Act 07-245 and sections 9(a)(1) and 10(a)(1) of Public Act 07-142.”

HVMPO will not discriminate against persons on account of their race, color, religious creed, age, marital or civil union status, national origin, ancestry, sex, mental retardation, physical disability or sexual orientation.”

NOTICES TO THE PUBLIC AS TO PUBLIC MEETINGS AND HEARINGS AVAILABLE ON THE WEB SITE

Such web posting is part of the public participation plan. There is also a “Transportation Title VI Civil Rights” page accessible from the HVMPO homepage. See last report attachment.

NOTICES TO THE PUBLIC AS TO PUBLIC MEETINGS AND HEARINGS INCLUDE “IF LANGUAGE ASSISTANCE IS NEEDED PLEASE CONTACT XXX”

Under this Title VI Plan such wording is part of agendas and other postings. See example on the front page and below:

- For those who need auxiliary aids to attend, or information
on how to file a Title VI Civil Rights complaint, contact 203-312-1073
- If additional information is needed in another language, contact 203-312-1073
- Si se necesita informacion adicional en otra idioma, comuniquese con 203-312-1073

7-4B. TITLE VI CIVIL RIGHTS COMPLAINT PROCEDURE

The HVMPO advises the public of their Title VI Civil Rights via the documents below. A notice as to Title VI Civil Rights is also posted in the HVMPO office and in meeting rooms where HVMPO has its meetings. The documents are entitled:

B1: Notice in English, Spanish and Portuguese
of Title VI Complaint Process and Procedure for Filing

B2: English: Title VI Complaint Form

B3: Spanish: Title VI Complaint Form

B4: Portuguese: Title VI Complaint Form

B5: Process for Investigating Title VI Complaints

B6: Citizens Overview of Title VI Complaint Procedure

B7: Log for Recording Title VI Complaints

7-4C. SECURING ENVIRONMENTAL JUSTICE

The HVMPO's Regional Transportation Plan, Transportation Improvement Program and Public Participation Plan and other transportation documents must also comply with Title VI of the Civil Rights Act of 1964, the 1994 Executive Order 12898 on Environmental Justice, and the U.S. DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations.

The HVMPO will adhere to U.S. DOT guidance on this matter, which is: “To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

And continuing, to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.”

Environmental Justice mandates will be met by determining that the population groups of concern will benefit from a project in the same manner as will the general population. Further, that no group is singled out for inadvertent receipt of negative impacts of a proposed project.

Methods for these determinations can be project specific. If homes or businesses are removed for a transportation project the determination as to this being “good” or “bad” could be complex. And some planned projects are still in the conceptual stage and until property impacts are estimated, there is not definitive delineation of the project right of way to review against census criteria.

It is prudent to leave room for Environmental Justice evaluation methods to remain flexible such that they can evolve in consultation with the community and officials if and when a generalized transportation concept is developed enough such that possible benefits and burdens can be assessed.

As of this Title VI Plan update, the Housatonic Valley Region has no proposed transportation projects of significant scale to take residences or buildings or establish new rights of way.

The “benefit and burdens” analysis below provides Environmental Justice perspective on the area’s other, more limited scale, transportation projects:

DANBURY ROUTE 6. CT DOT Project in Danbury No. 34-288: Widening of Route 6 from Kenosia Avenue easterly to just past I-84 Exit 4. This project is large enough such that it has a separate environmental report prepared by CT DOT, a “Final Environmental Assessment” approved by FHWA on 9/25/2002.

That report concluded that “Any potential for direct impacts to minority, elderly or low income populations are extremely limited.” Also, the project “will not target an economically disadvantaged area.” Specifically from the perspective of Environmental Justice, the report concludes that “the proposed reconstruction of Route 6 would not result in a disproportionately high and adverse impact on a minority or low income population.”

DANBURY ROUTE 37 AT STACEY ROAD. CT DOT Project in Danbury No. 34-305: Realignment and signalization of Route 37 at its intersection with Stacey Road, most work involving the Stacey Road approach. Only very minor right of way land takes involved, no buildings moved, no diversion of traffic to another roadway.

DANBURY ROUTE 806. CT DOT Project in Danbury No. 34-H050: Widen Route 806 to provide for a west bound left turn lane at old Shelter Rock Road and signalize the intersection. Minor safety improvement, no diversion of traffic to another roadway.

DANBURY I-84 INTERCHANGES. CT DOT Project in Danbury No. 34-308: Design for minor modifications to I-84 Interchanges 2, 4, 5, and 6. Only Interchange 6 has a commitment for funding of its minor modifications. None of these involve changes to road width or takings of properties. The other interchange improvements are yet to be designed.

DANBURY ROUTE 53. Concept Plan for creating a full four lane cross section on Route 53 from South Street northerly to Boughton Street: The right of way of Route 53 here is already wide enough for four lanes. The project would be to reorganize traffic such that the pavement width available could be better utilized. Thus no property impacts are anticipated. Also, no rerouting of traffic to residential areas is involved.

DANBURY KENOSIA AVENUE. Widening of Kenosia Avenue from 2 to 4 lanes from Backus Avenue northerly to the vicinity of Lake Kenosia. Preliminary cost estimate by City is \$3.0 million. This is a commercial corridor and the concept of the project does not relocate any traffic into any residential areas.

DANBURY WHITE STREET AND WILDMAN STREET INTERSECTION. Turn lanes are to be added, potential minor commercial property taking. The preliminary CT DOT Project identification is 34-H003.

DANBURY NEWTOWN ROAD AND OLD SHELTER ROCK ROAD INTERSECTION. The intersection will be upgraded and The CT DOT Project identification is 34-0309. No homes or businesses are to be disturbed.

NEWTOWN ROUTE 6 AT COMMERCE ROAD AND EDMOND ROAD. Intersection capacity to be improved. The CT DOT Project identification is 96-0192. No homes or businesses are to be disturbed.

NEWTOWN ROUTE 25 AT PECKS LANE. Intersection capacity to be improved. The CT DOT Project identification is 96-0196. No homes or businesses are to be disturbed.

RIDGEFIELD ROUTE 35 AT BAILEY AVENUE INTERSECTION. Turn lanes will be added at this intersection. The CT DOT Project identification is 117-0159. No homes or businesses are to be disturbed.

BUS SERVICE. Public Bus Transit in Danbury: It should also be noted in this section that within the City of Danbury and the wider metropolitan area, the Housatonic Area Regional Transit District submits a report regarding compliance with Title VI.

This compliance report is a review of the provision of public bus service level of quality with Title VI equity requirements, the "Transit Monitoring Report." This relates detailed demographic criteria to FTA supported bus routes. Thus this HARTRANSIT document can also be considered an Environmental Justice monitoring tool for the area.

In addition to specific route analyses in its Transit Monitoring Report, HARTransit periodically makes assurances to the Federal Transit Agency, which support Environmental Justice concerns with the planning and operation of the regional bus system. These assurances, also hereby endorsed by HVMPO, are as follows:

A. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.

B. HARTransit will compile, maintain, and submit in a timely manner Title VI information required by the FTA under Circular 4702.1 and in compliance with the Department of Transportation's Title VI regulation, 49 CFR Part 21.9.

C. HARTransit will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit – related benefits may file a complaint with the Federal Transit Administration and/or the U.S. Department of Transportation.

7-4D. RESPONDING TO LIMITED ENGLISH PROFICIENCY

We know from the information provided above that discrimination as defined in Title VI of the 1964 Civil Rights Act is illegal.

Then in 1974 the United States Supreme Court determined in a landmark case that one specific type of national origin discrimination is that based on a person's inability to speak, read, write, or understand English.

Therefore, concerns about overcoming Limited English Proficiency (LEP) are related to, and a subset of, Title VI compliance law, and thus of concern to HVMPO's transportation planning process.

The specifics of LEP are within Executive Order 13166 issued in 2000 entitled "Improving Access to Services for Persons with Limited English Proficiency." The HVMPO federally sponsored transportation planning program is to break down language barriers by providing language assistance relative to its transportation programs.

Specifically, the federal LEP definition refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English.

As this includes those who have reported to the U.S. Census that they speak English less than very well, not well, or not at all, data sets are available for analysis.

Housatonic Valley and the other MPOs are to take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of its programs and activities for individuals who are Limited English Proficient.

LEP FOUR FACTOR ANALYSIS

Recipients of federal financial assistance have an obligation to reduce language barriers that can preclude meaningful access by LEP persons to important benefits, programs, information, and services.

The starting point is an individualized assessment that balances the following nationally standardized four factors:

FACTOR 1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the regional transportation planning program. The U.S. Department of Justice has recommended the following two criteria to identify LEP populations. For a non-English speaking group to qualify as LEP, they must either 1) constitute at least 5% of the total census subarea population or 2) number at least 1,000 persons and not speak English very well, whichever is less.

These criteria are also known as the federal “Safe Harbor” thresholds. Safe Harbor requires, at a minimum, access to written translations of vital documents, Title VI complaint forms, information regarding access to planning processes, etc.

To assist with these determinations Connecticut DOT provides LEP data for MPOs and municipalities statewide. The CT DOT web site accessed in November 2014 includes data tables identifying “Connecticut Statewide Languages Speaking with High Percentage Limited English Proficiency.” The only area included on the statewide map in this MPO area is Downtown Danbury.

Then an additional CT DOT table indicates the components of the high LEP census tract areas in Connecticut. Two tracts in the HVMPO area are listed, Tracts 2101 and 2102 in Downtown Danbury.

Of the LEP population there, the CT DOT data indicate that Spanish speakers are 40% and 38% respectively. For other languages analyzed by CT DOT, only Portuguese is rated at 15% and 14% respectively, for these same two Downtown Danbury census tracts.

These statistics indicate that HVMPO should focus on Spanish and Portuguese as the primary LEP language groups requiring assistance within the MPO area.

Also note that there is one other U.S. DOT grantee in the MPO area, the Housatonic Area Regional Transit District (HARTransit). The CT DOT approved “2013 HARTransit Title VI Language Assistance Plan” reaches the same conclusion as this 2014 HVMPO Assistance Plan, that Spanish and Portuguese are the primary focus for language assistance.

FACTOR 2. The frequency with which LEP individuals come in contact with the planning program. While requests for assistance are welcome, since the inception of the MPO program there have been no requests for LEP assistance. And there have been no requests for interpreters at meetings or for the translation of documents.

As for LEP persons coming into contact with U.S. DOT funded transit services, that would be the transit services of the Housatonic Area Regional Transit District. Accordingly, HARTransit is equipped with significant translation services within its office for assisting Spanish and Portuguese transit patrons.

As a sub-grantee for transit planning services from this MPO since 1990, the CT DOT authorized annual HVMPO – HARTransit services contract makes use of these in-house translation services to assist HVMPO in meeting its Title VI translation responsibilities.

For MPO Title VI purposes, HVMPO is able to call upon HARTransit staff for Spanish and Portuguese translations both orally and in writing, if and when requested. We will retain this assistance provision within HARTransit contracts.

The following methods will be used to assist LEP individual that needs language assistance:

- The notification and outreach procedures described elsewhere in this plan to serve LEP populations.
- An "I Speak" card with Spanish, Portuguese and 36 languages is available in the HVMPO office to help visiting LEP persons indicate which language they require assistance in.
- Interpreter and translator services will be provided, upon request, for all meetings.
- HVMPO will translate published documents into another language upon request.

FACTOR 3. The nature and importance of the program, activity, or service provided by the program to people's lives. The HVMPO utilizes federal funds to plan for future transportation improvements and projects. It is important for LEP persons to have equal ability to participate in the planning process of these projects, as degree of mobility is important for their lives.

4. The resources available to the grantee/recipient and costs. The resources available for assisting LEP populations are described throughout this document. HVMPO has sufficient financial resources to provide LEP services and assistance.

7-4E. PUBLIC PARTICIPATION PROCEDURES

Federal transportation planning rules require that HVMPO maintain this written public participation plan as detailed below.

Concerned citizens may be interested in influencing the two main documents produced by the HVMPO regional transportation planning program. These are first the Regional Transportation Plan (RTP), a statement of future transportation projects.

And second, the Transportation Improvement Program (TIP), a statement of more immediate and actual projects that CT DOT intends to fund using federal dollars for construction in the near future.

Citizen access is facilitated by the fact that HVMPO by federal law makes the RTP and the TIP available to citizens and takes into consideration any comments they may make before a decision to amend or adopt these key documents is reached.

PUBLIC INPUT TO DRAFT POLICY

Access to draft transportation documents and all other transportation program components is the right of every person.

Interested public agencies, private providers of transportation, and other parties may elect to receive the Regional Transportation Plan and Transportation Improvement Program directly by surface mail or email. And a mailing list for this outreach process is maintained at HVMPO.

Below are methods to facilitate access to transportation policy:

Legal Notice in News Times: Concerning pending adoption of HVMPO's Regional Transportation Plan and Transportation Improvement Program, to alert citizens and advocacy groups in advance, a legal notice regarding upcoming adoption of these documents will be placed in the area's major newspaper in Danbury, the News Times.

Citizens groups commonly review notices in this newspaper in order to alert themselves to growth, transportation and development issues. The notice will be written in clear and welcoming language.

Legal Notice in The Tribuna: Concerning pending adoption of HVMPO's Regional Transportation Plan and Transportation Improvement Program, to alert citizens and advocacy groups in advance, a legal notice regarding upcoming adoption of these documents will be placed in the area's alternative language newspaper in Danbury, the Tribuna. That newspaper publishes in English, Spanish and Portuguese.

Citizens groups commonly review notices in this newspaper in order to alert themselves to growth, transportation and development issues. The notice will be written in both Spanish and Portuguese in welcoming language.

Mailings: One coordinated mailing list is maintained to meet combined Title VI, LEP and federal Environmental Justice objectives by including minority membership organizations and institutions serving low income populations:

Public Access to Documents: Public access to documents is available at the HVMPO office 8:30 AM to 4:30 PM Monday thru Friday, evenings by appointment, or through direct mail or email from HVMPO. Internet access is also available.

Public Comment Periods: Mailings and placement of public notices will be scheduled such that the public comment period will be at least 30 days for the Regional Transportation Plan and at least 30 days for the TIP and major TIP amendments, the thirty days to be prior to any scheduled MPO action as to approval or disapproval of these documents.

Public Information Meetings: For the draft TIP and draft Plan, in addition to the other participation mechanisms, HVMPO will hold public information meetings. Such public information meetings will be held during the 30 day public comment period.

The HVMPO will advertise the public information meeting dates within the legal notices defining the public comment period. Notices to the public as to public meeting and hearings will be posed to the home page of the HVMPO web site.

Changes to Documents After Draft Reviewed: Also, if the final RTP or TIP either differs significantly from the ones which were first made available for public comment, or if they raise new material issues which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised draft RTP or draft TIP will be made available.

Summary of Comments: When written or oral comments are received on the draft RTP or TIP as a result of the public involvement process, a summary, analysis, and report on the disposition of each comment shall be made part of the final RTP and TIP.

Direct Inquiries: All comments regarding HVMPO transportation planning should be directed to HVMPO Deputy Director Jonathan Chew at HVMPO, director@HVMPO.org, 162 Whisconier Road, Old Town Hall, Route 25, Brookfield, CT 06804, 203-312-1073.

NOTIFICATION OF MEETINGS

The following procedures shall apply:

General Transportation Planning Other Than the Plan and TIP: There is more to the transportation planning process than just the Regional Transportation Plan (a statement of future improvement projects), and the Transportation Improvement Program (the more immediate list of projects by CT DOT soon to be implemented).

Major transportation studies, transportation policies and status reports on projects are also discussed by the chief elected officials of HVMPO on a regular basis.

For persons wishing to shape transportation investments, it is often wise to make their views known early and often, before the periodic RTP and TIP updated are even formulated. Thus all HVMPO meetings are open to the public.

No advance notice is required of an individual desiring to make a comment concerning the MPO regional transportation plan, the transportation improvement plan, or the annual planning program.

Posting of Meeting Agendas: To facilitate opportunities for public input, advance notice of all HVMPO meetings is provided to city and town clerks where the meeting agendas are publicly posted. Agendas and minutes are also internet posted.

Transportation planning related agenda items are clearly described in these notices. This meeting notification process is designed to be in full compliance with Connecticut's Freedom of Information laws, as well as the rules for openness and Title VI law guiding the federal transportation planning process.

Citizens on Mailing List: All citizens wishing to be on the HVMPO meeting notice distribution list are accommodated at no charge. This will include parties interested in or affected by transportation plans and projects.

HVMPO Web Site: Access will be from the main home page of the site. This Public Participation Plan is also available on the HVMPO web site. Comment on the public participation policies themselves is invited.

IMPROVE PUBLIC PARTICIPATION PLAN

The HVMPO Public Participation Plan will be reviewed periodically to assure full and open access to all. Such revisions can be made at any time.

However, at a minimum, these policies will be reviewed every time the Regional Transportation Plan is updated, that schedule determined by federal rules.

In addition, for every Regional Transportation Plan update minority membership organizations and institutions serving LEP and low income populations will receive notifications by mail.

A PowerPoint presentation on the transportation planning process and area transportation issues is maintained. It is colorful, understandable by the layman, entertaining and about 45 minutes in length. This show is available to civic and citizen groups.

Further, the HVMPO will consider as public input to HVMPO all CT Public Transportation Commission hearing testimony made by the Region's residents.

7-5. RECORD OF OUTREACH AND RESPONSE

A. LEGAL NOTICE TEXT

"For the Greater Danbury Area to qualify for federal funding for transportation projects, a Regional Transportation Plan is maintained by the Housatonic Valley Metropolitan Planning Organization (HVMPO). The voting board of the HVMPO is the ten mayors and first selectmen of the area, which includes Bethel, Bridgewater, Brookfield, Danbury, New Fairfield, New Milford, Newtown, Redding, Ridgefield and Sherman, CT.

The Regional Transportation Plan is being updated and will be considered for re-endorsement at the HVMPO meeting on April 16, 2015. The Draft Plan is being circulated beforehand to insure that community concerns are properly included. Also being circulated are the Draft Air Quality Conformity Determinations for Ozone and Particulates.

The Draft Plan and Draft Air Quality Conformity Determinations are available for inspection on the web at westernctcog.org under "MPO." Or copies can be mailed to you by contacting the WCCOG office at 162 Whisconier Road, Brookfield, CT 06804, 203-312-1073, email jchew@westernctcog.org. WCCOG seeks comments at a public input meeting to be held on Tuesday, April 14, 2015 at 7 PM in the WCCOG office, address above."

B. DISTRIBUTION LIST FOR LEGAL NOTICE

GENERAL TRANSPORTATION INTEREST

- New Hope Baptist Church, Aaron Samuels Boulevard, Danbury, CT 06810
- Women's Center of Greater Danbury, 2 West Street, Danbury, Ct 06810
- WECAHR, 325 Main Street, Danbury, Ct 06810
- Mr. Pleasant AME Zion Church, 69 Rowan Street, Danbury, Ct 06810
- Community Action Committee of Danbury, 66 North Street, Danbury, Ct 06810
- CT Department of Development Services, 55 West Street, Danbury, CT 06810
- Catholic Charities, 30 Main Street, Danbury, CT 06810
- Hispanic Center of Greater Danbury, 4 Harmony Street, Danbury, CT 06810
- Association of Religious Communities, 325 Main Street, Danbury, CT 06810
- St. James AME Church, 47 Williams Street, Danbury, CT 06810
- Danbury Housing Authority, 2 Mill Ridge Road, Danbury, CT 06810
- Probate Court, Danbury City Hall, 155 Deer Hill Avenue, Danbury, CT 06810
- RSVP of Northern Fairfield County, 66 North Street, Danbury, CT 06810
- Ability Beyond, 4 Berkshire Blvd., Bethel, CT 06801
- Danbury Commission for Disabilities, City Hall, 155 Deer Hill Avenue, Danbury, CT 06810
- Laborers International Union of North America, 7 Harmony Street, Danbury, Ct 06810
- NAACP Danbury Branch, 8 Aaron Samuels Boulevard, Danbury, CT 06810
- United Way of Northern Fairfield County, 85 West Street, Danbury, CT 06810
- Portuguese Cultural Center, 65 Sand Pit Road, Danbury, CT 06810

BIKE AND PEDESTRIAN

- Dave and Marti Fine, 29 Corn Tassle Road, Danbury, CT 06811
- Tom O'Brien, 134 Wellsville Avenue. New Milford, CT 06776

INTERCITY BUS

- Greyhound Lines, Inc., PO Box 660362, Dallas, TX 75266
- Peter Pan Bus Lines, Springfield Bus Terminal, 1776 Main Street, Springfield, MA 01103

FREIGHT

-- Housatonic Railroad Company, 30 Hawleyville Road, Newtown, CT 06470

SENIOR CENTERS

- Bethel Senior Center, Clifford J. Hurgin Municipal Center, 1 School Street, Bethel, CT, 06801
- Bridgewater Senior Center, 132 Hut Hill Road, Bridgewater, CT 06752
- Brookfield Senior Center, Brookfield Town Hall, 100 Pocono Road, Brookfield, CT. 06804
- Danbury Senior Center, 10 Elmwood Place, Danbury, CT 06810
- New Fairfield Senior Center, 33 Rt. 37, New Fairfield, CT 06812
- New Milford Senior Center, 40 Main Street, New Milford, CT 06776
- Newtown Senior Center, 14 Riverside Road, Sandy Hook, CT 06482
- Redding Senior Center, 37 Lonetown Road, Redding, CT 06896
- Ridgefield Senior Center, 193 Danbury Road, Ridgefield, CT 06877
- Sherman Senior Center, P.O. Box 261, Sherman, CT 06484

MUNICIPAL SOCIAL SERVICES

- Bethel Social Services, Clifford J. Hurgin Municipal Center, 1 School Street, Bethel, CT 06801
- Bridgewater Department of Social Services, 132 Hut Hill Road, Bridgewater, Ct 06752
- Brookfield Social Services, Brookfield Town Hall, 100 Pocono Road, Brookfield, CT 06804
- Danbury Department of Social Services, 254 Main Street, Danbury, Ct 06810
- New Fairfield Social Services, New Fairfield Town Hall, 4 Brush Hill, Road, New Fairfield, CT 06812
- New Milford Department of Social Services, 40 Main Street, New Milford, CT 06776
- Newtown Department of Social Services, Town Hall South, 3 Main Street, Newtown, CT 06470
- Redding Department of Social Services, 37 Lonetown Road, Redding, CT 06896
- Ridgefield Social Services, Ridgefield Town Hall, 400 Main Street, Ridgefield, CT 06877
- Sherman Department of Social Services, P.O. Box 261, Sherman, CT 06784

C. PLAN INPUT

1/7/2015 -- Early draft lists of municipal projects forwarded to public works directors and Danbury traffic engineer. Comments received back in January and February.

1/14/2015 -- Early draft of plan forwarded to each MPO member.

1/22/2015 -- Early draft of plan discussed at MPO meeting this date and also at following MPO meeting on 2/19/2015.

2/2015 Various -- Text review comments received from officials in Bridgewater, Danbury, New Milford, Newtown and from HARTransit.

3/13/2015 -- Air quality conformity determinations for ozone and particulate matter arrive from CT DOT, enabling release of the draft of Regional Transportation Plan for public review.

3/14/2015 -- Placed on the HVMPO section of the westernctcog.org web site are the following:

- Draft Regional Transportation Plan
- Ozone Air Conformity Determination
- Particulate Air Conformity Determination
- Legal Notice for Plan and 4/14/2015 public meeting
- Policies for Citizen Participation and Civil Rights

3/15/2015 -- Legal notice appears this date in regional newspapers News Times and the Tribuna. Minimum 30 day public comment period begins this date.

3/15/2015 -- Legal notice mailed to minority, social service, elderly, disadvantaged and handicapped advocacy groups and other organizations and individuals on a list kept for this purpose and reproduced as Section D.

3/27/2015 -- David Fine, Danbury, CT: Since the Complete Streets legislation offers a solid start for improving biking and walking, I am pleased with the new plan approach. However, I think the plan still comes up short on the "5 Es" and a focused effort by a dedicated Bike/Ped Coordinator and/or a Town Committee. In addition to Complete Streets, I would like to see each Town plan include the following:

Establish a town and bicycle committee to promote bicycle and pedestrian modes of transportation per the League of American Bicyclist guidelines. Create a Safe Routes To School program which is part of the League of American Bicyclist program. Support a HVMPO Bicycle/Pedestrian Coordinator position to provide professional guidance to the towns. Towns would share the cost of this position and utilize the Coordinator's

expert advice in planning. Within 12 months, towns establish a minimum bike/walk mode share desired for their town

3/28/2015 -- Eric Schonenberg, New Fairfield, CT: My comments are focused on the bike/ped portions, as I am a bicyclist in the Danbury area. I bicycle for both recreation and commuting to work. I am a member of Hat City Cyclists, a local recreational bicycle club.

The inclusion of Complete Streets legislation offers a solid start for improving biking and walking. This is a good start. But I think the plan still comes up short on the "5 Es" and a focused effort by a dedicated Bike/Ped Coordinator and/or a Town Committee. In addition to Complete Streets, I would like to see each Town plan include the following:

Establish a town and bicycle committee to promote bicycle and pedestrian modes of transportation per the League of American Bicyclist guidelines. Create a Safe Routes To School program which is part of the League of American Bicyclist program. Support a HVMPO Bicycle/Pedestrian Coordinator position to provide professional guidance to the towns. Towns would share the cost of this position and utilize the Coordinator's expert advice in planning. Within 12 months, towns establish a minimum bike/walk mode share desired for their town

None of this needs to be invented. LAB in particular has many fine programs that towns can adopt and just implement like Safe Routes to School, the 5 Es for becoming a bicycle friendly town/city, etc. And there are many other towns/cities that have made bike/ped a priority so it is easy to see how to implement these improvements.

4/1/2015 -- Arthur Rickerby, Bethel, CT: Sent copy of draft Plan and WestCOG and HVMPO meeting schedules.

4/14/2015 -- Tuesday evening 7 PM public input meeting on draft Regional Transportation Plan held at Brookfield HVMPO office. In attendance are staff from HVMPO, CT DOT and HARTransit. PowerPoint presentation on plan is followed by comment period and discussion. Attendees counted and Title VI multi-lingual access directions were displayed.

A summary of comments received from the public on 4/14/2015 will be provided to members before 4/16/2015 and will also be inserted here:

Matt Klauck of Hat City Cyclists: Some months ago the region adopted a policy to create a bike committee. This was to enable towns to assist each other and build advocacy. What can be done to move formation of this group forward?

Maureen Farrell of the YMCA: The region was to create a group to advance biking, walking and Complete Streets policies. This is an economic development issue to attract young professionals. Can this move forward in the short term.

4/15/2015 -- Thirty day public comment period ends. According to the CT FHWA Office "the record of public input to the Plan must be part of the Plan, but we do not believe there would be a problem to endorse the Plan prior to the inclusion of the public input part of the Plan. Depending on the results of the public input, those results could be presented as information to their Boards at a later date."

Continuing, "if the results are very significant, the worst case scenario would be an amendment to the Plan, which would not affect the original deadline for Plan acceptance.... The Plans will expire on May 31... Any plan lapses in any MPO will result in halts to projects in that particular region."

4/16/2015 -- HVMPO Regional Transportation Plan approvals requested as follows:

- 1) Approval of 2015 Ozone Air Quality Conformity Determination.
- 2) Approval of 2015 Particulate Air Quality Conformity Determination.
- 3) Approval of Record of Input to Draft Regional Transportation Plan.
- 4) Approval for the Draft Regional Transportation Plan.