



The Community Connectivity Program (formerly called “Urban Connectivity”) is a new program that is intended to improve conditions for walking and bicycling to and within Connecticut’s community centers. Community Centers are defined as places where people from a particular town/city can meet for social, educational, employment or recreational activities. This program is one of the outputs from Governor Dannel Malloy’s newly authorized Let’sGoCT! transportation program which addresses short-term and long-term transportation needs across the State. Under Let’sGoCT!, the Community Connectivity Program is intended to improve accommodations for bicyclists and pedestrians (bike/ped) in urban, suburban and rural community centers. The first step in this program will be for Towns and Cities to complete and submit an application for a Road Safety Audit (RSA). An RSA is a process that identifies safety issues and counter-measures to help improve safety and reduce vehicle crashes.

An RSA is an innovative tool that documents factors that can help or hinder safe bike/ped travel. Some of these factors include, but are not limited to: shoulder width; sidewalk width/condition; pavement markings; traffic volume; on-road parking locations; presence of bicycle lanes; traffic signalization; topography; drainage; and sightlines.



The RSA will provide consultant assistance to cities and towns to conduct road safety audits for important bike and pedestrian corridors/intersections. RSA’s will identify bike/ped needs, and develop recommendations to improve conditions. Typically there are low-cost recommendations that can be implemented in the short term, and higher-cost recommendations that can be done over the longer term.

All state and local roads are eligible for this Program.

The RSA will be utilized by the municipalities to prioritize bike/ped related projects. The final product will allow the municipalities to pursue future funding opportunities within the Community Connectivity Program.



An RSA performed within a community will take one business day. The RSA consists of three parts:



1. Pre-Audit Meeting: The initial part of the day lays the ground work and expectations for the field portion of the audit and should take about an hour. Normally this meeting is held indoors, as close as possible to the area being reviewed. The audit team leader will explain and distribute all relevant information to the participants such as the objectives of the RSA, a location map, crash data, and traffic volumes, along with an overview of the process that will be undertaken in the field, including the methods used to qualitatively evaluate the extent of the safety concerns within the area.
2. Field audit: This is the physical inspection of the area. It is the formal portion of the audit where an experienced team of safety specialists walk the area to conduct an independent safety performance review, with assistance from the local community. The participation of local/public safety professionals is *critical* to the outcome of the audit. Local officials know their Towns the best and need to be involved in any discussions on how to improve safety in the area. For example, Public Works Directors, Town Engineers, Town Planners, Traffic Engineers, Police Chiefs, Fire Chiefs, School Administrators, and Mail Carriers all have important input to this process. This portion should take about two hours.
3. Post-Audit meeting: This is the last portion of the day where the preliminary results are discussed and documented. Any and all safety improvements would be identified, and would range from short-term low-cost measures to some long-range higher-cost projects.

A draft report (at no cost to the Municipality) will be produced within approximately one month and will be provided to the Town or City for their review, before being finalized.

The deadline to apply for a free RSA in your community is March 1, 2016.

Complete the application form and if you have any questions contact:

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References on Road Safety Audits: Guidelines are published in FHWA Road Safety Audit Guidelines, Federal Highway Administration, No. FHWA-SA-06-06, and within the National Cooperative Highway Research Program (NCHRP) Synthesis 336