

To: CRCOG Transportation Committee
From: Anaka Maher, Senior Transportation Planner
CC: Rob Aloise, Director of Transportation Planning
Cara Radzins, Deputy Director of Transportation Planning
Date: November 13, 2023
Subject: Complete Streets Design Criteria Follow-Up with CTDOT

At the October 2023 CRCOG Transportation Committee Meeting, CRCOG staff reported on CTDOT's new Complete Streets controlling design criteria and received questions and feedback from Transportation Committee members to communicate to CTDOT staff. The questions/feedback and responses from CTDOT are summarized below:

1. Will there be a point person to go to for this policy?

You can direct all questions to Stephen.Hall@ct.gov

2. What will the communication processes be? Will towns be alerted when CTDOT is trying to get exceptions for their own projects? Will they be holding public outreach for these types of projects?

The communication process will not differ from our standard practice as a result of this directive. Public outreach will still be held for applicable projects. Since the complete streets criteria is evaluated at project initiation, these features will have been investigated prior to public outreach.

3. How long is the review process anticipated to be? Is CTDOT staff prepared for the increased time for implementing this design criteria and approving exceptions?

CTDOT has not determined how long the review process will be. The CTDOT is prepared for this undertaking, with some friction expected until the process is refined.

4. Can the design exceptions process involve the towns? Particularly in the case of sidewalk projects that involve maintenance agreements it would be helpful to have a formal early communication process.

The design exceptions process will not involve the towns. The public will have the opportunity to comment during our public involvement process as normal. Discussions will take place with the municipalities regarding maintenance responsibility and agreements early in the process.

5. There are frequent issues with sidewalks being in bad condition. Is there a way to ensure that to meet the new controlling design criteria sidewalks must be in good condition and not just present?

This is required by the Americans with Disabilities Act.

6. Will CTDOT be incorporating these criteria in the VIP program and/or mill and pave projects?

Pavement preservation projects are required to follow the directive as well. Essentially, pavement preservation will require conformance with pedestrian and bicycle facilities, but generally not transit provisions.

7. Would CTDOT be willing to add elements to the typical mill & pave if the municipality reimburses the State? Example – A current CTDOT project did not address an asphalt walk directly behind the curb along one road segment. If the municipality were doing the project, the replacement of both the curb and asphalt walkway would have been included in the scope of the project. The municipality would have gladly paid to have DOT's VIP contractor do this work.

The current requirements for pedestrian facilities as a result of a pavement preservation project are limited to marked crosswalks and illumination – not the installation of sidewalks on each side of the road. Regarding the question, CTDOT will need to discuss it further before providing an answer.