

PROMOTE PEDESTRIAN, BICYCLE AND TRANSIT FACILITIES

Overview

This “briefing booklet” has been prepared as part of the process of preparing an update to the 2008 Plan of Conservation and Development (POCD) for Branford. This booklet is intended to familiarize the members of the POCD Update Committee and others existing and potential future strategies related to pedestrian, bicycle, and transit facilities.

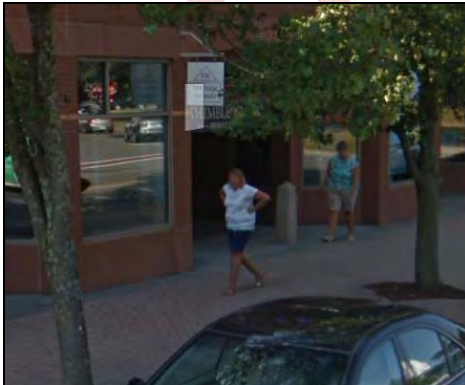
What Is “Pedestrian, Bicycle, And Transit”?

For the purposes of the POCD, this topic includes:

- pedestrian facilities such as sidewalks, trails, and related improvements for getting around by foot or wheelchair or similar,
- bicycle facilities such as on-road bicycle travel, bikeways, , and related improvements, and
- rail and bus transit and associated facilities.

With regard to pedestrians and bicycles, participants in a public meeting at the beginning of the planning process indicated that walking and biking enhance the community for almost everyone and improve the overall quality of life.

Pedestrians



Bus Transit



Five-Year Update

The Planning and Zoning Commission adopted Zoning Regulations to expand bicycle and pedestrian facilities.

The Town obtained a grant to make pedestrian improvements at the Branford train station.

Background

Inventory / Assessment

Pedestrians and Bicycles - There is growing interest in “pedestrianism” in Branford and elsewhere. Branford has sidewalks in a number of locations in the community and this helps enhance pedestrian safety and improve the quality of life in the community. The Shoreline Greenway and walking trails within the open space parcels in Town provide additional pedestrian opportunities.

The key issues associated with improving “pedestrianism” in Branford include:

- closing gaps in the current sidewalk system,
- adding sidewalks and connections in key areas,
- extending sidewalks to serve key destinations,
- replacing existing sidewalks that have deteriorated.

The map on the facing page identifies some potential sidewalk priority areas:

- Priority 1 - Town Center and any area within ½ mile of the train station
- Priority 2 - business zones
- Priority 3 – areas within ¼ mile of transit routes.

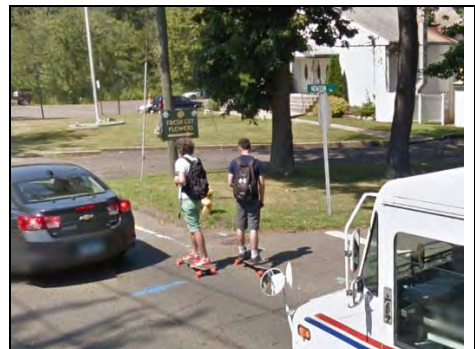
There is also growing interest in bicycle usage and Branford is uniquely situated to be able to take advantage of this trend. If Branford were to make provisions for bicycles to interconnect the Town Center with shoreline villages and outlying neighborhoods (along existing roads and the Shoreline Greenway Trail), it would enhance community character and appeal and be an attraction for people from other areas to come and visit Branford.

Branford does have some challenges in terms of establishing a bicycle system due to the narrow width of some roadways and the need to educate motorists that cyclists are also entitled to use the roadway pavement. Addressing and these issues could go a long way to promoting more bicycle usage in Branford.

Where The Sidewalk Ends

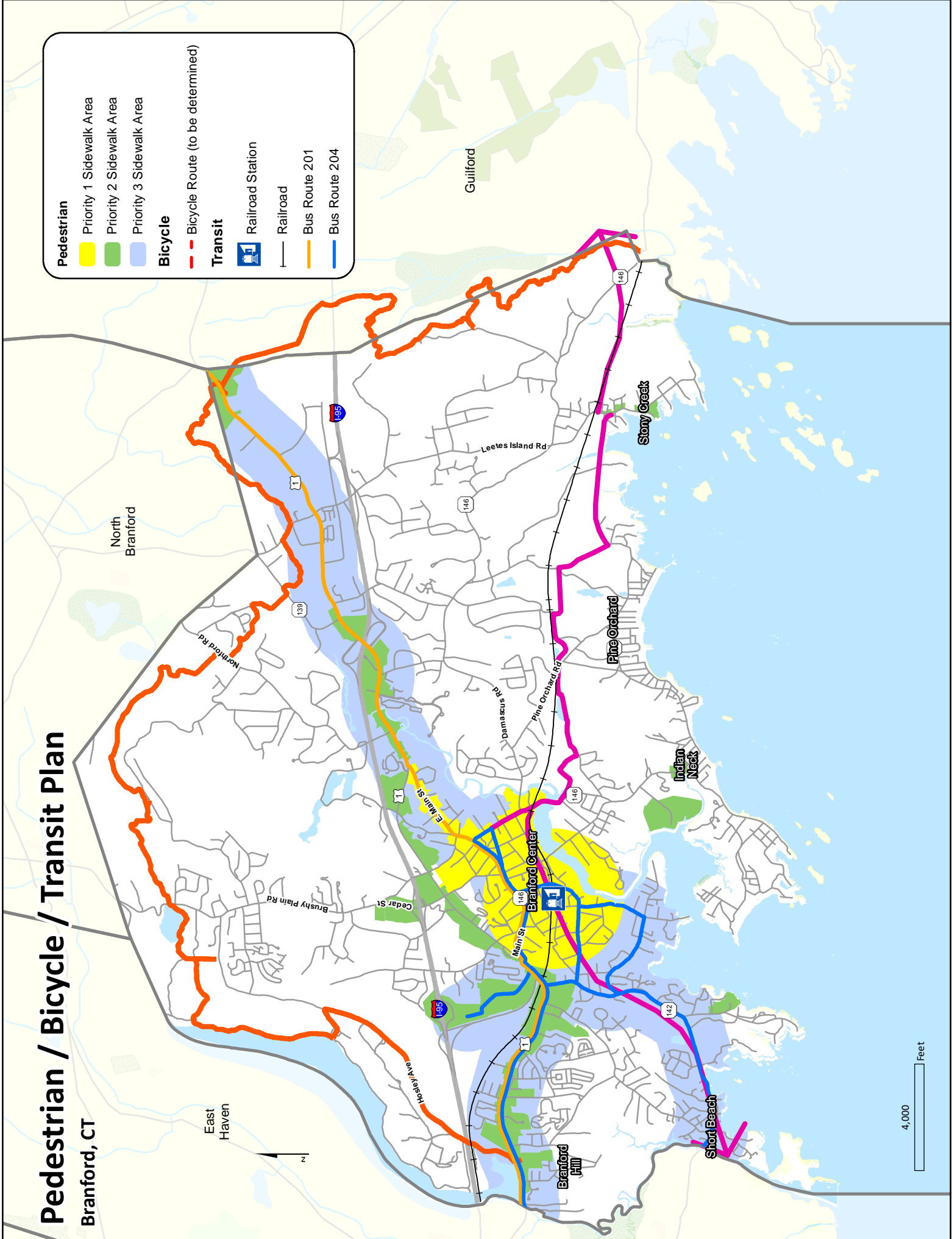


Potential Conflicts



Pedestrian / Bicycle / Transit Plan

Branford, CT



“Complete Streets”

The phrase “complete streets” refers to an approach where streets are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Complete streets seek to accommodate pedestrians, cyclists, transit users and other modes in addition to the traditional focus on people driving automobiles.

Connecticut’s Complete Streets Policy

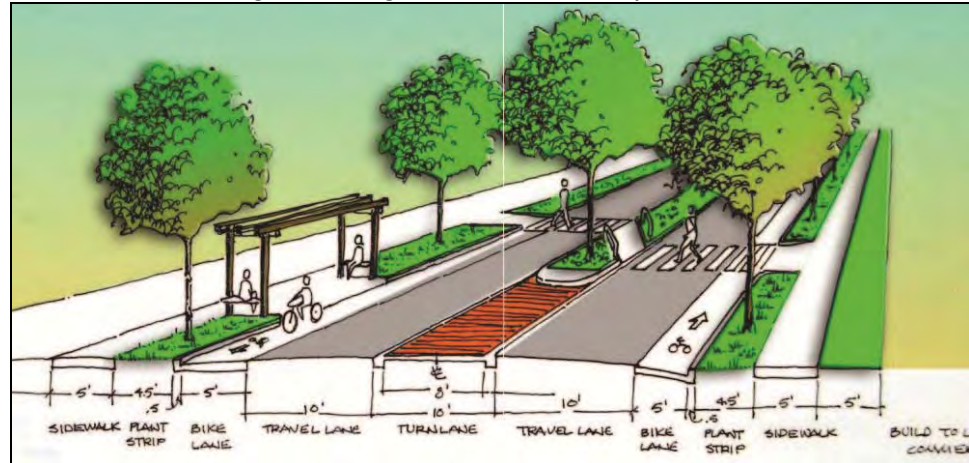
In 2014, the Connecticut Department of Transportation (CT-DOT) adopted an executive policy promoting “complete streets” and incorporating the following:

- Providing training on “complete streets” best practices.
- Using a “complete streets” checklist on applicable projects.
- Considering “complete streets” when state or federal funding is used.
- Amending design, construction and maintenance guidelines to reflect the routine accommodation of all users.
- Increasing flexibility for the funding of “complete streets” projects.
- Collecting data (to the extent possible) as part of traffic counts.
- Establish and annually report “complete streets” performance measures.

“Complete Streets” - To help create an overall pedestrian / bicycle / transit **system**, Branford should consider taking advantage of the transportation network already in place (existing roadways) to make provision for a wider variety of transportation modes than just focusing on vehicles. This type of approach is called “complete streets.”

Branford should strive to implement “complete streets” approaches in the community.

Diagram Showing Some Elements Of Complete Streets



Travel Lane Widths

The Connecticut Department of Transportation recently adopted a policy to restripe roadways with eleven-foot travel lanes when opportunities arise (such as paving or painting projects). This policy change will expand the space available for non-motorized transportation users on a number of State highways and will be almost imperceptible to the motorist (and may slow traffic speeds). A similar approach may open up new opportunities in Branford.

Before Narrowing Lane Width



After Narrowing Lane Width



Bus Transit – Branford is served by two bus routes as part of the New Haven Transit District. Route 201 provides service along Route 1 from Downtown New Haven to Madison and back. Route 204 provides service on different routes through Branford from Downtown New Haven to Branford Center (sometimes including Short Beach and/or the train station). These transit routes meet a wide variety of needs for both residents and local workers.

Branford should support these transit services for those who need it, those who use it because of the convenience it provides, and for those who like to know the service is available for the situations where they may need it.

Branford contracts with the Greater New Haven Transit District to provide a “dial-a-ride” service for eligible persons and trips. Since the number of older residents is expected to increase in the future, a growing demand is anticipated for the this service.

Rail Transit – Passenger rail service from Branford to New Haven (and on to New York) or to New London is available on the Shoreline East railroad service operated by the Connecticut Department of Transportation. The availability of this service is a significant asset to Branford and is expected to become more valuable over time. Branford should continue to support this rail service.

2008 POCD

GOAL Provide a diverse, safe and efficient transportation network that meets the needs of the community.

STRATEGIES Expand Bicycle and Pedestrian Facilities
Create Transit Linkages
Monitor Fuel Costs

Shoreline Area (Shoulder)



Shoreline Area (Crosswalk)



Possible Strategies For 2018 POCD

SECONDARY STRATEGY

Expand Bicycle and Pedestrian Facilities

A. Complete Streets	Comments
1. Evaluate opportunities to create “complete streets” in Branford.	
a. Adopt a “complete streets” policy in Branford.	<input type="checkbox"/>

B. Expand Facilities For Pedestrians and Bicyclists	Comments
1. Seek ways to improve the pedestrian / bicycle system in Branford.	
a. Establish a committee dedicated to promoting bicycle / pedestrian use and addressing issues.	<input type="checkbox"/>
b. Review the sidewalk ordinance and update if necessary.	<input type="checkbox"/>
c. Provide pedestrian crosswalks and pedestrian lighting where appropriate.	<input type="checkbox"/>
d. Undertake campaigns to educate walkers, cyclists, and motorists about appropriate road use and etiquette.	<input type="checkbox"/>
2. Maintain, improve, and expand the pedestrian system (sidewalks, trails, Shoreline Greenway Trail, etc.).	
3. Continue to require sidewalks as part of private development in appropriate areas of Branford (especially in business zones).	
4. Work with local bicycle groups, bicycle shops, and others to establish and nurture a system of bicycle routes in Branford.	
a. Create and publish a map of appropriate bicycle routes in Branford.	<input type="checkbox"/>
b. Investigate ways to create a system of signs and/or pavement markings to identify appropriate bicycle routes in Branford.	<input type="checkbox"/>
5. Continue to participate in regional pedestrian and bicycle planning efforts.	

Enhance Transit Linkages

SECONDARY
STRATEGY

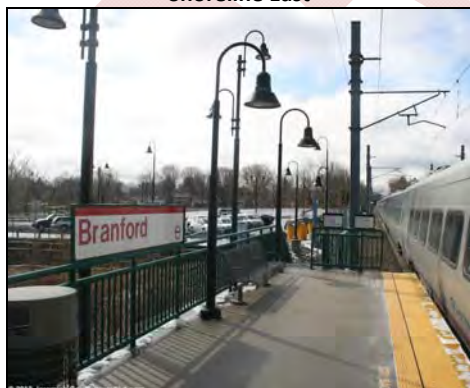
A. Support Rail Transit	Comments
1. Continue to support maintenance and enhancement of the Shoreline East rail service.	

Five-Year Update

A New Haven Transit District bus route provides service between the Town Center and the train station.

B. Support Bus Transit	Comments
1. Continue to support fixed route bus services in Branford.	
2. Continue to support paratransit bus services in Branford.	
3. Support the construction of bus shelters, bike racks, and benches at transit stops.	
4. Evaluate new opportunities to expand transit.	
<i>a. Investigate the potential to operate a shuttle, especially in the summertime, connecting Branford Center with the Harbor area, the train station, and other destinations within Branford.</i>	<input type="checkbox"/>

Shoreline East



Dial-A-Ride



If so, please make notes below.

1. Branford Plan of Conservation and Development (2008)
2. Zoning Regulations
3. Subdivision Regulations

Notes & Comments



70 County Road, Simsbury, CT 06070 860-913-4080