CONNECTICUT

CTDOT CONNECTICUT TRANSPORTATION

Commissioner's Office Directive

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Commissioner

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SUBJECT: Quick Build Complete Streets Demonstration Projects on State Roads

Overview

This program provides a structured approach for municipalities to implement quick build complete streets demonstration projects on state roads. It supports innovation, safety, and community engagement in transportation improvements, aligning with Connecticut's vision for a safe, comprehensive, and inclusive transportation system.

This program establishes a framework for municipalities within the state of Connecticut to propose and execute quick-build Complete Streets demonstration projects on state roads, utilizing the Connecticut Department of Transportation's (CTDOT) encroachment permit process, contingent upon adherence to CTDOT regulations and guidelines. The primary objectives are to enhance safety, improve multimodal transportation, and encourage community engagement through temporary or experimental modifications to state roads.

Key Principles:

Projects should be temporary installations aiming at enhancing safety, accessibility, and multimodal transportation. They must be reversible, with a minimum implementation length and deadlines for removal, allowing for evaluation and adjustments and align with CTDOT standards and guidelines for road safety and infrastructure.

Process for Project Application and Review:

Application Submission and Review:

Municipalities proposing quick build Complete Streets projects on state roads must submit a detailed design/plan set and a temporary encroachment permit application signed by the municipality to CTDOT. CTDOT's quick build review team will assess applications for compliance with safety standards, traffic flow, and community impact. Projects must align with CTDOT guidelines, and temporary installations should not compromise road safety or impede traffic flow.

Approval and Implementation:
Approved projects will receive a temporary encroachment permit from CTDOT. Municipalities will implement and maintain projects, strictly adhering to the approved design and timelines. For permanent installation of these projects, a complete encroachment permit must be filed with the respective CTDOT district office. The permit must include stamped engineered drawings, bonding, insurance, agreements, and studies needed to process the permit.

Projects will only be permitted for installation during non-snow months as to not inhibit any plowing operations. This timeframe falls between May 1 - October 31. All projects must be removed by October 31st or the state will remove it at the municipalities expense.

Evaluation and Feedback:
Municipalities will be required to do the project evaluation, collect necessary data, and report findings back to CTDOT. Post-implementation, the CTDOT review team will conduct an evaluation to assess effectiveness, impact, and gather public feedback on the demonstration projects.

Compliance and Enforcement:
Implementation must comply with the approved design, timelines, and safety standards, and CTDOT reserves the right to remove or modify projects if safety or operational concerns arise. Projects must be removed in accordance with the encroachment permit timeline and the area to be restored to original or better condition.

Allowable Projects
Ideas for quick-build complete streets demonstration projects on state roads that align with Highway Operations policy:

1. **Protected Bike Lanes:** Convert existing lanes into protected bike lanes using delineators, planters, or bollards to separate cyclists from vehicular traffic.
2. **Pedestrian Crossings:** Implement pedestrian refuge islands or raised crosswalks to enhance safety at key intersections or mid-block crossings.
3. **Road Diet:** Narrow travel lanes or reduce the number of lanes to create space for bike lanes, wider sidewalks, or landscaping buffers.
4. **Curb Extensions:** Install temporary curb extensions or bulb-outs at intersections to shorten crossing distances for pedestrians and improve visibility.
5. **Street Furniture:** Add benches, bike racks, and trash cans to enhance the comfort and usability of sidewalks and public spaces.
6. **Wayfinding Signage:** Install temporary signage to improve navigation for pedestrians, cyclists, and motorists, highlighting nearby destinations and alternative transportation options.
7. **Tactical Urbanism Interventions:** Implement temporary measures such as parklets, street murals, or pop-up plazas to activate underutilized spaces and encourage community engagement.
8. **Traffic Calming Measures:** Use temporary speed humps, chicanes, or curb extensions to reduce vehicle speeds and enhance safety for all road users.

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9. **Green Infrastructure:** Pilot low-cost stormwater management solutions such as bioswales, rain gardens, or permeable pavement to improve water quality and beautify streetscapes.
10. **Public Art Installations:** Collaborate with local artists to create temporary art installations that celebrate the cultural identity of the community and enhance the aesthetic appeal of public spaces.

Allowable Materials

List of allowable removable materials that municipalities could use to implement quick-build complete streets projects. These removable materials offer municipalities flexibility in implementing complete street projects, allowing for experimentation and adjustment based on community feedback and changing needs.

1. **Delineators:** Flexible posts or markers used to delineate bike lanes, pedestrian areas, or temporary traffic patterns. They can be easily installed and removed as needed.
2. **Bollards:** Rigid posts or barriers typically made of metal or plastic, used to separate different modes of transportation or protect vulnerable road users. They can be bolted down or installed with removable bases.
3. **Planters:** Large pots or containers filled with soil and vegetation, used to create green buffers or protect bike lanes and pedestrian areas. They can be easily relocated or replaced as necessary.
4. **Flexi-Pave:** Porous pavement material made from recycled tires, used for bike lanes, pedestrian paths, or stormwater management. It's removable and can be reused in different locations.
5. **Modular Rubber Tiles:** Interlocking rubber tiles used to cover existing pavement or create temporary sidewalks, crosswalks, or curb extensions. They are durable, slip-resistant, and easy to install and remove.
6. **Temporary Paint:** Water-based or removable paint used to mark bike lanes, crosswalks, or other traffic control measures. It's cost-effective and can be easily altered or removed with minimal effort.
7. **Tactile Pavers:** Textured pavers or tiles installed at pedestrian crossings or curb ramps to assist visually impaired individuals. They can be laid and removed without extensive construction work.
8. **Recycled Plastic Panels:** Lightweight panels made from recycled plastic, used for temporary barriers, delineators, or raised crosswalks. They are easy to transport and assemble, with minimal impact on existing infrastructure.
9. **Portable Traffic Signs:** Temporary traffic signs mounted on portable stands or bases, used to convey important messages or regulate traffic flow. They can be easily relocated or replaced as needed.
10. **Flexible Speed Humps:** Removable speed humps made from rubber or plastic, used to slow down vehicle speeds in residential areas or school zones. They can be installed and removed quickly without damaging the road surface.