

## APPENDIX D METROPOLITAN PLANNING FACTORS

Under SAFETEA-LU, the metropolitan planning process should consider “projects and strategies that will:”

**A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

The “Recommended Plan” in Section V addresses this factor through its focus on the improvement of major expressways, arterials, and bridges. Upgrading the status of State Route 8 to an interstate collector will increase the economic vitality of Waterbury and the CNVR. Operational improvements to the Interstate 84 and Route 8 interchanges will also support the economic vitality of Waterbury. Roadway improvements in the downtown areas, enterprise zones, commercial and industrial areas, identified in “Land Use — Existing and Projected” in section II will foster economic growth. Support for Waterbury-Oxford Airport improvements will also foster economic growth. In addition, a great deal of attention is given to the support and promotion of commuter and transit services, including the Job Access and Reverse Commute program. Implementation of the recommendations to these services, as suggested in the “Recommended Plan,” will increase economic vitality. Transportation enhancements, such as tourist and welcome centers, greenways, and railroad museums, as discussed in sections II, III, V, and VI, will also foster economic activity.

**B. Increase the safety of the transportation system for motorized and non-motorized users.**

COGCNV supports the program areas of emphasis that have been developed by the Division of Highway Safety and are summarized in a section III-A-7. There is also regional support for the installment of intelligent transportation systems which is discussed in the Long-Range Regional Transportation Plan.

In addition, COGCNV requests applications on an annual basis for the Local Road Accident Reduction Program, funding local road problems in hazardous locations that are not part of the state or the federal highway systems. Local road congestion and high hazard accident locations are discussed specifically in sections III and Appendix A, although mentioned throughout the plan.

**C. Increase the security of the transportation system for motorized and non-motorized users.**

COGCNV works actively with its municipalities as staff of the CNV Emergency Planning Committee (CNVEPC), which coordinates emergency planning with area police and fire departments, health and medical officials, Northwest Public Safety, EMS, Red Cross and others including the DEMHS Region 5 Coordinator and his staff on a Northwest Region

Emergency Plan and other Region 5 planning activities. In 2007, the CNVEPC, was made a standing committee of COGCNV and in 2006, a Regional Emergency Operations Plan was approved by the COGCNV for the CNVR. See Chapter 5, Recommended Plan 07, 3. Transportation Security, for other specific activities.

COGCNV staff has also participated in the draft report on the Waterbury-Oxford Airport Regional Air Crash Disaster Plan and has served on the Statewide Incident Management Taskforce.

**D. Increase the accessibility and mobility of people and for freight.**

Accessibility and mobility for people and freight are discussed extensively in section III entitled “Existing Transportation System in the Central Naugatuck Valley Region.” Within section III, the highway and roadway system is described, including commuter parking options. In addition, the bus, commuter services, paratransit services, and rail services are described in detail. Multimodal transportation and transportation enhancements are discussed in sections II, III, V, and VI. Recommendations associated with these services are discussed in section V entitled “Recommended Plan.”

**E. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

Through COGCNV’s efforts to support and develop walkways, bikeways, and greenways, alternatives to motorized modes of transportation are fostered. Cleaner air and cleaner water are products of reduced dependence on motorized vehicles. The quality of life for the residents within the CNVR is also improved. Additionally, as a result of the integration of walkways, bikeways, and greenways into the transportation system, energy consumption should drop. Increased use of passenger train, local bus, and car and vanpools will also improve air quality. These alternatives to driving alone are discussed in detail in section III. A.8, section III.A.9, section III.B.1, section III.F.1, section III.H, and section III.I, as well as in the “Recommended Plan,” section V.A.4, section V.B, section V.E.1, section V.G, section V.K. The State and Regional Plans of Conservation and Development are considered in various land use referrals, environmental reviews, and other staff reports on land use.

**F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.**

On page 15 of section II, on page 51–53 of section III, and on page 85 of section V, multimodal transportation is discussed as an opportunity to improve the transfer between modes of transportation (i.e., from train to bus, from intercity bus to local bus). Moving people, rather than moving vehicles, provides walking and bicycling as transportation alternatives. Offering seamless travel — from foot to train, from bike to

bus, from car to vanpool — increases the overall efficiency and reliability of the transportation network.

**G. Promote efficient system management and operation.**

The very act of developing the Long-Range Regional Transportation Plan promotes efficient system management and operation. On page 3–4 of the “Introduction,” COGCNV states:

The Long-Range Regional Transportation Plan [LRP] must ensure that the existing system is operated, maintained, expanded, and improved over a twenty-year time period. The LRP must also consider the entire range of modal choices, and be financially constrained. All proposed projects must be consistent with the amount of funding that can be reasonable expected to be available.

**H. Emphasize the preservation of the existing transportation system.**

As part of COGCNV’s goals and objectives (Section I.D.), the preservation of the existing transportation system is highlighted as follows:

GOAL: To develop and maintain a transportation system that will provide the public with a high level of mobility, safety, and choice while also addressing social, economic, environmental needs and concerns.

Objective 2: To maintain and improve the region’s highway system with an *emphasis on making better use of **existing** transportation facilities* while seeking to improve safety and reduce traffic congestion, energy consumption, and motor vehicle emissions (emphasis added).