RELATIONSHIP OF CT’S HOUSATONIC PLANNING REGION TO TRANSPORTATION PLANNING IN THE NJ – NY – CT METRO AREA

SEPTEMBER 24, 2008
HVCEO REGIONAL PLAN
HVCEO REGIONAL PLAN

HVCEO OFFICE IN BROOKFIELD, CT
HVCEO REGIONAL PLAN

WORKING TOWARDS NJ–NY–CT
TRANSPORTATION PLANNING COORDINATION
Connecticut: Housing Prices

Legend:
- Least Expensive
- Most Expensive

Scale: 0-60 Miles
2000 MEDIAN FAMILY INCOME IN AND NEAR GREATER DANBURY, CT

- 0 - 21518
- 21519 - 30882
- 30883 - 39097
- 39098 - 46429
- 46430 - 53021 USA
- 53022 - 59808
- 59809 - 67143 CT
- 67144 - 75654
- 75655 - 85655
- 85656 - 98244
- 98245 - 115462
- 115463 - 139655
- 139656 - 172811
- 172812 - 200001
HVCEO REGIONAL PLAN

THE NEW YORK CITY COMMUTER SHED EXTENDS INTO OUR REGION, MUCH TO OUR ECONOMIC ADVANTAGE
THE STAMFORD COMMUTER SHED EXTENDS INTO OUR REGION, ALSO TO OUR ADVANTAGE
THE WHITE PLANS, NY COMMUTER SHED EXTENDS INTO OUR REGION, ALSO TO OUR ADVANTAGE
WEEKEND TRAFFIC TO LITCHFIELD COUNTY
HVCEO REGIONAL PLAN

WEEKEND TRAFFIC TO CANDLEWOOD LAKE
WESTCHESTER AIRPORT SERVES GREATER DANBURY
HVCEO SUPPORTS EXPANDED USE OF STEWART AIRPORT IN NEWBURGH, NY
HVCEO REGIONAL PLAN

UNDER THE PROPOSED FAA PLAN JETS APPROACHING LA GUARDIA WILL DESCEND OVER CONNECTICUT RATHER THAN NEW YORK STATE
HART LINKS TO NORWALK NOW, AND IN THE FUTURE TO WATERBURY AND BRIDGEPORT
INTERSTATE COORDINATION OF CAR AND VAN POOLING AS METROPOOL OPERATES IN BOTH FAIRFIELD, CT AND WESTCHESTER, NY COUNTIES
Existing Commuter Rail Service

- Harlem Line
  - Dutchess Co.
  - Putnam Co.
    - Brewster North
  - Croton Falls
  - Goldens Bridge
  - Bedford Hills
  - Hawthorne
  - Valhalla
  - White Plains
  - Scarsdale
  - Crewe
  - Elmsford
  - Fleetwood
  - Mount Vernon West
  - Wakefield
- Westchester Co.
  - Chappaqua
  - Mt. Kisco
  - Pleasantville
  - Mt. Pleasant
  - North White Plains
  - Hartsdale
  - Scarsdale
- New Haven Co.
  - Danbury
  - Bethel
  - Redding
  - Branchville
  - Cannondale
  - Wilton
  - Merritt 7
  - South Norwalk
  - Stamford
  - New Haven

- New Haven Line
- Danbury Branch

- New Milford
Existing Commuter Rail Service

1) BREWSTER, NY TO GCT: 75 TO 82 MINS
2) DANBURY, CT TO GCT: 115 TO 125 MINS
MOVE THE DANBURY BRANCH INTO METRO NORTH'S LONG ESTABLISHED “CENTRALIZED TRAFFIC CONTROL” (CTC) SYSTEM
EXPAND HARLEM LINE PARKING TO SERVE MORE OUT OF STATE RESIDENTS?
GREATER DANBURY’S FREIGHT THRU
SELKIRK RAIL YARD SOUTH OF ALBANY
DEVELOP A CONNECTICUT PERSPECTIVE
1981 CONCEPT FOR BRIDGE ACROSS LONG ISLAND SOUND – NOT THE THINKING TODAY
ON I-287, CHOOSE I-684/I-84 OR I-95?
I-84 EXIT 7 REDESIGN
NEW ROUTE 7 EXPRESSWAY IN BROOKFIELD, CT
HVCEO REGIONAL PLAN

OLD ROUTE 7 EXPRESSWAY PLAN
MAY 2005 NEW MILFORD
ROUTE 7 GROUNDBREAKING
AUGUST 2005 RIDGEFIELD ROUTE 7 GROUND BREAKING
CHINA MEETS THE HOUSATONIC VALLEY REGION, AN ECONOMIC JEWEL IN CONNECTICUT
HVCEO REGIONAL PLAN

"ONE OF NY METROS NINE SPOKES"
MARKETING FOR GREATER DANBURY
PASSENGER RAIL STATIONS IN THE NEW YORK METRO AREA. NEW TOD NEAR THESE STATIONS WILL ENHANCE THE CONNECTICUT AND TRI-STATE RAIL SYSTEMS.
HVCEO REGIONAL PLAN

TRANSIT ORIENTED DEVELOPMENT
TRANSIT ORIENTED DEVELOPMENT IN CT

According to CT’S 2007 Public Act 07-6:
“TRANSIT-ORIENTED DEVELOPMENT MEANS THE DEVELOPMENT OF RESIDENTIAL, COMMERCIAL AND EMPLOYMENT CENTERS WITHIN ONE-HALF MILE OR WALKING DISTANCE OF PUBLIC TRANSPORTATION FACILITIES.

THIS INCLUDES RAIL AND RAPID TRANSIT AND SERVICES THAT MEET TRANSIT SUPPORTIVE STANDARDS FOR LAND USES, BUILT ENVIRONMENT DENSITIES AND WALKABLE ENVIRONMENTS, IN ORDER TO FACILITATE AND ENCOURAGE THE USE OF THOSE SERVICES.”
REDDING, CT TRANSIT ORIENTED DEVELOPMENT
BETHEL, CT TRANSIT ORIENTED DEVELOPMENT?
CONCLUDING POINT 1 OF 5:
I-84 COORDINATION ISSUES

1A) DEVELOP A BROAD AND MODERN STRATEGIC VISION FOR I-84 IN BOTH NY AND CT. DETERMINE IF THERE IS A SHARED VISION AND/OR ELEMENTS OF COORDINATION NEEDED BETWEEN NY AND CT.

1B) CT MOTORISTS HAVE AN OBVIOUS INTEREST IN CAPACITY PLANS FOR NY I-84 FROM THE I-684 INTERCHANGE EASTERLY TO THE CT LINE.

1C) COORDINATION OF REST AREA CAPACITIES.
CONCLUDING POINT 2 OF 5:
EXPANDED RAIL PASSENGER
SERVICE TO STAMFORD AND GCT

2A) TO WHAT EXTENT SHOULD NEW HAVEN LINE
CAPACITY ALONG THE SHORE BE REVISED TO
FACILITATE DIRECT TRIPS FROM THE DANBURY
BRANCH LINE TO GCT, OR MORE FREQUENT
TRANSFERS AT NORWALK AND STAMFORD.

2B) TRANSIT ORIENTED DEVELOPMENT (TOD)
ALONG THE DANBURY BRANCH IS UNDER ACTIVE
STUDY BY Conn DOT AND THIS MPO.
CONCLUDING POINT 3 OF 5:
EXPAND COMMUTER RAIL SHUTTLES TO HARLEM LINE AND HARLEM LINE PARKING CT TO NYS RAIL STATION COMMUTER SHUTTLES IN OPERATION 1) DANBURY, CT TO BREWSTER, NY AND 2) RIDGEFIELD, CT TO KATONAH, NY.

MOVING TO IMPLEMENTATION 3) NEW FAIRFIELD TO SOUTHEAST, NY. IN THE IDEA STAGE 4) DANBURY TO WHITE PLAINS.
CONCLUDING POINT 4 OF 5:
INTERSTATE VIEW OF FUTURE
TOLL AND CONGESTION PRICING IN CT
SUCH POLICIES ARE TO BE DEVELOPED
STATEWIDE BY THE CT OFFICE OF POLICY AND
MANAGEMENT. THERE WILL BE A NEED TO
DESIGN SOME CT PRICING POLICIES IN A NY NJ
CT METRO CONTEXT.
CONCLUDING POINT 5 OF 5:
PROMOTE MORE INTERSTATE UNDERSTANDING OF MAJOR NY- NJ - CT TRANSPORTATION IMPROVEMENT NEEDS

TRI-STATE “REGIONAL PROJECTS” DIAGRAMS BY MODE