

MEETING MINUTES
Easton Board of Selectmen
Regular Meeting October 15, 2020
7:30 PM
Town Hall Conference Room A

ZOOM: BOARD OF SELECTMEN

<https://us02web.zoom.us/j/81449709772?pwd=b0plQUNUbGVxbTd1dGFNZ2tXQWtMQT09>

Meeting ID: 814 4970 9772

Passcode: 06612

David Bindelglass called the meeting to order at 7:30 p.m.

Present: David Bindelglass, Robert Lessler and Kristi Sogofsky

1. Robert Lessler moved to approve the minutes of the Board of Selectmen Meeting, October 1, 2020. Kristi Sogofsky seconded. Motion passed unanimously.
2. A resident asked if the public can ask questions regarding the grant application; another resident stated she was representing the Conservation Commission. Another resident stated he believes the P&Z meetings should be videoed and available to the public. Past practice, only audio requests could be made, P&Z typically shows drawings and plans which need to be seen. A resident and member of the Easton Diversity and Inclusion Task Force (EDIT) spoke of the need to possibly edit the charge and rethink the make up of the task force.
David Bindelglass moved to add agenda item 5A. Discussion and possible action on Easton Diversity and Inclusion Task Force. Robert Lessler seconded. Motion passed unanimously.
3. Kristi Sogofsky moved to approve the following tax refunds as recommended by Krista Kot, Tax Collector: 1. TOYOTA LEASE TRUST – \$348.10; 2. TOYOTA LEASE TRUST - \$224.42; 3. ALLY BANK - \$408.98; 4. MERCEDES-BENZ FINANCIAL SERVICES – \$768.24. Robert Lessler seconded. Motion passed unanimously.
4. Justin Giorlando, Easton's Land Use Consultant, summarized the survey results and detailed the scope of the project that is encompassed in the Community Connectivity Grant – Project: Westport Road Center Road Intersection. (Survey results, project concept map and grant application are attached to these minutes.) After a discussion with several residents expressing the pros and cons, David Bindelglass moved to sign and submit the Community Connectivity Grant application. Robert Lessler seconded. Motion passed unanimously.
5. Dori Wollen, Chairman of the Conservation Commission, spoke about the Agricultural Land Preservation Fund, made up from private donations, which is administered by the Conservation Commission and has hopes to save an Easton farm from development. This is the first time the town will be doing this and has not yet been approved by the Conservation Commission. No action taken.

- 5A. First Selectman David Bindelglass set the first meeting for the Easton Diversity and Inclusion Task Force for October 22, 2020 at 7:30 pm. He asked that all newly appointed members be sworn in prior to the meeting by making arrangements with the Town Clerk.
6. COVID-19 numbers continue to rise in Connecticut although Easton is still below the national average. Now is the time to be extra focused regarding hand sanitizing, mask wearing and social distancing.
 7. Residents commented on their appreciation for the work that the Board of Selectmen does. A resident also asked about the PURA hearings and if it were possible yet to have an outdoor Town Meeting.
 8. Robert Lessler said that the drive in movie "Beetlejuice" scheduled for tonight has been postponed to October 30, 2020. On October 24, 2020, there will be a tour of the Gilbertown Cemetery at 11:00am. Please see the 175th Anniversary website for more information and activities. David Bindelglass said the PURA hearings are open to public comment and that UI is finally coming back in town to begin tree removal.
 9. David Bindelglass moved to adjourn at 9:38 pm. Robert Lessler seconded. Motion passed unanimously.

Application

Connecticut Community Connectivity Grant Program (CCGP)

Please read all information before completing the application.

Part 1 – Overview

The Community Connectivity Grant Program, (CCGP) was developed to provide funding directly to Municipalities for targeted small-scale infrastructure improvements to improve accommodations for bicyclists and pedestrians in urban, suburban, and rural communities. The primary program objective is to make conditions safer and more accessible for pedestrians and cyclists, thereby encouraging more people to use these healthy and environmentally sustainable modes of travel. A second objective of the Community Connectivity Grant Program is to facilitate social and economic opportunities to underserved communities¹ by providing equitable levels of access to affordable and reliable transportation. These improvements will make Connecticut’s community centers more attractive places to live and work.

The Connecticut Department of Transportation (Department) will solicit applications for grants directly from Municipalities, as funding is available. The funding limits for the current grant solicitation range **between \$125,000 and \$600,000**. Municipalities are eligible to apply for **one grant** per solicitation. It is important to note that grants will be awarded to municipalities on a competitive basis. Applications will be evaluated based on five criteria, as outlined below. Grant funding can be used for construction activities only.

Grants awarded under the Community Connectivity Grant Program will be administered in accordance with the “Community Connectivity Grant Program (CCGP) Project Administration Guide”, as may be revised. The Department will evaluate the efficiency and effectiveness of the process over time and may make modifications to this guide as needed.

For questions related to the preparation of the application please email: CTDOT.CCGP@ct.gov

THIS APPLICATION, ITS RECEIPT, AND/OR ANY SUBSEQUENT ANNOUNCEMENT OR NOTIFICATION OF AN AWARD ASSOCIATED WITH THIS APPLICATION, DOES NOT CONSTITUTE A CONTRACT. A CONTRACT EXISTS ONLY WHEN ALL REQUIRED CONTRACTUAL DOCUMENTS ARE SUBMITTED AND APPROVED BY THE ADMINISTERING STATE AGENCY, AND THE MUNICIPALITY IS NOTIFIED THAT THE CONTRACT IS FULLY EXECUTED.

¹ Underserved communities include low income households and individuals, minority populations, elderly, children, people with Limited English proficiency (LEP), and/or persons with disabilities.

Eligibility

GENERAL

Projects to be funded under the CCGP will require an application be prepared and submitted to the Department by the closing date set in the solicitation.

In order to be considered for an award under this solicitation, Municipalities that were previously awarded a grant under the Community Connectivity Program must have progressed their projects past the point of submission of Final Design and have been issued a written Notice to Proceed or Authorization to Advertise their project by the date this solicitation is announced (August 28, 2020).

PROJECTS ON OR AFFECTING STATE FACILITIES

While the Department anticipates many of the applications received will be on municipally owned roads, applications proposing improvements to State facilities should adhere to the following guidance.

Any work on or affecting a State facility will require an Encroachment Permit, which increases the Department's oversight for a project. If a project is proposed that will impact state right-of-way it will be reviewed and required to meet the standards of the Department.

ELIGIBLE ACTIVITIES

The funding limits for infrastructure improvement projects awarded for this solicitation **range between \$125,000 and \$600,000**. These funds can **only be used for construction activities**. Costs associated with other activities such as engineering, rights-of-way negotiations and acquisitions, and public involvement, are the responsibility of the municipality and will be considered the local match.

The intent of this program is to fund stand-alone projects with independent utility up to the program cap. **Should expenses exceed the established project cap, such cost increases shall be the sole responsibility of the Municipality.** Grant funding shall not be used in conjunction with other state or federal funds without first being approved by the Department.

Note that any traffic control device proposed must be installed in compliance with the Manual of Uniform Traffic Control Devices (MUTCD)

The Table on page 3 shows examples of the types of improvements that CCGP funds can be used for.

Examples of Eligible Improvement Types

Bicycle and Pedestrian Safety Measures	
Category	Improvement Type
A1	Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes [bike lanes, shoulders, bike routes, etc.]
A2	Addition of, or widening of shoulders for bicycles and/or pedestrians
A3	Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances
A4	Traffic calming measures
A5	Street lighting related to pedestrian safety
A6	Warning signing related to pedestrian safety
A7	Intersection reconstruction – to enhance pedestrian safety by reducing complexity and/or crossing distance
A8	Intersection signalization (major updates/upgrades and new installations)
A9	Road diets
A10	Other
Bicycle Facilities	
Category	Improvement Type
B1	New or improvement of shared-use paths (a path not solely for recreation)
B2	Designated bicycle lanes
B3	Bicycle parking fixtures and/or bike shelters
B4	Providing bicycle-safe drain grates
B5	Bicycle wayfinding / Bike Route signs
B6	Shared lane markings (sharrows)
B7	Designated separated bicycle lane (cycle tracks)
B8	Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes)
B9	Other
Pedestrian Facilities	
Category	Improvement Type
C1	Providing ADA compliant curb ramps
C2	Pedestrian wayfinding signs
C3	Providing new sidewalks (connectivity, filling gaps)
C4	Providing pedestrian buffer zones/ pedestrian refuge islands/ curb extensions at pedestrian crossings
C5	Replacing existing sub-standard/non-compliant sidewalks
C6	New or improved crossing treatments at intersections, midblock, including but not limited to Pedestrian Hybrid Beacons (HAWK), and Rectangular Rapid Flashing Beacon's (RRFB)
C7	New pedestrian accommodations at existing traffic signals, including but not limited to Accessible Pedestrian Signals (APS)
C8	Traffic (vehicular or pedestrian) re-routing to improve pedestrian safety
C9	Other
Transit Facilities	
Category	Improvement Type
D1	Improving transit connections for bicyclists and pedestrians
D2	Transit shelters
D3	Bus pull-out areas
D4	Other

Application Process

APPLICATION SOLICITATION

The Department will solicit applications for the CCGP by reaching out to Municipalities in one or more of the following methods at least 45 days prior to the application deadline:

- Press release
- Social media posting
- Electronic notification to the Chief Elected Official, or Chief Executive Official of each Municipality
- Notification through the UConn Technology Transfer (T2) Center, and
- Notification through the Councils of Government

Party Responsible for Application Preparation:

The Municipality is responsible for preparing the CCGP application and providing any required supporting documentation as outlined in these Guidelines.

ENDORSEMENT/RECOMMENDATION OF CCGP APPLICATION

CCGP applications submitted to the Department by the Municipality must include the signature of the municipal Chief Executive Official, indicating their support and recommendation of the project. (The title of the Chief Executive Official can be changed to reflect the appropriate title with respect to your municipality's form of government (i.e., Mayor, Town Manager, First Selectman, etc.)

SUBMISSION OF CCGP APPLICATION TO THE DEPARTMENT

Each Municipality is eligible to submit one (1) application per solicitation for this program. **Please submit your completed CCGP application and required documents electronically to: CTDOT.CCGP@ct.gov.**

Due to the expected volume of applications, please include "CCGP2021" and the Municipality name in the subject line of the email when submitting.

The deadline for submission will be stated in the individual solicitation.

COST PARTICIPATION

All costs associated with preparing, reviewing, and submitting the CCGP application and any required supporting documentation by the Municipality are **not** eligible for funding under CCGP, or reimbursement by the Department. This includes the cost of any consultant services procured by the municipality in the application process.

Application Evaluation and Project Selection

DEPARTMENT REVIEW, SCORING AND RANKING PROCESS

This is a competitive grant program and the evaluation of applications will be completed using a scoring system that addresses all parts of the application. Meeting eligibility criteria is strictly a prerequisite for consideration and does not guarantee award of a grant. The Department will conduct an assessment and assign point values to each evaluation component and use this to rank all applications as described in the Scoring System section outlined below. After the submission of the CCGP application, each application will be scored and ranked by the Department.

The Department will not perform any detailed technical reviews of project scope, cost estimates or any other supporting documentation. Under the CCGP, such evaluations are the responsibility of the Municipality, as will be documented in a complete application package.

The evaluation process is designed to prioritize applications that most closely align with the objectives of the CCGP, while providing maximum flexibility to account for the specific needs and objectives of each community.

SCORING SYSTEM

The application will be scored on the five sections according to the rating criteria below. The number of maximum possible points assigned to each criterion reflects the relative importance to the program goal. Points are awarded based on how well the application meets the criteria.

RATING CRITERIA

Section	Criteria	Maximum Points
1.	Identification and Documentation	15
2.	Description of project and purpose and need	20
3.	Safety and Accessibility	30
4.	Transportation Equity	30
5.	Cost Estimate	5
	Total	100

Part 2 – Application Questions

Section 1 - Identification and Documentation (15 pts.)

The Identification and Documentation criteria will provide general information about the applicant and the proposed project, as well as an endorsement by the Municipality. An application that comprehensively demonstrates the following may receive maximum points for this section:

- All information requested is complete and comprehensive
- Additional information supports project directly and includes preliminary design or comprehensive concept plans showing the proposed improvements.
- Show clear understanding of potential impacts (or enhancements) relating, but not limited, to environmental, historical, social, rights of way and/or state-owned facilities.

Applicant Municipality:

Name: Town of Easton

Tax ID (FEIN) No.: 06-6001995

Authorized Signatory Information: Note: The title of the Authorized Signatory may be changed to reflect the appropriate title with respect to your municipality's form of government (i.e., Mayor, Town Manager, First Selectman, etc.)

Full Legal Name: David Bindelglass

Title: First Selectman

Email Address: dbindelglass@eastonct.gov

Telephone Number: 203-268-6291 Ext: 104

Street Address / PO Box: 225 Center Road, Easton, CT

Zip Code: 06612

Applicant Information:

Name: David Bindelglass

Telephone Number: 203-268-6291 Ext: 104

Email Address: dbindelglass@eastonct.gov

Primary Project Contact (technical lead responsible for overseeing project design)

Name: Ed Nagy

Telephone Number: 203-268-0714 Ext: _____

Email Address: EastonDPW@eastonct.gov

Project Cost / Funding Requested

Requested amount of funding for this project (cannot exceed \$600,000):

\$ 139,200.00

Complete Streets

Does your Municipality currently have a Complete Streets Policy or Plan?

Yes No In Development - please explain: _____

Proposed Project Information:

Project Name: Pedestrian Safety Improvements at Westport Road (State Route 136) and Center Road

Short description of proposed improvements:

The proposed improvements include the installation of sidewalks, crosswalks, ADA ramps, pavement markings, and MUTCD signage at the intersection of State Route 136/Westport Road and Center Road, a rural four-leg stop controlled intersection. The intersection is located in one of the Town of Easton's historic community centers.

Project location (Street name, state route number if applicable, address, GPS coordinates, etc.):

The project is located at the State Route 136 (Westport Road) and Center Road intersection in the Town of Easton.

Does this project impact state-owned property? (i.e.: state facilities, state routes and/or bridges, state parks, forests or other state-owned land.) If yes, please provide the location and a brief explanation.

The project proposes two crosswalks and connecting sidewalks from the northwest corner of the intersection across the west leg of Center Road and the south leg of Route 136 (Westport Road) to the southeast corner.

Refer to the "Examples of Eligible Improvement Types" table under the "Eligible Activities" section above, and categorize (as close as possible) the top 3 most relevant types of improvement(s) that CCGP funds will be used for:

- 1
C3 Providing new sidewalks (connectivity, filling gaps)
- 2
C1 Providing ADA compliant curb ramps
- 3
A3 Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances

For what type(s) of facilities does this project propose to improve connectivity to?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Community/Central Business Centers | <input checked="" type="checkbox"/> Education Centers (Schools) |
| <input checked="" type="checkbox"/> Commercial District (Shopping/Dining) | <input checked="" type="checkbox"/> Tourist Sites |
| <input type="checkbox"/> Employment Centers | <input type="checkbox"/> Recreational Facilities |
| <input type="checkbox"/> Municipal Facilities | <input type="checkbox"/> Transit Facilities |
| <input checked="" type="checkbox"/> Residential | <input checked="" type="checkbox"/> Other <u>post office</u> |

Please submit the following additional information in digital format, as applicable:

- Site Location Map
- Property Boundary Map
- Comprehensive Concept Plans
- Preliminary Engineering Plans (if available)
- Proposed project schedule (estimate for final design completion, construction commencement and completion, etc.)
- Description of known potential impacts (or enhancements) relating, but not limited, to environmental, historical, natural or social resources, as well as rights-of-way and/or state-owned facilities.
- Letters of support for the project.

Please include any other relevant information you feel may be helpful:

Attachments:

- A: Site Location Map
- B: Property Boundary Map & Aerial Photo
- C: Comprehensive Concept Plans
- D: Project Schedule
- E1-E4: Letters of Support
- F: Cost Estimate
- G: Pedestrian Safety Survey Summary

Description of known potential impacts/enhancement:

The intersection is considered one of the Town's Historic Village Centers. Historic and landmark preservation, pedestrian amenities and traffic calming were identified as priorities for this area (Easton POCD, 2006).

The Congregational Church of Easton is located in the project area. The current building was dedicated in the

Endorsement and Recommendation of Project

The following page titled "Endorsement and Recommendation of Project by the Municipality" must be completed and signed to certify that the project is endorsed and supported by the Municipality. This document must be signed and included for the application to be considered complete.

Endorsement and Recommendation of Project by the Municipality

This page must be read and signed by the Authorized Signatory of the Municipality in order for the municipality/project to be considered for CCGP funding.

My signature below, as Authorized Signatory of the Municipality of, Easton
indicates acceptance of the following and further certifies that:

1. I understand that should this grant application be approved, I will be required to sign an assistance agreement/contract with the assigned administering agency delineating the terms and conditions of this grant;
2. I will comply with any grant terms and conditions required by the administering agency;
3. I understand that various permits may be required by the administering agency or other agencies as required by either the Connecticut General Statutes or Connecticut regulations, or federal law;
4. I understand that funding associated with this grant application is one-time in nature and that there is no obligation for additional funding from the Connecticut Department of Transportation;
5. I understand that if this project warrants a Connecticut Environmental Policy Act (CEPA) review pursuant to Sections 22a-1 through 22a-1h of the Connecticut General Statutes that I will comply with such an environmental assessment. Further, if a CEPA is required, I understand that there are costs associated with such a review and that the Municipality is in a position to continue with the proposed project despite this cost;
6. I understand that this application will be examined by the Connecticut Department of Transportation for consistency with the State Plan of Conservation and Development and that I may be contacted if additional information is required for that review;
7. I understand that projects which convert twenty-five or more acres of prime farmland to a nonagricultural use will be reviewed by the Commissioner of Agriculture, in accordance with Section 22-6 of the Connecticut General Statutes; and
8. I will supply the Connecticut Department of Transportation with all documentation supporting my authority to enter into an assistance agreement, including but not limited to applicable certified minutes and by-laws from the Municipality denoting my authority to apply for the grant and the authority to enter into such an agreement should a grant be awarded.
9. I understand that if this application leads to the award of a CCGP funding for this project, that no payment will be made for project expenses incurred prior to the start date or after the end date (as set forth in the fully executed contract), without advance written approval by the administering state agency.
10. I have read, in full, the Connecticut Community Connectivity Grant Program (CCGP) Project Administration Guide and Application.

Authorized Signatory's Name (Please Print) David Bindelglass

Title First Selectman

Signature David Bidelglass Digitally signed by David Bidelglass
Date: 2020.10.16 15:25:26 -04'00' Date 10/16/2020

Section 2 – Description of Project and Purpose and Need (20 pts.)

Provide a description of the proposed improvements as well as the purpose and need of the project. Please be as comprehensive as possible in the description of the planned activities. The purpose and need for the project should include the specific needs that will be satisfied and expected outcomes resulting from undertaking the project. It should also show how it relates to established goals and strategic plans for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- Project description should be clear and detailed so that a reviewer can easily understand the proposed improvements.
- Should be specific and clearly define what the intended purpose and need is within the context of the community and why this project is critical to achieving the purpose and need.
- Describe how this project can stimulate additional investment, leverage other resources, and/or fits into local or regional initiatives.
- Project is shown to complement local and/or regional plans such as Complete Streets

The proposed improvements include the installation of sidewalks, crosswalks, ADA ramps, pavement markings, and MUTCD signage at the intersection of State Route 136/Westport Road and Center Road, a rural four-leg stop controlled intersection, located in one of the Town of Easton's historic community centers. Route 136 is a rural major collector and Center Road is a rural minor collector. A flashing red light is installed at the intersection.

The purpose of the improvements is two-fold. Currently, there are no sidewalks or crosswalks in this heavily traveled intersection and installation of these improvements will strengthen pedestrian safety. Due to the lack of pedestrian facilities, the area does not accommodate people with a disability. As all new pedestrian facilities will be consistent with the ADA, the sidewalks and crosswalks will provide accessibility for those with mobility impairments where none previously existed. Slower vehicular speeds will also improve the safety of bicyclists and equestrians, frequent visitors to the area.

A number of community attractions are located in the vicinity of the intersection. A church meeting hall is located on the northwestern portion of the intersection. The church rectory/office and preschool are located on the southwestern portion of the intersection (between Route 136 and Center Road). Across 136, on the southeastern portion of the intersection, a large building provides a mix of uses: a coffee shop/food market, antiques store, post office and gas station. Several apartments and a single family residence are also located on the parcel. Greiser's Coffee & Market hosts local art exhibits, music and other social/cultural events, often in the evenings. Due to the number of uses, the on-site parking is not sufficient to accommodate daily activity. An overflow parking lot, owned by the church, is located on the northwestern portion of the intersection (across Center Road) and also serves patrons of the commercial area.

Currently there is no clear pedestrian route from the church's overflow parking lot to the church facilities or commercial area. Existing pedestrian patterns and risks to safety are described in Section 3.

This project will provide a clearly defined route from the church's overflow parking lot to the church meeting hall, rectory/office, preschool, commercial area and post office for pedestrians of all abilities, wheelchair users and families with strollers. A sidewalk will be installed at the overflow lot's driveway apron, to the intersection with Route 136. At the intersection (and stop sign), a crosswalk will alert drivers of pedestrian activity, and direct pedestrians to cross at this intersection. A sidewalk will run along the western side of Route 136 to the church's rectory office and preschool entrance. At the southern tip of the intersection, a crosswalk on Route 136, and a sidewalk along the southern side of Center Road will guide pedestrians to the commercial/mixed use property. The southeast corner radii will be significantly reduced for a shorter pedestrian crossing distance and reduced travel speeds through the intersection. These traffic calming improvements will also strengthen bicyclist and equestrian safety, both of who are also attracted to the destinations in the intersection.

As a rural town, Easton's most recent POCD (2018) recognizes the importance of continuing efforts to improve the safety of Town roads consistent with the overall character of Easton and managing driver behavior through traffic
calming measures (57). The POCD recommends that walking and cycling can be supported by incorporating a

Section 3 – Safety and Accessibility (30 pts.)

How does this project address a known safety concern and allow for better connectivity as it relates to users of the transportation system? The impact on Safety and Accessibility section provides the opportunity for applicants to describe how the project in their Municipality will propose to improve safety and accessibility for the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- This section should clearly describe the immediate and long-term impact on safety and connectivity within the community.
- Narrative should demonstrate how the proposed improvement is directly related to the Safety and Accessibility objective of the program as stated in Part 1
- Data² is provided to demonstrate how the program objective will be achieved through this project.

According to CTCrash, eleven crashes have occurred at this intersection over the most recent three years. The draft Regional Transportation Safety Plan for the Greater Bridgeport Region (2020), detailed local concerns about Route 136. "This state route is used primarily to bypass Merritt Parkway and I-95 to get commuters from this part of the Region down county. Major concerns are its high travel speeds, high traffic volume, and its narrow travel lanes." (A57).

Currently there is no clear pedestrian route from the church-owned, shared overflow parking lot to the church facilities or commercial area. Parking in the immediate vicinity of both these destinations is limited, and visitors often utilize the church's overflow lot, which is located on the north side of Center Road (across the street). Visitors to the church's facilities typically cross Center Road, before the stop sign. Visitors to the commercial area have an even less clear route to the store, and may use any of the following routes:

Utilize the same route as visitors to the church buildings, and then cross Route 136 (south of Center Road);

Cross Center Road at the stop sign, and then cross Route 136 (south of Center Road);

Cross Route 136 north of Center Road, and then Center Road, where vehicles may be turning into or out of the commercial area; or

Walk in the middle of the intersection, the most direct and dangerous route to the commercial area from the overflow lot.

Due to the numerous pedestrian routes described above, drivers are also confused at the intersection, since pedestrians may cross either street at several different points, and many pedestrian routes do not cross at a stop sign. Bicyclist and equestrian activity are another cause of confusion. During inclement weather and evenings, driver confusion and risks to pedestrians and bicyclists are further exacerbated

As there are no sidewalks/pedestrian paths or delineated street crossings, the area does not provide adequate accommodations for persons with a mobility or visual impairment. Uneven terrain, and fast-moving traffic put those with a physical disability at a higher risk of falling, or not being able to cross the street quickly enough to avoid oncoming traffic.

Installation of crosswalks at the western half of Center Road and the southern half of Route 136 in front of the existing stop sign controls at the intersection will direct visitors to utilize the safest and most logical route to their destinations. As both crosswalks will be installed at the intersection, and not in the middle of the block, pedestrians will be guided to utilize a route where the existing traffic has already stopped. Further, the crosswalks and the appropriate signage will provide a visual alert to drivers that people may be crossing the street at these locations.

Sidewalk installation will also reinforce the safest, most logical route to both the church facilities and the commercial area. From the overflow lot, the sidewalk will guide pedestrians to the crosswalk at the Center Road stop sign, and then to the crosswalk at the Route 136 stop sign. The sidewalk will continue to the church buildings. For visitors to ~~the commercial area, the sidewalk will continue along the southern portion of Center Road to the commercial~~ +

² Applicants are encouraged to use available data including the Connecticut Crash Data Repository, and any other sources including local police crash records, public works complaints & LTA concerns.

Section 4 – Transportation Equity (30 pts.)


How does this project align with existing values and promote equity within the community? The Transportation Equity criteria should clearly demonstrate how the proposed project will promote equity within the context of the community. An application that comprehensively demonstrates the following may receive maximum points for this section:

- Clearly define how the proposed project will create opportunities for residents and businesses by providing equitable levels of access to affordable and reliable transportation, including underserved communities within the project area.
- Language should clearly describe how the project fits the context of the area and provides a benefit to the local community.
- Narrative should demonstrate how the proposed improvement is directly related to the Equity objective of the program as stated in Part 1
- Demonstrate support within the community for the proposed improvements.
- Data³ is provided to demonstrate how the program objective will be achieved through this project.

As discussed in Section 3, the Route 136/Center Road intersection demonstrates how poor pedestrian facilities in a rural community center puts the safety of pedestrians and bicyclists at risk and does not accommodate those with mobility impairments. Currently, pedestrians of all ages and abilities utilize this intersection throughout the day and into the evening. Preschool students, church members, retail patrons and visitors to the post office are in danger when they cross Route 136, Center Road or both.

The Town of Easton is a low-density rural community in Fairfield County, with a population of 7,521 people (US Census, QuickFacts, 2019) spread over 27 square miles. The water supply for the Greater Bridgeport Region and other parts of Fairfield County is provided by the Aquarion Water Company's reservoirs in Easton and much of the lands surrounding the reservoirs are protected open space. The Town's limited development and protected water company lands are critical in keeping the water supply throughout Fairfield County safe for drinking. Agricultural activities and locally owned farms further contribute to the low density, rural feel of the Town. While the Town's open space and conserved areas protect a critical regional resource, there are few destinations in the Town that have historically attracted enough residents or visitors to warrant investment in pedestrian facilities.

Like many rural areas, residents rely on their cars to reach their destinations, even if the destination is a mile or 2 away. The installation of pedestrian facilities has been extremely limited and the Town does not currently have any sidewalks or protected pedestrian pathways. In the past, residents were content driving longer distances outside of Easton for the most basic necessities. Pedestrian facilities such as sidewalks, were viewed as unnecessary due to the Town's low density and lack of destinations to visit. Residents without cars, children and/or those who prefer to walk must use the shoulder of the road to reach their destinations. Uneven terrain, narrow shoulders and traffic travelling at high speeds put even the most able pedestrians at risk. Pedestrians with poor vision, prone to falling or who walk slowly face the greatest risk. Those with severe mobility impairments have no choice but to use their cars (or ask a person/service to drive them), even if the distance to their destination is minimal.

Many Easton residents are beginning to tire of this status quo. A preference for walking and bicycling, increased local opportunities to purchase agricultural products produced in the Town and an interest in community focused arts and cultural events has contributed to greater support for improved pedestrian facilities. Bicyclists, pedestrians and equestrians, both residents and visitors, enjoy the Town's scenic roads and natural beauty. Families would like their children to safely walk or bicycle in the Town - many children already bicycle to local destinations, such as Greiser's Coffee and Market. An increase in the elderly population could also be playing a role, as the US Census estimates that 18% of residents are 65 or older (2019). In response, the Town's leadership has begun to plan for safe and sustainable non-motorized access around (and eventually between) 

³ Applicants are encouraged to use available data including Environmental Justice Community Mapping available on the CTDOT website, Census Data, and other data including state, federal, or local sources.

Section 5 – Cost Estimate (5 pts.)

This information should answer the question of whether the project can be realistically completed within the proposed grant amount. Cost estimates are the primary form of providing this information and will be evaluated for their demonstrated ability to achieve the Program objective. For example, an infrastructure project application with evidence of scoping and/or preliminary engineering work can be expected to increase confidence in the resulting estimate. A detailed cost estimate shall be submitted with this application. A sample cost estimate form can be found on the Community Connectivity Program webpage at: <http://ctconnectivity.com/ccgp/> . An application that comprehensively demonstrates the following may receive maximum points for this section:

- Cost estimates should provide enough detail and accuracy to demonstrate that the proposed project can realistically be accomplished within the requested grant amount.
- Cost estimate must show that reasonable thought went into the planning of the proposed improvements.
- Major construction items should be included to demonstrate comprehension of the complexity of the overall project.

See Attachment F.

Connecticut Community Connectivity Grant Program

Town of Easton

Easton Center Pedestrian Safety Improvements

Route 136/Westport Road at Center Road

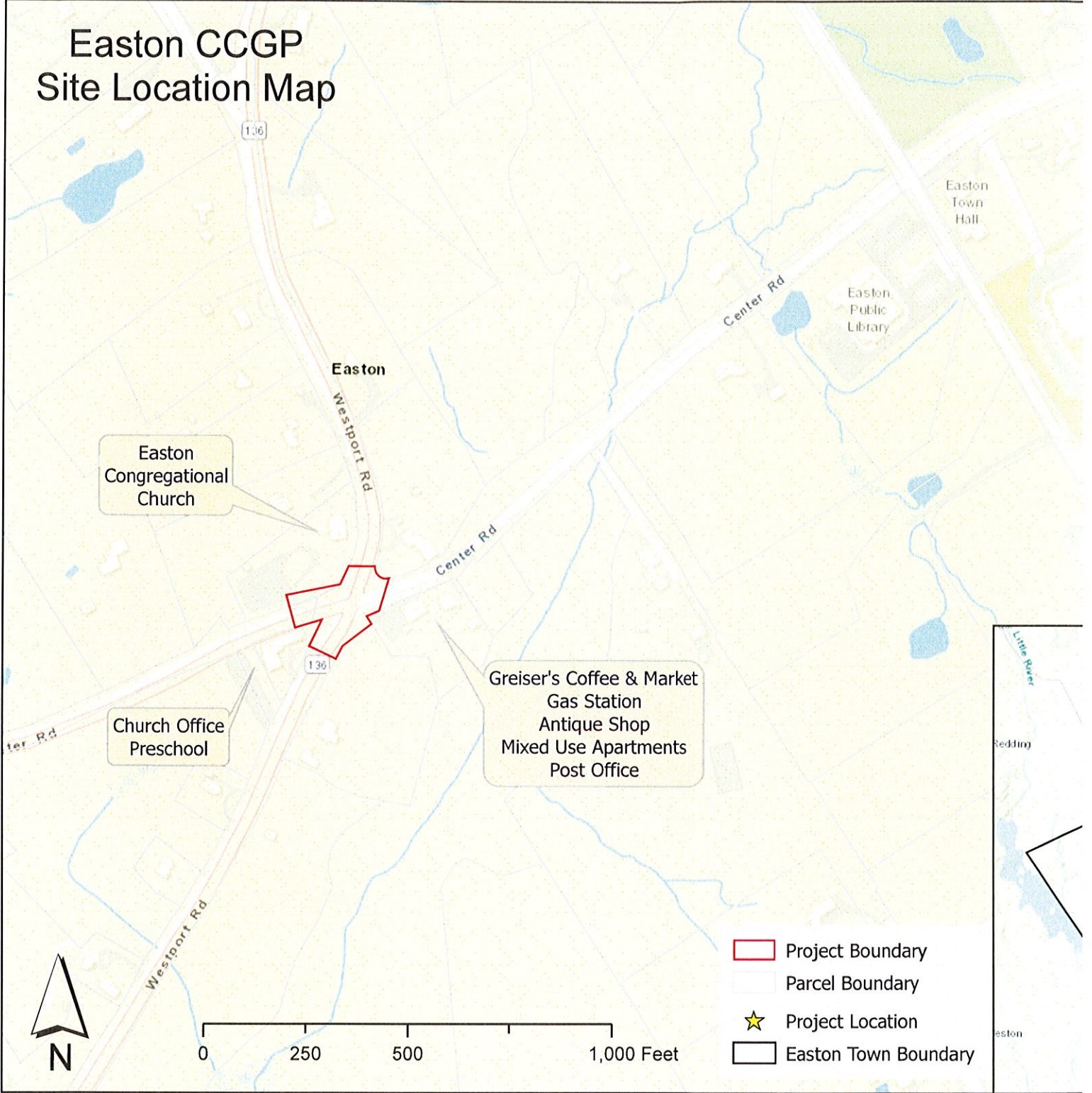
Proposed Project Schedule

(Task Duration)

- Appropriation of design phase funding and consultant selection: 4 months
- Preparation of final plans and specifications by consultant: 4 months
- Review by ConnDOT: 2 months
- Appropriation of construction phase funding, advertising and bid award: 3 months
- Construction phase – Notice to proceed through completion: 3 months

A project schedule with specific key task dates cannot be provided until the town knows the approximate date that ConnDOT will notify municipalities of their CCGP award and the date they may proceed with the design phase. These task durations do not include weather delays that impact construction or field survey activities.

Easton CCGP Site Location Map



Easton CCGP Property Boundary

Easton
Congregational
Church

Church / Overflow
Parking Lot

WESTPORT RD

CENTER RD

CENTER RD

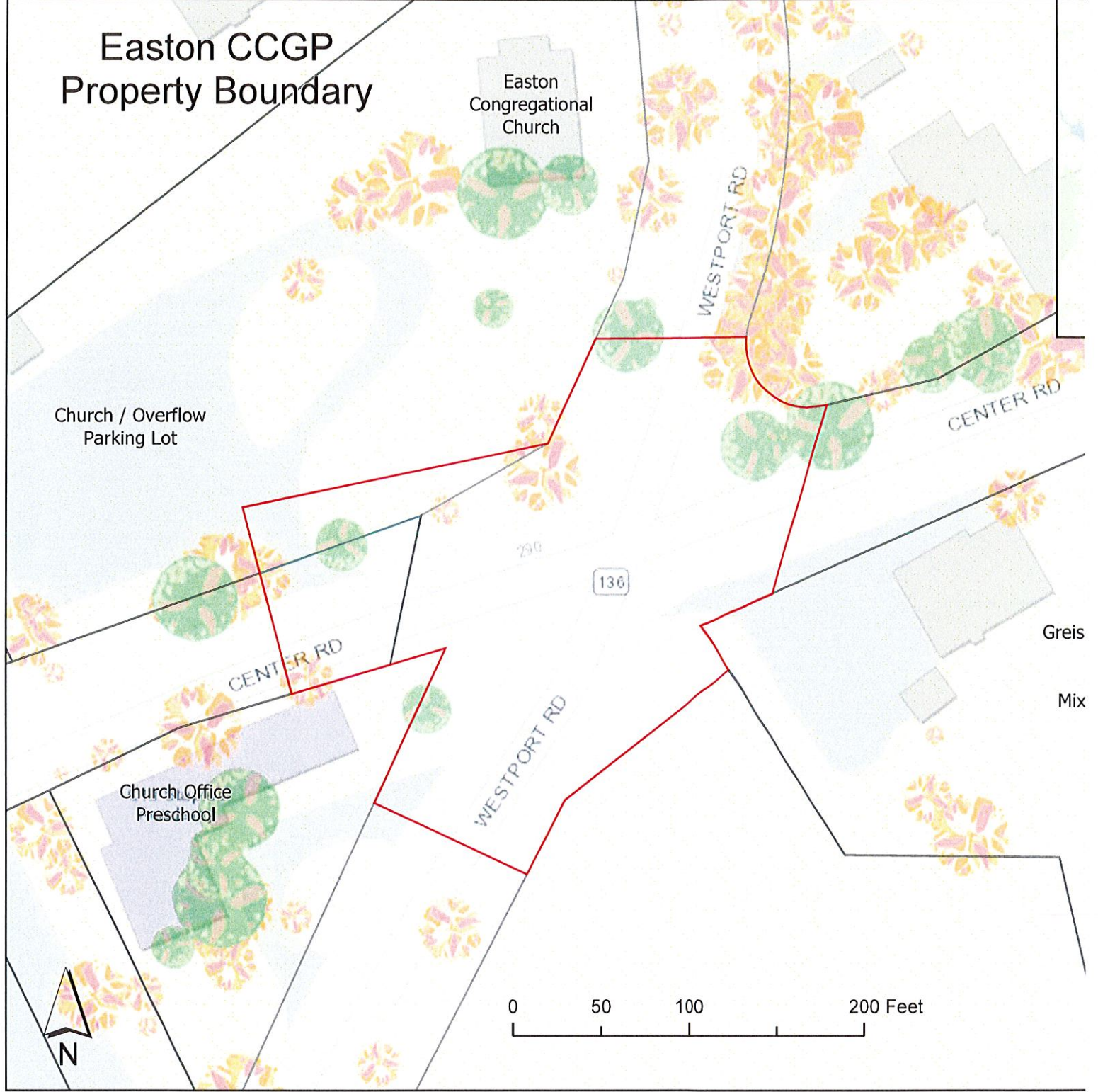
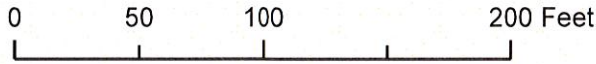
WESTPORT RD

Church Office
Preschool

Greis

Mix

136



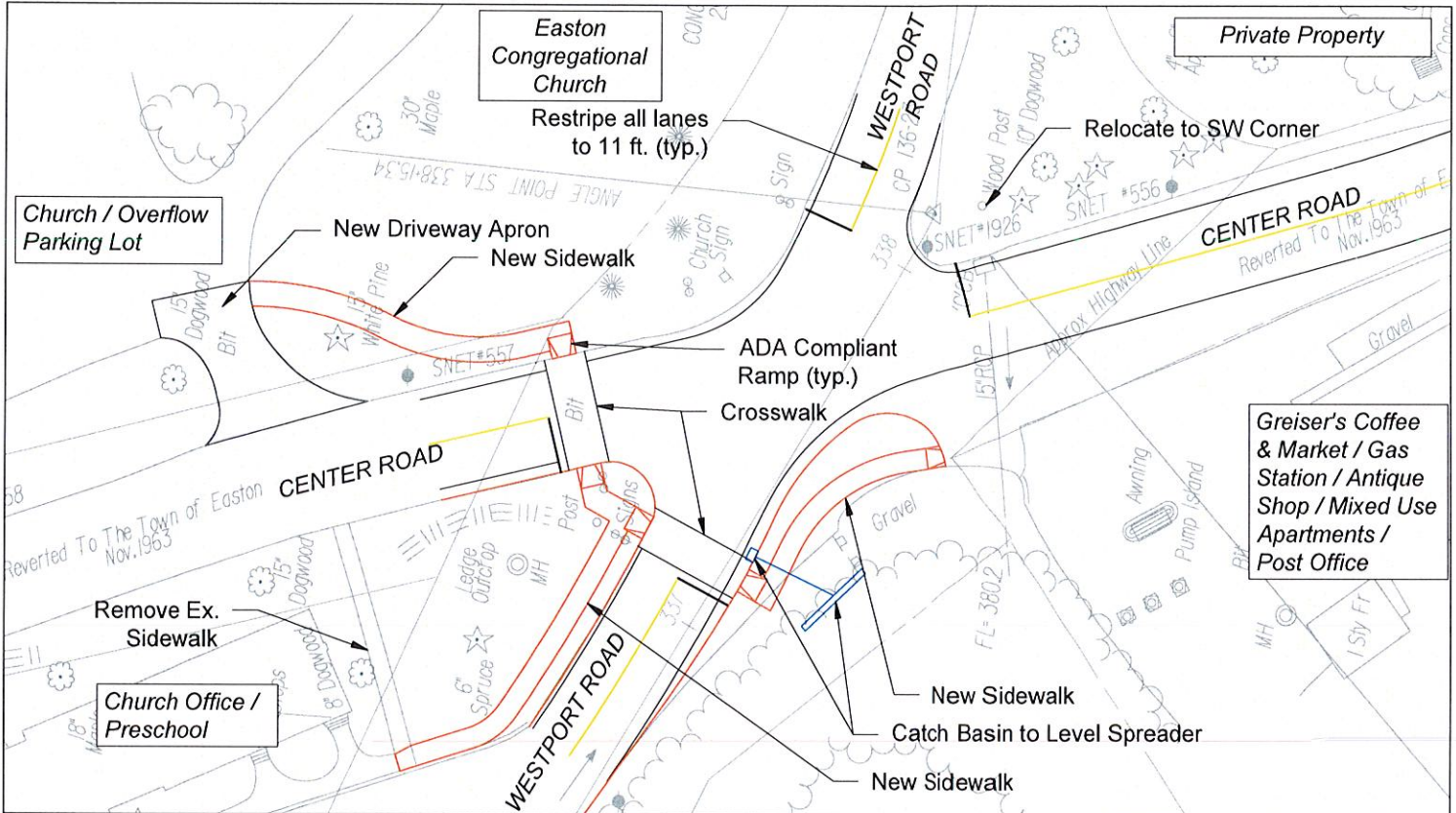


1: 852



WGS_1984_Web_Mercator_Auxiliary_Sphere
Created by Greater Bridgeport Regional Council

This map is a user generated static output from an Internet mapping
is for reference only. Data layers that appear on this map may or may not be
accurate, current, or otherwise
THIS MAP IS NOT TO BE USED FOR NAVIGATION



NOTE - All signs and pavement markings shall be installed in accordance with the MUTCD

PROJECT TITLE	Project Concept for Pedestrian and Bicyclist Safety Improvements at the Westport Road and Center Road Intersection	Prepared for	Town of Easton
LOCATION	Westport Road/Center Road Easton, Connecticut	DATE	10/30/2020
		SCALE	1" = 10'
		DESIGNER	JMG
		DWG No.	1 of 1

No.	Date	Revision Description

FORCE ENGINEERING & CONSTRUCTION, LLC
 Engineering and Construction
 45 Keller Farm Road
 Easton, CT 06612
 (203) 216-9007
 www.ForceDEB.com





October 13, 2020

Subject: Community Connectivity Grant Program, Route 136 and Center Road intersection

To Whom it May Concern,

I am writing to express my strong support for the Town of Easton's application to the Connecticut Department of Transportation's Community Connectivity Grant Program to fund pedestrian safety and ADA improvements at the intersection of Route 136 (Westport Road) and Center Road.

Easton is a member of the Connecticut Metropolitan Council of Governments (MetroCOG). As the Greater Bridgeport Region's most rural town, opportunities to improve pedestrian safety and connectivity to local destinations are somewhat limited, as much of the Town consists of protected open space, water company land (Easton provides much of the region's drinking water) and agricultural uses.

The Route 136/Center Road intersection is the Town's historic community center and provides religious, retail, entertainment, social and arts/cultural activities to the Town. The post office and Greiser's market serve the basic needs of residents. Currently, crosswalks and sidewalks are not provided, which reduces the safety of pedestrians and limits access for community members with a disability.

The proposed improvements are consistent with the Regional Plan of Conservation and Development, *Reconnect 1 Region* (December, 2015) goal for the Transportation and Mobility:

"maintaining and modernizing the Region's established regional transportation network while improving access to all modes of transportation, including transit users, bicyclists and pedestrians" (90).

Specifically, Strategy 6.5A, ADA Compliance,

"Preemptively implement American with Disabilities Act (ADA) compliant infrastructure at key nodes and multi-modal connections within the transportation network." (111)

And Strategy 6.6C, the Sidewalk Network:

"Working with local municipalities and businesses to fill the gaps in the sidewalk network and ensure that neighborhoods are adequately connected to parks, civic uses, commercial areas, transit stops, and schools" (117).

Bridgeport + Easton + Fairfield + Monroe + Stratford + Trumbull

1000 Lafayette Boulevard, Suite 925, Bridgeport, CT 06604 • 203-366-5405 • info@ctmetro.org

MetroCOG commends Easton's proactive role in ensuring that visitors and residents will be able to safely enjoy the historic, social and cultural resources located at the intersection of Route 136 and Center Road.

Sincerely,

A handwritten signature in blue ink, appearing to read 'M. Fulda', with a stylized flourish at the end.

Matthew Fulda, Executive Director



EASTON PLANNING & ZONING COMMISSION

225 CENTER ROAD
EASTON, CONNECTICUT 06612

TELEPHONE: (203) 268-6291
FAX: (203)268-4928
TOWN WEBSITE: eastonct.gov

October 9, 2020

Patrick Zapatka, Community Connectivity Grant Program
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

Re: 2020 Community Connectivity Grant Program Application
Pedestrian Safety Improvements at Westport Road (Route 136) and Center Road

Dear Mr. Zapatka:

The Planning and Zoning Commission is pleased to support the Pedestrian Safety Improvements outlined in the Town's application for this grant program. This area is in great need of additional safety and accessibility improvements for the pedestrians who traverse this busy intersection to get to church, drop off their child at the nursery school, pick up a package from the Post Office, or meet a friend for a cup of coffee. These small safety and accessibility improvements of providing crosswalks and sidewalks will also provide much needed direction for pedestrians wishing to cross the intersection.

This project is consistent with our recently adopted 2019 Plan of Conservation and Development (POCD) in which we recognize the importance of improving the safety of Town roads to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Additionally, the POCD emphasizes the importance of continuing to support the Town's cultural amenities, artistic life and community and civic activities, much of which can be found at this intersection.

The proposed project complements the priorities of establishing safe connections for all modes of transportation, while continuing to promote access to community, religious and cultural events that the church and commercial area provide.

Sincerely,


Robert Maquat, Chairman
Planning and Zoning Commission

Easton Police Department



Richard Doyle
Chief of Police

October 15, 2020

Patrick Zapatka, Community Connectivity Grant Program
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

Re: 2020 Community Connectivity Grant Program Application
Pedestrian Safety Improvements at Westport Road (Route 136) and Center Road

Dear Mr. Zapatka:

The Easton Police Department strongly supports the pedestrian safety improvements outlined in the Town's application for this grant program. Providing sidewalks, crosswalks, and the appropriate signage will help provide needed safety and accessibility improvements for the pedestrians who traverse this busy intersection on their way to church, the coffee shop, the post office, or any of the other amenities in the area.

Currently, there no clear pedestrian route through the intersection or an accessible path for those with a disability. There is an unmarked and dangerous midblock crossing on the western approach of Center Road at the driveway of the main parking lot for the church.

The proposed project will direct pedestrians to the safest route through the intersection and improve the safety of the intersection's most vulnerable users, those with a disability.

Sincerely,

Richard Doyle
Chief of Police
Town of Easton

Greiser's Coffee & Market

299 Center Road Easton, Connecticut 203 220 9424
greisers.com

October 14, 2020

Mr. Justin Giorlando, P. E.
Town of Easton
225 Center Road
Easton, CT 06612

Dear Justin,

As the owner of Greiser's Coffee & Market, I'm writing to express my support and gratitude for your efforts to improve pedestrian safety at the intersection of Westport Road and Center Road.

When I opened my coffee shop in 2018 to create a new community hub for Easton, I envisioned it becoming a destination that children and adults in town might enjoy walking and bicycling to. We have always offered a "pedestrian discount" to customers who arrive on foot, bicycle, or horseback. And in the 8 months since the pandemic began, we've been delighted to have far more customers take us up on that offer. For instance, this past summer, when quarantine kept many children from leaving town for summer vacation, the Heres siblings from North Park Avenue made a weekly 2.5 mile bike ride to our store to buy ice cream. Over the course of the summer, their bicycle pack grew to include many other kids from their neighborhood. Fortunately, their route to the store didn't take them through the busy Westport/Center Road intersection. Imagine how many other kids and adults in town would be able to enjoy a ride to Easton's historic center if conditions there were improved! We recently acquired a bicycle rack (donated by Easton farmer Sal Gilbertie) for the Greiser's parking lot and we would love to see it put to more use by our customers!

As you know, before the pandemic, we were a central hub of community gatherings when we hosted monthly art receptions and weekly summer pizza nights. The Congregational Church across the intersection generously offered the use of their lot for our overflow parking. Indeed, pizza night guests packed that parking lot, and families crossed the intersection by foot for the events at our store. Many people commented how nice it would be to have cross walks at that intersection. We dream of the day when we can get back to hosting community gatherings, and crosswalks would make those events safer and more comfortable for everyone who attends.

Thank you for recognizing the opportunity for our community to improve pedestrian safety at this busy intersection.

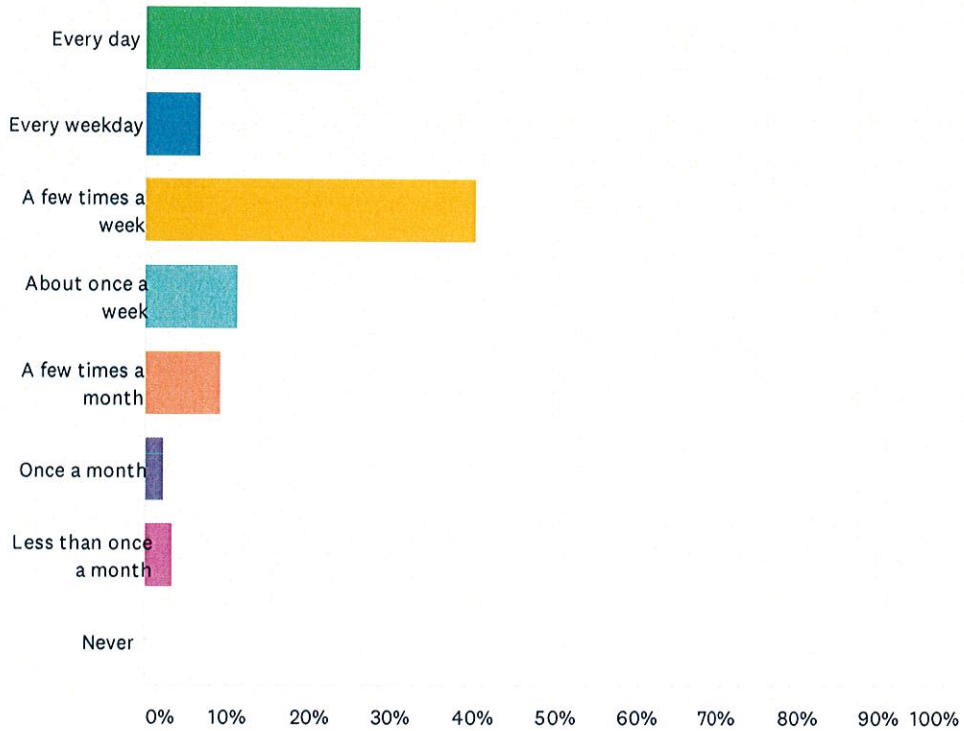
Sincerely,



Adrienne Burke
Owner, Greiser's Coffee & Market

Q1 How often do you travel through this intersection?

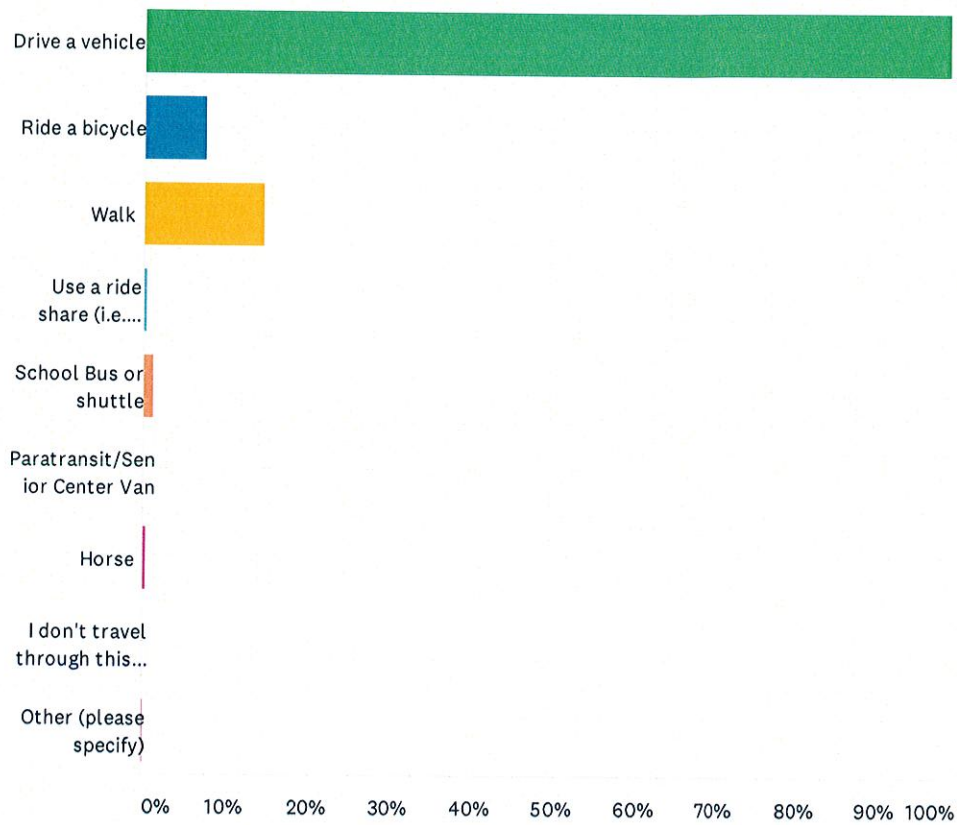
Answered: 477 Skipped: 1



ANSWER CHOICES	RESPONSES	
Every day	26.42%	126
Every weekday	6.71%	32
A few times a week	40.67%	194
About once a week	11.32%	54
A few times a month	9.22%	44
Once a month	2.31%	11
Less than once a month	3.35%	16
Never	0.00%	0
TOTAL		477

Q2 How do you travel through this area? (Check all that apply)

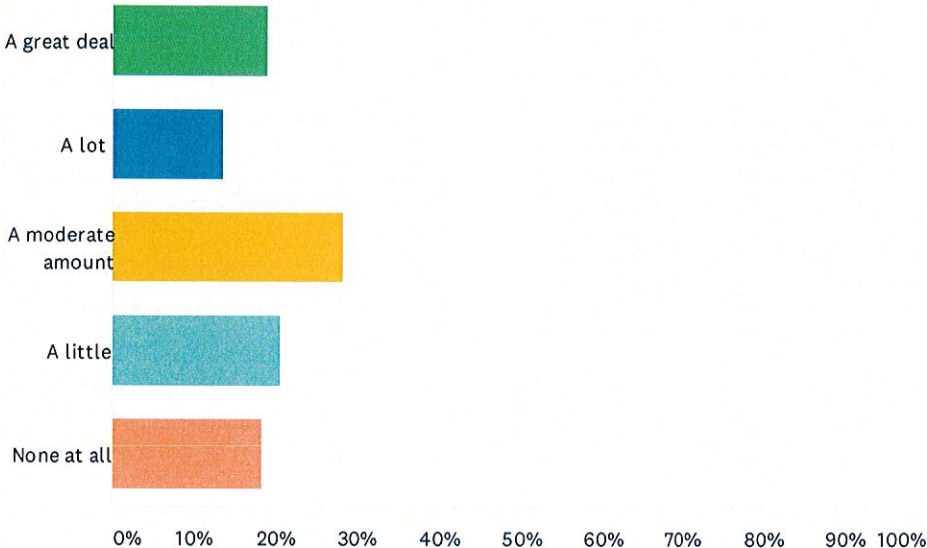
Answered: 476 Skipped: 2



ANSWER CHOICES	RESPONSES	
Drive a vehicle	99.37%	473
Ride a bicycle	7.56%	36
Walk	14.71%	70
Use a ride share (i.e. Uber or Lyft)	0.42%	2
School Bus or shuttle	1.26%	6
Paratransit/Senior Center Van	0.00%	0
Horse	0.42%	2
I don't travel through this intersection	0.00%	0
Other (please specify)	0.21%	1
Total Respondents: 476		

Q3 Do you feel safety is a concern at this intersection?

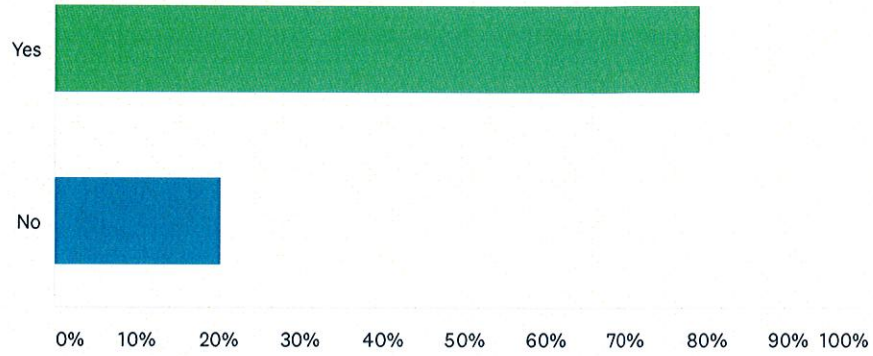
Answered: 476 Skipped: 2



ANSWER CHOICES	RESPONSES	
A great deal	19.12%	91
A lot	13.66%	65
A moderate amount	28.36%	135
A little	20.80%	99
None at all	18.49%	88
Total Respondents: 476		

Q4 Do you think pedestrian and bicyclist safety improvements should be made at this intersection?

Answered: 369 Skipped: 109



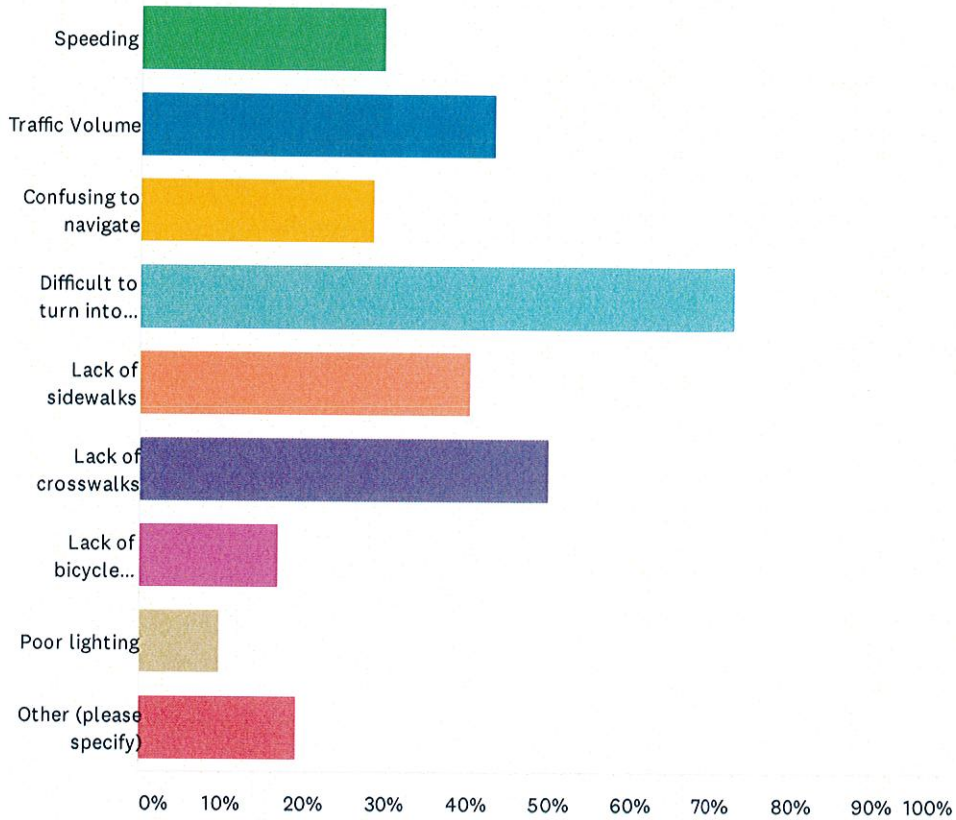
ANSWER CHOICES

RESPONSES

Yes	79.40%	293
No	20.60%	76
TOTAL		369

Q5 What are your concerns regarding safety at and approaching this intersection? (Check all that apply)

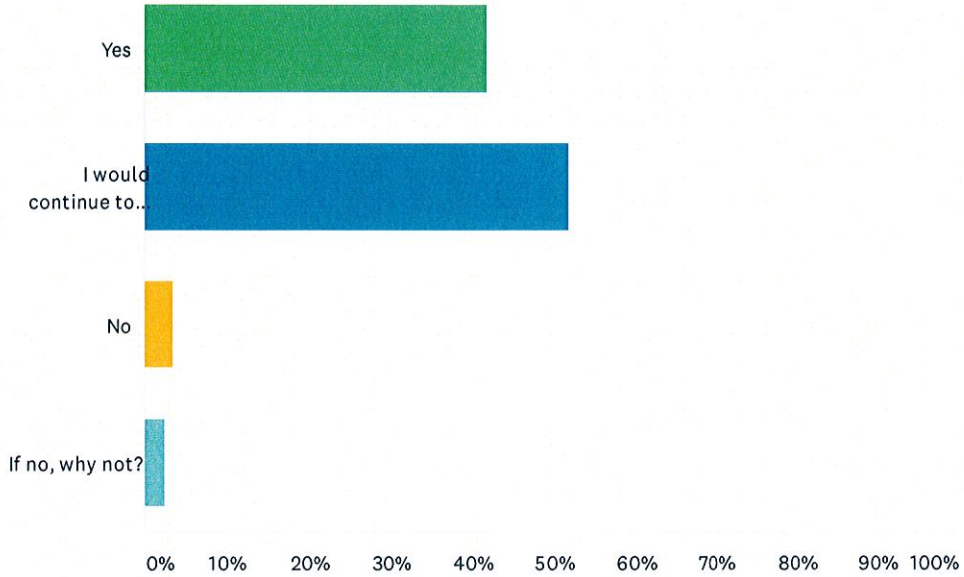
Answered: 370 Skipped: 108



ANSWER CHOICES	RESPONSES	
Speeding	30.00%	111
Traffic Volume	43.51%	161
Confusing to navigate	28.65%	106
Difficult to turn into roadway from parking lots	72.97%	270
Lack of sidewalks	40.54%	150
Lack of crosswalks	50.27%	186
Lack of bicycle facilities	17.03%	63
Poor lighting	9.73%	36
Other (please specify)	19.19%	71
Total Respondents: 370		

Q6 If safety improvements were made, would you be more likely to visit the amenities near the intersection?

Answered: 373 Skipped: 105



ANSWER CHOICES	RESPONSES	
Yes	42.09%	157
I would continue to visit them the same amount	52.01%	194
No	3.49%	13
If no, why not?	2.41%	9
TOTAL		373

Q7 Please provide any other comments you have regarding this intersection and/or pedestrian & bicyclist safety improvements.

Answered: 204 Skipped: 274