



Connecticut League of Conservation Voters Education Fund

Rebuttal to supporter's points by those opposing the Rte 11 Extension:

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Transportation Need REBUTTAL:

According to the most recent SECCOG Long Range Plan, Route 85 sees an average of 13,700 daily trips. The analysis in the Long Range Plan indicates that this average trip level will be the same in 2030 as it is today with the same Level of Service. It has been shown time and time again that adding capacity does not mitigate traffic congestion in the long run. Most recently, a study published in the American Economic Review found that people drive more when there are more roads to drive on, and that adding capacity diverts little traffic from other roads. Presumably, this would also be the case for Route 11 vis-à-vis Route 85. "Fundamental Law of Road Congestion", Gilles Duranton and Matthew Turner. University of Toronto, May 2011.

Safety Need REBUTTAL:

According to the SECCOG Long Range Plan, Route 85 as a corridor does not have a serious traffic accident history. Rather, there are key intersections, namely by Crystal Mall and Route 82 where accidents occur as a result of the surrounding land uses and roadway design. Building Route 11 will not reduce these accidents. What will reduce accidents is better roadway design like traffic calming infrastructure and better land use development in the area. Since building Route 11 will only add auto-dependent development to the area, without taking traffic off surrounding roadways, accidents could in fact increase. It is also likely that in the event of an emergency evacuation not only will Route 85 be a parking lot but so will Route 11. A smarter evacuation strategy would be to focus on a more comprehensive and multi-modal approach, including transit options and ferry services.

Environmental Need REBUTTAL:

Notwithstanding EPA's long opposition to this project, it is important to note that the 'Greenway' is not an automatic component of the Route 11 project. Rather, it is an addendum to a road project with no guarantee of being built, and is not included in the estimated \$1.4 billion cost of the project. Even if "Greenway" is built, it will do nothing to mitigate the pressure on greenfields in the region. Development pressure will increase further afield from traditional downtowns and main streets, putting more cars on the road, adding to environmental degradation in the form of suburban sprawl and increasing demand for wider roads and more interchanges. If a 'Greenway' is the key factor in preventing sprawl in the corridor, build the 'Greenway' without Route 11. This will certainly protect open space, provide for transportation choice in the region and would be much less expensive to the State's taxpayers.