

## **Transportation Subcommittee Human Services Coordinating Council**

Wednesday November 2, 2016 at 11:00am  
125 Putnam Pike, Dayville, CT 06241

**Members Present:** Tomest Maskell (Department of Corrections), John Roode (ECTC), Kathleen Kirider (Access)

**Others Present:** Sam Alexander, Eric Sanderson, Hoween Flexer, John Filchak (NECCOG)

**Called to Order:** 11:15am

Introduction of Members Present

Introduction of Guest Speaker: John Filchak

### **Presentation and Discussion:**

- Loss of full-time, with benefit jobs and replacement of minimum wage, part time jobs at Killingly Commons.
- High need areas as defined by the State POCD - Route 12 corridor (and 395) with abandoned mills
- Most people who live in the region work in CT, with the exception of Thompson (47.2% in state) which is heavily influenced by the Worcester urban area and Massachusetts economy
- 100+% growth in Education/Healthcare industry in terms of employment, and large decrease in manufacturing
- Villages (North Grosvernordale, Danielson) are more stressed than other areas of towns
- Wauregan and Plainfield Village - many citizens can't get to their jobs in other towns (Wal Mart and other large employers)
- All average commute times for every town in the region were above 20 minutes (people traveling quite far to get to work)
- Shift of jobs with scheduled hours (manufacturing) to Wal Mart type jobs (hourly service that has varying hours across seasons) makes it difficult to schedule rides to work, especially when NECTD is only available from 7:30AM to 5:40 PM.
- On holidays and during flexing periods for workers, employees are forced to pay more for taxi rides or other means of transit
- In Anchor Glass era, many workers going to the same place - now, between varied hours and so many different employer locations, coordinating local transit efforts becomes difficult
- Maintaining car (insurance, repairs, taxes, car loans etc.) becomes expensive (\$7000 average per year - John from Eastern CT Transit District) as well as other costs (housing/childcare)
- Walking Danielson to Frito-Lay - 4 Miles of busy road with no sidewalk

- Manufacturers in our region are recruiting in Ohio because of better workforce
- Shortage of drivers in the region - usage of part time drivers because of expense of benefits. More elderly individuals apply for these jobs.
- Need for establishing connections to RIPTA, other transportation agencies in order to get veterans to Worcester, Rocky Hill, Providence etc. with over 10,000 veterans in the region (the majority of which are Vietnam era or older). Some veterans drive other veterans, causing stress between them and safety issues when weather or lighting is an issue.
- Potential for uber in the region or similar type service - more intense screenings
- Crumbling sidewalks in the region and gaps preventing vital connections (QVCC, formerly Brooklyn Wal Mart until NECCOG intervened), causes safety issues when people try to walk on a Route 6, 12, 44, or 101. Sometimes sidewalks are adequate but crossings are not (and ADA standards are not adhered to)
- Tolland county - safe routes to school program success
- Mansfield as a biker friendly community - road and transportation planning incorporates traffic calming techniques in POCD
- Final plan needs to address availability, cost, connectivity and varying work schedules
- Connections to homeless shelters, senior centers and soup kitchens (2 free lunches per week at soup kitchen/food pantry in Plainfield)
- Pilot program - combine drivers to try cross-agency drivers. Problem of drug testing drivers.
- Some drivers don't have passenger endorsement, and it takes 3 months to get. Potential to talk to DMV to reduce time it to get that endorsement as well as reduce other restraints to streamline process of certifying a driver safely
- Training is usually with picture perfect objects (wheelchair) but in real life problems arise