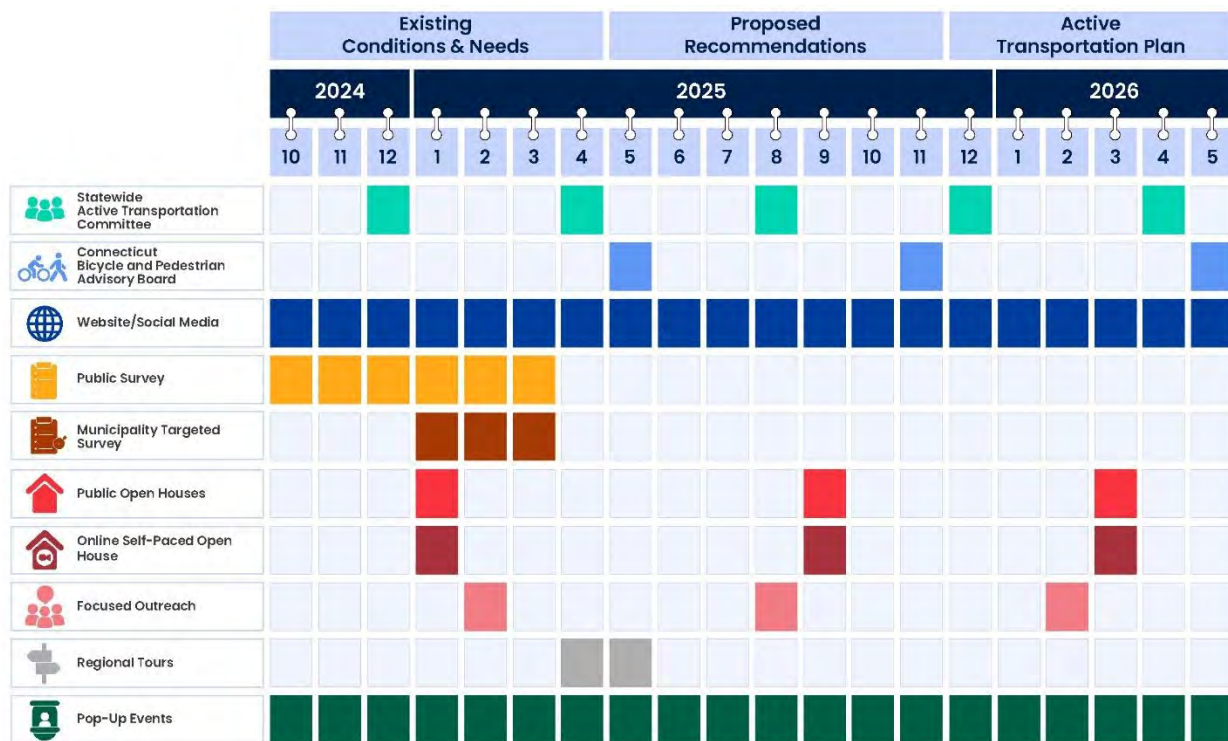


Stakeholder and Public Engagement Summary

Phase I: Existing Conditions and Needs

CTDOT and its consultant partners (the project team) have developed a multi-faceted stakeholder and public engagement plan for the Statewide Active Transportation Plan (CTDOT ATP) to provide meaningful opportunities for public engagement by all interested residents, advocates, and stakeholders. The stakeholder and public engagement plan was designed to help the project team understand key issues and concerns of various groups regarding active transportation needs and potential strategies to improve conditions for walking, biking and rolling along state roadways.

Overall Schedule



Stakeholder and public engagement will continue throughout the lifespan of the CTDOT ATP project, with major events at three key phases:

1. Existing Conditions and Needs
2. Proposed Recommendations
3. Active Transportation Plan

Public Engagement includes a mix of online and in-person efforts during each milestone phase. Public engagement efforts include:

- Project Webpage
- On-line Public Survey
- On-line Targeted Municipal Survey
- Public Open Houses
- Pop-Up Events
- Focused Outreach

Stakeholder Group Engagement includes the formation of a Statewide Active Transportation Committee (SATC), presentations to the Connecticut Bicycle & Pedestrian Advisory Board (CTBPAB), and regional tours.

Phase 1 – Existing Conditions and Needs

The CTDOT ATP project kicked off in June 2024. The first phase of the project began in Fall 2024 and extended to Spring 2025. The first phase included identifying existing active transportation conditions on state roads and the assessment of the state's existing active transportation programs and policies.

Project Kick-Off

A **Kick-Off Meeting** was held with HDR and CTDOT staff on June 13, 2024.

An **Internal Visioning Session** was held with HDR and the CTDOT project team, leadership, and executives on August 2, 2024, to determine strategic vision, goals, and objectives for the ATP. Meeting notes from the Internal Visioning Session are included in Appendix A.

The meeting began with an activity where CTDOT's leaders were asked to dig deep to identify why active transportation is important in Connecticut. The resulting words included: **equity, empathy, social connection, opportunity, economy, access, longevity, quality, and safety concerns due to deferred maintenance.**

CTDOT leaders were then asked what the ATP is all about, what lessons were learned from the 2019 ATP, and what is one thing that they want to be included in the plan. The project outcomes included:



Restore trust with the public



Document why decisions are being made



Create a more connected and accessible network for all



Address failing infrastructure and maintenance concerns



Provide a roadmap for CTDOT and the COGs



Provide recommendations for programs



Integrate equity considerations into recommendations



Provide reasonable and realistic recommendations



Provide a committable and actionable implementation plan

Public Engagement

For the CTDOT ATP, the project team is working to provide residents from every background with multiple opportunities for meaningful engagement.

Project Webpage

A project webpage is held on CTDOT's website. The webpage provides the public with access to some general information on active transportation, the planning process timeline, ways to get involved, and frequently asked questions and resources. The website is updated regularly.

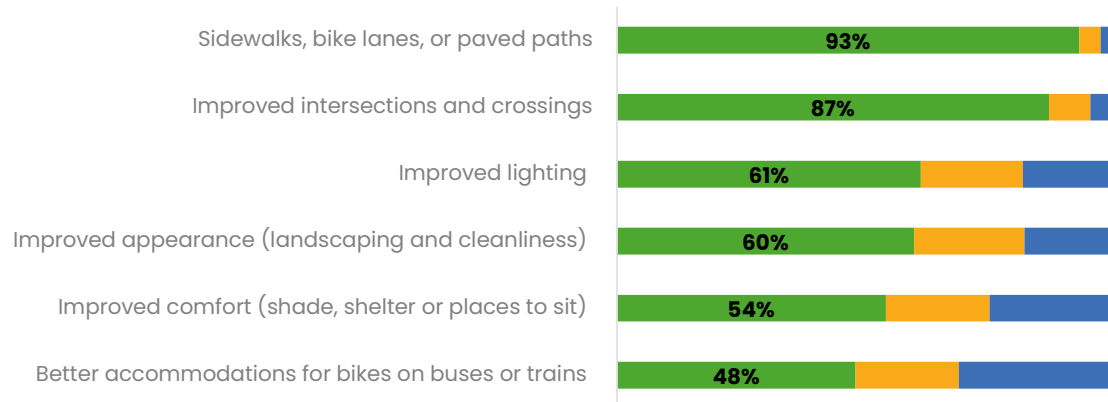
Online Public Survey

An online public survey was developed to identify active transportation interests, preferences, and habits and solicit feedback about active transportation issues, needs, opportunities, and priorities. The survey was open for six months (from October 2024 to March 2025). The project team received a total of 575 English responses and 3 Spanish responses. A summary of the survey responses is included in Appendix B.

In terms of pedestrian and cyclist access, 79% of respondents felt that Connecticut’s state roads do not make it easy for people to walk from place to place, and 77% felt the same about biking.

When asked what would encourage them to walk, bike, or roll more frequently, respondents shared the following:

What will encourage respondents to walk, bike, or roll more often?



Online Targeted Municipal Survey

An online municipal survey was developed to hear from Connecticut municipality leaders on how they manage active transportation in their jurisdiction. The survey was open for two months (from February 2025 to March 2025). The project team received a total of 37 responses out of 169 municipalities. A summary of the survey responses is included in Appendix C.

Based on the survey responses, four overarching themes emerged:

- ***Active Transportation Plans – Most municipalities do not have an active transportation plan, but many have some documents/tools to guide active transportation planning. Most municipalities do not have active transportation maps, but many utilize existing mapping resources.***
- ***Program and Resources – All municipalities noted using local or federal programs or resources, with the three key programs being, Local Transportation Capital Improvement Program (LOTICIP), Community Connectivity Grant Program, and CT Training and Technical Assistance Center. The majority of states note they plan to use these three programs and resources, alongside others in the future.***

- **Support** – *The majority of municipalities expressed that additional funding for local agencies to complete infrastructure improvements is critical.*
- **Existing Funding** – *There was no standard funding amount or percentage between the municipalities for active transportation planning. The amounts and percentages varied greatly.*

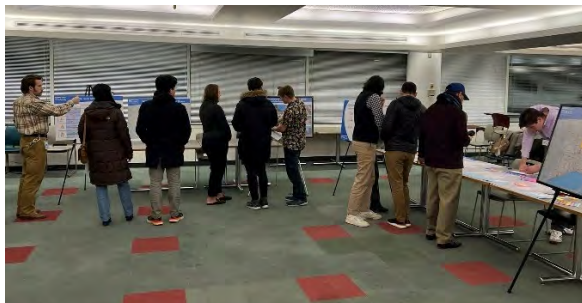
Public Open Houses

The project team conducted six in-person open houses in January 2025 at designated areas of the state (Bridgeport, Hartford, New Haven, Norwich, Stamford, and Torrington) to understand the key issues and concerns regarding active transportation and potential strategies to improve conditions for walking, biking, and rolling along state roadways. A summary of the open houses for the first phase is included in the Appendix D.

A total of 115 individuals attended the six open house events. The attendance numbers for each open house were as follows:

Location	Date	Attendance
Stamford	1/7/2025	14
Bridgeport	1/8/2025	34
New Haven	1/9/2025	19
Hartford	1/21/2025	28
Norwich	1/22/2025	9
Torrington	1/23/2025	11

It is worth noting that the open houses held in January coincided with extremely cold weather conditions. These harsh temperatures are believed to have negatively affected turnout, potentially contributing to lower attendance numbers.



Stamford (1/7/2025)



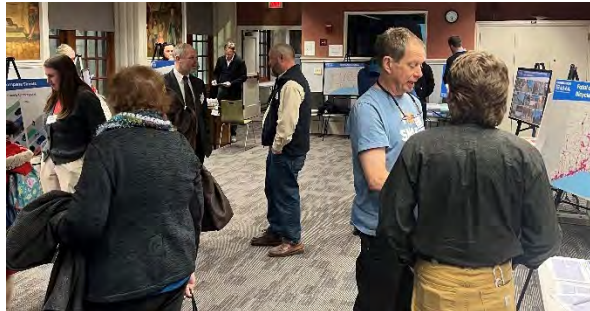
Hartford (1/21/2025)



Bridgeport (1/8/2025)



Norwich (1/22/2025)



New Haven (1/9/2025)



Torrington (1/23/2025)

Each open house had an opening video from CTDOT's Commissioner, Garrett Eucalitto, and five stations where the public could learn about active transportation, interact with the project team and participate in a variety of activities to provide feedback.

In our discussions at the open houses, the project team heard five overarching themes:

 Infrastructure	<i>Infrastructure improvements and maintenance to sidewalks, bike lanes, signals, pedestrian crosswalks, lane striping, and roundabouts with a focus on aesthetics and green spaces.</i>
 Safety	<i>Addressing safety concerns such as speeding, aggression towards bicyclists, and misuse of shared paths and lanes. Creating safer bike lanes, pedestrian crossings, sidewalks, and increasing enforcement.</i>
 Connectivity	<i>Improved and consistent connectivity to neighboring towns, state and local routes, and recreational trails.</i>
 Leadership	<i>Fostering partnerships and educational initiatives with local, state, federal agencies, and community organizations like schools, biking associations, and recreational groups. Increased transparency and robust outreach with the community.</i>



Prioritizing affordability and accessibility to transit for various demographics including seniors and students.

Pop-Up Events

The project team attended four pop-up events. At each event, the project team had an active transportation information sheet to distribute, an email update list, and a focus group list for interested participants.

Pop-up events included:

Event	Date	Sign Ups
Connecticut Trail Symposium	10/4/2024	24
Walk Bike Transit Coalition Networking Dinner	11/19/2024	25
WCAAA Regional Leadership Breakfast	2/28/2025	14
CMSC Summit: 10 Years of TOD & The Road Ahead	3/20/2025	6

Stakeholder Engagement

The Statewide Active Transportation Committee (SATC)

SATC is a group of stakeholders providing strategic guidance to the project team throughout the development of the ATP. Serving as a collaborative task force, the SATC includes representatives from the CTDOT, East Coast Greenway Alliance, Connecticut Councils of Government (COGs), UConn Connecticut Trails Program, CTBPAB, Watch for Me CT, and the Connecticut Department of Energy and Environmental Protection (DEEP).

The SATC is scheduled to meet five times over the course of the project. To date, the group has convened twice. The Kick-Off Meeting was held on December 5, 2024, and included interactive activities designed to gather input on how active transportation can improve lives and how the ATP can help. The second meeting, held on April 9, 2025, focused on reviewing public feedback from the Phase I outreach efforts and gathering input on the draft vision and goals of the plan. Meeting notes from both sessions are provided in the Appendix E.

During the second SATC meeting, the group analyzed four draft vision statement options. Their feedback resulted in the following common themes:

- ***CTDOT leadership and collaboration with other entities***
- ***Comfort and safety of facilities***
- ***Connection to community***
- ***Sustainability***
- ***Use of innovation in design and technology***
- ***Acknowledging that walking and biking are necessities for some people to move around their communities***

The Connecticut Bicycle and Pedestrian Advisory Board (CTBPAB)

CTBPAB is a state-established body that provides guidance on matters related to bicycling and walking in Connecticut. The Board advises CTDOT, the Governor, and the General Assembly on policies, programs, and infrastructure improvements that support and enhance active transportation. The CTBPAB is composed of members with diverse expertise in transportation, planning, public health, and related fields and meets once a month.

The project team is scheduled to present at three CTBPAB meetings over the course of the project to provide progress updates. To date, the project team has presented to CTBPAB once, on May 30th, 2025.

Regional Tours

Between April 28 and May 9, 2025, the project team participated day-long tours across eight of the nine Council of Governments (COG) regions in Connecticut. The purpose of these tours was to deepen the project team's understanding of real-world local issues and concerns by seeing and experiencing them with people who have local knowledge. By walking selected corridors and meeting with municipal representatives, the project team was able to gain first-hand insight into factors affecting safety, comfort, connectivity, and demand for active transportation infrastructure.

Each COG developed a tailored itinerary, including site visits and walking tours, to highlight specific opportunities and challenges and meet with representatives from cities and towns within their region. These tours provided valuable context for local needs, including gaps in infrastructure, policy implementation barriers, and coordination desires. A summary of the regional tours is included in the Appendix F.

The following common programmatic challenges were identified across the tours:

- ***Communication and coordination with Local Traffic Authorities (LTAs)***
- ***Clarification of jurisdictional responsibilities for state roads***

- ***Follow-up actions after CTDOT Road Safety Audits and Corridor Studies***
- ***Access management issues***
- ***Insufficient local traffic enforcement***
- ***Lack of Americans with Disabilities Act (ADA) Transition Plans***
- ***Absence of Local Active Transportation Plans and Complete Streets policies***
- ***Inadequate local codes or ordinances to support active transportation***

The following common design challenges were noted:

- ***Poorly configured or awkward intersections***
- ***Outdated or inadequate traffic signal equipment***
- ***Lack of concurrent pedestrian signal phasing***
- ***Gaps in sidewalk and crosswalk infrastructure***
- ***Sidewalk maintenance and repair needs***
- ***Limited on-street bicycle facilities***
- ***Narrow, winding roads not conducive to active transportation facilities***
- ***ADA compliance and accessibility design constraints***

Additionally, several common local concerns were raised:

- ***High volumes of traffic through downtown areas***
- ***State roads functioning as “Main Streets”***
- ***Impacts of new housing developments***
- ***Growing pedestrian and bicycle activity with limited supporting infrastructure***
- ***Lack of secure and convenient bicycle parking***
- ***Insufficient funding and resources to support active transportation initiatives***

Appendix

A. Internal Visioning Session Meeting Notes

B. Online Public Survey Response Summary

C. Municipal Survey Response Summary

D. Phase 1 Open House Summary

E. SATC Meeting Notes

F. Regional Tours Summary

Appendix A

Internal Visioning Session Meeting Notes



CTDOT Active Transportation Plan Internal Visioning Session Meeting Notes

August 2, 2024 | 3:00 – 4:20

Attendees

Paul Ashworth	CTDOT	Ben Limmer	CTDOT
Anna Bergeron	CTDOT	Paul Rizzo	CTDOT
Tyson Byrne	CTDOT	Chris Roberts	CTDOT
Mark Carlino	CTDOT	Emily Baranoski	HDR
James Fallon	CTDOT	Melissa Batula	HDR
Scott Hill	CTDOT	Scott Farmelant	HDR
Laoise King	CTDOT	Gustavo Leon	HDR
Karen Kitsis	CTDOT	Mindy Moore	HDR
Kim Lesay	CTDOT	Sandra Stavola	HDR

The attached PowerPoint was used to guide the meeting discussion.

Welcome & Introductions

The meeting began with a welcome message and introductions.

Group Activity: Start With Why

HDR facilitated a group activity where the CTDOT members that were in the room broke into two groups. Each group separately discussed why active transportation is important to Connecticut. They then dug deeper and discussed why their answers to the first “why” were important. They then dug even deeper and discussed why their answers to the second “why” were important. Each group then presented their answers to the room. Below are the answers the two groups came up with. These will be incorporated into the benefits of the Active Transportation Plan.

Group 1			Group 2		
Why is Active Transportation Important to Connecticut?					
Environment	Maintenance Plan (negative impact)	Options for Mobility	- Healthy Environment - Getting Outside - Tire Children Out - Walking	- Feels Good - Connecting with Community	- Quality of Life - Necessity
Why?					
Health	- Budget - Increases Workload - Decreased Resources	Not Everyone Has a Car	Healthy Earth	- Social - Engaging - Feel a Sense of Purpose - Feel More Connected	Safety



Group 1			Group 2		
Why?					
- Longevity	- Degradation of Existing Services/ Core System	- Everyone Should Have Access	- Healthy Body, Mind, and World	- Social Connections	- Equity
- Quality	- Safety Impacts (due to deferred maintenance on system)	- Opportunity	- Endorphin Booster	- Empathy	- Economy
- Equity					

Project Overview

An overview of the project scope was presented.

CTDOT asked: How do we set realistic expectations?

HDR answered: When we get to the implementation we will develop three different funding strategies. One is the funding we have; next is the intermediate funding; and the last is the big number to do it all. The plan will be a tool to talk to legislators. The plan will also include a library of comments and feedback heard throughout the project, which will reflect what we heard and what we are delivering.

CTDOT reiterated: Some enhancements will be made with other improvements. So, it will take time. We won't make any promises in the plan. We need to be clear when we talk to stakeholders. We need to manage expectations.

Plan Identity and Voice

HDR facilitated a group discussion by asking for CTDOT members to answer; ATP – What's it all about? in 10 words or less. Below are the responses heard from CTDOT.

- Improving lives through transportation – CTDOT's mission statement
- Concerned with our inside voice – feel like our last plan was done in a silo. The new plan needs to be an actionable plan. Not just projects, but programs. It needs to be useful internally, not just aspiration. What is helpful for CTDOT? It needs to capture internal conversations. It needs to have a programmatic approach. Give us a road map. Give us something that is realistic, that we can implement.
- This is an opportunity for CTDOT to restore trust with the public (people still talk about highways going through downtowns). Have a document that shows the public this is why we are making the decisions we are making.
 - Commitment to do better
- Committable – needs phasing, collective buy in, implementable, doable from all internal perspectives
- Education outreach is important. People need to understand the rules of the road.
- CTDOT tries to influence the DMV requirements.
- We have a lot of existing things that need repair. We need to also address these (like the condition of sidewalks).
- Don't know how we get back the trust from the community without acknowledging failing existing infrastructure – need to acknowledge.

Logo Review

HDR presented four logo options and asked for feedback. As directed by CTDOT, the logo used the Long Range Transportation Plan logo as the base. Below is the feedback heard from CTDOT.

- Definitely like it without the path.



- The option without the squares looks like everyone is moving together.
- The option without the squares shows more interaction.
- 2B is preferred by all in the room.

CTDOT requested that HDR share icon library for feedback and additions.

2019 ATP: Lessons Learned

HDR facilitated a group discussion about the 2019 Active Transportation Plan by asking; What did you like about the 2019 Active Transportation Plan? What did you not like about the 2019 Active Transportation Plan? How has the way people travel changed since 2019? How has the way the state's transportation infrastructure is used change since 2019? Below are the responses heard from CTDOT.

- It was not an agency-wide effort.
- It was done in a vacuum with no buy-in from different divisions (e.g., engineering and maintenance).
- With the new ATP, Engineering will make themselves available because it is a priority.
- The new plan needs to be implementable and realistic.
- The new plan needs to show people we are doing what we said we are going to do.
- Critical moment in time, post-pandemic
- Since 2019
 - people spend more time inside (telework) – to get them out and interacting with others will help their physical and mental health and help them to get along with each other.
 - safety has changed – in our cities, there has been a large increase in accidents. Want to provide facilities to improve safety.
 - people have started to get outside more – people have discovered the outdoors more.
 - active transportation is used less for commuting and more for recreational.
 - we are having more people using the trail system then ever before
 - the legalization of marijuana has occurred – The number of DUI situations has increased. That's why separated systems are important.
 - distracted driving habits are more prevalent.
 - directive about complete streets in place now
- Safety should follow the Safe Systems Approach, not victim blaming
- Education is important
 - Have a K-12 program involving safety materials, biking, helmets, and pedestrian
- The old plan had a lot of pretty pictures – the new plan needs to be useful.
- 30 pages is a nice length – manageable.
 - Two reports?
 - Public (shorter length)
 - Internal (comprehensive technical, with appendices, technical schematics, etc.)
- A storyboard could be a great way to release the new plan to the public.
 - Before and after
 - With links to make deeper dive (especially to provide staff needed tools as resource)
- Recommend dividing the recommendations by state district, so it's easier for CTDOT to find what they are looking for.
- The new plan needs to be useful for engineering.



- Segmented projects and needs by CTDOT District #
- Leverage capital projects for 'piggyback' opportunities?
- The new plan needs to address maintenance concerns.
- The last plan focused on trails – need to think about programs outside of trails.
- Making connections between transportation options is important
 - Plan should showcase amenities across connections (e.g., parking, lighting, etc.)
- The new plan needs to address how the COGs can help.
- Link to Capital Improvement Plan (CIP)

Open Discussion

HDR facilitated one final group discussion by asking what is one thing that you want HDR to include in the plan?

- Safety
- Accessibility
- Create a more connected and accessible network for all
- Connectivity
- Connectivity within the department
- Equity for all users
- Connections to public transit - buses and trains need to have bike racks
- Trails and bike facilities
- Bike Education

Additional Considerations:

- Think about mobility changes and disadvantaged groups
- This is being done in parallel with other plans, LRTP, Strategic Plan



Active Transportation Plan Internal Visioning Session

Connecticut Department of Transportation
Aug. 02, 2024



Agenda



Introductions



Group Activity: Start With Why



Project Overview



Plan Identity and Voice



Logo Review



2019 Active Transportation Plan: Lessons Learned



Open Discussion

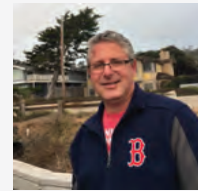
Introductions



Melissa Batula
Project Manager



Sandra Stavola
Contract Manager



Scott Farmelant
Communications
Lead



Emily Baranoski
Deputy Project
Manager



Mindy Moore
Active
Transportation
Lead



Gustavo Leon
Creative Director



Group Activity: Start With Why

Why is Active Transportation important to Connecticut?

You'll likely have multiple answers.

- Then, ask **Why** is each answer important?
- Then, ask **Why** is that important?

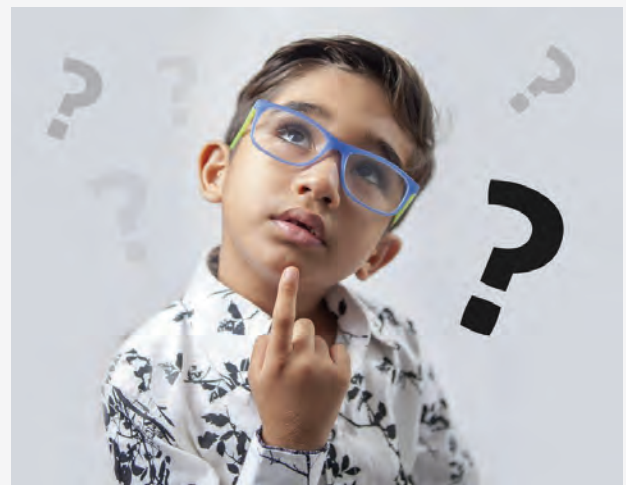


Photo Credit: ParentCircle



Group Activity: Non-transportation Example

Why should I cut back (or eliminate) scrolling time on my phone?

- It's a waste of time and it is addictive.

Why is wasting time something that you consider bad?

- I could be spending time with family or friends, engaging in a pastime, or reading or watching something with better entertainment or educational value.

Why are those things important to you?

- Those activities make me happier and more connected to people and places.



Project Overview



Legend

● Outreach Milestones





Plan Identity and Voice



Plan Identity and Voice

ATP – What's it all about?

Economic Development
Shared-Use Path
Connectivity
Bike Lanes
Wheelchair
Conservation
All Users
Complete Streets
Mobility
Equity
Networks
Actionable
Safety
Access
Health
Maintenance
Destinations
Trails
Pedestrian





Logo Review



Logo Review

Option 1A



Logo Review

Option 1B



Logo Review

Option 2A



Logo Review

Option 2B (Recommended)



2019 Active Transportation Plan: Lessons Learned

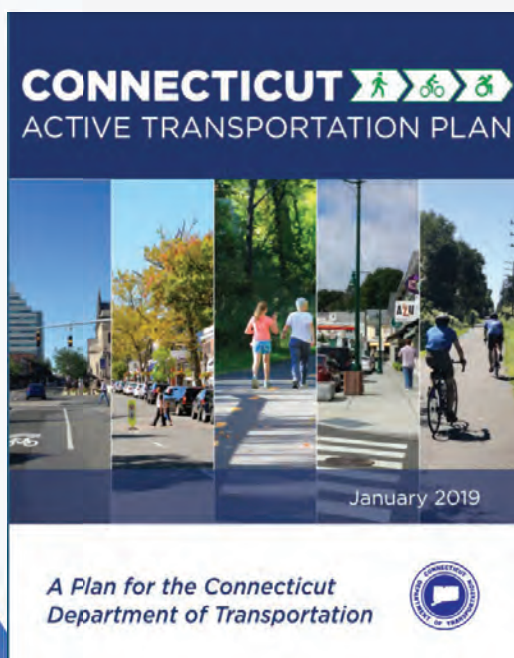


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One Thing...

Appendix B

Online Public Survey Response Summary

Public Survey

Summary

Overarching Survey Themes

- Most survey respondents are walking, running, hiking and biking along the roadways primarily for recreation, fun and health and fitness.
- Most survey respondents do not feel Connecticut state roads are user friendly for bikers, walkers, or electronic mobility devices.
- Many respondents expressed that the state roads are not multi-modal friendly. Recommendations from respondents included sidewalks, bike lanes, paved paths, and improved intersections and crossings.
- In terms of biking, most of the survey respondents are comfortable biking on/in a separate bike lane or shared-use path.

Survey Conditions of Note

- Two public surveys were conducted for the CTDOT Active Transportation Plan. The first was a MetroQuest survey which was active from October 27, 2024, to January 31, 2025. The second survey, a SurveyMonkey survey, was active from January 24, 2025, through March 31, 2025.
- The surveys were similar in content, however responses to the survey varied slightly based on survey formatting.
- Some question responses are combined, some are standalone for each survey based on the formatting of each survey platform
- There are four open ended questions in the Survey Monkey survey. In the analysis of each question, artificial intelligence (AI) was used to compile the themes of each open-ended response. There is an asterisk (*) at each question that utilized AI services to generate the themes.

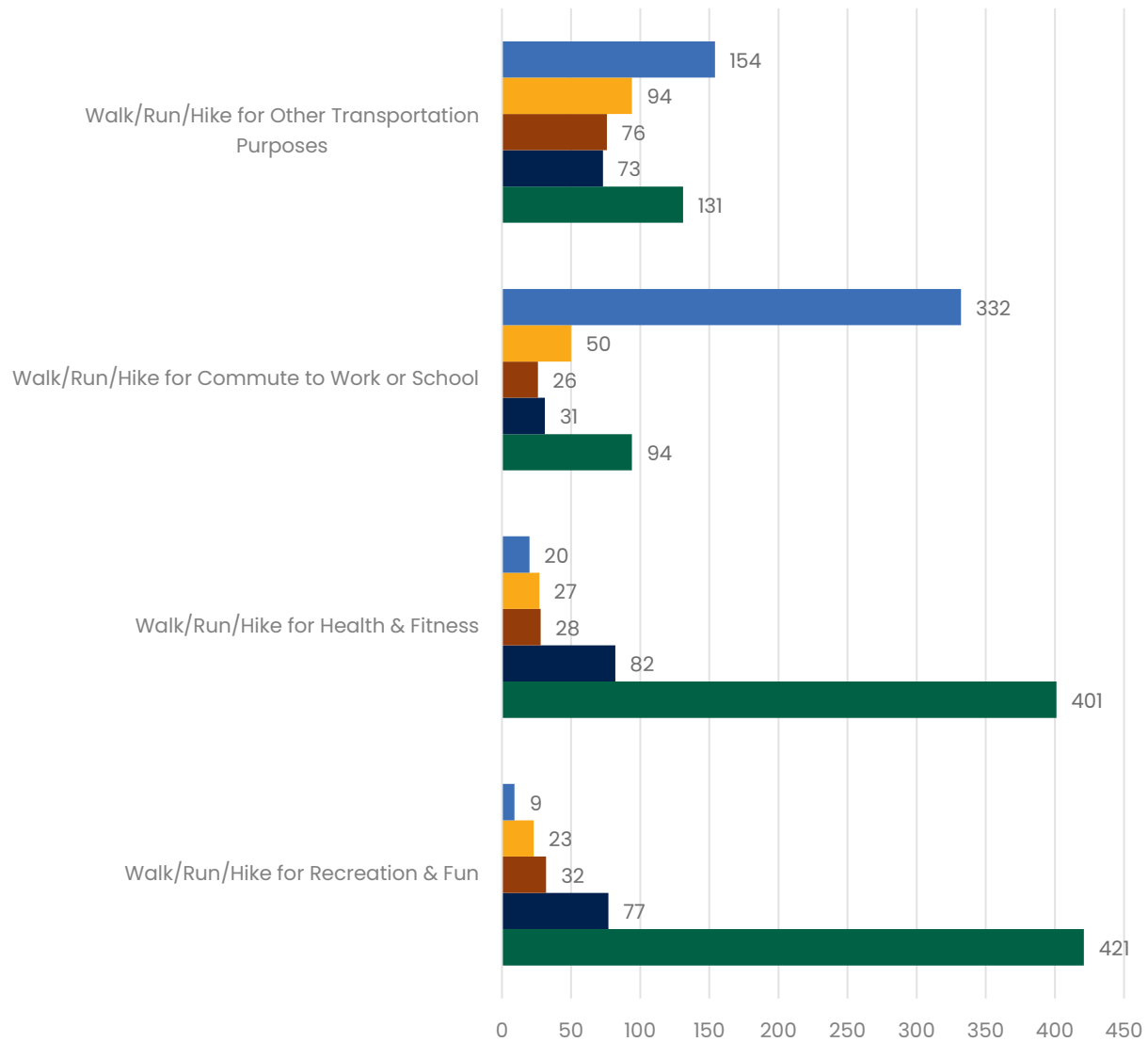
Results

Below are a series of charts highlighting key findings from the survey questions.

How and Why Respondents Travel

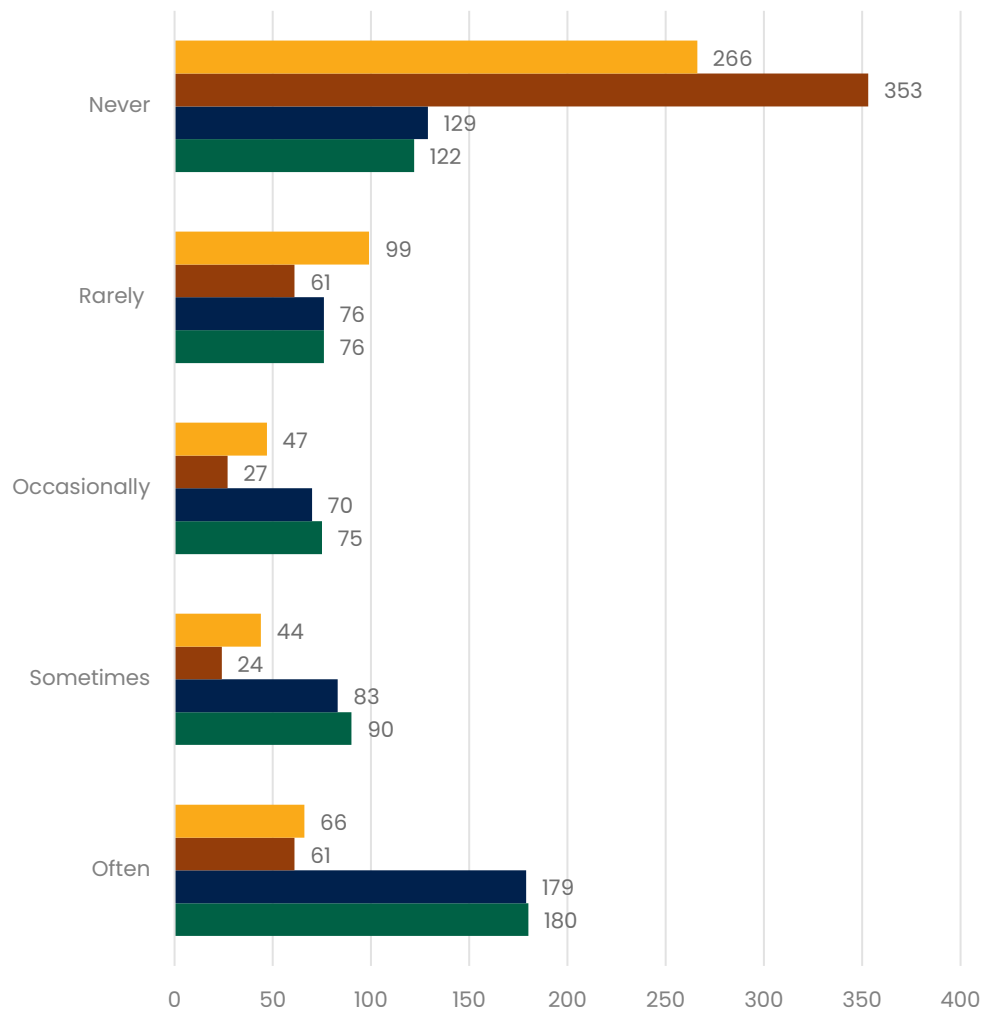
- The three charts below show how respondents travel and for what purposes they travel.
- The data charts are combined data from the MetroQuest and Survey Monkey surveys.
- Respondents noted that they walk/run/hike primarily for recreation and fun as well as health and fitness.
- Respondents noted that they bicycle/use human powered devices primarily for recreation and fun as well as health and fitness.
- The majority of respondents reported not using electronic mobility devices.
- Those that report using electronic mobility devices use it primarily for recreation and fun.

Why Respondents Walk, Run, and Hike



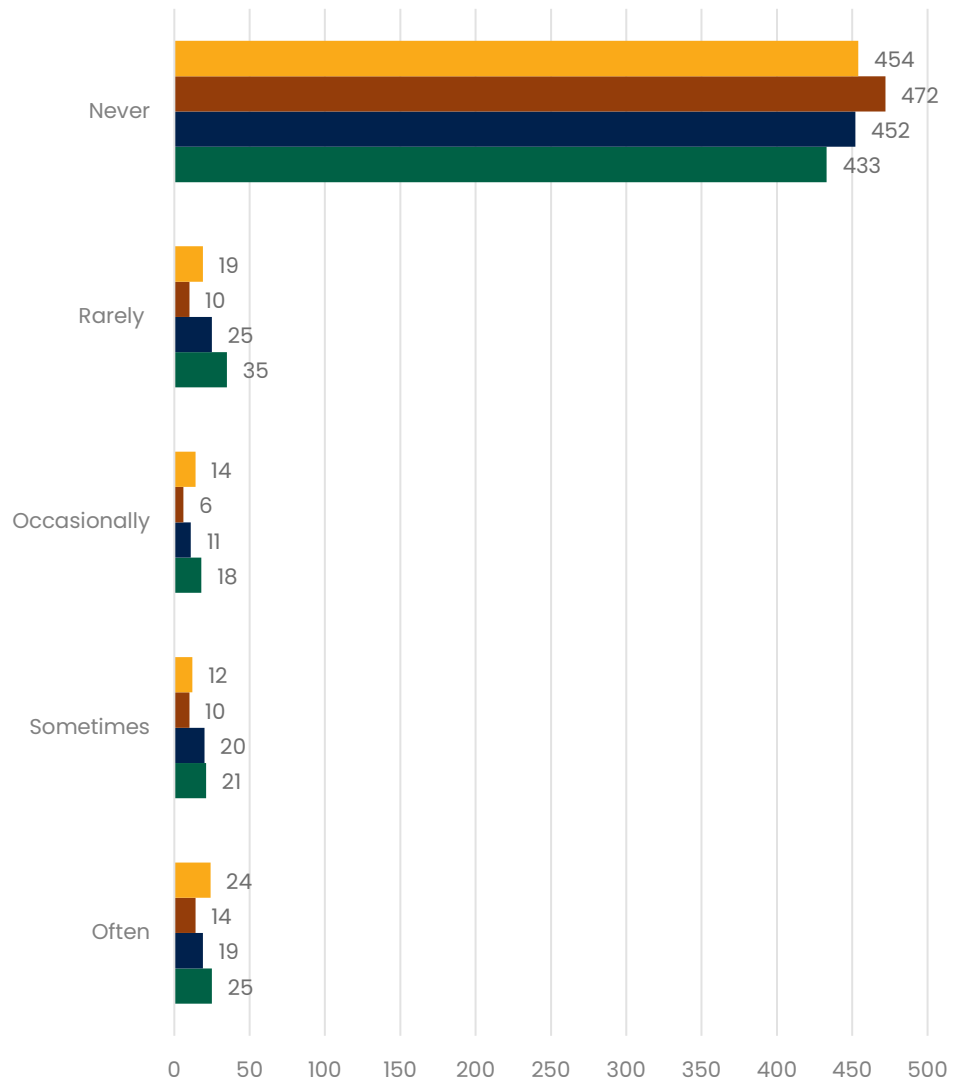
	Walk/Run/Hike for Recreation & Fun	Walk/Run/Hike for Health & Fitness	Walk/Run/Hike for Commute to Work or School	Walk/Run/Hike for Other Transportation Purposes
■ Never	9	20	332	154
■ Rarely	23	27	50	94
■ Occasionally	32	28	26	76
■ Sometimes	77	82	31	73
■ Often	421	401	94	131

Why Respondents Bikes (or use human-powered modes)



	Often	Sometimes	Occasionally	Rarely	Never
■ Bicycle (or Human-powered modes) for Other Transportation Purposes	66	44	47	99	266
■ Bicycle (or Human-powered modes) for Commute to Work or School	61	24	27	61	353
■ Bicycle (or Human-powered modes) for Health & Fitness	179	83	70	76	129
■ Bicycle (or Human-powered modes) for Recreation & Fun	180	90	75	76	122

Why Respondents Use Electronic Mobility Devices

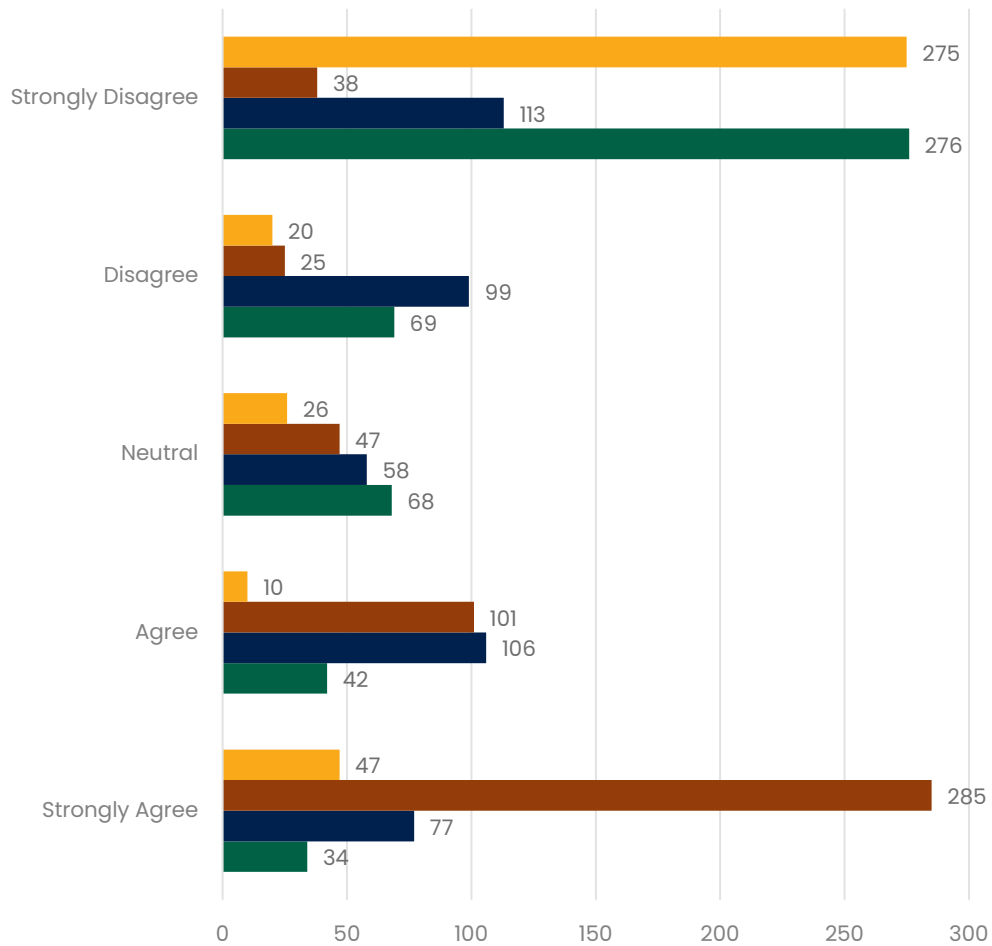


	Often	Sometimes	Occasionally	Rarely	Never
Electronic Mobility Devices for Other Transportation Purposes	24	12	14	19	454
Electronic Mobility Devices for Commute to Work or School	14	10	6	10	472
Electronic Mobility Devices for Health & Fitness	19	20	11	25	452
Electronic Mobility Devices for Recreation & Fun	25	21	18	35	433

Bicycle Usage and Comfort

- The chart below shows how comfortable respondents feel bicycling on state roads.
- These charts combine data from both the MetroQuest and SurveyMonkey surveys. The MetroQuest survey collected responses in a star rating from 1 to 5 stars (1 star being 'Do Not Agree', 5 star being 'Strongly Agree'). This has been translated to reflect 1 star being 'Strongly Disagree' to 5 stars being 'Strong Agree', based on the SurveyMonkey scale from a 5-rating scale, 'Strongly Disagree' to 'Strongly Agree'
- There was a discrepancy with the question format between the SurveyMonkey and MetroQuest surveys.
- The majority of respondents "strongly agreed" that they are comfortable biking on/in a separate bike lane or shared-use path.

Bicycle Comfort

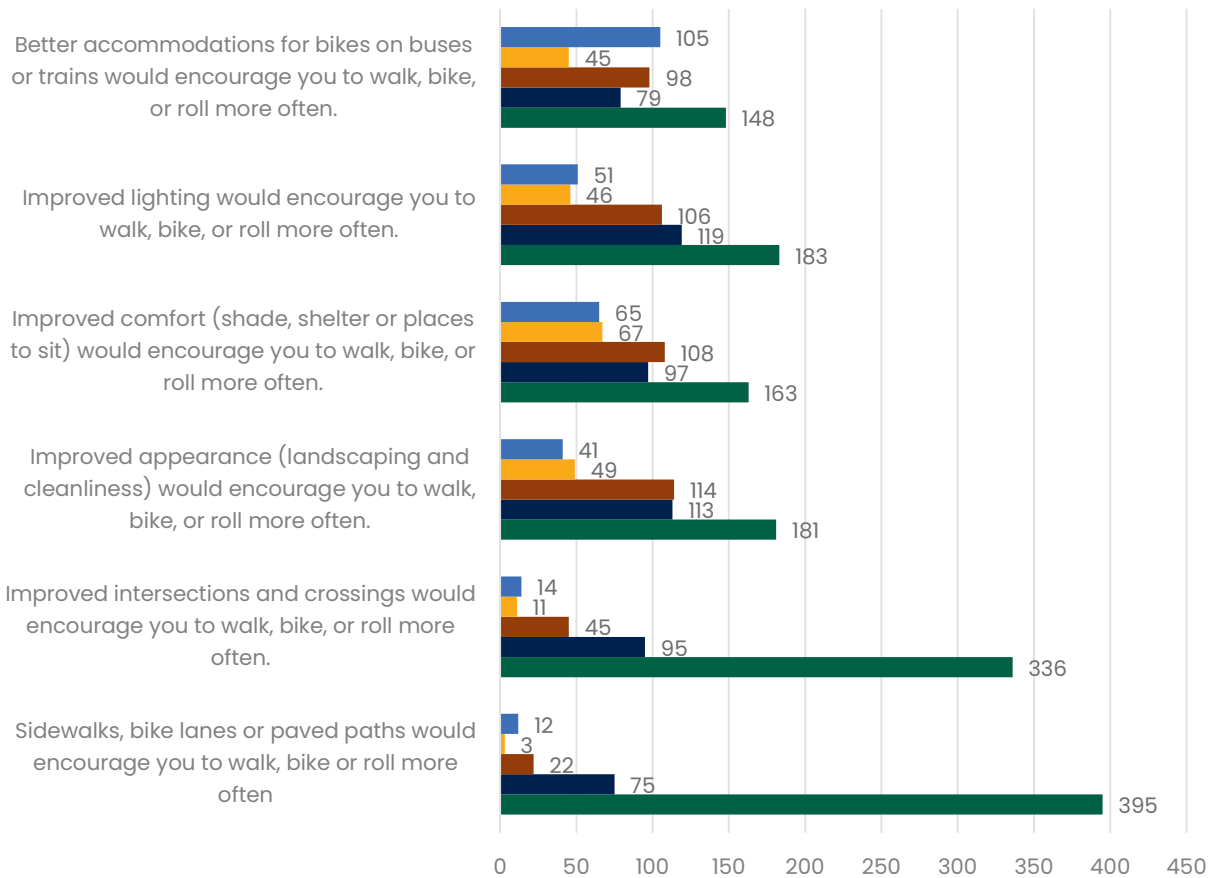


	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I am not interested or able to bicycle	47	10	26	20	275
I am comfortable biking on in a separated bike lane or shared-use path (combined the responses from SurveyMonkey)	285	101	47	25	38
I am comfortable biking on busy roads in a bike lane	77	106	58	99	113
I am comfortable biking on busy roads where I share a lane with motorized traffic	34	42	68	69	276

Travel Enhancements for Walking, Biking, Rolling

- The chart below shows the proposed changes/factors that respondents feel would encourage them to walk/bike/roll more.
- These charts combine data from both the MetroQuest and SurveyMonkey surveys. The MetroQuest survey collected responses in a star rating from 1 to 5 stars (1 star being 'Do Not Agree', 5 stars being 'Strongly Agree'). This has been translated to reflect 1 star being 'Strongly Disagree' to 5 stars being 'Strongly Agree', based on the SurveyMonkey scale from a 5-rating scale, 'Strongly Disagree' to 'Strongly Agree'.
- The two improvements that gained the most respondent support ('Strongly Agree' or 'Agree') were "sidewalks, bike lanes or paved paths would encourage you to walk, bike or roll more often" and "Improved intersections and crossings would encourage you to walk, bike or roll more".

Improvements to Encourage Biking, Walking & Rolling

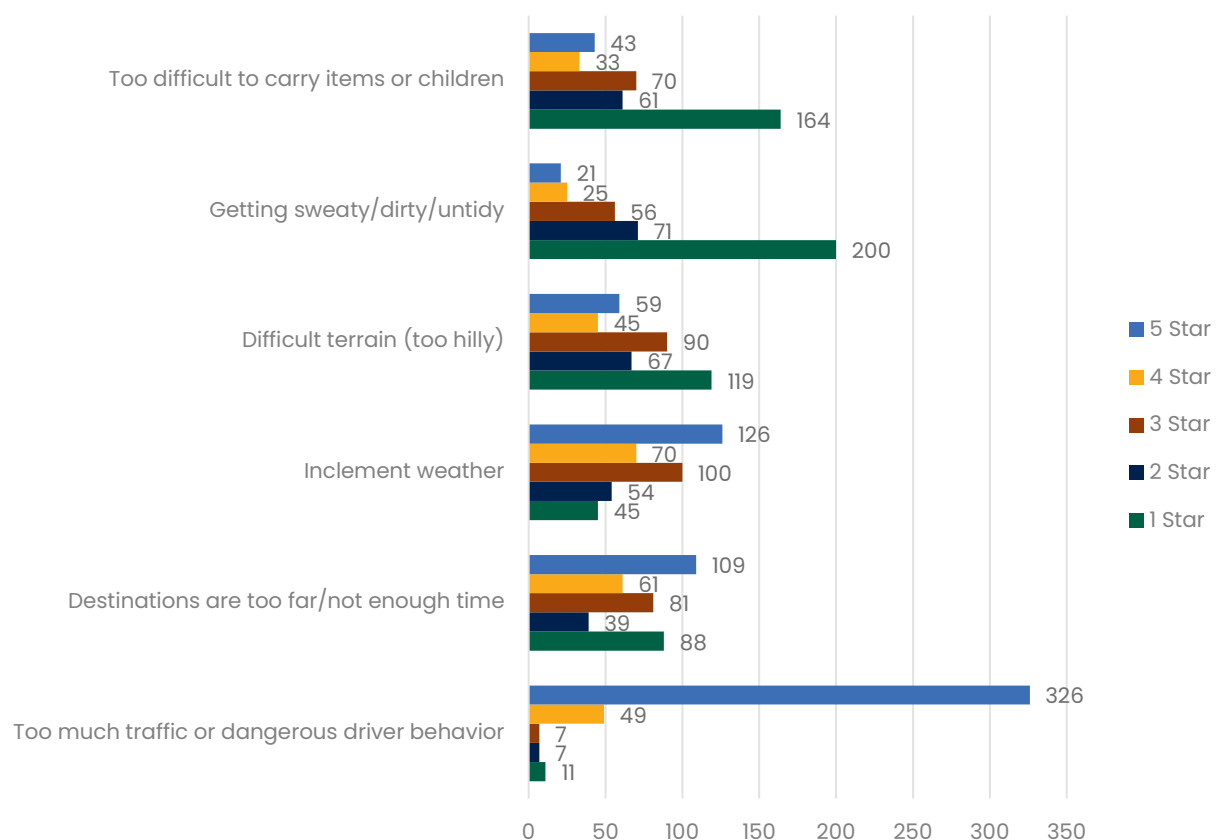


	Sidewalks, bike lanes or paved paths would encourage you to walk, bike or roll more often	Improved intersections and crossings would encourage you to walk, bike, or roll more often.	Improved appearance (landscaping and cleanliness) would encourage you to walk, bike, or roll more often.	Improved comfort (shade, shelter or places to sit) would encourage you to walk, bike, or roll more often.	Improved lighting would encourage you to walk, bike, or roll more often.	Better accommodations for bikes on buses or trains would encourage you to walk, bike, or roll more often.
Strongly Disagree	12	14	41	65	51	105
Disagree	3	11	49	67	46	45
Neutral	22	45	114	108	106	98
Agree	75	95	113	97	119	79
Strongly Agree	395	336	181	163	183	148

Deterrents to Walking, Biking, and Rolling

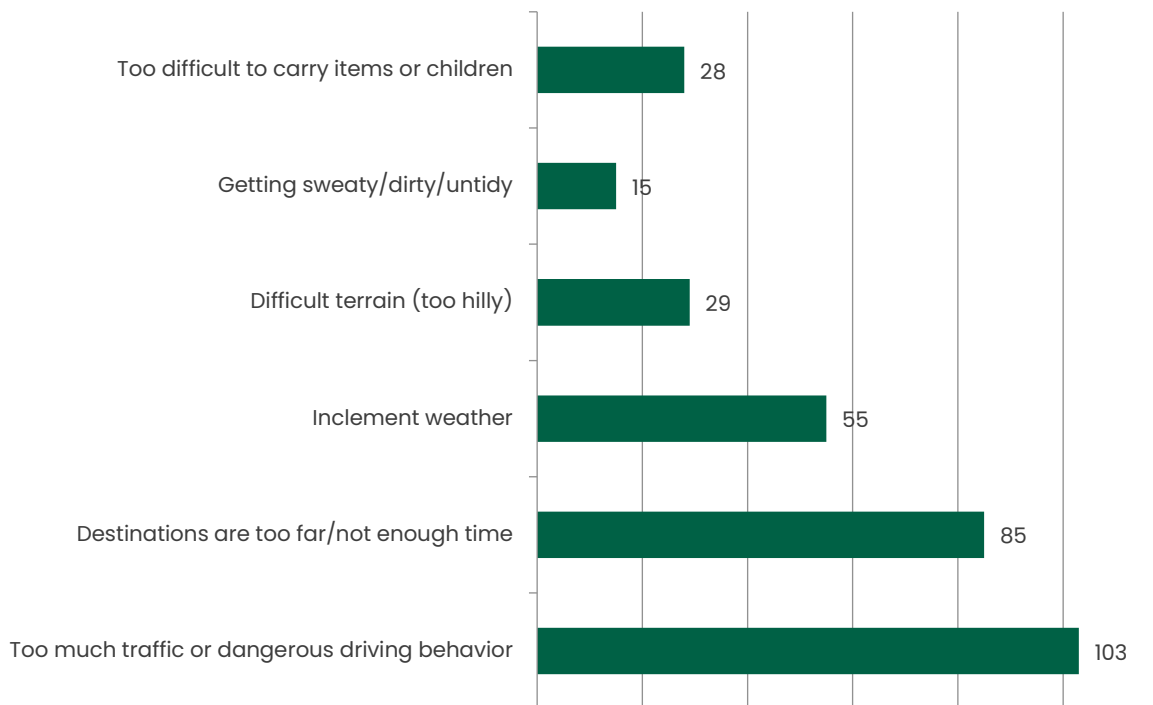
- The two charts below outline the factors respondents feel deter them from walking, biking, or rolling more on state roads.
- The MetroQuest survey asked respondents to rank each factor on a scale of 1 star to 5 stars (1 star being 'Does Not Deter', 5 stars being 'Strong Deterrent').
- The SurveyMonkey survey asked respondents to rank the top three deterrents to walking, biking, or rolling on state roads.
- The greatest deterrent for MetroQuest respondents to walk, bike, or roll was "too much traffic or dangerous driver behavior".
- The three greatest deterrents for SurveyMonkey respondents to walk, bike, or roll were too much traffic or dangerous driving behavior, destinations are too far/not enough time and inclement weather

MetroQuest Deterrents to Biking, Walking, and Rolling



Survey Monkey Deterrents to Biking, Walking, and Rolling

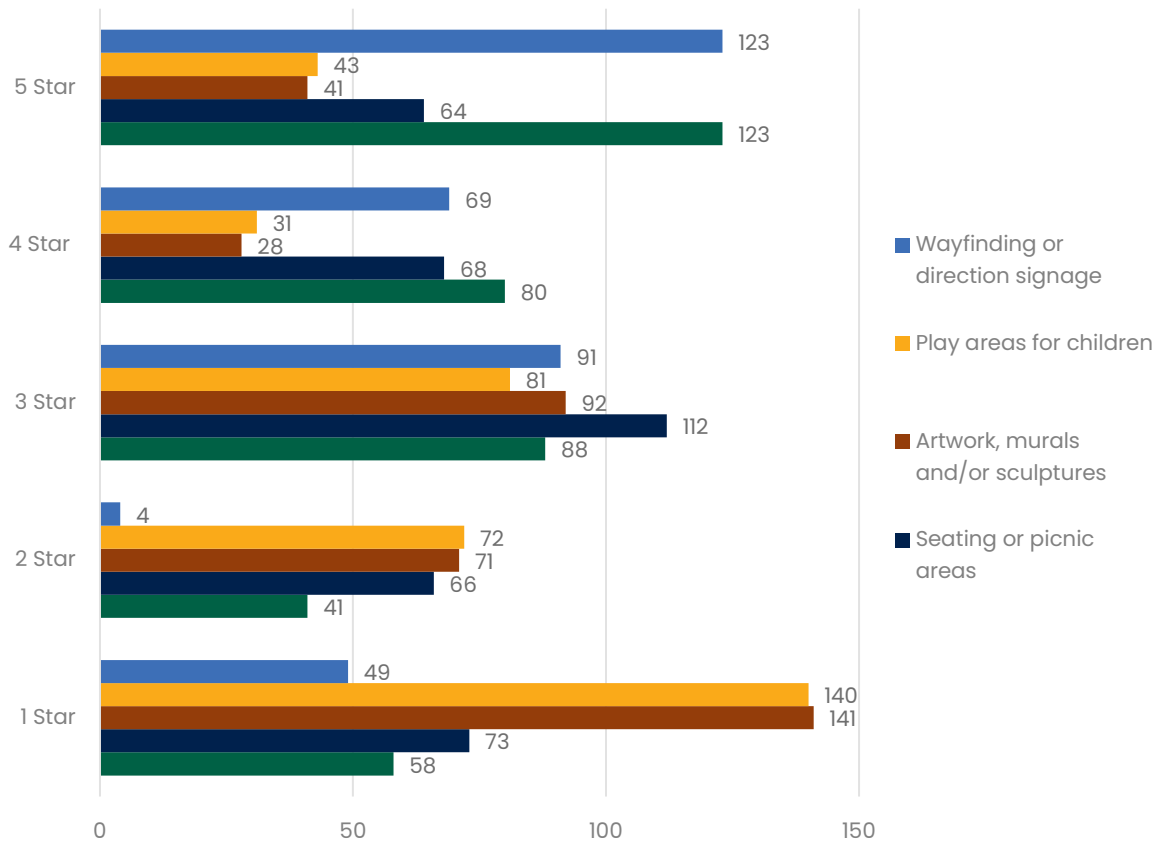
Please review the factors listed below and select the top three factors that deter you from walking, biking, or rolling more often.



Improvements for an Active Transportation System

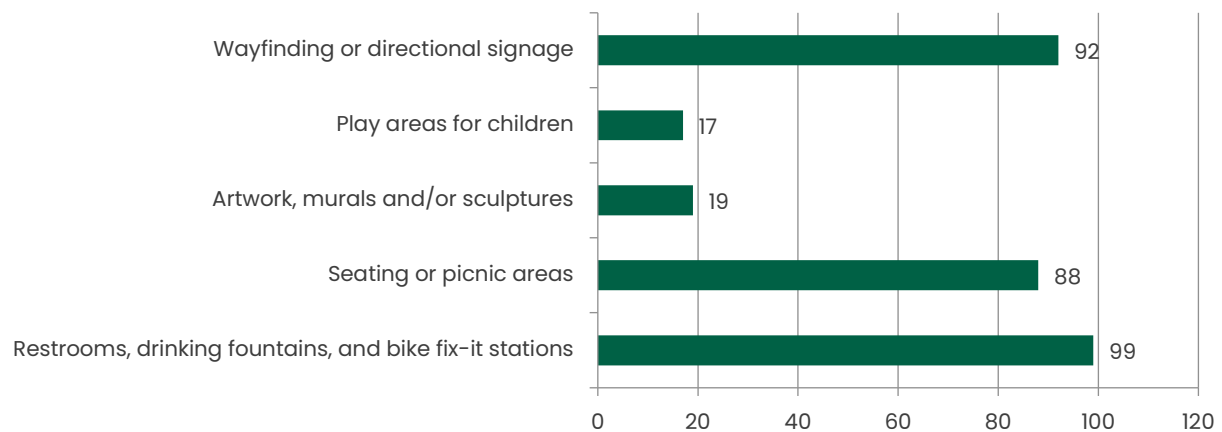
- The two charts below outline the features that respondents would like to see along with an active transportation system in Connecticut.
- The MetroQuest survey asked respondents to rank each factor on a scale of 1 star to 5 stars (1 star being 'Is Not Really Wanted/Needed, 5 stars being 'Very Much Wanted/Needed').
- The SurveyMonkey survey asked respondents to select the top three features they would like to see along an active transportation plan in Connecticut.
- The top three features the MetroQuest survey respondents and Survey Monkey survey respondents would like to see along the roads are wayfinding and directional signage, restrooms/drinking foundations/bike fix-it stations, and seating or picnic areas.

MetroQuest Improvement Features



Survey Monkey Improvement Features

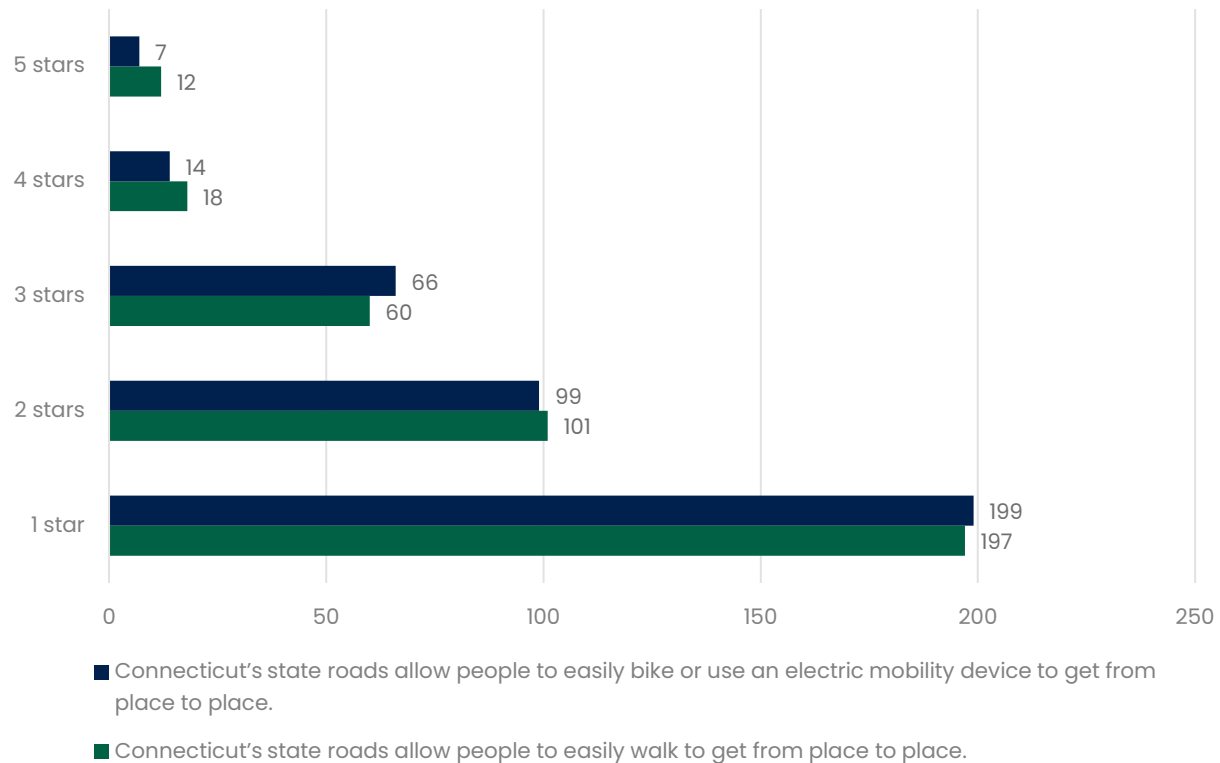
Please review the features listed below and select the top three features you feel are needed along an active transportation system.



Using Connecticut State Roads

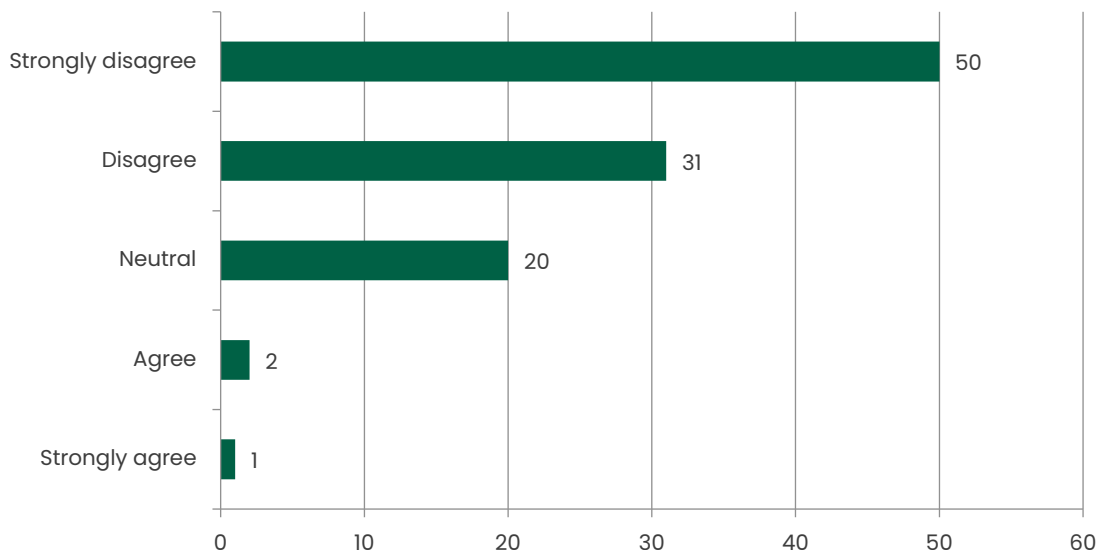
- The two charts below outline the respondent's sentiment about current conditions for walkers.
- The MetroQuest survey asked respondents to rank their sentiment about walking along Connecticut state roads and biking/using electronic mobility devices on Connecticut state roads on a scale of 1 star to 5 stars (1 star being 'Is Not Really Wanted/Needed', 5 stars being 'Very Much Wanted/Needed').
- The SurveyMonkey survey asked respondents to rank if they agree or disagree with the statement that Connecticut's state roads allow people to easily bike or use electronic mobility devices. Answers were collected on a scale from 'Strongly Agree' to 'Strongly Disagree'.
- For both surveys, respondents were clear that they do not feel Connecticut state roads allow people to easily walk, bike, or use an electronic mobility device.

MetroQuest Survey Use of State Roads



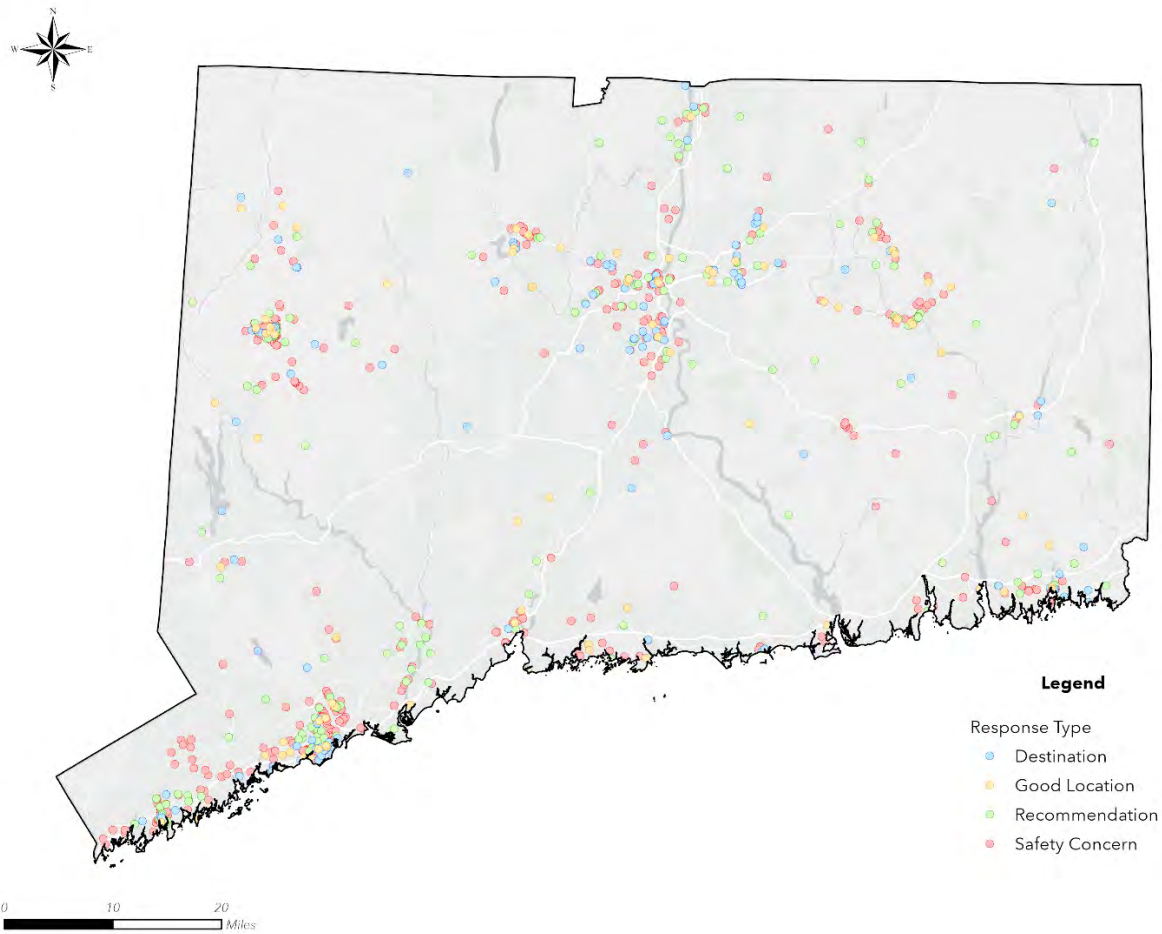
Survey Monkey Survey Use of State Roads

Connecticut's state roads allow people to easily bike or use an electric mobility device to get from place to place

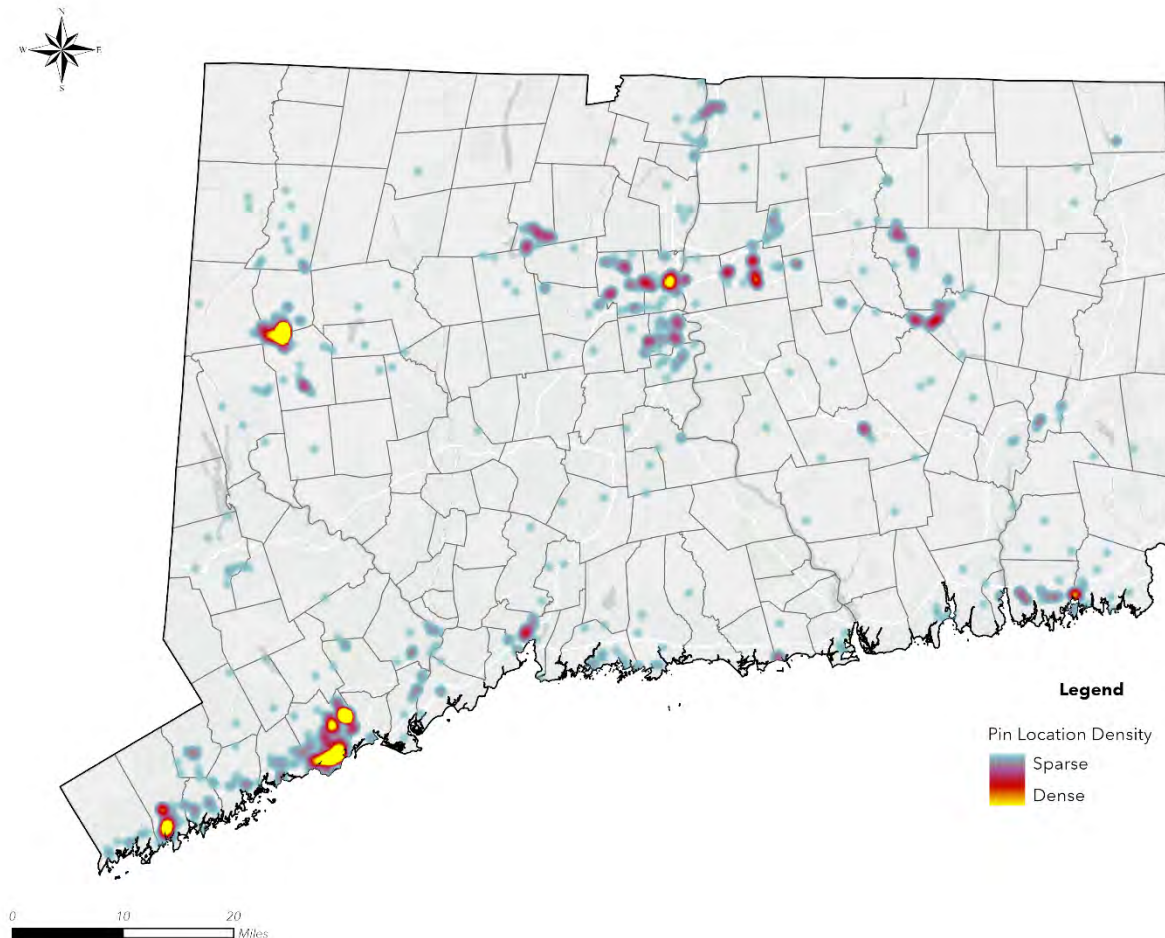


Key Areas Identified by Respondents (MetroQuest)

- The MetroQuest survey allowed participants to drop pins on a Connecticut state map to identify specific areas of interest or concern.
- There were 932 map markers placed on the state map. There were four different pin types that respondents could select from: Safety Concern, Destination, Good Location or Recommendation. Each pin was accompanied by one question specific to that marker.
- Below is a Dot Distribution map to show where respondents placed pins and what types of pins they placed, as well as a heat map of dense response locations. A list of all the pin questions and responses can be found in the appendix.



MetroQuest Pin Type Map



MetroQuest Pin Heat Map

Key Areas Identified by Respondents (Survey Monkey)

- Survey Monkey provided a series of four open ended questions that allowed participants to identify areas of concern throughout the state. A complete list of the open ended questions and responses can be found in the appendix.
- These themes were derived using AI
- In Survey Monkey (Q:28) when respondents were asked “Destinations: Where would you like to walk or bike?” Five key themes were identified from the 88 responses*.
 - *Safety and Infrastructure Concerns related to:*

- Lack of sidewalks or bike lanes
- Dangerous or high-speed roads
- Poorly maintained or non-existent pedestrian infrastructure
- Unsafe crossings, especially on major roads like Route 44, Route 1, and Route 7
- *Access to daily destinations including:*
 - Grocery stores and shopping centers (e.g., Stop & Shop, Target, Westfarms Mall)
 - Workplaces and schools
 - Restaurants, libraries, and medical offices
 - Public transit hubs (train and bus stations)
- *Town and neighborhood connectivity related to:*
 - Regional connectivity (e.g., between New Haven and Hamden, or Groton and New London)
 - Safe routes between residential areas and town centers
 - Improved access to trails and greenways (e.g., Farmington Canal Trail, Shoreline Greenway Trail)
- *Recreation and scenic routes related to:*
 - Parks, beaches, and waterfronts
 - State parks and nature trails
 - Scenic roads (though often noted as unsafe due to lack of shoulders or bike lanes)
- *Equity and accessibility related to:*
 - The need for affordable housing near walkable amenities
 - Inclusive infrastructure for people without cars
 - Age-related limitations (e.g., older adults preferring neighborhood walks)
 - The importance of connecting public facilities like schools, libraries, and community centers
- In Survey Monkey (Q:29) when respondents were asked “Safety Concerns: What safety concerns do you have about walking or biking?” Five key themes were identified from the 97 responses*.

- *Dangerous driving behavior related to:*
 - Speeding
 - Distracted driving (especially phone use)
 - Aggressive or reckless driving
 - Failure to yield at crosswalks or stop signs
 - Driving under the influence
- *Inadequate infrastructure related to:*
 - Lack of sidewalks or bike lanes
 - Poorly designed intersections
 - Unprotected or painted-only bike lanes
 - Missing or inaccessible crosswalks
 - Inconsistent or disconnected pedestrian/bike networks
- *Unsafe road conditions related to:*
 - Narrow or shoulderless roads
 - Poor lighting
 - Bad sight lines
 - Icy or uncleared sidewalks
 - Rumble strips and road damage
- *Specific high-risk locations related to:*
 - Lake Avenue in Danbury
 - Route 44 in multiple towns
 - Whalley Ave in New Haven
 - Main Street in Middletown
 - Route 1 and Route 150
- *Vulnerable populations and accessibility related to:*
 - Challenges for people with disabilities
 - Concerns for children and seniors
 - Fear of crime or kidnapping
 - Lack of ADA-compliant infrastructure
- In Survey Monkey (Q:30) when respondents were asked “Good Examples: What areas do you like to walk or bike?” Five key themes were identified from the 86 responses*.

- *Safety and separation from traffic with key examples:*
 - Trails separated from vehicle traffic (e.g., Airline Trail, Farmington Canal Trail, Trout Brook Trail).
 - Traffic-calmed streets or areas with buffered bike lanes.
 - Sidewalks and crosswalks as essential infrastructure.
- *Accessibility and connectivity related to:*
 - Proximity to home or easy access without needing a car.
 - Connected trail systems that allow for continuous travel (e.g., complaints about gaps in the Farmington Canal Trail).
 - Walkable neighborhoods and urban centers with multiple destinations close together.
- *Natural beauty and recreation with key examples:*
 - Parks, greenways, and nature trails (e.g., East Rock Park, Nepaug Reservoir).
 - Scenic areas with water features, trees, and wildlife.
 - Places that support mental health and relaxation.
- *Infrastructure quality with key examples:*
 - Well-maintained paths and sidewalks.
 - Lighting and signage for safety and navigation.
 - Designated lanes for walking and biking to avoid conflicts.
- *Community and urban design with key examples:*
 - Downtown areas with shops, restaurants, and public spaces (e.g., West Hartford, New Haven, Old Saybrook).
 - Human-scale design that encourages walking.
 - Mixed-use areas that combine recreation, commerce, and residential access.
- In Survey Monkey (Q:31) when respondents were asked “Recommendations: What types of active transportation improvements would you like to see?” Five key themes were identified from the 86 responses*.
 - *Separated and protected bike infrastructure related to:*
 - Separated bike lanes (physically protected from traffic)
 - Shared-use or multi-use paths
 - Cycle tracks wide enough for trailers

- Connectivity between existing trails (e.g., Farmington Canal Trail, Norwalk River Valley Trail)
- Bike lanes on major roads and near transit hubs
- *Pedestrian safety and accessibility with key examples:*
 - Improved sidewalks (especially near schools and residential areas)
 - Raised crosswalks and curb bump-outs
 - Better lighting and signage
 - Safe crossings at high-speed roads and intersections
 - Accessibility for wheelchair and mobility device users
- *Traffic calming and road design related to:*
 - Speed control measures (speed bumps, cameras, traffic circles)
 - Narrower streets and road diets
 - Conversion of traffic lights to all-way stops
 - Protected pedestrian zones and car-free paths
- *Public transit enhancements related to:*
 - More frequent and reliable bus service
 - Dedicated bus lanes
 - Better connectivity between buses, trains, and trails
 - On-demand services for seniors
 - Improved signage and information at transit hubs
- *Urban planning and land use integration related to:*
 - Mixed-use development and denser urban cores
 - Affordable housing near walkable/bikeable areas
 - Limiting car-centric development (e.g., large parking lots)
 - Policies that support active transportation in zoning and infrastructure planning

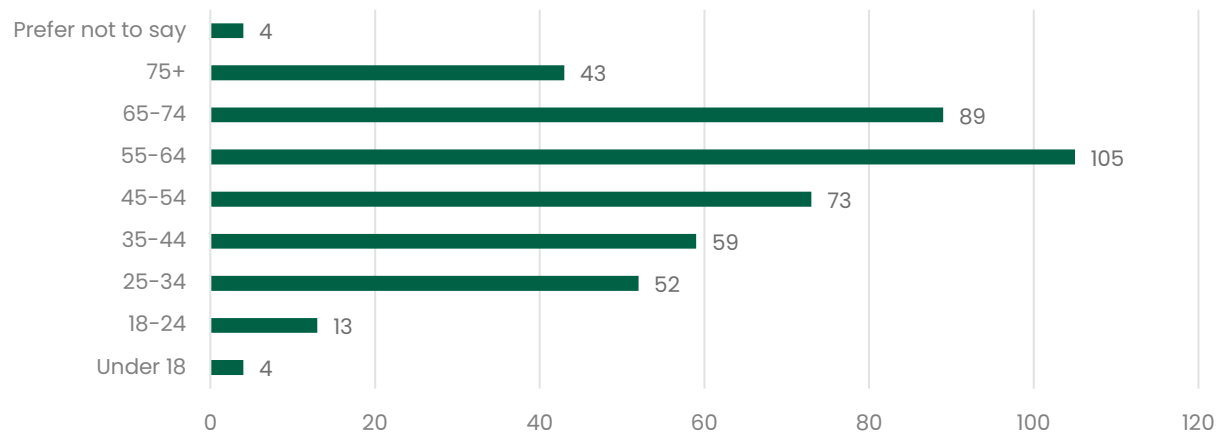
Survey Demographics

- There is a total of 581 survey completions; 105 English survey responses were received in SurveyMonkey, and 3 Spanish survey responses were received in SurveyMonkey, and 476 English survey responses in MetroQuest.
- Responses were received from residents from 122 unique zip code.
- Responses were received from a wide variety of age ranges from under 18 to 75+.

- 2% of survey respondents said they are from a low-income household.
- 48% of survey respondents identified as female, and 46% identified as male.
- 79% of survey respondents identify as white.
- 240 survey respondents provide an email address for future project updates.
- Below are graph outlining key demographics.

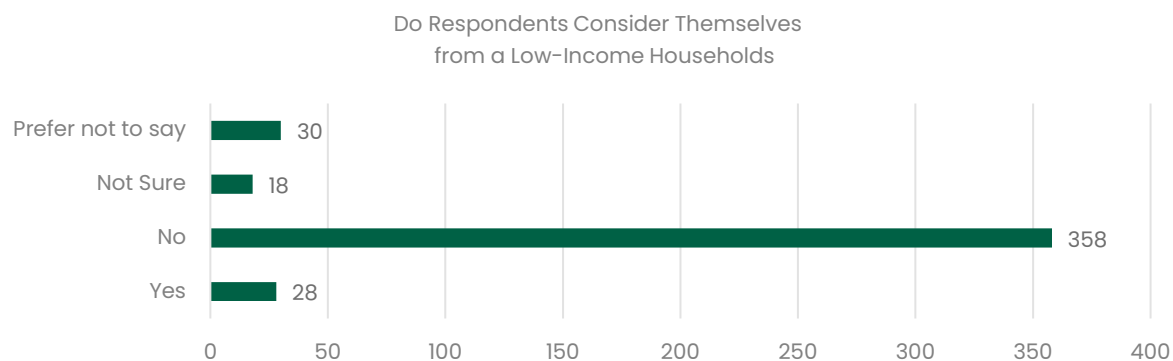
Age

- Representation was seen from all age categories, under 18 through 75+.
- Top three age categories were 55-64, 65-74 and 45-54.



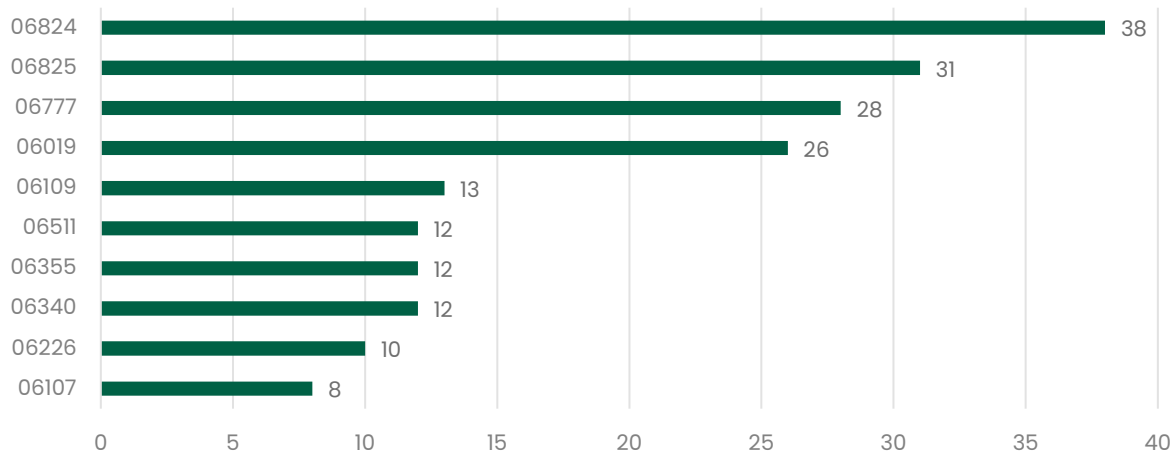
Income

- Representation was seen from all income categories.
- Most respondents reported that they were not from a low-income household.



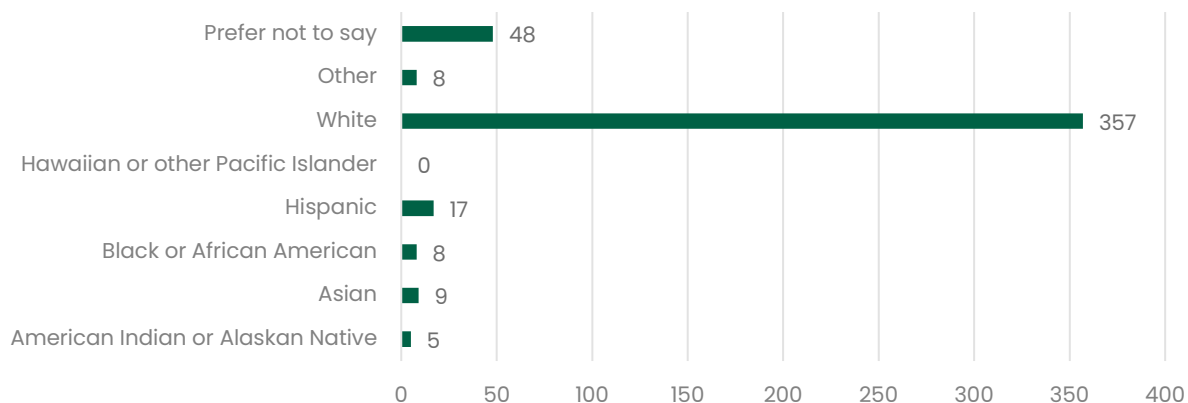
Zip Code

- Survey respondents represented 122 zip codes from Connecticut.
- The top 5 zip codes represented were Fairfield (06824), Fairfield (06825), New Preston (06777), Canton (06019) and Wethersfield (06109).



Racial Background

- Representation was seen from a variety of racial background, however the majority of respondents reported being white.
- Both the MetroQuest and Survey Monkey surveys allowed respondents to select all racial categories they identified with, there were multiple respondents who selected more than one racial background option.



Appendix

Appendix Resources

- Appendix A: MetroQuest Screen 4 Map Marker Results
- Appendix B: Survey Monkey Open Ended Question on Destinations
- Appendix C: Survey Monkey Open Ended Question on Safety Concerns
- Appendix D: Survey Monkey Open Ended Question on Examples
- Appendix E: Survey Monkey Open Ended Question on Recommendations
- Appendix F: Contact Information (MetroQuest and Survey Monkey)

MetroQuest Screen 4 Map Markers

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.1508346675293	-73.5079822410931	What concerns do you have about walking or biking here?	Weed Street is 30 mph, but drivers use this street to cut between towns at highway speeds. Bike lanes and pedestrian paths are badly needed. We MUST slow down drivers or someone will get killed. The town created a "green link path" nearby and encouraged foot traffic here without providing safe a biking and walking situation on Weed Street. Every summer the town revamps the roads but they never bother to invest in safety for bikers and walkers.
Safety Concern	41.1344175684761	-73.5246379110865	What concerns do you have about walking or biking here?	West elementary school is located here. But even children who live a few doors from the school do not walk or bike to school. The town has not invested in any safety for walkers or bikers, so even children who live next the school cannot walk there.
Safety Concern	41.1463970935564	-73.4959366729925	What concerns do you have about walking or biking here?	even walk or ride to schools. The town has zero bike lanes and zero investment in complete streets to slow down cars & trucks through smart design. Police cannot seem to slow down drivers—even when luxury cars pass a stopped bus, police do not follow up on camera footage of dangerous violations. Please invest in safety for bikers and walkers!
Safety Concern	41.1448700053406	-73.5043770227209	What concerns do you have about walking or biking here?	for the good of all residents in town. I protected bike lanes anmd pedestrian paths would also help the economy of the downtown, which is filled with empty storefronts.
Safety Concern	41.1416766713778	-73.491536979024	What concerns do you have about walking or biking here?	At 2:30 everyday, this road is filled with middle school kids from one of the largest middle schools in the state (grades 5-8). Please add bike lanes for these children to ride safely school and connect these protected bike lanes to a network of bike lanes throughout the town.
Safety Concern	41.6979224294298	-72.6583125412864		
Destination	41.6907443364622	-72.6665522873801		
Good Location	41.6912570839545	-72.6653506577414	What do you like about walking or biking here?	Safe, nice location
Good Location	41.7075953111879	-72.6742981378132	What do you like about walking or biking here?	Great path for walking and biking
Safety Concern	41.665089714042	-72.6774652445556	What concerns do you have about walking or biking here?	No bike lanes, people driving terribly
Good Location	41.6701440907412	-72.6434187040173	What do you like about walking or biking here?	Large sidewalks, good! Bikes shouldn't have to be on the sidewalks though...
Recommendation	41.6624156331726	-72.6512133332398	What type of improvement do you want to see here?	Speed humps everywhere! Automatic photo/plate ticketing of light and stop sign violators. Change to state law to allow for larger fines and license revoking
Safety Concern	41.6602797182885	-72.6587036200186	What concerns do you have about walking or biking here?	Shallow shoulder, blind corners, no bike lanes
Safety Concern	41.6922572802599	-72.6557739882349	What concerns do you have about walking or biking here?	Crazy traffic, no protected bike lanes
Safety Concern	41.9677766106048	-72.3603820612704	What concerns do you have about walking or biking here?	Busy, hard to cross the street because there is no protection for peds. Cars drive too fast.
Safety Concern	41.7617650183872	-72.7066023191435	What concerns do you have about walking or biking here?	This is way to long a crossing for pedestrians. Can we just remove this onramp/offramp?
Recommendation	41.7607405284224	-72.7064612807795	What type of improvement do you want to see here?	Let's remove parking here and continue Capitol Ave bike lanes westward to Prospect.
Safety Concern	41.072899493702	-73.5490162970866	What concerns do you have about walking or biking here?	Terrible crossings
Safety Concern	41.0726366268991	-73.5501736702766	What concerns do you have about walking or biking here?	Terrible crossings
Safety Concern	41.0555233992139	-73.543258176281	What concerns do you have about walking or biking here?	Drivers speeding
Safety Concern	41.0662248332343	-73.548738003208	What concerns do you have about walking or biking here?	Terrible crossings And Speeding
Good Location	41.040570648523	-73.5422651882711	What do you like about walking or biking here?	Calm and slow
Good Location	41.0412251203406	-73.5424274579701	What do you like about walking or biking here?	Great crossing
Destination	41.0406351079901	-73.5430156019313	Where would you like to walk or bike to?	The area
Destination	41.7100926825895	-72.653858599484		
Safety Concern	41.7080367581783	-72.6546096180082	What concerns do you have about walking or biking here?	Very little space to bike on road
Safety Concern	41.7594166100325	-72.659818997317	What concerns do you have about walking or biking here?	Hartford is not properly connected to any regional spine trails, and needs safe point to point connectivity
Recommendation	41.0705751569282	-73.4931123497302	What type of improvement do you want to see here?	West Ave would be a great route for a Bike Lane
Recommendation	41.0768596048133	-73.4950864555652	What type of improvement do you want to see here?	Too narrow for a bike lane - would be a good place for a shared use path for active transportation (given the sidewalk is just on the one side) - Cars speed
Recommendation	41.0790294628438	-73.5120973319532	What type of improvement do you want to see here?	Painting/stripping in front of the school would go a long way
Safety Concern	41.0776609886843	-73.5117912516034	What concerns do you have about walking or biking here?	very difficult to see drivers on Christie Hill Road from Middlesex
Recommendation	41.0759893023464	-73.4714240327929	What type of improvement do you want to see here?	pedestrianize/add a cycling lane to Route-1 while not stopping cars. The bus stop in front of the CVS is also a very popular one (connects to the train), so its an opp. to increase bus attractiveness as a travel mode, too. I would take a shuttle to downtown (e.g. to go to CVS) if it were an option!!
Recommendation	41.0695146892113	-73.493418146715	What type of improvement do you want to see here?	This shopping complex is begging to be accessed on foot/by active transportation. What if there were a bike locker for train riders taking the Noroton Heights
Recommendation	41.4833576153616	-72.7860890000403	What type of improvement do you want to see here?	Pedestrian crossing markings and a sidewalk on north side of 68 to Barnes Rd. - the town is locating many public facilities in Barnes Industrial Park: Parks &
Safety Concern	41.2374507093813	-72.7073744049347	What concerns do you have about walking or biking here?	we need bike lanes
Destination	41.2706299154281	-73.3732379854544		
Destination	41.2869256293775	-72.6828371777385		
Safety Concern	41.2655607960304	-72.6984105047529		
Safety Concern	41.2651115349911	-72.7255665408188		
Safety Concern	41.2726975725952	-72.7512739449924		
Safety Concern	41.2831329340468	-72.7640465989646		
Safety Concern	41.2686281038868	-72.8046471922588	What concerns do you have about walking or biking here?	Vehicles speeding
Safety Concern	41.0514939136828	-73.5295590611728	What concerns do you have about walking or biking here?	very narrow and unpleasant to bike
Safety Concern	41.0406140894943	-73.550913276897	What concerns do you have about walking or biking here?	difficult intersection to navigate on a bike because of the hill and crossing traffic.
Recommendation	41.0366546450219	-73.5343796605137	What type of improvement do you want to see here?	it would be really nice to be able to get from shippan to harbor point by bike or foot
Safety Concern	41.1864694276887	-73.4231849513006	What concerns do you have about walking or biking here?	Major arteries
Safety Concern	41.0513341519435	-73.5395049455359	What concerns do you have about walking or biking here?	Too many cars, no safe bike route
Safety Concern	41.0830380574798	-73.4654136500311	What concerns do you have about walking or biking here?	Rt 1
Safety Concern	41.0508648812169	-73.5408782365516	What concerns do you have about walking or biking here?	Gets narrow and no shoulder
Safety Concern	41.0573856820154	-73.5431959454201	What concerns do you have about walking or biking here?	Too many cars
Safety Concern				Too many cars, no safe bike route

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.125225112662	-73.4879186718015	What concerns do you have about walking or biking here?	Any of the numbered roads are a mess on the shoulder and narrow
Safety Concern	41.0659725646719	-73.5330794964211	What concerns do you have about walking or biking here?	Too many cars, no safe bike route
Safety Concern	41.0723140703818	-73.5502885494606	What concerns do you have about walking or biking here?	Too many cars, no safe bike route
Recommendation	41.0615056423996	-73.5439726966633	What type of improvement do you want to see here?	Designated, seperated bike lanes.
Recommendation	41.0655098699047	-73.5331772678703	What type of improvement do you want to see here?	Designated, seperated bike lanes.
Recommendation	41.0526353397452	-73.5394858234733	What type of improvement do you want to see here?	Designated, seperated bike lanes.
Recommendation	41.0509848191536	-73.5412453525871	What type of improvement do you want to see here?	Designated, seperated bike lanes.
Destination	41.0488680222282	-73.5427157462602	Where would you like to walk or bike to?	I would like to bike to work in downtown stamfod but there isnt a safe route.
Recommendation	41.0724458676494	-73.5504834235673	What type of improvement do you want to see here?	Designated, seperated bike lanes from Stamford to Greenwich
Destination	41.5711955699175	-73.0050512208533		
Destination	41.0780856587803	-73.5336176932816	Where would you like to walk or bike to?	I would like to bike from this area to downtown Stamford, where I work, but there is no safe bikeing route.
Safety Concern	41.6731598839948	-72.7146048444844	What concerns do you have about walking or biking here?	please keep pedestrians and bikers off our roads.
Safety Concern	41.6395157487884	-72.6765685908834		
Safety Concern	41.1049516827304	-73.459874726082	What concerns do you have about walking or biking here?	Narrow road. Pedestrians and bicyclists get hit by cars
Recommendation	41.1554043457784	-73.4237481973809	What type of improvement do you want to see here?	Fix the traffic signal so when DMV is closed the light in that direction isn't holding up traffic.
Safety Concern	41.0580059908699	-73.4951279116806	What concerns do you have about walking or biking here?	Traffic too fast and aggressive particularly at rush hour
Good Location	41.0466800493956	-73.4788629962143	What do you like about walking or biking here?	Good biking area
Safety Concern	41.071581792062	-73.4587311294508	What concerns do you have about walking or biking here?	Road surface terrible
Destination	42.1714463713707	-74.6140074970538		
Safety Concern	41.1189622810599	-73.5185628806968	What concerns do you have about walking or biking here?	no bike lanes or adjacent paved bikes multi usepaths
Safety Concern	41.1111491264215	-73.4647541518444		
Recommendation	40.6943497843957	-73.1720710961861	What type of improvement do you want to see here?	I don't have any input on this question.
Safety Concern	41.1134895425738	-73.4848532210983	What concerns do you have about walking or biking here?	124 is a busy bicycling route. Needs a wider shoulder and slower speed limit
Safety Concern	41.1517381571157	-73.489832620716		
Recommendation	40.319606495457	-73.3182406350935	What type of improvement do you want to see here?	I hope I submitted this survey as I don't understand how to get out of this section.
Safety Concern	41.0555888816161	-73.5432312093501		
Safety Concern	41.0510797258185	-73.5422656141047		
Safety Concern	41.0529082386175	-73.5423514447932		
Safety Concern	41.0507237416748	-73.5394117437129		
Safety Concern	41.0515490104213	-73.5359785161738		
Safety Concern	41.0477506751378	-73.5429957862189		
Safety Concern	41.0715245514563	-73.5491057527416		
Safety Concern	41.0727539710318	-73.5502430093639		
Safety Concern	41.0730828959264	-73.548998464381		
Safety Concern	41.0468562440535	-73.5429648924991		
Safety Concern	41.1178562839169	-73.4208491755774		
Safety Concern	41.05513189668	-73.5313644346545		
Safety Concern	41.1990537381115	-73.1316847507442		
Safety Concern	41.2190574442605	-73.1196447337733		
Safety Concern	41.0484942076322	-73.5430841135871		
Safety Concern	41.1025291625856	-73.4359379120543		
Safety Concern	41.1062214360341	-73.4262271615711		
Safety Concern	41.1552214409984	-73.2443192338111	What concerns do you have about walking or biking here?	Can't cross Post Rd due to too many confusing lanes of traffic
				Very dangerous intersection at Old Post and Post in front of
Safety Concern	41.1413185205547	-73.2561034452425	What concerns do you have about walking or biking here?	The public library. No walk signal on old Post. Very wide intersection.
Destination	41.1549155311961	-73.2312851694681	Where would you like to walk or bike to?	Black Rock business district. Hard to cross Ash Creek area on a bike. Very busy road. No or narrow bike lane.
Destination	41.0575069204714	-73.5167479755695	Where would you like to walk or bike to?	From Shelton to Stamford
Safety Concern	41.287389336344	-73.2350629900309	What concerns do you have about walking or biking here?	Trying to get across Rt 111 with my bicycle is very difficult & challenging. Dangerous interstction
Good Location	41.2894594786023	-73.2345053305546	What do you like about walking or biking here?	Great cross walk from the walking & riding path. Most recent upgrade this year. Thanks
Safety Concern	41.2768914579838	-73.1217864214414	What concerns do you have about walking or biking here?	Another dangerous intersection to cross with your bike.
Safety Concern	41.3893274229688	-73.4030114471553	What concerns do you have about walking or biking here?	Brookfield, many of the main roads do the sidewalks or even a shoulder to walk/ bike on . Terrain is hill. Drivers speeding not paying attentionn
Destination	41.4572909947518	-73.4387170135616	Where would you like to walk or bike to?	Brookfield, would like to bike from my house off obtuse south to Greenknoll Y or greenway
Good Location	41.376962768125	-73.5705529510616		
Recommendation	41.4284666517774	-73.4744225799678	What type of improvement do you want to see here?	Create shoulders on road so at least someone who bike or walk
Safety Concern	41.6840937171688	-72.6282286884601	What concerns do you have about walking or biking here?	too much traffic
Destination	41.9093311031116	-73.1116271259601	Where would you like to walk or bike to?	reservoir
Recommendation	41.2119423713434	-72.6721740009601	What type of improvement do you want to see here?	more public beaches
Good Location	41.7633364361025	-72.1832823993976	What do you like about walking or biking here?	quieter
Safety Concern	41.1171291242537	-73.3455710910763	What concerns do you have about walking or biking here?	roads are poorly maintained, endlessly under construction (Post rd)
Safety Concern	41.6251668023413	-73.3694727551451	What concerns do you have about walking or biking here?	Concerns about both walking and biking. There is no shoulder along Rt. 109
Destination	41.6406433003668	-73.3181030880918	Where would you like to walk or bike to?	The town of Washington has many features worth walking or riding at/to; Steep Rocky Association, bookstore, coffeeshops/restaurants

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.6960555480601	-73.3524353634825	What concerns do you have about walking or biking here?	Many people bike on the roads to and around Lake Waramaug, but the road is often without shoulder and has a lot of traffic.
Good Location	41.6006929875335	-73.4525801066642	What do you like about walking or biking here?	River road is a good location to run, walk and bike, but parking is limited and biking there is not ideal because no designated/marked bike lanes to get there.
Safety Concern	41.30736792883	-73.0698687362259	What concerns do you have about walking or biking here?	infrastructure. It is very unsafe to be outside of a car, but it is also the fastest and most direct route to the city. I often see Jewish people walking on the shoulder to get to Temple on the Sabbath. I wish they had a side walk, and I had a bike lane
Recommendation	41.5453119480231	-73.2913881816908	What type of improvement do you want to see here?	widen shoulders along Rte 67
Recommendation	41.6190155570456	-73.3785063304945	What type of improvement do you want to see here?	create wide shoulders along Rt 109
Recommendation	41.6233786368504	-73.3955008068128	What type of improvement do you want to see here?	Create marked bike lanes or widen shoulders along Rt 202
Safety Concern	41.1920194556735	-73.2595016292835	What concerns do you have about walking or biking here?	very small shoulder, no bike lane. Cars are going well above speed limit.
Destination	41.125874104905	-73.2966388275243	Where would you like to walk or bike to?	Great scenery. Able to stop at beach and it has a bike repair center.
Safety Concern	41.1319838980814	-73.2847778776624	What concerns do you have about walking or biking here?	vision is partial blocked to on coming traffic from left when coming down westway to Harbor rd.
Safety Concern	41.15844918046	-73.2527468901604	What concerns do you have about walking or biking here?	Narrow shoulder/no bike route.
Safety Concern	41.1746107818059	-73.2506173350873	What concerns do you have about walking or biking here?	Sidewalk ends right before blind corner. Need to continue sidewalk for walking. Lots of dog walking on the street.
Safety Concern	41.1823477083795	-73.2536714563285	What concerns do you have about walking or biking here?	Terrible! Would never ride here east of Brookside. Walking is difficult and feels uncomfortable with traffic.
Destination	41.1252992323494	-73.2649106176592	Where would you like to walk or bike to?	Bike
Good Location	41.1315057174954	-73.3596676977374	What do you like about walking or biking here?	Bike
Safety Concern	41.1676985126339	-73.1866330297686	What concerns do you have about walking or biking here?	Traffic
Safety Concern	41.1404889635316	-73.268663694421	What concerns do you have about walking or biking here?	Parked cars, confusing lanes, no bike lane
Safety Concern	41.1382426233148	-73.2932723245178	What concerns do you have about walking or biking here?	Difficult to cross Post Road as pedestrian and cyclist
Safety Concern	41.1408523881746	-73.2585994929755	What concerns do you have about walking or biking here?	Dangerous for pedestrians
Good Location	41.8370163371158	-72.4758929736254	What do you like about walking or biking here?	wide, safe, not too many crazy ebike people
Safety Concern	41.7800469962178	-72.5721079815109	What concerns do you have about walking or biking here?	The overpass on ramp is incredibly dangerous and separates manchester from very walkable and bikeable paths near wickham park. Drivers are too concerned about getting in the freeway here and aren't looking out for cyclists going across the slip lane.
Good Location	41.7796069628275	-72.573384713002	What do you like about walking or biking here?	This multi use path is fantastic and I feel safe here
Recommendation	41.7741195273142	-72.5775128956509	What type of improvement do you want to see here?	Instead of a path that goes under 84, consider a path that goes along exit 60 and dumps you out at the state road.
Recommendation	41.7802349049223	-72.5653640543739	What type of improvement do you want to see here?	There's ample room for separated bike lanes here, increasing connectivity to trails and across 84 which separates the town
Recommendation	41.7940557325812	-72.5248912622801	What type of improvement do you want to see here?	Main Street needs more traffic calming here. This is extra important at this location because the Cheney trail to hop river trail extension will be here in the future. Need to consider that this area will have heavy pedestrian use as soon as the trail is constructed next year.
Recommendation	41.7949060562079	-72.5251192437282	What type of improvement do you want to see here?	Consider a round about here. Necessary for traffic calming due to future Cheney trail extension.
Recommendation	41.7756697868986	-72.5212505002336	What type of improvement do you want to see here?	General traffic calming and road dieting necessary here for Main Street. Heavy pedestrian use here. Need to reduce the number of lanes to improve safety.
Recommendation	41.7645164783311	-72.5409413027262	What type of improvement do you want to see here?	Bike lanes needed here. Greenway trail is way too inefficient to use here and it takes you a circuitous route. I often prefer to take Hartford rd all the way to MCC to meet up with the trail again to save time. Need to streamline this trail for more efficient and effective travel.
Good Location	41.7922837593286	-72.5268224840995	What do you like about walking or biking here?	Awesome trail, heavy use for commuting
Recommendation	41.7898303590865	-72.5243742199613	What type of improvement do you want to see here?	Put an entire separated bike path the entirety of Main Street.
Destination	41.8193311415705	-73.3423400165851	Where would you like to walk or bike to?	Cornwall to Kent
Safety Concern	41.7906682251235	-73.3148741962726	What concerns do you have about walking or biking here?	Route 7 has little shoulders and cars drive too fast
Good Location	41.8357041935742	-73.3093810322101	What do you like about walking or biking here?	The back roads in NW CT are quiet and beautiful
Recommendation	41.8234247971377	-73.3093810322101	What type of improvement do you want to see here?	Make cars slow in Cornwall Bridge by employing traffic calming measures
Safety Concern	41.290693175226	-72.3760693309481	What concerns do you have about walking or biking here?	Tough and unsafe downtown area for biking, no infrastructure & back out angled parking. Downtown destination areas should be able to safely
Safety Concern	41.5641106929359	-72.6523182985902	What concerns do you have about walking or biking here?	Tough and unsafe downtown area for biking, no infrastructure & back out angled parking. Downtown destination areas should be able to safely
Safety Concern	41.548021387641	-72.6915581228654	What concerns do you have about walking or biking here?	accommodate bicycling. Especially with Wesleyan University located right there.
Destination	41.6732744344198	-72.7152207510075	Where would you like to walk or bike to?	Work
Safety Concern	41.3586252672794	-72.6374544109628	What concerns do you have about walking or biking here?	Could us some bike improvement getting across the circle.
Safety Concern	41.7622627691908	-72.7395033145661	What concerns do you have about walking or biking here?	
Good Location	41.7643114527874	-72.7192284966225	What do you like about walking or biking here?	Good infrastructure
Destination	41.7559029805619	-72.7240537906403	Where would you like to walk or bike to?	West Hartford
Safety Concern	41.7741556417922	-72.7013600078283	What concerns do you have about walking or biking here?	Sidewalks are in terrible shape from frost heaves and tree routes. Linear minefields of tripping hazards. The architecture is beautiful, though.
Safety Concern	41.2974221918707	-72.9500367044176	What concerns do you have about walking or biking here?	no sidewalk on north side of street
Safety Concern	41.2971803761734	-72.9527832864489	What concerns do you have about walking or biking here?	no sidewalk on north side of street; no way to access park as pedestrian
Safety Concern	41.30130448962	-72.9221447859258	What concerns do you have about walking or biking here?	no sidewalk on south side of street
Recommendation	41.3007840382479	-72.9168407583076	What type of improvement do you want to see here?	cut a curb cut to get cyclists from the neighborhood onto the bike lane
Safety Concern	41.2963162697163	-72.9024460461181	What concerns do you have about walking or biking here?	rail lines are a hazard; not enough rubber fill to stop tracks from being hazard
Safety Concern	41.2835888031008	-72.9345744937573	What concerns do you have about walking or biking here?	no sidewalk
Safety Concern	41.2826132674776	-72.9363447517071	What concerns do you have about walking or biking here?	no sidewalk
Safety Concern	41.3124117464064	-72.9129665232134	What concerns do you have about walking or biking here?	overhead illumination on the interstate highway system is not functioning for many years
Safety Concern	41.3160586190906	-72.9043552299897	What concerns do you have about walking or biking here?	no safe crossing at the intersection to get from District New Haven to State Street area
Safety Concern	41.0160726362055	-73.5126281025226	What concerns do you have about walking or biking here?	No bike lanes in much of downtown Stamford. High Ridge and Long Ridge have very narrow or no bike lanes
Safety Concern	41.73928059781	-72.3747443413935	What concerns do you have about walking or biking here?	Dangerous roads
Good Location	41.7369980469886	-72.368840843349	What do you like about walking or biking here?	trail head
Destination	41.7895258640435	-72.4503738495276	Where would you like to walk or bike to?	Get paths here but dangerous to get to
Recommendation	41.7888219132481	-72.4508888336585	What type of improvement do you want to see here?	Better ways to get to paths

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Recommendation	41.8409932665053	-72.3402963158705	What type of improvement do you want to see here?	A way to get through Bolton Notch (384) east/west on a bike. Lighting in the tunnel at this same location. Potable Water, campsites along linear trails would
Safety Concern	41.777012965208	-72.5151942697067	What concerns do you have about walking or biking here?	A few RFFB-supported crosswalks have been recently installed, but driver compliance is incredibly low. This leads to pedestrians not trusting (or even using!)
Safety Concern	41.771131122248	-72.5210177595827	What concerns do you have about walking or biking here?	A few RFFB-supported crosswalks have been recently installed, but driver compliance is incredibly low. This leads to pedestrians not trusting (or even using!)
Safety Concern	41.7124838917048	-72.6634569720827	What concerns do you have about walking or biking here?	Silas Deane Highway is too wide and vehicles move an unsafe speeds. Crosswalks are too wide and it's not safe to bike on. The road cuts Wethersfield in
Destination	41.0424747186268	-73.5749212063599		
Destination	40.7658039762327	-73.9550753109174	Where would you like to walk or bike to?	Train and wak
Safety Concern	40.9656117227058	-73.8315523448563		
Safety Concern	41.0440306753746	-73.547745171261	What concerns do you have about walking or biking here?	Heavy traffic
Good Location	41.0326162029495	-73.5377048590583	What do you like about walking or biking here?	Good views
Recommendation	41.0424472186534	-73.5307334489185	What type of improvement do you want to see here?	Wheel
Safety Concern	41.913073379765	-71.9566947363827	What concerns do you have about walking or biking here?	Shoulder, sightline problems
Recommendation	41.9469048839343	-71.8884924067893	What type of improvement do you want to see here?	The timing on this signal does not reflect traffic volumes
Recommendation	41.947215095129	-71.8852065868322	What type of improvement do you want to see here?	Access to the airline trail is bad at north shoulder
Destination	41.8668789518532	-71.9621340476857	Where would you like to walk or bike to?	Lots of use of this rail trail lot
Safety Concern	41.0441027099191	-73.5462129949778	What concerns do you have about walking or biking here?	Bike lanes disappear into traffic lanes. People are uneducated about how to navigate and signal in roundabouts
Recommendation	41.0453650084681	-73.5458176168812	What type of improvement do you want to see here?	This light is too long and traffic should be able to navigate turning right on the red light
Safety Concern	41.0440217925197	-73.5447608265294	What concerns do you have about walking or biking here?	No bike lanes in aggressive traffic area. Pedestrian/bike bridge recommended
Destination	41.0474029213521	-73.5410279247249	Where would you like to walk or bike to?	More (safe) bike parking needed at the station ...
Safety Concern	41.0284906890623	-73.5554433430447	What concerns do you have about walking or biking here?	Bike lane needed
Good Location	41.3492678745159	-72.0526336724117		
Safety Concern	41.3480500662328	-72.0516774047284	What concerns do you have about walking or biking here?	this large central commercial area has no particular accommodation for bicycle traffic; pedestrian accommodation is completely disjointed among four separate development, making walking between them and to bordering residential areas extremely rare.
Good Location	41.354688742758	-71.9680107396522	What do you like about walking or biking here?	archetypical walkable village, albeit distant from enough supporting residences and hotels.while bicycles share the roads, traffic is so slow as to not be a
Safety Concern	41.3547853838127	-71.96869738516	What concerns do you have about walking or biking here?	open grated bridge deck needs solid bicycle pads at sides; there are narrow solid beams centered in the road (structural necessity) that are entirely too
Good Location	41.1294027876721	-73.2787945184667	What do you like about walking or biking here?	Active community makes it easier to feel seen while riding and running.
Good Location	41.2629776279522	-72.6868781254951	What do you like about walking or biking here?	Less traffic areas make it feel save to walk run ride
Safety Concern	41.8359283909011	-72.9045098290497	What concerns do you have about walking or biking here?	Route 44 between Hartford and at least northwest corner is very unsafe, there are no shoulders wide enough even to make writing a bike along it safe.
Good Location	41.8025812579828	-72.7377307962715	What do you like about walking or biking here?	Route 185 between N. Main St. and route 189 in West Hartford is a busy street but has nice wide shoulders and the road and shoulders is in good condition . I
Recommendation	41.798722981497	-72.7674467611153	What type of improvement do you want to see here?	Mountain Road in West Hartford is designated as a bicycle road, but that is ridiculous as the shoulders are often less than 3 feet wide and the traffic is very fast. I know it's unlikely to happen, but making the shoulders wider or separating out of bike lane would make this road much safer.
Destination	41.3521847343964	-72.0958370392464	Where would you like to walk or bike to?	I often bike from Niantic to Bank St. in New London to go to restaurants, a bookstore, or shopping. However, route 1 can be dangerous for bikes.
Safety Concern	41.3421274100532	-72.1250202488047	What concerns do you have about walking or biking here?	speed of a road, but need to turn in and out of establishments like a street. In essence, the mixed purposes of this area cause conflict. Plus, there isn't any shoulder for a bicycle to reasonably ride on, which means putting them in traffic where cars are frequently entering and exiting.
Good Location	41.3525593943913	-72.0953876592854	What do you like about walking or biking here?	The new single-lane bank street with redesigned street is very pedestrian and bicycle-friendly.
Recommendation	41.3242414342045	-72.1885096072122	What type of improvement do you want to see here?	Bicycle sharrows on main st. in Niantic would be helpful.
Safety Concern	41.3269291999222	-72.2047797353419	What concerns do you have about walking or biking here?	Sidewalk either too narrow or nonexistent on Rt. 161. One false move (trip on a crack) and a person could fall into the street and be killed.
Safety Concern	41.3385547588397	-72.2075477750453	What concerns do you have about walking or biking here?	No sidewalk or shoulder here. No reasonable way for a person to move along this road safely unless they're in a car. Very car-centric design that needs to speed of a road, but need to turn in and out of establishments like a street. This is one of the only reasons I'm forced to drive to work (Groton from Niantic)
Safety Concern	41.3466676066802	-72.0508704929474	What concerns do you have about walking or biking here?	instead of bike. I would need to avoid this area which would add an unreasonable amount of time to my commute.
Safety Concern	41.2840273348817	-73.1158489104953	What concerns do you have about walking or biking here?	There is no dedicated infrastructure for bikes along Bridgeport Avenue in Shelton - sidewalks would even be helpful for walkers
Recommendation	41.2800272809141	-73.1192809750453	What type of improvement do you want to see here?	Bike lanes and/or sidewalks
Safety Concern	41.2510648957263	-73.1003990932029	What concerns do you have about walking or biking here?	Too much traffic and not enough shoulder for cyclists that want to travel between Shelton and Stratford along 110
Recommendation	41.2474519931789	-73.1017723842185	What type of improvement do you want to see here?	Infrastructure for cyclists coming from the Shelton border near Sikorsky in Stratford interested in cycling to the Stratford train station and even further -- to
Safety Concern	41.2338347633116	-73.1077787826896	What concerns do you have about walking or biking here?	Need some infrastructure for cyclists i.e. bike lane / protected bike lane / signs that indicate cyclists are present
Recommendation	41.230736435114	-73.1108704447674	What type of improvement do you want to see here?	Need some signage or infrastructure for bikes
Safety Concern	41.2266409408649	-73.1138724143569	What concerns do you have about walking or biking here?	Some signage/infrastructure for bikes needed at this intersection to make cyclists comfortable
Recommendation	41.2797580837148	-73.0863489798499	What type of improvement do you want to see here?	Bike lane / infrastructure along 110 from Stratford to Downtown Shelton
Recommendation	41.2899440717069	-73.0766039802307	What type of improvement do you want to see here?	Bike lanes
Recommendation	41.3089708576698	-73.0837415896183	What type of improvement do you want to see here?	Bike lanes/infrastructure for cyclists
Safety Concern	41.3094382561271	-73.0845783301282	What concerns do you have about walking or biking here?	Congested with on street parking, bad crosswalks, low light/visibility for pedestrians and cyclists
Safety Concern	41.3175459016545	-73.0939984302329	What concerns do you have about walking or biking here?	Very congested and not pleasant for pedestrians and cyclists
Safety Concern	41.7940509022351	-72.2417479375553	What concerns do you have about walking or biking here?	cars on roads. limited dedicated walking or bike paths. signage for pedestrian crossings inadequate - cars do not respect
				From Rt 175 south to Hartford on Rt 5 & 15 is the most dangerous road I have ever seen. No traffic enforcement whatsoever - tons of accidents and deaths - I know, I live here. There should be a sound barrier installed from Nott St south to RT 99 in Wethersfield..
				Maple Avenue should be monitored for illegal dirt bikes and ATVs that drive south from Hartford and cause all sorts of dangerous chaos.....again, no enforcement. Large groups, especially prevalent during Saturday and Sunday afternoons.
Safety Concern	41.7152031546677	-72.6831603290851	What concerns do you have about walking or biking here?	No sidewalks, bike lane.
Safety Concern	41.3518843431393	-71.9982964395079	What concerns do you have about walking or biking here?	Speeding, especially in evening and nighttime hours, is a huge problem. Traffic calming is needed on Tower Ave from Main Street all the way to Blue Hills
Safety Concern	41.7995762993326	-72.6827986309611	What concerns do you have about walking or biking here?	This is an opportunity to create an active transportation gateway to Keney Park. Create better ped/bike crossings and a Gateway to Keney Park type installation to encourage North End residents to enter the park on foot or bike/bike.
Recommendation	41.7983845579886	-72.6757028494087	What type of improvement do you want to see here?	

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.7704831207852	-72.6742529196351		
Recommendation	41.76647263858	-72.6732018121449	What type of improvement do you want to see here?	It's way past time to create a different bus route system and a transit center that can facilitate faster and safer transfers in downtown Hartford. This is a CT
Recommendation	41.7327001057485	-72.7094258302571	What type of improvement do you want to see here?	Extend traffic calming/road diet east from the 2024 project on New Britain Ave.
Recommendation	41.7322002788667	-72.7307975213801	What type of improvement do you want to see here?	DOT chose not to road diet this area in 2024. There should be more active transportation improvements (road diet, better bus stops, intersection bulbouts,
Safety Concern	41.7319931197265	-72.7399183873119		
Safety Concern	41.2285439851545	-73.0658816900036	What concerns do you have about walking or biking here?	Route 1 is not pedestrian or bike friendly and this has resulted in fatalities. It is built as a highway only for cars
Good Location	41.2000531136562	-73.1042748759563	What do you like about walking or biking here?	This stretch of Route 1 is more pedestrian friendly with slower speeds, sidewalks protected by on-street parking. It allows for multiple modes.
Recommendation	41.2302051354076	-73.0713158915813	What type of improvement do you want to see here?	The High Street exit is probably redundant with Plains Rd, exit 39A and the Milford Parkway exits. It probably doesn't need to be there
				Fairfield downtown does provide an adequate multi-modal environment on Route 1, but some crossing are still dangerous and too long. the rail underpasses
Safety Concern	41.1416423283941	-73.2545977636804	What concerns do you have about walking or biking here?	are treacherous and need to be expanded to allow for pedestrians and other modes.
Recommendation	41.1461668210931	-73.2562285467615	What type of improvement do you want to see here?	Too many on/off ramps in Fairfield that are too close together and cause too much cut-through traffic. Needs to be a study to consolidate some of these
Safety Concern	41.0740733310736	-73.2929015400226	What concerns do you have about walking or biking here?	Too much traffic, sidewalks impinging on bicycle safety
Recommendation	41.078214281596	-73.2764220478351		
Recommendation	41.2064543348577	-73.3588195087726	What type of improvement do you want to see here?	Bike paths that are separated from roads with motor vehicle traffic are needed
Recommendation	41.0657906474647	-73.2764220478351		
Safety Concern	41.1264371697913	-73.3445374163205	What concerns do you have about walking or biking here?	All of Fairfield County is extremely busy to bike on.
Good Location	41.3061836331898	-72.3667540455575	What do you like about walking or biking here?	Beautiful area to of Connecticut to visit.
Destination	41.8751869188126	-73.4091162084008	Where would you like to walk or bike to?	Beautiful area of Connecticut to hike and bike around.
Recommendation	41.7527701347068	-72.6542642952866	What type of improvement do you want to see here?	The path here is very loud, scary, and dirty. I can literally smell the pollution coming from the highway.
				demand more resources would go towards faster and more efficient public transit or mobility options. I can bike to downtown in the same time it takes to
Recommendation	41.770545128459	-72.6815584542222	What type of improvement do you want to see here?	drive, but it is unsafe (my commute would be on city roads, so not labeling here)
				tires, backfiring exhausts, and tractor trailer noises (brakes? transmissions shifting?). Further, the access to the park is very very disconnected from the rest
Recommendation	41.7651296612789	-72.6674925478939	What type of improvement do you want to see here?	of the city without driving.
Destination	41.7732226262076	-72.668484027293	Where would you like to walk or bike to?	You already know how bad this is. Scary, looks like a prison, not near any pedestrian activity.
Good Location	41.7656209029012	-72.665397708224	What do you like about walking or biking here?	Crossing the bridge hear isn't so bad. Cars are still loud, but there's lower traffic volume or maybe lower speed traffic than the 5/15 bridge.
Safety Concern	41.7583279079	-72.7006658896	What concerns do you have about walking or biking here?	The lack of community because of the inefficient land use around the 84 overpass and rail viaduct leads to prolific gang activity in Parkville. Lots and lots of
Safety Concern	41.7617191151651	-72.7066073023506	What concerns do you have about walking or biking here?	Not a great place to cross
Destination	41.7799184452871	-72.5652616359342	Where would you like to walk or bike to?	Really nice parks that aren't accessible. 44 is too big.
Safety Concern	41.7628673790736	-72.6761937817402	What concerns do you have about walking or biking here?	Known issue, but this circle is a huge pedestrian barrier. Nobody wants to walk in this area.
Recommendation	41.7616239806052	-72.7003550224278	What type of improvement do you want to see here?	Just so much wasted land leading to a huge pedestrian barrier. Walking to Frog hollow from Capitol Ave is no good.
Destination	41.7654778506533	-72.6689763340581	Where would you like to walk or bike to?	This entire area is weird. Walking around here feels disconnected from reality as you overlook the massive massive rods.
				opportunity. Replacing the highway would still be best because of knock-on effects and opportunities to further remove car dependence and improve
Recommendation	41.7612834102015	-72.6696658260091	What type of improvement do you want to see here?	opportunities for all active transit in the city.
Destination	41.813444846367	-72.5259775146864	Where would you like to walk or bike to?	There is so much commercial here that is so close to all of the apartments in Buckland Hills area. Walking to any of it is miserable. Land use is part of it, but
Safety Concern	41.8130290316189	-72.5247758850477	What concerns do you have about walking or biking here?	Just not accessible at all, so much traffic.
Destination	41.7986302746256	-72.5241462589565	Where would you like to walk or bike to?	Just a gem of a park and the Hockanum river trail, while not at its peak shape, is SO good and has so much potential. Idk if the proximity to the highway is bad
				Main St is not very walkable at all. Land use isn't great but it's a critical connection between the huge population cluster at Buckland Hills and the amazing
Recommendation	41.7908162059146	-72.5247120560351	What type of improvement do you want to see here?	grid of old Manchester. Walking is a bit much but bike lanes could be huge. Traffic speeds are not high, huge opportunity here.
Destination	41.7605556771917	-72.5159187789718	Where would you like to walk or bike to?	Charter Oak Park is amazing. The East Coast Greenway around here is truly precious. You can't connect to here unless you live in one of the apartments
Recommendation	41.7647976585398	-72.5174637313643	What type of improvement do you want to see here?	Just completely pedestrian inaccessible.
				so much off street parking that one side of the angled parking could easily be replaced. The sidewalks connecting to the city streets are ok? Narrow
Destination	41.7701003320436	-72.5205965514937	Where would you like to walk or bike to?	intersections and slow speeds are good.
Safety Concern	41.7757154770501	-72.5213719616613	What concerns do you have about walking or biking here?	Very unpleasant and scary as a pedestrian
Destination	41.7759875145543	-72.5296331654272	Where would you like to walk or bike to?	Amazing park connected to some great neighborhoods, but you have to drive here.
Good Location	41.7850328810895	-72.4751785135857	What do you like about walking or biking here?	small highway appropriately sized, no destinations does not need any active transportation.
Recommendation	41.8289456899114	-72.4826839144193	What type of improvement do you want to see here?	Bad land use but walking from transit here sucks. There are some notable businesses in the plazas here.
Safety Concern	41.8268731950584	-72.4967571581458	What concerns do you have about walking or biking here?	SO many people walk up 83 now. sidewalks on new developments is one thing, but I see people risking their lives all the time. Bad land use, super super fast
Destination	41.8420081217857	-72.4919801731906	Where would you like to walk or bike to?	More decent path
Destination	41.8435093748153	-72.4870578201848	Where would you like to walk or bike to?	Aldi, us poor folks love it. dangerous intersection with nonfunctioning cross lights,
Destination	41.8506432909988	-72.4876236236007	Where would you like to walk or bike to?	Good parks with some broken trails.
Safety Concern	41.85849788263	-72.4848173028266	What concerns do you have about walking or biking here?	Sidewalks get lost, separating Rockville from Vernon. Lots of housing out here.
Safety Concern	41.7936318094286	-73.3838094511279		
Good Location	41.7608600049665	-73.1476033964404		
Destination	41.7824706075469	-73.308356040174		
Safety Concern	41.6519077782079	-72.6630867594263	What concerns do you have about walking or biking here?	speeding
Safety Concern	41.6571983974703	-72.6899519351769	What concerns do you have about walking or biking here?	lack of sidewalks
Safety Concern	41.7628651340281	-72.7380502600128	What concerns do you have about walking or biking here?	Busy intersection, there should be a bike box at the light.
Safety Concern	41.7619528171284	-72.741698064273	What concerns do you have about walking or biking here?	Busy intersection.
Safety Concern	41.7789910766077	-72.7460003275329	What concerns do you have about walking or biking here?	A bike box and a no turn on red signal would improve safety.
Safety Concern	41.7856233233529	-72.7468800920898	What concerns do you have about walking or biking here?	Very dangerous intersection, with too many conflicts with vehicles.
Destination	41.7884792182944	-72.7469337362701	Where would you like to walk or bike to?	Shopping center

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Destination	41.7838339483529	-72.7484572309906	Where would you like to walk or bike to?	Shops and restaurants, but it's hard to access.
Destination	41.7350023758325	-72.7938778977446	Where would you like to walk or bike to?	Hospital, but it's dangerous to bike here from just a few miles away.
Recommendation	41.736555592757	-72.7944143395476	What type of improvement do you want to see here?	There should be protected bike lanes on Farmington Avenue leading up to the UConn Medical Center.
Destination	41.7872618163954	-72.756821345891	Where would you like to walk or bike to?	Shopping center and a Staples are here.
Safety Concern	41.787155068584	-72.7558128353014	What concerns do you have about walking or biking here?	There is a Staples and some other shops here, but its too dangerous to bike here.
Destination	41.7920783557661	-72.7850059726024	Where would you like to walk or bike to?	West Hartford Reservoir #6
Destination	41.7473402239165	-72.7805695719428	Where would you like to walk or bike to?	West Hartford Reservoir
Safety Concern	41.7532590371387	-72.7700415631215	What concerns do you have about walking or biking here?	Traffic too fast, no calming, no sidewalk or bike path to reservoir or into Farmington/WH
Safety Concern	41.7514883866254	-72.7732452850984	What concerns do you have about walking or biking here?	Traffic too fast, no calming, no sidewalk or bike path to reservoir or into Farmington/WH
Safety Concern	41.7471405571356	-72.7794858368048	What concerns do you have about walking or biking here?	No crossing or bike path or sidewalk
Safety Concern	41.7915043898238	-72.7850392370727	What concerns do you have about walking or biking here?	No crossing, bike path, sidewalk or any people-friendly infrastructure to access either side of reservoir.
Safety Concern	41.7312072253531	-72.7281131582553	What concerns do you have about walking or biking here?	New Britain Ave in West Hartford needs a road diet and bike infrastructure.
Safety Concern	41.7888663271351	-72.7721334262166	What concerns do you have about walking or biking here?	Cars go too fast!
Recommendation	41.749800625791	-72.775698060819	What type of improvement do you want to see here?	Bike path and sidewalks all the way to West Hartford at Boulevard please!
Safety Concern	41.7763319585391	-72.6666808368976	What concerns do you have about walking or biking here?	Being attacked, assaulted and robbed.
Safety Concern	41.8453522525201	-72.3054593749034	What concerns do you have about walking or biking here?	There is a chicane here that is so insanely dangerous, it is a blind turn where people will try to pass, and the shoulder narrows from 3 to 0 feet approaching it. I wait on my bike in a driveway until I do not see anyone coming and bike as fast as I can through it. I would take an alternative route if one were available. appropriately. but more importantly I think the centers should be connected by separated bike facilities. The state highways have plenty of ROW, the shoulders are wide and encourage faster speeds. If their intention is to accommodate cyclists, just build bike infrastructure. Connect Stafford Springs to Mansfield, Tolland, Ellington, etc.
Recommendation	41.9504693262191	-72.3023599146246	What type of improvement do you want to see here?	advantage of the potential for bike/ped infrastructure. Brand it as transportation demand planning. Manchester is a good example of this where the city center starts to fall off where front parking and single story commercial is allowed.
Recommendation	41.7666921655874	-72.5205728998268	What type of improvement do you want to see here?	i love the airline trail
Good Location	41.7567615917465	-72.1428080138389	What do you like about walking or biking here?	The roads in Hartford are too wide, need design intervention to slow cars down.
Safety Concern	41.7667841567528	-72.6743126030415	What concerns do you have about walking or biking here?	Bicyclists are funneled toward the bridges (where there are paths thanks) but there is limited infrastructure supporting their presence before/after that.
Recommendation	41.989958720093	-72.6021199599529	What type of improvement do you want to see here?	crazy to put unprotected bike lanes on discovery dr when the design speed is like 50 mph, most people just ride on the sidewalk.
Safety Concern	41.8234529368065	-72.2679122943621	What concerns do you have about walking or biking here?	This shared use path is an amazing commuter tool, expand it!
Good Location	41.8226092108683	-72.2785005027417	What do you like about walking or biking here?	No sidewalks within spitting distance of a university!! Students walk in the shoulder, at night. Athletic teams use it as part of their long runs, it is very unsafe.
Safety Concern	41.8206931489449	-72.2577722891768	What concerns do you have about walking or biking here?	Blind hill, speeding, confusing stop pattern, lots of pedestrians.
Safety Concern	41.8387813753964	-72.2714801918074	What concerns do you have about walking or biking here?	Traffic calming on this road, lots of pedestrians & speeding.
Recommendation	41.8421520274666	-72.2749506021907	What type of improvement do you want to see here?	There is a "no pedestrian crossing" sign here that feels inappropriate, people will/do/should be allowed to cross the road regardless.
Recommendation	41.829825091909	-72.282286153806	What type of improvement do you want to see here?	traffic circle
Recommendation	41.786528841902	-72.2766325624402	What type of improvement do you want to see here?	I bike to the park and ride in Willington along this road, speeds are high, it is unsafe.
Safety Concern	41.8949310343541	-72.2892345721126	What concerns do you have about walking or biking here?	Bike racks/parking/lights at park and rides.
Recommendation	41.9000221120924	-72.2885039667173	What type of improvement do you want to see here?	There is a bus stop here but the surrounding sidewalks are limited and the road is overbuilt for high speeds.
Safety Concern	41.8280114753794	-72.2674381186711	What concerns do you have about walking or biking here?	shared use path on one side, stores on the other, a lot of people cross mid block or walk in the shoulder.
Safety Concern	41.8270183582481	-72.2678261447994	What concerns do you have about walking or biking here?	Stores center is a good start but too much priority is ceded to cars, should have been more of a woonerf in parts.
Recommendation	41.8048719935261	-72.2433856987858	What type of improvement do you want to see here?	Cars drive too fast over posted speed limit. Road too narrow and many blind curves.
Safety Concern	41.6925805338167	-73.3505281639196	What concerns do you have about walking or biking here?	Cars drive too fast over posted speed limit (even though state reduced the speed limit 2 years ago). Shoulders narrow with many tree branches/shrubs that
Safety Concern	41.6934137226322	-73.3459791374303	What concerns do you have about walking or biking here?	Cars drive too fast over posted speed limit. Road too narrow and many blind curves. MANY near-misses especially on busy weekends.
Safety Concern	41.7028344143823	-73.3698400688268	What concerns do you have about walking or biking here?	Cars drive too fast over posted speed limit near state park. MANY near-misses especially on busy weekends. Crosswalk needed at State Park.
Safety Concern	41.7077259647293	-73.3834013176061	What concerns do you have about walking or biking here?	Cars drive 60+ MPH in 45 MPH zone coming down this hill. UNSAFE for bikers walkers etc.
Safety Concern	41.704799896544	-73.3452495765783	What concerns do you have about walking or biking here?	Cars drive too fast over posted speed limit. Road too narrow and many blind curves. MANY near-misses especially on busy weekends.
Safety Concern	41.685210060157	-73.353660984049	What concerns do you have about walking or biking here?	Speed enforcement camera.
Recommendation	41.70332604688	-73.3454212379552	What type of improvement do you want to see here?	Crosswalk at State Park
Recommendation	41.7076834177403	-73.3832296562292	What type of improvement do you want to see here?	Speed Enforcement camera
Recommendation	41.6946104192542	-73.3617290687658	What type of improvement do you want to see here?	Blind Curve.
Safety Concern	41.6918865433867	-73.373831195841	What concerns do you have about walking or biking here?	Cut back all bushes along the edge of the road multiple times per year - ESPECIALLY in August. Also SPEED ENFORCEMENT maybe flashing lights, anything to
Recommendation	41.6898355489649	-73.3523735237218	What type of improvement do you want to see here?	Cars rarely drive even close to the speed limit here. It is unsafe for children to walk or bike on this road year round despite the speed limit being 25 MPH. It is shocking how fast and reckless people drive for such a narrow and often blind road.
Safety Concern	41.6928072152303	-73.3510303211904	What concerns do you have about walking or biking here?	Cars drive in excess of 55 mph on this stretch of 45 all the time. It is incredibly scary to walk or run or bike on this stretch of road.
Safety Concern	41.6951465174261	-73.3448934269643	What concerns do you have about walking or biking here?	there are crossing guards, and even then some people are not paying attention and fly through the crosswalk. Frequently, when a southbound driver stops for the crosswalk, the drivers behind them try to pass on the right and continue driving (thinking the stopped car is planning to turn left onto Church Hill?) putting pedestrians at huge risk.
Safety Concern	41.1959265059567	-73.2327631347921	What concerns do you have about walking or biking here?	Fairfield; Black Rock Tpke/Fairfield Woods Rd area. Post Road/Old Post Road/Oldfield Rd
Destination	41.0492221501357	-73.2755413088225	Where would you like to walk or bike to?	game, with many people turning off of Stratfield rd onto Toilsome and many coming down Toilsome to turn onto Stratfield road, and pedestrians are left to try and time it out and hope that someone pays attention.
Safety Concern	41.1956197297703	-73.2309714191701	What concerns do you have about walking or biking here?	No sidewalks or poorly maintained sidewalks. Insufficient crosswalks; no signal or lights at crosswalks.
Safety Concern	41.0616489143884	-73.27004814476	What concerns do you have about walking or biking here?	time. It makes for poor sight lines in an already dicey area where many kids are walking and biking. Kids are also are dismissed from Stratfield Elementary around the corner while this is happening. The idling is an environmental concern, and the cars taking up the shoulder of the road makes it even less safe for bicycles to be used here.
Safety Concern	41.195869994662	-73.2336643570211	What concerns do you have about walking or biking here?	

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.194071771982	-73.2281449378358	What concerns do you have about walking or biking here?	A zebra crossing on this side of this intersection would also be useful for pedestrians!
Destination	41.1342302751773	-73.2621792810582	Where would you like to walk or bike to?	Very dangerous side street. No sidewalks. High speed soft turn off of Old Field onto Gould.
Safety Concern	41.1339716940901	-73.2621578233861	What concerns do you have about walking or biking here?	Gould Ave is highly dangerous, particularly for kids getting off busses.
Safety Concern	41.1332797109093	-73.2637793139895	What concerns do you have about walking or biking here?	This turn onto a small side street is very dangerous. People do not slow down on the side street with no sidewalks after speeding down Old Field.
Safety Concern	41.0438804152566	-73.2936679340365	What concerns do you have about walking or biking here?	Traffic. Too many cars driving to fast or distracted
Destination	41.1406726962565	-73.2657088285964		
Safety Concern	41.1406726962565	-73.2629622465652		
Good Location	41.1432581971062	-73.2506026274245		
Safety Concern	41.1959105239102	-73.232106625957	What concerns do you have about walking or biking here?	Too busy, need space for bike lane and lights for ppl crossing. Multiple crosswalks in Stratfield. Wider corner. Bulb outs. Not safe for families biking or
Safety Concern	41.197673397154	-73.236663980414	What concerns do you have about walking or biking here?	Crosswalk timer too fast.small corner to stand. Cars turn on red. Need larger walk signal. Wider lane buffer from sidewalk to cars. Better lane structure.
Destination	41.1524639268313	-73.2761984435933	Where would you like to walk or bike to?	Warde HS
Safety Concern	41.1515023321176	-73.3155506017761	What concerns do you have about walking or biking here?	No stop signs
Good Location	41.1494341996307	-73.3265369299011	What do you like about walking or biking here?	Open space
Recommendation	41.1825164904828	-73.2716052892761		
Recommendation	41.2616729326832	-73.2554997450479	What type of improvement do you want to see here?	Sidewalks
Recommendation	41.1411056726925	-73.2573403573131	What type of improvement do you want to see here?	Another really dangerous place for pedestrians to cross while shopping in town or heading to Sherman Green. The misaligned traffic lights are a nightmare for pedestrians to navigate, and they have practically zero protection.
Recommendation	41.164547199234	-73.2665807002018	What type of improvement do you want to see here?	This staggered 4-way stop where traffic turning left off Mill Plain Rd has right of way is lethal. It may have worked years ago, but with volume and speed of today's traffic it's just a constant source of misunderstanding and danger. And it's right by an elementary school!! It needs traffic lights and walk signals. There's a pedestrian crossing but vehicles don't stop!! All crossings like this on Mill Plain Rd need bumpouts or median infrastructure, and flashing lights which pedestrians can trigger. Ridgefield has these throughout their main st.
Recommendation	41.1584660478858	-73.2657195007467	What type of improvement do you want to see here?	
Safety Concern	41.1642907148097	-73.2665847204713	What concerns do you have about walking or biking here?	Awful intersection
Recommendation	41.15051000533	-73.2667055423794	What type of improvement do you want to see here?	This 4-way stop is so bad as to be non-functional. Vehicles can't see each other while at the line. There's too much traffic for a 4-way stop to function effectively. Very little pedestrian accommodation even though it's right by a high school. Traffic backs up at peak hours, causing drivers to take shortcuts through small residential streets. Constant honking. Needs traffic lights and walk signals. Every intersection on Mill Plain Rd needs improving.
Recommendation	41.1417003668404	-73.2560915401934	What type of improvement do you want to see here?	This intersection is so so dangerous for pedestrians. And it's the busiest intersection in Fairfield with the theater, banks, and library on each corner. I see people almost get hit by cars on a daily basis, zero protection from cars turning left or right across pedestrian walkways. It's horrendous.
Destination	41.2484525416043	-73.2857727162494	Where would you like to walk or bike to?	Other towns via a safe path or lane
Safety Concern	41.5739135739264	-72.7474426381244	What concerns do you have about walking or biking here?	Roads are too narrow and not well marked
Good Location	42.2693001636894	-71.9607432321617	What do you like about walking or biking here?	Flat terrain
Recommendation	41.7058502592794	-72.0980723337242	What type of improvement do you want to see here?	More dedicated bike walk paths trails
Safety Concern	41.1268509086744	-73.2723021747882	What concerns do you have about walking or biking here?	Drivers not paying attention, ignoring stop signs, no courtesy, and driving too fast.
Recommendation	43.7315729167405	-70.2971200307935		
Safety Concern	41.1959772541168	-73.2333663020529	What concerns do you have about walking or biking here?	Dangerous crosswalk, cars never stop. Crossing guards there for limited school times but are not there during summer, early or late walking etc. drivers usually do not stop, and when a car stops, often a car tries to go around
Safety Concern	41.1957707780276	-73.2331150898353	What concerns do you have about walking or biking here?	Very dangerous crosswalk - cars rarely stop and when they do, often the car behind the stopped car will try to go around. Crossing guards during school but limited hours, not there early/late or during summer for camp at the school. Cars also go fast - speed limit is high
Destination	41.116862826635	-73.3440093542405	Where would you like to walk or bike to?	Fairfield
Safety Concern	41.1358702941379	-73.3484149960587	What concerns do you have about walking or biking here?	Lack of or very bumpy narrow sidewalks
Good Location	41.1358702941379	-73.3154560116837	What do you like about walking or biking here?	General feeling of safety
Recommendation	41.1648242016239	-73.2605243710587	What type of improvement do you want to see here?	Sidewalks on every street
Safety Concern	41.1965434708884	-73.2648906228944	What concerns do you have about walking or biking here?	No sidewalks for walking that would connect the neighborhood. Drivers speed constantly and make it challenging to get in and out when biking.
Recommendation	41.1953436239092	-73.2639283800828	What type of improvement do you want to see here?	Please consider roundabouts for calming traffic measures.
Destination	41.1444616725091	-73.236872448959		
Destination	41.1740859401296	-73.2674854112936		
Safety Concern	41.0112801782607	-73.6396573538298	What concerns do you have about walking or biking here?	No safe biking infrastructure (Greenwich)
Recommendation	41.0384560547339	-73.5883648165922	What type of improvement do you want to see here?	Widen Mianus River Bridge with bike lanes, or cantilever both sides
Safety Concern	41.1458726980633	-73.2595314389707	What concerns do you have about walking or biking here?	The I95 underpass is dark and dank all the time. I feel unsafe walking through it. Over a hundred kids walk under each day from school. Light it up! Clean it up, pave it. It's so dark and so filthy. My feet get dirty walking under it in flip flops. Work with the town to clean it up and light it up please!
Safety Concern	41.1495968433319	-73.2439857917879	What concerns do you have about walking or biking here?	Walking & biking are not possible here. Driving is unsafe as well. When will you work with the town to fix this whole problem area? Please stop wasting time and money on road diets and other unnecessaries and address this major problem area on our heavily traveled, intertwined state and town roads.
Safety Concern	41.3570927120412	-72.0210723710664	What concerns do you have about walking or biking here?	Not safe. No paths. Would like to ride bike from 184/cow hill/ pumpkin hill to downtown Mystic. Would help Parking problems if locals could do this!!
Recommendation	41.3859487294923	-71.9276885820039	What type of improvement do you want to see here?	Want to walk/drive from my home to Downtown Mystic!
Safety Concern	41.1394936619514	-73.2854058376618	What concerns do you have about walking or biking here?	meeting. Why would you unofficially enable a 'sort of' bike lane across the entrance ramp of the I95? Either own it and put in ramp crossings and lights so that it is actually safe and create an official bike lane, or don't encourage it at all with a 'sort of' lane. I think the road diet is not well thought out enough in this area.
Safety Concern	41.1780401674915	-73.2498544395618	What concerns do you have about walking or biking here?	There should be a seperated bike lane along the Merit. It would encourage people to safely ride their bike instead of using a car.
Safety Concern	41.1396552616457	-73.2837294570275		
Safety Concern	41.2524193333562	-73.4345620811634	What concerns do you have about walking or biking here?	Route 7 is dangerous. Cars drive too fast.

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.1720237839844	-73.2981435327071	What concerns do you have about walking or biking here?	All Fairfield roads need larger shoulders. There are blind hills and corners. It is dangerous to drive, let alone bike or run. I live here. I see parents pushing baby strollers on the side of roads with no shoulder. Put in side rumble strips as well, not just down the center of the road.
Good Location	41.410373331417	-71.9717961380597	What do you like about walking or biking here?	I don't like to bike here. Insufficient lanes. Too dangerous.
Good Location	41.1287995322626	-73.2912993589471	What do you like about walking or biking here?	Low traffic speeds for some reason. Good place to ride your bike or run.
Destination	41.407981300219	-71.9108591060019	Where would you like to walk or bike to?	Along scenic roads. And to local shops, Pist Office, stores. But too much traffic and too few good sidewalks or lanes.
Safety Concern	41.3626457471016	-71.9493112544394	What concerns do you have about walking or biking here?	Too much traffic and not enough designated pedestrian or bike lanes, paths, or sidewalks. restricted intersection that people do not obey. CTDOT needs to work with the town to figure this out before wasting time & money on a road diet that will not fix this junction. Please put a light here and allow cars to turn left onto Mill Hill instead of a road diet. That will calm traffic cuz of light, offer another local road to divert some cut-through traffic from Kings Dr
Safety Concern	41.139530336124	-73.2795082397391	What concerns do you have about walking or biking here?	Sen. Murphy pointed out Cow Hill Road at Burnetts Corner as the worst of his walk across the state. Another tight spot for walkers is Route 27 from Route 184
Safety Concern	41.334443548415	-71.9690490009601	What concerns do you have about walking or biking here?	People drive 50 mph or faster on this road. Cut through route from points north to 95. sidewalks are inconsistent, no bike lanes
Safety Concern	41.1930454630856	-73.2343222550302	What concerns do you have about walking or biking here?	This should just be access to the shopping center. It is unsuitable for biking & walking as is.
Safety Concern	41.1394232023252	-73.2779960309922	What concerns do you have about walking or biking here?	This area not safe for active transportation either. The wider shoulder from the road diet is not a good idea, it will encourage bikers to use roads that will be unsafe to ride on because of hostile and impatient I95 drivers on a daily basis
Safety Concern	41.1389472984917	-73.2875835400999	What concerns do you have about walking or biking here?	We have to cross busy Stratfield Road (rt 59) at Church Hill every day and it is very unsafe even with a crosswalk. Cars go very fast and do not stop. More signage or something is needed. There are also a lot of nonexistent or partial sidewalks in the Stratfield neighborhood.
Safety Concern	41.1952175080263	-73.2317900898273	What concerns do you have about walking or biking here?	There should be more signage or perhaps a flashing sign indicating the crosswalk at Stratfield Road (rt 59) and Church Hill in Fairfield, across from the Unquowa school. Many people, including children, cross here and it is very dangerous.
Recommendation	41.1952845423786	-73.2339472826327	What type of improvement do you want to see here?	The sidewalk on Eastwood Rd in Fairfield (Stratfield neighborhood) should be extended to Jackman. A ton of kids walk to Lincoln Park this way.
Recommendation	41.1989011992326	-73.2270808275546	What type of improvement do you want to see here?	No sideways and very limited crosswalks
Safety Concern	41.0594187453561	-73.2738142236199	What concerns do you have about walking or biking here?	I live in Fairfield (Stratfield) and I can't allow my 11-year-old to bike. I worry every time he walks to the park. The rate of speed cars travel on my street (Valley Rd) and surrounding streets is terrifying. Stop signs are rarely observed and many more pedestrian crossings are needed. PLEASE HELP
Safety Concern	41.1961216919002	-73.3231139423663	What concerns do you have about walking or biking here?	No signs walk or bike ways: totally given over to cars
Safety Concern	41.1493297126751	-73.2442548708707	What concerns do you have about walking or biking here?	Terrific work on making this a safer and more enjoyable intersection
Good Location	41.1973140921673	-73.2366762864125	What do you like about walking or biking here?	Speed limits not enforced! Now that road has been repaved, cars go even faster. This is where the cars really accelerate for the straightaways. Speed
Safety Concern	41.7018477804182	-73.345135751838	What concerns do you have about walking or biking here?	Cars too fast!
Safety Concern	41.703666935366	-73.3456252114203	What concerns do you have about walking or biking here?	Scenic road, lots of walkers and bikers. Should have lower speed limit and it should be enforced with speed cameras!
Safety Concern	41.6974325307097	-73.3440811155713	What concerns do you have about walking or biking here?	Cars too fast!
Safety Concern	41.6952527226235	-73.344858447528	What concerns do you have about walking or biking here?	Cars too fast. Road is curvy here and lots of bikes.
Safety Concern	41.6922423463321	-73.3465757453468	What concerns do you have about walking or biking here?	Around the lake. But cars are going too fast on the straightaways.
Destination	41.7029507846492	-73.346968193337	Where would you like to walk or bike to?	Speed cameras neededc
Safety Concern	41.6962457125141	-73.3443479472266	What concerns do you have about walking or biking here?	Please put speed cameras!
Safety Concern	41.6990751214024	-73.3442456237157	What concerns do you have about walking or biking here?	Cars fly along this road and speed limits are never enforced! Desperately need sped cameras here that mail tickets to drivers homes. People routinely drive
Safety Concern	41.7001147986607	-73.3444581394074	What concerns do you have about walking or biking here?	Sidewalks are old and falling apart. People just drive through stop signs and a distracted drivers. Clearly stop sign white lines and visibility could help.
Safety Concern	41.1669257833445	-73.2449563057478	What concerns do you have about walking or biking here?	Clearer white stop lines are needed. Easier to see Stop signs are needed. Drivers just blow through stop signs here.
Safety Concern	41.1636142878085	-73.2429070980604	What concerns do you have about walking or biking here?	route 59
Destination	41.1320228980906	-73.2599425556476	Where would you like to walk or bike to?	Route 59 north of the Merritt has little shoulder room up through Easton and poor paving between Beers Rd and Adams Road
Safety Concern	41.1733841353426	-73.2709288837726	What concerns do you have about walking or biking here?	Intersection of Villa Avenue and Brooklawn Avenue in Fairfield
Destination	41.098915121179	-73.3478331806476	Where would you like to walk or bike to?	Add right-turn-only sign on top of the traffic light pole at Villa Avenue and Brooklawn Avenue in Fairfield--people routinely go straight through the right-turn-only lane, which is only marked with one sign on the side of the road, creating a hazard for drivers, pedestrians, and bicyclists
Recommendation	41.1030545064536	-73.3368468525226	What type of improvement do you want to see here?	Work with the Farmington rail trail group to improve signage for the beginning of the trail by the food trucks in New Haven--needs to be clearer how to proceed
Recommendation	41.2465464519905	-72.8956766011554	What type of improvement do you want to see here?	bicyclists have vs what rights drivers have, and they pass on their lack of knowledge to their kids when they learn to drive. More than just the three-foot-distance rule.
Recommendation	41.1680255782504	-73.1318826558429	What type of improvement do you want to see here?	Bike and walk around lake Waramaug
Destination	41.6924445530601	-73.348354691778	Where would you like to walk or bike to?	Cars drive too fast
Safety Concern	41.6921881845576	-73.3486980145319	What concerns do you have about walking or biking here?	Beautiful! Relatively flat so good for all abilities. Lots to see and do
Good Location	41.7009041404288	-73.3545345013483	What do you like about walking or biking here?	Better speed control on Rte 45. Maybe stop signs or rotary at rte 45 and north shore road?
Recommendation	41.6911627003295	-73.3480113690241	What type of improvement do you want to see here?	No paths or safe lanes
Destination	41.6800878136875	-73.2762666483531	What concerns do you have about walking or biking here?	Cars go too fast
Safety Concern	41.8380327873249	-73.350517586424	What concerns do you have about walking or biking here?	Sidewalks
Safety Concern	41.6906241495918	-73.3439075628495	What concerns do you have about walking or biking here?	Sidewalks
Safety Concern	41.1552617532434	-73.2927778656301	What type of improvement do you want to see here?	Sidewalks
Recommendation	41.1606147696878	-73.2946200666551	What type of improvement do you want to see here?	Sidewalks
Recommendation	41.1532930261844	-73.3004359421691	What type of improvement do you want to see here?	causing poor sight lines and drivers swerving into oncoming traffic. It is very dangerous especially around 3-4 when both the private and public elementary school are dismissing.
Safety Concern	41.1956571934215	-73.233064333949	What concerns do you have about walking or biking here?	Concered about private school on Stratifield Road dismissal procedures. Parent cars sit and idle in the bike lane for 20 minutes waiting to pick up their children, causing poor sight lines, no access to the bike lane and causing other drives to swerve into oncoming traffic.
Safety Concern	41.1958670929527	-73.2351242704724	What concerns do you have about walking or biking here?	
Destination	41.1443350335897	-73.3037598065831		
Good Location	41.1319239037005	-73.3284790448644	What do you like about walking or biking here?	Scenic
Safety Concern	41.1691502477448	-73.1911499433019	What concerns do you have about walking or biking here?	Where is the bike path / lane?

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Recommendation	41.5536470746955	-72.0762854012423	What type of improvement do you want to see here?	Norwich, and southeastern CT broadly, have no public parks/walking areas that are open to humans and dogs. For example, the large public park in Norwich
Safety Concern	41.2241450760903	-72.2054473887118	What concerns do you have about walking or biking here?	Gold star bridge
Good Location	41.450988850942	-72.0186798105868	What do you like about walking or biking here?	Country roads
Safety Concern	41.0409362732795	-73.3368470201606	What concerns do you have about walking or biking here?	Drivers Blatantly Running Red Lights !!! It's out of control in fairfield county, at times two and three cars at a time running the red light. There is zero enforcement by all the police departments. There needs to be a major crack down including all the news media bringing attention to this extremely dangerous practice by hundreds of drivers daily. This needs to be stopped.
Safety Concern	41.1376177132484	-73.3414551898018	What concerns do you have about walking or biking here?	Very dangerous intersection. I never use it because there's no safe way to cross and the lights and lanes are poorly utilized
Destination	41.1108832266632	-73.3459861923651	Where would you like to walk or bike to?	Good place to walk and bike. Sidewalks and slow traffic
Destination	41.1409623909761	-73.2693399351762	Where would you like to walk or bike to?	All around town
Safety Concern	41.147684451475	-73.2700265806841	What concerns do you have about walking or biking here?	People speed through small town roads and blow through stop signs. People are looking at phones and don't look around at pedestrians . No one pays attention to cross walks unless someone is standing in the crosswalk holding a stop sign.
Recommendation	41.1425136968652	-73.2762063902544	What type of improvement do you want to see here?	Make stop signs, cross walks harder to blow through. Add more traffic cameras. Separate bike lanes and shoulders.
Safety Concern	41.6907598048826	-73.3437133076007	What concerns do you have about walking or biking here?	45 is narrow, busy road with weak sight lines in some parts. lots of bikers and walkers come to the lake. Rest of the lake is ok, but driver education may be needed especially for people who use it as a pass route not destination
Safety Concern	41.2518985820897	-71.9086241962726	What concerns do you have about walking or biking here?	Traffic vulnerability. Right turning vehicles, narrow or nonexistent lanes and sidewalks. Dangerous intersections. Route 1, 215. Poor lighting, signage at
Good Location	41.172336969609	-71.8944551422483		
Recommendation	41.186630506406	-71.8553466237065	What type of improvement do you want to see here?	Prioritize Route 1 pedestrian and bike safety, particularly in business districts. Connect scenic shoreline routes safely.
Destination	41.186630506406	-71.882812444019		
Safety Concern	41.7059096204532	-73.3452145680223	What concerns do you have about walking or biking here?	Cars drive too fast
Safety Concern	41.698764461829	-73.3444313629899	What concerns do you have about walking or biking here?	Cars drive too fast
Safety Concern	41.6949868194851	-73.3449879755789	What concerns do you have about walking or biking here?	Cars drive too fast
Safety Concern	41.7010109470347	-73.3446875681693	What concerns do you have about walking or biking here?	Difficulty with sightlines coming out of the driveway
Destination	41.6980996351004	-73.3882688896517	Where would you like to walk or bike to?	All along Beardsley rd
Safety Concern	41.6851460478807	-73.3778473351156	What concerns do you have about walking or biking here?	Trucks use as a cut thru and it is dangerous. They drive too fast for a steep dirt rd
Good Location	41.7132436862404	-73.3642945483961	What do you like about walking or biking here?	Not too much traffic, beautiful views
Recommendation	41.7208997469598	-73.3572993472852		
Recommendation	41.6909819018956	-73.3472570190028	What type of improvement do you want to see here?	Speed limit enforcement. Trucks esp fly on this stretch of the road
Destination	41.0876072142636	-73.2816392974505	Where would you like to walk or bike to?	Beach, downtown Fairfield, shopping
Safety Concern	41.128996452777	-73.1017381744036	What concerns do you have about walking or biking here?	Drivers are irratic, people on electric scooters & bikes not respectful of cars
Good Location	41.1207206923096	-73.2335741119036	What do you like about walking or biking here?	Exercise, enjoy outdoors, doing errands
Recommendation	41.157953395008	-73.2335741119036	What type of improvement do you want to see here?	Safety outreach
Destination	43.1009587442706	-73.9092332915911		
Destination	41.3505201202672	-71.9034136762201	Where would you like to walk or bike to?	Stonington Village
Destination	41.3573517907728	-72.0621131769168	Where would you like to walk or bike to?	All of downtown Groton
Recommendation	41.3575611709767	-72.0623062959659		
Safety Concern	41.3571625427016	-72.0620756259906	What concerns do you have about walking or biking here?	unsafe. Too much dependence on autos — lots of them traveling at high speeds. Would love to have a system of sidewalks, bike paths, and buses that could carry a motorized vehicle — I could go so many places without a car — heaven!!!!'
Safety Concern	41.6959841182635	-73.377879743965	What concerns do you have about walking or biking here?	blind curve- when a car tries to pull to the side of the road to avoid a biker or walker or another car, it loses a wheel into the ditch. Fill the sloped embankment/ditch at the end of the pavement with rocks along the entire stretch. Also trim the shins along the corner/turn
Safety Concern	41.6949840279937	-73.3502790330553	What concerns do you have about walking or biking here?	road is narrow and a blind turn- the blacktop pavement is falling away into the lake. Can you add a mirror along that turn and fix the road? makes it much harder to turn and more dangerous when a car is there already- you feel like you are going to hit it.
Safety Concern	41.6782403873105	-73.3435087418163	What concerns do you have about walking or biking here?	Also the cars going behind you on 202 are driving at a much faster speed, and you now have to slow down almost to stop to make the sharp right turn- and I have seen several almost rear end accidents.
Safety Concern	41.1584220977549	-73.2432529987056	What concerns do you have about walking or biking here?	intersection too large and overcomplicated
Safety Concern	41.1651583439185	-73.2349062226009	What concerns do you have about walking or biking here?	this entire circle is unnessesary and overcomplicated. Could be limited to one underpass and a single lane roundabout on either side of 95.
Safety Concern	41.157659380143	-73.2452537056207	What concerns do you have about walking or biking here?	awkward intersection
Safety Concern	41.1566120093032	-73.2442387237347	What concerns do you have about walking or biking here?	missing lane markings
Safety Concern	41.1495018018327	-73.2439985261133	What concerns do you have about walking or biking here?	overcomplicated and dangerous intersection. I know there are plans to change it, but they are also overcomplicated and involve multi lane nonstandard shape roundabouts with traffic lights. This area could be simplified significantly by making it a three-way intersection with a small two lane simple roundabout. The side streets could then connect away from the roundabout, and driveways extended to reach the streets that have been moved/narrowed.
Safety Concern	41.1416098383828	-73.2561969161641	What concerns do you have about walking or biking here?	there's no crossing signal at this very important and high traffic intersection! plus it's too large. This is crazy that it has remained like this.
Destination	41.140826099505	-73.2570230365407		
Destination	41.1424548904078	-73.2492515069781		
Destination	41.1345991014126	-73.2412723854581		
Destination	41.1410854912396	-73.2366918659284		
Safety Concern	41.1536777207607	-73.2371505611262	What concerns do you have about walking or biking here?	Black Rock and Fairfield are basically cut off to bikes/peds because of this dangerous bottleneck. There should be a ped bridge or similar that connects black
Safety Concern	41.1413054160672	-73.2630460764553	What concerns do you have about walking or biking here?	intersection too large, could be simple two lane roundabout.
Safety Concern	41.1386802144906	-73.2888896891166	What concerns do you have about walking or biking here?	very challenging intersection/area, too unstructured and large
Safety Concern	41.1382591196931	-73.2930826199319	What concerns do you have about walking or biking here?	two many intersections here, needs better management
Safety Concern	41.1761694127216	-73.2238106769638	What concerns do you have about walking or biking here?	too large and complicated intersection. Just do a roundabout.

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.1815942158208	-73.2517542483295	What concerns do you have about walking or biking here?	timing too long on signals, traffic builds up, would be much better as roundabout.
Safety Concern	41.1917448940848	-73.2592357682315	What concerns do you have about walking or biking here?	needs a turning lane. cars just go around the edge of the road when someone in front is turning. this could end very badly.
Safety Concern	41.2038880918897	-73.281870777412	What concerns do you have about walking or biking here?	there are often cyclists here and continuing north, but there is no space for them and people drive so fast I won't be surprised if one is killed. they need a
Safety Concern	41.1411309442157	-73.3622948486971	What concerns do you have about walking or biking here?	terrible ped and bike experience along the stretch through downtown Westport on either side of the river. There aren't even crossing signals in important
Destination	43.3074575673092	-74.741146181864		
Safety Concern	41.1089839301846	-73.3853418895556	What concerns do you have about walking or biking here?	Traffic and unsafe drivers
Safety Concern	41.5446137267832	-71.8629618740047		
Good Location	41.3519078513864	-71.9673055098017	What do you like about walking or biking here?	Mystic good for walking
Recommendation	41.3722646012103	-71.9927972242792	What type of improvement do you want to see here?	95 needs 3 lanes
Destination	41.3335597274875	-71.9028308865204		
Safety Concern	41.3356740654101	-71.972087053981	What concerns do you have about walking or biking here?	Drivers going too fast, distracted driving, drivers not following rules of the road
Safety Concern	41.1908272344658	-73.2344339597976	What concerns do you have about walking or biking here?	Cars go too fast and sidewalks are so uneven for strollers and running. It's unsafe to run or walk or bike in road.
Safety Concern	41.1961871870447	-73.2382381608994	What concerns do you have about walking or biking here?	No one stop scare stopping. Walking is dangerous to cross roads. Even with crosswalks.
Safety Concern	41.1974127381448	-73.2366516816635	What concerns do you have about walking or biking here?	No path for pedestrians. Speed limit not enforced.
Safety Concern	41.1984586106382	-73.2351236761009	What concerns do you have about walking or biking here?	Cars do not stop at stop signs. No path for pedestrians. Speed limit not enforced.
Safety Concern	41.2003153113565	-73.2367321479339	What concerns do you have about walking or biking here?	No path for pedestrians. Speeding is a huge problem. Cars do not always stop at the random stop signs.
Safety Concern	41.2177389128909	-73.2516976311198	What concerns do you have about walking or biking here?	Need sidewalk to connect neighborhood to university west campus entrance
Safety Concern	41.2121217201289	-73.2490802094465	What concerns do you have about walking or biking here?	Marked crosswalk but traffic does not stop
Safety Concern	41.2139987141334	-73.2476945056665	What concerns do you have about walking or biking here?	Frequent joggers from university - need marked wider shoulder
				Cars do not obey the no turn on red signage. Police have been at the intersection when this happens and have done nothing or let people go with just a warning in the little monitoring there is there. This is on a path MANY elementary students need to take to walk to school as it is too close for a bus and yet it is beyond dangerous. In addition to not obeying the no turn on red cars also just blow through the red light often. I almost get hit by a car on a weekly basis
Safety Concern	41.1975525088226	-73.2364959663737	What concerns do you have about walking or biking here?	Lack of sidewalk encourages speeding motorists. A speed bump should deter speeding and better control speed. Therefore improving safety.
Safety Concern	41.2046657179967	-73.2263505615108	What concerns do you have about walking or biking here?	This intersection is awkward and cars will often not stop at the stop sign if the car in front of them is already going. It is dangerous to cross here and students must do it to walk to school as this is too close for bus transportation
Safety Concern	41.1986504055931	-73.2352846173617	What concerns do you have about walking or biking here?	Cars turn left on red here often. There is also no crosswalk to cross inwood rd despite there being a sidewalk on both sides so you are forced to just run
Safety Concern	41.1938274870068	-73.2280998002714	What concerns do you have about walking or biking here?	Sidewalk disappears around here with no crosswalk to the other side
Safety Concern	41.1923486402791	-73.2242564530961	What concerns do you have about walking or biking here?	This linear trail is great - just not safe to get to without a car.
Good Location	41.4446940876788	-72.9138079481335	What do you like about walking or biking here?	There really needs to be sidewalk here. This intersection is also a concern
Safety Concern	41.1961890939267	-73.2260430915176	What concerns do you have about walking or biking here?	
Good Location	41.1404777513269	-73.2653379734308		
Safety Concern	41.1985855858473	-73.2348891370099		
Recommendation	41.1986017312666	-73.2350178830426	What type of improvement do you want to see here?	A rotary or speed bumps to slow down traffic flow. People do not stop at the stop signs.
Safety Concern	41.1957823067226	-73.2332714969417	What concerns do you have about walking or biking here?	Speed limit too fast for a school zone
Safety Concern	41.19864205125	-73.2348888386224	What concerns do you have about walking or biking here?	Confusing and dangerous intersection. High speed area and major hazard. Horns beeping constantly.
Safety Concern	41.1962425069368	-73.2332858621124	What concerns do you have about walking or biking here?	Need much more pedestrian safety at crosswalk cars fly through as children walk home
				State has known about the dangers of this road for years. Kids cross it to get to school. When is anyone going to do something to improve safety? After a kid gets hurt?
Safety Concern	41.1932884768001	-73.2256684729828	What concerns do you have about walking or biking here?	Same comment as before. Road to wide. If a driver stops for someone in crosswalk, traffic behind pulls into shoulder to pass. Crazy dangerous
Safety Concern	41.196001070889	-73.2330660054459	What concerns do you have about walking or biking here?	
Safety Concern	41.1963545740729	-73.2381062201107		
Safety Concern	41.1977264105071	-73.2366424739382		
Safety Concern	41.197712488171	-73.2366273876233	What concerns do you have about walking or biking here?	Poor driver behavior and not enough safety measures for pedestrians
Recommendation	41.2098522506966	-73.2448255564725	What type of improvement do you want to see here?	Wider lane for cars turning from Stratfield onto Church Hill
Recommendation	41.1959482319411	-73.2330908454224	What type of improvement do you want to see here?	Flashing lights for pedestrian crosswalks
Safety Concern	41.6932609003049	-73.3463812383723	What concerns do you have about walking or biking here?	Excessive speed of cars/trucks and road feels narrow because of guard rails
Safety Concern	41.3513292491915	-71.9944980149614	What concerns do you have about walking or biking here?	NO shoulder on either side of Rt 1 for long stretches; traffic speeding; blind curves; must ride/walk in the travel lane; walkers and bikers meet head-on with
				Unsafe place to cross route one.
Safety Concern	41.3509322282174	-72.009028465826	What concerns do you have about walking or biking here?	Connection between to open space areas for hikers and bikers. Signage needed!
Safety Concern	41.3495251634003	-72.0089175706255	What concerns do you have about walking or biking here?	Active crossing area on a blind hilly curve where cars speed. On-demand crossing light is critical here.
				walk/bike commuting route if this dangerous area had a dedicated lane (e.g. on the west side). Tri-Town Trail has proposed a solution but cannot get approval
Recommendation	41.361775791492	-72.0280365995072	What type of improvement do you want to see here?	
Safety Concern	41.3529173833177	-71.9710651486409	What concerns do you have about walking or biking here?	VERY narrow, no shoulder. Sidewalk discontinues on the south side forcing one to cross with no light or pedestrian walk-way. Bikes in significant danger,
Safety Concern	41.201895851782	-73.2412703879668	What concerns do you have about walking or biking here?	This is a bus stop for school kids. Cars speeding and bad visibility. Crossing the road is dangerous
Destination	41.201895851782	-73.241313303311		
Good Location	41.2018151287085	-73.2415278800322		
Recommendation	41.2018797071752	-73.240948522885	What type of improvement do you want to see here?	Stop light, More bright signage
Safety Concern	41.7126060357277	-73.3449138947644	What concerns do you have about walking or biking here?	Cars too fast, no speed enforcement
Safety Concern	41.708857719984	-73.3454610654035	What concerns do you have about walking or biking here?	Cars too fast, no police anywhere especially after 9 pm
Safety Concern	41.7050369139976	-73.3453395445301	What concerns do you have about walking or biking here?	Cars too fast and it's dangerous
Safety Concern	41.7018250598718	-73.3451726214255	What concerns do you have about walking or biking here?	This is a speedway, no police to monitor
Safety Concern	41.6987112455432	-73.3441687050117	What concerns do you have about walking or biking here?	Even worse of a speedway as it's downhill when heading towards new preston

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.6962372087218	-73.3442852126095	What concerns do you have about walking or biking here?	Narrow road for bikes. Cars too fast. No one follows the speed limit
Safety Concern	43.7739713507669	-73.9356017353351		
Safety Concern	41.1077776988258	-73.287577369815	What concerns do you have about walking or biking here?	No consistent pedestrian crosswalks with clear marking for drivers, lack of sidewalks in Fairfield, and not enough roundabouts
Recommendation	41.7035194008528	-73.3455087911995	What type of improvement do you want to see here?	Speed cameras that mail tickets to peoples homes. It's the only way to control behavior and they would generate a lot of ticket revenue
Safety Concern	41.1406866515603	-73.2603631170362	What concerns do you have about walking or biking here?	No crossing lights along post road and inquires rd, round hill road
Recommendation	41.7000230028594	-73.3444800497959	What type of improvement do you want to see here?	Speed camera!!
Recommendation	41.6976833561536	-73.3442507415164	What type of improvement do you want to see here?	Speed bumps if speed cameras can't be used for some reason
Safety Concern	41.1372840516223	-73.2424504340258	What concerns do you have about walking or biking here?	Lack of observing stop signs. Uneven sidewalks
Safety Concern	41.6997600595743	-73.3444137321928	What concerns do you have about walking or biking here?	Speed limit is very high with no bike lines
Safety Concern	41.6966482284721	-73.3441255287392	What concerns do you have about walking or biking here?	Cars flying around this turn
Safety Concern	41.1483038472505	-73.3107072311524		
Safety Concern	41.1416118139004	-73.2559532121291	What concerns do you have about walking or biking here?	street is wide & busy. This intersection would benefit from full cross walk lights. I am fearful of being hit when I walk/run across. Students from the beach area cross at this location and while there is a crossing guard start/end school hours many students cross at other times
Safety Concern	41.140836154876	-73.2574337915053	What concerns do you have about walking or biking here?	This intersection would benefit from crosswalk signs crossing Reef rd. My friend was hit here. There is a left hand green arrow that allows car to turn onto Reef but if you are crossing from the left you have no idea the status of that left turn. This area is so busy with pedestrian traffic
Safety Concern	41.1408846338338	-73.2609313920607	What concerns do you have about walking or biking here?	Again needs cross walk light sign to cross over Ruane. Make this intersection complete
Safety Concern	41.145005214269	-73.2527131036391	What concerns do you have about walking or biking here?	Cross walk lights need to cross over beach road. Come observe the intersection
Safety Concern	41.1406422386866	-73.2684630349745	What concerns do you have about walking or biking here?	need full cross walk lights at this intersection
Recommendation	41.1470889457776	-73.2492591279582	What type of improvement do you want to see here?	Please retine the lights at SBR/NBR Post rd intersection.The time needs to be longer when coming from the SBR side. Barely 3 cars get through that light. It Move the NO left turn sign onto Elliot street to the corner of Elliot & NBR.It currently sits on the NBR side right past the Railroad trestle and its hard to see and people continually make that left (esp now that Chik filet is there) Mybe even put in a small structure to prevent them from making a left
Recommendation	41.1475231937563	-73.2498116630153	What type of improvement do you want to see here?	Would love to see crosswalk lights at all sections at this corner. A lot of traffic even worse when 95 is backup and everyone gets off to take backroads
Safety Concern	41.139924271475	-73.2727801362073	What concerns do you have about walking or biking here?	Traffic backs up on South Benson Road at Post Road in Fairfield. Please adjust traffic signal to stay green longer. Right now we are lucky if 2 cars are allowed
Recommendation	41.1553817611236	-73.2556934165308	What type of improvement do you want to see here?	
Safety Concern	41.143066799844	-73.2369631928521		one too many times. The town and PD are aware of the situation, but nothing, absolutely NOTHING has been done to date- just a lot of talking and passing the buck. Perhaps The ADA would be able to facilitate a safer street situation for handicapped people, that would be me. Again fearful to walk around the corner to my beach.
Safety Concern	41.1438262735664	-73.2389104765969	What concerns do you have about walking or biking here?	Wider, more consistent shoulder or separate bike lane along Route 1 is needed. Currently excellent in some sections and non-existent in others.
Recommendation	41.3559670908087	-71.8722134627807	What type of improvement do you want to see here?	Getting through Route 1 in Mystic and across bridge by bike is hazardous, creating a significant deterrent during periods of high auto traffic which now lasts
Safety Concern	41.3557633744438	-71.9635026746883	What concerns do you have about walking or biking here?	good bike trail
Good Location	41.8101209039616	-72.8378677787084	What do you like about walking or biking here?	Tarrywile
Destination	41.392162868091	-73.4164977314288	Where would you like to walk or bike to?	Heavy traffic
Safety Concern	41.0077826497865	-73.5098815204913	What concerns do you have about walking or biking here?	Lots of space
Good Location	41.8643469581799	-73.3341002704913	What do you like about walking or biking here?	Impossible to get more than 2-3 cars through traffic light because of devise timing. Traveling from south Benson road to north Benson road!
Recommendation	41.1460927080369	-73.2491036882825	What type of improvement do you want to see here?	Downtown areas
Destination	41.1450295629214	-72.8011322727251	Where would you like to walk or bike to?	Busy areas
Safety Concern	41.5261500428282	-72.7059452318871	What concerns do you have about walking or biking here?	Mystic
Good Location	41.1632406710829	-72.3104374193871	What do you like about walking or biking here?	Mystic
Recommendation	41.262416518779	-72.2664921068871	What type of improvement do you want to see here?	Drivers running through stop sign and speeding.
Safety Concern	41.144036493132	-73.2441168774104	What concerns do you have about walking or biking here?	The hedge obscures the view here. There should be a crosswalk here.
Safety Concern	41.1409252219773	-73.245396833057	What concerns do you have about walking or biking here?	The light here is way too short. Only two or three cars can advance for a green light. The light on south Benson needs much more time.
Recommendation	41.146800100377	-73.2492007717716	What type of improvement do you want to see here?	Dangerous intersection. This would be a good location for better lighting, aesthetics and a rotary if possible.
Safety Concern	41.1430512933718	-73.2500054344761	What concerns do you have about walking or biking here?	Dangerous intersection. Location of pedestrians hit by cars. Lighting needed for sure.
Safety Concern	41.1398328497636	-73.2535401784388	What concerns do you have about walking or biking here?	
Safety Concern	41.136039088218	-73.2773406934315		
Good Location	43.4836910339673	-72.4364090872112		
Destination	41.5837265486669	-71.9900215309081	Where would you like to walk or bike to?	Lisbon Landing of Lisbon Crossing
Destination	41.6029837384413	-71.9839275520262	Where would you like to walk or bike to?	Downtown Jewett City
Safety Concern	41.5979342887507	-71.9901073615965	What concerns do you have about walking or biking here?	Limited safety lane risky for walking.
Recommendation	41.5346800357999	-71.9309700172362	What type of improvement do you want to see here?	Place the leaving the driving lane warning grooves in the driving lane not on the white lines. By the time a driver feels the bumps the vehicle is putting the person in the safety lane at risk. When there is a limited safety lane riding a bike on a grooved white line is discouraging. This is state wide not just on 165.
Safety Concern	41.991039297579	-73.6884093525226		
Safety Concern	41.7046024866892	-72.738091802072		
Safety Concern	41.3303187179743	-72.177789067697	What concerns do you have about walking or biking here?	many roads do not have a ledge or breakdown lane for safe bicycling.
Recommendation	41.3468162209339	-72.023980473947	What type of improvement do you want to see here?	Bicycle lanes and wider breakdown lanes for bicyclists needed.
Recommendation	41.6716553320699	-72.6497749876959	What type of improvement do you want to see here?	Better lighting at night, and signage to reduce motorist speeds at this crossing.
Recommendation	41.6886217416796	-72.6589447698812	What type of improvement do you want to see here?	Traffic light or four way stop sign to reduce speed, improve safety and allow for easier flow in all directions.
Safety Concern	41.1495258739258	-73.2432143622425	What concerns do you have about walking or biking here?	The paved area is vast so crossing takes a long time while vehicles are coming at you from all directions. Cars accelerate hear and there is no good sidewalk. I
Destination	41.1421346625868	-73.2558307586399	Where would you like to walk or bike to?	Dinner and a show in Fairfield center
Destination	41.1496322302001	-73.2465610023749	Where would you like to walk or bike to?	the grocery store
Destination	41.1429099748649	-73.2602937134609	Where would you like to walk or bike to?	the train station
Safety Concern	41.7431533044748	-72.681493973274		

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.718102824643	-72.6597368917435		
Safety Concern	41.7179426583786	-72.6572263441056		
Safety Concern	41.5679546693309	-72.3269117468868	What concerns do you have about walking or biking here?	No bike lane. Lots of gas stations and fast food means distracted drivers. I've had close calls twice at this section. This is a school traffic intersection as well.
Safety Concern	41.5587426343416	-72.3174370375461	What concerns do you have about walking or biking here?	The section of Rt 85 from west rd to lake Hayward rd has very narrow "shoulder" (area to right of white line) Needs bike lane
Safety Concern	41.5711318990632	-72.3309500771449	What concerns do you have about walking or biking here?	Needs bike lane
Safety Concern	41.5735666789337	-72.3321100198856	What concerns do you have about walking or biking here?	No bike lane. This is a school traffic intersection
Safety Concern	41.5737522766847	-72.3337408488054	What concerns do you have about walking or biking here?	Rt 16 needs a bike lane. This road leads to the only major grocery store in town along with restaurants and other businesses
Safety Concern	41.5760121867418	-72.3323303851641	What concerns do you have about walking or biking here?	Busy intersection. Needs bike lane. This intersection leads to the Airline Trail rail trail in Colchester
Safety Concern	41.2572218200024	-72.7233721925304	What concerns do you have about walking or biking here?	Flooding on the only good alternative road to Route 1 between Branford and Guilford. Also, traffic that squeezes bicyclists and pedestrians because there is
Safety Concern	41.2647961342352	-72.8032684444456	What concerns do you have about walking or biking here?	Very dangerous for pedestrians and cyclists as this is a busy road and a popular destination to the shore, restaurants, and country club. Driver's are
Good Location	41.2809374587227	-72.7886208260421	What do you like about walking or biking here?	distracted and going too fast, there are numerous pedestrians, runners and cyclists, and many turning movements in and out of driveways and local streets.
Good Location	41.2732167462796	-72.7868993045577	What do you like about walking or biking here?	A pretty safe road as there is lower traffic and shoulder room.
Safety Concern	41.3124325501756	-72.818911059694	What concerns do you have about walking or biking here?	A pretty safe road due to the width of the road and lower traffic volumes.
				A terrifying road as traffic is fast, small to no shoulders and aggressive drivers.
Safety Concern	41.3162036234066	-72.7845203704577	What concerns do you have about walking or biking here?	So many potholes that a cyclist has to swerve in the traffic lane to avoid the holes. It is generally difficult to ride a bike, or walk in Branford on any arterial (a
Good Location	41.3299689757248	-72.7193877796363	What do you like about walking or biking here?	road that actually goes somewhere) due to narrow or no shoulders and fast, aggressive traffic.
				A pretty good alternative to route 77.
Recommendation	41.2621655257144	-72.7477439603105	What type of improvement do you want to see here?	Better efforts at cutting brush and weeds that grow over the small shoulder. Better maintenance of the sides of the road to allow cyclists the ability to ride
Recommendation	41.3064083211247	-72.7262301120223		there. Debris and sticks and people's trash cans force riders farther into the traffic lane, irritating drivers.
Good Location	40.9663170721885	-73.6060118915851	What do you like about walking or biking here?	Greenwich has good sections of East Coast Greenway
Safety Concern	41.7521778097418	-72.7719970480846	What concerns do you have about walking or biking here?	Very popular for runners, walkers, cyclists going to/from the reservoir. Also frequently used for bike/ped transportation, with many bus stops along this way.
				Very dangerous, no sidewalk, no bike path. Road speeds are high. It's a crash waiting to happen. Bus stops are pathetic.
Recommendation	41.7239921080916	-72.8125024025917	What type of improvement do you want to see here?	There needs to be some consideration for active transportation along this road!!! The traffic is horrendous. I think at least some people would consider
Safety Concern	41.7276464666067	-72.756232103489	What concerns do you have about walking or biking here?	commuting by bike or ebike to places like UConn Health Center if there was a bike lane. There's definitely enough room!
Safety Concern	41.1351593243433	-73.2758573027386	What concerns do you have about walking or biking here?	Too wide, too many cars, sidewalks too narrow, too many curb cuts. Very inhospitable for pedestrians, but MANY workers in the nearby stores use
				All throughout fairfield westport Southport is a huge issue gotten much worse post covid. No longer a quiet coastal riding town, too much traffic rven on back
				Everywhere in Fairfield is an issue
				Black rock, beac ride greenfield hill..., i can go on and on
Safety Concern	41.1177567217987	-73.2626393767132	What concerns do you have about walking or biking here?	I lived here my entire life 61 and I would like to move yet. I have no place to go because Fairfield has really gone downhill over the years.
				Fairfield is/WAS a great beach and country road riding area/
				Feel unsafe abd havent road in quite some time due to being afraid if cars.
				Black rock tpk to beach would be lively to ride yet there is too kuch traffic! Stop this mayhem we can not afford more people in our small towns. The roads
Destination	41.1387793012711	-73.2552579375042	Where would you like to walk or bike to?	are not handling the big fast aggressive drivers that the cops dont ever control
Recommendation	41.1374108364381	-73.2813504668011		
Safety Concern	41.7629614939359	-72.6762813401588	What concerns do you have about walking or biking here?	It looks like a rotary but it's not a real rotary. It's a free-for-all. Stop signs are optional, crosswalks are optional. It's shocking that no one has been killed here
Safety Concern	41.7603838182492	-72.6774750762047	What concerns do you have about walking or biking here?	stoplight from green to red so pedestrians can cross with traffic but as a pedestrian you can't actually see the stoplight and the motorists who are turning
Safety Concern	41.7613040297058	-72.6746261225096	What concerns do you have about walking or biking here?	don't yield. It needs a 4-way red on the button push in the short term and a permanent, legitimate walk don't walk pedestrian signal.
Destination	41.5760893676058	-73.4152508715761	Where would you like to walk or bike to?	Main St crosswalks and crossing signals are north and south of this area at Capitol and Elm streets, but the desire path is at Linden Pl.
Good Location	42.5848684265922	-71.9999137900947		New Milford riverfront
Safety Concern	41.1472071875311	-73.249299498097	What concerns do you have about walking or biking here?	
Good Location	41.1779934544716	-73.2641969148912	What do you like about walking or biking here?	People turn right onto S Benson from Post Rd when there is no dedicated right turn lane, even though lines on road were recently redone. This is a big hazard.
Safety Concern	41.1870969257125	-73.25658261531	What concerns do you have about walking or biking here?	Paved path, benches, view, and other amenities. This is an ideal walking path.
Safety Concern	41.184068385704	-73.2543402885735	What concerns do you have about walking or biking here?	The sidewalks up Blackrock turnpike are very inconsistent. They start and stop and are often overgrown. Many people walk here and many more would walk
Good Location	41.1820309114767	-73.2528725906586	What do you like about walking or biking here?	Many people walk from the bus route here. No sidewalk and the transition from Fairfield Woods Road to Black Rock Turnpike is steep, unpaved and
Safety Concern	41.1589858827304	-73.2525856390589	What concerns do you have about walking or biking here?	The shoreline district of Black Rock Turnpike is very accessible and safe for walking.
Safety Concern	41.1514909636045	-73.2403501955795	What concerns do you have about walking or biking here?	Walking the circumference of Fairfield University feels safe except for this area, which gets very dark and feels isolated, despite being on a busy road.
Safety Concern	41.1498081469449	-73.2439459915952	What concerns do you have about walking or biking here?	Pedestrian was killed here a few years ago. We've been begging for traffic calming measures since 2016.
Safety Concern	41.1488548505983	-73.243903076251	What concerns do you have about walking or biking here?	NON stop accidents here. The McDonalds pulls people from I95 and the circle is so dangerous as a result.
Good Location	41.312377151852	-72.9190207187814	What do you like about walking or biking here?	The children (and adults) refer to this area as "The Death Circle"
Safety Concern	41.304474819113	-72.9238279634144	What concerns do you have about walking or biking here?	paved bike paths
Safety Concern	41.3091757809982	-72.921995886171	What concerns do you have about walking or biking here?	almost been hit multiple times biking or walking after the paved path
Safety Concern	41.312377151852	-72.9193770404378	What concerns do you have about walking or biking here?	need a pedestrian signal here
Safety Concern	41.3245759417192	-72.9097692335645	What concerns do you have about walking or biking here?	people constantly go through red lights here while pedestrian signal is on
Safety Concern	41.3064914337951	-72.9214666475763	What concerns do you have about walking or biking here?	people go through red lights all the time here
Good Location	41.3265007710649	-72.9070349263203	What do you like about walking or biking here?	really dangerous biking to the train station
Safety Concern	41.3888070566167	-73.4332034367727	What concerns do you have about walking or biking here?	love biking here
Safety Concern	41.3884132496255	-73.4963089814033	What concerns do you have about walking or biking here?	no crosswalk; drivers cut corners and endanger cyclists
Good Location	41.3824904685811	-73.4398918837134	What do you like about walking or biking here?	Needs sidewalk or bike lane
				Good bike lane with wide lanes

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Destination	41.1038537521553	-73.4044804549854		
Safety Concern	41.1043549825251	-73.4044804549854	What concerns do you have about walking or biking here?	Lighting, cars, road conditions
Safety Concern	41.1090468752498	-73.4065645265968	What concerns do you have about walking or biking here?	Car behavior. No bike lane. Minimal crosswalks
Safety Concern	41.1472782111891	-73.2502880045452	What concerns do you have about walking or biking here?	Far too narrow for pedestrians under train trestle
				walk but this is the only place I know of where it is definitely UNSAFE to walk as the vehicle traffic is given a green light right into the path of the crosswalk. This is utterly ridiculous. I see many near misses as a driver with a green light has no respect for a person in a crosswalk. All lights must turn red for the walker to be safe.
Safety Concern	41.1421349291154	-73.2562590238317	What concerns do you have about walking or biking here?	
Safety Concern	41.7976751889602	-72.9767012836749		
Recommendation	41.8001706349154	-72.9971289875323		
Destination	41.1427286777069	-73.259900879328	Where would you like to walk or bike to?	Train station
Safety Concern	41.1543830188754	-73.2586655226965	What concerns do you have about walking or biking here?	Dangerous drivers, tight lanes
Good Location	41.1450440006306	-73.2516274062415	What do you like about walking or biking here?	Wider roads
Recommendation	41.1693999290494	-73.2778892487258	What type of improvement do you want to see here?	Improve visibiliyy
Safety Concern	41.1843379390627	-73.2542004474399	What concerns do you have about walking or biking here?	Many people walk here, including commuters for the
Safety Concern	41.1906388175397	-73.258293385822	What concerns do you have about walking or biking here?	Black Rock Tpke needs continuous sidewalks here. Overgrown and no sidewalk at some points.
Safety Concern	41.1876418059948	-73.2548217703624	What concerns do you have about walking or biking here?	Raised sidewalk is a trip hazard
				It's very difficult to walk from Black Rock Turnpike to Fairfield Woods road at this junction. People commute from the bus stop on Fairfield Woods road and it's difficult with no sidewalks, a very busy road and overgrown weeds at the corner.
Safety Concern	41.1837701939894	-73.2545827392319	What concerns do you have about walking or biking here?	No sidewalks on this very busy road. Many people walk.
Safety Concern	41.1838457494731	-73.2588007367532	What concerns do you have about walking or biking here?	
Safety Concern	41.1826436641371	-73.259650379085	What concerns do you have about walking or biking here?	Sidewalk stops here. I feel very unsafe walking here.
Destination	41.1799732137323	-73.2629565167719	Where would you like to walk or bike to?	This is a very popular destination for walkers. But it's not safely accessible for many because there are no sidewalks connecting to Black Rock Tpke.
Recommendation	41.3479245508606	-72.8935595222193	What type of improvement do you want to see here?	Bike lane/sidewalk, or multi-use path. The road here is very wide and many people just walk along the shoulder.
Safety Concern	41.1397718426271	-73.2573265660315	What concerns do you have about walking or biking here?	No walk lights to cross reef, along this whole route there are walk lights to cross the post road but not the roads that feed it
Safety Concern	41.1376710192783	-73.2556421387701	What concerns do you have about walking or biking here?	Four way stop backs up and people don't follow the order
Safety Concern	41.1431402075587	-73.2500345110163	What concerns do you have about walking or biking here?	Can take 5+ mins to get through this four way stop
Destination	41.4891856561143	-72.7118332550057	Where would you like to walk or bike to?	Walk
Destination	41.7123174297426	-72.6533159368086	Where would you like to walk or bike to?	Old Wethersfield
Recommendation	41.6888326480498	-72.7052356409664	What type of improvement do you want to see here?	Side walks to connect the sidewalks on Back Lane to the Berlin Turnpike. Walkable distance to shopping, medical services, etc
Recommendation	41.6846342494832	-72.7092696833248	What type of improvement do you want to see here?	People walk up and down the Berlin turnpike. They need sidewalks.
Safety Concern	41.8304405004402	-72.2726194663744	What concerns do you have about walking or biking here?	This intersection needs lights and traffic signals. The new housing built across the street makes this intersection dangerous and busy.
Destination	41.6884361624921	-72.7078759011549	Where would you like to walk or bike to?	Restaurants on the Berlin Turnpike
Good Location	41.6941208153506	-73.3628391295158	What do you like about walking or biking here?	Slower speeds and generally safe drivers.
Safety Concern	41.7130636803057	-73.3127561900099	What concerns do you have about walking or biking here?	Winding and hilly with little to no shoulder.
Safety Concern	41.7298656109646	-73.3386341425856		
Destination	41.7025846453769	-73.3499321131354		
Safety Concern	41.702667191861	-73.3661012600177	What concerns do you have about walking or biking here?	There are no sidewalks or bike lanes to go around lake.
Safety Concern	41.0185871527884	-73.6434945013339	What concerns do you have about walking or biking here?	The sidewalks are insistent
Safety Concern	41.6562406826896	-73.3166599273682	What concerns do you have about walking or biking here?	There are no sidewalks in Washington Depot along the major road
Safety Concern	41.6924679531478	-73.3727000513502	What concerns do you have about walking or biking here?	Blind curve
Safety Concern	41.703817458543	-73.3549882178808		
Safety Concern	41.6955825522526	-73.3506917096317	What concerns do you have about walking or biking here?	Blind curve
Safety Concern	41.6946051895414	-73.3502518273533	What concerns do you have about walking or biking here?	Blind curve
Safety Concern	41.7139644008969	-73.3476893357969	What concerns do you have about walking or biking here?	People drive too fast on the road around Lake Waramaug. Also there are a lot of motorcycle riders who make noise and pollution
Safety Concern	41.6973073821196	-73.3440603567483	What concerns do you have about walking or biking here?	speeding is extreme
Safety Concern	41.7036837376618	-73.3456053091408	What concerns do you have about walking or biking here?	blind curve - can't see bicyclists making left turns to N Shore; speeding
Safety Concern	41.6781584955254	-73.3438726942438	What concerns do you have about walking or biking here?	recent re-do of Flirtation has made visibility onto 202 much worse for cars and cyclists
Safety Concern	41.6969549018153	-73.3998343031305	What concerns do you have about walking or biking here?	speeding
Safety Concern	41.7318410802813	-73.2164141218561	What concerns do you have about walking or biking here?	shoulders on 202 are much too narrow from Litchfield to New Present
Safety Concern	41.2996544442333	-73.2480482804176	What concerns do you have about walking or biking here?	Route 25 is too narrow for bike safety with the speed of traffic and congestion. I cycle several days a week for exercise and am very safety aware.
Safety Concern	41.1651139755667	-73.2709288837726	What concerns do you have about walking or biking here?	Many roads have no or a small shoulder
Safety Concern	41.3509400066391	-73.2709288837726	What concerns do you have about walking or biking here?	Rural roads are narrow and motorists drive very fast
				driveways across the sidewalk/trail. It is much safer to use Twin Brooks park to connect to the off road section that leads to Bridgeport. Very little infrastructure is needed to do this.
Recommendation	41.3055646915628	-73.1226134540851	What type of improvement do you want to see here?	
Recommendation	41.367432285792	-73.4412169697101	What type of improvement do you want to see here?	Use the Maybrook line to connect to the trails in NY. Do it using rail with trail if necessary.
Recommendation	41.2684159310069	-73.0676818134601	What type of improvement do you want to see here?	The Maybrook rail line is lightly used for freight. The corridor is wide according to GIS maps. Please seriously consider doing rail with trail there. In several
Recommendation	41.2684159310069	-73.1445861103351		
Recommendation	41.392162868091	-72.8809142353351	What type of improvement do you want to see here?	The Farmington rail trail is a gem that needs to be finished. I drive one hour to ride there to avoid cars. CLOSE THE GAP ALREADY! I like to ride long distances
Recommendation	41.6594744871104	-72.3865294697101		
Recommendation	41.695573170623	-73.3511814749764	What type of improvement do you want to see here?	Extremely dangerous turn. The road needs improvement.
Safety Concern	42.3111604400616	-73.6588288869703		
Destination	42.3152225037321	-73.9719392385328		

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Good Location	42.3558287205268	-73.3155061330641		
Safety Concern	41.2830340246728	-72.3691196563365	What concerns do you have about walking or biking here?	Busy area, without safe cross walks and traffic that ignores speed limits. Sight lines are difficult with parked cars.
Safety Concern	41.6361507865698	-73.3453236503156	What concerns do you have about walking or biking here?	No area to walk or ride
Safety Concern	41.6751410040611	-73.2598362845929	What concerns do you have about walking or biking here?	No area to walk or ride
Recommendation	41.6823977367534	-73.2043090066506	What type of improvement do you want to see here?	Should have edges that people can use
Good Location	41.6961835934341	-73.3560739150249	What do you like about walking or biking here?	Beautiful scenery; mix of flat and hilly terrain
Safety Concern	41.6946454565077	-73.362940370103	What concerns do you have about walking or biking here?	Large trucks should not be allowed on West Shore Road, it is too narrow
Destination	41.6947736359899	-73.3708367934429	Where would you like to walk or bike to?	On West Shore Road, around Lake Waramaug; around New Preston; around Washington, CT
Recommendation	41.6960554167619	-73.3770166030132	What type of improvement do you want to see here?	Limit size of trucks on road
Recommendation	41.6872662719464	-73.3617406410661	What type of improvement do you want to see here?	Shoulders on road where possible, speed limit signs. Safer areas for walkers and cycling
Safety Concern	41.6188269267737	-73.2946224659035	What concerns do you have about walking or biking here?	concern. There is not enough speed control, the speed limit of 40mph is WAY Too high given the elevation and hilly terrain AND there is WAY TOO MUCH industrial trucking traffic that endangers young drivers.
Safety Concern	41.6244088655707	-73.3032009187059	What concerns do you have about walking or biking here?	concern. There is not enough speed control, the speed limit of 40mph is WAY Too high given the elevation and hilly terrain AND there is WAY TOO MUCH industrial trucking traffic that endangers young drivers. Kirby, Wykeham.
Safety Concern	41.6282936091176	-73.3092921707699	What concerns do you have about walking or biking here?	There is reckless driving along Rt 47 in this area causing MAJOR concern. There is not enough speed control, the speed limit of 40mph is WAY Too high given the elevation and hilly terrain AND there is WAY TOO MUCH industrial trucking traffic that endangers young drivers.
Safety Concern	41.628694582101	-73.3097856972287	What concerns do you have about walking or biking here?	High School students are endangered due to the speeding of trucks along Rt 47. Please do something about this!!!
Safety Concern	41.6292586345946	-73.3103328678677	What concerns do you have about walking or biking here?	High School students are endangered due to the speeding of trucks along Rt 47. Please do something about this!!!
Safety Concern	41.6306751072529	-73.3113842938015	What concerns do you have about walking or biking here?	High School students are endangered due to the speeding of trucks along Rt 47. Please do something about this!!!
Destination	41.7824764652899	-73.3093810322101	Where would you like to walk or bike to?	Not to be fearful riding or running around Lake Waramaug.
Safety Concern	41.805001286194	-73.3368468525226	What concerns do you have about walking or biking here?	Same comment as previous
Good Location	41.8602559198803	-73.4082579853351	What do you like about walking or biking here?	Cycling and running is a dream in Northwest CT as long as there is adequate space to share the roads.
Recommendation	41.7845245033745	-73.3917784931476	What type of improvement do you want to see here?	One-way traffic on Lake Waramaug. Better enforcement of speeding. Bike or running paths created. Crosswalks clearly marked.
Recommendation	41.3577972198223	-71.9632310805879	What type of improvement do you want to see here?	Improvements to sidewalks, separated bike lanes
Safety Concern	41.3522527886242	-71.960918583738	What concerns do you have about walking or biking here?	Sidewalk curb cut condition is poor
Destination	41.3418143196392	-71.9459840439431	Where would you like to walk or bike to?	Grocery
Destination	41.3539279426144	-71.9712182663552	Where would you like to walk or bike to?	Shops and Restaurants
Destination	41.3504920264564	-71.9626351975076	Where would you like to walk or bike to?	Train Station
Destination	41.3722662548988	-71.9543954514138	Where would you like to walk or bike to?	Shops and restaurants
Destination	41.3527742815681	-71.9638368271462	Where would you like to walk or bike to?	Pharmacy
Recommendation	41.6877805078169	-73.3588035465263	What type of improvement do you want to see here?	bike and running/walking paths
Good Location	41.7009830636353	-73.3807762027763	What do you like about walking or biking here?	beautiful scenery
Destination	41.6948735214453	-73.363266742327		
Safety Concern	41.1816618154416	-73.2193053513323	What concerns do you have about walking or biking here?	blind spot and speeding
Safety Concern	41.1799282303377	-73.2236290722644		
Safety Concern	41.1829155703449	-73.2176534037126	What concerns do you have about walking or biking here?	People turn right on red when crossing sign is on
Safety Concern	41.1810285719366	-73.2211158161794	What concerns do you have about walking or biking here?	excessive speed
Safety Concern	41.1775093917387	-73.2280288572135	What concerns do you have about walking or biking here?	lack of sidewalks
Safety Concern	41.1467595186101	-73.2492007969631	What concerns do you have about walking or biking here?	Light only allows north bound cars on S Benson 12 seconds. Causing long backups blocking entrance to shops and funeral home.
Safety Concern	41.1385617414217	-73.2698731361649	What concerns do you have about walking or biking here?	Traffic and motorists consistently disregarding stop signs and no turn signals. Very little enforcement of driving laws seen.
Destination	42.0055910034295	-73.7315531931819		
Safety Concern	41.674211297867	-73.1337110213648	What concerns do you have about walking or biking here?	In the northwest corner of Connecticut there's very few areas where there is safe sidewalks or places to walk or bike lanes and people drive terribly. It's very
Good Location	41.4769636530152	-72.8590528182398	What do you like about walking or biking here?	The walking paths are great but we need more of them. I know they're spread out throughout the state and there's some very nice ones but there needs to be
Safety Concern	41.7002342322263	-73.3445094789502	What concerns do you have about walking or biking here?	Beautiful biking or running around the lake but cars go too fast. Need speed bumps or another way to slow cars down
Recommendation	41.7003864321062	-73.3445577587125	What type of improvement do you want to see here?	Speed bumps or speed cameras that mail tickets
Safety Concern	41.7013002679364	-73.344862334166	What concerns do you have about walking or biking here?	No one goes the speed limit here. Ned to enforce.
Recommendation	41.7015045327274	-73.344962917004	What type of improvement do you want to see here?	Spore bumps or speed cameras that send tickets
Safety Concern	41.7025117976341	-73.3455419333315	What concerns do you have about walking or biking here?	Speeders
Safety Concern	41.7033338438505	-73.3457082302904	What concerns do you have about walking or biking here?	Speeding cars
Recommendation	41.7036857746174	-73.345683093919	What type of improvement do you want to see here?	This is now a smoothly paved speeding course. Cars fly by well above the speed limit and it's a curvy road with lots of bikers, walkers, runners. Need speed
Recommendation	41.7040021727697	-73.3456240853206	What type of improvement do you want to see here?	Speed cameras here. Must mail tickets.
Recommendation	41.7021349690428	-73.3453301204898	What type of improvement do you want to see here?	Speed camera here. Must mail tickets 24/7.
Recommendation	41.6996368532244	-73.3442860121029	What type of improvement do you want to see here?	Speed bump
Recommendation	41.6984546919553	-73.3441870524415	What type of improvement do you want to see here?	Spore bumps
Recommendation	41.6970111379699	-73.3440388989301	What type of improvement do you want to see here?	Speed bump. Better enforcement of speeding
Recommendation	41.6925394465386	-73.346484133635	What type of improvement do you want to see here?	Speed bumps. The speeding gets worse here as the road straightens out
Safety Concern	41.6914031674038	-73.347111868211	What concerns do you have about walking or biking here?	Speeding cars, bikers runners who want to go around the lake
Safety Concern	41.6903290174537	-73.3481422643278	What concerns do you have about walking or biking here?	Speeding cars, curvy road, bikers and runners going around the lake scenic roads

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.6958280218456	-73.3453048875366	What concerns do you have about walking or biking here?	Speed bumps. Lots of bikers, narrow road, curvy
Safety Concern	41.6813400329502	-73.3477279737886	What concerns do you have about walking or biking here?	Speeding cars
Safety Concern	41.4641603627847	-72.2786569475915	What concerns do you have about walking or biking here?	This the area I live in, a shared path may have potential on Rt. 82; there are NO bike and pedestrian resources in Salem.
Safety Concern	41.7880153305699	-72.4426725405173	What concerns do you have about walking or biking here?	High level of public concerns for local access to Hop River State Park Trail in this area.
Good Location	41.5751635099523	-72.5021366905955	What do you like about walking or biking here?	Nice community connection and signage for the local Air Line State Park trail.
Safety Concern	41.7801038151691	-72.566381876687	What concerns do you have about walking or biking here?	Often people walking between Manchester and East Hartford but poor connectivity at the onramps, not safe.
Recommendation	41.7757704831047	-72.5215472266575	What type of improvement do you want to see here?	Recommend roundabout here as part of Manchester downtown improvements
Recommendation	41.7645214408622	-72.5205378354846	What type of improvement do you want to see here?	recommend roundabout here as part of Manchester downtown improvements
Recommendation	41.7638520393943	-72.517736913157	What type of improvement do you want to see here?	Eliminate these redundant on/off ramps to have seamless connection between both sides of Charter Oak Park
Safety Concern	41.8385457427956	-72.910280213777	What concerns do you have about walking or biking here?	traffic is too fast. Narrow curvy road
Safety Concern	41.7929688555313	-72.5248428091132	What concerns do you have about walking or biking here?	The sharrow southbound in the right-turn lane onto Hilliard Street are a safe hazard for bikes. Lots of rights on red, not safe or comfortable for a cyclist. An
Recommendation	41.8196208559554	-72.5016377026574	What type of improvement do you want to see here?	Road diet this road and put in bike lanes. Sidewalks also needed, people often walk through this stretch between Manchester and Vernon.
Recommendation	41.7858140484529	-72.4871595826098	What type of improvement do you want to see here?	Road diet Route 44 through here between Manchester and Bolton. Add bike lanes
Destination	41.7637728018767	-72.5162888661905	Where would you like to walk or bike to?	Very important destination, Charter Oak Park, and Greenway
Safety Concern	41.8297892207098	-72.9030554388184	What concerns do you have about walking or biking here?	No sidewalks on one side of street. Crosswalks to nowhere
Good Location	41.8088111779238	-72.9224138684861	What do you like about walking or biking here?	Rail trail, restaurants, cafes, shops
Destination	41.8090031053954	-72.9180365033738	Where would you like to walk or bike to?	Shoppes on Rt 44 not on the road, Simsbury
Safety Concern	41.814404631002	-72.8994792811765		
Safety Concern	41.2775915880008	-72.4851368337159	What concerns do you have about walking or biking here?	no sidewalks and the shoulder is too narrow
Destination	41.2708828617817	-72.4825619130616	Where would you like to walk or bike to?	Beach
Recommendation	41.3185385653459	-72.4801586537843		
Safety Concern	41.2734202386329	-72.4876259236817	What concerns do you have about walking or biking here?	no sidewalks or bike lanes
Destination	41.2747748881734	-72.4768970876222	Where would you like to walk or bike to?	Restaurants
Good Location	41.8353540429337	-72.9179021168361		
Safety Concern	41.8239716139967	-72.8874549163471	What concerns do you have about walking or biking here?	Busy intersection of major road and Farmington river trail
Safety Concern	41.8310732319904	-72.8821508442912	What concerns do you have about walking or biking here?	Narrow road, bike lane is ineffective. Holds up traffic
Safety Concern	41.8351467865351	-72.9280126171553	What concerns do you have about walking or biking here?	There is no crosswalk!
Destination	41.6758884159619	-72.8040101060981		
Destination	41.3020439701961	-72.9300160153829	Where would you like to walk or bike to?	Shoreline and city
Destination	41.7318561181851	-72.6903767331563	Where would you like to walk or bike to?	Hartford and river
Good Location	41.7578852596153	-72.8884727068135	What do you like about walking or biking here?	Unionville
Good Location	41.8042575020319	-72.9245641636041	What do you like about walking or biking here?	Paved trails off highway.
Destination	41.7648679585231	-72.9556625102345	Where would you like to walk or bike to?	West hartford
Safety Concern	41.7525749823948	-72.939183018047	What concerns do you have about walking or biking here?	Traffic. Riding on main roads with traffic moving too fast.
Recommendation	41.7574585112561	-72.8898744829089	What type of improvement do you want to see here?	Wider roads with designated bike lanes that actually work. Not bike on roads in lanes with blind curves.
Safety Concern	41.8235611476142	-72.8807576257085	What concerns do you have about walking or biking here?	very narrow shoulder
Recommendation	41.8228895516238	-72.8792985040044	What type of improvement do you want to see here?	widen shoulder area while traffic calming cars
Safety Concern	41.8247996746291	-72.8941396682387	What concerns do you have about walking or biking here?	Dangerous intersection because people drive too fast, run red lights
Safety Concern	41.8274859361835	-72.8988603561049	What concerns do you have about walking or biking here?	Driving too fast, running red lights, reckless lane changing. This is for the entire length of Rt. 44 and true throughout Connecticut. Enforcement needed
Destination	41.6533182084129	-73.1555724384601		
Safety Concern	41.8319186548819	-72.9056334736163	What concerns do you have about walking or biking here?	Rails-to-Trails with human-powered transportation, when extended along Rt 44 from Canton to Simsbury Avon, will improve safety and access
Destination	41.8167724739442	-72.9227996113116	Where would you like to walk or bike to?	Canton, Collinsville, Avon, Simsbury
Good Location	41.8278255423864	-72.896020436507	What do you like about walking or biking here?	Sense of slower Village life, history, nature, fellowship, health
Recommendation	41.8237321681784	-72.8754210712726	What type of improvement do you want to see here?	Rails-to-Trails with human-powered transportation, when extended along Rt 44 from Canton to Simsbury Avon, will promote businesses and ambience:)
Safety Concern	41.8147894342684	-72.9182357915324	What concerns do you have about walking or biking here?	Extremely dangerous to cross, walk on, or bike on, Maple Ave because of poor sight lines but primarily because of large trucks and speeding
Destination	41.812870307043	-72.9214994950798	Where would you like to walk or bike to?	Because Collinsville is a destination site, roads connecting to it, like Maple Road, should be made safer and more attractive to various kinds of users
Destination	41.559204068497	-72.6490892981968	Where would you like to walk or bike to?	I would like to be able to bike along main street without being in the road with drivers/behind parked cars.
				sidewalk to see the road before they merge into the street, or I have to wait to make sure I do not get hit by a car because people do not look at the sidewalks before they try to leave.
Safety Concern	41.396328125252	-72.8549718520121	What concerns do you have about walking or biking here?	Drivers often ignore traffic rules at this intersection. They do not stop at stop sign and do not yield to pedestrians in the crosswalk.
Safety Concern	41.7118408714566	-72.6906908922257	What concerns do you have about walking or biking here?	in general, in Greenwich, there is not enough buffer between the Post Road and the sidewalks. Bike lanes are basically nonexistent!
Safety Concern	41.0299309163072	-73.6269108035826	What concerns do you have about walking or biking here?	Need sidewalks here
Safety Concern	41.0268362936061	-73.6056544992951	What concerns do you have about walking or biking here?	Need sidewalks here
Safety Concern	41.0303323273769	-73.6057048538805	What concerns do you have about walking or biking here?	Need sidewalks here
Safety Concern	41.9039895954796	-72.4705135218007	What concerns do you have about walking or biking here?	Poor traffic flow design.
Good Location	41.7296602428185	-72.3438111920487	What do you like about walking or biking here?	Rails to trails
Recommendation	41.9498394024514	-72.7695158521091	What type of improvement do you want to see here?	Paved path
Safety Concern	41.6957314515542	-73.3440930149316	What concerns do you have about walking or biking here?	Traffic goes fast on route 45 and there is little to no shoulder for bikes.
				There is little to no shoulder on the steep curvy portions of Route 341. Vehicles travel at high speeds on other portions and create danger for bikes, even on the shoulder. The shoulder is not always clear to use as a bike lane.
Safety Concern	41.7329562204321	-73.3390719196557	What concerns do you have about walking or biking here?	The new turn from 202 West to Flirtation is too angular. Cars travel at high speed on 202. Turning right onto Flirtation requires vehicles to slow down at a
Safety Concern	41.6782080778279	-73.343942105147	What concerns do you have about walking or biking here?	Create a separated bike lane on Route 202.
Recommendation	41.6827537285151	-73.3287970389328	What type of improvement do you want to see here?	

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Recommendation	41.7147965723435	-73.3205572928391	What type of improvement do you want to see here?	Create a separated bike lane on Route 341.
Recommendation	41.7350635783029	-73.4937647422698	What type of improvement do you want to see here?	Create a separated bike lane on Route 341.
Destination	41.698899184846	-73.3806204984069	Where would you like to walk or bike to?	State Park at Lake Waramaug
Safety Concern	41.6935157719802	-73.3564162442566	What concerns do you have about walking or biking here?	SPEEDING CARS
Safety Concern	41.6919775712547	-73.3443999478698	What concerns do you have about walking or biking here?	SPEEDING CARS
Safety Concern	41.649023549409	-73.1775898233945	What concerns do you have about walking or biking here?	Hard to see
Safety Concern	41.6905521988789	-73.3480563090378	What concerns do you have about walking or biking here?	There are a ton of runners and bikers on this road plus docks that about it. People cross the busy road to get to their docks. I think commercial traffic should be eliminated on this road and cross walks should be installed in addition to lowering the speed limit.
Good Location	41.5542107907441	-73.376802918124		
Safety Concern	41.6908939458448	-73.3672179146086	What concerns do you have about walking or biking here?	To narrow
Destination	41.9525828423128	-74.1344047980668	Where would you like to walk or bike to?	Woodbury
Safety Concern	41.6915531386622	-73.3458633518494	What concerns do you have about walking or biking here?	So many people bike and run around the lake and rt 45 needs a dedicated bike lane for safety
Safety Concern	41.6934381470572	-73.3531473302654	What concerns do you have about walking or biking here?	Not enough t space on the riad
Safety Concern	41.694848133777	-73.3635757589153	What concerns do you have about walking or biking here?	Drivers all go too fast along the straight road
Safety Concern	41.0849626400301	-73.4726283211592	What concerns do you have about walking or biking here?	People do not stop at the crosswalk.
Good Location	41.7028850425767	-73.3563995185253		
Safety Concern	41.6891753544834	-72.6870494381443	What concerns do you have about walking or biking here?	There is a crosswalk at this stoplight but no sidewalk to walk on to get to the church
Destination	41.6898245641627	-72.6837926376656	Where would you like to walk or bike to?	Church
Destination	41.6776684853642	-72.6922830903785	Where would you like to walk or bike to?	Reservoir
Destination	41.6983969691135	-72.6920975537047	Where would you like to walk or bike to?	School
Destination	41.6890131645152	-72.7075302792391	Where would you like to walk or bike to?	Restaurants
Safety Concern	41.6890065407935	-72.7067058757005	What concerns do you have about walking or biking here?	I often see people trying to cross the Berlin Turnpike here and it's like they are playing Frogger in real life.
Destination	41.6986508950723	-72.6686543542718	Where would you like to walk or bike to?	Supermarket
Destination	41.6866654634516	-72.6540921615556	Where would you like to walk or bike to?	Pharmacy
Safety Concern	41.8843427104613	-73.3429702460001	What concerns do you have about walking or biking here?	Speed of traffic
Safety Concern	41.6961259861452	-73.3447758193219	What concerns do you have about walking or biking here?	No bike lane
Safety Concern	41.6891399788467	-73.3488742346967	What concerns do you have about walking or biking here?	No bike lane
Recommendation	41.6933701289299	-73.3461491103375	What type of improvement do you want to see here?	Add bike lane
Safety Concern	41.8484287904716	-72.6455664875323	What concerns do you have about walking or biking here?	cars travel too fast on Route 159 and there are 2 lanes of traffic each direction and no bike lanes and hardly no road shoulder between travel lane and
Safety Concern	41.86019199533	-72.6337218525226	What concerns do you have about walking or biking here?	fairly wide travel lanes and shoulders but there are no sidewalks on this section of Rt 159. perhaps narrow travel lanes by a few feet or install sidewalks
Safety Concern	41.862023791921	-72.6536345722491	What concerns do you have about walking or biking here?	no sidewalks or bike lanes along Route 75 into Windsor Ctr which is less than 1/2 mile away
Safety Concern	41.8925715662099	-72.676293874007	What concerns do you have about walking or biking here?	few if any sidewalks along Route 75. VEry difficult for walkers and runners to make connections from nieghborhoods due to unsafe conditions especially at
Recommendation	41.7140565490124	-72.2364911566918	What type of improvement do you want to see here?	This spot frequently floods in spring, and there is no way to know ahead of time if it is passable without biking/walking to it, which can derail any long-distance plans. Can there be a flagging system or a web cam set up? I can much through a couple of inches of water, but not a couple of feet.
Safety Concern	41.7178013742316	-72.2006386114834	What concerns do you have about walking or biking here?	Commonly covered with trash. Of most concern - broken glass.
Safety Concern	41.7273949153135	-72.1909071227203	What concerns do you have about walking or biking here?	Racetrack for ATVs.
Good Location	41.7151052636588	-72.2403912702639	What do you like about walking or biking here?	Love this stretch for cycling/walking
Safety Concern	41.7173097180599	-72.24421170452	What concerns do you have about walking or biking here?	Blind curve. Need something to slow folks coming down. Or a mirror to see around the wall.
Recommendation	41.7176095774849	-72.2433214962814	What type of improvement do you want to see here?	More parking for the trail. It is often full.
Recommendation	41.7208657174956	-72.1979033852485	What type of improvement do you want to see here?	Build path along river to Lauter Park
Recommendation	41.7146787862637	-72.2036045643188	What type of improvement do you want to see here?	access shopping and services than walking or biking along Chapman St, which is tight despite being one-way. Lots of cars parked everywhere. Would promote alternatives to cars.
Recommendation	41.7169084076297	-72.2014493830148	What type of improvement do you want to see here?	Create another neighborhood connection to the Air Line Trail for Ivy Gardens, connecting the community there to recreation and commuting to shopping and
Recommendation	41.7155621429577	-72.2015039940486	What type of improvement do you want to see here?	Reopen this link from Capen Lane to Chapman St and make it a bike/ped lane connecting the Airline Trail to the western entrance to Recreation Park.
Safety Concern	41.7110022556101	-72.2094680115074	What concerns do you have about walking or biking here?	Getting from the paved end of the Airline Trail to Riverside Drive is tricky, as one has to navigate across traffic, through a busy intersection, and across traffic
Destination	41.5847257243577	-72.0233798267657		
Safety Concern	41.5781369958394	-72.0287395254976		
Good Location	41.5837547559057	-72.0229888693697		
Recommendation	41.5721459010364	-72.0319571548877		
Recommendation	41.388276904677	-72.1611549305128	What type of improvement do you want to see here?	Urgent need for bike lanes on 85 to connect with the bike lanes on Cross Road
Safety Concern	41.3693722928581	-72.1218020812598	What concerns do you have about walking or biking here?	This is a confusing and dangerous intersection that would be far safer as a rotary
Recommendation	41.6471426838027	-72.4614493722006	What type of improvement do you want to see here?	Sidewalks simply end on Jones Hollow and make walking/biking to Blish Park quite difficult in what would otherwise be a walkable community.
Safety Concern	41.7702390623378	-72.1834110616113	What concerns do you have about walking or biking here?	I'm trying to makr Route 195 from Willimantic to Storrs. Dangerous traffic, no shoulders, can't walk or bike.
Recommendation	41.6277958874393	-72.2327671614235	What type of improvement do you want to see here?	Sidewalks near the high school and middle schools would make students much safer.
Safety Concern	41.7517480443322	-72.6639342548663	What concerns do you have about walking or biking here?	Dangerous merging and lanes in the city
Destination	41.5341811764035	-72.4057555439288	Where would you like to walk or bike to?	Love the airline trail
Recommendation	41.7049155820377	-72.219018000674	What type of improvement do you want to see here?	Lights along route 6
Recommendation	40.2470052458521	-72.9633482228544		
Recommendation	42.386105555988	-72.0955315321556		
Recommendation	41.7848909638192	-72.2433782040987	What type of improvement do you want to see here?	BIKES LANE 5 Miles from University Radio
Destination	41.7655148066232	-72.7161876031077	Where would you like to walk or bike to?	799 Prospect Ave

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.7665711137315	-72.7163163491404	What concerns do you have about walking or biking here?	TRAFFIC
Good Location	41.7678194542561	-72.7163592644847	What do you like about walking or biking here?	SIDEWALK
Recommendation	41.7690997782797	-72.7166167565501	What type of improvement do you want to see here?	SLOWER TRAFFIC
Safety Concern	41.7692441483987	-72.6632945574864	What concerns do you have about walking or biking here?	Bridge is too narrow and not safe crossing into hartford
Destination	41.7646130340104	-72.6687952715186	Where would you like to walk or bike to?	Much safer and a lot to do and see during the summer
Good Location	41.7764597530232	-72.567225998691		
Good Location	41.7642188359808	-72.5696467069699		
Safety Concern	41.7754523138105	-72.6649119358723	What concerns do you have about walking or biking here?	Path is not safe to ride
Safety Concern	41.7731355443151	-72.667847965971	What concerns do you have about walking or biking here?	Not safe or well light for people
Safety Concern	41.7732826488655	-72.6691666670836	What concerns do you have about walking or biking here?	Same
Safety Concern	41.9967112500412	-72.5945835828784	What concerns do you have about walking or biking here?	No ability to slow traffic
Destination	41.9983154968058	-72.6001711612221	Where would you like to walk or bike to?	developing neighborhood.
Safety Concern	41.9900842816696	-72.5800713273914	What concerns do you have about walking or biking here?	Heavy Traffic
Safety Concern	41.9976115958574	-72.5805863115223	What concerns do you have about walking or biking here?	Heavy Traffic
Recommendation	41.9955289144058	-72.5828179094227	What type of improvement do you want to see here?	Opportunity for future connection
Recommendation	41.9911183977789	-72.5981112246986	What type of improvement do you want to see here?	Bike lanes
Recommendation	41.9880651505231	-72.6129444810779	What type of improvement do you want to see here?	Improve connection from trail to on road facilities
Safety Concern	41.9827283407952	-72.6133736345203	What concerns do you have about walking or biking here?	No allowance for active transportation
Safety Concern	41.9775601737801	-72.6284798356922	What concerns do you have about walking or biking here?	Increased traffic use
Good Location	41.9845827449205	-72.6057028824119	What do you like about walking or biking here?	Great trail!
Destination	42.0262362779317	-72.6156060202433	Where would you like to walk or bike to?	Hilltop
Destination	42.037627276268	-72.6156918509317	Where would you like to walk or bike to?	Six Flags
Destination	41.9530028409806	-72.611955537864	Where would you like to walk or bike to?	King Island
Recommendation	41.9443849763515	-72.6105822468484	What type of improvement do you want to see here?	Potential for more trails
Recommendation	41.9844392933784	-72.5178435224505	What type of improvement do you want to see here?	Potential for Rail w/ trail
Recommendation	41.9156725797039	-72.5406579878073	What type of improvement do you want to see here?	Potential Rail w/ trail
Recommendation	41.9795097097878	-72.6572160627585	What type of improvement do you want to see here?	Abandon rail and turn into trail
Recommendation	41.9488859928403	-72.6283227342813	What type of improvement do you want to see here?	Potential Rail Trailhead
Recommendation	41.9578369722914	-72.6425361935935	What type of improvement do you want to see here?	Possible Rail trailhead
Recommendation	41.9320590366464	-72.627098795761	What type of improvement do you want to see here?	Improve rail and bike connectivity
Safety Concern	41.929292558393	-72.627098795761		
Recommendation	41.4530859548447	-72.4333827141754	What type of improvement do you want to see here?	Sidepath
Good Location	41.7134105941574	-72.2380613901095	What do you like about walking or biking here?	Nice bridge, nice view, bike path.
Safety Concern	41.7201870079652	-72.2518722773889	What concerns do you have about walking or biking here?	Trail in poor cycling condition last time I was there. Sand and rocks.
Safety Concern	41.7357648831554	-72.1770249213125	What concerns do you have about walking or biking here?	ATVs sometimes using trail.
Good Location	41.8054915000631	-72.2464470018523	What do you like about walking or biking here?	Joshuas trust trails
Safety Concern	41.7678307915008	-72.6446031795958	What concerns do you have about walking or biking here?	Drivers on Main Street travel at highway speeds and routinely run the red lights. Drivers on Central avenue turning left on Main St believe incorrectly that they have right of way over traffic driving straight from Garvan, and there are many daily near-misses.
Safety Concern	41.7700104492518	-72.6433393691736	What concerns do you have about walking or biking here?	Poor lighting makes downtown East Hartford dangerous when it is dark. Many schoolchildren walk this highly trafficked route in the dark.
Safety Concern	41.746112903824	-72.1560453509686	What concerns do you have about walking or biking here?	Crossing Rte 203 with bike, on rail trail
Safety Concern	41.7322193964315	-72.1848114505203	What concerns do you have about walking or biking here?	Need better crossing controls
Destination	41.7618168053656	-72.6734209252568	Where would you like to walk or bike to?	300 Windsor street, Hartford
Safety Concern	41.7372273294192	-72.62535573971	What concerns do you have about walking or biking here?	No bike lanes, lots of auto traffic.
Recommendation	41.6546285185971	-72.6037375190869	What type of improvement do you want to see here?	Sidewalks
Safety Concern	41.7256884181058	-72.3098598660784	What concerns do you have about walking or biking here?	Too little shoulder
Safety Concern	41.7117140555949	-72.2123538461523	What concerns do you have about walking or biking here?	Even the PD bike on the sidewalk here. Need clear markings on the street. Traffic calming with bricked crosswalks and other techniques. Divert truck traffic.
Good Location	41.7093428726496	-72.2151553767975	What do you like about walking or biking here?	Wide street.
Safety Concern	41.7140154685999	-72.2252536665105	What concerns do you have about walking or biking here?	Room for a bike lane, but not designated.
Safety Concern	41.769662504594	-72.643955366692	What concerns do you have about walking or biking here?	People crash on Main Street in East Hartford, often when turning off Connecticut Blvd.
Recommendation	41.7967362577335	-72.6212765358982		
Good Location	41.7956406906539	-72.6448428599314		
Recommendation	41.7674478285235	-72.6447688765392	What type of improvement do you want to see here?	I think downtown East Hartford could be a cute day trip town if Main Street were more accessible by foot for window shopping and tourism.
Good Location	41.7639334007686	-72.663508557315	What do you like about walking or biking here?	Riverfront Recapture has some great trails with awesome views.
Safety Concern	43.6843768511245	-71.9928451857776		
Destination	44.6717892027377	-73.0695053420276	Where would you like to walk or bike to?	An area where is safe.
Good Location	41.6929321696691	-73.3472371320924	What do you like about walking or biking here?	Beautiful
Safety Concern	41.6903684580979	-73.3474087934694	What concerns do you have about walking or biking here?	Cars drive too fast on narrow road
Recommendation	41.6978029401562	-73.3462071638307	What type of improvement do you want to see here?	There should be a stop sign on corner of rt 45 and north shore road
Safety Concern	41.7083148089341	-72.2419522233763	What concerns do you have about walking or biking here?	Traffic too fast & lack of enough parking
Destination	42.5406756179548	-73.1421597708089		
Destination	41.7799053887789	-72.3309917311387	Where would you like to walk or bike to?	Covenrty

Map Marker	Latitude	Longitude	Map Marker Question	Map Marker Question
Safety Concern	41.6124740813233	-72.1416886671741		
Good Location	41.6689203836815	-72.160228095885		
Recommendation	41.5576883197363	-72.0661576613147		
Safety Concern	41.5344904941238	-72.2426819945628	What concerns do you have about walking or biking here?	Traffic too fast
Safety Concern	41.4705861156218	-72.0730637196868	What concerns do you have about walking or biking here?	Norwich is not safe
Safety Concern	41.4153157548006	-72.0487280150519	What concerns do you have about walking or biking here?	Not safe
Good Location	41.7067608039442	-72.2114451868107	What do you like about walking or biking here?	Great trails
Safety Concern	41.6695140007763	-72.8670765935651	What concerns do you have about walking or biking here?	Gap in the bike path.
Safety Concern	41.7322685015809	-72.2004950941409	What concerns do you have about walking or biking here?	No ped button or ada features
Safety Concern	41.7328769955717	-72.2038317621554		
Safety Concern	41.7364221257459	-72.1989162862372	What concerns do you have about walking or biking here?	No ADA ramp to North
Destination	41.804748291233	-72.2508903882121	Where would you like to walk or bike to?	UCONN
Good Location	41.8008863090619	-72.2421699501685	What do you like about walking or biking here?	Plenty of sidewalks
				Mostly biking although driving is also a concern. It's a high traffic area where the road curves and people tend to park there. A car or bike on the road is forced
Safety Concern	41.7141397655391	-72.206555932237	What concerns do you have about walking or biking here?	further out into traffic. When cycling, I try to get on the other side and ride on the sidewalk. Otherwise, this section is kind of scary.
Destination	41.6353299492432	-72.2148291768713	Where would you like to walk or bike to?	Rails to trails are great in this area, but could use more amenities and safety signage for busy road crossing.

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Question 28:

Destinations: Where would you like to walk or bike? (please list specific locations)

87 Responses

Responses
I would love to be able to have a connection between the Lake Avenue / Lake Avenue Extension and Segar Street in Danbury, CT. I drive by this area every day and I often see vulnerable pedestrians have to cross the street without any signage for them to do so. Young children, employees of the Danbury Fair Mall, employees of McDonalds, and consumers who would like to access the several businesses alongside this area. I live 0.6 miles away from the mall and would love to be able to walk there and back without the lack of sidewalks. There are evident desired paths alongside the green shrubbery. I've lived here for 25 years and the increase in foot traffic is increasing every year. It is currently unsafe for users to be taking this path, but many people do because they do not own a car.
Route 4 through West Hartford and Farmington to access the Farmington Canal/River trails and the West Hartford Reservoir as well as grocery stores along/near the route. Route 173 to Newington Junction fastrak. Route 81 and Route 148 through Haddam/Killingworth, particularly to Haddam Killingworth High School and Middle School as well as the Chester Hadlyme Ferry. Route 154 from Middletown downtown to Old Saybrook's waterfront. Route 82 and 431 to Gillette's Castle, the East Haddam Swing Bridge, and the Chester Hadlyme Ferry.
I do not bicycle and only walk short distances when necessary. Tra
Up to the main street in Newtown to get to supermarket.ge
Tolland,CT center...but there are NO accessible sidewalks
Westfarms Mall, Elmwood
In parks and local trails
Preston, back roads need walking/biking lanes
Airline trail ways
To Kpark, Bozcuzzi Beach, Bulls Head area, west Beach, Miami's River park, old greenwich
From Route 44 in Bolton to anywhere (not possible currently)
I am not prevented from walking or biking to where I want. No problems for me.
stores, restaurants, medical offices, government buildings, other buisnesses, parks
Main Street, Route 25 Newtown CT; Berkshire Rd/Washington Ave, Route 34 Newtown CT; Church Hill Rd, Route 34 Newtown CT; Wasserman Way Newtown CT
In downtown area of Newtown
I am 81 years old and no longer bike
I only walk in my neighborhood
Between towns, such as New Haven, Hamden, Branford, Milford.
work, friends house, train, bus, bars, restaurants, shops, everywhere where a car can go, besides interstates.

Responses
Between Groton and New London, the I-95 bridge separated path is nice, works, is better than nothing, but a wider path would make it much easier to bike across, currently I have to stop riding when another user is on the path so we can pass each other. From Washington Park to the Groton Center (Aldi, Goodwill, restaurants), the road is very wide, plenty of room for a bike lane or wider sidewalk/shared use path, and currently there is only a sidewalk on one side of the road. From Groton Center, North to Stop and Shop or South to Bluff Point and Johnson's Hardware, Route 12 near Groton is not comfortable to bike on consistently - though I do.
I would like to be able to easily walk to a store to get coffee or snacks throughout the day. I work from home and it would be nice if there was affordable housing in places where the land use was amenable to short trips out between meetings. You could alternatively improve the land use in suburban/rural areas to allow corner shops/groceries that aren't gas stations. I also think libraries, schools, park & rides, and other public facilities should accommodate people walking, particularly on state roads.
My kids' schools (high, middle, and elementary schools in West Hartford, to an office in downtown Hartford)
State Parks, along rivers / coastal locations, on local streets
Around New Haven and Hamden to do errands and for recreation. I will not ride on Whitney Avenue, but would like to bicycle in that direction. I would like better bicycle infrastructure to get to Union Station to take the train.
I work in city hall in Bridgeport and would like to bike or use a moped to get to work. I live less than 2 miles away from work.
I would also like an opportunity to safely bike or drive my moped to a grocery store, of which there are several within a mile of my home.
I'd also like to get to tennis courts. There is one in Beardsley zoo and another in central high school, both within 2 miles of my home
I would love to walk to the town center and back to my home in Ivoryton. I would also like to bike to Essex but it's far too dangerous.
NEWTOWN shopping areas Church Hill & Queen St
Restaurants, dr offices
Downtown New Haven needs contiguous bike routes (bike lanes or better) to get to it from adjacent neighborhoods and through it. Shop and Stop in New Haven.
Route only for bike
Russell Library (Middletown, CT) Cromwell Library (Cromwell, CT) Wesleyan University (Middletown, CT) Farmington Canal Trail - Southington/Meriden
Route 1 between Guilford, CT and Old Saybrook, CT
Work (SCSU), school (Elm City Montessori School), grocery stores (Edge of the Woods and Stop and Shop are my main sources), shops and restaurants (there are a bunch downtown I'd like to try, but they're hard to get to by bike and I hate parking the car downtown), public transit hubs (especially Union Station), downtown specialty stores or community hubs (like EBM Vintage or MakeHaven).
Stores. Train and Bus Stations.

Responses
New Haven - East Rock, Downtown, Wooster Square and West Rock neighborhoods.
In shoreline towns there are a number of scenic roads, but they are curvy with little or no shoulders. Downtown New Haven, Hamden (Whitneyville & Spring Glen)
fastrak stations, and major bus stops to be connected to downtown and residential areas with safe bike and ped facilities (statewide). 3) Grocery stores and major retail locations should be accessible from surrounding neighborhoods (statewide). 4) Bishop's Corner in West Hartford (currently a bike/ped hellcape and a good example to illustrate point 3). 5) The Shoreline (please complete the Shoreline Greenway Trail)!
I would like to be able to bike to downtown Fairfield and I would like to be able to bike to the shopping areas of Blackrock Turnpike in Fairfield
Whaley Avenue (Amity to downtown New Haven Green) Boston Post Road Dixwell Avenue
Work, shopping locations, recreational areas (parks).
To Main Street manchester from the north end on dedicated cycling paths. Also need connection from middle turnpike west in manchester over i84 to connect with trails near wickham park.
The shoreline
Any road in the Monroe/Trumbull/Easton area
on a bike or walking path away from traffic
Monroe to Shelton
valley adult ed in Shelton
neither
gas station, park , school.
The street
Target
Where I live: Cornwall Bridge, wonderful cycling and walking off the state roads. I don't go by bicycle to Kent to shop though since high speeds and dangerous driving makes route 7 hazardous.
To downtown Torrington, along Torrington's East Main Street and along Torrington's Winsted Road.
To my town business center
Day Hill Road in Windsor; Bloomfield center
Shoreline Route 1
Stores in Avon & Simsbury along Rt. 44 Work - Elmwood, West Hartford Farmington Canal Trail to Charter Oak Greenway
Glastonbury town center, East Hartford town center, Downtown Hartford, 29 Research Parkway Wallingford CT, 1351 Tolland Tnpk Manchester CT
Plainville ct
Train/bus stations, grocery stores, parks, venues/entertainment centers (Xfinity, XL center, Space Ballroom, etc.), Lime Rock, Birge Pond,
I would love to ride to the grocery store in my town but the roads are narrow and drivers can be hostile (i.e. yell, throw things, close pass)
I love biking to work but feel it's not safe to share roads anymore. Bike lanes or paths around scenic roads would be great. Lyman orchards, shuttle mountain reservoir, routes to the shoreline like 17, 77 or routes going to scenic areas of ct like rt4.

Responses
All over new haven
Work, and playgrounds for my kids.
To public schools, downtowns and train stations
Downtown Middletown
Windsor, Hartford, and Bristol
I want to safely walk along Route 44 in Canton, and be able to cross Route 44 at Daynard Drive to Dyer Ave so that 1. My child can walk to school and 2. I can walk to the community center/ library where I volunteer. I live less than 1 mile away and I can't cross Route 44 safely.
Or connect Daynard Drive to the Commuter lot with a separated bike lane and then create a bike lane on Route 179 to Collinsville. It's easy!
From home I walk to the parks and center of town.
Grocery store (Citarella) CVS
Route 1 along the shoreline would be great for an easy way to get between towns, especially in the summer when traffic is much worse
Grocery stores, restaurants, or any area that has a lot of stores, downtown? Parks, particularly ones with hiking trails. My job at Yale New Haven and back home.
Grocery Stores Mall Work
Waterfront in Bridgeport.
Westport train station, Whole Foods Westport, Fresh Market Westport, Saugatuck Elementary School
RT 6 Bristol-Main st to Farmington Canal Greenway and to New Britain CTfasttrack station
I already commute to work and run small errands by bike. I would bike/walk more places if roads were safer.
Across Rt. 2A
I walk on sidewalk and they are mostly decrepit. I see you spend money on bike lanes while ignoring the decrepit sidewalks. Wall Street in Norwalk, South State Street in Stamford, Route 136 in Westport, Connecticut Ave between Fairfield and Darien.
South Norwalk. I'd like to be able to use the bike more but the traffic is too dangerous
Blue Back Square
Stop and Shop on Newington Rd, West Hartford
Faxon Branch Public Library
Elmwood Community Center
Library, grocery store, my work (UConn Health Center), shopping center/town center

Responses

in Hartford/West Hartford. I would bike to Westfarms, but how on earth would I do that? It's also impossible to walk in the mall area by Westfarms, with an especially dangerous section just south of Westfarms on the west side of the road--no shoulder and a big hill that you really can't climb over. I've been watching people who don't know about it find themselves in danger there since I discovered it 25 years ago upon arriving in CT. Really pretty embarrassing for a place where there is ok bus service and a lot of people on foot.

Key public facilities in each town should be connected by shared use paths — schools, community centers, libraries, parks, town buildings, transit stops.

From my home off Church St. in Broad Brook, I would like to be able to walk to the downtown on Main St. but the path there is unsafe. From my office in Hartford, I would like to be able to walk from Windsor St. to downtown Hartford without needing to cross so many dangerous lanes of traffic, particularly around and under I-84.

Silas Deane Hwy

Route 150 in Wallingford

Route 5 in Meriden, Wallingford, North Haven

The Berlin Turpike

Route 68 from Cheshire through Wallingford and into Durham

Route 17 through Middletown

Route 66 in Meriden through Middlefield and into Middletown

I like to bike to train stations as well. It works when I travel to New Haven, provided that I don't end up on an Amtrak train. They now want \$20 to accommodate a bicycle even for just a stop. It's ludicrous.

To other towns safely.

I would like to bike from the Park Road/South Quaker neighborhood in West Hartford to Elmwood, continuing the bike lane that runs along south Quaker lane. I'd also like better connectivity to the Trout Brook Drive Shared use path with the major roads that run perpendicular to it, like Farmington Ave and Park Road. Better connectivity to existing bike routes outside of West Hartford would be huge, like connecting to bike lane on Farmington Ave in Hartford beyond Prospect Ave.

To parks or entertainment establishments like playgrounds, restaurants, etc.

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Question 29:

Safety Concerns: What safety concerns do you have about walking or biking? (please list specific locations and why they are of concern)

96 Responses

Responses
The Lake Avenue / Lake Avenue Extension and Segar Street in Danbury, CT is dangerous because it is a car centric area. There are no pedestrian strips to talk across the four-way intersection. There is no pedestrian crossing. There is also limited lighting, when pedestrians are crossing after sunset under the bridge it gets difficult to see them. Lake Avenue near Merrimac Street has several businesses that are very busy. There are no sidewalks. The speed of cars here makes it dangerous for pedestrians. Customers of businesses often want to cross the street to access stores on both sides. The current pedestrian strip and signage is located in a spot next to O'Brien's Pub which is not the desired location for consumers. Consumers are looking to go from Papi's Market to Papi's Liquor. It gets very dangerous when multiple cars are pulling out, pedestrians are trying to cross, and incoming traffic speeds are very high. I witness this every day. Every year there are a handful of fatal pedestrian/bicyclist accidents here, it's devastating.
Most state roads mentioned in previous comment have little to no shoulder and are windy roads with bad sight lines. No where safe to walk or bike. High school students from Haddam-Killingworth High sometimes walk to Higganum Center after school and that area is very dangerous at night with no shoulder and the ramps to Route 9 with high speed traffic.
Traffic is always a concern even when there are traffic lights.
Getting hit by a car when trying to cross when I am walking.wa
Drivers don't give right of way and don't respect the walk sign. Crosswalk at Farmington ave and woodland st in Hartford
Bike lanes are not safe for bikers or drivers
Too much traffic and dangerous drivers.
People do not drive cautiously on back roads so run the risk of being hit by the vehicle.
The Roundabout at Bushnell park and the new one on Park Terrace,crossing there is a hazard to my health
Speeding by motorists, lack of sidewalks
Many roads in Connecticut have no shoulder so there is no room for a biker or walker when two cars pass each other.
Traffic on any major road in stamford. Broad Street, Washington Blvd, Tresser Blvd. Magee, canal, greenwich Ave, selleck street. High ridge rd/ Long ridge rd, cold spring rd, Stillwater Avenue, palmers hill, havemeyer
We live at the intersection of Route 44 and Vernon Rd in Bolton - I'm scared to walk off of my property due to speeding cars, trucks and motorcycles on both roads
Not so much my concern but I would be nicer to have tended pathways beneath railroad and I-95 overpasses.

Responses
The amount of cars where the driver are using cell phones while driving!!!! No one is paying attention! Please do something about this!!!!
Dangerous drivers; sidewalks not cleared of ice/snow
The intersection of Rt. 44 and North Main St. in West Hartford- it is extremely unsafe because of all the unsignaled turning lanes. I am generally concerned by all the drivers that run red lights, drive while texting, use excessive speed, and otherwise drive recklessly
heavy traffic during random hours of the day
Drivers drive too fast and often distracted not to mention rude
Roads are state roads where I live and are not safe to walk
Bicycle lanes are not respected by motorists (including state- and town- vehicles such as police, couriers, and emergency vehicles not actively tending to an emergency), and motorists are actively aggressive toward cyclists that ride in a road lane.
wide roads, not adequate lighting, distracted drivers because lanes are wide and people tend to drive quickly, drunk drivers, high drivers, lack of sidewalks, lack of protected bike lanes
The highway ramps coming in and out of Groton, Particularly the slip lane off I-95 as it intersects with Bridge Street, as a bike or pedestrian, crossing the crosswalk there is dangerous as it's a curve that has limited sight distance, especially in the summer months and people are going high speeds.
Speeding. State roads in particular encourage very high speeds. I would not encourage others to bike where I do, I am very experienced. State roads also have very wide shoulders that are used to pass people making left turns, creating conflicts with people who walk or ride in the shoulder. What is the point of these shoulders! Are they passing lanes? They can't possibly be breakdown lanes, that is a waste of right of way. If they are intended to be used by people walking and biking just replace them with a separated shared use path.
Driver speeding and cultural disregard for non-motorized users
I am a left-leg amputee for the past two years. I have extreme difficulty walking with my prosthetic. I have not even tried to ride a bicycle.
Driver distractions, aggressive operation, reckless / impaired operators, general ignorance of - or unwillingness to adhere to traffic laws and rights of way
Vehicles not stopping at intersections or crosswalks, or even when they have a stoplight. Vehicles driving too fast and making turns too fast. Vehicles driving close to or forcing bicycles off road.
i cannot bike or use moped to grocery stores because i have to share the road with reckless drivers, especially on Main Street and Lindley street in Bridgeport. There are no clear roads for bike or moped users
Ivoryton has few sidewalks and limited areas for pedestrians to walk. The roads in Essex and Centerbrook are far too narrow to safely bike, especially with kids.
Narrow roads dense high speed traffic. No sidewalks

Responses
There are not designated areas along the entire route for me to successfully complete the task.
Double-bike lanes on one side of the street at the intersection of Crescent and Fourier St. Going southbound on Crescent, even if you have a green light, you have to cross potential car traffic making a right turn from Fournier St. or southbound on Crescent making left turns, and northbound on Crescent that is not expecting traffic from the direction of the bike lane. 2 out of 3 of those cases, the driver is not likely looking in the correct direction to see bikes coming.
the same route. But special way.
Newfield Street in Middletown - This is one of the main thoroughfares connecting Westlake Dr in Middletown and downtown Middletown. The walk/bike trail on Westlake Dr terminates at Tuttle Rd near Newfield Street, but Newfield street is a high-traffic, perilous route to share with motor vehicles as a cyclist.
Route 1 between Guilford and Old Saybrook (where I live most of my life) is dangerous for bicycling and walking
<p>The most direct route from where I live (the Amity neighborhood of New Haven) to downtown would be along Whalley Ave, but there is so much car traffic (and often very aggressive driving) that I go far out of my way to avoid it. I usually go down Fountain instead (which is very wide and feels like it could easily have a bike lane) until I can cut across to the Edgewood cycle track. Going back west on the cycle track, however, feels unsafe for a different reason: the bike traffic signals often don't detect the bike, so I have to go when it appears safe, but some of the traffic lights don't have eastern-facing signals.</p> <p>Generally, my safety concerns about biking are simply that the network of bike lanes isn't connected enough yet for me to get where I'm going without having to join in with cars. (How do I get from the Crescent St cycle track to the Farmington Canal Trail? From the Edgewood cycle track to Orange Street?)</p> <p>For walking, one of the very unsafe areas near me is along Fowler St and Amity Road. I would absolutely walk to the shops there more often (the Goodwill, the Stop&Shop, Planet Fitness, Amity Bikes, Truvalue Hardware) but the sidewalks and crosswalks are often nonexistent or completely inaccessible — even inside the New Haven city border! With the new apartments going in across the Stop and Shop, there's a real opportunity to make the resident's quality of life better by putting in sidewalks and crosswalks.</p>
<p>Vehicles. Vehicles. Vehicles.</p> <p>Speed. Speed. Speed.</p> <p>It doesn't take all this to figure that out. See the stats.</p>
Dangerous drivers who drive too fast, do not pay attention, and do not take due care.
Vehicles driving too fast and too close to me. Vehicles not stopping at intersections with stop signs or/and cross walks. Vehicles cutting me off or forcing me off the road. Distracted driving due to cell phones and drivers under the influence of drugs or alcohol. Vehicles hitting and killing me because of all of the above.

Responses
Personal behavior & responsibility. Drivers operate machinery capable of maiming or killing bicyclists & pedestrians - and therefore MUST be aware of others around them at all times. Cyclists & pedestrians must also be aware at all times as the most vulnerable users of the road. Bicyclists and pedestrians need proper illumination when traveling in the dark.
Inattentive drivers! I have been on a bike in CT and had a driver run off the road into a ditch because they were looking at their phone while driving
Crashes between users of unprotected bike lanes and uneducated drivers are a deterrent.
Traffic at many intersections in New Haven is very difficult, especially where high speed state roads meet municipal roads (Orange St and Trumbull St with on/off ramp to I-91).
Multi lane traffic on state roads currently cater only to cars and speeds are too high to share the road safely.
Distracted drivers
For biking, getting run over by a distracted, speeding driver. Where's the police enforcement? Monroe/Trumbull/Easton area. Roads are also in horrific shape. For walking, where are the sidewalks? I can't walk anywhere!
route 67. People drive too fast
Traffic
nothing , ima wowboy
not any.
may get hit by a drunk driver or a car
Getting hit by a soccer mom in an SUV
Im scared of getting hit, or worse kidnapped
Kidnappers, unsafe driving
Erratic, aggressive and speeding drivers
Intersections in downtown Torrington do not make allowances for bicycles.
Narrow roadways without shoulders along the road I live on
Aggressive driving, difficult terrain, limited lighting
Not enough road shoulders. State has been installing rumble strips which make it more difficult for cyclists.
4 lane state routes with no shoulder - Rt. 44: Canton, Avon, Simsbury
Painted lines are NOT infrastructure. I see cars cross the solid lines over bike lanes constantly, not waiting until it's a dashed line. There needs to be some sort of barrier, like bollards.
Most of these locations do not have separated bike lanes and have high traffic speeds (≥ 25 mph).
Queen st is too busy, not safe to bike
Dangerous roads/bad drivers (outskirts of Hartford), no separate infrastructure for bikes (Bristol, New Britain, Litchfield county), poor lighting/visibility (heritage trail)

Responses
I am afraid of being hit. Cars don't treat bicycles as vehicles. They don't give us a "turn" at stop signs, if they even stop. They pull out in front of you, do right hooks, don't look when exiting driveways. Some try to pass within inches.
Sharing the road is becoming more dangerous and there needs to be more bike lanes/paths across ct.
Crazy ass nutmeg drivers and zero law enforcement. Wild wild west here.
CARS!
No biking infrastructure in Guilford - a line of paint does not protect my child from cars
Bad drivers. Culture that treats bad driving like it's no big deal
Main Street Middletown. There's zero dedicated on-road space for bikes. Sharing the lane is extremely dangerous in this area due to high traffic volume and the angled parking. And the city has threatened to use police enforcement against people who ride on the sidewalks, so there is no safe way to operate a bicycle on main street.
Not enough bike paths, lack of crosswalks, busy traffic
Poor visibility due to road elevation combined with excessive speeding prevent me from crossing Route 44 safely.
North Canton cannot safely get to Collinsville by walking or biking. It's such a shame.
No one drives the speed limit, and everyone is in their phone behind the wheel. In addition, they are probably drunk because if you go to a bar how are going to get home other driving.
The primary (only?) state roadway is route 1 and it is actively hostile to pedestrians and cyclists. It's traffic lights are so long and the road so straight it encourages motorists to speed. The sidewalks randomly switch sides or abruptly end. People then either are force to cross the street, likely not at a light and without a beg button or, more likely, they just keep walking in the margin by the curb. You can see the paths people have worn where the sidewalk has ended.
Every state road I have tried to bike on felt like I was in Mad Max. I live in Madison so Rt. 80, 77, 79, & 1 are all the closest state roads to me and I refuse to bike on them because I do not feel safe with so many drivers on the road. Residential roads aren't much better. I will only ride my bike if I am physically separated from cars because drivers are so aggressive. When biking been forced off the road, had stuff thrown at me, cursed at, and threatened. It's amazing how many drivers are openly hostile to people biking.
Main danger is vehicle traffic, and in my particular case there is a high crime area between my home and my job and I leave work around midnight. Lighting doesn't concern me, it's having an accessible path to travel. A separated biking path along the main road would at least give me some measure of safety and predictability.

Responses
<p>roads without sidewalks and dedicated space for bikes with cars over the speed limit Example: Boston Post Road Milford near the Mall and through West Haven this whole road has places to walk or bike to but with little infrastructure to get there.</p>
<p>Muggers, drug dealers, mainly criminals in general.</p>
<p>Erratic driving, poor intersection design, no bike infrastructure, inconsistent sidewalks</p>
<p>Distracted and speeding drivers, lack of adequate enforcement, lack of clear shoulders and right of ways on state roads.</p>
<p>I commute 7 miles each way by bicycle on a state road (Rt 5, N.Haven, Hamden, No. Haven) almost every day. It is a harrowing experience. MANY drivers are visibly distracted and I have no protection on the small shoulder. I do take the lane when needed or to navigate multi-lane intersections but I am always afraid I'm going to be plowed over by someone watching TikTok while they drive (which I see every time I bike)</p>
<p>Wide roads with too many lanes encouraging dangerously high speeds that harm and threaten pedestrians, lack of frequency on transit and transit infrastructure, Car dependent design</p>
<p>The population of CT is aging. Why aren't you addressing mobility issues and ADA accessibility?</p>
<p>Poorly trained and distracted drivers everywhere.</p>
<p>Shared lanes and bike lanes feel too dangerous to ride in and incredibly claustrophobic and like any slip-up from a driver could seriously harm or even kill you. Often times I see cars clip into bike lanes unknowingly, especially on turns, which is incredibly dangerous.</p> <p>Walking can also feel dangerous with inconsistent sidewalk coverage in West Hartford that leads to me and many elderly or school children walking on the unprotected sides of streets which are prone to speeding cars. I have one very scary experience walking back home from the Elmwood Fastrak Station while it was dark during the winter and being blinded by the LED headlights of an SUV while on Florence Street, which has no sidewalks, and not being able to see around me in-case of emergency that it got too close. If a sidewalk was there I would have felt much safer with separation from large vehicles so I could have kept moving and wouldn't have been directly staring down the headlights.</p> <p>There are also plenty of curb cut car entrances on New Britain Ave in West Hartford that are concerning for walking. There's a constant flow of cars coming in and out from the street to and from the businesses that cut off walkers which is especially concerning since the Elmwood Senior Center is in the area and a large part of West Hartford's senior population lives in the area.</p>

Responses

Drivers do not prioritize biker and pedestrian safety and I've had many close calls. I've also had people honk at me for being in a shared lane on my e-bike when there's no bike lane (Farmington ave between the Reservoir and Mountain Road). I brought up the lack of bike lanes here at a West Hartford Bikes and Pedestrians Committee meeting but they found that stretch of road is state-owned and didn't know how to address the issue. I'm hoping you can do something about the lack of bike lanes down that stretch of hill when there's a curve in the road and people fly down in their cars at 45 mph!

Biking is my main transportation, year-round, for trips under 3 miles. Almost all of that is city streets. Hartford is making meaningful progress on bike lanes, but often they stop (as they do nearly in front of my house). Bike lanes that go in front of highway on/off ramps (e.g., Broad St / I84) are insane and one of the few things that I just won't do. Farmington Avenue (Rt 4) in West Hartford between Hartford and center--streetscaping a few years ago went from two lanes in each direction to just one, with lovely trees. And now it's much worse to bike on because the trees make pinch points where a cyclist needs to take the lane, because there is NOT enough room to pass a cyclist. Anything in Silas Deane or the Berlin Turnpike, mostly impossible to bike or walk. How do you get to DOT HQ, for example, in anything but a car or bus? That's embarrassing too.

I've nearly been hit on Silver Lane in East Hartford multiple times, including after I waited (and waited and waited) for the pedestrian walk sign at the I84 exit so I could safely cross to the other sidewalk. Wethersfield Ave in Hartford has new bike lanes after a horrific hit and run fatality--good northbound with the flexposts, bad southbound with the parked cars as the barrier because people park in the bike lane, worst of both worlds. It could work but it needs way more education and then some enforcement.

conflicts with motor vehicle traffic

There are NO separated bike lanes or shared use paths connecting key infrastructure / services in my town and neighboring towns. If you walk or bike you are likely to get injured or killed on roadways that lack any protection.

In most cases, I would not feel safe biking on a road with even moderate traffic on a road with a bike lane. I would love to see separated paths and lanes become ubiquitous.

Traffic speed, careless drivers, aggressive drivers, lack of dedicated walk bike areas that would connect to commercial districts.

Current most egregious example is Route 150 in Wallingford. In the Yalesville section, a good portion of the road has a nice wide shoulder, but as you move to Wallingford Center many spots the road is too narrow and the shoulder doesn't even exist.

All intersections in Hartford. Traffic does not stop for pedestrians.

Current driving speeds of cars and erratic behavior along major arterials with straight geometry like South Quaker Lane. Where cars are going so fast, and where cars have so much street parking there's little to no room to operate a bicycle safely.

Responses

I'm afraid when riding a bike because I ride alongside cars and sometimes they graze me and I'm scared that an accident could happen.

Connecticut Department of Transportation Active Transportation Plan Public Survey

Question 30:

Good Examples: What areas do you like to walk or bike? (please list specific locations and the reason(s) why you like these locations)

85 Responses

Responses
I like to walk on the Brookfield Greenway because it feels safe. However, it is 15-18 minutes away from my house and it requires me to use my car to get there. It's not ideal, but it's one of the only locations I like to walk. Sometimes coming from work I walk on the Middlebury Greenway which has a paved path, signage, and has several parking spots which makes it easy to follow.
Fairfield Hills in Newtown.
Walk on Congregational church grounds on West St, Newtown. Only place I can manage to walk from my home as I no longer have a car
Trout Brook Trail. I don't have to worry about walking on busy roads.
Parks, because they are pretty and there are few people around. Kids can play in open areas and playscapes
The Airline Trail in Colchester is a wonderful and safe place to walk/ride and enjoy the outdoors. Mohegan Park and the area by the Norwich Senior Center with marked lanes are good to walk at. Fort Shantock is another pleasant place to walk and safe from traffic.
Franklin Ave, fairly good sidewalks and somewhat well lit in the evening and are places I want to go.
Airline trail ways, local neighborhoods, state trails
Sega Meadow Park - New Milford, CT
Downtown Danbury - although some streets don't have a crosswalk and you have to look for an opportunity to cross
Love the new mill river walkway between hart and Scalzi. Can't wait for an extension to be completed. No traffic. Can tolerate Hubbard Ave, North St, Broad St but still not super safe feeling
I love walking in Storrs -lots of sidewalks, bike lanes and crosswalks. The cut through roads have speed humps - we need those in Bolton!
Route 1 through Fairfield is generally just fine for biking or walking. I do like to ride and walk on the shared trails. (East Coast Greenway is awesome!!)
Neighborhood small roads ;few cars) or larger streets with sidewalks - for convenience and Safety
I live in the Bishop's Corner neighborhood of West Hartford specifically because of its walkability
See question 28. Complete the circular route, fill in the gaps so that older and younger people can walk a closed route with existing places to stop. For younger folks there are places from the schools where sidewalks have gaps.
On sidewalks available in some areas of downtown Newtown walking on a sisewalk affords some level of security as cars speed by on 25, 6
Parks Fairfield Hills
Farmington Canal path greenway, East rock park (when cars are not permitted)
parks - mental health, job - so I can live, recreation - mental health, I want to be able to go everywhere a car can go. Living in a small city like new haven you can reach most destinations within a 30 min bike ride. Its just not safe to do so since nothing is interconnected. We have bike lanes that go for one block here...
From Walker Hill Road, along Pleasant Valley Road to the Navy Base New London, there is a wide, unmarked path on a residential road (cars are going slowly, road noise is quiet, and walkers and bikers can pass without interrupting eachother). Then the Path turns into a two-way cycle track from Pleasant Valley along Route 12 going North, the cycle track is buffered, and for part of the way separated by a guardrail from traffic. This feels very safe, though traffic is moving fast. But not as safe as the residential road. The alternate routes provided for bike connectivity along residential roads when they are parallel to major routes are very nice.
The shared use path in Mansfield is nice. I like the Air Line Trail (for recreation). Small urban areas have very decent sidewalk coverage. I think the new sidewalk layout in Stafford Springs is pretty good (would have put in some trees personally). Easthampton MA and Keene, NH are my favorite example of small city urbanism in New England, though their local bicycle infrastructure could be improved.
Hilton Head, SC; Cambridge, MA; European cities
Parks with or without bike trail systems - Fairfield Hills (Newtown), the Middlebury Greenway Trail, Hop Brook Park (Naugatuck/Middlebury)
East Rock Park and the Farmington Canal trail are nice since they are separated from traffic.
It's great to walk in places like Old Saybrook because there are plenty of sidewalks and crosswalks.

Responses
Fairfield Hills, Newton
Houssatonic rail trail in Monroe for exercise
The Farmington canal path is an excellent bike highway that connects multiple neighborhoods.
The local ways
Westlake Dr walk/bike trail - I like this because it is well-kept and close to where I live, though it is fairly short for cycling.
Farmington Canal Heritage Trail- Length is great, but the gap between Plainville and Southington is very troublesome. Before I lived in Middletown, I lived in Plainville, and the gap was the main reason I didn't use the trail.
The Main Streets in Guilford (Green), Madison (small section of Route 1) and Old Saybrook (Main St.), because they have more crosswalks and sidewalks than other towns in the area.
The new Valley St traffic calming measures have made it a lovely place to bike, despite the steep hills and lack of bike lane. Big thank you to everyone who worked on that!
The Crescent St. bike lane is also a nice way to get between SCSU and the Shops at Yale area — that's usually how I get downtown from work.
When the weather is warmer, it's marvelous to bike through Edgewood Park. What a treasure!
I also enjoyed walking the strip of Orange Street with Elm City Games and Bark and Vine when it was pedestrianized. I'd love to bring that back!
East Rock Park (New Haven)roads which are closed to vehicle traffic. It's a beautiful park and the roads provide plenty of space for people to walk side by side, with children in strollers and on scooters and bikes. Local streets in New Haven, because they are close to where I live. Farmington Canal Trail (close to me & closed to vehicles.)
The Trout Brook Trail in West Hartford is fantastic! It connects neighborhoods to downtown, and follows a waterway that attracts a lot of bird activity. People of all ages use it! The Hop River and Airline Trails are also beautiful! New Haven's Edgewood Cycle Track and improvements around Edgewood Park and Yale Avenue are also very comfortable facilities to bike & walk on.
Driving beach to beach in Fairfield. I like it because there's a chiller vibe and people aren't driving as fast
East Coast Greenway / Farmington Canal because it is safe, protected, well used and appreciated
Cheney rail trail, spruce street in Manchester, charter oak trail,
Mystic, Durham, wallingford
The only good examples are the Rail Trails. And why isn't the trail finished in Bridgeport. Oh, that's right, I forgot, Gamin used the funds for his wine collection. What was I thinking?
Hiking trails. The pequonock trail in trumbull
Quarry walk
Places with sidewalks
Shelton derby and ansiona
I'd like to bike to school I like school because I like learning.
I barely walk or bike
The woods
School
Flat bright areas,it safe
As above - all over the NW corner of CT. To cycle over to Hartford is too dangerous though
Norfolk Rd and Newfield Roads in Torrington.
The shared use paths near my house are a great place to walk and bike with children
Downtown New Haven; Guilford center; Windsor center; West Hartford center
Farmington River Trail, Farmington Canal Trail, Back roads in Granby & East Granby, Nassahegon State Forest, Riverton, EAst River, West River Rd., Sandy Brook Rd.
Most downtowns for walk in businesses. Nearby neighborhood streets for close proximity.
Plainville so I can get from plantsville to Farmington on the Farmington canal bike trail
Heritage trail (completely separate path for bikes/walking)

Responses
Hop River Trail, Airline Trail, Farmington Rail Trail. I used to like road riding, but the driving since COVID is too aggressive and dangerous.
The rail trails in southington, Cheshire, Wallingford are great as the are safe and easy to use. Walking around the Milford shoreline around silver sands or Madison at hammonssset are great areas with devoted biking/walking infrastructure as well as being stroller friendly. Open space is also very important for my hiking. The linear train in southington has breweries art, restaurants, dog parks and is a great example of good biking/walking.
Only in areas that are truly protected from asshole drivers
Multi-use paths for excercise
Public schools, train stations
The airline trail. It's scenic and extremely safe.
Farmington river trail, west hartford reservoir
I walk at Nepaug Reservoir daily, even in winter, because it is well maintained. I use the Farmington River Bike Trail in Spring to Fall, especially summer because it is cooler along the river.
I usually bike with my son to riverfront park.
Greenwich Ave, Mill Street, or Sound Beach Ave in Greenwich. These are highly traffic subdued areas with lots of retail destinations and plenty of land and hardscaping to make walking easy.
Hammonasset State Park, shoreline greenway trail, Farmington cabal trail, airline trail. I like all these places because I am physically protected from cars most of the time
I like to walk around my town and the the green with my dog. Walking gives me a different perspective than I would get while driving. I notice how the town changes and artwork/sculptures scattered around. I also like to walk around parks and hike for simple enjoyment.
New Haven has done a lot with bike lines and traffic calming to make the city feel safer for pedestrians and cyclists. Both the airline trail and the green way are great recreation trails separated from traffic.
Parks
Walking Main Street in Westport, and the rest of downtown Westport. Nowhere in Westport is enjoyable for biking as there is no infrastructure.
Airline Trail-Portland to Thompson , Farmington Canal Trail, Farmington River Trail, Rocky Hill/Wethersfield/Glastonbury
The new bike infrastructure in New Haven is great. The Farmington Canal path is fantastic.
Main St Old Saybrook, Downtown Norwich, Sound View Old Lyme, Niantic, Mystic, Essex, Willimantic, Madison, Westerly RI, Boston MA, Reykjavik Iceland
I should be to walk around from my front door in an urban area without having to put up with endless construction and blocked sidewalks. Merwin St., West Ave and Water Street in Norwalk.
Anywhere where you aren't going to get crushed by someone driving a massive truck while they're watching YouTube.
Intersection at Page Ave and Newington Rd (West Hartford): I was pleasantly surprised to see the redone smart traffic lights system that has been added recently, it makes crossing the intersection feel much safer and speedier for walking and driving alike, a total win-win.
Grove St by PCW Computers (West Hartford): I really appreciate the traffic calming in this one area with the thinner street width that promotes slower one-way traffic when entering the residential area off of New Britain Ave. it feels very safe and ha sidewalks.
Trout Brook Trail: Really pretty area and insulated from any traffic that isn't biking or walking which keeps it calm.
Reservoir 6: Comprehensive and robust trail that makes a good afternoon activity
I love the Trout Brook Trail in West Hartford- I feel safe, close to nature, and it has convenient places to get on/off. I love walking in the reservoir in West Hartford because it has designated walking vs biking areas of the path.
The Rt 3 bridge over the CT river is nice, although a little narrow. Lovely if everyone is going in the same direction.
Off road trails and paths. I trained for a longer ride recently, and spent more time on trails, and it is SO MUCH BETTER.
regional multi-use trails in Glastonbury, Putnam Bridge, East Hartford, Manchester, Air Line, Farmington Canal
Parks plus ideally connections to libraries, community centers, large shopping areas, schools, and other town buildings.

Responses
I enjoy walking places with density, multiple destinations in close proximity and where the area is built to a human scale. Top particular spots are usually older downtowns, like Pratt St. in Hartford, downtown Windsor, downtown Manchester, New Haven near College St., and Blue Back Square in West Hartford.
Old Wethersfield is good because of quieter streets and sidewalks.
The Farmington Canal Trail is the best place to bike that I know of. I often use it to travel to New Haven. It does get a little sketchy around the New Haven, Hamden border though. I just enjoy not having to worry about autos.
Riverfront Recapture Pathways Completely separated from traffic Scenic Places to stop and rest
I like to bike to city parks like Kennedy Park (and basketball court) and Elizabeth park in West Hartford, but existing bike lanes aren't connected to my neighborhood. I'd like to be able to bike to recreation areas in my neighborhood that aren't far enough to warrant a car trip, with how small my city is I shouldn't have to hop in a car to travel from my (fairly populated) neighborhood to city parks and places for recreation.
parks, trails, beach, and lakes

Connecticut Department of Transportation Active Transportation Plan Public Survey

Question 31:

Recommendations: What types of active transportation improvements would you like to see? (please list specific locations and suggested improvements)

85 Responses

Responses
I'd like to see that connection between Lake Avenue / Lake Avenue Extension and Segar Street in Danbury, CT. Suggested improvements include pedestrian crossing system, push button to cross, sidewalk access, crosswalks.
Separated bike lanes/multiuse paths are much more friendly. Multiuse paths along Route 154, Route 81, and Route 4 would be great.
Bus to shopping centers, markets and recreation areas.
Jitney or shuttle I to town and back.
Connect the Trout Brook trail all the way to Bishops Corner
clean, safe walking trails and parks
In any town the should be selected lanes or designate roads that are for the bikes and walkers. Need to mark the designated lanes or put up lights signifying a walking/biking road.
Police walking the streets to make me feel safe.
Better sidewalks, better snow and leaf removal, speed bumps or traffic signs/signals to slow motorists
Rail-trail type access - once the mill River greenway is complete to the sound that will be a good start.
We need speed control and traffic calming measures in Bolton. The residents repeatedly ask the town with no response.
High priority is to ensure that there is safe & well maintained sidewalk access for wheelchair/mobility device, users to allow for independence!
Encourage existing bus companies to add easy on/off stops along their routes that bypass Newtown at I84 exit 9, 10, and exit 11. Exit 9 has an apartment complex and nearby commuter State parking. This would be a short extension of HARTransit existing route #2. Turn and go back. Should they want to extend further they could continue thru Brookfield to intersect with their route #7. Exit 10 has nearby diner large parking lot, exit 11 has off ramp commuter State parking. Assist Newtown with developing an active project to improve mass transit that intersects existing mass transit routes.
Sidewalks connecting neighborhoods such as queen street, burrow lane, the boulevard, route 302, along all of Berkshire road route 34
Safe travel corridors that would not be able to be obstructed by motorists (separated lanes, or mixed-use paths that motor vehicles can not get onto). Even if motorists "shouldn't" get onto a path, they will. Therefore, the cyclist and pedestrian paths need active protection and separation, not just shifting the path between the driving lanes and sidewalk without physical separation.
protected bike lanes, raised crosswalks, curb bumpouts to reduce crossing distances
Separated, shared use paths or cycle tracks that are wide enough for a bike trailer would be a huge improvement, Especially along Meridian St and Route 12. Additionally, safer intersections where highway and local traffic merge at I-95 intersections in Groton (on Bridge Street near Naval Monument, and Norm's Diner) and others.

Responses

I cannot safely walk near where I live due to high-speed state highways with no sidewalks. There are some very pretty rural roads that are nice to bike on recreationally, but limited commuter infrastructure.

There also are not many places to walk to, and housing in walkable places is too expensive. I think any bike/walk/whatever plan that is made needs to have a land use and affordable housing component. Those are both key active transportation policies. Small urban cores need to be intentionally expanded. When we build condos surrounded by a sea of parking it does not encourage a lifestyle where active transportation is prioritized, it's just a worse version of owning a single-family home. We need real New England urbanism, not parking lot condos. I get why people hate building them, they look terrible to live in. Where are the mixed-use townhomes??

I live near Mansfield and would like to be able to easily bike to the small cities near here (Stafford Springs, Willimantic) on fully separated infrastructure. You have so much ROW on CT-32 north of 84.

The schools in the eastern/rural part of the state need sidewalks, raised crossings, and other traffic calming features, especially on state owned roads with high truck volumes.

Also you need an interactive map of all rail trails, paths, and parking lots in the state.

Prioritize funding and resources for non-motorized users. Connect transit and open space/trail nodes.

More traffic calming measures, separate designated bike lanes, aggressive police enforcement of speed limits, control devices (stop signs/signals)

Better connectivity at rail road stations for pedestrians and bicyclists. Signs, maps, are not common or hard to find for first time travellers. Also, information about connecting with buses or other public transport--where to board, where do they go, how often, how much does it cost.

BUS LANES. I frequently use the bus up and down Main Street and feel it would be beneficial to create a dedicated bus lane, especially because Main Street has several instances in which the road is widened for no reason at all except to avoid pedestrians crossing

More sidewalks! Vehicles are increasingly getting larger, and visibility is an issue.

Call on demand services for seniors.

Also not easy to get UBER drivers in my area. You can always schedule a pick up to start the trip but the return ride takes too long.

I live too far from stores/town to bike or walk. It would take hours.

Building off the Farmington canal with short connections to nearby and sometimes adjacent destinations would build a lot of connectivity. Include shopping centers on Dixwell Ave, downtown New Haven, Quinnipiac university, Southern Connecticut State University, and feeders into the nearby neighborhoods.

Sidewalks and paths

Bike lanes would be wonderful on busy thoroughfares connecting to population centers or longer trails (such as Newfield Street to Washington Street in Middletown). Also, new connections between established trails (such as the Westlake Dr trail with the Farmington Canal trail) would be wonderful. Even if it took existing roads and they were marked/signed/designated as official extensions of the trail, that would lead to more awareness of bikers/walkers and safer conditions than currently.

More buses going north to Middletown from the shoreline (along routes 81, 79, 77).

Responses
I'd like to see more of the traffic lights along medium-sized roads converted to all-way stops: they're safer than traffic lights, even accounting for drivers who ignore them (they generally encourage drivers to slow down rather than speed up to catch the green, which makes accidents less severe); they're more disaster-resilient; and they're cheaper to maintain if the lights can be removed.
The lights along Edgewood both east and west of Ella T Grasso would be good candidates for replacement with all-way stops (several already are, and they're such a joy), as would the lights west of the split between Whalley Ave and Amity Road.
In residential neighborhoods, I'd love to see the the stop signs replaced with neighborhood traffic calming circles. (The little roundabouts that fit in an ordinary intersection — I'm not sure what they're called.) They're easier to bike past without having to stop so much, and cars have to drive more slowly and intentionally. We had them in our neighborhood in Minneapolis and it was lovely.
On Whalley, I'd really like to see the busy stretches of two lanes each direction replaced with one lane each way, a center turn lane, and protected bike lanes.
At Union Station, I'd like to have protected bike parking so that I'd feel more comfortable using my bike to get to the train station.
Separated bike lanes are essential to make cycling safe. Narrower streets are needed in New Haven to make pedestrian crossings safer.
More separated bike lanes!!! Completing more trails & bicycle infrastructure so there is more connectivity (e.g. around New Haven, Farmington Canal Trail through Plainville.) Leading signal lights at intersections so bicyclists can move through first (this needs legislative support and change, but is much safer for bicyclists.)
Please commit to completing and connecting our beautiful trail systems: the Norwalk River Valley Trail, Quinnipiac River Trail, Farmington Canal Trail, Shoreline Greenway, Mill River Trail, etc. And safely connect schools and grocery stores to neighborhoods.
I would like to see separated and manicured bike lanes in downtown fairfield and dedicated bike lanes that travel north / south throughout town.
More protected / separated bike lanes
A cohesive network of bike lanes throughout and connecting any CT municipality.
Improve bike ability where middle turnpike west goes over i84. Drivers do 50mph and there's a slip lane where they get onto a highway, it separates our community from nice trails and park on the other side.
Better signage making drivers aware that they're sharing the road with bicycles
Dedicated bike lanes on major roads so people can commute to work, bike to stores, etc. I would love to bike to work, but don't dare to on the fact of potentially getting run over. Where's the police?
Sidewalks on Howe Ave
flying cars
better buses
I'm fine with everything.
Not sure
The buses coming more on time
More seats and more hospitality for bystanders
1. Speed cameras to control speeding (the odd state trooper with a speed monitor is inadequate and a waste of a trooper).
2. Separate bike lanes on transportation routes (eg, routes 7, 44)
Bike lanes in downtown Torrington and along Winsted Road.
Better interconnectivity between state bike/ped routes
Stop installing rumble strips on roads with narrow (under four ft) shoulders

Responses
All 4-lane state roads must accommodate pedestrians & cyclists with a protected barrier if the speed limit is in excess of 25 MHP.
Bollards
Narrowing and dead-ending of neighborhood streets to make room for bike lanes and shared use paths. Removal of parking and addition of protected bike lanes in downtowns.
Finish the Farmington canal bike trail plainville section
More commuter rails between heavily populated centers (Bristol, New Britain, Hartford), more bridges across CT river, creating pedestrian areas in Hartford by building over highways
More awareness that bicycles are vehicles, and DO have a right to be in the road. Harsher penalties for hitting/injuring a cyclist/pedestrian, or for that matter, harassing and close passing.
Bike lanes, bike paths and bike racks to promote bike commuting to work and having the ability to drive less would be great. It's not safe to do so currently.
Real protected bike paths thst connect the whole state together.
More bike lanes (protected ideally)
Run about, elevated crosswalks, separated bike lanes and dedicated paths
Secure bike parking at destinations. A lot of the time I don't bike because there isn't anywhere to safely lock up my bike when I get there
We need more separated bike lanes, especially in downtown Middletown. Main Street in Portland is also in extreme need of a road diet.
More crosswalks in Windsor
Safe crossing of Route 44 at Dyer Avenue, Bike path from Daynard Drive to the commuter lot. Bike lane from the commuter lot to Collinsville along 179. AND a bike lane from the commuter lot to the Tubing bus pick up on Route 44. It's wildly popular and people are walking in the road with bare feet and tubing. You can actually walk along an access path below the road once you cross. IT'S EASY.
Busses on dedicated lanes with predictable schedules and 10-15 apart. Like real public transportation should be around Hartford and the surrounding towns.
Separated bike lanes. Paint is not infrastructure. More traffic calming measures. I noticed recently that in Darien route 1 narrows to a lane in each direction. That should be the goal all through Fairfield County. Take a lane in each direction and convert it to walk and bike paths. Or a shared path with light rail service. Bring back the early 20th century rail service!
At minimum bike lanes, but I'd prefer separated bike lanes or shared multi-use paths in areas like rt. 1 along the shoreline (east haven, Branford, Guilford, Madison, Clinton, etc). Same for downtown New Haven
The biggest thing for me is connectivity. Efficiently connect the places I want to go with seperated bike lanes.
I'm also interested in pedestrian only paths through neighborhoods that are free from car traffic.
More traffic calming in heavily trafficked areas where people are walking.
Safer public spaces
Dedicated bike lanes on Post Rd in Westport. Dedicated bike lanes on Riverside Ave in Westport between downtown and the Westport train station. Sidewalks on Wilton Rd in Westport between Post Rd and Canal St. Sidewalks on Compo Rd North in Westport.
Trail linking Farmington Trail in Plainville/Farmington to New Britain CTfastrack and extension of fast track path to Dunkin Park in Hartford
Protected bike lanes, accommodations in intersections for bikes. Enforcement of distracted driving and driving laws in general. I cannot express how appalling the number of people I see driving a car while watching videos or on FaceTime is. That's the scariest reason to get on a bike.
Denser towns and cities, less and narrower lanes designed to lower speeds, fully separated bike lanes, mixed use development and the abolition of single family zoning, parking minimums, and other restrictions on what can be built, more local business, more (especially affordable) housing, investing more in our towns and cities (especially outside of the Gold Coast, New Haven, and Hartford Suburbs), etc

Responses

Solve the last mile between train stations and accessible sidewalks. Stop subsidizing transit oriented development. It's in name only. Buildings go up, bad narrow sidewalks, no visitor parking so double parked cars and unsafe walking environment.

If a bike / active transport lane is to be successful I think it would need to be 100% shielded from motor vehicle traffic. I know this would make it expensive and difficult to justify. People are too distracted by their phone while driving for cycling to be safe.

I would like to see policy made that requires sidewalks in residential/neighborhood areas in West Hartford to protect the resident's living there young and old. Adding sidewalks would also be a good opportunity to cut down on the width of the streets and make more streets in the vein of Grove St with thinner widths for cars which could greatly cut down on West Hartford's rampant speeding issue.

I would also like to see New Britain Ave get rid of the sidewalk curb cuts for cars. On the section of road with Frank Pepe's and the other Elmwood Plaza businesses and the opposite side of the road spanning from Sam's Food Stores to Angel Touch, there are 12 points of egress for large vehicles directly in the way of any pedestrians walking through which is too many. Despite appearing much friendlier for walking, you still have to be on high alert almost constantly for getting caught off by vehicles who might not see you. New Britain Ave in general is also very noisy and crowded with cars often which doesn't help. I'd suggest severely limiting the points of contact pedestrians and cars crossover with each other, raise cars to sidewalk level instead of lowering pedestrians to street level which can be dangerous for line of sight, and to add separated bike lanes along New Britain Ave. Shared lane biking is never ideal and seen by many as close to useless since you aren't going to convince many seniors to bike for their health or transportation, which is much safer than requiring seniors to get behind the wheel, when they have to rub shoulders with cars and trucks that are spewing exhaust in the biker's face. Adding separated bike lines would also add some much needed traffic calming by perhaps removing a lane or so from the road and serving as an additional buffer between pedestrians walking on the sidewalks and the cars on the road.

Smart traffic lights in Hartford on Main Street: When I first used the new traffic lights and crossing system on Page Ave and Newington Rd I immediately wished that Main St in Hartford had the exact same thing. I commute to Hartford via bus for college a lot and very often the crosswalks on Main Street have caused me to miss my bus home and I now avoid any connections on Main Street if possible due to this frequent experience. The amount of jaywalking that happens is also definitely not helped by how slow the lights are to change for the many pedestrians as well. I think that installing smart traffic light systems in Hartford, our capitol city, should be an absolute priority that could garner quite the immediate publicity too given how often the intersections are used every day. In general any high foot-traffic intersections in the state should be high-priority to receive this smart traffic lights system overhaul.

Protected bike lanes along commuter routes, namely to large hospitals like UConn Health where I work. The fact that Farmington ave has no bike lanes down by the Health Center is a huge opportunity to improve transit for bike commuters!!

Connect the bits and pieces that are there. Actual sidewalks on state roads and especially the stroads where fatalities and injuries disproportionately occur. Figure out how to make the onramps and off-ramps less dangerous for vulnerable users, especially in choke points, like getting across rivers

More safe connections between trails

Shared use paths should connect all key locations within a town and connect to existing rail to trail pathways in the state.

I would love to see a lot of the Hartford 400 ideas around rerouting I-84 through Hartford and building more surface-street boulevards. I would especially like to see more separated bike lanes all throughout Hartford; the city has the bones of a good walking and cycling city but transport decisions have been focused on the car for far too long.

Take back for shared public / private use the rail line from Hartford south to at least Middletown. Rail service from Hartford to the airports. Radial rail connections from Hartford to surrounding town. Riverside or levee trail from Charter Oak Landing to Wethersfield Cove area and to the Putnam Bridge walkway.

Responses
More bike lanes and greenways. For instance, in Wallingford, there is a linear trail along the Quinnipiac river. Except there is no entrance that can be used by anything but a motor vehicle because there is a condo complex that must be passed through to reach the parking lot.
There needs to be more options for travel that are not motor vehicles, and every train stop in the state should have tendrils of active transport infrastructure surrounding them.
Finishing the separated trail system; hartfort/west hartford.
I think having connected bike lanes with grade separation and proper barriers for pedestrian/cyclist safety to limit the danger from reckless driving.
places to service bikes and more

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Appendix C

Municipal Survey Response Summary

Municipal Survey

Compiled Results Summary

Municipalities

- 170 municipalities were invited to complete the survey
- 37 responses were received from 36 municipalities. These municipalities included:
 - Beacons Falls
 - Bethel
 - Bethlehem
 - Bridgeport
 - Bristol
 - Brooklyn
 - Canton
 - Cheshire
 - East Hartford
 - East Lyme
 - Ellington
 - Enfield
 - Fairfield
 - Griswold
 - Groton
 - Manchester
 - New Britain
 - New Milford
 - Norwich
 - Oxford
 - Plymouth
 - Preston
 - Prospect
 - Ridgefield
 - Sherman
 - Southbury
 - Sterling
 - Stratford
 - Thomaston
 - Union
 - Voluntown
 - Waterbury
 - Watertown
 - Windsor Locks
 - Wolcott (2)
 - Woodbury

Survey Elements

- 16 questions survey
- SurveyMonkey survey format
- The Municipal survey was open from February 6, 2025 to March 31, 2025

Survey Demographics

Survey respondents were from different Town/City departments including:

- Public Works (9)
- Planning (8)
- Selectperson (8)
- Engineering (6)
- Economic Development (3)

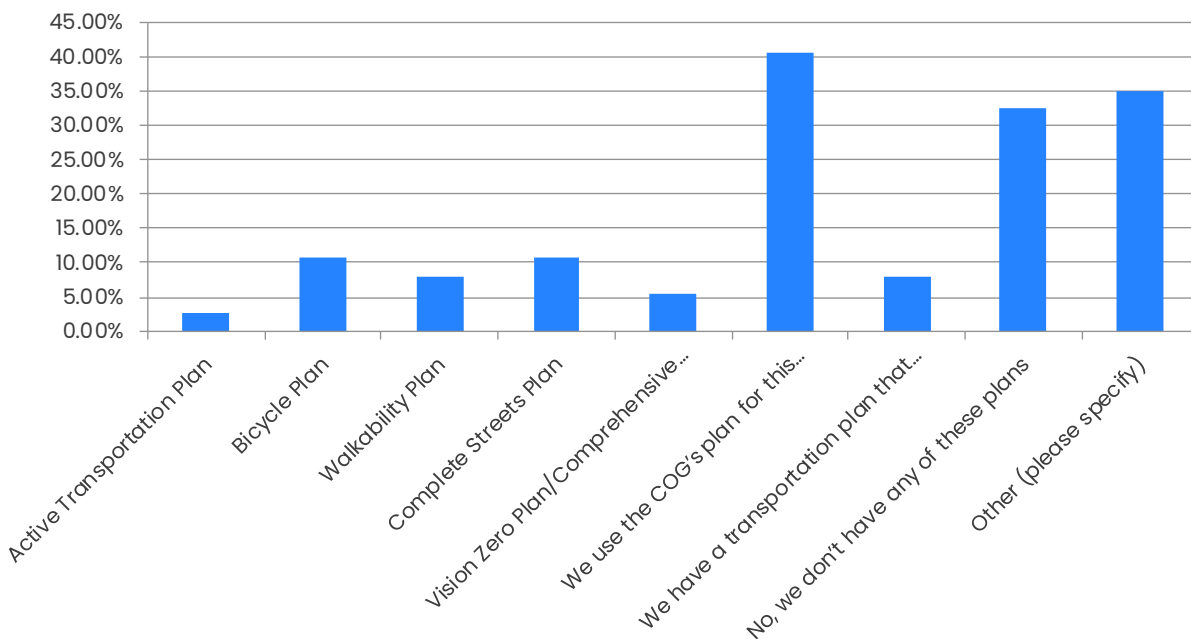
- Mayor (2)
- Land Use Administrator (1)

Question Summary

The survey had seven multiple choice questions and six open ended questions. Each question is outlined below with respondent results.

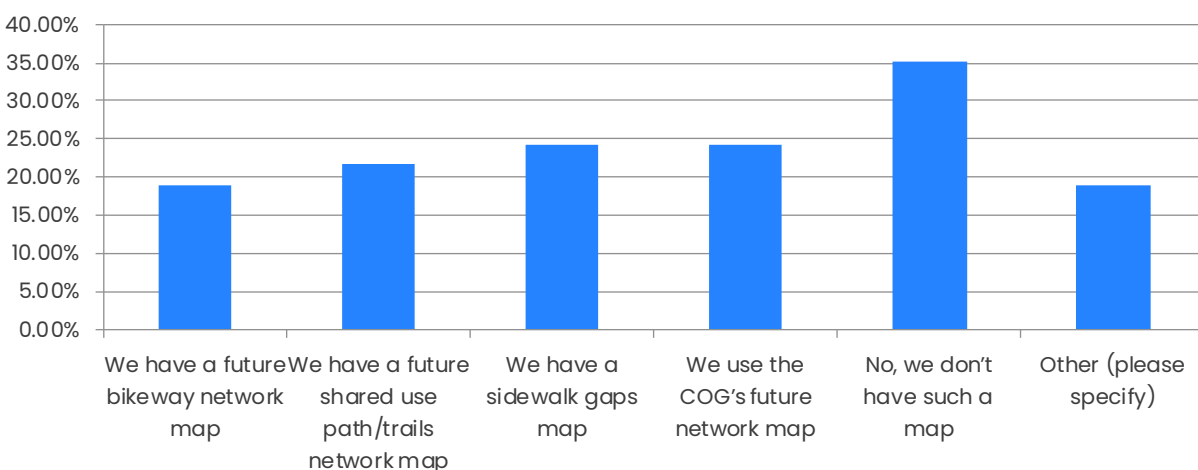
Survey Question: Do you have an active transportation plan or similar document? (check all that apply).

- We use the COG's plan for this purpose (15)
- Other (13)
- No, we don't have any of these plans (12)
- Bicycle Plan (4)
- Complete Streets Plan (4)
- Walkability Plan (3)
- We have a transportation plan that addresses active transportation (3)
- Vision Zero Plan/Comprehensive Safety Action Plan (2)
- Active Transportation Plan (1)



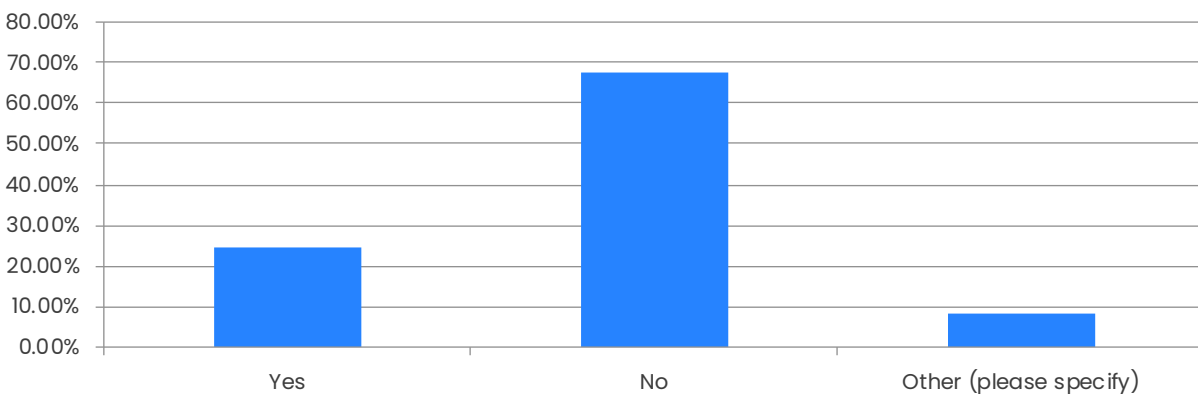
**Survey Question: Do you have a proposed active transportation network map?
 (check all that apply)**

- No, we don't have such a map (13)
- We have a sidewalk gaps map (9)
- We use the COG's future network map (9)
- We have a future shared use path/trails network map (8)
- We have a future bikeway network map (7)
- Other (7)



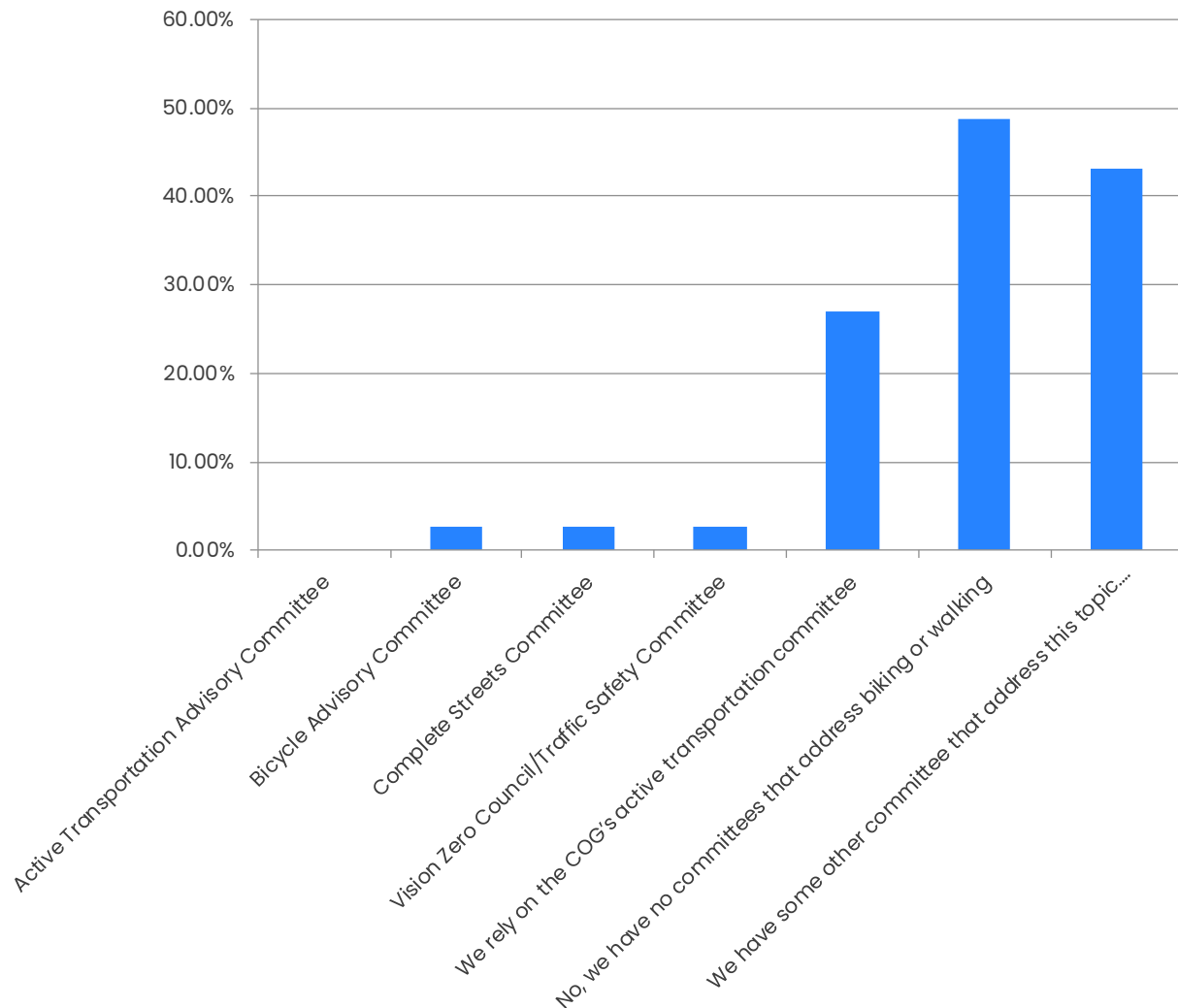
Survey Question: Do you have a complete streets policy?

- No (25)
- Yes (9)
- Other (3)



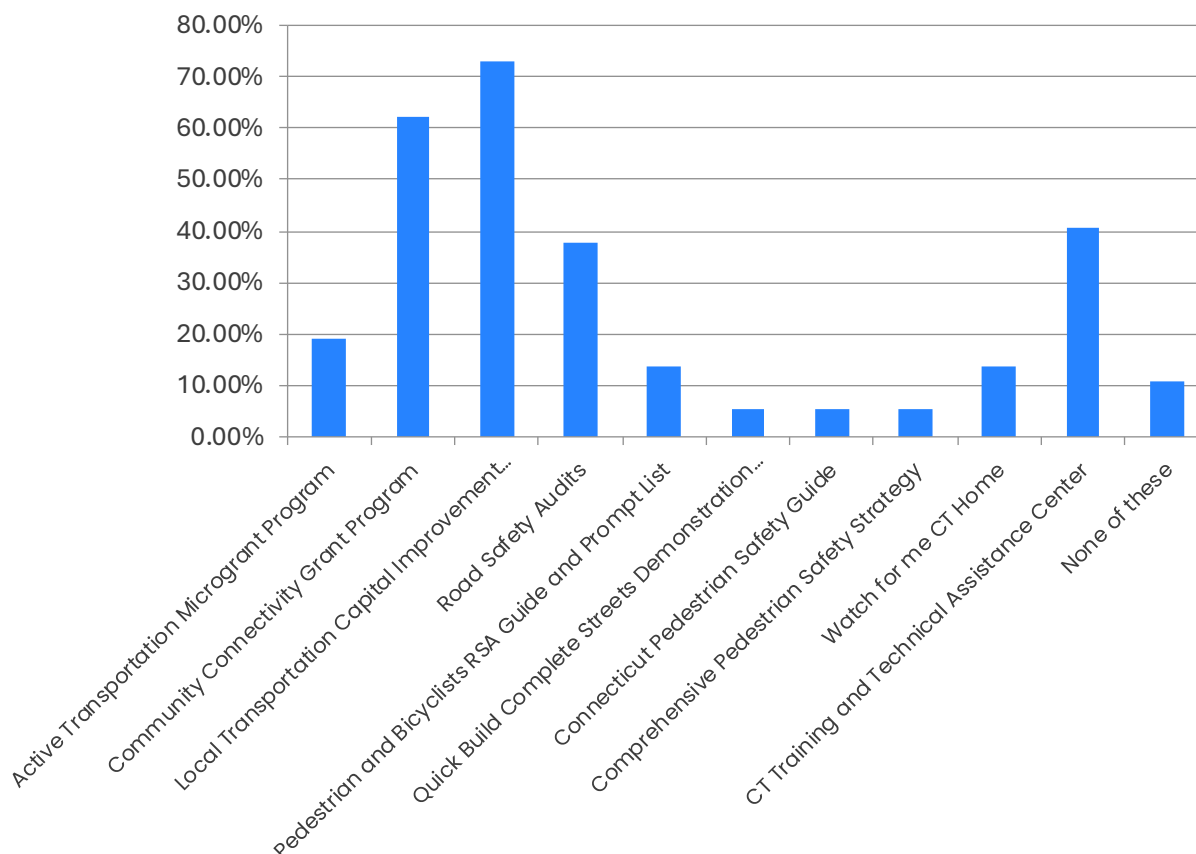
Survey Question: Do you have an Active Transportation Advisory Committee or a similar committee? (check all that apply)

- No, we have no committees that address biking or walking (18)
- We have some other committee that address this topic (16)
- We rely on the COG's active transportation committee (10)
- Bicycle Advisory Committee (1)
- Complete Streets Committee (1)
- Vision Zero Council/Traffic Safety Committee (1)
- Active Transportation Advisory Committee (0)



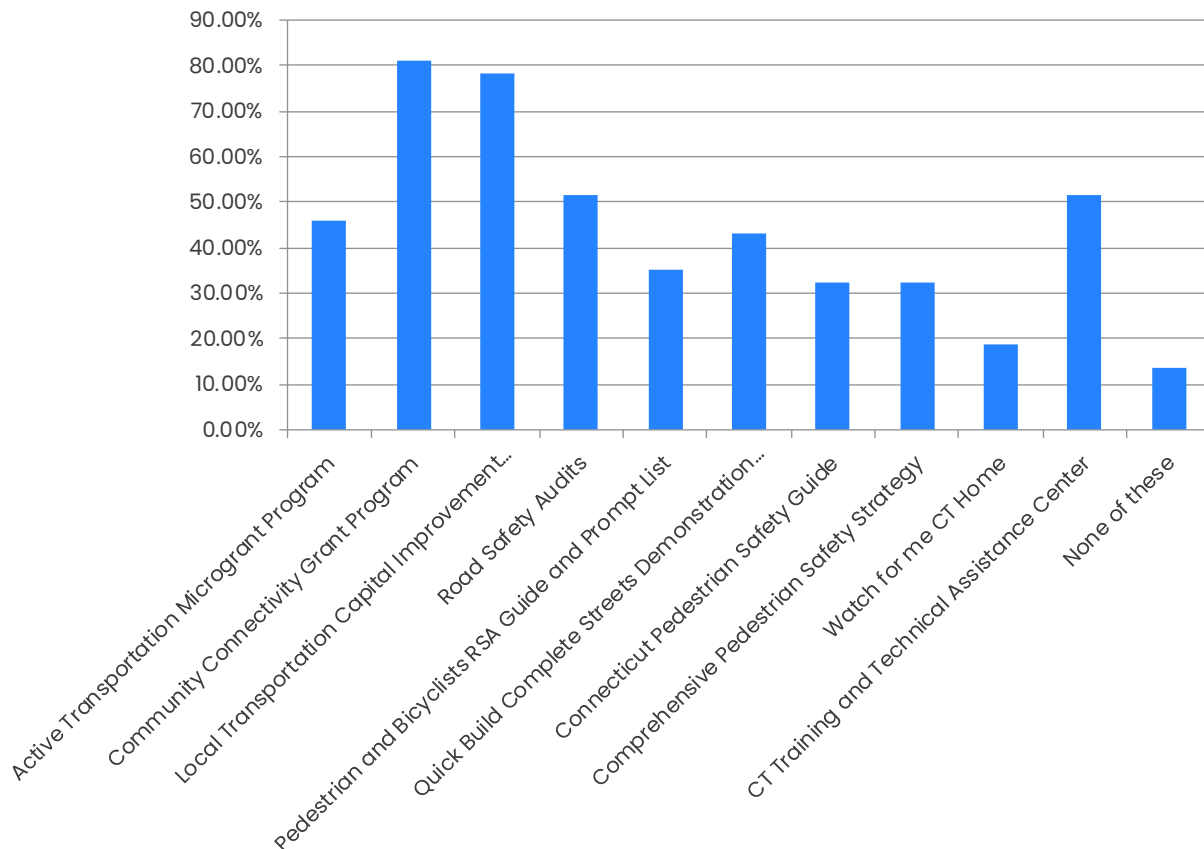
**Survey Question: What state programs or resources have you used in the past?
 (check all that apply)**

- Local Transportation Capital Improvement Program (LOTICIP) (27)
- Community Connectivity Grant Program (23)
- CT Training and Technical Assistance Center (15)
- Road Safety Audits (14)
- Active Transportation Microgrant Program (7)
- Pedestrian and Bicyclist RSA Guide and Prompt List (5)
- Watch for me CT Home (5)
- None of these (4)
- Quick Build Complete Streets Demonstration Projects on State Roads (2)
- Connecticut Pedestrian Safety Guide (2)
- Comprehensive Pedestrian Safety Strategy (2)



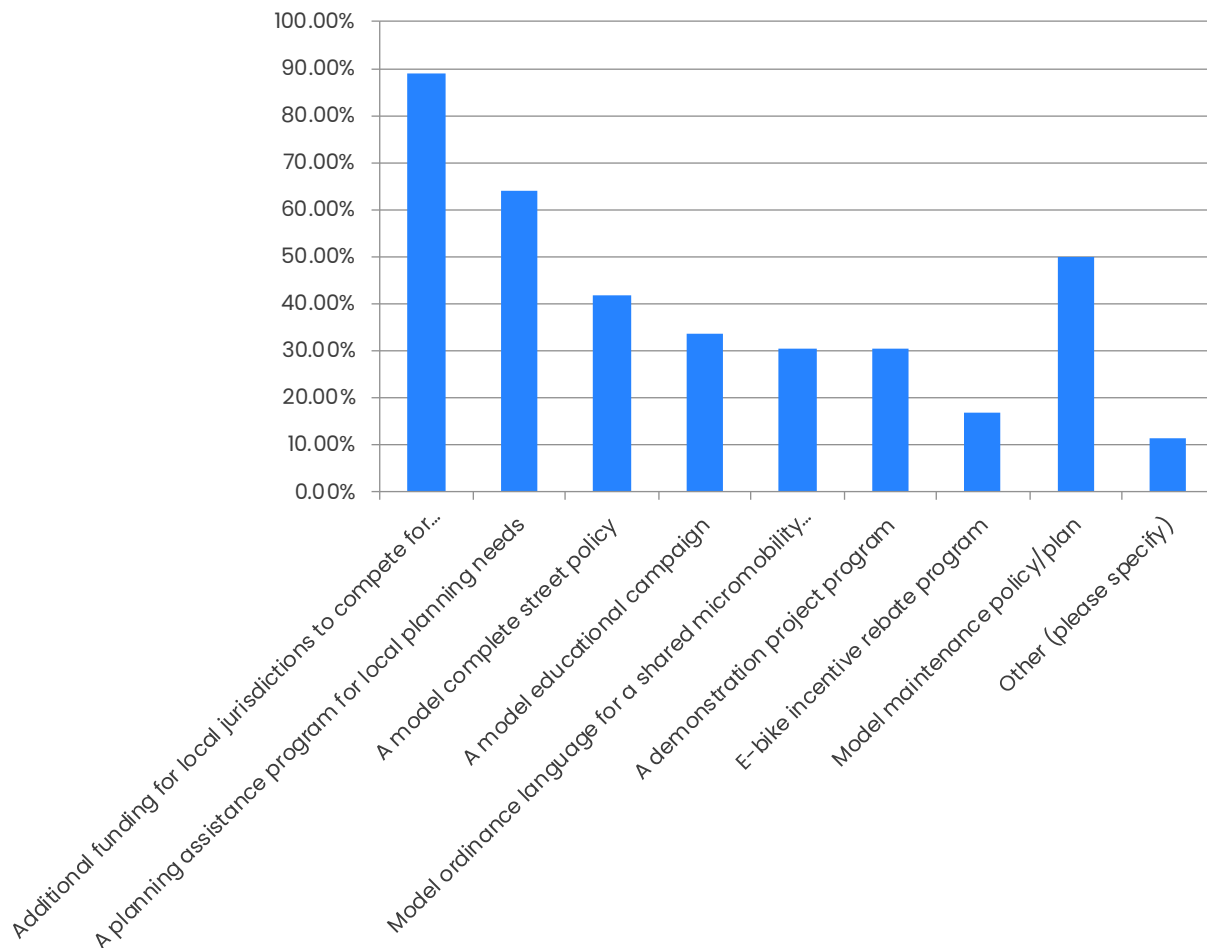
Survey Question: What state programs or resources do you plan to use in the future? (check all that apply)

- Community Connectivity Grant Program (30)
- Local Transportation Capital Improvement Program (LOTICIP) (29)
- Road Safety Audits (19)
- CT Training and Technical Assistance Center (19)
- Active Transportation Microgrant Program (17)
- Quick Build Complete Streets Demonstration Projects on State Roads (16)
- Pedestrian and Bicyclists RSA Guide and Prompt List (13)
- Connecticut Pedestrian Safety Guide (12)
- Comprehensive Pedestrian Safety Strategy (12)
- Watch for me CT Home (7)
- None of these (5)



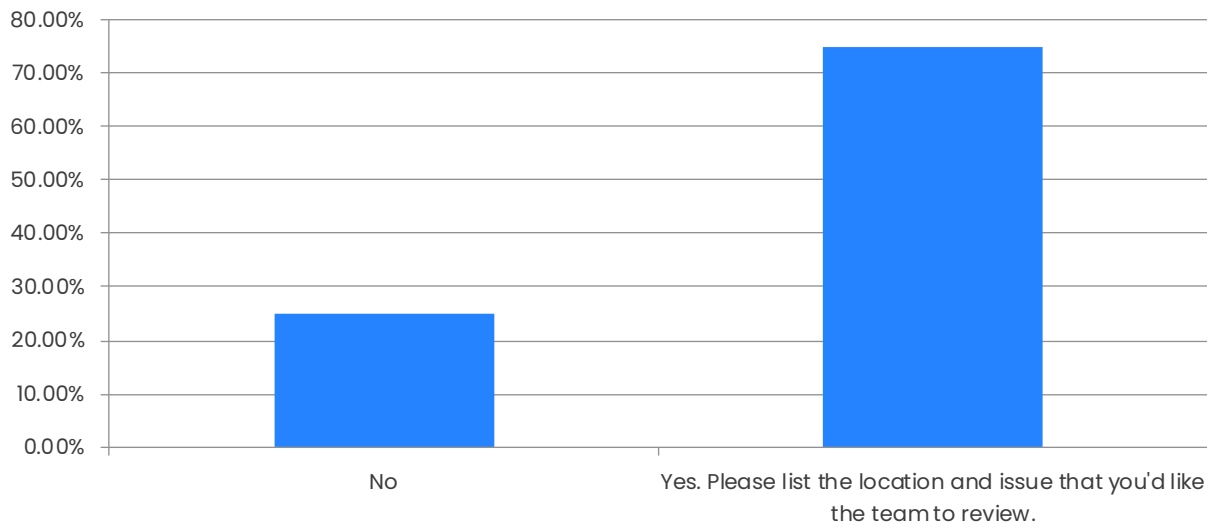
Survey Question: What types of additional state-wide programs would be helpful to improve active transportation in your community? (check all that apply)

- Additional funding for local jurisdictions to compete for infrastructure improvements (32)
- A planning assistance program for local planning needs (23)
- Model maintenance policy/plan (18)
- A model complete street policy (15)
- A model educational campaign (12)
- Model ordinance language for a shared micromobility program (11)
- A demonstration project program (11)
- E-bike incentive rebate program (6)
- Other (please specify) (4)



Survey Question: The project team is planning daylong tours of each COG region. Would you be interested in having the team visit your community to view an issue or concern that you have on a state-owned road?

- Yes (27) (the descriptions of areas of concern can be found in the full survey report)
- No (9)



Survey Question: Do you have any additional comments regarding walking, bicycling and/or using other personal mobility devices in your jurisdiction?

There were 16 responses to this open ended question

- We have a walking track at our rec center. We have a finished sidewalk and are waiting for funding for 2 others and very rural roads people walk all the time
- We need to address our ADA compliance issues in our sidewalk network and work with state DOT on state routes on multimodal safety
- Crossing State Highways is a major concern particularly at the new Train Station. Across street parking and bus stops are not readily accessible to crosswalks and encourages mid block crossing.
- Think more focus need to be placed on how we approach pedestrian crossing at signalized intersections. I lead pedestrian interval should be used more in CT.

- The process of obtaining an encroachment permit for sidewalks and bike lanes can be very draconian, considering the maintenance responsibilities falls to municipalities. Of the few facilities that CTDOT is responsible for, it is excessively difficult to coordinate regular maintenance (e.g. Charter Oak Greenway)
- improve on social media, public outreach/education.
- DOT owned intersections on DOT roads should be allowed to accommodate bike crossings.
- AN updated list of points of contacts in State departments that a municipal staff can connect with during planning initiatives/ efforts.
- We maintain a desire to plan for numerous walking/cycling infrastructure and projects. Due to our main corridors being CTDOT roads and numerous projects ongoing at any one time. increased DOT coordination with the town would be highly useful
- Preston is trying to construct a multi-use trail in a section of our community that is approximately 3 miles long. It connect to the Pequot Trail and the Tri-town Trail. We have received funds from CIF Round 2 and LOTCIP to plan and construct phase 1 of the plan. We are in need of additional funds for engineering plans to design the remaining trail (about 2 miles). There is little funding available for design and if there is to be multi-use trails designed, there needs to be funding to assist communities to develop the plans.
- Our local road network consists of narrow and a lot of winding roads and curves. The roads are way too narrow to even consider Bike Paths.
- It is encouraged, however existing conditions require improvement and upgrades to improve safety and continuity of the existing systems. The Town is also working in conjunction with the New England Mountain Bike Association, Bike Walk Canton, and CTDEEP Recreational Trails program to create a Bike Skills Learning Facility and Pump Track on Town property, which will be accessible from future extensions of the Farmington River Rail Trail.
- The topography of the area presents challenges to paths and trails for use as alternative accessible routes

- Thanks for reaching out. Education and Training would be helpful. Plus knowing what past documents, we might have. I just finished my 2nd year in Watertown DPW and I'm still finding documents.
- Southbury has made concerted efforts in implementing and improving the streetscape for pedestrian safety and walkability. Bike access has been discussed and will likely be planned in the near future. Infrastructure assistance however is a huge item that is constantly discussed. Many Towns including Southbury would jump at the opportunity to receive funding for infrastructure improvements such as burying utility lines.
- The need to simplify the design, engineering and application process. Let the towns use the money the way they see fit with the end goal be improved roads/walkways/bike trails

Survey Question: How much of your capital budget, in dollar amounts (\$) is dedicated to active transportation?

- There were 31 responses to the open ended question
- \$0.00 (8 responses)
- Unknown (4 responses)
- \$20,000.00 (2 responses)
- \$900,000
- FY 26 budgeted \$2 million for Complete Streets
- Dating back to 2012 we have a \$75 mil investment in Complete Streets & Active Transportation
- \$500,000 (including pedestrian infrastructure)
- est 2.3M design/town share const. 3 yr cap plan for swalks.
- at least \$ 500,000 roughly
- \$400,000
- \$200,000
- none specifically dedicated, spent on a case by case basis per project
- <1% (not listed as a separate line item)
- \$300,000
- \$250,000

- accessory use by proxy \$500k in roads and sidewalks
- Technically we don't have a capital budget. But on the operating side i would say a low 6 figure range.
- DPW has specific figures on budget allocation for these type of improvements.
- \$18,000.00
- Approximately \$100,000-\$200,000

Survey Question: How much of your capital budget, by percentage (%), is dedicated to active transportation?

There were 31 responses to the open ended question

- 0% (6)
- Unknown (6)
- 10% (3)
- 1% (2)
- 5%
- Less than 5%
- 23%
- none specifically dedicated, spent on a case by case basis per project
- <1% (not listed as a separate line item)
- 25%-35%
- 50%
- Approx. less than 4%
- 20% by proxy with roads and parks&Rec maintenance
- Probably less than a few percent
- DPW has specific figures on budget allocation for these type of improvements.
- Varies yearly depending on approved budgets
- Avg about \$5 mil per year over the past decade
- est 7.5% of non WPCA/BOE capital budget

Survey Question: How much of you operating budget in dollar amounts (\$), is dedicated to active transportation?

There were 30 responses to the open ended question.

- \$0 (10 responses)
- Unknown (5 responses)
- \$24,000
- Varies yearly depending on approved budgets
- Minimal with the exception of our annual paving program & pavement striping activities which we use to create or improve bike lanes. Est &75k/year.
- \$80,000
- \$30,000
- \$60,000 Roads & bridges
- \$250,000
- \$150,000
- Varies
- <1% (not listed as a separate line item)
- \$100,000
- 20%
- Low six figure range
- DPW has specific figures on budget allocation for these types of improvements.
- 70K

Survey Question: How much of your operating budget, by percentage (%), is dedicated to active transportation?

There were 31 responses to the open ended question

- 0 (9 responses)
- Unknown (6 responses)
- 5%
- Varies yearly depending on approved budgets
- Think answered this in the last few questions.
- 1% of total DPW budget, 4% of paving budget
- 11%
- 0.75%
- 9%

- 3%
- <1% (not listed as a separate line item)
- Varies
- Approx. less than 1%
- 20%
- Probably less than a few percent
- DPW has specific figures on budget allocation for these types of improvements
- 2%
- Less than 1%

Overarching Themes

Active Transportation Plans

Most municipalities do not have an active transportation plan but many have some documents/tools to guide active transportation planning. Most municipalities do not have active transportation maps, but many utilize existing mapping resources.

Program and Resources

All municipalities noted using local or federal programs or resources, with the three key programs being, Local Transportation Capital Improvement Program (LOTICIP), Community Connectivity Grant Program, and CT Training and Technical Assistance Center. The majority of states note they plan to use these three programs and resources, alongside others in the future.

Support

The majority of municipalities expressed that additional funding for local agencies to complete infrastructure improvements is critical.

Existing Funding

There was no standard funding amount or percentage between the municipalities for active transportation planning. The amounts and percentages varied greatly.

Appendix D

Phase 1 Open House Summary

CTDOT Active Transportation Plan

Open House Summary – Round 1

January 2025



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Stamford – January 7, 2025

Compiled Notes

Attendees

Sign In sheets are included as an attachment.

Key Elements

- Improved tree coverage.
- Education during driver's education training.
- Start biking at school level.
- Close the gap on the trail going north out of Southington.
- Include more active transportation advocates in the League of American Bicyclists ranking application to develop a more robust case.

Major Concerns/Issues/Challenges

- Greenwich is slow to move on active transportation issues, they are behind Stamford and New Britain.
- Frustration that CTDOT does not maintain sidewalks and bike lanes on state roads.
- Would like CTDOT to make it easier for local municipalities to work with them to add active transportation facilities.
- Frustration that the Merritt Greenway did not better/more directly connect the towns it travels through.
 - *[not sure if the name of the greenway was correctly captured]*
- Interest in how the plan will address pedestrian crossing signals – will it recommend an exclusive phase or concurrent with vehicles?
- Commenter noted that there is a project to update signals along Route 1 in Fairfield County and that local parents are advocating for exclusive pedestrian phase for safety reasons.
- Concern with the requirement to go through a state agency to change speed limits on local roads; makes it harder for local authorities to lower the limit to a safer speed.

General Comments

- Western Region map is confusing as it shows what looks like a complete trail between Norwalk and Brookfield, when in reality that trail is planned but not complete.
- Include affordability as part of the active transportation benefits. Money saved driving less or not owning a car entirely.

Activity Stations

Marble Counts

- Safety: 17
- Comfort: 11
- Coherence: 8
- Directness: 7
- Attractiveness: 3

Complete Streets Components

- Safe Crossings: 8
- Parking: 0
- Bicycle Travel: 7
- Vehicular Travel: 0
- Transit Travel: 4
- Transit Amenities: 4
- Pedestrian Sidewalk: 7
- Public Amenities: 1
- Green Areas: 3
- *Attendee Added Custom* – Multi-Use Paths: 1
- *Attendee Added Custom* – Traffic Calming: 1

Why is Active Transportation Important To You?

- Environment: 3
- Safety: 3
- Economy: 3
- Quality of Life: 7

- Sticker Placed – downtown Norwalk.
- Sticker Placed – South Norwalk (near Marvin Beach).
- U.S. Route 1 needs protected bike lanes.
- City of Stamford – sidewalks, crosswalks, and bus shelters on Long Ridge Road and High Ridge Road.
- City of Stamford – pedestrian medians, protected bike lanes, crosswalks at signalized intersections, and leading pedestrian signals on Washington Boulevard.
- City of Stamford – left turn from Washington Boulevard to Bridge Street is dangerous for pedestrians.
- Add sidewalks to all State Roads.
- Protected bike lanes or separated cycle tracks.
- City of Stamford – All the way up Washington Avenue, from the train station, protected bike lane, please!
- Sticker placed – Greenwich/Stamford border near the Merritt Parkway.
- Add path on/near Mianus River Bridge.
- Town of Greenwich – Roundabout on West Putnam Avenue at the New York/Connecticut border is deadly for pedestrians and cyclists and is an extreme movement.
- Use State right-of-way through Greenwich to help create an East-West mixed-use path.
- Need sidewalks to New Leb (New Lebanon School?) and WMS (Western Middle School?)
- US-1, Merritt Parkway, Long Ridge Road, and High Ridge Road highlighted.
- Town of Stratford – Crosswalks at all Main Street intersections.
- Town of Stratford – Sidewalks on northern portions of Main Street.

Bridgeport – January 8, 2025

Compiled Notes

Attendees

Sign In sheets are included as an attachment.

Notable Attendees

- Press: NPR
- Representative from the City of Bridgeport

Key Elements

- Tree coverage.
- More bike lanes on state routes.
- Biking education.
- Improved sidewalk maintenance.

Major Concerns/Issues/Challenges

- Frustration that CTDOT does not have enough bike lanes on state roads.
 - Noted only one in Bridgeport.
 - This person also noted that they would like to see more transit options.
- Motorists demonstrate aggression towards bikers in Bridgeport.
- Speeding is an issue and creates unsafe environment for biking – need more traffic calming.
- Sidewalks need to be maintained – wheelchairs and mobility aids are seen using the road because it is smoother than the sidewalk.
- Need more ped exclusive crosswalks.
- Interest in how the plan will address pedestrian crossing signals –noted that at this time, traffic signals are the only effective way of stopping cars for pedestrians.
 - Maybe raised crosswalks with RRFBs could work.
- Concern with lack of vertical delineation for bike lanes – motorists often use them as a turning lane or for parking.

- Shared-use lanes are great, but bikes and peds often conflict as well.
- Demonstration projects and quick-builds will help people understand more.
- Congestion pricing is putting more people on trains – need to think about these bike/ped connections.
- Boston Ave is a hotspot for ped crossing.
- Huntington Turnpike (Cumberland Farms/park 4-way stop) is a major intersection that is very dangerous.
- East Main Street is unsafe.

General Comments

- The plot maps were not zoomed in enough to identify specific locations.
- Attendee noted the 5 Active Transportation Principles are privileged.

Activity Stations

Marble Counts

- Safety: 24
- Comfort: 11
- Coherence: 13
- Directness: 12
- Attractiveness: 18

Complete Streets Components

- Safe Crossings: 25
- Parking: 1
- Bicycle Travel: 18
- Vehicular Travel: 2
- Transit Travel: 10
- Transit Amenities: 8
- Pedestrian Sidewalk: 14
- Public Amenities: 5
- Green Areas: 13

Why is Active Transportation Important To You?

- Environment: 7
- Safety: 10
- Economy: 7
- Quality of Life: 10
- Equity: 6
- Health: 4

Map Comments

Map Graphic



Transcribed Comments

- City of Hartford – Dedicated bike path around Bushnell Park would be great.
- Town of Newington – Biking from CTrail Berlin to DOT Headquarters (in Newington) was terrifying.
- City of New Haven – East Street & Tomlinson Bridge.
- I-95 corridor Monorail would be cool.
- More sidewalks on State roads.
- More bike facilities, please!
- Town of Milford – Traffic calming on Route 1.
- City of New Haven – Most bike lanes should mimic or complement the bus routes to/from downtown, but currently they are all disconnected.
- Town of Wolcott – Spindle Hill Road – good place for sidewalk.
- Safer biking along Black Rock Turnpike (Route 58).
- The traffic lights at the intersection of Park Avenue and Laurel Avenue have no turn signal – people hook lefts hoping oncoming traffic stays stopped.
- Need advertised place for truckers to rest so they don't under the I-95 viaduct and along residential roads in West Side by graveyard.
- Route 59 – narrowest curve, no sidewalk or visibility.
- Route 59 has very wide shoulders – needs protected bike lanes and reduce speed of road from 35 to 25 MPH.
- Stratfield Road/Route 59 needs a protected bike lane.
- Sacred Heart car traffic is out of control with no pedestrian options between campuses.
- All underpasses need lights for evening bikes/walkers.
- Traffic calming and pedestrian crossings where appropriate (*referencing Black Rock Turnpike, I believe*)
- Reservoir Avenue has no sidewalk – beside Home Depot has a human-made path thru grass from so many pedestrians but I see wheelchairs have to take (???) road.
- The walk lights in the general 1.5-mile radius of Warren Harding High School are almost ALL broken or off entirely (Boston Avenue) – VERY dangerous area to be a pedestrian.
- East Main Street – improve safety of intersections Cars park right up to corners!
- Intersection of East Main Street and Huntington Turnpike is very dangerous.
- Boston Avenue – No parking must be enforced.

- Standardization – all State Routes should have bike lanes.
- All roads – change traffic signals to exclusive – hard to cross!
- Stratford Avenue and Connecticut Avenue should have bike lanes.
- State Street – Slow down cars; modify two-way roads to one-way and add bike lanes!
- Bike route through ‘smoke stack’ area.
- Seaside Park – Bike lanes suck and people park cars in them – need to be protected lanes.
- I-95 Viaduct above State Street and path underneath are a “hellscape”.
- Route 130 / Fairfield Avenue / Black Rock Avenue are super dangerous for bikes and walkers.
- Route 130 / Fairfield Avenue (???) project will help!
- Roundabout circle where Route 130 meets US Route 1 (Fairfield Avenue/Post Road)
- Kings Highway/Black Rock/I-95 roundabout – too many slip lanes, no room for bikes.
- Existing “bike route” (*perhaps referencing High Street?*) with sharrows, but cars speed a lot.
- Black Rock Turnpike commercial corridor needs separate protected bike lanes and road diet (4 lanes to 3 lanes).
- More bike lanes on State Routes.
- Safer biking along Post Road in Fairfield and Westport.
- Sticker placed – Westport.
- Town of Westport or City of Norwalk (unclear which) – Train station to Post Road – poor quality sidewalks, no room for biking.
- City of Stamford – Bridge area behind Mill River Park is underdeveloped and could be utilized.

New Haven – January 9, 2025

Compiled Notes

Attendees

Sign In sheets are included as an attachment.

Notable Attendees

- Giovanni Zinn – City Engineer, City of New Haven
- Douglas Hausladen – Executive Director, New Haven Parking Authority
- Representative from the Shoreline Greenway Trail advocacy group

Key Elements

- Improve pedestrian visibility and safety at crossings.
- Dedicated/separated infrastructure to promote safety and comfortability.
- Improve and maintain the quality of facilities.
- Consistency between infrastructure along key corridors.
- Manage speeds and limit conflict points between bicyclists and motorists.
- Increase school coordination, particularly with older students.
- Sidewalk improvements and consistency across the network.
- Improve active transportation connections to transit.
- Core concepts of Equity, Safety and Mode Shift.
- Local/regional/state partnerships.

Major Concerns/Issues/Challenges

- Already approximately 500 people active each day along the Shoreline Greenway.
- Bridge the gap between the public, advocacy groups, and planners/transportation professionals.
 - Opportunities for knowledge sharing and increased collaboration such as popup and other street events.
- Separated, dedicated infrastructure as a means of promoting safety and comfortability.

- Opportunities to slow speeds in walkable communities – need to find legitimate ways to bridge the gap between desire and actual implementation.
- Importance of public understanding of the consultant team’s role with CTDOT and the full purpose of the ATP.
- Improve pedestrian visibility and safety, especially at crossings.
- General interest in the UConn Crash Data Repository as a tool – many did not know such a database existed.
- Anecdotal evidence of drivers failing to reduce speeds when passing or in close proximity to bicyclists.
- Improvement, maintenance, and consistency of the quality of facilities for pedestrians and bicyclists, even State Routes.
- Consideration for alternative forms of protection and separation for active transportation users such as floating parking, buffer zones, etc.
- Opportunities to coordinate with schools – many outreach activities are geared towards younger students, however, teaching more direct, science based curriculum (i.e. the physics of collisions) to underscore the serious nature of car-human related collisions and thus the importance of helmets and other safety devices.
- Expansion of safe routes to schools programming.
- Consideration for mobility devices with smaller wheels (i.e. skateboards) when improving roadways and ensuring pavement quality and topography is accessible for these types of devices.
 - Recent repaving on Wintergreen Avenue in northern New Haven used as an example of quality surfaces.
- In New Haven, there are certainly confident bike riders who are able to claim space for themselves, but certainly not a comfortable experience for all bikers.
- Specific mention of State Street as an area to improve.
- Recommendation to “build into the modifications you need”
- Acknowledging the tradeoff between comfortable car centric infrastructure vs pedestrian scaled, speed reducing infrastructure. Drivers may not like certain features (i.e. speed bumps) but can at least appreciate the pedestrian safety outcomes.
- Key factors to improve the active transportation network are focused primarily on crossings, sidewalks, and transit improvements.

- Balancing the capital costs of active transportation improvements versus actual utilization in reality.
- Identify opportunities to connect the Shoreline Greenway and local trails and parks.
- Consider revising the definition of “equity” in a changing world – current definition (on activity boards) explicitly mention “ability” to use active transportation – definition should include consideration for choice.
 - *Note: in one of the activities, one individual changed their priority vote from equity to safety based upon the definition used.*
- Communities can and should position for grant funded opportunities for the bike voucher program – up to \$5,000 per community.
- Key components of the ATP should focus on Equity, Safety, and Mode Shift.
- Focus on reallocation of roadway space for drivers and pedestrians – how to balance pedestrian scaled spaces while maintaining traffic flow.
- Anecdotal accounts of increase vehicular traffic in downtown New Haven, making active transportation unappealing.
- Key note/consideration: Expand public understanding of different facility types beyond sidewalks and typical bike lanes. Many facilities that are not as widely utilized are attractive to non-motorists (i.e. buffered bike lanes, shared use paths, etc.).
- Commentary related to the widespread prevalence of Stress Levels 3 and 4 across the state as a whole.
 - Anecdotal reports of bikers in New Haven almost requiring strong/fearless ridership skills to maneuver, particularly during busy hours.
- Emphasis on creating consistency across facilities, particularly on the same roadway corridor (Orange Street given as an example).
- Importance of off-road facilities to complete networks and build upon the on-street networks.
- Request that CTDOT and the ATP keep the public apprised of existing facilities versus proposed facilities, identify priority network gaps, and provide local and regional entities with the tools to implement infrastructure improvements.
- An identified barrier to bicycle and pedestrian facility improvement is local ownership/responsibility for maintenance of installed infrastructure.
- Provide particular consideration for connections to transit to accommodate commuters.

- Local anecdotes related to posted speed limits versus actual experienced speeds – lower speed limits are good in theory, but only if drivers abide by them.
- Local anecdotes of limited enforcement of laws related to biking (i.e. clear space, right of way, etc.).
 - Assumption of little incentive for officers to enforce.
 - Potentially utilizing speed/other cameras to help enforce, particularly at intersections.
- One attendee noted that a coordinated program related to improving visibility as a component of the ATP would be beneficial.
- Strong interest from attendees on how they can get involved and stay up to date with progress.
 - Website was promoted and should continue to be pushed/advertised.
- Public interest in separated/dedicated bicycling facilities – noted that often, bikers have no choice but to co-mingle with vehicular traffic.
- Outside of New Haven – some communities have been cut off from the shoreline, with no means of access (sidewalks, shoulders, etc.).
- Improve lighting, visibility, and safety for active transportation corridors between New Haven and West Haven.
- Importance of greenery and nature as a means of making attractive connections while also helping create safe pedestrian spaces.
- Anecdotal reports of a particular problem area proximate to Whalley Avenue and Broadway (proximate to the Yale bookstore). where pedestrian vs vehicular conflicts are common.
 - Often related to impairment, but inattentiveness and impatience also a factor – public safety outreach or other alternatives to address.
 - Frequently visited destinations and transient populations result in high foot traffic areas with unsafe conditions.
 - Opportunities for aesthetic improvements (i.e. ornate fencing, plantings, etc.) that can also act as a deterrent for improper crossing behaviors and keeping people out of the street in areas where they should not be.
 - Would benefit both drivers and walkers/bikers, creating safety and comfortability.
 - Consistency of roadway lighting along roadway corridors.
 - Are there opportunities for pedestrian bridges in high volume areas?

- Speed management options (such as roundabouts, speed bumps/humps, etc.) can also help improve visibility of pedestrians, particularly during crossing movements.
- Infrastructure improvements in constrained areas even if full buildout is not possible
 - “One sidewalk is better than no sidewalk.”

General Comments

- No general comments.

Activity Stations

Marble Counts

- Safety: 15
- Comfort: 8
- Coherence: 6
- Directness: 7
- Attractiveness: 8

Complete Streets Components

- Safe Crossings: 13
- Parking: 2
- Bicycle Travel: 7
- Vehicular Travel: 2
- Transit Travel: 7
- Transit Amenities: 1
- Pedestrian Sidewalk: 9
- Public Amenities: 3
- Green Areas: 7

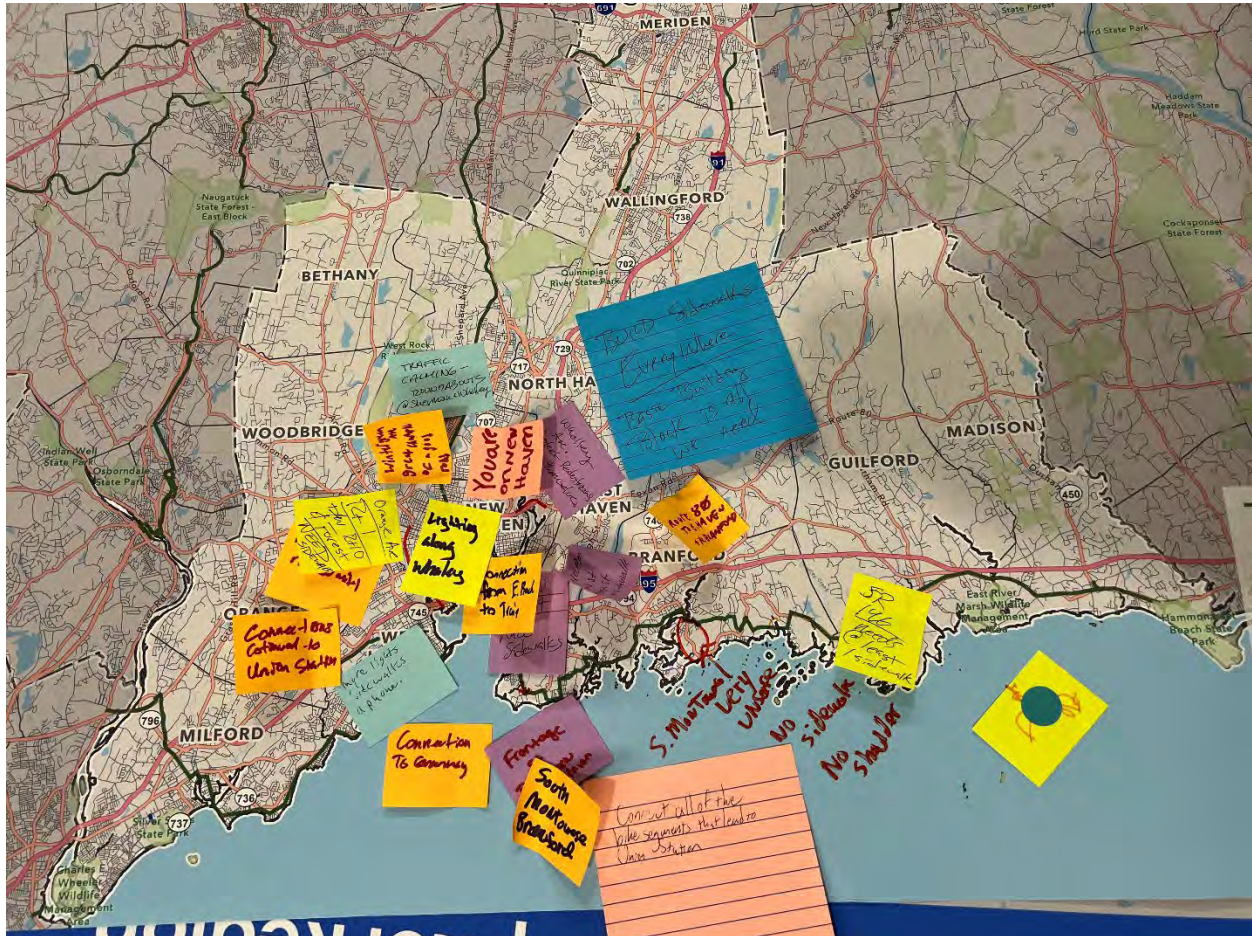
Why is Active Transportation Important To You?

- Environment: 6
- Safety: 2
- Economy: 4

- Quality of Life: 6
- Equity: 5
- Health: 6

Map Comments

Map Graphic



Transcribed Comments

- Town of Stratford – Honeyspot Road.
- Make the East Coast Greenway, green.
- Build sidewalks everywhere. Basic building blocks are all we need.
- Route 8 to East Haven and North Branford.
- State Route 146 needs at least one sidewalk.

- Town of Branford – South Montowese Street (Route 146) is very unsafe – no sidewalk, no shoulder.
- Town of Branford – South Montowese Street.
- City of New Haven – connect all of the bike segments that lead to/from Union Station.
- Connection to Greenway.
- Town of East Haven – Laurel Street to High Street – no sidewalk.
- Route 80 & Route 17 need sidewalks.
- Whalley Avenue – protect pedestrians from themselves.
- Connection from East Rock community to the train.
- Lighting along Whalley Avenue.
- Sherman Avenue & Whalley Avenue – Traffic calming & roundabouts.
- Wintergreen Avenue – great example of a good road.
- Orange Avenue/U.S. Route 1 between Route 10 (Ella Grasso Boulevard) and Forest Road needs sidewalks.
- Dixwell Ave – (???? Mostly illegible)
- Town of West Haven/Town of Orange – Connections continued to Union Station.
- Town of West Haven – more lights and sidewalks, possibly blue light emergency phones.

Hartford – January 21, 2025

Compiled Notes

Attendees

Sign In sheets are included as an attachment.

Notable Attendees

- Mike Cipriano – Principal Planner, CRCOG
- Jacob Knowlton – Community Development Planner, CRCOG
- Press: Fox61

Key Elements

- Improved connections and continuity of existing networks.
- Increased collaboration/coordination with transit.
- Aesthetically pleasing and attractive infrastructure investments.
- Encourage early, impactful, and meaningful projects as an impetus for additional active transportation investment.

Major Concerns/Issues/Challenges

- Improve aesthetics and capture the culture and unique history of each municipality and community.
 - Pay homage to Connecticut's robust colonial and New England heritage.
- Incorporate fast-acting but temporary solutions for high-risk areas, then convert to permanent, quality and aesthetically pleasing infrastructure.
- Dedicated infrastructure that local residents can be proud of and enjoy.
- Ongoing projects to realign highways and railways in Hartford will help reconnect the city, unifying Hartford and supporting/reinvigorating once vibrant, interconnected communities.
- Utilize original planning documents and building design/architecture to generate pride and positivity around new construction.
 - Do away with cookie cutter high rise apartment buildings and pivot towards unique townhome style residential communities.

- Recommendation to stray away from overuse of the term “community”.
 - Increasingly seen as corporate jargon – replace with other terms such as “our people”, “our neighborhood”, etc.
- Encourage unique approaches and specificity in design, tailored directly to the culture of the area work is being done.
- Encourage connections and improvements to the East Coast Greenway.
- Encourage connections and improvements to Capitol Avenue.
- Particular areas of focus/concern for safety improvements include Asylum Avenue and Park Street/Park Avenue.
- Anecdotal evidence of parking in Hartford and surrounding communities parking in bike lanes.
 - Improve enforcement of these and other bicycle and pedestrian protection laws.
- Coordinate with Public Transportation to provide incentives to bike riders.
- Conduct outreach to local property owners to ensure understanding and compliance of public right-of-way regulations and laws.
- Improve connections to the East Coast Greenway east of the river, particularly related to: Rentschler Field, Founders Plaza, Manchester Community College, etc. including installation of Type I bikeways.
- Pedestrian/bicycle connections to major recreational institutions such as Mount Southington.
- Utilize the Farmington Canal Trail as an example of well-regarded and quality Active Transportation infrastructure.
- Expand e-bike availability – utilize D.C. as an example?
- Further integrate transit and biking, facilitating interconnected travel and last mile destinations.
- Connect Coventry to trails in Manchester and other surrounding areas.
- Improve consistency across transit modes for infrequent passengers.
 - Anecdotal discussion regarding non-operational fare collection machines – should be free fare or alternative solutions.
- Beyond the focus of motor vehicles as a safety concern for pedestrians, bicycles, and more frequently, electronic bicycles, can pose safety risks to pedestrians given their rate of speed.

- Conduct targeted outreach to older individuals.
 - Perhaps utilize high-draw events such as UConn sporting events.
- Collinsville Trail has bumps and other unsafe conditions, particularly following precipitation events.
 - AW Stanley Trail cited as a good example of a quality trail with efficient drainage.
- Coordinate with the University of Hartford to implement bicycle paths.
- Reference to the Greater Hartford Mobility Study as perhaps proposing solutions to “problems” that may or may not exist in reality, or area the creation of the study itself.
- Attractiveness and safety often go hand in hand.
- Regarding the marble activity – conversation as to whether or not “cohesion” (as in clear connections and signage) are a priority in an age in which mobile technology and GPS services are widespread and readily available.
- Anecdotal discussion/reports of a preference for parking protected bicycle lanes as opposed to other protected bike lane alternatives.
- An overall feeling of the need to “go bold” – sometimes piecemeal implementation is not enough for meaningful impact.
 - Connect a series of improvements for one large, impactful investment.
 - Go beyond recreational amenities and connect to actual destinations.
- Pay particular attention to closing significant gaps in/around West Hartford.
 - Farmington to Hartford would be a relatively straightforward gap to close, serving a wide population with meaningful impact.
 - Trout Brook Trail and other connections.

General Comments

- *No general comments.*

Activity Stations

Marble Counts

- Safety: 19

- Comfort: 10
- Coherence: 6
- Directness: 12
- Attractiveness: 10

Complete Streets Components

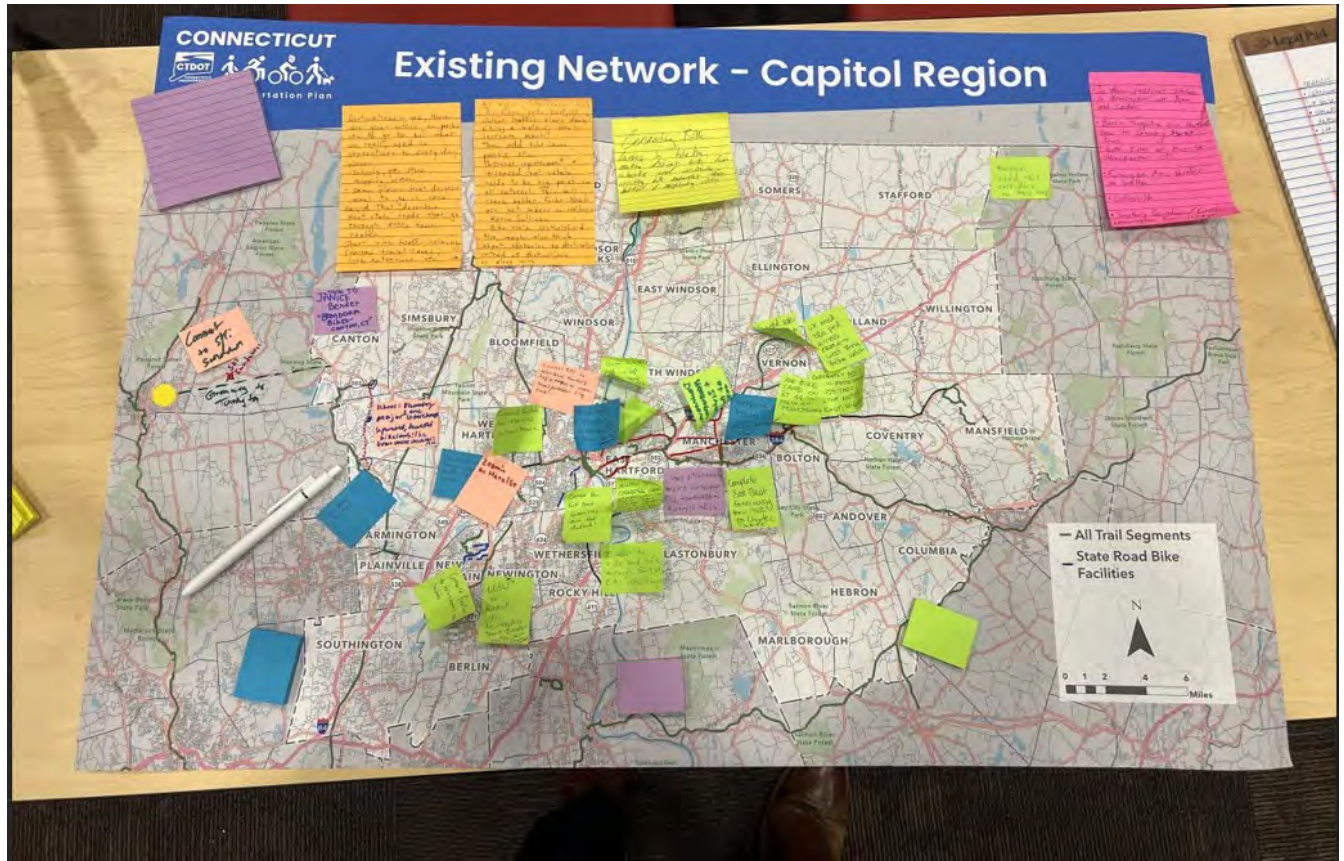
- Safe Crossings: 12
- Parking: 1
- Bicycle Travel: 13
- Vehicular Travel: 1
- Transit Travel: 16
- Transit Amenities: 2
- Pedestrian Sidewalk: 11
- Public Amenities: 6
- Green Areas: 5

Why is Active Transportation Important To You?

- Environment: 10
- Safety: 9
- Economy: 5
- Quality of Life: 12
- Equity: 7
- Health: 6

Map Comments

Map Graphic



Transcribed Comments

- Greenway to Torrington (along US-202 from Canton).
- Connect to Ski Sundown (in New Hartford).
- Talk to Janice Bender – Benidorm Bikes in Canton, CT.
- Signed note from: Kevin Sullivan – Bike-Walk Wethersfield.
 - Destinations – yes there are great cities or parks etc. to go to but what we really need is connections to every day places.
 - Schools, grocery stores, shopping centers, etc.
 - Same places that drivers want to go in cars
 - That describes most state roads that go through every town center.
 - Start with traffic calming (narrow travel lanes, curb extensions, etc.)

- All highway interchanges suck for bikes, peds, and the business community.
 - Unless traffic slows down, biking and walking won't increase much
 - Then, add bike lanes, paths, etc.
 - Business improvement and increased real estate needs to be a big point in all outreach. This will reach other folks that are not bikers or walkers.
- Also, maybe also think about obstacles to destinations instead of destinations or along with (?).
- Connecting bike lanes in West Hartford – making distinct bike lanes cohesive and connecting existing bike networks from Hartford and neighboring cities.
- Maybe need rail corridors on this map.
- Single note with several comments:
 - To the Fastrak Station in Newington on Fenn and Cedar.
 - Berlin Turnpike from Hartford line (border) to grocery stores.
 - Both sides of Main Street in Manchester, CT.
 - Farmington Avenue (Hartford to West Hartford).
 - Collinsville.
 - Downtown Simsbury/Canton.
 - Newington Town Center.
- Drawn line between Albany Turnpike (US-202) in Canton and Main Street (Route 4) in Unionville (Farmington) seemingly via Lovely Street (Route 177).
- School = Elementary; Major zone interchange; Separated, beautiful bike lanes: The Green Valley Volunteers Plan (Avon?).
- Main Street in Hartford!
- Connect Fastrak to Downtown / train station (sticker placed in New Britain but perhaps intended to refer to Hartford?).
- CCSU to Fastrak to Newington Town Center to New Britain Town Center.
- Zoom in on Hazel Street.
- Low-stress path between downtown Hartford and West Hartford center.
- Connect Capitol Avenue bike lane to downtown.
- Connect 291 to downtown Hartford and it makes an active transportation ring road!
- Create a bike path on top of the (?) in East Hartford going north from River Park.

- Bike + Walk connectivity to Hartford Main Street BUS HUB.
- Connect the East Coast Greenway thru East Hartford!
- I want to ride and walk through Exit 24 I-91 interchange.
- Get Pratt & Whitney to allow the Charter Oak Greenway to pass thru their campus along Willow Street; it can be done securely.
- Various desire lines in East Hartford and Manchester drawn on the map, including Silver Lane/Willow Street, Spencer Street/West Center Street, US-44, and others.
- Small discontinuity/weird connection between Manchester Community College, Hartford Road, Keeney Street, and the East Coast Greenway.
- Complete East Coast Greenway thru Manchester Community College to Charter Oak Park.
- Downtown Manchester and (?) at the (?).
- Improve Main Street in Manchester.
- Add bike lane on Route 44 to Main Street in Manchester.
- We need safe bike access to current greenways with most being separated bike lanes.
- We need bike/ped access east ← → west thru Bolton Notch.
- Currently NO legal pedestrian access thru Bolton Notch east-to-west.

Norwich – January 22, 2025

Compiled Notes

Attendees

Sign In sheets are included as an attachment.

Notable Attendees

- Deanna Rhodes – Director of Planning, City of Norwich
- Kate Rattan – Principal Transportation Planner, SCCOG
- Dagmar Noll – Principal Transit Planner, CRCOG (attended as resident)
- Press: USA Today

Key Elements

- Improve pedestrian visibility and safety at crossings.
- **Dedicated/separated infrastructure to promote safety and comfortability.**
- Speeding is a major problem.
- Improve active transportation connections to transit.
- Need for transit funding.

Major Concerns/Issues/Challenges

- Encourage more lines on roads in general – many local streets have no line-striping
 - Need to delineate narrow roads
- Many comments about the termination of Route 2 area and the intersection of Washington Street and Lafayette Street (in front of Backus)
 - Safety is an issue.
 - Bottleneck.
 - Lane confusion – need to move into left lane to continue straight on Washington. The lane becomes right turn only and motorists often don't realize this until it's too late.
 - This is a historic area.
- Safety concerns – walking in Norwichtown to Backus.

- Need for separated shared-use paths from traffic.
- More speed reduction in neighborhoods – physical deterrents.
 - Attendee noted there used to be speed bumps on New London Turnpike near Three Rivers. Heard rumors that they were removed because someone bottomed out and sued the City. Now the City is afraid to use speed bumps.
- “It’s not that I am not a confident cyclist. It is that I do not trust motorists.”
- Deanna Rhodes (Norwich Director of Planning) noted that she likes using quick builds to test various active transportation options, but it has been difficult to get the community behind it.
 - They are considering doing some in the NFA area since there are always kids walking around.
- Attendee noted they are most concerned about bike being stolen (Bank Street, New London)
 - Enjoys airline trails for biking.
- Attendee commented that bike lanes harm local businesses because they reduce parking and the space for vendor/delivery vehicles and make drop-off and pick-up more difficult.
- Dislike of W Main Street Roundabouts.
- Greenville has no sidewalks.
- Harland Road has no sidewalks – senior center access and to schools.
- SEAT is 1.5–2 hour travel time across town.
- Use permanent markings around green bike lane to slow speeds.
- Speeding on local roads – more speed bumps and traffic calming.

General Comments

- *No general comments.*

Activity Stations

Marble Counts

- Safety: 10
- Comfort: 5
- Coherence: 7

- Directness: 9
- Attractiveness: 5

Complete Streets Components

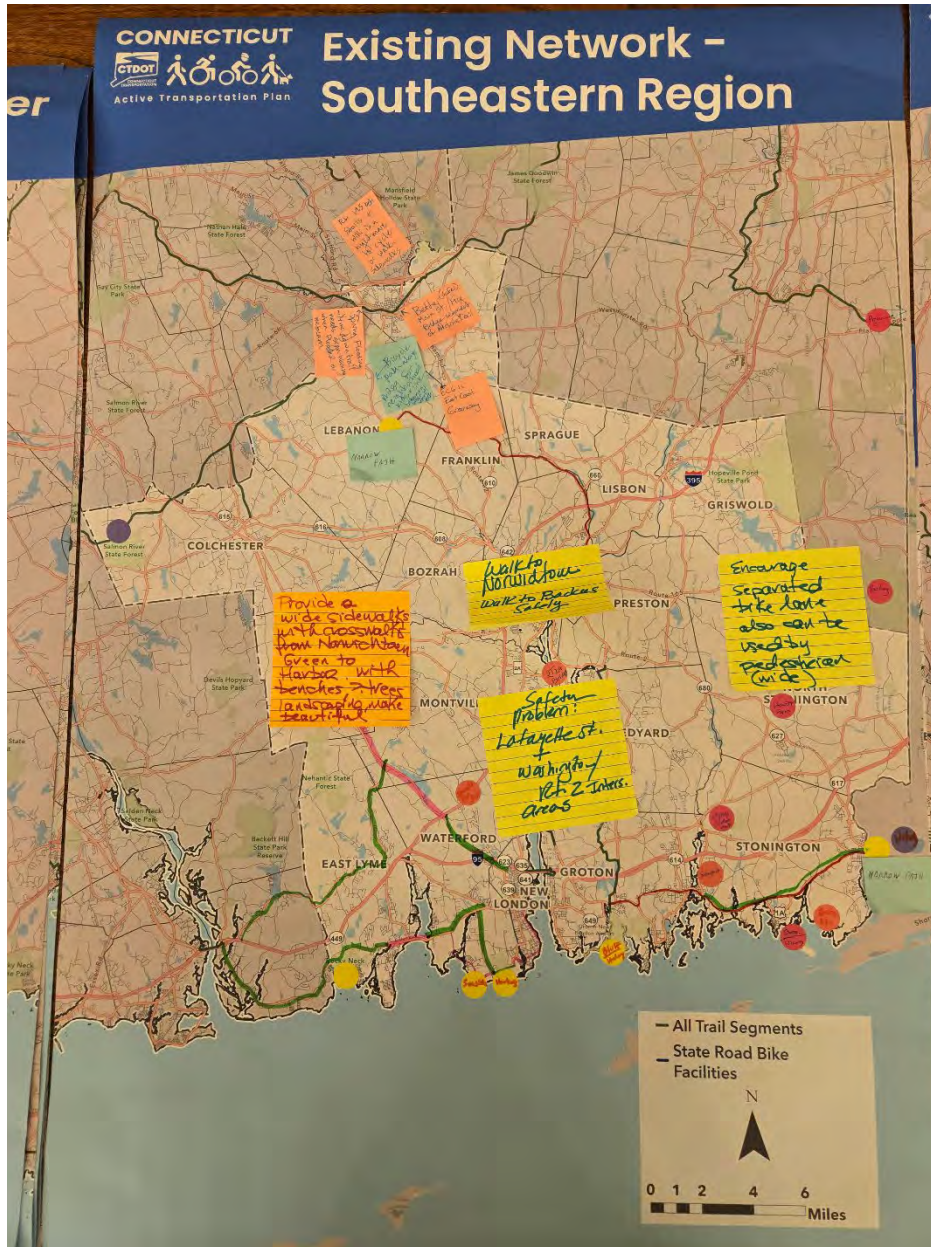
- Safe Crossings: 6
- Parking: 0
- Bicycle Travel: 6
- Vehicular Travel: 0
- Transit Travel: 4
- Transit Amenities: 1
- Pedestrian Sidewalk: 3
- Public Amenities: 2
- Green Areas: 3

Why is Active Transportation Important To You?

- Environment: 6
- Safety: 6
- Economy: 5
- Quality of Life: 5
- Equity: 2
- Health: 3

Map Comments

Map Graphic



Transcribed Comments

- North Windham- The trail is great to Route 203 for rides into the NE corner, but Route 6 needs a bike lane into Killingly.

- Windham- Route 195 before Storrs and Willimantic is a nightmare to cycle or walk. Need sidewalks.
- Willimantic- Need safer Main Street/Frog Bridge segment of Airline Trail.
- Windham- Spring flooding of the Airline Trail about ¼ mile down. Need to have signs warning this or add a webcam for people to check conditions ahead of time.
- Lebanon- Add bike path along Route 289 for neighborhood kids and link the Green with the ECG and MTC.
- Lebanon, Franklin, Sprague, Lisbon- Route 207 bike path.
- Norwich- Walking in Norwichtown is unsafe.
 - Would like to see safe sidewalks to Backus.
 - Provide wide sidewalks with crosswalks from Norwichtown Green to Harbor with benches, trees, landscaping – make it beautiful.
 - Safety issue at Lafayette and Washington and Route 2 transition areas.
- Salem, Waterford, New London- Bike lanes and sidewalks needed along Route 85.
- Waterford- Concerns at Hunts Bridge.
- East Lyme- Bike path and sidewalk along Route 161 and Route 1.
- New London – Add sidewalks/bike path throughout New London coastline.
- Mystic- Issue identified near Clyde's Cider Mill and Seaport area.
- Groton- Issue identified at Bluff Point.
- Stonington- Issue in borough and winery.
- Sidewalks/bike paths needed along Route 1 in Eastern CT.
- SCCOG- Superimpose crash data and proposed improvements on maps.
 - Posters on trains.
- Comments left on post-it:
 - Route 85 is getting improved but not considering complete streets.
 - Query LOTCIP projects.
 - Route 161.
 - Rt 2A Bridge.
 - Route 616.
 - Quick build doesn't make it any easier.

Torrington – January 23, 2025

Compiled Notes

Attendees

Sign In sheets are included as an attachment.

Notable Attendees

- Elinor Carbone – Mayor, Torrington
- Ray Drew – Director of Department of Public Works, Torrington
- Jessica Tanner – Executive Director, NW CT Transit
- Kate Pipa – Transportation Planner, NVCOG
- Bob Bessel – Bike Walk CT
- Nancy Bessel – Bike Walk CT

Key Elements

- Several attendees noted wanting to see safe pathways for children to walk to school.
- Speeding is major concern for biking and walking safely.
- This community wants to see more maintenance on existing sidewalks.

Major Concerns/Issues/Challenges

- Local economy won't support providing better infrastructure. Need more tax revenue for maintenance.
- Equitable transit options for seniors – connections to senior center.
- Safer transit connections – shaded or covered paths and places to rest.
- Need more speed enforcement and traffic calming.
- Need safe places for children to bike and walk to school.
 - Safe Routes to School initiatives in Canton are only a few times per year. It needs to be more often.
- State and local municipalities need to work together.
 - Municipalities need to take more action.

- Route 6 is area of concern. Also, Route 44 in Canton. (missed context of conversation – assume it is in reference to cycling based on the individual's other comments).
- Use more greenery and shrubs to delineate cycling and walking paths from traffic.
- Motorists don't stop for crossings.
- People often turn right at "No right on red" intersections. (Didn't know the name of the street, but it is in Torrington.)
- Need to maintain sidewalks and add sidewalks on State roads.
- There are so many benefits to children walking to school.
 - Being outdoors.
 - Physical activity.
 - Helps kids focus once they get into class.
- Most parents drive to school in Torrington though there is bus service. The buses are empty and there are issues with congestion.
- Move connecting facility projects along – need to prioritize them.
- Warren is interested in Safe Roads to School program.
 - They were absorbed by the Litchfield school district.
 - They need to cross a very busy street.
 - School needs 4 adults to get the kids across the street to the fields.
- Solar bathrooms on trails.
- Free parking areas in Torrington – everything is metered.
- No new work until we fix what we already have.
- Add walking paths and trails around the lakes and connect them to state parks.

General Comments

- *No general comments.*

Activity Stations

Marble Counts

- Safety: 6
- Comfort: 2
- Coherence: 6

- Directness: 3
- Attractiveness: 2

Complete Streets Components

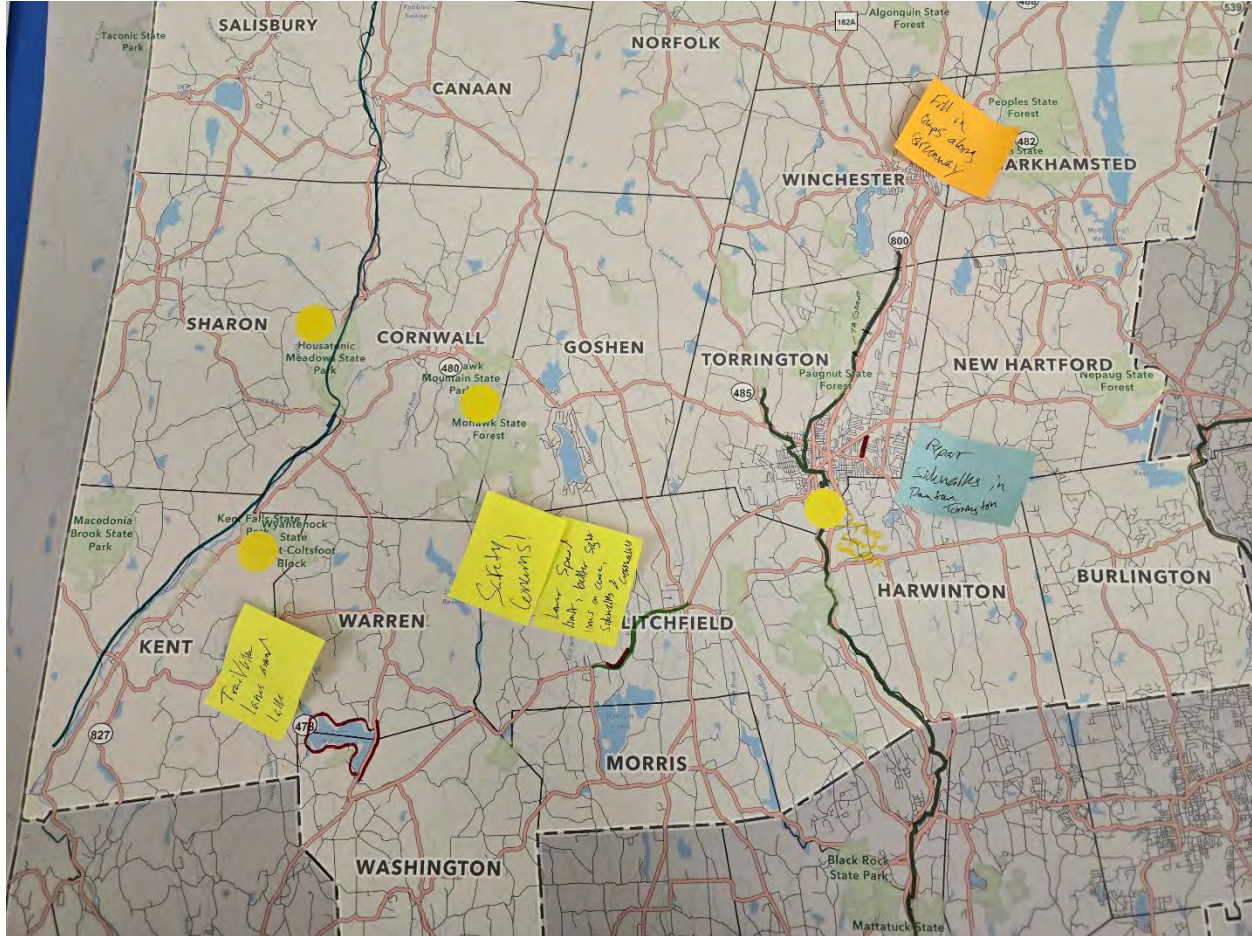
- Safe Crossings: 7
- Parking: 1
- Bicycle Travel: 3
- Vehicular Travel: 1
- Transit Travel: 5
- Transit Amenities: 3
- Pedestrian Sidewalk: 7
- Public Amenities: 1
- Green Areas: 3

Why is Active Transportation Important To You?

- Environment: 3
- Safety: 4
- Economy: 3
- Quality of Life: 4
- Equity: 2
- Health: 4

Map Comments

Map Graphic



Transcribed Comments

- Continue trail from Derby to Stamford linking in train stations and paths to beaches/the coast.
- Northwest Hills – fill in greenway.
- Torrington- repair the sidewalks in downtown area.
- Torrington- trail connections to sports complex.
- Litchfield- Route 202.
 - Add bike path.
 - Safety concerns.
 - Need to lower speeds.
 - Better sight lines on curves.

- Add sidewalks and crosswalks.
- Warren/Washington – add trails and bike lanes around Lake Waramaug.
- Kent, Sharon, Cornwall – add trails/bike lanes along the Housatonic River – connect the State Parks.

Round One Summary

Overarching Themes

Infrastructure

Infrastructure improvements and maintenance to sidewalks, bike lanes, signals, pedestrian crosswalks, lane striping, and roundabouts with a focus on aesthetics and green spaces.

Safety

Addressing safety concerns such as speeding, aggression towards bicyclists, and misuse of shared paths and lanes. Creating safer bike lanes, pedestrian crossings, sidewalks, and increasing enforcement.

Connectivity

Improved and consistent connectivity to neighboring towns, state and local routes, and recreational trails.

Partnerships & Transparency

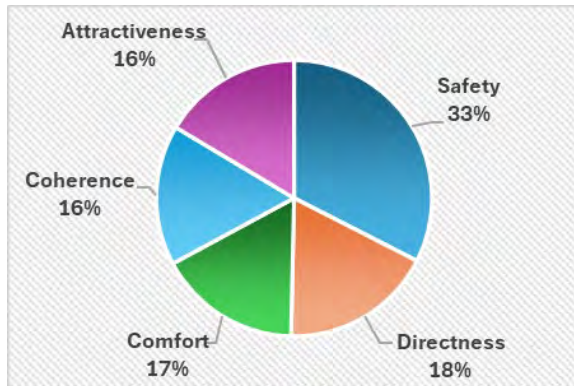
Fostering partnerships and educational initiatives with local, state, federal agencies, and community organizations like schools, biking associations, and recreational groups. Increased transparency and robust outreach with the community.

Affordability & Accessibility

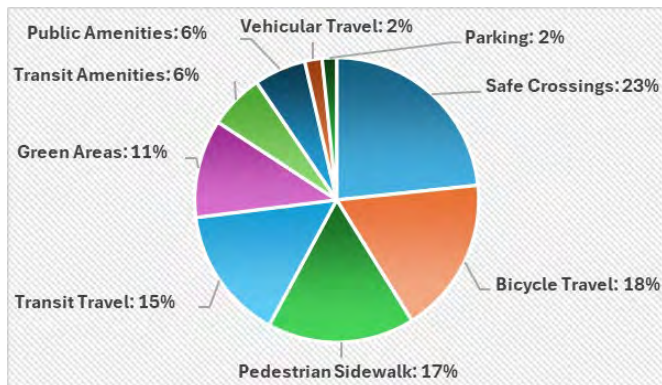
Prioritizing affordability and accessibility to transit for various demographics including seniors and students.

Activity Results

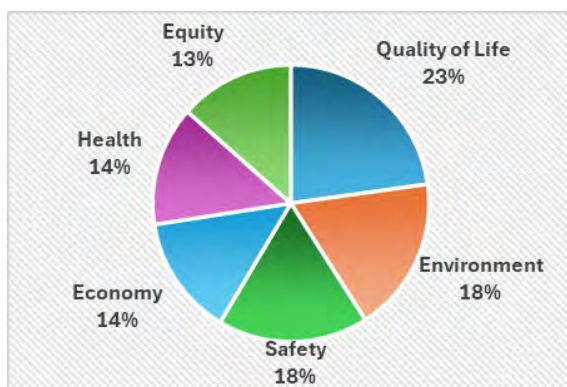
Preferred Active Design Principles



What Complete Streets Components are Important to You?



Why is Active Transportation Important to You?



Appendix E

SATC Meeting Notes



Meeting Minutes

Project:	Connecticut Department of Transportation Active Transportation Plan (ATP)
Subject:	Notes of Statewide Active Transportation Committee (SATC) Kick-Off Meeting
Date:	Thursday, December 05, 2024
Time:	10:30 –12:00
Location:	Virtual Meeting via Microsoft Teams

Present from CTDOT Project Team:

Paul Ashworth, Bike-Ped Coordinator
 Anna Bergeron, ATP Lead
 Christopher Roberts, Planner

Present from Consultant Team:

Melissa Batula, HDR
 Emily Foster Baranoski, HDR
 Sofia Eva Clark, HDR
 Mindy Moore, HDR
 Joseph Sgroi, HDR
 Connor Whooley, HDR

SATC Members Present:

Craig Babowicz, CTDOT
 Eric Belanger, CTDOT
 Kim Bradley, DEEP
 Tyson Byrne, CTDOT
 Attendees: Mike Cipriano, CRCOG
 Elizabeth P. Congo, CTDOT
 Andrew J. Correia, CTDOT
 Bruce Donald, East Coast Greenway
 Ethan Donecker, CTDOT
 Nicolas Dostal, MetroCOG
 Thad Dymkowski, CTDOT
 Kristin Floberg, WestCOG
 Laura Francis, SCRCOG
 Robert Haramut, RiverCOG
 Laura Kelly, UCONN CT Trails Program
 Jacob Knowlton, CRCOG
 Amy Watkins, Watch For Me CT

Neil Pade, Connecticut Bicycle and
 Pedestrian Advisory Board
 Jim Larkin, NECCOG
 Gregory Palmer, CTDOT
 Marissa L Pfaffinger, CTDOT
 Jim Rode, SCRCOG
 Meghan Sloan, MetroCOG

Invited But Not Able to Attend:

John J Filchak III, NECCOG
 Sandy Fry, CBPAB
 Mathew Fulda, CTMetro
 Samuel Gold, RiverCOG
 Marty Moriarty, New Britain
 Francis Pickering, WestCOG
 Kate Rattan, SECCOG
 Jean Speck, NHCOG

The attached PowerPoint was used to guide the meeting discussion.

Presentation

Project Team Introductions

Melissa Batula welcomed everyone and introduced the project team from CTDOT and HDR as well as acknowledged the other members of CTDOT and the SATC.

How can Active Transportation Improve Lives?

Emily Baranoski introduced the goals of the Active Transportation Plan explaining that having a connected network of active transportation facilities can help create vibrant communities by providing safe, comfortable, convenient, reliable, zero-emission, and affordable ways for people to get around.

It was noted that active transportation provides:

- Health Benefits – Being able to walk or bike for transportation and recreation improves community health outcomes.
- Safety Benefits – The design and operation of our streets, bikes lanes, sidewalks, and intersections can improve safety for all transportation users.
- Environmental Benefits – Walking and biking does not emit any greenhouse gases.
- Economic Benefits – Places that are easy to walk or bike around attract residents, businesses, and tourism.
- Equity Benefits – An equitable community provides the options to walk, bike, drive, or take transit to safely get to their destination.
- Quality of Life Benefits – Active transportation can create vibrant, livable communities; encourage social interaction; and provide convenient, accessible mobility options for everyone.

Emily concluded by saying CTDOT's mission is "Improving lives through transportation," and considering the vast benefits that active transportation provides, we want to know how the SATC members think active transportation improves lives.

Meeting Activity #1

Connor Whooley introduced the committee to the Mural whiteboard and asked the members to participate by leaving comments on the board describing how they

think active transportation can improve lives in five categories: environment, equitable mobility, safety, economy, and health.

The responses received in Mural are attached.

Project Overview

Emily Baranoski gave a project overview explaining the Active Transportation Plan includes six tasks that will center around our extensive stakeholder and public engagement program, taking place over three phases.

- In addition to the Active Transportation Plan, the project team is also currently working on assigning a context classification to every non-limited access state roadway. The purpose of the context classification task is to characterize the roadways based on land use data and define how users expect to move around each roadway using typical cross sections. CTDOT will use the context classifications to provide design flexibility and identify when to prioritize multimodal needs.
- For the ATP, the team is currently in the existing conditions phase where we are gathering data to understand the current facilities, policies, programs, legislation, planning documents, and travel patterns.
- Using the input collected during the first phase of outreach and the existing conditions analysis results, the project team will identify the active transportation needs, including any network and continuity gaps, any compliance needs, any substandard facilities, any missing transit connections, and any programmatic changes.
- The team will then use our toolbox of active transportation facilities and strategies to develop context-sensitive recommendations.
- Once the future network map is realized, we will develop a prioritization tool that will use scoring criteria to rank the proposed recommendations.
- The team will also list the recommendations based on the phase of implementation.
- We will develop cost estimates for the proposed recommendations and identify the funding opportunities and potential grant sources available.
- And finally, the project team will lay the groundwork for implementing the proposed recommendations by identifying the responsible parties and partners and identify the performance metrics to be used in monitoring the plan performance.

Equitable Outreach & Engagement Plan

Connor Whooley went over the schedule for the project's equitable outreach and engagement, illustrating what will be taking place over the next two years as the plan moves through its three phases.

- There are five scheduled meetings with the SATC to keep the group updated, as well as get feedback and insight on the plan.
- Two features that are already underway are our project website hosted on the CTDOT website, which will be updated as the project moves along; the website will have information about the plan, engagement opportunities and methods to leave feedback, which leads to the other active feature right now, the public survey – this survey is currently open on the website for all who are interested to provide comments and feedback.
- Next month, a municipality-targeted survey will also go live to get information from municipal staff who know their communities well and can give the local active transportation issues a more granular sense of engagement.
- In January, we will be holding six public open houses in locations across the state to facilitate face-to-face, in-person engagement; these open houses will be drop-in open houses, so people can come and go as they see fit; we will have information on the plan, as well as activities and opportunities to provide comments and feedback from the public.
- For those who can't attend one of the in-person meetings or wish to view content in an alternative method, a self-paced online meeting will be posted on the project website.
- In February, we will be planning to hold focus groups, to gain first-hand feedback on active transportation in Connecticut; we will have more information on those soon.
- We also plan to hold pop-up booths at existing events to get into communities, provide information and gain feedback and comments.
- Just to note as well, that this schedule is subject to change as needed to best fit the project and the development of the plan.

Anna Bergeron described some pop-up events that CTDOT recently engaged in to educate and engage the public on the ATP, including the New Haven Bike Coalition Dinner on November 19, 2024 and the Trail Symposium on October 4, 2024. Anna then

asked members to please share any events they think CTDOT should attend to promote the ATP.

CTDOT-Identified Project Outcomes

Emily Baranoski shared that early in the project an internal visioning session was held with members of CTDOT to determine the desired “voice” of the plan and capture the overarching goals and objectives. As part of that meeting, CTDOT was asked what they hoped to gain from the development of this plan, and these are the items that rose to the top:

- CTDOT wants the plan to provide transparency into the reason why certain decisions are being made and to address failing infrastructure and maintenance concerns to hopefully restore trust with the public.
- CTDOT also wants the plan to be achievable, realistic, and actionable so the vision of having a more connected and accessible network can be realized.
- CTDOT wants to integrate equity into all recommendations and components of the plan.

Meeting Activity #2

Connor Whooley asked the committee to participate in another activity on the Mural whiteboard by leaving comments on the board answering, “How Can the Plan Help You?” and “What Would You Like to See in the Plan?”

The responses received in Mural are attached.

Bruce Donald noted: UConn has trail census data from across the state that could be very useful to CTDOT and highlighted other data that he said he will put together for CTDOT’s use. Melissa Batula thanked Bruce and noted that the municipal survey will ask a similar question about sources of information that could be useful for ATP.

Melissa Batula then asked each member of the SATC to briefly comment on their priorities:

- Craig Babowicz: prioritizing ATP over other project types; gave example of when widening a road for congestion, have to take a house or property, but that priority isn’t one for widening a bike lane.
- Eric Belanger: how to maintain new pedestrian facilities (sidewalks, etc.) with less staff and funding.

- Kim Bradley: the plan will be a key document for interagency coordination and prioritization, alignment of programs within agency and DOTs; noted Strava data is only a metric.
- Bruce Donald: has been involved in four plans over the last 20+ years; as a trails person, looking for safe point-to-point connectivity where people will not get killed; discussed examples of bike lanes, sidewalks, and crossings that go nowhere; noted that Farmington Valley Trail Council has a series of 10 counters.
- Tyson Byrne: everyone at some point is engaged in active transportation – need to educate how people use active transportation everyday even when commuting by car.
- Andrew Correia: increasing knowledge of all involved to have better understanding of users/non-vehicle users and what collaboration will look like between agencies.
- Ethan Donecker: working with municipalities, COGs, and developers, communication between all entities is key to finding best ways to implement processes or facilities to be installed.
- Thad Dymkowski: looking for a guide for CTDOT to supply tools, data, and guidance to doing transportation planning; promotion of high-speed rail in New England corridor.
- Jacob Knowlton: focus and prioritize the last mile connections; focus not just recreational trails but also connections to transportation hubs (bus stops, train stations); recreational users get a lot of attention, but need-based people are important.
- James Rode: coordinate plan with communities for their connections (sidewalks, bike lanes, trails) to integrate plans.
- Jim Larkin: coordination between state agencies and large projects that get delayed because of miscoordinations between agencies.
- Laura Kelly: using trail finder to spread word about new safe options; excited to help supply trail data from UConn.
- Kristin Floberg: intercommunication is key; case studies to show impact of facilities if built would be helpful info; also asked to collect data on the impact of different kinds of land uses.
- Laura Francis: connecting with rail and transit and emphasizing they will be friendly to bikes/scooters/pedestrians – should be sure to include commuting and everyday errands; include interaction with municipal CEOs to help with

planning – more direct communication with them will help staff make better choices.

- Meghan Sloan: coordination with municipal staff and municipal CEOs; based in Bridgeport, a lot of local planning done to improve active transportation for many communities along state roads, hope this plan includes all of that community context and districts.
- Mike Cipriano: looking at separate or protected pathways throughout the region; bike buses are a great way to get kids involved and stay involved with active transportation as they age, safely.
- Nicholas Dostal: discussed lack of lighting at over/under passes and 4-5-6 lane roads being a big safety issue; also, the legal grey area for sidewalk maintenance and who is responsible; recommended thinking big like protected bike lanes using NY, Europe, and Australia examples.
- Neil Pade: noted that trails are more than recreation as they provide connections; rely heavily on the Farmington rail trail – connect them to economic centers and transit; make sure the plan is a considered and applied document that is taken seriously and fully integrated; needs to be cross-referenced with other transportation things in the state, everything needs to be referenced against this plan.
- Greg Palmer: looking at road diets and buffered shoulders; educational components to influence motorist behavior/interactions in relation to non-motorist users.
- Robert Haramut: increase coordination with public, municipalities, COGs, and agencies; last mile connections a priority.
- Chris Roberts: excited about the public outreach that we're going to do, hopefully something we can do is reach parts of the public who don't necessarily know about active transportation or complete streets and teach them that these are things people are doing and make them aware of the fact that there are other people.
- Paul Ashworth: would like this plan to create a clear way for CTDOT to hold ourselves accountable, have goals, strategies of how to accomplish the goals and then measurables of how we accomplish those goals, be deliberate, accountable and transparent, also thankful to all people for joining, a lot of different perspectives that we wouldn't have hit without them; discussed importance of educating, not policing the public; acknowledged feedback including interagency coordination, maintenance plans, and thinking big.

Next Steps

Emily Baranoski presented the next steps for the ATP and stated that she will follow up with an email on the following:

- Assistance with gathering regional/local ATPs or similar documents
- Assistance with existing and planned active transportation facilities (GIS Data)
- Review of the Municipal Survey
- Help planning regional tours

Connor Whooley explained the next steps for public outreach in Phase 1:

- Public Survey
 - Survey is live and includes questions on travel modes, active transportation preferences and mobility mapping.
 - Asked members to assist in disseminating this survey to all who may be interested in their communities.
- Open Houses
 - These are drop-in meetings, so people can come in and out, and will have interactive stations – each station consists of an educational element and an interactive element, and the goal is to receive feedback from the public that will help inform the plan.
 - Asked that members get this information out to all interested in your communities – will be further sharing the information on both the CTDOT website and in certain local news sources.
 - If people cannot make these meetings, there will be an online self-paced presentation to follow along and interact at one's own leisure.

Concluding Remarks

Anna Bergeron wrapped up the meeting by thanking the members for participating and said CTDOT is looking forward to working together over the next year and a half to build a plan with an actionable framework of something we can implement in Connecticut in the future and be super proud of in the end.



Active Transportation Plan Kick-Off Meeting

Statewide Active Transportation Committee
December 5, 2024



Agenda



Welcome



Project Team Introductions



Activity: How Can Active Transportation Improve Lives?



Project Overview



Equitable Outreach & Engagement Plan



CTDOT-Identified Project Outcomes



Activity: How Can The Plan Help You?



Next Steps

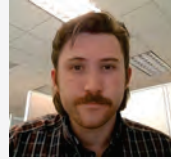


Open Discussion

Project Team Introductions



Anna Bergeron
ATP Lead/CT Bike-Ped
Coordinator



Chris Roberts
Transportation Planner

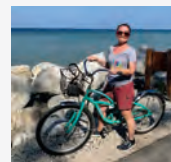
Paul Ashworth
Active Transportation
Planner



Project Team Introductions



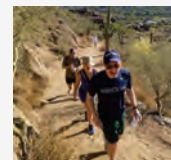
Melissa Batula
Project Manager



Mindy Moore
Active Transportation Lead



Emily Baranoski
Deputy Project Manager



Connor Whooley
Strategic Communications
Coordinator



Sofia Clark
Public Outreach Manager



Activity

How can active transportation improve lives?

Please use the link in the chat to access our Mural whiteboard to participate!













Project Overview





Equitable Outreach & Engagement

	Existing Conditions & Needs								Proposed Recommendations								Active Transportation Plan				
	2024			2025												2026					
	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	
 Statewide Active Transportation Committee			Green			Green				Green						Green			Green		
 Connecticut Bicycle and Pedestrian Advisory Board				Blue					Blue				Blue						Blue		
 Website/Social Media	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	
 Public Survey	Orange	Orange	Orange	Orange	Orange					Orange	Orange	Orange									
 Municipality Targeted Survey			Brown	Brown	Brown																
 Public Open Houses				Red						Red							Red				
 Online Self-Paced Open House				Red	Red					Red	Red						Red	Red			
 Focus Groups					Pink							Pink						Pink			
 Regional Tours							Gray														
 Pop-Up Events	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	Dark Green	



CTDOT- Identified Project Outcomes



Restore trust with the public



Document why decisions are being made



Create a more connected and accessible network for all



Address failing infrastructure and maintenance concerns



Provide a roadmap for CTDOT and the COGs



Provide recommendations for programs



Integrate equity considerations into recommendations



Provide reasonable and realistic recommendations



Provide a committable and actionable implementation plan

Activity

How Can the Plan
Help You?

What Would You Like
To See In The Plan?



*Please use the link in the
chat to access our Mural
whiteboard to participate!*



Next Steps

- Existing Conditions
- Public Outreach Phase 1
- Municipal Survey
- Regional Tours



Next Steps

- Existing Conditions
 - Review of Existing Plans, Studies, Reports
 - Request COGs to assist with gathering Regional/Local ATPs or Similar Documents
 - Existing Bicycle and Pedestrian Local Road Network
 - Request SATC to assist with GIS Files
 - Existing and Planned Bicycle Network
 - Existing and Planned Multi-use Trail Network
 - Existing BLTS Analysis



Next Steps

- Municipal Survey
 - Request COGs to assist in review and dissemination
- Regional Tours
 - Request SATC to assist in planning



Next Steps

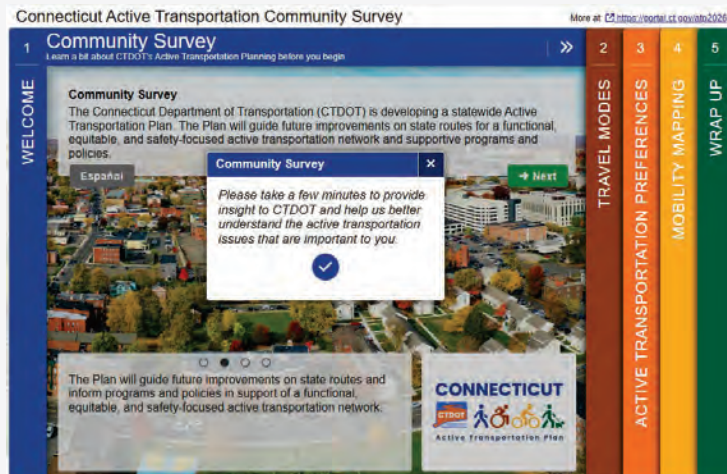
- Public Outreach Phase 1
 - Public Survey
 - Request SATC to assist in dissemination
 - Open Houses
 - Focus Groups
 - Request SATC to assist in recruitment



Next Steps

Public Outreach Phase 1 – Public Survey

<https://portal.ct.gov/dot/projects/active-transportation-plan>



Next Steps

Public Outreach Phase 1 – Open House Schedule

	City	Date	Day	Time	Venue
1	Stamford	1/7/2025	Tuesday	6:00 – 8:00 PM	Stamford Government Center
2	Bridgeport	1/8/2025	Wednesday	6:00 – 8:00 PM	Margaret Morton Govt. Center
3	New Haven	1/9/2025	Thursday	5:30 – 7:30 PM	Ives Library
4	Hartford	1/21/2025	Tuesday	6:00 – 8:00 PM	Hartford Public Library
5	Norwich	1/22/2025	Wednesday	6:00 – 8:00 PM	Norwich City Hall
6	Torrington	1/23/2025	Thursday	6:00 – 8:00 PM	Torrington City Hall



Next Steps

Public Outreach Phase 1 – Open House Stations



1. Benefits of Active Transportation
2. Complete Streets & Active Transportation Principles
3. Statewide Pedestrian and Bicycle Crash Data
4. Bicycle Level of Traffic Stress
5. Existing Conditions – Bikeways and Walkways



Next Steps

Public Outreach Phase 1 – Focus Groups

Active Transportation Participants



- Urban Users
- Community Business Owners
- Rural Users
- Seniors & Disabled Users
- Non-Auto Commuters
- Families, Teens, & Young Adult Users
- Trails & Recreational Users



Open Discussion



Environment

Type
Answers
on sticky
notes here!

Greenway
development
along trail and
active transport
corridors.

Access the
beautiful
green spaces
we have in CT

public trans
keeps cars off
the road
limiting
emissions

fewer
emissions

better
connection
between
people and
environment

Getting
Outside

Reduced
asthma for
people in
urban
environments

decrease
dependence
on vehicles

Opportunity
to implement
green
infrastructure

Tree coverage
with complete
streets =
reduce heat
island

Reduction
of vehicular
miles
travelled

Access to
parts of CT
that are in the
public domain

Opportunities
for pollinator
pathways

better
connection
between
people and
environment

Reductions in
auxiliary pollutants
such as brake
dust, tire dust,
microplastics, oils,
and lubricants.

Lowers
emissions

Reduce exhaust
derived criteria
and hazardous
air pollutants

People feel
more agency
when walking/
biking

Enhancement
of climate
resilience

More
opportunity
for land
stewardship

More appreciation
of the
environment
when you're an
active
transportation user

pollinator
buffers

Experience
the
environment



Equitable Mobility

Community
connections

Connect
people to
services/
education/jobs

everyone pays
taxes so the
transportation
system should
benefit all modes

Linkage
between
everyday
destinations

Choice of
modes of
transportation

young
people
prefer to
walk

connecting
communities

Cars are
expensive!

providing access
to medical
facilities for the
elderly who
cannot drive

Connect
people with
services/
employment

not
everyone
can drive

Can
remove
barriers to
ADA access

not
everyone
wants to
drive

zero car
households
can also
benefit

Protect and
facilitate travel
for vulnerable
users

Connections
to buses and
trains are
critical

Lower
Cost
Alternative

Remove
infrastructural
barriers to access
such as high speed
roadways and
underpasses.

More facilities
for students,
other users
that can't drive

Empower
young and old
users who are
unable to drive



Safety

Make people comfortable in their neighborhood



Less people incentivized to drive the less people driving = less people to crash

Older pedestrians are disproportionately affected by traffic accidents

too many cars on the road now.

Reducing car focused society, education for bike/ped

Off road active transport corridors

Transit centers act as public hubs if in dense enough areas = daylight and warm

More people and eyes on the street helps reduce crime

traffic safety hardware keep us all safe on the road



Ensure safe routes to school

awareness for non vehicular users

Can be safer if we find ways to make it safer

wrong way driver alert devices keep us safe

Separation of Travel modes

Increased availability of sidewalk, bike network, etc will get motorists more accustomed to those interactions



Health

Exercise!

Mental
health

provide
opportunities
for exercise

Reduce
Latent
Noise
Pollution

walking paths
provide a
fitness
resource

Saves time
exercise
and
commuting

Create
opportunities
for social
connection

People feel
more agency
when walking/
biking

walking/biking
are pleasant
and good
exercise

Reduction and
elimination of
road deaths
and serious
injuries

improved
mental
health

Ease of
daily
activity

Reduce air
pollution
derived
respiratory
illness

Connect with
neighbors
and
community

Meet more
people, better
dating
experience, more
socialization

Unlock
greater
opportunities
for third
spaces

Gets more different
kinds of people out
in front of one
another to create
more sense of
belonging for more
kinds of people

Reduce
Stress

Need the
exercise

increased
interactions
between
people

mental
health

flexible
options

More
opportunity
for human
interaction

Reduction in
preventative
healthcare
costs.

social
opportunity
by talking to
folks on bus

How can the active transportation plan help you?

How can this plan help you meet your goals?

How can this plan help your organization?

How can this plan help your community?

How can this plan help your program?

Type
Answer on
sticky
notes Here!

Provide
direction

Provide a
roadmap for
the Active
Transportation
Unit

Pass a state
complete
streets
ordinance

Active
transportation
facility gap
analysis

Increase in
complete
streets
acceptance and
understanding

Identify ways
to prioritize AT
along side
other modes

Create a
hierarchy of
projects -
spine routes

Recreational
Trail Grant
Prioritization

Analysis of
ped signals
which do
not work

The plan helps
me know what
tools to
develop to help
others

A comprehensive
view of existing
and developing
active
transportation
options

Toolbox of
options that can
be included in
scope for all
project types

Will help with
our regional
priority
network plan

Allows
coordination of
public connectivity
interests between
state, region and
local entities

Resolve
confusion
over sidewalk
ownership +
maintenance

Set a statewide
best practices
standard of
protected bike
lanes

Greater state
responsibility
for sidewalks
on state routes

Regional Trail
Planning
Coordination

identify how
ConnDOT can
support active
trans on local
roads

Funding
and easy
access to it

Strategic
funding
coordination

Achieve context
sensitive
solutions on state
roads that run
through many of
our communities

identify ways to
compare benefits
to safety with
limited data for
AT vs cars

Land
Acquisition
Targets

Set AT goals
and tracking
mechanisms

Help give
direction

Consistency
with COG
plans

coordination
with COGs
and public

Accountability
in gov to
accomplish AT
goals (mode
shift, etc)

show
importance of
AT to vehicle
centric minds

Help to
apply for
grants

Prioritize
interconnectivity

identify the
highest
value
connections

bring
awareness to
public of all that
transportation
has to offer

Quick
build
funding to
towns

Communicating
priorities
between state
agencies

Require a
maintenance
plan

Emphasize the role
of Transit in the
Active
Transportation
system

ability to
incorporate
education
component for
motorists, all
users?

show why AT
infrastructure
should be as
important as
roads

Some way
to provide
design
funding

Support the
update to CT
DEEP
Recreational
Trails Plan

provide
guidance
for the
future

Give Egis a
clear map
of how to
support AT

Clear up who
has the legal
responsibility
to construct
sidewalks

A way to
measure
anticipated mode
shift when a
facility is
constructed

Setup
connections
to CEO's

What would you like to see in the active transportation plan?

What would excite you?

What is absolutely needed?

What in your opinion would be an easy fix?

What would be an ideal addition?



Meeting Minutes

Project:	Connecticut Department of Transportation Active Transportation Plan (ATP)	
Subject:	Notes of Statewide Active Transportation Committee (SATC) Meeting 2	
Date:	Wednesday, April 09, 2025	
Time:	10:30 – 12:00	
Location:	Virtual Meeting via Microsoft Teams	
Attendees:	Present from CTDOT Project Team: Paul Ashworth, Bike-Ped Coordinator Anna Bergeron, ATP Lead Christopher Roberts, Planner SATC Members Present: Francis Pickering, WestCOG Andrew Correia, CTDOT Eric Belanger, CTDOT Kristin Floberg, WestCOG James Rode, SCRCOG Laura Francis, SCRCOG Marissa Pfaffinger, CTDOT Meghan Sloan, MetroCOG Kellie Kingston, SCRCOG Hannah Reichle, MetroCOG	Present from Consultant Team: Melissa Batula, HDR Emily Foster Baranoski, HDR Mindy Moore, HDR Drew Thomas, SCRCOG Elizabeth Congo, CTDOT Thad Dymkowski, CTDOT Mike Cipriano, CRCOG Kate Rattan, SECOG Kimberly Bradley, CTDOT Amy Watkins, Watch For Me CT Robert Haramut, RiverCOG Jacob Knowlton, CRCOG

The attached PowerPoint was used to guide the meeting discussion.

Presentation

Project Team Introductions

Melissa Batula welcomed everyone, went over the Agenda, and introduced the project team from CTDOT and HDR.

Summary of Phase 1 Outreach

Emily Baranoski then summarized the public engagement completed so far.

Phase 1 Outreach Feedback

Public Survey

Emily Baranoski then summarized the feedback from the public survey. For the survey, we received a total of 575 English responses and 3 Spanish responses.

Municipal Survey

Emily Baranoski then summarized the feedback from the municipal survey. We received a total of 37 responses.

Some notable additional comments that we received from the survey were:

- Need to address ADA compliance issues.
- Crossing State Highways is a major concern.
- The process of obtaining an encroachment permit for sidewalks and bike lanes can be very draconian, considering the maintenance responsibilities falls to municipalities.
- An updated list of points of contacts in State departments that municipal staff can connect with during planning initiatives/efforts would be helpful.
- Increased DOT coordination with the town would be highly useful.
- There is little funding available for design.
- Infrastructure assistance is a huge item that is constantly discussed. Many Towns would jump at the opportunity to receive funding for infrastructure improvements such as burying utility lines.
- Education and training would be helpful.

Public Open Houses

Emily Baranoski then summarized the feedback from the public open houses. We had decent attendance, especially in Bridgeport and Hartford.

Draft Plan Vision and Goals

Mindy Moore discussed the benefits of active transportation and how these things can be reflected in the vision and goals statements, but others, might just continue to be recognized as a benefit.

How do these statements relate to each other?

Mindy Moore then discussed how the Mission, Vision, Goals, and Strategies are related to each other. Essentially, the vision connects CTDOT's mission to the Active Transportation plan's goals.

What is a Vision Statement?

Mindy Moore then discussed what a vision statement is. It describes a result that we want to occur in the long-term. A vision statement should be ambitious, feasible, broad, and strategic.

Example Statewide Active Transportation Plan Vision Statements

Mindy Moore then presented 6 vision statements from other State's Active Transportation Plans including Texas, Illinois, Pennsylvania, Alaska, Massachusetts, and Wisconsin. She pointed out themes that were similar and highlighted items that were unique. Similarities included convenient, safe, accessible/connected, integral, and equitable. Unique words included collaborative, unique communities, community health, and economic mobility.

Draft Vision Statements

Mindy Moore then presented 4 draft vision statements.

- Option 1: All people in Connecticut will have a safe and comfortable active transportation system that instills a sense of pride and connection to their community.
- Option 2: All people in Connecticut will have safe and comfortable choices to walk, bike, or roll for recreation and everyday trips.
- Option 3: CTDOT will be a leader in providing and supporting active transportation initiatives to create a safe and comfortable multimodal network for all people.
- Option 4: Biking, walking and rolling will be attractive elements of Connecticut's transportation system that support public health, boost the economy, and improve quality of life.

Activity – Vision Statements

Mindy Moore then introduced the committee to the Teams whiteboard activity and asked the members to participate by putting a green check on words that they think should be included in the vision statement and a red x on words that they think should

be removed from the vision statement. She also asked the members to add a note with comments or suggested revisions.

Words that the committee felt should be used in the vision statement include:

- All people
- Comfortable
- Safe
- Walk
- Bike
- Everyday Trips
- CTDOT
- Leader
- Multimodal network
- Public Health
- Quality of Life

Words that the committee felt should be removed from the vision statement include:

- Pride
- Choices
- Roll
- Initiatives

Comments from the committee include:

- Option 1: All people in Connecticut will have a safe and comfortable active transportation system that instills a sense of pride and connection to their community.
 - Is there any way we can introduce the idea of innovation in how we support transportation? via the inclusion of technology use?
 - This doesn't seem like CTDOT has an active role in this vision... It doesn't seem accountable for any specific improvement
 - I think this option should also include something about it being accessible in the list with safe and comfortable.
 - Emphasis on comfortable. At a human level, people should be able to use any mode without fear of injury, no matter if the route is technically "safe"
 - The phrase "connection to community" should be included in the statement.

- Transportation is the means through which we participate in society and community – we connect with each other, the economy and services through transportation.
- Option 2: All people in Connecticut will have safe and comfortable choices to walk, bike, or roll for recreation and everyday trips.
 - Love the inclusion of everyday trips. I think it gives a sense of prioritization and recognizing the folks who are looking for facilities to get to grocery stores, to work etc.
 - I would remove the word "Choice" as for the people who are unable to drive, walking/biking is their reality, not a decision.
 - I like that this has a forceful future condition "will have" but needs accountability of having CTDOT be involved in how we get there.
 - Focus on how folks in every community NEED options, and it isn't a choice for many.
 - I think comfortable is important because we don't want to just do the bare minimum where a sidewalk or bike lane is unprotected and boiling in sun and never gets used. We are looking to create a mode shift to sustainable modes and should build infrastructure that induces that demand.
- Option 3: CTDOT will be a leader in providing and supporting active transportation initiatives to create a safe and comfortable multimodal network for all people.
 - CTDOT should be a leader in implementing best practices across the state, pursuing the highest level of protection for each mode.
 - Great specific measurable vision. Love equity inclusion.
 - This would be a great one to include the word "innovative" in how we describe our approach to transportation.
 - Coordination among agencies/organizations rather than full focus on CTDOT.
 - Really like the inclusion of multimodal network in this one.
 - Thinking of the State role in transportation, leadership for concepts, ideas, coordination is one of greatest responsibilities (and where we can have the most room to grow).
 - Active Transportation facilities should also be community driven.
 - Active Transportation systems and facilities will provide for all transportation users. We intend to see that active transportation facilities and services are developed to best serve the entire community. Transportation systems and facilities will accommodate coexistence of Active Transportation options in a safe and practical manner.

- CTDOT will be a leader in providing and supporting active transportation to create a safe and comfortable multimodal network that allows all people to
- Option 4: Biking, walking and rolling will be attractive elements of Connecticut's transportation system that support public health, boost the economy, and improve quality of life.
 - I appreciate the mention of the benefits of complete streets, but safety + comfort should be the focus for an overall vision statement.
 - Economy can be tied back to TOD development and prioritizing Active modes OVER vehicles to encourage dense, efficient development
 - Add element of sustainability
 - I like pairing the word connection with the word economy.

Mindy Moore asked participants if they wanted to talk about any of their comments:

- Nicolas Dostal – Stated that his one concern of option 2 was the word choice. For some people walking and biking is not a choice, it's their everyday reality. Active transportation should be the base travel method and be there whether people use it or not.
- Paul Ashworth – Stated that he likes the word connection. Transportation is the means to operate in society. In order to be successful and participate in our world, you have to be able to use transportation. Something about the connection to community feels right.
- Mindy Moore – Stated that connection means multiple things to her; there is connecting from A to B, there is connection to other people, and connection to the environment around you. Active transportation can provide all of those.
- Paul Ashworth – Stated that he likes the word leader. CTDOT plays an educational and leader role. We have the safe routes to school program, also the grant programs require people to learn more as they fill them out.
- Jacob Knowlton – Asked why rolling/roll was x-ed out.
- Amy Watkins – Stated that rolling addresses that there are things besides bicycles that a lot of people are using and wondered what a good alternative term would be.
- Jacob Knowlton – Stated that rolling is also intended to include mobility assistive devices. He didn't know if rolling was offensive to people in wheelchairs. The vision should be inclusive of all, so if we don't use rolling, we should use something else.
- Kate Rattan – Stated that temporary disabilities like being pregnant or having vertigo is another way of pulling people into being inclusive.

- Nicolas Dostal – Stated that he likes safe and comfortable because that’s what we build everything off of. We want people to be safe and feel empowered to walk and bike wherever they want to go.

What is a Goal Statement?

Mindy Moore then discussed what a goal statement is. Goals are targets that support the vision. They should be specific, measurable, achievable, realistic, and timely. They should also be direct/relevant and something that we have control or influence over.

Example Goal Statements

Mindy Moore then presented goal statements from the same 6 other State’s Active Transportation Plans. As she went through each state’s goals and noted similarities and differences between them.

Draft Goal Statements

Mindy Moore then presented 4 draft goal statements.

- Safety – Eliminate death and serious injuries for people biking, walking, and rolling.
- Mode Split – Increase the percentage of trips of people biking, walking, and rolling.
- Infrastructure – Increase the miles and connectivity of bikeways on state and local roadways.
- Leadership – Provide improved resources for state and local initiatives to support biking, walking, and rolling.

Draft Goal Statements – with Existing Metrics

Mindy Moore then presented some possible metrics that could be used to measure the progress of the draft goal statements.

- Safety – pedestrian and cyclist fatalities and serious injuries
- Mode Split – percent of commute trips, percent of all trips that are walk/bike
- Infrastructure – miles of shared use paths/trails, miles of bikeways along state roads, miles of sidewalks along state roads
- Leadership – total amount of state or federal grant funds awarded, number of municipalities assisted, current planning/design guidance documents updated, usage of educational/encouragement programs

Activity – Goal Statements

Mindy Moore introduced the committee to the Teams whiteboard activity and asked the members to participate by answering the following questions:

- How well do these goal statements reflect the public and municipal engagement feedback?
- What is missing?
- What should be revised?

She also asked the members to add a note with comments or suggested revisions and keep in the mind the need to have a metric associated with the goal.

Answers and comments from the committee include:

- Safety – Eliminate death and serious injuries for people biking, walking, and rolling.
 - How well does this goal reflect the public and municipal engagement feedback?
 - Love it. Vision Zero should be the overarching goal. Like that you added eliminating serious injuries as well.
 - by only referencing biking, walking, and rolling (non-vehicular) is this to say we are ok with the increase in vehicular injury & deaths?
 - Response note that this plan is focused on active transportation
 - Safety is also a perception that holds people back. What role might CTDOT play in enhancing how safe users FEEL in the spaces they design?
 - Is a specific strategy to collect baseline data so that a rate of NM fatality and injury is possible.
 - What is missing?
 - Reduce all transportation caused serious injury and death.
 - What should be revised?
 - By the end of 2026, identify and prioritize at least 100 miles of critical gaps in CT bike/ped network. using data driven analysis and public input
- Mode Split – Increase the percentage of trips of people biking, walking, and rolling.
 - How well does this goal reflect the public and municipal engagement feedback?
 - Baseline plus %50 and policy to re-evaluate every 3 years.
 - This presumes that ALL communities (urban, suburban, and rural) have opportunities for safe biking, walking, and rolling... some do not.

- Comfort levels for non-vehicular users should increase along with this percentage
- This measure acts as a check to how well you are doing the following goal – Infrastructure
- I love this goal. I want specific xx% increase in non-vehicular trips by 20XX
- I agree with adding a percentage goal – if we have a good way to track that. Love this.
- The CTDOT's VMT reduction document acknowledges we get better value from bike/ped projects in urban areas.
- Perhaps creating a tiered goal to hopefully allow for infrastructure changes to catch up.
- Infrastructure – Increase the miles and connectivity of bikeways on state and local roadways.
 - How well does this goal reflect the public and municipal engagement feedback?
 - This goal should go beyond bikeways associated with roadways and include multiuse paths.
 - Add sidewalks and/or multiuse paths to accommodate pedestrians and persons who use assistive devices
 - Split goals between urban and rural areas?
 - I like the inclusion of "connectivity"
 - Add protected lanes to roadways where it makes sense. Again, ties into the comfort and safety of users
 - On road facilities such as expanded shoulders or buffered bike lanes should count as well
 - Access on all
 - Provide access on all highway bridges by 20XX.
 - Bikeways = the context appropriate facility per the CTDOT bikeway selection guide
 - Provide equity in Funding maintenance of facilities, regardless of mode
 - What is missing?
 - I think some level of prioritization is missing from this goal, maybe adding something like "with emphasis on Transit Oriented Areas" or "Housing Opportunity Areas" something along the lines to provide a sense of where our focus should be and what we should expect for projects.

- Quality of infrastructure matters a lot here. For example, counting sharrows in this would be doing a disservice.
- I agree with the quality of infrastructure, maybe adding "with emphasis on protected and resilient facilities" or something like that.
- Increase the amount of protected + separated facilities on state and local roads
- Not only about increasing but ensuring the quality of the current network. Many sidewalks exist but are in very poor condition.
- Would like to see element of resilient and sustainable design.
- Would add pedestrian infrastructure here too.
- resources and facilities to support these modes of transportation- bike stands, etc...
- Bike level of stress would be awesome. Goal is for each facility to be safe and comfortable for a child.
- What should be revised?
 - Connections and completion of multiuse path and corridors and evaluation of project status (In Design/Construction/Complete).
 - Can you think about what might be a minimum standard of care in urban, suburban and rural contexts and see how far from that goal you are
- Leadership – Provide improved resources for state and local initiatives to support biking, walking, and rolling.
 - How well does this goal reflect the public and municipal engagement feedback?
 - Need the state to be a leader on best practices, the cogs/towns follow their lead.
 - There is high demand for more bike/ped guidance, funding, and assistance.
 - Increase staffing within state agencies to support this work.
 - Reduce time and barriers in the process.
 - Design support /funding would be great. Thats our biggest gap
 - The state being a leader and providing assistance is especially important when promoting increased use of infrastructure that might not exist in all municipalities.
 - Improved cog/state coordination to provide services to towns.
 - Leverage agency connections to ensure that public investments (schools, TOD, etc) accommodate access by all users

- CTDOT to enhance their leadership in integrating land use and urban design in transportation design
- What is missing?
 - Not just improved resources, but allocated funding vehicles to maintain resources annually

Mindy Moore asked participants if they wanted to talk about any of their answers or comments:

- Anna Bergeron – Stated by the end of 2026, identify and prioritize at least 100 miles of critical gaps in CT bike/ped network. using data driven analysis and public input.
- Nicolas Dostal – Stated that the infrastructure goal needs more nuance. Quality really matters. For example, putting in sharrows and calling it a day is not ok. Active transportation infrastructure needs to be robust and adequately protected. A lot of sidewalks are in poor conditions. Level of protection and maintenance should be included in the infrastructure goal.
- Paul Ashworth – Stated that he likes the idea of including context appropriate facilities in the goal statement. He also noted that if we are successful at increasing comfort levels, then the mode split will increase because more people will want to use it. This plan is more about creating the carrot. Creating policies and programs that increase safety and create opportunities for safe walking, biking and rolling. The mode split goal will not force people onto unsafe facilities. The hope is that we would create the safe facilities which would then increase people walking and biking.

Project Schedule

Emily Baranoski then presented the project schedule and noted we are currently at the tail end of our first phase of the project. We wrapped up our Existing Conditions Evaluation and now working on the Needs Assessment.

Regional Tours

Emily Baranoski then discussed the regional tours. The project team is planning to tour each COG region to see and experience the state-owned roadways that are in need of biking or walking facility improvements.

Emily then discussed the regional tour document and highlighted that the most pressing information we need is each region's tour date.

Emily then discussed the sample schedule. We plan to start and end each day at the respective COG offices, we will tour various locations and meet participating municipalities throughout the day, and break for lunch.

Emily then stated that there have a been a few questions regarding transportation. In the tour document, we said that ideally, the entire tour group would be in one vehicle so that we can discuss as we are driving. However, we are not looking for you to procure a van if it costs you money or is an arduous process. Our initial expectation was that the COGs would work with their local transit district to see if they could provide transportation. However, if you are unable to support this, we can all drive our own vehicles and follow each other.

Next Steps

Emily Baranoski then presented the next steps for the ATP, which included finalizing the vision and goals, regional tours, network infrastructure assessment, and programmatic assessment.

Open Discussion

Emily Baranoski then opened the meeting up for any, questions, concerns, or other items.

Mike Cipriano – Asked if it was ok if the pre and post tour meetings at the COG offices were only 30 minutes. Emily Baranoski replied, yes.

Kate Rattan – Stated that she had to leave some locations out of the tour due to timing. Emily Baranoski replied that locations that we are unable to get to can still be discussed and included in the needs assessment. Anna Bergeron also replied that locations like that could be given to the Project Team ahead of time so the could look at them some other time.

Jacob Knowlton – Stated that he loved the regional tour efforts, but suggested that in the future, the amount of time allotted to each region should be scaled by the amount of DOT facilities.

Nicolas Dostal – Stated that he also loved the regional tour efforts. Feeling something as a pedestrian or bicyclist is way different than using google maps. He would love for this to be something that is used in other efforts. Road Safety Audits take a long time. Having something like this on a small scape would be really cool.













Active Transportation Plan Meeting 2

Statewide Active Transportation Committee
April 9, 2025



Agenda

-  Welcome
-  Summary of Phase 1 Outreach
-  Phase 1 Outreach Feedback
-  Draft Plan Vision and Goals
-  Activity: Vision Statement
-  Activity: Goals Statements
-  Project Schedule
-  Regional Tours
-  Next Steps
-  Open Discussion

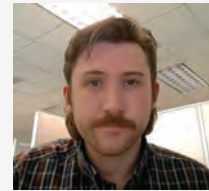
Project Team Introductions



Anna Bergeron
CTDOT ATP Lead



Paul Ashworth
CTDOT Bike-Ped
Coordinator



Chris Roberts
CTDOT
Transportation
Planner



Melissa Batula
Project Manager



Emily Baranoski
Deputy Project
Manager



Mindy Moore
Active
Transportation Lead



Summary of Phase 1 Outreach

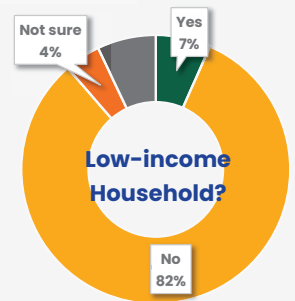
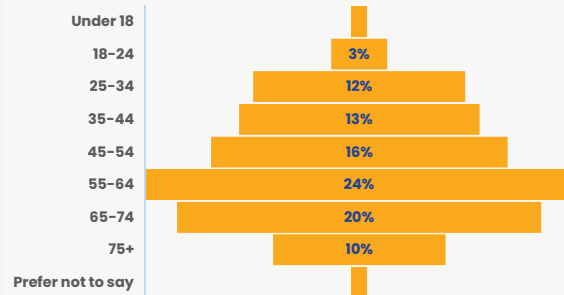
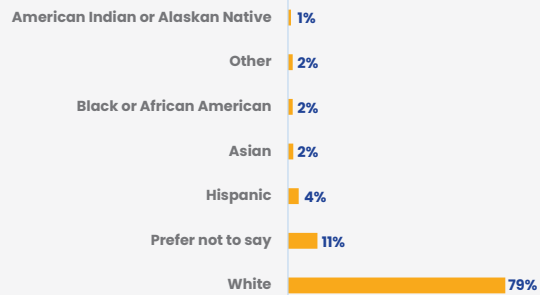
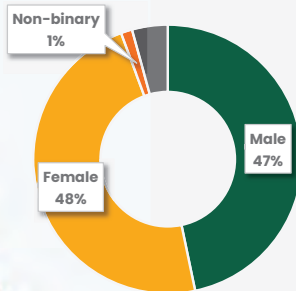
- **Project Webpage**
- **Public Survey**
 - 10/2024 – 3/2025
- **Municipal Survey**
 - 2/2025 – 3/2025
- **Public Open Houses**
 - 1/7/2025 – Stamford
 - 1/8/2025 – Bridgeport
 - 1/9/2025 – New Haven
 - 1/21/2025 – Hartford
 - 1/22/2025 – Norwich
 - 1/23/2025 – Torrington
- **Pop Up Events**
 - 10/4/2024 – Connecticut Trail Symposium
 - 11/19/2024 – Walk Bike Transit Coalition Networking Dinner
 - 2/28/2025 – WCAAA Regional Leadership Breakfast
 - 3/20/2025 – CMSC Summit: 10 Years of TOD & The Road Ahead
- **CBO Coordination Meeting**
 - 2/19/2025



Phase 1 Outreach Feedback

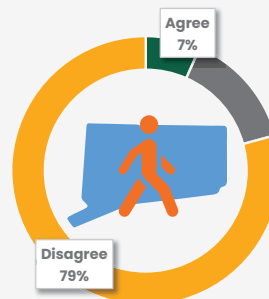
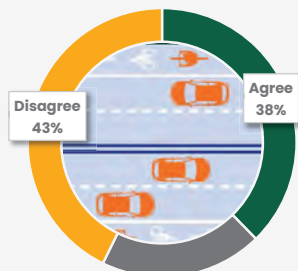
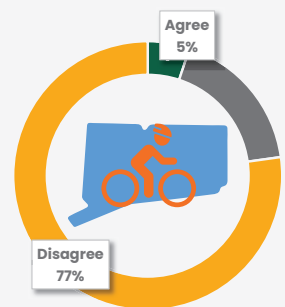
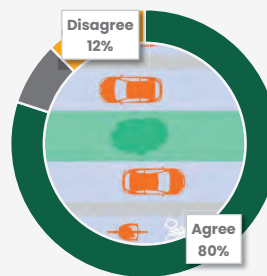
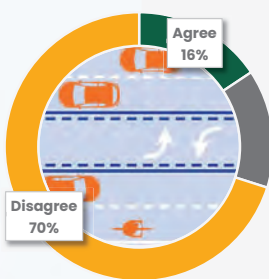
Public Survey

- 575 English Responses
- 3 Spanish Responses



Phase 1 Outreach Feedback

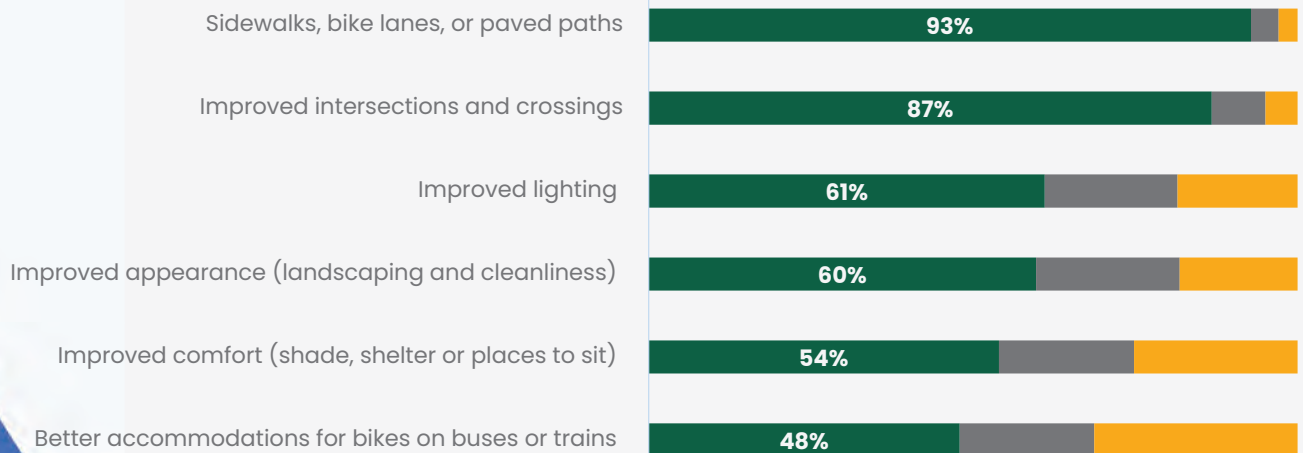
Public Survey



Phase 1 Outreach Feedback

Public Survey

What will encourage residents to walk, bike, or roll more often?



Phase 1 Outreach Feedback

Municipal Survey

37 Responses

NVCOG	CRCOG	SECOG	NECCOG	WestCOG	MetroCOG	NHCOG	SCRCOG	RiverCOG
Beacon Falls	Canton	Griswold	Brooklyn	Bethel	Bridgeport			
Bethlehem	East Hartford	Norwich	Sterling	New Milford	Fairfield			
Bristol	Ellington	Preston	Union	Ridgefield	Stratford			
Cheshire	Enfield	East Lyme	Voluntown	Sherman				
Oxford	Manchester	Groton						
Plymouth	New Britain							
Prospect	Windsor Locks							
Southbury								
Thomaston								
Waterbury								
Watertown								
Woodbury								
Wolcott								



Phase 1 Outreach Feedback

Municipal Survey

- **2%** have their own Active Transportation Plan
- **7%** have a Bicycle Plan
- **5%** have a Walkability Plan
- **26%** use the COG's Active Transportation Plan
- **21%** don't have any active transportation-related plans
- **13%** have a future bikeway network map
- **15%** have a future shared use path/trails network map
- **17%** use the COG's future network maps
- **25%** don't have an active transportation network maps



Phase 1 Outreach Feedback

Municipal Survey

Top 5 State Programs or Resources

That Have Been Used in the Past | That Will be Used in the Future

- **25% | 16%** – Local Transportation Capital Improvement Program (LOTICIP)
- **21% | 16%** – Community Connectivity Grant Program
- **14% | 10%** – CT Training and Technical Assistance Center
- **13% | 10%** – Road Safety Audits
- **6% | 9%** – Active Transportation Microgrant Program



Phase 1 Outreach Feedback

Municipal Survey

Top 5 Additional Statewide Programs That Would be Helpful

- **24%** - Additional funding for local jurisdictions to complete infrastructure improvements
- **17%** - A planning assistance program for local planning needs
- **14%** - Model maintenance policy/plan
- **11%** - A model complete street policy
- **9%** - A model educational campaign



Phase 1 Outreach Feedback

Public Open Houses

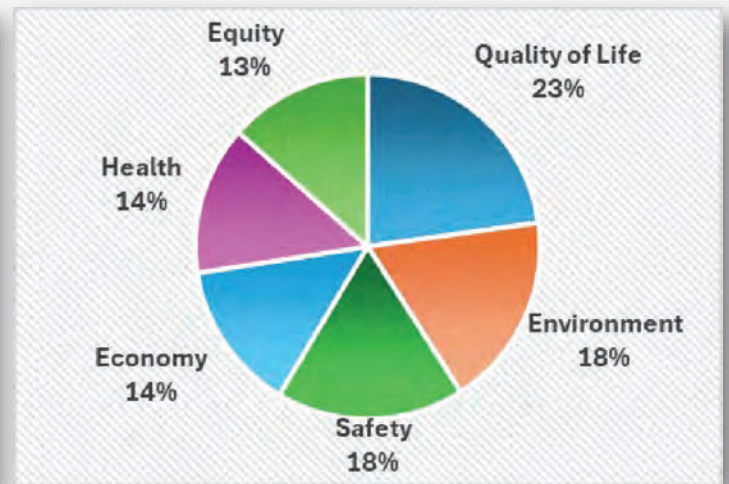
- Stamford – 14 attendees
- Bridgeport – 34 attendees
- New Haven – 19 attendees
- Hartford – 28 attendees
- Norwich – 9 attendees
- Torrington – 11 attendees



Phase 1 Outreach Feedback

Public Open Houses

Why is Active Transportation Important to You?



Phase 1 Outreach Feedback

Public Open Houses



Active Transportation Principles

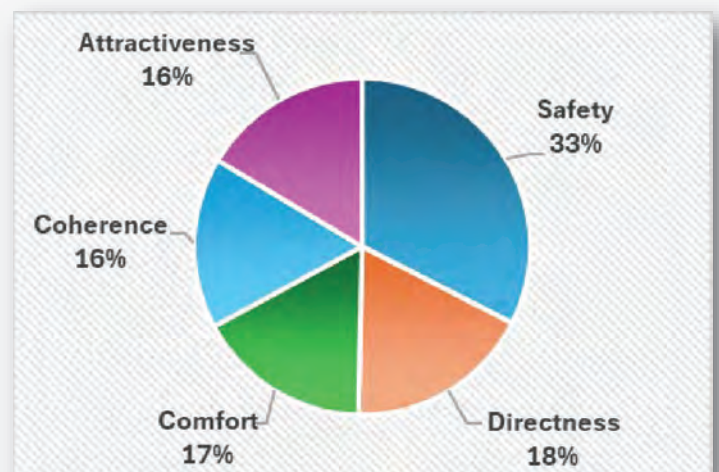
In considering how to make the built environment more conducive to walking and rolling, we apply five Active Transportation Principles.

The significance of each principle may vary from route to route and from person to person

- SAFETY** (Icon: Car crash) Safety is paramount for all users, especially when routing children, senior citizens, and people with disabilities.
- COMFORT** (Icon: Person walking) Attractiveness and comfort may be desired when out for a recreational bike ride.
- COHERENCE** (Icon: Map) Coherence may be most important when walking or biking to the grocery store.

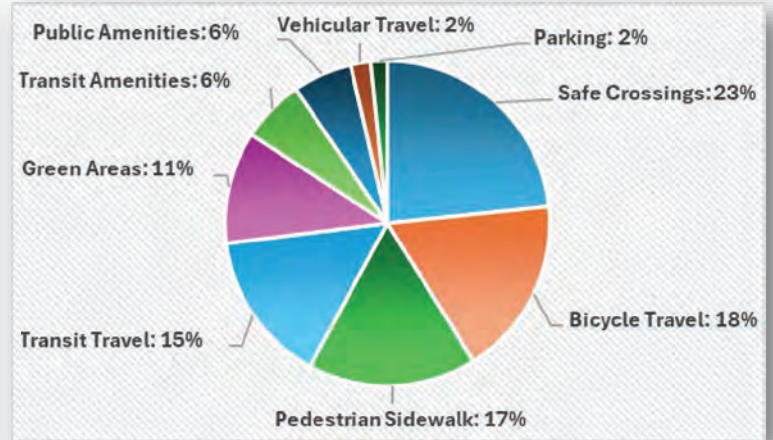
- SAFETY** Does the network provide routes that minimize risk of injury and danger (both traffic and personal security)?
- COMFORT** Does the network appeal to a broad range of age and ability levels and are there user amenities (e.g., places to sit, ways to be protected from the weather)?
- COHERENCE** How easy is it to understand where to go, how to navigate through an intersection? How connected is the network?
- DIRECTNESS** Does the network provide direct and convenient access to destinations?
- ATTRACTIVENESS** Does the network incorporate nature? Is the network well-maintained, quiet, and celebrating local art and culture?

Source: Adapted from the Dutch CROW Design Manual for Bicycle Traffic, 2017.



Phase 1 Outreach Feedback

Public Open Houses



Phase 1 Outreach Feedback

Public Open Houses - Overarching Themes



LEADERSHIP



SAFETY



CONNECTIVITY



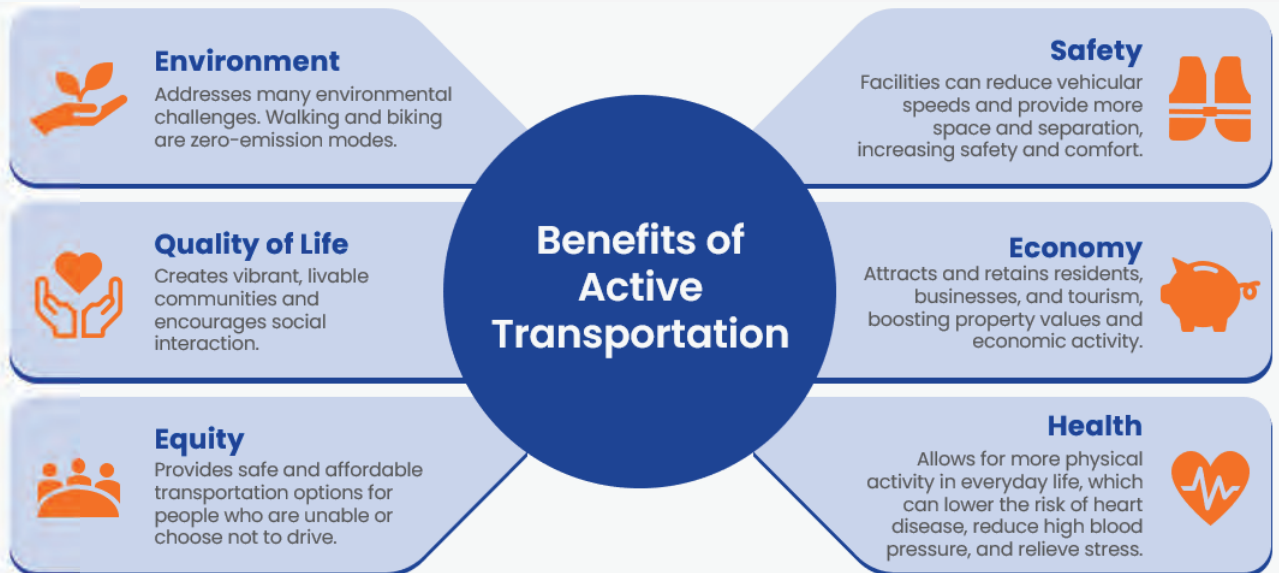
INFRASTRUCTURE



ACCESSIBILITY



Draft Plan Vision and Goals



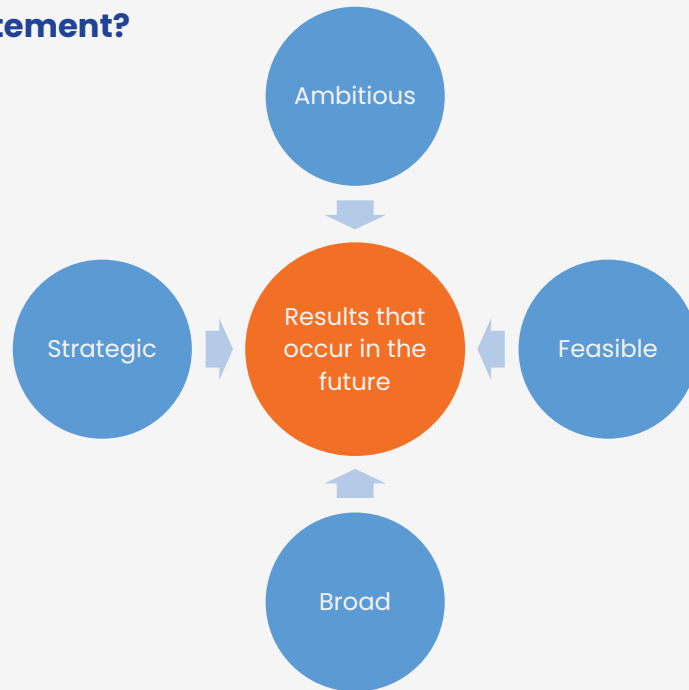
Draft Plan Vision and Goals

How do these statements relate to each other?



ATP Vision

What is a Vision Statement?



ATP Vision

Example Statewide Active Transportation Vision Statements

The **Texas** Active Transportation Plan is a **collaborative** effort to advance walking, biking, and rolling as **viable options** toward a **safe, accessible, connected**, and fully **integrated** multimodal transportation system for **all Texans**.

It is our vision to provide a **safe, equitable**, multimodal active transportation network in **Illinois** that reflects our **unique communities**, improves **access**, increases active transportation, and **advances livability** and **connectivity** for everyone, particularly those who walk, bike, or roll.

Biking and walking are **integral** elements of **Pennsylvania's** transportation system that contribute to **community health, economic mobility**, and quality of life.

People in **Alaska** will enjoy **equitable, accessible, safer** walking and bicycling opportunities as an **integral** part of **daily life**.

Biking in **Massachusetts** will be a **safe, comfortable**, and **convenient** option for **everyday travel**.

All people in **Massachusetts** will have **safe, comfortable**, and **convenient** option to walk for short trips.

WisDOT envisions that walking, bicycling, and other forms of active transportation will be **safe, accessible**, and **convenient** for people of all ages and abilities.



ATP Vision

Draft Vision Statements

Option 1:

All people in Connecticut will have a safe and comfortable active transportation system that instills a sense of pride and connection to their community.

Option 2:

All people in Connecticut will have safe and comfortable choices to walk, bike, or roll for recreation and everyday trips.

Option 3:

CTDOT will be a leader in providing and supporting active transportation initiatives to create a safe and comfortable multimodal network for all people.

Option 4:

Biking, walking and rolling will be attractive elements of Connecticut's transportation system that support public health, boost the economy, and improve quality of life.



Activity – Vision Statement



Put a green check on words you think should be included.



Add a note with comments or suggested revisions.



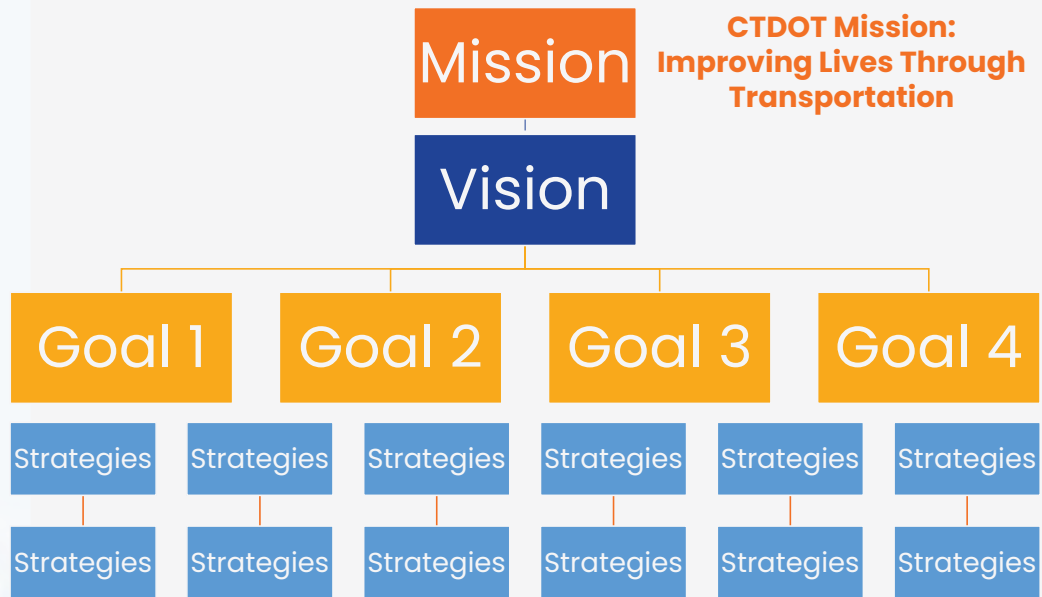
Put a red **X** on words you think should be removed.

Feel free to mix and match phrases.



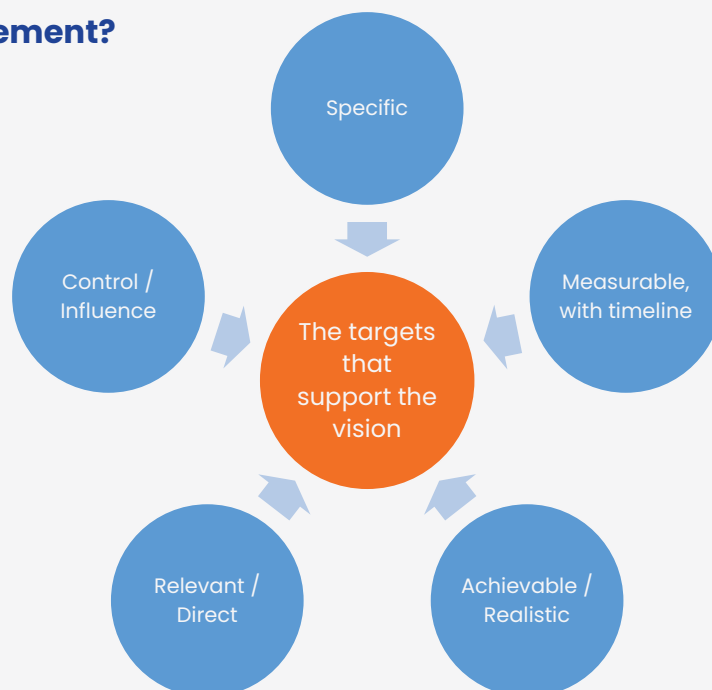
Draft Plan Vision and Goals

How do these statements relate to each other?



ATP Goals

What is a Goal Statement?



ATP Goals

Example Goal Statements

Massachusetts DOT

Bicyclist Goals

GOAL 1

Eliminate bicyclist fatalities and serious injuries.

Increase the percentage of everyday trips made by bicycling.

GOAL 2

Pedestrian Goals

GOAL 1

Eliminate pedestrian fatalities and serious injuries.

Increase the percentage of short trips made by walking.

GOAL 2



ATP Goals

Example Goal Statements

Wisconsin DOT

Goal 1 – Safety: Eliminate fatal and serious injury crashes involving pedestrians, bicyclists, and other vulnerable roadway users.

Goal 2 – Equity: Ensure that people of all ages, abilities, backgrounds, and incomes have access to active transportation throughout Wisconsin, regardless of where they live.

Goal 3 – Active Mobility: Increase the number of people who walk, bike, and use active transportation for a variety of trip types throughout the year.

Goal 4 – Connectivity: Create safe, comfortable, and convenient active transportation networks that connect within and between communities throughout the state.

Goal 5 – Education and Encouragement: Promote active transportation use to support healthy lifestyles, reduce environmental impacts, support local economies, and improve quality of life.

Goal 6 – Collaboration and Coordination: Offer comprehensive guidance, resources, and funding to help local communities design and implement active transportation projects that improve safety and comfort for all users.



ATP Goals

Example Goal Statements

Illinois



Goals

- **Equity:** Ensure that the network is accessible to users of all ages, abilities, and backgrounds.
- **Safety:** Reduce bicyclist and pedestrian serious injuries and fatalities.
- **Connectivity:** Connect people to essential destinations like school, jobs, parks, and more through comfortable and continuous bicycle and pedestrian facilities.
- **Partnerships:** Build new partnerships and strengthen existing relationships to advance walking and biking.
- **Economic vitality:** Support the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce, and drive economic activity.
- **Public health & environment:** Promote active modes of travel that improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions, and congestion.
- **Livability:** Support active living environments that provide affordable transportation options and allow people to thrive in their communities and neighborhoods.



ATP Goals

Example THEMES

Pennsylvania DOT

THEME 1: ENHANCE SAFETY


THEME 2: PROVIDE TRANSPORTATION EQUITY


THEME 3: CONNECT WALKING & BICYCLING NETWORKS


THEME 4: LEVERAGE PARTNERSHIPS


THEME 5: IMPROVE PUBLIC HEALTH


THEME 6: INCREASE ECONOMIC MOBILITY


Supported by 25 goals



ATP Goals

Example Goal Areas

Alaska DOT

- **Goal Area One:** Safety
- **Goal Area Two:** Health
- **Goal Area Three:** Maintenance/
System Preservation
- **Goal Area Four:** Connectivity
- **Goal Area Five:** Economic Development



ATP Goals

Example THEMES

Texas DOT

"Through recommended strategies and actions, the plan will work to integrate **safety, accessibility, comfort, connectivity, community needs, health and economic vitality.**"

- Texas Department of Transportation



ATP Goals

Draft Goal Statements

Safety – Eliminate death and serious injuries for people biking, walking, and rolling.

Mode Split – Increase the percentage of trips of people biking, walking, and rolling.

Infrastructure – Increase the miles and connectivity of bikeways on state and local roadways.

Leadership – Provide improved resources for state and local initiatives to support biking, walking, and rolling.



ATP Goals

Draft Goal Statements – With Existing Metrics

Safety – Eliminate death and serious injuries for people biking, walking, and rolling.

Fatalities
(2019–2023)
262 Pedestrian
19 Cyclist

Serious Injury
(2019–2023)
828 Pedestrian
126 Cyclist

Mode Split – Increase the percentage of trips of people biking, walking, and rolling.

2.4% of commute trips are bike/walk
(US Census)

14% of all trips are bike/walk
(Replica)

Infrastructure – Increase the miles and connectivity of bikeways on state and local roadways.

X miles of Shared Use Paths/Trails

X miles of bikeways along state roads

X miles of sidewalks along state roads

Leadership – Provide improved resources for state and local initiatives to support biking, walking, and rolling.

\$X state or federal grant funds awarded

of municipalities assisted

Current planning/design guidance documents

Usage of educational/encouragement programs



Activity – Goal Statements



How well do these goal statements reflect the *public and municipal* engagement feedback?



What's missing?



What should be revised?



Add a note with comments or suggested revisions.



Project Schedule

We are here



Regional Tours

- **What:** Tours within each COG region to see and experience state-owned roads in need of biking or walking facility improvements.
- **Why:** The Project Team wants to get the best understanding of real-world local issues and concerns by seeing and experiencing them.
- **When:** Each COG will have a full day to host the Project Team between 4/28/2025 and 5/9/2025.



Regional Tours

Regional Tour Document

- First and Second Choice Dates

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
28	29 MetroCOG	30	1 CRCOG	2

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
5 SECOG	6 NVCOG	7	8 WestCOG	9



Regional Tours

Regional Tour Document

- First and Second Choice Dates
- Schedule
- Transportation
- Deliverables

8:00 – 9:30	Meet at COG offices. COG will provide background information and an overview of the day's tour.
9:30 – 12:00	COG will arrange a meeting time in each participating municipality. The municipal representatives and local advocates will lead the group around the local problem area(s).
12:00 – 1:00	COG will identify a place/plan for lunch. The group reflects on the morning's tour.
1:00 – 4:00	COG will lead group to additional municipal meetings.
4:00 – 5:00	Return to COG offices and reflect on the afternoon's tour and overall needs.



Next Steps

- Identify Active Transportation Needs
 - Finalize Vision and Goals
 - Regional Tours
 - Network Infrastructure Assessment
 - Programmatic Assessment





Open Discussion

Appendix F

Regional Tours Summary

Regional Tours Summary

Introduction

Between April 28 and May 9, 2025, the Project Team (CTDOT and HDR) conducted day-long tours across eight of the nine Council of Government (COG) regions in Connecticut. The goal was to provide the project team with a stronger understanding of real-world local issues and concerns by seeing and experiencing them with people who have local knowledge. This experience allowed the Project Team to gain a first-hand understanding of the issues associated with safety or comfort, demand for new or upgraded facilities, or connections to the existing or proposed local active transportation network.

Recognizing that COGs know their regions the best, each COG took the lead in planning its tour. They collaborated with municipal representatives to identify priority sites that exemplify regional active transportation concerns and opportunities. Each COG created an itinerary that included scheduled stops where the Project Team could walk the area and meet with city and town representatives. When selecting locations, they considered:

- A focus on state-owned roads and regional trails
- Areas of concern due to safety or comfort
- Areas that have a bike/ped crash history, particularly for severe or fatal crashes
- Areas that might need improvement to create better connectivity to other biking or walking facilities or improve comfort for users
- Areas in which the COG or town has been wanting to conduct a traffic study

The tours revealed a number of common programmatic and design challenges across the state, as well as some local issues. This summary outlines those findings, along with potential mitigation strategies to inform future planning and design. These insights will be integrated into the Active Transportation Plan, alongside vetted mitigation measures.

Common Programmatic Challenges

- **Local Traffic Authority (LTA)** – LTAs may be a police officer, first selectman, city administrator, or town engineer. They vary by community and may not always have formal training in traffic engineering or transportation planning. As a result, LTAs may not consistently evaluate transportation concerns using the Safe System Approach or apply proven safety countermeasures. Additionally, some communities expressed uncertainty about the process for reporting concerns on state roads. In several cases, it was unclear that such issues should be communicated through the LTA. Even when they were, there was confusion about the appropriate next steps, specifically, who should review the concern and how it would be escalated to CTDOT for consideration.
- **State Road Jurisdiction and Responsibilities** – Many municipal representatives expressed uncertainty about the roles and responsibilities related to the design, funding, and construction of active transportation facilities along state roads. Specifically, they were unclear about when and how opportunities arise to incorporate these facilities into planned construction projects. Additionally, some towns noted challenges related to recurring maintenance activities within the CTDOT right-of-way (such as tree trimming or landscaping). In particular, there was confusion around the permitting process required to perform such work, which may delay or discourage routine upkeep.
- **Road Safety Audits and Corridor Studies Follow Up** – A common concern among communities that have participated in planning studies with CTDOT is the lack of clarity on next steps once the audit is complete. Many are unsure how to pursue funding, implement recommended improvements, or coordinate effectively with the appropriate CTDOT District. This uncertainty can result in delays or missed opportunities to address identified safety issues.
- **Access Management** – State roads that pass through more densely developed areas often feature numerous or wide driveway access points, and in some cases, on-site parking requires vehicles to back out directly onto the roadway. These conditions create significant safety concerns, particularly for people walking or biking along the corridor. High driveway density increases potential conflict points and reduces the predictability of vehicle movements, making the corridor more challenging and less comfortable for all users.



Figure 1. Back-out parking onto Route 642, Norwich

- **Lack of Local Traffic Enforcement** – Some towns do not have local police departments, so there is often no regular patrol presence to enforce traffic laws. As a result, motorists may be more likely to speed or disregard traffic control devices, knowing there is little risk of citation. This lack of enforcement contributes to unsafe driving behavior and can undermine efforts to improve safety for all road users.
- **ADA Transition Plans** – Many smaller towns have not designated an ADA Coordinator or developed an ADA Transition Plan, despite federal requirements. Under ADA, all public entities with 50 or more employees must designate an ADA Coordinator, establish a grievance procedure, and prepare a Transition Plan that outlines needed structural changes and timelines for implementation. In some smaller towns, the employee count exceeds the 50-person threshold only when schoolteachers and staff are included.
- **Local Active Transportation Plans and Complete Streets Policies** – While some larger municipalities have adopted local Active Transportation Plans and Complete Streets policies, many smaller communities have not. These towns often rely on their COG for active transportation planning, particularly in relation to regional trail development. However, the absence of a local plan or policy can hinder the ability to prioritize, fund, and implement active transportation facilities at the municipal level. Without clear local guidance or commitment, opportunities for integration into broader infrastructure projects may be missed.

- **Lack of Local Code and Ordinance Requirements** – One effective way to implement sidewalks and other transportation improvements is through private development. For example, traffic impact studies for larger developments may require the installation or upgrading of transportation facilities as a condition for project approval. Additionally, subdivision or site plan ordinances can mandate sidewalks or other active transportation enhancements during new development or major redevelopment. However, some towns currently lack these regulatory requirements.

Common Design Challenges

- **Awkwardly Configured Intersections** – Many communities have intersections that are skewed or feature more than four approaches. Such configurations often result in excessively wide intersections, increasing crossing distances for pedestrians, obstructing sightlines, and creating confusion for all users.



Figure 2. Five-leg intersection on Route 1, Fairfield



Figure 3. Six-leg intersection at Route 127 and Route 734, Trumbull

- **Pedestrian Signals** – At some signalized intersections, pedestrian signals are either absent or inadequate. In several locations, pedestrians are expected to cross only when the side street traffic signal is green, without dedicated pedestrian indications. At other locations, older traffic signals used small solid green, yellow, or red lights for pedestrian use, but these can be confusing since it is not always clear whether the signal is meant for motorists or pedestrians. This lack of clear, dedicated pedestrian signals creates uncertainty and reduces safety and comfort for pedestrians and drivers.



Figure 4. Pedestrian signal using solid ball signal head on Route 127, Trumbull



Figure 5. Intersection lacking pedestrian signal head and ADA compliance on Route 220, Enfield

- **Pedestrian Phasing** – Most traffic signals in Connecticut use separate (or exclusive) pedestrian phasing, where all pedestrian movements receive a green signal or walk signal at the same time, and all motorized traffic is stopped. While this approach is often perceived as safer, the way it is done in Connecticut has several drawbacks. First, pedestrians are not allowed to cross diagonally, and the signals are not timed to support this diagonal. As a result, a person who needs to cross two legs of an intersection must wait through two separate signal cycles, effectively doubling their wait time. This may lead to risky behavior such as crossing against the signal. Additionally, exclusive pedestrian phases can lead to longer delays for both pedestrians and motorists.

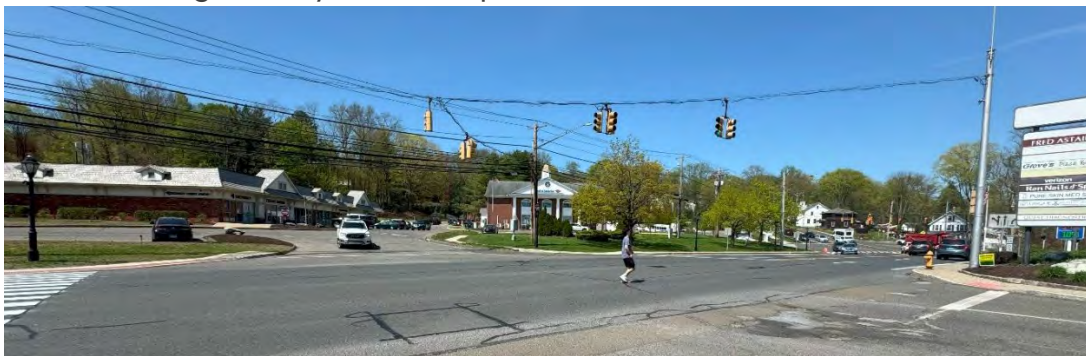


Figure 6. Child crossing intersection diagonally on Route 127, Trumbull

- **Lack of Sidewalks and Crosswalks** – Many state roads were originally designed without sidewalks. This lack of pedestrian infrastructure is particularly problematic in urban areas, where wide, multi-lane intersections often lack marked crosswalks in addition to lacking sidewalks, creating significant safety and accessibility challenges. In some cases, even locations served by public transit have incomplete or missing sidewalks and crosswalks, making it difficult and unsafe for people to reach bus stops or navigate the area on foot. The absence of basic pedestrian facilities discourages walking and limits mobility for those without access to a car.



Figure 7. Lack of sidewalks and crosswalk at bus stop on Route 83, Vernon



Figure 8. Lack of sidewalks and crosswalks on Route 111, Monroe



Figure 9. Person walking along the edge of 5-lane road, New Milford



Figure 10. People crossing midblock from transit stop on Route 69, Waterbury



Figure 11. Person walking along narrow shoulder, Pomfret



Figure 12. Footpath indicating need for sidewalk, Putnam



Figure 13. Person walking along a paved shoulder, Chester

- **Lack of On-Street Bicycle Facilities** – Most state roads in Connecticut lack dedicated bicycle infrastructure. As a result, people who bike are often forced to share the road with vehicle traffic or ride on the sidewalk, which limits the ability for people to use biking as a viable mode of transportation.



Figure 14. Cyclist riding on Route 5, East Hartford



Figure 15. Cyclist riding on sidewalk along Route 5, Enfield

- **Narrow and Winding Roads** – Connecticut’s natural topography has shaped a rural road network characterized by narrow, winding roads, often with little to no shoulder. Many of these roads pass through hilly terrain, bluffs, or areas with steep drop-offs and exposed bedrock. In some cases, fog lines or edge lines have been added to reduce travel lane widths to 11 feet in an effort to calm traffic and create some shoulder space. These roads present great challenges for active transportation infrastructure, people frequently walk and bike along the edges of the roads. The addition of dedicated pedestrian or bicycle infrastructure along these roads is technically challenging and cost-prohibitive due to limited right-of-way, difficult terrain, and high construction costs associated with grading or blasting bedrock.



Figure 16. Narrow and curved road with minimal shoulder space, Thompson



Figure 17. Topography requiring a retaining wall to install this roundabout, Higganum Village

- **Narrow Sidewalks** – Many towns have narrow sidewalks in their more developed areas. When these sidewalks are located immediately adjacent to the curb or have minimal separation from the roadway, pedestrians often feel less comfortable using them compared to wider, more buffered facilities. This discomfort is further intensified by the presence of narrow shoulders along the roadways, which offer little physical or visual separation from moving traffic.



Figure 18. Narrow sidewalk at back of curb near school, Voluntown



Figure 19. Narrow sidewalk at back of curb connecting trail segments, Killingly

- **ADA Design Challenges** – A common issue identified across many communities is the lack of ADA compliance along existing sidewalks and pedestrian crossings. Numerous older sidewalks have not been updated to meet current standards, often lacking proper curb ramp slopes and detectable warning surfaces.



Figure 20. Lack of ADA compliance, New Britain



Figure 21. Lack of ADA compliance, Danbury

- **Lack of Overhead Street Name Signs** – Most intersections with overhead signals in Connecticut do not have overhead street name signs. As a result, unfamiliar drivers must rely on smaller street signs placed on the roadside to identify cross streets. This can lead to driver distraction, which may increase the risk of crashes and reduce overall roadway safety.

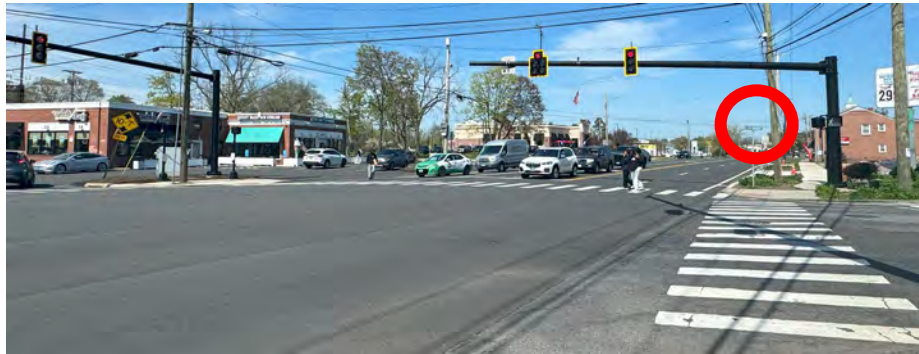


Figure 22. Small street name sign on Route 1 (circled), Fairfield

- **Sign Clutter at Intersections** – Temporary signs, such as those advertising special events, political campaigns, or commercial sales, are frequently placed within the state right-of-way, especially near intersections. Although these signs are prohibited by law, enforcement of their removal is inconsistent. This results in visual sign clutter that can distract drivers, clutter the intersection, and may obstruct access to bus stops.



Figure 23. Sign clutter on Route 1, Fairfield

- **Passenger Rail** – Connecticut benefits from the CT Rail system, which provides passenger train service from New York through New Haven, with connecting lines to destinations including New Canaan, Danbury, Waterbury, New Britain, Springfield, and Mystic. This network enables residents and visitors to travel within the state and to neighboring states without relying on personal vehicles. However, some towns with train stations reported limited parking availability, which can restrict access for commuters. Additionally, many communities highlighted the need for improved pedestrian and bicycle access, as well as enhanced wayfinding signage to better connect riders to stations.

Common Town Issues

- **Traffic through Downtown** – A frequent concern raised by communities is that motorists often speed through downtown areas, compromising pedestrian and cyclist safety. Additionally, the presence of large trucks contributes to increased noise, exhaust emissions, and overall disruption, which further detracts from the comfort and appeal of walking or biking in these central locations.



Figure 24. Restaurant installs a fence to buffer outdoor seating from downtown traffic, Clinton

- **New Housing Developments** – Many communities described plans for new multifamily and senior housing developments. The increased residential density associated with these projects will likely lead to higher demand for walking and biking facilities.
- **Demand for Bicycling Facilities** – Communities with existing or planned regional trails expressed a strong desire for enhanced bicycle facility connections that link these trails to other key areas within the community.

- **Lack of Bicycle Parking** – Many communities have limited or no secure bicycle parking facilities. As a result, cyclists often resort to locking their bikes to poles, trees, or street furniture, which can obstruct pedestrian pathways and create accessibility challenges.



Figure 25. Bikes locked to pole, East Hartford

Potential Mitigation Strategies

- **Pedestrian Signal Heads with Countdown Timers** – All signalized crossings should use a pedestrian signal head, countdown timer, and Accessible Pedestrian Signal (APS) with audible and vibrotactile function for ADA compliance. Crosswalk signals should be programmed to run concurrently with the parallel street, using a Leading Pedestrian Interval (LPI) phase. LPIs reduce conflict by separating pedestrians and motorists in time and also places the pedestrian in better view of turning motorists and reduces. Exclusive pedestrian phasing should only be used in areas with high pedestrian density and all pedestrians to cross the intersection in all directions, including diagonally.



Figure 26. Pedestrian signal head with countdown timer, Portland

- **Midblock Crossings** – Midblock crossings should have enhanced markings and signage. Rectangular rapid flashing beacons or Pedestrian Hybrid Beacons may be added, depending upon context. Advance warning signs may be needed on higher speed roads or where visibility is limited.



Figure 27. Midblock marked crosswalk, Moodus

- **Buffered Shoulders** – In rural and suburban areas where roadway width allows, the addition of painted buffers between motor vehicle travel lanes and shoulders can improve the comfort and perceived safety of people walking or biking along the roadway. While not a substitute for dedicated sidewalks or bike lanes, buffered shoulders offer a cost-effective interim solution where full active transportation facilities may not be feasible due to topographic, right-of-way, or budget constraints.



Figure 28. Buffered shoulders, WestCOG

- **Advisory Lanes** – An emerging concept worth considering is the use of advisory lanes, which are dashed-line lanes placed along the edges of a roadway to create a preferred, but not exclusive, space for people walking or biking. This treatment is particularly useful on low-volume, low-speed roads where there is insufficient width to provide dedicated bike lanes or paved shoulders. Motorists may enter the advisory lane but must yield to any cyclists or pedestrian currently using that portion of the roadway.



Figure 29. Advisory lanes, Yarmouth, ME; Source: www.edgelaneroads.com

- **Traffic Calming on Suburban/Rural Roads** – In areas where widening the road to create dedicated space for people walking or biking is not possible, traffic may be calmed and slowed to make shared space more comfortable. Most lanes are striped 11-feet-wide. In some areas, such as through small town downtowns, lanes may be narrowed to 10-feet-wide to further slow traffic. Other traffic calming measures might include raised crosswalks, curb extensions, or chicanes.



Figure 30. Curb extensions and enhanced crosswalks, Middletown



Figure 31. Raised crosswalk, East Haddam

- **Road Diets on Urban Roads** – State roads that pass through urbanized areas can be evaluated for road diets, which involve narrowing travel lanes or reducing the number of lanes to reclaim space for dedicated bicycle facilities, improved transit stops, and/or expanded sidewalks.



Figure 32. Bike lane, East Hartford

- **Roundabouts** – Roundabouts have been successfully implemented at select intersections to calm traffic and improve safety. Expanding their use to additional locations could offer multiple benefits, including slowing vehicle speeds, enhancing safety for people walking and biking, and reducing the severity of crashes. Roundabouts can also serve as visual gateways into towns or neighborhoods, helping to signal a transition to a lower-speed, more pedestrian-oriented environment. In addition, the central island offers opportunities for community beautification through landscaping, public art, or signage that reflects local identity.



Figure 33. Roundabout, Clinton