

Stakeholder and Public Engagement Summary

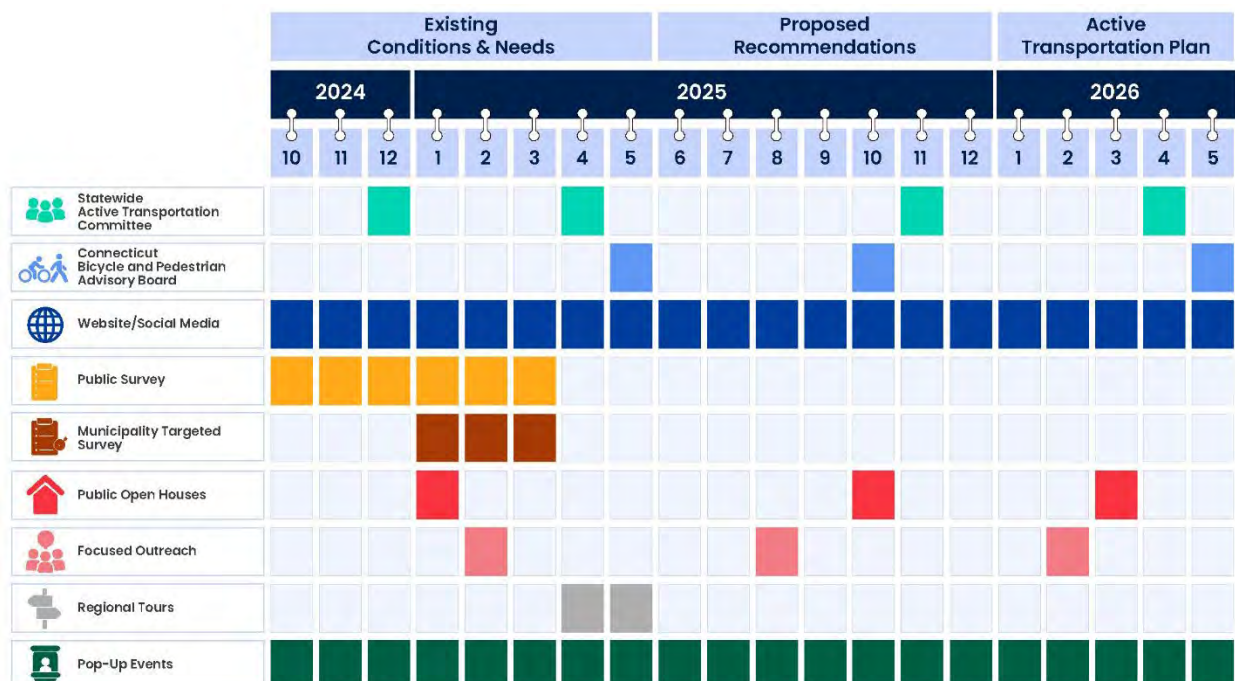
Phase 2: Proposed Recommendations

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

Building on the work completed in Phase 1, Phase 2 focuses on shaping a clear and achievable vision for the future of Connecticut's statewide active transportation network. This phase includes developing a map of the future network, creating a tool to help prioritize projects, identifying tools and strategies, and outlining funding approaches to bring these ideas to life. The recommendations developed in Phase 2 are based on what we learned in Phase 1, including a review of current conditions across the state, feedback gathered through community and stakeholder engagement, analysis of existing infrastructure, and an assessment of current programs.

Overall Schedule



Public Engagement

Public Open Houses

The project team conducted six in-person open houses in September and October 2025 in Mansfield, New London, Windsor Locks, Middletown, Waterbury, and New Britain to gain input on active transportation tools, strategies, and prioritization. A summary of the open houses for Phase 2 is included in **Appendix A**.

A total of 66 individuals attended the six open house events. The attendance numbers for each open house were as follows:

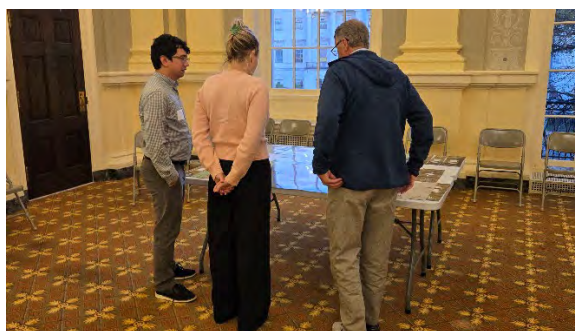
Location	Date	Attendance
Mansfield	9/30/2025	9
New London	10/1/2025	8
Windsor Locks	10/2/2025	9
Middletown	10/14/2025	13
Waterbury	10/15/2025	9
New Britain	10/16/2025	18



Mansfield



New London



Waterbury



New Britain






Windsor Locks



Middletown

Each open house featured three interactive stations designed to help participants learn, share ideas, and engage directly with the project team. At these stations, attendees could explore active transportation tools and strategies, including examples of bicycle and pedestrian facilities, crossing and intersection improvements, and supporting policies and programs. Visitors also had the opportunity to review and comment on the proposed multi-use trail network and discuss project prioritization criteria. In our discussions at the open houses, the project team heard four overarching themes:

 Safety & Infrastructure	<p>Participants consistently emphasized the need for safer walking and biking routes, especially for students. Concerns included missing sidewalks and trail gaps, poor pavement conditions, snow buildup, fading markings, and damaged flex posts. Lighting and visibility near schools and busy intersections were noted as major issues, as well as challenges for emergency vehicle access in areas with heavy traffic calming.</p>
 Education & Enforcement	<p>There were repeated calls for better education for drivers, cyclists, and pedestrians. Residents supported Safe Routes to School and similar programs, as well as outreach at schools and senior centers. Many requested more clarity around new infrastructure (bike boxes, buffered shoulders) and e-bike laws. Opinions were mixed on automated enforcement and roundabouts, which some found confusing or intimidating.</p>
 Policy & Funding	<p>Attendees asked how proposed improvements would be funded and who would maintain them. They encouraged CTDOT to update design standards to include bike and pedestrian facilities and to allow roadway funds to cover trails and sidewalks. Local staff shortages and limited budgets were cited as barriers.</p>



Community & Culture

Many emphasized starting with youth education to build long-term change and called for town centers that feel safe and welcoming for walking, biking, and gathering. Residents expressed a desire for communities designed around people—not just cars.

Focus Groups

As part of the targeted outreach for the development of the ATP, the project team hosted four virtual focus groups with residents from across Connecticut. Participants were selected through an interest form and were screened to exclude individuals affiliated with local government, allowing the conversations to reflect the perspectives and everyday experiences of general community members. A summary of the focus group meetings for Phase 2 is included in **Appendix B**.

Each focus group included interactive activities where participants learned about active transportation tools and strategies, discussed project prioritization approaches, and shared their personal experiences, opinions, and ideas. These sessions generated insightful and engaging discussions, offering valuable input on residents' priorities, challenges, and aspirations for improving walking, biking, and other forms of active transportation across the state. Key themes that emerged from the focus groups included:

Priority	Community Consensus
Separated infrastructure	Strongly preferred over paint-only or shared spaces.
Traffic calming & safety	Needed in urban, suburban, and rural areas.
Connectivity	Trails and bike lanes must form networks. Trails need to be better connected to destinations.
Education & signage	Crucial for motorist behavior and compliance.

Pop-Up Events

The project team participated in the 7th Annual **Connecticut Trail Symposium** on Friday, October 3, 2025, to share updates and engage with trail stakeholders from across the state. During the event, the project team delivered a presentation on the future of active transportation in Connecticut, highlighting how CTDOT is preparing for this future through forward-thinking policies, enhanced data management practices, and a growing culture of support for walking, biking, and multi-modal mobility.

Stakeholder Engagement

The Statewide Active Transportation Committee (SATC)

During Phase 2, the SATC met on November 5, 2025. Meeting notes are included in **Appendix C**. The meeting featured interactive activities designed to gather input on potential policy and program improvements, including topics such as internal operations, interagency coordination, and performance metrics. Committee members also provided feedback on the project prioritization criteria to help guide future investment decisions. Key feedback included:

Statewide Active Transportation Committee

- **Considerations:** Avoid redundancy with existing committees, integrate on-road, off-road, and recreational trails for statewide connectivity.
- **Role with CTBPAB:** Act as a technical/implementation arm, expand local input, and move CTBPAB recommendations forward.
- **Purpose:** Coordinate statewide planning, funding, and infrastructure for active transportation and recreational trails; share best practices; improve connectivity across municipalities and facilities.
- **Membership:** Agency reps, planners/engineers, local advocates, police/fire, schools, environmental justice communities, tourism/economic development, and relevant councils/programs.

Statewide Active Transportation Facility GIS Database

- **Current Data:** Collected in Excel, GIS, or project-specific formats; some areas lack regular updates due to limited staff.
- **Facilities & Attributes:** Include all bike/ped infrastructure, trails, crossings, transit connections; track width, condition, accessibility, and jurisdiction.

- **Data Management:** Open-access GIS preferred; coordinated by CTDOT, COGs, T2 Center/UConn, and DEEP.
- **Challenges & Priorities:** Staffing, time, and inconsistent definitions are key challenges; prioritize sidewalk/trail data and document accessibility.

Prioritization Tool

- **Top Data Priorities:** Crash severity, underserved populations, connectivity gaps, proximity to schools/transit/parks, and ADA compliance.
- **Average Prioritization Weights:**
 - Safety 30%
 - Community Need 25%
 - Demand 25%
 - Feasibility/Cost 20% – feasibility guides implementation, not need.
- **Missing Data:** Context, bike/ped demand, traffic volumes, land use, environmental/permitting constraints, and historical/cultural impacts.
- **Implementation Considerations:** ROW, terrain, engineering, and political feasibility; municipalities need frameworks from COGs but capacity is limited.

The Connecticut Bicycle and Pedestrian Advisory Board (CTBPAB)

During Phase 2, the project team presented to the CTBPAB on October 24, 2025. The presentation included a brief overview of the project, updates on Phase 2 public engagement efforts, a review of progress on the Roadway Context Classification effort, a walkthrough of existing conditions, needs, and proposed recommendations, and concluded with a discussion of next steps.

Appendix

A. Phase 2 Open House Summary

B. Phase 2 Focus Group Summary

C. SATC Meeting Notes

Appendix A

Phase 2 Open House Summary

CTDOT Active Transportation Plan

Open House Summary – Round 2

October 2025



Table of Contents

Mansfield – September 30, 2025 2

New London – October 1, 2025 8

Windsor Locks – October 2, 2025.....12

Middletown – October 14, 2025.....15

Waterbury – October 15, 202519

New Britain – October 16, 2025.....22

Round Two Summary..... 25

Mansfield – September 30, 2025



Compiled Notes

Attendees

Sign-in sheets are included as an attachment.

Notable Attendees

- Toni Moran – Mayor, Mansfield
- Ryan Ayleswarth – Town Manager
- Jillene Woodmansee – Town Planner
- John Roache – Mansfield Fire Chief
- Jordan Lumpkins – NECOG
- Mike Cipriano – CRCOG

Preferences

- Separated pedestrian facilities on Route 195 – Four Corners area
- Buffered bike lanes – more comfortable
- Cycling community does not like rumble strips
- Bollards & vertical separation
- Adult education – pedestrians and cyclists
- Traffic calming roadway design – “design speed”

Major Concerns/Issues/Challenges

- Started seeing buffered outside shoulder and didn't know what they were. Noted seeing them on Route 6 and Route 169 in Lebanon.
 - Noted State Trooper parked in it for the 5K didn't know what it was either
 - Prefers this to the rumble strips that were there before – feels much safer and rumble strips typically collect debris
- Would like to see safer routes to get kids to bike and walk more to school
 - Killingly Police just did a bike rodeo
 - Anna gave card to connect attendee with Bridget on Safe Routes to School Program
- Prefers riding directly on the road
- Need more driver's education and cyclist education
- Snow removal on sides road is inconsistent making biking/walking difficult

- Property owners only have 24 hours to shovel sidewalks along property leading to owners not supporting the installation of sidewalks
- All this is great (referencing the tools and strategies), but where is the budget?
- Mayor noted issue at four corners of 195/44 that is a major safety concern
 - 400 apartments were developed and there was supposed to be a trail connecting to campus, but right now it is incomplete – it just ends after bridge with gate – forcing walkers onto the road.
 - It is private property, so we can't just put in sidewalks
 - Wants some kind of buffer to protect the students from traffic
- Safe Routes to School is active in Town
 - Mayor likes this program
 - "Start with the children" to enact change
- There was a fatality on 295
 - Mansfield is turning into a boulevard
 - Road diet, lighting, landscaping and resting spots in islands
- New E-Bike regulations start in October
 - Attendees noted 'loving' the handout
- Missing trails or connections
 - Putnam river trail along Kennedy Drive- they want to bring that over into Killingly – it would be all road until you pick up at the trail in Danielson
 - Identified bad intersection at Providence Road
- Concerns noted about pavement conditions and the amount of dirt/debris on roads (cycling)
- City Planner asked if Automated Speed Enforcement is an option
 - Mayor noted the Town is against it right now – she noted Rocky Hill is putting them in on Silas Deane – speed limit is 35, but the average speed is 52
- Mansfield Police have a program where all 4th graders are given a bike helmet
- Need to consider international UCONN students/all students – don't know what side of the road to walk on
- Attendee commented on how great and personable Paul is – not at all what he pictured for a CTDOT meeting
- Adult pedestrian and cyclist education is missing
- Mystic – Shoe Hill Road – 3-foot law for bikes – has never seen this anywhere else
- 195/44 four corners is a crisis
- Wants to cross the Natchaug River/dike spillway area – people walk over it now, but it doesn't connect to the Airline Trail nearby

- Also, near a safe walk to school area in Mansfield Center and UCONN
- “Mansfield is the Town; Storrs is the Post Office” – Mayor
- Attendee can post for us on Moosup Tressel Trail and Quinebaug Valley Club Facebook (E-Bike handout)
- Need more helmet enforcement
- In Chaplin, there is buffered shoulders going in – not technically a bike lane as cars can use it
- Students have earbuds in, and they just don’t pay attention
- Scooters everywhere
- Massive apartment complexes without connections
- It is mostly college/high school kids in this area – scooters, E-bikes, skateboards
- Public safety vs. traffic calming – Mansfield Fire noted that on Eagleville Road, if they turn the lights on, there is nowhere for the cars to go. Emergency vehicles need to get through.
 - They constantly go up and down road to the nursing home
 - Has advised crews not to turn on lights and sirens in this area because the cars just freeze when there isn’t space to pull over.
- Plows eat the delineators for bike lanes
- Town Manager noted an 800-foot gap in the sidewalk on 195 at The Standard at Four Corners
 - Private developers – crosses wetlands and terminates
- 5 minutes to get to campus on bus, but it is not frequent enough
 - If you miss the bus, you must wait 45 minutes for the next one, so you walk, and it is already not safe – snowy conditions will make it worse
- We asked CTDOT for delineators and were told there isn’t enough buffered space to put them in – were told to paint the pavement or use signage and rumble strips
- Anna noted that quick builds are now allowed on State roads
 - There isn’t time to get a plan approved, get the encroachment permit and construct before the winter shutdown
 - The window is May to October – this is the inverse of our school year
 - We didn’t know we had this issue until August when the apartments opened
- Afraid someone will get killed walking this route
- We budget for more State Troopers, but then we don’t get them because there is a shortage – we asked for 3 more and they just don’t have them
 - Statewide should have 1500 troopers and there are only 900

- Anna suggested RRFBs to warn drivers
- Landmark is the developer that opened units
- Anna – get elected officials to push this issue through CTDOT
- A couple houses known as “day party houses”
 - 500 kids are walking to this house around 2 PM on a Friday – they don’t fit in the shoulder and spill into the travel lane
- Anna – State is narrowing all State roads when repaving to 11 feet to offer buffered shoulders
- Sidewalk with bridge over stream, then 100 feet of sidewalk, then it just stops and forces people onto the road.
 - Wetland grass is very tall, making the outside of road not approachable
 - If someone takes the initiative to clear a path (student), the developer will just put up no trespassing signs because they don’t want the liability

Activity Stations

Tools and Strategies – Bicycle and Pedestrian Facilities

- Preferences
 - Buffered outside shoulder
 - Side path
 - Shared Use Path
- Neutral
 - Buffered Outside Shoulder
- Dislikes
 - Typical Bike Lane



Tools and Strategies – Crossing and Intersection Treatments

- Preferences:
 - RRFB
 - Raised Crosswalk (2)
 - Two Stage Turn Boxes
 - Raised Intersection
 - Dedicated Intersection (2)
 - Roundabouts (2)



Tools and Strategies – Policies and Programs

- Preferences
 - Snow Removal
 - Automated Speed Enforcement
 - *Comment: Traffic Calming Roadway Design “Design Speed”*
 - School-Based Education Programs
 - Driver Education (2)
 - *Comment: Adult Education Ped & Bike*



Prioritization Criteria – Marble Counts

- Safety: 9
Bicycle level of traffic stress – smile sticker
- Community Need: 7
- Demand: 8
Comment: Pedestrian Counts & Bike Counts – Low ped/bike counts could indicate unsafe infrastructure, while high counts don't necessitate major investment (infrastructure may be sufficient).
- Feasibility/Cost: 3
Cost per Mile – sad sticker

New London – October 1, 2025



Compiled Notes

Attendees

Sign-in sheets are included as an attachment.

Notable Attendees

- Brian Sear – Director, New London Public Works
- Vernon Skau – New London Fire Chief
- Yamilla Mateo – Neighborhood Coordinator/Fair Housing, Relocation and Eviction Officer
- Dominic Anziano – SECOG
- Kate Ratton – SECOG
- Brian Kent – Bike Groton/Groton CSAC
- Jennifer Locker – Bike Stonington

Preferences

- Advisory bike lanes
- Warning of crossings – RRFBS, raised crosswalks

Major Concerns/Issues/Challenges

- Neighborhoods need bike lanes
- The school just cut 15 crossing guards due to budget
- Public Works Dept is short-staffed due to funding – crosswalks/street markings are fading
- SmartRide program for \$2.00 round-trip just ended – it is like a mini shuttle
- Consider coming back to speak to the Neighborhood Academy in March
- There are lots of dirt bikes here – mainly high schoolers
- Neighborhood Guide – they do asset mapping
 - People aren't educated – they don't know how to protect themselves
- SECOG – he bikes on the road, but streets are crowded – likes advisory lanes and signal detection
- Stonington Route 1- car vs. bike
- Fire Department likes raised intersections, sidewalks and RRFBS
- The town said they have started RRFBS and roundabouts

- People just don't know when crosswalks are coming
- Annual Halloween bike ride at Bluff Point – Mountain biking
 - Cost issues with pulling DEEP permits
- It is hard for towns even to get paint for bikes – what is the street paint?
- Bike Groton rep was in attendance – noted he wears 3 hats
- Biking on Mystic Bridge – no bike lanes, and the sidewalks are busy
- Do not like shared lane markings
- Cow Hill Road in Mystic would be a great location for advisory bike lanes, but it is too curvy
- Madison to Durham Fair on 79 – great trails and a good ride
- Opening a dirt track next week near Bluff Point – has 8 bikes – needs a BMX bike now
- The problem with advisory bike lanes in Connecticut is sight lines
- CTDOT should include LOTCIP and TA projects on Future Network Map
- Need to add standard specifications for bike facilities to CTDOT standard spec sheets

Activity Stations

Tools and Strategies – Bicycle and Pedestrian Facilities

- Preferences
 - Sidewalks (2)
 - Buffered outside shoulder
 - Shared Use Path (2)
 - Typical Bike Lane (2)
 - Buffered Bicycle Lane (3)
 - Separated Bicycle Lane
 - Advisory Bike Lane (3)
- Neutral
 - Side Path
- Dislikes
 - Shared Lane Marking (3)



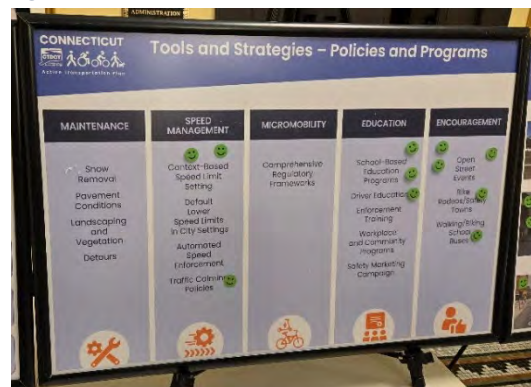
Tools and Strategies – Crossing and Intersection Treatments

- Preferences:
 - Signal Detection for Bicyclists
 - Bike Signal Heads
 - RRFBs
 - Raised Crosswalk (3)
 - Bike Boxes (2)
 - Raised Intersection (2)
 - Dedicated Intersection (2)
 - Protected Intersections
 - Roundabouts (2)
 - Neighborhood Traffic Circles



Tools and Strategies – Policies and Programs

- Preferences
 - Context-Based Speed Limit Setting (2)
 - Traffic Calming Policies
 - School-Based Education Programs (2)
 - Driver Education
 - Open Street Events (3)
 - Bike Rodeos / Safety Towns
 - Walking / Biking School Buses



Prioritization Criteria – Marble Counts

- Safety: 8
- Community Need: 5
- Demand: 5
- Feasibility/Cost: 2

Windsor Locks – October 2, 2025

Compiled Notes

Attendees

Sign-in sheets are included as an attachment.

Notable Attendees

- Scott Storms – First Selectman
- Jon Savino – Selectman
- James Cannon – Selectman
- Mike Cipriano – CRCOG

Preferences

- Generally, people don't bike in this community
- Attendees do not see the need for more ped/bike facilities, would rather see more enforcement
- The community is resistant to change – Main Street has major changes coming

Major Concerns/Issues/Challenges

- People are upset about Main Street
 - There is a building that causes line of sight issues – it is being demoed, but then 100+ apartments are going in
 - Crosswalk to the new Windsor Locks Station
 - There are no lights
- Windsor Locks community does NOT want roundabouts
- Main Street is being developed all the way down to the entrance to I-91
- Amtrak double track means moving power poles across the street
- Spring Street traffic lights get backed up since Church Street was dead-ended, and the Bridge Street light isn't synced. People end up blocking the Spring Street intersection.
- People generally don't bike here
- Canal Path – a connection to the new developments would be nice
- Main Street is too narrow – Probate judge has ridden here, and it is scary

- There is “interesting traffic on Elm Street”
- Mostly sees E-bikes going too fast and without helmets – not many regular bikes
- Question about why CTDOT paths are paved and not gravel – who maintains them?
 - CTDOT paves and the towns maintain
- Big fan of trails– Canal Trail is nice
- Windsor Trail – ECG – Route 20 Plainville to Southington is in design – this is the only piece missing
- Route 159 – can’t see what is coming from the left
- CVS Main Street area is difficult
- More pedestrians walking on the road than bikes – don’t want sidewalks
- Enforcement is needed; the issues are caused by driver behavior
- Windsor Locks needs more transit
- The community is predominantly elderly – the high school was built for 1200 students and there are only 400
- Windsor Locks infrastructure is in desperate need of repair
- Funds were wasted at the Spring/Main driveway
- Storm drains are wooden troughs in some areas – Main Street is the older part of Town
- Working on Spring Street – half is under construction, and more funding is needed for the second half
- Bloomfield – lowest income in the state and the highest need for bike/ped facilities
- Proposed map of trails for Bloomfield area – trail to high school and along Tunxis Ave
- South Windsor trail in power line right-of-way
- CTDOT should change maintenance language for funding for roads, sidewalks AND trails
- Bloomfield people are using the trails as a way to get to work
- Sidewalk standards should be larger (like 8-feet) and then require a design exception to make them smaller
- CTDOT maintenance and other roadway funds should include the option to be used on trails

Activity Stations

Tools and Strategies – Bicycle and Pedestrian Facilities

- Preferences
 - Separated Bicycle Lane
- Dislikes
 - Typical Bike Lane



Tools and Strategies – Crossing and Intersection Treatments

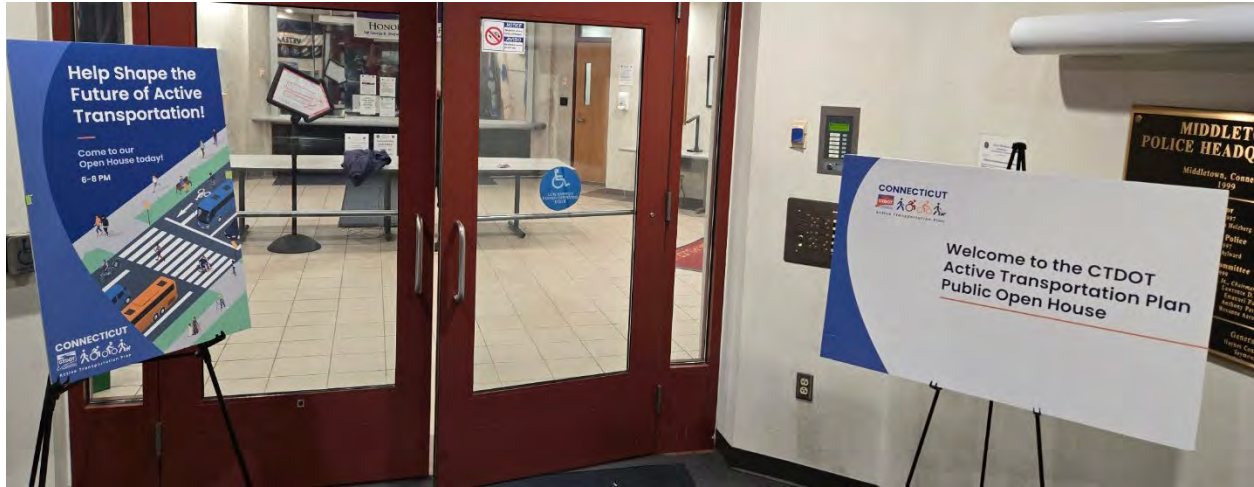
- Preferences:
 - Raised Intersection
 - Roundabouts (2)
 - Neighborhood Traffic Circles (2)



Prioritization Criteria – Marble Counts

- Safety: 5
- Community Need: 2
- Demand: 1
- Feasibility/Cost: 0

Middletown – October 14, 2025



Compiled Notes

Attendees

Sign-in sheets are included as an attachment.

Notable Attendees

- Michael Pelton – First Selectman, Portland
- Brendan Geraghty – River Valley Transit
- Robert Haramut – RiverCOG
- Marcus Gonzalez – RiverCOG

Preferences

- Safety for older adults
- Buffered spaces for bikes/peds

Major Concerns/Issues/Challenges

- Rural seniors can't get out because there are no facilities
 - Need at least a buffer
- Dislikes shared lanes and paved outside shoulders
- Roundabout cause more confusion and people go the wrong way
 - Can't trust the cars as a pedestrian
- Need more education for drivers, seniors and kids
 - Have education programs at senior centers – reach them in places they go
- Glastonbury- connect Hillstown Road to Addison/Oak Street
- Portland – need facilities across Route 66 to get to the Airline Trail
- Hebron Ave/Oak Street/Route 2
 - Can't get to the crossing button when there are snow mounds. The button is also across the street from the sidewalk – why?
 - On the Western Blvd side, there is a button with no sidewalk
 - Bike detection coming from Western Blvd to Hebron Ave doesn't register- only cars
- Signals on all State roads should have cyclist detection
- Need more buffered space on roads – prefers trails for this reason
- Route 17- bikes going straight need to be between lanes of vehicular traffic

- Hebron Ave – tight guardrails on either side of road
- River Valley Transit/Portland Senior Center – need bus stop on Main Street
 - Mobility issues – need stops at bike trail entrance and senior center
 - Trying to find balance between the need for stops and having too many stops
- East Hartford right side of river trail needs to connect to ECG through Goodwin area – Riverside Dr is already a good connection
- Portland – trail connection from East Hampton design is complete. Need Eversource's approval - \$1m section
- Streets aren't wide enough to accommodate bikes
- Prefers boulevard style streets that make it clear these streets are made for more than just cars
 - Raised crosswalks
 - Give the peds priority
- Wants areas that are predominantly for pedestrian spaces, but cars are allowed
 - Downtown main street feel
- "I would take safety over noise reduction any day."
- Change mindset with education
- "I don't want to drive there because it makes me anxious" – that anxiety is keeping us safe!

Activity Stations

Tools and Strategies – Bicycle and Pedestrian Facilities

- Preferences
 - Sidewalks
 - *Comment:*
Gravel/processed stone shoulders on either side of the sidewalk
 - Shared Use Path
 - Separated Bicycle Lane (3)
- Neutral
 - Buffered Outside Shoulder
 - Side Path
 - Advisory Bike Lanes



- Dislikes
 - Typical Bicycle Lane
 - Paved Outside Shoulder (2)
 - Shared Lane Marking (2)

Tools and Strategies – Crossing and Intersection Treatments

- Preferences
 - Signal detection for bicyclists
 - RRFBs
 - Raised Crosswalk (3)
 - Raised Intersection (2)
 - Dedicated Intersections
 - Protected Intersections
 - Roundabouts (3)
 - Neighborhood Traffic Circles
- Neutral
 - Roundabouts
- Dislikes
 - Roundabouts



Prioritization Criteria – Marble Counts

- Safety: 4
 - Crash Risk – smile sticker*
 - Traffic Speed / Volume – smile sticker*
 - Bicycle level of traffic stress – smile sticker*
- Community Need: 4
 - Low-income/underserved/historically marginalized – smile sticker (2)*
 - Low Car Ownership – smile sticker*
 - ADA Compliance – smile sticker*
- Demand: 4
 - Pedestrian and bike counts – smile sticker*
 - Proximity to schools, transit stops, parks, jobs and retail – smile sticker*
 - Connectivity gaps – smile sticker*
- Feasibility/Cost: 3
 - Available right-of-way – smile sticker*

Waterbury – October 15, 2025



Compiled Notes

Attendees

Sign-in sheets are included as an attachment.

Notable Attendees

- Ken Stanco – Office of the Mayor, City of Waterbury
- Suzanne Pleasant – Grants Manager, City of Waterbury
- Kevin Ellis – NVCOG
- Kate Pipa – NVCOG
- Mark Nielsen – NVCOG

Preferences

- Micromobility and pedestrian accommodations needed throughout the city
- Mixed feedback on roundabouts

Major Concerns/Issues/Challenges

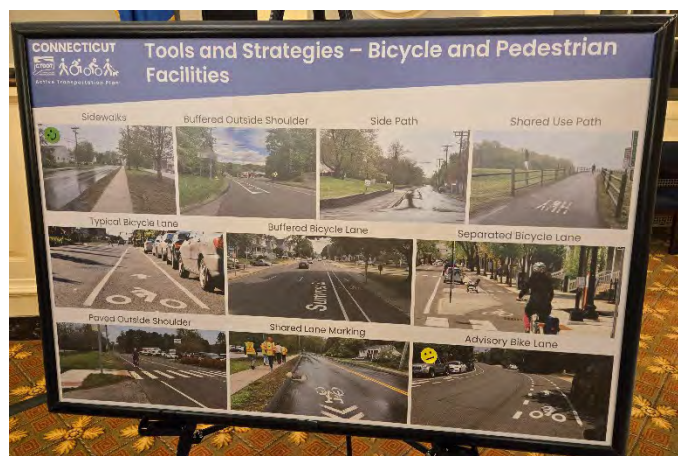
- Dislike roundabouts – feels unsafe crossing
 - In upstate NY – roundabouts are very congested, especially when school lets out for about 2 hours – there are three roundabouts in a row
- Signal detection near the high school isn't effective
- Dislikes automated tickets – will fight traffic to avoid those areas

- Protected intersections are a great idea, but they need to be maintained
- Visibility of pedestrians in crosswalks near the firehouse
 - Exclusion zone – no advance warning
 - Signs – peds use this zone to cross
 - RRFBs would be great
 - Raised crosswalks and raised intersections slow people down
- Self-driving cars would have issues with advisory bike lanes because they read the yellow lines
- More transit connections are needed – micromobility
- ‘Leave 4 feet for bikes’ – in New York – but it doesn’t seem like there is 4 feet to give in most areas
- Prefers roundabouts as a driver, but not sure if they would work in Waterbury
- Confusion as to what bike boxes are and how to use/navigate them correctly
- Grand Street in Chase/City Hall area – ADA facilities could be better for high elderly population
 - Same comment for the Center St/Bank St intersection
- E Main Street – UCONN Campus needs better lighting for pedestrian students
- East Side of Green – UCONN classrooms and elderly housing – high pedestrian potential
- Bucks Hill – Boyden Street – Lots of litter and no sidewalk near the trail entrance
 - High traffic volume, speeding – proximity to school – high freight
- Berlin – Webster Park and the Berlin Trpk are a barrier between East and West Berlin – take down the barrier – bike facilities across barriers are important

Activity Stations

Tools and Strategies – Bicycle and Pedestrian Facilities

- Preferences
 - Sidewalks
- Neutral
 - Advisory Bike Lanes



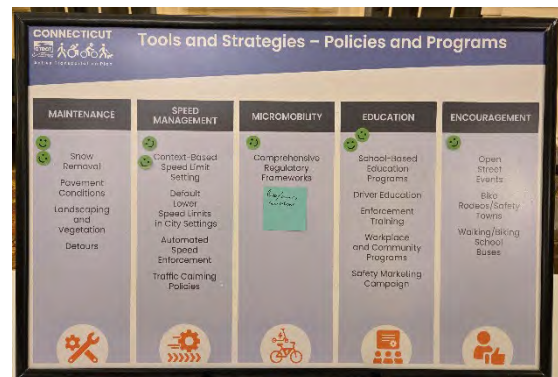
Tools and Strategies – Crossing and Intersection Treatments

- Preferences
 - RRFBs (4)
 - PHB
 - Raised Crosswalk (3)
 - Raised Intersection (2)
 - Dedicated Intersections
 - Roundabouts (3)
- Dislikes
 - Roundabouts



Tools and Strategies – Policies and Programs

- Preferences
 - Snow Removal (2)
 - Context-Based Speed Limit Setting (2)
 - Comprehensive Regulatory Framework
 - *Comment: Bike/Transit Connections*
 - School-Based Education Programs (2)
 - Open Street Events



Prioritization Criteria – Marble Counts

- Safety: 4
Bicycle level of traffic street – smile sticker
- Community Need: 3
Low Car Ownership – smile sticker
- Demand: 1
Connectivity gaps – smile sticker
- Feasibility/Cost: 2

New Britain – October 16, 2025



Compiled Notes

Attendees

Sign-in sheets are included as an attachment.

Notable Attendees

- Tina Santana – New Britain Board of Education
- Sharon Beloin-Saavedra – Mayoral Candidate
- Jerrell Hargraves – Human Rights Officer, New Britain
- Mike Cipriano – CRCOG

Preferences

- Interest in new E Bike laws
- The State doesn't maintain state routes – plow damage

Major Concerns/Issues/Challenges

- Questions on E-Bike laws – the person sells them and needs to understand the new laws
- State is not maintaining roads or signage
 - Tina contacts CTDOT and never hears back
 - Farmington Ave – plows hit soil/sidewalk and damage property – the Mayor's office gets the calls
- People do not know how to properly use roundabouts
- All priorities are important, but how do you make someone follow the rules
- Bee Trail is under construction – need to get Plainville to finish their part to connect to the Farmington Trail
- Wait times for walk lights are too long and people do not wait, they just cross anyway
- Education!
- People don't stop at defunct lights or flashing lights
 - Just put in a standard RRFB
- No one around services E-Bikes

- There are people who use E-Bikes because they want to keep up with friends even though they physically can't cycle anymore
- The HAWK on the Farmington Canal Trail in Cheshire has a lot of issues. The bike corrals (chicane-style gates at entrance to trail) are extremely narrow: the HAWK takes forever to get the pedestrian walk. When the pedestrian still has the flashing walk signal, the vehicles get a yellow light.
- Mark has been a bike advocate for years and has seen lots of progress. There are so many more trails now.

Activity Stations

Tools and Strategies – Crossing and Intersection Treatments

- Preferences
 - Signal detection for bicyclists
 - RRFBs (3)
 - PHB
 - Raised Crosswalk (2)
 - Bike boxes
 - Two stage turn boxes
 - Raised Intersection (2)
 - Roundabouts (4)
- Dislikes
 - Pedestrian Hybrid Beacons



Prioritization Criteria – Marble Counts

- Safety: 27
Crash Risk – smile sticker
Traffic Speed / Volume – smile sticker
- Community Need: 14
Youth and elderly populations – smile sticker (2)
- Demand: 10
Pedestrian and bike counts – sad sticker
Proximity to schools, transit stops, parks, jobs and retail – smile sticker
Connectivity gaps – smile sticker (2)
- Feasibility/Cost: 8

Round Two Summary

Overarching Themes

Safety and Infrastructure

Participants consistently emphasized the need for safer walking and biking routes, especially for students. Concerns included missing sidewalks and trail gaps, poor pavement conditions, snow buildup, fading markings, and damaged delineators. Lighting and visibility near schools and busy intersections were noted as major issues, as well as challenges for emergency vehicle access in areas with heavy traffic calming.

Education and Enforcement

There were repeated calls for better education for drivers, cyclists, and pedestrians. Residents supported Safe Routes to School and similar programs, as well as outreach at schools and senior centers. Many requested more clarity around new infrastructure (bike boxes, buffered shoulders) and e-bike laws. Opinions were mixed on automated enforcement and roundabouts, which some found confusing or intimidating.

Policy and Funding

Attendees asked how proposed improvements would be funded and who would maintain them. They encouraged CTDOT to update design standards to include bike and pedestrian facilities and to allow roadway funds to cover trails and sidewalks. Local staff shortages and limited budgets were cited as barriers.

Community and Culture

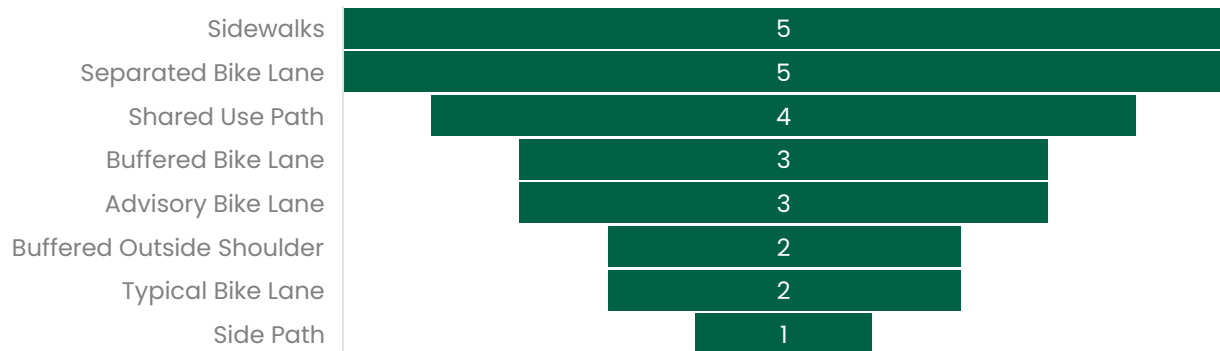
Many emphasized starting with youth education to build long-term change and called for town centers that feel safe and welcoming for walking, biking, and gathering. Residents expressed a desire for communities designed around people—not just cars.

Activity Results

Tools and Strategies

Bicycle and Pedestrian Facilities

Likes

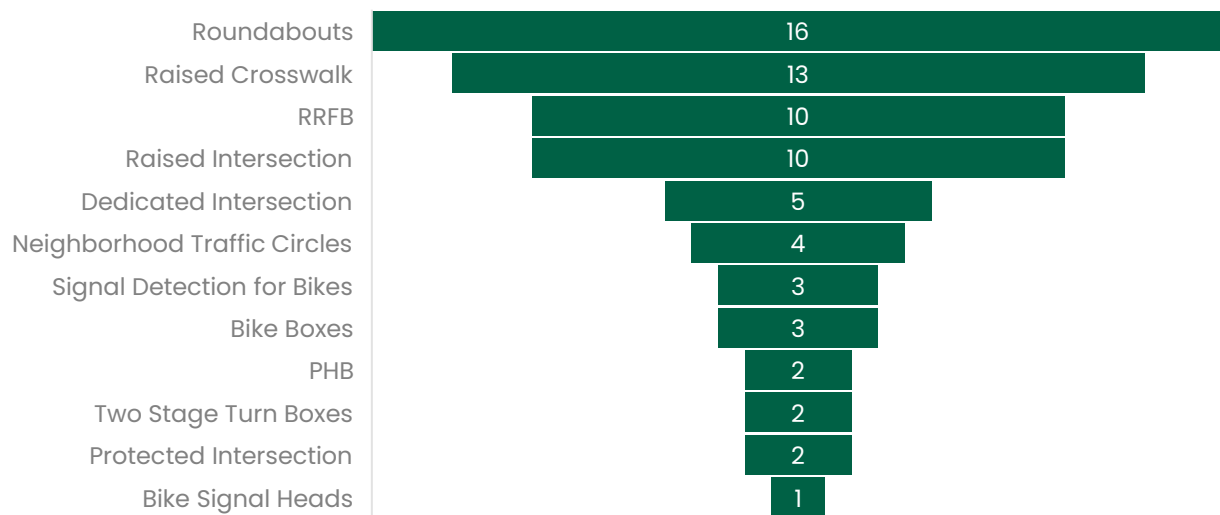


Dislikes



Crossing and Intersection Treatments

Likes

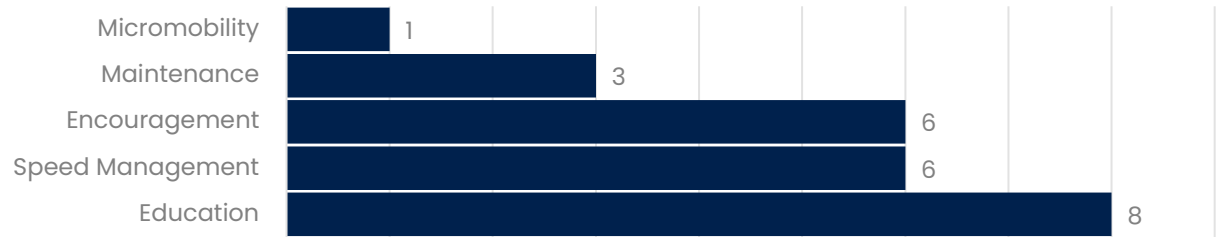


Dislikes

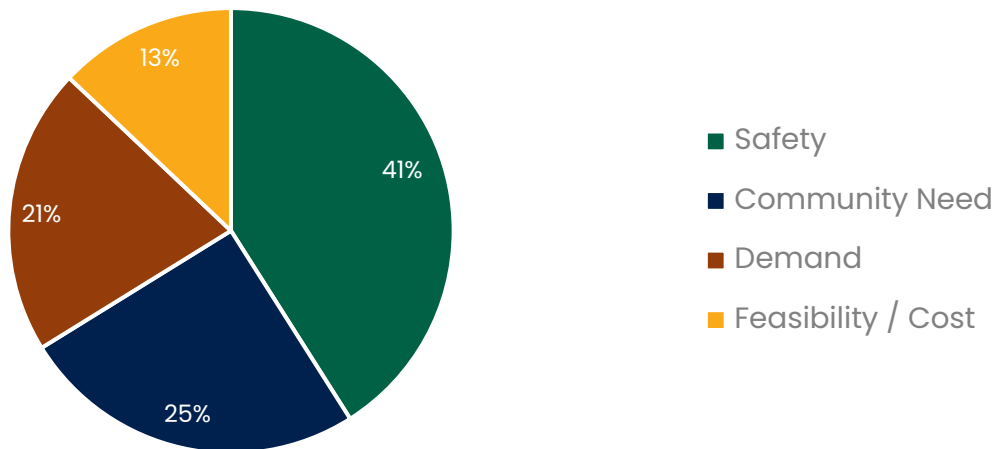


Policies and Programs

Likes



Prioritization Criteria



Existing and Proposed Network Comment Map

Table 1 – Comments on the Existing and Proposed Network

ID	Comment
1	difficult intersection for trail
2	Connection between the two dikes on either side of the river. Need active transportation connection here.
3	Connect trail on dike to airline trail.
4	Connection from Mansfield/UConn to airline trail and paths on the dike.
5	Airline trail connection through Portland & Middletown is important.
6	Pomfret Putnam Connection
7	Ped Bridge for safety
8	Active transportation between four corners residential development to Campus (W Lot). Along 195
9	Between the dam and the rest of Mansfield Hollow State Park to the north. that does not require use of 195
10	Webster Park and the berlin tpk are a wall (or barrier) between east berlin and west. Take down that wall (bike facilities across barrier are important)!!
11	End point of existing tri-town trail. The rest of the trail further south is proposed but not constructed.
12	Annual Halloween group ride – cost barrier with pulling DEEP permits.
13	Metal Bike Lanes will be installed in spring 2026 on the Bascule Bridge. There are no bike lanes/ connections on either side.
14	Proposal from Hewitt Rd to Cove Rd for buffered bikeway and connecting sidewalks. LOTCIP award has been applied for and waiting to hear back.
15	Friction point: Low visibility, angled parking, narrow shoulders. Adjacent to Amtrak train station. Commuters are forced to walk along shoulder with no sidewalks.
16	Lots of housing units being added to this area. Stonington DPW working on greenway connections as well as three foot for cyclists.
17	L71-0001 constructed multiuse path to Gallup Hill Road – 10' MUP north side of road
18	Missing connection to ECG via Goodin College to Riverside Dr (currently bike friendly)
19	Design completed. Awaiting Eversource approval.
20	High traffic volume, speeding, proximity to schools. High freight.
21	Lots of litter, trash, no sidewalks.
22	High elderly population – Large demand for ADA and pedestrian facilities.
23	ADA facilities could be better for high elderly population
24	UConn campus, needs better pedestrian lighting for student comfort
25	UConn classrooms and elderly housing, high pedestrian potential
26	Crosswalk – Better pedestrian crossing facilities needed i.e. RRFBs (all along Howe Ave in downtown Shelton)
27	Better crosswalks – Better visibility for pedestrians at this crosswalk
28	Better ped. Facilities along this stretch
29	Sidewalk ends – People walk this often and sidewalk just ends
30	Needs a stop sign – Car got hit on Giles from someone coming down Young St b/c no stop sign
31	HAWK is problematic

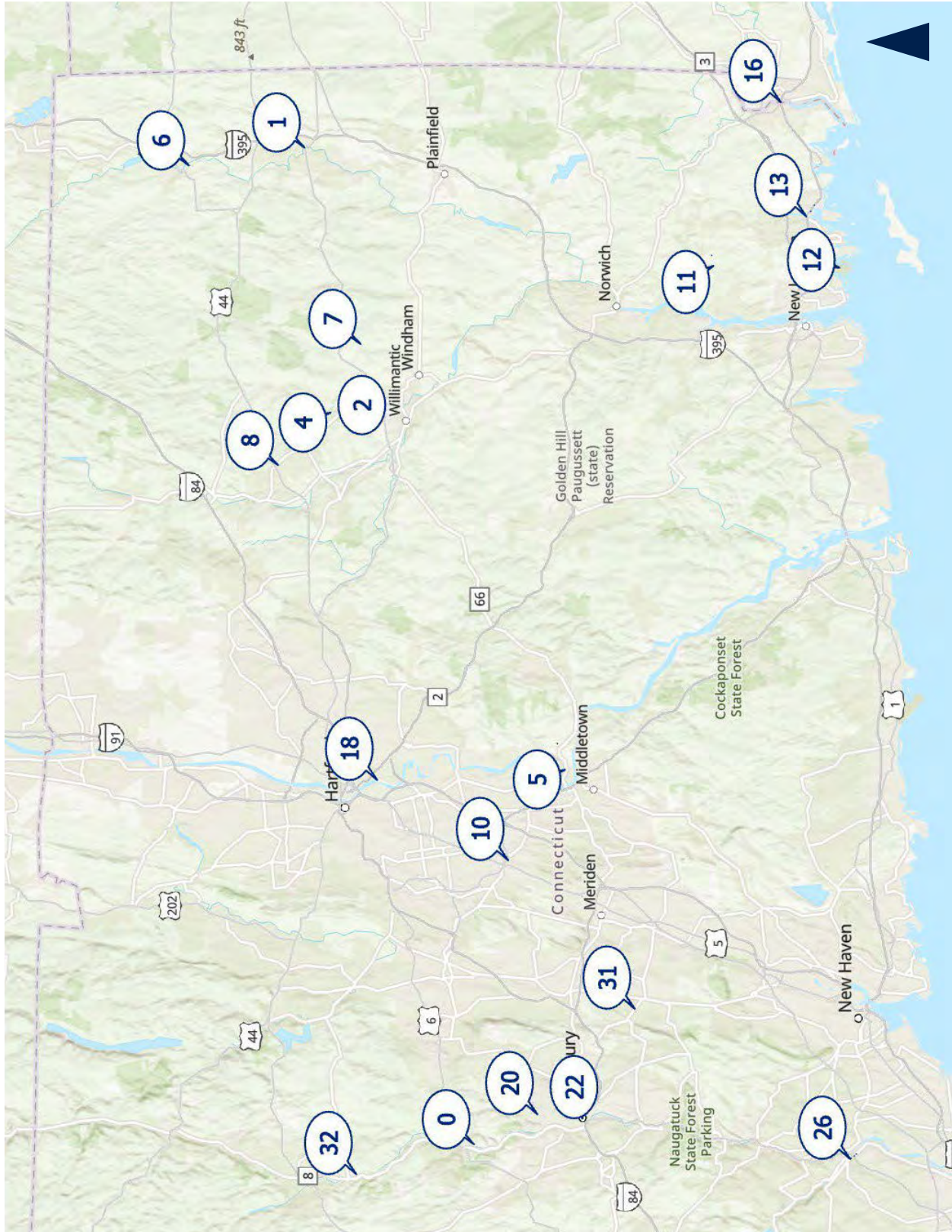


Figure 1 – Comments on the Existing and Proposed Network

Appendix B

Phase 2 Focus Group Summary



CTDOT Active Transportation Plan

Focus Group Summary – Phase 2

August 2025

Table of Contents

Focus Group Summary..... 2

Focus Group #1..... 4

Focus Group #2 7

Focus Group #3 11

Focus Group #4 16

Focus Group Summary

As part of the targeted outreach for the development of the Connecticut Department of Transportation's Statewide Active Transportation Plan (CTDOT ATP), the project team hosted four virtual focus groups with members of the public from across Connecticut. Participants were selected through an interest form available on the project website and were screened to exclude individuals affiliated with local government or advocacy groups, ensuring the focus groups reflected the perspectives of the general public.

The focus group meetings generated thoughtful and engaging discussions, offering valuable insights into the public's experiences, recommendations, and priorities related to active transportation. Key takeaways from these conversations included:

1. Strong Preference for Separated Bicycle and Pedestrian Infrastructure
 - There was a consensus that paint-only bike lanes, sharrows, and buffered shoulders are not sufficient.
 - Sharrows were widely viewed as ineffective and even dangerous on high-speed or narrow roads.
 - Many preferred physical separation.
 - Shared-use paths are problematic, especially with e-bikes, dogs, and pedestrians.
2. Safety and Comfort are Major Concerns
 - Motor vehicle speed was repeatedly flagged as a top issue — especially on wide roads and rural/suburban streets.
 - Raised crosswalks, speed humps, bump-outs, and other traffic calming strategies are supported.
 - Roundabouts and intersections can be confusing and perceived as dangerous for pedestrians and cyclists when not designed suitably.
3. Inconsistency, Gaps, and Fragmentation in Infrastructure is a problem in Connecticut
 - Bike and pedestrian infrastructure often ends suddenly, creating unsafe conditions.
 - Existing facilities are not well-connected, undermining their usefulness for commuting and even short trips.

- Trails are popular and seen as safe, but they often don't connect to neighborhoods, jobs, or destinations.
 - There is a desire for more links between trail networks and city/town streets.
4. Lack of Awareness, Education, and Signage is a problem
- Drivers often don't understand or respect bike infrastructure.
 - Painted lanes are often ignored by motorists.
 - There is a need for better signage, public education, and driver training around cyclist and pedestrian rights.
 - The legal protections for cyclists needs to be outlined better.

Summary: Core Community Priorities

Priority	Community Consensus
Separated infrastructure	Strongly preferred over paint-only or shared spaces.
Traffic calming & safety	Needed in urban, suburban, and rural areas.
Connectivity	Trails and bike lanes must form networks. Trails need to be better connected to destinations.
Education & signage	Crucial for motorist behavior and compliance.

The following notes summarize the conversations at each of the four focus group sessions. These insights will directly inform the development of final recommendations for the CTDOT ATP, helping ensure the plan reflects the needs and perspectives of residents across the state.

Focus Group #1

August 26, 2025, 1-2 PM

Attendees: Project Team

Paul Ashworth, CTDOT

Shanice Rhule, CTDOT

Sofia Clark, HDR

Emily Baranoski, HDR

Megan Savage, WSP

Focus Group

Barbara Amodio – Bolton, CT

Sylvia Ounpuu – Bolton, CT

Jason Wang – West Hartford, CT

Talitha Coggins – Windsor, CT

The attached PowerPoint was used to guide the meeting discussion.

Focus Group Pre-Meeting Conversation

- Attendees have experienced open street type events and feel they are great to combat a lack of understanding of how biking can work safely.
- Wethersfield and Rocky Hill are notable open street event examples.
- One attendee noted that New York City is shutting down 14 miles of avenues for bicyclists and pedestrians. It is similar to the Five Boro Bike Tour.

Ice Breaker

Poll: How does walking, biking or rolling make a difference in your day or life?

- Barbara – Is 75 years old. Biked from Maine to Florida on East Coast Greenway (ECG). Walks with her dog every morning.
- Sylvia – Bikes as a means of transit to get from A to B. Biking has brought her physical and mental health. It is also a social event for her. She always meets people and chats. That never happens in a car. As she gets older, she is growing more concerned about unsafe roads.
- Jason – Lives car-lite to car-free and only uses a car once or twice a month. He has an E-cargo cart.

Poll: What made you decide to join today?

- Jason – Wants to bring more attention to safe streets. Activist in West Hartford.
- Sylvia – Connectivity to existing infrastructure and a lack of separated infrastructure for her and her family to bike safely.

- Barbara – In Bolton, they are very concerned that Eastern CT is cut off from accessing trails. Route 44 is not safe for bikes. Wants to see these concerns addressed in her lifetime.

ATP Draft Vision

Poll: Do you feel that the vision reflects the values and priorities that you have for active transportation?

- Barbara – Is the completion of the ECG high on your list? Because that is the spine. We have gaps here in East Hartford and towards the NY border.
- Sylvia – Bike lanes by paint vs separated bike infrastructure makes a huge difference. People are not going to ride on and don't feel safe on paint. Separated bike lanes in cities or on major routes are needed. We need the word SEPARATED in the vision.
- Talitha – What is meant by facilities?
- Emily (HDR) – Sidewalks, bike lanes, shared use paths, shared bike lanes, infrastructure that would facilitate bike/pedestrian travel.
- Jason – Echoes what the last speaker noted about separated facilities. He knows many people who will only bike in separated space. Bollards even help and give you the most bang for your buck. The West Hartford trail that was recently completed has been a game-changer. The trail in Avon as well. We are in a space where streets aren't comfortable for bikers, especially in small towns. In Quebec right now, they move the same amount of people that we do in cars by bike. We spend millions on vehicle infrastructure while the bike community is begging for simple bollards. Route 4 reservoir – People have to drive to get there just to take their bikes out of the car to ride.

Additional Discussion

Paul (CTDOT) gave stats on comfortability with on-road facilities. Context classification system – classifications give designers an idea of what would be appropriate in that place. Do you have thoughts on this?

- Sylvia – Paul, I think you hit it on the nail. Contextual approach is key. The need is not universal; it is very specific to the location. In rural areas, motorist speed is a huge issue, and I don't see that in this vision statement. East of the river area, speed impacts the death rate of the passive road user. My street is safe, but the speed limit is 35, and it shouldn't be. We need traffic calming measures. Even

speed humps or tables are all over Montreal or Quebec, where they get so much more snow than us and it works. Motorist speeds need to be in this equation somewhere.

- Jason – Implement quick builds. Advocated for this in West Hartford. Steve Mendelson was killed at an intersection where simple quick builds for bump-outs could have helped.

Emily (HDR) asked for feedback on the goals.

- Sylvia – What is mode split? Do we consider multi-modal?
- Emily (HDR) – We document the number of trips by each mode. The goal is to decrease auto trips to increase bike/pedestrian trips. We are limited by the amount of data we can get with this. We do have data on the first/last mile and connections.

Proposed Recommendations – Infrastructure Toolbox

Activity

Proposed Recommendations – Shared Bike/Pedestrian Facilities

- Sylvia – I have used all these, and I think bollards would be a great addition to the photo on the left. The one in the middle would be better but could also benefit from bollards. We need great physical separation. That small curb wouldn't even be felt by a motorist if they went over it. As a commuter through Hartford for years going by Bushnell Park, pedestrians and dogs are unpredictable and if you are using bikes as transit, the bikes have no place being in the same place as pedestrians. Shared-use paths are not the greatest and it is becoming a significant issue, especially with e-bikes entering the picture. At Minneapolis University, they have very elaborate separation between pedestrians and cyclists. See the Brooklyn Bridge example. We want cyclists and pedestrians in a different space.

Ran out of time – went to Next Steps slide.

Focus Group #2

August 27, 2025, 4–5 PM

Attendees: Project Team

Shannon Burnham, CTDOT

Chris Roberts, CTDOT

Sofia Clark, HDR

Emily Baranoski, HDR

Megan Savage, WSP

Focus Group

Kino Rose – Windsor, CT

Samuel Kamin – Manchester, CT

Dione Dwyer – Bridgeport, CT

Vanessa Liles – Bridgeport, CT

The attached PowerPoint was used to guide the meeting discussion.

Introduction

- Samuel – Has two small children that he is always worried about walking in Manchester, CT. He grew up in a similar-sized state and would like to see the infrastructure improved.
- Vanessa – PT Partners in Bridgeport – president of Neighborhood Revitalization Zone (NRZ) for her area.
- Dione – Resident of BT Barnam in Bridgeport and a member of PT Partners.
- Kino – Currently living in Windsor. Has lived in the state for 25 years (Hartford and Windsor). Commutes to Hartford by bike – started doing that last year.

Proposed Recommendations – Infrastructure Toolbox

Activity

Shared Bike/Ped Facilities

- Samuel – Cars park in the painted areas. The foldable barriers demonstrate to cyclists that we are more interested in protecting the motorist's vehicle than the person on the bike.
- Vanessa – People do not read enough or pay enough attention to areas that go from separated to shared infrastructure. Cars drive and park in the painted lanes constantly. There needs to be much more awareness that if you are in the city and not used to cyclists, there needs to be more visual cues and consideration of how bikes/cars merge. Is the onus on the biker or the motorist?

- Kino – Has experience with both shared lanes and buffered lanes. There is one coming in from Windsor into Hartford, and eventually the bike lane just ends, and you are sharing the road with cars. This makes people uncomfortable. For the Farmington Canal Heritage Trail and Manchester trails, I wish there were more bike lanes that connect these paths so cyclists can use that trail as a network to get to several places.
- Dione – Doubled down on what Vanessa said – when it comes to buffered shoulders, there really is not any order on when and where it is used. Even though it is for the biker, there is nothing stopping the cars from using it.

Bike Facilities

- Vanessa – Bikers try to make you aware as a pedestrian that they have the right of way. Shared-use paths may not be the most comfortable.
- Samuel – In places like NY, it is a different ballgame when it comes to bicycles and peds. Exposure to E bikes– gas powered bikes are very different from regular cycling. Bike lanes in the middle of the lane causes confusion by making people think that bikes can only go here and nowhere else and that is not the case
- Dione – Bike lane path signage; if there is no specific signage, I am guilty of parking in a bike lane because it was not marked. There should be more specific signage to differentiate bike lanes vs. buffered lanes

Shared Bike/Vehicle Facilities

- Vanessa – It depends on where you are in CT. In the City, the other layer to add on to consider is what the city of Bridgeport does? Because you can provide guidance on what should be done, but we do not have the resources to implement it. We do not have the manpower, the paints, the signs, the non-criminal support of the police, or the education.
- Kino – Not a fan of the shared lane markings. Are advisory lanes for low-volume wide streets? Because these areas are generally not a concern. These could be applicable on low-volume, low-speed roads. Education is very important. I have seen some people not cross the double yellow because they think that they cannot even if they are giving room to a biker.
- Samuel – Education is important because if you showed me these two photos, as a driver, I am not sure I would know where I was supposed to go or not go.

Intersection and Crossing Treatments

- Vanessa – Roundabouts as a driver can be confusing because you have to trust that the other people understand yield vs. stop and who has the right of way. As a pedestrian, I hustle through, and I do not trust any of the drivers. I have not done this as a cyclist, but I do not think I would be comfortable. I would wait to go until it is clear and I do not need to worry if I have the right of way. In places like Bridgeport, I would like a signal because people barely know how to stop at a stop sign.
- Kino – Echo what Vanessa said. I like roundabouts and I think they are coming to Windsor in the future. As a biker, I prefer the protected intersection for any larger street. You get a moment to stop and assess. The roundabouts are ok. Traffic circles, take it or leave it.
- Dione – Roundabouts as a driver can be very good if everyone knows how to use it correctly. As a pedestrian, I do not think I would like to cross any roundabouts. It would make me nervous. I love the protected intersection as a pedestrian and a driver. There is one near me and I see the improvement already.
- Samuel – It is hard for me to say anything negative about things that slow cars down, but it is hard with a roundabout because there is no signal, which makes it difficult to cross. Non-punitive educational experiences for crosswalks. More beacons!!!!!!!!!! “Beg buttons” – please, please, please let me cross.

Prioritization Criteria

Poll: How would you rank these priority criteria (safety, community need, feasibility/cost, and demand) when deciding where to invest in active transportation? (ranked most important to least important)

Kino:

1. Safety
2. Community Need
3. Feasibility/Cost
4. Demand

Anonymous response:

1. Safety
2. Community Need

3. Demand
4. Feasibility Cost

Dione:

1. Community Need
2. Safety
3. Demand
4. Feasibility/Cost

Additional Discussion

- Samuel – “community need” – It is hard to measure something that is a life enhancer.
- Kino – The minority of people who want the bike lane, it would be hard for them to get what they want at the end of the day. People may not be willing to implement something if they do not know how it will benefit beyond the people asking for it.
- Vanessa – She also thinks “community need” is the ability of the community to make this happen.

Focus Group #3

August 28, 2025, 12–1 PM

Attendees: Project Team

Paul Ashworth, CTDOT
Chris Roberts, CTDOT
Sofia Clark, HDR
Mindy Moore, HDR
Shannon Burnham, CTDOT
Megan Savage, WSP

Focus Group

Andrew Lopez – New London, CT
Andy Greenawalt – Milford, CT
David Berkowitz – New Haven, CT
Nadine Horton – New Haven, CT

The attached PowerPoint was used to guide the meeting discussion.

Participants

- Andrew – Librarian, Bike/Ped and Transit Enthusiast
- Andy – Tech Entrepreneur
- David – Individual Investor, New Haven Coalition for Active Transportation
- Nadine – Research Assistant, Armory Community Garden, Whalley/ Edgewood/ Beaver Hills Management Team

Proposed Recommendations – Infrastructure Toolbox

Activity

Shared Bike and Vehicle Facilities

- Andrew – These are common in New London, but there are none on state roads. We need more shared lane markings or bike lanes on state roads in New London.
- Andy – The sharrows are everywhere and drivers do not know what they mean. They are generally on low-speed roads, but there are no roads wide enough for this. These are all but useless. It is the most common, but not the most ideal.
- David – I see sharrows as a small hope that motorists will see this and expect a cyclist ahead. But it is just hope.
- Nadine – Whalley Avenue and Dixwell Avenue. On Whalley, there are no sharrows. On the side streets leading to it, there are very faded not maintained

sharrows. For advisory, this looks better, but I would swap the bike lanes inside of parking.

- Andy – Agree, use the cars to protect us. Use the car parking to create protected lanes.

Paul (CTDOT) – If advisory lanes were used on a rural street, would you still feel the same?

- Andy – In a rural suburban environment, we ride on roads with nothing, so anything would be helpful. Protected where cyclists only have to navigate each other is the best scenario.

Bike Facilities/Shared Bike & Pedestrian Facilities

- Andrew – I would love to see some more shared-use paths in Southeastern CT, especially in, around, or between urban areas.
- Andy – Truly separated is very rare in CT. In Sweden, they invest heavily and have a great system. Fairfield and West Hartford have some, far better than sharrows.
- Nadine – New Haven is known for being very bike forward. We have separated bike lanes where the cars “float” in a few areas and some areas are separated by bollards near the water. We have some areas with raised sidewalks where one side is for cyclists and the other for pedestrians. We have shared-use paths on the Farmington Trail. We want MORE separated bike lanes. We have so many people that use cycling as a primary source of transportation.
- Andy – We had an office in downtown New Haven, and we used to have a room just to store bicycles. New Haven is by far the best bike-friendly city in CT. We need to focus on connections to the different facilities.
- David – I am also in New Haven and the issue is that the bike facilities just end and dump you in dangerous situations. Build out a full amenity to get you to a destination instead of putting in segments with various road rebuilds.
- Nadine – Lives in Whalley Ave neighborhood, part is owned by the city and part is owned by the state. We have asked for ANYTHING on Whalley and nothing has been done. It is so wide, there is room. I get on the sidewalk because I do not feel safe on the road. We keep being told a project is coming, but we need something now. Even sharrows, something, anything to tell motorists that cyclists are there.

- Andrew – I am expecting our first shared-use path resulting from the Gold Star Bridge renovations that are coming up in the years ahead. I am in New London – I wonder if any of the striping correspond to legal protections or rights for bicyclists in CT. I do not think we have any rights in CT. We get yelled at by motorists to get out of the road all the time. If the lines could give some sort of legal protection if an accident were to occur in a bike lane. I would like the lines to mean something, so when I get yelled at to get out of the road, I can point to the line and say that I have the right to be there.

Paul (CTDOT) – The vehicle would be at fault. If you get doored, it is the responsibility of the person in the car to have checked for you.

Mindy (HDR) – Need to check on state code if there are protections for cyclists in a lane in the same way that a pedestrian is protected while in a crosswalk.

- Andy – I like the Long Wharf elevated sidewalk, and I like when crosswalks are raised to the height of the sidewalk because it makes it clear to drivers that this space is not for them.
- Nadine – New Haven is doing more raised crosswalks and cars must slow down or risk damage to their vehicle. Pedestrians love this because it is a visual indication to drivers that they NEED to slow down. Signage and painting alone is not enough. On the wider streets, cars fly through and know they must slow down.
- Andy – Milford. Car speed has a direct correlation to comfort when using facilities. At 18 mph, riding next to a car is fine.

Intersection Treatments

- David – Across Route 34/Orange Street, we have a protected intersection. It does not connect to anything, though, so it does not help much. People use it as a one-way to get to Union Station.
- Andy – Depending on the speed of a roundabout, people in cars are worried more about entering/exiting and car entry points; they are not thinking about bike/pedestrians. The fact that there are facilities going in, even though they do not connect, is a good sign that designers are now thinking about this. There just are not enough bike/pedestrians using the roads to demand the facilities.
- Nadine – loves the roundabout near the Hill High school (Crescent/Munson/Winthrop). These are great as a driver, as a pedestrian and

a cyclist. On the East Shore, people do not know how to use the roundabout. It is different based on location.

- Andrew – Would love to see protected intersections in Southeastern CT.



Crossing Treatments

- Andy – In Stratford, they have bike boxes and dedicated space in turning situations. With raised crosswalks, and pedestrian or hybrid beacons, depending on the environment, as a pedestrian or cyclist, it can still be scary.
- Nadine – I like bike boxes because they put you ahead of the drivers and you know they can see you. The signals do not always work, but they are great when they do. There are many times when it does not trigger, and I must go hit the walk button.
- Andy – The signal detection does not always work. This happened to me on Route 34 and I had to take my life into my hands to just go.
- Nadine – Drivers honor the RRFs by Yale, to a point. You would be surprised how often a driver can ignore this.
- Andy – Cars just do not stop or yield even if you are signaling.

Prioritization Criteria

Poll: How would you rank these priority criteria (demand, safety, community need, feasibility/cost) when deciding where to invest in active transportation? (ranked most important to least important)

Nadine

1. Safety
2. Demand
3. Community Need
4. Feasibility/Cost

Andy

1. Demand
2. Feasibility
3. Safety
4. Need

Andrew

1. Community Need
2. Safety

David

1. Safety
2. Demand
3. Community Need
4. Cost

Additional Discussion

- Nadine - E-scooters are taking over. They are EVERYWHERE and I think they are going to take over the bikes as the preferred method. We need to factor this in.
- David - E-bikes really complicate things because even with shared facilities, people are going at all different speeds.
- Andy- I ride an E-bike and in shared facilities, I turn it off and ride 10-12 miles an hour. Is there a way that at a state level, we can set a model? Can we move towards kids biking to school safely? Ultimately, if there isn't the demand, there will not be the political will. In many European countries, they are 20+ years ahead of where we are. We need to get more people to bike instead of drive.

Focus Group #4

August 28, 2025, 6–7 PM

Attendees: Project Team

Shannon Burnham, CTDOT

Sofia Clark, HDR

Mindy Moore, HDR

Megan Savage, WSP

Focus Group

Stacey Lender – New Preston, CT

Alex Petre – Stamford, CT

Jaynab Rose – Stamford, CT

Angelo Bochanis – Stamford, CT

(joined at 6:32 PM)

The attached PowerPoint was used to guide the meeting discussion.

Introduction

- Stacey – From New Preston, CT. Part of the Lake Waramaug Association non-profit to improve safety around the lake. LAKE IT SLOW Road Safety Initiative
- Alex Petre – From the Sound Cyclist Bike Club. Concerns about not just my ability to bike, but I have kids, and we like to go to the park and walk. They constantly ask if they can bike to school. It is only two miles away and the answer is hell no. We have facilities where you go a few hundred feet, but then it just ends. I have an e-bike and I would like to ride it to the train station, which is two miles away, but I live in the Cove, so it would be challenging. I would like to advocate for not relying on the car. I want my daughter to be able to get around safely, even before she is old enough to drive.
- Jaynab – Sound Cyclist Bike Club member in Fairfield County. Knows Alex. I started biking during the pandemic. Stamford is a city that should be small enough to bike. I live two miles from work, and I need to drive every day. I am concerned about biking safety and the condition of streets.

Proposed Recommendations – Infrastructure Toolbox

Activity

Shared Bike and Vehicle Facilities

- Alex – In Stamford, we have sharrows and they get me a couple of places, but they do not get me far. I bike on the roads, but there are many places where I go on the sidewalk.

- Stacey – People do see the bikes, but they drive too fast around the lake. Sharrows could help to alert motorists to the fact that bikes are around, but really, these would not apply in my area.

Bike Facilities/Shared Bike & Pedestrian Facilities

- Jaynab – The most protected are obviously the best, the ones with separation. Because we ride on the roads around the area, we do not see too many of these. The buffer lane gives a sense of safety, but we do not have anything like this in Stamford. When you have activity pads, those are great for people with strollers, but not for bikes.
- Stacey – There is a 2-mile stretch (East Shore Road) with 2 ft paved shoulders, but that is the only place where we could do something like this; the other roads are not wide enough.
- Alex – Any of these would be an improvement in Stamford. I am more concerned about the quality of the infrastructure, or the lack thereof for people to use other modes beyond driving. I would like it to be possible for short walking and biking trips – going to the grocery store, etc.

Intersection Treatments

- Alex – There is a brand new roundabout that I have used in Stamford and what I like about it is that you only have to worry about the cars coming from one way. It reduces the confusion and flows better. I would like it to be more clear what you are supposed to do as a cyclist (Polaski Street/Greenwich Ave). At many intersections, often in downtown Stamford, especially by UCONN, the crossing time on Washington is very long. You could be stuck there forever waiting for loads of people to cross.



- Jaynab – Washington Boulevard, pedestrian crossings cause significant backups because the lights do not synchronize. It is too busy of a street to have this many pedestrian crossings – Pedestrian Hybrid Beacons or HAWK Signals.



- Stacey – These intersections do not apply to us.
- Angelo – I do not think there are too many HAWK crossings, and I like that there are mid-block crossings on Washington Boulevard. I walk it to and from work every day (walking it right now). If we removed the mid-block crossings, we could see more incidents.

Crossing Treatments

- Stacey – On the lake, intersections are not our issue. The real issue is sharing the road and education for cars, pedestrians, and bikes; East Shore Road is so narrow. We need more awareness – cars are bigger and faster. Anything to raise awareness of cyclists and pedestrians. East Shore Road was 45 MPH, and we got it down to 35 MPH. The issue is that people still do 60 MPH. They will not put in speed bumps because of snow removal, but also the cyclists do not want them because there is no way around them. There is a State Park on the lake that draws people, so anything we can do...People do bike both ways, but there could be training to only go one way around the lake if there were a facility. We have near misses all day long because of speed.





- Jaynab – I like boxes. Signal detection for bicyclists do not always work because it does not trigger.
- Alex – I have seen more of these but not raised crosswalks. It would be nice to have them in my neighborhood in the Cove, it is very dense and tight in this area. Anything to encourage people to slow down would be nice. As a cyclist, I would be confused by the double bike box. As a driver, I would have no idea what this is, and these things came about after most of us went through driving school.

Prioritization Criteria

Poll: How would you rank these priority criteria (demand, community need feasibility/cost, safety) when deciding where to invest in active transportation? (ranked most important to least important)

Alex

1. Demand
2. Safety
3. Community Need
4. Feasibility/Cost

Jaynab

1. Safety
2. Community Need
3. Demand
4. Feasibility/Cost

Stacey

1. Safety
2. Demand
3. Community Need
4. Feasibility/Cost

Angelo

1. Safety
2. Demand
3. Community Need
4. Feasibility/Cost

Additional Discussion

- Jaynab – Education is important. Cars do not know how to drive with cyclists. They do not understand the laws that we are allowed to use the road and they need to give us a little space. I did not learn that in driver's education and I think it's important.
- Alex – To add to that, some people get frustrated with bike infrastructure because they do not really understand that it is there to help people get around safely. Drivers just see it as something that gets in the way of their driving. How do we reach those people? We need to shift the mindset that motorists need to give up something for cyclists to have more safety.
- Jaynab – It is good to know that this project is in the works because Alex and I grumble to ourselves about some of these issues, but it is good to know there is a larger conversation. What are the next steps after the plan? I read that we do not have a bike share program and Stamford is the perfect city for it as it is small and flat, but we just don't have the infrastructure to support it. You should be able to feel safe walking or biking somewhere.
 - Mindy (HDR) – There are some existing funding streams. This is just a planning process. This does not create funding, but it helps develop priorities.
- Angelo – Raised crosswalks, I see some in Stamford where I live and it is decently useful, but I think they are something that the state could implement on urban roads, Washington Street, east and west, Main, Route 1. The west side of Route 1 really needs it – there was a fatality a few years back near the Shop Right, Route 137/Washington Boulevard.

CONNECTICUT



Active Transportation Plan

Active Transportation Plan Focus Groups

Phase 2
August 2025

CONNECTICUT



Active Transportation Plan

Why are we here today?



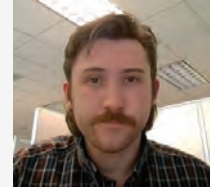
Project Team Introductions



Anna Bergeron
CTDOT ATP Lead



Paul Ashworth
CTDOT Bike-Ped
Coordinator



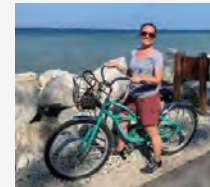
Chris Roberts
CTDOT
Transportation
Planner



Sofia Clark
Public Engagement
Lead



Emily Baranoski
Project Manager



Mindy Moore
Active
Transportation
Lead

Agenda



What is Active Transportation?



Active Transportation Plan Components



Active Transportation Plan Schedule



Public Engagement Feedback



Poll & Whiteboard Activities



Next Steps

What is Active Transportation?

Active Transportation includes walking and bicycling, with or without the use of mobility aids, and other human-scaled or micromobility devices that may be electric-powered or electric-assisted, such as e-bikes and e-scooters.



Ice Breaker





Environment

Addresses many environmental challenges. Walking and biking are zero-emission modes.



Quality of Life

Provides communities a better mobility balance so that residents have more transportation choices.



Equity

Gives those unable to drive more options for getting around independently and affordably.

Benefits of Active Transportation

Safety

Facilities can reduce vehicular speeds and provide more space and separation, increasing safety.



Economy

Bicycle and pedestrian activity can boost property values and economic activity.

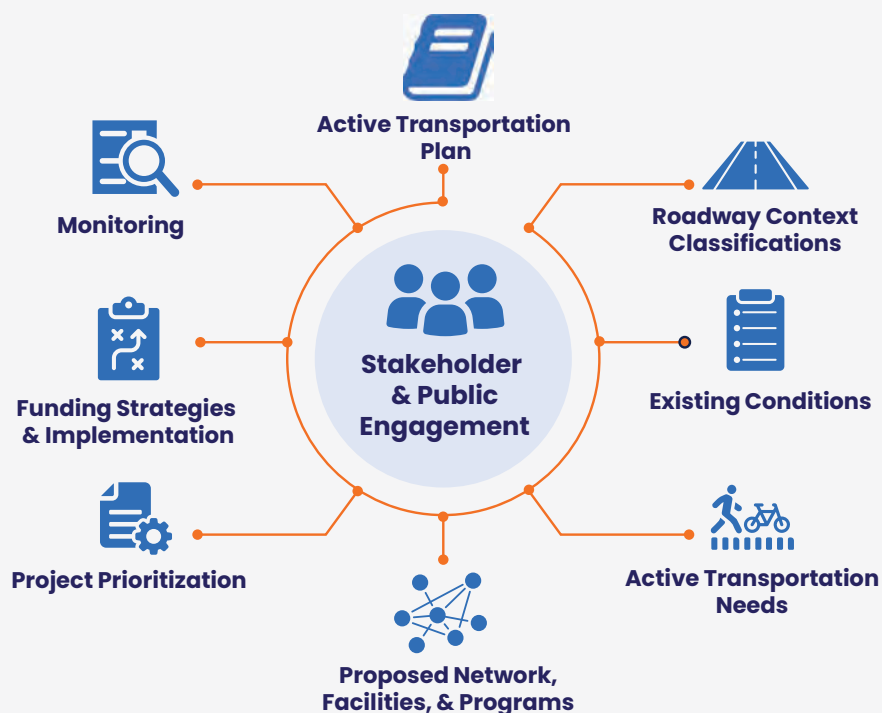


Health

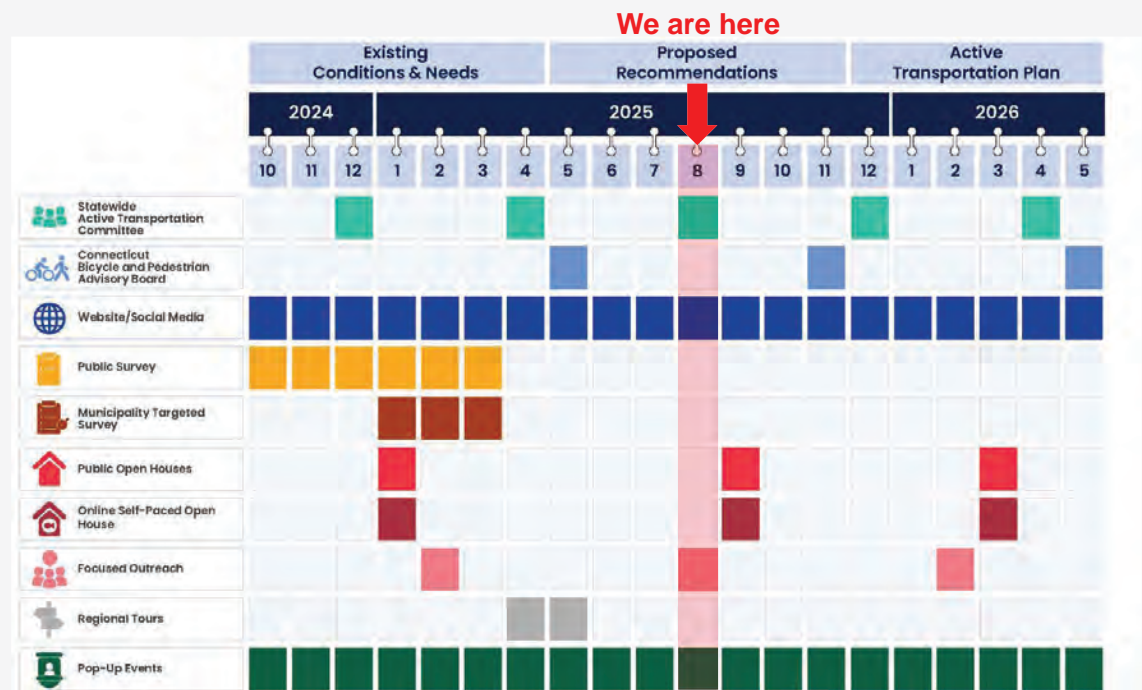
Allows for more physical activity in everyday life, which can lower the risk of heart disease, reduce high blood pressure, and relieve stress.



Active Transportation Plan Components



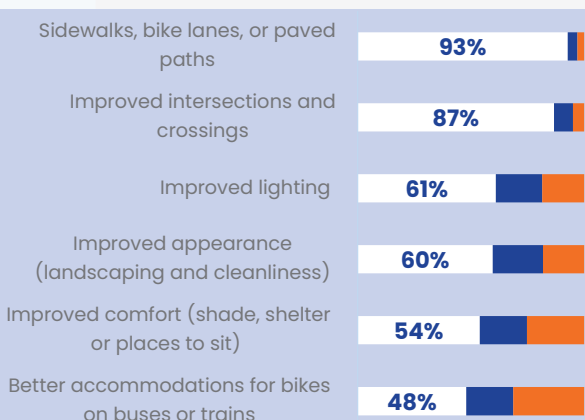
Active Transportation Plan Schedule



Phase 1 Public Engagement Feedback

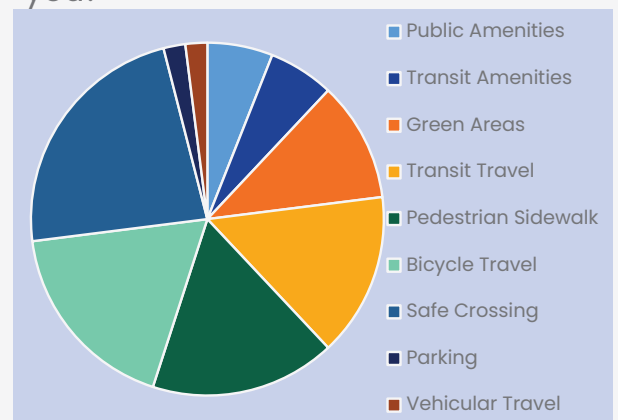
Public Survey

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



Public Open Houses

What Complete Streets components are most important to you?



ATP DRAFT Vision

CTDOT will be a leader and collaborator in connecting people to their communities by providing and supporting safe and comfortable walking, biking, and rolling facilities for people of all ages and abilities.

Poll 1



ATP DRAFT Goals

Safety – Consistent with the policy of the CTDOT Vision Zero Council, and following the Safe System Approach, eliminate all transportation-related fatalities and serious injuries, including people walking, biking, and rolling.

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

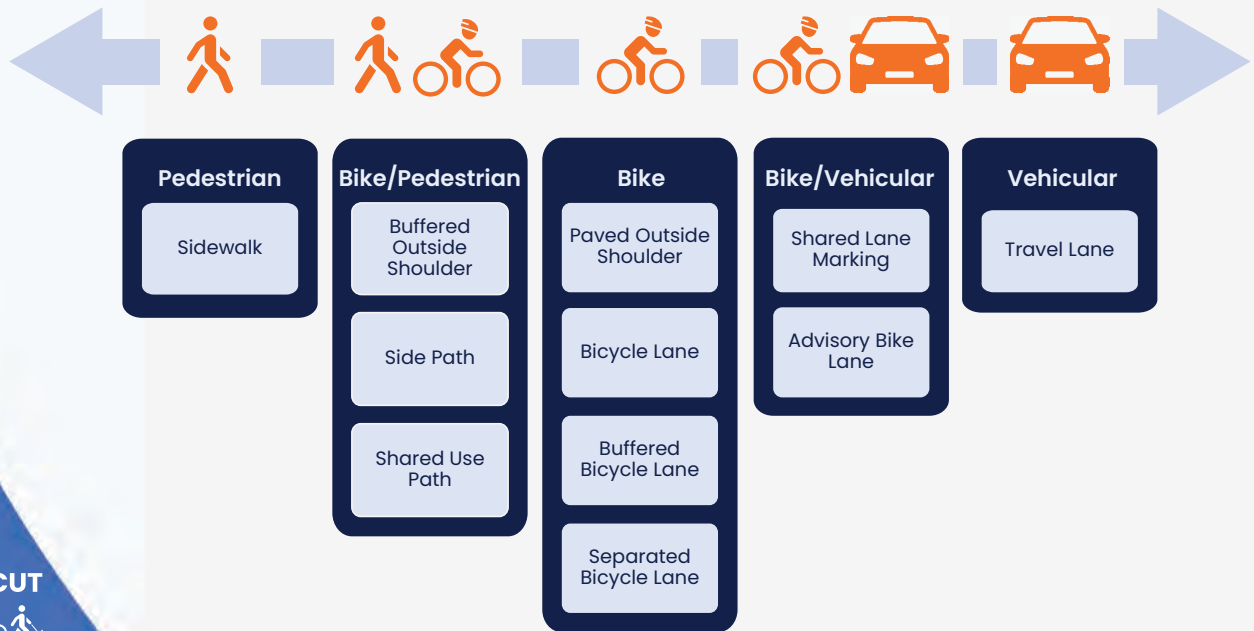
Infrastructure – Increase the miles of bikeways, multi-use paths, and sidewalks.

Leadership – Lead by example and provide improved resources and simplified coordination for local initiatives to support biking, walking, and rolling.

Poll 2



Proposed Recommendations – Infrastructure Toolbox



Whiteboard Activity

ATP
Focus
Group
1

Prioritization Criteria

Safety

Crash history

Speed / volume

BLTS

Community Need

Low-income /
underserved /
historically
marginalized

Low car ownership

Youth and elderly
populations

ADA compliance

Demand

Population

Pedestrian & bike
counts

Proximity to schools,
transit stops, parks,
jobs, retail

Connectivity gaps

Feasibility/Cost

Funding
availability/potential

Available ROW

Cost per mile

Ease of
implementation

Poll 3

Map Activity



Next Steps

1. Open Houses – Sept/Oct 2025
2. Refine strategies and recommendations
3. Identify priority network
4. Phase 3 Focus Groups – March 2026

[Active Transportation Plan](#)



CONNECTICUT



Active Transportation Plan

Active Transportation Plan Focus Groups

Phase 2
August 2025

CONNECTICUT



Active Transportation Plan

Why are we here today?



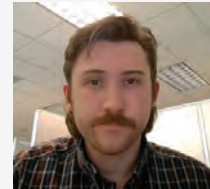
Project Team Introductions



Anna Bergeron
CTDOT ATP Lead



Paul Ashworth
CTDOT Bike-Ped
Coordinator



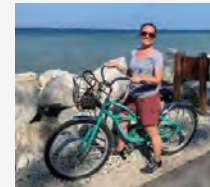
Chris Roberts
CTDOT
Transportation
Planner



Sofia Clark
Public Engagement
Lead



Emily Baranoski
Project Manager

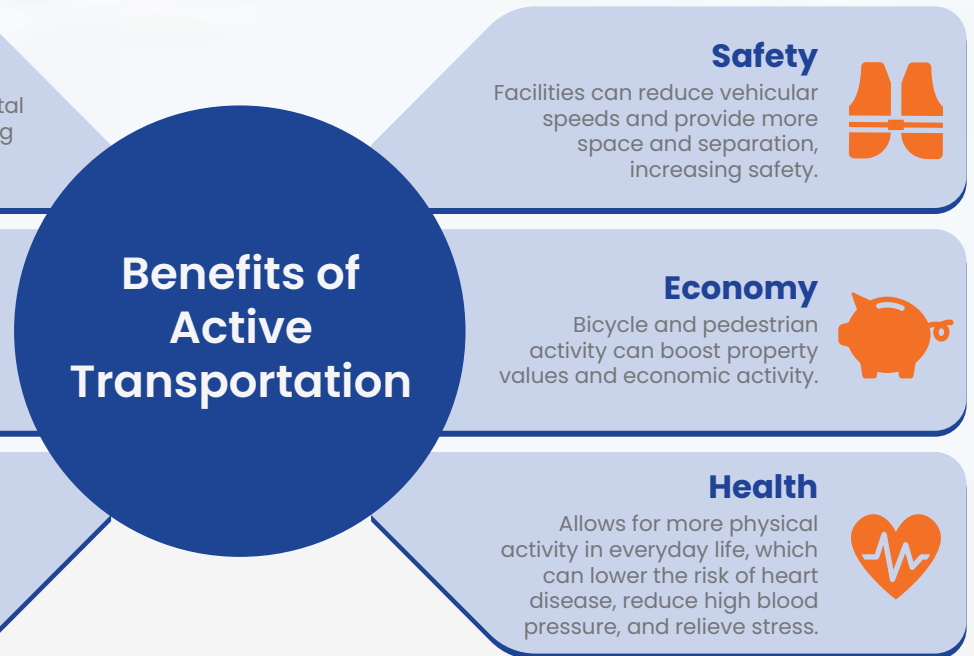


Mindy Moore
Active
Transportation
Lead

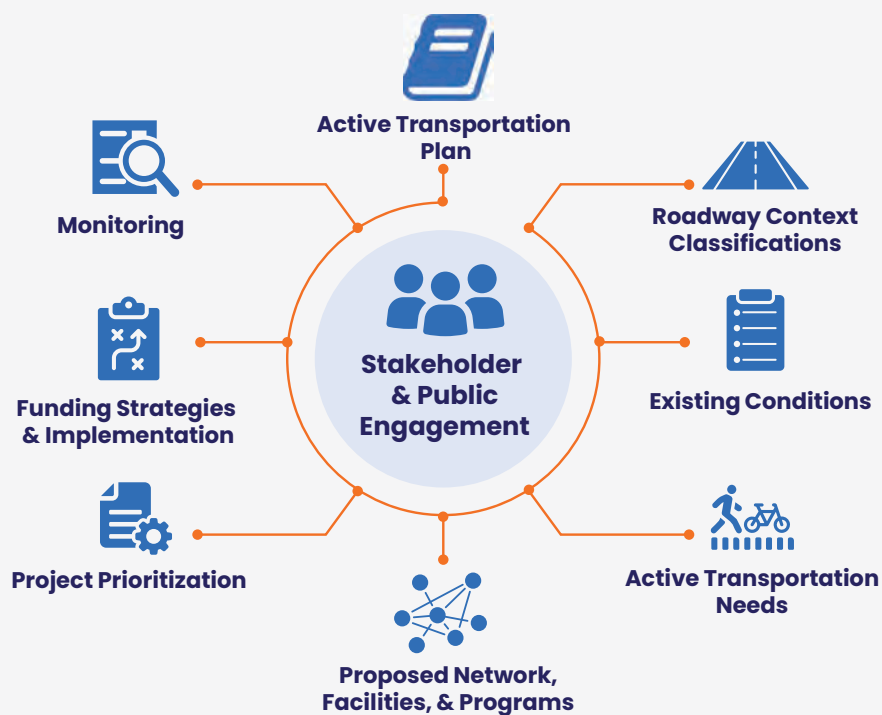
What is Active Transportation?

Active Transportation includes walking and bicycling, with or without the use of mobility aids, and other human-scaled or micromobility devices that may be electric-powered or electric-assisted, such as e-bikes and e-scooters.





Active Transportation Plan Components



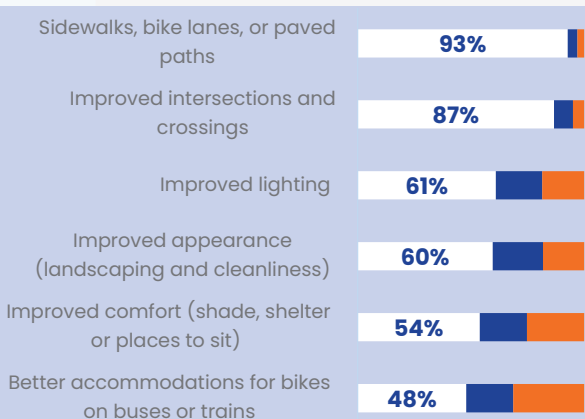
Active Transportation Plan Schedule



Phase 1 Public Engagement Feedback

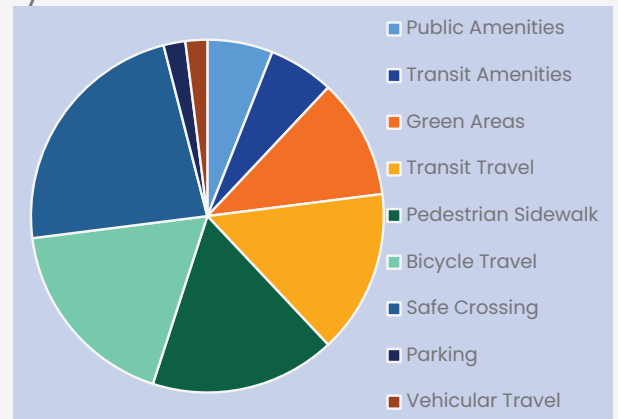
Public Survey

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

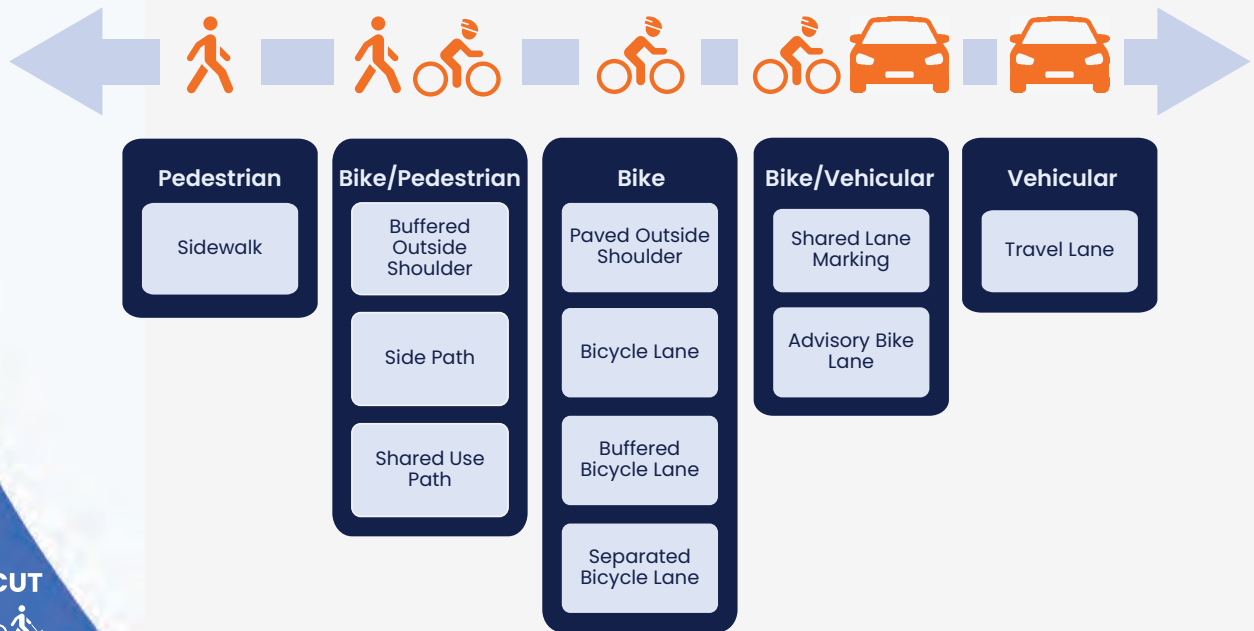


Public Open Houses

What Complete Streets components are most important to you?



Proposed Recommendations – Infrastructure Toolbox



Whiteboard Activity

ATP
Focus
Group
1

Prioritization Criteria

Safety

Crash history

Speed / volume

BLTS

Community Need

Low-income /
underserved /
historically
marginalized

Low car ownership

Youth and elderly
populations

ADA compliance

Demand

Population

Pedestrian & bike
counts

Proximity to schools,
transit stops, parks,
jobs, retail

Connectivity gaps

Feasibility/Cost

Funding
availability/potential

Available ROW

Cost per mile

Ease of
implementation

Poll

How would you rank these
priority criteria when
deciding where to invest in
active transportation?

Map Activity



Next Steps

1. Open Houses – Sept/Oct 2025
2. Refine strategies and recommendations
3. Identify priority network
4. Phase 3 Focus Groups – March 2026

[Active Transportation Plan](#)



CONNECTICUT



Active Transportation Plan

Active Transportation Plan Focus Groups

Phase 2
August 2025

CONNECTICUT



Active Transportation Plan

Why are we here today?



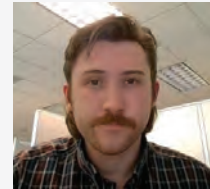
Project Team Introductions



Anna Bergeron
CTDOT ATP Lead



Paul Ashworth
CTDOT Bike-Ped
Coordinator



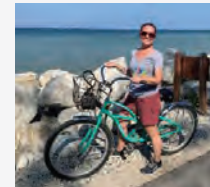
Chris Roberts
CTDOT
Transportation
Planner



Sofia Clark
Public Engagement
Lead



Emily Baranoski
Project Manager

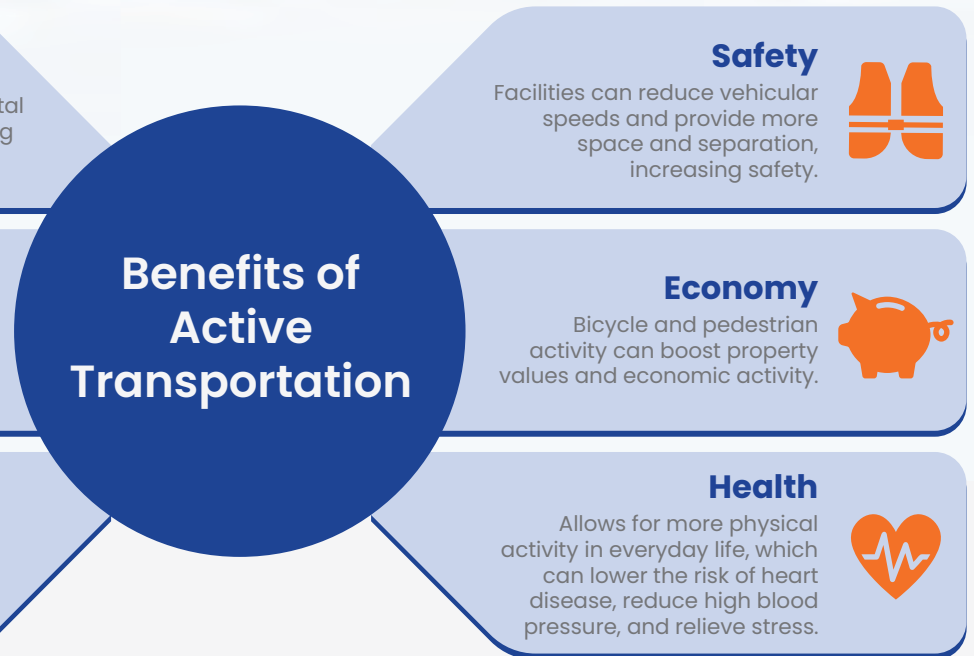


Mindy Moore
Active
Transportation
Lead

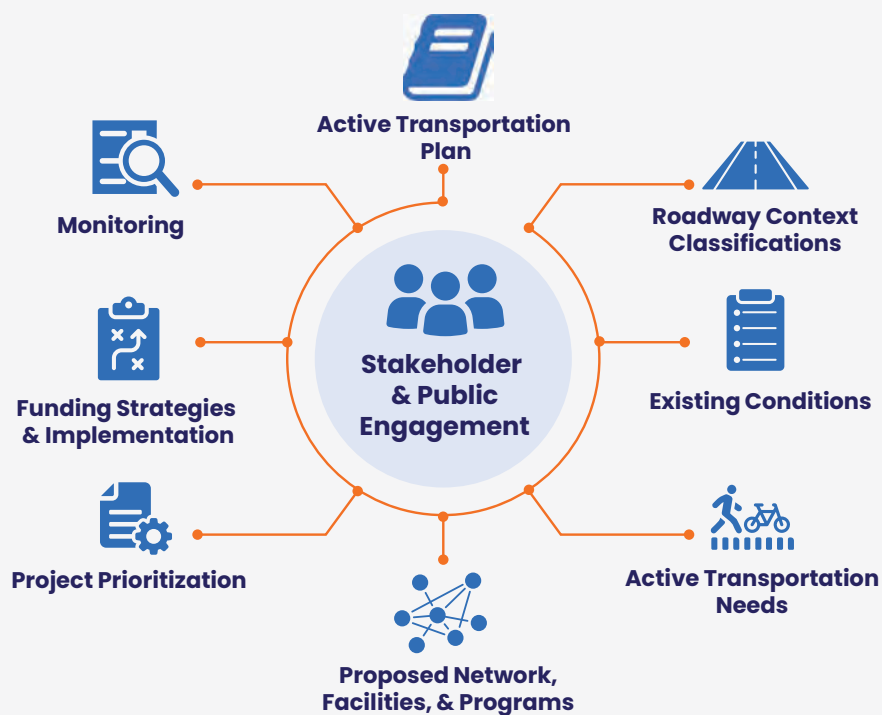
What is Active Transportation?

Active Transportation includes walking and bicycling, with or without the use of mobility aids, and other human-scaled or micromobility devices that may be electric-powered or electric-assisted, such as e-bikes and e-scooters.





Active Transportation Plan Components



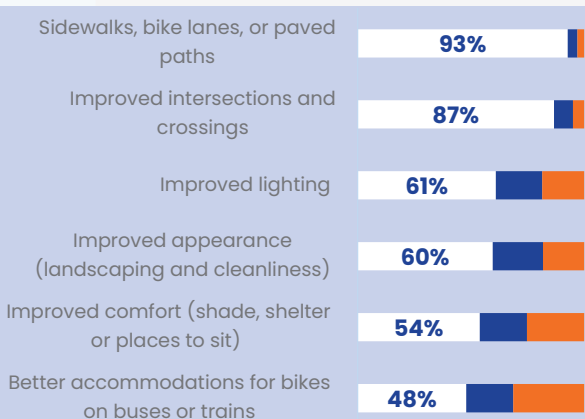
Active Transportation Plan Schedule



Phase 1 Public Engagement Feedback

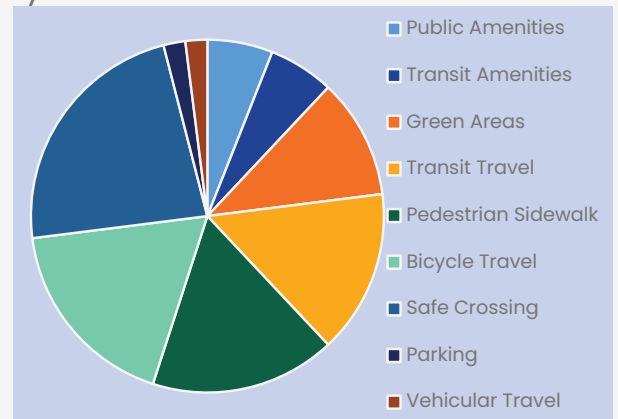
Public Survey

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

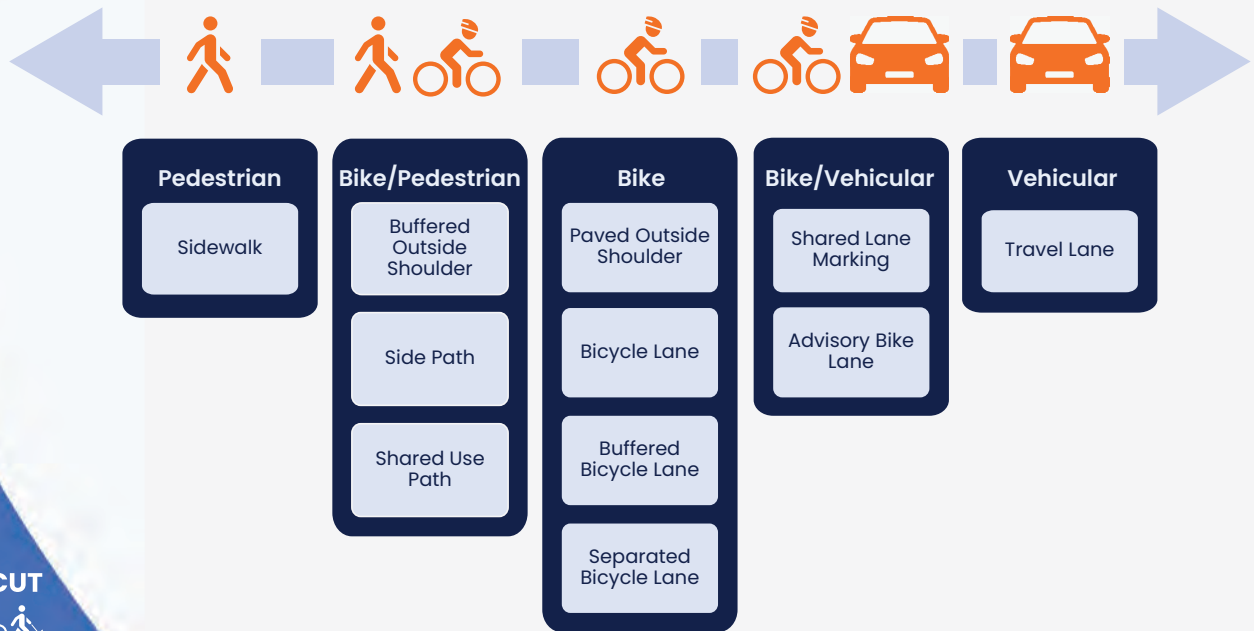


Public Open Houses

What Complete Streets components are most important to you?



Proposed Recommendations – Infrastructure Toolbox



Activity

ATP
Focus
Group
1

Shared Bike and Vehicle Facilities

Shared Lane Markings



Advisory Bike Lanes



Bike Facilities

Paved Outside Shoulder



Bike Lane



Buffered Bike Lane



Separated Bike Lane



Shared Bike and Pedestrian Facilities

Buffered Outside Shoulders



Side Path



Shared Use Path



Intersection Treatments

Protected Intersections



Roundabouts



Neighborhood Traffic Circles



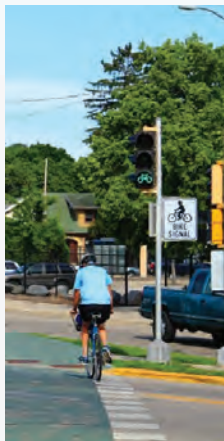
Crossing Treatments



Signal
 Detection for
 Bicyclists



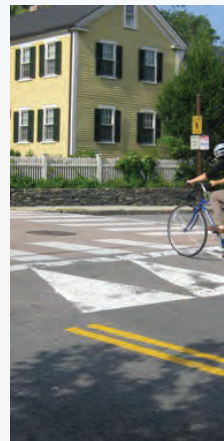
Rectangular
 Rapid Flashing
 Beacons
 (RRFB)



Bike Signal
 Heads



Pedestrian
 Hybrid
 Beacons

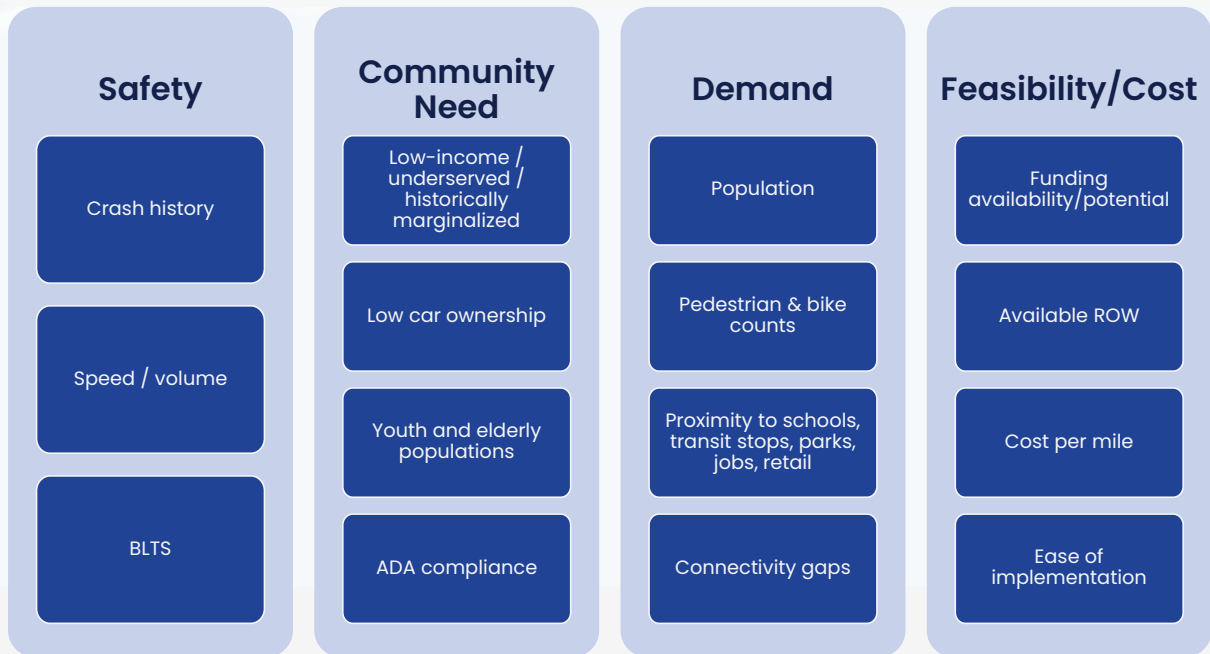


Raised
 Crosswalk
 Raised
 Intersection



Bike Boxes
 Two Stage
 Turn
 Boxes

Prioritization Criteria



Next Steps

1. Open Houses – Sept/Oct 2025
2. Refine strategies and recommendations
3. Identify priority network
4. Phase 3 Focus Groups – March 2026

[Active Transportation Plan](#)



CONNECTICUT



Active Transportation Plan

Active Transportation Plan Focus Groups

Phase 2
August 2025

CONNECTICUT



Active Transportation Plan

Why are we here today?



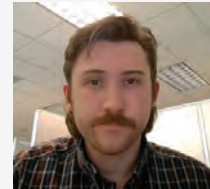
Project Team Introductions



Anna Bergeron
CTDOT ATP Lead



Paul Ashworth
CTDOT Bike-Ped
Coordinator



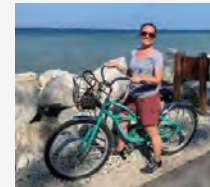
Chris Roberts
CTDOT
Transportation
Planner



Sofia Clark
Public Engagement
Lead



Emily Baranoski
Project Manager

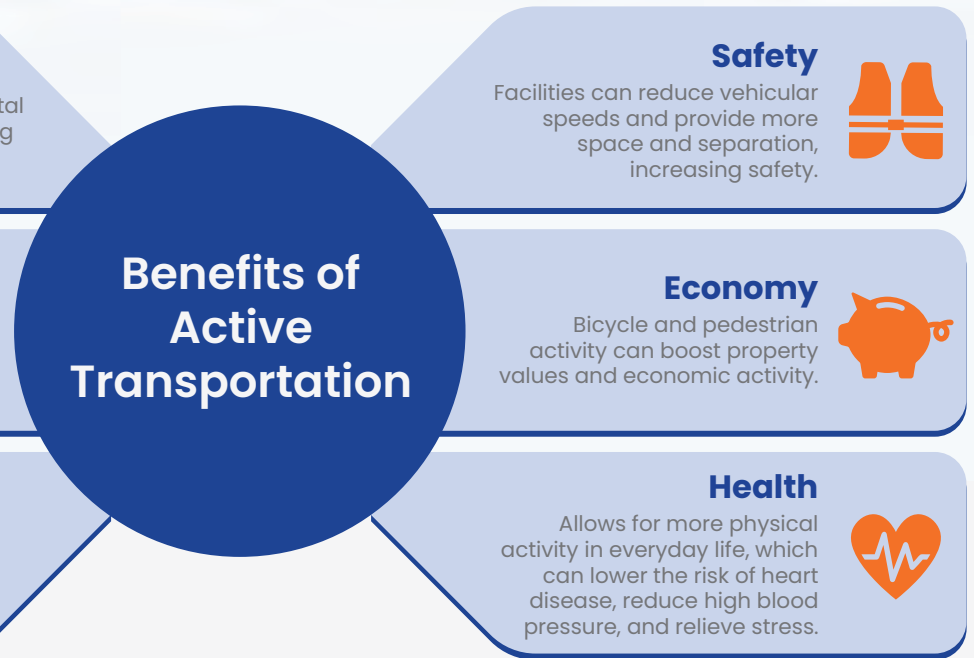


Mindy Moore
Active
Transportation
Lead

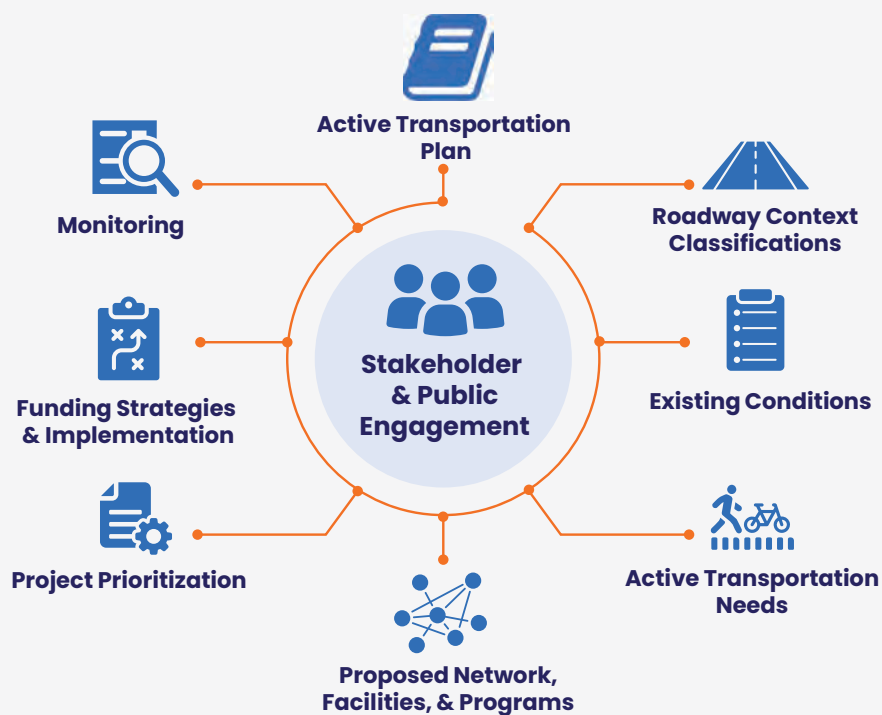
What is Active Transportation?

Active Transportation includes walking and bicycling, with or without the use of mobility aids, and other human-scaled or micromobility devices that may be electric-powered or electric-assisted, such as e-bikes and e-scooters.





Active Transportation Plan Components



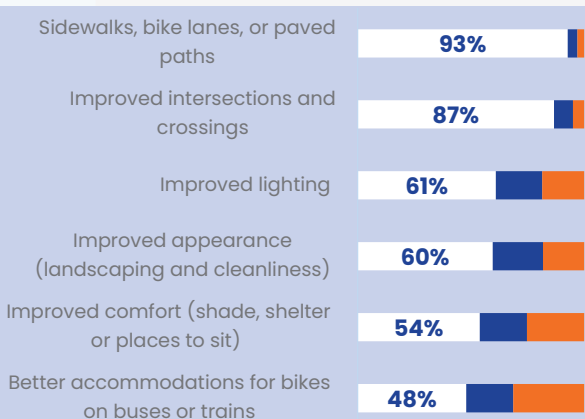
Active Transportation Plan Schedule



Phase 1 Public Engagement Feedback

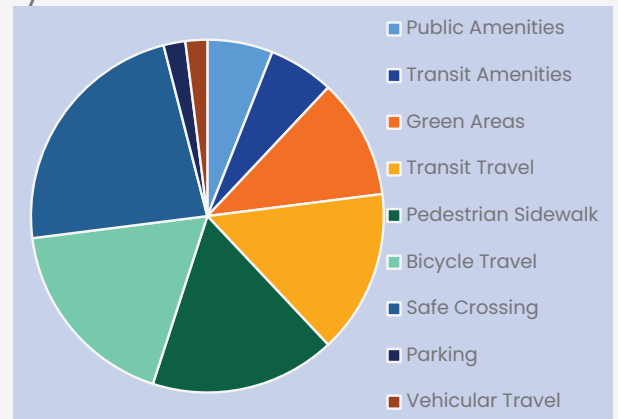
Public Survey

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

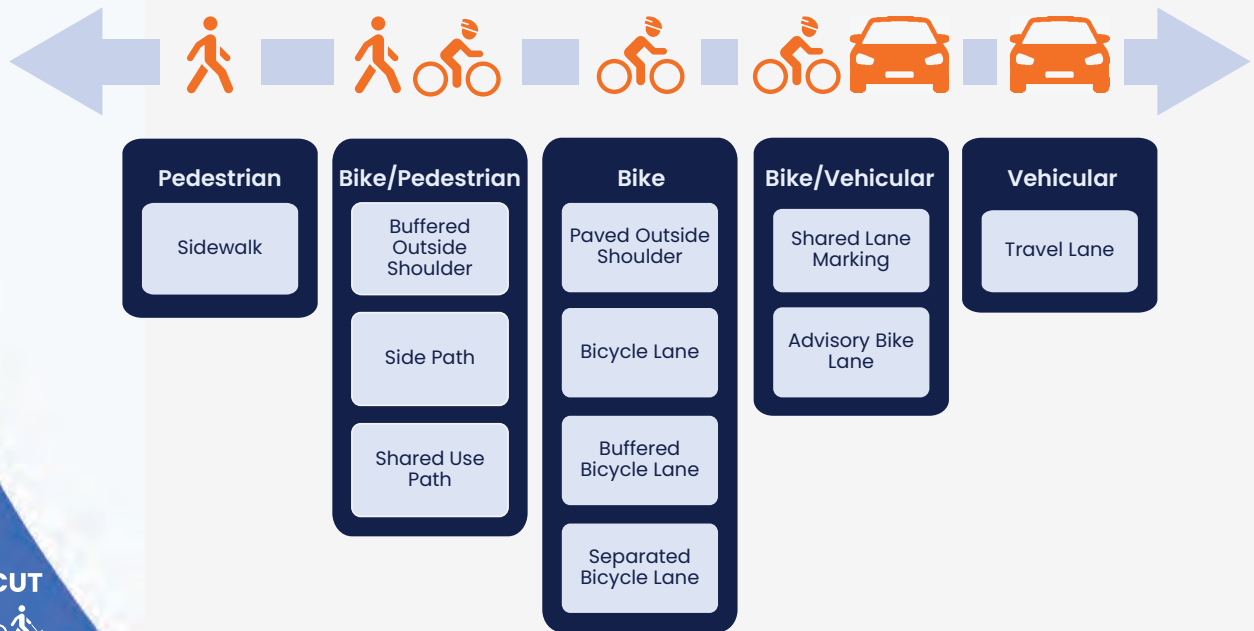


Public Open Houses

What Complete Streets components are most important to you?



Proposed Recommendations – Infrastructure Toolbox



Activity

ATP
Focus
Group
1

Shared Bike and Vehicle Facilities

Shared Lane Markings



Advisory Bike Lanes



Bike Facilities

Paved Outside Shoulder



Bike Lane



Buffered Bike Lane



Separated Bike Lane



Shared Bike and Pedestrian Facilities

Buffered Outside Shoulders



Side Path



Shared Use Path



Intersection Treatments

Protected Intersections



Roundabouts



Neighborhood Traffic Circles



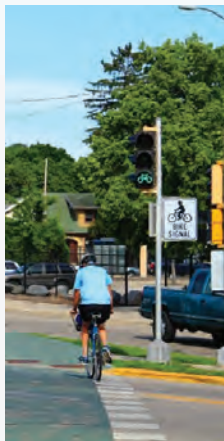
Crossing Treatments



Signal
 Detection for
 Bicyclists



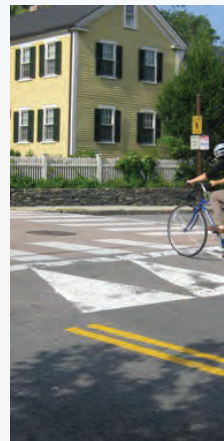
Rectangular
 Rapid Flashing
 Beacons
 (RRFB)



Bike Signal
 Heads



Pedestrian
 Hybrid
 Beacons

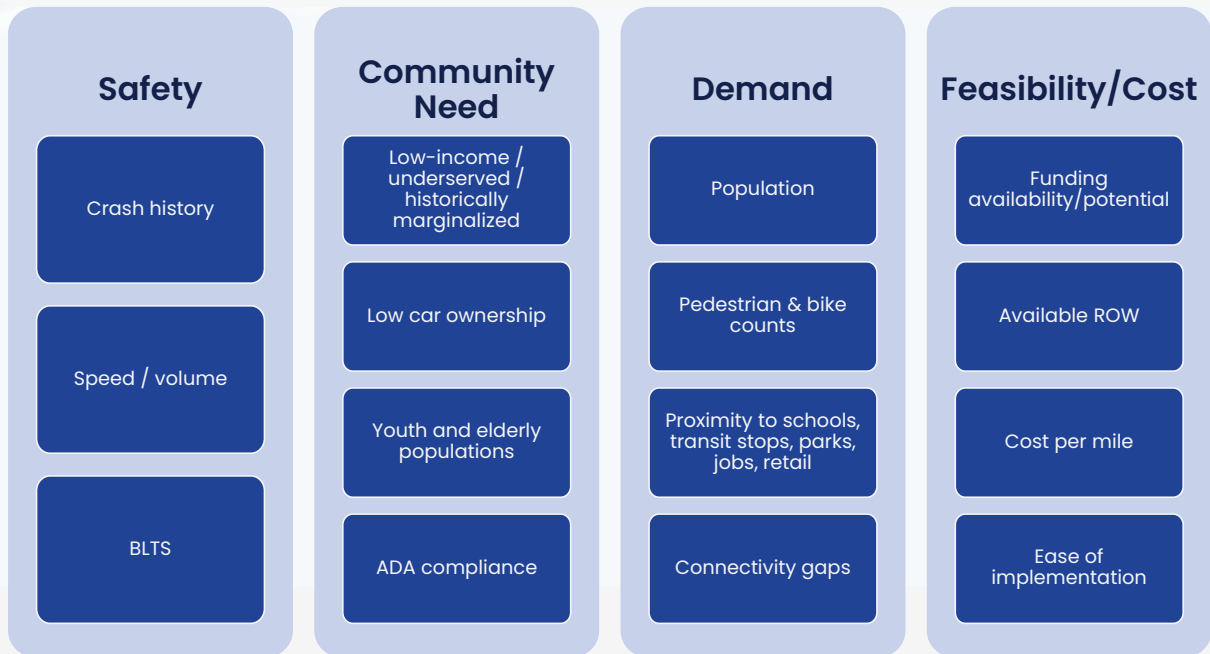


Raised
 Crosswalk
 Raised
 Intersection



Bike Boxes
 Two Stage Turn
 Boxes

Prioritization Criteria



Next Steps

1. Open Houses – Sept/Oct 2025
2. Refine strategies and recommendations
3. Identify priority network
4. Phase 3 Focus Groups – March 2026

[Active Transportation Plan](#)



Appendix C

SATC Meeting Notes

Meeting Minutes

Project:	Connecticut Department of Transportation Active Transportation Plan (ATP)	
Subject:	Notes of Statewide Active Transportation Committee (SATC) Meeting 3	
Date:	Wednesday, November 05, 2025	
Time:	10:00 – 11:30	
Location:	Virtual Meeting via Microsoft Teams	
Attendees:	Present from CTDOT Project Team: Anna Bergeron, ATP Lead Christopher Roberts, Planner SATC Members Present: Jim Larkin, NECCOG Francis Pickering, WestCOG Kristin Floberg, WestCOG Francis Pickering, WestCOG Mike Cipriano, CRCOG Jacob Knowlton, CRCOG Laura Francis, SCRCOG James Rode, SCRCOG Kellie Kingston, SCRCOG Colette Kroop, SCRCOG Kate Rattan, SECOG Hannah Reichle, MetroCOG Nicolas Dostal, MetroCOG Meghan Sloan, MetroCOG Devin Clarke, MetroCOG	Present from Consultant Team: Emily Foster Baranoski, HDR Mindy Moore, HDR Patrick Carleton, MetroCOG Marcos Gonzalez, RiverCOG Robert Haramut, RiverCOG Anna Stern Amy Watkins, Watch For Me CT Neil Pade, Town of Canton Bruce Donald, East Coast Greenway Thad Dymkowski, CTDOT Ethan Donecker, CTDOT Eric Belanger, CTDOT Andrew Correia, CTDOT Marissa Pfaffinger, CTDOT Kimberly Bradley, CTDOT Gregory Palmer, CTDOT Elizabeth Congo, CTDOT

The attached PowerPoint was used to guide the meeting discussion.

Presentation

Welcome

Anna Bergeron opened the meeting and welcomed all participants. Following the introduction, Emily Baranoski reviewed the agenda and outlined the structure of the discussion.

Project Overview

Emily Baranoski provided an overview of the project and summarized the primary tasks and objectives that are currently underway.

Stakeholder and Public Engagement

Emily Baranoski explained that the project is currently in Phase 2 of stakeholder and public engagement. She provided a summary of engagement activities completed since the previous SATC meeting.

Regional Tours

Emily Baranoski discussed the regional tours. In April and May, CTDOT and HDR conducted daylong tours across eight of the nine COG regions to observe local transportation conditions firsthand. These tours revealed several recurring programmatic and design challenges across the state, as well as some unique local issues.

Focus Groups

Emily Baranoski discussed the focus groups. As part of targeted public outreach, four virtual focus groups were held with residents from across Connecticut. These discussions generated valuable insights into public experiences, recommendations, and priorities related to active transportation.

Public Open Houses

Emily Baranoski described the second round of open public houses held in Mansfield, New London, Windsor Locks, Middletown, Waterbury, and New Britain. Although attendance was lower than in Phase 1, the meetings provided meaningful conversations and valuable feedback.

Active Transportation Needs & Proposed Recommendations

Network/Infrastructure Assessment

Emily Baranoski presented the web-based Network and Infrastructure Assessment Map, developed to help CTDOT visualize existing conditions and identify appropriate tools and facility types during project development.

Programmatic Assessment

Mindy Moore discussed the Programmatic Assessment, which focuses on non-infrastructure recommendations such as new programs and process enhancements to better integrate active transportation into statewide planning and decision-making. The recommendations were based on existing statewide plans and policies, input from the Statewide Active Transportation Committee, findings from the municipal survey, insights from regional tours, and best practices from other states.

Interagency Coordination for Active Transportation

Mindy Moore outlined enhancements for interagency coordination, including developing a statewide active transportation technical committee to include representatives from cities, COGs, and other state departments like CTDOT, DEEP, Connecticut Tourism Office, Department of Public Health, and Department of Public Safety. Mindy also discussed the opportunity to expand the Connecticut Bicycle and Pedestrian Advisory Board (CTBPAB) as an alternative to forming a new committee.

Activity – Statewide Active Transportation Interagency Committee

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

- How could a statewide interagency committee be used?
- Who should be included in the committee?
- How would this committee complement or coordinate with the CTBPAB?

Comments from the committee include:

- How could a statewide interagency committee be used?
 - To collaborate on planning initiatives and coordinate with effected parties (i.e., municipalities, etc.)
 - Best practice sharing across jurisdictions
 - To determine how limited funding should be allocated and appropriated to activities
 - Develop "main street" interventions for State or US Routes
 - To audit current state practices and recommend new policies/practices
 - Determine and discuss connectivity of multiuse path/active transportation and recreational trail access.
 - To guide, develop, comment on state policies, programs, and projects

- Connecting facilities across municipal boundaries
- Identify opportunities to connect facilities
- Identify multi-municipal/multi-regional active transportation connections/projects
- To coordinate funding across agencies to meet statewide mobility and connectivity goals. (Get more frequent and widespread transit service, more protected bike lanes/multiuse paths)
- To identify deficiencies and funding needs statewide - (Design \$, Active infrastructure \$ in general)
- Standardization of design
- Connecting all the task forces and groups around infrastructure
- Who should be included in the committee?
 - From each maintenance district - need will help to ensure that each district is [represented]
 - Local advocates
 - Any citizen advocacy groups (i.e., ADA groups, bicycle groups, etc.)
 - Police depts.
 - Fire Departments
 - EJ communities/Title VI classes
 - Cycling advocates
 - School Designees/representatives
 - COG Staff
 - Include both planners and engineers
 - Public Works officials
 - Consultants/Plan/Engineer firms
 - A liaison from the General Assembly's transportation committee
 - Watch for Me CT
 - CT Greenways Council
 - Tourism and economic development staff: Start connecting active transportation facilities/transit to regional destinations (third places and fun spaces to fight the loneliness epidemic)
 - Department of Education/School Siting
 - Economic Development staff - Complete Streets is economic development
- How would this committee complement or coordinate with the CTBPAB?
 - The technical committee can take recommendations from CTBPAB and move them forward with agency representation.

- They could be a subcommittee of the CTBPAB
- It would make sense for this to be an expansion of the CTBPAB
- CTBPAB is great, this should be an expansion of that group
- By providing the local voice for municipalities
- Used to survey local citizens and get feedback at the local level
- What support does CTBPAB need to do more tech. outreach?
- Consideration of interagency position focus of addressing coordination.

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

- There are too many committees with similar focus. There already is the CTBPAB, Vision Zero Council, and Greenways Council.
- Too many committees may reduce value and attendance.
- Remove redundancy if possible. Too many committees can be a drain and reduce potential for accomplishments.
- Would rather see existing committees extended.
- The only place where the current committees break down is in the east and west corners of the state.
- Some of the problems with the other committees is that they are volunteer based. There is some benefit in having paid staff in charge.
- Better coordination could remove redundancy and keep the needle moving
- Planning coordination does fall through the cracks. CTBPAB is more policy based.
- There could be a section that breaks off at the monthly COG/CTDOT meetings to talk about active transportation
- CTBPAB focuses on complete streets, Greenway council focuses on trails for recreation. There needs to be synergy between all the facilities; on-road, off-road, dirt trails. Fusing recreation with active transportation is important.
- There is a bifurcation between active transportation and all other trails. If we are talking about statewide connectivity, they are all important.

Performance Measures and Data

Mindy Moore presented performance measures and data recommended additions and enhancements including maintaining a statewide GIS database of all active transportation facilities.

Mindy also discussed the Future Network Map and what has been created so far. She noted that HDR will follow up with a link so SATC members can review and provide comments.

Activity – Statewide Active Transportation Facility GIS Database

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

- Do you currently collect bicycle and pedestrian facility data? If so, what format is it in?
- What types of facilities should be included in the inventory?
- What attribute data should be collected for each facility?
- How should the data be managed between municipalities, COGs, and CTDOT? Who should be responsible for maintaining and updating the data?
- What are the main challenges to gathering and maintaining this data? How could these challenges be addressed or mitigated?

Comments from the committee include:

- Do you currently collect bicycle and pedestrian facility data? If so, what format is it in? (e.g., excel, GIS)
 - SCRCOG completed a local sidewalk inventory
 - We do but only at two sites used for a performance measure required by the RAISE Grant (Excel)
 - Yes – Watch for Me CT, online list and mapping
 - Only on B/P plan Update schedule. Insufficient staff
 - Yes, we currently collect data for both in the Enterprise GIS
 - Yes, but project based
 - Yes, CT Trails Program at UConn – GIS/Count Data coordinate with CT ECO
 - Yes, CT Trails Program at UConn – GIS/Count Data coordinate with CT ECO
 - Yes, some but not all facilities are collected by GIS.
 - Maintain a trail map on our website
 - As part of the annual CRCOG documentation initiative
 - As part of our Regional Traffic Count Program, we collect ped & bike counts during them.
- What types of facilities should be included in the inventory? (e.g., sidewalks, shoulders, buffered outside shoulders, bike lanes, separated bike lanes, side paths, shared use paths)

- Bike Lane miles, and marked routes
- All bike/ped infrastructure (sidewalks, ramps, signals, bike share/paths, etc.)
- All styles of trails, recreational trail infrastructure should be included.
- Condition of Sidewalks!
- Bus shelters
- Bus routes
- Hiking trails/MTN bike trails (they are a transportation link for many)
- Facilities that run along the road and off-road facilities that meet ADA requirements
- Access points, parking and trail head locations, gates/bollards, road crossing and crossing amenities.
- Crossing facilities (crosswalks + signals)
- Transit stations
- Connections between bike, ped, and transit facilities
- Schools
- What attribute data should be collected for each facility? (e.g., width, surface type, condition, accessibility, status, significance, jurisdiction)
 - As many as can be collected
 - Width, jurisdiction, improvements needed for accessibility/need funding, buffer condition
 - Condition of sidewalks
 - facility condition and state of good repair
 - Utility location in pedestrian ROW
 - Width/barriers - many sidewalks are "5ft" but a utility pole in the middle makes it two 2ft segments
 - Openspace Access status
- How should the data be managed between municipalities, COGs, and CTDOT? Who should be responsible for maintaining and updating the data?
 - In an openly accessible GIS Data platform
 - CTDOT with assistance from local staff should it be needed. (COGs can assist for towns that have limited staff capacity for data collection)
 - COGS have varied funds/staff - we have no capacity at this time
 - T2 Center/UConn already manages and tracks data
 - T2 Center is better equipped to do this
 - Include CT DEEP in this data coordination

- Consider CT GIS office
- What are the main challenges to gathering and maintaining this data? How could these challenges be addressed or mitigated?
 - Finding dedicated data stewards to maintain the data and the metadata
 - Different parameters for what "counts", for example, what counts as a ped death
 - It is boring, it takes a lot of time, and you don't even know if you're going to use it
 - Large number of landowners/managers and management agreements
 - Staff time, coordination & schedule of data collection
 - The amount of time it takes and having to constantly update/maintain the data is difficult. should be a fully dedicated team of staff to collect and maintain.
 - Consistent data architecture/definitions

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

- If we try to collect everything, we are going to fail.
- There needs to be prioritization in the data that is collected
- Natural trails will be difficult. Some apps already do this though.
- Sidewalk data is very important
- DEEP is actively working with UCONN to create a more comprehensive trail data set
- The ATP is our opportunity to create this statewide database
- Mindy Moore commented that the ATP needs to include definitions of what constitutes each bicycle facility.
- Accessibility needs to be documented.

CTDOT Internal Operations

Mindy Moore reviewed CTDOT's internal operations recommended additions and enhancements including coordinating with district construction and maintenance engineers and developing a methodology for prioritizing active transportation projects.

Mindy then described two analytical tools: the Florida DOT Advance Safety Tool, which ranks roadway segments based on weighted criteria related to supply and demand, and CTDOT's Pedestrian DemandRank Tool, which prioritizes pedestrian infrastructure investments based on equity, crash risk, and roadway function.

Activity – Prioritization Tool

Mindy Moore then introduced the committee to the Teams whiteboard activity and asked the members to participate by putting stars on the prioritization data that was most important, ranking the prioritization criteria, and identifying any data that is missing.

Comments from the committee include:

- What data is most important to you?
 - Safety
 - Crash Risk – 11
 - Traffic Speed / Volume – 1
 - BLTS – 1
 - Community Need
 - Low-income / Underserved / Historically Marginalized – 4
 - Low Car Ownership – 0
 - Youth and Elderly Populations – 4
 - ADA Compliance Needs – 2
 - Demand
 - Population – 2
 - Pedestrian & Bike Counts⁸ – 1
 - Proximity to Schools, Transit Stops, Parks, Jobs, Retail – 7
 - Connectivity Gaps – 7
 - Feasibility / Cost
 - Funding Availability / Potential – 3

- Available ROW – 1
- Cost per Mile – 0
- Ease of Implementation – 3
- How would you weigh the prioritization categories?

Safety	Community Need	Demand	Feasibility / Cost
35	40	10	15
40	15	15	30 Permitting
35	10	30	25
20	50	10	30 feasibility is a bigger determination of who the project sponsor should be and whether it is a long- or short- term project, instead of whether it should be built
10	25	50	15
40	25	20	15
25	20	25	30
40	20	20	20
35	30	20	15
25	15	50	10
30	30	20	20
Average			
30	25	25	20

One respondent noted that the Cost score should be very low – 5 at most. Cost is minuscule compared to highway construction, signal, improvements, etc.

- What data are we missing?
 - Crash severity
 - Locations where there are no crashes may not be safe
 - Context
 - Environmental Constraints/ permitting must be taken into consideration for feasibility
 - Intended/ Planned adjacent context
 - Bike and pedestrian demand/use (no rate for crashes is possible without demand data)
 - Density + Land Use

- Local road AADT volume data, Seasonal peak data
- Historical/Archeological/Cultural Impacts (including tribal)

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

- Crash severity should be the focus rather than crash risk
- Municipalities need comprehensive master plans
- If you are just looking at where crashes are, that might not be the best facility, parallel routes might be better
- COGs do their best with multi-use trails because they are more regional but they are not doing sidewalk and municipal level planning.
- COGs are held to what municipalities want
- It needs to come from the bottom up
- COGs could help municipalities with framework.

Mindy then asked what data could be used for Ease of Implementation:

- ROW, terrain, guide rail, engineering estimate
- ROW in public domain
- Are there technical requirements?
- The political process tends to weed out what is/isn't buildable

Many COG representatives noted that they didn't have the capacity to take on more data collection and update efforts.

Roadway Context Classification

Emily Baranoski then discussed the development of a statewide Roadway Context Classification system designed to align with AASHTO guidance and promote context-sensitive roadway design. The system uses a GIS-based process to classify state roadways and support more flexible, multimodal design decisions. A field review was conducted along Route 44 from Hartford to the New York state line to evaluate the draft classifications. CTDOT is now finalizing the statewide designations and preparing for a manual review.

Schedule and Deliverables

Deliverables

Emily Baranoski then reviewed the project schedule and deliverables. Phase 1 deliverables, including the Outreach Summary, Existing Conditions Report, and

Regional Tour Documentation, will be posted to the project website. CTDOT and HDR are also finalizing the Vision and Goals and the Programmatic Assessment Memo, which will be shared with the committee for review before finalization.

Schedule

Emily Baranoski discussed the next steps. Next steps include completing the statewide roadway context classification, finalizing Phase 2 deliverables, and beginning Phase 3, which focuses on plan development and additional public engagement. The final Active Transportation Plan will include three components: a concise, public-facing plan; a CTDOT staff implementation guide; and a technical appendix containing supporting data and analyses.

Open Discussion

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

Kate Rattan – asked if she could see the context classifications. She wants to make sure design guidance is coordinated with the municipalities to make sure it reflects their aspirations.

Francis Pickering – noted that the context classification is a descriptive tool and it is only reflective of how the roadway is currently designed, not what it should be or what the town's aspirations are.

Neil Pade – noted the CRCOG Route 10 Corridor Study. He cautioned that the context classification only looks at the existing built environment, vs what the zoning will dictate for adjacent land use and design. There is a great difference between existing vs. desired.



Active Transportation Plan Meeting 3

Statewide Active Transportation Committee
November 5, 2025



Agenda



Welcome



Project Overview



Stakeholder and Public Engagement



Active Transportation Needs



Proposed Recommendations



Roadway Context Classification



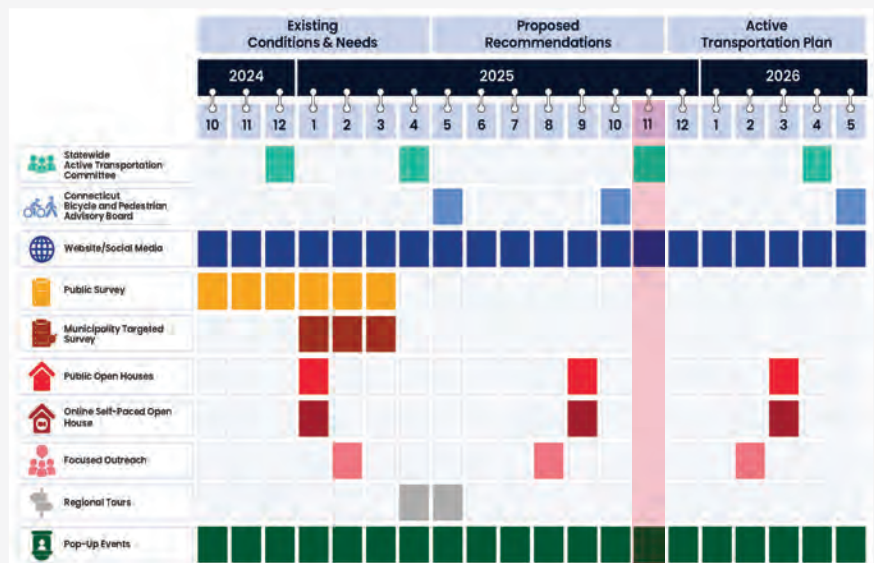
Schedule & Deliverables

Project Overview



Stakeholder and Public Engagement

- **8 Regional Tours**
May 2025
- **4 Focus Group Meetings**
August 2025
- **6 Public Open Houses**
September – October 2025



Stakeholder and Public Engagement

Feedback – Regional Tours

Common Programmatic Issues

- Local Traffic Authority (LTA)
- State Road Jurisdiction and Responsibilities
- Road Safety Audits / Corridor Study Follow up
- Access Management
- Lack of Local Traffic Enforcement
- ADA Transition Plans
- Local AT Plans/ Complete Streets Policies
- Lack of local code requirements



Stakeholder and Public Engagement

Feedback – Regional Tours

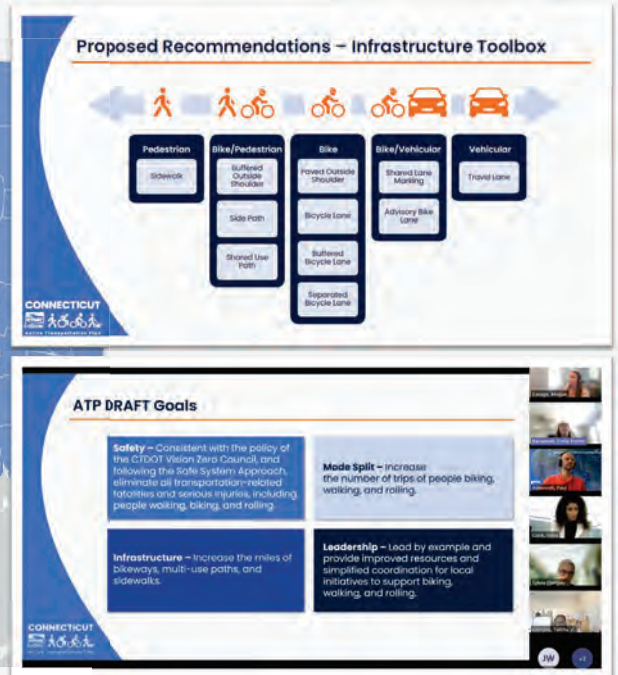
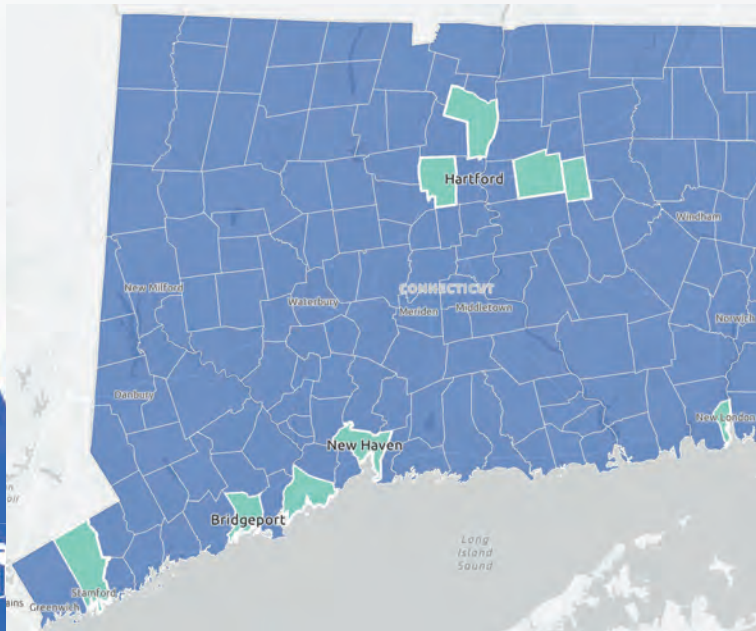
Common Design Challenges

- Awkwardly configured intersections
- Pedestrian signals/phasing
- Lack of sidewalks and crosswalks
- Lack of on-street bicycle facilities
- Narrow sidewalks/no buffer
- Narrow/winding roads
- Lack of ADA compliance
- Lack of overhead street name signs
- Sign clutter at intersections
- Passenger rail – access



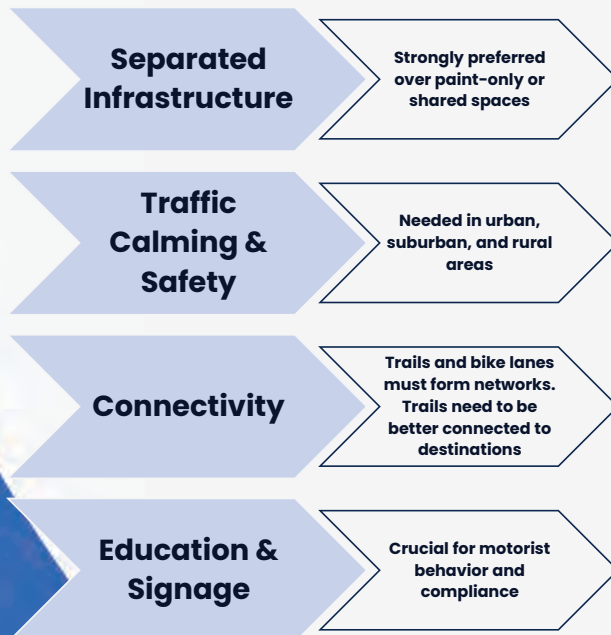
Stakeholder and Public Engagement

Focus Groups



Stakeholder and Public Engagement

Feedback – Focus Groups



My concerns are not just about my ability to bike, but I have kids. We like to go to the park. We like to be outside. My kids constantly ask me, can I bike to school and it's only two miles away. And I'm like, no way. It is way too challenging for us to navigate that on a bike

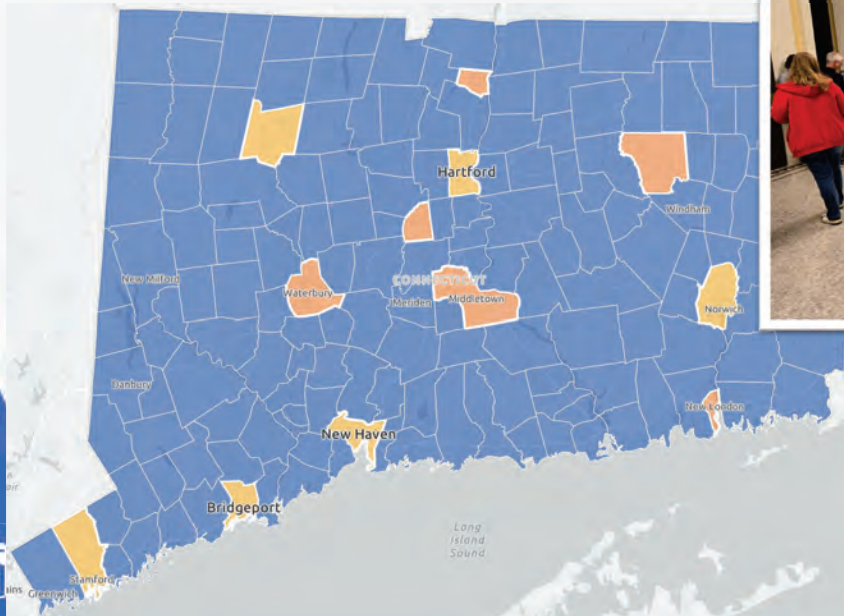
Biking has helped me keep younger in my body, mind, and spirit.

If we need to get people out of their cars, it's gotta be separated bike lanes.

I have two relatively small children, a four year old and a seven month old, who I am perpetually concerned about their safety as they walk around city streets. I didn't grow up in Connecticut, but I grew up in another similar sized medium city in the midwest and I remember being able to bike in the streets safely and I feel like there is no version of that that exists today.

Stakeholder and Public Engagement

Open Houses



Stakeholder and Public Engagement

Feedback - Open Houses

Infrastructure,
Maintenance &
Safety Concerns

Education &
Enforcement Needs

Community Programs
& Engagement

Funding,
Coordination &
Policy Issues

Prioritization Criteria



57

35

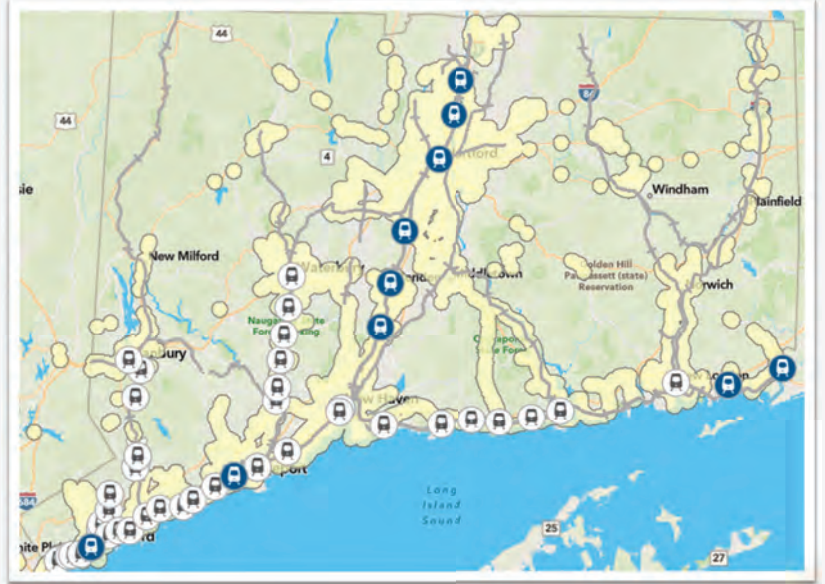
29

18

Active Transportation Needs

Network/Infrastructure Assessment

- Existing and Proposed Network
- Substandard Bike Facilities
- Bus & Rail Transit Connections
- Safe Routes to School
- Safety
- Potential Demand



Active Transportation Needs

Programmatic Assessment

- Internal Operations
- Policy and Design Guidelines
- Interagency Coordination
- Educational and Non-Infrastructure Programs
- Internal Improvement Programs
- Local Jurisdiction Improvement Programs
- Performance Measures and Data



Active Transportation Needs

Programmatic Assessment – Interagency Coordination for Active Transportation

- Include local jurisdictions on Complete Streets project reviews
- Integrate local programs, plans, and priorities with CTDOT's
- Improve coordination with LTAs
 - Ensure that LTAs are receiving required training through the T2 Center (including ongoing annual training)
 - Clarify the role of the LTA to the public
- Develop a statewide active transportation technical committee to include representatives from cities, COGs, and other state departments, including the DOT (active transportation, traffic, and transit), DEEP, Connecticut Tourism Office, Department of Public Health, Department of Public Safety.
 - * Or expand CTBPAB to include these representatives



Whiteboard Activity



**Interagency
Coordination
for Active
Transportation**



Active Transportation Needs

Programmatic Assessment – Performance Measures and Data

Maintain a statewide GIS database of all active transportation facilities

- Establish standard attribute data
- Coordinate data collection through the COGs
- Create a process for regular updates (every 6 months?)
- Share information on the state's website

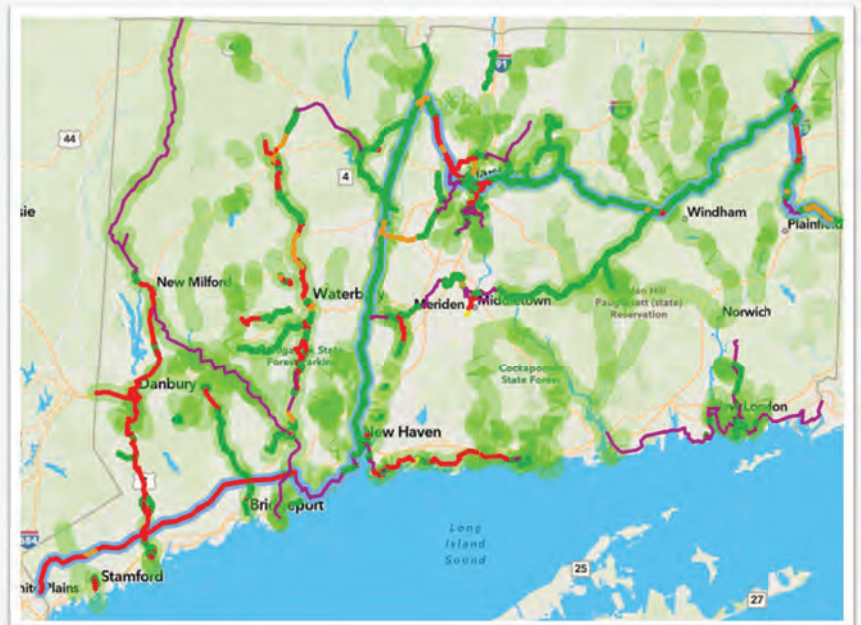


Proposed Recommendations

Future Network Map

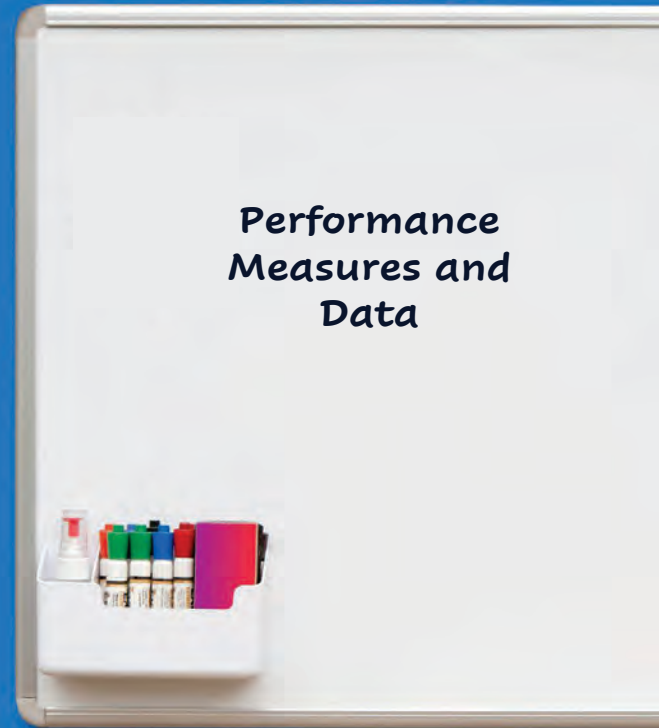
[Existing & Proposed Network Comment App](#)

- DEEP GIS
- COG GIS
- East Coast Greenway GIS
- Regional Active Transportation Plan Recommendations
- LOTCIP & TA Project Lists





Whiteboard Activity



Active Transportation Needs

Programmatic Assessment – CTDOT Internal Operations

- Coordinate with district construction and maintenance engineers to align priorities and integrate active transportation components into planned construction projects. Educate district construction and maintenance engineers on the Complete Streets and Quick Build Directives.
- **Develop a methodology for prioritizing active transportation projects:**
 - **Leverage the Statewide ATP as a key resource.**
 - **Focus on first and last mile active transportation connections to transit.**

Safety

Community Need

Demand

Feasibility/Cost

Prioritization Criteria



Proposed Recommendations

Prioritization Tool – Example – Florida DOT, District 1

Advance Safety Tool

Data-driven bicycle and pedestrian infrastructure improvement prioritization

Transportation Demand Score

Land Use & Demographics

Composite Equity Index – 7 socioeconomic indicators from the 2018 ACS

Bike/Ped Demand – Proximity to key destinations, projected populations, employment density

Transportation

Number of bike/ped crashes per mile

Number of bike/ped fatalities

Total crashes per mile

Sidewalk coverage

Bicycle facility coverage

Connection to Regional Trail and Transit



Proposed Recommendations

Prioritization Tool – Example – Florida DOT, District 1

Criteria and Scoring

Table 3. Land Use and Demographics Scoring and Weighting

Category	Criteria	Value	Score	Default Weight
Land Use & Demographics				
	Composite Equity Index	0	0	25%
		1	10	
		2	20	
		3	30	
		4	50	
		5	70	
		6	90	
	Bike/Ped Demand	7	100	75%
		0-20	20	
		21-40	40	
		41-60	60	
		61-80	80	
		81-100	100	
				100%

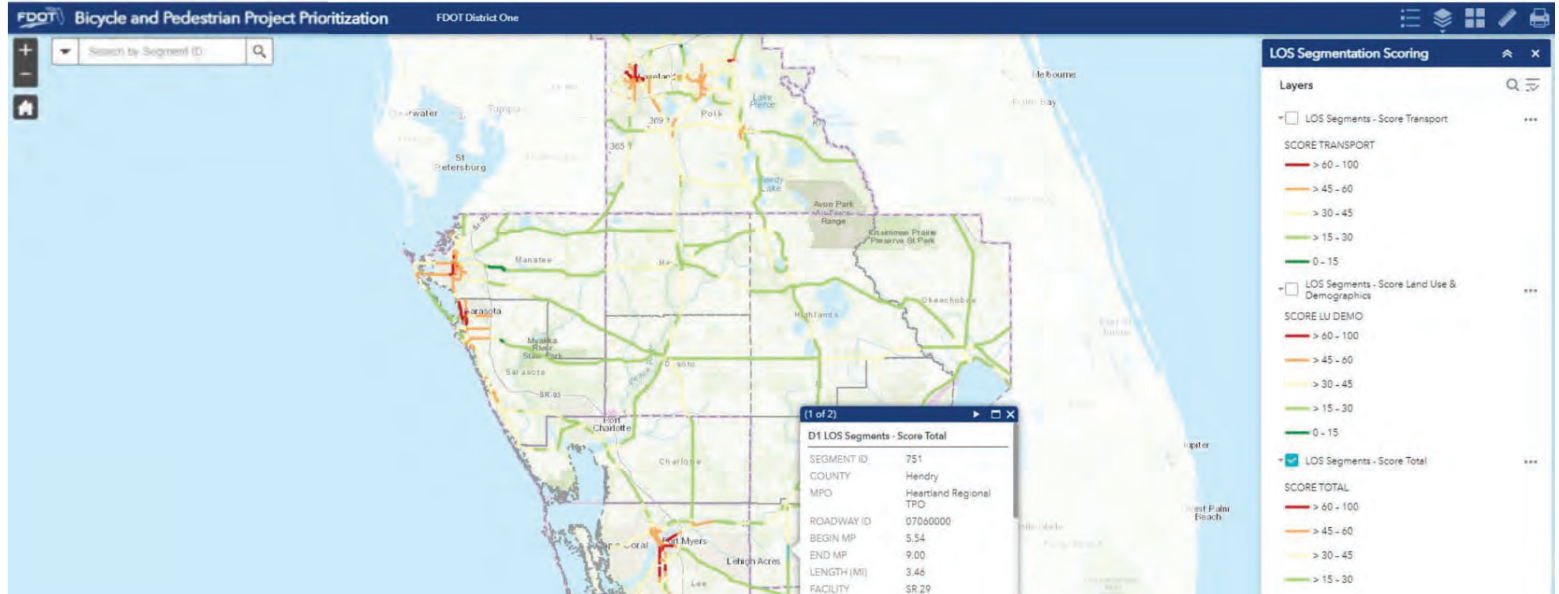
Table 4. Transportation Scoring and Weighting

Category	Criteria	Value	Score	Default Weight
Transportation				
	Number of Bike+Ped Crashes per mile	0	0	20%
		0.1-1	5	
		1.1-2	10	
		2.1-3	15	
		3.1-4	20	
		4.1-5	30	
		5+	40	
Number of Bike+Ped Fatalities (Fatalities > 0)	0	0	20%	
	>= 1	40		
Total Crashes per mile	< 50	0	20%	
	>=50	20		
Sidewalk Coverage	>= 50%	0	20%	
	< 50%	100		
Bike Facility Coverage	>= 50%	0	20%	
	< 50%	100		
Connection to Regional Trail (SUN Trail)	No Regional Trail within 0.5 mile	0	20%	
	Regional Trail 0.26 - 0.5 mile away	30		
	Regional Trail <= 0.25 mile away, no direct connection	60		
	Direct Connection to Regional Trail	100		
High-Frequency	No transit	0	20%	
	Low-frequency transit (> 30 min headway)	50		
	High-frequency transit (<= 30 min headway)	100		
			100%	

Proposed Recommendations

Prioritization Tool – Example – Florida DOT, District 1

Scoring Results



Proposed Recommendations

Prioritization Tool – CTDOT Internal Operations

Pedestrian DemandRank

Primary Components (20% each)

Census

equity focus
(% of zero-vehicle households)

High need ($\geq 20\%$): 10 pts

Medium need (5–20%): 5 pts

Low need ($< 5\%$): 1 pt

Crash-Risk

historical pedestrian crashes

High risk (crashes present): 10 pts

Not-identified risk area: 0 pts

Functional Class

roadway type

Minor collectors: 10 pts

Major collectors: 7 pts

Arterials: 4 pts

Interstates / freeways / specialized: 1 pt

Secondary Components (10% each)

Locations

Schools

Trails

Rail-stops

Bus-stops

Distance Thresholds

$< 1/8$ mi – 10 pts

$1/8$ – $1/4$ mi – 7 pts

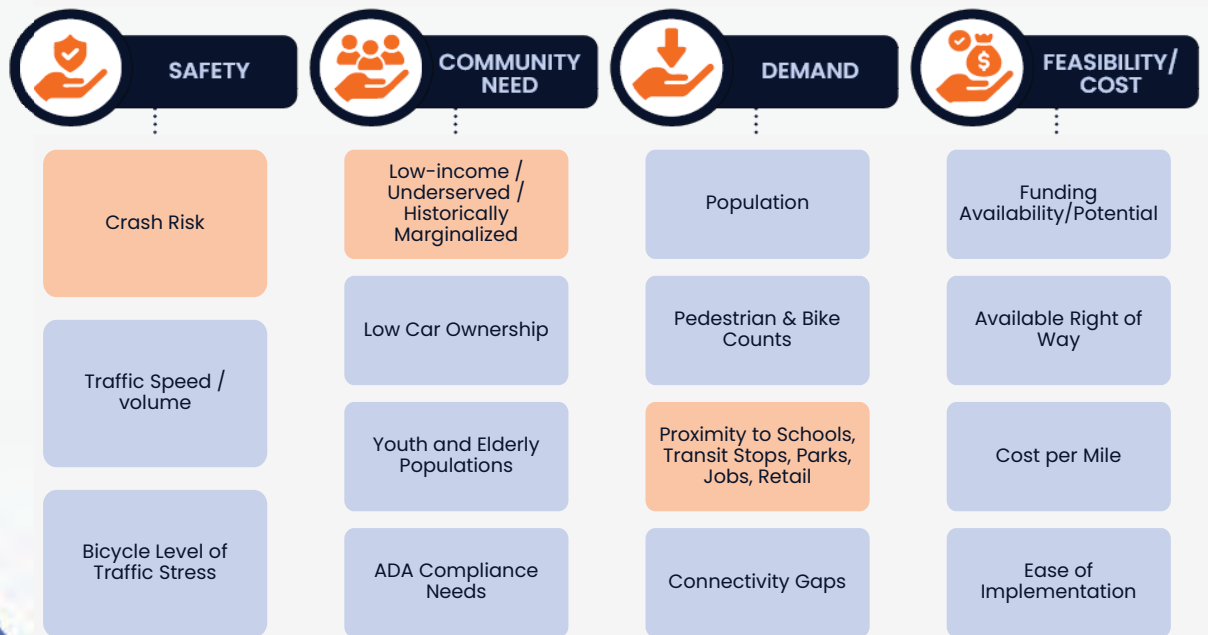
$1/4$ – $1/2$ mi – 4 pts

$> 1/2$ mi – 1 pt

High Priority = > 50 pts

Proposed Recommendations

Prioritization Tool



Whiteboard Activity

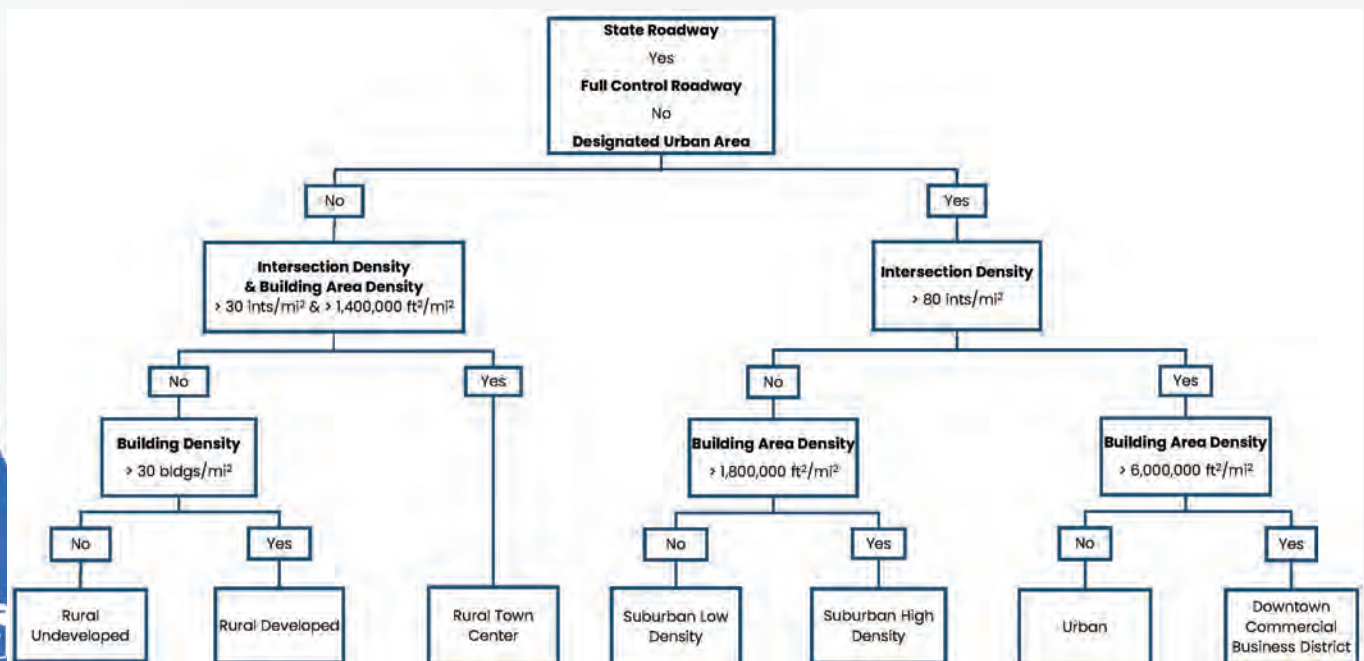
CTDOT Internal Operations



Roadway Context Classification

Green Book 1-6 SmartCode (2007) ITE/CNU (2003)	Rural			Urban				
	Natural	Rural		Suburban	General Urban	Urban Center	Urban Core	Special District
Massachusetts (2004)	Rural Natural	Rural Developed	Rural Village	Low Density	Town Center	High Density	Urban Residential	Urban Park
Pennsylvania/New Jersey (2004)		Rural		Suburban Neighborhood	Suburban Corridor	Suburban Center	Town/Village Neighborhood	Town/Village Center
California (2004)	Natural	Developing	Rural Main Street	Suburban Low Density	Suburban High Density		Urban Low Density	Urban High Density
Florida (2007)	Natural	Rural	Rural Town	Suburban Residential	Suburban Commercial		Urban General	Urban Center
Minnesota (2004)	Natural	Rural	Rural Crossroad	Suburban Residential	Suburban Commercial		Urban Residential	Urban Commercial
Green Book 7/ NCHRP 855 (2006)		Rural	Rural Town	Suburban			Urban	Urban Core
Oregon (2009)			Rural Community	Suburban Fringe	Suburban Residential Corridor	Suburban Commercial Corridor	Urban Mix	Downtown/ Commercial Business District
Washington (2006)		Rural		Suburban			Urban	Urban Core
AASHTO TCGD (2004)		Rural & Natural Areas	Rural Town	Suburban			Urban	Urban Core
Maryland (2006)		Rural	Traditional Town Center	Suburban	Suburban Activity Center		Urban Center	Urban Core
Pennsylvania (2007)		Rural	Rural Town	Suburban			Urban	Urban Core
NCHRP 15-72 (2007)		Rural	Rural Town	Suburban			Urban	Urban Core
Connecticut	Rural Undeveloped	Rural Developed	Rural Town Center	Suburban Low Density	Suburban High Density		Urban	Downtown Commercial Business District

Roadway Context Classification



Schedule & Deliverables

Phase 1

- ✓ Phase 1 Outreach Summary
- ✓ Existing Conditions Report
- ✓ Regional Tour Documentation
- ✓ Vision and Goals Memo
- ✓ Programmatic Assessment Memo



Next Steps

- Statewide Roadway Context Classification
- Finalize Phase 2 Deliverables
 - Active Transportation Network Map
 - Prioritization Tool and Online Interactive Map
 - Summary of Active Transportation Tools, Strategies, and Resources
 - Summary of Funding Needs and Potential Funding Sources

Phase 3 – Active Transportation Plan Development

- Focus Groups
- Public Engagement
- Final Plan
 - 30-page public document
 - CTDOT Staff User Guide
 - Technical Appendix

