2025 MOBILITY FOR ALL

SOUTH CENTRAL REGIONAL ACTIVE TRANSPORTATION PLAN

Prepared by SLR International Corporation, VN Engineers, and Cambridge Systematics on behalf of South Central Regional Council of Governments (SCRCOG)

SCRCOG | South Central Regional Council of Governments

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CHAPTER 1

Planning Process

This Active Transportation Plan (the Plan) update builds on the foundation of the 2017 South Central Regional Bicycle and Pedestrian Plan. The Plan aims to create a more connected, equitable, and accessible active transportation network for all. The Project Team, consisting of SCRCOG, SLR Consulting, VN Engineers, and Cambridge Systematics, conducted robust community engagement to gather insights on the issues and opportunities related to active transportation in the SCRCOG Member Communities. The following chapter provides an overview of the planning process, the vision and goals of this Plan, and a summary of community engagement efforts.

PROJECT OVERVIEW

The South Central Region of Connecticut (the Region) encompasses a diverse mix of urban, suburban, and rural communities across fifteen municipalities, including Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. According to the 2022 American Community Survey (ACS), the Region is home to approximately 571,000 residents, about one-sixth of Connecticut's population.

The Region offers a range of cultural, recreational, educational, and employment opportunities. It includes dense urban centers like New Haven, suburban communities such as Hamden and Milford, and rural towns like Bethany. New Haven, the Region's largest city, serves as a cultural and economic hub and is home to major institutions such as Yale University and Yale New Haven Hospital. The Region is also served by multiple rail lines and transit services, making it a critical corridor for local and regional mobility.

This Plan builds on the foundation of the 2017 South Central Regional Bicycle and Pedestrian Plan, with the goal of creating a more connected, equitable, and accessible active transportation network for all. This Plan provides an overview of the Region's existing active transportation studies, trails, and public transit network; the results of analyses regarding safety, destinations, commuting patterns, and equity; and identifies project, policy, and program recommendations.

This Plan serves as a framework for enhancing the active transportation network and is intended to guide local planning efforts, support intermunicipal coordination, and support grant applications.

The Plan is organized as follows:

Chapter 1: Introduction and Planning Process

Chapter 2: Existing Conditions

Chapter 3: Analyses and Projects

Chapter 4: Project Concepts & Demo Project

Chapter 5: Policy, Program, & Funding Toolkit

PROJECT PARTNERS

SCRCOG retained SLR Consulting, VN Engineers, and Cambridge Systematics to develop the Mobility for All Active Transportation Plan (the Plan). A Steering Committee comprised of member community staff, and bicycle and pedestrian advocates, helped to guide the planning process. Each of the Steering Committee members provided valuable insights and expertise to ensure the Plan is comprehensive and reflective of each of the member communities' needs.

SLR Consulting led the community engagement, recommendation and concept development, and prepared the final Plan. VN Engineers conducted the safety analysis and demonstration projects. Cambridge Systematics led the demographic analysis, active transportation analysis, key destination analysis, and equity analysis.

Member Community staff offered critical local and institutional knowledge, sharing insights into existing bicycle and pedestrian plans, policies, and projects. Bicycle and Pedestrian Advocates and non-profit leaders provided valuable insights into existing projects and organizations that can be built upon in the Region.

The combination of this diverse set of experts created a Plan that will provide decision makers at all levels with clear guidance for improving the regional bicycle and pedestrian network.

PLANNING PROCESS

Mobility for All builds upon the foundation established by the 2017 South Central Regional Bicycle and Pedestrian Plan Update, as well as numerous studies and plans developed by Member Communities. These resources, combined with a range of analyses and robust community engagement, informed the development of recommendations and conceptual designs.

The planning process began with a visioning session with the Steering Committee to identify a cohesive vision and set goals for the regional active transportation system. Once this vision was established, the Project Team began a comprehensive review of previous studies and existing conditions. The Project Team collected demographic data for each Member Community, identified existing trails and transit service, and analyzed crash data, commuting trends, key destinations, and equity characteristics. In addition, the Project Team conducted robust community engagement to capture community perspectives and insights that may not be evident through data alone.

Based on this foundation, the Project Team developed a list of recommendations informed by input from the Steering Committee, other stakeholders, the community survey, the 2017 SCRCOG Bicycle and Pedestrian Plan, and a review of key Member Community documents, including Plans of Conservation and Development (POCDs) and Complete Street Plans.

In addition, the Project Team developed several recommendations based on the results of the analyses. All of the recommendations were then refined and prioritized based on a range of criteria, such as population density; proximity to key destinations, trails, transit, and High Injury Network (HIN) locations; areas of high active transportation activity; and location of disadvantaged communities.

From this refined list, the Project Team, in collaboration with the Steering Committee, selected several recommendations to advance into conceptual designs and one to implement as a demonstration project. The Project Team then implemented the selected demonstration project and evaluated its success, with findings incorporated into the final plan to guide future investments and initiatives.

Project Kick Off
Spring 2024. The Project Team kicked off the project.

Data Collection & Existing Conditions Analysis
Spring 2024- Summer 2024.
The Project Team collected demographic data, identified existing trails and transit service, and analyzed crash data, commuting trends, key destinations, and equity characteristics.

Public Outreach
Summer 2024 - Summer 2025.
The Project Team conducted a range of public engagement activities throughout the planning process including steering committee meetings, a community survey, and pop-up events.

Project Recommendations
Winter 2024/2025. The Project Team developed a list of recommendations based on public input, previous plans and studies, and the analyses.

Recommendation Evaluation
Winter 2024/2025 - Spring 2025.
The Project Team evaluated and prioritized the recommendations based on a range of criteria related to demographics, safety, and connectivity,

Recommendation Concepts
Summer 2025. Based on the project prioritization, ten recommendations were advanced into conceptual designs and one was implemented as a demonstration project.

Final Report
Fall 2025. The final report was provided to SCRCOG and it's member communities at the September SCRCOG Board Meeting

Figure 1.1 Planning Process Timeline

GOAL SETTING

In June 2024, the Steering Committee convened to establish a shared vision and goals for the Region's active transportation network. As part of this process, the Steering Committee reviewed the vision and goals outlined in the 2017 Plan and updated them to reflect current priorities. Steering Committee members emphasized the need for a more action-oriented vision statement that outlines how the Region will prioritize active mobility and describes collaboration across municipalities. Regarding the 2017 goals, participants expressed interest in adding a goal focused on educating the public about bicycle and pedestrian road rules and incorporating language related to micro mobility such as micro transit and first/last mile solutions. The following presents the updated vision statement and goals developed by the Steering Committee.

VISION

"

Through education, policy changes, infrastructure improvements, and cross-community cooperation, SCRCOG and its member municipalities will prioritize active mobility. SCRCOG member cities and towns will encourage, promote; and continue to improve the safety and connectivity of bicycling, walking, wheeling, transit, and other forms of active transportation, so that any person, regardless of age, ability, or income will be able to access goods, services and social activities safely and conveniently throughout a connected Region.

GOALS

1. Improve the safety of walking, bicycling, wheeling, and transit to reduce the number of crashes involving pedestrians and cyclists.
2. Promote active transportation while creating choice by providing a balanced transportation system that offers a variety of practical and pleasant transportation options – especially micromobility and other first mile/last mile options that allow residents to make walking, bicycling, wheeling, and transit part of their everyday lives and educating community members about bicycle and pedestrian safety.
3. Increase connectivity between various modes of transportation (walking, trains, bicycling, private automobile, bus) and between neighborhoods, commercial areas, schools, parks, and other major community-serving destinations.
4. Provide access to community facilities, businesses, and neighborhoods for residents of all ages, all abilities, and all income levels.

PUBLIC ENGAGEMENT

The Project Team engaged with the stakeholders to gather insights on the issues and opportunities related to active transportation in the SCRCOG member communities. The Project Team hosted a visioning session, stakeholder interviews, a "walkshop," community survey, and participated in Trunk or Treat events. The following section summarizes the results from these events.

Photo: Steering Committee Vision Session

VISIONING SESSION

On June 20, 2024, the Project Team hosted a Visioning Session at the North Haven Public Library. The session had 19 participants, including representatives from 10 SCRCOG member communities and 3 active mobility advocacy groups.

Participants were asked to identify one thing they would change to improve connectivity and safety for bicyclists, pedestrians, transit riders, and wheelchair users in their communities. Common themes included the need for more bicycle lanes, improved sidewalks, and concerns about narrow roads being a barrier to improvements. Many participants also emphasized the need for more regional connectivity and cross-municipality collaboration.

Attendees reviewed the vision statement and goals from the 2017 SCRCOG Bicycle and Pedestrian Plan and provided feedback to inform updates for the current plan. Suggestions included making the vision more action-oriented, emphasizing regional coordination, adding goals related to public education on road rules, and incorporating language around micromobility and first/last mile solutions.

The session concluded with a mapping and policy review activity. Participants were broken up into four groups and each group received a large format paper map for participants to identify any existing active transportation projects, opportunities, and priorities. Each group also received a list of policies and plans related to active transportation for their member community to review and comment on.

The results from this activity can be found in the Appendix.

STAKEHOLDER INTERVIEWS

Stakeholder interviews were conducted in August and September of 2024 with individuals in the Region who are knowledgeable about local efforts in advocacy and bicycle and pedestrian planning, legislation, and education.

Key themes from the stakeholder interviews included enhancing trail and sidewalk networks, especially linking Greater New Haven with surrounding towns and the Shoreline Greenway. Sidewalk infrastructure was identified as a foundational need, with calls for comprehensive mapping, snow clearance, and prioritization over bike lanes in underserved areas.

Stakeholders also stressed the importance of traffic calming through design rather than speed limit changes and recommended using before-and-after data to demonstrate impact. Education and outreach efforts, such as school-based bike programs and community engagement, were highlighted as essential to promoting active transportation. Equity, legislative tools, and alignment with state and regional initiatives were also seen as critical to advancing a safe, accessible, and multimodal transportation system.

A more detailed summary of the stakeholder interviews can be found in the Appendix.

Photo: Walkshop Map

WALKSHOP

On September 18, 2024 the Project Team hosted a Walkshop in New Haven for members of the Steering Committee. The purpose of the event was to explore and discuss a variety of active transportation treatments currently implemented in New Haven.

The Walkshop featured site visits to several key locations, including the cycletrack on Edgewood Avenue, the Peanut Roundabout at the intersection of Chapel Street and Yale Ave, traffic calming paint and bollards on Norton Street and Derby Avenue, and the narrowed pavement markings at Chapel Street and Derby Avenue.

This hands-on experience provided the Project Team with valuable insights into how member communities perceive and respond to different active transportation measures. By engaging directly with these treatments, Steering Committee members were able to share their perspectives, raise questions, and consider how similar strategies might be adapted to meet the unique needs of their own communities.

Photo: Walkshop Participants

TRUNK-OR-TREAT EVENTS

According to the Climate and Economic Justice Screening Tool, of the SCRCOG member communities, Meriden, West Haven, and New Haven have census tracts that are considered disadvantaged. To ensure that these disadvantaged communities were engaged in the Mobility for All planning process, the Project Team attended three Trunk-or-Treat events, one in Meriden, one in West Haven, and one in New Haven. The purpose of attending these events was to inform the public of the project and collect input about their priorities for improving the active transportation system.

The Project Team set up a polling activity for attendees at the Trunk-or-Treat events to identify their preferred active transportation improvement. Participants were given one token that they could use to vote for one of six active transportation improvements including sidewalks, bike lanes, bus and train connections, safer crosswalks, traffic calming measures, or off-road trails. In total, the Project Team engaged an estimated 1,383 individuals in the polling activity, 768 from the Meriden event, 116 from the West Haven event, and 499 from the New Haven event.

Photo: New Haven Trunk or Treat Event

The Trunk-or-Treat events revealed that residents in Meriden, West Haven, and New Haven support active transportation improvements in their communities, though their priorities differ. In Meriden, participants were most interested in having more bike lanes and safer crosswalks. West Haven participants prioritized active transportation connections to buses and trains. In New Haven, participants prioritized the development of more sidewalks. These results highlight the varying needs of the SCRCOG communities and reveals improvements that may be supported in the different communities. The full results from these events can be found in the Appendix.

Photo: Meriden Trunk or Treat Event

SURVEY

To better understand local concerns and priorities, the Project Team developed a community survey, which was distributed by Steering Committee members across the Region. The survey received 370 responses, with a majority of respondents living in Madison (54.2 percent), Guilford (12.2 percent), and New Haven (10.0 percent). The responses from this survey provided valuable insights into residents' experiences and perceptions of walking and biking in their communities.

A key focus of the survey was identifying areas where people feel unsafe walking or biking. 76 percent of respondents indicated that they feel certain areas within the Region are unsafe for walking or biking. The most commonly cited reasons for feeling unsafe include a lack of pedestrian and bicycle infrastructure, such as sidewalks, trails, and bike lanes, as well as concerns about unsafe driver behavior.

Respondents were also asked to identify the types of improvements they would like to see in their communities. The most frequently requested improvements included:

Construction or extension of sidewalks

Development of off-street bicycle and pedestrian trails

Installation of on-street bike lanes

These responses highlight a strong community desire for a safer, more connected, and more accessible active transportation network. The full results from the survey can be found in the Appendix.

NCAT DINNER

To engage and inform the public about the Regional Active Transportation Plan, the Project Team participated in the New Haven Coalition for Active Transportation (NCAT) dinner held on November 19, 2024. During the event, the team gave a brief presentation outlining the planning process to date and shared both the public survey link and the project website to encourage further input.

Additionally, the team hosted a booth featuring the interactive polling activity previously used at Trunk or Treat events, allowing attendees to provide feedback in a fun and accessible format.

PUBLIC MEETING

On September 24, 2025, the Project Team presented the draft Regional Active Transportation Plan to the SCRCOG Board, which consists of one mayor or first selectman from each municipality in the region. These meetings are open to the public, providing an opportunity for broader community input. During the presentation, the Project Team reviewed the planning process, proposed project lists, conceptual designs, and the demonstration project. Attendees, including Board members and the public, provided feedback on the draft plan, which was incorporated where appropriate to refine and strengthen the final document.

The public input from these activities provided valuable insights into community priorities and concerns related to walking and biking in the Region. The feedback collected help identify projects and inform community priorities.

CHAPTER 2
Existing Conditions

To gain a comprehensive understanding of the Region's active transportation needs, the Project Team conducted an in-depth assessment of current conditions. This included reviewing previous plans and studies, collecting data on existing trails, public transit services, and demographic characteristics across the Region, and reviewing recent and ongoing active transportation projects in member communities. Together, these elements formed the foundation for identifying opportunities for enhancing the active transportation network in the Region.

DEMOGRAPHIC SUMMARY

The Region includes urban New Haven and relatively urbanized/suburban areas in Hamden, Meriden, East Haven, West Haven, Branford, Madison, Wallingford, Guilford, North Haven, Orange, Milford, and Woodbridge, as well as the more rural communities of Bethany and North Branford. Together, these fifteen municipalities make up a total regional population of 571,298 (as of 2022 ACS data). The most populous municipality is the City of New Haven, with more than 135,000 residents, while the smallest is the Town of Bethany, with less than 5,300 residents. The following demographic summary utilizes 2022 ACS 5-Year estimate data at regional, city and tract levels.

Figure 2.1 Population Overview

New Haven, West Haven and Meriden have the highest population densities in the Region. While much of the Region has a low population density, three municipalities, New Haven, West Haven, and Meriden, stand out with higher population densities. New Haven has the highest population density, followed by West Haven. **Figure 2.5,** shows population density by Block Group.

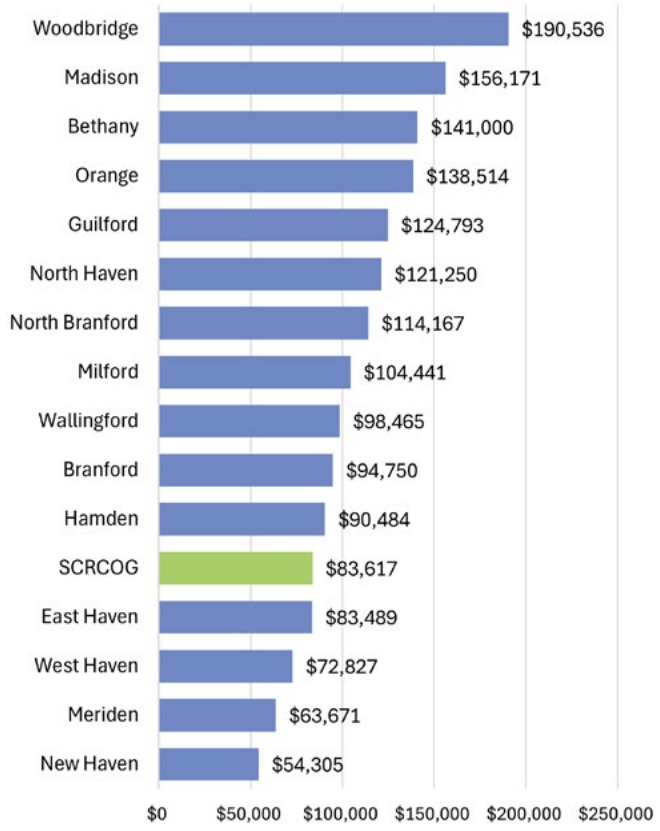

Figure 2.2 Median Household Income by Member Community

Median household incomes and unemployment rates vary widely across the Region. The Region's median household income is $83,617 which is slightly less than the State's median household income of $90,213. New Haven has the lowest median household income at $54,305, while Woodbridge, with under 10,000 residents, has the highest at $190,536, more than double the Region's median (Figure 2.2).

As of 2022, the Region's unemployment rate was 6.1 percent, slightly above the state average of 5.9 percent. Rates vary by municipality, with eight communities having rates at or below 5.0 percent, while Woodbridge, West Haven, New Haven, Meriden, Madison, Hamden, and Bethany have an unemployment rate over 5.0 percent.

Communities with higher population density tend to have a greater share of households without access to a vehicle. Approximately 11 percent of households in the Region do not have access to a vehicle. However, in New Haven, 25.7 percent of households do not have access to a vehicle. In addition, there are several Census Tracts in New Haven and Meriden where over 27 percent of households do not have access to a vehicle (See **Figure 2.6**). This lack of vehicle access underscores broader transportation and income disparities in low-income communities.

Over 30 percent of employed SCRCOG residents work in the educational services, and health care and social assistance industry. This rate is highest in the municipalities of New Haven and Woodbridge, at 39 percent and 46 percent, respectively. The next most common industries of employment in the Region are retail trade; professional, scientific, and management, and administrative and waste management services; and manufacturing, which each employ 10 percent of employed residents in the Region.

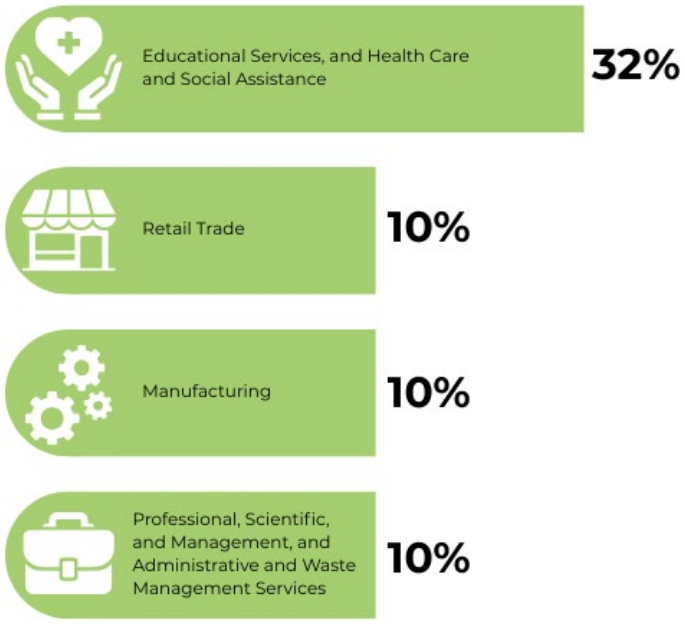

Figure 2.3 Top Employment Industries (Region)

The majority of work trips are made by car, while fewer than 10 percent of commuters use public transit, walk, or bike to work. Commuter patterns reveal that 79 percent of work trips are made by car, while about 3 percent use transit, 5 percent walk to work, and less than 1 percent bike. Approximately 11 percent of employed residents in the Region worked from home in 2022.

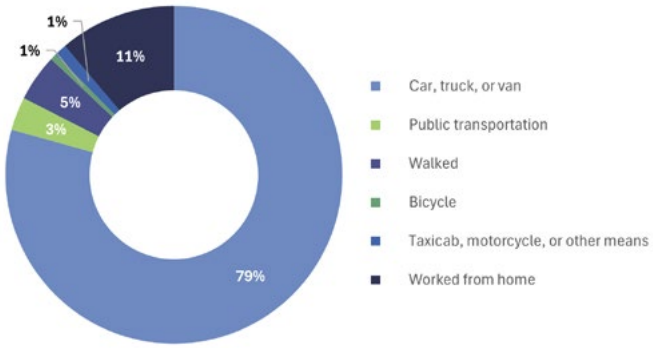

Figure 2.4 Means of Transportation to Work (Region)

Residents of the Region's more urban communities tend to have shorter commutes and are more likely to walk or use public transportation to get to work. Commute length varies in the region, with the shortest in New Haven (at just under 22 minutes) and longest in Madison (just over 31 minutes). New Haven also has the highest percentage of residents who commute by walking or public transit.

The Region contains 27 census tracts classified as "disadvantaged communities," with the majority located in New Haven. According to the Climate and Economic Justice Screening Tool (CEJST) developed by the Council on Environmental Quality, these census tracts are considered disadvantaged due to a history of underinvestment in infrastructure, public services, and economic development, compounded by high levels of pollution and environmental health risks. As shown in **Figure 2.7**, 18 of the 27 disadvantaged census tracts are within the City of New Haven, 7 are in Meriden, and 2 are in West Haven.

Table 2.1 Demographic Characteristics

	Population	Population Density (Pop/Sq. Mile)	Percent that Commute to Work by Active Transporation*	Average Commute Time (Minutes)	Median Household Income	Unemployment Rate	Zero Car Households
Bethany	5,295	247	5.4%	29.3	$141,000	6.4%	0.0%
Branford	28,177	1,006	1.9%	22.8	$94,750	4.1%	5.1%
East Haven	27,871	2,074	4.7%	23.8	$83,489	5.0%	6.8%
Guilford	22,046	444	2.7%	26.4	$124,793	4.5%	2.4%
Hamden	61,069	2,205	8.5%	23.2	$90,484	5.9%	8.4%
Madison	17,658	479	3.7%	31.1	$156,171	6.9%	2.8%
Meriden	60,556	2,506	4.4%	23.4	$63,671	8.4%	11.4%
Milford	52,283	2,081	3.7%	25.9	$104,441	4.3%	4.3%
New Haven	135,736	6,683	21.8%	21.7	$54,305	7.8%	25.7%
North Branford	13,560	508	1.3%	26.2	$114,167	3.9%	4.6%
North Haven	24,179	1,146	2.4%	22.9	$121,250	3.4%	4.1%
Orange	14,231	817	2.0%	28.4	$138,514	3.8%	3.8%
Wallingford	44,251	1,110	2.4%	24.6	$98,465	3.8%	4.9%
West Haven	55,336	5,031	6.7%	23.2	$72,827	5.0%	10.5%
Woodbridge	9,050	472	1.4%	24.7	$190,536	7.1%	3.6%
SCRCOG	571,298	1,566	8.3%	23.9	$83,617	6.1%	11.1%

Source: 2022 ACS 5-Year Estimates | *Active transportation includes public transit, walking, and biking.

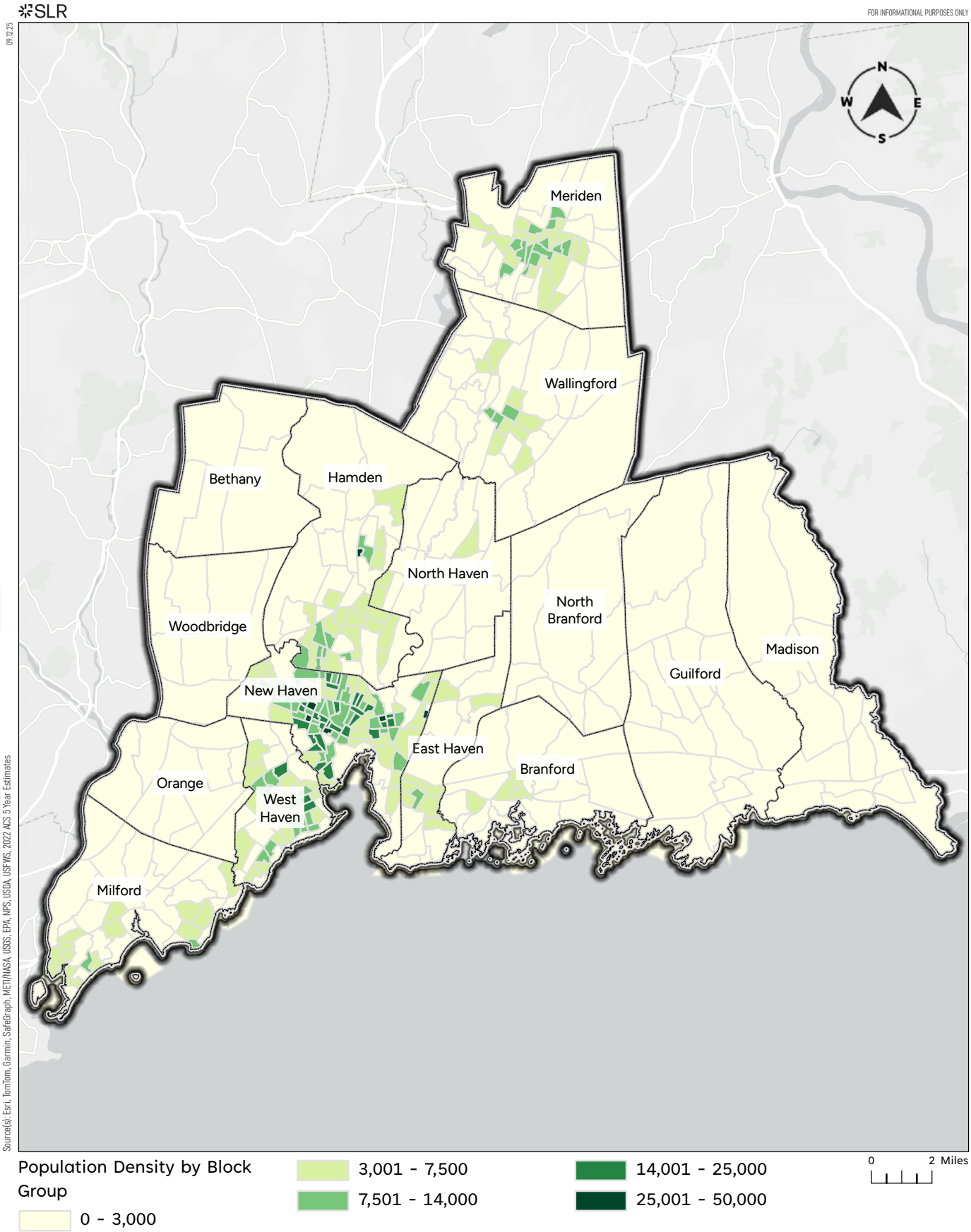

Figure 2.5 Population Density by Block Group

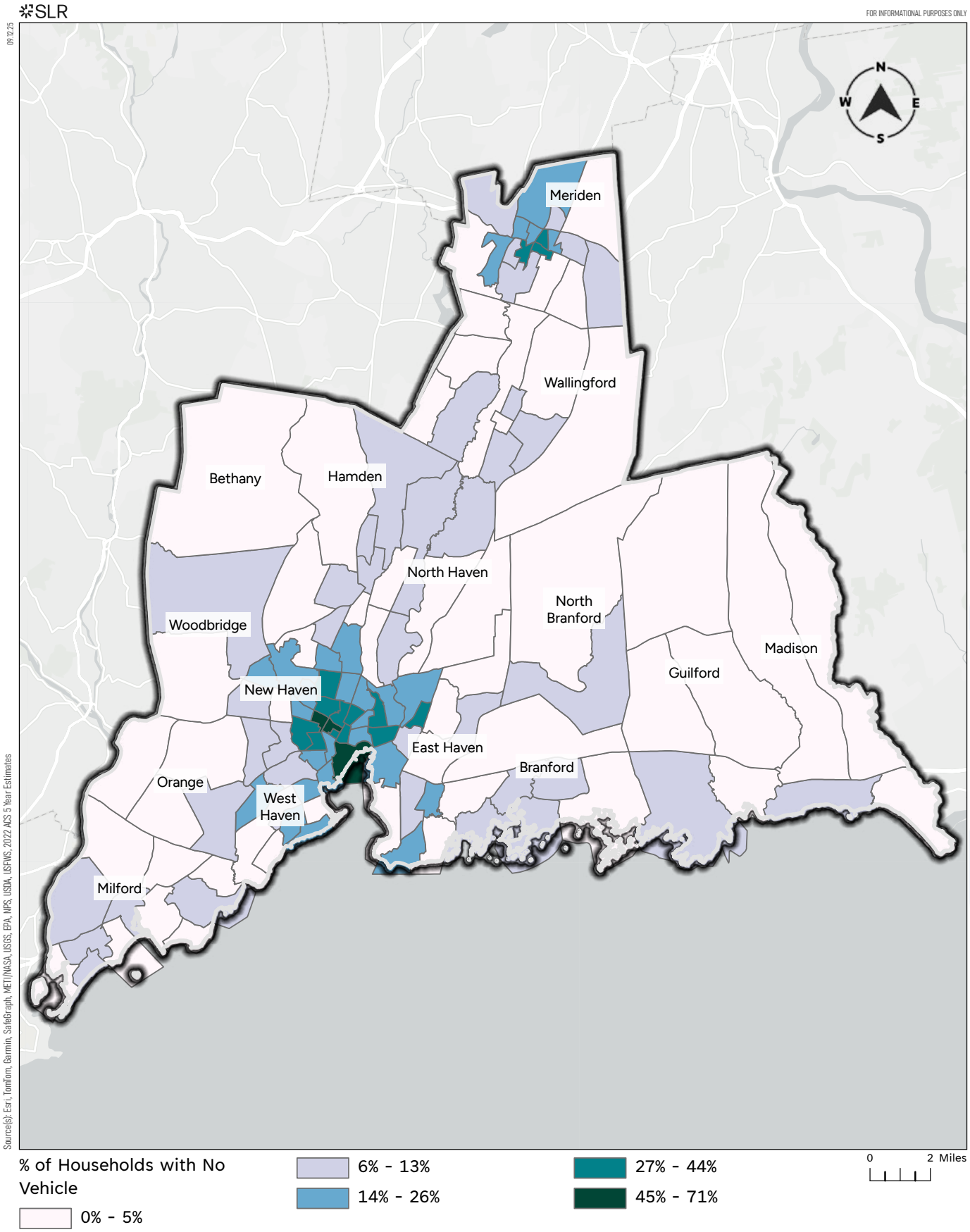

Figure 2.6 Percentage of Households with No Vehicle

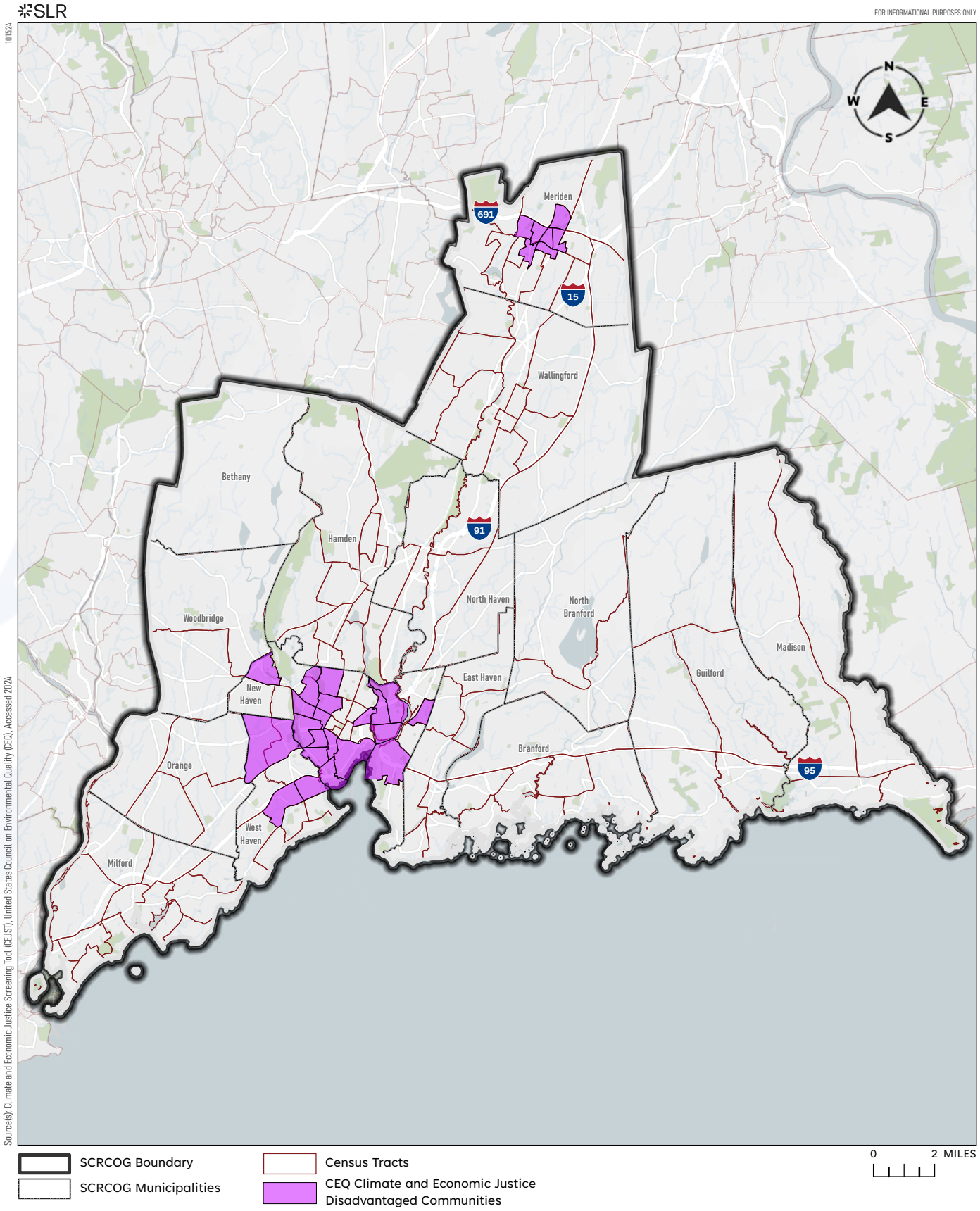

Figure 2.7 Disadvantaged Communities

PREVIOUS PLANS AND STUDIES

Route 146 Corridor Management Plan, 2025: The Corridor Management Plan (CMP) was developed to guide future changes to the Route 146 corridor through Branford and Guilford and considers key factors such as historical and environmental qualities. The CMP includes an inventory of historic and cultural features, a coastal flooding and resiliency assessment, and discusses strategies for preserving the corridor, including recommendations for bicycle and pedestrian access and safety.

Road Safety Audits and Assessments (RSAs), 2022-2025: Several Road Safety Audits (RSAs) have been conducted by the State and are available on the CTDOT website. An RSA follows a formal process, as outlined by the Federal Highway Administration (FHWA), by a multidisciplinary team to identify safety issues and countermeasures through a corridor. It also documents factors that can help or hinder safe bicycle/pedestrian travel by inventorying factors such as sidewalk condition, pavement markings, traffic volumes, and sight lines, among others. Road Safety Assessments document similar factors, but follow a less formal process; several Assessments were conducted by the CT Training and Technical Assistance Center (T2 Center).

Branford Walkability Study, 2023: The Branford Walkability Study assesses walkability in Branford based on network connectivity, accessibility, and safety. The Walkability Study recommends that Branford replace poor-condition sidewalks, fill sidewalk gaps that are less than 500 feet, replace non-compliant curb ramps, and construct missing ramps in the priority corridors.

Hamden Route 10 Complete Streets Study, 2023: The Route 10 Complete Streets Study evaluated the existing transportation environment and identified conceptual improvements along approximately two miles of Route 10 (Dixwell Avenue) in Hamden. Key bicycle and pedestrian improvements include a road diet through the Town Center, intersection improvements at specific locations, and corridor improvements strategies that could be also be adopted along Route 10 outside the study area or along other corridors in Hamden.

Madison Bicycle-Pedestrian Safety Improvements Study, 2023: The Madison Bicycle-Pedestrian Safety Improvements Study evaluates the existing challenges and opportunities in three segments of roads in Madison, including U.S. Route 1, West Wharf Road, and Surf Club Road. The study identifies potential safety improvements and multimodal facilities, including new sidewalk, improved crossings, a dedicated bike lane, and shared lane pavement markings (also known as sharrows).

SCRCOG Safety Action Plan, 2023: The SCRCOG Safety Action Plan analyzes 2017-2021 crash data to identify high-injury areas within the existing transportation network, and identifies improvements that address walking, biking, transit, and driving safety for the Region.

Photo: Previous Plans and Studies Cover Pages

West Haven Bicycle and Pedestrian Plan, 2023: The West Haven Bicycle and Pedestrian Plan identifies challenges and opportunities in the existing bicycle and pedestrian network. The Plan recommends improvements to pedestrian and bicycle facilities along priority corridors, system-wide enhancements, and policy/program initiatives to promote active mobility throughout the City.

Woodbridge Business District Connectivity Study, 2023: The Woodbridge Business District Connectivity Study includes an existing conditions analysis and recommendations, with the goal of strengthening pedestrian and bicycle linkages throughout the district. It recommends adding multimodal paths, protected bike lanes, and sharrows to improve linkages. It also recommends improving intersections to increase safety and the Business District's sense of place.

Guilford Safe Streets Report, 2022: Guilford's Safe Streets project was undertaken to operationalize the project prioritization criteria established by the town's Complete Streets Resolution, beginning with improved safety for all users of its roads. It categorizes the town's roads into distinct typologies, based on their characteristics - including volume of traffic. The project employed a robust public engagement process and 4 distinct demonstration projects that helped inform its' recommendations.

New Haven Safe Routes for All, Citywide Active Transportation Plan, 2022: The New Haven Active Transportation Plan identifies specific capital improvements and provides a roadmap for future active transportation projects to help ensure active transportation improvements remain a priority.

Wallingford Pedestrian Connectivity Study, 2020: The Wallingford Pedestrian Connectivity Study provides engineering and planning improvements for pedestrian connectivity along portions of North and South Colony Road (Route 5) in the vicinity of the new rail platform and the Town Center. The study included two recommendations scenarios, both with and without significant utility relocations and impacts to on-street parking. Enhancements to the study area include dedicated bike lanes, reduction of vehicular travel lanes, installation of bumpouts, and widening the existing sidewalks.

Move New Haven Transit Mobility Study, 2019: The Move New Haven Transit Mobility Study analyzes and developes potential transit-supportive options to strengthen and modernize CTtransit's New Haven bus system. The study examines bus system needs and developed a toolbox of transit-supportive enhancements along the core routes.

CTDOT Route 1 Bus Rapid Transit Feasibility Study, 2017: The 2017 Route 1 Bus Rapid Transit (BRT) Feasibility Study provides a blueprint for bringing faster, more reliable bus service to the Route 1 corridor between the New York State line and New Haven. The goals of the study included developing alternatives and assessing their viability in improving travel time, increasing bus ridership, and determining the best locations for potential BRT enhancements.

SCRCOG Bicycle and Pedestrian Plan Update, 2017: The SCRCOG 2017 Bicycle and Pedestrian Plan emphasized the importance of active transportation in the Region. The Plan laid out a vision, goals, and strategies to improve the active transportation network. The Plan also identified priority areas for improvements in each Member Municipality and provided design and policy recommendations.


A. The Value of Bicycling and Walking

Photo: 2017 SCRCOG Bicycle and Pedestrian Plan Sample Page

TRAILS

The Region has a network of multi-use trails that are designed to accommodate active transportation and connect residents in the Region and surrounding regions to important destinations. As shown in **Figure 2.8**, there are several "greenways" in the Region. The Greenways are designated by the Connecticut Greenways Council and Department of Energy and Environmental Protection (DEEP). The Connecticut Greenways Council and DEEP developed a range of criteria for a trail to be designated a greenway, with the most critical element being that it connects or has the potential to connect to a larger trail system.

The East Coast Greenway (ECG) is a 3,000-mile spine route from Key West, Florida to Maine. In the Region, the ECG passes through Hamden, New Haven, West Haven, and Milford and is made up of several trails in the Region and includes:

- **The Farmington Canal Heritage Trail (FCHT)** is approximately 81.2 miles and connects Northampton, Massachusetts to New Haven, Connecticut. Figure 1 shows the portion of the FCHT that is located within the Region, running north-south through New Haven and Hamden. The final off-road segment of the FCHT officially opened in New Haven on May 9, 2025. The FCHT now forms a complete, continuous, and paved off-road path through the SCRCOG region. The final segment of the FCHT in New Haven is a separated bike path that connects the recently opened, off-road terminus of the FCHT to Long Wharf Park. Sections of this bike path currently exist, while other sections are under construction as of June 2025.

Photo: New Haven FCHT

- **The Long Wharf Trail** is a short loop trail connecting the local wilderness preserve to the surrounding City Point neighborhood in New Haven.
- **The Harborside Walk** is a 3.5-mile multi-use trail in West Haven which connects the public beaches and waterfront parks on the Sound.
- **The Savin Rock Trail** comprises 1.7 miles of the Harborside Walk in West Haven, extending from Washington Avenue to Captain Thomas Boulevard. The trail is paved along the coastline allowing hiking and biking.
- **The Silver Sands State Park** in Milford has approximately two miles of walking trails, including boardwalks. The trails within the park include the Charles Island Trail of 1.5 miles and the Boardwalk trail of two miles.

The Quinnipiac River Greenway is a regional spine trail that connects multiple existing and planned trails across several towns, including New Haven, North Haven, Hamden, Wallingford, Cheshire, Meriden, Southington, and Plainville. It has the potential to serve as a continuous corridor that links local trail networks into a broader regional system, and includes:

- **The Quinnipiac Linear Trail** is a mixture of paved and wooded trails with completed sections in North Haven, Wallingford, and Meriden; efforts are underway to make this trail a continuous stretch of paved multiuse trails to be used by both cyclists and pedestrians and anticipated to span at least 15 miles. **Figure 2.8** shows the three sections of the Quinnipiac Linear Trail that have been completed. Currently, the Wallingford section of the trail terminates at the Fireworks Island trailhead in Yalesville; access to this trailhead is only available to vehicles through public property, while public foot or bike traffic is prohibited. A proposed trail extension is underway, which will provide public bike and pedestrian access between Main Street (Route 150) and the existing trailhead.
- **The Quinnipiac River Gorge Trail** is a 1.3-mile trail in Meriden which is part of the wider Quinnipiac River Greenway and connects to the Quinnipiac Linear Trail system in Meriden.

The Shoreline Greenway Trail is a mix of separated paved paths, gravel trails, an on-road sections of trail that have no dedicated bicycle or pedestrian facility. There are approximately 4.7 miles of multi-use paths in East Haven, Branford, and Madison, as shown in Figure 1. The ultimate goal of the Shoreline Greenway Trail is to connect the communities in a 25-mile corridor that travels east-west between East Haven and Madison. New Haven is planning to construct the New Haven Shoreline Greenway, a 4.4-mile separated bike path that will connect the existing terminus of the Shoreline Greenway Trail in East Haven to the intersection of East Street at Water Street, where the existing Water Street bike path ends. Once completed, the New Haven Shoreline Greenway will connect the Shoreline Greenway Trail and the FCHT.

The Mill River Trail, located in New Haven, is a developing greenway that is planned to connect East Rock Park to Criscuolo Park and will run alongside the Mill River where possible, accommodating both bicycles and pedestrians. The trail currently includes a mix of paved and gravel paths, with completed segments between Grand Avenue and John W. Murphy Drive, and a partially completed section from State Street to Humphrey Street.

The Quinnipiac Trail is 21 miles long, allows for only hiking, and travels through Hamden, Cheshire, Bethany, and Prospect. The points of interest along the trail include state parks and forests such as Sleeping Giant State Park.

The Housatonic Riverbelt Greenway travels along the Housatonic River from the river's mouth in Stratford to the northwestern corner of the state and allows for only hiking.

Photo: Shoreline Greenway Trail in Madison
Source: Shoreline Greenway Trail

Photo: Mattabesett Trail | Source: CT Forest and Park Association

The Mattabesett Trail is a hiking trail that forms a horseshoe from River Road in Middletown to the Berlin Turnpike. It traverses North Branford, Wallingford, Madison, Guilford, and Meriden, featuring scenic spots like Bluff Head in Guilford and Chauncey Peak and Lamentation Mountain in Meriden. As part of the 235-mile New England National Scenic Trail (NET), it also connects to Rockland Preserve (Madison), Braemore Preserve (Guilford), and Giuffrida Park (Meriden).

The Menunkatuck Trail stretches 16.7 miles through Guilford. This trail is also part of the New England National Scenic Trail that connects the Long Island Sound with the MA/NH border.

The Milford Greenway System is a system of hiking trails that run north/south through Milford and is a combination of four corridors: the Wepawaug River corridor, the Beaverbrook and Housatonic River corridor, the Indian River-Stubby Plain Brook corridor, and the Farley Brook/Crystal River corridor.

The Neck River Greenway is a 1.1-mile hiking trail in Madison along the Neck River. The greenway joins the Blinnshed Ridge Trail at its western terminus.

The Regicides Trail is a 7.3-mile-long hiking trail traveling through New Haven, Hamden, and Woodbridge. The trail is located within West Rock Ridge State Park.

The Stony Creek Trail is an almost 10-mile-long hiking trail in Branford. The trail travels through the Brooks R., Kelley, Van Wie, and Hoadley Creek Preserves.

PUBLIC TRANSIT

Public transportation is vital to enhancing regional connectivity. Reliable public transit services encourage people to walk, bike, or wheel to transit stops, making it an essential component of the regional active transportation network.

RAILS

The Region is well-connected by commuter rail, offering access at both regional and state levels. As shown in **Figure 2.8,** train services are available in central and coastal communities, with three main commuter lines:

Metro-North Railroad serves communities west of New Haven, with stops in Milford, West Haven, and New Haven. It connects residents to New York City and western Connecticut.

Shore Line East operates east of New Haven, stops in New Haven, Branford, Guilford, and Madison, connecting residents to the eastern portions of Connecticut with the final stop in New London.

Hartford Line serves areas north of New Haven, with stops in New Haven, Wallingford and Meriden, and runs north to Springfield, Massachusetts.

In addition to these commuter rail services, Amtrak offers several routes through New Haven, connecting residents to several major cities including Boston, New York, Philadelphia, Baltimore, Washington DC, Hartford, and several cities in Western Massachusetts.

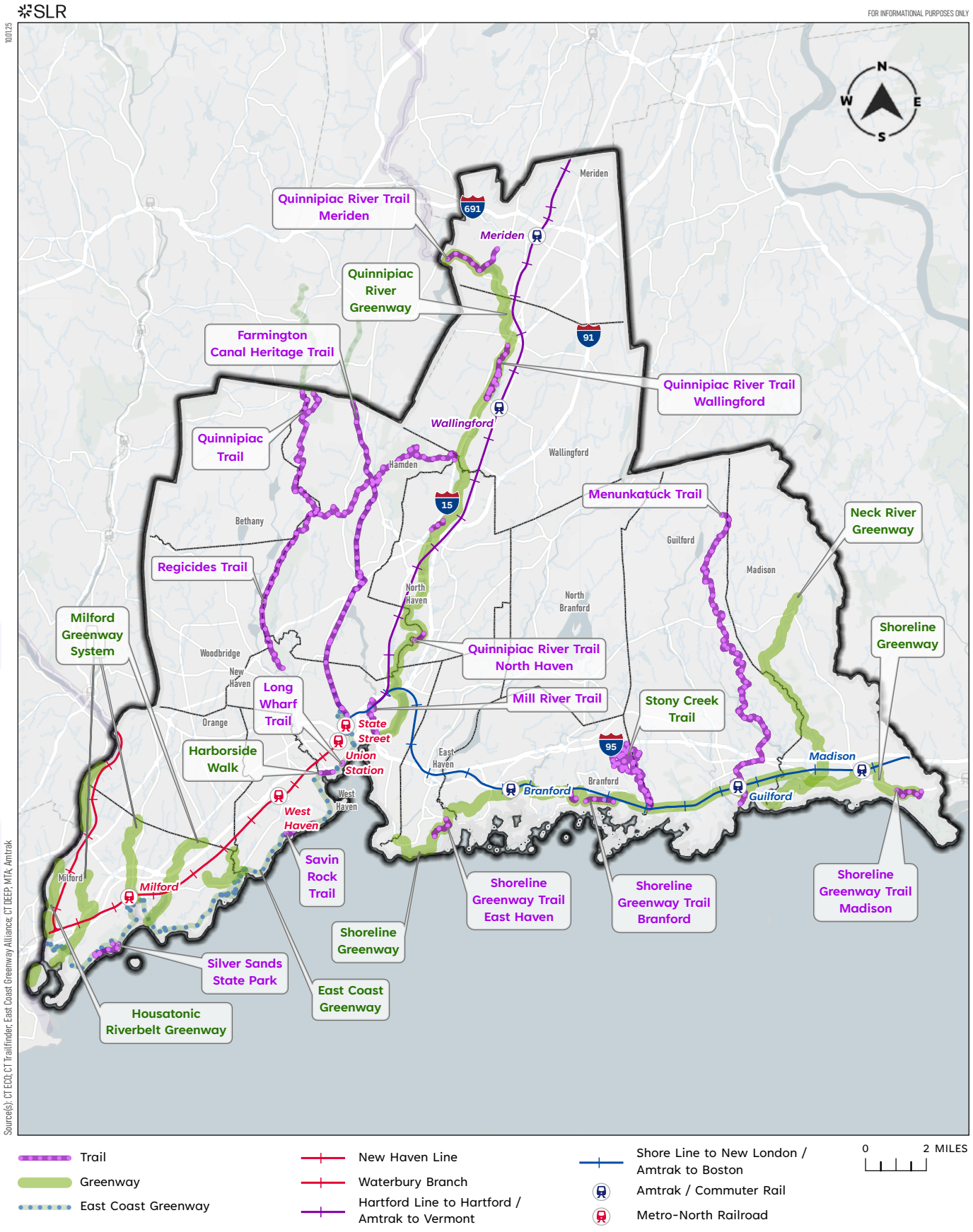

Figure 2.8 Rails and Trails

BUS ROUTES

As shown in Figure 2.9, much of the Region is served by the CTtransit bus system, with bus service to all member communities, except Bethany. CTtransit New Haven operates 22 local routes throughout the Region with connections to other state-owned or subsidized services as well as to the New Haven Line, the Hartford Line, and the Shoreline East commuter rail services. Many of the bus routes in the Region operate 7 days a week.

Additional bus services include the following:

Milford Transit District connects with CTtransit and the Metro-North Line at Milford Center. The CL Route links Milford to Stratford, Bridgeport, Fairfield, Westport, and Norwalk. The Milford Transit District also offers Milford Micro service, an on-demand ride service available to anyone wanting to travel to work, restaurants, or anywhere else in Milford, using accessible vans and sedans operated by a local company, M7. During weekends from Memorial Day to July 4th, the Milford Transit District runs a free Silver Sands Shuttle which connects to Silver Sands State Park.

River Valley Transit serves Guilford and Madison with the Xtra Mile on-demand micro transit system.

MICROMOBILITY

Nationally, about one-third of shared micromobility trips help bridge the first- and last-mile gap in transit, making micromobility a valuable tool for expanding access to traditional bus and rail services. The City of New Haven is leading the way for micromobility in the Region with both a bikeshare and e-scooter program.

In August 2024, the New Haven Parking Authority re-launched Ride New Haven, a bikeshare system featuring 100 electric bikes at 30 stations within the city. Future expansion of the program is expected.

In addition, the City of New Haven's Transportation, Traffic & Parking (TT&P) Department, in collaboration with the Office of Sustainability, launched a shared e-scooter program, Veo, in May 2025. TT&P partnered with the Capitol Region Council of Governments (CRCOG) Purchasing Council to streamline procurement, using CRCOG's contract for shared micromobility services. The program includes 300 electric scooters at 50 stations within the city.

These micromobility programs offer a sustainable, healthy, and affordable mobility option for residents and visitors.

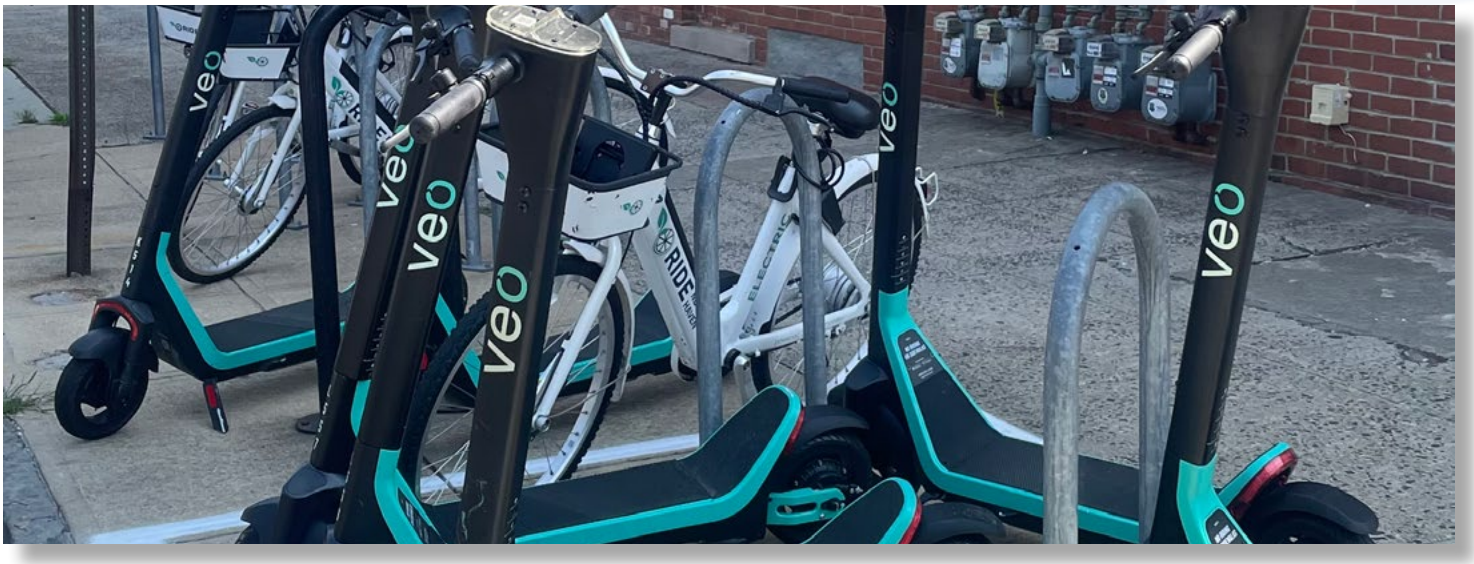

Photo: New Haven Veo and Ride New Haven Station

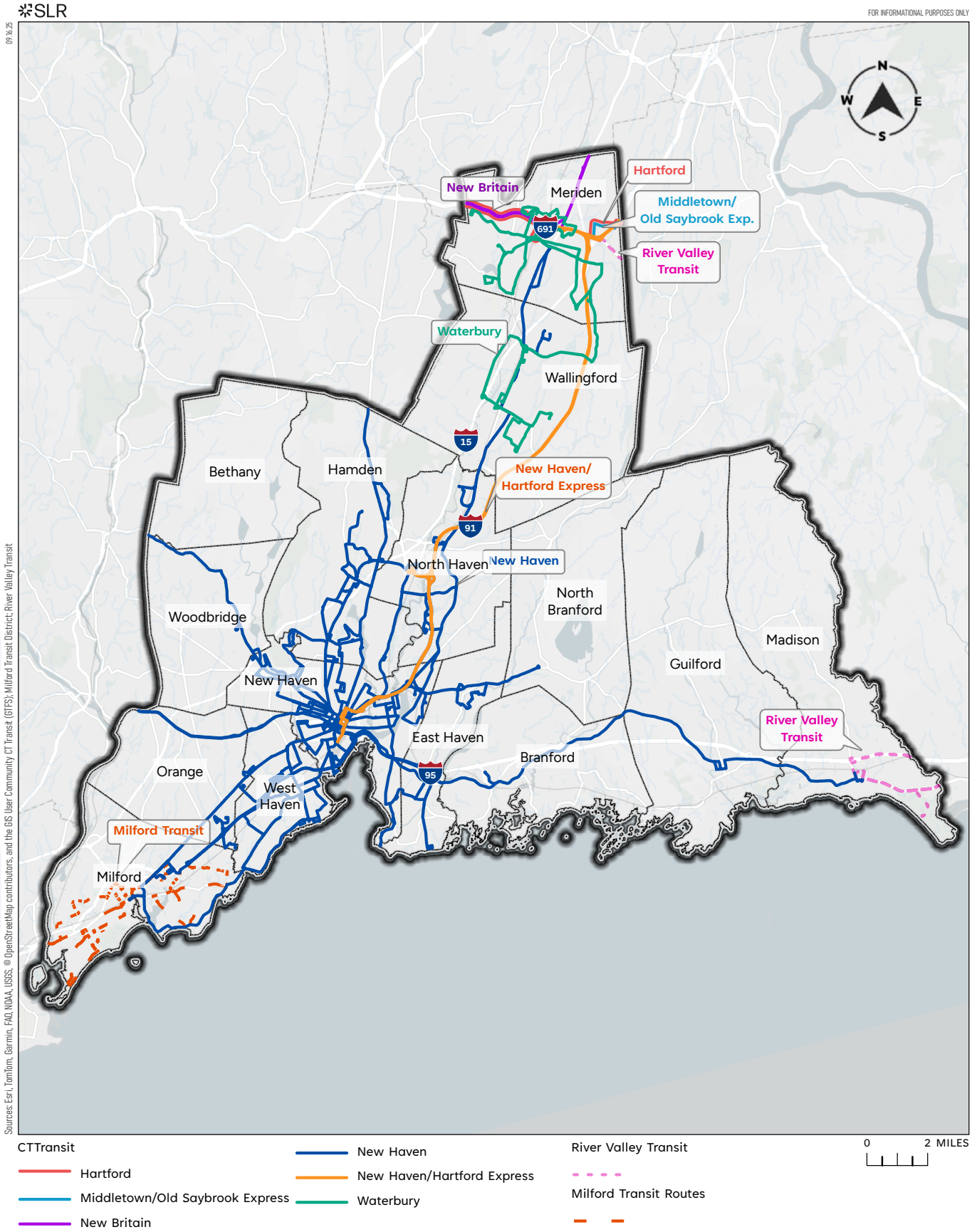

Figure 2.9 Bus Routes

GRANT FUNDING & PROJECTS

Member communities in the Region have access to a variety of State and Federal funding pro-grams that support the planning, design, and implementation of active transportation infrastructure. This section provides an overview of key funding sources currently available and highlights several projects in the Region that have successfully utilized these funds. For a comprehensive and up-to-date list of funding opportunities, please refer to the Federal Highway Administration's website.

The **Connecticut Recreational Trails Grants Program,** administered by the Connecticut Department of Energy and Environmental Protection (CT DEEP) was established in 2015. This program funds a wide range of trail-related projects, including new trail construction, maintenance, accessibility improvements, and educational initiatives. In the 2022–2023 grant round, several projects in the Region received funding through this program, including the:

- Branford Land Trust's Braille and Sensory Trail
- Meriden's Brookside Park to Giuffrida Park Multi-Use Trail
- West Haven's Hubbard Park Interpretive Trail and Plainfield Community Trailway Project
- The Shoreline Greenway Trail extension in Hammonasset State Park

The **Transportation Alternatives (TA) Program**, overseen by CTDOT in partnership with the state's Councils of Governments (COGs), provides funding for smaller-scale transportation projects that benefit non-motorized road users. Eligible projects include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and vulnerable road user safety assessments.

- In 2025, the City of New Haven received over $5 million to continue development of the Mill River Trail and the Church Street Promenade, a pedestrian route linking Union Station and downtown New Haven.

The **USDOT Safe Streets and Roads for All (SS4A) Program** supports planning and implementation projects aimed at reducing roadway fatalities and serious injuries.

- In 2024, the City of New Haven was awarded $11 million to implement safety improvements along a 1.6-mile segment of Chapel Street. The project includes signal upgrades, pedestrian facility and safety upgrades, bikeways, the conversion of two streets into car-free thoroughfares, and design preparation for future bus rapid-transit service.

Photo: New Haven USDOT SS4A Chapel Street Concept
Source: USDOT 2024 Grant Award Summaries

Connecticut Community Connectivity Grants (CCGP) aims to enhance bicycle and pedestrian infrastructure in urban, suburban, and rural community centers across Connecticut. CCGP provides direct funding to municipalities for small-scale infrastructure projects, often identified through Road Safety Audits (RSAs) or other planning initiatives. The projects should focus on making Connecticut's community centers more attractive places to live and work. The CCGP funding can only be used to fund activities related to project construction. Since the program's conception, several SCRCOG communities have received funding.

- In 2024, East Haven received funding for the Messina Drive traffic signal and pedestrian walkway; Guilford received funding for the Boston Post Road (Route 1) sidewalk extension to the Madison town line; and Madison received funding for the Scotland Avenue roadway improvements.
- In 2023, Branford received funding for pedestrian connectivity improvements and New Haven received funding for Wintergreen Area pedestrian improvements
- In 2022, Woodbridge received funding for the Woodbridge Bike-Walk Phase I project
- In 2021 Meriden received funding for the Coe Avenue School Route/Urban Trail Section Phase II Project.

Photo: East Haven West End Sidewalk Improvements
Source: Town of East Haven/Charles Coyle (Patch.com)

The State of Connecticut's **Local Transportation Capital Improvement Program (LOTCIP)** provides municipalities with State funds for transportation projects of regional significance, including reconstruction, pavement rehabilitation, sidewalk, bridge, intersection improvement, and multi-use trail projects. Several SCRCOG member municipalities have received LOTCIP funding for active transportation projects.

- Branford received funding for their Main Street Reconstruction Project.
- East Haven received funding for West End sidewalk improvements.
- New Haven received funding for several traffic calming and bicycle and pedestrian improvement projects.
- West Haven received funding for sidewalk improvements.
- Woodbridge received funding for complete street projects.

The **Connecticut Communities Challenge Grant** is a competitive matching grant program that funds projects that improve livability, vibrancy, convenience, and equity of communities throughout the state, including transit-oriented development, mobility improvements that increase connectivity to transit and improve pedestrian, ADA, and bicycle safety, and public space improvements including wayfinding, and lighting.

- New Haven received funding in 2022 for the redevelopment of State Street from Audubon to Water Streets in the Downtown and Wooster Square neighborhoods.

The **Connecticut Small Town Economic Assistance Program** funds economic development, community conservation, and quality-of-life capital projects for municipalities that are ineligible to receive Urban Action bonds. Since its conception in 2005, many active transportation projects have been funded in the region.

- In 2025, Branford received funding for Town Center sidewalk improvements
- In 2022, Madison received funding for Madison Center Streetscape Improvements
- In 2022, Wallingford received funding for Hall Avenue Streetscape and Town Center sidewalk improvements.

The **Centers for Disease Control (CDC) Racial and Ethnic Approaches to Community Health (REACH) Grant** funding can be used for projects that increase physical activity.

- In 2023, the Connecticut State University System (Southern Connecticut State University) received funding to work with the City of New Haven Transportation Department to implement the New Haven Safe Routes for All Citywide Active Transportation Plan to increase physical activity for everyone.

The **American Association of Retired People (AARP) Community Challenge Grant Program** is part of the nationwide AARP Livable Communities initiative that helps communities make immediate improvements and jump start long-term progress in support of residents of all ages. The grant program funds local projects that help make communities more livable for people of all ages.

- In 2023, New Haven's Department of Elderly Services received this grant to create welcoming, accessible outdoor spaces by installing benches at three senior centers and nearby parks.

CTDOT Active Transportation Microgrant Program provides grants of up to $5,000 to Schools, School Districts, Municipalities and Non Profits for non-infrastructure items that contribute to equitable, safe, accessible and sustainable active transportation for vulnerable road users with applications solicited through the state's Councils of Governments.

- In 2025, SCRCOG was able to help secure funding for multiple school districts as well as nonprofits throughout the Region to support bicycle safety education and provide equipment including helmets, bicycles, and bike racks for students.

Photo: CTDOT Active Transportation Microgrant Project | Source: CTDOT

There are a few additional funding sources that could potentially support active transportation projects; however, no municipality in the Region has utilized these sources for such purposes. These include:

- The **Federal Congestion Mitigation and Air Quality (CMAQ) Program** provides a flexible funding source for transportation projects and programs that reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). It can be used for a wide variety of projects and programs, from bikesharing and shared scooter systems to traffic signals.

- The **Federal Active Transportation Infrastructure Investment Program (ATIIP)** is a competitive grant program that awards planning and design grants and construction grants to projects that provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

- The **USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program** provides funding to ensure surface transportation is resilient to natural hazards. Eligible uses for this funding include highway, transit, bicycle and pedestrian, and port projects that increase resiliency or address vulnerability.

- The Connecticut Department of **Transportation Rural Improvement Program (TRIP)** provides state funds to municipalities for infrastructure improvements in rural areas of Connecticut. Bethany is the only SCRCOG member community that qualifies for this funding

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CHAPTER 3

Analyses and Projects

This chapter provides an analysis of vulnerable user safety statistics, active transportation trends, identification of key destinations, and equity challenges across the Region. Utilizing crash data, location-based travel behavior (via the LOCUS tool) insights, and GIS mapping tools, the analyses provides the basis for identifying and rating projects to improve walking, biking, and transit access, including for the Region's most vulnerable populations.

This chapter includes an analysis of non-motorist crashes in the region, which resulted in the development of a High Injury Network (HIN). The HIN identified corridors and intersections with elevated crash risks. In addition, this chapter includes an analysis of travel behavior and a key destination analysis, offering a deeper understanding of how people move through the Region and where bicycle and pedestrian access is most desired. Based on these analyses, information collected from previous studies, the steering committee, and public engagement, the Project Team developed tailored recommendations for each Member Community to inform future planning and investment decisions.

SAFETY ANALYSIS

REGIONAL PERSPECTIVE

This section examines all pedestrian and bicyclist crashes across the SCRCOG Region from 2019 to 2023, using data from UConn's Crash Data Repository (CTCDR). The analysis highlights key crash characteristics and trends to inform strategies for improving non-motorist safety throughout the region. In Figure 3.1, the number of bicycle and pedestrian involved crashes are arrayed by year.

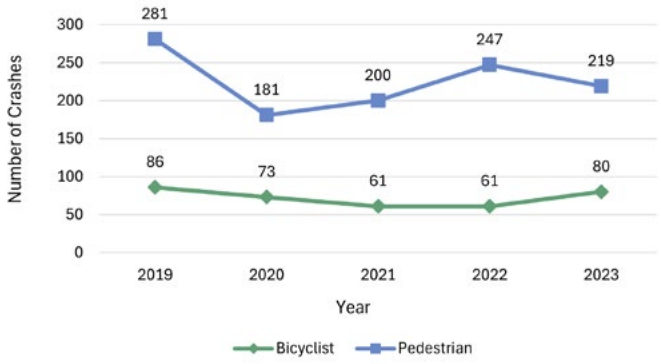


Figure 3.1 Non-Motorist Crashes (2019-2023) SCRCOG Region

Between 2019 and 2023, there were 1,489 total reported non-motorist crashes in the Region. A non-motorist crash refers to a crash where at least one of the involved parties is either a bicyclist or pedestrian. Seventy-six percent of these non-motorist crashes involved pedestrians, and the rest (24 percent) involved bicyclists.

Eighty-seven percent of non-motorist crashes in the Region resulted in injury or fatality, highlighting the vulnerability of these road users. Out of the 1,489 total non-motorist crashes in the Region, 87 percent of these crashes resulted in some level of injury. This trend is consistent across the individual municipalities as well. However, in Bethany and Woodbridge, 100 percent of the non-motorist crashes resulted in injury or fatality. See **Table 3.1.**

More than half of the non-motorist crashes in the Region occurred in New Haven. As the most populated municipality with the highest rate of bicycle and pedestrian trips, New Haven had both the highest number of non-motorist crashes and the highest rate of non-motorist crashes per capita, with 799 total crashes at a per capita rate of 11.87 crashes per 10,000 residents.

Non-motorist crashes occur more often on roads with more potential for non-motorists to be there and more potential for interactions between motorist and non-motorists, such as local roads. Physical characteristics of roadways such as the number and width of travel lanes, the presence of shoulders and shoulder widths, the frequency of intersections, and posted speed limits vary based on the roadway's functional class, and these characteristics contribute to number and severity of non-motorist crashes. Local roads also tend to be where bicycle and pedestrian activity occur; often adjacent to town facilities and residential areas. Within the Region, 67 percent of the non-motorist crashes occurred on local roads, 22 percent occurred on State Routes, 10 percent occurred on US Routes, and only 1 percent of crashes occurred on Interstates. See **Figure 3.2.**

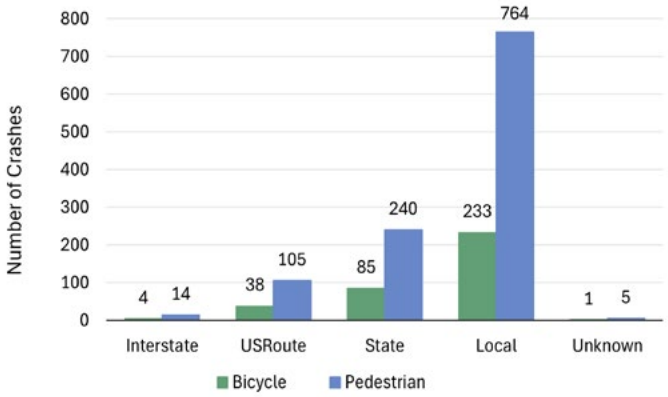


Figure 3.2 Non-Motorist Crashes by Functional Classification (2019-2023) SCRCOG Region

Table 3.1 Non-Motorist Crashes by Municipality, 2019-2023

Member Community	Total Crashes	Total Fatal & Injury Crashes	Average Population	Average Total Crash Rate per 10,000 Population	Average Fatal & Injury Crash Rate per 10,000 Population
Bethany	5	5	5,352	1.87	1.87
Branford	26	22	28,111	1.85	1.57
East Haven	33	26	27,982	2.36	1.86
Guilford	20	11	22,057	1.81	1.00
Hamden	119	109	60,838	3.91	3.58
Madison	8	5	17,718	0.90	0.56
Meriden	106	91	60,237	3.52	3.02
Milford	84	73	52,943	3.17	2.76
New Haven	799	709	134,575	11.87	10.54
North Branford	8	5	13,661	1.17	0.73
North Haven	30	25	24,051	2.49	2.08
Orange	28	25	14,171	3.95	3.53
Wallingford	42	39	44,214	1.90	1.76
West Haven	174	149	55,114	6.31	5.41
Woodbridge	7	7	8,980	1.56	1.56
SCRCOG	1,489	1,301	570,004	5.22	4.56

Pedestrian-involved crashes are more likely to result in a serious or fatal injury compared to bicyclist-involved crashes. Between 2019 and 2023, the Region experienced 1,128 crashes involving pedestrians. Nearly 92 percent of those crashes resulted in a pedestrian fatality or injury (of any severity); 22.1 percent resulted in a death or serious injury. During the same period, 361 bicyclist-involved crashes occurred in the region; 82 percent of those crashes resulted in fatality or injury (of any severity), and 9.7 percent resulted in a death or serious injury.

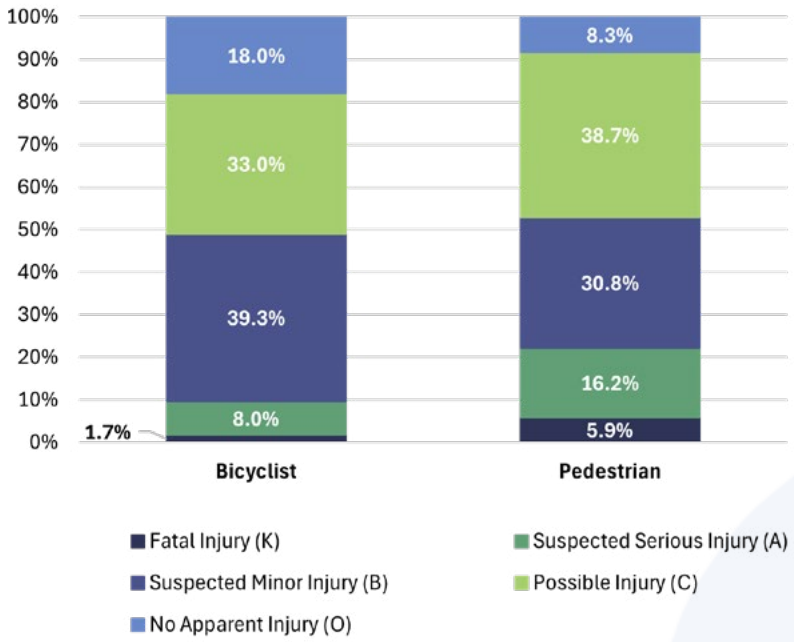


Figure 3.3 Non-Motorist Crashes by Level of Injury (2019-2023) SCRCOG Region

Over half of non-motorist crashes occurred at intersections. Approximately 55 percent of non-motorists crashes occurred at intersections and about 38 percent occurred at non-junction road segments. The remaining crashes were associated with driveways, ramps, or other areas. See **Figure 3.4**.

Although intersections were the most common crash locations, crashes on road segments were more likely to result in serious injury or fatality. 27 percent of non-motorist crashes on road segments led to serious injury or fatality, compared to just 14 percent of intersection-related crashes. This is most likely due to drivers being more aware of the potential for non-motorist interactions at intersections, compared to on-road segments.

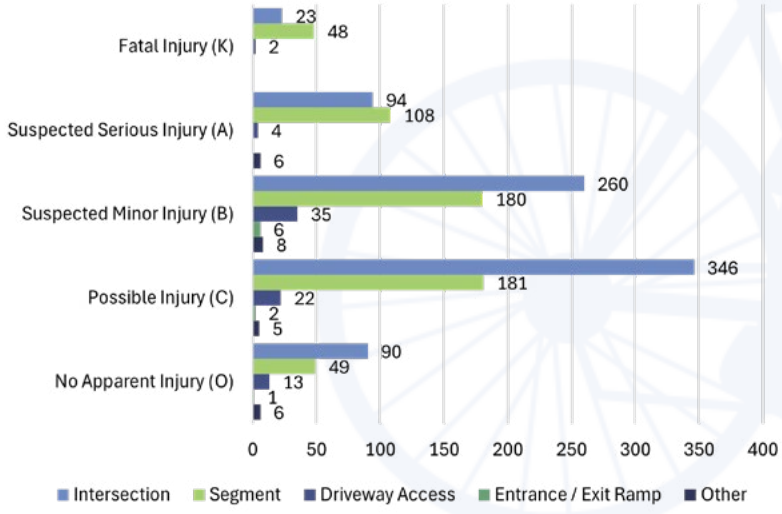


Figure 3.4 Non-Motorist Crashes by Roadway Location (2019-2023 | Region)

Fatal non-motorist crashes were more likely to occur in dark lighting conditions. Daylight conditions were present for about 53 percent of all non-motorist crashes, and 34 percent happened during dark conditions with lighting present. However, fatal crashes were much more likely to occur in dark lighting conditions. Over 52 percent of all fatal non-motorist crashes in the Region occurred in the dark-lighted conditions. See **Figure 3.5.**

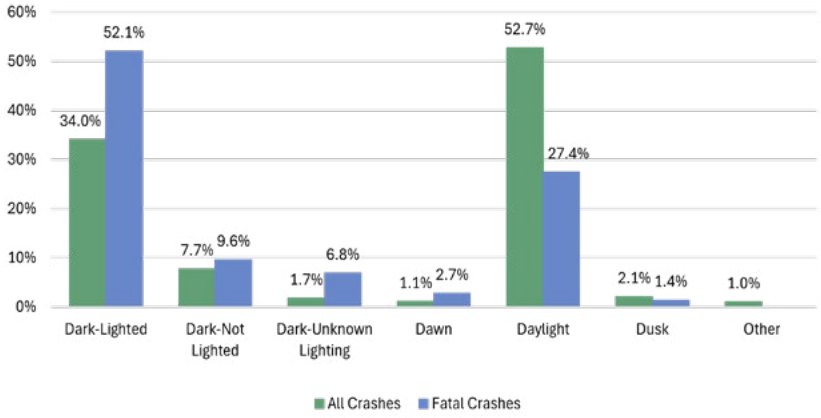


FIgure 3.5 Non-Motorist Crashes by Light Condition (2019-2023) SCRCOG Region

Non-motorist crashes in the Region are highest on weekdays between 5:00 and 6:00 p.m., with 33 percent occurring during the evening peak (3:00–7:00 p.m.) and 14 percent during the morning peak (6:00–10:00 a.m.). On weekends, the highest non-motorist crash hour is between 8:00 p.m. and 9:00 p.m., with fewer crashes overall during nighttime hours on both weekdays and weekends.

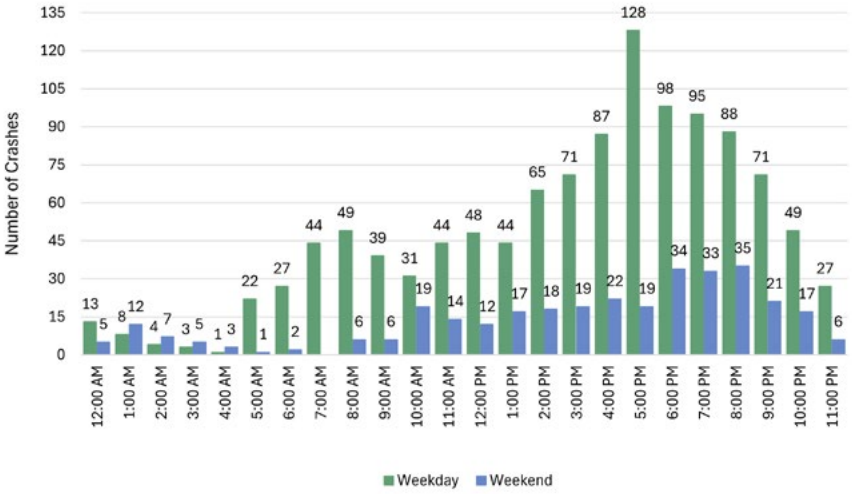


Figure 3.6 Non-Motorist Crashes by Time of Day (2019-2023) SCRCOG Region

Young adults (ages 16-25) were involved in the highest number of non-motorist crashes, while adults over 65 had the highest fatality rate. From 2019-2023, 297 non-motorist crashes involved young adults (ages 16 to 25). One percent of those crashes were fatal, 89 percent involved some level of injury, and 9 percent did not cause any injury. In contrast, people over 65 accounted for just 9 percent of non-motorist crashes but had the highest fatality rate (15 percent) among all age groups.

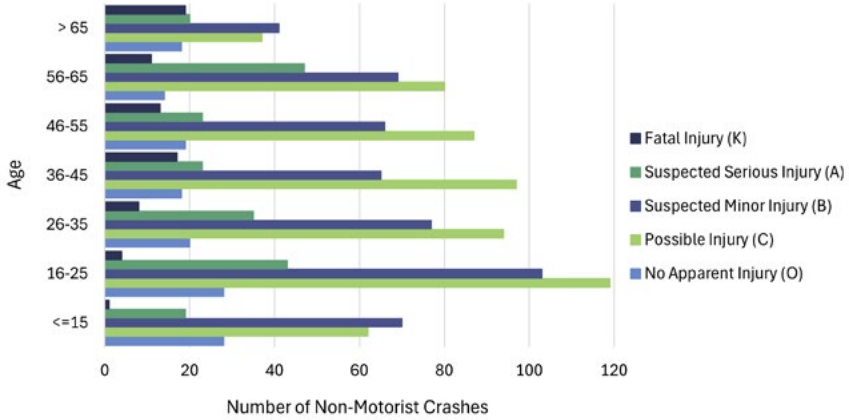


Figure 3.7 Non-Motorist Crashes by Severity and Age Group (2019-2023) SCRCOG Region

HIGH INJURY NETWORK

The Project Team used the SCRCOG Bicycle and Pedestrian High Injury Network (HIN) locations developed by VN Engineers as part of the 2023 Safety Action Plan to identify locations in the Region with a high number of pedestrian- and bicyclist- involved crashes that resulted in severe injuries or fatalities. Utilizing these HIN locations, the Project Team was able to look closely at areas that have a higher number of non-motorized crashes that result in injury and the potential factors that caused the crashes.

The following section outlines the methodology used to develop the HIN and displays a map of the high-injury network. The Project Team utilized the 2023 Safety Action Plan's Bicycle and Pedestrian HIN to evaluate project recommendations. Note that limited access highways were excluded from the analysis.

High Injury Network Methodology

According to the SCRCOG Safety Action Plan (2023), the HIN for bicycle and pedestrian crashes was developed using the Connecticut Roadway Safety Management System (CRSMS) toolbox. The CRSMS tool was used to identify roadway segments and intersections that experience a higher number of pedestrian and bicycle crashes. These locations were then ranked using the using the "equivalent property damage only" (EPDO) method from the Federal Highway Administration's Safety Manual. The EPDO method assigns different weights to crashes based on their severity using the "KABCO scale" (see Table 11). The total EPDO score for a location is calculated by multiplying the number of each type of crash by its severity weight and then summing these values.

The EDPO score also includes an estimated monetary cost for crashes. The Federal Highway Administration (FHWA)'s "Safety Analyst User Manual" estimates that a crash that results in property damage only (PDO) costs $11,186. Under the EPDO method, the cost of a crash is calculated by weighting the property damage only cost by the crash severity weighting factor (see Table 13). A crash that results in a fatality has an estimated cost of $6,415,389. These cost estimations can be used to understand the net cost or benefit of safety programs and investments.

Table 3.2 Crash Costs and Weight used in the CRSMS

Description	Severity Code	Crash Cost	Weight Factor*
Fatal	K	$6,415,389	574
Suspected Serious Injury	A	$338,576	30
Suspected minor Injury	B	$123,646	11
Possible Injury	C	$69,541	6
Property Damage Only (PDO)	O	$11,186	1

*Weight Factor is calculated by dividing the Severity Cost by the PDO Cost.

To identify the intersections to be included in the HIN, the Project Team used a simple ranking method to rank intersections based on crash frequency and severity, using the EPDO scores.

For identifying road segments to be included in the HIN, the Project Team used a sliding window method. In this method, a window of a specified length is moved along the roadway segment with a specified incremental length. This process continues until it reaches the end of a continuous set of roadway segments. For each segment, ranking is based on the window that has the highest EPDO score. For this analysis, 0.2 miles window length was selected with a 0.1-mile increment.

High Injury Network Results

Table 3.3 documents the locations in the high injury network by municipality. As shown, there were a total of 40 HIN locations identified in the SCRCOG Safety Action Plan. 19, or nearly half, occurred in New Haven. The specific HIN crash locations throughout the Region are illustrated in **Figure 3.8**. They are segregated into intersection locations and road segments. All 40 locations have been summarized in the Appendix as a resource for each Member Community to further evaluate if a phyical imporvement is warranted based on the crash details.

Table 3.3 High Injury Network Location by Municipality

Town Name	Number of Locations in HIN
Bethany	2
East Haven	1
Hamden	5
Meriden	3
Milford	2
New Haven	19
North Branford	1
Orange	1
Wallingford	1
West Haven	5
Total	40

An important factor in crash severity, is speed. Higher vehicle speeds significantly increasing the likelihood of fatal outcomes for non-motortists. According to US DOT, the risk of fatality rises sharply from 10 percent at 20 mph to 80 percent at 40 mph. This underscores the importance of safe driving regardless of pedestrian behavior.

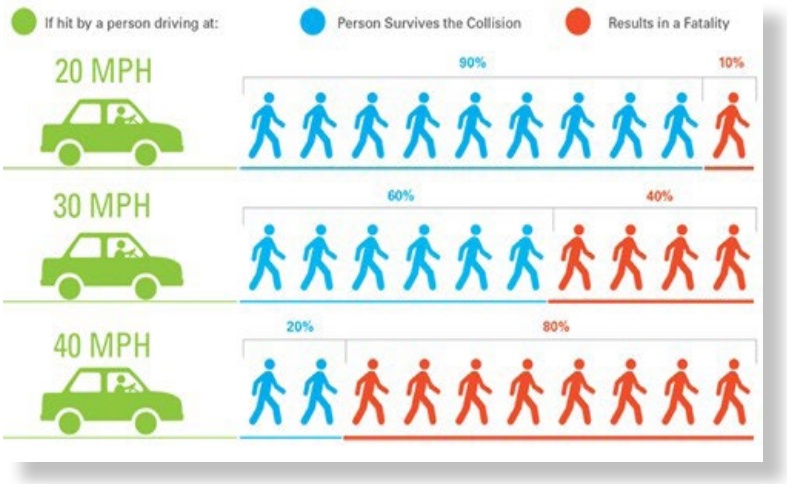


Figure 3.9 Relationship between Speed and Fatality (Source: US DOT)

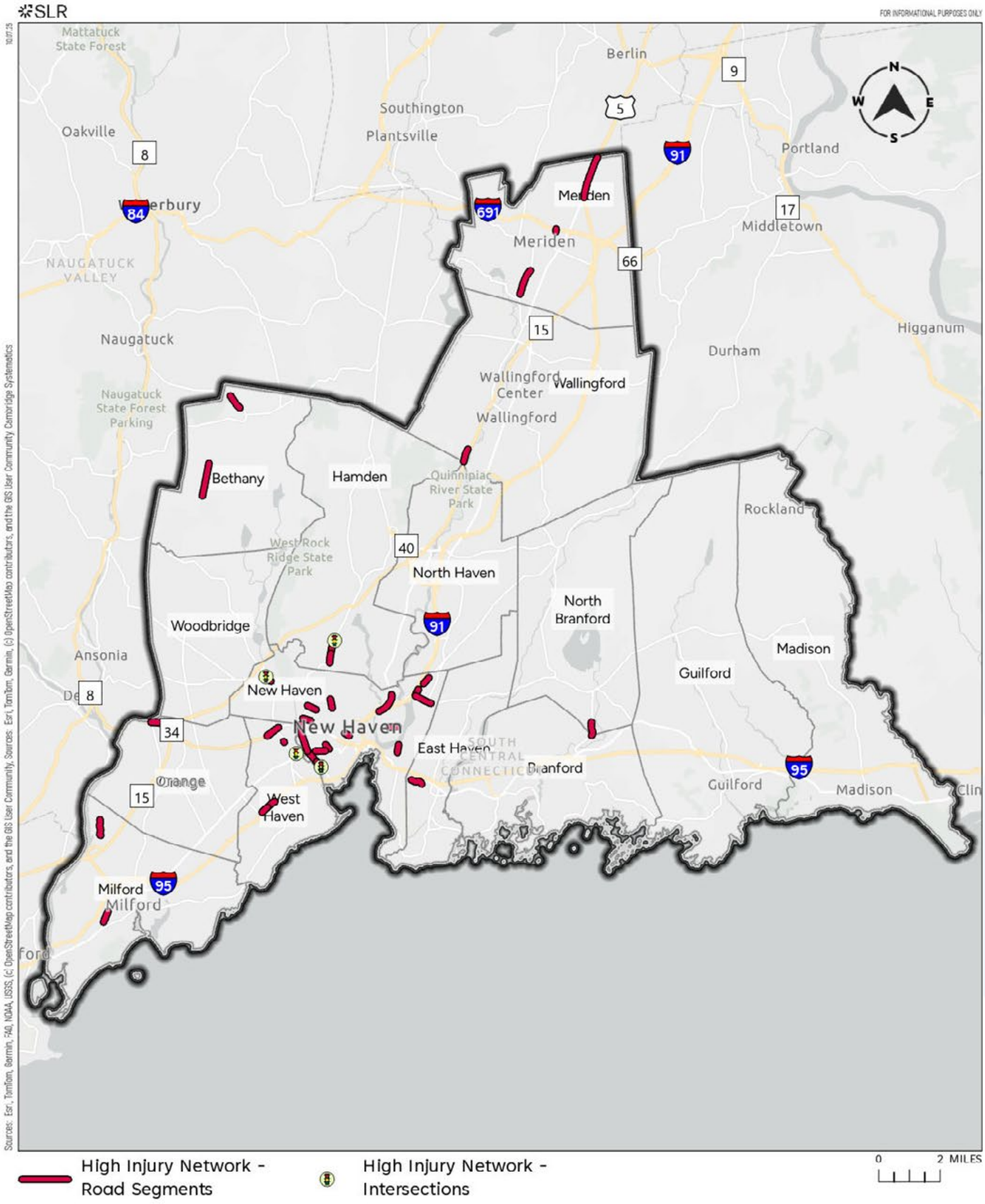


Figure 3.8 High Injury Network Road Segment & Intersections

LOCUS ANALYSIS

The Project Team utilized "LOCUS" an advanced analytics tool powered by Location-Based Services (cellphone) data to collect and analyze commuting trends in the region. The LOCUS analysis generates maps and tables offering a view of different segments of the population's interaction with the transportation system to inform recommendations that enhance safety and connectivity in the active transportation network.

COMMUTING TRENDS

An origin-destination matrix was developed of trip wholly within a town as well as between municipalities. Based on 2022 quarter 2 data, **Table 3.4** was prepared. Important take-aways are discussed below.

Intra-municipality travel is more common than inter-municipality travel. New Haven leads with an average of 174,266 daily trips within the city, more than double that of Milford, which ranks second with 84,957 daily intra-city trips. Meriden and Hamden also show high levels of internal travel, with an average of 72,112 and 71,060 daily trips, respectively. Enhancing active transportation connections within individual municipalities is critical for the active transportation network.

Inter-municipality travel in the Region often centers around key residential and commercial hubs. The highest volumes of trips occur between New Haven and its neighboring municipalities, Hamden, West Haven, and East Haven. At a smaller scale, three Census Tracts, located in Wallingford, Milford, and a shared Tract between Orange and West Haven, account for approximately 7 percent of all inter-municipality trips. These tracts share mixed-use zoning that supports both commercial and residential development, making them significant trip generators and destinations. Developing active transportation connections between key residential and commercial hubs in the Region is crucial for creating a more connected regional transportation system.

	Destinations															
Origins	Bethany	Branford	East Haven	Guilford	Hamden	Madison	Meriden	Milford	New Haven	North Branford	North Haven	Orange	Wallingford	West Haven	Woodbridge	Grand Total
Bethany	2,133	39	17	21	379	12	92	393	405	12	184	383	132	121	930	5,252
Branford	38	36,318	7,202	4,435	1,418	1,848	326	1,258	6,125	3,520	1,737	593	857	1,464	157	67,297
East Haven	21	7,260	22,413	1,532	1,927	739	399	1,225	13,560	2,172	3,442	570	1,055	1,778	117	58,211
Guilford	15	4,219	1,511	27,324	574	5,269	196	384	2,154	2,104	713	214	600	617	67	45,964
Hamden	371	1,349	1,986	581	71,060	288	1,339	2,119	25,665	845	11,600	1,159	3,494	3,151	1,117	126,125
Madison	12	1,880	787	5,145	325	23,980	204	345	1,472	677	494	121	397	312	48	36,200
Meriden	88	346	399	175	1,429	216	72,112	514	2,695	380	1,634	180	15,518	558	74	96,319
Milford	375	1,109	1,177	369	2,201	293	555	84,957	6,128	402	1,770	10,555	919	9,922	1,233	121,964
New Haven	444	6,571	13,414	2,219	25,500	1,434	2,906	6,379	174,266	1,850	10,898	5,292	3,902	18,481	2,871	276,426
North Branford	15	3,523	2,166	2,039	793	748	401	412	1,958	10,703	2,725	265	1,573	610	93	28,024
North Haven	219	1,717	3,520	755	11,694	512	1,627	1,755	10,866	2,730	34,171	660	6,541	1,932	319	79,018
Orange	392	668	566	225	1,096	101	189	10,636	5,283	245	610	13,818	449	8,992	1,893	45,162
Wallingford	144	823	979	633	3,491	464	15,605	896	3,867	1,577	6,446	464	63,906	1,469	264	101,026
West Haven	118	1,555	1,859	627	3,303	333	642	9,531	18,546	617	1,969	8,749	1,433	55,568	571	105,421
Woodbridge	972	128	108	83	1,104	40	93	1,144	2,600	104	333	2,053	266	593	4,867	14,489
Grand Total	5,358	67,505	58,103	46,163	126,292	36,279	96,684	121,948	275,592	27,938	78,726	45,075	101,041	105,569	14,622	1,206,896

Table 3.4 Origin/Destination Matrix Using Average Daily Total Trips (2022 Q3)

Travel Mode: Non-motorized (bicycle and pedestrian) trips accounted for less than six percent of the region's total trips. The analysis results show that in 2023, non-motorized trips contributed to less than 6 percent of the region's total, regardless of the day of week. Among the non-motorized trips, walking was observed to be the majority mode. See **Table 3.5.**

Table 3.5 Weekday and Weekend Trips by Travel Mode, 2023

Trip Mode		2023	
		Weekday Trips (Thousands)	Weekend Trips (Thousands)
Motorized		2,076 (94%)	1,858 (95%)
Non-Motorized	**Total**	126 (6%)	100 (5%)
	Walk	108 (5%)	85 (4%)
	Bike	18 (1%)	15 (1%)

Trip Length: Shown in **Table 3.6** are trip lengths arrayed versus mode of travel for weekday and weekend data. Trip lengths are summarized in five groups: less than a mile, 1 to 2.5 miles, 2.5 to 5 miles, 5 to 10 miles, and more than 10 miles. **What is clear is that the shorter the trip, the more likely those trips would be made with via a non-motorized means.** This emphasizes the importance of bicycle and pedestrian infrastructure near key destinations.

Table 3.6 Weekday & Weekend Motorized and Non-motorized Trips by Trip Length, 2023

Trip Length Range (Miles)	Weekday		Weekend	
	Motorized Trips (Thousands)	Non-motorized Trips (Thousands)	Motorized Trips (Thousands)	Non-motorized Trips (Thousands)
0 to 1	305 (15%)	108 (86%)	251 (14%)	85 (85%)
1 to 2.5	360 (17%)	12 (10%)	315 (17%)	11 (11%)
2.5 to 5	383 (18%)	4,000 (3%)	342 (18%)	3 (3%)
5 to 10	352 (17%)	1 (1%)	313 (17%)	1 (1%)
10+	675 (33%)	0 (0%)	636 (34%)	0

Trip Purpose: Over half of the trips in the Region are from home to a non-work destination. The results show that trips from home to destinations such as grocery stores, friends' and families' homes, or recreational spots like beaches and parks represent most trips, account for over half of the total trips in the Region. This trend is consistent across both weekday and weekend travel patterns. This highlights the importance for an active transportation network that connects residential areas to non-work destinations. See **Table 3.7**.

Table 3.7 Weekday & Weekend Motorized & Non-motorized Trips by Trip Purpose, 2023

Trip Purpose	Weekday		Weekend	
	Motorized Trips (Thousands)	Non-motorized Trips (Thousands)	Motorized Trips (Thousands)	Non-motorized Trips (Thousands)
Home - Work	449 (22%)	10 (8%)	192 (10%)	6 (6%)
Home - Other	1,119 (54%)	88 (71%)	1,190 (64%)	71 (70%)
Work - Other	165 (7%)	8 (6%)	77 (4%)	4 (4%)
Other - Other	343 (17%)	19 (15%)	399 (22%)	20 (20%)

ACTIVE TRANSPORTATION TRIP DENSITY

The Project Team used LOCUS data to identify areas within the Region where people are more likely to walk, bike, or use other forms of active transportation. To make sure both large and small communities were represented, the Project Team calculated the number of active transportation trips per 1,000 people in each Census Tract. The results were then grouped into three categories, low, medium, and high, based on the number of active transportation trips per 1,000 people. This helped highlight areas where active transportation is most common, even in smaller communities. The results from this analysis are shown in **Figure 3.10.**

Most active transportation trips happen in central New Haven, which has a dense mix of homes, jobs, destinations, and well-developed active transportation infrastructure. In addition, higher active transportation occurs along regional active transportation trials, such as the Farmington Canal Heritage Trail and the Shoreline Greenway Trail. Commercial centers, such as those located in Hamden, North Haven, Wallingford, Orange, and Milford also have a higher number of active transportation trips, highlighting the need for safe active transportation infrastructure near key destinations.

KEY DESTINATIONS

The Project Team identified key destinations in the Region, such as schools and daycares, medical facilities, parks and playgrounds, community centers, places of worship, libraries and museums, grocery stores and shopping centers, civic buildings, and senior services. The Project Team mapped the key destinations and determined areas that have a higher concentration of key destinations, as shown in **Figure 3.11.**

While New Haven and Meriden have the highest concentration of destinations in the Region, most Member Communities also have at least one area where key destinations are concentrated. Identifying these areas where there are concentrations of key destination is an important step in evaluating locations for active transportation projects.

INDEXED POPULATION DENSITY

The Project Team analyzed population density across each Member Community to determine areas where there is a higher concentration of people. While New Haven, West Haven, and Meriden are the most densely population areas in the Region overall, the data was adjusted to highlight areas of higher population density within each individual community. This helped to identify areas in smaller communities where there is a higher density than other parts of town. In essence, the Census tracts density was indexed to the town's average density. This map, as shown in **Figure 3.12**, was used to help evaluate transportation projects in each Member Community.

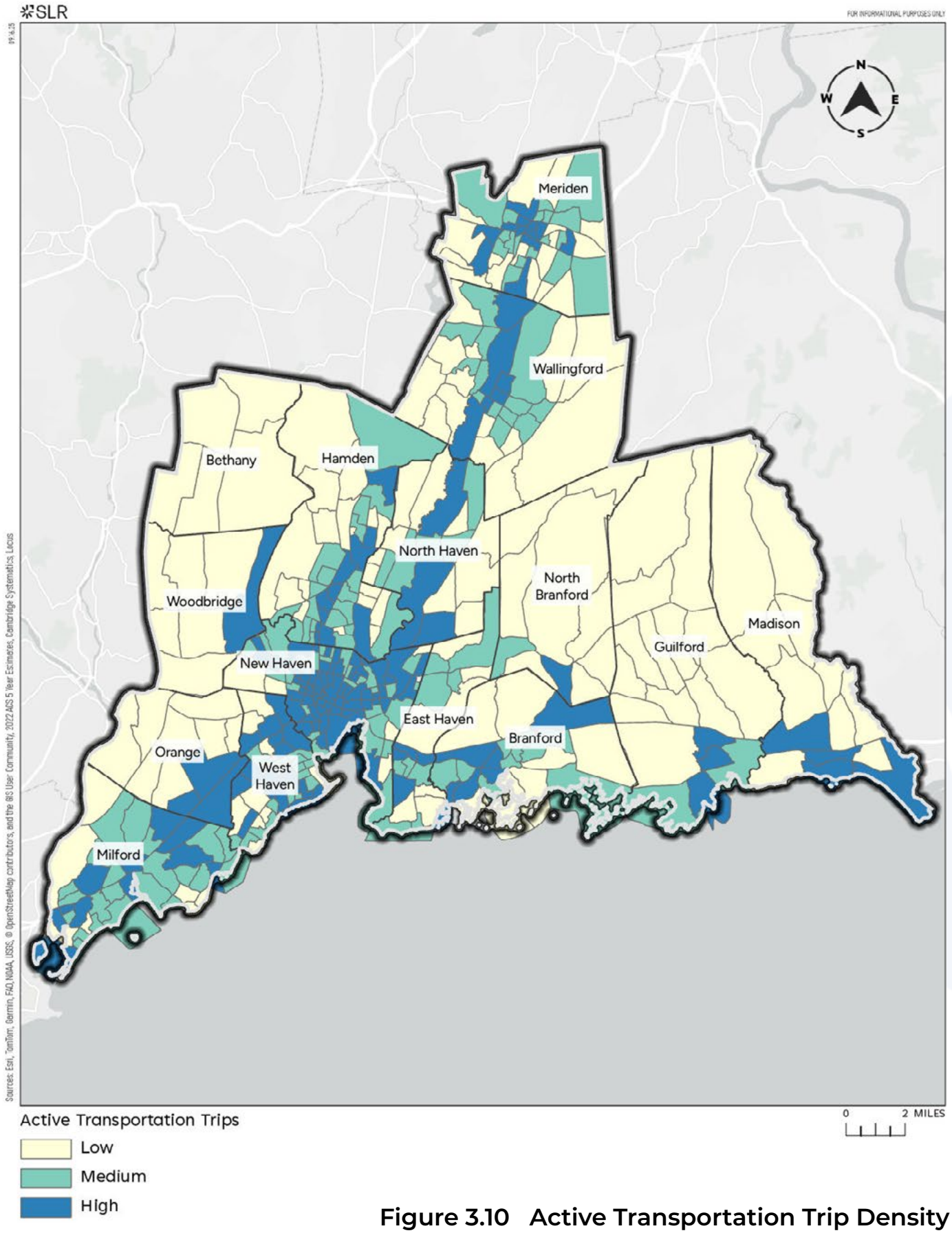


Figure 3.10 Active Transportation Trip Density

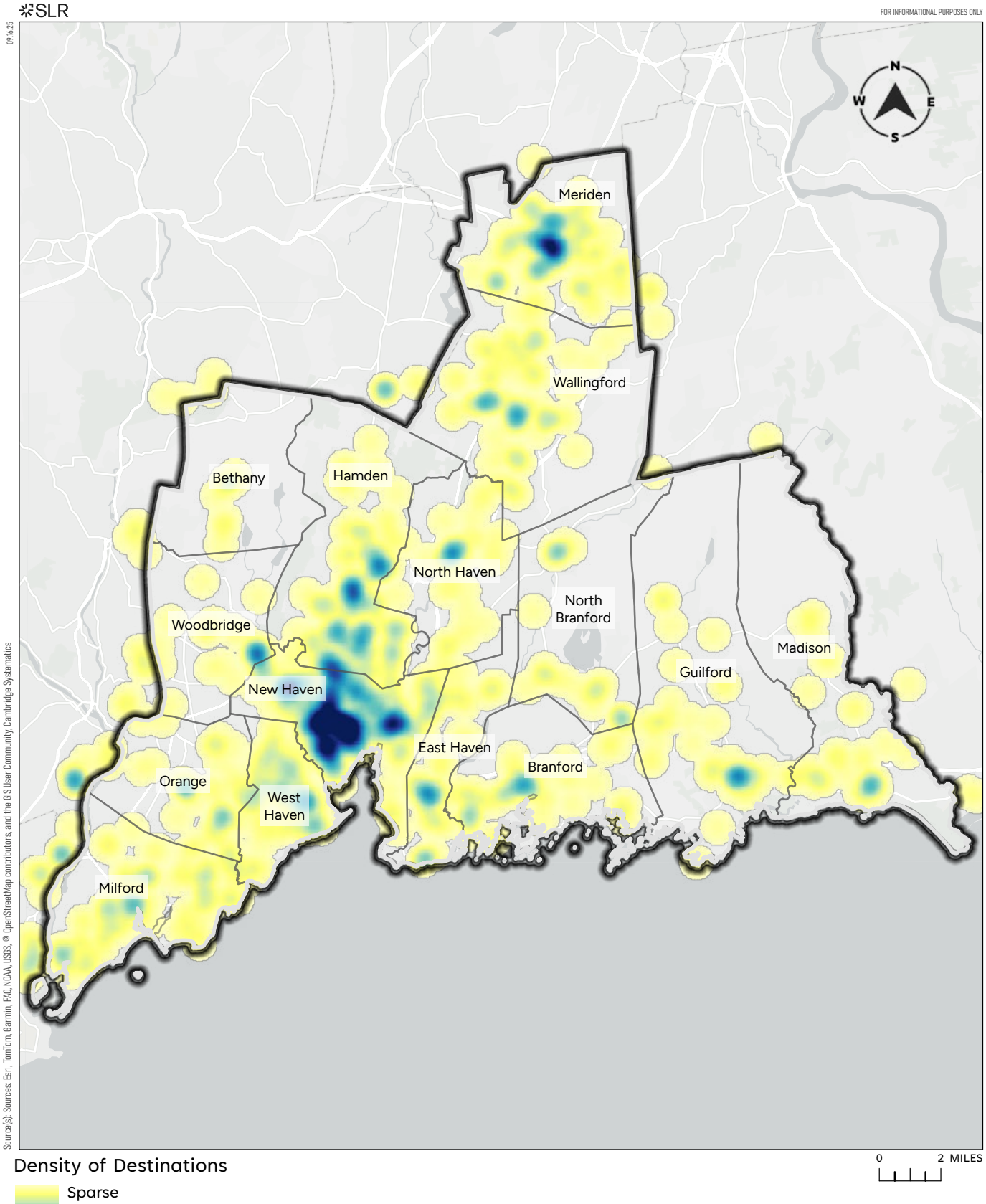


Figure 3.11 Key Destinations Heat Map

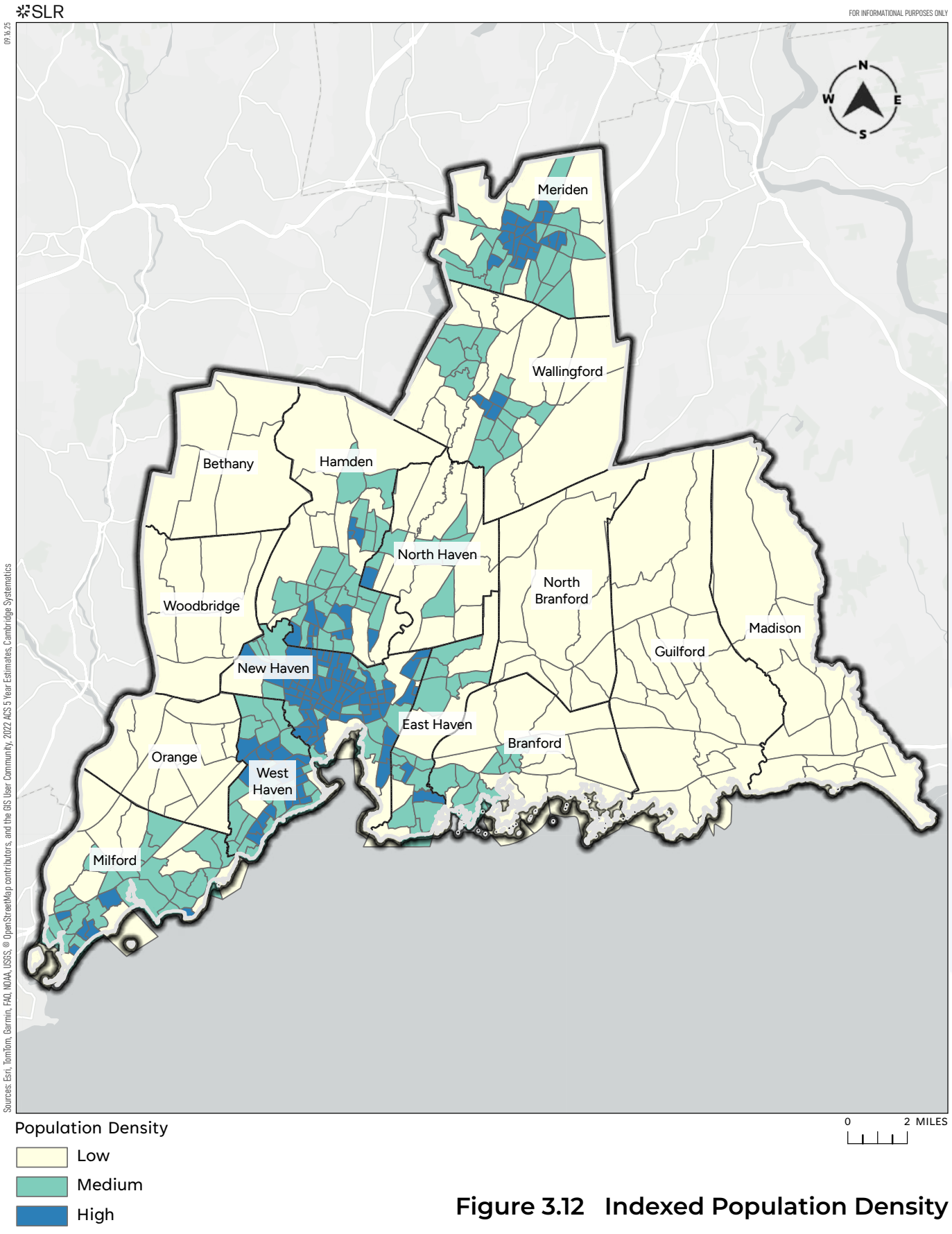


Figure 3.12 Indexed Population Density

EQUITY ANALYSIS

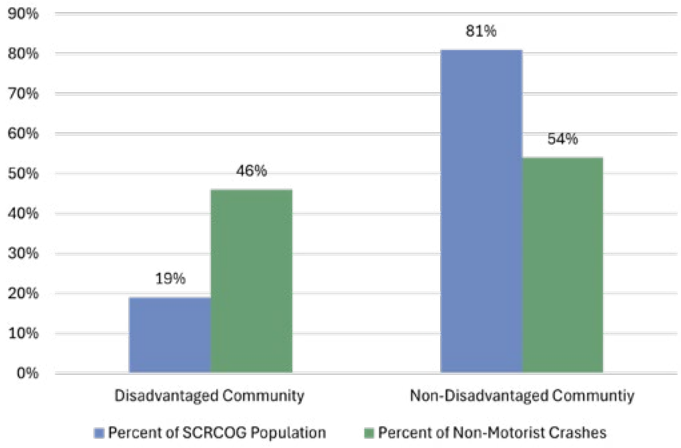
Using the LOCUS tool, the Project Team identified travel patterns for individuals from disadvantaged communities, as defined by CEJST. By tagging and analyzing trips to and from the disadvantaged communities, the Project Team was able to understand travel trends and key issues faced by these disadvantaged populations. By incorporating these insights into the project prioritization process, the Project Team aims to support more equitable decision-making.

There are 27 Census Tracts found to be disadvantaged in the SCRCOG region. Seven are located in central Meriden while the other 21 are in New Haven and West Haven. Disadvantaged communities, as defined by the Climate and Economic Justice Screening tool, are communities that are economically disadvantaged and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, or health care.

People in disadvantaged communities tend to make fewer and shorter trips and rely more on active transportation compared to those in non-disadvantaged communities. People in disadvantaged communities often have limited access to personal vehicles, increasing their barriers to transportation. These barriers can result in fewer and shorter trips that can be accomplished by walking or biking. 15.1 percent of trips in disadvantaged communities were walking or biking trips, while only 3.2 percent of trips in non-disadvantaged communities were walking or biking trips.

Disadvantaged communities face a disproportionate number of traffic-related crashes. Disadvantaged areas see a higher percentage of pedestrian and cyclist crashes, often due to lack of adequate infrastructure, such as sidewalks or bike lanes, and higher traffic congestion. The Region had a total of 1,489 crashes involving pedestrians and cyclists as the primary victims. Of these, 46 percent occurred in disadvantaged areas, which make up only 4 percent of the total area and comprise just 19 percent of the population in the Region. In other words, 2 crashes per 1,000 people happen in non-disadvantaged communities, while 6 crashes per 1,000 people happen in disadvantaged communities. This disparity highlights the need to prioritize safe active transportation infrastructure in these communities.

Figure 3.13 Population and Non-Motorist Crashes Comparison



MEMBER COMMUNITY ANALYSIS & PROJECTS

In this section, we provide a list of project recommendations based on the information collected from the municipalities and other stakeholders, Town documents such as POCDs and Complete Street Plans, the recommendations from the 2017 SCRCOG Bicycle and Pedestrian Plan, and the regional survey results. The recommendations were then refined and prioritized based on the following criteria:

- High Population Density Area
- Proximity to Key Destinations
- Proximity to Trails
- Proximity to Transit
- Areas of High Active Transportation Activity
- Location of Disadvantaged Communities
- Proximity to HIN Locations

While most projects listed were a product of the sources listed above, some projects were developed that were not provided. These were based on a screening of some of the parameters listed above to identify locations where there may be a confluence of those factors.

Additionally, a few recommendations are included in areas where municipal or survey input was scarce. In these cases projects were listed to provide some guidance to those municipalities on the types of projects they could consider.

UNDERSTANDING THE RECOMMENDATIONS

In the following project tables, the Project Team has categorized the project recommendations using three key terms: ***Evaluate, Install, and Study.***

These terms are intended to convey the type of action required for each recommendation.

- **Evaluate:** This term refers to previously completed studies that outline a set of projects. When "Evaluate" is used, it is suggesting that the Member Community cull through the recommendations and select projects for implementation.
- **Install:** "Install" is used for projects that have already been developed to a sufficient level of detail, such that no further study is needed. In some cases, this may mean the project is ready for construction or implementation. In others, it may require final design work followed by construction.
- **Study:** This term applies to concepts or ideas that have been proposed but lack a developed planning-level framework. These recommendations require further exploration and analysis before any implementation decisions can be made.

BETHANY

The Town of Bethany is located northwest of New Haven. The Town has limited active transportation-related plans and policies; however, the Town's 2010 POCD (POCD) includes policy recommendations designed to encourage the construction and maintenance of pedestrian, bicyclist, and equestrian trails/paths. In addition to the POCD policies, the Town's Zoning Regulations include two required sidewalk provisions, in which:

- Any development proposed under the Attainable Housing Overlay Zone regulations shall construct or improve sidewalks abutting a project site to enhance the pedestrian nature of the proposed development and its surrounding area.
- Any development proposed under the Elderly Housing District regulations shall design sidewalks with a minimum width of four feet and constructed to address elderly pedestrian safety issues.

Input to this study through survey or direct correspondence with the Town was minimal. As such, the Project Team developed three recommendations as shown in Table 3.8. These were selected to improve mobility in and between the town's facilities and schools, and some commercial pockets. These are listed and rated in **Table 3.8** below.

Table 3.8 Bethany Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements on Fairwood Road, Falls Road, Amity Road (Route 63), and Luke Hill Road near Town Hall, Clark Memorial Library, and Amity Regional Middle School	✓										✓
Study Complete Streets improvements on Amity Road (Route 63) between Town services area and the commercial area	✓										✓
Study Complete Streets improvements on Russell Road, Amity Road (Route 63), and Old Amity Road	✓										✓

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BRANFORD

The Town of Branford, located on the shoreline approximately 6 miles east of New Haven, has walkable areas including Branford Downtown adjacent to the Shore Line East Train Station. The Town addresses active transportation throughout their municipal plans and policies. The 2019 POCD identifies the promotion of pedestrian and bicycle options as an important infrastructure-related issue for the community; the POCD includes the following goals, policies, actions, and recommendations related to active transportation:

- Consider land use regulations that promote the development and redevelopment of West Main, North Main, and East Main Streets as pedestrian-friendly, mixed-use areas.
- Promote pedestrian amenities from parking areas to key areas in Branford Center.
- Encourage or require development/ redevelopment to address traffic congestion, improve traffic flow, improve traffic safety, and accommodate pedestrians and bicycles.
- Implement a Complete Streets approach, including creating and retrofitting Complete Streets.

In addition to the above policies, the POCD outlines a town-wide Pedestrian, Bicycle, and Transit Plan that highlights priority sidewalk areas, bicycle routes, and desirable connections. Other municipal policies that promote active transportation include:

- Bicycle parking facility requirements as a part of new multifamily (four or more units), retail or office, and institutional developments (greater than 10,000 square feet), and at all transit transfer stations and park-and-ride lots.
- Sidewalks requirements within the Affordable Housing District and in accordance with the POCD's Pedestrian, Bicycle, and Transit Plan, at the Commission's discretion.

While the Town has not adopted a Complete Streets Policy to date, Branford is implementing a Complete Streets approach to the redesign of their Main Street including pedestrian infrastructure and amenities.

The Town provided the Project Team with several ideas to improve bicycle and pedestrian facilities in town, address driver behavior, improve sidewalks and eliminate gaps, and implement the recommendations of the Route 146 Corridor Study. Many projects are already in the planning stage, including the installation of Rectangular Rapid Flashing Beacons (RRFBs) at various locations throughout Town. There are also a number of these types of projects underway or recently completed. Lastly, the Town completed the Branford Walkability Study in 2023 that should be an important resource for prioritizing the type and location of improvements.

Based on review of Branford's Town staff input, public survey responses, and stakeholder interviews the following recommendations, shown in Table 3.9, are made to improve non-motorist mobility and safety.

Table 3.9 Branford Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Evaluate recommendations from the 2025 Route 146 Corridor Management Plan		✓			✓			✓	✓	✓	
Install planned pedestrian improvements along Mill Plain Road from East Main Street to Short Rocks Road	✓		✓	✓	✓						✓
Install planned pedestrian improvements along North Ivy Street/Ivy Street from Ivy Street Apartments to Rose Street	✓		✓	✓	✓				✓	✓	
Install planned pedestrian improvements along Main Street from Cedar Street to East Main Street	✓		✓	✓	✓				✓		
Instal RRFB installations at various locations	✓			✓	✓				✓		
Study Complete Streets improvements along U.S. Route 1 (West Main Street) from East Haven town line to Cedar Street	✓		✓	✓	✓			✓		✓	✓
Evaluate recommendations from the 2022 Branford Route 146 Road Safety Audit		✓			✓					✓	✓
Study Complete Streets improvements along U.S. Route 1 from East Main Street to Guilford town line	✓		✓	✓	✓					✓	✓
Study Complete Streets improvements on Main Street between U.S. Route 1 and Cedar Street	✓		✓	✓	✓						✓
Study sidewalk extension on Brushy Plain Road										✓	
Study pedestrian improvements on Stannard Avenue and Harbor Street, including potential raised intersection or crosswalks at intersection of Stannard Avenue and Harbor Street					✓					✓	

Included as a sample concept in Chapter 4: Project Concepts

EAST HAVEN

The Town of East Haven, located adjacent to and east of New Haven, has several walkable areas including its Downtown, Main Street West next to New Haven's Annex neighborhood, and by the Town Beach. The Town incorporates active transportation planning and policies into its 2019 POCD and other municipal policies. The 2019 POCD encourages greater pedestrian activity within the community and provisions for alternative modes of transportation within various improvement areas of the Town, including the Foxon Road Corridor, Main Street West, and the Central Business District. Specifically, the POCD calls for:

- Converting the old Trolley line into a pedestrian/biking trail, to serve as the beginning of a system along the Foxon Road corridor.
- Continued implementation of the Town's comprehensive streetscape program along Main Street West.
- Development of a comprehensive pedestrian circulation system within the Central Business District to improve linkages between parking areas, storefronts, nearby residential neighborhoods, and local attractions.
- Creation of bicycle facilities within downtown (racks and bike lanes) and consideration of a bikeway along High Street.

In addition, East Haven zoning regulations require sidewalks and/or pedestrian paths within the vicinity of public schools and playgrounds, on all local residential streets, and within all Planned Elderly Assisted Living Districts, Planned Elderly Facilities Districts, and Affordable Housing developments, as well as other areas deemed necessary by the Commission.

Based on review of these and other guidance documents and input from the Town, the Project Team developed the list of projects shown in **Table 3.10**.

Table 3.10 East Haven Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements on Foxon Road (Route 80)	✓		✓	✓	✓			✓	✓		
Study bicycle improvements along Main Street in the downtown	✓		✓	✓	✓		✓		✓		
Study Complete Streets improvements on Short Beach Road (Route 142)	✓	✓		✓	✓				✓		
Study Complete Streets improvements on U.S. Route 1 from Forbes Place to Branford town line			✓	✓	✓				✓		
Study bicycle improvements between planned New Haven Shoreline Greenway terminus at East Haven town line on South End Road (Route 337) and Coe Avenue	✓	✓	✓	✓	✓						✓
Study pedestrian improvements at the intersection of Kimberly Avenue at Forbes Place				✓	✓			✓			
Study Complete Streets improvements along Hemingway Avenue/Coe Avenue between shoreline area and Main Street/downtown	✓		✓	✓	✓		✓				✓

GUILFORD

The Town of Guilford is located on the shoreline approximately 13 miles east of New Haven. Some of the most walkable areas are its Downtown and town center area from Jacobs Beach to Elizabth Adams Middle School, which includes portions of U.S. Route 1 and Guilford's Shore Line East train station. Goals to improve walking and bicycling are outlined in multiple plans and policies. These plans and policies include the POCD, which emphasizes providing safe, efficient, and compatible transportation infrastructure within the Town, Guilford's Complete Streets Resolution, its Safe Streets Report, its Safe Routes to Schools recommendations, and its sidewalk plans. Guilford's Zoning Regulations also include a section for sidewalk, bicycle, and accessibility standards. In addition, the 2022 Guilford Safe Streets Report provides guidance on prioritization criteria and a blueprint for future projects.

The Town's 2015 POCD emphasizes providing safe, efficient, and compatible transportation infrastructure within the Town, with specific policies and recommendations including:

- Encouraging alternative modes of transportation for in-town travel by implementing the Long Hill Road Bikeway and considering the development of a multi-use trail system.
- Expanding sidewalk and pedestrian facilities within Town, including sidewalk renovations and extensions, particular on U.S. Route 1 West and to the Guilford High School.

In addition to the POCD items, the Town of Guilford adopted a Complete Streets Resolution in 2020 with the goal of improving safety, mobility options, and connectivity while preserving and enhancing the Town's scenic, historic, and environmental resources. Related to this effort, the Town has also developed a Safe Streets Report which analyzed the Town's transportation infrastructure and made recommendations for safety and connectivity upgrades, with an emphasis on safe biking and walking facilities, safe routes to schools, and connections to local destinations.

Guilford's Zoning Regulations also expand on the Town's active transportation planning and policies; the Zoning Regulations include a comprehensive section dedicated to sidewalks and accessibility, citing the 2020 Complete Streets Resolution as a catalyst for such standards. These sidewalk and accessibility standards apply to all non-residential development, multifamily development, and other locations identified in the Town's sidewalk plans. These regulations include requirements and design standards for pedestrian facilities and amenities and short- and long-term bicycle facilities and amenities. In addition to these requirements, the Regulations note that new development within the State Street North District must be integrated into the surrounding street and neighborhood patterns, which includes both sidewalks and path connections.

Based on review of Guilford's POCD, other documents, Town staff input, and public survey responses, the following recommendations, as shown in **Table 3.11**, are made to improve and increase non-motorist mobility and safety.

Table 3.11 Guilford Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Install planned Complete Streets improvements on Long Hill Road between Hubbard Road and New England Road	✓								✓	✓	
Install planned sidewalk and crossings along Hubbard Road	✓								✓		
Install planned sidewalk on new bridge on Clapboard Hill Road		✓							✓		
Study Complete Streets improvements for Guilford Lakes area	✓	✓							✓	✓	
Study Complete Streets improvements on U.S. Route 1	✓	✓	✓		✓				✓	✓	
Evaluate recommendations from the 2025 Route 146 Corridor Management Plan		✓			✓			✓	✓	✓	
Install planned pedestrian improvements on North Madison Road from Nut Plains Road to Fall Road	✓	✓							✓		
Study sidewalk gap closure on State Street from 300 State Street to Nut Plains Road									✓	✓	
Install planned pedestrian improvements along U.S. Route 1 from Boston Street to Madison town line	✓	✓	✓		✓				✓	✓	
Study Complete Streets improvements at the intersections of U.S. Route 1 at Boston Street (Route 146) and at Tanner Marsh Road	✓	✓	✓					✓		✓	
Evaluate recommendations from the 2022 Guilford Safe Streets Report											✓
Study Complete Streets improvements on Goose Lane										✓	
Study Complete Streets improvements on Little Meadow Road										✓	
Evaluate recommendations from the 2025 Guilford Green Transportation Study	✓		✓	✓	✓						✓

Included as a sample concept in Chapter 4: Project Concepts

HAMDEN

The Town of Hamden is located adjacent to and north of New Haven, generally west of I-91, and along the Merrit Parkway (Route 15). Multiple plans and policies are in place to improve walking and bicycling. These plans and policies include those outlined in the POCD and the Town's Complete Streets Policy, as well as a Traffic Calming Prioritization Framework. Hamden also encourages pedestrian-oriented development within its Zoning Regulations, has set goals to create a Vision Zero Policy, and has conducted the 2023 Route 10 Complete Streets Study which provides guidance that should help prioritize projects in an important town corridor. There are multiple LOTCIP (Local Transportation Capital Improvement Program) and other grant-funded projects in the works in Hamden.

The Town's 2019 POCD promotes walking, cycling, and transit to enhance the overall transportation network in Town and suggests closing gaps in the current sidewalk system,and replacing deteriorated sidewalks; it also calls for increased bicycle transportation.

The POCD also recommends that the Town adopt a Complete Streets Policy to demonstrate their commitment to improving non-vehicular transportation in Town.

The Town adopted the Complete Streets Policy in 2023; the Policy focuses on the creation of a contiguous local and regional system for non-motorized travel. It indicates that planning and design should be guided by the guidelines and principles included in the AASHTO *Guide for the Development of Bicycle Facilities* and *Guide for Planning, Design and Operation of Pedestrian Facilities*, the Americans with Disabilities Act (ADA) *Accessibility Guidelines*, and other available best practices. Town staff also participated in a regional tour set up by CTDOT and their consultant, HDR, who are preparing the Statewide Active Transportation Plan, to review some of their priority projects.

Based on review of Hamden's POCD, other documents, Town staff input, participation in the regional CTDOT tour with HDR, and the public survey responses the following recommendations, as shown in **Table 3.12,** are made to improve and increase non-motorist mobility and safety.

Table 3.12 Hamden Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Install planned BRT on Dixwell Avenue (Route 10) from the New Haven town line	✓	✓	✓	✓	✓		✓		✓		
Install planned traffic signal upgrades and pedestrian safety improvements along Dixwell Avenue (Route 10) and on the east/west corridors between Dixwell Avenue (Route 10) and Whitney Avenue (Route 707)	✓	✓	✓	✓	✓		✓	✓	✓		
Study bicycle/pedestrian connectivity to Dixwell Avenue (Route 10) and the future Bus Rapid Transit (BRT) from various adjacent areas	✓	✓	✓	✓	✓		✓		✓		
Study improved bicycle/pedestrian connectivity to Farmington Canal Trail from various adjacent areas	✓	✓		✓	✓				✓		
Evaluate improvements on State Street (U.S. Route 5) when Pedestrian Needs Study is complete	✓	✓	✓	✓				✓			
Evaluate recommendations from the 2023 Route 10 Complete Streets study	✓	✓	✓	✓	✓		✓				✓
Evaluate recommendations from the 2025 Route 707 (Whitney Avenue) RSA	✓	✓	✓	✓	✓						✓
Study Complete Streets improvements on Whitney Avenue (Route 707) between Ridgewood Avenue and Collett Street (the North Haven/ Hamden town line is the center of Whitney Ave)	✓	✓	✓	✓					✓	✓	
Study crosswalk improvements at the intersection of Whitney Avenue (Route 10) and Dixwell Avenue (Route 10)	✓	✓	✓	✓	✓		✓		✓	✓	
Study safety improvements and traffic calming at the intersection of Dixwell Avenue (Route 10) and Connolly Parkway	✓	✓	✓	✓	✓				✓		
Install planned bicycle/pedestrian improvements on Arch Street between Fitch Street and Dixwell Avenue (Route 10)	✓	✓	✓	✓	✓				✓		
Study road diet and shared-use path on Whitney Avenue (Route 707)	✓		✓	✓						✓	

Included as a sample concept in Chapter 4: Project Concepts

MADISON

The Town of Madison, located on the shoreline approximately 17 miles east of New Haven, has some highly walkable areas, including its Downtown, the Train Station/ Bradley Road area, and the shoreline area. Goals to improve walking and bicycling have been studied through multiple plans and policies, including several Road Safety Assessments, a live master planning document, and most recently, the townwide Bicycle and Pedestrian Plan, which is soon to be completed.

The Town's draft 2024 POCD highlights the importance of connectivity and calls for the creation of a multi-modal transportation master plan, incorporating pedestrian, bicycle, train, cars, and other modes of public transportation within Madison and the local region. The POCD discusses that this master plan must consider maximizing access, connectivity, and safety for bicycle and pedestrian traffic and ensuring that transportation investments are undertaken in compliance with the Town's Complete Streets Policy.

Madison's Complete Streets Policy was adopted in 2018 with the intent of gradually transforming Madison from a community that relies and encourages automobile travel to one that invests in transportation infrastructure equitably across all modes of transportation. The Town's Policy was nationally recognized as one of the top five policies adopted in 2018 by the National Complete Streets Coalition.

Madison's Zoning Regulations also include considerations for pedestrian infrastructure, particularly in new commercial development or redevelopment. The Planning & Zoning Commission may consider the extent to which pedestrian connections between commercial lots would enhance safety and convenience in their decision-making for approval of site plan or special exceptions.

The Town also utilizes a Bike Ordinance, which allows bikes on sidewalks in areas other than the Downtown business area. Biking on public sidewalks within the Downtown business area may incur a $5 fine.

Based on review of Madison's POCD, Town staff input, other public documents, and the public survey responses, the following recommendations, as shown in **Table 3.13**, are made to improve and increase non-motorist mobility and safety.

Table 3.13 Madison Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Install planned or designed Complete Streets improvements: • Copse Road between Warpas Road and Green Hill Road • U.S. Route 1 between Cottage Road and Dudley Lane • Scotland Avenue • Surf Club Road, West Wharf Road, U.S. Route 1, and Britton Lane	✓	✓	✓		✓				✓		
Evaluate short-term recommendations from the Madison Bike/Walk Master Plan when complete	✓	✓	✓		✓				✓		
Implement quick-build on-road pedestrian walkway, paint sharrows, and narrow travel lanes on Surf Club Road	✓				✓					✓	
Study long-term recommendations from the Madison Bike/Walk Master Plan when complete: • Route 79 • Neck Road, including intersection with U.S. Route 1 • U.S. Route 1 from West Wharf to Guilford town line	✓	✓	✓		✓					✓	✓
Study Complete Streets improvements in the commercial area near the Route 80 and Durham Road (Route 79) rotary	✓	✓								✓	

Included as a sample concept and a demonstration project in Chapter 4: Project Concepts

MERIDEN

The City of Meriden, located in the northernmost extremity of the Region, has several walkable areas, including its Downtown. The 2020 POCD establishes transportation-related goals, including the promotion of trail networks for pedestrians and bicyclists as an alternative means of transportation and recreation for residents. The POCD notes the City's intention of expanding its on-road bike network, in addition to enhancing its network of multiuse trails. It also highlights the need for pedestrian infrastructure improvements on U.S. Route 5, East and West Main Streets, and within Downtown.

The City's Zoning and Subdivision Regulations include considerations and requirements for pedestrian infrastructure as well; Subdivision Regulations call for sidewalks to be constructed in all subdivisions in Meriden, but allow for delayed installation where justified. The City's Zoning Regulations include a Transit-Oriented Development (TOD) District with the intent of creating an environment to encourage walking, bicycling, and transit use, reducing dependency on the automobile. This District has site development standards related to active transportation, including:

- Pedestrian connections between surface parking lots and sidewalks.
- Minimum bicycle parking standards for non-residential uses and safe/well-designed pedestrian access to such bicycle parking facilities.

The City's Code also outlines general specifications for sidewalk construction and permits the City Council to determine the need for safe sidewalks and how to prioritize their construction.

There are also trails and shared-use-paths in Meriden are already planned or in design, including a multi-use trail connecting Brookside Park and Giuffrida Park, which is funded by a DEEP Rec Trails Grant and the Community Investment Fund grant. Additionally, the Research Parkway Multi-Use Path, which will be approximately 2.2 miles long, is currently under construction from East Main Street to the Wallingford town line (construction began spring 2025).

Based on review of Meriden's POCD, Town staff input, the public survey, and other plans and documents, the following recommendations, as shown in **Table 3.14**, are made to improve and increase non-motorist mobility and safety.

Table 3.14 Meriden Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements on U.S. Route 5	✓		✓	✓	✓	✓	✓	✓	✓		
Study Complete Streets improvements on East Main Street	✓		✓	✓	✓	✓			✓		
Study Complete Streets improvements on West Main Street	✓		✓	✓	✓	✓			✓		
Study Complete Streets improvements in downtown	✓		✓	✓	✓	✓			✓		
Study Complete Streets improvements on Britannia Street/Kensington Avenue between Chamberlain Highway (Route 71) and North Broad Street (U.S. Route 5)	✓		✓	✓	✓	✓					✓
Study bicycle improvements on Centennial Avenue and Coe Avenue from West Main Street to Quinnipiac Trail terminus on Coe Avenue	✓	✓	✓	✓	✓						✓
Study Complete Streets improvements on Hanover Avenue	✓		✓	✓	✓	✓				✓	

MILFORD

The City of Milford, located on the shoreline southwest of New Haven, represents the westernmost town in the Region. Some of its more walkable areas include its Downtown and the shoreline, including Devon, Walnut Beach, Woodmont, and the Howard Park areas. The City of Milford has several planning and policy documents related to active transportation, including its 2023 POCD.

The 2023 POCD notes that the City has barriers to walking and biking within the community, citing a lack of infrastructure, poor maintenance of existing sidewalk infrastructure, and unsafe road conditions. To address these issues, the POCD establishes a goal of creating a safe and comfortable multimodal street network that supports users of all ages and abilities. Recommendations include:

- Consider developing and adopting a Compete Streets Ordinance and design guide.
- Audit its Zoning Regulations to improve complete street feasibility and conditions.
- Consider developing a Safe Routes to School plan, as well as other roadway safety studies.

The City's Zoning Regulations do not require pedestrian or bicycle facilities or amenities, however the Subdivision Regulations permit the Planning & Zoning Board to require sidewalks on proposed streets, particularly those within half of a mile of a school. Other related regulations include the City's Bicycle Ordinance, which allows biking on sidewalks provided they do not disrupt pedestrians and establishes standards for biking on roadways and bicycle parking.

Based on review of Milford's POCD, Town staff input, and the Regional survey, the following recommendations, as shown in **Table 3.15**, are made to improve and increase mobility and safety.

Table 3.15 Milford Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements on U.S. Route 1	✓	✓	✓	✓	✓		✓	✓			
Study Complete Streets and traffic calming along East Broadway in the beach area	✓			✓	✓						✓
Study Complete Streets improvements along North Street/River Street from U.S. Route 1 to downtown	✓		✓	✓	✓						✓
Study bicycle improvements along Broad Street/ South Broad Street downtown	✓		✓	✓	✓						✓
Study bike/pedestrian connectivity on Silver Sands Parkway between U.S. Route 1 and Meadowside Road	✓				✓						✓
Study Complete Streets improvements on Naugatuck Avenue	✓		✓	✓	✓					✓	

NEW HAVEN

The City of New Haven, in many ways, is the geographic and active transportation centroid of the Region. It is clearly the most walkable of the communities and is very actively planning and monitoring its non-motorist activity and infrastructure. On an annual basis, the City conducts a Point-in-Time Survey (typically in the fall) to quantify bicycling and walking at some 40 locations throughout the City. It also outlines its goals on how to improve walking and bicycling through multiple plans and policies. These include those addressed in its POCD, 2010 Complete Streets Manual (the first of its kind in Connecticut), the 2019 MOVE New Haven Transit Mobility Study, the 2022 Safe Routes for All Citywide Active Transportation Plan, as well as many other active transportation-related plans and policies.

The POCD promotes an increase in multimodal transportation options within New Haven and calls for continued implementation of Complete Streets projects. New Haven has had an active advocacy community around active transportation and roadway safety for decades. The City of New Haven actively works to add street trees, remove sidewalk impediments, work with adjacent towns to improve connectivity, and work with the State/CTDOT to improve overall transit. An example of improvements to trails and shared-use-paths includes the Farmington Canal Trail (Phase IV) off-street cycle-track, which opened in May 2025.

In addition, there are several active transportation projects that have been recently completed or are underway in New Haven, such as the recently completed Valley Street Traffic Calming project, the reconfiguration of Yale Avenue at Chapel Street into a peanut-roundabout, the extension of the Water Street cycle-track, the implementation of Lead Pedestrian Interval (LPI) signal timings at signalized intersections along Orange Street, and the reconfiguration of portions of Lower State Street into a Complete Street.

Based on the review of New Haven's numerous plans and documents, City staff input, public survey responses, and stakeholder interviews, the following recommendations, as shown in **Table 3.16**, are made to improve and increase mobility and safety.

Table 3.16 New Haven Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study bicycle connectivity on Columbus Avenue/ Boston Post Road (U.S. Route 1) from Union Station to University of New Haven	✓	✓	✓	✓		✓	✓		✓		
Study bicycle improvements on Derby Avenue from Chapel Street to West Haven town line	✓	✓	✓	✓		✓			✓	✓	
Evaluate one-way to two-way conversions for various downtown road segments	✓	✓	✓	✓	✓		✓		✓		
Install planned Orchard Street safety improvements	✓			✓		✓			✓		
Install planned BRT/Complete Streets improvements from 2019 Move New Haven Transit Mobility Study: between New Haven/Hamden and New Haven/West Haven	✓		✓	✓	✓	✓	✓		✓		
Study Complete Streets improvements on Whalley Avenue (Route 63) from Amity Road (Route 63) to Davis Street	✓	✓	✓	✓		✓	✓	✓			
Study Complete Streets improvements on U.S. Route 1 (Church Street S/Union Ave) between Columbus Avenue and Water Street	✓		✓	✓	✓			✓			
Study Complete Streets improvements on Route 10 (Ella T Grasso Boulevard/Whalley Avenue) from Chapel Street to Hobart Street	✓	✓	✓	✓		✓	✓	✓		✓	
Evaluate recommendations from 2022 Safe Routes for All study		✓	✓	✓	✓	✓	✓			✓	
Study bicycle improvements on Blake Street			✓	✓	✓					✓	
Study north-south bicycle connection (Alden Avenue, McKinley Avenue and Alston Avenue/ Barnett Street) from Fountain Street to the Edgewood Avenue cycle track	✓	✓	✓	✓						✓	
Study east-west bicycle connection (Chapel Street, Grand Avenue and Humphrey Street) over the Mill River between James Street and East Street	✓	✓	✓	✓	✓	✓	✓			✓	

Included as a sample concept in Chapter 4: Project Concepts

NORTH BRANFORD

The Town of North Branford is located northeast of New Haven between North Haven and Guilford. North Branford incorporates active transportation policy and planning within the 2019 POCD, as well as Zoning & Subdivision Regulations. The 2019 POCD includes support for a safe, appropriate, and connected transportation network for all users. It notes that the Town has limited transit, bicycle, and pedestrian infrastructure but recommends strategies to improve walking and biking conditions, including but not limited to:

- Incorporate bicycle shoulders on state roadways as part of future improvement projects, with priority given to Route 17.
- Ensure that future bridge replacement projects on state roadways provide a wide enough crossing to accommodate bicycles and pedestrians.
- Target sidewalk improvements in areas near key community facilities and in the village center, with priority on the North Branford Center and Northford Center.
- Provide bicycle parking at Town facilities such as public schools, libraries, and Town Hall.

The Town's Zoning and Subdivision Regulations also require sidewalk construction in multifamily housing developments, on all streets in pedestrian easements, and in other places deemed appropriate by the Planning & Zoning Commission.

North Branford also plans to institute a Complete Streets Policy and seeks to eliminate curb cuts when appropriate (access management). Improvements to trails and shared-use-paths are also planned,

Based on review of North Branford's POCD and Town staff input, the following recommendations, as shown in **Table 3.17,** are made to improve and increase non-motorist mobility and safety.

Table 3.17 North Branford Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Evaluate recommendations from the Northford Center Connectivity Study	✓							✓			
Study Complete Streets improvements near the intersections of Clintonville Road (Route 22) at Woodhouse Avenue (Route 150) and at Pistapaug Road	✓							✓			
Evaluate bus stop near 24 Clintonville Road (Route 22)	✓							✓			
Connect Northford Park Trails, possibly through Totoket Valley Park		✓						✓			
Study Complete Streets improvements on Clintonville Road (Route 22) from North Haven town line to Middletown Road (Route 17) and Northford Center	✓										✓
Evaluate recommendations from the 2023 Forest Road (Route 22) and Route 17 (Middletown Avenue) RSA											✓
Study pedestrian improvements on Mill Road									✓		
Study Complete Streets improvements on Route 80									✓		
Study Complete Streets improvements on Forest Road (Route 22) from Middletown Road (Route 17) to Route 80									✓		
Study Complete Streets improvements on Branford Road (Route 139)							✓		✓		

NORTH HAVEN

The Town of North Haven is located northeast of New Haven, generally along I-91. Its primary active non-motorist activity occurs in the area surrounding the Town Green, including the municipal services campus. North Haven incorporates active mobility through its 2017 POCD and other municipal regulations. The POCD incorporates goals and strategies aimed at improving bicycle and pedestrian mobility within the community; the recommendations include:

- Expand and enhance pedestrian connections in and around the Town Center, including streetscape elements, improved access and foot traffic, and increased pedestrian safety.
- Promote the development of a network of pedestrian paths that provide direct connections between various key destinations.
- Conduct a sidewalk and bikeway improvement plan to study needs and recommend best practices and areas in which to focus improvements.

Zoning and Subdivision Regulations also promote active transportation within the community; Zoning Regulations note that the Planning & Zoning Commission may require bike racks as a condition of site plan approval at the rate of one bike rack space per ten required parking spaces. Subdivision Regulations also require that sidewalks be constructed on both sides of the street in a subdivision, unless otherwise waived by the Commission. Finally, Town Ordinances permit the Board of Selectmen to construct school safety sidewalks within one mile of walking distance of any public-school building, provided that they are approved by the Planning & Zoning Commission.

Improvements to trails and shared-use-paths are also a focus of the Town. Some priorities include connecting the Quinnipiac River Trail with other trails, the town center, and New Haven, and adding a trail behind the retail establishments along Universal Drive. Town staff also participated in a regional tour set up by CTDOT and their consultant, HDR, to review some of their priority projects.

Based on review of North Haven's POCD, Town staff input, and the Town's participation in the regional CTDOT tour with HDR, the following recommendations are made to improve and increase non-motorist mobility and safety. See **Table 3.18**.

Table 3.18 North Haven Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Evaluate planned sidewalks on Sackett Point Road from Republic Drive to State Street	✓	✓	✓		✓				✓		
Study Complete Streets improvements on Clintonville Road (Route 22) from Fieldstone Court to North Branford town line	✓							✓			
Study Complete Streets improvements on Whitney Avenue between Ridgewood Avenue and Collett Street (the North Haven/Hamden town line is the center of Whitney Avenue)	✓	✓	✓	✓					✓		
Study Complete Streets improvements at the intersection of Middletown Avenue (Route 17) at Quinnipiac Avenue (Route 103)	✓		✓		✓				✓		
Study Complete Streets improvements at the intersection of Clintonville Road at Pool Road	✓				✓				✓		
Study Complete Streets improvements at the intersection of Middletown Avenue (Route 17) at Spring Road	✓								✓		
Study Complete Streets improvements on Washington Avenue (U.S. Route 5) between I-91 (interchange 12) and North Haven Fairgrounds	✓		✓		✓				✓		
Study Complete Streets improvements on Broadway between Elm Street and Church Street	✓		✓		✓				✓		
Study bicycle/pedestrian connectivity between downtown and North Haven High School	✓								✓		
Study Complete Streets improvements at the intersection of State Street at Sackett Point Road	✓	✓	✓		✓				✓		
Study Complete Streets improvements along Hartford Turnpike	✓		✓								✓

Included as a sample concept in Chapter 4: Project Concepts

ORANGE

The Town of Orange, located southwest of New Haven, has walking and bicycling plans and policies, including its POCD and its Zoning Regulations.

The 2015 POCD notes the limited system of sidewalks and pedestrian trails in Town, but makes recommendations for improving these conditions, including seeking ways to enhance pedestrian circulation in business areas. The POCD recommends that the Town consider establishing a sidewalk system along U.S. Route 1, a trail system to connect U.S. Route 1 to the Old Tavern Road Recreation Area, and an improved/expanded sidewalk system on Orange Center Road. The POCD also suggests that Orange should pursue becoming a bicycle-friendly community and incorporate bicycle usage when undertaking roadway improvement projects.

The Town's Zoning Regulations include limited sidewalk requirements; Active Adult Communities are required to be designed as a walkable community, with a strong interior pedestrian plan that includes concrete sidewalks. In addition, the Planning & Zoning Commission may reduce vehicular parking requirements when it is found that a proposed use is likely to generate transit, bicycle, or pedestrian trips and accommodates for such in its plans.

Additionally, CTDOT is currently redesigning the U.S. Route 1 center left-turn lane plans, from Lambert Road to the Milford town line, to add sidewalks, a significant departure from prior designs that excluded sidewalks and the corresponding infrastructure.

Based on review of Orange's POCD and Town staff input, the following recommendations, as shown in **Table 3.19**, are made to improve/increase non-motorist mobility and safety.

Table 3.19 Orange Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements on U.S. Route 1	✓		✓		✓			✓	✓		
Study Complete Streets improvements on Orange Center Road (Route 152) between Ridge Road and High Plains School	✓				✓				✓		

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WALLINGFORD

The Town of Wallingford is located along I-91 between North Haven, Hamden, and Meriden. Heavy active transportation areas include its Downtown and adjacent commercial areas and neighborhoods, as well as Yalesville. Multiple plans and policies feature goals to improve walking and bicycling; these plans and policies include Wallingford's POCD, Transit-Oriented-Development (TOD) Plan, and Zoning and Subdivision Regulations. Wallingford staff also participated in a regional tour set up by CTDOT and their consultant, HDR, to review some of their priority projects.

The Town's 2016 POCD includes goals and strategies aimed at promoting alternative transportation modes, with an emphasis on encouraging biking and improving pedestrian conditions within the Town Center. Zoning and Subdivision Regulations include requirements for pedestrian and bicycle infrastructure, such as:

- Bicycle parking may replace vehicular parking requirements, to a degree, within the Town Center District under Commission approval.
- Sidewalks are required for developments in the Open Space Residential District, Multifamily Residence Districts, the Route 5 District, the Housing Opportunity District, the Wallingford Housing Opportunity District, and the Wallingford Incentive Housing Zone.
- Sidewalks are required on both sides of new streets and cul-de-sacs in multiple residential districts.

In addition to the above plans and regulations, Wallingford adopted a Transit Oriented Development Plan in 2016, which outlines land use, development, and transportation enhancement strategies for the Town. The TOD Plan's transportation enhancement strategies include:

- Improve the pedestrian environment on roadways leading to the station.
- Provide bicycle connectivity between the new station, existing station, and other portions of the study area. The TOD Plan also makes rezoning recommendations to implement these TOD principles, including new zones, permitted uses, setbacks, and site development standards.

Improvements to trails and shared-use-paths are also planned, such as to connect the Quinnipiac River Trail with the Main Street/ Church Street area (which is in design) and to improve non-motorist connectivity in the vicinity of Budleski Memorial Park and the Quinnipiac River Trail.

Based on review of Wallingford's POCD and Zoning Regulations, Town staff input, and the Town's participation in a regional tour with CTDOT and their consultant, HDR, the following recommendations, as shown in **Table 3.20**, are made to improve and increase non-motorist mobility and safety.

Table 3.20 Wallingford Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements in the vicinity of the train station	✓		✓	✓	✓				✓		
Study Complete Streets improvements at the intersection of North Colony Road/South Colony Road (U.S. Route 5) and Center Street/Quinnipiac Street/Hall Avenue	✓		✓	✓	✓						✓
Study Complete Streets improvements on North Colony Road/South Colony Road (U.S. Route 5) between Parsons Street and Church Street	✓		✓	✓	✓			✓			
Study pedestrian and bus transit improvements on North Turnpike Road (Route 150) from River Road to Parker Farms Road	✓	✓	✓						✓		
Study pedestrian improvements on Main Street (Route 150) from Parker Farms Road to Church Street (Route 68)	✓	✓	✓	✓					✓		
Study pedestrian improvements on Church Street (Route 68) from Grove Street to Main Street (Route 150)	✓	✓	✓						✓		
Study Complete Streets improvements on Center Street (Route 150) from North Colony Road (U.S. Route 5) to North Elm Street	✓		✓	✓	✓				✓		
Evaluate planned pedestrian improvements on North Colony Road/South Colony Road (U.S. Route 5) from Prince Street to Christian Street from the 2020 Wallingford Pedestrian Connectivity Improvements Study	✓		✓	✓	✓				✓		
Study Complete Streets improvements on Pent Highway between North Plains Industrial Road and North Colony Road (U.S. Route 5), including upgraded railroad crossing					✓						✓
Study Complete Streets improvements on North Colony Road (U.S. Route 5) from the Wilbur Cross Parkway southbound ramp intersection to Yale Avenue	✓		✓		✓						✓

Included as a sample concept in Chapter 4: Project Concepts

WEST HAVEN

The City of West Haven is located adjacent to and southeast of New Haven. Areas of heavy active transportation include Downtown along Campbell Avenue, Allingtown, and the beach areas. Goals to improve walking and bicycling are promoted through multiple plans and policies. including the 2017 POCD, Zoning Regulations, and Bike Ordinances.

The 2017 POCD establishes the following related initiatives and recommendations:

- Support improvements and efforts to make streets more bicycle- and pedestrian-friendly and improve pedestrian and bicycle safety and comfort within the community, especially at key intersections and plazas.
- Continue to make the Train Station area more pedestrian-friendly and accessible.
- Prepare a Citywide Bicycle & Pedestrian Plan.
- Plan for and implement a bikeshare program.
- Conduct an assessment of walkability and pedestrian safety in residential areas.

Zoning Regulations in West Haven also support active transportation initiatives; Zoning Regulations require pedestrian connections in the Village District and Transit Oriented Development (TOD). TODs are also required to provide bikeway circulation to connect surrounding areas. The Town's regulations also include provisions for bicycle parking in the Shoreline Design District and the TOD District.

Additionally, bicycle-riding on sidewalks is allowed in West Haven per City ordinance, subject to cyclists yielding the right-of-way to pedestrians. West Haven also has planned a pedestrian and bicyclist path to run parallel to the train tracks from the West Haven train station to Yale West Campus.

West Haven staff also participated in a regional tour set up by CTDOT and their consultant, HDR, to review some of their priority projects.

Based on review of West Haven's POCD, Town staff input, and the Town's participation in a regional tour with CTDOT and their consultant, HDR, the following recommendations, as shown in **Table 3.21,** are made to improve and increase non-motorist mobility and safety.

Table 3.21 West Haven Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements in the vicinity of the train station	✓		✓	✓	✓	✓	✓		✓		
Study Complete Streets improvements on U.S. Route 1	✓		✓	✓	✓	✓	✓		✓		
Study Complete Streets improvements on Derby Ave (Route 34) from New Haven town line to Forest Road	✓	✓	✓	✓	✓	✓	✓		✓		
Study Complete Streets improvements on Elm Street between the train station and New Haven town line including Kimberly Avenue bridge	✓	✓	✓	✓	✓	✓			✓		
Study extension of the 1st Avenue multiuse path from Monahan Place to University of New Haven	✓	✓	✓	✓	✓	✓			✓		
Study pedestrian and bus transit improvements on U.S. Route 1 from Ardale Street to Fairfax Street	✓		✓	✓	✓	✓			✓		
Study Complete Streets improvements on Saw Mill Road (Route 162) from Allings Crossing to Hilton Drive	✓		✓	✓	✓		✓		✓		
Study Complete Streets improvements at intersection of Main Street (Route 162) at Wagner Place and Kelsey Avenue	✓		✓	✓	✓	✓			✓	✓	
Evaluate recommendations from the 2023 West Haven Bicycle and Pedestrian Plan including: • **Captain Thomas Boulevard** • Saw Mill Road (Route 162) near the West Haven train station • Savin Avenue at Bassett Street/Atwater Street	✓		✓	✓	✓	✓	✓			✓	✓
Study bicycle improvements on Campbell Avenue from Main Street to U.S. Route 1	✓		✓	✓	✓	✓				✓	✓
Study Complete Streets improvements on Route 162 (Jones Hill Road/Platt Avenue) from Milford town line to Main Street	✓		✓	✓	✓	✓	✓			✓	✓

Included as a sample concept in Chapter 4: Project Concepts

WOODBRIDGE

The Town of Woodbridge is located adjacent to and northwest of New Haven. The town promotes walking and bicycling through several plans and policies, including those in its 2015 POCD and Zoning Regulations. The 2015 POCD notes that enhancing the walkability and pedestrian atmosphere of the Town is a priority and encourages the creation of functional pedestrian corridors that include pedestrian and bicyclist amenities, focused on connectivity.

The Town formalized these aspirations through a Business District Connectivity Study in 2023 that recommended a network of multi-modal paths, protected bike lanes, sharrows, and sidewalk connections. This Study spawned an important LOTCIP project along Amity Road which includes active transportation-related components.

In addition, the Town's Zoning Regulations require bicycle parking within certain districts and requires sidewalks in commercial and business districts.

Based on review of Woodbridge's POCD and Town staff input, the following recommendations, as shown in **Table 3.22**, are made to improve/increase non-motorist mobility and safety.

Table 3.22 Woodbridge Project Recommendations

Recommendations	Connectivity			Demographics			Safety	Source			
	Near Key Destinations	Near Trails	Near Transit	High Population Density Area	High Active Transportation Trips	Disadvantaged Communities	Identified HIN Loctaions	SCRCOG 2017 Plan Update	Identified need by Town or Stakeholders	Identified in Public Survey	Other
Study Complete Streets improvements along Amity Road (Route 63) and Litchfield Turnpike (Route 69)	✓		✓		✓				✓		
Study Complete Streets improvements along Ansonia Road (Route 243)	✓								✓		
Install RRFB and pedestrian crossing on Rimmon Road at Pease Road					✓				✓		
Install RRFB and pedestrian crossing on Ansonia Road at Old Barnabus Road									✓		
Study bicycle improvements on Beecher Road	✓								✓		
Study pedestrian connectivity on Newton Road in the vicinity of Amity Regional High School and the Town Green	✓								✓		
Study bicycle connectivity on Pease Road and North Pease Road	✓				✓				✓		
Evaluate recommendations from the 2023 Woodbridge Business District Connectivity Study, including the ongoing LOTCIP improvements on Amity Road (Route 63)	✓		✓		✓						✓

TRAIL ANALYSIS & RECOMMENDATIONS

In addition to the municipality-specific recommendations, the Project Team developed several recommendations to improve the trail and greenway network in the region. The Project Team analyzed the existing trail and greenway network, recently-completed trail projects, and upcoming planned trail enhancements to identify future projects for the trail network. A discussion of the existing conditions and characteristics of each trail is included in **Chapter 2: Existing Conditions**.

During the analysis, the Project Team identified multiple sources of trail data from various government entities, including the South-Central Regional Council of Governments (SCRCOG), the Connecticut Department of Energy and Environmental Protection (CT DEEP), and individual municipalities within the region.

To help create a more centralized hub for the Region's trail data, it is recommended that SCRCOG partner with Connecticut Trail Finder to create a centralized hub for all trail data in the region.

CT Trail Finder is run by the CT Trail Program through the University of Connecticut. CT Trail Finder collects state trail data from CT DEEP and they work with local trail managers to vet and approve local and regional trail data for public use through their website. SCRCOG should continue to identify local trail managers in their member towns to support efforts to update and improve trail mapping. As local, regional, or privately-held trail data becomes available for public use, SCRCOG should take steps to have data published through CT Trail Finder to ensure consistent, unified data.

TRAIL DATA SOURCES

SCRCOG Trails and Greenways Data

SCRCOG has provided GIS data representing trails and greenways within the region. This dataset includes major greenways and several heavily utilized walking trails, which are illustrated in Figure 1 of the Existing Conditions section of the report. These trails are among the most frequently used in the state by both pedestrians and bicyclists.

CT DEEP Trails Dataset

CT DEEP offers a high-quality, comprehensive GIS dataset covering trails throughout Connecticut. This dataset includes a variety of trail types such as single- and multi-use trails, access trails, connector trails, and regional trails. It also identifies bike routes along public roads and their connections to multi-use paved trails used for walking, running, inline skating, and bicycling.

The dataset provides detailed attributes for each trail segment, including surface type (e.g., paved, unpaved, paved road, unpaved road) and permitted activities such as hiking, walking, running, inline skating, bicycling, mountain biking, motorbiking, ATV use, snowmobiling, cross-country skiing, and horseback riding.

Some inconsistencies were noted in the CT DEEP data. For example, certain segments of the Farmington Canal Heritage Trail are not represented in the CT DEEP dataset but are included in SCRCOG's GIS data. Conversely, CT DEEP includes a broader inventory of walking and hiking trails not captured in SCRCOG's database.

Municipal Trails Data

The 15 municipalities within the Region maintain individual GIS platforms. However, only a subset of these towns provides publicly accessible trails data. Where available, the municipal data is highly detailed at the local level and often includes trail information not found in either the SCRCOG or CT DEEP datasets.

GREENWAY & TRAILS RECOMMENDATIONS

The Project Team analyzed the existing network of trails in the Region and compiled information on upcoming planned projects to develop a database of current and future trails. This information was then used to determine areas for further connectivity. Recommendations to further enhance the trail network are identified below, and listed in **Table 3.23**:

East Coast Greenway (ECG): The East Coast Greenway (ECG) passes through Hamden, New Haven, West Haven, and Milford, with most of the route consisting of paved, off-road paths. The ECG incorporates several smaller trails in the Region, including segments of the Farmington Canal Heritage Trail (FCHT), the Long Wharf Trail in New Haven, Harborside Walk in West Haven, and Silver Sands State Park in Milford. The major gaps in the ECG are between the Savin Rock Trail terminus in West Haven and Silver Sands State Park in Milford. The ECG through this section is currently on-road with no dedicated facility for either bicycles or pedestrians. It is recommended that a study be conducted to connect the trails in West Haven and Milford.

Farmington Canal Heritage Trail (FCHT): The final off-road segment of the Farmington Canal Heritage Trail (FCHT) officially opened in New Haven on May 9, 2025. This new stretch of the trail extends below grade beneath Whitney Avenue near Audobon Street, to a new trail entrance on Grove Street. As of June 2025, construction is underway to construct a separated bike path on State Street, connecting the existing Grove Street and Water Street sections of the FCHT.

Future enhancements to the FCHT should focus on improving trail crossings in New Haven and Hamden by implementing the planned raised crosswalks at key locations where the FCHT crosses urban streets.

Quinnipiac Linear Trail: The Quinnipiac Linear Trail has completed sections in Wallingford, Meriden, and North Haven. In Meriden, the Quinnipiac Linear Trail terminates at Coe Avene, near Orville Platt High School. It is recommended that a study be conducted to assess the feasibility of extending the Quinnipiac Linear Trail from Coe Avenue through downtown Meriden to Giuffrida Park, via the existing trails in Brookside Park.

Shoreline Greenway Trail: The Shoreline Greenway Trail extends from East Haven to Madison and is composed of separated paved paths, gravel trails, and on-road sections of the trail with no dedicated bicycle or pedestrian facility.

It is recommended that the existing gravel sections of the Shoreline Greenway Trail be enhanced for bike suitability. Additionally, a study should be conducted in Branford to connect the Shoreline Greenway Trail terminus on Blackstone Avenue and the Branford Trolley Trail terminus on Tolcon Road.

Ultimately, in the long term, a trail-wide study should be conducted to assess the feasibility of providing dedicated bicycle and pedestrian facilities between the off-road sections of trail in East Haven, Branford, and Madison. In those sections where a dedicated facility is not feasible due to grade challenges or right-of-way restrictions, such as on Silver Sands Road and Short Beach Road (Route 142) in East Haven, it is recommended that the travel lanes be reduced to 10 feet and that shared lane markings (sharrows) and bicycle priority signage be installed. A concept showing this improvement is included in **Chapter 4: Project Concepts**.

Mill River Trail: The Mill River Trail is a developing greenway intended to connect East Rock Park and Criscuolo Park in New Haven. Future development will extend the trail from Grand Avenue to River Street and establish a connection to East Rock Park, creating a continuous corridor along the Mill River. It is recommended that a study be conducted to connect the proposed East Rock Terminus in New Haven to Sleeping Giant State Park and Quinnipiac University in Hamden.

Table 3.23 Trail and Greenway Recommendations

Trail	Proposed Enhancements	
	Recommendation	Location/ Municipality
Farmington Canal Heritage Trail	Install planned raised trail crossings in New Haven and Hamden	New Haven Hamden
East Coast Greenway	Study bicycle/pedestrian improvements along on-road portions of East Coast Greenway between Silver Sands State Park in Milford and Savin Rock Trail in West Haven	Milford West Haven
Quinnipiac Linear Trail	Study bicycle improvements between Quinnipiac Linear Trail terminus on Coe Avenue and Giuffrida Park, through downtown Meriden, City Park, and Brookside Park	Meriden
Shoreline Greenway Trail	Study bicycle/pedestrian improvements between the Shoreline Greenway Trail terminus on Blackstone Avenue and the Branford Trolley Trail terminus on Tolcon Road	Branford
	Reduce travel lanes on Silver Sands Road and Short Beach Road (Route 142) to 10 feet, maximize shoulders, add shared lane markings, and install bicycle priority signage	East Haven
	Enhance existing dirt and gravel trails in East Haven, Branford, and Madison for bike suitability	East Haven Branford Madison
	Study bicycle/pedestrian improvements between Shoreline Greenway Trails in East Haven, Branford, and Madison	
Mill River Trail	Study bicycle/pedestrian improvements between proposed East Rock terminus in New Haven to Sleeping Giant State Park and Quinnipiac University in Hamden	Hamden New Haven

CHAPTER 4

Project Concepts

The Project Team developed several Project Concepts based on the recommendations outlined in the previous chapter. These concepts are intended to serve as examples for Member Communities that may be interested in pursuing similar initiatives. Additionally, the Project Team conducted a demonstration project in Madison, based on one of these concepts. The following chapter provides descriptions and concept-level illustrations for each of the Project Concepts. It also includes a summary of the demonstration project's results, offering insights that can help guide implementation.

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RAISED INTERSECTION

BRANFORD

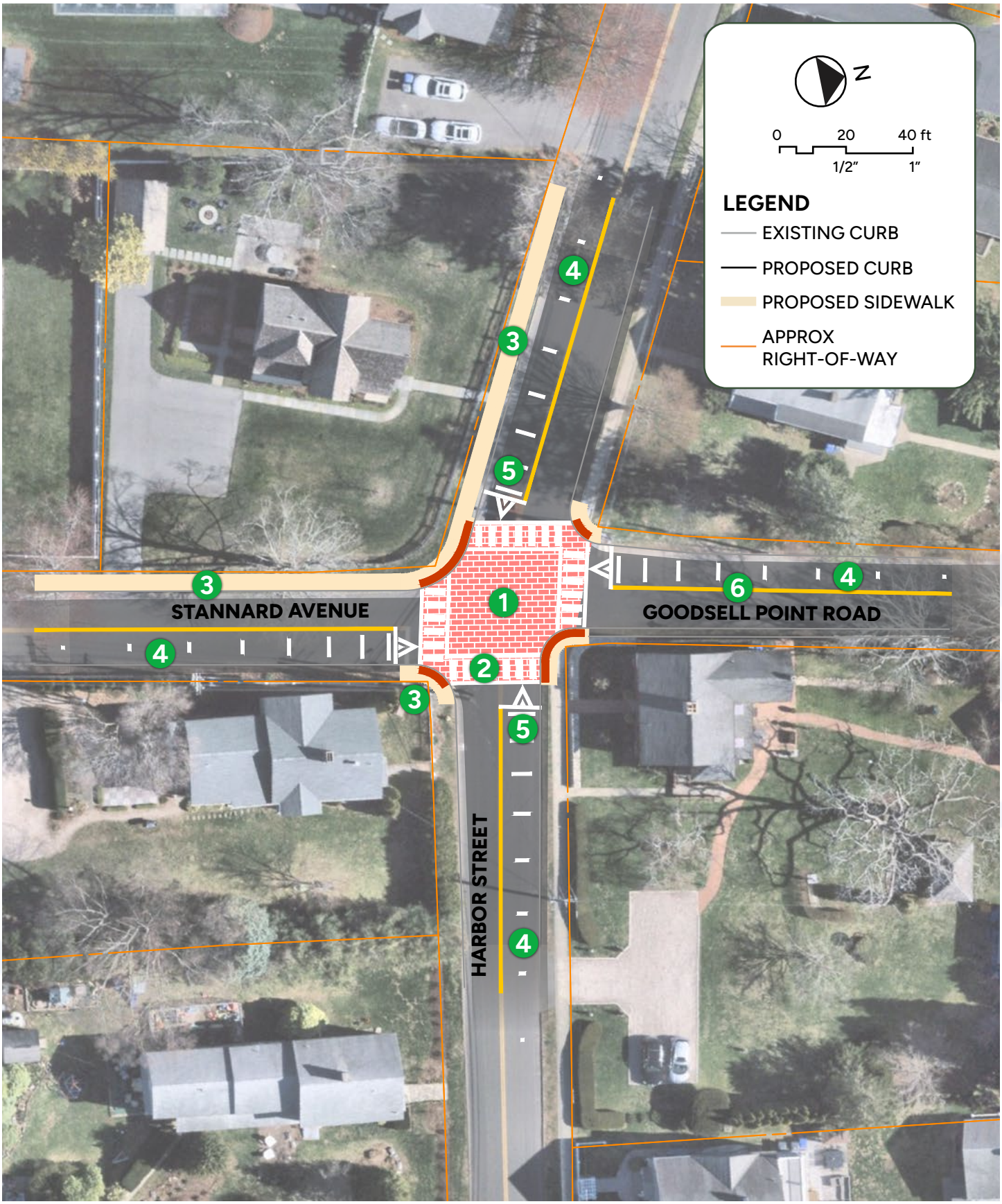
This concept shows a **raised intersection** with **raised, textured crosswalks**. Raised intersections create a safer, lower-speed crossing environment and encourage motorists to yield to pedestrians.

Raised intersections are appropriate on low-speed (<30 mph), relatively low-volume roads (maximum 10,000 vehicles per day on each intersection approach) and can be applied to all-way STOP-controlled or signalized intersections.

LEGEND

1. RAISED INTERSECTION WITH TEXTURED PAVEMENT
2. HIGH-VISIBILITY RAISED CROSSWALKS AND ADA-COMPLIANT RAMPS (TYPICAL)
3. NEW SIDEWALK
4. SPEED HUMP WARNING PAVEMENT MARKINGS
5. ADJUST STOP BAR AND STOP SIGN LOCATIONS
6. STRIPE DOUBLE YELLOW CENTERLINE

RAISED INTERSECTION | BRANFORD



TEE-UP INTERSECTION

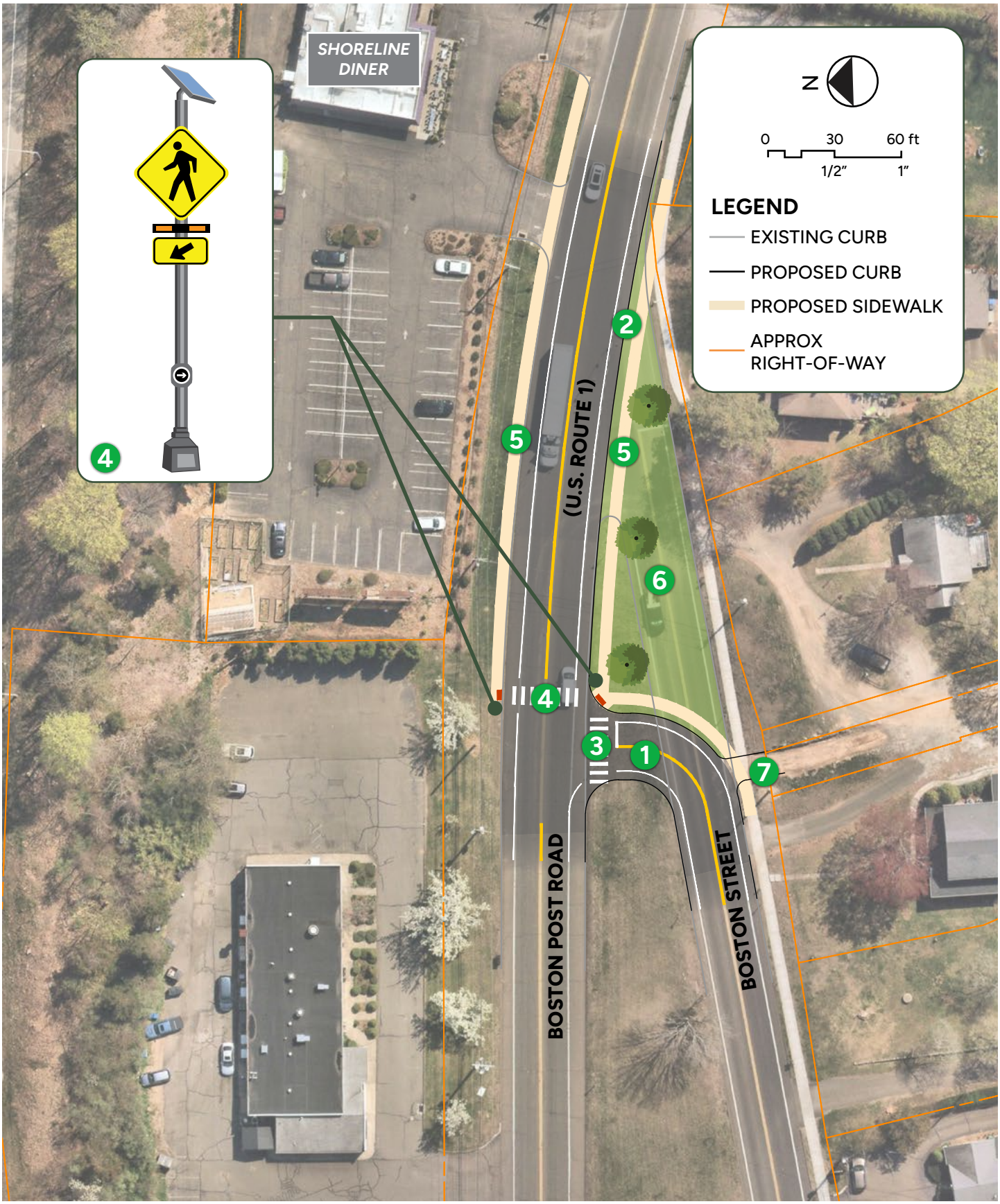
GUILFORD

This concept shows **tee-ing up an intersection** and **installing a midblock crossing** with **Rectangular Rapid Flashing Beacons (RRFBs)**. Currently, there is no marked crossing for pedestrians to get across U.S. Route 1. Additionally, the Boston Street approach is skewed as it intersects U.S. Route 1. The Boston Street approach can be tee-ed up to intersect U.S. Route 1 at a right angle. At the new intersection, a midblock crossing with RRFBs can be installed. The RRFBs are pedestrian-activated and alert approaching motorists that a pedestrian is crossing the road. New sidewalk is shown to connect the proposed crossing to the existing and proposed sidewalks on U.S. Route 1.

LEGEND

1. T-UP BOSTON STREET APPROACH
2. NEW CURBING TO CLOSE EXISTING BOSTON STREET APPROACH
3. HIGH-VISIBILITY CROSSWALKS AND ADA-COMPLIANT RAMPS (TYPICAL)
4. INSTALL RRFBS AT NEW MIDBLOCK CROSSING
5. NEW SIDEWALK
6. NEW LANDSCAPED AREA
7. MAINTAIN ACCESS TO EXISTING DRIVEWAY

TEE-UP INTERSECTION | GUILFORD



TEXTURED CROSSWALKS AND CURB BUMPOUTS

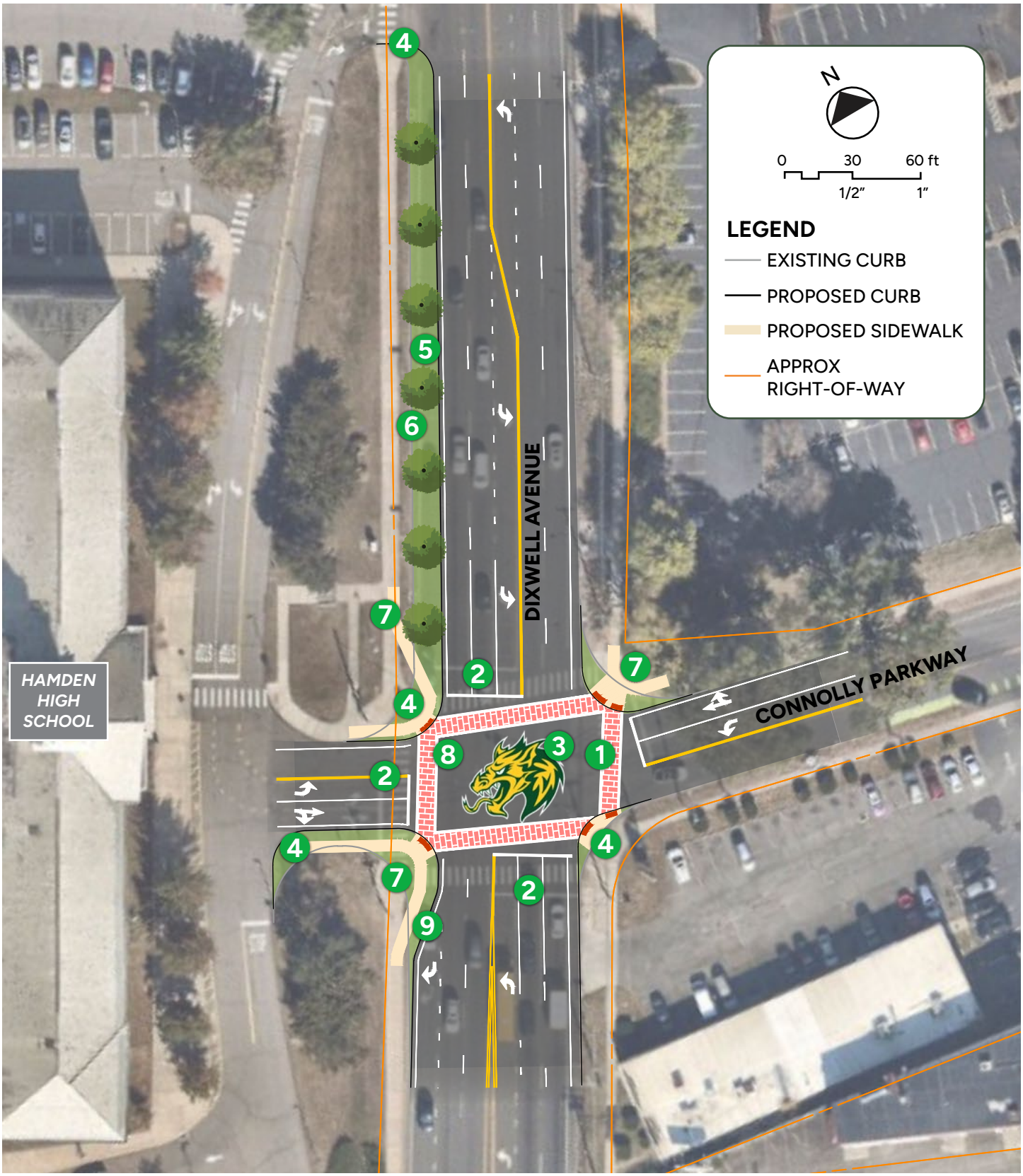
HAMDEN

This concept shows **pedestrian crossing improvements** and **textured crosswalks**. In this concept, the corner curb radii are reduced to help slow turning vehicles down. Additionally, the southbound right-turn lane is removed and replaced with landscaping, which also helps shorten the pedestrian crossing distance at the intersection. Textured crosswalks provide a visual and tactile cue to motorists that they are crossing a high pedestrian-volume intersection. New ADA-compliant ramps improve the pedestrian crossing experience. Lastly, painted intersection art creates a sense of place and makes the street more welcoming.

LEGEND

1. TEXTURED CROSSWALKS AND ADA-COMPLIANT RAMPS (TYPICAL)
2. RELOCATE CROSSWALK AND STOP BAR
3. PAINTED HAMDEN HIGH SCHOOL MASCOT
4. CURB EXTENSION (TYP.)
5. REMOVE EXISTING LANE AND EXTEND CURB
6. NEW LANDSCAPED AREA
7. NEW SIDEWALK
8. UPGRADE TRAFFIC SIGNAL EQUIPMENT
9. BEGIN TAPER FOR RIGHT-TURN LANE

TEXTURED CROSSWALKS + CURB BUMPOUTS | HAMDEN



SHOULDER LINES, SHARROWS, AND SIGNAGE

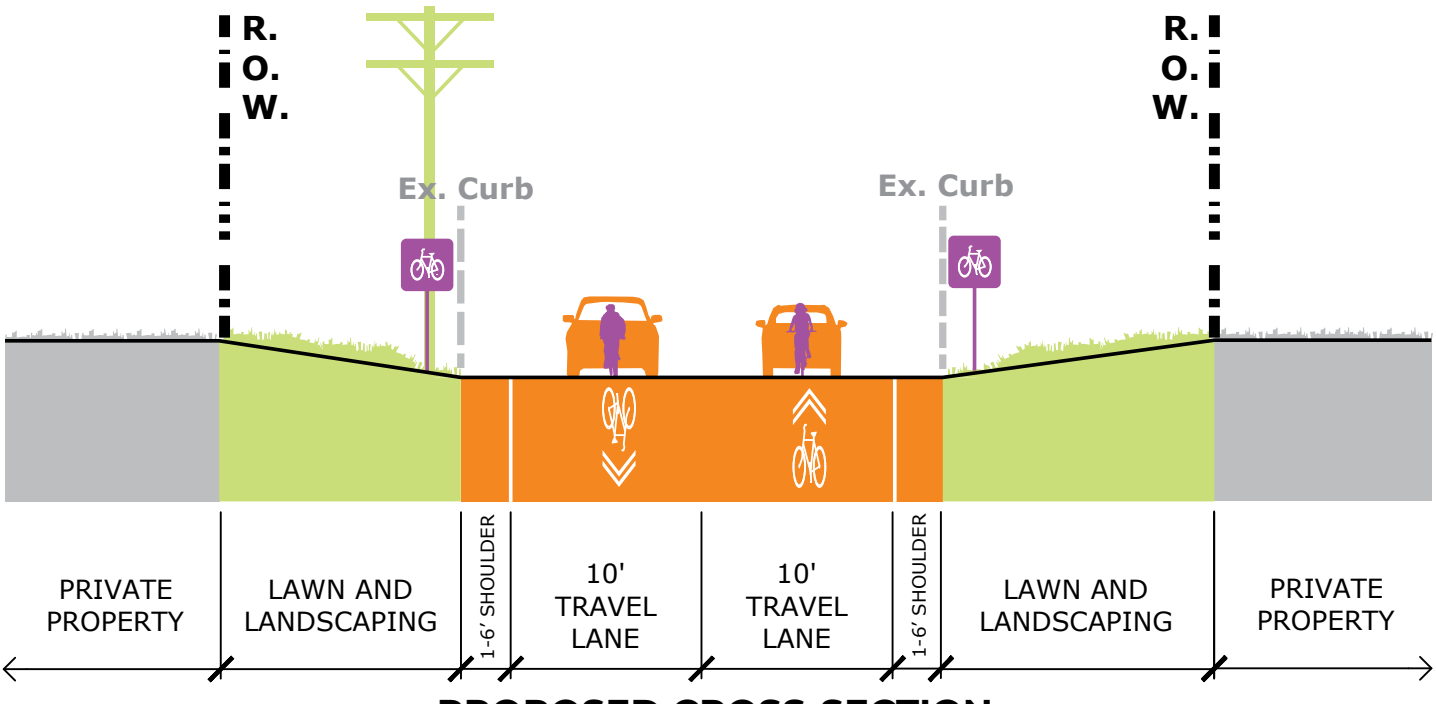
EAST HAVEN

This concept shows **narrowed travel lanes** by striping in **shoulder lines**, and the installation of **shared lane markings (sharrows)** and **bicycle-themed signage**. Options for bicycle and pedestrian infrastructure are limited on roads such as this, due to grades, existing infrastructure such as utility poles and stone walls, right-of-way, and narrow pavement width.

To help slow vehicular speeds, travel lanes should be narrowed to 10 feet by painting in shoulder lines; narrowing the travel lane has the added benefit of increasing the available shoulder for non-motorists. Additionally, shared lane markings and bicycle-themed signage can be installed to remind motorists that they are sharing the road with cyclists.

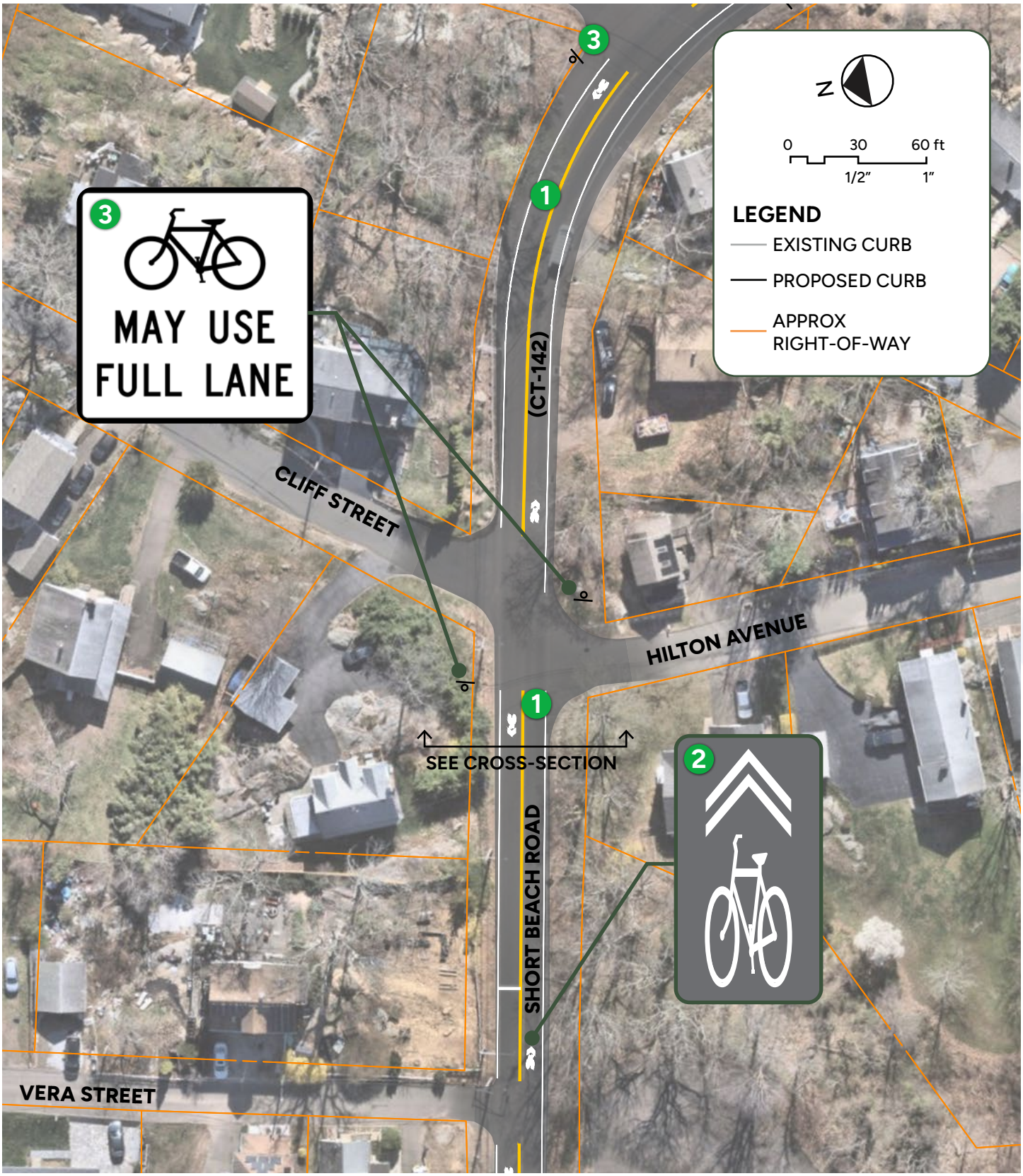
LEGEND

1. STRIPE SHOULDER LINES, REDUCE TRAVEL LANE TO 10 FEET, AND MAXIMIZE SHOULDER (TYPICAL)
2. SHARED LANE MARKING (SHARROW)
3. ADD "BICYCLES MAY USE FULL LANE" SIGNS



PROPOSED CROSS-SECTION

SHOULDER LINES, SHARROWS, AND SIGNAGE | EAST HAVEN



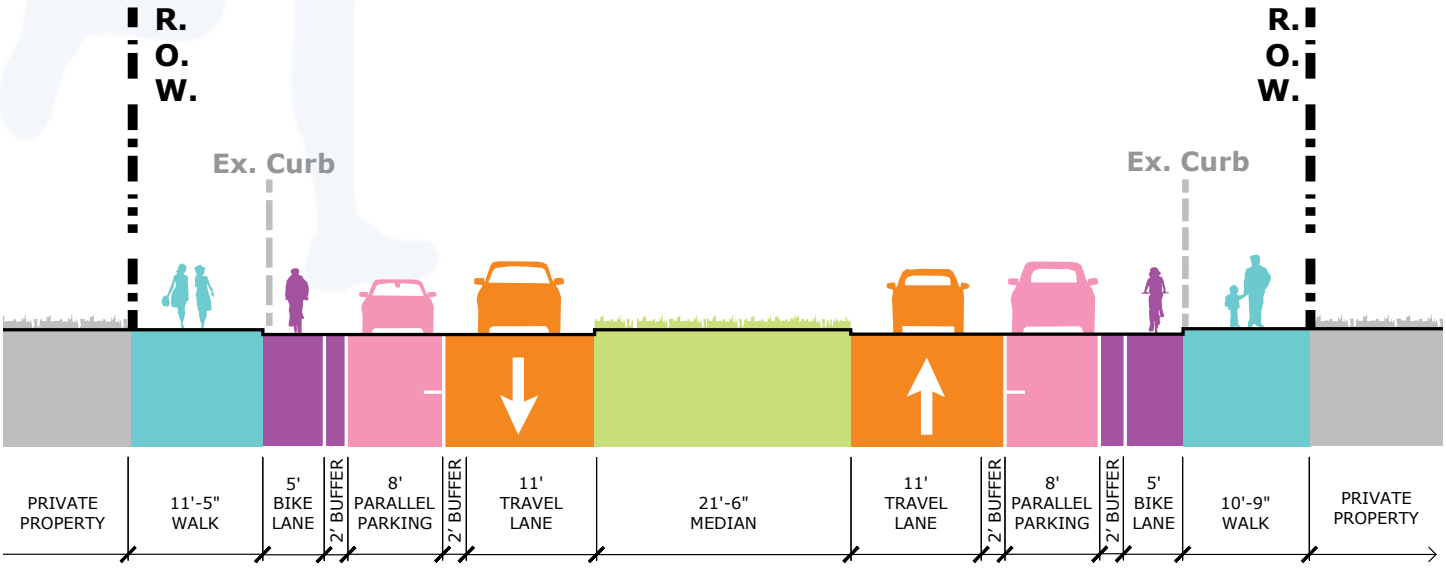
PROTECTED BIKE LANES

WEST HAVEN

This concept shows the installation of **parking-protected, on-road bike lanes**. To accommodate the new 5-foot bike lanes, a travel lane was removed in each direction of the road. The remaining travel lanes were also reduced from 14 feet in width to 11 to 12 feet in width, to aid in traffic calming. On-street parking with a 2-foot door swing buffer on either side is added to separate the on-road bike lanes from traffic, although the Town could opt to install a wider bike lane with a large buffer instead of parallel parking. Lastly, flexible delineators are installed to discourage vehicles from parking in the dedicated bike lane.

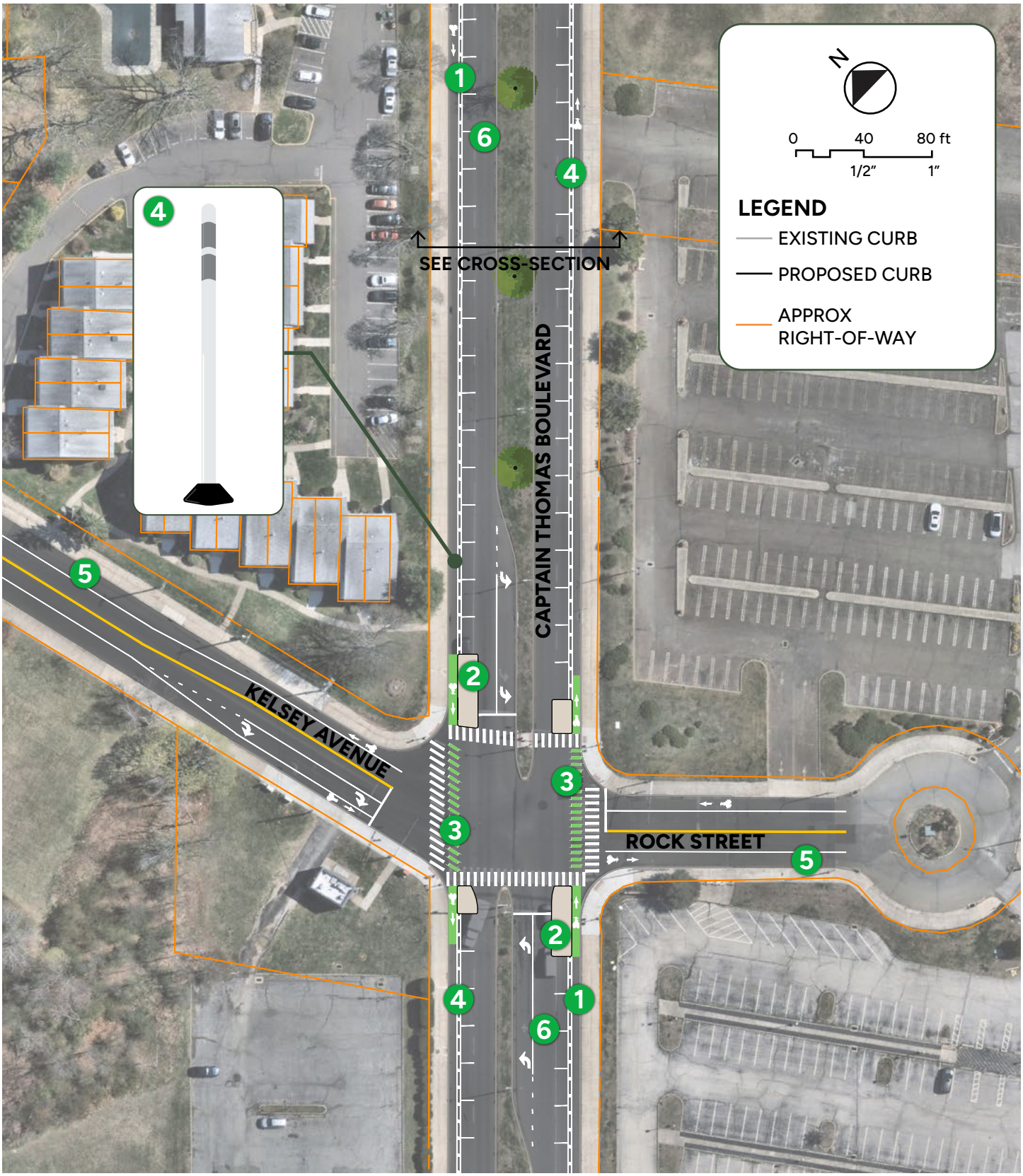
LEGEND

1. REPLACE TRAVEL LANE WITH BUFFERED BIKE LANE AND ON-STREET PARKING
2. INSTALL CURBED ISLANDS AT CORNERS OF INTERSECTION (TYPICAL)
3. STRIPE BIKE CROSSINGS AT INTERSECTION
4. 2-FOOT BUFFER WITH FLEXIBLE DELINEATORS
5. STRIPE 5-FOOT BIKE LANES ON BOTH SIDES OF THE STREET
6. REDUCE TRAVEL LANE TO 11 FEET (TYPICAL)



PROPOSED CROSS-SECTION

PROTECTED BIKE LANES | WEST HAVEN



SHARROWS AND ON-ROAD PEDESTRIAN WALKWAY

MADISON

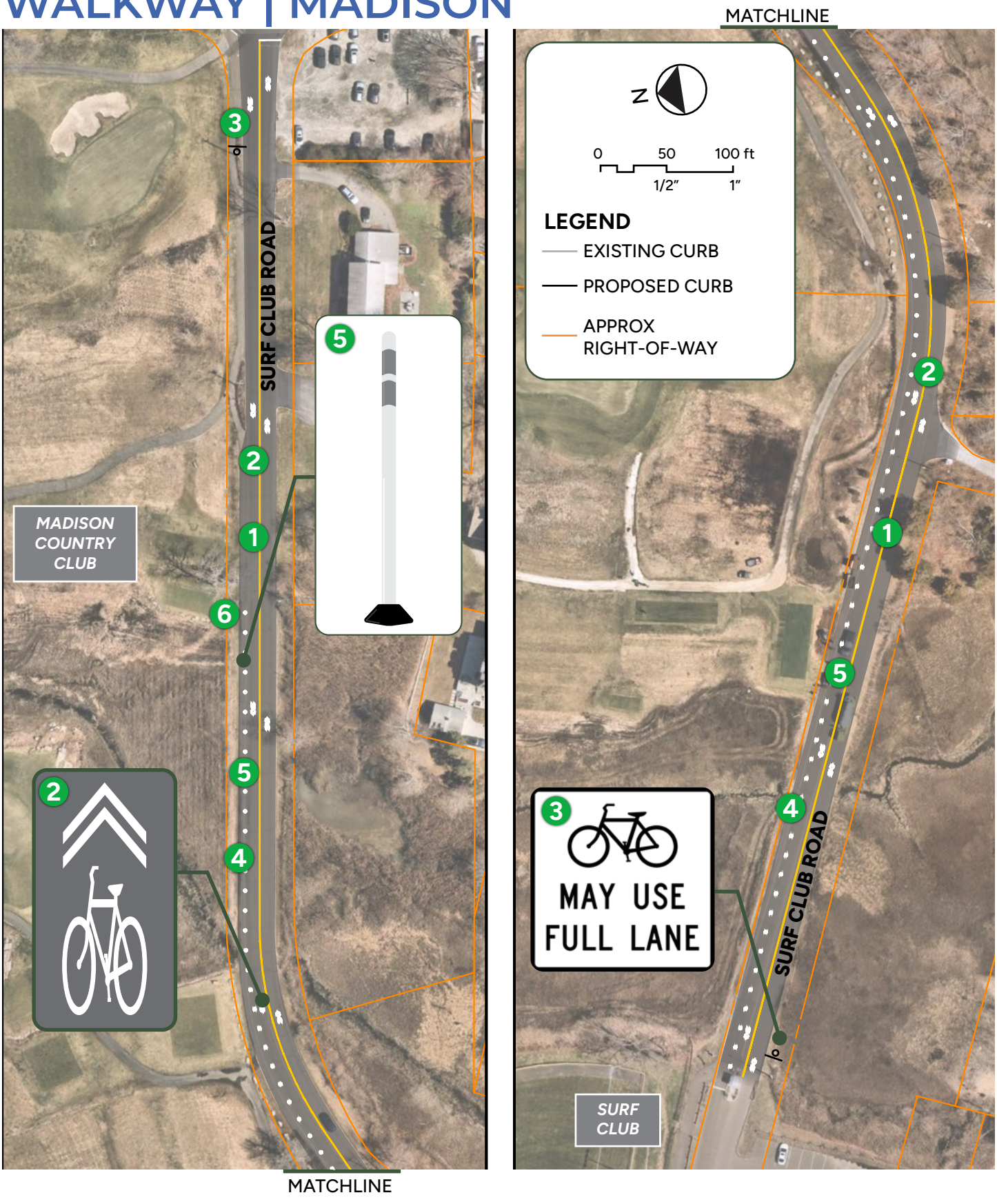
This concept includes **sharrows, narrowed travel lanes**, and an **on-road pedestrian walkway**. The proposed improvements show a short-term, quick-build improvement that can be implemented at relatively low cost. The travel lanes are narrowed to 11 feet, slowing vehicles down, and shared lane markings with bicycle-themed signage are installed to indicate that bicyclists can use the full travel lane. Lastly, delineators are used to create separation between vehicles and pedestrians. These measures are appropriate on relatively low-speed, low-volumes roads.

LEGEND

1. MAINTAIN 11' TRAVEL LANES
2. SHARROW PAVEMENT MARKINGS (TYPICAL)
3. ADD "BICYCLES MAY USE FULL LANE" SIGNS
4. PROPOSED ON-ROAD PEDESTRIAN WALKWAY SEPARATED BY FLEXIBLE DELINEATORS
5. PROPOSED FLEXIBLE DELINEATORS (TYP.)
6. TRANSITION BETWEEN EXISTING MULTIUSE PATH AND ON-ROAD PEDESTRIAN WALKWAY

This concept was implemented as a demonstration project in August 2025; a full write-up of the demonstration project is included at the end of this chapter.

SHARROWS AND ON-ROAD PEDESTRIAN WALKWAY | MADISON



INTERSECTION UPGRADES: CROSSWALKS AND SIDEWALKS

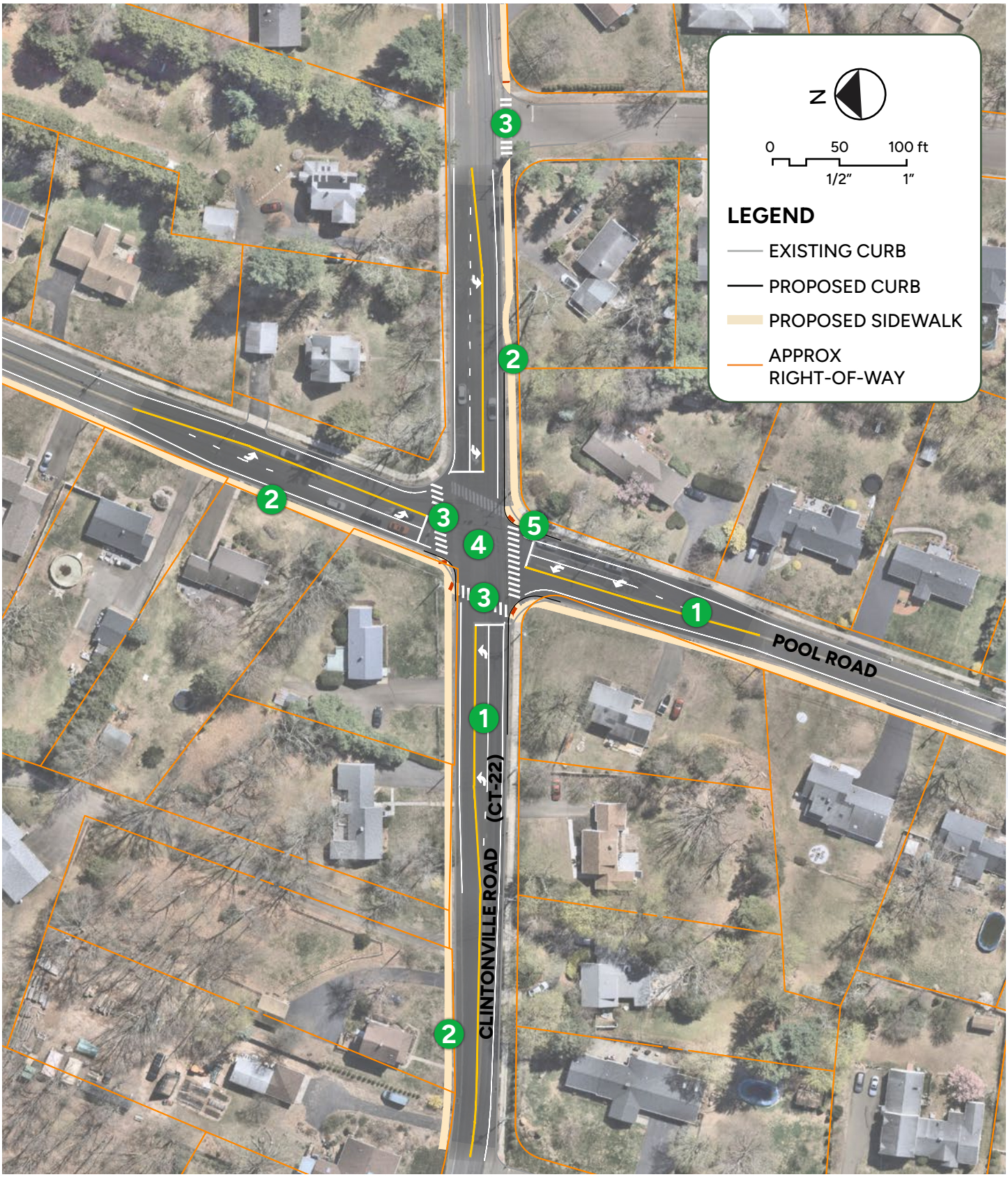
NORTH HAVEN

This concept shows pedestrian upgrades to an intersection through the addition of **high-visibility crosswalks** and **sidewalks**. New sidewalk is added at all four corners of the intersection and extends beyond the intersection on either side of e**ach approach. High-visibility crosswalks and ADA-compliant ramps** are added to the remaining legs of the intersection that do not have marked crossings. The outdated signal equipment should be replaced; additionally, pedestrian signal heads should be installed at the intersection. **Leading pedestrian interval (LPI)** should be considered when the signal is redesigned to enhance the pedestrian crossing experience. Lastly, the travel lanes are reduced to 11 feet and the turn lane are reduced to 10 feet to maximize the available shoulder and calm vehicular speeds. The corner curb radii are also reduced to slow turning vehicles through the intersection.

LEGEND

1. REDUCE TRAVEL LANE TO 11 FEET, REDUCE TURN LANE TO 10 FEET, MAXIMIZE SHOULDER (TYPICAL)
2. NEW SIDEWALK (TYP.)
3. HIGH-VISIBILITY CROSSWALKS AND ADA-COMPLIANT RAMPS (TYP.)
4. UPGRADE TRAFFIC SIGNAL EQUIPMENT
5. REDUCE CORNER CURB RADII, MAINTAIN 30' EFFECTIVE TURN RADIUS (TYP.)

INTERSECTION IMPROVEMENTS: CROSSWALKS AND SIDEWALKS | NORTH HAVEN



PEDESTRIAN AND TRANSIT IMPROVEMENTS, CURB MANAGEMENT

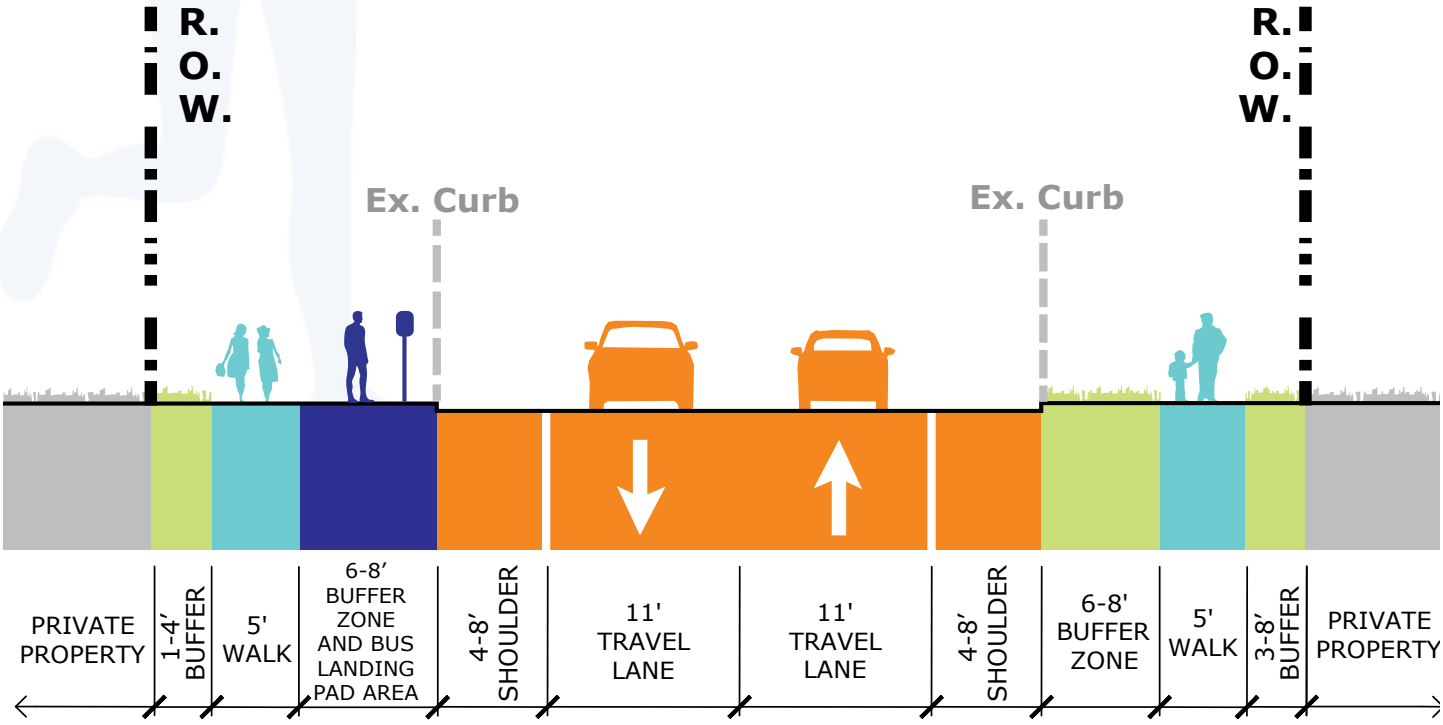
WALLINGFORD

This concept includes **pedestrian and transit improvements** along a corridor. Existing sidewalks are widened to minimum five feet and the existing crosswalks are restriped, as the paint has faded. In addition, RRFBs are installed at the existing midblock crossing to warn approach motorists that a pedestrian is crossing. Additional curbing is added to reduce the number or width of existing curb cuts and create a more pedestrian-friendly environment,

Lastly, a bus landing pad is shown in front of the shopping plaza to accommodate transit users in the area.

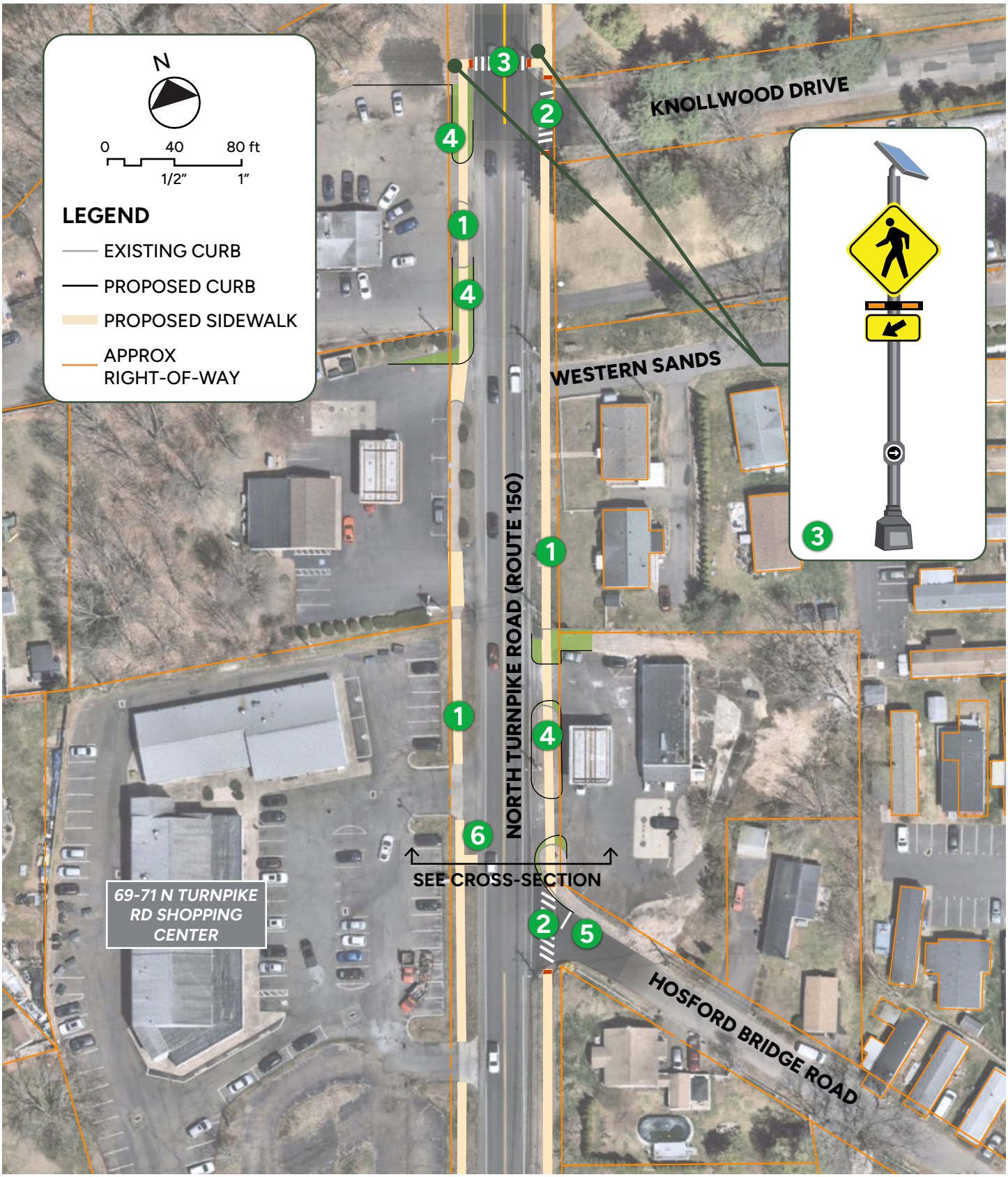
LEGEND

1. WIDEN EXISTING SIDEWALK TO 5 FEET (TYPICAL)
2. NEW HIGH-VISIBILITY CROSSWALKS AND ADA-COMPLIANT RAMPS (TYP.)
3. INSTALL RRFBS AT EXISTING MIDBLOCK CROSSING
4. MANAGE DRIVEWAY ACCESS BY ADDING NEW CURB (TYP.)
5. RELOCATE STOP BAR
6. BUS LANDING PAD



PROPOSED CROSS-SECTION

PEDESTRIAN AND TRANSIT IMPROVEMENTS, CURB MANAGEMENT | WALLINGFORD



ONE-WAY TO TWO-WAY CONVERSION

NEW HAVEN

This concept shows the conversion of a **one-way street to two-way traffic flow**. Curb bumpouts are shown at each of the intersections and buffered bike lanes are added along either side of the street. Key intersections are raised to create a safer, lower-speed crossing environment. Additionally, bike crossings and high-visibility crosswalks with ADA-compliant ramps are shown at the intersections. New bus shelters are shown throughout the corridor to accommodate transit users through the area.

LEGEND

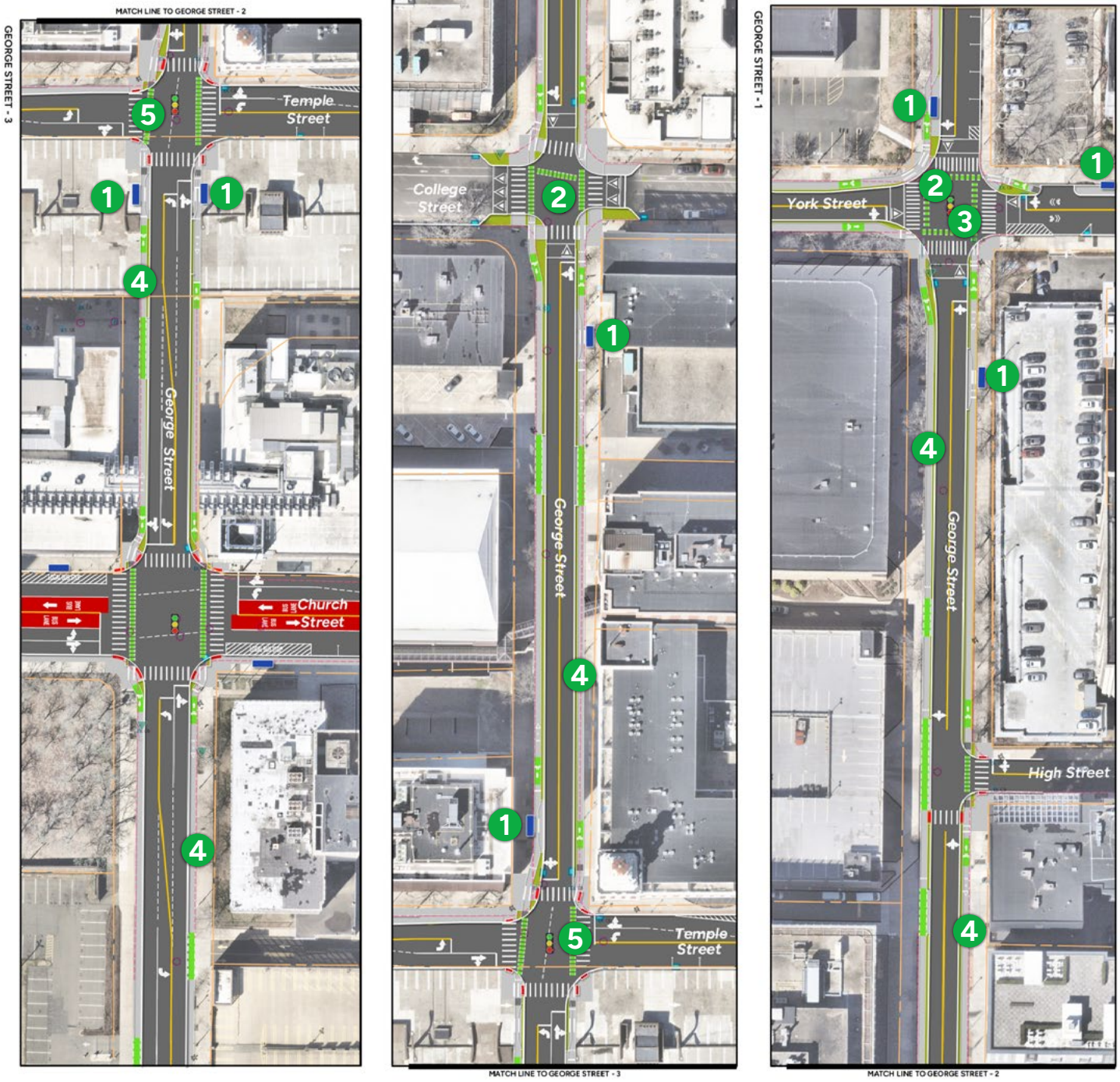
1. INSTALL BUS SHELTERS
2. RAISED INTERSECTION WITH HIGH-VISIBILITY CROSSWALKS AND ADA-COMPLIANT RAMPS
3. UPGRADE TRAFFIC SIGNAL EQUIPMENT
4. BIKE LANES
5. STRIPE BIKE CROSSINGS AT INTERSECTION (TYP.)

ONE-WAY TO TWO-WAY CONVERSION | NEW HAVEN

LEGEND

PROPOSED BIKE LANE

APPROX RIGHT-OF-WAY



DEMONSTRATION PROJECT

Demonstration projects are temporary, low-cost installations of potential transportation improvements. They can be a helpful tool in transportation planning, as they allow stakeholders to visualize and experience the proposed improvements and provide feedback before permanent changes are made. These temporary installations help build public awareness of a project, increase public knowledge of transportation measures, and helps generate meaningful feedback. In addition, testing design concepts can reveal important insights, identify potential challenges, and strengthen support for implementation.

The Project Team implemented a demonstration project based on the Madison Sharrows and On-Road Pedestrian Walkway Concept to showcase the concept's potential improvements to pedestrian and bicycle safety. This Concept, located along Surf Club Road, includes sharrows, narrowed travel lanes, and on-road pedestrian walkway separated by flexible delineators.

The demonstration took place on Surf Club Road on August 14 and 15, 2025, and focused on a specific segment of the roadway. Key features of the demonstration included a separated on-road pedestrian path on the north side of Surf Club Road and shared roadway markings (sharrows) designed to encourage drivers to safely share the road with cyclists. To create the separated on-road pedestrian path, the Project Team used traffic cones along the north side of Surf Club Road. To create the sharrows, the Project Team used chalk and a sharrow stencil. These temporary improvements allowed the Project Team to test the Madison Concept before implementation.

To promote community engagement, the demonstration project was announced on the Town of Madison's website and Facebook pages, inviting residents to visit and experience the proposed changes. The Project Team was on-site throughout the event to answer questions, provide information, and collect feedback from participants In total, 61 individuals who participated in the demonstration project, provided feedback to the Project Team.

Photo: Bike/Walk Madison, CT Facebook Post

Photo: Madison Demonstration Project

Of the 61 individuals who participated in the demonstration project, 25 were drivers, 5 were bicyclists, and 31 were pedestrians. Feedback was generally positive across all user groups, with some constructive suggestions for improvements.

- **Drivers:** 92 percent of drivers provided positive feedback, noting that the demonstration made them feel safer as a driver. However, some drivers did mention concern regarding congestion due to narrow lanes and the presence of bicyclists on the road.
- **Bicyclists:** All bicyclists (100 percent) shared positive feedback, emphasizing the safety benefits of the proposed improvements.
- **Pedestrians:** 87 percent of pedestrians responded positively to the improvements, stating that the enhanced safety measures made them feel more comfortable walking in the area. However, some mentioned concerns about the use of delineators, suggesting they detract from the natural beauty of the area and may not offer sufficient protection. Several participants recommended raising the curb instead of adding delineators to provide clear separation and help mitigate flooding of the walking path during storms. In addition, pedestrians and cyclists mentioned the need to narrow the driving lanes to increase the width of the walking path.

The Town of Madison can use the feedback gathered during the demonstration project to further refine the project concept. The strong participation and overall positive response from drivers, bicyclists, and pedestrians reflect meaningful support for the proposed improvements. In addition, the feedback highlights specific design considerations, such as lane width reduction, curb treatments, and aesthetic impacts, that can help inform future planning and implementation. By incorporating these insights, the Town can move forward with a more effective, inclusive, and well-supported approach to enhancing active transportation along Surf Club Road.

CHAPTER 5

Policy, Program, & Funding Toolkit

To support the development of a safe, connected, and accessible active transportation network, this chapter outlines policy and program recommendations for the Region and its Member Communities. In addition to policy and program recommendations, this chapter includes a detailed table of funding resources to assist municipalities in identifying potential financial support for implementation. Together, these program recommendations and funding resources provide a roadmap for advancing **Mobility for All.**

REGIONAL POLICY & PROGRAM RECOMMENDATIONS

The following recommendations are for SCRCOG to implement at the regional level.

Create a Demonstration Project Lending Library – SCRCOG should consider pursuing funding to establish a Demonstration Project Lending Library to support Member Communities in implementing temporary, low-cost street improvements that enhance pedestrian and bicyclist safety. This library would provide municipalities with access to materials needed for pop-up demonstration projects, enabling municipalities to test and showcase safety-focused infrastructure improvements, such as curb extensions or separated bike lanes. By borrowing materials from the lending library, municipalities can pilot safety interventions, gather community feedback, and build support for permanent installations at a reduced cost. This program would foster innovation, collaboration, and data-driven decision-making across the Region.

Collect and Develop an Active Transportation Database – Consider partnering with the University of Connecticut to collect data on bicycle and pedestrian facilities, such as sidewalks and bicycle lanes/trails, in the Region and to develop an active transportation database. This database will allow the Region and Member Communities to identify gaps in the existing network and plan for a more interconnected transportation network.

Develop a Complete Streets Evaluation Toolkit for the Region – The Region should consider developing a region-wide Complete Streets Evaluation Toolkit that outlines metrics for measuring the success of complete street projects, such as bicycle and pedestrian counts, percentage of added bicycle and pedestrian facilities, and change in automobile speeds. This toolkit could be used to identify the most successful projects and how they can be implemented in other areas to enhance bicycle and pedestrian safety in the Region.

Photo: Demonstration Project Lending Library Materials

MUNICIPAL POLICY & PROGRAM RECOMMENDATIONS

The following recommendations are for SCRCOG Member Communities to consider implementing at the Town/City level. Some towns/cities in the Region already have some of these in place. Cross-town coordination between municipalities that have successful plans or policies with those that don't could streamline the process and create synergy within the region.

Adopt a Complete Streets Policy – Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages. Member communities should consider adopting a Complete Streets Policy that requires roadways to be planned, designed, built, and maintained to safely accommodate all road users.

Promote Mixed-Use and Transit-Oriented Zoning – Consider updating zoning to allow compact, mixed-use development near transit hubs to reduce reliance on automobiles and encourage walking and biking. Member Communities may consider partnering with the Connecticut Municipal Development Authority (CMDA) to promote mixed-use and transit-oriented development in their communities. CMDA provides support to communities to assess and update their zoning and housing requirement to promote mixed-use and transit-oriented development that is aligned with the community context and character.

Establish Connectivity Standards – Consider requiring new developments to include direct, safe, and accessible connections to existing bicycle and pedestrian networks, including sidewalks, trails, and bike lanes. This requirement may be included in a Complete Streets Policy, in a municipality's zoning regulations, or subdivision regulations.

Require Active Transportation Impact Fees – Consider requiring developers to pay a one-time active transportation impact fee for new projects. The fee covers all or a portion of costs associated with the increased infrastructure needs and can fund improvements to sidewalks, bike lanes, trails, and crossings in areas impacted by new development.

Enhance Safe Routes to School Events and Programming – Safe Routes to School empowers students to walk, bike, and roll to school safely through community-based collaboration, fun and dynamic events, interactive safety training, and site safety assessments. Member Communities should consider enhancing their Safe Routes to School programming and using Safe Routes to School events and educational resources to promote safer walking, biking, and rolling to school.

Photo: CT Safe Routes to School Walk, Bike, Roll to School Day

Employ Demonstration Projects – Consider using temporary demonstration projects to show the impacts of walking and biking infrastructure without a long-term commitment and a big budget. Demonstration projects can include adding protected bike lanes, curb extensions, or pedestrian refuges. For an example of a demonstration project, please refer to Chapter 6 of this Plan.

Host Bike/Walk Events – Member communities should consider celebrating National Bike Month and host bike and walk events to encourage active transportation, build community, and raise awareness of bicycle and pedestrian infrastructure and safety practices. These events may include:

- **Community walks and rides:** Organized group walks or bike rides that bring residents together to explore their neighborhoods. These events foster community connection and highlight the benefits of walking and biking.
- **Bike Rodeos:** Fun, educational events designed to teach children bicycle safety and handling skills. Kids learn important rules of the road and safe riding behaviors through interactive stations and obstacle courses.
- **Open Streets Events:** Temporarily closing streets to motor vehicles transforms them into vibrant public spaces for walking, biking, and community activities. These events often feature live music, food vendors, and local engagement opportunities, helping residents reimagine streets as places for people, not just cars.

Photo: Madison, CT Bike Rodeo

Apply to become a Bike Friendly Community – The League of American Bicyclists hosts the Bicycle Friendly America program which recognizes communities who are making bicycling a real transportation and recreation option for all people. Member Communities should review the award criteria and consider applying, or taking steps to be eligible in preparation to apply, to be recognized as a bike friendly community.

Develop a Pedestrian and Bicycle Master Plan – While this Plan provides member communities with several active transportation projects to pursue, some municipalities may wish to use this information as a springboard to a more comprehensive town- or city-wide Active Transportation Plan that would be unique to the municipality and its characteristics.

Establish a Bicycle and Pedestrian Committee – Consider establishing a bicycle and pedestrian committee to spearhead community programming, Complete Streets policy adoption, and bicycle and pedestrian projects.

Implement Educational Programming – Consider implementing a town-wide educational campaign to promote safe walking and biking practices for all road users. This initiative should consider using existing resources such as the Watch for Me CT program, which provides safety materials, public service announcements, and seasonal campaigns focused on pedestrian and cyclist awareness.

FUNDING SOURCES

Table 5.1 includes potential funding sources that SCRCOG or Member Communities may be able to use to implement the recommendations in this Plan. Many of these suggested funding sources are competitive, requiring a grant application, and funding is not guaranteed. Eligibility and funding awards are determined by the granting agency. Note that this list is not exhaustive, as funding sources change over time.

Table 5.1 Funding Sources

Funding Source	**Connecticut Recreational Trails Grant Program**
Description	The Connecticut Recreational Trails Grants Program, administered by the Connecticut Department of Energy and Environmental Protection (CT DEEP) was established in 2015. This program funds a wide range of trail-related projects, including new trail construction, maintenance, accessibility improvements, and educational initiatives.
Funding Range	Up to $1,000,000
Potentially Eligible Active Transportation Projects	• New trail planning, design, and construction • Trail maintenance and restoration • Accessibility improvements • Equipment purchase/lease • Land/easement acquisition • Trail-related education programs
Resource Link	https://portal.ct.gov/deep/business-and-financial-assistance/grants-financial-assistance/ct-recreational-trails
Funding Source	**Transportation Alternatives (TA) Program**
Description	The Transportation Alternatives (TA) Program, overseen by CTDOT in partnership with the state's Councils of Governments (COGs), provides funding for smaller-scale transportation projects that benefit non-motorized users.
Funding Range	Up to $500,000
Potentially Eligible Active Transportation Projects	• Pedestrian and bicycle facilities • Recreational trails • Safe routes to school projects • Vulnerable road user safety assessments
Resource Link	https://www.fhwa.dot.gov/environment/transportation_alternatives/
Funding Source	**USDOT Safe Streets and Roads for All (SS4A)**
Description	The USDOT Safe Streets and Roads for All (SS4A) Program supports planning and implementation projects aimed at reducing roadway fatalities and serious injuries.
Funding Range	Planning and Demonstration Grants: $100,000 to $5,000,000 | Implementation Grants: $2,500,000 to $25,000,000
Potentially Eligible Active Transportation Projects	• Safety action plan development and updates • Demonstration projects that support the safety action plan • Planning and implementation of safety strategies outlined in a safety action plan
Resource Link	https://www.transportation.gov/grants/SS4A

Funding Source	Connecticut Community Connectivity Grants (CCGP)
Description	Connecticut Community Connectivity Grants (CCGP) aims to enhance bicycle and pedestrian infrastructure in urban, suburban, and rural community centers across Connecticut. CCGP provides direct funding to municipalities for small-scale infrastructure projects, often identified through Road Safety Audits (RSAs) or other planning initiatives.
Funding Range	$100,000 to $800,000
Potentially Eligible Active Transportation Projects	• Construction-only projects improving bike/pedestrian infrastructure
Resource Link	https://portal.ct.gov/dot/programs/ccgp?language=en_US
Funding Source	**Local Transportation Capital Improvement Program (LOTCIP)**
Description	The State of Connecticut's Local Transportation Capital Improvement Program (LOTCIP) provides municipalities with State funds for transportation projects of regional significance
Funding Range	At least $300,000
Potentially Eligible Active Transportation Projects	Sidewalk and multi-use trail projects Bridge improvements Projects on urban collector roads or higher
Resource Link	https://portal.ct.gov/dot/programs/lotcip?language=en_US
Funding Source	**Connecticut Communities Challenge Grant**
Description	The Connecticut Communities Challenge Grant is a competitive matching grant program that funds projects that improve livability, vibrancy, convenience, and equity of communities throughout the state
Funding Range	$1,000,000 to $10,000,000
Potentially Eligible Active Transportation Projects	• Transit-oriented development that densifies commercial and/or residential land uses near transit hubs. • Mobility improvements that increase connectivity to transit and promote economic activity, including pedestrian, ADA, and bicycle improvements. • Public space improvements that provide amenities to the community, including open spaces, public art projects, wayfinding, and lighting and safety improvements.
Resource Link	https://portal.ct.gov/decd/content/business-development/05_funding_opportunities/ct-communities-challenge-grant
Funding Source	**Connecticut Small Town Economic Assistance Program**
Description	The Connecticut Small Town Economic Assistance Program funds economic development, community conservation, and quality-of-life capital projects for municipalities that are ineligible to receive Urban Action bonds.
Funding Range	Up to $1,000,000
Potentially Eligible Active Transportation Projects	• Economic development projects such as constructing, reconstructing, or repairing roads, access ways, and other site improvements • Recreational facility improvements • Development projects involving economic and community development, transportation, environmental protection, public safety, children and families, and social service programs • Land acquisition associated with the above types of projects.
Resource Link	https://portal.ct.gov/opm/igpp/grants/steap/small-town-economic-assistance-program---steap

Funding Source	CTDOT Rural Improvement Program (TRIP)
Description	TRIP provides state funds to municipalities for infrastructure improvements in rural areas of Connecticut. Bethany is the only SCRCOG member community that qualifies for this funding. In general, TRIP may be used to fund roadway infrastructure projects located on any roadway within the rural areas of eligible municipalities, however urban roadways are not eligible for TRIP grant improvements. Engineering and Design Services are not eligible
Funding Range	$300,000 to $2,000,000
Potentially Eligible Active Transportation Projects	• Rehabilitation type projects including roadway resurfacing, structure rehabilitation, and sidewalk and curbing replacement. • Stand-alone sidewalk projects • Multi-use trails
Resource Link	https://portal.ct.gov/dot/programs/trip?language=en_US
Funding Source	CDC Racial and Ethnic Approaches to Community Health (REACH) Grant
Description	The Centers for Disease Control (CDC) Racial and Ethnic Approaches to Community Health (REACH) Grant funding can be used for projects that increase physical activity
Funding Range	$500,000 to $1,500,000
Potentially Eligible Active Transportation Projects	• Programs and interventions that promote physical activity and healthy lifestyles
Resource Link	https://www.cdc.gov/reach/php/reach-2023-2028/index.html
Funding Source	AARP Community Challenge Grant Program
Description	The AARP Community Challenge Grant Program is part of the nationwide AARP Livable Communities initiative that helps communities make immediate improvements and jump start long-term progress in support of residents of all ages. The grant program funds local projects that help make communities more livable for people of all ages.
Funding Range	Flagship Grant – Up to $25,000 Capacity Building Microgrants – Up to $2,500 Demonstration Grants – Up to $25,0000
Potentially Eligible Active Transportation Projects	Flagship Grant: • Creating vibrant public places that improve open spaces, parks and access to other amenities. • Delivering a range of transportation and mobility options that increase connectivity, walkability, bikeability and access to public and private transit Capacity Building Microgrant: • Walk Audits • Bike Audits Demonstration Grants: • Enhancing pedestrian safety by creating safer streets and sidewalks • Reconnecting communities divided by infrastructure
Resource Link	https://www.aarp.org/livable-communities/community-challenge/
Funding Source	CTDOT Active Transportation Microgrant Program
Description	CTDOT Active Transportation Microgrant Program provides grants to schools(public or private), school districts, municipalities and non-profits for non-infrastructure items that contribute to equitable, safe, accessible and sustainable active transportation for vulnerable road users – with applications solicited through the state's Councils of Governments.
Funding Range	Up to $5,000

Potentially Eligible Active Transportation Projects	• Purchase of bicycle and pedestrian safety equipment and accessories • Rental of Bicycle fleets and/or purchase of bicycles including adaptive bicycles • League Cycling Instructor (LCI) training • Programs, events and materials for pedestrian and bicycle safety education
Resource Link	https://portal.ct.gov/dot/programs/saferoutes/active-transportation-microgrant?language=en_US
Funding Source	**Active Transportation Infrastructure Investment Program (ATIIP)**
Description	The Federal Active Transportation Infrastructure Investment Program (ATIIP) is a competitive grant program that awards planning and design grants and construction grants to projects that provide safe and connected active transportation facilities in active transportation networks or active transportation spines.
Funding Range	Planning and Design Grants: $100,000 to $2,000,000 Construction grants: $7,500,000 to $15,000,000
Potentially Eligible Active Transportation Projects	• Sidewalks, bikeways, and trails that connect key destinations • Trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or state • Active Transportation facilities with transit services, where available, to improve access to public transportation
Resource Link	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/
Funding Source	**The Federal Congestion Mitigation and Air Quality (CMAQ)**
Description	The Federal Congestion Mitigation and Air Quality (CMAQ) Program provides a flexible funding source for transportation projects and programs that reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
Funding Range	$200,000 to $4,000,000
Potentially Eligible Active Transportation Projects	• Transportation Control Measures (TCMs) • Transit Improvements • Travel Demand Management • Pedestrian and Bicycle Facilities and Programs • Public Education and Outreach Activities
Resource Link	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Funding Source	**USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program**
Description	The USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program provides funding to ensure surface transportation is resilient to natural hazards. Eligible uses for this funding include highway, transit, bicycle and pedestrian, and port projects that increase resiliency or address vulnerability.
Funding Range	-
Potentially Eligible Active Transportation Projects	• Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios • Improvements of an existing surface transportation asset to increase resilience to a weather event or changing conditions. • Enhance the resilience of highway and non-rail infrastructure, including bridges, roads, pedestrian walkways, and bicycle lanes.
Resource Link	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/protect_fact_sheet.cfm

APPENDIX A

Visioning Session Results

SLR International Corporation
195 Church Street, 7th Floor, New Haven, Connecticut, 06510

June 20, 2024

SLR Project No.: 141.12733.00023

RE: SCRCOG Regional Active Transportation Plan / Mobility for All Visioning Session Meeting Notes

The Mobility for All (the Project) Project Team hosted a Visioning Session to understand the challenges, opportunities, and ideas for improving active mobility in the South Central Region of Connecticut. The meeting was held on June 20, 2024 at 12pm at the North Haven Public Library and the attendees included representatives from the SCRCOG member communities and active mobility advocates. The meeting had 19 participants representing 10 of the member communities and 3 advocacy groups. The communities represented include Branford, Guilford, Hamden, Madison, New Haven, North Branford, North Haven, Wallingford, West Haven, and Woodbridge. The advocacy groups represented include the East Coast Greenway Alliance, Shoreline Greenway Trail Inc., and Watch for Me CT. Several members of the Project Team were also in attendance including Holly Parker, Dave Sullivan, and Chanel Lobdell of SLR; Bridget Moriarty of VN Engineers; and Laura Francis, Tatum Thomas, and Thomas (TJ) DeMichele of SCRCOG. Principal Transportation Planner at SLR Consulting, Holly Parker, facilitated the meeting. The meeting included a brief presentation that gave an overview of the Project and recent active mobility projects happening in the region; a round-robin discussion where the facilitator asked participants “If you could change one thing about bicycle, pedestrian, transit or wheelchair connectivity and safety in your community, what would it be?” After that discussion, the group reviewed the 2017 SCRCOG Bike & Pedestrian Plan’s vision statement and goals; and a breakout group session was held to discuss active mobility policies and projects in the SCRCOG communities.

The information gathered during the Visioning Session will be used to help guide the development of the SCRCOG’s Bike and Pedestrian Plan vision and goals. The following sections provide an overview of the results from the various engagement activities.

Round-Robin Discussion

In answer to the question of **what one thing each community would change about connectivity and safety for their bicyclists, pedestrians, transit riders and wheelchair users**, SCRCOG community representatives and advocacy groups mentioned the need for bike lanes and better sidewalks. Many noted, however, that barriers to adding these infrastructure improvements in their communities include narrow roads. Many attendees also mentioned the need for more connectivity in the region and more collaboration between municipalities. **Table 1** includes all Member Community and Organization’s comments from the Round-Robin Discussion.

Table 1. Round-Robin Discussion Comments

Municipality/Organization	Comments
Wallingford	• Add bike lanes • Increase connectivity
Branford	• Add bike lanes

Municipality/Organization	Comments
	• Roads are very narrow and the sharrows are not successful • Address driving behavior
North Haven	• Connect the Quinnipiac River Trail to other trails • Enhance connections
Guilford	• Reverse engineering past mistakes is challenging • Understanding how to prioritize projects in town
North Branford	• Extend Sidewalks • Eliminate curb cuts
New Haven	• Be able to remove trees that impede sidewalks • Have CTDOT fund cross town projects • Transit improvements
Hamden	• Upgrade traffic signals with pedestrian signals
East Coast Greenway	• Regional point to point connectivity
Shoreline Greenway	• Enhance collaboration between municipalities to enhance connectivity and funding
Madison	• Interconnectivity needed between destinations and amenities • Sidewalk ordinance
Woodbridge	• Enhance bike and pedestrian connections to New Haven
SCRCOG	• Address all users' behavior • Increase separated bike and pedestrian modes.

Vision Statement and Goals Review

The facilitator showed the attendees the updated vision statement from the 2017 SCRCOG Bicycle and Pedestrian Plan: *SCRCOG and its member municipalities will encourage, promote; and continue to improve the safety and connectivity of bicycling, walking, wheeling, transit and other forms of active transportation, so that any person, regardless of age, ability, or income will be able to walk, bicycle, or use other types of active transportation modes safely and conveniently throughout the Region.*

The facilitator asked attendees to provide feedback on this vision statement. Attendees mentioned the need for the vision statement to be more action focused such as stating how the region plans to prioritize active mobility. Attendees also mentioned the need to add language about working on active mobility issues cross municipalities.

The facilitator showed the attendees the updated goals from the 2017 SCRCOG and Bicycle Pedestrian Plan:

1 *Improve safety of walking, bicycling, wheeling, and transit to reduce the number of crashes involving pedestrians and cyclists.*

2 *Promote transportation choice by creating a balanced transportation system that offers a variety of practical and pleasant transportation options and allows residents to make walking, bicycling, wheeling, and transit part of their everyday lives.*

3 *Increase connectivity between the SCRCOG region communities, between various modes of transportation (walking, trains, bicycling, private automobile, bus), and between neighborhoods, commercial areas, schools, parks, and other major community-serving destinations.*

4 *Provide inclusive access to community facilities, businesses, and neighborhoods for residents of all ages, all abilities, and all income levels.*

Attendees expressed interest in adding a goal focused on educating the public about bicycle and pedestrian road rules. They also recommended incorporating language related to micro mobility (such as micro transit and first/last mile solutions). Lastly, they suggested revising the start of goal two to the following: “Promote active transportation while creating…”

Breakout Group Activity

To gain a clearer understanding of each member communities’ bicycle and pedestrian challenges, opportunities, and goals, the facilitator broke the member communities into groups for a mapping activity and policy review. The breakout groups were broken up by SCRCOG member communities based loosely on the region’s PUMAs. Group 1 included Meriden, Wallingford, and Hamden; Group 2 included Madison, Guilford, North Branford, and Branford; Group 3 included New Haven, West Haven, North Haven, and East Haven; and Group 4 included Bethany, Woodbridge, Orange, and Milford. Each group received large format paper maps, with just the communities represented in each group on it, for the participants to identify any bike/ped infrastructure issues or priority areas. The groups were also given an 11x17 spreadsheet showing current policies and regulations that could be updated/improved to better accommodate and make bicyclists, pedestrians, transit riders, and persons with disabilities safe and better connected. The following sections include the comments from each group during the mapping and policy review activity.

Group 1: Meriden, Wallingford, and Hamden

Meriden

- No Representative in Attendance.

Wallingford

See **Figure 1** in the Appendix for the Map with written comments.

- Connect Quinnipiac River Trail (QRT) to Farmington River Trail.
- QRT connection in design near Main Street and Church Street intersection. There is pushback from residents.

- There is a grant for ped improvements at the intersection of Center Street and North Colony Road.
- Wayfinding is needed at train stations.
- Clean up parking lots and create connections to the station.

Hamden

See **Figure 2** in the Appendix for the Map with written comments.

- The Bus Rapid Transit (BRT) project will connect Hamden to New Haven.
- The BRT should act as a spine linking ped and bike infrastructure through town.
- Town Center Master Plan is in development to improve downtown connection to BRT and Farmington Canal Trail.
- Plans to connect Mill River Trail (which begins at the New Haven line) to Quinnipiac University to increase connection between school and town.
- The Mill River Trail should also connect to Sleeping Giant State Park.
- Need to increase bike infrastructure in south and west side of Hamden (pedestrian infrastructure is decent).
- Policy Needs: Vision Zero Policy and Active Transportation Plan.
- Hamden is interested in Micromobility.

Group 2: Madison, Guilford, North Branford, and Branford

Madison

See **Figure 3** in the Appendix for the Map with written comments.

- Bike lanes frequently requested by residents on Neck Road.
- Madison surf club/downtown - interconnection needed. A study was completed by BL companies in 2023, and 40% of this connection will be made when construction of a current LOTCIP project is completed. Sidewalk will also be installed
- Three Proposed Crosswalks with RRFB's (in design by SLR) along Boston Post Road. Two will be located to the east of Mill Road. One will be located by the Surf Club.
- Woodland Road, Durham Road, Bradley Road Pedestrian improvement project. Construction beginning September 2024. TOD/CCGP Grant Project.
- There is a new school in construction at the intersection of Mungertown Road and Green Hill Road – with proposed sidewalk on Green Hill Road to the starting at Mungertown Road and going East.
- Proposed sidewalk on Copse Road from Green Hill Road to Warpas Road- LOTCIP Project.
- Scotland Avenue roadway improvements project – including 5' sidewalk to connect to the Shoreline Greenway Trail.
- Downtown Center Streetscape project – including brick paver sidewalk, bike racks and other amenities should be completed in the next 1.5 years.

Guilford

See **Figure 4** in the Appendix for the Map with written comments.

- There is a Town Center Traffic Study underway.
- Sidewalks to be built along Durham Road and Church Street.
- Sidewalks to be built along Hubbard Road.
- Long Hill Road Study for Bike/Ped Improvements - Phase 1.
- Waiting on grant, but sidewalks to be built along Route 1.
- New Bridge under design on Clapboard Hill Road.
- Guilford Lakes Bike/Ped Improvements Study.
- New Bridge under design on Twin Bridge Road.
- There is a footpath connection end of Briarwood to Marvel Road. Great emergency access too.
- Footpath built for connectivity next to Melissa Jones School.
- New Dam and Intersection alignment under design on Route 77 at the southern end of Quonnipaug Lake.
- Add trails to the Westwoods Trail system.
- Route 146 Corridor Management Plan.
- Guilford allows bikes on sidewalks.
- Sidewalks are required along Route 1 with new developments.
- There is a study underway on North Madison Road for pedestrian and bicycle improvements.

North Branford

See **Figure 5** in the Appendix for the Map with written comments.

- BL Company is conducting a Northford Center Study.
- Poor intersection at Woodhouse Avenue (150) and Clintonville Road (22).
- There is a possible trail that goes through Totoket Valley Park that maybe able to connect the existing trails in Northford Park.
- Proposed Bus Stop on Clintonville Road.
- North Branford has a Complete Streets Policy.

Branford

See **Figure 6** in the Appendix for the Map with written comments.

- ADA/Sidewalk upgrades and Traffic calming in design for Route 142 /Shore Dr.
- Eliminated transit gaps in connectivity on Maple Street in 2024.

- Potential to rethink the signal timing/intersection at North Main Street and West Main Street.
- Limitations to bike facilities due to ROW on Main Street.
- Upgrading ramps/sidewalks on Pine Orchard Road.
- Sidewalk extension scheduled for fall on East Main Street.
- Improving transit amenities along East Main Street. Recent sidewalk gap elimination plans to extend to Business Park Drive.
- Potential for intersection redesign to increase bike safety on Stony Creek Road and Pepperwood Lane.
- Recent ADA upgrades at Leetes Island Road and Howd Avenue. Limitations due to ROW.
- Leets Island Road has no ROW for pedestrian amenities.
- Increase pedestrian safety to businesses along Business Park Drive.
- DOT plans to install chevron signs at the bend on Mill Plain Road.
- Sidewalk under the bridge to Short Rocks.
- Eliminate the gap to train station.
- Branford has language within the POCD related to Complete Streets.

Group 3: New Haven, West Haven, North Haven, and East Haven

New Haven

See **Figure 7** in the Appendix for the Map with written comments.

- New Haven is working on grant applications to connect to the Farmington Canal Heritage Trail at the north part of Hamden.
- SCRCOG One-way to Two-way Conversion Study for downtown segments of York, Chapel, and George Streets is being finalized.
- Chapel 2-way conversion - SCRCOG and Urban Act Grant funding.
- Orchard St. Planning and Safety Study.
- Goffe St. (SS4A) Planning and Demonstration Study.
- City-wide Pedestrian Safety and Accessibility projects including Orange St. and State Street Lead Pedestrian Interval (LPI) and Accessible Pedestrian traffic signal update project is being finalized.

West Haven

See **Figure 8** in the Appendix for the Map with written comments.

- Connect West Haven to New Haven via Columbus Avenue/Route 1.
- Connect West Haven to New Haven at Derby Avenue/Route 34.

- Create future connection from New Haven to the West Haven train station over the Kimberly Avenue Bridge, along Elm Street and bearing right (northeast) onto Saw Mill Road.
- A bicycle/pedestrian (?) path is planned parallel to the train tracks in West Haven, heading southwest from the West Haven train station to the Yale West Campus.
- Extend 1st Avenue multiuse path north from the Water Pollution Control Plant to where it currently ends (at Monahan Pl.) – see map screenshots that follow.

North Haven

See **Figure 9** in the Appendix for the Map with written comments.

- Connect the Quinnipiac Trail to the Wallingford Trail.
- Connect the Quinnipiac Trail to the town center and into New Haven.

- There is a LOTCIP application in for the reconstruction of Sackett Point Road to State Street – the Town should hear back within a week or two.
- The North Haven Open Space Committee is considering a trail behind the retail establishments along Universal Drive.

East Haven

See **Figure 10** in the Appendix for the Map with written comments.

- Need solution for connecting East Haven to Branford on Route 142.
- Connections to New Haven include South End Road, Main Street, and Foxon Road.
- Funding search for a connection from Coe Ave in East Haven to New Haven.
- The Tabor Trail and Trolley Trail bridge enhancement projects in Branford received Grant funds from the CT Rec Trails Grant, to improve the Shoreline Greenway Trail.

Group 4: Bethany, Woodbridge, Orange, and Milford

Bethany

- No Representative in attendance.

Woodbridge

See **Figure 11** in the Appendix for the Map with written comments.

- There are high voltage power lines that go through the Town that could make a great off-road network that connects different neighborhoods in Town to the School and shopping areas on Amity Road. The land that would connect the network is owned by residents and Eversource.
- N-5 routes that are local roads should have road diets and speed humps particularly around the schools (Newton Road and Pease Road).
- Intersection of Rimmon Road and Pease Road needs a light with RRFB
- Fountain Street, heading towards New Haven is a lower speed route into New Haven (others are Rt 34 and Amity/Whalley). A separate bike/walk path would allow people to not need a car. There is a wide shoulder on both sides of the road except for the area after the underpass going into New Haven. If that small section were to be widened on both sides it would make it safer for bicyclists and pedestrians to traverse.
- There is recently installed bike signage along Pease Road.
- Woodbridge was awarded a community connectivity grant in 2021 for sidewalks near the Amity Regional High School. Installation schedule is unknown
- Beecher Road is wide enough for a bike lane. It should be a "slow road" in town and whatever facilities are required to make that possible should be contemplated. There are sections that would be wide enough to accommodate a bike lane/ larger painted shoulders for pedestrians.

Orange refuses to add sidewalks and bus shelters along Route 1 even if Milford agrees to take responsibility for it. There were no representatives from Orange at this event. I am stating an observation and sharing info received in my capacity as a member of the CT from CTDOT.

- An RRFP is needed at the intersection of Ansonia Road and Old Barnabus Road. This was brought to the attention of CTDOT several years ago but with the departure of Woodbridge staff it has not been followed up with.
- SLR is working on the Woodbridge Business District Plan.
- A member of the CT DOT Public Transportation Council observed that Orange refuses to add sidewalks and bus shelters along Route 1 even if Milford agrees to take responsibility for it – which would result in sidewalks on Route 1 that aren't connected.
- Woodbridge would like to add a policy that requires any new project/development in the business area requires sidewalks.
- It will be important to coordinate this study with the current POCD process to ensure active transportation, safety and connectivity goals are included for the 2025-2035 POCD.

Orange

- No Representative in attendance.

Milford

- No Representative in attendance.

SLR International Corporation
195 Church Street, 7th Floor, New Haven, Connecticut, 06510

Appendix:

Figure 1: Wallingford Map with Comments

Figure 2: Hamden Map with Comments

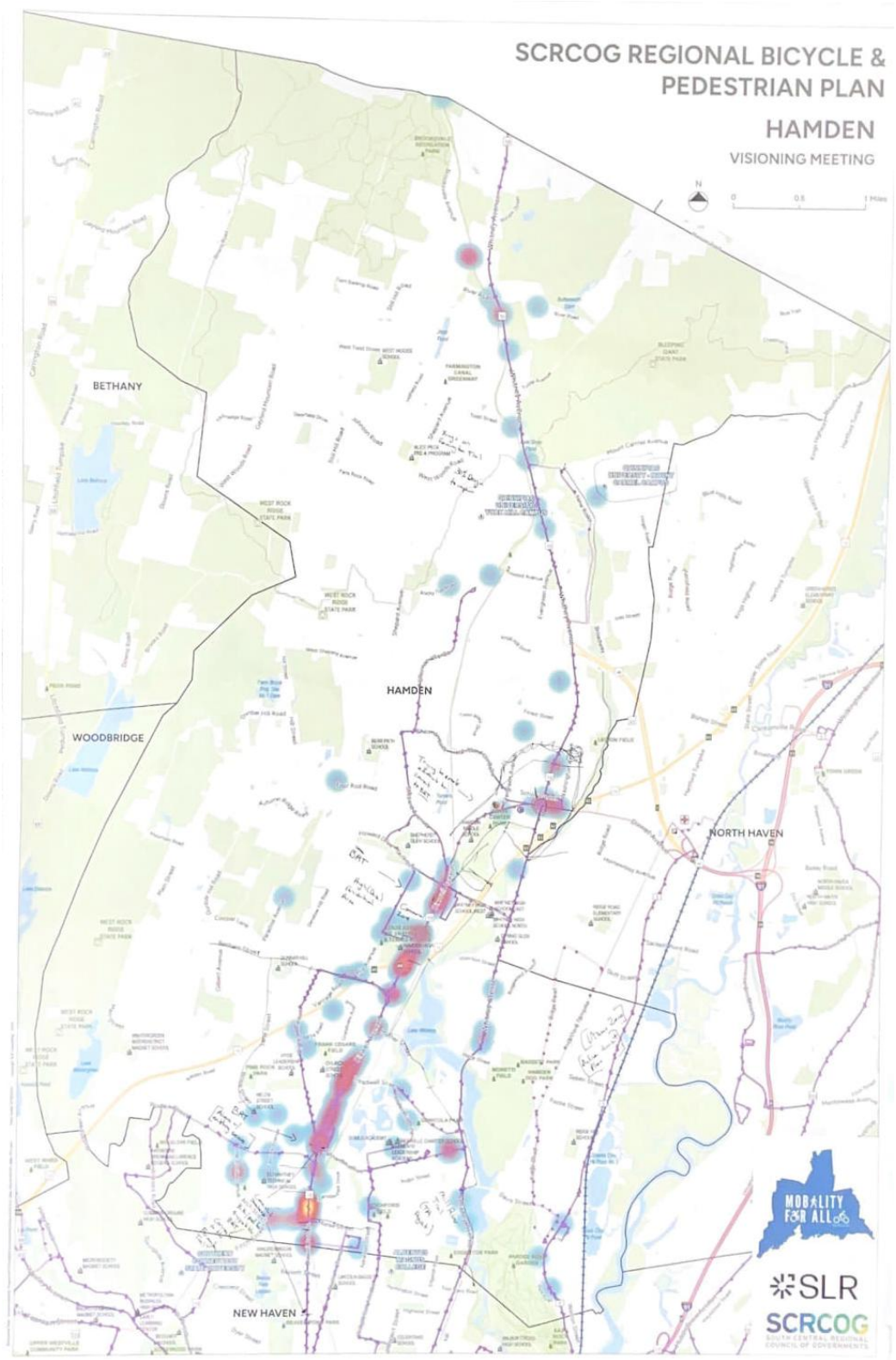


Figure 3: Madison Map with Comments

Figure 4: Guilford Map with Comments

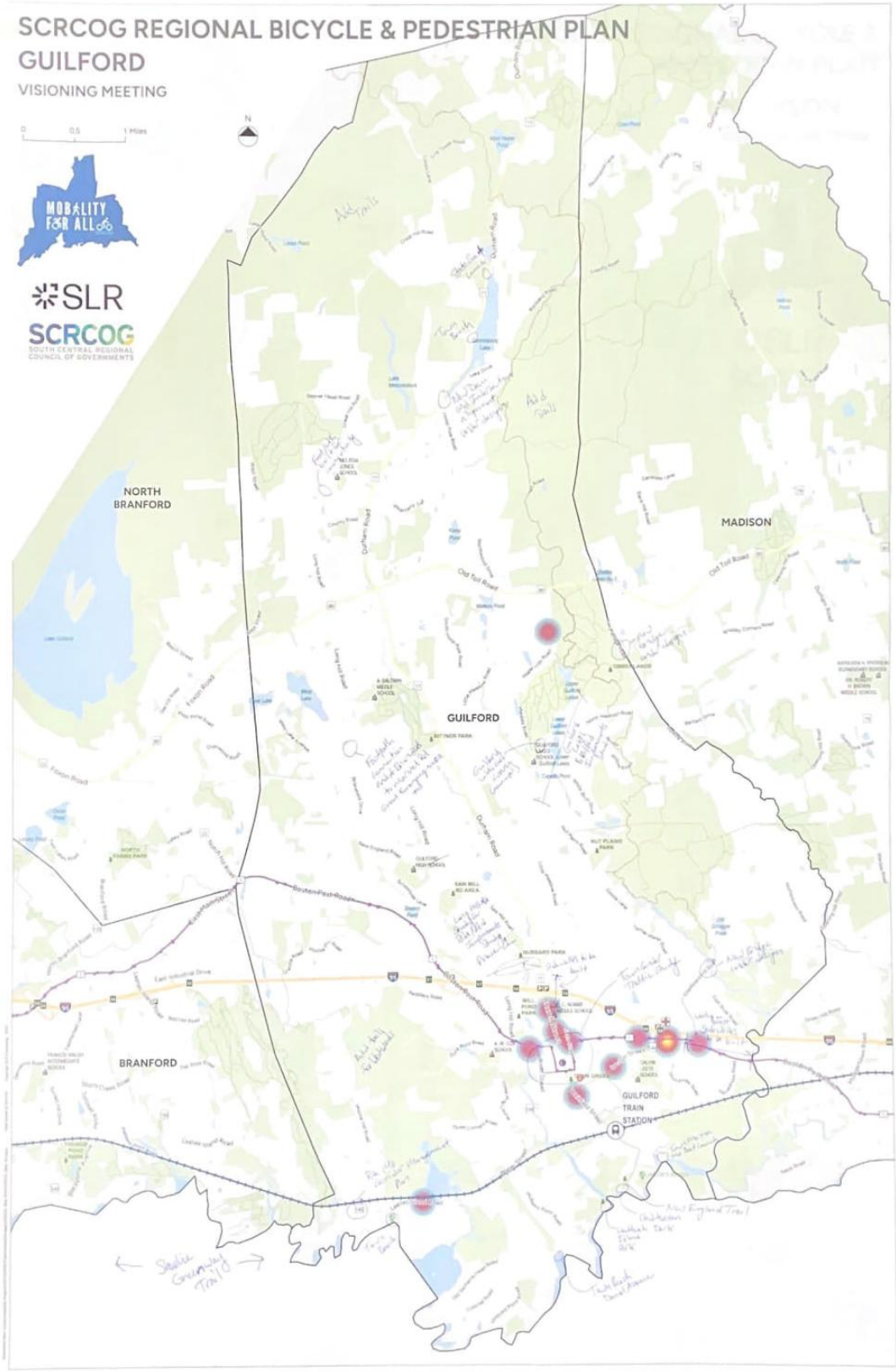


Figure 5: North Branford Map with Comments

Figure 6: Branford Map with Comments

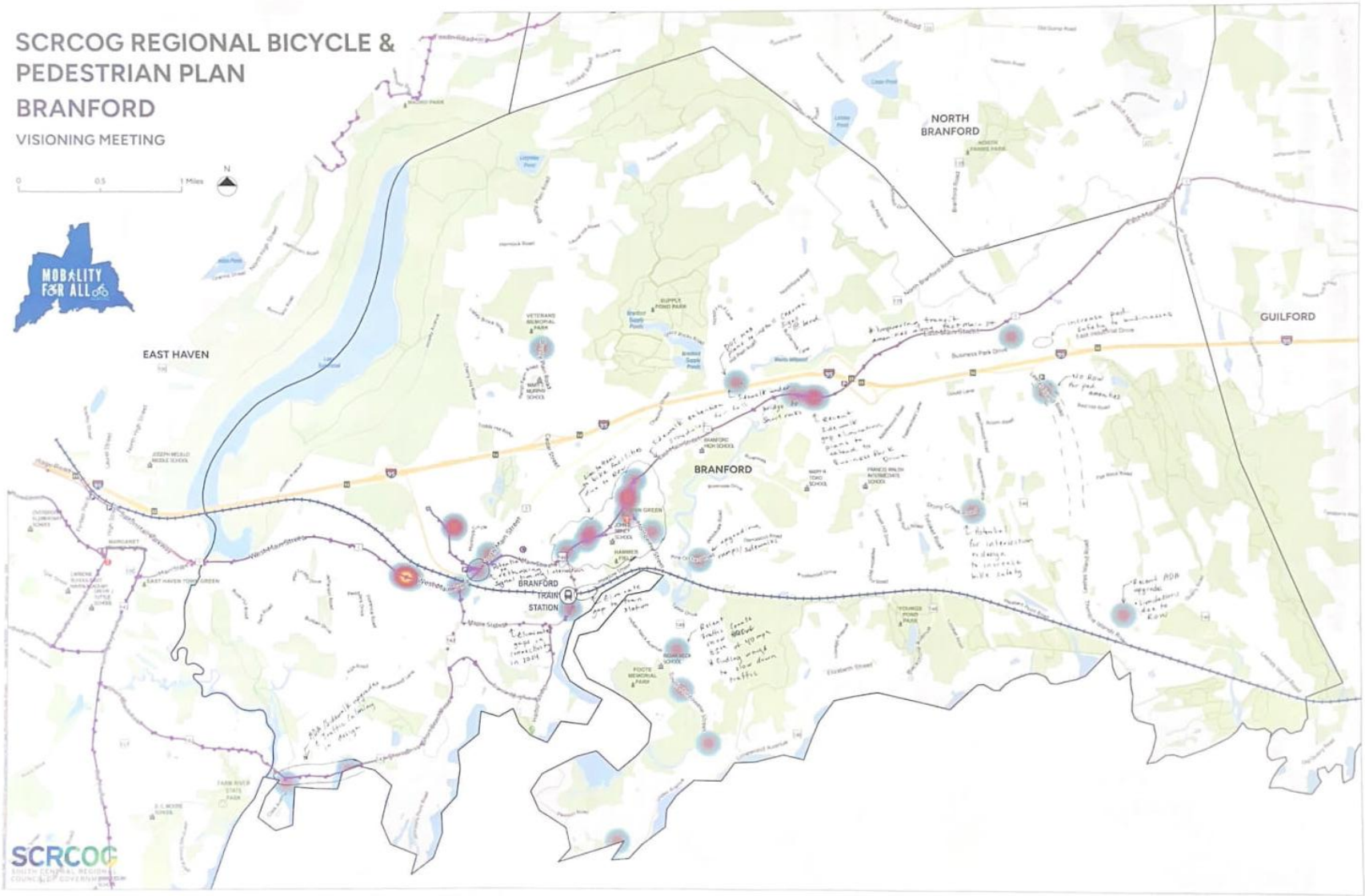


Figure 7: New Haven map with Comments

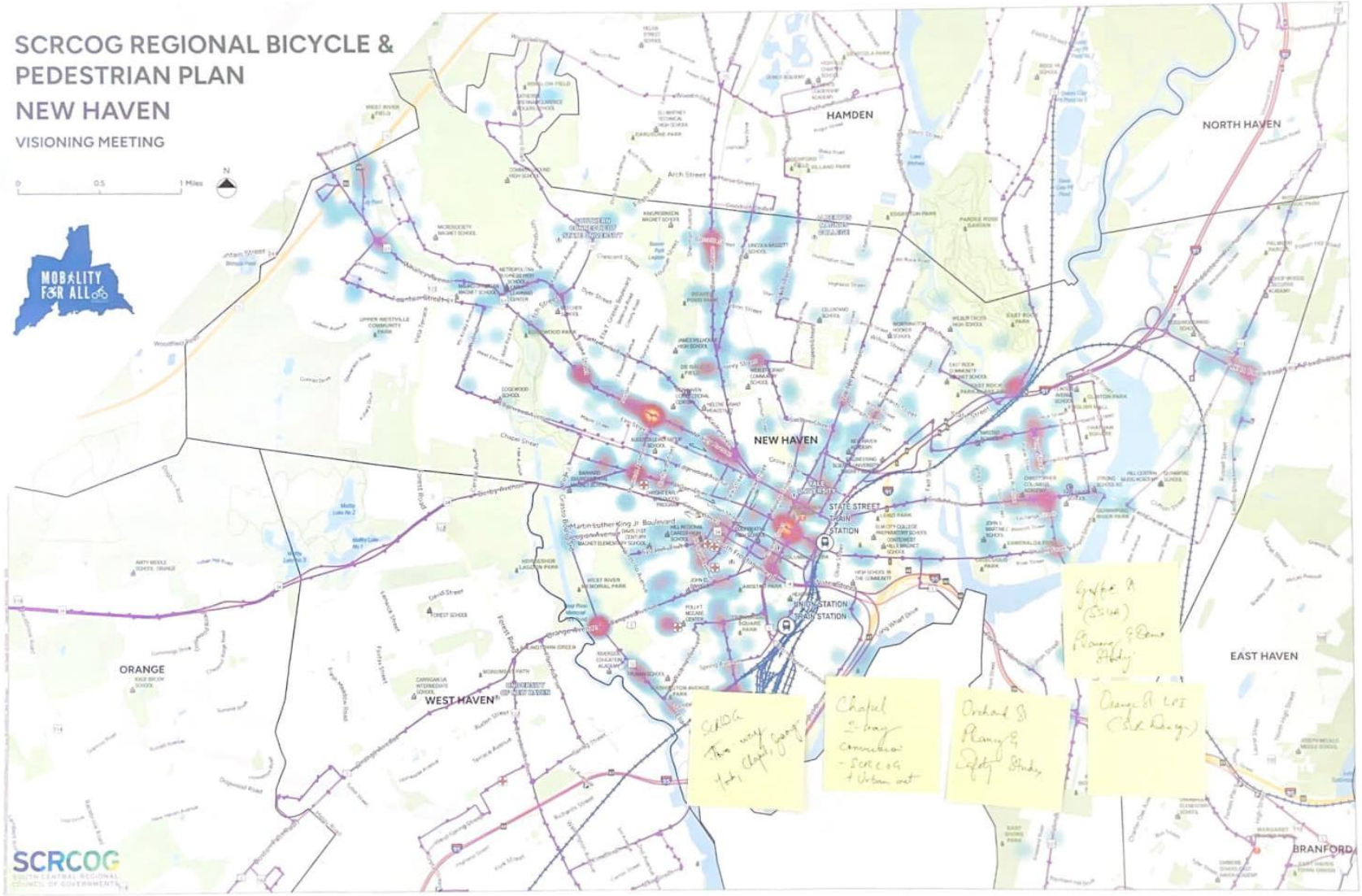


Figure 8: West Haven Map with Comments

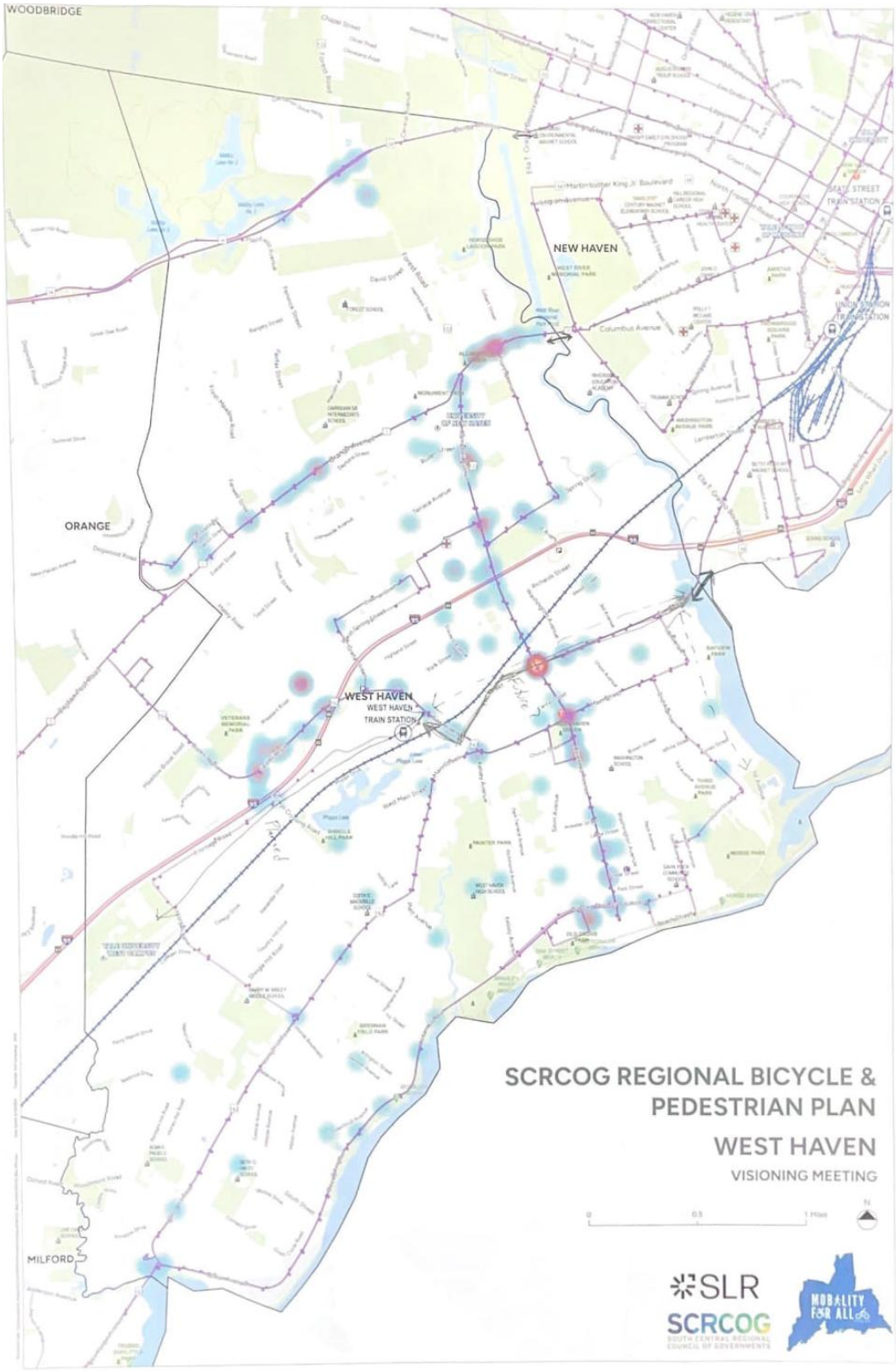


Figure 9: North Haven Map with Comments

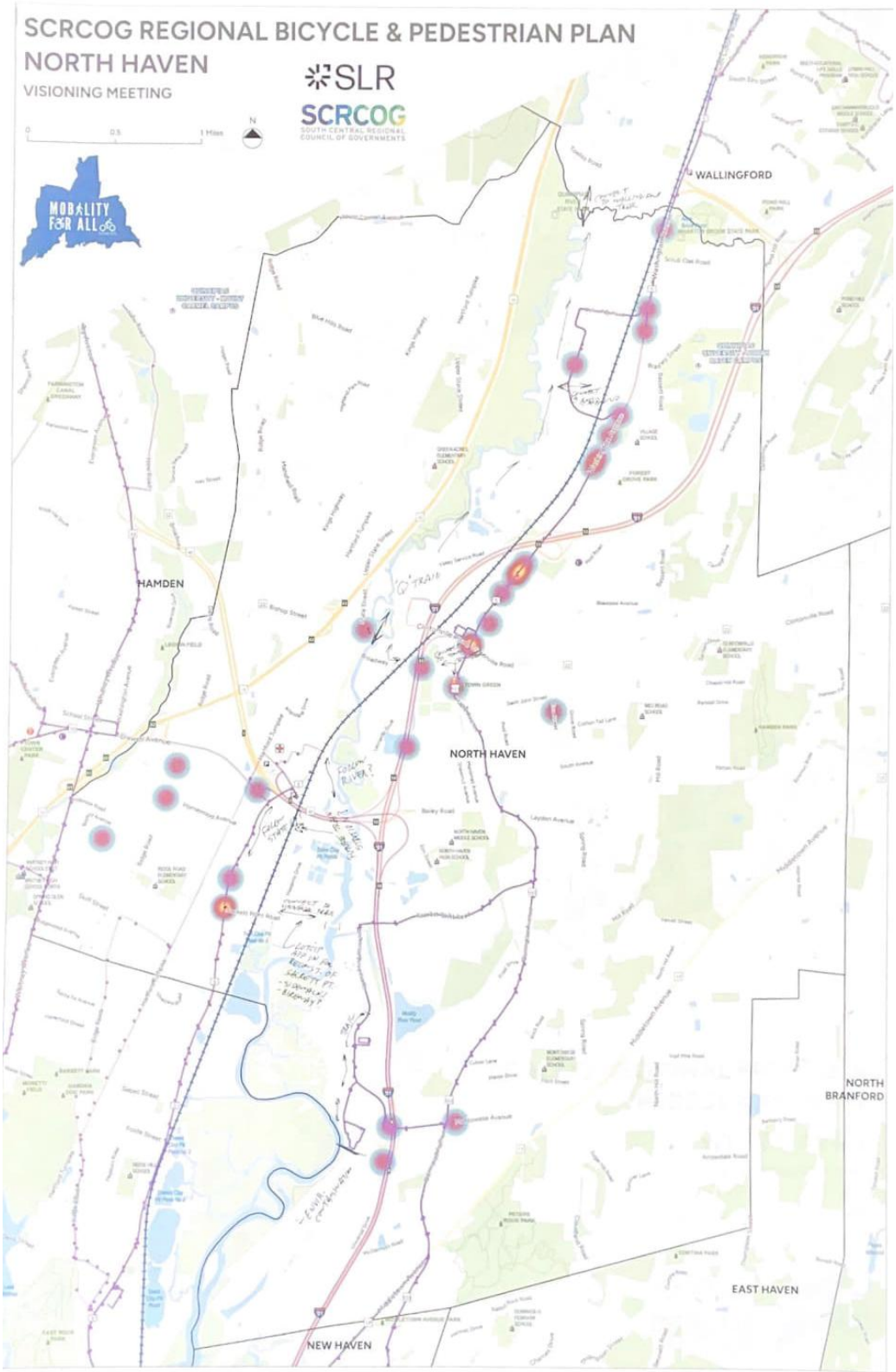


Figure 10: East Haven Map with Comments

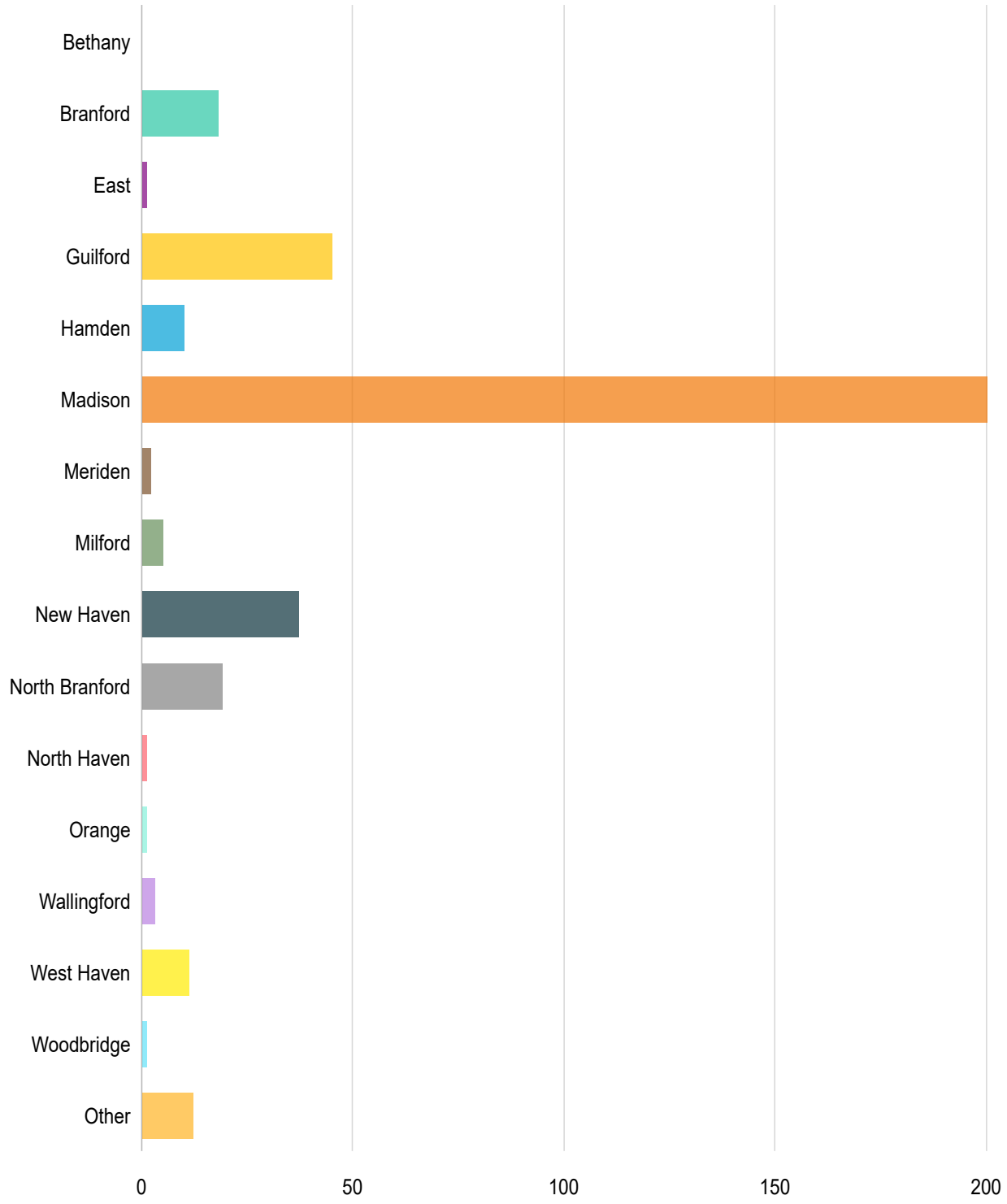
Figure 11: Woodbridge Map with Comments

APPENDIX B

Survey Results

Mobility for All! Survey

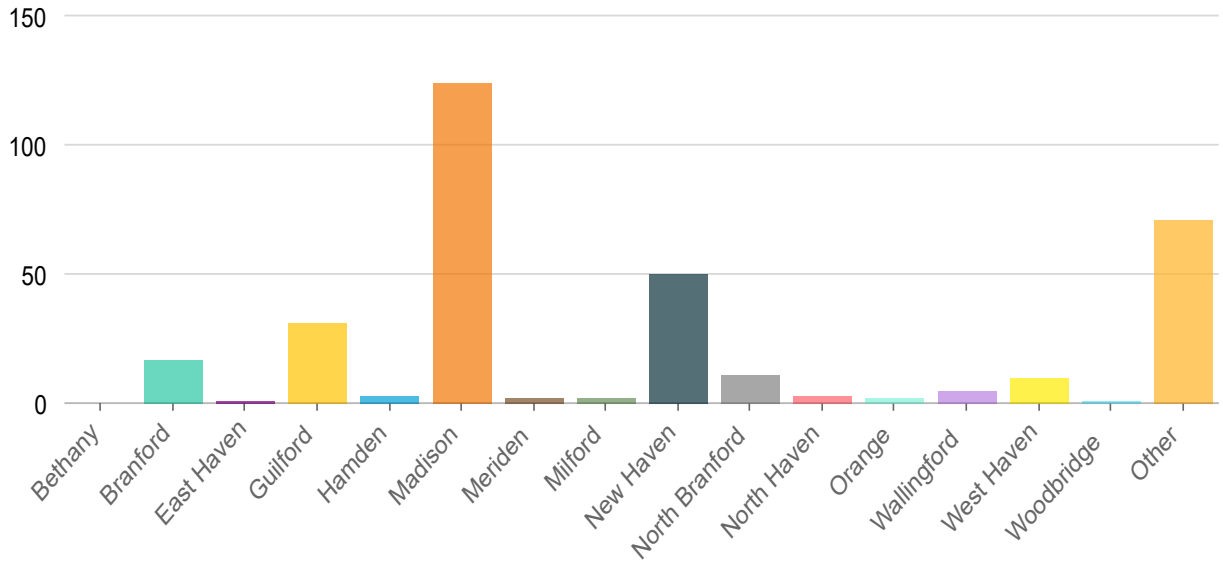
What municipality do you live in?



Answers	Count	Percentage
Bethany	0	0%
Branford	18	4.88%
East Haven	1	0.27%
Guilford	45	12.2%
Hamden	10	2.71%
Madison	200	54.2%
Meriden	2	0.54%
Milford	5	1.36%
New Haven	37	10.03%
North Branford	19	5.15%
North Haven	1	0.27%
Orange	1	0.27%
Wallingford	3	0.81%
West Haven	11	2.98%
Woodbridge	1	0.27%
Other	12	3.25%

Answered: 366 Skipped: 3

What municipality do you work or go to school in?

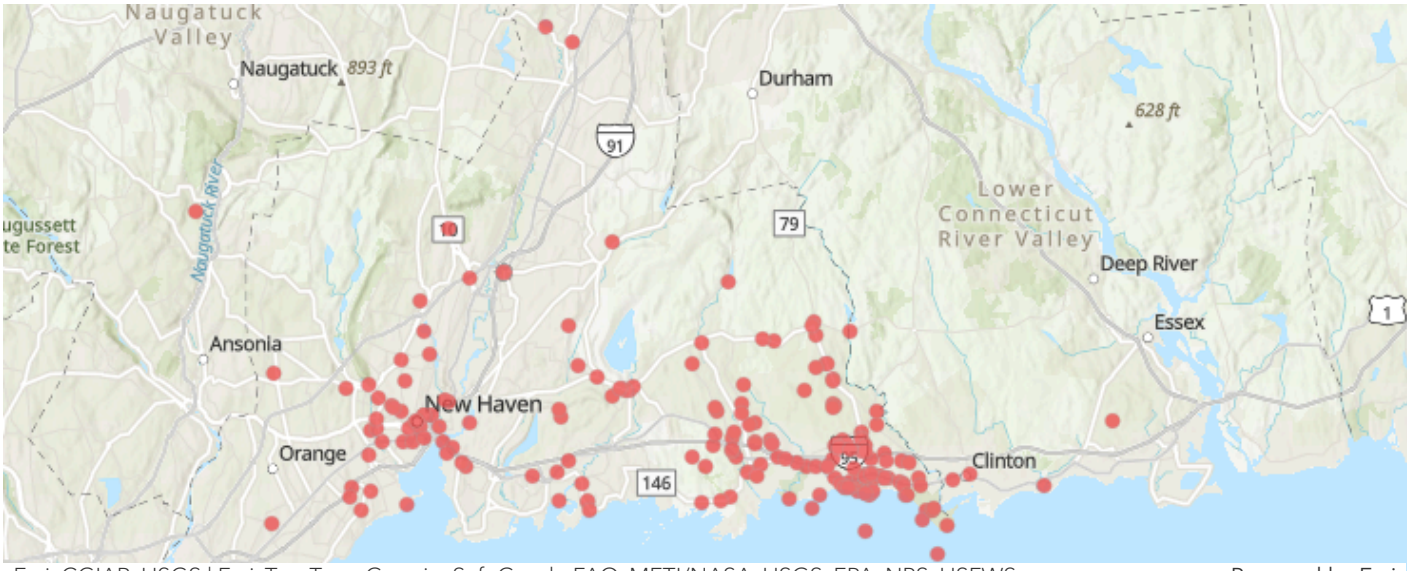


Answers	Count	Percentage
Bethany	0	0%
Branford	17	4.61%
East Haven	1	0.27%
Guilford	31	8.4%
Hamden	3	0.81%
Madison	124	33.6%
Meriden	2	0.54%
Milford	2	0.54%
New Haven	50	13.55%
North Branford	11	2.98%
North Haven	3	0.81%
Orange	2	0.54%
Wallingford	5	1.36%
West Haven	10	2.71%
Woodbridge	1	0.27%

Other	71	19.24%

Answered: 333 Skipped: 36

Are there parts of the region you'd like to bike or walk to, but feel unsafe doing so?



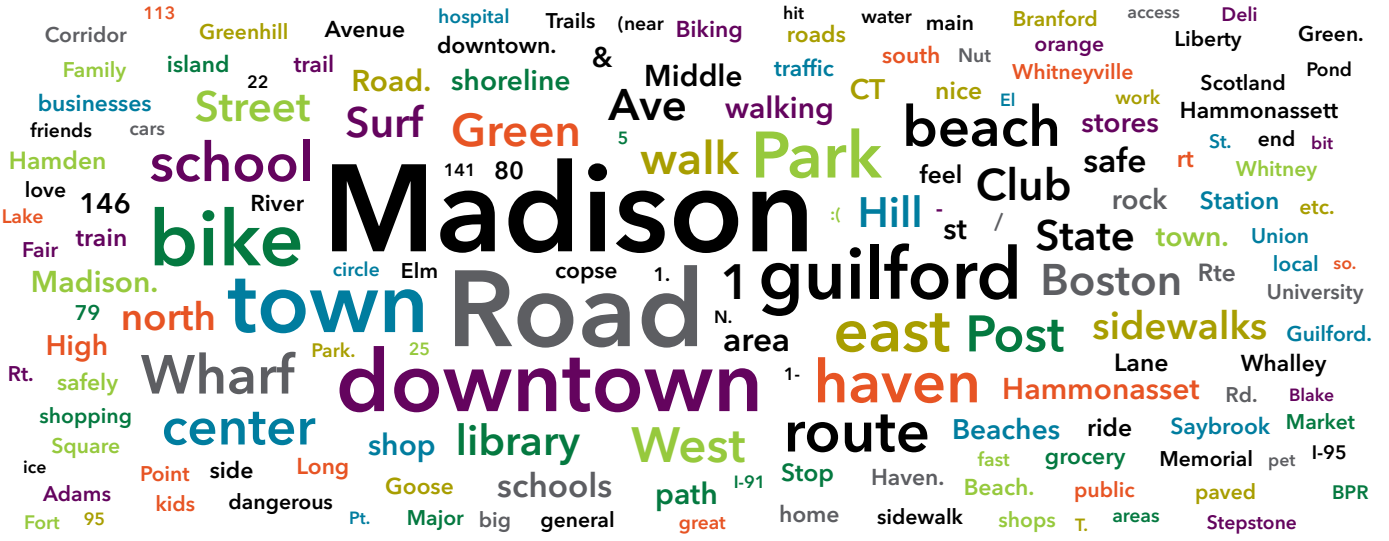
Answers	Count	Percentage
Yes	281	76.15%
No	79	21.41%

Answered: 360 Skipped: 9

Please explain why you feel unsafe walking or biking at the area identified on the map.

Answered: 272 Skipped: 97

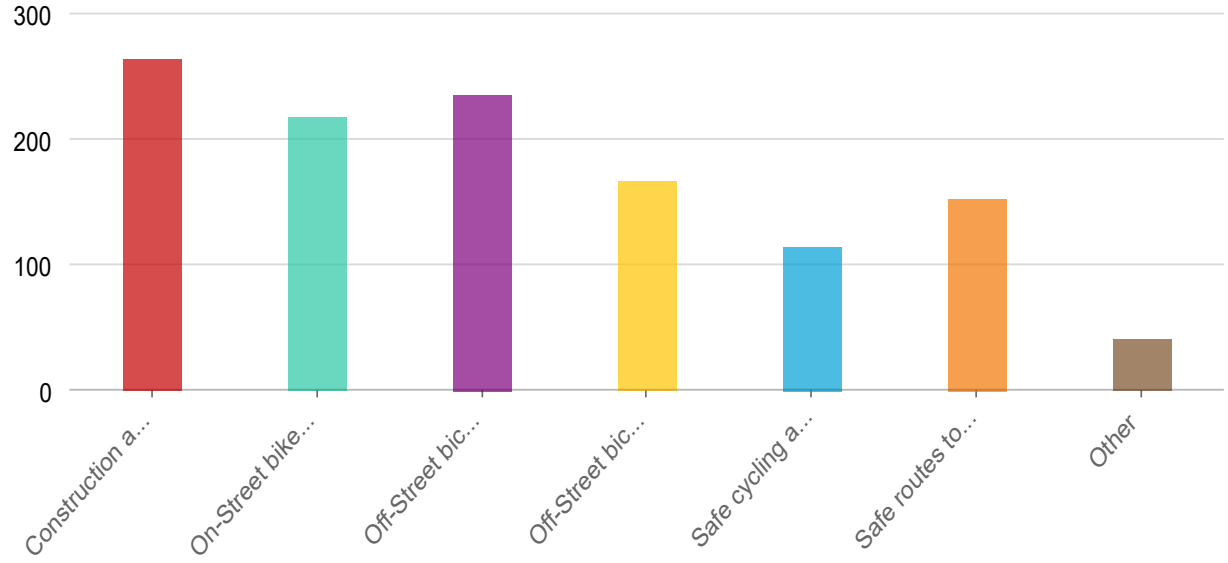
Please list the destinations you would like to walk or bike to but don't feel safe doing so.



Answered: 249 Skipped: 120

...

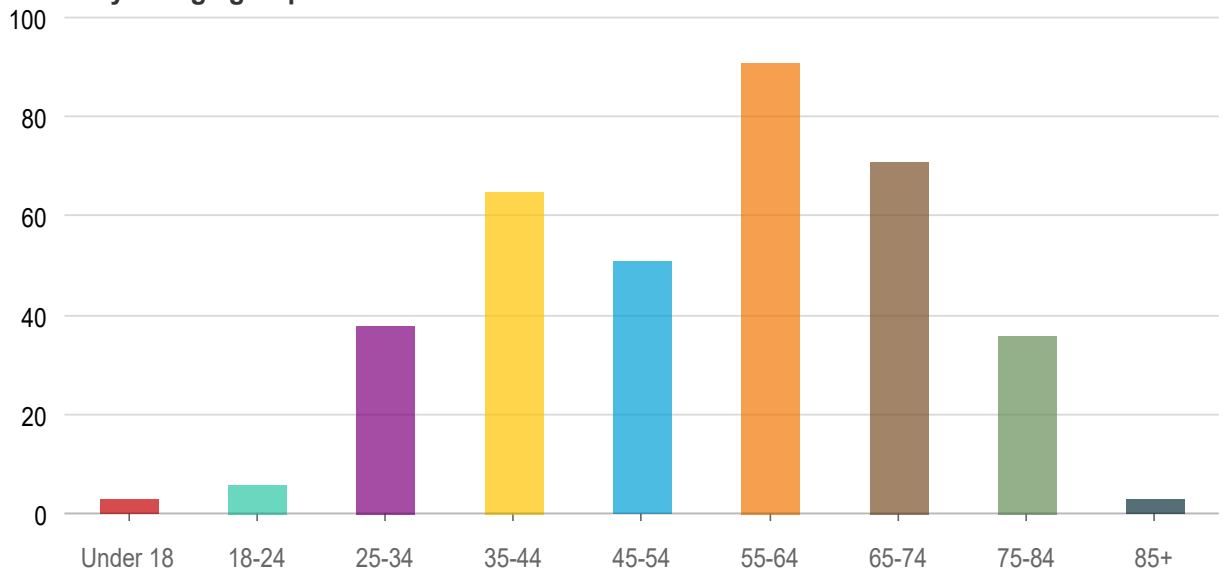
What types of bicycle and pedestrian network improvements would you like to see in your community/region?



Answers	Count	Percentage
Construction and/or continuation of sidewalks	264	71.54%
On-Street bike lanes that connect to important destinations in my town	218	59.08%
Off-Street bicycle and pedestrian trails that connect to important destinations in my town	236	63.96%
Off-Street bicycle and pedestrian trails that connect to regional destinations	167	45.26%
Safe cycling and walking skills taught in schools	115	31.17%
Safe routes to schools	153	41.46%
Other	41	11.11%

Answered: 361 Skipped: 8

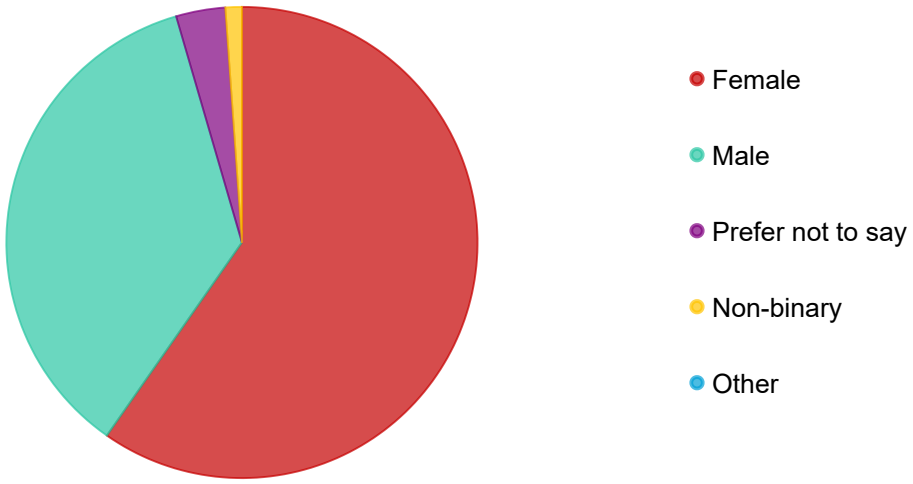
What is your age group?



Answers	Count	Percentage
Under 18	3	0.81%
18-24	6	1.63%
25-34	38	10.3%
35-44	65	17.62%
45-54	51	13.82%
55-64	91	24.66%
65-74	71	19.24%
75-84	36	9.76%
85+	3	0.81%

Answered: 364 Skipped: 5

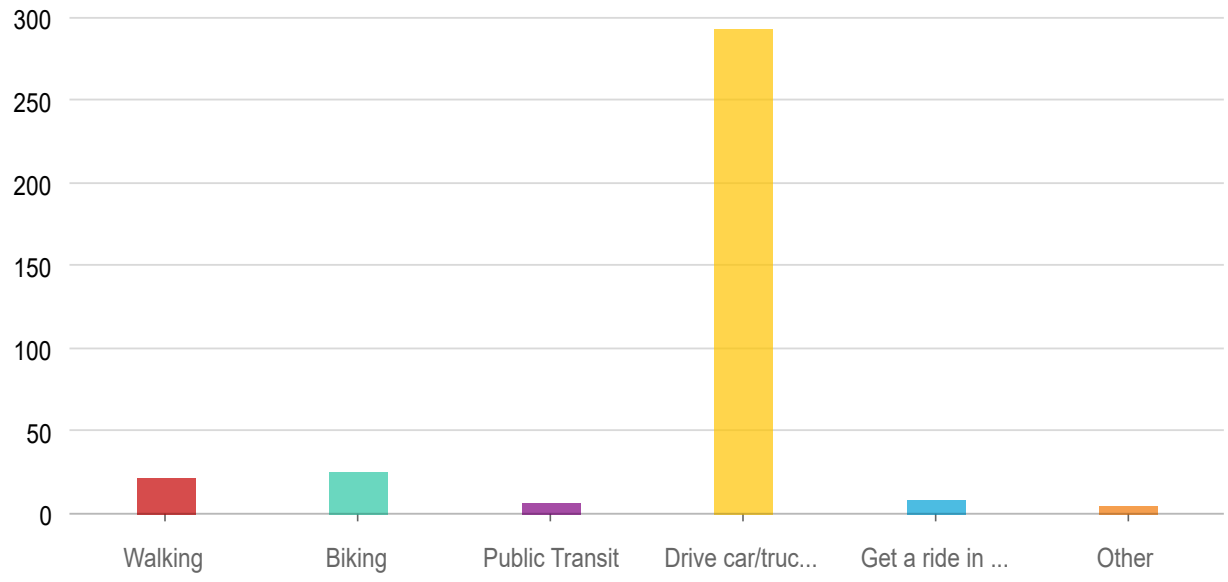
What is your gender?



Answers	Count	Percentage
Female	212	57.45%
Male	127	34.42%
Prefer not to say	12	3.25%
Non-binary	4	1.08%
Other	0	0%

Answered: 355 Skipped: 14

What is your primary mode of transportation?



Answers	Count	Percentage
Walking	22	5.96%
Biking	26	7.05%
Public Transit	7	1.9%
Drive car/truck	294	79.67%
Get a ride in a car/truck	9	2.44%
Other	5	1.36%

Answered: 363 Skipped: 6

APPENDIX C

Stakeholder Interview Notes

Stakeholder Interviews

Stakeholder interviews were conducted in August and September of 2024 with individuals in the region who are knowledgeable about local efforts in advocacy and bicycle and pedestrian planning, legislation, and education. Highlights of each interview follow.

Bruce Donald – East Coast Greenway, Connecticut Greenways Council, and Bike/Walk CT

To most quickly achieve bicycle and pedestrian connectivity in the SCRCOG Region, Mr. Donald felt that this project should either develop a list of project recommendations for the region, or one top project per town – that SCRCOG can take to CTDOT and ask for Transportation Alternatives funding. Another focus could be on a study of greater New Haven's trail systems and their connectivity to the ring towns and the Shoreline Greenway. A scale of prioritization that categorizes projects into large connective capital projects and safety projects (including ADA) should be created.

An important initiative relative to this project is the mapping of sidewalks by UConn's T2 Center. The project will easily show gaps in sidewalk connections and sidewalks that suddenly end. Also, CTDOT's alternative transportation study, conducted every 5 years, will be happening again in 2026.

Mr. Donald also noted that there is grassroots activity supporting bicycle and pedestrian infrastructure, education, and safety through the New Haven Coalition for Active Transportation (NCAT), Friends of the Farmington Canal Heritage Trail, Farmington Canal Rails to Trails Association, and Shoreline Greenway. A Connecticut Outdoor Recreation/Alternative Transportation Caucus is being built.

Blythe Swift, Virginia Raff - Madison Bicycle and Pedestrian Advisory Committee (BPAC)

BPAC members Ms. Swift and Ms. Raff mentioned several bike and pedestrian projects, in various phases of development that are improving the safety and connectivity of non-motorized transportation in Madison. These include RRFB's along Boston Post Road, a pedestrian improvement project on Woodland Road, Durham Road, and Bradley Road, proposed sidewalks on Green Hill Road and Copse Road, and the Scotland Avenue Shoreline Greenway Trail. They also advocate for an increased level of service from Shoreline East.

BPAC uses various forms to spread its message including social media, public school backpack newsletters, and a database of subscribers. BPAC wants to improve safety, connectivity and comfortability of walking, bicycling, wheeling, and transit to reduce the number of crashes. They also want to promote active transportation while creating choice by providing a balanced transportation system that offers a variety of practical and pleasant transportation options – especially micromobility and other first/last mile options that allow residents to make walking, bicycling, wheeling, and transit part of their everyday lives.

Dan Buckley - Shoreline Greenway Trail

Mr. Buckley shared the top priorities for the Shoreline Greenway Trail, which include the East Haven connection to New Haven, working with the town of Guilford to be proactive about trails, and the Farm River to Shoreline Greenway connection. In addition, there is a need to increase the Regional Interconnectivity Project, which extends from Madison to New Haven to make it easier for people to get through the region safely on foot or by bike. The Pathways Program aids the towns in adding trail wayfinding signage. Other recommendations for the region include resolving the intersection of Route 146 and Route 1 in Guilford and improving the connection

between Branford and East Haven along Route 142 in Branford. Mr. Buckley also mentioned that Guilford and Branford should follow the recommendations in the Route 146 Corridor Management Plan when it's completed. Bill number PA 23-207, passed in 2023 offers municipalities the ability to enact legislation to offer tax incentives for residents along Greenways to share property. The Shoreline Greenway Trail partners with each municipal BPAC and is reviewing each town's POCD. Their goal is to encourage and empower each municipality to include sidewalks in their zoning.

Doug Hausladen – New Haven Coalition for Active Transportation

Mr. Hausladen mentioned the Bus Rapid Transit (BRT) initiative in New Haven/Hamden/West Haven, Ride New Haven bikeshare launch, New Haven Public Schools' (NHPS) launch of a 2nd grade bike education curriculum in Physical Education (PE) classes – which will teach 10 schools of 2nd graders in 2024, and a NHPS High School Physics Curriculum proposed to use cycling as part of a STEM curriculum among the new or planned bicycle, pedestrian, and transit initiatives in Greater New Haven.

He also emphasized that sidewalks should be prioritized, to most quickly achieve bicycle and pedestrian connectivity in the SCRCOG Region, noting that we don't need to waste our time and effort on bike lanes when there are no sidewalks.

Amy Watkins and Anna Stern – Watch for Me CT

Ms. Watkins and Ms. Stern suggested adding *race* and *religion* to the proposed project Vision Statement and the 4th project goal. They noted that the Statewide Vision Zero Council is an avenue for legislative change, and the importance of using all available tools to illustrate the need for snow clearing at bus stops. They suggested providing before/after examples showing installed sidewalk, and mentioned that increased walkability leads to increased home values, health outcomes, etc.

Ms. Watkins and Ms. Stern noted that the most important change we could make to improve bicyclist and pedestrian safety is reducing vehicle speed – and suggested that this be accomplished through design and infrastructure, as well as enforcement, rather than through changing the speed limit. They recommend showing Before/After data when traffic calming measures are applied in SCRCOG communities.

APPENDIX D

Trunk-or-Treat Results

SLR International Corporation
195 Church Street, 7th Floor, New Haven, Connecticut, 06510

November 4, 2024

Attention: Jim Rode
South Central Regional Council of Governments
4th Floor West, 127 Washington Ave,
North Haven, CT 06473

SLR Project No.: 141.20828.00002

Client Reference No.: 127330

RE: SCRCOG Regional Active Transportation Plan – Mobility for All Trunk-or-Treat Community Engagement Results Summary

Overview

This memorandum provides a summary of the community engagement activities that SLR and VN Engineers (the Project Team) facilitated at recent "Trunk-or-Treat" community events in October 2024 as part of the SCRCOG Regional Active Transportation Plan, "Mobility for All" (the project). According to the Climate and Economic Justice Screening Tool, SCRCOG member communities Meriden, West Haven, and New Haven have census tracts that are considered disadvantaged. To ensure that these disadvantaged communities were engaged in the Mobility for All planning process, the Project Team attended three Trunk-or-Treat events, one in Meriden, one in West Haven, and one in New Haven. The purpose of attending these events was to inform the public of the project and collect input about their priorities for improving the active transportation system. At the Trunk-or-Treat events the Project Team handed out a flyer with information about the Mobility for All Project (**Figure 1**), a bookmark from Watch for Me CT (**Figure 2**), and (of course) candy. The Project Team also had a polling activity for attendees to identify their preferred active transportation improvement, as shown in **Figure 3**. Participants were given one token that they could use to vote for one of six active transportation improvements including sidewalks, bike lanes, bus and train connections, safer crosswalks, traffic calming measures, or off-road trails. In total, the Project Team engaged an estimated 1,383 individuals in the polling activity. The following sections provide a summary of the results from the individual Trunk-or-Treat events.

Figure 1. Trunk-or-Treat Flyer

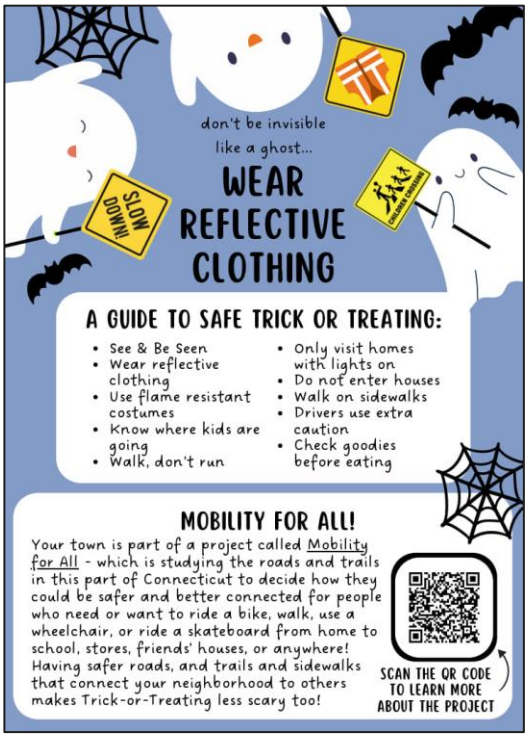
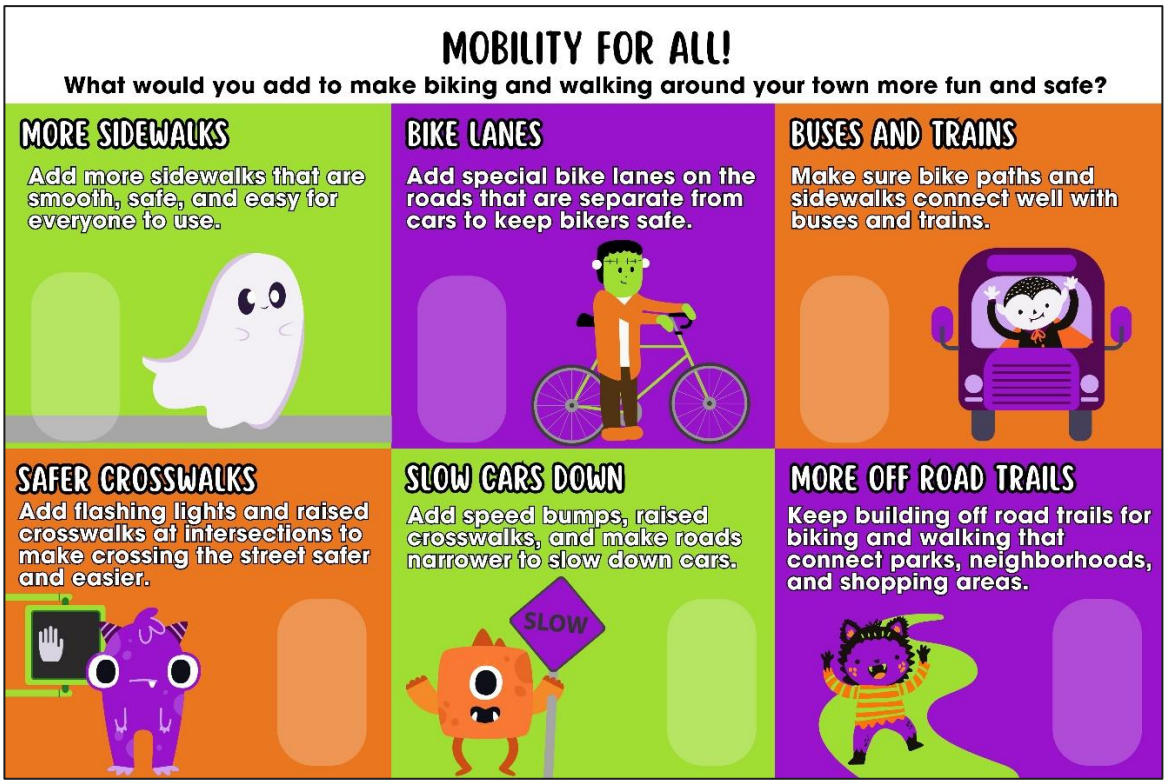


Figure 2. Watch for Me CT Bookmark

Figure 3. Polling Activity



Meriden

The Meriden Trunk-or-Treat was held on the Meriden Green on Saturday, October 26, 2024 from 11 a.m. to 3 p.m. The event was hosted by the City of Meriden Parks and Recreation Department and the Meriden Police Department. The event organizers estimated a total of 1,873 people in attendance, including around 800 children. The Project Team was represented at the event by Chanel Lobdell (SLR) and Bridget Moriarty (VN Engineers). The Project Team was able to engage an estimated 768 attendees with the polling activity. The polling results show that participants prioritize adding bike lanes (19.8 percent) and creating safer crosswalks (19.7 percent) in their communities. Participants also wanted to see more sidewalks (18.2 percent) and traffic calming measures (18.2 percent). Several people commented on the lack of sidewalks in their neighborhoods and that they (or their children) have to walk to school on the road as a result. Another participant stated that they voted for bike lanes due to having a friend who was involved in a crash while riding their bikes in Meriden.

Table 1. Polling Activity Results for Meriden

Category	Count	Percentage
More Sidewalks	140	18.2%
Bike Lanes	152	19.8%
Buses and Trains	101	13.2%
Safer Crosswalks	151	19.7%
Slow Cars Down	140	18.2%
Off Road Trails	84	10.9%
Total	**768**	**100.0%**

Meriden Trunk or Treat Photos

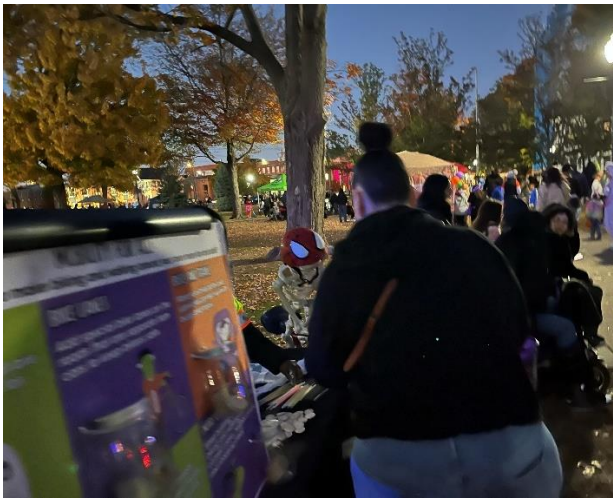
West Haven

The West Haven Trunk or Treat was held on the West Haven Green on Saturday, October 26, 2024 from 5:00 p.m. to 6:30 p.m. as part of the Halloween on the Green event. The event was hosted by the City of West Haven in partnership with West Haven United and ArtsWest CT. The Project Team was represented by Bridget Moriarity (VN Engineers) and Hailey Brim (SLR). The Project Team was able to engage an estimated 116 attendees with the polling activity. The results from the polling activity show that participants would like to see better sidewalk and bus lane connections to buses and trains (20.7 percent). Other highly-ranked active transportation improvements included adding more sidewalks (19.8 percent) and safer crosswalks (17.2 percent).

Table 2. Polling Activity Results for West Haven

Category	Count	Percentage
More Sidewalks	23	19.8%
Bike Lanes	19	16.4%
Buses and Trains	24	20.7%
Safer Crosswalks	20	17.2%
Slow Cars Down	17	14.7%
Off Road Trails	13	11.2%
Total	**116**	**100.0%**

West Haven Trunk or Treat Photos



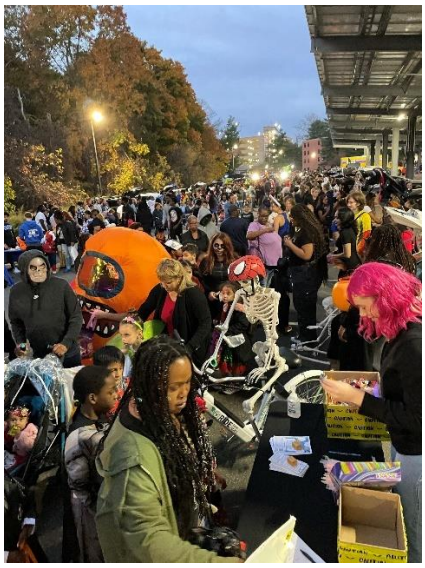
New Haven

The New Haven Trunk-or-Treat event was held at the Parking Lot in front of Brownell Hall at Southern Connecticut State University (SCSU) on October 31, 2024 from 5:30 p.m. to 8:30 p.m. The event was hosted by New Haven Youth and Recreation. The Project Team was represented by Chanel Lobdell (SLR) and Natalie Oloughlin (VN Engineers). The Project Team was able to engage an estimated 499 attendees with the polling activity. The polling results show that participants were most interested in adding sidewalks in their community (26.3 percent) followed by bike lanes (19.2 percent). Many participants voiced concern around lack of sidewalks in their neighborhoods as well as the poor conditions of the existing sidewalks. One participant mentioned the difficultly of taking a stroller down the sidewalks in their community. While bike lanes were the second highest voted active transportation improvement, a few participants mentioned the need for bike lanes to be well designed and connected, stating that some of the existing bike lanes in the city have increased traffic and safety concerns.

Table 3. Polling Activity Results for New Haven

Category	Count	Percentage
More Sidewalks	131	26.3%
Bike Lanes	96	19.2%
Buses and Trains	79	15.8%
Safer Crosswalks	79	15.8%
Slow Cars Down	64	12.8%
Off Road Trails	50	10.0%
Total	**499**	**100.0%**

New Haven Trunk or Treat Photos




Conclusion

The Trunk or Treat events revealed that residents in Meriden, West Haven, and New Haven support active transportation improvements in their communities, though their priorities differ. In Meriden, participants were most interested in having more bike lanes and safer crosswalks. West Haven participants prioritized active transportation connections to buses and trains. In New Haven, participants prioritized the development of more sidewalks. These results highlight the varying needs of the SCRCOG communities and reveals which improvements may be supported in the different communities.

APPENDIX E

High Injury Network Details

Rank	Type	Primary Town	Route Number	Road Name	Start Milepost	From	End Milepost	To	Type Code	Facility Type	Injury Crashes	EPDO Score
1	Corridor	New Haven	CT-10	Ella T. Grasso Blvd.	0.84	Frank St	1.29	Columbus Ave	SR	Urban non-freeway undivided 4 or more lanes	7	2938
2	Corridor	New Haven	N/A	Chapel St	1.68	Orange St	1.77	Church St	TR	Urban arterial 2 lanes	2	2167
3 (1)	Corridor	New Haven	CT-10	Ella T. Grasso Blvd.	0.62	Lamberton St	0.84	Frank St	SR	Urban non-freeway undivided 4 or more lanes	1	1913
3 (2)	Corridor	West Haven	CT-34	Derby Ave	20.7	Elizabeth St	21.16	740 Ft North of Forrest Rd	SR	Urban non-freeway divided 4 or more lanes	2	1913
5	Corridor	New Haven	CT-17	Middletown Ave	0.26	Foxon Blvd	0.41	Barnes Ave	SR	Urban non-freeway undivided 3 lanes	1	1276
6	Corridor	New Haven	N/A	Daggett St	0	Washington Ave	0.18	Congress Ave	TR	Urban local one-way 2 or more lanes	1	1063
7	Corridor	New Haven	CT-63	Whalley Ave	0.9	W Prospect St	1.22	USPS Driveway	SR	Urban non-freeway undivided 4 or more lanes	3	1057
8	Corridor	West Haven	CT-162	Sawmill Rd	8.92	I-95 SB On and Off Ramp	9.21	I-95 NB On and Off Ramp	SR	Urban non-freeway undivided 4 or more lanes	3	1025
9 (1)	Corridor	New Haven	N/A	Grand Ave	0.34	Atwater St	0.64	Filmore St	TR	Urban arterial 2 lanes	3	1017
9 (2)	Corridor	West Haven	CT-162	Sawmill Rd	9.21	I-95 NB On and Off Ramp	9.46	Allings Crossing Rd	SR	Urban non-freeway undivided 4 or more lanes	1	1017
11 (1)	Corridor	New Haven	CT-80	Foxon Blvd	0.15	800 ft East of Rt 17	0.57	Eastern St	SR	Urban non-freeway undivided 4 or more lanes	2	1007
11 (2)	Corridor	New Haven	N/A	Whalley Ave	0	Ella T Gross Blvd (CT-10)	0.32	Carmel St	TR	Urban arterial 3 or more lanes	2	1007
11 (3)	Corridor	West Haven	CT-122	Forrest Rd	1.46	Hugo St	1.94	Winfred St	SR	Urban non-freeway undivided 2 lanes	2	1007
14	Corridor	New Haven	N/A	Farren Ave	0.18	Fulton St	0.42	E Ferry St	TR	Urban arterial 2 lanes	3	977
15	Corridor	Hamden	CT-10	Dixwell Ave	5.54	Putnum Ave	5.87	Lexington St	SR	Urban non-freeway undivided 4 or more lanes	3	975
16 (1)	Corridor	Hamden	CT-10	Dixwell Ave	5.39	3rd St	5.54	Putnum Ave	SR	Urban non-freeway undivided 4 or more lanes	2	967
16 (2)	Corridor	New Haven	N/A	Chapel St	2.95	Winthrop Ave	3.23	CT-10	TR	Urban collector 2 lanes	2	967
16 (3)	Corridor	New Haven	N/A	Dixwell Ave	0.36	Foote St	0.67	Shelton Ave	TR	Urban arterial 2 lanes	2	967
19 (1)	Corridor	New Haven	CT-10	Ella T. Grasso Blvd.	1.29	Orange Ave	1.95	Legion Ave (Rt-34)	SR	Urban non-freeway undivided 4 or more lanes	3	957
19 (2)	Corridor	East Haven	N/A	Main St	0.42	Padre Pl	0.83	Hughes St	TR	Urban arterial 2 lanes	1	957
19 (3)	Corridor	New Haven	CT-17	Middletown Ave	0.69	Ellis St	1.17	Cranston St	SR	Urban non-freeway undivided 2 lanes	2	957

Rank	Type	Primary Town	Route Number	Road Name	Start Milepost	From	End Milepost	To	Type Code	Facility Type	Injury Crashes	EPDO Score
19 (4)	Corridor	Meriden	CT-71	Old Colony Rd	1.5	Gypsy Ln	2.36	Flower St	SR	Urban non-freeway undivided 2 lanes	2	957
23 (1)	Corridor	Milford	N/A	Herbert St	0	Wheelers farms Rd	0.5	Hollis Dr	TR	Urban local 2 lanes	1	957
23 (2)	Corridor	New Haven	US-1	Water St	46.89	Downes St	47.31	Washington Ave	SR	Urban non-freeway undivided 2 lanes	1	957
23 (3)	Corridor	Bethany	N/A	Pole Hill Rd	0.16	Schaffer Rd	1.26	Falls Rd	TR	Rural local 1 or more lanes	1	957
23 (4)	Corridor	Milford	US-1	Boston Post Rd	37.58	West Ave	37.96	Clark St	SR	Urban non-freeway undivided 4 or more lanes	1	957
23 (5)	Corridor	Orange	CT-34	Derby Ave	16.58	Grassy Hill Rd	17.11	Baldwin Rd	SR	Urban non-freeway divided 4 or more lanes	1	957
23 (6)	Corridor	Meriden	CT-15	Berlin Turnpike	66.89	N Broad St (CT-5)	68.02	N Colony Rd	SR	Urban non-freeway divided 4 or more lanes	2	957
23 (7)	Corridor	Wallingford	N/A	S. Turnpike Rd	1.34	Toelles Rd	1.78	Mansion Rd	TR	Urban arterial 2 lanes	1	957
23 (8)	Corridor	Bethany	CT-63	Amity Rd	10.45	Toll Gate Rd	10.83	Little Beacon	SR	Urban non-freeway undivided 2 lanes	1	957
23 (9)	Corridor	North Branford	CT-139	Branford Rd	0.86	School Ground Rd	1.33	Enterprise Dr.	SR	Urban non-freeway undivided 2 lanes	1	957
32 (1)	Intersection	New Haven	CT-63	Whalley Ave	-	Ramsdell St	-	-	IN	Urban Multi-Lane 4-Leg Signalized Intersections	2	193
32 (2)	Intersection	New Haven	CT-10	Ella T. Grasso Blvd.	-	Lamberton St	-	-	IN	Urban Multi-Lane 4-Leg Signalized Intersections	2	193
34 (1)	Intersection	Hamden	CT-10	Dixwell Ave	-	Saint James St.	-	-	IN	Urban Multi-Lane 3-Leg Sign Controlled Intersections	1	191
34 (2)	Intersection	West Haven	US-1	Boston Post Rd	-	Front Ave.	-	-	IN	Urban Multi-Lane 3-Leg Signalized Intersections	1	191
34 (3)	Intersection	Hamden	CT-10	Dixwell Ave	-	Collins St.	-	-	IN	Urban Multi-Lane 3-Leg Sign Controlled Intersections	1	191
37	Corridor	New Haven	US-5	State St	0.04	James St	0.74	Lyman St	SR	Urban non-freeway undivided 2 lanes	4	150
38	Corridor	New Haven	N/A	Chapel St	1.58	State St	1.68	Orange St	TR	Urban arterial 3 or more lanes	2	137
39	Corridor	Hamden	CT-10	Dixwell Ave	5.06	Dunkin Driveway	5.39	3rd St	SR	Urban non-freeway undivided 4 or more lanes	5	128
40	Corridor	Meriden	N/A	Center St	0.65	I-691 On-Ramp	0.73	I-691 Off Ramp	TR	Urban local 2 lanes	1	125

Source: SCRCOG Safety Action Plan 2023, High Injury Network – Top 40 Pedestrian and Bicycle Crash Locations