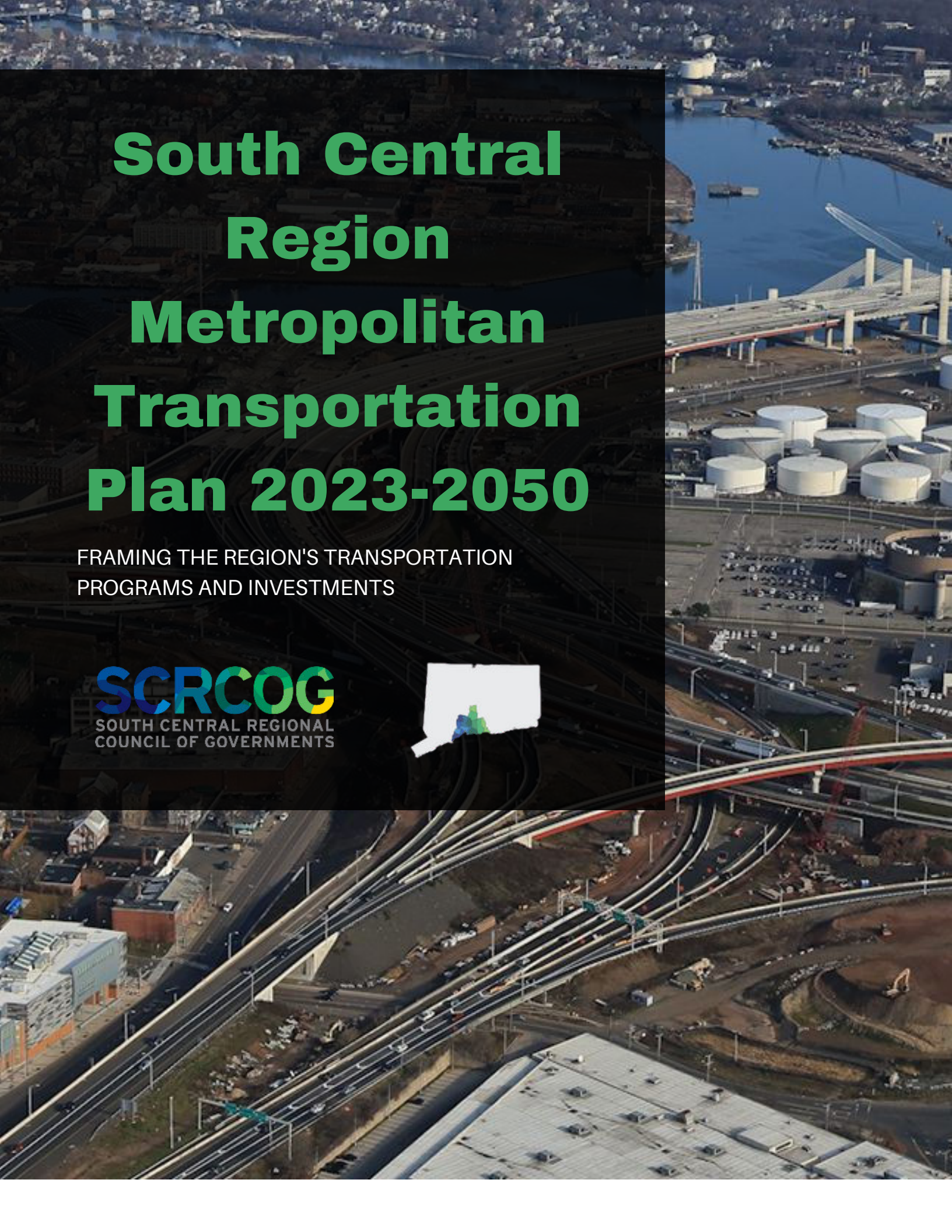


# South Central Region Metropolitan Transportation Plan 2023-2050








FRAMING THE REGION'S TRANSPORTATION  
PROGRAMS AND INVESTMENTS

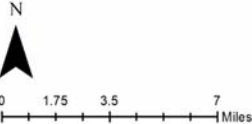
**SCRCOG**  
SOUTH CENTRAL REGIONAL  
COUNCIL OF GOVERNMENTS





### South Central Region Transportation Infrastructure

-  Port of New Haven
-  Airports
-  Train Stations
-  Interstates
-  State Highways
-  Local Roads
-  Railroads



DATA SOURCE:  
ConnDOT Transportation Infrastructure  
SCRCOG Centerline, 2015

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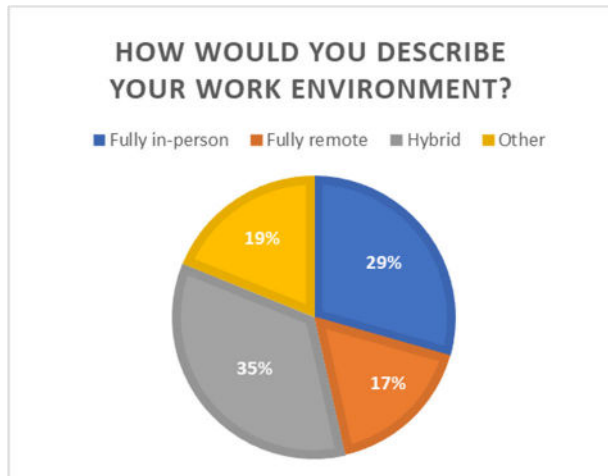
**Final MTP as Updated 11/24/25.**

## Introduction

The South Central Region of Connecticut (the Region) is an economically diverse region of fifteen municipalities with a total population of approximately 570,000. The fifteen municipalities are: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.



In early 2020, the entire nation experienced a period of disruptive change beginning with the onset of the COVID-19 Pandemic. Transportation systems throughout Connecticut were forced to accommodate these changes as the demand for a safe, efficient, and reliable transportation system became essential. Even several years later, there are impacts to the number of transportation users on the roadways due to the increase in flexible work environments. In the public outreach survey completed as part of this MTP update, only 29% of respondents reported that their work environment was fully in-person, as seen in the chart below.



In November 2021. The Bipartisan Infrastructure Law (BIL) took effect and under this new legislation Connecticut expects to receive about \$1.3 billion over the next five years. In the first year, this represents about a 39% increase over 2021 FAST Act formula funding levels.

The South Central Regional Metropolitan Transportation Plan (the Plan) addresses broad goals for the transportation needs of the Region and outlines the ways the Region plans to invest in the transportation system through 2050. Per the federal regulations [23 CFR 450.324(b)], the plan includes both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. Using procedures outline in 23 CFR 450.324(c) SCRCOG may revise the Plan without the need to extend the horizon year (2050).

The Plan provides direction for the Region on major policy issues on all modes of transportation. The Plan reviews, updates and extends the timeline of the previous plan, *Framing the Region's Transportation Programs and Investments*. Completed in 2019, that Plan is available on the South Central Regional Council of Governments (SCRCOG) website.

The Plan supports a performance-based approach to planning and the use of performance measures to document expectations for future performance. Using this approach, SCRCOG will work with its member municipalities, the Connecticut Department of Transportation, federal transportation agencies, and other state agencies, to set priorities which are reinforced and expanded by the Plan.

This plan is fiscally constrained. SCRCOG, in conjunction with its member municipalities, state and federal governments, cooperatively utilizes existing and any additional funding sources to prioritize and accomplish the transportation goals and initiatives outlined within the Plan.

This Plan is prepared by SCRCOG in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Connecticut Department of Transportation (CTDOT). The opinions, findings and conclusions expressed in this report are those of the South Central Regional Council of Governments and do not necessarily reflect the official views or policies of other government organizations.

## **The Region**

The South Central Region is located within New Haven County in Southern Connecticut and is comprised of fifteen municipalities. The City of New Haven is the largest municipality with a population of over 133,000. The South Central Regional Metropolitan Planning Organization exists completely within the boundaries of SCRCOG.

Similar to the rest of Connecticut, the population in the South Central Region is aging. The municipalities with the youngest median population tend to be the urban cities, while the surrounding suburbs trend older. The median age in the region is 45 years old.

## SCRCOG MTP 2023 – 2050

Population by Age (2021)							
	Total Population	Median Age	Under 18 Years	18 to 24 Years	25 to 44 Years	45 to 64 Years	65 Years and Over
Bethany	5,331	42	1,052 (19.7%)	582 (10.9%)	1,240 (23.2%)	1,515 (28.4%)	943 (17.7%)
Branford	28,230	51	4,361 (15.4%)	1,679 (5.9%)	5730 (20.4%)	9,509 (33.7%)	6,951 (24.6%)
East Haven	28,054	43	4,970 (17.7%)	2,570 (9.2%)	6854 (24.5%)	8,173 (29.1%)	5,487 (19.6%)
Guilford	22,113	49	4,700 (21.3%)	1,362 (6.2%)	4010 (18.1%)	6,543 (29.6%)	5,298 (24.9%)
Hamden	61,160	37	11,178 (18.3%)	9,590 (15.7%)	15711 (25.7%)	14,787 (24.1%)	9,894 (16.2%)
Madison	17,742	51	3,387 (19.1%)	1,324 (7.5%)	2663 (15.0%)	6,241 (35.2%)	4,127 (23.3%)
Meriden	60,790	40	12,376 (20.4%)	5,444 (9.0%)	16685 (27.5%)	17,106 (28.1%)	9,179 (15.1%)
Milford	52,308	46	9,145 (17.5%)	3,808 (7.3%)	12584 (24.1%)	16,376 (31.4%)	10,395 (19.9%)
New Haven	133,874	31	29,931 (22.4%)	20,137 (15.0%)	43411 (32.5%)	26,320 (19.7%)	14,075 (10.5%)
North Branford	13,643	48	2,518 (18.5%)	1,267 (9.3%)	2572 (18.8%)	4,488 (32.9%)	2,798 (20.5%)
North Haven	24,217	46	4,707 (19.4%)	1,509 (6.2%)	5538 (22.9%)	6,682 (27.5%)	5,781 (23.9%)
Orange	14,225	45	3,204 (22.5%)	1,167 (8.2%)	2769 (19.5%)	3,838 (27.0%)	3,247 (22.8%)
Wallingford	44,428	44	7,632 (17.2%)	2,922 (6.6%)	12,111 (27.4%)	12,453 (28.0%)	9,310 (21.0%)
West Haven	55,518	36	11,440 (20.6%)	7,435 (13.4%)	15,052 (27.1%)	13,926 (25.1%)	7,665 (13.8%)
Woodbridge	9,073	46	2,272 (25.0%)	280 (3.1%)	1,792 (19.9%)	2,751 (30.3%)	1,978 (21.8%)
<b>Total</b>	<b>570,706</b>	<b>45</b>	<b>112,873 (19.8%)</b>	<b>61,075 (10.7%)</b>	<b>148,722 (26.1%)</b>	<b>150,708 (26.4%)</b>	<b>97,328 (17.1%)</b>

Source: U.S. Census Bureau American Community Survey 5-Year Estimates 2021 (Table S0101)

Residents of the South Central Region are economically diverse, with median household incomes ranging from approximately \$49,000 to \$170,000. The region is racially and ethnically diverse, as well, with 33% of residents being one or more non-white races, and 18.5% of the region identifying themselves as Hispanic of any race. The City of New Haven has the largest non-white population at 60%, while the City of Meriden represents the largest Hispanic and Latino population (35%).

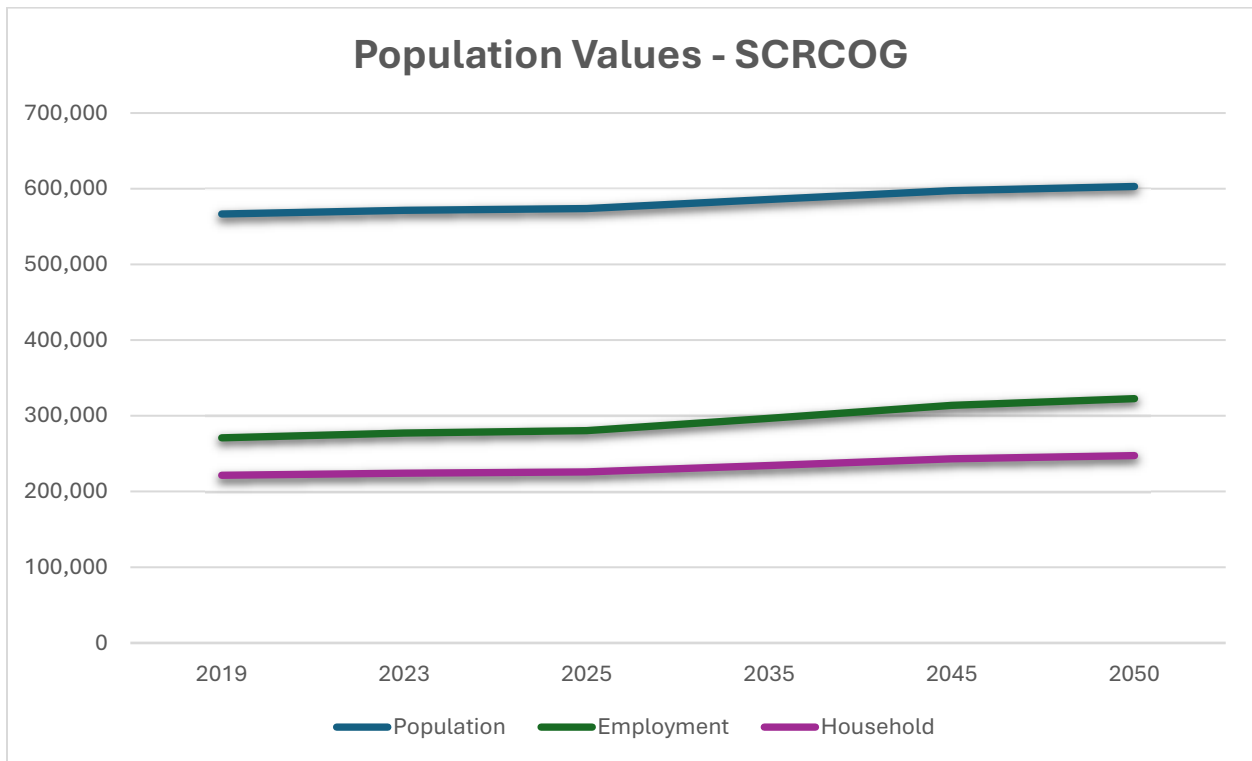
Population by Race/Ethnicity (2021)									
	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino (of Any Race)
Bethany	5,331	4,862 (91.2%)	76 (1.4%)	0 (0.0%)	282 (5.3%)	0 (0.0%)	0 (0.0%)	111 (2.1%)	109 (2.0%)
Branford	28,230	24,814 (87.9%)	818 (2.9%)	19 (0.1%)	998 (3.5%)	0 (0.0%)	679 (2.4%)	902 (3.2%)	1,695 (6.0%)
East Haven	28,054	21,579 (76.9%)	1,731 (6.2%)	0 (0.0%)	970 (3.5%)	12 (0.0%)	2,119 (7.6%)	1,643 (5.9%)	5,134 (18.3%)
Guilford	22,113	19,960 (90.3%)	541 (2.4%)	0 (0.0%)	930 (4.2%)	0 (0.0%)	119 (0.5%)	563 (2.5%)	1,147 (5.2%)
Hamden	61,160	34,137 (55.8%)	17,146 (28.0%)	145 (0.2%)	3,022 (4.9%)	0 (0.0%)	3,022 (4.9%)	3,688 (6.0%)	7,835 (12.8%)
Madison	17,742	16,306 (91.9%)	88 (0.5%)	40 (0.2%)	531 (3.0%)	0 (0.0%)	102 (0.6%)	675 (3.8%)	488 (2.8%)
Meriden	60,790	41,245 (67.8%)	5,783 (9.5%)	303 (0.5%)	1,575 (2.6%)	19 (0.0%)	4,181 (6.9%)	7,684 (12.6%)	21,647 (35.6%)
Milford	52,308	44,430 (84.9%)	1,191 (2.3%)	38 (0.1%)	3,215 (6.1%)	0 (0.0%)	659 (1.3%)	2,775 (5.3%)	4,050 (7.7%)
New Haven	133,874	53,745 (40.1%)	45,322 (33.9%)	334 (0.2%)	6,917 (5.2%)	0 (0.0%)	17,835 (13.3%)	9,721 (7.3%)	40,607 (30.3%)
North Branford	13,643	12,812 (93.9%)	63 (0.5%)	0 (0.0%)	167 (1.2%)	0 (0.0%)	61 (0.4%)	540 (4.0%)	349 (2.6%)
North Haven	24,217	19,957 (82.4%)	1,172 (4.8%)	0 (0.0%)	1,596 (6.6%)	0 (0.0%)	592 (2.4%)	900 (3.70%)	1,566 (6.5%)
Orange	14,225	11,177 (78.6%)	887 (6.2%)	0 (0.0%)	1,683 (11.8%)	0 (0.0%)	154 (1.1%)	324 (2.3%)	429 (3.0%)
Wallingford	44,428	37,558 (84.5%)	551 (1.2%)	0 (0.0%)	2,106 (4.7%)	0 (0.0%)	2,501 (5.6%)	1,712 (3.9%)	5,753 (12.9%)
West Haven	55,518	31,653 (57.0%)	10,819 (19.5%)	219 (0.4%)	2,819 (5.1%)	196 (0.4%)	5,682 (10.2%)	4,130 (7.4%)	14,032 (25.3%)
Woodbridge	9,073	7,516 (82.8%)	213 (2.3%)	0 (0.0%)	674 (7.4%)	0 (0.0%)	164 (1.8%)	506 (5.6%)	662 (7.3%)
<b>Total</b>	<b>570,706</b>	<b>381,751 (66.9%)</b>	<b>86,401 (15.1%)</b>	<b>1,098 (0.2%)</b>	<b>27,485 (4.8%)</b>	<b>227 (0.0%)</b>	<b>37,870 (6.6%)</b>	<b>35,874 (6.3%)</b>	<b>105,503 (18.5%)</b>

Source: U.S. Census Bureau American Community Survey 5-Year Estimates 2021 (Table DP05)

Median Household Income By Municipality (2021)				
<b>Bethany</b>	<b>Branford</b>	<b>East Haven</b>	<b>Guilford</b>	<b>Hamden</b>
\$136,667	\$87,738	\$74,238	\$115,171	\$80,779
<b>Madison</b>	<b>Meriden</b>	<b>Milford</b>	<b>New Haven</b>	<b>North Branford</b>
\$140,990	\$59,792	\$97,785	\$48,973	\$101,463
<b>North Haven</b>	<b>Orange</b>	<b>Wallingford</b>	<b>West Haven</b>	<b>Woodbridge</b>
\$110,009	\$128,171	\$88,573	\$66,868	\$171,652

Source: U.S. Census Data American Community Survey 5-Year Estimates 2021 (Table B19013)

Overall population growth across the region is projected to increase slowly, with a total predicted increase of 6.45% at an annual rate of 0.20%. The absolute change for the South Central Region’s population is projected to be 36,539 individuals, with an average change per year of 1,178. Similarly, the number of employed individuals and households across the region are projected to increase from 2019-2050. The growth in the number of employed individuals is projected to be 19.06%, with an annual rate of increase at 0.56% and an absolute change of 51,649 individuals, which is a noticeably higher rate than the overall population growth. This may suggest that while the South Central Region’s population is growing slowly, the overall population is projected to gain employment by comparison. In terms of household increases, the total increase is projected to be 11.81% with an annual rate of increase of 0.36%. The absolute change is projected to be 26,145 households. This growth, while smaller than the employment rate increase, is higher than that of the population growth rate, and could suggest an increase in the density of individuals sharing households with one another over the next 3 decades.



Sources: Travel Demand and Air Quality Modeling Unit, Office of Program Development & Forecasting, Bureau of Policy and Planning

## Chapter 1: Major Goals of the Plan

### Travel Options

The Region possesses the elements of a functional, multi-modal, and first-class transportation system. Highways, rail, bus, water, and air modes are all operational in the Region. Enhancement and interconnection of these modes to provide additional travel and movement of freight and goods will be necessary to ensure the continued quality of life in the Region. The Plan identifies existing and anticipated needs for additional transportation services, which would improve travel options.

### Transportation Funding

With the Bipartisan Infrastructure Law (BIL), Connecticut expects to receive about a 39% increase over 2021 FAST Act formula funding levels. Now more than ever, the wise use of available funding to bring the most return on investment for the Region is critical. The Region works closely with state and federal agencies to address the transportation needs. The goals of the Plan can only be implemented with the cooperation of our transportation partners.

### Policy Guidance

The adoption of this Plan reaffirms and expands the major policy guidance as outlined in subsequent chapters. All transportation issues must be framed and reviewed within the context of the Plan to ensure meeting of the goals noted. Previous study efforts by SCRCOG have produced effective guidelines for the implementation of transportation strategies and solutions.

### Regional Solutions

Transportation issues and opportunities can best be addressed by regional solutions. SCRCOG, supported by its Transportation

Committee and Transportation Technical Committee, considers, reviews, and prioritizes proposed projects to promote regional benefits. SCRCOG will stress the importance on interagency communication and cooperation through monthly meetings and updates to its member municipalities and state and federal agencies.

### Linking Land Use with Transportation

Local land use regulations and decisions have an inseparable link with the regional transportation system and its needs. Land use decisions can dramatically change the impacts on segments of the Region's transportation system. Consultation and cooperation with the local land use agencies will be required to manage sprawl and increase travel options by working to locate development in those portions of the Region where the transportation infrastructure already exists, or can be enhanced to, support the additional demand.

To connect with the region's land use boards, SCRCOG coordinates the Regional Planning Commission (RPC), which has representation from each of the municipalities in the Region. Responsibilities of the RPC include review of statutory referrals for which advisory comments are prepared and forwarded to applicable municipalities. Statutory Referrals may include amendments to Zoning Regulations, Subdivision Applications, and Municipal Plans of Conservation and Development. Additional items which are reviewed during the RPC meetings are Open Space Grant Applications and Small Cities Community Development Block Grant Applications.

### Aging Infrastructure

Portions of the Region's infrastructure were constructed many years ago. Improvements have been made to the infrastructure but needs for modernization and enhancements

remain. The Region must ensure that its infrastructure is maintained, upgraded, and enhanced as appropriate. The minimum standard must be a state of good repair for all portions of the infrastructure. Local and state governments are responsible for these maintenance activities. The federal government provides substantial funding. Numerous regional needs exist for improvement of infrastructure for all modes of transportation. The Plan identifies these needs.

### **Economic Vitality**

The Region's economic health depends upon the efficiency and extent of the Region's transportation system. SCRCOG is committed to policies and solutions that improve the Region's economic outlook. Investment in the policies and improvements outlined in the Plan will be crucial to the Region during the timeline of the Plan and beyond. The current federal transportation act - The Bipartisan Infrastructure Law (BIL) - defines economic vitality to include promotion of consistency between transportation improvements and local, regional, or state planned growth and economic development. Investment in Transportation will improve the economic vitality of the region and strengthen supply chains by making long overdue infrastructure improvements. Regional coordinated efforts will be critical to maintain continued economic vitality. SCRCOG partners with the South-Central CT Regional Economic Development Corporation (aka REX Development) which serves as the federally designated Economic Development District for the region. REX Development maintains the Comprehensive Economic Strategy (CEDS) and provides oversight on the progress towards the stated goals and objectives of the CEDS.

### **Congestion Management Process**

BIL requires that a congestion management process be a key element of the Plan. Highway congestion is a continuing impediment to the free flow of movement of people and goods throughout the Region due to continued dependency on the automobile and trucks. Increased highway capacity within the fiscal constraints of the Plan can address only some of the Region's congestion locations. Transportation mode shifts and increased utilization and efficiency of existing regional transportation resources will be necessary as part of the process to address congestion issues. SCRCOG must utilize a congestion management process in framing transportation decisions, which may include both transportation demand management (TDM) and transportation supply management (TSM) initiatives. Managing congestion is a key factor in maintaining regional economic vitality and the attractiveness of the Region to residents and businesses while improving overall environmental quality.

### **Preservation of Existing Transportation Resources**

The Region has many options and transportation modes to meet transportation needs. Each of these modes plays an important role in the overall transportation system. The Plan sets goals to maintain all current transportation resources, recognizing the importance of each current mode and service option. The Region can ill afford to lose any service and move backwards. The preservation of the various resources will allow opportunities for the future as regional needs evolve. Transportation needs have not diminished since the preparation of the last Plan update and the importance of maintaining existing transportation resources cannot be ignored. The fiscal constraint will be needed to guarantee full preservation and continued operation of the

current transportation operations and infrastructure.

**Climate Change**

The Region is mindful of the impacts of transportation on the environment and the environment on transportation. As noted elsewhere in the Plan, the Region encourages transportation decisions that reduce emissions of greenhouse gasses and improve coastal resiliency, while providing improved transportation choices throughout the Region. These decisions will reflect the varying character of the Region and will involve different solutions for densely populated and rural sections.



*Highway improvements can only address a portion of the transportation needs. Multi-modal solutions will be required to meet the Region’s needs over the timeline of the Plan.*

**Performance-Based Planning and Programming**

The Plan supports a performance-based approach to planning and the use of performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals.

**OVERARCHING GOALS:**

1. Explore opportunities to increase travel options.
2. Maximize access to funding through the BIL.
3. Connect transportation policy and planning decisions to strategies approved in the POCD.
4. Strengthen partnerships with state and federal transportation agencies.
5. Effectively coordinate and communicate with land use agencies within the region.

## Chapter 2: Major Policy Directions

Transportation planning policies guide all reviews and decisions made in the Region. Policies adopted in the past by SCRCOG have shaped the decisions while moving the Region closer to its transportation goals. The policies outlined below are specifically noted as necessary to meet the goals previously outlined and the needs of the Region over the timeline of the Plan.

### **Increase Accessibility and Mobility**

The movement of people and goods is critical to the Region. Individual activities and business success rely on the ability to access transportation and move about the Region and beyond. Current transportation patterns rely primarily on the highway system to move people and goods.

Continued highway congestion in the Region indicates that this reliance on one primary mode of transportation is not in the best interest of the Region. While highway improvement projects can address some of the congestion, increased accessibility, and mobility for both people and goods can only be accomplished by greater utilization of other modes of transportation. Service must be conveniently located, highly reliable, reasonably priced, scheduled to provide timely service and routed to cover the identified corridors of the Region to be responsive to transportation needs and goals. Information technology can increase awareness and provide easy access to transportation system information, providing information on transportation options. Transportation decisions must be framed with these important criteria to increase accessibility and mobility.

**Safety** – The region supports policies and programs that promote safety. In recent years, changes in driver behavior have challenged efforts to improve safety in the region. During the initial phase of the COVID-19 pandemic, traffic volumes and the total number of crashes and serious injuries decreased, but the number of fatalities increased. In 2021, as traffic volumes returned closer to the 2019 levels, the increase in fatalities continued. An update of the South Central Regional Transportation Safety Plan will be completed in 2023. This plan provides guidance and strategies to the region and the fifteen municipalities to collaborate with the state to reduce fatalities and injuries and increase safety awareness.

### **Complete Streets**

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Streets approaches address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. A complete streets approach can reduce motor vehicle-related crashes and improve bicyclist and pedestrian safety. Providing safer places to walk and bike promotes a healthier lifestyle and opportunities to

achieve physical activity through transportation.

### **Enhance Modal Integration**

Major advances have been made in the Region to improve connections for the integration of rail, pedestrian, and highway modes for the movement of people in the last decade. All CTTRANSIT buses are equipped with bicycle racks and bicycles are allowed on rail lines in the region. Bicycle storage facilities are also available at several rail stations. With the construction of new platforms, the Shore Line East and the Hartford Line trains now offer connections at the New Haven State Street and Union Train Stations. These stations provide convenient downtown pedestrian access to many work destinations. As new station construction and parking expansions for both rail lines progress, modal integration continues to be a priority. The Region needs to build on these successes by promoting and implementing additional opportunities and projects which improve the movement of people and goods utilizing integrated modes of transportation. Interconnections between modes, such as rail-water and water-highway for freight, and rail-bus for people, are key components in avoiding regional gridlock and reducing ongoing congestion.

### **Support Economic Vitality**

The economic vitality of the Region benefits all the residents of the Region and Connecticut. The economic impacts of transportation decisions are critical factors in transportation planning, especially in times of increased transportation funding. Business retention and expansion decisions are strongly influenced by the transportation systems available and planned for the Region. The Region must look to ensure that

all transportation decisions promote economic vitality throughout the Region and are consistent with local and regional plans of conservation and development.

### **Performance Measures and Performance Targets**

The Moving Ahead for Progress in the 21st Century Act (MAP-21) introduced the establishment of federal performance goals and performance management measures and BIL continues these efforts. Every year the State DOT establishes a specific performance “target” for each performance measure. This approach not only sets goals, but also requires an evaluation of the transportation system in meeting those goals and performance measures. The plan fully supports both the performance measures and the targets set by CTDOT.

### **System Preservation**

The goal of preservation of all transportation resources in the Region can only be accomplished with the support of local, state, and federal governments, as well as the input of the public and private operators which service the Region. Special attention should be paid to the input of these operators to ensure that issues which negatively impact the existing service are addressed. Close communication between the operators, all levels of government and the SCRCOG is critical for the future of the transportation system.

### **Promote System Efficiencies**

The major infrastructure investment noted in the Plan only meets some of the identified needs for all modes of transportation. It is therefore critical that the available transportation resources are utilized to their highest potential. Regional emphasis must

focus on strategies to improve performance and mobility. Funding agencies and public and private operators are encouraged to review their services and work with the Region to identify opportunities. Studies may identify opportunities that can be implemented at minimal cost. Some will be governed by fiscal constraint, requiring further study, demonstration of demand for improvements, identification of funding sources, and strategies to fund the identified needs.

### **Protect the Environment**

Connecticut has a long tradition of environmental protection and required mitigation of the impacts of transportation activities on the environment. BIL requires the Region to look at different types of environmental mitigation activities. This overview will identify opportunities for the restoration and maintenance of environmental functions, which could be affected by the components of the Plan. While the environmental permitting for transportation activities remains primarily at the state level, the review by the Region and its municipalities will provide the potential for local input to the state permitting process, working toward the goal of a better environmental outcome for every transportation project.

### **OVERARCHING GOALS:**

1. Increase programming for highway safety projects.
2. Enhance modal integration.
3. Support economic vitality through transportation planning.
4. Preserve and maintain existing structure.
5. Promote system efficiencies.
6. Protect the environment.

## Chapter 3: Linking Land Use and Transportation

The South Central Region Council of Governments recognizes the linkage between land use planning and transportation investments. The coordination among the transportation and land use policies is an important factor in achieving a sustainable, balanced, and connected transportation network in the Region. The economic competitiveness of the region can be enhanced by the coordination of transportation investments as it provides an opportunity to influence the location, intensity, and type of new and expanding development. The Region’s transportation systems are primarily concentrated in the I-95 and I-91 corridors, where the infrastructure, work destinations, and population densities support these systems. The transportation network is accessible through multiple modes, such as, automobile, transit (bus/rail), and bike.

The Conservation and Development Policies: The Plan for Connecticut 2018-2028 (State C&D Plan) establishes six growth management principles.

1. Redevelop and Revitalize Regional Centers and Areas with Existing or Currently Planned Physical Infrastructure.
2. Expand Housing Opportunities and Design Choices to Accommodate a Variety of Household Types and Needs.
3. Concentrate Development Around Transportation Nodes and Along Major Transportation Corridors to Support the Viability of Transportation Options.
4. Conserve and Restore the Natural Environment, Cultural and Historical

Resources, and Traditional Rural Lands.

5. Protect and Ensure the Integrity of Environmental Assets Critical to Public Health and Safety.
6. Promote Integrated Planning across all Levels of Government to Address Issues on a Statewide, Regional, and Local Basis.

These principles define the geographies where the associated conservation and development policies may be applicable. These include defining areas that have further need for transportation investment and incorporating policies that support coordination of transportation and land use planning. State Agency Plans and Actions must be consistent with the State C&D Plan, which has incorporated policy statements within each of the six growth management principles to assess consistency. Regional and Local Plans of conservation and Development are required to identify any inconsistencies with the State C&D Plan.

### Coordination with Regional Plan of Conservation and Development

The South Central Region: Plan of Conservation and Development 2018-2028 (Regional POCD) was adopted in the summer of 2018 and was determined by the Office of Policy and Management (OPM) to be consistent with the State C&D Plan. Opportunities to participate in the development of the plan involved Focus Group meetings, Regional Planning Commission meetings, and a public/municipal survey. Through this outreach, SCRCOG was able to involve State and Local agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, economic development, transportation, emergency management, and hazard mitigation. A

complete listing of meeting presentations is available on the SCRCOG website.

The Regional POCD established policies, goals, and strategies around the Human, Natural and Built environments. The Regional Municipal Plans of Conservation and Development are reviewed by SCRCOG for consistency with policies established in the Regional POCD and the State C&D Plan. The outreach, coordination and the established planning process involved with the State, Regional and Local Plans of Conservation and Development have resulted in greater consistency among the POCDs. The process ensures that investment in transportation improvements is consistent among the POCDs, which leads to increased travel options, better transportation systems, increased economic vitality and containment of urban sprawl.

### **Interdisciplinary Objectives**

There are several challenges facing the region, including housing affordability, traffic congestion, climate vulnerability, economic development, and social inequity. These challenges are rooted in transportation and the built environment and must be addressed on several fronts. Alternative strategies to address issues revolve around promotion and support of sustainability concepts.

The Regional POCD supports interdisciplinary solutions and recognizes that land use planning and transportation investments significantly influence the economic health of the Region by influencing the location, intensity, and type of development. The policies that are incorporated within the Regional POCD and this Plan are furthered through the encouragement of redevelopment and infill development in the Region's strong central corridors. In addition, a balanced

transportation system that promotes connectivity through alternative transportation choices will facilitate economic development, promote public health, and help to protect the natural environment. Emphasis on consistency between the Regional Plan of Conservation and Development and transportation planning will ensure that those transportation decisions lead to preferred regional growth patterns and continued economic vitality.

### **Sustainable Communities**

The Region participated in the New York-Connecticut Sustainable Communities Consortium, which developed an implementation Plan for Regional Sustainable Development on May 30, 2014. The effort brought together cities, counties, and regional organizations in New York City, Long Island, the Hudson Valley, and southern Connecticut. The Consortium was made possible through the U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant. The goal of the grant program was to support local and regional planning that leverages the region's robust transit network and promotes economic opportunity.

The projects that occurred through the Consortium were aligned with the Livability Principles defined by the federal Partnership for Sustainable Communities:

- **Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

- **Promote equitable, affordable housing.** Expand location-and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets.
- **Support existing communities.** Target Federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- **Coordinate and leverage Federal policies and investment.** Align Federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

The above Livability Principles have been incorporated as components of both the Plan and the Region’s annual Unified Planning Work Program. In addition, the coordination that began with the New York-Connecticut Sustainable Communities Consortium has continued through the Metropolitan Area Planning (MAP) Forum. As a participating member in the MAP Forum SCRCOG can work with NYMTC and surrounding MPOs and councils of government in New York, Connecticut, New Jersey, and Pennsylvania to better coordinate planning activities in the multi-state metropolitan region.

The development of this Plan and the Region transportation investments support and consider the following livability strategies identified and supported by FHWA

(<https://www.fhwa.dot.gov/livability/>):

- Enhance integration of multimodal transportation infrastructure and facilities.
- Expand opportunities for economic development and revitalization.
- Provide safe and adequate accommodations for all users.
- Increase community connectivity and cohesion.
- Capitalize on the value of existing (context sensitive) community amenities.
- Enhance access to jobs, schools, and other services.
- Integrate mobility services and automation to help improve overall quality of life.
- Decrease overall cost of moving people, goods, and services.
- Capture more short trips by walking and biking and improve health.

### **Transit Oriented Development (TOD)**

Past development in the Region has often resulted in sprawl with population densities which are low and cannot sustain further transit opportunities. Fiscal constraint causes transit providers to strive for significant sustained ridership on all transit services for wise and efficient utilization of limited funding. Regional growth that includes transit-oriented development will allow for siting of new developments along existing transit routes, thereby allowing better travel options for the residents while allowing for expansion of the ridership of the current services. The potential construction of new bus hubs and the completed and planned construction of new railroad stations on the New Haven/Hartford/Springfield line (**Hartford Line**) within the Region provide opportunities for new TOD projects. TOD can provide the Region with new economic activity while minimizing the impacts of this activity on highway congestion.

TOD must be planned through local planning and zoning with input from the Region and transit providers to ensure successful development which does not overburden existing facilities or service, or the TOD development will have to provide transportation enhancements necessary to meet the needs of the project. Communication, cooperation, and coordination at all levels of government are necessary to address all the impacts of TOD and provide the benefits to the Region.

### **Trail Oriented Development**

There is an extensive network of trails throughout the SCRCOG region. There are miles of trails through parks, beaches, forests and urban/suburban centers. Whether people use them for recreation and entertainment or as an alternate mode of travel to employment, the trails provide a

unique opportunity for economic development.

Trail-oriented development makes the boundary between trails and nearby properties porous by creating and expanding adjacent amenities. Wayfinding infrastructure will lead trail users to food, drink, and entertainment along the trail. By creating connections from a trail to adjacent properties, trail-oriented development strategies give residents and visitors more reasons to walk, jog, bike or roll around town. Replacing automobile trips with these modes of transportation reduces greenhouse gas emissions from private vehicles and improves air quality.

The plan recognizes the need for a regional study to identify and develop strategies for Trail-Oriented Development. The study should consider the unique qualities of each trail and municipality and categorize strategies into low, moderate, and high investment projects.

### **Housing Options & Availability**

Housing and transportation in the region are intrinsically linked, as most citizens in the SCRCOG region live in urban and suburban areas along the I-91/I-95 corridor. SCRCOG has been assisting its municipalities with developing Affordable Housing Plans, which provide analysis on how and where each participating municipality can address its housing needs. The Affordable Housing Plans are compliant with Connecticut General Statute 8-30j and adhere to the process outlined in the “Planning for Affordability in Connecticut: Affordable Housing Plan and Process Guidebook” developed by CT Department of Housing and the Regional Plan Association. A strategy outlined in the Regional POCD states that the region should “Promote housing densification in TOD areas, Urban

Town and Village Centers, and commercial corridors with existing employment, transportation and utility infrastructure.”

### **Context-Sensitive Transportation Solutions**

Transportation solutions must not be out of scale or character and must be appropriate for the location. The Region’s infrastructure and land use patterns have evolved over many decades. Design of new transportation infrastructure cannot detract from existing development patterns and must integrate with communities to encourage continued beneficial quality of life and the addressing of community concerns. Solutions which meet these goals provide stronger communities and better long range transportation solutions for the Region.

Context-sensitive transportation solutions address these concerns as part of the planning and design process. Public Outreach provides an opportunity for the issues surrounding a specific transportation proposal to be raised. Coordination with the municipality and the Region provide other means to understand the potential impacts of the transportation improvement. Community needs and other site-specific issues are considered and addressed to mitigate any adverse impacts of the proposed transportation improvements. Context-sensitive solutions work with site specifics such as limited available land and existing surrounding development and other limitations to allow transportation improvements to be in scale with the area. When utilized in conjunction with Sustainable Communities and congestion management process initiatives, context sensitive transportation solutions provide substantial benefits to the residents near the transportation project and to the Region in general.

### **Priority Funding Areas**

Broad identification of areas of the Region which are suggested for future development are noted in the State Plan of Conservation and Development 2018-2023. Priority Funding areas are Census Blocks that include two or more of the following criteria: (1) designation as an Urban Area or Urban Cluster in the 2010 Census; (2) are within a ½ mile buffer surrounding existing or planned mass transit stations (rail and busway); (3) existing or planned sewer service (4) existing or planned water service; and (5) contain a local bus route that provides bus service not less than 7 days a week. These criteria support the reuse of existing developed sites, expansion of underutilized sites and availability of transportation options for both people and freight, which are all goals that are echoed in the South Central Region: Plan of Conservation and Development 2018-2028. Once identified, specific sites in Priority Funding Areas can be added to the Plan and will be carefully considered in future transportation decisions.

The Region supports sustainable transportation investments that preserve open space, prime farmland, focus development in the Region’s strong central corridors, promote compact mixed use development with access to services, support complete streets, a healthy, safe pedestrian environment, and multi-modal travel options. A balanced transportation system must include transit and rail to reduce dependence on auto usage and reduce highway and road congestion. Micro transit services like Uber and Lyft offer another option and some public transit providers have begun to offer these on-demand type services. An emphasis on pedestrian travel as one of those travel options is critical to the goals of quality of

life and sense of community. A viable pedestrian network must be included in these initiatives. The areas of the Region suitable for Sustainability/Livability concepts should be identified by each municipality and provisions should be made in local zoning to accommodate this type of development. The success of these initiatives rests upon the communication, cooperation, and coordination of all levels of government to provide transportation resources, which serve these communities and become an integral part of the regional transportation system. The coordination of sustainable land use and transportation practices is vital to enhancing the economic vitality and competitiveness of the Region.

### **Protecting the Environment**

Under the Infrastructure Investment and Jobs Act (IIJA), the Region must consider a broad range of environmental mitigation activities. This includes identifying opportunities to restore and maintain natural environmental functions that may be affected by elements of the Metropolitan Transportation Plan (MTP).

Connecticut has a long-standing commitment to environmental protection and requires transportation projects to mitigate their environmental impacts. The MTP supports this commitment by ensuring compliance with state and federal environmental review processes, including:

- Environmental Impact Evaluations (EIE)
- Environmental Assessments (EA)
- Environmental Impact Statements (EIS)

Additionally, the Plan promotes the use of Context Sensitive Solutions (CSS) a design approach that balances infrastructure development with environmental stewardship, community values, and aesthetic considerations.

### **Environmental Mitigation and Resilience in Metropolitan Transportation Planning**

Environmental mitigation and resilience are foundational to sustainable transportation planning. By adhering to regulatory requirements, engaging in strategic planning, and applying flexible design principles, transportation agencies can meet mobility needs while preserving natural resources for future generations.

#### Environmental Resilience

Environmental resilience focuses on designing and managing transportation systems to:

- Withstand climate change impacts and extreme weather
- Minimize the transportation system’s environmental footprint

Key actions include:

- Conducting vulnerability assessments
- Integrating resilience into planning and funding decisions
- Developing adaptable infrastructure
- Promoting nature-based solutions
- Ensuring **equity for vulnerable communities** most affected by environmental changes

### Environmental Mitigation

Environmental mitigation in metropolitan planning involves integrating protective strategies into regional transportation plans. Rather than addressing environmental impacts only at the project level, the MTP considers effects at a **landscape scale**, allowing for broader and more effective solutions.

### Environmental Mitigation Strategies

Mitigation efforts follow a hierarchy of strategies designed to avoid, reduce, or compensate for environmental impacts:

1. **Avoidance**  
Eliminating impacts entirely by not taking an action or relocating the project away from sensitive areas.
2. **Minimization**  
Reducing the intensity, duration, or footprint of the project to limit environmental effects.
3. **Rectification**  
Repairing or restoring areas damaged during construction or operation.
4. **Reduction Over Time**  
Applying maintenance practices to lessen long-term environmental impacts.
5. **Compensation**  
Offsetting unavoidable impacts by enhancing or replacing affected resources (e.g., wetland restoration or reforestation).

### **Federal and State Environmental Requirements**

Environmental review is required at both the state and federal levels for transportation projects. In Connecticut, the Connecticut

Environmental Policy Act (CEPA) guides the review of state-funded transportation projects through the following process:

1. **Project Assessment**  
The Department evaluates proposed municipal actions to determine if they may significantly impact the environment.
2. **Resource Identification**  
Identifies potential impacts to natural, historic, and archaeological resources, as well as flood management and contamination concerns.
3. **Environmental Classification Document (ECD)**  
Projects are classified using the ECD to determine the appropriate level of review. Higher-impact projects undergo more detailed analysis.
4. **Determination of Environmental Significance**  
A screening determines whether a project is likely to “significantly affect the environment” based on scale, duration, and irreversibility of impacts.
5. **Environmental Impact Evaluation (EIE)**  
If significant impacts are likely, a detailed EIE is prepared, including public comment and analysis of alternatives.

### **Environmental Review Documents**

- **Environmental Impact Evaluation (EIE)**  
Required for projects with significant environmental effects. The EIE includes:

- Description and purpose of the proposed action
- Analysis of environmental impacts (positive and negative)
- Evaluation of project alternatives
- Consistency with the State Conservation and Development Policies Plan
- Environmental Assessment (EA)  
Identifies and evaluates potential environmental impacts to support decision-making and protect environmental resources.
- Environmental Impact Statement (EIS)  
Required for large-scale, high-impact projects. An EIS includes:
  - Full documentation of alternatives
  - Detailed analysis of anticipated environmental effects
  - Public engagement and transparency
  - Review of social, economic, and environmental costs and benefits

safeguards environmental integrity for future generations.

**OVERARCHING GOALS:**

1. Complete a study on Trail Oriented Development
2. Advocate for the creation of housing in areas with existing multi-modal transportation infrastructure
3. Seek context-sensitive transportation solutions.
4. Coordinate with state, regional, and local POCDs.

By integrating environmental mitigation, resilience strategies, and regulatory compliance into the MTP, the Region reinforces its commitment to a cleaner, safer, and more sustainable transportation system. These efforts ensure that infrastructure development not only meets current mobility demands but also

## Chapter 4: Public Outreach

SCRCOG has adopted Public Participation Guidelines and a public outreach process to insure public input into transportation decisions and the Plan. During the 45-day comment period. The Plan is available on the SCRCOG website. In addition, at least one public meeting is held to solicit input from stakeholders in the region. This outreach ensures that the Plan reflects the transportation needs and goals of the South Central Region. Public comments, offered in writing or summarized by staff, are shared with committees, and elected officials and included in the Plan as Appendix C.

### Public Participation Guidelines

The Region’s “Public Participation Guidelines for Transportation Planning, December 6, 2005” were adopted by SCRCOG on November 16, 2005. Periodic updates to the guidelines have occurred since, the last being January 2021. The Guidelines outline the many avenues utilized to insure public participation and input. Dissemination of information is accomplished monthly to various stakeholders and parties in the Region and State through the distribution of agendas for the monthly meetings. Regular public attendance at monthly Transportation Committee and SCRCOG meetings demonstrates the success of the outreach.

### SCRCOG Website

Outreach through the internet has the greatest potential to provide information and receive input from the various sources within the Region. SCRCOG maintains reports, agendas, data, regional links, and other information for website visitors. Communication through the website enhances the ability to transmit information

to the SCRCOG members, municipal staff, and the public. This important link will grow in importance over the timeframe of the Plan.

### Municipal Chief Elected Official and Staff outreach

Monthly activities of SCRCOG allow for interaction and outreach to all the municipalities in the Region. Transportation Committee and Transportation Technical Committee (consisting of municipal staff) joint meetings review and recommend action on SCRCOG agenda items before full SCRCOG consideration. All meetings are hybrid allowing for both in-person and virtual participation.

### Metropolitan Transportation Plan Update

SCRCOG staff public outreach for this update included two preliminary meetings. One virtual and one in-person to gather input. There was also a survey posted online in both English and Spanish, that received 180 responses. Specific outreach to chief elected officials and municipal staff occurred at regularly scheduled meetings in February, March and April. A public meeting was held on March 8, 2023. These efforts ensure that all aspects of the regional transportation system were considered and addressed.

Many comments were made at the public meetings and through the online survey, ranging from the importance of considering bicycle and pedestrian infrastructure in all planning exercises, to improving the reliability and usability of the bus system, to expanding frequency of commuter rail trains. Responses have been included to ensure that the Plan reflects the specific goals and needs of each municipality.

An Informal public meeting was conducted on March 8, 2022.

The draft was recommended to SCRCOG for approval on April 12, 2023.

The Plan was adopted by the SCRCOG on April 26, 2023.

**OVERARCHING GOALS:**

1. Update Public Participation Guidelines
2. Enhance SCRCOG website.
3. Strengthen communication with Chief Elected Officials and Staff of member municipalities.
4. Create and maintain transparent communication channels with the public.

## Chapter 5: Environmental Justice

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. SCRCOG works with CTDOT and others to ensure a fast, safe, efficient, accessible, and convenient transportation system for all communities within the region. Environmental Justice (EJ) considerations are incorporated in all the transportation programs, policies, and activities in the Plan.

When projects get initiated and are going through the Environmental Review process, CTDOT conducts a benefit and burden analysis on each project before they are included into the TIP and MTP. This data collection and analysis is consistent in its consideration of all groups under Title VI and not limited to minority individuals. Title VI protected classes include persons of any race, color, and national origin. By ensuring opportunities for minority and low-income communities to influence the transportation planning and decision-making processes through enhanced engagement and meaningful input, the Department actively prevents disproportionately high and adverse effects of transportation projects on minority and low-income communities.

US DOT is in the process of implementing the Justice40 Initiative created by Executive Order 14008, Tackling the Climate Crisis at Home and Abroad. Justice40 is a government approach which sets a goal that

40% of the benefits of certain federal investments flow to disadvantaged communities. It is one of many initiatives US DOT is implementing to advance equity.

US DOT is implementing J40 across 39 Covered Programs. The 7 areas of Federal investments covered by Justice40 are:

- Climate Change
- Clean Energy & energy efficiency
- Clean Transit
- Affordable & sustainable housing
- Remediation & reduction of legacy pollution
- Clean water & wastewater infrastructure
- Training & workforce development

SCRCOG prepared a report concerning environmental justice, “Environmental Justice Briefing Package, Transportation Planning: 2003-2004 Goals and Outreach,” which has been utilized as guidance to address Environmental Justice (EJ) issues. This guidance continues to frame transportation decisions which impact EJ areas. Additionally, SCRCOG maintains a Title VI Policy/Plan and Limited English Proficiency Plan. The following areas are important to ensuring the transportation planning process addresses EJ concerns.

### Accesses to Jobs

Opportunities for accessible employment are critical for EJ areas. The Plan encourages initiatives to expand employment opportunities and recognizes the importance of consideration of EJ concerns during the transportation planning process.

### Transit Service

A higher percentage of residents in EJ identified areas do not have a car available for their use. Transit service, therefore, is critical for access to employment and for

meeting other transportation needs of these residents of the Region. The Plan must address the need for maintenance of existing transit services and provide opportunities to seek out additional transit needs and work to meet them. Opportunities for additional capacity at minimal cost, such as the utilization of larger, articulated busses, must be considered.

### **Clean Buses**

As diesel exhaust has been determined to have a negative health impact on many residents of EJ areas, the utilization of “clean buses”, with reduced diesel emissions, must be a part of the Plan. Electrification of Transit Buses is a key focus of the Connecticut Electric Bus Initiative, a partnership between CTDOT, CT Department of Energy and Environment Protection (DEEP) and bus transit providers that showcases Connecticut’s commitment to providing a reliable, safe, sustainable, clean energy transportation system. Incorporating electric transit buses into a bus fleet transitions bus operations away from fossil fuels, reduces air pollution caused by diesel combustion, and creates a brighter tomorrow for all of Connecticut’s residents., especially benefiting EJ areas.

### **Truck Routing**

Many EJ areas are adjacent to industrial areas and have the burden of significant truck traffic. Regional and local efforts should be continued to ensure that the routing of trucks, with the attendant diesel emissions, are minimized through EJ and other residential areas in the Region. Working with the major operators, local police, municipal staff, and neighborhood representatives, revised truck routes can be identified to minimize neighborhood impacts.

### **Pedestrian and Bicycle Connections**

Access to non-motorized transportation opportunities is especially important as

access to autos is not available to many residents of EJ areas. Normal sidewalk networks are often in place and each transportation project should be reviewed carefully to insure maintenance of the existing sidewalk network. The review should also identify and promote any opportunities for improvements or enhancements of the sidewalk network. Bicycle connections are also important but must be reviewed in accordance with a regional plan. SCRCOG undertook a regional bicycle and pedestrian study leading to a final Regional Bicycle and Pedestrian Plan in 2017. Implementation of the recommendations of the completed Regional Bicycle and Pedestrian Plan will further the achievement of EJ goals by providing additional opportunities for non-motorized transportation modes serving these and other portions of the Region.

### **Air Quality**

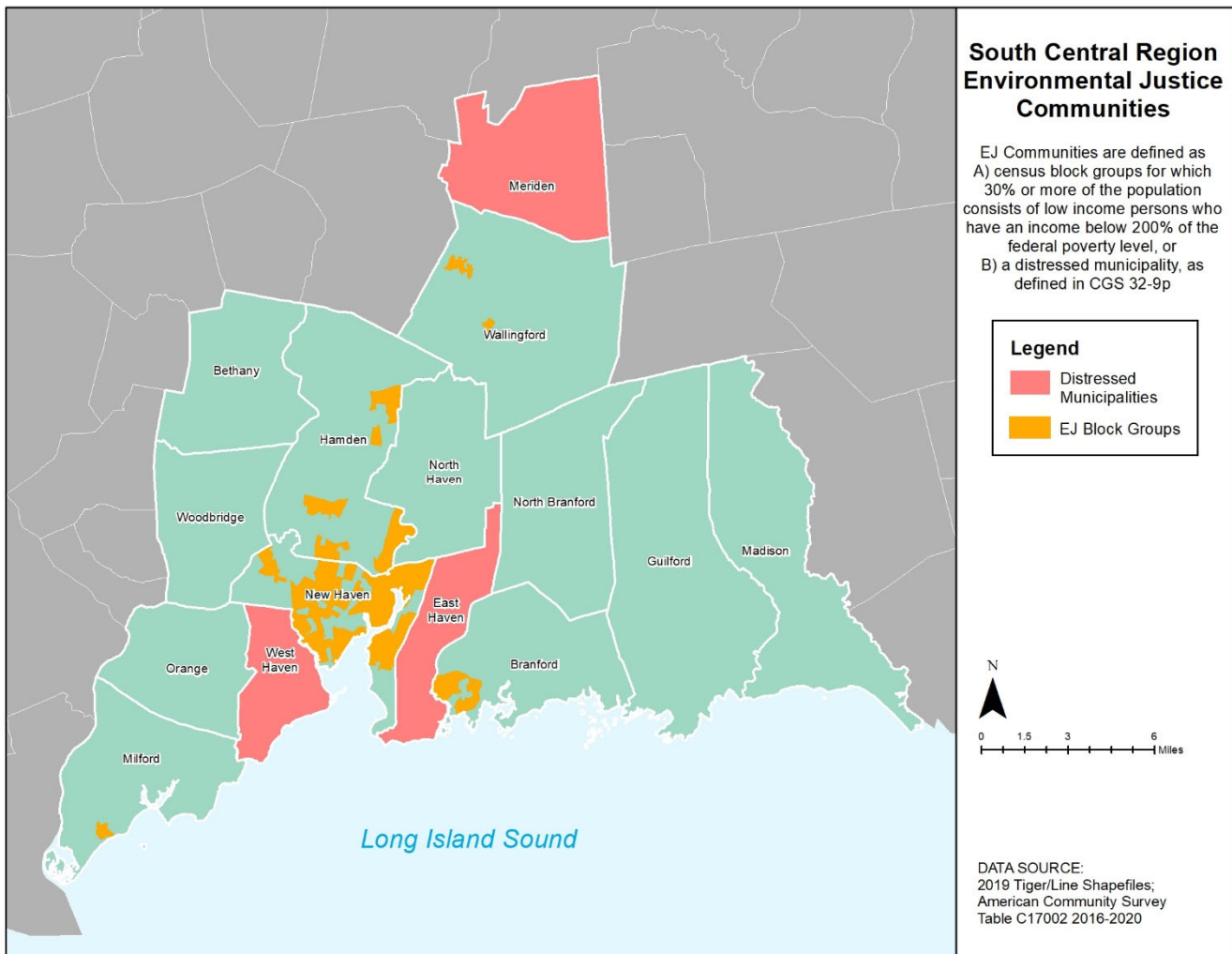
Air quality issues are especially important in EJ areas due to high population densities and congested conditions. Two opportunities for reduced emissions are encouraged by the Connecticut Department of Energy and Environmental Protection (DEEP).

- For large construction projects in urban areas, the use of construction equipment with air pollution control devices is encouraged. The use of particulate filters or “clean fuels” will help to provide the reduction. Contract specifications requiring the use of these pollution reduction measures should be promoted, as they have been in the Pearl Harbor Memorial Bridge improvements.
- DEEP regulations limit the idling of mobile sources to three minutes. However, these regulations are only enforceable by DEEP. It is suggested that all contract provisions for

- construction include anti-idling restrictions to allow enforcement by the project, thereby improving air quality for the construction area.

**OVERARCHING GOALS:**

1. Continue to support Justice 40 initiatives to advance equity.
2. Ensure that the transportation planning process addresses EJ concerns.
3. Encourage efforts to reduce air quality issues in EJ areas.



## Chapter 6: Performance Measures and Targets

As part of a performance-based approach to transportation planning, states and Metropolitan Planning Organizations (MPOs) establish a strategic direction by setting goals and objectives that guide decision-making.

To support these objectives, agencies use performance measures and targets:

- A performance measure is a quantitative indicator used to assess progress toward a specific goal. It provides a way to objectively evaluate how well the transportation system is functioning in areas such as safety, mobility, infrastructure condition, or environmental impact.
- A performance target is a specific level of performance that an agency aims to achieve within a defined timeframe. Targets provide a benchmark for assessing success and help prioritize investments and strategies.

By linking planning and investment decisions to measurable outcomes, this approach enables agencies to compare alternative improvement strategies, optimize resource allocation, and track progress over time, leading to more effective and accountable transportation systems.

Following approval of the FAST Act, FHWA and FTA established the national performance measures for.

- Safety
- Transit
- Pavement and Bridge Condition
- System Reliability
- Freight Movement
- Air Quality.

### HIGHWAY SAFETY

Highway Safety is determined by the interaction between drivers, their behavior, and the highway infrastructure. The five (5) performance measures for Highway Safety include:

1. The number of fatalities.
2. The rate of fatalities.
3. The number of serious injuries.
4. The rate of serious injuries; and,
5. The number of non-motorized fatalities and serious injuries.

The CTDOT and the SCRCOG will collaborate to program appropriate Highway Safety Improvement Program (HSIP) safety projects and the TIP/STIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG. Projects will include:

- Programmatic highway safety improvements: Projects or programs that are conducted regularly throughout the state such as signing and pavement marking programs.
- Programmatic driver safety activities: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as

impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

- Location-specific highway safety projects: This includes roadway safety improvements selected to correct known safety problems at locations with a high frequency or severity of crashes.
- Systemic highway safety improvement projects: This includes roadway safety improvements that are widely implemented based on high-risk roadway features that are correlated with particular severe crash types.

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation and MPOs to set HSIP targets for the five safety performance measures that cover all public roadways regardless of ownership or functional classification.

The current Highway Safety targets, endorsed by SCRCOG on January 22, 2025, are shown below

Safety Performance Measures and Targets	
Performance Measures	2024 Targets
Number of Fatalities	270 Fatalities / Year
Rate of Fatalities	.850 Fatalities/ 100 million VMT
Number of Serious Injuries	1300 Serious Injuries / Year
Rate of Serious Injuries	4.30 Serious Injuries / 100 Million VMT
Number of non-motorized Fatalities and Non -Motorized Serious Injuries	280 Fatalities and Serious Injuries

**TRANSIT**

The Transit Asset Management (TAM) rule requires recipients and sub-recipients of FTA funds to set annual performance targets for federally established *State of Good Repair (SGR)* measures. Performance targets will be set for one or more asset classes for the following asset categories:

- Rolling Stock – Revenue Vehicles: The goal for this asset category is to maintain vehicles in a state of good repair and replace vehicles based on a Useful Life Benchmark (ULB). The target is the percentage of vehicles that meet or exceed their ULB.
- Equipment – Service Vehicles: The goal for this asset category is to maintain vehicles in a state of good repair and replace vehicles based on a Useful Life Benchmark (ULB). The target is the percentage of vehicles that meet or exceed their ULB.
- Facilities – Revenue Vehicles: The goal for this asset category is to maintain facilities in a state of good repair. The target is the percentage of facilities that have a TERM (Transit Economic Requirements Model) condition rating of less than 3 on a 1-to-5 scale, with 1 indicating a poor condition and 5 an excellent condition.
- Infrastructure – Guideway: The goal for this asset category is to maintain transit guideway in a state of good repair. The target is the percentage of guideway operating under a speed restriction.

CTDOT identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus and ferry.

The TIP/STIP will program projects to meet the targets set by the CTDOT by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans. These prioritized projects will be developed with the aid of CTDOT’s analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

The table on the following page provides a summary of the performance targets by asset class and lists the current percentage meeting or exceeding the metric for Tier I systems. Tier I transit systems include those under the operating jurisdiction of the CTDOT, including assets operated by Metro North Railroad on the New Haven main and branch lines and CT Transit. These targets were adopted by CTDOT on September 30, 2022.

<b>Transit Asset Management Performance Measure Target Summary</b>			
<b>Asset Class</b>	<b>Performance Metric</b>	<b>Target</b>	<b>Current Percentage (FY 21)</b>
<b>Transt Bus</b>	ULB 12 Years	14%	22%
<b>Articulated Bus</b>	ULB 12 Years	14%	49%
<b>Over-the-Road Bus</b>	ULB 12 Years	14%	49%
<b>Cutaway Bus</b>	ULB 5 Years	17%	100%
<b>Rail Locomotives</b>	ULB 35 Years	13%	37%
<b>Rail Coaches (Push/Pull)</b>	ULB 35 Years	13%	38%
<b>Rail Self Propelled Cars</b>	ULB 35 Years	13%	0%
<b>Service Vehicles - Trucks</b>	ULB 14 Years	7%	37%
<b>Service Vehicles - Automobiles</b>	ULB 5 Years	17%	100%
<b>Service Vehicles - SUV</b>	ULB 5 Years	17%	72%
<b>Service Vehicles-Van</b>	ULB 5 Years	17%	100%
<b>Rail Guideway</b>	Slow Zone Miles	4%	3%
<b>Facilities- Passenger / Parking</b>	Term >3	0%	0%
<b>Facilities- Admin/Maintenance</b>	Term >3	0%	58%

**PAVEMENT AND BRIDGE CONDITION**

There are four performance measures for Pavement condition:

- The percentage of the pavement on the Interstate system in Good condition;
- The percentage of the pavement on the Interstate system in Poor condition, with a maximum percentage of lane miles in poor condition at 5%;
- The percentage of the pavement on the non-Interstate National Highway System (NHS) in Good condition; and
- The percentage of the pavement on the non-Interstate NHS in Poor condition.

<b>Pavement Condition Performance Measure Target Summary</b>			
<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
Percentage of Pavements of the Interstate System in Good Condition	68.6%	72.0%	70.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.0%	1.0%	1.3%
Percentage of Pavements of the non-Interstate NHS in Good Condition	37.9%	37.0%	35.0%
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.8%	2.7%	3.5%

The two performance measures for Bridge deck area condition include:

1. The percentage of NHS bridges by deck area in Good condition; and
2. The percentage of NHS bridges by deck area in Poor condition.

<b>Bridge Condition Performance Measure Target Summary</b>			
<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
Percentage of National Highway System Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
Percentage of National Highway System Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%

These targets were adopted by the CTDOT on December 16, 2022. The CTDOT in collaboration with the SCRCOG will program projects to meet the targets using the Department’s Pavement Management System and the Bridge Management System, which uses a systematic look at

conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

#### TRANSPORTATION ASSET MANAGEMENT PLAN

The TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. The CTDOT is required to develop a risk-based TAMP for the NHS to improve or preserve the condition of the assets and the performance of the system (Title 23 USC 119(e) (1), MAP-21 § 1106). MAP-21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost (Title 23 U.S.C. 101(a) (2), MAP- 21 § 1103). Pavement and Bridge State of Good Repair needs are identified, quantified, and prioritized through the TAMP process. Projects to address SGR repair needs are selected from the TAMP for inclusion in the TIP/STIP.

#### SYSTEM RELIABILITY

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway “events.” Travel time reliability is a significant aspect of transportation system performance.

Operational improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability.

The level of travel time reliability (LOTTR) is expressed as a ratio of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year. Segments that have a ratio less than 1.5 are considered “reliable.” The performance measure, as defined in Title 23 CFR 490.507, is the percent of the person-miles traveled (PMT) on Interstate and non-Interstate NHS that are reliable.

System Reliability Performance Measure Target Summary			
Target	Current Condition (State)	2-Year Targets (2024)	4-Year Targets (2026)
Percentage of Person-Miles Traveled on the Interstate that are reliable	86.2%	78.6%	78.6%
Percentage of Person-Miles Traveled on the Non-Interstate NHS that are reliable	90.0%	84.9%	84.9%

CTDOT and SCRCOG will program projects in the TIP/STIP to meet the targets by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, the targets will become a formal part of the project selection process.

### FREIGHT MOVEMENT

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- Use of the system during all hours of the day;
- High percentage of travel in off-peak periods; and
- Need for shippers and receivers to factor in more ‘buffer’ time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. This index is the regional average of the highest ratios of the 95<sup>th</sup> percentile travel time for a road segment to the 50<sup>th</sup> percentile travel time for five statutorily defined time periods:

- AM peak period
- Mid-day period
- PM peak period
- Overnight
- Weekends

This is a measure of truck travel time reliability, not congestion. Segments of the highway that are regularly and predictably congested will not have a high TTTR index number. Rather, those segments of highway where delays are unpredictable and severe are scored highest. Prioritizing reliability over congestion came from stakeholder outreach with the freight industry where predictability was deemed more important for scheduling. The TTTR index only applies to roads on the National Highway System.

The SCRCOG has access to the data needed to calculate the TTTR. Truck travel times for the Interstate System are included in the FHWA’s *National Performance Management Research Data Set (NPMRDS)*.

CTDOT adopted the following targets on December 16, 2022:

<b>Freight Movement Performance Measure Target Summary</b>			
<b>Target</b>	<b>Current Condition (State)</b>	<b>2-Year Targets (2024)</b>	<b>4-Year Targets (2026)</b>
Truck Travel Time Reliability (TTTR) for Interstate	1.56	1.95	2.02

## Chapter 7: Public Transportation Services

In 2020, the COVID 19 pandemic had a huge impact on public transit services throughout the Region. During the shutdown ridership numbers on all modes of transit dropped dramatically. Commuter rail services saw the biggest drop while ridership on the fixed-route buses reduced by half. With the expansion of CTTRANSIT services and continued investments in commuter rail, ridership numbers are on the rise. Transit opportunities are critical to maintaining a functioning and efficient transportation system. Just as clearly, the opportunities over the timeline of the Plan are significant and critical to the Region. Efficient movement of people is a vital component of the long-term economic health and vitality of the Region.

Over the last twenty years, SCRCOG has completed several studies regarding Public Transit Services. In 2004 and 2005, the SCRCOG undertook a Regional Transit Development Strategies Study to conduct a comprehensive overview of the transit system for the Region. Subsequent input revised the original recommendation concerning a West Haven or Orange Railroad Station to now recommend construction of stations at both locations. An additional study of Public Transit Services was undertaken in 2007 and 2008. This study focused on specific recommendations from the previous study and outlined changes to the system and necessary steps for their implementation.

In 2017, an Alternative Analysis study that focused on developing and evaluating alternative actions to improve the Regions' transit system. The Move New Haven study

was conducted through a partnership with SCRCOG, the City of New Haven, CTDOT, the Greater New Haven Transit District (GNHTD) and the FTA. The study identified service enhancements that will improve efficiency and enhance rider experience. Among these recommendations is bus stop consolidation and improved passenger facilities. A new cross-town bus route and the development of bus hubs to improve east-west connections across the system. The study also recommended new Bus Rapid Transit (BRT) routes along the busiest routes. BRT routes are being developed that will provide better connections between Hamden, New Haven, and West Haven.

Another BRT study was completed in 2017. The “Route 1 Bus Rapid Transit Feasibility Study” identified the Route 1 corridor from Milford to New Haven as an area where Bus Rapid Transit (BRT) could be successful. The plan identified BRT enhancements and their locations through the corridor. The plan supports the development of BRT services in the region to improve access to employment opportunities.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required the development of Coordinated Public Transit - Human Service Transportation Plans and in 2007, SCRCOG partnered with the Lower CT River Valley Council of Governments (RiverCOG) to develop the South Central Urbanized Area's Locally Coordinated Public Transit Human Service Transportation Plan (LOCHSTP). LOCHSTP identified gaps in services and recommended strategies to improve access to transportation services for the elderly and persons with disabilities. In 2021 SCRCOG was involved with a CTDOT led effort to update this plan.

Many of the comments received by the public had to do with improving the reliability of the bus system. Residents also noted that it is currently difficult to utilize bus or rail for their primary mode of transportation due to the limited schedules and routes of both of those services.

SCRCOG continues to support and promote improved coordination between the various providers of public transportation in our region. The Plan supports this effort to promote intermodal opportunities, improved transportation options, increased mobility, and regional economic vitality.

### **Major Capital Investments**

The FAST Act required that all transit major capital investments be evaluated utilizing several criteria. As funding for most initiatives comes from sources outside the Region, it is important that regional decisions meet the criteria of the federal legislation. The criteria are discussed below.

### **Alternatives Analysis**

All decisions must include an analysis of alternatives. Viability of alternatives must be evaluated through the weighing of many factors, including existing infrastructure capacity, environmental impacts, overall cost, necessary infrastructure improvements, input received during public outreach, intermodal connections, right of way issues and numerous other factors. The Plan envisions that this analysis will have active participation by the Region in the process and a decision on the preferred alternative by the SCRCOG.

### **Justification of the Project**

Once the needs have been identified, and the alternatives analysis undertaken, sufficient information and data will be available to document the justification for the project.

Formal approval action by the SCRCOG will be necessary for the project to proceed.

### **Local Financial Commitment**

Transit activities are primarily funded by State and Federal funds. Any project undertaken will be funded by these sources. Endorsement by the SCRCOG will indicate the Region’s desire for the project to proceed. Once funded by these sources, adoption into the Region’s Transportation Improvement Program (TIP) will indicate concurrence with the financial commitment by the SCRCOG.

### **Economic Development Potential**

Each regional transit program has an impact on the economic vitality of the Region. Major capital investments will most likely have an impact on the economic development potential of the portions of the Region served by the transit service proposed for major capital investment. SCRCOG staff meets regularly with organizations in the Region concerned with economic vitality, development, and job preservation and growth, such as Regional Economic Xcelleration (REX) Development, regional and local Chambers of Commerce, and municipal economic development staff members. Regular monthly SCRCOG meetings include reports from many of these organizations, as well as agenda distribution to all. Economic impact information can easily be obtained from these sources to insure consideration of the economic factors in the decision-making process.

### **Reliability of Ridership and Cost Forecasts**

Major capital investments must be evaluated utilizing many factors to determine the long term viability of the proposed major capital project. CTDOT, in consultation with AMTRAK and other regional service

providers, can provide the information necessary to address reliability of ridership and cost forecasts. SCRCOG staff will participate in the planning process and review CTDOT reports. The SCRCOG will review the information provided by CTDOT as part of the consideration for adoption of the project into the Region’s TIP, a necessary step in the actual implementation of the major capital investment.

**Connecticut Transit**

CTTRANSIT New Haven operates over 22 local routes throughout our region. Many routes operate 7 days a week, connecting with other state-owned or subsidized bus services in Meriden, Waterbury, Wallingford, Milford, and the lower Naugatuck Valley areas, as well as with the New Haven Line, the Hartford Line, and the Shoreline East rail services.

CTTRANSIT maintains existing service and seeks opportunities to improve service to meet the growing needs of the region. Several years back, CTTRANSIT acquired articulated buses, which allow for increased capacity, with minimal additional operating costs. CTRANSIT has improved bus stop signage, added GPS tracking for all buses, and replaced fare boxes to allow for more payment options. In 2021, the fixed route bus schedule was expanded to include later run times during the week and increased weekend service. More recently the New Haven Division received 10 Battery Electric Buses along with 10 Chargers and began a 100% Facility Electrification electrical design. A new Bus Rapid Transit (BRT) route is planned for New Haven to provide improved connections to Hamden and West Haven. There is also a new Crosstown route proposed in New Haven.

Ridership on CTTRANSIT varies as economic conditions and fuel prices fluctuate. Increased ridership has strained

the capacity of several routes in the Region. Throughout the pandemic, bus ridership remained steady and with the implementation of free fares ridership numbers have surpassed pre-pandemic levels. Like most transit operations, the fares generated do not fully cover the costs of operations. However popular, the system cannot continue to operate “fare free” without a substantial increase in operational subsidy. It is anticipated that bus fares will be reinstated in the second quarter of FY23.

CTTRANSIT works continuously to improve service delivery while staying within their appropriation. During Service Review Committee meetings, CTRANSIT works with CTDOT to evaluate Rider requests for service changes. SCRCOG participates in the Service Review Committee meetings. As needs are identified, CTTRANSIT, in consultation with the CTDOT, the municipalities served, SCRCOG and local elected representatives of the Connecticut Legislature, must work to make the proposed improvements a reality.



*CTTRANSIT bus service provides route options for this transportation mode. Existing service is vital for many residents of the Region. Enhanced service will help address regional highway congestion, while providing more travel options for riders.*

The headways between busses on several routes have been discussed. Headways of ten minutes or less on the major bus lines in the Region have been recommended to

provide good service, reduce crowding and encourage mode shifts to transit for reducing highway congestion. Reliable and timely service is a critical component of the attractiveness of bus utilization for potential riders.



CTTRANSIT can only accomplish these goals with the proper facilities and equipment. A new garage and maintenance facility in Hamden opened for New Haven Division use in 2010. This facility provides modern facilities critical for the maintenance of service during the timeline of the Plan. This investment by CTDOT emphasizes the commitment to the health and viability of the regional transit system.

Intermodal connections should be encouraged. All CTTRANSIT buses have bike racks and can carry a maximum of two bikes. Bicycle transportation facilities should continue to be part of the overall CTTRANSIT planning and service as noted below.

Ongoing fleet replacement is necessary to ensure reliable and desirable service. Additional equipment may be necessary to meet the reduction desired in headway or to provide additional route capacity. Likewise, bus shelter improvements and replacements are required to provide suitable protection for riders in all weather conditions. These amenities are important to retain riders in all types of weather and reduce highway congestion and weather related delays.



### Greater New Haven Transit District

Greater New Haven Transit District (GNHTD) provides paratransit services in the Region. Most trips provided are federally mandated, complementary paratransit trips within a ¾ mile parameter of the CTTRANSIT fixed route system. These trips are provided to individuals with a disability that precludes them from using the fixed route system as defined under the Americans with Disabilities Act (ADA).

GNHTD also provides a regional, integrated service for elderly and/or disabled residents of eleven towns participating in the Regional Rides program. This service is funded through several mechanisms including a Municipal Grant Program and Dial-A-Ride funding provided by the state as well as municipal town dues contributions. The district also contracts with municipalities to provide contracted transportation service for seniors in the local community.

GNHTD partners with a local taxi service to utilize Section 5310 funding to provide a 50% cost share voucher program that expands mobility for seniors and persons with disabilities, beyond normal service hours/days/times. Interagency trips are also coordinated with other transit districts to allow these riders access to travel to other areas of the State.

Future demographic trends reflect an increase in elderly and disabled populations and will place a continuously increased demand on GNHTD’s services.

Collaboration efforts must continue in the Region to ensure that adequate operating and capital funding is in place to ensure the continuance of safe, reliable and efficient paratransit service provision through the district. This critically important transportation service provides elderly and disabled residents access to jobs, health care, social services and other locations that vastly improve quality of life.

GNHTD also serves as a conduit for federal and state transportation infrastructure funding such as bus shelters and other passenger amenities and is a direct FTA recipient.

Efforts are constantly underway to improve service delivery efficiencies and customer service. To provide the highest quality service, GNHTD must have the proper facilities and equipment. The agency is working with the Connecticut Department of Transportation to construct state-of-the-art Maintenance and Operations facility. The Region supports this project to ensure GNHTD has the resources necessary to provide services to the elderly and disabled members of the community. Ongoing fleet replacement and support equipment upgrades are also critical to safety and maintaining assets in a state of good repair.

**Milford Transit District**

Milford Transit District provides transportation services for the western portion of the Region. Fixed route service, and ADA service, as well as “dial-a-ride” service, are provided for their service area.

**Middletown Area Transit District and Estuary Transit District**

Middletown Area Transit District and Estuary Transit District provide service in their Region east of the South Central Region. Connections are provided to the CTTRANSIT 201 Route in Madison. The two districts are in the process of merging and will provide opportunities for greater service area connection between the SCRCOG and RiverCOG regions.

**CTRIDES**

Under a contract from CTDOT, CTRIDES provides travel alternatives to commuters in the Region that help reduce dependence on the single occupant vehicle. Carpool and vanpool formation, information on the ease of use and benefits of these options, customized work or travel trip planning, promotion of transit usage and other commute trip options are all available for the benefit of the Region’s travelers. Commuter outreach efforts raise awareness of the full range of state-sponsored commute alternatives to driving to work alone. As congestion increases, CTRIDES’s efforts will continue to be vital to ensure full utilization of all transportation modes, thereby increasing system efficiency, especially during daily peak travel hours.

CTRIDES provides employers and key traffic generators with technical expertise to help design customized Transportation Demand Management (TDM) programs for their employees. While employers can experience bottom-line benefits from adding policies supportive of transportation alternatives to their benefit package, they also help reduce traffic congestion and improve air quality in the Region. CTRIDES supports telecommuting to the worksite by providing design, development and implementation of a telecommute program to area employers. While telecommuting,

the employee can completely remove a work trip from the Region’s transportation system, reducing transportation related emissions, decreasing energy demands and improving air quality.

### **Section 5310 Enhanced Mobility for seniors and Persons with Disabilities**

Since 1975, the State of Connecticut has received annual Federal Section 5310 funding for transportation of seniors and individuals with disabilities. Under FAST act, the cash grants for qualified recipients towards the purchase of wheelchair accessible vehicles were maintained, as Section 5310A. In addition, there are three new categories of project types that can now be funded: Section 5310 B, C & D. These categories provide mainly operating funds for programs that provide transportation service to the elderly and persons with disabilities. FAST Act funding is apportioned based on Transportation Management Area (TMA). The New Haven TMA includes the South Central Region and portions of the Lower Connecticut River Valley Council of Governments (RiverCOG).

On an annual basis, SCRCOG along with RiverCOG, reviews all applications for funding and based on criteria set by CTDOT, and prepares a funding priority list which is submitted to CTDOT. Through this process the Region has supported funding for vehicle purchases, service expansion, a subsidized Taxi Voucher program and the regional Mobility Manager program.

### **The Connecticut Electric Bus Initiative**

The Connecticut Electric Bus Initiative is a partnership between CTDOT, CT Department of Energy and Environment Protection (DEEP) and bus transit providers that showcases Connecticut’s commitment to providing a reliable, safe, sustainable,

clean energy transportation system. Introducing electric transit buses into a bus fleet transitions bus operations away from fossil fuels, reduces air pollution caused by diesel combustion, and creates a brighter tomorrow for all of Connecticut’s residents.

Incorporating battery electric buses (BEB) into the State’s transit bus fleet is a lengthy process that requires substantial capital investments, and dedicated planning efforts. The Plan fully supports these efforts. New BEB’s have been approved for CTRANSIT’s New Haven division and GNHTD. The Plan fully supports the continued investment in new vehicle technology.

### **Commuter Rail Services**

#### **The New Haven Line**

Commuter Rail services west of New Haven are provided by Metro-North. The rail line is part of the Northeast Corridor which is considered the busiest rail line in the United States. Stations along this corridor are in Milford, West Haven, and New Haven. Continued capital investment in the service needs to do more than simply maintain a State of Good Repair. The Plan supports increased investment in track upgrades, signal system improvements and bridge repairs and replacement that will reduce travel times and increase system reliability. Three new express trains have recently been added during peak travel times. Ridership numbers continue to increase.

#### **Shore Line East**

Commuter rail services for municipalities east of New Haven experienced significant loss of ridership due to the pandemic in 2020. Since that time ridership has begun to improve. Capital investments made in 2022, replaced the Diesel-powered trains with new

M8 Electric Multiple Units. These new trains reduce carbon emissions, are much quieter than the older models. They also provide a much better experience for the riders. Rail stations along the line have all been upgraded with, “up and over” access, with high-level platforms that allow for service on both tracks, and well-lit parking. One exception is the Madison Station which is still in need of upgrades to provide access to both tracks. Parking was a much greater concern before the pandemic, however now the focus has turned to rebuilding the ridership. During the pandemic, rail services were cut as ridership dropped. It will be difficult for ridership to rebound without the service operating on a full schedule. Also important is improved multimodal connections at the destination end of the rail trip. Commuter Connection buses and private shuttles will increase the viability of using the train and should continue to be expanded. The success of the commuter service and the desire to provide additional rail travel options to reduce congestion and dependence upon the automobile have led to a discussion of extending the Shore Line East rail service from its current terminus in New London to Westerly, R.I. As noted under Bicycle Transportation Facilities, provision should be made for bicycle facilities both at the stations and on the passenger rail cars.



*CTrail Service Enhancements and Expansion are major goals of the region.*

### The Hartford Line

Starting operations in 2018, expanded rail passenger service north of New Haven is provided with the Hartford Line. CTDOT has constructed improvements to the corridor infrastructure, including double tracking, capital equipment purchases, station upgrades, new station construction in Meriden, Wallingford and plans for a new station in North Haven. There are proposed additional station locations, as well as parking facility improvements.

Currently this service provides regular round-trip commuter trains on weekdays ending at Union station in Hartford, with some continuing north to Springfield Massachusetts. Amtrak also provides additional New Haven-Springfield round trips. Service is also provided on weekends and holidays.

### **Union Station Improvements**

Union Station in New Haven, has been a vital transportation hub in the region for over 100 years and as one of the busiest rail stations in Connecticut, serves over 400,000 passengers each year. This multi modal station provides connections to Metro North and Amtrak as well as the Shoreline East and the Hartford line. CTRANSIT provides bus connections to the station. And intercity bus providers with connections at Union Station include Greyhound, Peter Pan, and Megabus.

In the fall of 2021, an agreement was signed between CTDOT and the city of New Haven to provide for a major infrastructure improvement project for Union Station. Improvements include new retail space and passenger amenities for commuters, while improving vertical access (stairs, elevators, and escalators) to expand use of the upper station floors. In addition, the surface lots on the Union Station Campus will be redeveloped to include a new intermodal space for bike, transit, and additional parking in the form of a 450-space parking garage. This plan fully supports continued investment into this thriving transportation center.

### **Shore Line East Station Improvements for Madison**

The Madison station opened in 1990, at the start of Shore Line East service. It remains as one of the only stations without a second platform. Madison station consists of one high-level side platform on the southbound side of the tracks and a mid-sized parking lot. With only one platform, service is severely limited to the station. There are plans to construct a second platform and three-story parking garage. In fact, the second platform was mandated in the 2003 agreement between CTDOT and AMTRAK.

However, the project was delayed in 2018 for lack of funding. There are environmental concerns that must be addressed before the project can be advanced. It is important that CTDOT, SCRCOG and the town of Madison work together to find a solution a develop a plan to fully upgrade this commuter rail station.

### **Shore Line East Connection to the Hartford Line**

As commuter rail service is expanded and enhanced, the need for interconnection of these services will be important. In this Region, Shore Line East and Hartford Line service currently meet at Union Station in New Haven. As part of the Plan, an interconnection which bypasses this busy hub may be important in providing timely travel options from one commuter rail to another. Rail connections exist which would bypass New Haven and allow interconnections in North Haven at a new station, and either in Branford or East Haven, if a station is built there.

### **Tweed New Haven Airport**

Tweed New Haven Airport has served as a regional airport for many years. Commercial carriers provide transportation services for the region. Connections are available for travelers to other portions of the country. Commercial carriers have changed as the industry and passenger demand has evolved. In 2021, The Tweed New Haven Airport Authority approved a lease agreement with AVPORTS LLC and Avelo Airlines announced that their new East Coast hub would be located at Tweed. Since that time, service has improved, and the number of flights has increased. The existing passenger service provides air travel options for the Region and is an important component of the regional transportation system.

The Plan supports Tweed New Haven Airport’s effort to meet the transportation needs of the region while maintaining and improving its economic vitality.



### OVERARCHING GOALS:

1. Fully implement projects identified in the MOVE New Haven study.
2. Improve Public Transit opportunities in the region in cooperation with service providers.
3. Encourage continued investment in Public Transportation facilities.
4. Create a safe and reliable multimodal transit system that serves all communities.
5. Complete the Shoreline East station improvements in Madison to include the second platform.
6. Support the development of additional routes and expanded schedules for both bus and rail.

## Chapter 8: Interstates and Limited Access Highways

The final work on the I-95 Central Corridor Expansion projects has been accomplished. These improvements will serve the Region well beyond the timeframe of this plan. Major capacity expansions were completed for I-95 from Exit 54 Cedar Street in Branford, on the north (east) end to Exit 45 on the south (west) end. The expansion included the replacement of the Pearl Harbor Memorial Bridge (Q Bridge) with a new structure and the complete rebuilding of the I-95, I-91, and Route 34 interchange.



*Pearl Harbor Memorial Bridge in New Haven*

Over the last few years, the Region has seen increased funding for transportation infrastructure improvement. In November 2021, the Bipartisan Infrastructure Law (BIL) took effect and under this new legislation Connecticut expects to receive

about \$1.3 billion over the next five years. In the first year, this represents about a 39% increase over 2021 FAST Act formula funding levels. Before that, the state has proposed increased funding for rail improvements as well as highways project and transit improvements through the Let's Go CT initiative. New funding means new opportunities to address capacity deficiencies. But also new challenges to move projects from design to construction in a timely manner.

### **I-95 North (East) of Exit 53**

The CTDOT has investigated the conditions of I-95 from Exit 54 in Branford to the Rhode Island state line. The Southeast Corridor Study concluded that additional capacity was needed and that a third lane should be constructed in each direction for the entire length. In 2022 CTDOT launched the **I-95 Eastern CT Planning and Environmental Linkages (PEL) Study** to evaluate existing and future transportation demands for the I-95 corridor from Exit 53 in Branford to the Rhode Island state line. SCRCOG supports this effort and has identified opportunities for interchange improvements within the study area. The interchange opportunities are outlined below.

*Exit 53* – Current configuration allows for movements oriented to or from the south (west) direction. Potential reconfiguration of the connection of Exit 53 to Route 1 has led to conceptual plans for a connection to allow for a full interchange in both directions. These additional movements will allow better access to that area of Branford, reduce congestion, and improve safety.

*Exit 59* – The Study proposed near term improvements to allow for safe connection with I-95 and Route 1 at Goose Lane. The concept raises additional concerns as it

severely impacts the current CTDOT maintenance facility. Regional growth will further deteriorate the traffic level of service at this interchange and, whether the current concept or another, solutions are necessary. Improvements to Exit 60 as noted below may partially address this issue.

*Exit 60* – Due to its proximity to the former Madison toll station on I-95, Exit 60 was only constructed to have movements to or from the north (east) direction. Original plans called for the south (west) movement to be made from Wildwood Avenue. In fact, these ramps were rough graded but never constructed when the Connecticut Turnpike, the original name for this section of I-95, was built. The Study identified these never completed ramps as a possible near-term improvement.

#### **I-95 South (west) of Exit 45**

CTDOT completed a study of I-95 from New Haven to the New York state line several years ago and continues to consider options for the corridor. The Legislature recognized the difficulty of constructing additional capacity on I-95 due to limited current right of way and intense adjacent development. The solution mandated by the legislative action was to analyze the transportation needs and develop a plan to reduce the base levels of highway demand by 5% within five years.

Actions of CTDOT included the reduction of highway demand by increasing utilization of other means of transportation. These included increased rail usage, increased ridesharing/carpool usage, increased vanpool usage, increased full and part-time telecommuting, and increased use of alternative work schedules, and increased inter-regional bus ridership. Results reported by CTDOT include success in some of these areas and below goal reductions in others.

Any additional actions within the Southwest Corridor are anticipated to address transportation demand and not provide increased highway capacity.

#### **I-91 Interchange Improvements**

The interchange issues on I-91 are less significant as the design standards were more stringent for I-91, which was constructed a decade or more after the Connecticut Turnpike (I-95). However, changes in traffic patterns and volumes due to adjacent development cause increased interchange usage, resulting in unsatisfactory interchange operations.

#### **Downtown Crossing Route 34 Phase IV – New Haven**

This infrastructure project will rebuild the former Route 34 expressway into a system of urban boulevards and reestablishes the urban street grid by reconnecting the city streets, to reclaim portions of land that had long been unavailable for development due to the expressway right-of-way. The project was broken into 4 phases with construction on the first phase started in 2013.

#### **I-91/I-691/ Route 15 Interchange Improvements in Meriden**

The previous Plan identified improvements to the Chamberlain Highway interchange as desirable for the efficiency of the local highway network. A SCRCOG sponsored study was completed in 2008 and a further study in 2014 expanded the review and recommended improvements to interchanges 5, 6, and 7 and circulation on adjacent highways. In 2022, three projects were introduced to reduce congestion and improve safety on Route 15 and I-91 within the I-91, I-691, and Route 15 Interchange in Meriden and Middletown, CT.

### **Wilbur Cross Parkway**

The Wilbur Cross Parkway, Connecticut Route 15, is the only non-interstate limited access highway in the Region. Constructed in the 1930's, the Parkway was constructed for passenger vehicles only and, together with the Merritt Parkway, provides a connection from the New York state line to Hartford. Distinctive and unique designs were used for the bridge structures. The design kept many trees and continues to provide a scenic roadway for travel through the state. Minor improvements have been made since the original construction, but many interchanges have changed little since initial construction. As traffic volumes and speeds have increased, and safety standards have evolved, many of these interchanges require study for improved safety while entering and exiting the parkway.

SCRCOG sponsored Wilbur Cross Parkway Interchange Needs Assessment Study in 2009 and focused on seven interchanges and two service areas on the Wilbur Cross Parkway (Route 15) between Milford and Meriden. In close consultation with CTDOT and the involved municipalities, recommendations were made for near, mid, and long term improvements to these interchanges.

The scenic character of the parkway is a feature which is valued by the residents and motorists and must be maintained. The challenge is to ensure safety while maintaining the character of the parkway. The Region remains concerned that the traffic speeds, which currently greatly exceed the posted speed limit in many sections of the parkway, are potentially requiring more substantial improvements than would be required for design speeds reflecting the posted limits. The increased improvements potentially will not only impact the character of the parkway, but also

utilize additional limited funding, thereby decreasing the number of improvements undertaken. Speed limit enforcement needs to be a significant portion of the solution to the safety issues. The Region encourages CTDOT to advance the recommendations in the Study on the interchange issues and provide context sensitive solutions to the identified operational and safety issues.

### **Rest Area Improvements**

In 2009, CTDOT entered a long term contract with a single statewide operator for improvements and upgrades at service plazas along I-95. The Region notes that the improvements provide more traveler-friendly facilities, with better food choices and improved facilities. The improved rest areas help to promote a better image of Connecticut to the traveling public. In 2022 CTDOT announced plans to provide level three electric vehicle (EV) fast chargers at the Interstate 95 service plazas. The first such charger was installed at the Southbound service plaza in Madison.

### **Park and Ride Lots**

For many decades, CTDOT has constructed and maintained Park and Ride Lots adjacent to the Region's interstates and limited access highways. Most of these lots have been constructed within the land acquired for the construction of the interstates at interchanges. Most of these lots are well utilized and serve as both informal and formal staging areas for car, van and bus usage. Each lot removes cars from the highway and is an important component of congestion reduction initiatives.

For over 30 years, SCRCOG has conducted quarterly capacity counts for the Region's commuter parking lots. These counts are posted on the SCRCOG website and distributed to stakeholders throughout the Region. These counts have shown that

highway improvement and expansion projects often affect these well-utilized lots. The Plan encourages CTDOT to work with the Region to provide additional capacity where needs are identified as part of the regional transportation system.



*Park and Ride Lots reduce single occupant vehicle usage, reduce highway congestion, and when suitably located, provide intermodal connections.*

**Incident Management/Traffic Management**

Congestion is evident on certain portions of the interstate system daily. Incidents on the interstates can cause congestion to increase dramatically. Any significant congestion has an adverse impact on local roads, whether through diversion routes or by drivers attempting to avoid delays. CTDOT has

installed and maintains infrastructure for video surveillance and communication on the interstates in the Region. These facilities allow for real-time information to be available to CTDOT traffic operations facilities and state and local first responders.



*Variable Message Signs and Highway Advisory Radio provide important travel information for reducing congestion and travel delays due to highway incidents.*

Diversion Plans for I-91 and I-95 provide guidance for CTDOT, Connecticut State Police, local police, local emergency responders, local public works, and other departments to utilize in the event of a major event on the interstate. These major events displace traffic from the slowed or stopped interstate to local, parallel routes. Diversion Plans provide a mechanism to minimize the impacts of the diverted traffic in each municipality by providing prior assessment and planning.

CTDOT is currently updating these plans that were developed back in 1998. SCRCOG along with each municipality that contains a portion of I-91 or I-95 has participated in this process.

**Unified Response Manual**

SCRCOG, in cooperation with federal and state agencies, coordinated the preparation of a comprehensive, National Incident Management System (NIMS) compliant, multi-disciplined Highway Incident Unified Response Manual (URM) for Connecticut. The Connecticut Transportation Strategy Board (TSB), in 2003, established a Statewide Incident Management Task Force (SIMTF) which was charged with developing recommendations for improving the efficiency, coordination, and management of the response to and clearance of incidents on the state’s highways. In October 2003, the SIMTF presented a White Paper detailing recommendations to the TSB. A high priority recommendation was to develop a URM for statewide use.

In FY 2007, SCRCOG engaged a consultant for the URM preparation. SIMTF assisted SCRCOG in the review of the consultant draft and administration of the consultant contract. Utilization of the URM will allow for better and improved response to incidents on the highways of the state.

**OVERARCHING GOALS:**

1. Maintain existing transportation infrastructure in a good state of repair.
2. Improve safety for all users.
3. Reduce congestion and improve system reliability.
4. Improve project delivery by finding new ways to move projects from design to construction in a timely manner.
5. Review previous transportation studies to identify projects for implementation.

## Chapter 9: Arterial System

Arterial highways of the Region are key components of the highway system and serve predominantly regional and local traffic. Congestion and operational inefficiencies are immediately observable to the residents of the Region as they regularly utilize this portion of the highway system. Opportunities exist on the arterials of the Region for both large- and small-scale improvement projects which can provide substantial operational enhancement in the immediate area of the project.

### Arterial Goals

The Plan recognizes that the arterials in the Region must function efficiently for the free flow of traffic and goods throughout the Region. Arterial improvement projects and land use patterns must be advanced which offer improvement in the following areas: **access and performance, continuity, traffic signal updates, good design implementation, and safety.**

### Access and Performance

It has been shown that access issues and policies can substantially impact the performance of the arterial. Zoning Regulations which allow multiple curb cuts and little or no required separation contribute to increased turning movements and lowered arterial performance. Crossing and turning traffic increases conflicting movements which, in turn, decreases overall vehicle speed and lane volumes.

### Continuity

Optimal operation of arterials requires a consistent lane configuration. Motorists should expect to maintain traffic flow at all intersections and not have turning

movements stop the flow of traffic in a travel lane.

### Traffic Signal Upgrades

Traffic signal control technology has advanced substantially in the past decade. State of the art equipment and controls can allow for through traffic on the arterial to be prioritized and coordinated, while insuring side street access without significant delays. Signal upgrades on the CTDOT system have addressed some coordination along arterial sections in the Region. Many more opportunities for coordination and improved efficiency of the regional arterials exist. Locally maintained and controlled traffic signal systems also have opportunities, though often not addressed due to limited local funding. While beyond the fiscal constraint of the Plan, equipment and control upgrades are a critical part of the congestion management process. Additional funding must be a regional priority.

### Good Design Implementation

Many of the arterials in the Region have undergone various improvements which have not addressed underlying conditions such as offset intersections, poorly spaced intersections and similar design considerations. While the addressing of these issues is often complicated due to right of way concerns and other limiting factors, improvement projects must address these design considerations to provide long term solutions which optimize performance of the Region's arterials.

### Safety

All of the considerations in this chapter must address the underlying principle of highway safety. Arterial projects must be considered with emphasis on the potential for improved highway and pedestrian safety. Regional arterials serve many functions, providing connections throughout the Region and

supporting adjacent economic activity which is vital to the regional economy. Access to adjoining properties and businesses must be provided without compromises to vehicular safety. High volume arterials have additional safety considerations. Raised medians can be utilized to improve safety on arterials with numerous curb cuts, eliminating crossing traffic and directing crossing movements to adequately spaced “U-turn” opportunities. Pedestrian movements must be evaluated to provide cross walks and signal timing that promotes both pedestrian movements and pedestrian safety. Raised medians may also be utilized to provide pedestrian refuge areas.

### Corridor Studies

Corridor studies undertaken by the Region allow for study of the options available to address near and long range solutions for congested portions of the regional arterial roadway network. Recent studies have been undertaken by the Region through its annual Unified Planning Work Program (UPWP) which utilizes federal and state planning funds available to the Region. Corridor studies undertaken for Route 68 in Wallingford, Route 10 in New Haven and Hamden, Route 34 in New Haven, and Route 162 in West Haven and Orange have provided options for addressing congestion on these routes.

The corridor study will provide the basis for future action on corridor improvements. Discussions involving representatives of the municipality, CTDOT and the Region will be the next step in prioritizing and implementing the recommendations contained in the corridor study. The implementation could be considered a “system improvement” within the fiscal constraint of the Plan. The corridor study is a necessary first step in framing the transportation solution for these arterial corridors.

### OVERARCHING GOALS:

1. Improve access and performance of arterial connections.
2. Create and maintain consistent lane configuration.
3. Upgrade signal control technologies
4. Use good design practices to improve safety.
5. Conduct corridor studies.

## Chapter 10: Local Roads and Bridges

Local roads comprise most of the mileage of the highway system in the Region and handle the bulk of the traffic volume. Municipal budgets are the main source of funding for roadway maintenance and improvement projects. The many competing demands for the utilization of municipal tax dollars often leads to substantially less money appropriated for local highways and bridges than is needed to provide sufficient funding for proper maintenance, structure preservation, and required improvements.

Several state programs are available which provide limited funding to municipalities for maintenance and improvements of highways and bridges. These are outlined below:

### Local Bridge Program

This program provides funding to municipalities based upon a formula which includes the relative wealth of the municipality and the overall condition rating of the bridge structure. Funding ranges from a minimum of 10% to a maximum of 30% of eligible costs. The funding for this program should be a priority of the Legislature and Governor. The program aids municipalities and the Region by providing another funding source for municipalities to address local bridge needs.

### Town Aid for Roads (TAR)

The TAR program has been in existence for many years, providing funding for highway activities, including maintenance, materials, equipment, and salaries. Unfortunately, the amount of funding allocated has varied substantially and this fluctuation has caused municipalities to reduce the maintenance and preservation activities which were previously supported. The program will

better allow for local road activities by raising and stabilizing the funding level and providing annual adjustments for increased costs of materials and services. This program is well utilized and must be continued.

### Local Capital Improvements Program (LOCIP)

LOCIP provides funding based upon a statutory formula for projects identified on a Capital Improvements Program Plan approved by each municipality. The local priorities are determined in the Plan over at least a five-year period. While the program allows for the utilization of LOCIP funds for any capital improvement, many municipalities utilize LOCIP for highway improvements, including repaving. Projects undertaken from the approved Plan are eligible for reimbursement funding under the annual LOCIP allocation. As in the TAR program, the amount of funding has varied substantially, depending upon legislative action. Uncertainty over funding through the minimum period of five years covered by the Capital Plan leads municipalities to be cautious, often delaying needed activities. The program will better serve the municipalities and the Region with an increased and stable funding level with annual adjustments for increased costs of materials and services.

### STP Urban

Funding is provided for highway improvements in urbanized areas as identified by the most recent census. These federal funds are part of an overall funding formula which provides for project costs. These funds have in the past provided needed improvements for eligible roads in the Region. The Region works with CTDOT to advance a collaborative program for the use of the funds. This approach is essential for the advancement of appropriate projects

to benefit the Region and wisely utilize the federal funding.

**Local Capital Transportation Improvement Program (LOTICIP)**

The LOTICIP provides State funds to urbanized area municipal governments in lieu of Federal funds otherwise available through Federal transportation legislation. The LOTICIP is established with substantially fewer constraints and requirements than currently exist when using federal funds. Program guidelines have been established and a regional process is in place to provide access to these funds. LOTICIP has been successfully utilized by many of our member municipalities. SCRCOG looks forward to legislative action to continue the program with steady and possibly increased funding.

**Transportation Rural Improvement Program (TRIP)**

The TRIP provides state funds to municipal governments for infrastructure improvements in Rural and Small Towns. Activities may include transportation capital projects such as construction, modernization, or major repair of infrastructure. Currently, only municipalities with greater than or equal to fifty percent of their population living in rural areas are eligible to apply for this funding. Bethany is the only town that is eligible for this program.

**Transportation Alternatives Program (TAP)**

The BIL continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. This TA Set-Aside provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for

improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

**Community Connectivity Grant Program**

Administered by CTDOT, this grant program provides construction funding directly to municipalities for infrastructure improvements that are aligned with the overall program goals, to make conditions safer for people of all ages to walk, bike, and take transit.

**Municipal Funding**

The major source of funding for local highway projects remains the annual local budget. This is often supplemented by special bonded appropriations for specific improvements, especially large reconstructions, or bridge projects. Statewide surveys have been conducted in the past identifying the unmet needs for infrastructure maintenance and preservation, with very little new funding made available upon completion of the survey. Each municipality prioritizes and funds their maintenance and improvement plan as each budget allows. This results in differing levels of maintenance and improvement, depending upon the relative financial ability and competing needs in each municipality.

Department of Transportation advances a collaborative program for the use of the funds. This approach is essential for the advancement of appropriate projects to benefit the Region and wisely utilize the limited federal funding.

Aging infrastructure and increasing traffic volumes throughout the Region compound the funding problem. The challenges must be met at all levels of government to ensure a first-class transportation system with adequate funding for system maintenance, preservation and improvement as needed.

The Plan supports the diversity and range of local projects which are necessary to improve regional transportation resources. Local roads are part of a well-functioning regional transportation system and maintaining a good state of repair is critical. The funding needs for local roads is significant, and the Plan supports efforts to find solutions that benefit all elements of an integrated system. Many portions of the Region are not served by other transportation modes and the maintenance, preservation, and improvement of local roads are vital to the residents and regional economic vitality.

**OVERARCHING GOALS:**

1. Provide technical assistance for local road projects.
2. Promote funding programs for local road projects.
3. Maximize utilization of local road and bridge programs by including local infrastructure in regional studies.
4. Support the development of bicycle and pedestrian infrastructure on local roads to improve connectivity.

## Chapter 11: Active Transportation

Bicycling and walking are not only enjoyable forms of exercise, but also efficient and environmentally friendly modes of transportation. Throughout the region there is a growing recognition that supporting active transportation modes reduces travel costs, congestion, and pollution while creating a more multi-modal and connected transportation network overall. This recognition is evident in the steadily increasing demand for bicycling and walking facilities on roads and trails in the SCRCOG region in recent years. The plan fully supports increased investment into programs that support active transportation.

Safety is always a primary concern and consideration for any Bicycle and Pedestrian program. The Plan supports a “complete streets” approach to planning, designing, building, operating, and maintaining streets to enable safe access for all people who use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Whenever possible bike lanes and walking paths should be protected and separate from the vehicles and travel lanes.

Survey respondents and public meeting attendees made it clear that expanding active transportation opportunities should be a major priority of the region. Comments were made to consider the connectivity of bicycle and pedestrian infrastructure. Safety was also a top priority: 36% of respondents reported feeling uncomfortable walking throughout their community, while 40% of respondents reported feeling uncomfortable biking in their community. Solutions presented include developing protected bike

lanes and expanding sidewalk infrastructure in the region.

Some of the valuable benefits of active transportation and its associated infrastructure include:

### Healthy Living

Walking and bicycling promote good health. The U.S. Department of Health and Human Services recommends 10,000 steps per day to achieve better health and fitness.

Bicycling is a low-impact exercise that improves overall balance and coordination. Both activities increase the health of the heart and cardiovascular systems and can improve resistance to obesity related health problems such as strokes, diabetes, and cancer.

### Accessibility & Choice

Access to a comprehensive network of facilities such as sidewalks, crosswalks, and bike lanes allows people to exercise greater independence in choosing how they want to travel. Without these facilities, people will resort to traveling by personal vehicle or engaging in unsafe walking and biking practices. Limited transportation options are not only an inconvenience but also present an issue of social equity for those who do not have the option to drive. 12% of survey respondents reported not having consistent access to a car.

### Strong Communities

Pedestrians and bicyclists enhance the sense of community in small towns and big cities worldwide. Pedestrians move at a slow speed and have face-to-face interaction with other pedestrians. Bicyclists, likewise, must communicate with other travelers with eye contact, audible means (such as verbal signals, bells, and horns) and hand signals. Providing safe and convenient pedestrian

and bicycle facilities improves access to and connection between community events, schools, parks, places of worship, and small businesses.

### **Cost Effective**

The cost of building sidewalks and bicycle travel facilities is significantly less than building roads and parking facilities for motor vehicles and buses, or rail lines and stations for trains. In addition, there are a wide variety of low-cost measures that can be implemented without construction and the associated costs and delays, from painted bike lanes to strategically placed planters. Funds spent to build and maintain bicycle and pedestrian facilities can stretch further than those spent on other modes.

### **Better for the Environment**

Motor vehicles create a substantial amount of air pollution. According to the EPA, transportation is responsible for nearly 80 percent of carbon monoxide and 55 percent of nitrogen oxide emissions in the U.S.

### **Greenways in the Region**

Several greenways are located the SCRCOG region. A greenway is a linear open space separated from road traffic, set aside for recreation and active transportation. Most greenways are paved and can be used for walking, running, biking, inline skating, and wheelchair travel. Because of this variety of users, greenways are also referred to as multi-use trails. Some of the region's greenways traverse multiple municipalities and / or cross into neighboring regions. The trails are in various stages of planning and completion, with the goal of closing gaps and improving local connections to the trails.

### **East Coast Greenway**

This trail is planned to span approximately

3,000 miles from Maine to Florida. It is almost entirely on public right of-way, incorporating waterfront esplanades, park paths, abandoned railroad corridors, and canal towpaths. The East Coast Greenway runs through portions of the Farmington Canal Trail, Savin Rock Trail, Long Wharf Nature Preserve Trail, and Silver Sands State Park Path in the SCRCOG region municipalities of Hamden, New Haven, West Haven, and Milford.

### **Farmington Canal Trail**

The Farmington Canal trail is planned to extend from New Haven, Connecticut to Northampton, Massachusetts. Within the SCRCOG region of Connecticut, the trail runs through the municipalities of New Haven and Hamden. It runs along a former canal and rail line. The finished trail is a smooth 10-foot wide paved swath.

### **Shoreline Greenway Trail**

This trail is planned to traverse 25 miles from Lighthouse Point in New Haven to Hammonasset Beach in Madison. To date, approximately 4.7 miles of trail have been completed in three towns, with another three miles under construction. There are 1.3 miles shovel ready/under bid, 6.8 miles, under development, planning or review or in proposal. When completed, the trail will pass through the SCRCOG region municipalities of New Haven, East Haven, Branford, Guilford, and Madison. Much of the trail is planned to be a crushed granite, packed stone surface that is accessible for all.

### **Regional Bicycle and Pedestrian Plan**

As part of the UPWP for FY 2017, SCRCOG engaged a consultant to update this plan. The consultant built upon the 2007 Plan and the 2006 trail mapping project and provided a conceptual framework for

increasing the attractiveness and effectiveness of bicycle and pedestrian transportation on a region-wide basis.

As part of its work program in 2023 and 2024, SCRCOG intends to develop a new Bicycle and Pedestrian Plan with a focus on interconnectivity where feasible.. Current studies include:

**City of Meriden CT Loop Trail**

CT Loop Trail Connection study from Broad Street to the Middletown line in the vicinity of Westfield Road.

**City of West Haven Bicycle-Pedestrian Plan**

Creation of a City-wide Bicycle Pedestrian Plan coordinated with other City Plans and with emphasis on intermodal connections and addressing all areas of the city.

**Town of Hamden Canal Trail Crossings Evaluations**

Evaluation, concept design safety improvements and recommendations with cost estimates for 21 at grade crossings on the Farmington Canal Heritage Trail between Goodrich Street and Mt. Sanford Road.

**Town of Branford Walkability/Sidewalk Study**

Study to improve and expand the sidewalk transportation system within the Town to improve pedestrian safety and walkability, complete connections to key areas of Town and address ADA noncompliance areas.

**Town of Madison Bicycle-Pedestrian Safety Improvements Study**

Prepare concept plan and preliminary cost estimate for sidewalks, shared use paths and other bicycle-pedestrian safety improvements along Route 1, West Wharf

Road, and Surf Club Road between downtown and Surf Club.

**Bicycle Transportation Facilities**

As part of the intermodal goals of FAST Act, utilization of various modes of transportation by travelers is encouraged. To that end, provisions are encouraged for travelers utilizing bicycles for a portion of their travel and then utilizing another mode. Accommodations are necessary to allow intermodal utilization. These accommodations could include:

*Bicycle Racks* - Locations to store bicycles for utilization upon the traveler’s return are one method of accommodating and encouraging bicycle use. Unfortunately, the value of the bicycle and the relatively poor security often afforded by bicycle racks can lead to underutilization and potential undervaluing of the investment. The conditions vary by location. These factors should be studied and discussions undertaken with bicycle riders prior to the installation of these facilities.

*Transit Capabilities* – If bicycle racks are not appropriate or utilized, then provisions must be made for the transporting of bicycles on transit modes. The capability to transport bicycles should exist on both rail and bus and progress has been made. The operators and CTDOT are encouraged to continue to include these provisions in both planning and service modifications.

*Bike Lockers* – Bike lockers have proved successful in other areas of the country. Monthly rental insures availability for regular bicycle users. Provision of bike lockers should be considered in appropriate intermodal locations.

**OVERARCHING GOALS:**

1. Promote cost-effective and environmentally friendly, active transportation programming to promote healthy living and strong communities.
2. Improve safety for pedestrians and bicyclists through educational efforts, infrastructure improvements, etc.
3. Encourage expanding protected bike lanes and walking paths to separate users from vehicles and travel lanes.
4. Support the development of a network of interconnected bike and pedestrian routes that connect neighborhoods, schools, parks, and other key community destinations.
5. Support the installation of traffic calming measures in areas with high bicycle and pedestrian traffic.

## Chapter 12: Freight Movement System

Freight movement in the Region is a vital part of the transportation system and a key component of regional economic health. For most of the twentieth century, rail was the predominant mode of freight transportation. As the interstate system was completed, freight movement transitioned to highway transportation. Congestion on the interstates and stabilization of the rail industry is starting to once again make rail a viable option for the movement of freight and goods.

In 2022, CTDOT completed an update of the Connecticut Statewide Freight Plan. The region participated in that process to provide regional input to bolster the success of the plan. As the statewide plan is advanced, the Region will work with the Department to provide data and other information relevant to assist in the addressing of regional and statewide freight issues. These issues could include movements of freight within urban environments, freight bottlenecks, height/weight restrictions, truck parking issues, intermodal connections, agricultural commodity freight movement, and other issues critical to freight movement that enhance the economic vitality of the Region and state.

As noted previously, the Region has many modes of freight transportation available. **Rail**, **water**, and **truck**, all contribute to the vital movement of freight.

### Rail

As passenger rail traffic increases, the capacity for freight movements on the existing rail network decreases. The positive news is that the existing rail freight network has underutilized capacity which could be

utilized with minimal investment, even with some additional passenger service. Many former rail connections have been lost due to the previous instability of the rail industry. Freight movement predominantly by truck has resulted in less operating revenue for infrastructure maintenance, exacerbating prior poor connections to the national rail network. Opportunities exist for increased rail freight movements which require operator and rail bed owner cooperation and marketing. Increased use of existing rail sidings and the construction of new sidings will reduce truck utilization and potentially increase regional economic activity. Feeder Barge Service could also provide additional rail freight. The Plan encourages increased rail freight utilization as a means of reducing congestion on regional highways and improving air quality in the region.

### Water

The Port of New Haven provides opportunities for substantial movement of goods. Petroleum products are important to the regional economy. Other freight movements provide world-wide water connections to the global marketplace. Feeder Barge Service would increase the movement of freight by water with minimal infrastructure investment.

### Truck

As the predominant method of moving freight, trucks contribute to the regional economy, but also to regional highway congestion. Truck routing can also have adverse impacts on neighborhoods and Environmental Justice (EJ) portions of the Region. State and local legislative changes may be required to address congestion, routing, delivery timing, and truck parking and idling concerns. A balance must be sought which allows for the movement of goods but does not cause congestion which

negatively impacts the economic vitality of the Region.

The marketplace governs the selection of the mode of transportation utilized for goods. Infrastructure improvements can help influence these choices and improve the efficiency of the freight transportation systems. Marketing and operator actions can influence the means of goods transportation. The Plan encourages freight movement by underutilized modes wherever possible to optimize the economic health of the Region by the utilization of all modes of freight transportation.



*Freight movement is a critical component of the regional transportation system. Increased rail utilization will remove trucks from the Region's highways and help reduce highway congestion*

## Port of New Haven

The Region has a substantial asset in the Port of New Haven which contributes to the needs and demands of the regional transportation system. The Port of New Haven is the busiest and largest deep-water port in the State of Connecticut. With a federally authorized channel depth of 35 feet

and a width of 400 to 800 feet, New Haven Harbor can accommodate ships ranging from 20,000 to 40,000 deadweight tons. The 366-acre port district includes eight privately owned terminals and 10 berths. Port facilities primarily handle petroleum products, general bulk, cargo, scrap metal, metallic products, cement, sand, stone, salt, break bulk and project cargo.

This significant deep-water port, with its intermodal connections, is an important component in the movement of goods and materials to and from the Region. The New Haven Port Authority was established in 2003 and today serves to enhance the economic competitiveness of the greater New Haven region and all of Connecticut through waterborne traffic. The terminals are privately owned and operated. The individual operators work with the Port Authority to demonstrate their needs and work toward coordinated efforts for the benefit of port operations.

### Highway Access

The operations of the Port have long been intertwined with the surrounding neighborhoods and highway access to the Port is primarily via US I-95, US I-91 and CT RT 15, all of which are heavily utilized, and may be congested. The reconstruction of the Pearl Harbor Memorial Bridge (Q-Bridge) provided improved access to the Port area. Access and ramps allow re-oriented and dedicated access to the Port area. The Plan supports efforts that will improve access to the Port.

### Rail Access

Rail connections have always been a key component of the movement of goods to and from the Port. With the Tomlinson Bridge construction project, rail connections to the mainline service in New Haven were restored. New rail spurs could provide better

access to the waterfront. The Plan endorses increased rail utilization for freight movement as a means of addressing regional highway congestion.

*Rail Service across New Haven Harbor has been*



*restored on the Tomlinson Bridge*

### **Feeder Barge Service**

There have been numerous discussions over the possibility of a feeder barge service utilizing the Port of New Haven. The Port of New Haven is uniquely situated to have a feeder barge service that would accomplish several regional benefits:

### **Removal of truck traffic from I-95 west of New Haven**

Significant truck traffic exists in the corridor west of New Haven. Feeder barge service would remove portions of this truck traffic, thereby reducing congestion and improving interstate highway efficiency from New Haven to New York.

### **Rail Connections**

As noted above, rail connections to the Port provide shippers with rail options for freight movements. The rail operator, Providence and Worcester, a division of Genesee and Wyoming, has indicated a desire to increase rail movements to the Port. Connections primarily exist in north and east directions

for increased rail freight movement due to out of state limitation in the rail network.

### **Utilization of I-91 North or I-95 east**

The junction of two interstates at New Haven gives shippers highway options for the movement of goods.

### **Increased Economic Activity**

Increased utilization of the Port is good for the economic vitality of the Region. Additional support businesses are anticipated if the Feeder Barge Service is established. Container content breakdown and distribution could be an additional activity for the Region if the service comes to fruition.

### **Channel Improvements/Dredging**

– The viability of the Port depends upon the maintenance of the federally defined and maintained channel. The Army Corps of Engineers is responsible for maintenance and is dependent upon Congressional appropriations for the funding of dredging projects. Funding levels have not been sufficient to meet all needs in a timely fashion in recent years.



SCRCOG endorses the proper maintenance of the New Haven Harbor and channel to maintain the viability of the Port as an important contribution to the regional transportation system, as well as the continued economic vitality of the Region.

**OVERARCHING GOALS:**

1. Increase rail freight utilization as a means of reducing congestion on regional highways and improving air quality in the region.
2. Support the Port authority's efforts to improve operations in the port of New Haven. And consider creating a feeder barge system to increase the movement of freight by water.
3. Seek efficiencies and legislative changes that allow for the movement of goods via truck but not to the detriment of the environment, EJ communities and system optimal performance.
4. Expanded rail connections in the port.

## Chapter 14: Security and Safety

Increased threats to the security and safety of the United States have led to increased emphasis on the potential threats to regional transportation systems. Planning is underway at all levels of government and in the private sector to address these concerns. The FAST act requires increased focus on both security and safety.

Transportation Security refers to both personal and homeland security, with the latter reflecting attention to vulnerability to intentional attack or natural disasters, and the associated evacuation procedures. Safety refers to reducing the number of crashes and accidental deaths or injuries associated with the operation of surface modes.

### Security

Security issues can be best addressed after a comprehensive review of the vulnerability of regional transportation systems. Each transportation mode has two vulnerable security components – the operating conveyance and the infrastructure on which it operates. Responsibility may rest with two different entities for each component who must exchange information to adequately address the threats. Issues associated with each mode for consideration are as follows: **air**, **rail**, **water**, and **highway**.

### Air

Security on airplanes is under the jurisdiction of the federal government and the operators. Security for the Airport is shared by the operators, Tweed New Haven Regional Airport Authority and the federal government.

### Rail

Passenger rail security is handled by AMTRAK and Metro North. AMTRAK, Metro North, CTDOT, and other rail bed owners handle infrastructure security. The operators that serve the Region handle freight security.

### Water

Security for the Port is handled by the New Haven Port Authority, the port operators, the vessel operators, and the United States Coast Guard.

### Highway

Depending upon the control of the highway, security is handled by the Connecticut State Police, CTDOT, local police, or municipal government.

For many years, each municipality in the Region has prepared its own emergency plan, normally administered by the Emergency Management Director and other municipal staff. Terrorist attacks on targets at home and abroad have focused attention at all levels of government on expanded security planning for homeland security and the threats from both intentional attack and natural disaster. The Connecticut Division of Emergency Management and Homeland Security (DEMHS) is responsible for the coordination of local efforts and those of state agencies to respond to these threats. Several initiatives are underway to address coordination and full and efficient utilization of available resources. One initiative is the preparation of the Statewide Evacuation and Shelter Plan.

### Evacuation and Shelter Plan

DEMHS has divided the State into regions for homeland security and emergency management. SCRCOG municipalities have been placed in DEMHS Region 2. Each DEMHS region is staffed by a minimum of

a Regional Coordinator and an Emergency Preparedness Program Specialist. These positions are augmented by others when needed to address threats. DEMHS Region 2 has prepared a draft Evacuation and Shelter Plan which guides the evacuation and sheltering of the residents of the DEMHS 2 Region when such measures are necessary.

When fully implemented, the Evacuation and Shelter Plan will outline the coordinated evacuation procedures, traffic control, utilization of transit resources and other facets necessary to assist and protect the residents of DEMHS Region 2 if evacuation and sheltering are deemed necessary by the Governor of the State of Connecticut.

**Safety**

Reduction in crashes and related injury is the goal of operators of all transportation systems, whether car, bus, truck, ship, or rail. Each operator is responsible for safe operation and prevention of injury. Each mode operates under specific statutory requirements which impose varying requirements.

Safety issues can most be impacted and addressed in highway projects in the Region.

**Local Accident Reduction Program**

CTDOT provides limited funding for highway improvements which will reduce accidents through this program. This program has provided funding for the correction of numerous safety concerns statewide. Proposals are solicited as funds are available for ranking by CTDOT based upon several criteria, including the frequency of accidents at the location. The continuation of this program is important to the Region.

**Highway Safety**

Current legislation requires the Region to conform to the Connecticut Strategic Highway Safety Plan (SHSP). The SHSP, prepared by CTDOT and updated with

annual safety plans, lists several goals and strategies, all related to improving highway safety and reducing personal injuries and fatalities.

The SHSP addresses the following data driven emphasis areas:

- Traffic Reports and Information
- Roadway Departure
- Pedestrians and Bicycles
- Work Zones
- Driver Behavior (Alcohol, Occupant Protection, Speeding)
- Motorcycle Safety
- Commercial Vehicles
- Incident Management

In general, each category outlines the pertinent issues, specific strategies, and goals to enhance CTDOT’s safety program by ensuring roadway systems are as safe as possible through the 4Es – Education, Engineering, Enforcement, and Emergency Medical Services.

Implementation of the goals and strategies of the SHSP will improve safety of all residents of the Region. The Plan encourages CTDOT to work cooperatively with the municipalities and the Region to meet these goals.

**OVERARCHING GOALS:**

1. Reduce accidents and improve safety.
2. Develop an Evacuation and Shelter plans
3. Assist with Implementation of the goals and strategies of the SHSP

## Chapter 15: Special Policies and Programs

BIL requires several special policies which have been considered in the preparation of the Plan. These special policies address coordination and integration with other initiatives and legislative priorities.

### Metropolitan Planning Organization (MPO) Coordination

SCRCOG is one of seven MPOs in the State. Inter-regional cooperation is critical in a State the size of Connecticut. Many projects and issues extend beyond the boundaries of the Region and must be addressed together with other regions. The Plan reaffirms the importance of communication and inter-regional cooperation in improving accessibility, mobility and travel options for the Region and the State.

### Travel Forecast Model

Maintaining and updating, as appropriate, the Region's travel forecast model will continue to be a necessary planning activity. The travel forecast model is a tool which estimates the regional travel needs in the future. Coordination with the efforts of the CTDOT in this area is key. Current travel data is entered into the model which then estimates future travel demands on the regional roadway system. CTDOT air quality conformity determinations will govern transportation decisions during the timeframe of the Plan. The travel forecast model can help frame those decisions. As opportunities for transportation mode shifts occur, the travel forecast model can estimate potential benefits and help frame decisions to increase accessibility and mobility, while increasing the potential for environmental benefits.

### Air Quality Conformity

The Region is part of the New York-New Jersey-Long Island NY-NJ-CT Ozone and PM2.5 (Fine Particulate Matter) Nonattainment Area. Transportation Conformity is the process established by the USDOT and United States Environmental Protection Agency (USEPA) to ensure that transportation improvements will contribute to improved air quality in areas where concentrations of certain pollutants exceed national air quality standards. CTDOT undertakes the analysis for air quality conformity for Connecticut.

The transportation investments outlined within the fiscal constraint of this Plan have been reviewed by CTDOT. The following documents, prepared by CTDOT, outline the air quality conformity for the Region:

- Connecticut Department of Transportation – PM 2.5 Air Quality Conformity Determination of the 2023 Regional Transportation Plans and the FY 2021-2024 Transportation Improvement Programs for the Connecticut portion of the NY-NJ-CT PM 2.5 Nonattainment Area, March 2023.
- Connecticut Department of Transportation – Ozone Air Quality Conformity Determination of the 2023 Regional Transportation Plans and the FY 2021-2024 Transportation Improvement Programs for the Connecticut portion of the NY-NJ-CT Ozone Nonattainment Area and the Greater Connecticut Ozone Nonattainment Area, March 2023.

Additional programs established by the Department of Energy and Environmental Protection (DEEP) will help improve air quality in the Region. The Anti-idling

initiative, which seeks to reduce idling through the enforcement of DEEP’s 3 minute anti-idling limit regulation, will reduce ozone and particulate matter. DEEP’s diesel retrofit program seeks to reduce diesel emissions through the retrofitting of emission controls on diesel truck and bus fleets. The utilization of these and other programs to improve air quality will be important to the health of the residents of the Region.

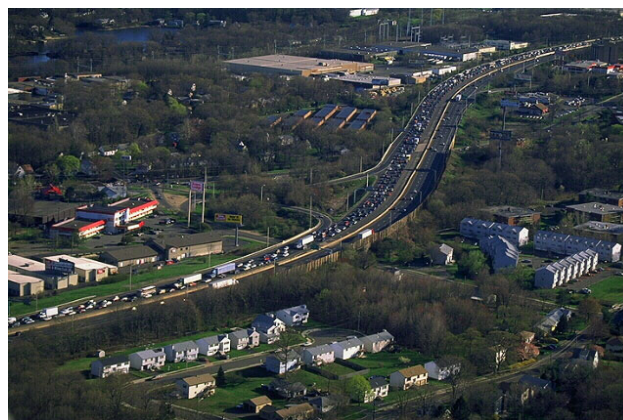
### **Congestion Management Process**

Highway congestion impacts many locations within the Region. The numerous negative impacts of congestion noted within the various components of the Plan and FAST Act require a process for the management of congestion.

The Congestion Management Process for the regional transportation system must include consideration of congestion issues in each transportation decision made for the Region. Municipal and SCRCOG staff have reviewed the impacts on congestion as part of the normal review process. The Plan endorses this review and suggests that it is critical for consideration of funding priorities, project timing, project scope, and legislative requests for transportation funding of any mode.

Recent SCRCOG congestion-related activities concentrate on providing data for monitoring congestion. Regional congestion chokepoints were identified and associated morning and afternoon peak hour related average speeds were documented. Congestion choke points were classified by interstate, arterial and core congestion impacts. Volume and operational impacts are key components of the observed congestion. Goals were established for minimum speeds in the congested sections based upon the roadway classification. As

performance measures are adopted, goals for reduced congestion will be determined.



*Congestion adversely impacts the Region’s economic vitality.*

The worst performing portions of the corridors are those associated with the I-95. The Pearl Harbor Memorial Bridge projects and West River Bridge replacement addressed many segments of that congested corridor. In addition to those areas of the Interstate system noted in previous section of the Plan, the portion of I-91 from North Haven to the intersection with I-95 in New Haven can experience significant congestion during morning and afternoon peak travel times. Similarly, the I-95 corridor in the vicinity of Exit 54 to 56 in Branford now experiences significant congestion during the peak travel times on a regular basis. Short to medium term improvements may be necessary to address these issues. Other corridors have been or are programmed for corridor studies under the annual Unified Planning Work Program (UPWP) undertaken by SCRCOG. The corridor studies will identify opportunities for congestion mitigation within the corridor.

Corridor studies represent the first step of framing potential solutions to congestion. The study process involves public outreach, a key step to a successful and viable study recommendation. Public participation allows

input into the planning process which often leads to a recommendation which is more closely aligned with the goals of safety, context-sensitive design, livable communities, and regional economic vitality.

Updates of the Congestion Management System Report will be undertaken periodically to provide a current framework for the prioritization of congestion solutions.

### **Demand Management Policy**

Regional congestion can be addressed either with supply-side tactics or demand-side tactics. It is important to note that neither of these tactics necessarily envisions reducing the number of trips undertaken in the Region. On a policy level, supply-side tactics include increasing roadway capacity, increasing transit capacity, and better managing highway incidents and accidents. Demand-side tactics are designed to reduce or manage the number of persons or vehicles traveling during peak periods or change the mode or length of the trip. These include flexible employer work schedules, telecommuting, pricing and market-oriented strategies, land use policies and local growth management policies.

SCRCOG recognizes that congestion is best addressed through both supply-side and demand-side tactics. Supply-side efforts include additional highway capacity projects programmed through the SCRCOG TIP approval process, the Regional Transit Study, regional planning recommendations, and SCRCOG-led Unified Response Manual (URM) preparation to improve incident and accident response. Demand-side efforts include CTRIDES' efforts to reduce dependence upon the single occupant vehicle, the pursuit of housing strategies which reduce trip generation, and the update of the Regional Plan of Conservation and

Development (POCD), with an emphasis on land use policies which encourage livable communities, control of sprawl, and the preservation of open space.

### **Intelligent Transportation System (ITS) Policy and Opportunities**

The Region's *Intelligent Transportation System Strategic Deployment Plan, New Haven Meriden Metropolitan Area (1999)* frames ITS policy. While primarily identified with highways, ITS is a useful tool for the major modes of transit, highway, and pedestrian travel. Transit ITS opportunities include:

- *Improved information on available parking* – Monitoring of parking in high demand areas can make available information on currently unoccupied parking.
- *Improved on-time performance* – Additional data collected on operations and adherence to schedule can be utilized to implement adjustments to route, timing, or schedules to improve on-time performance, making transit options more reliable for riders.
- *Improved coordination of transit services* – The ability to readily obtain information on various transit options in the Region is limited. Coordinated information would provide options to the traveler in the event of delays and missed connections to other providers.
- *Improved planning of transit services* – Coordination of schedules among the various providers is hampered by the number of operating agencies. Additional coordination would enhance the interconnection of the various transit options.
- *Improved information availability* – Better interchange of information

from the operators will enhance the traveler’s experience with a goal of increasing ridership and service utilization.

- *Real-time information* – Information available to the traveler could be enhanced with real-time information on each route or service.
- *Cost effective transit* – Through the use of ITS strategies, a review of the various services could be undertaken to optimize service, while minimizing the costs of providing the service.

### Consultation with Other Agencies

The FAST Act requires better coordination and communication with other agencies, specifically regarding environmental protection, tribal government, wildlife management, land management, and historic preservation. The Act looks to establish a minimum level of contact with these other agencies. In Connecticut, we are fortunate that the existing permitting process has many of these coordination processes in place. Opportunities for improved coordination and communication always exist and the Plan recognizes the need for a high level of coordination and communication. In cooperation with FHWA, CTDOT, FTA, and other necessary agencies, SCRCOG will seek input from other agencies to provide the Region with better transportation projects.

### Environmental Mitigation

The FAST Act requires review for the restoration and maintenance of environmental functions that could be impacted by the activities in the Plan. The Connecticut Department of Energy and Environmental Protection (DEEP) permitting requirements are met as part of the design, review, approval, and construction process. Transportation projects

and services must address environmental impacts and mitigation has been utilized in numerous instances to address unavoidable project impacts while reducing or eliminating overall long-term adverse environmental impacts.

Opportunities for environmental mitigation could include:

- Inland or tidal wetland restoration
- Wetland creation
- Stormwater control facilities
- Stormwater quality facilities
- Alternate pavement treatments
- Streambed or channel restoration
- Pollution remediation
- Clean fuel for construction equipment improving air quality.

Each project is evaluated to address the environmental impacts and assess the opportunities for environmental mitigation, considering the specifics of the project and proximity to environmental resources. Specific mitigation activities are then proposed or evaluated and, as pertinent, incorporated into the design. SCRCOG encourages the continuation of this important environmental review.

### Tourist and Visitor Welcome Centers and Information Access

Tourism is an important component of the economic vitality of the Region. Transportation alternatives and information are vital to the promotion of the Region as a destination, and the reduction of transportation trips through the Region to other destinations. Strategically placed facilities, in locations such as Union Station, New Haven, Tweed –New Haven Airport, and at the I-95-I-91 interchange, can provide regional attraction and travel information which will benefit travelers and regional economic vitality.

## Chapter 16: Financial Plan

The Plan is required by federal guidelines to be fiscally constrained. Fiscal constraint is a requirement for metropolitan transportation plans (MTPs) that ensures that the transportation projects and programs proposed in the plan can be implemented within the estimated available funding over the timeframe of the plan. In other words, it means that the MTP must be financially feasible and realistic given the expected revenue and funding sources available to pay for transportation projects and programs.

The financial plan demonstrates how the adopted transportation plan can be implemented. The expected costs of transportation projects and programs are provided in Appendix B. The amount of estimated funds allocated to the South Central Region for the period 2023-2050 was provided by CTDOT's Office of STIP, Coordination and Modeling. These estimates were developed as follows.

1. CTDOT calculated the total estimated funds for Connecticut (\$53,570,365,877) for the period 2023-2050 by compounding the estimated federal and state funds for FFY 2023 \$ 1,600,000,000 at 1.5% for 28 years.
2. Funding for transportation projects was divided among two project categories:
  - **System Preservation** projects: projects such as repaving roadways, bridge repair or replacement, and any other form of reconstruction in place.
  - **System Improvement** projects: projects that enhance safety, improve mobility, increase system productivity or promote economic growth.
3. Of the total estimated funds (\$53,570,365,877), Major Projects of Statewide Significance culled from the State's Long-Range Plan (\$17,632,713,000) were deducted.
4. Of the balance of the total estimated funds (\$35,937,652,877), 60% was allocated for System Preservation (\$21,562,591,726), and forty percent (40%) was allocated for System Improvement (\$14,375,061,151).
5. Five percent (5%) of the System Preservation funds were distributed equally to each of the MPO/RCOGs and 3.8% of the System Improvement funds were distributed equally to each of the MPO/RCOGs. This provided each of the 10 MPO/RCOGs with a minimum allocation of funds.
6. CTDOT used weighted variables to distribute the remainder of the System Improvement and System Preservation funds. The variables used were Vehicle Miles of Travel (VMT), Average Travel Time Index (AVR TTI), and Lane Miles (LM).
7. The amounts allocated to these variables (VMT, AVR TTI and LM) for each category (System Preservation and System Improvement) were then distributed to each MPO/RCOGs in proportion to its respective percentage to the total of the variables.

Weighing Factors		
Distribution	System Improvements	System Preservation
Weights		
Vehicle Miles Traveled	0.25	0.25
Average Travel Time Index	0.75	0
Lane Miles	0	0.75

The amount estimated for System Improvement for each MPO/RCOGs is the initial minimum allocation (3.8%), plus the amount allocated from the VMT and AVR TTI calculation. The amount estimated for System Preservation for each MPO/RCOG is the initial minimum allocation (5.0%), plus the amount allocated from the VMT and LM calculation. The estimated amount available to each MPO/RCOG for planning proposes, over the next twenty-eight years, is the sum of the MPO/RCOG’s total allocation for System Improvements plus its total allocation for System Preservation and total of identified Major Project in that MPO/RCOG.

The estimated funding allocation for the South Central Region for the period 2023-2050 is:

Allocation of Anticipated FWHA Funds (2023 - 2050)	
System Improvements	\$1,711,170,302
System Preservation	\$2,761,695,013
Major Projects of Statewide Significance	\$2,658,825,254
<b>Total</b>	<b>\$7,131,690,570</b>

SCRCOG will endeavor to seek out additional funding through federal and state grant opportunities to further the plan goals and strategies.

The lists of projects in this plan are not a complete list of projects and priorities of concern to the Region. The Region continually reviews the regional priorities for transportation improvements.

**FTA Funds**

Maintaining the transit system in a state of good repair will require most of the transit funds available. It is estimated that there could be approximately \$17 billion of federal and state funds available over the next 28 years. This number is based on a yearly total of federal and state funds of approximately \$500 million with a yearly increase of 1.5% The breakout of Rail vs Bus generally equates to a 70/30 split, therefore approximately \$12 billion could be available for Rail projects and \$5 billion available for Bus projects.

Non-highway revenue for other modes of transportation is required for operating costs, system improvements and system preservation. Funding is available for rail and bus operations and capital is programmed by CTDOT and, per CTDOT guidance, is sufficient to maintain existing service and for system preservation during the timeline of the Plan. Maintaining the transit system in a state of good repair and the implementation of the TAM plan will require the use of all transit funds for the timeframe of the Plan.

EXPECTED REVENUE FOR RAIL TRANSIT PROJECTS PER MPO				
FEDERAL FUNDS AND STATE SHARE				STATE FUNDED ONLY
MPO	total anticipated funding	FTA share	state share	state funded
SCRCOG	\$1,200,000,000	\$960,000,000	\$240,000,000	\$168,500,000
EXPECTED FEDERAL REVENUE FOR RAIL TRANSIT PROJECTS - MULTIREGIONAL				
FEDERAL FUNDS AND STATE SHARE				STATE FUNDED ONLY
MPO	total anticipated funding	FTA share	state share	
NEW HAVEN LINE - ML (MPOS 1,7,8)	\$85,000,000	\$68,000,000	\$17,000,000	\$9,000,000
NEW HAVEN LINE - SYSTEMWIDE (MPOS 1,2,5,7,8)	\$1,150,000,000	\$920,000,000	\$230,000,000	\$719,000,000
SHORELINE EAST (MPOS 11,13)				\$5,000,000
HARTFORD LINE - VARIOUS				\$186,000,000
METROCOG,SCRCOG - NHLine	\$2,300,000,000	\$1,840,000,000	\$460,000,000	
EXPECTED FEDERAL REVENUE FOR TRANSIT PROJECTS - TRANSIT DISTRICTS				
FEDERAL FUNDS AND STATE SHARE				STATE FUNDED ONLY
TRANSIT DISTRICT	total anticipated funding	FTA share	state share	
CTtransit - New Haven	\$387,380,000	\$309,904,000	\$77,476,000	
Greater New Haven Transit District	\$70,968,750	\$56,775,000	\$14,193,750	
Milford Transit District	\$855,000	\$684,000	\$171,000	
various	\$56,734,000	\$45,387,200	\$11,346,800	

### Near Term (2021-2024) Fiscally Constrained Projects

The Transportation Improvement Program (TIP) lists all near term (2021-2024) projects that have funding programmed for both highways and transit. These projects and are included within the fiscal constraint of this Plan and are noted in **Appendix A**.

Increased funding has helped advance several projects. It is expected that costs will increase modestly. CTDOT current policy on estimating addresses these increases to the estimated time of construction. While always an inexact method of estimating, this has led to increased confidence that adequate funding is programmed for the projects. Fiscal constraint always requires the adjustment of anticipated project schedules into future funding allocations. The Region responds to the funding adjustments with the appropriate amendments to the TIP and looks forward to reprogramming any available funds to help implement the long list of projects.

### Mid to Long Term Projects

Mid to long term projects (2023-2050) are outlined in **Appendix B**.

The chart provides Project numbers as available or noted as to be determined (TBD) if not. Project route numbers and a brief description are also included. Projects will be funded as they are prioritized in the future and may utilize highway system improvement funds noted above or additional revenue provided in the future. As such, these needed improvements can be utilized to program the system improvement funds. Subsequent plans and revisions will frame evolving needs and priorities, while meeting the requirements of fiscal constraint.



Near Term Projects  
2022-2024  
Appendix A

Project #	Town	Project Description	Year	Phase	Funding Source	Total Cost	Federal	Non-Federal
0014-0189	Branford	REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM	2023	PD	NHPP	\$655.00	\$524.00	\$131.00
0014-0189	Branford	REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM	2024	FD	NHPP	\$234.00	\$187.00	\$47.00
0014-0189	Branford	REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM	2024	ROW	NHPP	\$50.00	\$40.00	\$10.00
0014-0189	Branford	REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM	2025	CON	NHPP	\$5,251.00	\$4,201.00	\$1,050.00
0043-0129	East Haven	Bike/Ped East Haven Shoreline Greenway Trail	2022	CON	HPP	\$904.00	\$723.00	\$181.00
0043-0129	East Haven	Bike/Ped East Haven Shoreline Greenway Trail	2022	CON	STPT	\$145.00	\$116.00	\$29.00
0043-0132	East Haven	REHAB BR 02166 o/ MORRIS CREEK	2023	CON	STPNH	\$1,500.00	\$1,200.00	\$300.00
0059-0168	Guilford	Pedestrian Sidewalk Improvements	2022	CON	TAPNH	\$625.00	\$500.00	\$125.00
0061-0154	Hamden	FARMINGTON CANAL TRAIL CROSSING IMPRVMENTS	2024	CON	TAPNH	\$1,300.00	\$1,040.00	\$260.00
0061-0155	Hamden	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS	2023	PD	CMAQ	\$350.00	\$350.00	
0061-0155	Hamden	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS	2024	FD	CMAQ	\$332.00	\$332.00	
0061-0155	Hamden	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS LOCATIONS	2025	CON	CMAQ	\$3,407.00	\$3,407.00	
007-0265	Regional	Traffic Signal Control Rte 15 Berlin-Meriden	2022	OTH	NHPP	\$1,110.00	\$888.00	\$222.00
0075-0135	Madison	REPLACE BR 04852 o/ HAMMONASSET RIVER	2022	CON	STPNH	\$2,500.00	\$2,000.00	\$500.00
0075-0136	Madison	REPLACE BR 04857 o/ CAMP LAURELWOOD BROOK	2022	CON	STPNH	\$1,875.00	\$1,500.00	\$375.00
0079-0212	Meriden	Rehab Br# 04185 Center St o/Harbor Brook	2023	CON	HPP	\$5,350.00	\$1,067.00	\$4,283.00
0079-0240	Meriden	Interchange Improvements I-91SB,I-691EB, Rte 15 SB	2024	CON	NHPP	\$6,250.00	\$5,000.00	\$1,250.00
0079-0240	Meriden	Interchange Improvements I-91SB,I-691EB, Rte 15 SB	2025	CON	NHPP	\$147,750.00	\$118,200.00	\$29,550.00
0079-0240	Meriden	Interchange Improvements I-91SB,I-691EB, Rte 15 SB	2025	CON	STPNH	\$15,000.00	\$12,000.00	\$3,000.00
0079-0245	Meriden	INTERCHANGE IMPROVEMENTS - I-691 EB to I-91 NB	2023	CON	STATE	\$85,000.00		\$85,000.00
0079-0246	Meriden	Interchange Improvements I-91NB,I-691WB, Rte 15 NB	2023	CON	NHPP	\$6,250.00	\$5,000.00	\$1,250.00
0079-0246	Meriden	Interchange Improvements I-91NB,I-691WB, Rte 15 NB	2024	CON	NFRP	\$21,765.00	\$17,412.00	\$4,353.00
0079-0246	Meriden	Interchange Improvements I-91NB,I-691WB, Rte 15 NB	2024	CON	NHPP	\$25,000.00	\$20,000.00	\$5,000.00
0079-0246	Meriden	Interchange Improvements I-91NB,I-691WB, Rte 15 NB	2025	CON	NFRP	\$108,824.00	\$87,059.00	\$21,765.00
0079-0246	Meriden	Interchange Improvements I-91NB,I-691WB, Rte 15 NB	2025	CON	NHPP	\$53,162.00	\$42,530.00	\$10,632.00
0079-0247	Meriden	Multi-Use Path frm E Main to Wallingford town line	2023	FD	TAPNH	\$189.00	\$151.00	\$38.00
0079-0247	Meriden	Multi-Use Path frm E Main to Wallingford town line	2024	CON	TAPNH	\$1,900.00	\$1,520.00	\$380.00
0079-0248	Meriden	3D Model for Digital As-Builts	2022	OTH	RTAP	\$106.00	\$85.00	\$21.00
0083-0271	Regional	Replace Highway Signs and Supports Rte 15	2023	CON	NHPP	\$11,100.00	\$11,100.00	
0083-0272	Milford	EXTEND DECELERATION LN FOR SB OFF-RAMP AT EXIT 38	2022	PD	NHPP	\$900.00	\$810.00	\$90.00
0083-0272	Milford	EXTEND DECELERATION LN FOR SB OFF-RAMP AT EXIT 38	2025	CON	NHPP	\$4,500.00	\$4,050.00	\$450.00
0083-0272	Milford	EXTEND DECELERATION LN FOR SB OFF-RAMP AT EXIT 38	2025	FD	NHPP	\$600.00	\$540.00	\$60.00
0083-0272	Milford	EXTEND DECELERATION LN FOR SB OFF-RAMP AT EXIT 38	2025	ROW	NHPP	\$50.00	\$45.00	\$5.00
0083-0273	Milford	SIGNING & PAVEMENT MARKING CHANGES	2022	PD	NHPP	\$700.00	\$560.00	\$140.00
0083-0273	Milford	SIGNING & PAVEMENT MARKING CHANGES	2025	CON	NHPP	\$3,100.00	\$2,480.00	\$620.00
0083-0273	Milford	SIGNING & PAVEMENT MARKING CHANGES	2025	FD	NHPP	\$300.00	\$240.00	\$60.00
0083-0275	Milford	DRAINAGE & OPERATIONAL IMPROVEMENTS	2023	PD	NHPP	\$850.00	\$680.00	\$170.00

Near Term Projects  
2022-2024  
Appendix A

Project #	Town	Project Description	Year	Phase	Funding Source	Total Cost	Federal	Non-Federal
0083-0275	Milford	DRAINAGE & OPERATIONAL IMPROVEMENTS	2024	FD	NHPP	\$750.00	\$600.00	\$150.00
0083-0275	Milford	DRAINAGE & OPERATIONAL IMPROVEMENTS	2024	ROW	NHPP	\$50.00	\$40.00	\$10.00
0083-0275	Milford	DRAINAGE & OPERATIONAL IMPROVEMENTS	2025	CON	NHPP	\$5,970.00	\$4,776.00	\$1,194.00
0092-0681	New Haven	Intersection Improvement @ SR 745 and Kimberly Ave	2024	CON	STPNH	\$4,400.00	\$3,520.00	\$880.00
0092-0682	New Haven	Traffic Signal Modernization at Various Locations	2023	CON	CMAQ	\$2,402.00	\$1,537.00	\$865.00
0092-0686	New Haven	install MASH metal beam rail	2022	CON	NHPP	\$1,826.00	\$1,461.00	\$365.00
0092-0686	New Haven	install MASH metal beam rail	2022	CON	REP	\$204.00	\$163.00	\$41.00
0092-0686	New Haven	install MASH metal beam rail	2022	FD	NHPP	\$285.00	\$228.00	\$57.00
0092-0687	New Haven	Rehab Movable Br 00337 o/ Quinnipiac River	2023	FD	NHPP-BRX	\$1,300.00	\$1,040.00	\$260.00
0092-0689	New Haven	Intercahnge 59 / Route 69 improvements Phase 2	2021	PD	NHPP	\$2,161.00	\$1,729.00	\$432.00
0092-0689	New Haven	Intercahnge 59 / Route 69 improvements Phase 2	2024	FD	NHPP	\$2,000.00	\$1,600.00	\$400.00
0092-0689	New Haven	Intercahnge 59 / Route 69 improvements Phase 2	2024	ROW	NHPP	\$1,760.00	\$1,408.00	\$352.00
0092-0689	New Haven	Intercahnge 59 / Route 69 improvements Phase 2	2025	CON	NHPP	\$33,021.00	\$26,417.00	\$6,604.00
0092-0694	New Haven	I-91 Camera Upgrade/Expansion	2022	PD	CMAQ	\$1,262.00	\$1,136.00	\$126.00
0092-0694	New Haven	I-91 Camera Upgrade/Expansion	2023	FD	CMAQ	\$938.00	\$844.00	\$94.00
0092-0694	New Haven	I-91 Camera Upgrade/Expansion	2024	CON	CMAQ	\$22,000.00	\$19,800.00	\$2,200.00
0092-0695	New Haven	REHAB BRS 03015A & 03015B	2022	PD	NHPP-BRX	\$926.00	\$833.00	\$93.00
0092-0695	New Haven	REHAB BRS 03015A & 03015B	2024	FD	NHPP-BRX	\$670.00	\$603.00	\$67.00
0092-0695	New Haven	REHAB BRS 03015A & 03015B	2024	ROW	NHPP-BRX	\$50.00	\$45.00	\$5.00
0092-0695	New Haven	REHAB BRS 03015A & 03015B	2025	CON	NHPP-BRX	\$13,000.00	\$11,700.00	\$1,300.00
0092-0696	New Haven	Rehab Bridge #00333 rte34 o/ rte 1 and MNRR	2022	PD	NHPP-BRX	\$1,105.00	\$884.00	\$221.00
0092-0696	New Haven	Rehab Bridge #00333 rte34 o/ rte 1 and MNRR	2024	FD	NHPP-BRX	\$814.00	\$651.00	\$163.00
0092-0696	New Haven	Rehab Bridge #00333 rte34 o/ rte 1 and MNRR	2024	ROW	NHPP-BRX	\$50.00	\$40.00	\$10.00
0092-0696	New Haven	Rehab Bridge #00333 rte34 o/ rte 1 and MNRR	2025	CON	BRFP	\$16,600.00	\$13,280.00	\$3,320.00
0092-EM01	New Haven	Downtown Crossing Phase 4- Temple Street Crossing	2025	FD	EM21	\$25,000.00	\$20,000.00	\$5,000.00
0100-0180	North Haven	REPLACE HIGHWAY SIGNS & SUPPORTS	2022	CON	STPNH	\$7,796.00	\$7,796.00	
0100-0182	North Haven	CT 15 Exit 62 NB Ramps Reconfiguration	2024	FD	STPNH	\$1,925.00	\$1,540.00	\$385.00
0100-0182	North Haven	CT 15 Exit 62 NB Ramps Reconfiguration	2024	ROW	STPNH	\$50.00	\$40.00	\$10.00
0106-0108	Orange	US 1: Milford City Line to Rt 114 Widening	2023	CON	STPNH	\$15,000.00	\$12,000.00	\$3,000.00
0106-0108	Orange	US 1: Milford City Line to Rt 114 Widening	2024	CON	STPNH	\$5,000.00	\$4,000.00	\$1,000.00
0148-0212	Wallingford	REHAB BR 03225 o/ BROOK	2022	CON	STPNH	\$3,375.00	\$2,700.00	\$675.00
0156-0178	West Haven	Sidewalk and Bike Path Streetscape	2023	CON	HPP	\$724.00	\$724.00	
0156-0181	West Haven	Replace Br #00162 Design-Build	2022	CON	NHPP-BRX	\$94,444.00	\$85,000.00	\$9,444.00
0156-0181	West Haven	Replace Br #00162 Design-Build	2023	CON	NHPP-BRX	\$10,556.00	\$9,500.00	\$1,056.00
0167-0108	Woodbridge	Tunnel Improvement on Route 15	2025	CON	NHPP-BRX	\$200,000.00	\$160,000.00	\$40,000.00
0170-0BRX	Statewide	On/Off Systems Bridge Improvements (Bridge Report)	2022	ALL	NHPP-BRX	\$50,000.00	\$40,000.00	\$10,000.00
0170-0BRX	Statewide	On/Off Systems Bridge Improvements (Bridge Report)	2023	ALL	NHPP-BRX	\$50,000.00	\$40,000.00	\$10,000.00

Near Term Projects  
2022-2024  
Appendix A

Project #	Town	Project Description	Year	Phase	Funding Source	Total Cost	Federal	Non-Federal
0170-0BRX	Statewide	On/Off Systems Bridge Improvements (Bridge Report)	2024	ALL	NHPP-BRX	\$440,000.00	\$40,000.00	\$400,000.00
0170-3403	Statewide	Transit Capital Planning FY21	2021	OTH	5307C	\$450.00	\$360.00	\$90.00
0170-3417	Statewide	Mast Arm & Span Pole Insp Statewide	2022	OTH	STPA	\$750.00	\$600.00	\$150.00
0170-3548	Statewide	PIN & HANGER ASSEMBLIES FOR FRACTURE CRITICAL Brdg	2022	FD	NHPP-BRX	\$550.00	\$495.00	\$55.00
0170-3548	Statewide	PIN & HANGER ASSEMBLIES FOR FRACTURE CRITICAL Brdg	2022	FD	NHPP-BRX State	\$0.00		
0170-3548	Statewide	PIN & HANGER ASSEMBLIES FOR FRACTURE CRITICAL Brdg	2022	ROW	NHPP-BRX	\$50.00	\$45.00	\$5.00
0170-3548	Statewide	PIN & HANGER ASSEMBLIES FOR FRACTURE CRITICAL Brdg	2022	ROW	NHPP-BRX State	\$0.00		
0170-3548	Statewide	PIN & HANGER ASSEMBLIES FOR FRACTURE CRITICAL Brdg	2023	CON	NHPP-BRX	\$16,600.00	\$14,940.00	\$1,660.00
0170-3548	Statewide	PIN & HANGER ASSEMBLIES FOR FRACTURE CRITICAL Brdg	2023	CON	NHPP-BRX State	\$0.00		
0170-3551	Statewide	MINOR REHAB - NHS NBI BRIDGES w/ PIN & HANGER	2022	CON	NHPP-BRX	\$9,100.00	\$7,280.00	\$1,820.00
0170-3551	Statewide	MINOR REHAB - NHS NBI BRIDGES w/ PIN & HANGER	2022	CON	NHPP-BRX State	\$0.00		
0170-3577	Statewide	Line Striping and Pavement Markings (1 of 4)	2022	CON	STPA	\$2,000.00	\$2,000.00	
0170-3577	Statewide	Line Striping and Pavement Markings (1 of 4)	2023	CON	STPA	\$2,000.00	\$2,000.00	
0170-3578	Statewide	Line Striping and Pavement Markings (1 of 4)	2022	CON	STPA	\$2,000.00	\$2,000.00	
0170-3578	Statewide	Line Striping and Pavement Markings (1 of 4)	2023	CON	STPA	\$2,000.00	\$2,000.00	
0170-3579	Statewide	Line Striping and Pavement Markings (1 of 4)	2022	CON	STPA	\$2,000.00	\$2,000.00	
0170-3579	Statewide	Line Striping and Pavement Markings (1 of 4)	2023	CON	STPA	\$2,000.00	\$2,000.00	
0170-3580	Statewide	Line Striping and Pavement Markings (1 of 4)	2022	CON	STPA	\$2,000.00	\$2,000.00	
0170-3580	Statewide	Line Striping and Pavement Markings (1 of 4)	2023	CON	STPA	\$2,000.00	\$2,000.00	
0170-3625	Statewide	Statewide TDM (NY-NJ-CT)	2022	OTH	CMAQ	\$2,465.00	\$1,972.00	\$493.00
0170-3629	Statewide	INSTALL EV CHARGERS AT CTDOT D2, 3 & 4 HQS	2023	CON	CMAQ	\$1,340.00	\$1,072.00	\$268.00
0170-3633	Statewide	Asset Management Group (AMG)	2023	PL	STPA	\$3,140.00	\$2,512.00	\$628.00
0170-3635	Statewide	Bridge Management Group (BMG)	2023	PL	STPA-BRX	\$2,400.00	\$1,920.00	\$480.00
0170-3636	Statewide	Pavement Management Group PMG	2023	PL	STPA	\$2,400.00	\$1,920.00	\$480.00
0170-3639	Statewide	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPS IMPROVMNT	2023	CON	STPA	\$0.00	\$0.00	
0170-3639	Statewide	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPS IMPROVMNT	2023	OTH	STPA	\$3,920.00	\$3,136.00	\$784.00
0170-3639	Statewide	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPS IMPROVMNT	2024	OTH	STPA	\$4,360.00	\$3,488.00	\$872.00
0170-3639	Statewide	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPS IMPROVMNT	2025	OTH	STPA	\$11,430.00	\$9,144.00	\$2,286.00
0170-5031	Statewide	I-95 Bridges Concrete Sealing	2022	CON	BRFP	\$10,880.00	\$8,704.00	\$2,176.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAPB	\$106.00	\$106.00	
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAP-FLEX	\$301.00	\$301.00	
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAPH	\$140.00	\$112.00	\$28.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAPNH	\$85.00	\$68.00	\$17.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAPNL	\$29.00	\$23.00	\$6.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAPS	\$14.00	\$11.00	\$3.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2023	ENG	TAPW	\$4.00	\$3.00	\$1.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAPB	\$133.00	\$106.00	\$27.00

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Project #	Town	Project Description	Year	Phase	Funding Source	Total Cost	Federal	Non-Federal
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAP-FLEX	\$376.00	\$301.00	\$75.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAPH	\$157.00	\$112.00	\$45.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAPNH	\$68.00	\$68.00	
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAPNL	\$29.00	\$23.00	\$6.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAPS	\$14.00	\$11.00	\$3.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2024	ENG	TAPW	\$4.00	\$3.00	\$1.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAPB	\$399.00	\$319.00	\$80.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAP-FLEX	\$1,128.00	\$902.00	\$226.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAPH	\$471.00	\$336.00	\$135.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAPNH	\$204.00	\$204.00	
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAPNL	\$85.00	\$68.00	\$17.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAPS	\$41.00	\$33.00	\$8.00
0170-5032	Statewide	TA PROGRAM- Consulting Engineer PE Activities	2025	ENG	TAPW	\$12.00	\$10.00	\$2.00
0170-BSIP	Statewide	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	2021	OTH	5307C	\$1,500.00	\$1,200.00	\$300.00
0170-BSIP	Statewide	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	2022	OTH	5307C	\$1,500.00	\$1,200.00	\$300.00
0170-BSIP	Statewide	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	2023	OTH	5307C	\$1,500.00	\$1,200.00	\$300.00
0170-BSIP	Statewide	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	2024	OTH	5307C	\$1,500.00	\$1,200.00	\$300.00
0170-SFTY	Statewide	Safety Program, HSIP rural and other	2022	ALL	HSIP	\$48,831.00	\$43,948.00	\$4,883.00
0170-SFTY	Statewide	Safety Program, HSIP rural and other	2023	ALL	HSIP	\$22,222.00	\$20,000.00	\$2,222.00
0170-SFTY	Statewide	Safety Program, HSIP rural and other	2024	ALL	HSIP	\$22,222.00	\$20,000.00	\$2,222.00
0170-TCP	Statewide	Transit Capital Planning	2021	OTH	5307C	\$450.00	\$360.00	\$90.00
0170-TCP	Statewide	Transit Capital Planning	2022	OTH	5307C	\$450.00	\$360.00	\$90.00
0170-TCP	Statewide	Transit Capital Planning	2023	OTH	5307C	\$450.00	\$360.00	\$90.00
0170-TCP	Statewide	Transit Capital Planning	2024	OTH	5307C	\$450.00	\$360.00	\$90.00
0170-XXXX	Regional	5310 ENHANCED MOBILITY OF SENIORS/DISABLED	2022	OTH	5310E	\$931.00	\$531.00	\$400.00
0170-XXXX	Regional	5310 ENHANCED MOBILITY OF SENIORS/DISABLED	2022	OTH	5310P	\$1,068.00	\$1,068.00	
0170-XXXX	Regional	5310 ENHANCED MOBILITY OF SENIORS/DISABLED	2023	OTH	5310E	\$684.00	\$547.00	\$137.00
0170-XXXX	Regional	5310 ENHANCED MOBILITY OF SENIORS/DISABLED	2024	OTH	5310E	\$704.00	\$563.00	\$141.00
0170-XXXX10	Statewide	SECTION 5311 PROG ADMIN & RTAP PROG	2022	OTH	5311T	\$500.00	\$500.00	
0170-XXXX10	Statewide	SECTION 5311 PROG ADMIN & RTAP PROG	2023	OTH	5311T	\$500.00	\$500.00	
0170-XXXX10	Statewide	SECTION 5311 PROG ADMIN & RTAP PROG	2024	OTH	5311T	\$500.00	\$500.00	
0171-0471	District 1	Replace Traffic Signals @ Various Locations Dist 1	2022	PD	STPA	\$631.00	\$631.00	
0171-0471	District 1	Replace Traffic Signals @ Various Locations Dist 1	2023	FD	STPA	\$517.00	\$517.00	
0171-0471	District 1	Replace Traffic Signals @ Various Locations Dist 1	2023	ROW	STPA	\$140.00	\$140.00	
0171-0484	District 1	UHPC Beam End Repairs on Various Bridges	2022	CON	BRFP	\$32,600.00	\$26,080.00	\$6,520.00
0173-0500	District 3	TRAFFIC SIGNAL SAFETY IMPROVEMENTS PROJ #1	2023	CON	SIPH	\$6,100.00	\$5,490.00	\$610.00
0173-0501	District 3	TRAFFIC SIGNAL SAFETY IMPROVEMENTS PROJ #2	2023	CON	SIPH	\$6,100.00	\$5,490.00	\$610.00

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0173-0510	District 3	Replace Traffic Signals @Various Locations Dist 3	2022	FD	STPA State	\$406.00		\$406.00
0173-0510	District 3	Replace Traffic Signals @Various Locations Dist 3	2022	ROW	STPA State	\$110.00		\$110.00
0173-0512	Statewide	REPLACE TRAFFIC SIGNAL LED LAMPS/VARIOUS LOC	2022	CON	STPA	\$1,700.00	\$1,360.00	\$340.00
0173-0512	Statewide	REPLACE TRAFFIC SIGNAL LED LAMPS/VARIOUS LOC	2022	FD	STPA	\$166.00	\$133.00	\$33.00
0173-0519	District 3	Traffic Signal Upgrades at Various Locations	2022	PD	STPA	\$640.00	\$640.00	
0173-0519	District 3	Traffic Signal Upgrades at Various Locations	2023	FD	STPA	\$563.00	\$563.00	
0173-0519	District 3	Traffic Signal Upgrades at Various Locations	2023	ROW	STPA	\$130.00	\$130.00	
0173-0526	District 3	Traffic Signal LED Relamp	2022	CON	STPA	\$2,245.00	\$1,796.00	\$449.00
0173-0531	District 3	REPLACE TRAFFIC SIGNALS AT VARIOUS LOCATIONS	2023	PD	STPA	\$631.00	\$631.00	
0173-0531	District 3	REPLACE TRAFFIC SIGNALS AT VARIOUS LOCATIONS	2024	FD	STPA	\$542.00	\$542.00	
0173-0531	District 3	REPLACE TRAFFIC SIGNALS AT VARIOUS LOCATIONS	2024	ROW	STPA	\$140.00	\$140.00	
0173-0532	District 3	Replace Traffic Signal Controllers & Cabinets	2023	CON	STPA	\$6,400.00	\$6,400.00	
0300-XXXX	New Haven	NEW HAVEN LINE TRACK PROGRAM	2022	CON	5307C	\$8,125.00	\$6,500.00	\$1,625.00
0300-XXXX	New Haven	NEW HAVEN LINE TRACK PROGRAM	2022	CON	5337	\$15,000.00	\$12,000.00	\$3,000.00
0300-XXXX	New Haven	NEW HAVEN LINE TRACK PROGRAM	2023	CON	5307C	\$5,625.00	\$4,500.00	\$1,125.00
0300-XXXX	New Haven	NEW HAVEN LINE TRACK PROGRAM	2023	CON	5337	\$10,000.00	\$8,000.00	\$2,000.00
0300-XXXX	New Haven	NEW HAVEN LINE TRACK PROGRAM	2024	CON	5307C	\$5,625.00	\$4,500.00	\$1,125.00
0300-XXXX	New Haven	NEW HAVEN LINE TRACK PROGRAM	2024	CON	5337	\$15,000.00	\$12,000.00	\$3,000.00
0300-XXXX2	Statewide	NHL-STATION IMPROVEMENT PROGRAM	2022	PD	5307C	\$16,875.00	\$13,500.00	\$3,375.00
0300-XXXX2	Statewide	NHL-STATION IMPROVEMENT PROGRAM	2024	CON	5307C	\$52,500.00	\$42,000.00	\$10,500.00
0300-XXXX3	Statewide	NHL-SIGNAL SYSTEM REPLACEMENT	2022	CON	5307C	\$17,500.00	\$14,000.00	\$3,500.00
0300-XXXX3	Statewide	NHL-SIGNAL SYSTEM REPLACEMENT	2022	CON	5337	\$25,000.00	\$20,000.00	\$5,000.00
0300-XXXX4	Statewide	NETWORK INFRASTRUCTURE UPGRADE PHASE 4	2024	CON	5337	\$25,000.00	\$20,000.00	\$5,000.00
0300-XXXX6	Statewide	NEW HAVEN LINE TRACK PROGRAM FY 22	2022	CON	5337	\$25,000.00	\$20,000.00	\$5,000.00
0301-0154	Statewide	NHL-SIGNAL SYSTEM REPLACEMENT	2023	CON	5337	\$25,000.00	\$20,000.00	\$5,000.00
0301-0168	Statewide	NHL-DEVON MOVABLE BRIDGE ADDITIONAL PE	2022	PD	5307C	\$15,000.00	\$12,000.00	\$3,000.00
0301-0168	Statewide	NHL-DEVON MOVABLE BRIDGE ADDITIONAL PE	2023	PD	5307C	\$15,000.00	\$12,000.00	\$3,000.00
0400-XXXX	Statewide	CTTRANSIT FACILITY IMPROVEMENT/MISC ADMIN CAPITAL	2022	OTH	5307C	\$1,000.00	\$800.00	\$200.00
0400-XXXX	Statewide	CTTRANSIT FACILITY IMPROVEMENT/MISC ADMIN CAPITAL	2023	OTH	5307C	\$1,000.00	\$800.00	\$200.00
0400-XXXX	Statewide	CTTRANSIT FACILITY IMPROVEMENT/MISC ADMIN CAPITAL	2024	OTH	5307C	\$1,000.00	\$800.00	\$200.00
0400-XXXX1	Statewide	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS	2022	OTH	5307C	\$10,000.00	\$8,000.00	\$2,000.00
0400-XXXX1	Statewide	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS	2022	OTH	5339	\$938.00	\$750.00	\$188.00
0400-XXXX1	Statewide	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS	2023	OTH	5339	\$4,938.00	\$3,950.00	\$988.00
0400-XXXX1	Statewide	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS	2024	OTH	5307C	\$21,250.00	\$17,000.00	\$4,250.00
0400-XXXX1	Statewide	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS	2024	OTH	5339	\$938.00	\$750.00	\$188.00
0400-XXXX2	Statewide	CTTRANSIT FACILITY IMPROVEMENTS (HRTFD/STMFRD)	2022	ALL	5307C	\$11,368.00	\$9,094.00	\$2,274.00
0400-XXXX2	Statewide	CTTRANSIT FACILITY IMPROVEMENTS (HRTFD/STMFRD)	2024	ALL	5307C	\$35,000.00	\$28,000.00	\$7,000.00

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0400-XXXX3	Statewide	CTTRANSIT FACILITY IMPROVEMENTS	2022	ALL	5339	\$4,938.00	\$3,950.00	\$988.00
0400-XXXX3	Statewide	CTTRANSIT FACILITY IMPROVEMENTS	2023	ALL	5339	\$938.00	\$750.00	\$188.00
0400-XXXX3	Statewide	CTTRANSIT FACILITY IMPROVEMENTS	2024	ALL	5339	\$4,938.00	\$3,950.00	\$988.00
0400-XXXX5	Statewide	STATEWIDE BUS REPLACEMENTS FY19, 20, 21	2022	OTH	5339P	\$30,000.00	\$24,000.00	\$6,000.00
0400-XXXX6	Statewide	SYSWD ADMIN CAP/MISC SPT/FAC IMPROV FY19 20 21	2022	OTH	5339P	\$1,539.00	\$1,231.00	\$308.00
0400-XXXX7	Statewide	CT ZERO EMISSION BUS PROGRAM	2022	OTH	5339Q	\$14,309.00	\$11,447.00	\$2,862.00
0402-XXXX	Statewide	CTTRANSIT NH bus service expansion- FHWA - FTA5307	2022	OTH	5307S	\$7,311.00	\$5,849.00	\$1,462.00
0402-XXXX	Statewide	CTTRANSIT NH bus service expansion- FHWA - FTA5307	2023	OTH	5307S	\$5,849.00	\$4,679.00	\$1,170.00
0402-XXXX	Statewide	CTTRANSIT NH bus service expansion- FHWA - FTA5307	2024	OTH	5307S	\$4,386.00	\$3,509.00	\$877.00
0424-XXXX	Milford	MILFORD TD ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM	2023	OTH	5307C	\$400.00	\$320.00	\$80.00
0424-XXXX	Milford	MILFORD TD ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM	2023	OTH	5307P	\$545.00	\$436.00	\$109.00
0424-XXXX	Milford	MILFORD TD ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM	2024	OTH	5307C	\$400.00	\$320.00	\$80.00
0424-XXXX1	Milford	MILFORD TD PARATRANSIT VEHICLES	2023	OTH	5307P	\$250.00	\$200.00	\$50.00
0424-XXXX2	Milford	MILFORD TD- FACILITY IMPROVEMENTS	2023	CON	5307C	\$75.00	\$60.00	\$15.00
0424-XXXX2	Milford	MILFORD TD- FACILITY IMPROVEMENTS	2023	CON	5307P	\$75.00	\$60.00	\$15.00
0424-XXXX2	Milford	MILFORD TD- FACILITY IMPROVEMENTS	2024	CON	5307C	\$100.00	\$80.00	\$20.00
0424-XXXX3	Milford	MILFORD TD - BUS REPLACEMENT FUNDING FY 22	2023	ALL	5307P	\$120.00	\$96.00	\$24.00
0426-XXXX	Regional	GHTD/GNHTD - ELECTRIC VEHICLE PILOT PROGRAM FY22	2023	ALL	5307P	\$1,200.00	\$960.00	\$240.00
0427-XXXX	Hamden	GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM	2023	OTH	5307C	\$500.00	\$400.00	\$100.00
0427-XXXX	Hamden	GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM	2023	OTH	5307P	\$25.00	\$20.00	\$5.00
0427-XXXX	Hamden	GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM	2024	OTH	5307C	\$500.00	\$400.00	\$100.00
0427-XXXX1	Hamden	GNHTD- REPLACE PARATRANSIT VEHICLES	2023	OTH	5307C	\$1,500.00	\$1,200.00	\$300.00
0427-XXXX1	Hamden	GNHTD- REPLACE PARATRANSIT VEHICLES	2024	OTH	5307C	\$1,800.00	\$1,440.00	\$360.00
0427-XXXX2	Hamden	CTDOT NEW BUS ADMIN/MAINTENANCE FACILITY-GNHTD	2025	CON	5307C	\$25,000.00	\$20,000.00	\$5,000.00
0427-XXXX3	Hamden	GNHTD - FACILITY IMPROVEMENTS/REPAIRS FY22	2023	ALL	5307P	\$175.00	\$140.00	\$35.00
170C-ENHS	Statewide	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY	2022	OTH	NHPP-BRX	\$15,000.00	\$12,000.00	\$3,000.00
170C-ENHS	Statewide	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY	2023	OTH	NHPP-BRX	\$15,000.00	\$12,000.00	\$3,000.00
170C-ENHS	Statewide	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY	2024	OTH	NHPP-BRX	\$15,000.00	\$12,000.00	\$3,000.00
170C-ENHS	Statewide	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY	2025	OTH	NHPP-BRX	\$15,000.00	\$12,000.00	\$3,000.00
170C-ENON	Statewide	CE BRIDGE INSPECTION - NON-NHS ROADS	2022	OTH	STPA-BRX	\$8,000.00	\$6,400.00	\$1,600.00
170C-ENON	Statewide	CE BRIDGE INSPECTION - NON-NHS ROADS	2023	OTH	STPA-BRX	\$8,000.00	\$6,400.00	\$1,600.00
170C-ENON	Statewide	CE BRIDGE INSPECTION - NON-NHS ROADS	2024	OTH	STPA-BRX	\$8,000.00	\$6,400.00	\$1,600.00
170C-ENON	Statewide	CE BRIDGE INSPECTION - NON-NHS ROADS	2025	OTH	STPA-BRX	\$8,000.00	\$6,400.00	\$1,600.00
170S-FNHS	Statewide	SF BRIDGE INSPECTION - NHS ROADS	2022	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
170S-FNHS	Statewide	SF BRIDGE INSPECTION - NHS ROADS	2023	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
170S-FNHS	Statewide	SF BRIDGE INSPECTION - NHS ROADS	2024	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
170S-FNHS	Statewide	SF BRIDGE INSPECTION - NHS ROADS	2025	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00

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170S-FNON	Statewide	SF BRIDGE INSPECTION - NON-NHS ROADS	2022	OTH	STPA-BRX	\$2,500.00	\$2,000.00	\$500.00
170S-FNON	Statewide	SF BRIDGE INSPECTION - NON-NHS ROADS	2023	OTH	STPA-BRX	\$2,500.00	\$2,000.00	\$500.00
170S-FNON	Statewide	SF BRIDGE INSPECTION - NON-NHS ROADS	2024	OTH	STPA-BRX	\$2,500.00	\$2,000.00	\$500.00
170S-FNON	Statewide	SF BRIDGE INSPECTION - NON-NHS ROADS	2025	OTH	STPA-BRX	\$2,500.00	\$2,000.00	\$500.00
170S-SNHS	Statewide	CE SIGN SUPPORT INSPECTION - NHS ROADS	2022	OTH	NHPP	\$2,250.00	\$1,800.00	\$450.00
170S-SNHS	Statewide	CE SIGN SUPPORT INSPECTION - NHS ROADS	2023	OTH	NHPP	\$2,250.00	\$1,800.00	\$450.00
170S-SNHS	Statewide	CE SIGN SUPPORT INSPECTION - NHS ROADS	2024	OTH	NHPP	\$2,250.00	\$1,800.00	\$450.00
170S-SNHS	Statewide	CE SIGN SUPPORT INSPECTION - NHS ROADS	2025	OTH	NHPP	\$2,250.00	\$1,800.00	\$450.00
170S-SNON	Statewide	CE SIGN SUPPORT INSPECTION - NON NHS ROADS	2022	OTH	STPA	\$500.00	\$400.00	\$100.00
170S-SNON	Statewide	CE SIGN SUPPORT INSPECTION - NON NHS ROADS	2023	OTH	STPA	\$500.00	\$400.00	\$100.00
170S-SNON	Statewide	CE SIGN SUPPORT INSPECTION - NON NHS ROADS	2024	OTH	STPA	\$500.00	\$400.00	\$100.00
170S-SNON	Statewide	CE SIGN SUPPORT INSPECTION - NON NHS ROADS	2025	OTH	STPA	\$500.00	\$400.00	\$100.00
BRDG-LRNH	Statewide	LOAD RATINGS FOR BRIDGES - NHS ROADS	2022	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
BRDG-LRNH	Statewide	LOAD RATINGS FOR BRIDGES - NHS ROADS	2023	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
BRDG-LRNH	Statewide	LOAD RATINGS FOR BRIDGES - NHS ROADS	2024	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
BRDG-LRNH	Statewide	LOAD RATINGS FOR BRIDGES - NHS ROADS	2025	OTH	NHPP-BRX	\$2,000.00	\$1,600.00	\$400.00
BRDG-LRNO	Statewide	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS	2022	OTH	STPA-BRX	\$1,000.00	\$800.00	\$200.00
BRDG-LRNO	Statewide	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS	2023	OTH	STPA-BRX	\$1,000.00	\$800.00	\$200.00
BRDG-LRNO	Statewide	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS	2024	OTH	STPA-BRX	\$1,000.00	\$800.00	\$200.00
BRDG-LRNO	Statewide	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS	2025	OTH	STPA-BRX	\$1,000.00	\$800.00	\$200.00
CHMP-XXXX	Statewide	CHAMP SAFETY SERVICE PATROL	2022	OTH	HSIP	\$4,537.00	\$4,083.00	\$454.00
CHMP-XXXX	Statewide	CHAMP SAFETY SERVICE PATROL	2023	OTH	HSIP	\$4,537.00	\$4,083.00	\$454.00
CHMP-XXXX	Statewide	CHAMP SAFETY SERVICE PATROL	2024	OTH	HSIP	\$4,537.00	\$4,083.00	\$454.00
MASP-INSP	Statewide	MAST ARM & SPAN POLE INSPECTIONS	2024	OTH	STPA	\$700.00	\$560.00	\$140.00
MASP-INSP	Statewide	MAST ARM & SPAN POLE INSPECTIONS	2024	OTH	STPA State	\$826,912.00		826912

Mid to Long Term Projects  
2023-2050  
Appendix B

Project Number	Town(s)	MPO	Route/Street/Sys	Brief Project Description	Funding Source	est cost	Air Quality Code	
TBD	Wallingford	8	Route 5	ADDITIONAL LANE	TBD	TBD	NM	
TBD	Branford	8	I95 Exit 53	Interchange reconstruction	TBD	TBD	NM	
TBD	Branford	8	Route 146	Roundabout	TBD	TBD	X7	
092-EM01	New Haven	8	RT 34/Temple St	Downtown Crossing Phase 4- Temple Street Crossing	TBD	\$28,800,000	NM	\$28,800,000
TBD	HAMDEN	8	CT-15	Interchange Improvements - Exit 60	TBD	\$20,000,000	X7	\$20,000,000
TBD	HAMDEN	8	CT-15	Interchange Improvements - Exit 61	TBD	\$10,000,000	X7	\$10,000,000
TBD	NORTH HAVEN	8	CT-15	Interchange Improvements - Exit 63	TBD	\$65,000,000	X7	\$65,000,000
TBD	VARIOUS	8	CT-15	Interchange Improvements - Removal of Stop-Controlled On-Ramps	TBD		X7	
0167-0109	WDBRG/NHVN	8	CT-15	Improve Heroes Tunnel under West Rock Ridge - B/O from 167-10E	TBD	\$25,000,000	X6	\$25,000,000
TBD	MERIDEN	8	I-691	RBC - Pavement Improvements on I-691 - ~MP 0-1.91	TBD	\$40,000,000	X6	\$40,000,000
0079-0246	MERIDEN	8	I-91 / I-691 / RT 15	I-91 / I-691 / Rt. 15 - Interchange Improvements - NB & NB to WB (B/O from 79-240)	TBD	\$215,000,000	X6	\$215,000,000
0079-0245	MERIDEN	8	I-91 / I-691 / RT 15	I-91 / I-691 / Rt. 15 - Interchange Improvs - EB to NB (B/O from 79-240) - (Design-Build)	TBD	\$62,000,000	CC	\$62,000,000
TBD	WEST HAVEN	8	I-95	I-95 Operational Improvements - Exits 43 to 44	TBD	\$40,000,000	CC	\$40,000,000
TBD	VARIOUS	8	I-95	I-95 Bridgeport to New Haven - Hot Spot Interchange Improvements	TBD		X7	
TBD	VARIOUS	8	I-95	I-95 Capacity and Safety Improvements - Branford to RI State Line (I-95 East PEL Recommendations)	TBD	\$1,500,000,000	PD	\$1,500,000,000
TBD	MILFORD	8	US 1	Drainage and Roadway Improvements - Vicinity of Milvon Substation	TBD	\$8,000,000	X6	\$8,000,000
0059-0157	GUILFORD	8	CT 146	Replace Br 02677 o/ Stream	TBD	\$14,000,000	X6	\$14,000,000
0100-0179	NORTH HAVEN	8	CT 40	NHS - Rehab/Replace Br 03410 & 03411 o/ Amtrak	TBD	\$11,600,000	X6	\$11,600,000
TBD	MILFORD	8	I-95	I-95 Ramp Reconfiguration at Exit 38 (Milford Connector)	TBD	\$80,000,000	X7	\$80,000,000
TBD	MILFORD	8	I-95	I-95 Interchange Reconfiguration Between Exits 39 and 40	TBD	\$60,000,000	X7	\$60,000,000
0106-0108	ORANGE	8	RT 1	Operational Lane from Milford to CT 114	TBD	\$13,150,000	CC	\$13,150,000
0079-0244	MERIDEN/SOUTHBURY	8	I-691	I-691 RBC Project - Meriden/Southbury - MP 1.9 to MP 4.85	TBD	\$63,475,254	X6	\$63,475,254
0079-0240	MERIDEN	8	I-91 / I-691 / RT 15	I-91 / I-691 / Rt. 15 Operational Improvements	TBD	\$169,000,000	CC	\$169,000,000
0167-0108	WDBRG/NHVN	8	RT 15	Heroes Tunnel Improvement under West Rock Ridge	TBD	\$210,600,000	X7	\$210,600,000
0092-0689	WDBRG/NHVN	8	RT 15	Rt. 15 Reconstruction and Reconfiguration of Exit 55	TBD	\$52,000,000	X7	\$52,000,000
TBD	VARIOUS	70	Expressways	Noise Wall Replacement Program (TAM) - Replace existing poor condition noise walls	TBD		X6	\$0
TBD	VARIOUS	70	VARIOUS	Culvert Replacement Program (TAM) - Replace existing poor condition culverts	TBD		X6	\$0
TBD	VARIOUS	70	VARIOUS	Retaining Wall Program (TAM) - Replace or Repair existing poor condition retaining wall	TBD		X6	\$0

Mid to Long Term Projects  
2023-2050  
Appendix B

Project Number	Town(s)	MPO	Route/Street/Sys	Brief Project Description	Funding Source	est cost	Air Quality Code	
301-0522	New Haven	SCRCOG	New Haven	301-0522CN - New Haven Union Station Platform Replacement	State/Fed	320,000,000	X6	\$320,000,000
	New Haven	SCRCOG	New Haven	310-0076CN - State Street Station New Track 6 Platform-Ped Bridge Demo	State	30,000,000	X6	\$30,000,000
320-0005PE (Station) / 320-0008PE (Track)	North Haven	SCRCOG	North Haven (HL)	320-0012CN - The Hartford Line North Haven Station	State	52,000,000	X6	\$52,000,000
310-0048PE	Guilford	SCRCOG	Guilford (SLE)	310-0039CN - Guilford Railroad Station - Supplemental Parking	State	1,500,000	X6	\$1,500,000
310-0048PE	Madison	SCRCOG	Madison (SLE)	310-0058CN - Madison RR Station Ped. Bridge & North Platform	State	25,000,000	X6	\$25,000,000
310-0048PE	Madison	SCRCOG	Madison (SLE)	310-0060CN - Madison RR Station Parking Garage	State	35,000,000	X6	\$35,000,000
300-0191CN	New Haven Line	78	Various	Station State of Good Repair Program	State	10,000,000	X6	\$10,000,000
Various	New Haven Line	SCRCOG	New Haven	Additional EV Charging Stations at CCO	State	5,000,000	X6	\$5,000,000
Various	New Haven Line	78	Various	CSI	State	10,000,000	X6	\$10,000,000
Various	Milford	SCRCOG	Milford	Indian River Bridge Replacement	State	10,000,000	X6	\$10,000,000
Various	New Haven Line / HL	78	H Branch Lines & NH	Concept-Level Electrification Study for CT Rail System	State	2,000,000	X6	\$2,000,000
TBD	New Haven Line	SCRCOG	Stratford/Milford	Track Improvement Mobility Enhancement (TIME) - Project #3 (E. Main St. Bridge, New CP259, modify CP261)	State/Fed	300,000,000	X6	\$300,000,000
300-0196	New Haven Line	77	Various	Scour Rehabilitation Project-(CosCob M.P. 29.9), (Five Mile River M.P. 39.02), (Norwalk River DB M.P. 9.42),	State	9,000,000	X6	\$9,000,000
301-0530	Milford	SCRCOG	Milford	Indian River Bridge Replacement (Bridge #8086R, M.P. 64.59)	State	10,000,000	X6	\$10,000,000
301-0168	Stratford/Milford	7,8	Stratford/Milford	Devon Movable Bridge Rehabilitation	State/Fed	2,000,000,000	X6	\$2,000,000,000
300-0097	Railroad Right-of-way	78	Various	Railroad Bridge Inspection Program	State	56,000,000	X6	\$56,000,000
170-2010	Railroad Right-of-way	78	Various	Off-System Railroad Bridge Inspection Program	State	56,000,000	X6	\$56,000,000
300-175PE & 300-213CN	New Haven Line	78	Various	S-Program - Metro-North Bridge Repairs Program	State	224,000,000	X6	\$224,000,000
300-175PE & 170-3368C	New Haven Line	78	Various	F-Program - Freight Bridge Repairs Program for Freight Line Bridges	State	112,000,000	X6	\$112,000,000
Various	New Haven Line	78	Various	C-Program (Capital Track Program)	State/Fed	980,000,000	X6	\$980,000,000
Various	New Haven Line	78	Various	Bridge Timber Program	State	224,000,000	X6	\$224,000,000
TBD	Railroad Right-of-way	78	Various	5G Program	State	25,000,000	X6	\$25,000,000
310-0072	SLE / Hartford Line	80	Various	PIDS, Connectivity and Improvements to SLE and the Hartford Line	State	5,000,000	X6	\$5,000,000
300-0202	New Haven Line	78	Various	Upgrade to Network Infrastructure - Phase 3	State/Fed	30,000,000	X6	\$30,000,000
300-0215	New Haven Line	78	Various	Upgrade to Network Infrastructure - Phase 4	State/Fed	30,000,000	X6	\$30,000,000
300-0199	New Haven Line	78	Various	Customer Service Initiatives (CSI)		10,000,000	X6	\$10,000,000
301-0519	New Haven Line	78	Various	New Haven Line – Signal Replacement Program CP244,245,255,257,261 & 266 - Sections 2 & 3	State/Fed	60,000,000	X6	\$60,000,000
301-0154	New Canaan Line	78	Various	New Haven Line Signal System Replacement Section 4 (New Canaan Branch-Springdale to New Canaan Station )	State/Fed	40,000,000	X6	\$40,000,000
301-0520	New Haven Line	77	Cos Cob / Fair Street	Power Substation Program - Phase 1	State/Fed	35,000,000	X6	\$35,000,000
	New Haven Line	77	o Creek/ East Portch	Power Substation Program - Phase 2	State/Fed	30,000,000	X6	\$30,000,000
	New Haven Line	77	Devon / Cos Cob	Power Substation Program - Phase 3	State/Fed	20,000,000	X6	\$20,000,000
TBD	CTtransit - NHVN			Infrastructure improvements to accomodate electric vehicles and bring facility up tp state of good repai	State/Fed	156,480,000	X6	\$156,480,000
TBD	GNHTD			Infrastructure improvements to accomodate electric vehicles and bring facility up tp state of good repai	State/Fed	70,968,750	X6	\$70,968,750
TBD	MTD			Infrastructure improvements to accomodate electric vehicles and bring facility up tp state of good repai	State/Fed	855,000	X6	\$855,000
TBD	CTtransit - NHVN			Fixed bus replacement - battery electric buses	State/Fed	130,900,000	X6	\$130,900,000
TBD	various			Park & Ride Lot Repairs & Improvements	State/Fed	56,500,000	X6	\$56,500,000
TBD	various			Park & Ride Lot Shelter Replacement	State/Fed	234,000	X6	\$234,000
TBD	CTtransit - NHVN			Move New Haven BRT	State/Fed	100,000,000	X6	\$100,000,000
						<b>Estimated Total Cost</b>		<b>\$7,791,063,004</b>
					FHWA Allocation Estimate	\$7,131,690,570		
					FTA Allocation Estimate	\$1,200,000,000		<b>Estimated total Funding \$8,331,690,570</b>

## Appendix C

### Public Outreach and Comments

SCRCOG solicited comments on the plan through public meetings and an online survey. A virtual public meeting was held on February 2 and an in-person meeting was held on February 8. The online survey received nearly 180 responses in both English and Spanish. Written comments on the draft plan were accepted during the 45-day comment period between February 22 and April 8. Results from the survey along with any written comments submitted are included in this Appendix C.

In addition to comments being included in this Appendix, changes were made to the goal statements presented at the end of each chapter in the plan. The goals outlined in the plan which directly relate to comments received include:

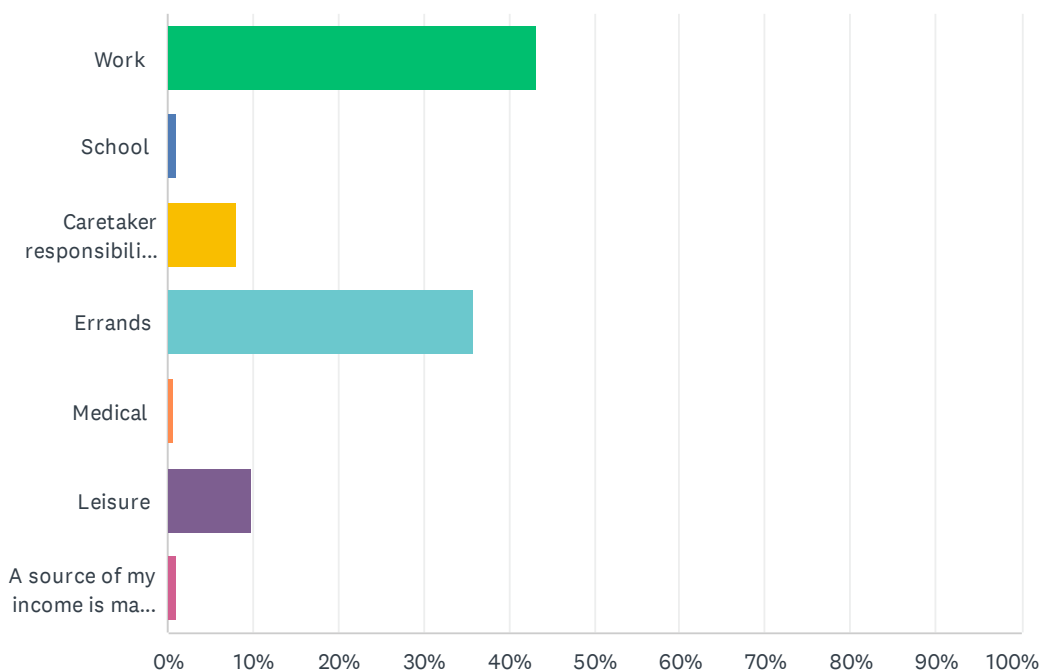
- Support the development of additional routes and expanded schedules for both bus and rail.
- Create a safe and reliable multimodal transit system that serves all communities.
- Improve safety for all transportation users.
- Reduce congestion and improve system reliability.
- Support the development of bicycle and pedestrian infrastructure on local roads to improve connectivity.
- Improve safety for pedestrians and bicyclists through educational efforts, infrastructure improvements, etc.
- Encourage expanding protected bike lanes and walking paths to separate users from vehicles and travel lanes.
- Support the development of a network of interconnected bike and pedestrian routes that connect neighborhoods, schools, parks, and other key community destinations.
- Support the installation of traffic calming measures in areas with high bicycle and pedestrian traffic.
- Ensure that the transportation planning process addresses EJ concerns.
- Protect the environment.
- Create and maintain transparent communication channels with the public.

Q1 In what town/city is your primary residence?



## Q2 For what reason do you travel most frequently?

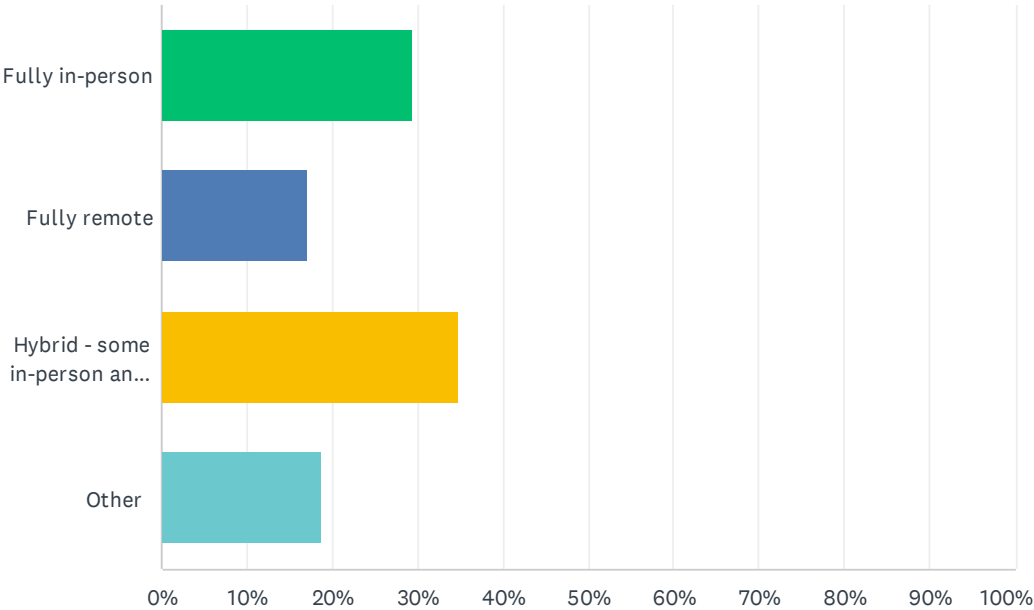
Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
Work	43.35%	75
School	1.16%	2
Caretaker responsibilities- assisting family and friends	8.09%	14
Errands	35.84%	62
Medical	0.58%	1
Leisure	9.83%	17
A source of my income is made up of driving	1.16%	2
<b>TOTAL</b>		<b>173</b>

### Q3 How would you describe your work environment?

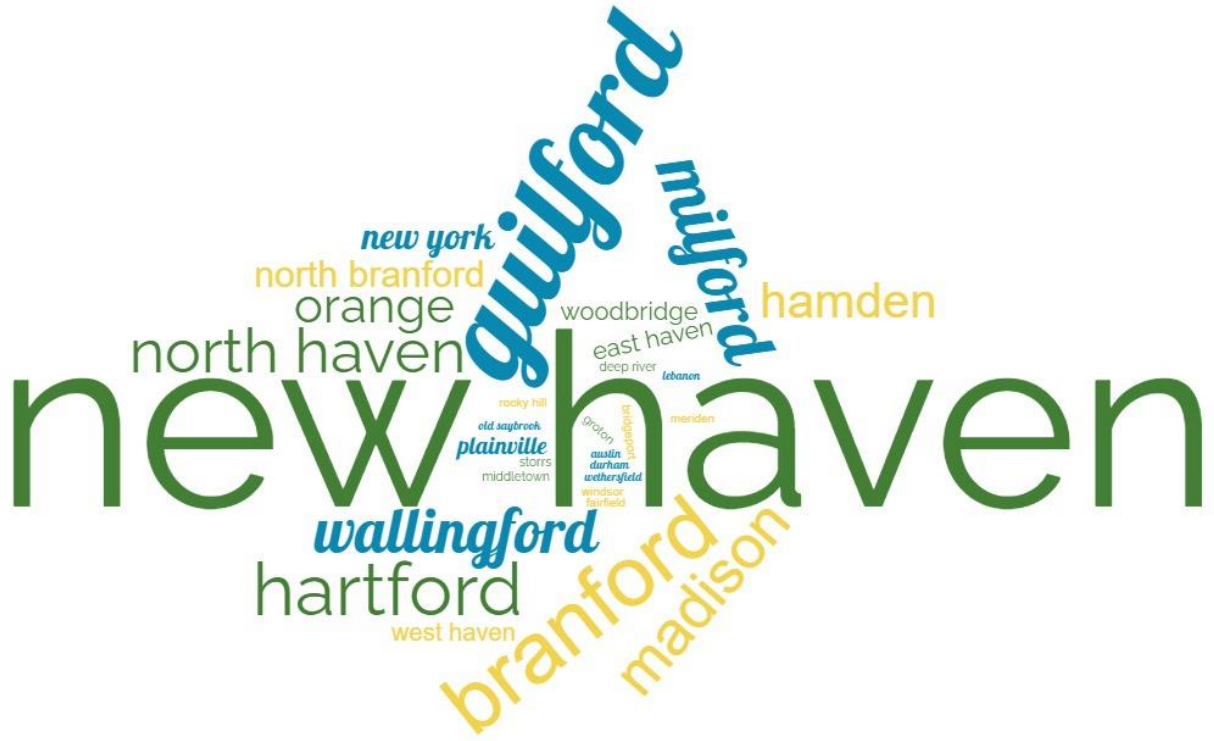
Answered: 170 Skipped: 3



ANSWER CHOICES	RESPONSES	
Fully in-person	29.41%	50
Fully remote	17.06%	29
Hybrid - some in-person and some remote	34.71%	59
Other	18.82%	32
TOTAL		170

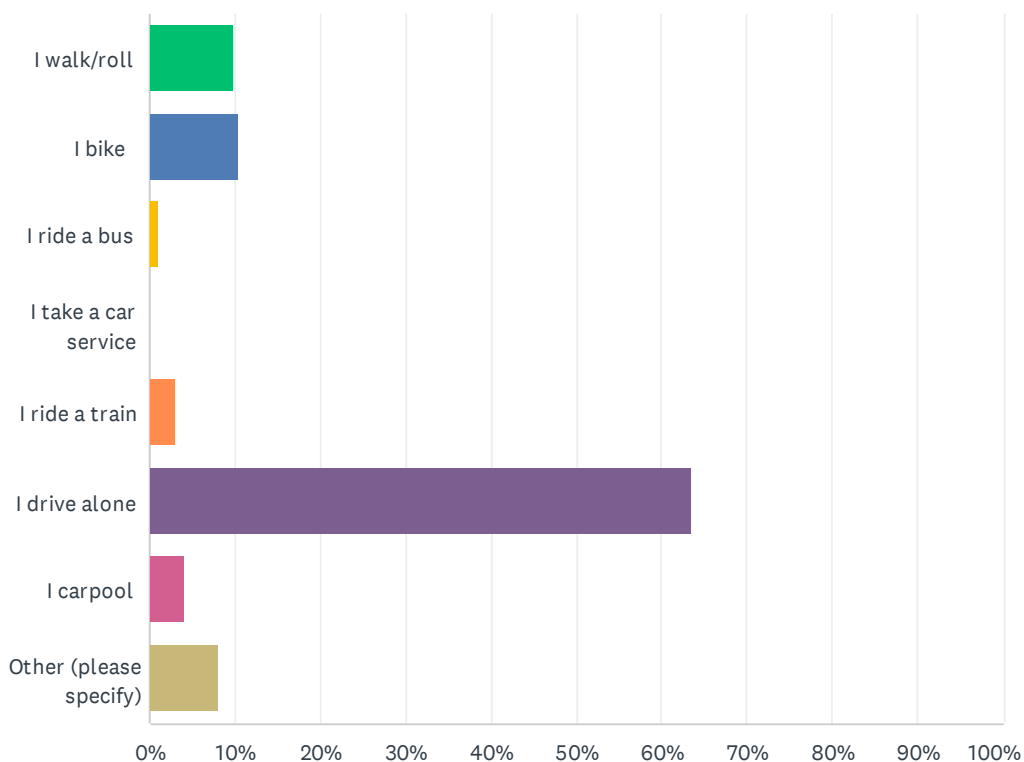
SCRCOG MTP Survey

Q4 In what town/city do you spend most time outside your home (work, school, etc.)?



## Q5 How do you travel most often?

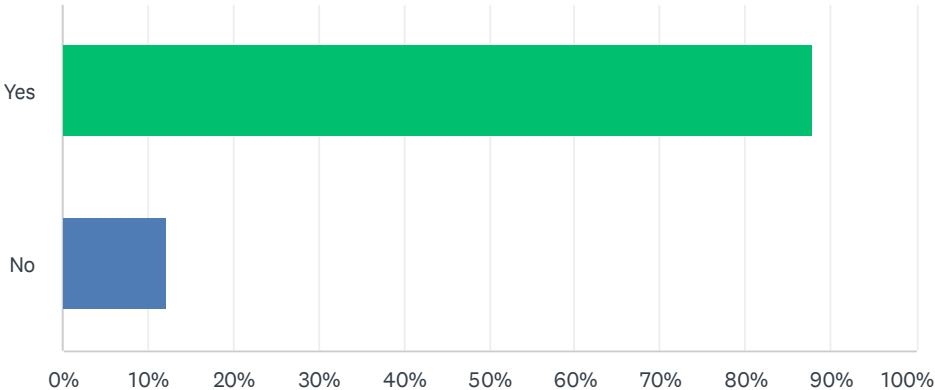
Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES
I walk/roll	9.83% 17
I bike	10.40% 18
I ride a bus	1.16% 2
I take a car service	0.00% 0
I ride a train	2.89% 5
I drive alone	63.58% 110
I carpool	4.05% 7
Other (please specify)	8.09% 14
<b>TOTAL</b>	<b>173</b>

### Q6 Do you have consistent access to a car?

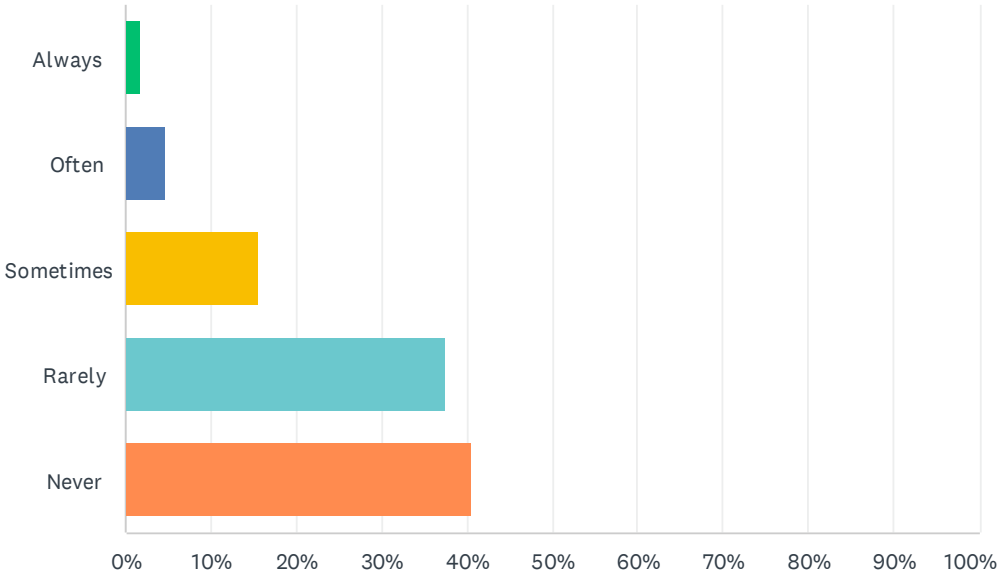
Answered: 172 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	87.79%	151
No	12.21%	21
TOTAL		172

# Q7 Do you have trouble getting to where you need to go?

Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
Always	1.73%	3
Often	4.62%	8
Sometimes	15.61%	27
Rarely	37.57%	65
Never	40.46%	70
TOTAL		173

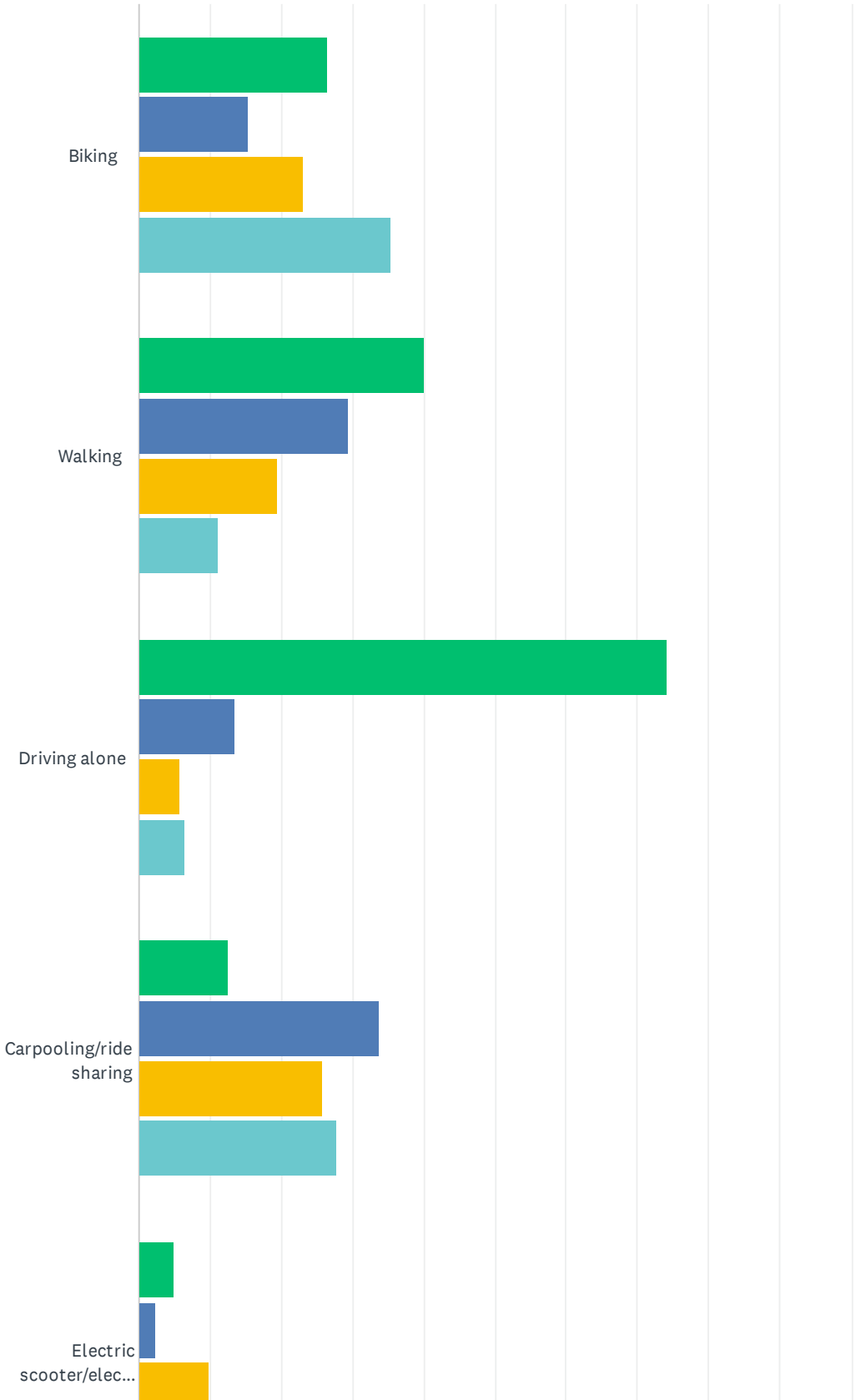
## Q8 If you answered "Always" or "Often" to Question 7, please tell us about what causes you trouble in getting around. (optional)

Answered: 14 Skipped: 159

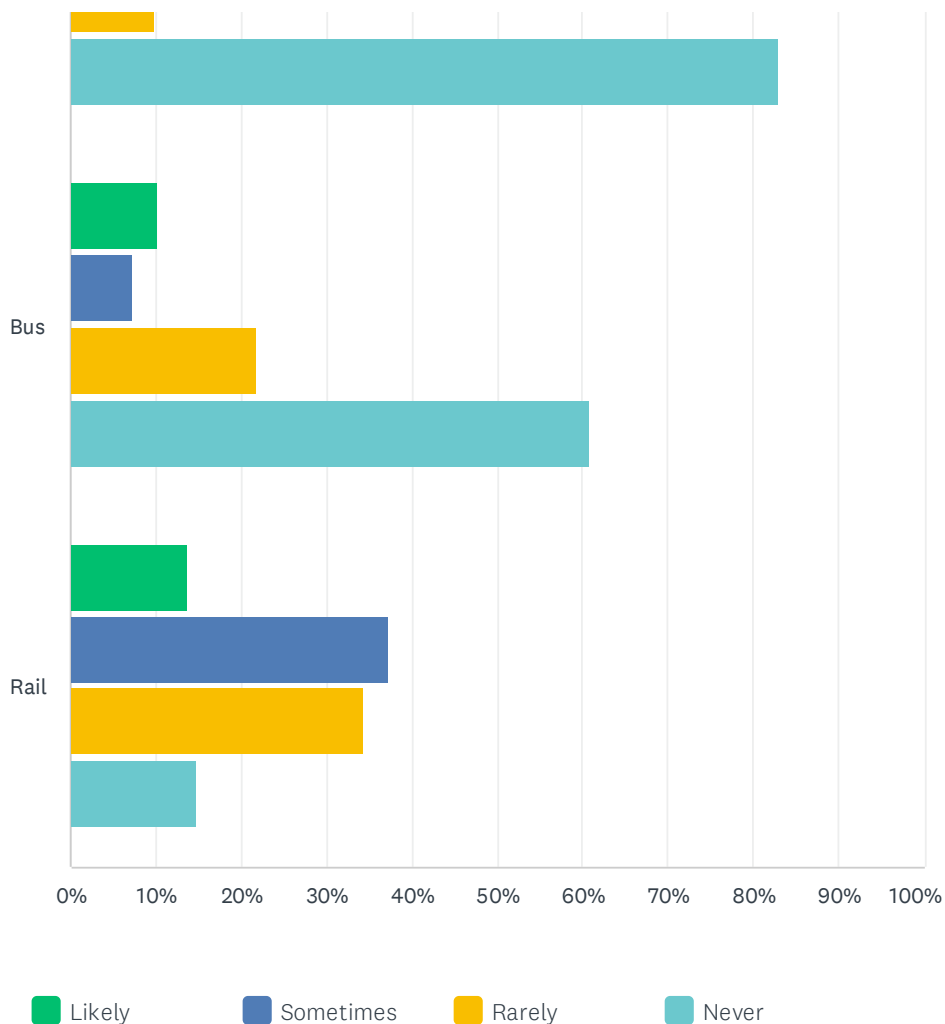
#	RESPONSES	DATE
1	No safe space for the most efficient mode of transport know to humans, bike 🚲. Please make better bike infra.	2/25/2023 1:15 AM
2	The road infrastructure to New Haven and in and around the various neighborhoods in New Haven is not safely established for bicycles or pedestrians.	2/14/2023 9:47 AM
3	Often I want to take public transport somewhere and am unable to/it is 5 times as long as a car.	2/6/2023 2:51 PM
4	I prefer to cycle between E Haven and Milford but the traffic is terrifying	2/6/2023 12:34 PM
5	the risk posed by automobiles poses an omnipresent danger as I cycle for work (my job requires me to cycle as a source of income (note, you should add this option to Q2 to cover the many people who walk or cycle as part of their income earning activities), for errands etc. It is a constant source of 'trouble'.	2/6/2023 9:17 AM
6	Traffic jams, accidents, too many trucks on the highways	2/2/2023 9:59 AM
7	Biking in New Haven is perilous. Drivers routinely invade the low quality painted bike lanes (if I'm lucky to be on one) and drive past me within 2 feet at dangerous speed. Drivers also routine run red lights and break speed limits, making intersections especially dangerous. When I am not biking and instead take the bus to go grocery shopping, I have to walk through extremely dangerous areas that have no thought for the pedestrian. No covered bus shelter, sometimes no sidewalk, no crosswalk, and all through high speed roads and parking lots. Compounding the issue is the complete lack of bus tracking system so I have to guess whether Google maps is accurately showing the bus' arrival time, making relying on public transit especially difficult.	2/1/2023 8:24 AM
8	Medical offices have moved out of Downtown New Haven, and bus service to some doctors' offices doesn't exist. I'd hope that these essential services would return to Downtown.	1/31/2023 4:11 PM
9	Sidewalks are inconsistent and roads throughout the region are designed specifically for cars, focusing on speed rather than safety.	1/19/2023 2:22 PM
10	Bus service is doable and not too aggravating as long as I am doing stuff *in town* but as soon as I have to go to a suburb it becomes unpleasant to the point of being essentially impossible. Or at least so dangerous I feel it might as well be impossible.	1/19/2023 1:22 PM
11	driving & parking downtown being frustrating, getting across the city being dangerous (bc cars are reckless)	1/19/2023 12:56 PM
12	Access to bus or rail	1/19/2023 10:32 AM
13	Walking, biking, and bussing are made dangerous and slow by car-centric design.	1/19/2023 9:58 AM
14	If I bike I must limit my routes to streets and roads with the least insane conditions. This means added time on to my trips because it is not often the shortest route.	1/18/2023 10:44 PM

# Q9 How likely are you to travel in the following ways?

Answered: 173 Skipped: 0



# SCRCOG MTP Survey



	LIKELY	SOMETIMES	RARELY	NEVER	TOTAL	WEIGHTED AVERAGE
Biking	26.47% 45	15.29% 26	22.94% 39	35.29% 60	170	2.67
Walking	40.00% 68	29.41% 50	19.41% 33	11.18% 19	170	2.02
Driving alone	74.27% 127	13.45% 23	5.85% 10	6.43% 11	171	1.44
Carpooling/ride sharing	12.65% 21	33.73% 56	25.90% 43	27.71% 46	166	2.69
Electric scooter/electric bike	4.88% 8	2.44% 4	9.76% 16	82.93% 136	164	3.71
Bus	10.24% 17	7.23% 12	21.69% 36	60.84% 101	166	3.33
Rail	13.61% 23	37.28% 63	34.32% 58	14.79% 25	169	2.50

## Q10 For modes of transportation where you selected rarely or never, why did you respond that way? (optional)

Answered: 129 Skipped: 44

#	RESPONSES	DATE
1	I don't live walkable to anything	2/23/2023 7:43 PM
2	biking on roads seems dangerous (because of cars); electric scooters seem dangerous (because of their speed); buses seem crowded; rail because there aren't enough stations	2/23/2023 3:40 PM
3	I live so close to work that carpooling or ride sharing would be impossible. I do not yet have a storage area at my house that would be good enough for an electric bike, though I intend to buy one when the e-bike credit comes through from CHEAPR.	2/20/2023 8:09 PM
4	Driving alone - I'm trying to reduce my environmental and congestion impact. Ebike - I want the exercise benefits from regular riding. Would be a strong option as I get older. Bus - not faster than a car in traffic with current road infrastructure and unreliable from a tight scheduling standpoint. Rail - overly expensive for a group of people to visit NYC for a day/evening event verses driving and parking.	2/14/2023 9:47 AM
5	These modes of transportation will not get me to my desired destinations in a reasonable amount of time or are not available.	2/13/2023 9:48 AM
6	Don't own an ebike. I have car and do not use public transportation	2/13/2023 8:29 AM
7	Dont need to use bus; dont own electric bike (considering it)	2/10/2023 12:32 PM
8	primarily drive or walk if local. rail schedules are not convenient unfortunately	2/10/2023 9:12 AM
9	Car and bike get me everywhere	2/10/2023 8:45 AM
10	Because I never use those modes of transport	2/9/2023 11:16 PM
11	I am no longer steady on a bicycle.	2/8/2023 3:46 PM
12	I don't own a bike, electric scooter, or electric bike. I don't live where walking to establishments I need to attend is feasible. I don't have a need to take the bus nor am I in an area that has a bus line. I only use rail for very occasional trips to NYC.	2/8/2023 3:23 PM
13	don't work, too old for electric scooter/ have car so don't need bus	2/8/2023 3:13 PM
14	Because that's the truth. Bad question. I mostly drive in CT. NYC is a train ride, for example.	2/8/2023 2:51 PM
15	It isn't realistic or safe to walk or take a bike in Meriden.	2/8/2023 2:46 PM
16	No e-scooter/bike share in New Haven--I wish there was one!	2/8/2023 10:47 AM
17	I don't need a bus to get where I go	2/7/2023 8:14 AM
18	I wish there was more often rail service around different parts of the state!	2/6/2023 2:51 PM
19	I do not have access to a bike program.	2/6/2023 1:54 PM
20	I don't own an electric bike (I do own and regularly ride a regular bike). I would take rail if I could but my job requires me to drive across the state.	2/6/2023 1:14 PM
21	I don't own an electric bike or scooter and I'm not aware of ride-sharing options	2/6/2023 12:38 PM
22	I don't own a car or an E-bike	2/6/2023 11:30 AM
23	Not convenient	2/6/2023 9:40 AM
24	I don't have an electric scooter or bike.	2/6/2023 9:37 AM
25	I don't own an ebike; It's inconvenient for me to take the bus; I don't have locations I go to	2/6/2023 9:30 AM

## SCRCOG MTP Survey

	where rail would be convenient/efficient.	
26	For biking, my bike is currently broken and I haven't gotten it fixed because I don't feel super comfortable biking in town without separated bike lanes. For bus, I just don't know the routes.	2/6/2023 9:25 AM
27	I don't drive as I don't own a car. I also refuse car ownership due to the financial, antisocial, and ecological burdens automobility creates on individuals (myself) and communities. I also	2/6/2023 9:17 AM
28	New Haven does not feel like a safe city to bike in and most places are within walking distance, so I do not take the bus nor own a scooter or ebike.	2/6/2023 9:03 AM
29	Do not own e-bike	2/6/2023 8:59 AM
30	I don't own an electric scooter/bike I live in wooster square, and the bus routes from wooster square are limiting. It's quicker to walk or bike to the Yale med campus than to wait for the bus. I also don't use the rail to get out of New Haven - there's no way for me to visit family with my dog in New Jersey	2/6/2023 8:48 AM
31	Expensive, bad for the environment	2/6/2023 4:55 AM
32	It's not very accessible or needed in my case.	2/5/2023 9:18 PM
33	Don't have any reason to carpool; do not own an electric scooter; I prefer the train to the bus.	2/5/2023 4:51 PM
34	Not needed.	2/5/2023 4:02 PM
35	The roads between my home and the main part of town are not safe for walking or biking. There is no train or bus station near me.	2/5/2023 7:08 AM
36	just dont	2/4/2023 8:06 AM
37	Don't own a scooter	2/3/2023 6:07 PM
38	I'm scared to bike on the roads because there aren't safe bike paths/lanes.	2/3/2023 5:56 PM
39	Bus - Inconvenient, unpleasant, slow Don't own a scooter Carpooling - need to have car at work to get to other project sites	2/3/2023 5:53 PM
40	no access/need for electric	2/3/2023 3:27 PM
41	I would bike more often if there safe bike lanes were in town and to the beaches.	2/3/2023 3:14 PM
42	Biking in CT is not safe. I've biked in Europe but I won't bike here unless it's on a separated bike path and those are mostly recreational. They don't get you where you need to go. I would love to be able to bike to do errands or to meet friends at places.	2/3/2023 1:20 PM
43	I don't own an electric bike and use my regular bike for basically all my transportation within 3-4 miles of home so long as there is a somewhat safe route. I have always been a bus rider in other cities I have lived and really like taking the bus. In New Haven (and CT more generally), the buses run so infrequently, so unreliably, and along such inconvenient routes that it is really only a modality of last resort. I wish it were otherwise	2/3/2023 12:19 PM
44	Sadly, I am too old for bikes. There isn't much bus activity where I need to go.	2/3/2023 11:41 AM
45	I think it is deeply unsafe to bike in the area due to driver behavior and road design. Buses are also unreliably scheduled and don't efficiently connect high-density areas with shopping etc. I do not have a car.	2/3/2023 10:40 AM
46	Too impractical	2/3/2023 9:58 AM
47	Don't ride a bike anymore, no need for a bus or carpool	2/3/2023 9:20 AM
48	Don't have a scooter	2/3/2023 9:10 AM
49	Because the answer is never.	2/3/2023 8:37 AM
50	Streets are too dangerous to ride a bike, or even walk	2/2/2023 10:21 PM
51	It's not efficient	2/2/2023 10:13 PM
52	Drive a car, flexibility to client meetings	2/2/2023 8:08 PM
53	Do not have an electric bike, rarely need to leave town on the train, bus is inconvenient and	2/2/2023 6:25 PM

## SCRCOG MTP Survey

	rare in my neighborhood	
54	Not feasible to ride share on the way to work	2/2/2023 5:49 PM
55	Because I don't have an e-bike and bus is not convenient.	2/2/2023 3:11 PM
56	Because I rarely or never use these types of transportation.	2/2/2023 1:32 PM
57	Not convenient. Bad roads. Low visibility. Awful train experiences.	2/2/2023 12:14 PM
58	Don't own a bike and don't live near a bus line	2/2/2023 10:59 AM
59	Distance to travel and access to Buses, EV, etc.	2/2/2023 10:43 AM
60	I don't have an electric bike or scooter	2/2/2023 10:40 AM
61	I don't have a car, i don't have an electric scooter/bike, and the buses are slow and unreliable.	2/2/2023 10:34 AM
62	No Interest	2/2/2023 10:05 AM
63	Too dangerous to ride a bike no bike paths bus does not serve my part of Guilford.	2/2/2023 10:03 AM
64	I'm a Realtor	2/2/2023 10:02 AM
65	Home and many destinations are too far or too remote for walking, riding bikes and there are NO bike paths in the area. (CT should be like Martha's Vineyard with bike /walking paths)	2/2/2023 9:59 AM
66	don't own a bike. I work from a home office	2/2/2023 9:37 AM
67	I either don't have access or don't want access. Except for buses-I don't know how to use them	2/2/2023 9:29 AM
68	Takes too long, limited routes	2/2/2023 9:19 AM
69	I'm scared of biking from where I live to town, I don't own a scooter/electric bike, the bus doesn't run near me.	2/2/2023 9:17 AM
70	cost/need	2/2/2023 8:14 AM
71	Not feasible to pick up kids/groceries/etc	2/2/2023 8:12 AM
72	Doesn't feel safe, and I'm too old for the super quick reflexes they require.	2/2/2023 7:33 AM
73	Unsafe to bike or walk	2/2/2023 7:06 AM
74	Cost, my age, availability	2/2/2023 6:54 AM
75	Convenience. I want to be free to come and go as I please.	2/1/2023 9:52 PM
76	I live too far from where I need to travel to walk or bike. Bus is also not accessible.	2/1/2023 9:50 PM
77	Because the Shoreline East train schedule is not frequent enough	2/1/2023 9:23 PM
78	I don't own an electric bike or scooter (and my distance to travel is too far), bus isn't convenient to my house, rail I use when going into New Haven or NYC	2/1/2023 7:15 PM
79	80 years old	2/1/2023 2:49 PM
80	Guilford roads are so dangerous with speeding, distracted and careless drivers. With no traffic stops enforcing driver safety. I am a runner and actually drive out of town to go for runs, it has gotten so bad.	2/1/2023 2:06 PM
81	Car is easier	2/1/2023 1:13 PM
82	Bus routes are not convenient for me. The trains are inefficient, slow, and expensive	2/1/2023 12:17 PM
83	I don't take them often	2/1/2023 11:50 AM
84	Distance to location and ability to return home with packages/groceries.	2/1/2023 11:28 AM
85	The methods that I chose as likely or sometimes are better options for me. The bus isn't dependable and takes too much time.	2/1/2023 11:24 AM
86	I don't own or use those things	2/1/2023 8:30 AM

## SCRCOG MTP Survey

87	I cannot afford a car and only occasionally ask friends for rides.	2/1/2023 8:24 AM
88	I cannot drive. Most bus routes seem inefficient. I don't have an e bike or scooter.	2/1/2023 6:18 AM
89	Don't own one	2/1/2023 6:16 AM
90	Distance too far to walk or ride a bike. Not interested in taking the bus.	1/31/2023 8:01 PM
91	Electric bikes and scooters are too dangerous	1/31/2023 5:14 PM
92	It's too dangerous to ride a bike or use a scooter in New Haven. I do not own a car.	1/31/2023 4:11 PM
93	Those modes of transportation are not easily accessible or safe(i.e. no side walks or bike lane)/convenient to use.	1/28/2023 1:39 PM
94	Dangerous	1/28/2023 1:28 PM
95	Because I have no need to travel that way	1/28/2023 1:03 PM
96	Bus service slow and unreliable. No walking paths or sidewalks make walking and biking unsafe. No train access.	1/28/2023 1:01 PM
97	I don't own an electric scooter / electric bike. I don't take the train or bus because all of my travel is inside of Guilford.	1/25/2023 10:09 AM
98	Shore Line East schedule does not lend itself to travel by rail!	1/24/2023 12:27 PM
99	I do not own or plan to own an electric scooter/electric bike. The bus is too inconvenient compared to driving a car in relation to travel time and accessibility.	1/23/2023 3:48 PM
100	Rail doesn't apply to my current work situation. I often bike in lieu of the bud otherwise.	1/23/2023 12:45 AM
101	I am retired and have my own vehicle.	1/20/2023 11:53 PM
102	I have 3 children and I have to transport most of the time	1/19/2023 10:29 PM
103	I live 4+ miles from downtown, schools, grocery store, pharmacy, etc so walking isn't an option. I don't own a bike and don't feel our roads are conducive to bike riding, and it wouldn't be practical for most errands I need to run. When I need to go down to NYC, I take the train (usually express from West Haven), but I only go down a couple of times a year.	1/19/2023 6:31 PM
104	Little need because of retirement	1/19/2023 4:59 PM
105	It's not convenient or easy	1/19/2023 4:16 PM
106	I don't bike or own a scooter, our bus system doesn't have routes that meet my needs, and I only use rail to get into NYC, which is rarely.	1/19/2023 3:56 PM
107	Once the train station at Devine opens, I'll be more likely to use trains more. I have nowhere to carpool and rideshares are expensive.	1/19/2023 2:22 PM
108	I do not know how to drive. Covid means I just don't travel very much. Also, ok, I'm lazy.	1/19/2023 1:22 PM
109	I think electric scooters are dangerous and I'm not interested in buying one. I would buy an e-bike if I had the money but honestly I'd prefer a regular bike. Bus I should do more esp bc its free. Could be good on commute days that are rainy/snowy. Rail usually just doesn't go where I want it to.	1/19/2023 12:56 PM
110	Don't own a scooter, not on a busline	1/19/2023 12:41 PM
111	Not much in biking or walking distance to my house. Bus runs too infrequently or takes too long. Only take rail when visiting NYC.	1/19/2023 11:43 AM
112	Buses don't go by my house and I have to drive to the train station.	1/19/2023 11:28 AM
113	Never going to happen or has rarely been the best option	1/19/2023 11:05 AM
114	The infrastructure isn't really there for me. While the train now goes to Hartford it's schedule is not compatible with mine. If there were frequent trains it might be manageable. But in town the Us service is severely lacking that I don't dare call is "service". People need to wait in the side of a 4 lane road with no sidewalks or covered benches. Cars usually travel over the posted speed limit. That's dangerous when waiting for a bus. I will not bike anywhere because there are not dedicated cycle tracks where bikes travel separated from cars. With no sidewalks it's	1/19/2023 10:36 AM

## SCRCOG MTP Survey

too dangerous to walk. In CT we have had over 60 pedestrian and cyclist deaths from being hit by cars. Too frequently these are called accidents. But the reality is these are totally preventable if the proper infrastructure is in place.

115	Difficult to know when/ where bus is stopping	1/19/2023 10:32 AM
116	I would LOVE to travel by bicycle for ALL of my local needs, but it's too unsafe on the roads to ride next to fast-moving vehicles without a barrier between the bike and the car lane.	1/19/2023 10:05 AM
117	There are no sidewalks or safe bike lanes to walk or ride a bike in from my home. The bus and train stops are too far from my home or they do not go where I need to go.	1/19/2023 10:01 AM
118	The time constraints and limitations of public transportation are not in sync with my needs. Also I have not ridden a bike of any kind in years. At 68 I don't have the physical stamina to ride a bicycle or walk everywhere.	1/19/2023 9:59 AM
119	Like most New Haveners, I don't have consistent access to a car. Like 30% of New Haveners my household doesn't own a car.	1/19/2023 9:58 AM
120	Train routes are infrequent to get to where I would like to go. Easier to reliably drive to New Haven than take the train unfortunately. I don't have access to an e-bike or e-scooter at this time (financially, logistically). I don't know enough about bus routes, fares, etc.	1/19/2023 9:57 AM
121	Train is very slow for Fairfield County options, driving is much faster even tho its worth for the earth	1/19/2023 9:43 AM
122	Not reliable or don't wxist	1/19/2023 9:23 AM
123	Need a new bike; don't own an electric bike. I would like to take the Hartford Rail to work but it is not reliable or consistent in my exlsriencd	1/19/2023 8:41 AM
124	I would bike more but streets feel unsafe without adequate bike lanes and traffic slowing measures, particularly on Whitney Ave in Hamden. I would utilize rail more if the price was more accessible.	1/19/2023 8:31 AM
125	Dont know of any good carpool programs that fit my needs currently	1/19/2023 8:19 AM
126	Most people aren't going to my destination, so it's hard to carpool	1/19/2023 8:08 AM
127	No good options	1/19/2023 7:58 AM
128	Streets aren't safe	1/19/2023 7:37 AM
129	We have no bud transit up to Woodbridge beyond the business district.	1/18/2023 10:44 PM

## Q11 What suggestions might you have to improve the transportation systems in the region?

Answered: 133 Skipped: 40

#	RESPONSES	DATE
1	Safe Bike parking, cycle path, cycle lane, intermodal hub. Car sharing bike owning.	2/25/2023 1:15 AM
2	Frequent shoreline east	2/23/2023 7:43 PM
3	more designated (well-protected) bike lanes; more train stations	2/23/2023 3:40 PM
4	1) we need sidewalks, especially on every street ever but focus delivery on access to transit and require all sales to replace sidewalks. 2) we need fast buses and dedicated rights of way and signal operations to support them. we need safe, lit, serviced bus shelters that have sidewalks and system information at them. we need to rebalance our bus stop spacing in most areas 4) we need to involve transit riders in the decisions that operate transit. we should have transit districts operating as a regional board for fixed route transit in addition to the paratransit in the region. 3) we need dedicated, safe, PROTECTED bike lanes that will work for the majority of short trips and be ready for the electric bike revolution.	2/20/2023 8:09 PM
5	more frequent bus service. more train stations.	2/17/2023 4:11 PM
6	Make sure bicycle lane and pedestrian networks are complete enough to support and service people's access to perform daily activities (e.g. neighborhood shopping, schools, appointments, etc.) Disconnected segments of bicycle/pedestrian infrastructures (lanes/paths to nowhere useful or dead ending frequently, achieve nothing for practical daily use). New riders/walkers are resistant to converting from car usage due to these barriers to entry.	2/14/2023 9:47 AM
7	Lower prices for train service	2/13/2023 8:29 AM
8	Better safer bike trails. More frequent Shoreline East train	2/10/2023 12:32 PM
9	increase the schedule for Shoreline East and make better connections to Metro North and Amtrak	2/10/2023 9:12 AM
10	Safer roads for bike and walking.	2/10/2023 8:45 AM
11	N/a	2/10/2023 7:43 AM
12	Fix the roads. Make a separate bike and walking lane.	2/9/2023 11:16 PM
13	Safer cycling options (protected bike lanes & bike paths). More frequent Shoreline East service.	2/9/2023 9:07 PM
14	I do agree with free bus service. It would be nice if there was bus service up North High Street. I love to walk.	2/8/2023 3:46 PM
15	Fix choke points on Route 5 that lead to constant traffic	2/8/2023 3:23 PM
16	more sidewalks on busier roads	2/8/2023 3:13 PM
17	More publicity about rail and bus services.	2/8/2023 2:51 PM
18	Invest more in roads.	2/8/2023 2:46 PM
19	Electrify all rail and bus lines with overhead catenary. Build protected bike lanes on all arterial streets. Run buses and trains more frequently.	2/8/2023 10:47 AM
20	Reduce the speed limit for city streets, and the size of vehicles using them.	2/7/2023 8:33 AM
21	Guilford's transportation system is good.	2/7/2023 8:14 AM
22	Electrify buses	2/6/2023 9:58 PM
23	Extend public bus hours and distance of routes.	2/6/2023 5:47 PM

## SCRCOG MTP Survey

24	Increased bus routes, and frequency. Rail that goes east to west!	2/6/2023 2:51 PM
25	Find more ways to support existing transportation that are working but can't handle to load completely.	2/6/2023 1:54 PM
26	Improve bus service and protected bike lanes. It takes me 11 minutes to drive to the train station from my home, but it takes 40 mins to get there by bus. There are some streets with somewhat protected bike lanes but many more that have no bike lane at all.	2/6/2023 1:14 PM
27	Keep buses free. Have buses run more frequently. Combine yale shuttles with CT Transit.	2/6/2023 12:38 PM
28	More frequent public service. More bus routes. More bike lanes and non-car centric street design. Actual enforcement of driving laws/getting cars to not be dangerous entitled jerks.	2/6/2023 11:30 AM
29	Make it safer to walk and bike places.	2/6/2023 9:37 AM
30	More efficient bus routes with better hours. Way more protected/dedicated bike lanes. Converting one-way back to two-way streets in Downtown New Haven. Red light cameras and electronic speed enforcement. Better traffic enforcement across the board.	2/6/2023 9:30 AM
31	I think the region is primed to have people be able to use bikes for small in-town trips because of our relatively temperate climate and mostly flat terrain.	2/6/2023 9:25 AM
32	1) Divest from car-only infrastructure 2) Zoning reform (ToD, co-location of homes and sites of production and consumption) 3) Better transit options (shuttles, Bus Rapid Transit (within and between cities)) 4) Subsidies (not based on tax credits) for e-bikes and e-scooters. 5) Better bicycle and pedestrian infrastructure (segregated lanes etc). 6) Legal reform to benefit non-car users in any accidents (cars always pose a danger, see Road Danger Reduction Forum). 7) Divest from Policing of roads, as well as police involvement in traffic control - this is a known barrier to participation of PoC in cycling.	2/6/2023 9:17 AM
33	Expanded bike lines and features to discourage dangerous driving (permeant pedestrian cross signs in streets, speed tables, etc). In a dream scenario, the highways would not directly end in residential areas (like onto Trumbull street), so that cars are not traveling at high speeds into or out of our neighborhoods. It is also a problem that New Haven removes the pedestrian crossing sign from streets in the winter. I understand this is to facilitate snow removal, but we that is needed only infrequently (especially this year). Instead, it has become a lot more dangerous to cross the street due to less daylight and mixed precipitation. The city should be able to find a compromise.	2/6/2023 9:03 AM
34	more robust bicycling and bus network in New Haven, with protected bike lanes, and pedestrian safety improvements such as raised crosswalks. In dense urban areas, vehicle travel speeds should not exceed 12 miles per hour.	2/6/2023 8:59 AM
35	Better bus route from Wooster square Restructure the bus routes/system to be more effective Stop focusing on car-specific infrastructure, emphasize other forms of travel Legalize red light/speed cameras	2/6/2023 8:48 AM
36	More protected bike lanes, more train lines between towns	2/6/2023 8:45 AM
37	More buses, protected bike lanes that connect in a system	2/6/2023 4:55 AM
38	Increase frequency of SLE schedule.	2/5/2023 4:51 PM
39	More frequent & quicker train service, both Shoreline East & Metro North. Metro North should have express - New Haven to Bridgeport to Stamford to NYC. This would make a tremendous difference.	2/5/2023 4:02 PM
40	Additions for sidewalks and bike lanes would make those modes of transportation safer.	2/5/2023 7:08 AM
41	Boat shuttles	2/4/2023 8:06 AM
42	More bus service and bike lanes.	2/3/2023 6:07 PM
43	More sidewalks and bike lanes.	2/3/2023 5:56 PM
44	Improve biking infrastructure! Add fixed rail trolley on Whitney and Whaley avenue in NH to adjacent towns.	2/3/2023 5:53 PM
45	need more multipurpose trails so i can ride more	2/3/2023 3:27 PM

## SCRCOG MTP Survey

46	Safe bike lanes and sidewalks for pedestrians. The whole of downtown and the beach are of Madison would benefit from bike and pedestrian safe lanes. The community would be greatly enhanced.	2/3/2023 3:14 PM
47	Narrow vehicle travel lanes to slow speeds, enlarge road shoulders as much as possible to create space for separated bike lanes and/or sidewalks.	2/3/2023 1:20 PM
48	Top priority would be to redirect funds from highway expansion and maintenance toward our bus system. Connecticut's extreme reliance on cars is incredibly expensive: we pay for it every day with our lives, our health, our degrading environment, a widening transportation equity gap, and endless tax payer dollars. As we all know, buses offer a very inexpensive and effective way to simultaneously serve the transportation needs of the lowest-income people in our state and to reduce car usage. Buses are not flashy but they are desperately needed. I strongly encourage all of our planning and funding to work toward the day that people of all classes choose to take the bus (or train) because it is the most convenient modality. While electrifying buses should be our standard, the emissions (and safety, public health, equity, job preservation, etc etc) savings are minuscule compared to the benefits of exchanging car usage for bus usage. If we have to choose what we are investing in, it should be a conversion from cars to buses over all else. As an organizer with the Safe Streets Coalition of New Haven, I am of course committed to pedestrian and cycling infrastructure as well, though I believe that the former always serves the latter and should be prioritized. And until we see a paradigm modality shift from single-occupancy cars, no amount of infrastructure shifts will be able to counteract the dangers of car reliance. I hope I am preaching to the choir here, so I won't belabor the point or link the endless studies that back that this up. I'm encouraged by the slow federal shift toward supporting public transportation and the new funding for vision zero projects. I hope our region and the state of CT will someday be seen as leaders in this, but we have a long long way to go. Thank you.	2/3/2023 12:19 PM
49	More rail, more off-road trails	2/3/2023 11:41 AM
50	Increase bus frequency/predictability, create express lines between NHV downtown and shopping areas, strengthen bike lane infrastructure, more traffic enforcement (red light cameras, etc.)	2/3/2023 10:40 AM
51	More reliable and more frequent	2/3/2023 9:58 AM
52	Better quality roads, clearer crosswalks.	2/3/2023 9:20 AM
53	It would be nice to have more convenient train service for going to new haven for dinner and shows. Schedule geared for work commute, not entertaining. Same with going to old Saybrook to the Kate for example.	2/3/2023 9:10 AM
54	None	2/3/2023 8:37 AM
55	It would be nice to feel able to safely bike or walk around our town. Downtown is walkable but there's a real lack of sidewalks and bikes have to share on curvy roads with little space	2/3/2023 7:04 AM
56	Better transportation options for elderly and disabled.	2/3/2023 6:24 AM
57	Make bus maps easier to read. Increase frequency of buses. Increase frequency of Shoreline East trains, both directions.	2/2/2023 11:07 PM
58	Better roads and more sidewalks	2/2/2023 8:08 PM
59	Trains or buses running to Bradley	2/2/2023 6:25 PM
60	Inter-city active transportation networks, bus rapid transit, better bus service in general	2/2/2023 6:25 PM
61	Guilford needs sidewalks for walking	2/2/2023 5:49 PM
62	Efficient trains. Clear visibility along road (so much plant overgrowth).	2/2/2023 12:14 PM
63	IMPROVE PEDESTRIAN SAFETY	2/2/2023 10:40 AM
64	More frequent and reliable buses, better bike infrastructure. Every road except for small local roads should have protected bike infrastructure. There should be more bike racks on trains, and more trails like the Farmington Canal Trail so I can get to other towns.	2/2/2023 10:34 AM
65	More frequent trains	2/2/2023 10:05 AM
66	Bus shelters. Bike paths	2/2/2023 10:03 AM

## SCRCOG MTP Survey

67	Fix, straighten I-95, reduce traffic from NY with tolls at that end, reduce truck traffic, add another lane to the RI border from New Haven. Fix RT 1 to make it an option when I95 is shut down with accidents/jams.	2/2/2023 9:59 AM
68	more regularly scheduled shoreline east trains. I wish that the Acela could stop in Guilford. Calming strips on River Street to slow traffic down. Perhaps lighting teh crosswalks when in use?	2/2/2023 9:37 AM
69	Make busses understandable for everyone	2/2/2023 9:29 AM
70	Sidewalks linking major roads and to transportation and school hubs. Continued bicycle safety/lane markings, etc. Traffic calming and safety measures.	2/2/2023 9:17 AM
71	rail service	2/2/2023 8:14 AM
72	More trains from smaller hubs. Direct trains from New Haven south to Stamford	2/2/2023 8:12 AM
73	More frequent bus service, especially from 6-11 pm, and more frequent service on weekends.	2/2/2023 7:33 AM
74	Sidewalks	2/2/2023 7:06 AM
75	Fix shoreline east scheduling so they coincide with work schedule. I used to ride daily for years. Now since Covid rarely because of scheduling	2/2/2023 6:54 AM
76	More rail travel options	2/2/2023 6:07 AM
77	Better bike lanes	2/2/2023 5:55 AM
78	More sidewalks and more train times and more ride sharing	2/2/2023 1:06 AM
79	More frequent bus service. More bus routes. More frequent rail service especially SLE and Hartford Line. More bike lanes especially protected-bike lanes. More road diets for traffic calming and roadway space reallocation to other non personal automobile travel. More traffic calming and raised crosswalks and raised intersections. Also need a public bike share system.	2/1/2023 10:47 PM
80	More commuter railways	2/1/2023 9:52 PM
81	More frequent rail service along the shoreline.	2/1/2023 9:23 PM
82	The Guilford train station is not very convenient in terms of train times. It is easier to drive into New Haven and get on a train there.	2/1/2023 7:15 PM
83	Improve railways, add light rail, buses a la The Google Bus for rapid transit to places where rail can't reach. Improved transportation to Bradley international would be fantastic for not just the area, but the state.	2/1/2023 5:20 PM
84	More integrated and reliable (shoreline east)	2/1/2023 2:49 PM
85	Actual policing handing out tickets to law breakers and self righteous people taking a more selfless approach to their driving.	2/1/2023 2:06 PM
86	Bike lanes, red light cameras high speed rail	2/1/2023 12:17 PM
87	Remove dead trees close to roads. In Guilford, remove overgrown brush and shrubs that cause walkers and bikers to be pushed into middle of road.	2/1/2023 11:28 AM
88	Bus service directly from major neighborhoods to downtown on a regular frequent schedule.	2/1/2023 11:24 AM
89	Please make it easier to get everywhere by bike--gas is expensive and I'd like to spend less money on my car	2/1/2023 8:30 AM
90	More protected bike lanes - it is mind boggling that State Street and Grand Ave in particular have such poor biking infrastructure. These are main arteries and are some of the most dangerous roads to be a pedestrian or cyclist. Reduce speed limit on prospect, college, sachem, elm/grove and on residential streets, there is no reason to see cars speeding by so many pedestrians. Improve bus infrastructure: covered shelter, improved sidewalks and walking routes to/from bus shelter, and if you cannot improve bus frequency as easily the very least you can do is give riders a way to track where buses are. The major theme is prioritize modes of transit that are not cars if you have any interest in saving lives and improving the quality of living and sustainability in the region.	2/1/2023 8:24 AM

## SCRCOG MTP Survey

91	More sidewalks. Automated enforcement. More separated bike lanes. Faster trains. More efficient buses.	2/1/2023 6:18 AM
92	Separated bike lanes and more frequent bus service	2/1/2023 6:16 AM
93	More frequent rail service on the shoreline, east of New Haven.	1/31/2023 8:01 PM
94	Better rail service and safer roads.	1/31/2023 7:15 PM
95	More train service. Absolutely no Tweed expansion	1/31/2023 5:14 PM
96	One is to do planning that reduces the need for transportation -- that is the best transportation system. Two is to improve bus service with more frequent service and logical routes, and by eliminating private shuttles and creating a universal transportation system. We also need to have direct rail service to the front door of Bradley Airport.	1/31/2023 4:11 PM
97	Better bike lanes and routes to connect towns. More frequent train times; especially on weekends.	1/30/2023 8:56 PM
98	Invest more in connecting transportation systems that allow for minimal sacrifice in time and convenience for users. Increase bike/ped trails and expand network to suburban communities.	1/28/2023 1:39 PM
99	Safety and accessible	1/28/2023 1:28 PM
100	Better public transportation	1/28/2023 1:01 PM
101	Guilford is has spent all of its time and money over the decades accommodating cars. It's time to switch to walking and biking infrastructure, better bus travel (ie sidewalk connects to bus stops and covered bus stops), and reliable train service. My trips are all less than a few miles, and I would prefer to walk or bike. For example my son's school is a mile away - we should be able to bike it but we drive. I live a mile from the Guilford Green, which should be walkable but the sidewalk doesn't extend out on 146 west of town.	1/25/2023 10:09 AM
102	Frequent rail and bus service	1/24/2023 12:27 PM
103	Keep transportation services free.	1/23/2023 5:15 PM
104	Continue to improve the rail system with upkeep and reduce the ride cost. Also, adding a train the travels directly from Milford to Hartford without needing to switch in New Haven. Within Milford, it would be beneficial to add connected, protected bike lanes throughout the city. The connected bike lanes should be connected not just in Milford, but connect Milford to other towns.	1/23/2023 3:48 PM
105	More bike lanes!	1/23/2023 12:45 AM
106	I'd go to places around the state and New York City A LOT more often if the train schedules between Union Station in New Haven and the rail line that runs through Wallingford were more in sync.	1/20/2023 11:53 PM
107	More frequency of busses, bus program for the people who don't have transportation and more bus lines to connect to other areas.	1/19/2023 10:29 PM
108	More protected bike lanes	1/19/2023 6:31 PM
109	Bike lanes, sidewalks, and more mixed use development around train stations to make train travel more apparent, natural, and convenient.	1/19/2023 3:56 PM
110	Focus on people, not just cars moving as quickly as possible.	1/19/2023 2:22 PM
111	Get sidewalks and bus shelters established along all bus routes even in suburbs like Hamden and North Haven. North Haven seems to have a thing against sidewalks.	1/19/2023 1:22 PM
112	A BIG ONE: I don't know why this state doesn't use reflective tape/paint in the lines on the streets, crosswalks, highways, etc. It improves visibility SO MUCH. As someone with mildly bad vision, I appreciate the reflective lines SO MUCH at night and when I'm driving in snowy/rainy conditions. Reflective signs, paint and tape on important to see lines and signs are REACTIVE so when the headlights of a car land on them, it's seen. People are much more likely to have "banner blindness" to signs that aren't reflective. This seems like a common sense, low cost solution. Also I'd like to see more bike lanes and more enforcement of speed, stops, and lights. Cars don't have fear of cops for breaking the rules, but the truth is cars and drivers are the most unchecked criminals in our state. The crime problem in CT is not in cities	1/19/2023 12:56 PM

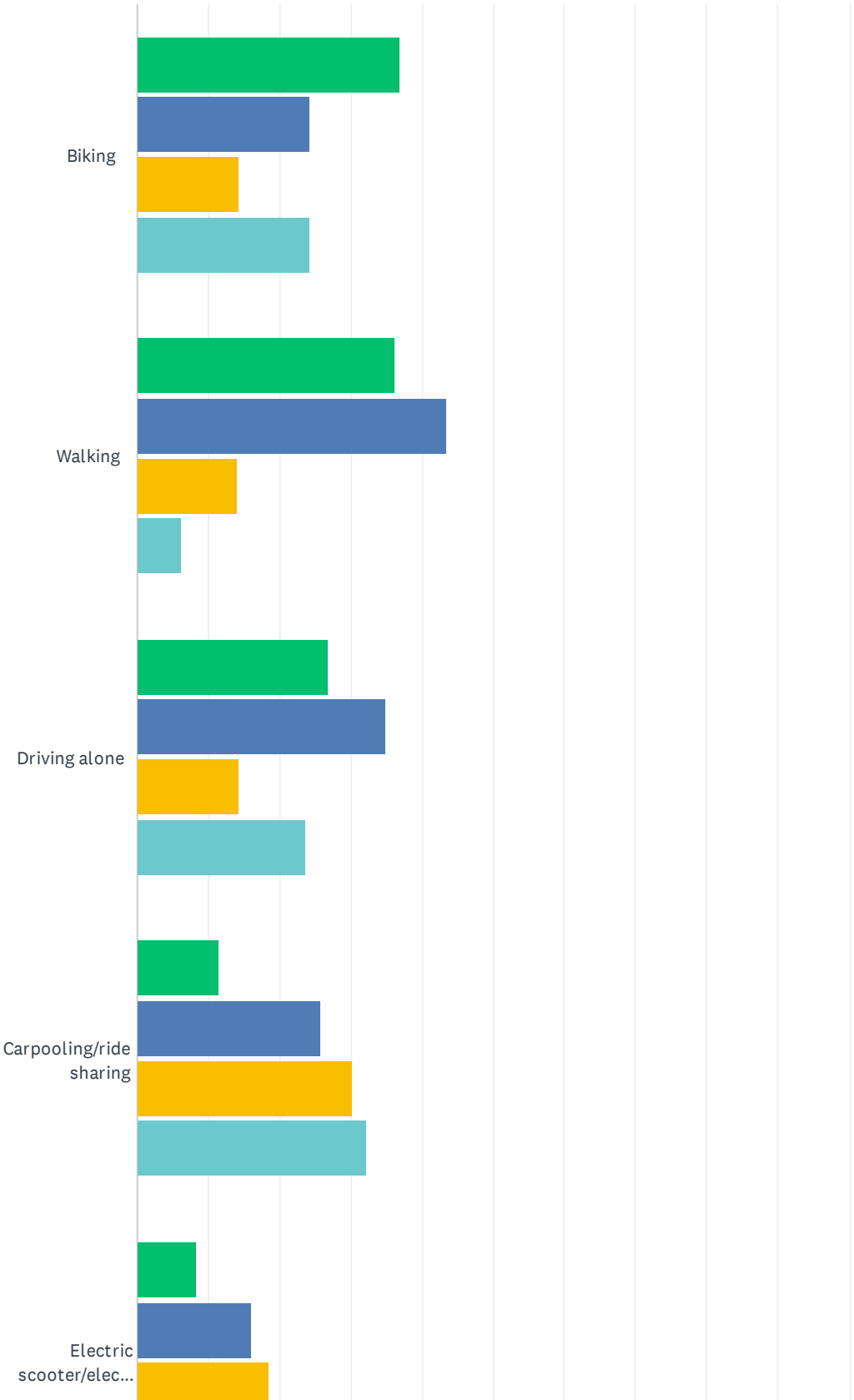
## SCRCOG MTP Survey

or with youth; it's with drivers who speed, blow through lights, and ignore traffic signals. These cars are endangering pedestrians and bikers, and KILLING PEOPLE. Why are the cops not more responsive to this kind of crime!

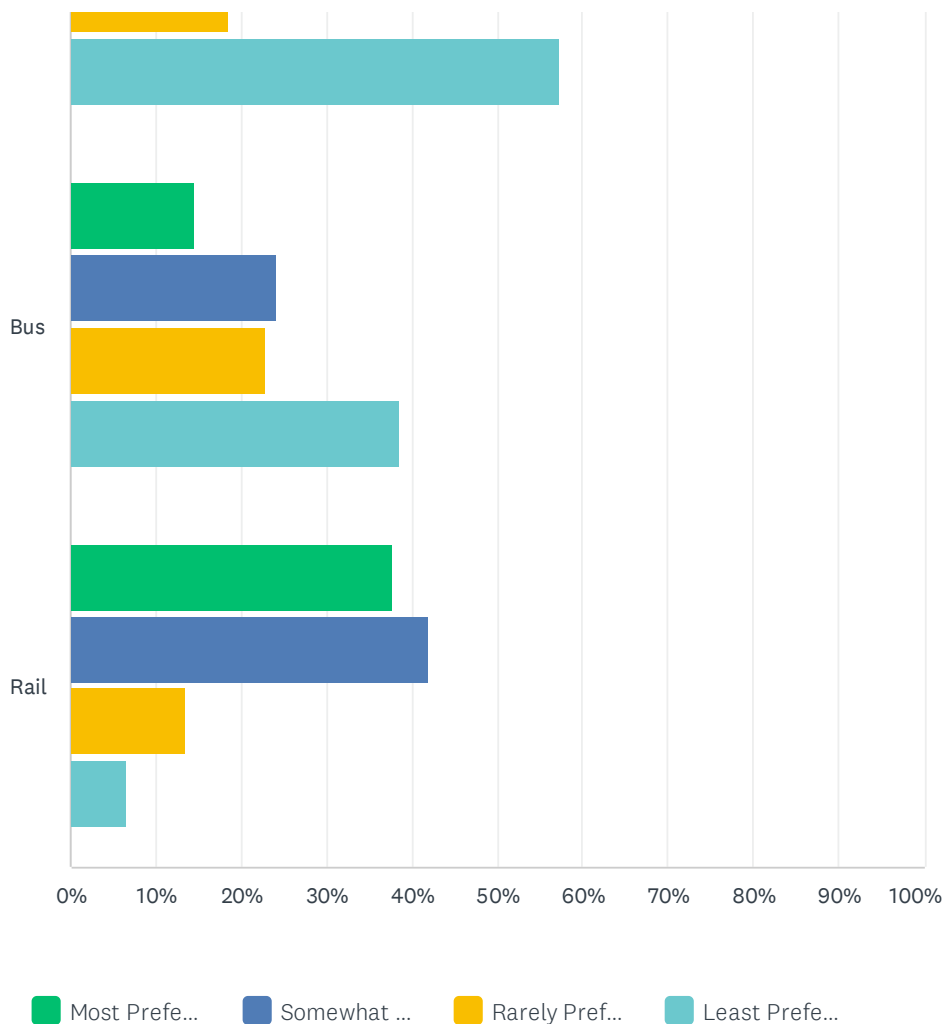
113	Light rail	1/19/2023 12:41 PM
114	Prioritize sidewalks and multi use trails. Protected bike lanes. Expand rail network.	1/19/2023 11:43 AM
115	Dedicated cycle tracks separate from cars. Road diet. Narrow roads and reduce the number of lanes on 4 lane roads to one in each direction with a turning lane. Build sidewalks. Better bus stops with covered benches. Better train service.	1/19/2023 10:36 AM
116	Clearer signs and bus schedules	1/19/2023 10:32 AM
117	A network of connected, protected, bicycle lanes would bring enormous numbers of timid bicyclists out into the streets!	1/19/2023 10:05 AM
118	Safe bike lanes and sidewalks between my home and work or my home and shopping.	1/19/2023 10:01 AM
119	I honestly don't know	1/19/2023 9:59 AM
120	All routes should prioritize the safety and efficiency of people, micro-mobility vehicles, and public transit and deprioritize the efficiency of cars and trucks.	1/19/2023 9:58 AM
121	I would like to see increased prioritization of pedestrian walkways, cross-walks, sidewalks on busier roads and in neighborhoods. There are places I might walk to if I felt safe enough to do so, but it's dangerous to walk on many state roads (where most grocery, retail, small biz are located) or main roads in Wallingford.	1/19/2023 9:57 AM
122	Faster options. Express New Haven train that only stops at Bridgeport and Stamford to NYC.	1/19/2023 9:43 AM
123	More public transit! Buses, reliable trains	1/19/2023 9:23 AM
124	Protected bike lanes on major routes. Increased bus schedules. Physical speed control devices (e.g. speed bumps and speed tables). Many more traffic lights with prioritized pedestrian access.	1/19/2023 9:20 AM
125	More bike lanes, especially along whitney; something that can connect East rock park to sleeping giant without having to drive	1/19/2023 8:41 AM
126	More bike lanes and better pedestrian safe guards. Drivers need education on yielding to pedestrians and we need more traffic slowing measures like stop signs and speed bumps.	1/19/2023 8:31 AM
127	Trains need to be faster and add data access, whether via wifi or expanded cell data service	1/19/2023 8:29 AM
128	Bus rapid transit, more regional off road bike paths, stop highway expansions, add highway tolls, elimination of traffic studies to justify installation of multimodal roadway projects	1/19/2023 8:19 AM
129	We need more busses, protected bike lanes, light rail, and more frequent trains on the New Haven to Springfield line.	1/19/2023 8:17 AM
130	Improved bike paths along state roads since they are often the main arteries in a town	1/19/2023 8:08 AM
131	More complete streets, better bus connections to train, transit oriented development near transit	1/19/2023 7:58 AM
132	Dedicated mixed use lane on all state routes	1/19/2023 7:37 AM
133	Better road design for all users and not just cars.	1/18/2023 10:44 PM

# Q12 Ideally, what would be your preferred mode of travel?

Answered: 171 Skipped: 2



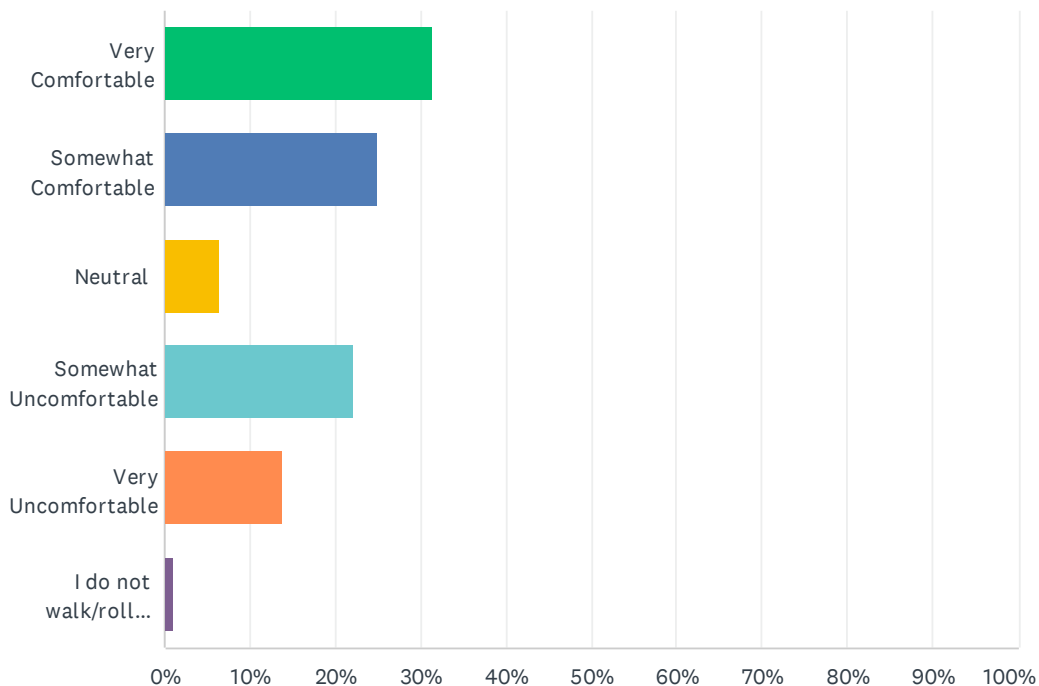
# SCRCOG MTP Survey



	MOST PREFERRED	SOMEWHAT PREFERRED	RARELY PREFERRED	LEAST PREFERRED	TOTAL	WEIGHTED AVERAGE
Biking	36.88% 59	24.38% 39	14.37% 23	24.38% 39	160	2.26
Walking	36.20% 59	43.56% 71	14.11% 23	6.13% 10	163	1.90
Driving alone	26.88% 43	35.00% 56	14.37% 23	23.75% 38	160	2.35
Carpooling/ride sharing	11.61% 18	25.81% 40	30.32% 47	32.26% 50	155	2.83
Electric scooter/electric bicycle	8.28% 13	15.92% 25	18.47% 29	57.32% 90	157	3.25
Bus	14.56% 23	24.05% 38	22.78% 36	38.61% 61	158	2.85
Rail	37.80% 62	42.07% 69	13.41% 22	6.71% 11	164	1.89

## Q13 How comfortable do you feel walking/rolling throughout your community?

Answered: 172 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very Comfortable	31.40%	54
Somewhat Comfortable	25.00%	43
Neutral	6.40%	11
Somewhat Uncomfortable	22.09%	38
Very Uncomfortable	13.95%	24
I do not walk/roll around my community	1.16%	2
<b>TOTAL</b>		<b>172</b>

## Q14 Please tell us about the walking/rolling environment within your community. (optional)

Answered: 127 Skipped: 46

#	RESPONSES	DATE
1	mostly quiet/safe neighborhood	2/23/2023 3:40 PM
2	There are not enough sidewalks. We should have 100% sidewalk connectivity - especially on state owned roadways. The crossings are outdated and need to be switched in a regionwide campaign complete with education and engineering and enforcement together to the safer LPI/Concurrent pedestrian crossing system. Billboards/signage on buses/overhead signage.	2/20/2023 8:09 PM
3	Sidewalks are very deteriorated and unsafe for elderly walkers. Walk signals across major roads like Dixwell and Whitney Ave are not adequately timed for elderly walkers.	2/14/2023 9:47 AM
4	Dangerous on high speed/high traffic roads.	2/13/2023 9:48 AM
5	Terrible. Guilford streets are simply unsafe to walk/bike on. vehicle speeds are too fast. I drive 100 yards to a preserve to walk because the roads are so dangerous to walk/bike on	2/13/2023 8:29 AM
6	What do you mean "rolling"??? I bike .. not roll!?	2/10/2023 12:32 PM
7	Center of town is safe with sidewalks but walking in my neighborhood feels dangerous on the collector roads that don't have sidewalks, safer on the less traveled roads without sidewalks	2/10/2023 9:12 AM
8	Guilford is an old town with limited access for pedestrians. Most intersections are not uniform making it challenging to cross. Also cars traveling at a high of speed makes it dangerous for pedestrians and cyclists	2/10/2023 8:45 AM
9	Too many walkers and bikers sharing the same space as cars. That's just nuts.	2/9/2023 11:16 PM
10	Sidewalks don't go enough places. Bishop's Market, for example.	2/9/2023 9:07 PM
11	I don't know what rolling is. We have wonderful sidewalks in East Haven and also the Shoreline Greenway Trail.	2/8/2023 3:46 PM
12	Many sidewalks available downtown.	2/8/2023 3:23 PM
13	no sidewalks on rt 139 and other busy roads	2/8/2023 3:13 PM
14	Walking around my Wallingford house is nice as it's flat and on wide walking pavements. We chose the area due to this feature.	2/8/2023 2:51 PM
15	Hamden's sidewalks suck and their aren't enough in various neighborhoods.	2/8/2023 2:50 PM
16	Many broken/narrow sidewalks and dangerous to cross the street.	2/8/2023 10:47 AM
17	I'm glad Guilford did not allow the Shoreline Greenway Trail to build a ridiculous wide pathway along the roadways, into the fronts of homes and into natural areas. Quaint sidewalks are all we need. The biking community is a small group of very loud advocates and the majority of Guilford is sick of them.	2/7/2023 8:14 AM
18	There have been multiple accidents involving pedestrians in my area, because of a lack of lights/medians.	2/6/2023 2:51 PM
19	Depending on the area and traffic. I live in a tourist area so some times of the year are better than others. Some sidewalks exist and others are not safe.	2/6/2023 1:54 PM
20	Multiple pedestrians have been killed by cars on Whalley, the major street near my home. I would walk more to the businesses on that street but those deaths make me more nervous to do so.	2/6/2023 1:14 PM
21	Need better pedestrian infrastructure in all neighborhoods. Cars do not respect pedestrians.	2/6/2023 12:38 PM

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22	Lack of safe lanes, filthy trash on roads and roadside	2/6/2023 12:34 PM
23	No sidewalks / no crosswalks / drivers roll through stop signs and do not respect pedestrians / bikers	2/6/2023 9:40 AM
24	Drivers are terrible. People drive way too fast through New Haven. Every time a light turns red, two drivers drive their cars through after the red light, like there's a 5 second grace period or something.	2/6/2023 9:37 AM
25	Sidewalks are not consistently maintained so walking/running on them can be dangerous, especially in winter.	2/6/2023 9:30 AM
26	I walk a lot and feel pretty comfortable with it. However, I now have a baby and pushing the stroller on some sidewalks is really frustrating because they are so bumpy (ex. Chapel St. and Court St. between Academy and Olive)	2/6/2023 9:25 AM
27	Cars pose danger always. Footpaths are icy in winter. Roads are unpleasant environments to walk down (loud, ugly). Distances between travel origin and destination are unnecessarily vast as they are designed for cars. Scale of signage, cities is alienating for non-automobile user.	2/6/2023 9:17 AM
28	As noted above, the primary fear I have in New Haven is dangerous driving. I own a dog and spend a few hours walking around the city every day. I applaud CT for having relatively safe roads for drivers, but a pedestrian perspective is needed.	2/6/2023 9:03 AM
29	Pedestrian safety improvements are badly needed. The focus of these improvements should be in downtown areas where there is already a high concentration of pedestrians. Speeds should be limited to 12 miles per hour to ensure pedestrians don't continue to get killed in these areas.	2/6/2023 8:59 AM
30	Wooster square is quiet, well-lit, low flow of traffic. The rest of New Haven is not as comfortable to walk through - there's always the concern of getting hit by a car on the med campus/downtown	2/6/2023 8:48 AM
31	Lack of bike lanes and good pedestrian signals means that I'm always scared I'll get hit by a car. The pedestrian signals are too short and don't happen often enough	2/6/2023 4:55 AM
32	No sidewalks, and cars usually exceed the speed limit	2/5/2023 10:59 PM
33	I live on a semi busy road with no sidewalk or shoulder type lane. It can be a bit dangerous.	2/5/2023 9:18 PM
34	Nonexistent sidewalks and bike lanes do not promote safety for walking/rolling around the community, unless you live by the green.	2/5/2023 7:08 AM
35	Roads are narrow, not many speed traps.	2/4/2023 8:06 AM
36	Sidewalks are a must. Roads should be for people and not cars.	2/3/2023 6:07 PM
37	There are a lot of narrow roads and blind passes in town. Would love to walk downtown, but no sidewalks on route 1.	2/3/2023 5:56 PM
38	i only walk on established connecting walkways. very limited.	2/3/2023 3:27 PM
39	It is not safe. I live off the Post Road and I will not walk or bike on the Post Road so I cannot bike or walk anywhere in town.	2/3/2023 3:14 PM
40	There are some lovely shoreline roads where the speed limit has been lowered and so many people walk there in summer that cars generally have to go slowly. IN winter there are fewer cars so it's nice walking there. Other roads are typical CT winding, narrow roads where cars go over the speed limit and make it feel unsafe to walk or bike.	2/3/2023 1:20 PM
41	As a pedestrian, I always feel like a visitor in a space not meant for me. The sidewalks are narrow, often poorly maintained, safe havens from a public space otherwise entirely given over to a paved right of way for cars. With the exception of our parks and the very very few streets open to peds only, there is no public space in New Haven that is designed for people walking, rolling, lingering, being together. New Haven is of course anything but unique in this regard, but it doesn't make it any better. Every street is designed as a right of way, focused on moving cars as quickly as possible, and every road "diet," improvement, redesign, etc, dares not challenge this. I don't mean to sound dramatic, but anyone who walks regularly knows this to be true. And I am an able-bodied wealthy white person living in one of the best maintained neighborhoods in our city, probably the state. A huge portion of the streets in New Haven don't	2/3/2023 12:19 PM

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even have a sidewalk, often don't have any marked crossings, and pose life-threatening risks to anyone moving along them. The two pedestrians killed by drivers in New Haven in the last 10 days alone is testament to this and reminds the rest of us that our fears are not misplaced. It doesn't have to be this way. Many cities/regions in the UK, Belgium, Germany, Holland, France, and even the US are rethinking the way they apportion public space and are designing roads for cars to be the out of place visitors, not people. I hope we will get there someday, but not on our current trajectory.

42	I am too old to do it. If I were able, I would be comfortable walking and biking.	2/3/2023 11:41 AM
43	Intersections, with multiple turn cycles, are difficult to deal with. I often cross against the lights because it's easier to predict oncoming traffic than whether people will turn into the pedestrian crossing when I have the light.	2/3/2023 10:40 AM
44	I live downtown and walk daily both for exercise and function.	2/3/2023 9:20 AM
45	Outside of the green area, there are not enough sidewalks. Roads are narrow and winding. It's not safe to walk, bike. It would be great to have sidewalks up to at least the schools from town and nut plains and long meadow.	2/3/2023 9:10 AM
46	No sidewalks.	2/3/2023 8:37 AM
47	Fine at day. Unsafe at night.	2/3/2023 6:51 AM
48	More sidewalks and crosswalks are needed.	2/3/2023 6:24 AM
49	My neighborhood has ample sidewalks.	2/2/2023 11:07 PM
50	I'll walk feelmore comfortable on side streets, busy roads unsafe.	2/2/2023 10:21 PM
51	Easy to get around	2/2/2023 8:08 PM
52	No sidewalks. Narrow roads So unsafe. Stop giving people a choice and out pathways in. Nut plains desperately needs it	2/2/2023 5:49 PM
53	Downtown Guilford near the green	2/2/2023 3:11 PM
54	I live off a busy road and sometimes get nervous about walking it because people drive too fast.	2/2/2023 1:32 PM
55	No sidewalks. Trees/plants grow against roads. Low visibility. High speeds of cars.	2/2/2023 12:14 PM
56	No sidewalks	2/2/2023 10:48 AM
57	North Guilford does not have a very walking friendly environment. Rt 77 has narrow shoulders and no dedicated walking areas.	2/2/2023 10:43 AM
58	speeding cars, hard to cross streets, drivers do not accommodate bicyclists, drivers run red lights ALL THE TIME, it's very unsafe	2/2/2023 10:40 AM
59	Some sidewalks could be better (or exist at all) around the city, and some intersections need better signaling/signage, but otherwise good.	2/2/2023 10:34 AM
60	Lots of sidewalks, great for walking Dangerous drivers are a problem	2/2/2023 10:05 AM
61	The roadways from Branford to Old Lyme simply are not bike or pedestrian safe. There are no bike or walking lanes, it's 25 yrs overdue.	2/2/2023 9:59 AM
62	There are no sidewalks in my neighborhood (rte 146)	2/2/2023 9:37 AM
63	I don't like this because I have no protection	2/2/2023 9:29 AM
64	Our streets are death traps - curves, no sidewalks. Would LOVE to have sidewalks	2/2/2023 9:19 AM
65	By all reasonable measures we should have sidewalks where we are off Long Hill Road as we are less than a mile from the nearest school, route 1 and bus route, less than 2 miles from two more schools. Yet even when the road was redone the town didn't put sidewalks in and built Hubbard road without sidewalks! Cars are way too fast coming down Long Hill, there is ample congestion from cars and buses as schools start and end, etc. There are also many workers for Bishops and Safety Zone that are walking from the bus. It's a huge missed opportunity and safety concern.	2/2/2023 9:17 AM

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66	always worried about cars when walking	2/2/2023 8:14 AM
67	Not a lot of sidewalks.	2/2/2023 8:12 AM
68	I am comfortable about my safety EXCEPT when crossing the street. Drivers often don't follow the traffic rules and don't notice pedestrians. They think the streets belong only to them- not shared with them.	2/2/2023 7:33 AM
69	I live in the downtown area so walking access is great. Sidewalks are in bad shape in places. Need to take liability off of owners.	2/2/2023 6:54 AM
70	Drivers consistently speed, making walking dangerous	2/2/2023 6:07 AM
71	No sidewalks, windy country roads	2/2/2023 5:55 AM
72	Need more traffic calming and roads with fewer automobile lanes.	2/1/2023 10:47 PM
73	Very inviting and safe.	2/1/2023 9:52 PM
74	My neighborhood is rural/suburban so no sidewalks, no street lights.	2/1/2023 9:50 PM
75	The roads are very narrow and windy, and the speed at which cars travel make walking sometimes dangerous. At night, many roads are not lit, and so walking home safely after work (especially in winter months) is not possible. Slowing cars down would greatly help.	2/1/2023 7:15 PM
76	Old, narrow roads	2/1/2023 2:49 PM
77	Extremely unsafe. Speeding and distracted drivers. I've been swerved at, flipped off and yelled at for being on the side of the road on foot. Multiple times.	2/1/2023 2:06 PM
78	No sidewalk and cars travel too fast and distracted driving	2/1/2023 1:13 PM
79	Cars in general do not stop for pedestrians in crosswalks. It's almost like a Connecticut thing	2/1/2023 12:17 PM
80	No walking or biking paths coupled with overgrowth intruding onto roads make it impossible for both cars and walkers and bikers to use the road at the same time.	2/1/2023 11:28 AM
81	Cars running red lights, not stopping for crosswalks, aggressive driving, makes walking somewhat dangerous.	2/1/2023 11:24 AM
82	Even in New Haven, cars drive so fast and with so little regard for their surroundings that it feels unsafe. People get hit every day.	2/1/2023 8:30 AM
83	I live on Lyon street in New Haven where cars speed by a narrow residential street regularly just to cut 2 minutes off of their commute and bypass state street. Sidewalks are in need of repair and not wheelchair accessible. Walking is also challenging when you need to cross an intersection and hurry across in the meager 13 seconds (if you're lucky) the signal has given you, lest people in their cars have to wait a single second longer than they have to.	2/1/2023 8:24 AM
84	I walk every where but do not trust any vehicles to obey driving rules such as red lights and yield to pedestrian signs. Many cars speed. Many roads are too wide for slower pedestrians to cross safely and traffic signals favor cars over pedestrians in their cycles. My mother used a wheelchairs. The sidewalks were very jagged/not flat and so uncomfortable her.	2/1/2023 6:18 AM
85	Sidewalks are lacking in some places and we need more intersections with dedicated block lights	2/1/2023 6:16 AM
86	I'm often running in my community- roads are narrow, road lines not frequent	1/31/2023 8:01 PM
87	Narrow roads, fast cars, but if you take precautions generally safe.	1/31/2023 7:15 PM
88	I feel comfortable walking in parks and conservation areas. Crossing streets can be scary due to cars speeding, running red lights, and stop signs.	1/31/2023 5:14 PM
89	In most places, I am comfortable walking, but not biking. The major exception to this is the Yale Medical District, which is surrounded by dangerous streets and intersections.	1/31/2023 4:11 PM
90	Need more infrastructure to support bicycle and pedestrian	1/30/2023 8:56 PM
91	My immediate neighborhood has sidewalks, but to travel to a commercial/recreational area would require walking on major roadways.	1/28/2023 1:39 PM

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92	Rolling on the sidewalk is probably a bad idea	1/28/2023 1:28 PM
93	As said previously, roadways are very unsafe for any pedestrian activity. That included in long distances to downtown or shopping centers.	1/28/2023 1:01 PM
94	Because we are a mile from school and a mile from the Green, we try to walk weekly - better for our health and the environment. But without sidewalks we feel vulnerable, especially when I have my 4 yr old in the stroller or my 7 and 10 year olds walking alongside me.	1/25/2023 10:09 AM
95	I live in town with plenty of sidewalks...and then they fall off. Drivers and road infrastructure need changes.	1/24/2023 12:27 PM
96	Milford has sidewalks on almost every street and roads without sidewalks see little traffic.	1/23/2023 3:48 PM
97	Mostly suburban (Spring Glen)	1/23/2023 12:45 AM
98	It does not exist as far as i can tell.	1/20/2023 11:53 PM
99	Very busy street and not kids friendly. There are some sketchy places.	1/19/2023 10:29 PM
100	In downtown Guilford, there are generally good sidewalks and adequate pedestrian crossings, signage, etc.	1/19/2023 6:31 PM
101	There is a lot of distracted driving that creates safety issues	1/19/2023 4:59 PM
102	I live in the downtown area of Wallingford where there are consistent sidewalks. Other than the fact that our town government lets things fall apart, I feel very comfortable walking around downtown Wallingford. If I were trying to scooter or use a wheelchair, I would struggle.	1/19/2023 3:56 PM
103	Sidewalks are very inconsistent. Most places. you want to go are on big, multilane roads that lack bike lanes, sidewalks, and crosswalks.	1/19/2023 2:22 PM
104	I am fine with walking around New Haven but the drivers' lawlessness and utter recklessness will be the death of me someday. And I do not jaywalk. I think the police need to police poor drivers far more closely, and that poor driving must not be tolerated.	1/19/2023 1:22 PM
105	As a pedestrian, you have to be alert. I don't count on cars to be considering that I'm there. In the wealthier, Yale neighborhoods, cars are more considerate and respectful but on Whalley Ave and in Newhallville and Dwight cars speed and don't think about pedestrians.	1/19/2023 12:56 PM
106	Some sidewalks, light traffic	1/19/2023 12:41 PM
107	Limited sidewalks on main roads. Pockets of walkable areas.	1/19/2023 11:43 AM
108	I have to drive to the center of town to walk for my errands. Route 5 is not walkable.	1/19/2023 11:28 AM
109	Wallingford happens to be very walkable although I know it is less friendly for wheelchairs or other modes of wheeled assistance (due to sidewalk conditions and hills)	1/19/2023 11:05 AM
110	It's too dangerous. Washington Ave is a death trap from walkers and cyclists. There are few sidewalks. There is no dedicated bike lane with a barrier separating the cars and bikes. People drive way too fast. It got significantly worse after Amazon went in. It was definitely not worth it to bring in a corporation that is not paying their full share of property taxes and is making traffic worse.	1/19/2023 10:36 AM
111	Small sidewalks/ walking spaces on side of road sometimes with blind turns which feels dangerous	1/19/2023 10:32 AM
112	Our community has a wonderfully extensive network of sidewalks.	1/19/2023 10:05 AM
113	Not only are there no sidewalks or bike lanes, the speed of travel on the road I would need to travel on is too high and dangerous. Also, I live at the top of a hill where both sides are steep away from me.	1/19/2023 10:01 AM
114	Our town is incredibly hilly and it winds me to walk since I got Covid in the fall	1/19/2023 9:59 AM
115	It's not ADA compliant. Cars are given most of the public space making it unsafe and difficult to walk places. The city fails to shovel snow from city maintained sidewalks.	1/19/2023 9:58 AM
116	As stated above, I feel mostly comfortable walking in close proximity to my house, but it gets increasingly dangerous the closer you get to downtown or the main stretch where most shops	1/19/2023 9:57 AM

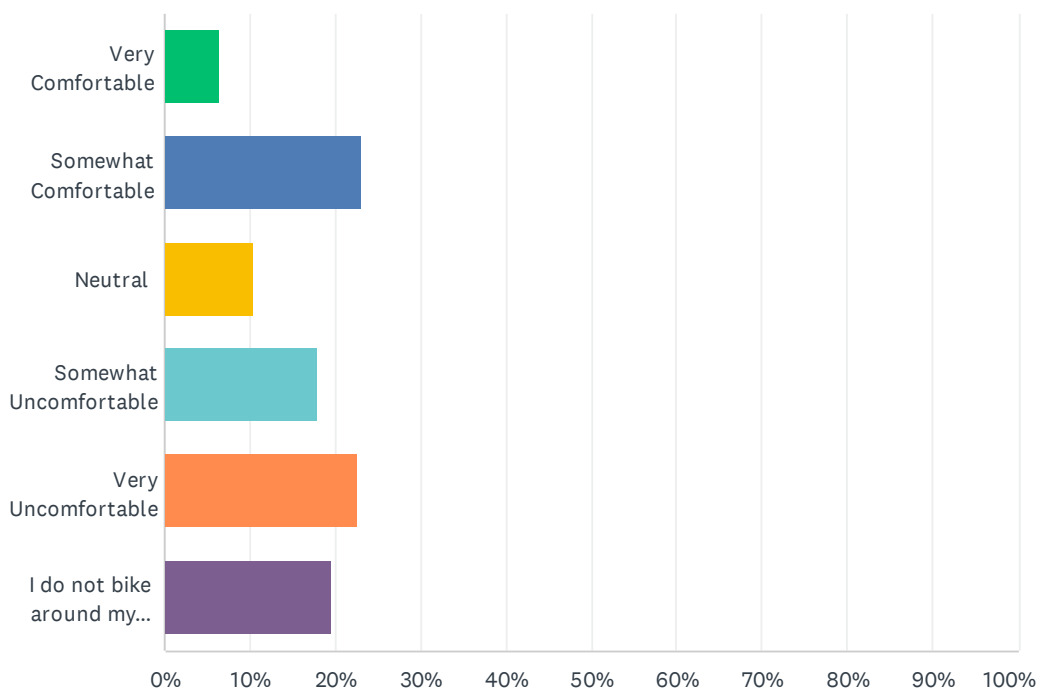
## SCRCOG MTP Survey

and businesses are. It is increasingly dangerous to walk, bike, or roll in a town so dependent on and built for cars.

117	My main way of getting around is biking/walking. I feel totally comfortable in my community. Aside from cars. They're the only dangerous part for me. The ppl in my community are fine.	1/19/2023 9:43 AM
118	Whitney avenue bisects my town. Cars routinely speed up to 45-50 mph past my daughter's elementary school. My own road is no better. Hamden is unsafe for anyone but a motorist, and only marginally more safe for them. Please add physical speed control devices and more traffic lights.	1/19/2023 9:20 AM
119	We have a park and some businesses close by; would like more easily accessible businesses like a coffee shop	1/19/2023 8:41 AM
120	Drivers in Hamden are not cognizant of their role in protecting pedestrians. I walk my dog twice a day and cars that should be yielding to people looking to enter the crosswalk do not stop. It's very scary to think we could be killed by a driver not paying attention to the road and/or driving way too fast.	1/19/2023 8:31 AM
121	I enjoy biking to the train station but the roads are incredibly unsafe for cycling.	1/19/2023 8:29 AM
122	Hamden is very spread out, there are good places to walk but the areas of most human activity such as shopping centers and major roads like Whitney and Dixwell are completely car-oriented and often have broken/missing sidewalks, no crosswalk signals, but plenty of lanes for cars	1/19/2023 8:19 AM
123	The roads are built for faster speeds than the posted signage and Wallingford PD does not do enough speed enforcement.	1/19/2023 8:17 AM
124	I walk for exercise in my neighborhood, but it is unsafe from traffic to walk or bike to the grocery store or other downtown destinations	1/19/2023 8:08 AM
125	I walk a lot but it is becoming increasingly dangerous.	1/19/2023 8:04 AM
126	Unsafe cars	1/19/2023 7:58 AM
127	The roads are designed to enable speeding by drivers. It is not safe for pedestrians or other vulnerable users.	1/18/2023 10:44 PM

## Q15 How comfortable do you feel bicycling throughout your community?

Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very Comfortable	6.36%	11
Somewhat Comfortable	23.12%	40
Neutral	10.40%	18
Somewhat Uncomfortable	17.92%	31
Very Uncomfortable	22.54%	39
I do not bike around my community	19.65%	34
<b>TOTAL</b>		<b>173</b>

## Q16 Please tell us about the biking environment within your community. (optional)

Answered: 124 Skipped: 49

#	RESPONSES	DATE
1	No safe infra for bikes. Bikes need priority.	2/25/2023 1:15 AM
2	biking on the canal trail is very safe; biking on any road with cars seems dangerous	2/23/2023 3:40 PM
3	There are not yet enough protected bike lanes in new haven, and so little bike infrastructure outside of new haven. I would very much like to see more curbed bike lanes throughout the region and a focus on trails to connect neighborhoods that are bike/ped focused.	2/20/2023 8:09 PM
4	Hamden has very little bicycle oriented road markings along Whitney Avenue between neighborhoods to access downtown and shopping resources.	2/14/2023 9:47 AM
5	Dangerous on high speed/high traffic roads.	2/13/2023 9:48 AM
6	see above response	2/13/2023 8:29 AM
7	Narrow roads; no designated offroad paths, route 146 supposed to be a bike path but dangerous!	2/10/2023 12:32 PM
8	Biking is fine but I feel that motorists don't provide the safe distance need at times so there is always that conflict	2/10/2023 9:12 AM
9	When you ride on the back roads at times when low volume car traffic it wonderful. When you do encounter cars most are traveling at a high rate of speed causing concern as a cyclist.	2/10/2023 8:45 AM
10	Dangerous	2/9/2023 11:16 PM
11	Roads are narrow and some drivers are aggressive.	2/9/2023 9:07 PM
12	We are presently working on Complete Streets but we have the Shoreline Greenway Trail for biking.	2/8/2023 3:46 PM
13	As a driver, I am uncomfortable sharing a lane with a bicycle. It causes stress as the bike rider can be unpredictable.	2/8/2023 3:23 PM
14	no bike trails, bikers are on the sides of roads	2/8/2023 3:13 PM
15	Classic suburban area with relatively few cars./ But they go too FAST !	2/8/2023 2:51 PM
16	Lack of bike lanes	2/8/2023 2:50 PM
17	Biking in New Haven is terrifying due to the lack of infrastructure and overuse of cars.	2/8/2023 10:47 AM
18	Sparse	2/7/2023 8:33 AM
19	Biking on roadways is great in Guilford. NO GREENWAY NEEDED.	2/7/2023 8:14 AM
20	More bike paths would be great. Especially if they are protected.	2/6/2023 2:51 PM
21	There are tourist opportunities to rent a bike in downtown but the streets are narrow and congested. Trails exist so the exercise component is there. I see some bicyclists traveling far but it is the exception.	2/6/2023 1:54 PM
22	There is a good bike lane on Edgewood Ave near my house, so I'll take that as many places as I can (usually to downtown New Haven businesses, farmers market in Wooster Square, etc). I would bike SO much more if every street had a protected lane. It's such a great way to get around but it needs to be much safer to do so!	2/6/2023 1:14 PM
23	Need more protected bike lanes. Too much free parking on the streets - prioritizes cars over bikes and peds.	2/6/2023 12:38 PM

## SCRCOG MTP Survey

24	Four wheeler/dirt bike passes are a real issue	2/6/2023 12:34 PM
25	I ride all the time so it's less of an issue for me, but the streets in New Haven are generally terrible for biking.	2/6/2023 11:30 AM
26	No sidewalks / no crosswalks / drivers roll through stop signs and do not respect pedestrians / bikers	2/6/2023 9:40 AM
27	New Haven is the perfect size to bike. I often meet with people for work in different parts of the city and biking would be the best way for me to reach them. The lack of infrastructure makes it feel unsafe for a casual cyclist like me.	2/6/2023 9:37 AM
28	The shoulder of many roads in New Haven are poorly kept and often not swept so riding bikes is dangerous, coupled with speeding and/or dangerous drivers makes for unsafe conditions.	2/6/2023 9:30 AM
29	I am very comfortable biking for transportation, as I lived in Copenhagen and Minneapolis prior to moving here. I would love to bike and it would open up so many places to me that are a bit too far to walk. As a woman with a child, however, I do not feel comfortable biking anywhere without dedicated (separated) cycle tracks. I do not want to risk death or injury for me or my son. So for now we stick to places we can walk.	2/6/2023 9:25 AM
30	I have cycled as my primary mode of transport for my entire life. I am a highly experienced cyclist, having worked as a bike courier, a bicycle mechanic, and as someone who engages in cycling for leisure. Despite this, I constantly feel in danger due to the presence of cars, which are heavy, fast, increasing in size, increasing in weight, and populated by increasingly distracted drivers. What bike infrastructure there is is lacking. Further, it is unlikely that high quality bike infrastructure will be able to connect me to all my destinations - thus every road must become bike infrastructure (which can be done through removing cars, cultural and juridical change, road redesign, zoning etc).	2/6/2023 9:17 AM
31	See notes above.	2/6/2023 9:03 AM
32	There is an almost complete lack of bicycling infrastructure relative to more progressive urban areas. People who drive everywhere don't realize it, but this is a MAJOR problem for the New Haven region, causing hundreds of potential employers and employees each year to rule out the possibility of moving here (or staying here to start a business, if they are graduating from a local college).	2/6/2023 8:59 AM
33	Biking feels really dangerous in New Haven. There is like one protected bike lane I can use on my commute, cars are always parked in the bike lane, no one stops for red lights, etc. I would love to make biking my #1 mode of transportation, but I am afraid of getting hit and killed.	2/6/2023 8:48 AM
34	There are too many aggressive car drivers and no protected lanes for biking	2/6/2023 8:45 AM
35	No connected bike lane system. It's so dangerous with the dangerous drivers and people running red lights	2/6/2023 4:55 AM
36	Not good, but I also don't know how to ride a bike!	2/5/2023 9:18 PM
37	Biking on local roads can be hazardous - not safe on many roads, including main roads. Need more off-road bike/walking paths.	2/5/2023 4:02 PM
38	We could use more dedicated bike lanes throughout the community	2/5/2023 10:18 AM
39	Many road in town are narrow and do not provide adequate safety to bikers.	2/5/2023 7:08 AM
40	Most off road trails and cross town trails have sections posted as off limits. Roads don't seem to raise awareness of cyclists adequately.	2/4/2023 8:06 AM
41	We need protected bike lanes. Cars make biking dangerous. They don't look out for bikes and make getting to a parking lot a priority over safety.	2/3/2023 6:07 PM
42	So worried about cars, and worry especially about my kids biking because there are no safe lanes for them to bike on.	2/3/2023 5:56 PM
43	There are gaps in the bike network that need to be fixed. Farmington canal trail should be better connected to adjacent neighborhoods.	2/3/2023 5:53 PM
44	There is no Soave for a biker on our roads. It's is very dangerous.	2/3/2023 5:14 PM
45	i bike on streets with good margins, sharrows, markings	2/3/2023 3:27 PM

## SCRCOG MTP Survey

46	I only bike in neighborhoods or on Middle Beach Rd.	2/3/2023 3:14 PM
47	Roads are too narrow and winding and cars go too fast.	2/3/2023 1:20 PM
48	3 years ago, I was biking with a friend just outside of town to get ice cream when he was hit head on by a car. He died later that night. I know of more than ten (!) other people who have been hit by cars while biking, many seriously injured. And this is not an anomaly: most people I know have lost a friend to traffic violence while walking or biking. I bike because it brings me joy, it is convenient, it is healthier for me and everyone around me, I pose no danger to anyone, and because I am able-bodied and live close to work, errands, friends, etc. I am lucky. And still, I cover my bike in lights an reflectors, never ride without a helmet, am always on high alert, and know very well that I could be hit any day. It is an utter failure of our transportation system.	2/3/2023 12:19 PM
49	It is good but could use more off-road opportunities.	2/3/2023 11:41 AM
50	Driving behavior in Southern CT is some of the worst in the country and I do not feel safe at all riding a bike on the streets here.	2/3/2023 10:40 AM
51	Too dangerous, due to speed of traffic on route 1 and River Road	2/3/2023 9:58 AM
52	See answer to last question	2/3/2023 9:10 AM
53	Winding roads. No bike lane	2/3/2023 8:37 AM
54	I worry about being hit by a distracted automobile driver.	2/3/2023 8:25 AM
55	The cars are speeding through the roads that are wide enough to support a bike and car and the drivers are not vigilant enough. There's no bikeways and limited sidewalks	2/3/2023 7:04 AM
56	More bike paths are needed in the area.	2/3/2023 6:24 AM
57	Traffic is too fast for bike safety. Need traffic calming measures installed at busy commercial intersections: speed humps, rumble strips, lane reductions to give cyclists more space from cars, etc.	2/2/2023 11:07 PM
58	People don't pay attention while driving and I don't want to get hit.	2/2/2023 10:13 PM
59	Fine, need more pavement for bikes on shoulders of road	2/2/2023 8:08 PM
60	Roads are too narrow	2/2/2023 5:49 PM
61	Concerned about speeding and unattentive drivers.	2/2/2023 3:11 PM
62	Trees grow so much into the streets that you get hit by branches while cars zoom by. Worst town for biking that we have ever lived in.	2/2/2023 12:14 PM
63	It's not safe because there isn't enough areas where there aren't vehicles	2/2/2023 10:48 AM
64	North Guilford does not have a very bike friendly environment. Rt 77 has narrow shoulders and no dedicated walking areas.	2/2/2023 10:43 AM
65	drivers pass too closely and go too fast, lack of safe streets for bicyclists, hard to cross the Quinnipiac River on a bicycle	2/2/2023 10:40 AM
66	The people are fine, but the infrastructure is terrible. On any street except the smallest local roads cars want to go at least 25mph, so bikes are a nuisance that slows them down. In New Haven, multiple car lanes and on street parking are prioritized over protected bike lanes, which makes biking terrifying most of the time. I don't have another option so I've gotten used to it, but I nearly get killed a few times a day and I don't blame others for being too afraid to bike (or heaven forbid let their kids bike to school).	2/2/2023 10:34 AM
67	Dangerous	2/2/2023 10:05 AM
68	No bike paths. Narrow and winding streets	2/2/2023 10:03 AM
69	NEED bike lanes off the roadways (like MA has in many areas)	2/2/2023 9:59 AM
70	If I were to bike I would be concerned about drivers not paying attention.	2/2/2023 9:37 AM
71	No bike	2/2/2023 9:29 AM

## SCRCOG MTP Survey

72	Not very safe - fast, distracted drivers	2/2/2023 9:19 AM
73	Basically the same answer as above except I would add the road should be a "complete street" with pedestrian and bicycle lanes.	2/2/2023 9:17 AM
74	concerned riding on heavily trafficked roads	2/2/2023 8:14 AM
75	Some areas have better access. Bikers are everywhere, regardless.	2/2/2023 8:12 AM
76	They don't follow the rules. Bike lanes too narrow. Some roads are inadequate for riding.	2/2/2023 6:54 AM
77	Drivers consistently speed, making biking dangerous	2/2/2023 6:07 AM
78	No bike lanes, very fast and narrow roads	2/2/2023 5:55 AM
79	Need more protected-bike lanes and traffic calming.	2/1/2023 10:47 PM
80	I worry about cars on main roads without sideways.	2/1/2023 9:52 PM
81	The roads can be narrow at times and twisty. Folks drive fast so I am nervous riding my bike.	2/1/2023 9:50 PM
82	Drivers are distracted and drive too fast for me to feel comfortable cycling on the roads.	2/1/2023 9:23 PM
83	Roads are narrow, cars travel very fast. I don't feel safe on all roads.	2/1/2023 7:15 PM
84	Old, narrow roads	2/1/2023 2:49 PM
85	Same as above. Guilford roads are also in deplorable condition. Huge potholes.. sinking areas...awful. I love freshly paved roads in all surrounding towns. You can always tell when you get back into Guilford by the sudden rough and bumpy ride as soon as you cross the town line.	2/1/2023 2:06 PM
86	Lack of bike lanes, oversized vehicles,distracted drivers, right on red,	2/1/2023 12:17 PM
87	non existant	2/1/2023 11:28 AM
88	Lack of safe bike lanes and aggressive driving makes biking dangerous.	2/1/2023 11:24 AM
89	Even with bike lanes, car drivers are aggressive and/or distracted, making it dangerous for a cyclist.	2/1/2023 9:01 AM
90	There are not enough protected bike lanes to feel safe biking anywhere	2/1/2023 8:30 AM
91	Similar problems to walking, the roads are not designed for bikes or any mode of transportation besides cars, with poor quality painted bike lanes the best case scenario and cars regularly speed by you at close distance, sometimes yelling at you for rightfully using the street. No signage to remind cars that they are guests on the road and not the only users, so I have been harassed on my bike for simply being there. Vehicles regularly invade, sometimes even park in the bike lane with zero consequence because they feel entitled to do so. Speed limits not enforced even on narrow residential streets. I use my bike every day to go to work and it is so stressful - it shouldn't be this way, I shouldn't be forced to drive a car simply because local government decides to prioritize cars. Everyone should have a right to safe, reliable ways of getting around.	2/1/2023 8:24 AM
92	Limited bike lanes. Speeding vehicles, many of whom do not follow the three ft rule.	2/1/2023 6:18 AM
93	I'm not aware that Hamden has any dedicated bike lanes and New haven has only a few. We need a lot more to get more people cycling.	2/1/2023 6:16 AM
94	We used to ride bikes a lot, but age and now concerns about safety are impediments. Roads are just less safe than they were ten years ago.	1/31/2023 7:15 PM
95	I feel comfortable biking in parks and conservation areas. Road riding can be scary due to cars speeding, running red lights, and stop signs. I wish there were more bike lanes/ paths.	1/31/2023 5:14 PM
96	In the few places they exist, the bike lanes are discontinuous and unprotected. It does not work as a reliable system.	1/31/2023 4:11 PM
97	There are no bike lanes separate from the roadway.	1/28/2023 1:39 PM
98	No bike paths on the side streets but that is ok	1/28/2023 1:28 PM
99	We can bike for fun on our neighborhood roads and on the trails (Westwoods, East River,	1/25/2023 10:09 AM

## SCRCOG MTP Survey

Bittner), which is all awesome. Guilford neighborhood roads and mountain biking are amazing resources. However, when it comes to connectivity (ie biking for work, groceries, schools, town center) Guilford has zero miles of protected biking - we don't even have bike lanes!

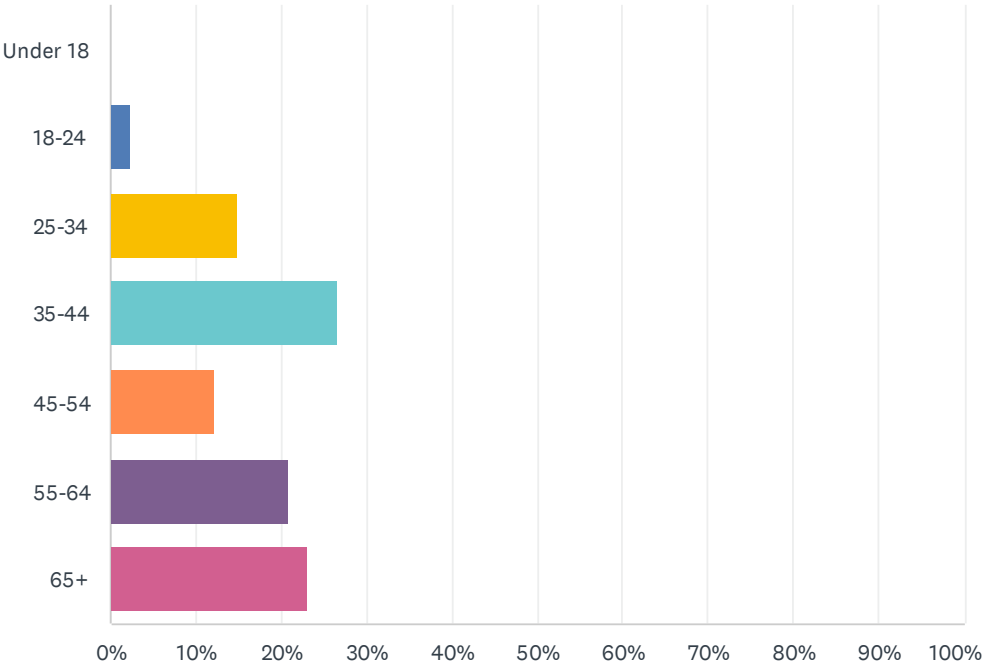
100	Poor unless on sidewalks.	1/24/2023 12:27 PM
101	Many areas in Milford have wide shoulders or sidewalks that make me feel safer when biking. These however are not the same as a painted or protected bike lanes which would be preferred.	1/23/2023 3:48 PM
102	Mostly slow safe streets, but more bike lanes are needed for busier areas.	1/23/2023 12:45 AM
103	I feel safer on my motorcycle than on a bicycle. I got rid of my bicycle years ago.	1/20/2023 11:53 PM
104	Traffic	1/19/2023 4:59 PM
105	I don't bike, personally, but I'd love to see the biking community grow.	1/19/2023 3:56 PM
106	Hamden needs more bicycle infrastructure, especially on roads like Whitney that are treated like highways.	1/19/2023 2:22 PM
107	I bike to work every day and I feel that I'm only seen when there's a) a nice driver or b) in someone's way. If I take up the whole lane in an area without a shoulder -- which I have to do often-- some cars will throw a hissy fit. I'd say about 30% of cars give the full 5 foot cushion when they go around me, 50% give about 2-3 feet, and the remaining 20% cut it too close. The streets of New Haven are inconsistently made for bikers. Where there's space and money, there will be EXCELLENT infrastructure with bike lanes, paint, and sometimes bike delineators. But then the next block there's not even an adequate shoulder. This creates a commute with alternating blocks of nail-biters and pleasant rolls. I'd really like signs around the city that say "bikers are allowed to take up the lane" because very few cars know that and even fewer bikers: putting them in dangerous positions where they are trying to fit into a deadly shoulder while a massive car "squeezes" around them.	1/19/2023 12:56 PM
108	Drivers tend to not be friendly to bikers.	1/19/2023 11:43 AM
109	Im not biking Im afraid of cars	1/19/2023 11:05 AM
110	No dedicated bike lane separated by a barrier from cars. Not safe at all.	1/19/2023 10:36 AM
111	The infrastructure for bicyclists in Milford get's an "F" for connectivity and safety. There are NO protected lanes and, on Gulf Street there is a confusing mix of sharrows (which some research indicates is actually more dangerous than no markings at all), a VERY narrow painted lane (smaller than NAACTO protocol) that disappears abruptly and no markings at all--all on a road where speeds regularly exceed the limit.	1/19/2023 10:05 AM
112	I live just off Rt. 68. It is too dangerous to ride a bike on there.	1/19/2023 10:01 AM
113	The town does not have consistent and safe bicycle lanes	1/19/2023 9:59 AM
114	Roadways are built with car efficiency in mind rather than the safety of all road users and the efficiency of bikes.	1/19/2023 9:58 AM
115	Its better in New Haven than in the suburbs b/c at least we have bike lanes and people here actually have seen cyclists on the roads. The suburbs are worse cause cars are entitled and resent cyclists.	1/19/2023 9:43 AM
116	There are no protected bike lanes in my community. Biking anywhere is putting my life and my kids lives into the hands of reckless and drivers. My daughters should be able to learn to bike without fear of cars.	1/19/2023 9:20 AM
117	I only learned to ride a bike a couple of years ago and therefore and not fully confident in my cycling ability - I'm deterred from gaining additional experience because the roads don't feel safe. There are no bike lanes along major corridors in Hamden and drivers ignore speed limits.	1/19/2023 8:31 AM
118	Lack of dedicated cycling lanes makes cycling to the train station or downtown unsafe.	1/19/2023 8:29 AM
119	We have the farmington canal trail which is amazing but thats it for separated infrastructure. It's beneficial for regional travel such as commuting to New Haven but once you exit the trail you are left to fend for yourself in dangerous car traffic	1/19/2023 8:19 AM
120	Too many cars	1/19/2023 8:17 AM

## SCRCOG MTP Survey

121	There are no buke paths in my town that lead to major destinations like grocery stores or entertainment	1/19/2023 8:08 AM
122	I love to cycle and was once an active cyclist. It has become increasingly dangerous to do so in Branford/Guilford. Distracted driving, speeding and rage towards cyclists is becoming very common.	1/19/2023 8:04 AM
123	Unsafe drivers	1/19/2023 7:58 AM
124	It could be much better. The town should work to create on and off road networks for people of all ages to bike.	1/18/2023 10:44 PM

# Q17 What is your age

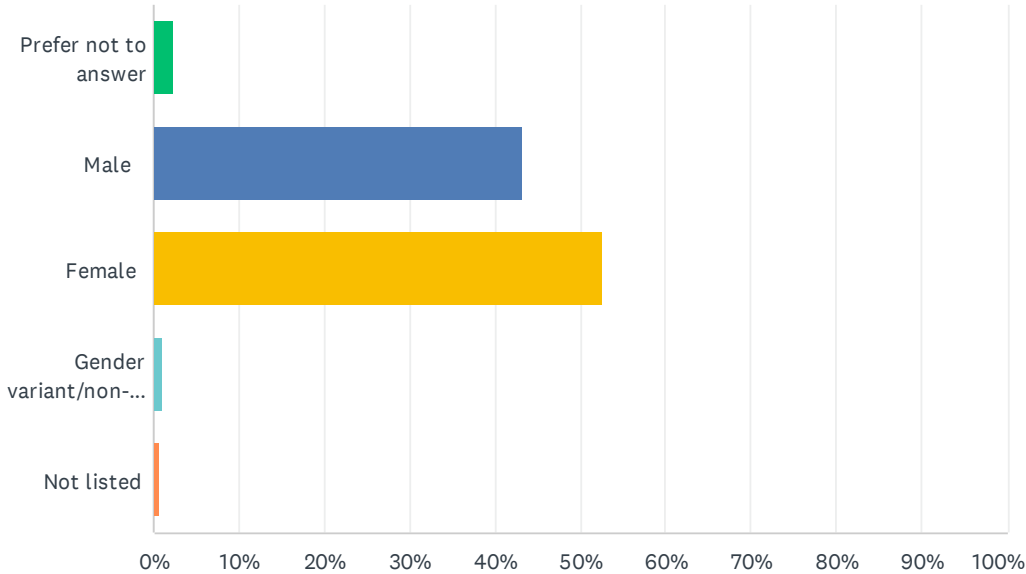
Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	2.31%	4
25-34	15.03%	26
35-44	26.59%	46
45-54	12.14%	21
55-64	20.81%	36
65+	23.12%	40
TOTAL		173

# Q18 What is your gender?

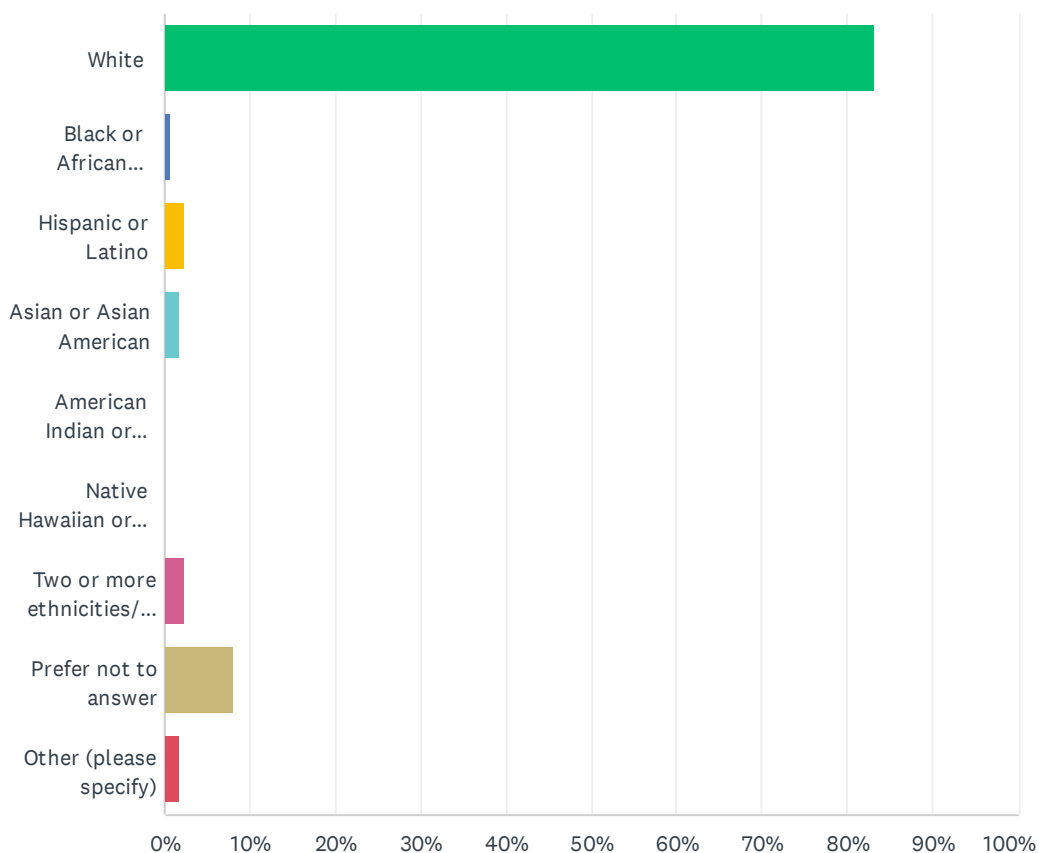
Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
Prefer not to answer	2.31%	4
Male	43.35%	75
Female	52.60%	91
Gender variant/non-conforming	1.16%	2
Not listed	0.58%	1
<b>TOTAL</b>		<b>173</b>

## Q19 How would you describe your race/ethnicity?

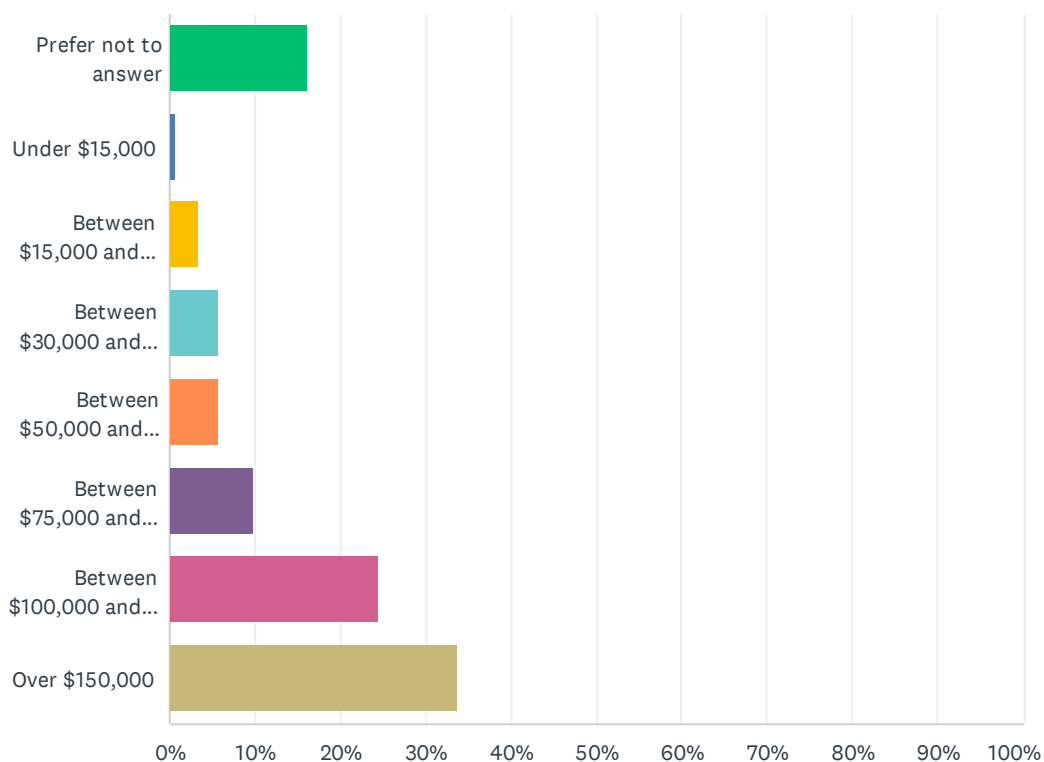
Answered: 173 Skipped: 0



ANSWER CHOICES	RESPONSES	
White	83.24%	144
Black or African American	0.58%	1
Hispanic or Latino	2.31%	4
Asian or Asian American	1.73%	3
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Two or more ethnicities/races	2.31%	4
Prefer not to answer	8.09%	14
Other (please specify)	1.73%	3
<b>TOTAL</b>		<b>173</b>

## Q20 What is your estimated annual household income?

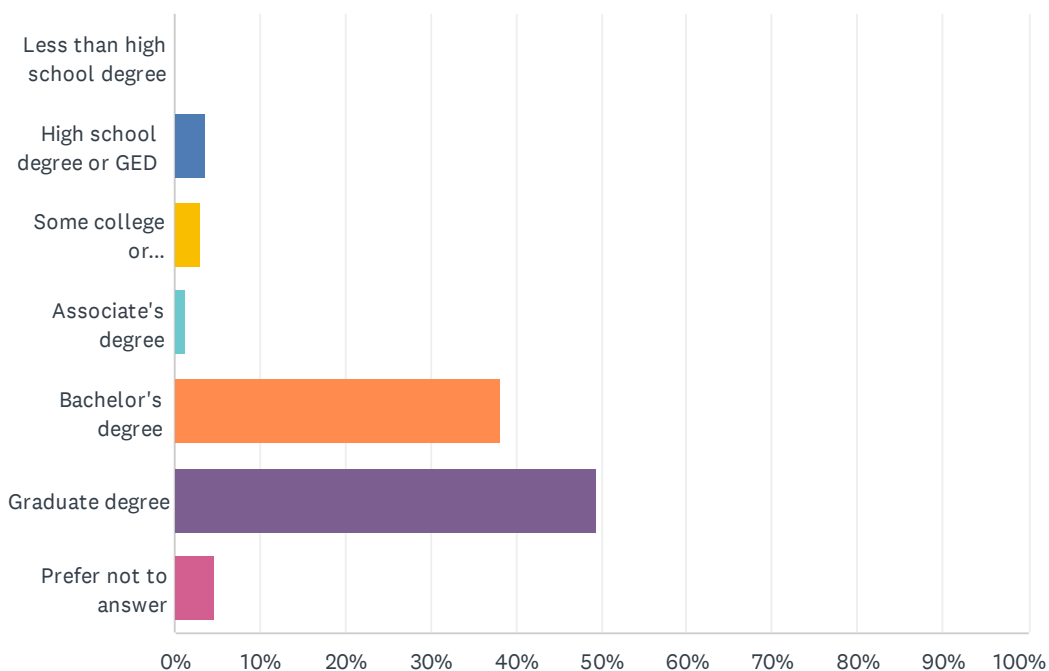
Answered: 172 Skipped: 1



ANSWER CHOICES	RESPONSES	
Prefer not to answer	16.28%	28
Under \$15,000	0.58%	1
Between \$15,000 and \$29,999	3.49%	6
Between \$30,000 and \$49,999	5.81%	10
Between \$50,000 and \$74,999	5.81%	10
Between \$75,000 and \$99,999	9.88%	17
Between \$100,000 and \$150,000	24.42%	42
Over \$150,000	33.72%	58
<b>TOTAL</b>		<b>172</b>

## Q21 What is your highest level of education?

Answered: 170 Skipped: 3



ANSWER CHOICES	RESPONSES	
Less than high school degree	0.00%	0
High school degree or GED	3.53%	6
Some college or certification	2.94%	5
Associate's degree	1.18%	2
Bachelor's degree	38.24%	65
Graduate degree	49.41%	84
Prefer not to answer	4.71%	8
<b>TOTAL</b>		<b>170</b>

## Q22 Are there any comments you would like to make?

Answered: 60 Skipped: 113

#	RESPONSES	DATE
1	The best two projects for the region would be a Bus Rapid Transit system complete with sidewalks for Route 1 throughout all of Connecticut and implementing the Move New Haven with two-way transit streets on Elm and Church in downtown New Haven. Increasing public participation in our fixed route transit system will help the system grow and maintain support as we launch the future of bus rapid transit for greater new haven.	2/20/2023 8:09 PM
2	Cares drive too fast, walkers and bikers utilize roads blissfully unaware of their responsibilities and the danger they are in by walking/biking.	2/13/2023 8:29 AM
3	Thanks for the survey.	2/9/2023 11:16 PM
4	Route 146 needs to be more cyclist- and pedestrian-friendly.	2/9/2023 9:07 PM
5	Anything that can be done to reduce traffic and increase good exercise would be good for the community and country.	2/8/2023 3:46 PM
6	Living in suburbia, I don't see my dependence on my car ever decreasing, however, I would very much like to see the state roads be updated to allow easier and less congested travel.	2/8/2023 3:23 PM
7	Improved transportation for non-car owners is VERY important. A huge "Bravo" for your work !	2/8/2023 2:51 PM
8	Please understand that we need to stick to the existing study for the greenway in Guilford and not let them blow up our community again with this controversy.	2/7/2023 8:14 AM
9	I live not far from Tweed airport in East Haven and I am extremely upset by the proposed expansion of the airport and operations. The jet noise has both during the day and after 10:00 p.m. and before 7:00 a.m. affects the people living nearby. Pollution from the planes has affected the air quality of the area. The odor of jet fuel and exhaust is pervasive when planes are taking off and landing. Pollution from the planes is also negatively affecting the water quality in this wetland environment. I was disappointed that the MTP document mentions environmental justice concerning truck traffic but the MTP doesn't mention environmental justice issues involved in the expansion of Tweed. Personally I prefer to fly out of Hartford and if there were electric public transit to and from Bradley from New Haven would have far reaching benefits for the region.	2/6/2023 9:58 PM
10	I appreciate the many ways residents are given a platform for conversations, attend meetings, and answer surveys.	2/6/2023 1:54 PM
11	We need to induce demand for environmentally friendly modes of transit. People will change their habits according to what is available. They will not voluntarily make this switch when it is as dangerous and infrequent to travel by bike, walking, or bus as it currently is. But we know people do change their behavior when the options change. So please induce these changes! I work for a union where low wage work members take the bus up to 3 hours a day because they can't afford cars. Give them back more time to work and rest by improving bus service!	2/6/2023 1:14 PM
12	CT has a dangerous car centric mentality that makes alternate forms of travel unsafe. The lack of travel lanes puts cyclists at risk and the presence of motor cyclists is troublesome.	2/6/2023 12:34 PM
13	Making New Haven less and less reliant on cars, and less focused on cars, would be a huge boon to the city.	2/6/2023 11:30 AM
14	We need red light cameras and automated traffic enforcement!	2/6/2023 9:30 AM
15	I hope we will take bike infrastructure seriously. It's a huge opportunity for our region.	2/6/2023 9:25 AM
16	Incremental, piecemeal reforms to CT's mobility systems are inadequate. Car dependency harms all of us (financially, physically, ecologically, socially etc). It must be a priority to radically (at the route) change our mobility systems.	2/6/2023 9:17 AM
17	We need many more buses and safe biking options. The buses run so infrequently and some	2/6/2023 4:55 AM

## SCRCOG MTP Survey

	days the schedule is a mess. Why is it so hard to get around without a car	
18	I hope to see more sidewalks and bike lanes, especially on roads that lead to the main parts of town.	2/5/2023 7:08 AM
19	i am a supporter for regional connecting trails/bikeways.	2/3/2023 3:27 PM
20	Thank you very much for inviting public input into this critical process. I am sorry to have missed the previous public hearing and hope to be able to join the next one. For now, thank you for reading and listening. If some of my responses have sounded hyperbolic or shrill, it is only because the condition of our streets is in a state of true crisis. We have normalized it, but it should be anything but normal.	2/3/2023 12:19 PM
21	In planning road construction, more attention needs to be paid to making it easier, safer, and more pleasant for cyclists and pedestrians and less to making cars go faster.	2/3/2023 11:41 AM
22	The CT transit bus drivers often drive as if they're trying to run people over. Their timetables are too tight and they really get aggressive.	2/3/2023 10:40 AM
23	We need sidewalks	2/2/2023 5:49 PM
24	Concerned about the rate of speed drivers are driving around the center of town. Nearly all roads are 25 mph and many far exceed that.	2/2/2023 3:11 PM
25	People just drive way too fast and don't think about the consequences cuz they're in a hurry.	2/2/2023 1:32 PM
26	please revise your car centric planning for our community to one that is more pedestrian friendly, revise bus routes to provide more direct connection from neighborhood to downtown, for example, East Shore residents have to wind through the annex and fair haven to get downtown when a more direct route would be preferable you could run smaller buses from our neighborhood to promote bus travel. I like the free bus, that is a huge plus for a more timely travel time-avoiding continual hold up while people pay for the ride. Most people already have financial assistance for transportation anyway so I doubt that the income from fareless rides is much different from a fare charge ride.	2/2/2023 10:40 AM
27	More money for buses+bikes! It's a great investment in health, the local business, the environment, and safety.	2/2/2023 10:34 AM
28	We need more Law enforcement to deal with distracted drivers, speeders, impaired drivers (DUI.) Walkers and cyclists are often not safe.	2/2/2023 10:05 AM
29	Reducing truck traffic is essential and the best starting point, (no matter what the cost) as adding lanes/alternate routes will take far more time and money. Route 1 needs to be improved to be a legitimate alternate to the highway.	2/2/2023 9:59 AM
30	Thanks for doing this!	2/2/2023 9:37 AM
31	I hope Safe Streets can make some real progress as these are not new issues. Thank you to all who are volunteering their time to help.	2/2/2023 9:17 AM
32	I support cameras for monitoring car drivers' speed and driving through red lights.	2/2/2023 7:33 AM
33	Need to address climate-change through improving modes of travel that pollute the least. Need to address the traffic safety epidemic through Safe Streets, traffic calming, and mode-shift away from automobiles especially single-occupancy-vehicle-trips.	2/1/2023 10:47 PM
34	Transit here is transit there. Let's not dissect Connecticut into sections. A comprehensive plan for the entire state is needed. Especially improved transportation to Bradley, Providence and NYC airports. That would be a much better plan all around instead of this Tweed thing.	2/1/2023 5:20 PM
35	We need to make Connecticut a leader in pedestrian safety and modernize transportation	2/1/2023 12:17 PM
36	Enforcing existing laws would go a long way to improved safety. (speed limits, stop signs, stop before turning right on red.	2/1/2023 11:28 AM
37	Red light cameras throughout the city are an important step to take. Driving and walking has become quite dangerous due to the high number of cars running red lights.	2/1/2023 11:24 AM
38	Please prioritize bikes, walking, and buses over cars.	2/1/2023 8:30 AM
39	Focus needs to be on improving bus, cycling, and walking infrastructure. We need to	2/1/2023 8:24 AM

## SCRCOG MTP Survey

encourage more people to use these modes of transportation if there is any interest in making a liveable community and not a hellscape of speeding cars and parking lots.

40	Please focus on improving transit for no single use drivers. It is critical for safety, health, and the environment.	2/1/2023 6:18 AM
41	I would like to see the 65+ category broken down into at least one other decade i.e., make it 65 to 74 and 75 to 84. The way it is now I feel like 65+ is on our way to the grave. I will be 75 next month.	2/1/2023 6:16 AM
42	I hope this helps.	1/31/2023 7:15 PM
43	The Tweed expansion project will have negative impacts on our environmental justice community. It will cause increased air and water pollution, traffic, and noise, increasing health problems, and lowering our quality of living. At the very least a complete environmental impact study must be done before any part of this proposed expansion plan is enacted.	1/31/2023 5:14 PM
44	We need to focus regional policy on location efficiency to reduce demand for road and highway expansion, and to improve human health and the environment.	1/31/2023 4:11 PM
45	Invest in light rail and pedestrian-centric spaces.	1/28/2023 1:39 PM
46	What is rolling?	1/28/2023 1:28 PM
47	Thinking about connections inside of Guilford, we have I95 and Rt 77 for cars. Why couldn't biking be prioritized on Rt 1 or Rt 146? We don't need so many east west roads dedicated to cars - where the road was designed exclusively for cars with zero thought for biking or walking. What about Long Hill redesigned with a protected bike lane? What about a protected bike lane or off road bike path along Rt 1? There is plenty of ROW! There hasn't been a strong push from DOT or SCROG to really think about how we could reimagine our future. What about a Green to Green connection for Guilford/Madison? The tourism benefits alone would be huge. But for biking and walking, the infrastructure needs to be perceived as safe (and obvious) before people begin using it.	1/25/2023 10:09 AM
48	We need an infrastructure that does not favor auto travel!	1/24/2023 12:27 PM
49	A push should be for connected, protected bike lanes.	1/23/2023 3:48 PM
50	Please find ways to make our roads safer for people.	1/19/2023 2:22 PM
51	I love living here and wish that the drivers of CT would get their act together — especially folks at DOT and in LEOs — to take the social contract seriously.	1/19/2023 1:22 PM
52	Thank you for asking! I know I was kinda mad in some of my answers but I just want to share that on my bike commute home recently, I was almost hit twice. A friend had shared a few days before that because cars are getting bigger, pedestrians or bikers hit by them are more likely to go under the car than over it. I came home and sobbed because I was just trying to get home and twice I was in a situation where I could have been rolled over by a car and crushed. That's absolutely terrifying. I feel like the frustration by cyclists is often disregarded but when you see it like this -- a drivers delay to work by 30 seconds, 5 mph faster on a residential street, catching this light instead of the next one versus my leg, my brain, my life -- you realize that the needs of drivers are petty and reckless.	1/19/2023 12:56 PM
53	I enjoy the train, but it is only worth while when going to Hartford. Trains leaving Hartford don't run late enough for some events.	1/19/2023 11:28 AM
54	We need better infrastructure and the first selectman on north haven should focus on providing that rather than just getting businesses like banks and Starbucks to build new sites and move one lot over (there no net gain by adding the new Starbucks and credit Union locations)	1/19/2023 10:36 AM
55	This survey is a great idea--I hope y'all will find a way to let more people know it's out there.	1/19/2023 10:05 AM
56	Deprioritize cars and drivers. This means taking away subsidies including but not limited to "free" subsidized parking and reallocating road/community space away from cars. Prioritize the majority of New Haven residents who walk, roll, use micro-mobility vehicles, and take public transit. This includes not starting road engineering projects with the flawed LOS system as a baseline/metric of success, and putting resources inline with the seriousness of our traffic violence crisis and our environmental crisis towards safer, greener ways of transport.	1/19/2023 9:58 AM
57	Let's get some TOD in Hamden!	1/19/2023 8:41 AM

## SCRCOG MTP Survey

58	Please give us safer streets!!	1/19/2023 8:17 AM
59	More separated bike lanes on state roads would help towns jump start active transportation	1/19/2023 8:08 AM
60	This survey is not well advertised. I only found it because I read the newsletter and I still had to click over to the website. It is unfathomable with federal public participation requirements that it is only offered in English. Finally, one evening zoom and one middle of the workday are not sufficient for getting meaningful public participation. Is there a low English zoom or community meeting planned?	1/18/2023 10:44 PM

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**Lorena Venegas**

73 George St  
East Haven, CT 06512

April 9, 2023

**Ms. Laura Francis**

SCRCOG  
127 Washington Avenue  
4th Floor West  
North Haven, CT 06473

Dear Ms. Francis:

Please enter the following as the public comment to the SCRCOG Metropolitan Plan 2023-2050:

- The draft document was not shared with the Town of East Haven residents; therefore, the public comment turnout will be minimal. Plus, the deadline to submit comments falls on major holidays (Passover, Easter) and school recess breaks where residents might not be available to comment. This is an example of a shortfall, an environmental justice issue for access to information and impact to the community.
- East Haven is currently listed as Environmental Justice town #17 out of 169 towns and cities for the year 2022, as defined by CT Dept of Energy and Environmental Protection (CT DEEP) and CT Dept of Economic Development. As a town, East Haven is doing worse as an environmental justice town, since the standing was #25 in the year prior. Air pollution and burdens of traffic, noise pollution, runoff, stormwater management and flooding at major intersections of state roads exist across the town, especially at Hemingway Avenue, Short Beach Rd, Coe Avenue and sections off Route 80 near Farm River intersections.
- The report excludes the mention that New Haven County is currently out of compliance on air pollution standards as noted by the

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Environmental Protection Agency (EPA). The communities are not informed on the air pollution caused by the aggregate polluting facilities and transportation systems that includes Tweed New Haven Airport, Port Authority, and interstate highways.

- The role of SCRCOG needs to be to bring the resources to the environmental justice towns that need them the most, such as East Haven. For example, SCRCOG reviewed a CT Dept of Transportation PEL highway study that ignored the impacts to East Haven. Branford to the Rhode Island border is in the middle of a CT DOT PEL study that has found over 50 compromised areas. What it missed is that East Haven should have been included in the study since we get the brunt of all the summer traffic that is removed from the highway from slow traffic to accidents in Branford in northbound direction. The fallout burden of traffic and air pollution falls on the Webster Bridge, route 1 and route 100.
- Historically, SCRCOG has several studies on freight impacts and the use of the airport. This is likely in reviewing the Draft Environmental Assessment that is currently under review by the Federal Aviation Administration. I am against the use of Tweed Airport to transport freight and cargo for Port Authority or any other entity, but the survey documents do not exclude freight. The lease agreements between City of New Haven and the Tweed Airport Authority do not prohibit freight and cargo from being transported at the current airport. This is highly contentious since traffic and air pollution would increase.
- Currently, Tweed New Haven Airport is using a plane model, 737-800, that should not be used on the current size runway. This is explained in the letter attached. The public has been misinformed in the use of the airplane model in this topography. This has led to more noise and air pollution.

Sincerely,

Lorena Venegas

electrically signed