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APPENDIX A
CRCOG Policy Statement on Integrating
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Accommodating Bicycle and Pedestrian Travel: A CRCOG Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure

This CRCOG Policy Statement is intended to be used to set a target for the future and not to impose strict and rigid guidelines for immediate implementation. (The CRCOG Policy Statement is modeled on the USDOT Policy Statement on Integrating Bicycling and Walking in the Transportation Infrastructure.) Our future targets for integrating bicycling and walking into the transportation infrastructure are as follows:

1. Bike and Pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of these three conditions is met:
 - a. Bikes and pedestrians are prohibited by law from using the roadway. In this case, greater effort may be put into looking elsewhere within the right of way or within the transportation corridor.
 - b. Where cost is excessively disproportionate.
 - c. Where scarcity of population or other factors (like topography) indicate absence of need.

NOTE: With experience over time CRCOG will define the exceptional circumstances in which facilities for bicyclists and pedestrians will not be required in all transportation projects. These locally defined exceptional circumstances may differ from the above listing.
2. In rural areas, paved shoulders should be included in all new construction or reconstruction on roadways used by greater than 1000 vehicles per day.
3. Sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities and connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians (including those with disabilities) can travel safely and independently.
4. Design and development of transportation infrastructure shall improve conditions for bicycling and walking through the following:
 - a. Planning projects for the long term (eg, if a bridge with a 50 year life is being built and it is probable that at sometime in that lifetime bicycle and pedestrian facilities will be available at either end of the bridge, sufficient width for safe bicycle and pedestrian use should be built today.)
 - b. Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them
 - c. Having exceptions approved at a senior level
 - d. Designing to best currently available standards and guidelines. (The USDOT Statement suggests the *AASHTO Guide for the Development of Bicycle Facilities*, the *AASHTO A Policy on Geometric Design of Highways and Streets* and the *ITE Recommended Practice Design and Safety of Pedestrian Facilities*.)

CRCOG Approach to Implementing the Target Policy

1. Follow an engineering judgement approach whereby engineers and planners are encouraged to consider a full range of treatments to achieve the performance goal of providing safe, convenient, and comfortable travel for bicyclists and pedestrians. (For example, if it would be inappropriate to add width to an existing roadway to widen a sidewalk or provide a bike lane, traffic calming measures can be employed to reduce motor vehicle speeds to levels more compatible with bicycling and walking.)
2. Take these specific actions:
 - a. Adopt the *AASHTO Guide for the Development of Bicycle Facilities* as CRCOG's recommended design guidelines for bicycle facilities, which are to be consulted by the

Adopted June 25, 2001

- respective project engineer during the design of any roadway and bicycle facility project. Provide a copy of this document to every CRCOG town engineer.
- b. Adopt the *ITE Design and Safety of Pedestrian Facilities, A Recommended Practice* as CRCOG's recommended design guidelines for pedestrian facilities, which are to be consulted by the respective project engineer during the design of any roadway project. Provide a copy of this document to every CRCOG town engineer.
 - c. For any transportation project subject to CRCOG funding approval, require the project engineer to give consideration to bicycle and pedestrian accommodations in the design phase. This is in keeping with Section 13a-57b of the CT General Statutes that requires the Commissioner of Transportation to 'whenever possible, encourage the inclusion of areas for bicycles and pedestrians when (1) creating the layout of a state highway, in accordance with section 13a-37, or (2) relocating a state highway, in accordance with section 13a-56.'
 - d. Disseminate bicycle and pedestrian facilities design information to town engineers and planners as it is available. New information regarding bicycle and pedestrian facility design is being produced at both the federal and state level, CRCOG staff can see that all the towns are aware of the new information, as it is available. Also, seminars and workshops on bicycle and pedestrian safety may be of interest to our towns.

This approach will enable us to build some experience with defining "exceptional circumstances" and will enable engineers and planners to begin to consider bicycle and pedestrian needs in a non-threatening way. We would expect that after following this procedure, the designers will begin to discover that accommodating bicyclists and pedestrians is not cost prohibitive, does not require large amounts of rights of way, and that full adoption of the US DOT Policy Statement is a good idea.

APPENDIX B
Pedestrian Safety Study
June 2004

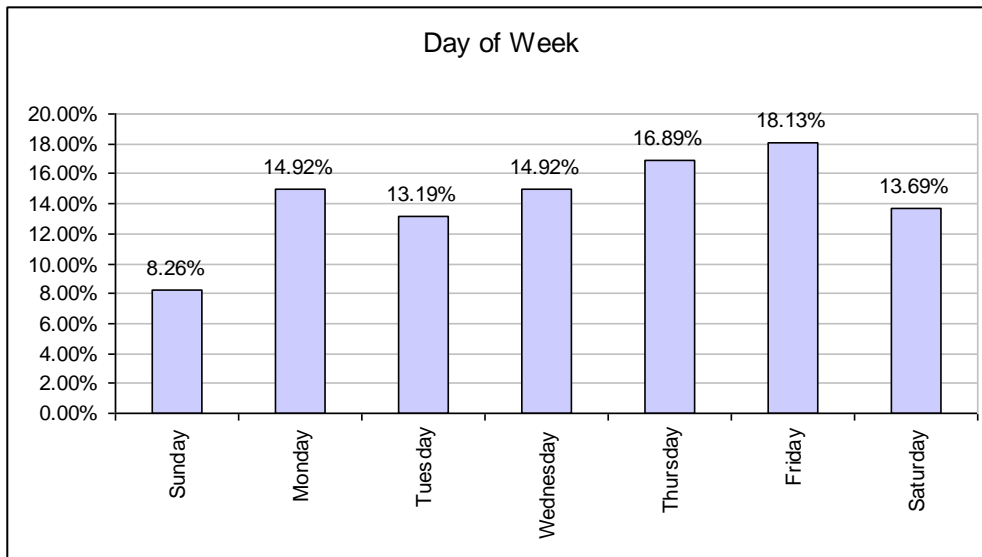
PEDESTRIAN SAFETY STUDY

Initial Findings and Recommendations

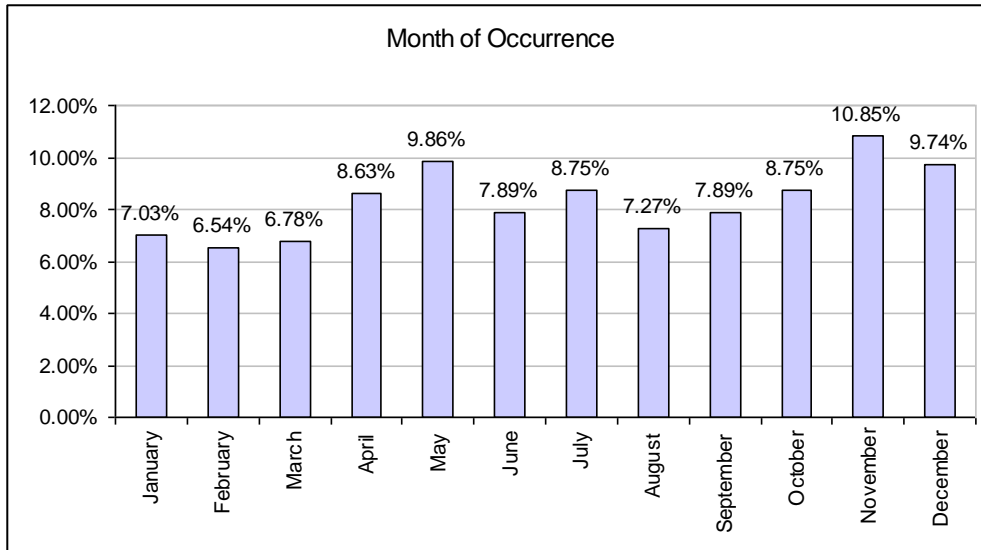
This document provides a summary of the statistical analysis of pedestrian accidents that has been conducted by CRCOG staff. We have reviewed pedestrian accidents occurring in the three year period 1999-2001 and have focused a more detailed analysis on the pedestrian accidents occurring in East Hartford, Hartford, Manchester, and West Hartford, the municipalities in the Region with the highest rate of pedestrian accidents per thousand population. The following summarizes regional and town findings.

Regional Findings

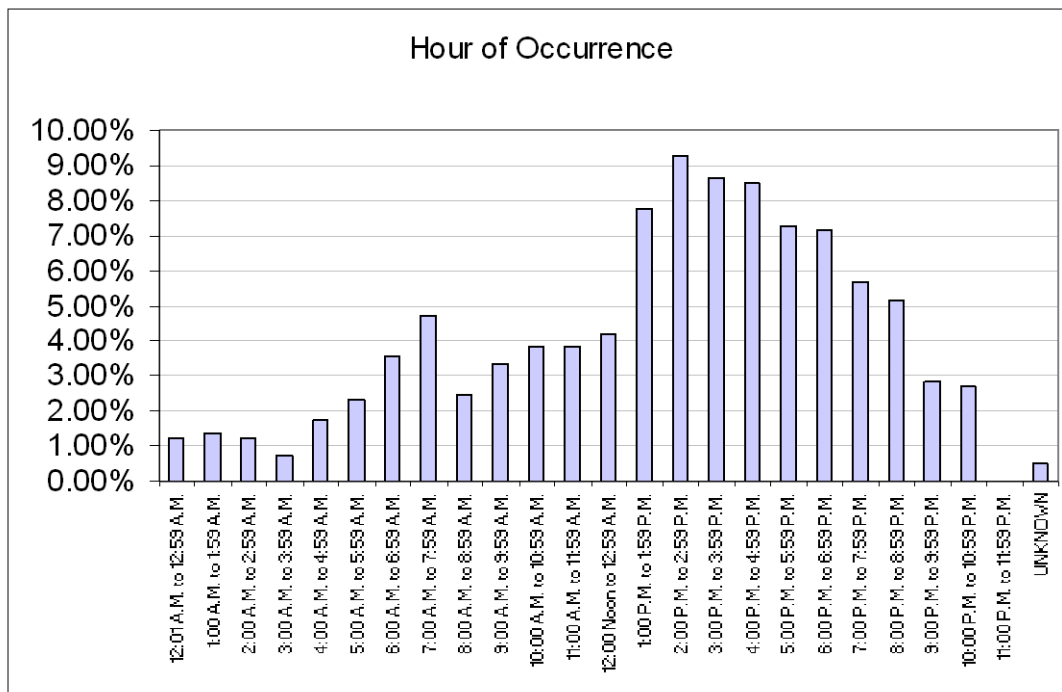
Looking first at the pedestrian accidents that occurred in the Capitol Region from 1999 to 2001, there are few patterns apparent. While there is a tendency for accidents to occur on Fridays as opposed to other days of the week, this is not a strong pattern and more years of data might eliminate this apparent tendency.



Likewise, there is not a strong pattern for prevalence of pedestrian accidents by month of the year:



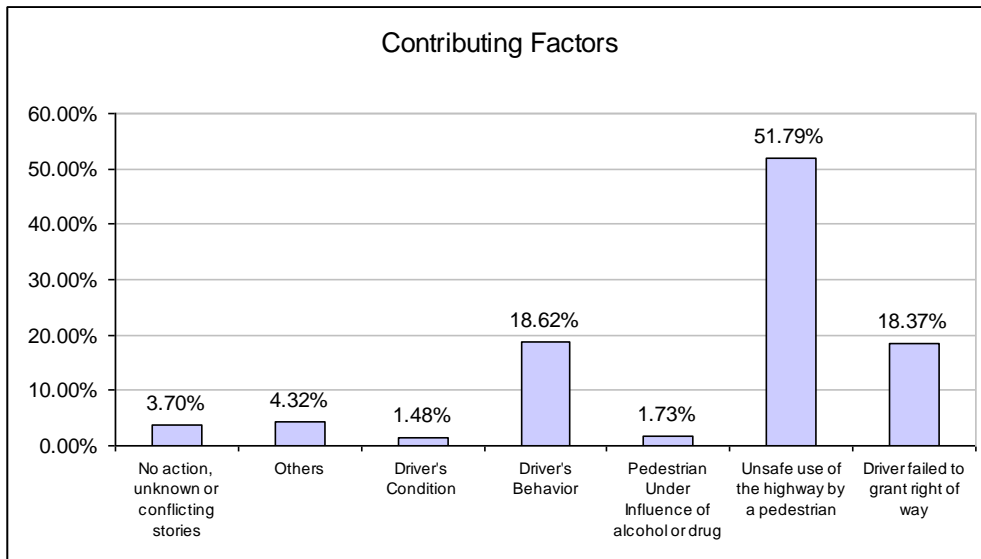
Looking at the time of day of occurrence, we do see that the accidents seem to be clustered in the late afternoon and early evening, with a smaller peak in the morning.



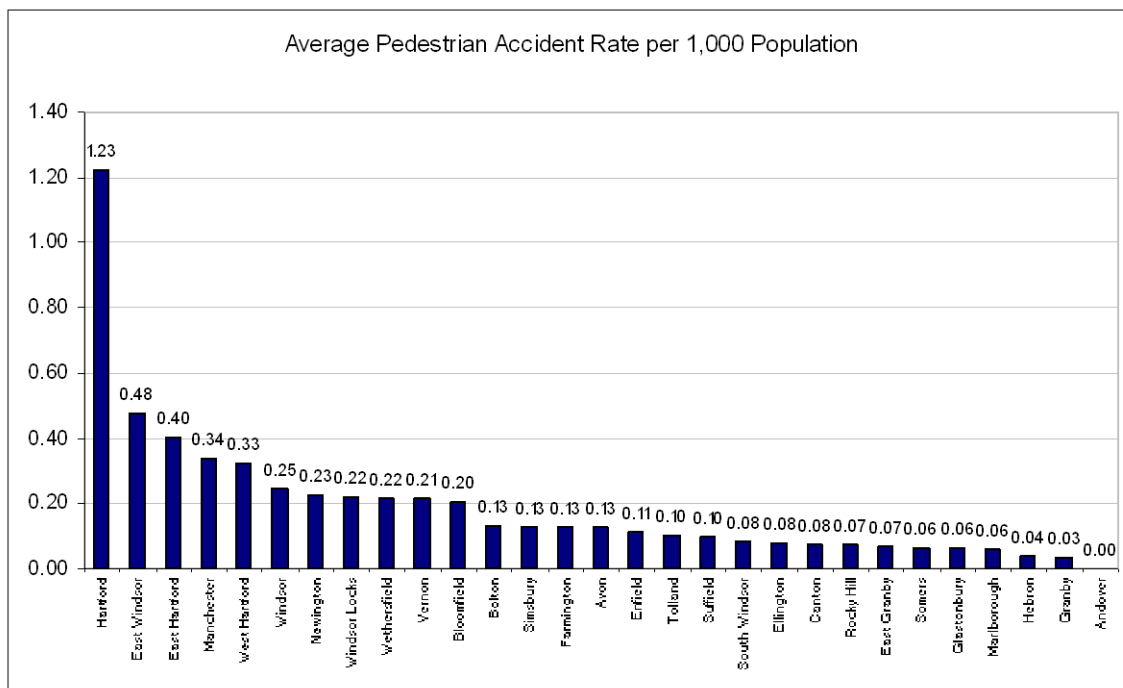
Looking at three hour segments of time, in the 3 years examined, most pedestrian accidents occur in the 3 to 6 PM time period (25%), with the second highest accident occurrence occurring from noon to 3 PM (21%). This differs slightly from national experience, where pedestrian accidents are most prevalent from 3 to 6 PM (25%) and 6 to 9 PM (21%).

Looking at the factor that is defined as the contributing factor to the accident, we find that in the Capitol Region, approximately 50% of all pedestrian accidents are caused by “Unsafe use of the highway by the pedestrian”. Approximately 19% of the pedestrian accidents are caused by the

“driver failed to grant right of way” and a similar percent are caused by “driver’s behavior”. Similar statistics are not available on a national level to compare our regional experience with the national.



Examining the pedestrian accident data on a town by town basis, we find that five of the Region’s towns have accident rates of 0.33 pedestrian accidents per 1000 population or higher: East Hartford, East Windsor, Hartford, Manchester, and West Hartford. Looking at the following table, it appears that East Windsor has a high per capita pedestrian accident rate based upon an anomaly that occurred in 2000, when the Town had more than double the number of pedestrian accidents that occurred in 1999 and 2001. The other four municipalities have higher accident rates and higher pedestrian accident volumes than the other municipalities in the Region and for this reason, they are studied in greater detail in the remainder of this analysis.



Town of Occurrence – Capitol Region Pedestrian Accidents

Town	1999		2000		2001		3-Year Total Accidents	Percent (3 Year Total)	Ave. Annual Ped Acc Rate per 1,000 POP
	Number of Accidents	Percent	Number of Accidents	Percent	Number of Accidents	Percent			
Andover	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0.00
Avon	1	0.33%	4	1.43%	1	0.44%	6	0.74%	0.13
Bloomfield	6	1.97%	3	1.07%	3	1.33%	12	1.48%	0.20
Bolton	0	0.00%	1	0.36%	1	0.44%	2	0.25%	0.13
Canton	0	0.00%	2	0.71%	0	0.00%	2	0.25%	0.08
East Granby	1	0.33%	0	0.00%	0	0.00%	1	0.12%	0.07
East Hartford	16	5.25%	28	10.00%	16	7.08%	60	7.40%	0.40
East Windsor	3	0.98%	8	2.86%	3	1.33%	14	1.73%	0.48
Ellington	2	0.66%	0	0.00%	1	0.44%	3	0.37%	0.08
Enfield	5	1.64%	2	0.71%	8	3.54%	15	1.85%	0.11
Farmington	0	0.00%	6	2.14%	3	1.33%	9	1.11%	0.13
Glastonbury	1	0.33%	1	0.36%	4	1.77%	6	0.74%	0.06
Granby	0	0.00%	0	0.00%	1	0.44%	1	0.12%	0.03
Hartford	198	64.92%	141	50.36%	108	47.79%	447	55.12%	1.23
Hebron	0	0.00%	1	0.36%	0	0.00%	1	0.12%	0.04
Manchester	16	5.25%	21	7.50%	19	8.41%	56	6.91%	0.34
Marlborough	1	0.33%	0	0.00%	0	0.00%	1	0.12%	0.06
Newington	8	2.62%	4	1.43%	8	3.54%	20	2.47%	0.23
Rocky Hill	2	0.66%	1	0.36%	1	0.44%	4	0.49%	0.07
Simsbury	4	1.31%	3	1.07%	2	0.88%	9	1.11%	0.13
Somers	1	0.33%	0	0.00%	1	0.44%	2	0.25%	0.06
South Windsor	2	0.66%	1	0.36%	3	1.33%	6	0.74%	0.08
Suffield	3	0.98%	0	0.00%	1	0.44%	4	0.49%	0.10
Tolland	2	0.66%	0	0.00%	2	0.88%	4	0.49%	0.10
Vernon	6	1.97%	7	2.50%	5	2.21%	18	2.22%	0.21
West Hartford	15	4.92%	27	9.64%	20	8.85%	62	7.64%	0.33
Wethersfield	6	1.97%	6	2.14%	5	2.21%	17	2.10%	0.22
Windsor	5	1.64%	10	3.57%	6	2.65%	21	2.59%	0.25
Windsor Locks	1	0.33%	3	1.07%	4	1.77%	8	0.99%	0.22

Four Town Pedestrian Accidents

Because of the higher accident rates in the four municipalities (Hartford, East Hartford, Manchester and West Hartford), CRCOG staff studied the pedestrian accident data for the four towns in greater detail to determine how the pedestrian safety record in the region might be improved. Most of the statistics indicate that the four town data is quite similar to the region as a whole, though for many of the statistics, we do not have similar regional statistics.

In analyzing the data, we did not find any individual accident locations that account for a large number of the accidents. In large part the accidents are found on principal and minor arterials in the four towns, particularly in locations with retail and commercial land uses.

Overall, the pedestrian accident experience in each of the towns is similar, with the exception that East Hartford and Manchester have fewer accidents (on a percentage basis) occurring when a pedestrian is crossing a road than the other towns (70% vs 80%). Of those accidents which occur when a pedestrian is crossing the road, about 50% of the pedestrians cross between intersections, about 25% at signalized intersections and about 25% at unsignalized intersections.

Evaluation of the data gives us a picture of the characteristics of pedestrian accidents in the four towns. Most of the pedestrian accidents occur between 3 and 6 PM, with a secondary peak from 6 to 9 PM and some additional peaking between noon and 3 PM. About 50% of pedestrian accidents in the four towns are attributed to “unsafe use of the highway by a pedestrian” and about 25 % are attributed to “driver failed to grant right of way” and 18% to “driver behavior.” This is similar to the regional experience. Of those accidents occurring when the driver failed to grant the right of way, 6% involve vehicles turning right on red.

Given that the four town sample is small (only 530 accidents in all) it is possible that with more years of data some of the patterns noted in the summary below would change.

Description of Data

Pedestrian accident statistics for the four municipalities - East Hartford, Hartford, Manchester, and West Hartford – were provided by the Connecticut DOT so that the region could study the accidents in detail. DOT provided CRCOG with paper printouts of all the accidents in the four towns for the three years, 1999-2001. The pedestrian accidents were identified and then all characteristics for the pedestrian accidents in the four towns were input to a data base. The pedestrian accidents were located on a GIS system and the GIS and data base were linked. This enabled us to examine road functional classification and surrounding land use for the pedestrian accidents.

The regional pedestrian data base (provided electronically by CTDOT) does not contain as much detail for the accidents. Regional data could not be mapped and the regional data did not include information on the pedestrian action at the time of the accident. Therefore it is not possible to compare the four town data to the Regional data on all measures.

Corrections to the Data

Initial examination of the four town pedestrian accident data indicated that there were some discrepancies in how the contributing factor for an accident was recorded. In most cases, where a pedestrian was crossing a street at an unsignalized intersection, the contributing factor was recorded as “Driver failed to yield the Right of Way”. But in other instances, this was recorded

as “Unsafe use of the highway by a pedestrian”. We chose to recategorize all accidents that occurred where a pedestrian was crossing an unsignalized intersection to “Driver failed to grant right of way.” This amounted to the recategorization of about 4 to 7% of pedestrian accidents in each town.

In addition, it was decided that a particular class of accidents, those that occurred when the pedestrian action was described as “pedestrian hitching on vehicle” would confuse some of the evaluations that we wanted to make of the data and these accidents were not included in the analysis. This amounted to a removal of about 12% of the accident records.

Review of Four Town Accident Experience

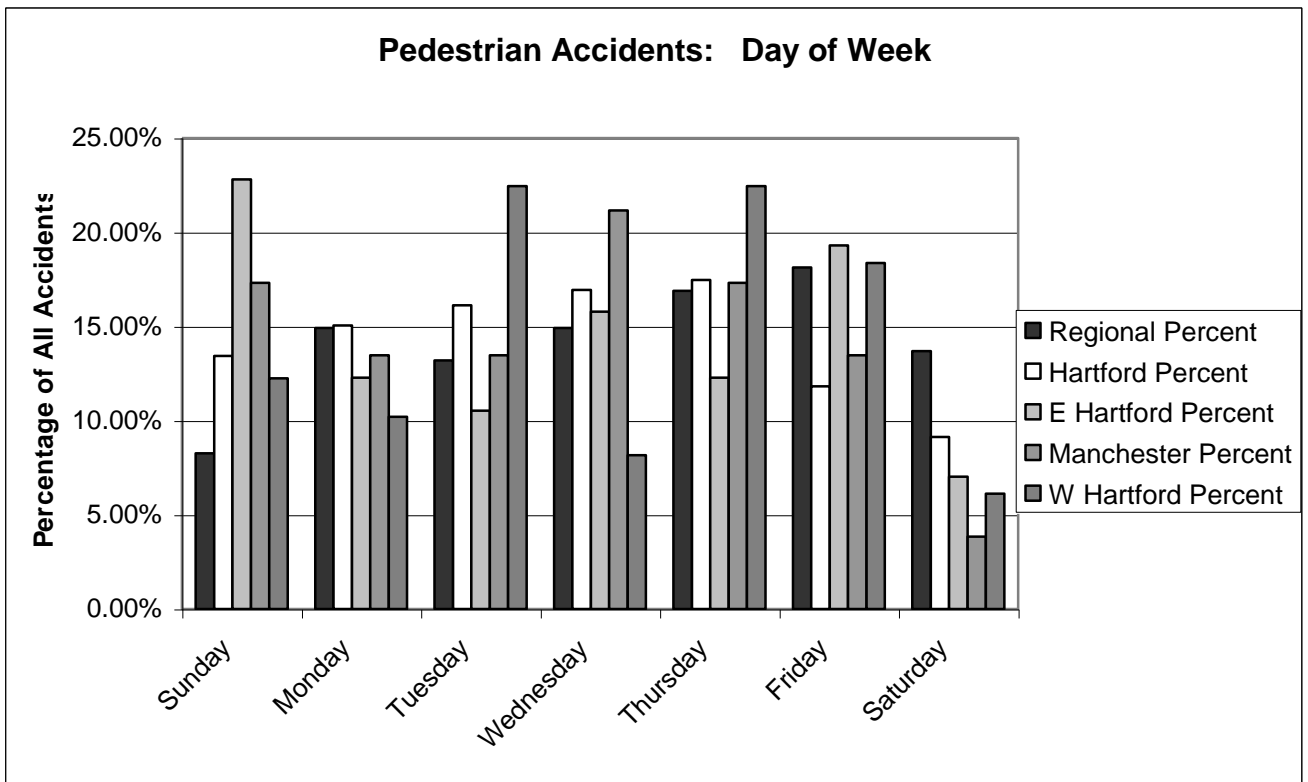
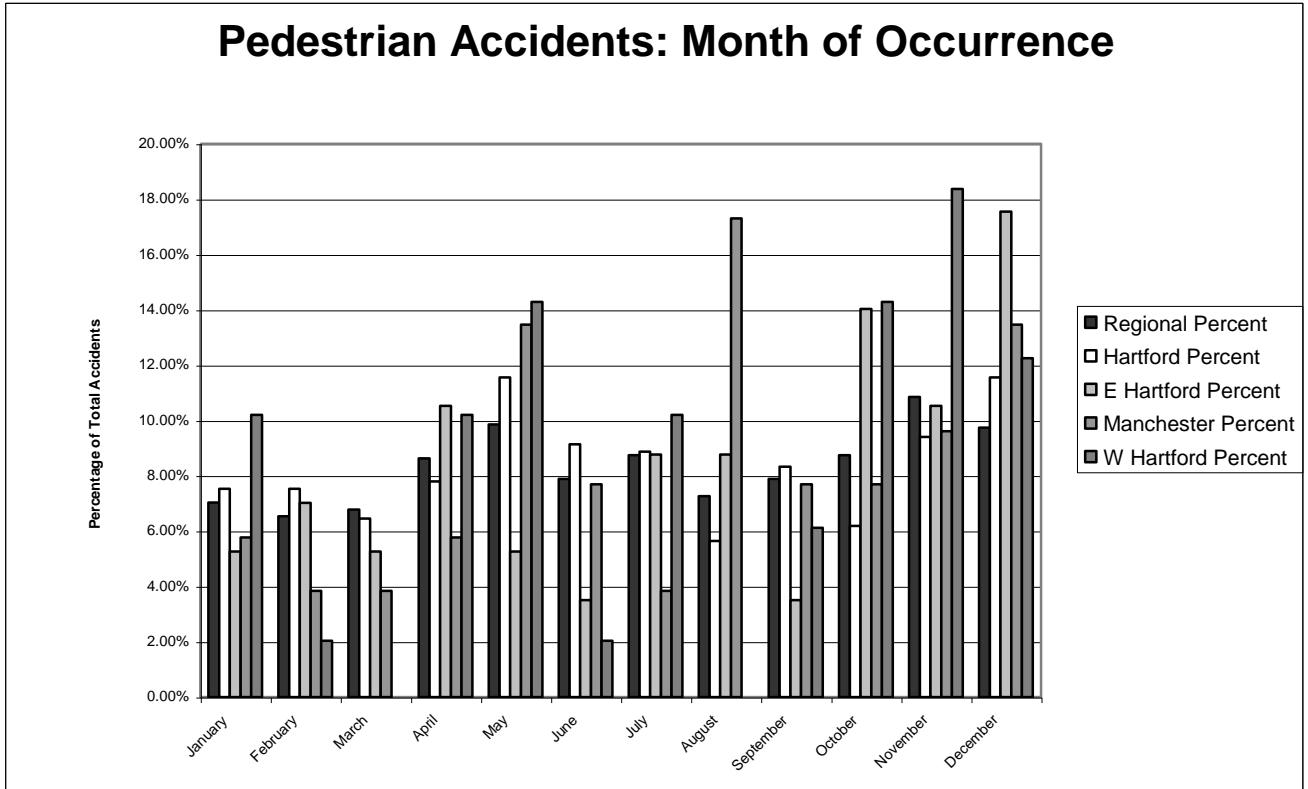
These are the findings of the detailed accident analysis:

- The majority of pedestrian accidents in the four Towns occurred in commercial/retail areas.
- Accidents were not clustered at single locations. The location with the highest incident of pedestrian accidents was Garden Street and Albany Avenue in Hartford, with 6 pedestrian accidents over the three year period. The second highest pedestrian accident location was at Washington Street and Jefferson Street in Hartford (5 accidents.) These locations should be examined closely to determine if they can be made safer for pedestrians.
- The majority of accidents occurred on minor arterials(39%), principal arterials (27%), minor roads (19%), and collectors (13%). Principal arterials are roads like Albany Avenue, Wethersfield Avenue, Main Street and Farmington Avenue. Minor arterials include Maple Avenue, Franklin Avenue, and Park Street. Collectors include roads like Hillside Avenue in Hartford and Quaker Lane in West Hartford.

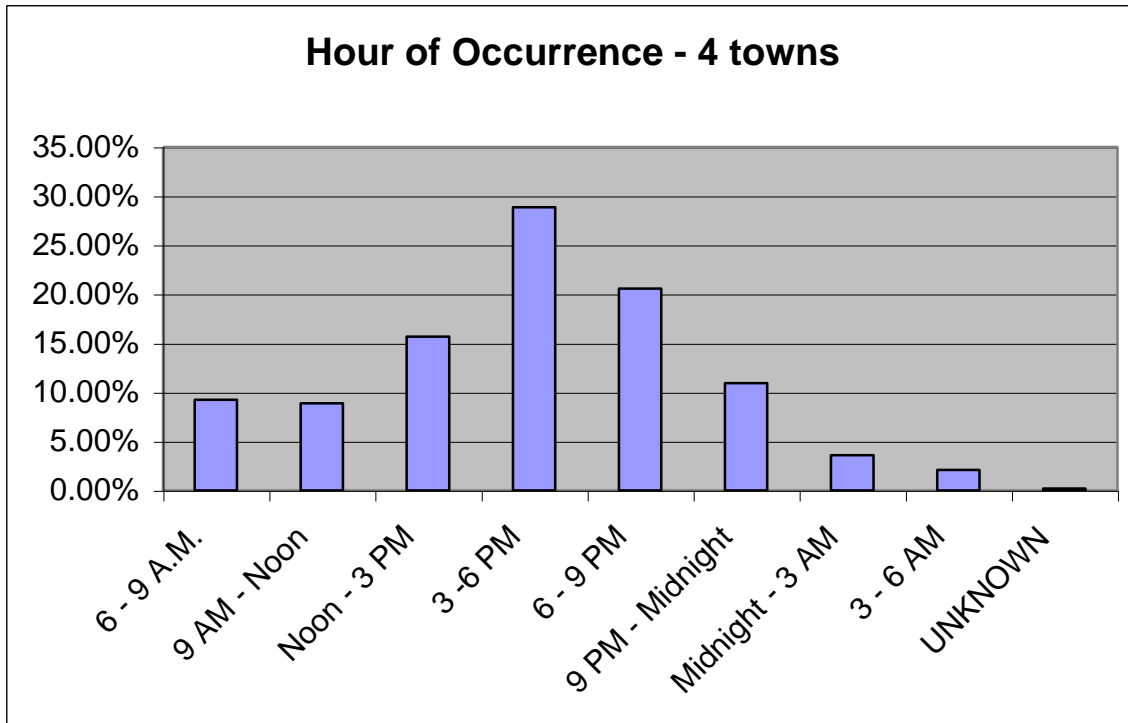
4 Town Pedestrian Accident Data by Road Classification

Road Classification	# of Accidents	Percent
Principle Arterial - Interstate	1	0.19%
Principle Arterial - Other Expressway	2	0.38%
Principle Arterial	144	27.17%
Minor Arterial	208	39.25%
Collector	68	12.83%
Minor Road	102	19.25%
Unknown	5	0.94%
Total	530	100.00%

- Pedestrian accidents in the four towns do not exhibit any patterns relative to day of week or month of year occurrence.



Pedestrian accidents in the four towns are most prevalent between the hours of 3 and 6 PM (29%) and 6 and 9 PM (21%). This pattern is similar to national experience.



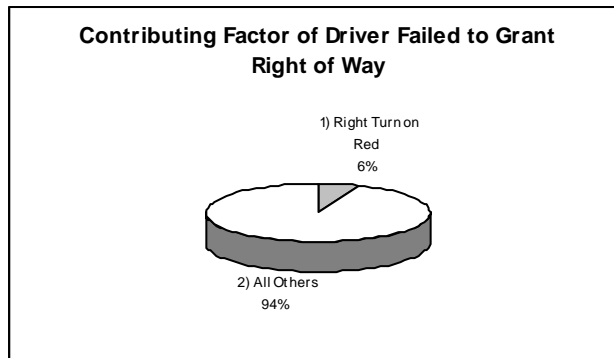
- The most common contributing factor for accidents in the 4 towns is “Unsafe use of the highway by a pedestrian”, followed by Driver failed to grant right of way and driver behavior (50%, 25% and 18% respectively). This is similar to the regional data.

4 Town Pedestrian Accident Data by Contributing Factor

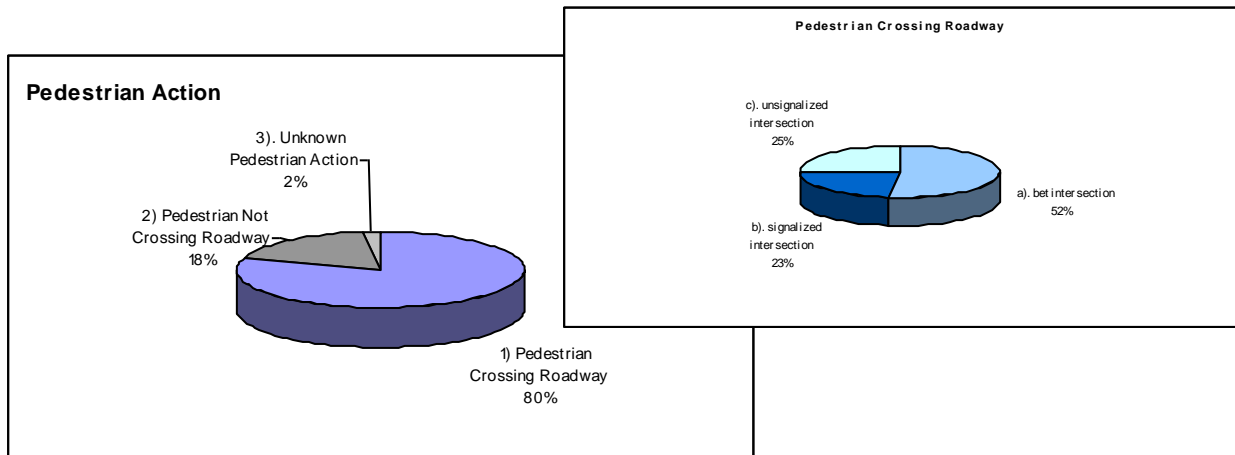
Contributing Factor	# of Accidents	Percent
Unsafe Use of Highway by a Pedestrian	266	50.19%
Driver Failed to Grant Right of Way	135	25.47%
Driver Error	99	18.68%
Other (e.g. Foreign Object in Road, Pedestrian Under influence, etc.)	30	5.66%
Total	530	100.00%

Note: 33 accidents of pedestrian crossing at unsignalized intersection were re-categorized from "Unsafe Use of Highway by A Pdestrian" to "Driver Failed to Grant Right of Way"

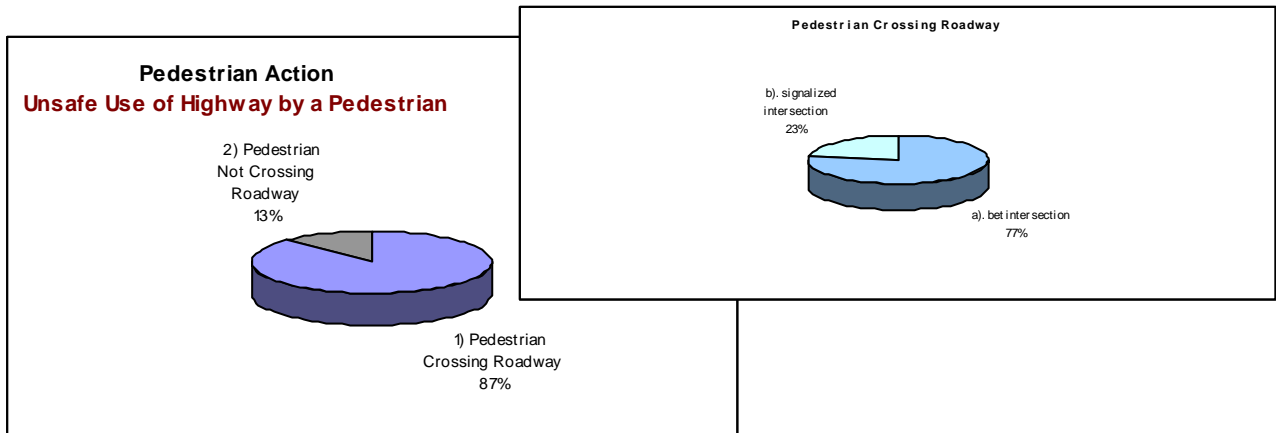
- About 6 % of the pedestrian accidents with a contributing factor of driver failed to grant the right of way, were situations where the driver was turning right on red.



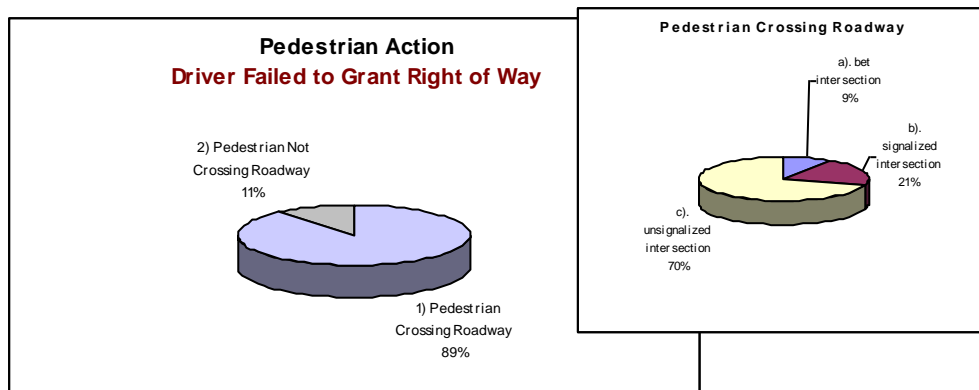
- In 80% of the pedestrian accidents in the four towns, a pedestrian was crossing the roadway. And of these crossing accidents, 52% occurred between intersections, 23% at signalized intersections and 25% at unsignalized.



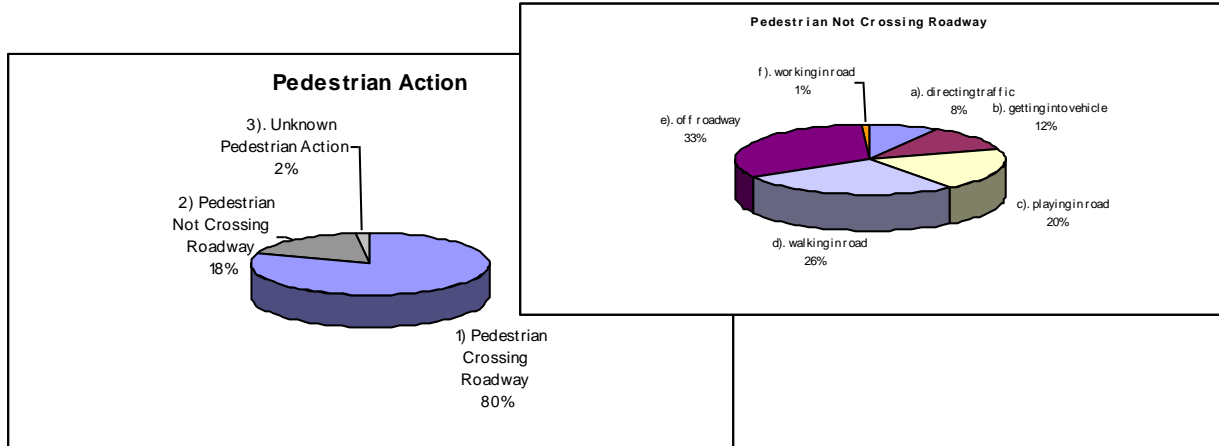
- Looking only at accidents where the contributing factor was unsafe use of the highway by a pedestrian, 87% involved a pedestrian crossing the roadway, and of these, 77% were between intersections and 23% at signalized intersections (note: we recategorized any accidents at unsignalized intersections where the pedestrian was crossing to Driver failed to grant right of way).



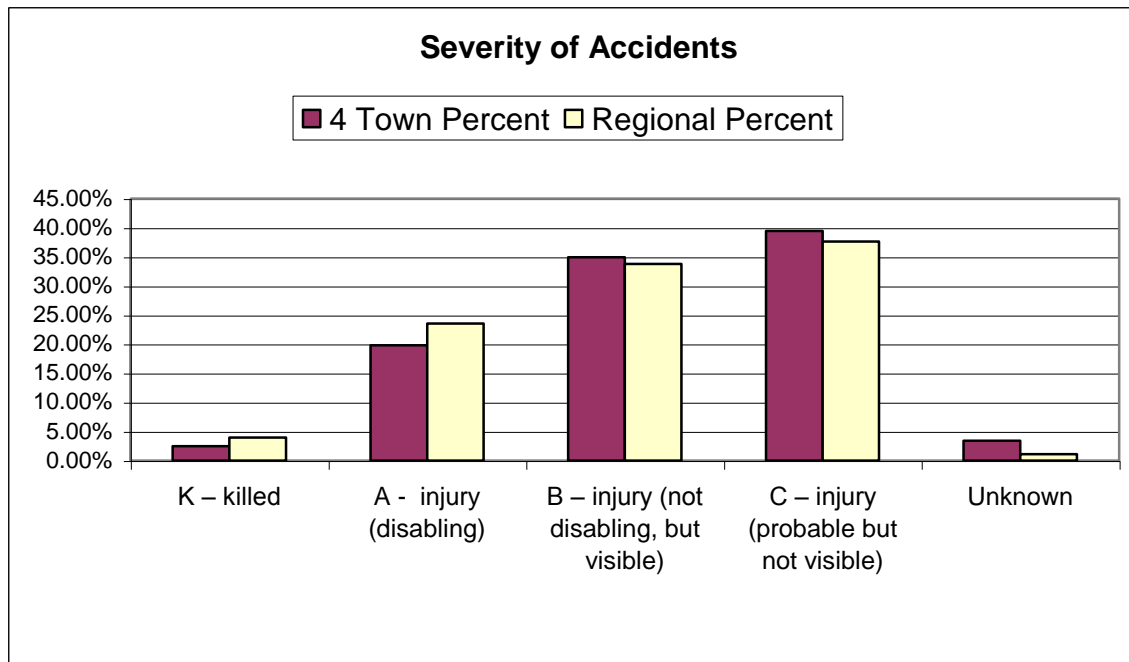
- Looking only at accidents where the contributing factor was driver failed to grant right of way, 89% involved a pedestrian crossing the roadway, of these, 70% were at unsignalized intersections, 9% between intersections, and 21 % at signalized intersections (note: we recategorized any accidents at unsignalized intersections where the pedestrian was crossing to Driver failed to grant right of way).



- In 18% of the pedestrian accidents in the four towns, a pedestrian was NOT crossing the roadway. Of these non crossing accidents, 26% involved walking in the road, 20% playing in the road, and 8% directing traffic.



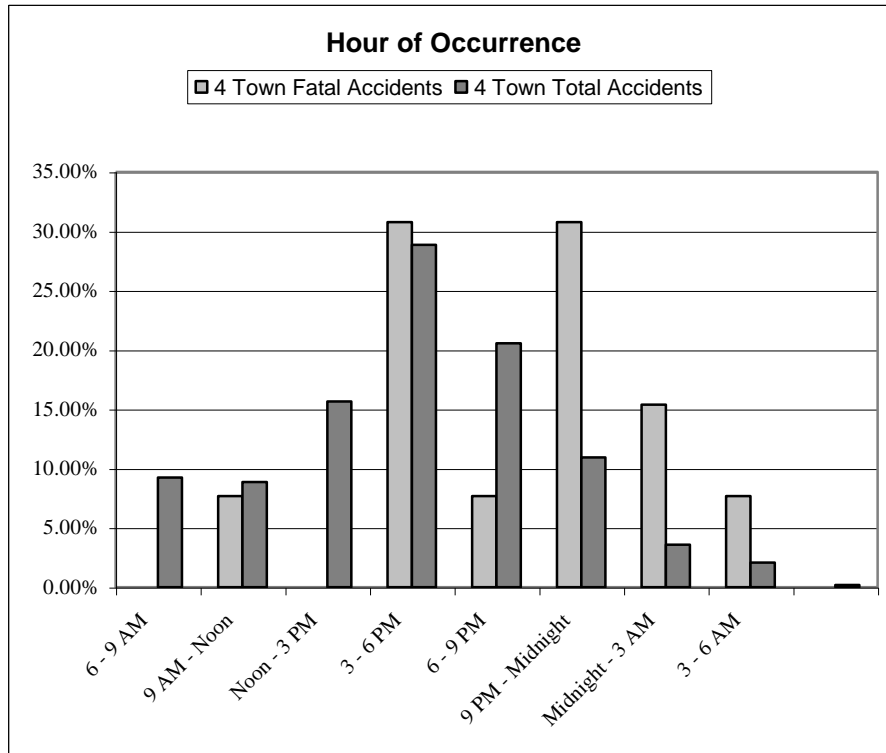
- In terms of severity of pedestrian accidents, the four towns have a lower rate of fatal accidents and disabling injury accidents as compared to the entire region. It is very possible that this difference would disappear with more years of data.



- Fatal accidents:
 - The contributing factor for fatal accidents is different than total pedestrian accidents.

Contributing Factor	4-Town Total Accidents	Fatal Accidents
UNSAFE USE OF HIGHWAY BY A PEDESTRAIN	56.42%	53.85%
DRIVER FAILED TO GRANT RIGHT OF WAY	19.25%	0.00%
DRIVER UNABLE TO COPE W/CONDS.DRIVER LOST CONTROL	3.96%	15.38%
UNKNOWN OR CONFLICTING STORIES	3.58%	0.00%
DRIVER VIOLATED TRAFFIC CONTROL	3.40%	0.00%
DRIVER INATTENTIVE	3.40%	0.00%
DRIVING TOO FAST FOR CONDS	2.08%	7.69%
DRIVER FOLLOWING TOO CLOSE	1.70%	0.00%
DRIVER UNDER THE INFLUENCE	1.32%	15.38%
DRIVERS VIEW OBSTRUCTED	1.13%	0.00%
PEDESTRAIN UNDER THE INFLUENCE	0.75%	7.69%
DRIVER ON WRONG SIDE OF ROAD	0.57%	0.00%
DRIVERLESS VEHICLE	0.57%	0.00%
IMPROPER PASSING MANEUVER	0.57%	0.00%
FOREIGN OBJECT IN ROAD	0.38%	0.00%
ROADWAY WIDTH RESTRICTED	0.38%	0.00%
VEHICLE AND MECHANICAL FAILURE	0.19%	0.00%
SLIPPERY SURFACE	0.19%	0.00%
VEHICLE WITHOUT LIGHTS	0.19%	0.00%
Total	100.00%	100.00%

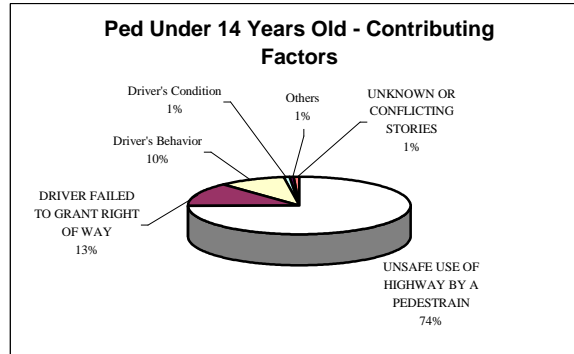
- Fatal accidents occur most often in the 3 to 6 PM time frame (30%) and 9 to midnight (30%). This differs from the overall pattern for pedestrian accidents in the four towns but is similar to national experience with traffic fatalities where most fatal accidents occur late at night.



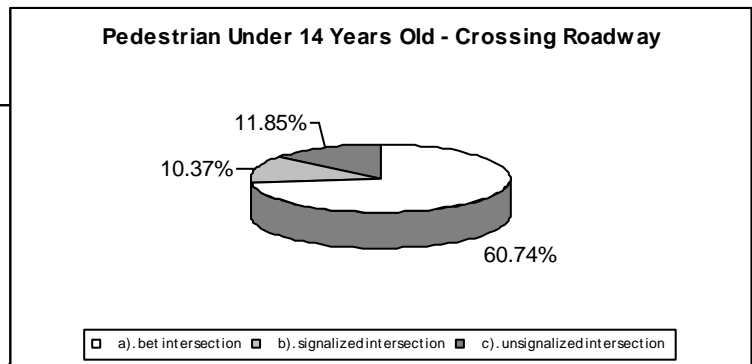
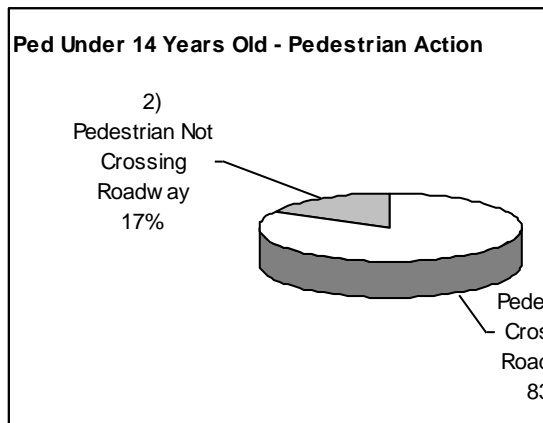
- Fatal accidents occur more frequently on principle arterials (54%) than on any other road classification.

Road Classification	Fatal Accidents	4 Town Total Accidents
Principle Arterial - Interstate	0.00%	0.19%
Principle Arterial - Other Expressway	7.69%	0.38%
Principle Arterial	53.85%	27.17%
Minor Arterial	23.08%	39.25%
Collector	7.69%	12.83%
Minor Road	7.69%	19.25%
Unknown	0.00%	0.94%
Total	100.00%	100.00%

- Looking at pedestrian accidents in the four towns where the pedestrian is under 15 years of age:
 - For 75% of these accidents, the contributing factor is unsafe use of highway by pedestrian, much higher than the 4 town total of 52%. This indicates a need to educate younger pedestrians regarding pedestrian safety



- 83% of the pedestrians under 15 involved in accidents were crossing the road. Of these, 61% were crossing between intersections, much higher than the total for all pedestrians in the four towns (52%)

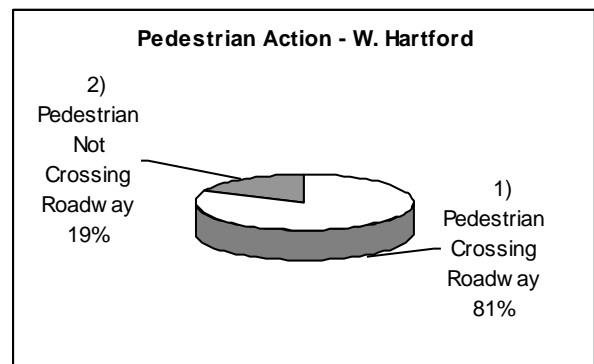
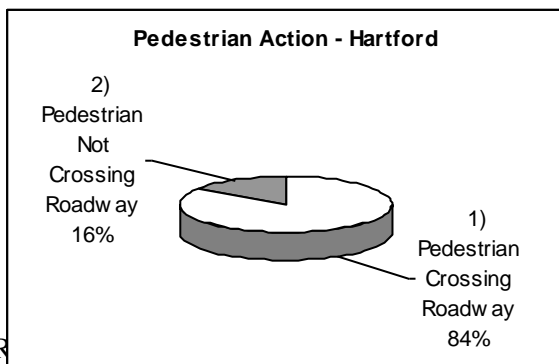
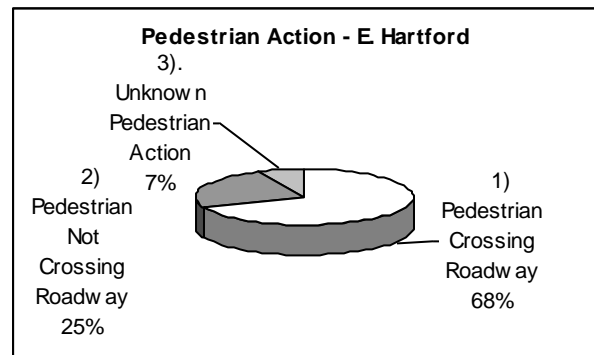
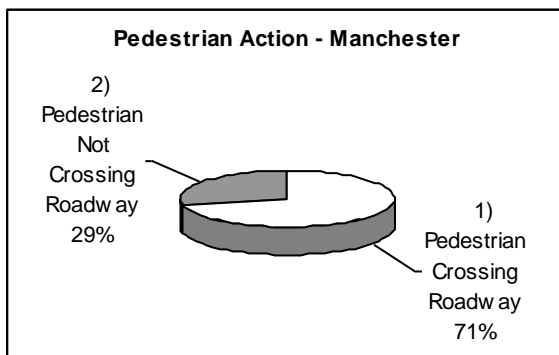


- Pedestrian accidents involving those under 15 are most likely to be on minor arterials(38%), minor roads(33%), collectors (17%) and principal arterials (12%). This differs from all pedestrian accidents in the four towns, where principal arterials are the second most common location for pedestrian accidents.

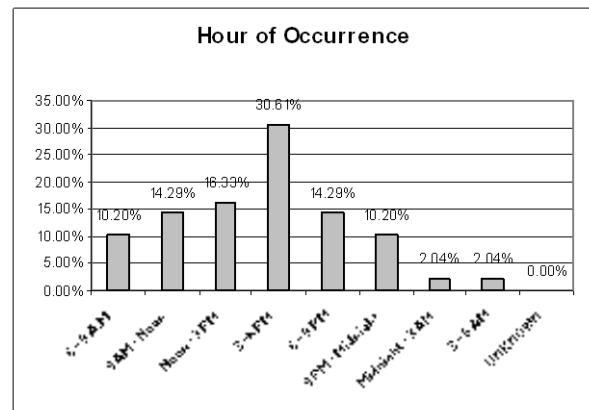
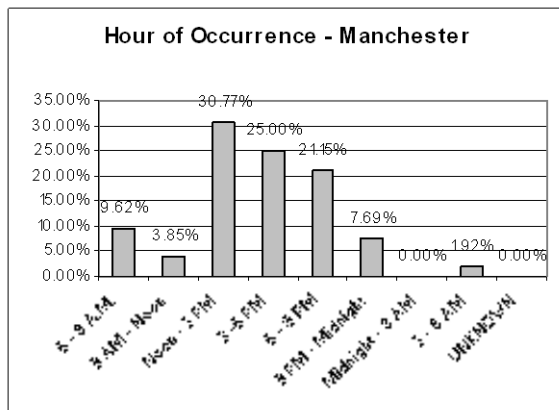
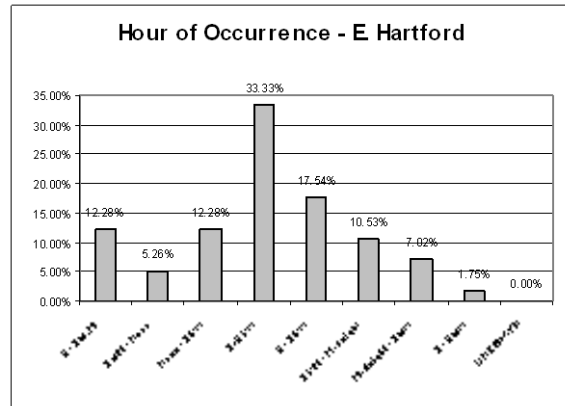
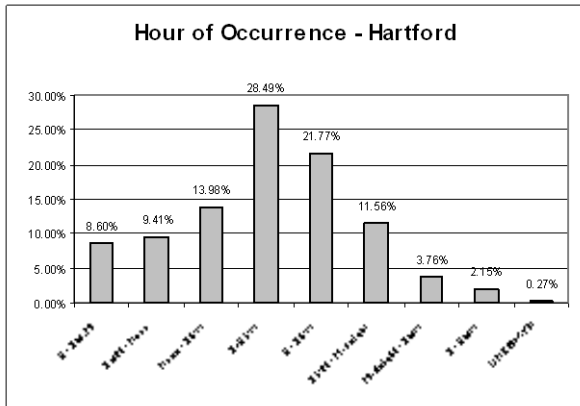
Road Classification

Road Classification	Pedestrian Accidents, Peds under 15	4 Town Total Accidents
Principle Arterial - Interstate	0.00%	0.19%
Principle Arterial - Other Expressway	0.00%	0.38%
Principle Arterial	11.85%	27.17%
Minor Arterial	37.78%	39.25%
Collector	17.04%	12.83%
Minor Road	33.33%	19.25%
Unknown	0.00%	0.94%
Total	100.00%	100.00%

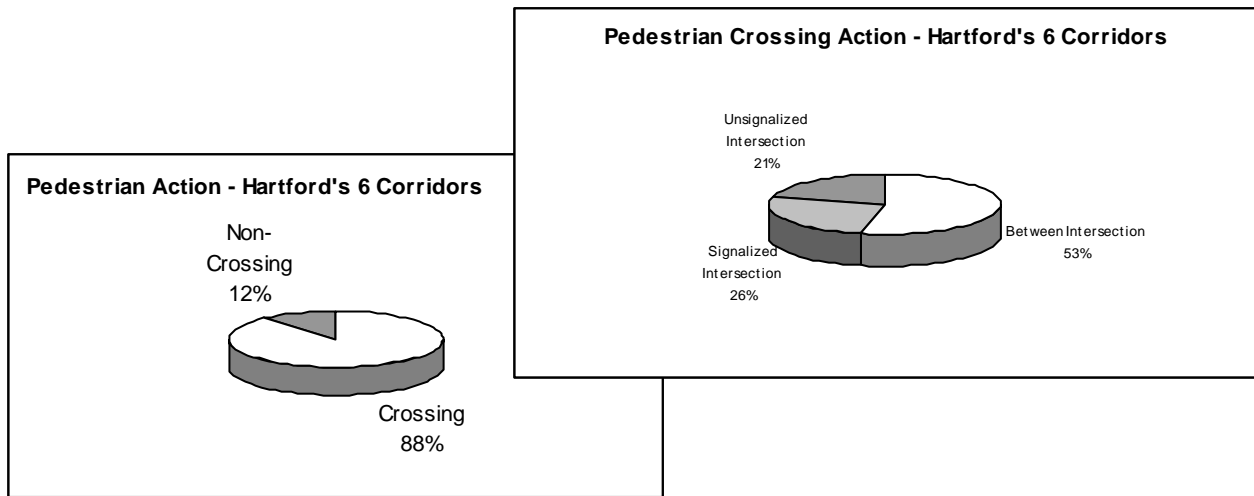
- Comparing the pedestrian accident experience between towns. For the most part, the patterns are similar, with some notable exceptions:
 - Manchester and East Hartford have more pedestrian accidents occurring when the pedestrian is NOT crossing (29 and 25% respectively) than the other towns (18% for the four towns) and fewer pedestrian accidents occurring when a pedestrian is crossing (approximately 70% for Manchester and East Hartford and 80% for the four towns). This is likely due to a greater number of roads without sidewalks in these two towns, although, more years of data might change this finding.



- Looking at the accidents that occur when a pedestrian is crossing the road, West Hartford has fewer of these accidents occurring between intersections (41% vs 52% for the four towns) and more occurring at unsignalized intersections (38% vs 25% for the four towns). It is unclear why this difference occurs. More years of data might change this finding.
- Manchester shows a different pattern for time of day of accidents, with most accidents (31%) occurring between noon and 3 and the next highest occurring between 3 and 6 PM (25%). The four town total has a peak of 29% between 3 and 6 PM with a secondary peak of 21% between 6 and 9 PM. West Hartford differs from the four town total with a peak of 31% from 3 to 6 PM and a secondary peak from noon to 3 of 16%.



- Because of the large number of pedestrian accidents in the City of Hartford, we were able to examine individual corridors. We looked at Albany Avenue, Franklin Avenue, Main Street, Maple Avenue, Park Street and Wethersfield Avenue. On most measures, these corridors showed similar patterns as the four towns in total, with a few exceptions:
 - The six corridors exhibited a higher incidence of accidents occurring when a pedestrian crossed a roadway (88%) as compared to the four towns and the Hartford totals (80%). But these crossing accidents exhibited a similar breakdown: about 50% between intersections, and 25% at signalized intersections and 25% at unsignalized intersections.



- The six corridors have more disabling injuries (27% vs 20%) than the four towns total and Hartford itself.
- Staff made observations of the six corridors over the lunch hour to examine pedestrian behavior and the characteristics of the corridors. On the day of observation, Hartford schools had an early dismissal so it was possible to observe student pedestrians. These observations were made:
 - It appeared that pedestrians get frustrated by long wait times at traffic lights, and frequently are unwilling to wait for the pedestrian signal.
 - Wanton disregard for signal indications by the average Hartford pedestrian – crossing between signals, crossing at signals against the light. The adolescent “saunter” across the street with no regard to the signal is common.
 - Areas near schools have a higher concentration of pedestrian accidents.

Conclusions

In evaluating the four town pedestrian accident data, we considered, is there something in these towns that makes them less safe than the other towns in the region. This does not appear to be the case. The four towns are more densely developed, with more pedestrians and more pedestrian trip generators and attractors. What we learned about pedestrian accident characteristics in the four towns is largely applicable throughout the region and points up the following needs:

- Need to concentrate on making crossings safer (80% of accidents involve a pedestrian crossing the road)
- Need to educate pedestrians
 - How to legally cross the street
 - What the pedestrian signals mean
 - How to cross at unsignalized intersections
- Need to educate motorists
 - Duty to yield to pedestrians at unsignalized intersections
 - Duty to yield to pedestrians when turning and when turning right on red
 - Need to watch for pedestrians
- Need for enforcement: both pedestrians and motorists
- Need for a physical environment that enhances pedestrian safety.

APPENDIX C
Survey Results

CRCOG Active Transportation Initiative Survey

January 30, 2008

Introduction:

The Active Transportation Initiative survey was developed to learn about the barriers to walking and bicycling in the region. The survey was not administered in a way as to be statistically significant, rather we sought to learn the viewpoint of individuals with some interest in walking and biking. The survey in its entirety is included in the appendix of this document.

Methodology:

The Active Transportation Initiative Internet survey was posted on the CRCOG website, and conducted during the three months from mid-November 2007 through mid-January 2008. The survey collected statistics on bicycling and walking habits as well as perceived barriers to bicycling and walking in the Capitol Region. There were also several opportunities for respondents to comment freely on their bicycling and walking experiences. A summary of these comments is included in the appendix.

The survey was promoted via email and through the CRCOG newsletter. Spikes in response rates were experienced after the following events: links sent to Connecticut environmental group leaders (including the CT Bicycle and Pedestrian Coalition) who forwarded them on to their members; links sent to various CRCOG affiliations including the bike/pedestrian community, Environmental Justice Advisory Group, Legislative Caucus, town recreation directors and bike advocacy group leaders; link listed in the November/December CRCOG newsletter; link sent out by Central CT Bicycle Alliance. An analysis of the response rates by date is included in the appendix.

The data was broken down by town, tallied and analyzed for Capitol Region respondents and those from outside of the region. Comparison of these two sets of data shows very similar results. Therefore, it is quite likely that any conclusions drawn from the further analysis of Capitol Region results may be applicable statewide.

Summary Findings:

From the survey we conclude that the following efforts are likely to have the greatest impact in encouraging more walking and bicycling:

- ❖ Changes in development patterns that result in shorter walking distances
- ❖ Investments in sidewalks, bike lanes, wide shoulders, wide outside lanes, and multi use trails. Focus should be on overcoming barriers.
- ❖ Provision of bicycle parking facilities throughout the region; with a mix of lockers and racks.
- ❖ Provision of shower facilities convenient to employment locations
- ❖ Expansion of transit service with bike and pedestrian access to stops, stations, and commuter lots
- ❖ Enforcement of traffic regulations
- ❖ Printing and promotion of maps showing safe and convenient bicycle routes
- ❖ Education on safe riding skills
- ❖ Education on sharing the road, for bicyclists, pedestrians and motorists
- ❖ Events which encourage individuals to try biking and to try walking

Detailed Findings:

The remainder of this report discusses the findings of the ATI Survey in detail and supports the summary findings above. Further conclusions appear at the end of this report.

Response Rate:

781 people responded to the survey, of these 421 live in the Capitol Region towns. There are an additional 82 respondents who work in the Capitol Region but live in other towns. Approximately two-thirds of the total responses came from people who either live or work in the Capitol Region. Each of the Capitol Region towns was represented by at least one respondent. 278 responses were received from people who both live and work outside of the Capitol Region. These responses came from 94 different Connecticut cities and towns, and 4 other states. (MA, RI, NY and MD) The only out of region town with a significant number of responses is Middletown with 35 responses. Figure 1 shows the breakout of respondents who live or work within the Capitol Region, and those who do not. Additional details are included in the appendix.

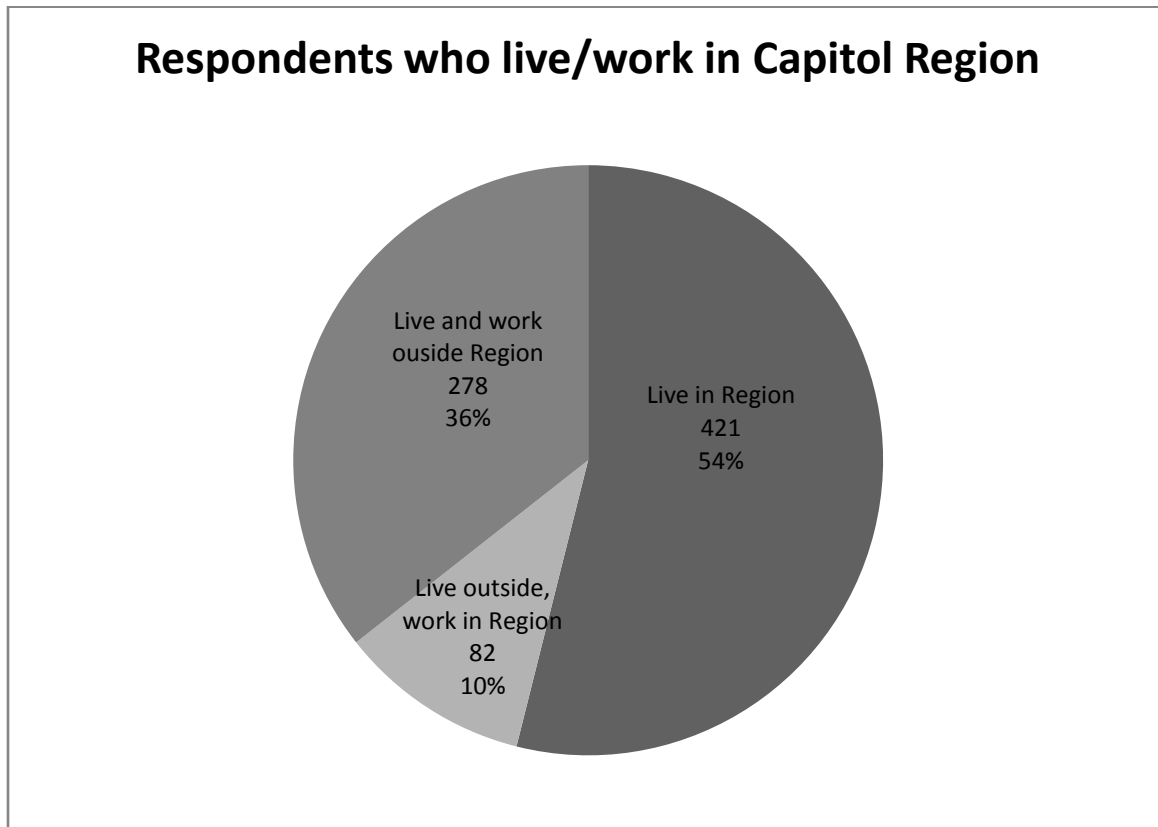


Figure 1

The remainder of this report specifically analyzes the 503 Capitol Region respondents, and is broken down into separate pedestrian and bicycling results.

Pedestrian Results:

The results are analyzed in three respondent groups: daily walkers, frequent but not daily walkers and infrequent walkers. This enables us to better understand the different perspectives of respondents.

Of the 503 respondents from the Capitol Region, 238 respondents (47%) identified themselves as daily walkers. 105, or 21% say they walk frequently, but not daily. The remaining 32% say they walk infrequently. Figure 2 displays this breakdown. Many of these “infrequent walkers” reported themselves as frequent bikers elsewhere in the survey and geared their comments primarily toward biking issues. That said, of the 160 infrequent walkers, 142 of them, or 89%, said they would like to walk more.

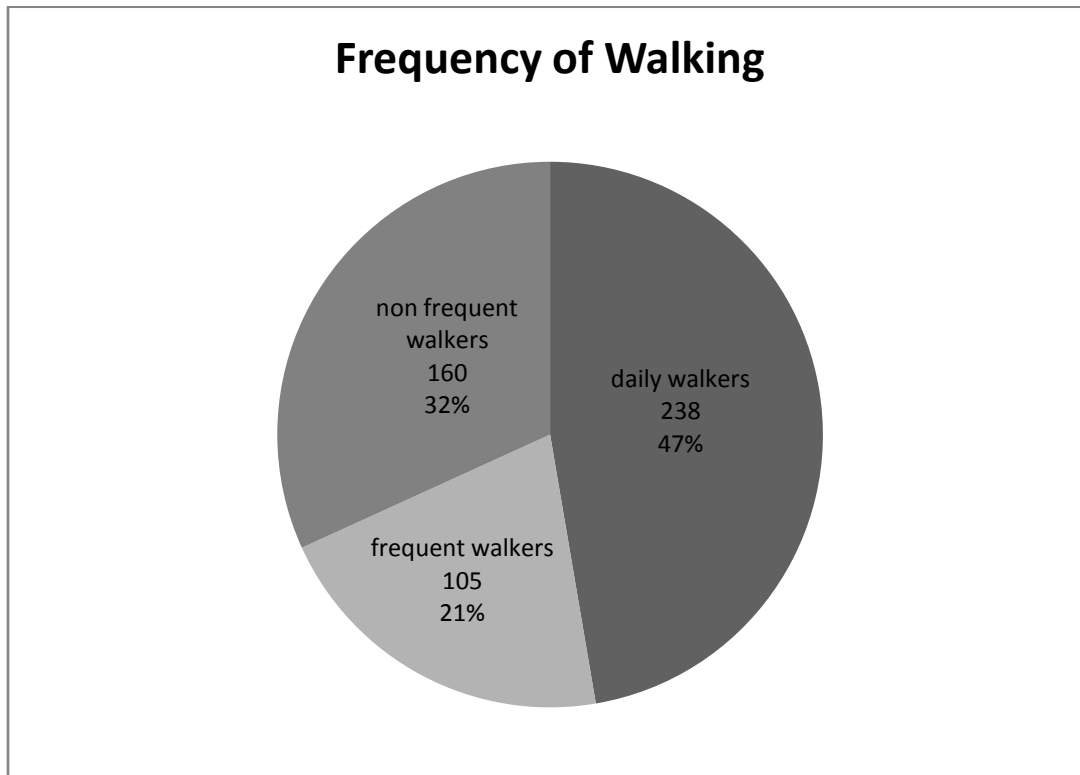


Figure 2

How walk-able is your community?

We asked how often pedestrians walk for a variety of reasons. Figure 3 below, describes the walking habits of the respondents that identified themselves as frequent or daily walkers. It is clear that the majority is walking for exercise, but significant numbers are also walking to run errands on a weekly basis, and at work on a daily basis. Walkers also commented that they walk to other destinations including church, the library and restaurants. They also walk their dogs, and enjoy hiking and jogging. Walking to work and school is not happening for this population, and only slightly higher rates are shown for walking to a bus stop.

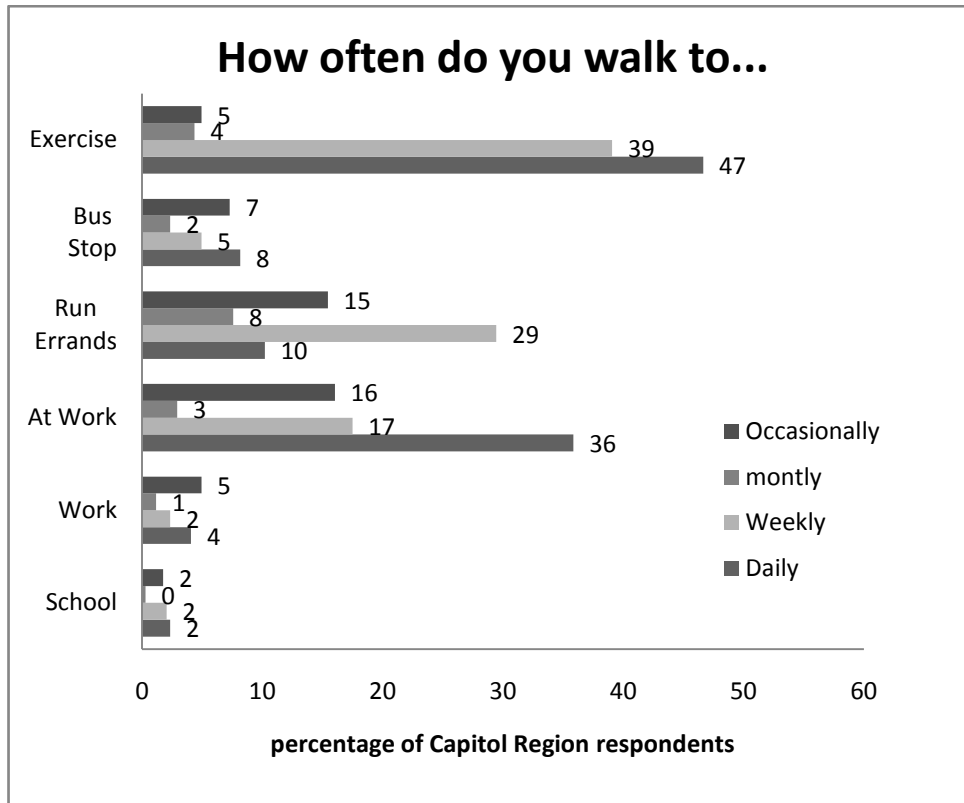


Figure 3

Personal/Environmental Barriers to Walking:

We asked “What personal and environmental factors limit you from walking more often?” The responses show the most limiting factor to be long distances. The reality is that the Capitol Region is made up of typical suburban towns and cities that are, for the most part, designed with driving in mind. Several respondents mentioned that they spend a lot of time driving to wide-ranging children’s activities. Changes to development patterns are needed for major changes to pedestrian habits.

The second greatest barrier to walking is weather or seasonal conditions. This speaks to changes in social norms over the past decades, where walking has become less and less typical, and a rainy day is prohibitive to walking. That said, several walkers also complained about snowy and icy sidewalks during winter months.

It is interesting to note that a much higher percentage of daily walkers (21%) than daily bikers (8%, see page 10) expressed concern for personal security as a barrier to walking/biking. Respondents clearly feel more vulnerable walking than they do bicycling.

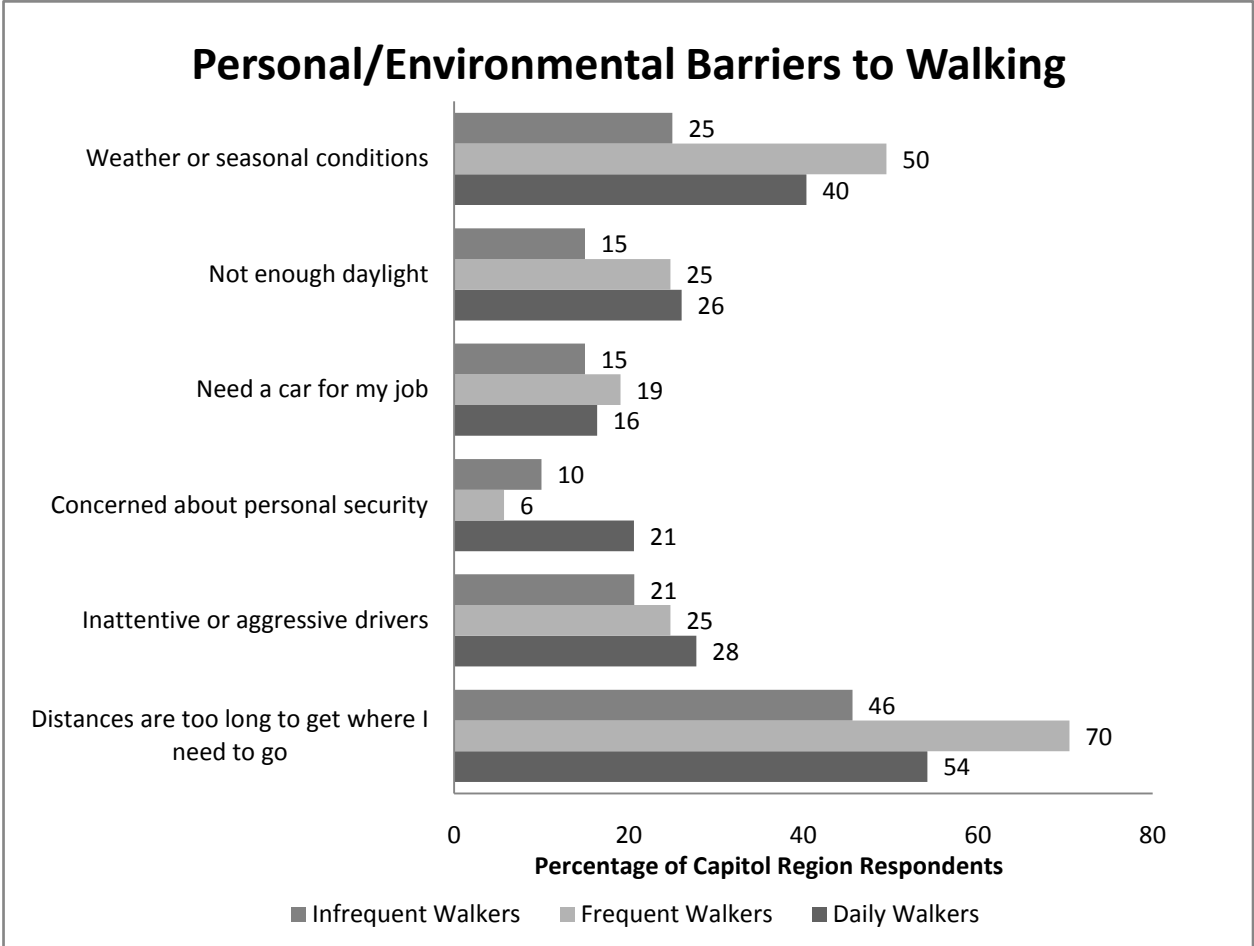


Figure 4: 2% or less of respondents said they “Don’t Enjoy Physical Activity” 6% of infrequent walkers and only 3% of frequent walkers avoid walking due to physical health concerns.

Transportation System Barriers to Walking:

We asked “What transportation system factors limit you from walking more often?” Lack of facilities is the key limiting factor for all types of walkers, followed by the number and speed of vehicles. Several walkers also commented on the lack of lighting for pedestrians. One walker suggested more parking within a reasonable and healthy radius of the city to allow for walking or bike riding the rest of the way. More Multi-use paths would certainly assist the fitness walker. However, larger cultural and system wide changes are needed to significantly increase the number of pedestrians walking to work and school.

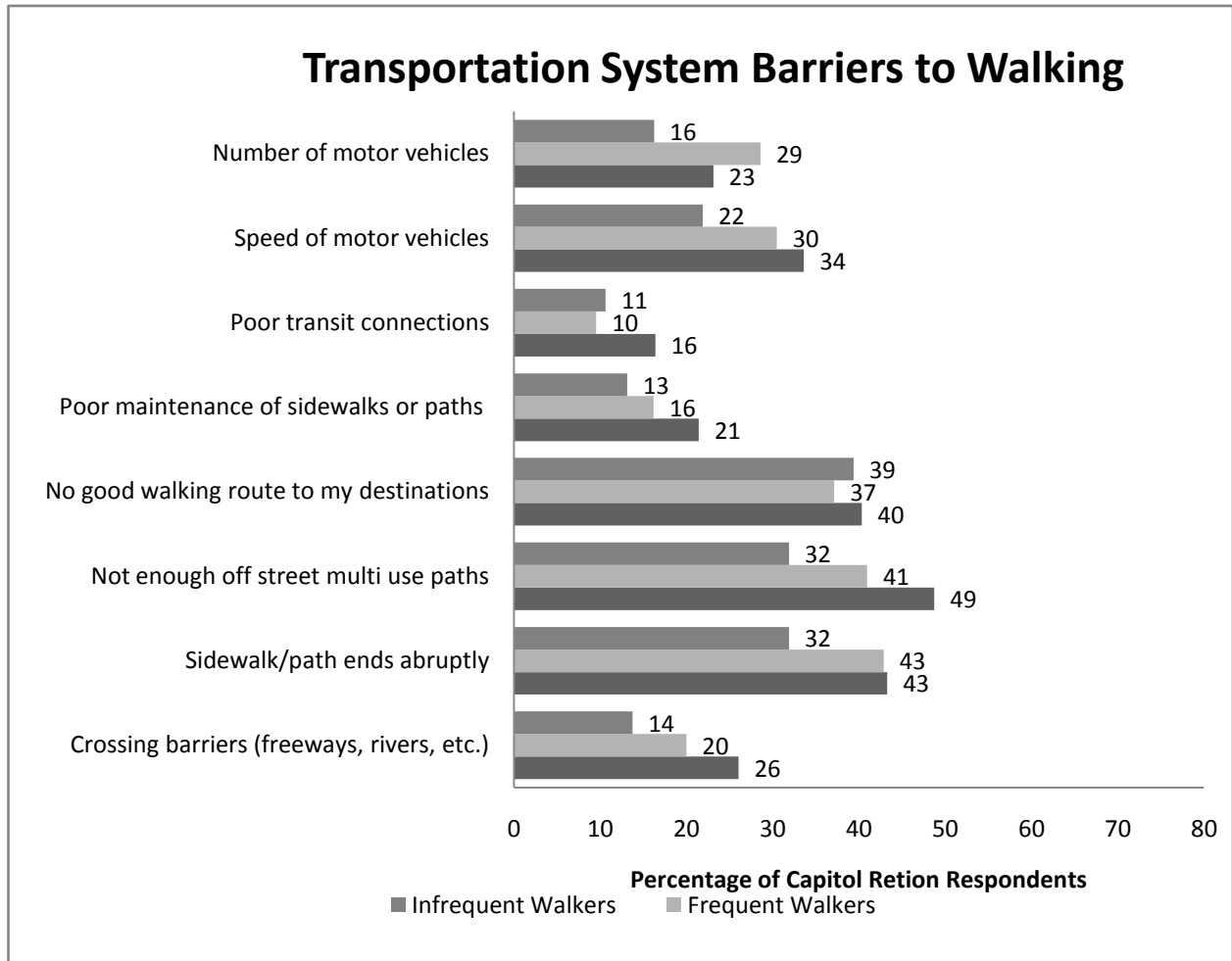


Figure 5

Suggested Walking Improvements:

The survey asked frequent walkers “What improvements would you like to see?” Infrequent walkers were asked, “What would encourage you to walk more often?” Responses from daily and frequent walkers highlight the need for better walking facilities in general. Their suggestions include better off street paths, and sidewalks, as well as better links and bridges along the way. Response rates for infrequent walkers are low across every option and indicate that these walkers are less aware of what improvements would be helpful.

In their comments, walkers suggested that better lighting and clearing of sidewalks in the winter would improve the walking environment. Several also spoke to the need to redesign town centers and shopping areas to have more destinations within a reasonable walking distance and promote pedestrian traffic. In addition, a number noted the need for more transit service to enable walk/transit trips.

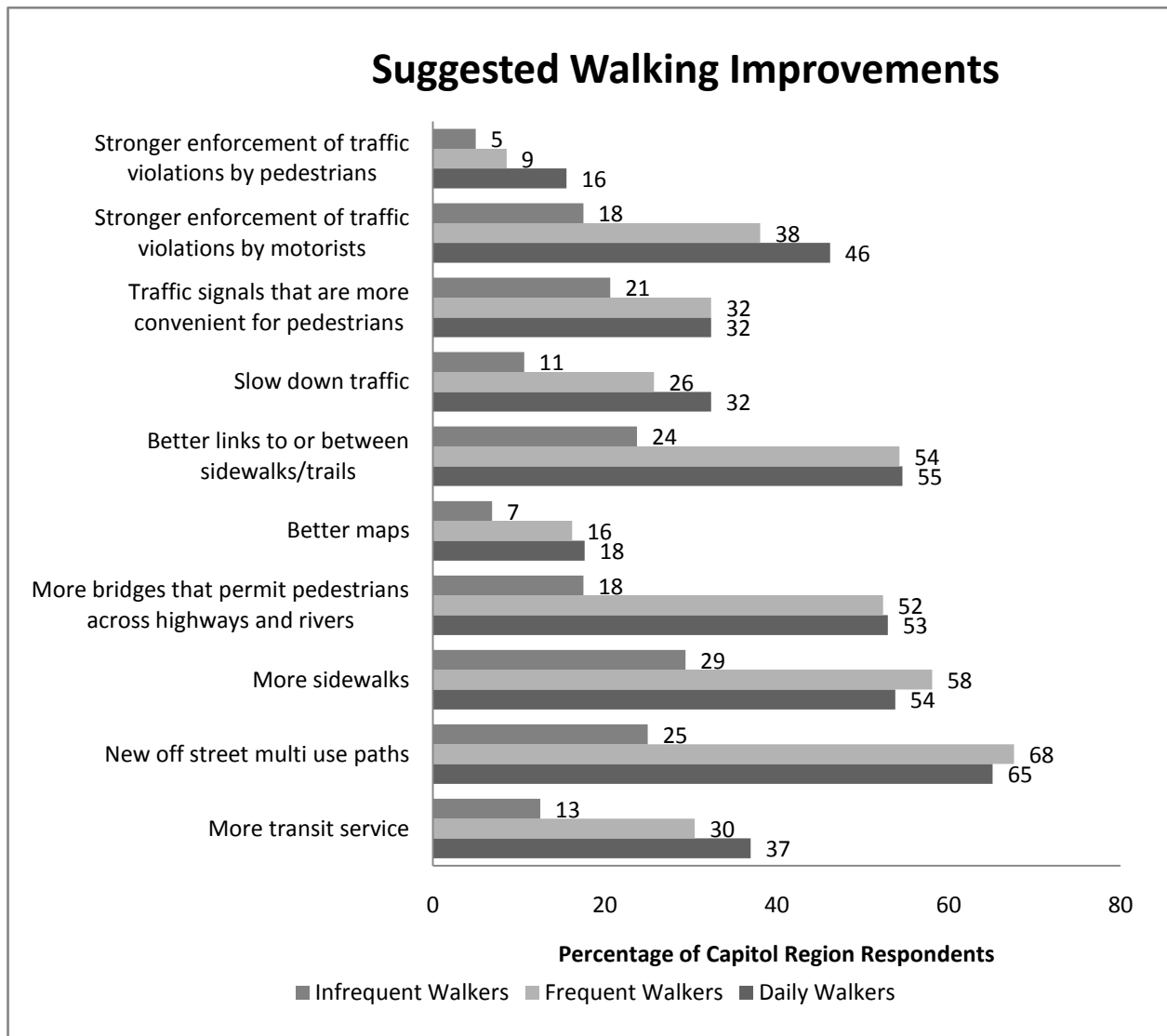


Figure 6

Bicycling Results:

Here again, results are summarized by daily, frequent but not daily, and infrequent bikers, so as to better understand the perspectives of more experienced bicyclists versus the less experienced.

164 bikers (33%) say they bicycle every day. An additional 44% say they bicycle frequently, but not daily. The remaining 23% say that they bicycle infrequently. Of these remaining 117 respondents, 111 of them, or 95%, said they would like to bicycle more.

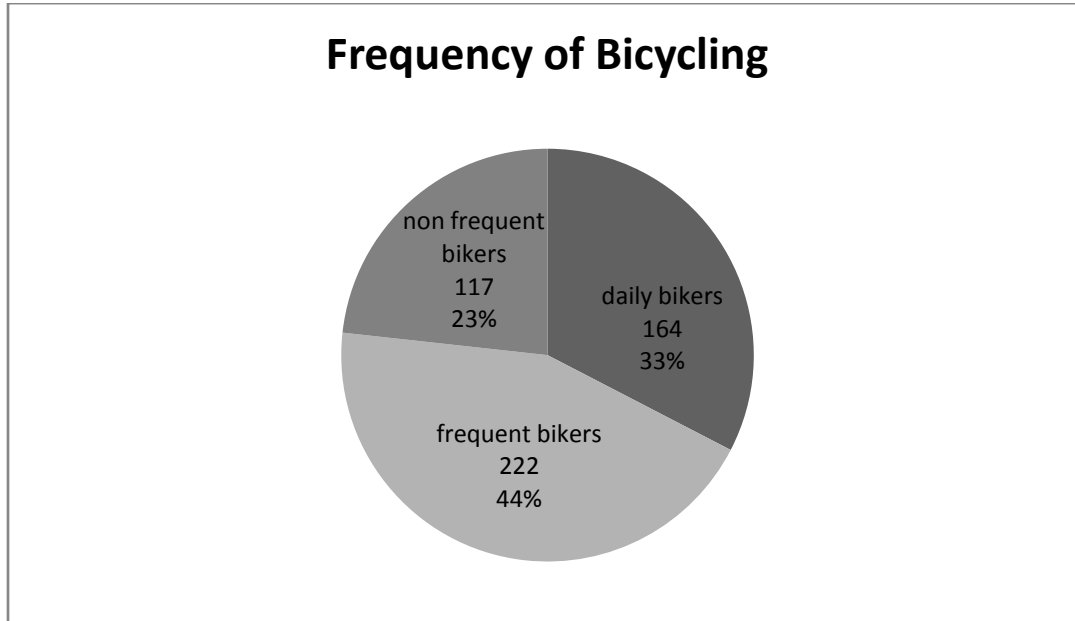


Figure 7

The responses of the less experienced speak to what is needed to get novice riders started. However, it is important to recognize that while the infrequent biker group includes novice bikers, it may also include more experienced bicyclists who for a variety of reasons currently bicycle infrequently. Nevertheless, the responses of the infrequent cyclists are still the best representation we have of the needs of novice riders.

The more experienced riders are encountering bicycling hazards and barriers on a regular basis. Their comments help us provide solutions that address the concerns of experienced bicyclists and anticipate the barriers novice bicyclists may encounter as they increase their frequency of riding and distance of travel.

How bike-able is your community?

We asked those who said they were frequent or daily riders where they ride. The responses of these two groups are similar, in that they both ride predominantly on streets and roads. (95 and 86%) They differ slightly in that non-daily riders are slightly more likely to ride off road, on trails or sidewalks. Notably, both groups indicate that they make some use of each type of facility.

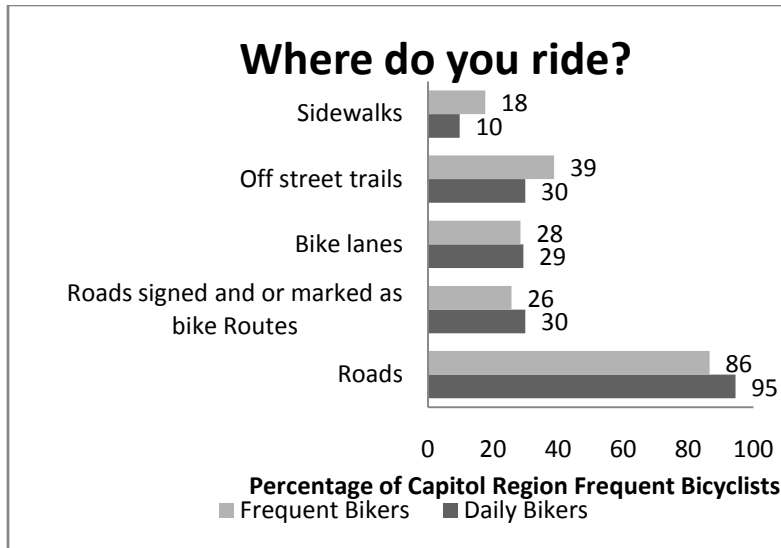


Figure 8

We asked how often frequent bicyclists ride for a variety of reasons. The majority of the respondents bicycle primarily for exercise or pleasure. Beyond exercise, 16% of respondents bicycle to work every day and another 17% bike to work on a weekly basis. Bikes are also being used to run errands. Less than 5% of respondents say they bicycle to a bus stop or to school. In addition to the survey options, frequent bikers also report that they bicycle to church, to the library and to entertainment venues such as restaurants and theaters.

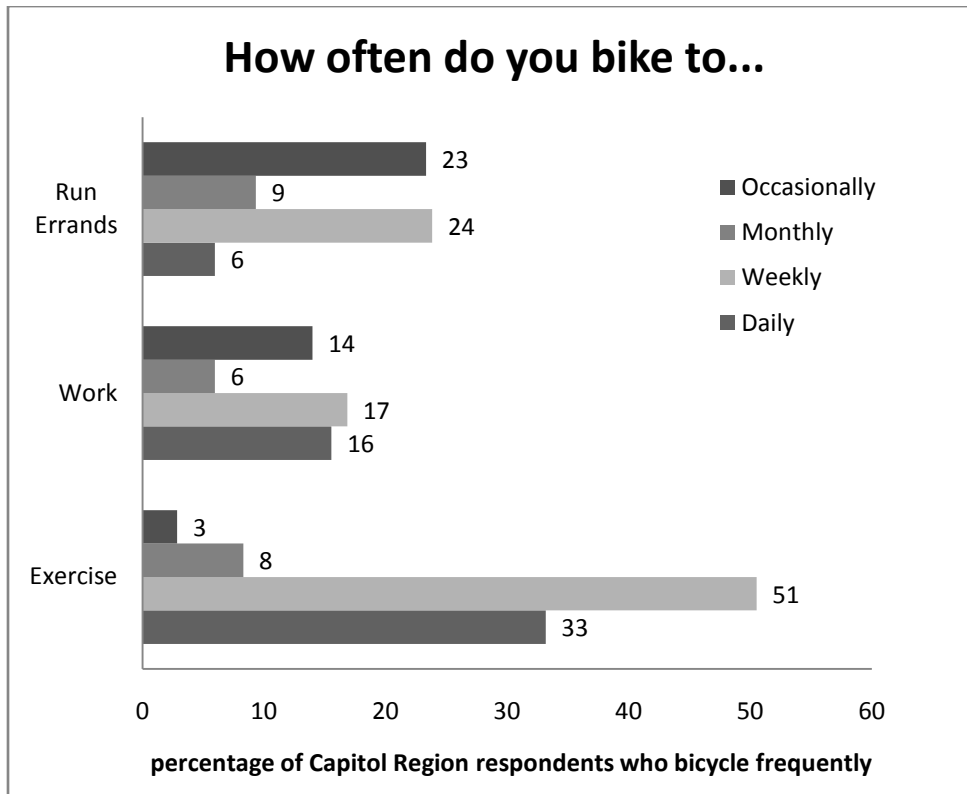


Figure 9:

Personal/Environmental Barriers to Bicycling:

We asked “What personal and environmental factors limit you from bicycling more often?” Figure 10 summarizes these responses. Several of these concerns, terrain, weather conditions, and lack of daylight, are difficult to affect in Connecticut. Most of the remaining factors, the need for a car for one’s job, the need to carry items, and concerns about time and personal appearance, all reduce in percentages for daily bikers. This suggests that as bikers become more experienced they overcome these barriers. Seasonal conditions and daylight will likely continue to be limiting factors, but education programs may reduce the perception of non-environmental issues as barriers.

Respondents other concerns include the lack of snow removal and other debris such as glass and sand on the roads, and the need for a car to accommodate the busy schedules and wide ranging activities of their children.

The problems caused by inattentive or aggressive drivers were seen as a barrier by 40-44% of all bikers regardless of experience level. This is the largest response rate for infrequent riders and the largest other than weather and daylight for those who ride daily or frequently. Many bikers shared their negative experiences with motorists and commented on the need for motorists to accept bicyclists on the roads.

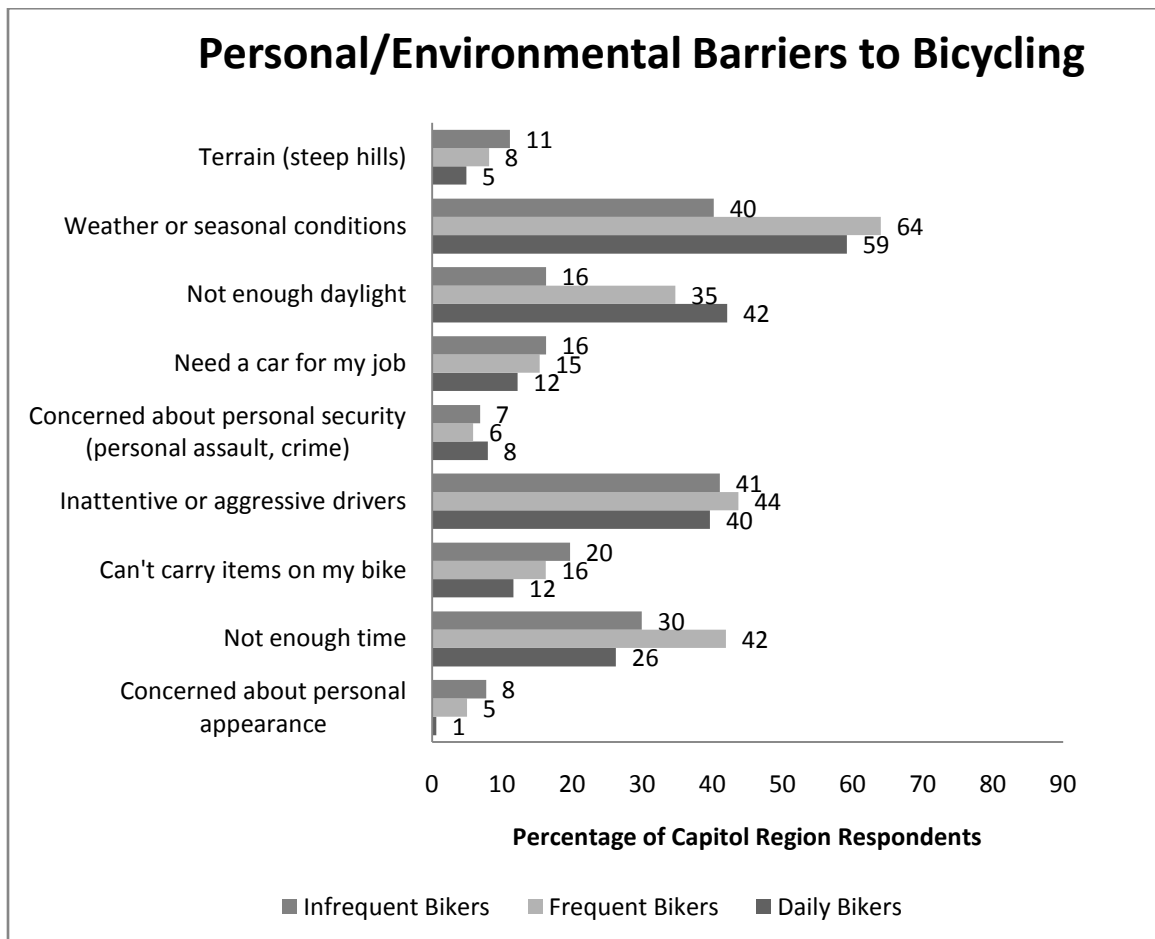


Figure 10: other options receiving 3% or less response: “Don’t Enjoy Physical Activity”, “Don’t know how to ride a bicycle,” and “Physical (health).” 26% of infrequent bikers also said they either don’t have access to a bicycle, or their bicycle needs repairs.

Transportation System Barriers to Bicycling:

We asked “What transportation system factors limit you from bicycling more often?” These barriers also show interesting changes in response rates based on a biker’s experience level. Those who are infrequent bikers list their greatest barrier, at 53%, as “no good bicycle routes to my destination.” None of the other choices were chosen by even a third of these respondents. It could be that these people have not biked enough to encounter some of the other barriers. It may be that these riders need to learn more about existing bicycle routes and paths, or they may feel unsafe on routes that more experienced riders use regularly. These riders may be seeking more off road riding.

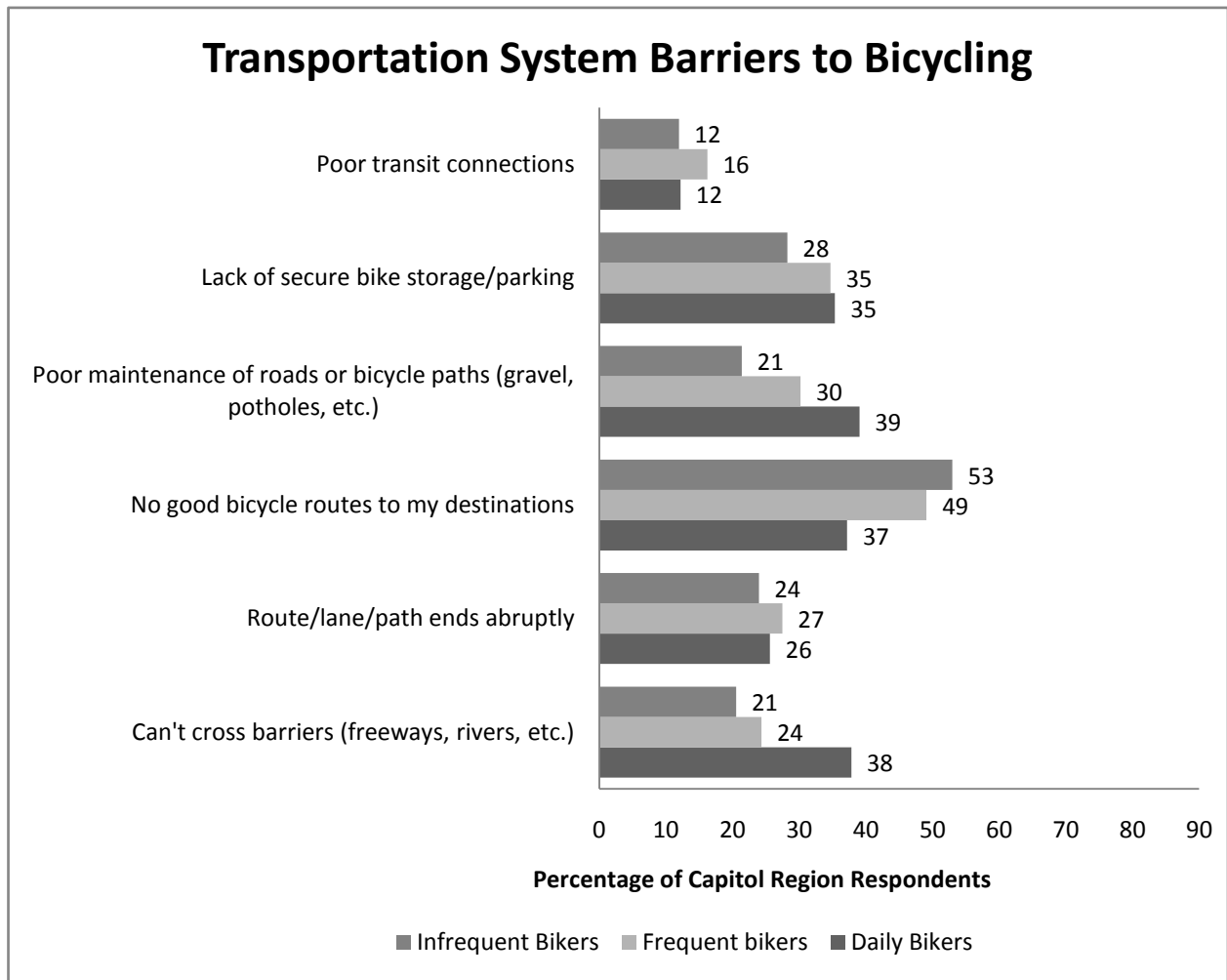


Figure 11:

People who say they bike on a daily basis, see a more broad range of Transportation System barriers. They list the lack of secure bike storage, poor maintenance of roads/paths, difficulty crossing physical barriers such as highways and rivers, and lack of good routes, all in the 35-39% range. They also commented freely about each of these barriers, and added the lack of bike racks on mass transit trains and buses as a factor.

It is interesting to consider those barriers for which bicyclists of different levels of experience have the same perception. Poor transit connections, lack of secure bike storage and paths that end abruptly, all have response rates that are similar regardless of experience level. Improvements in these areas could lead to more bicycling for all types of bikers. The lack of bike storage was highlighted by many bikers.

The response rates for two issues, poor maintenance of paths/roads and difficulty crossing physical barriers, become greater with frequency of bicycling. This makes sense given that the more often a biker rides, the more often they are going to encounter these types of problems. There were many specific comments made about the difficulty in crossing the Connecticut River for bikers. Interestingly, the lack of good bicycle routes, is the only issue that actually declines with frequency of bicycling. This indicates that as bikers ride more they are finding better routes or perhaps becoming more accepting of existing conditions.

Under the heading of Transportation System Barriers, many riders also spoke of the dangerous traffic conditions they encounter. Several stated they ride on the roads, but will not allow their children to do so because of these dangers.

From these differences in response rates we can infer that people who do not bicycle very often need further education on how to overcome the barriers that they see to bicycling more often, and improvements are needed throughout the transportation system to encourage riders to use the routes currently available to them. Improved bicycle routes are likely to have the greatest impact for those who currently do not bicycle frequently, but would like to.

Suggested Bicycling Improvements:

We asked frequent riders “What improvements would you like to see?” Infrequent riders were asked, “What would encourage you to bicycle more often?” Figure 12 summarizes these responses. In general, daily riders are more focused on roadway improvements, such as shoulders and wide outside lanes. Infrequent riders are looking for their own space on bike lanes and multi-use paths. It is interesting that they also want wider outside lanes, more so than wide shoulders – but it is quite possible that these infrequent riders are unsure of the difference between the two. Daily riders, who ride on the road more, identify the need for enforcement of traffic violations and the slowing down of traffic at higher levels.

Suggested improvements can be grouped into three general topics: roadway facilities, other facilities such as bicycle storage and showers, and traffic issues including the slowing of traffic and enforcement of violations. Improvements to roadways will benefit riders of all abilities. After roadway improvements frequent and daily riders point to the slowing of traffic, increased enforcement of traffic violations by motorists and the need for safe bike storage as the key areas for improvements.

When given the chance to comment on needed improvements many bicyclists stressed the need to educate both motorists and bicyclists about their rights and responsibilities when sharing the road. Many also noted the lack of bicycle access on bridges in the state. Crossing the Connecticut River is especially difficult. Bikers also used several cities around the country and world as examples of where biking works well. These include: Seattle WA, Portland OR, Boulder CO, Minneapolis, Chicago, Quebec, Amsterdam, London, Copenhagen, and Paris. A full listing of city/country specific comments is included in the comments section of the appendix.

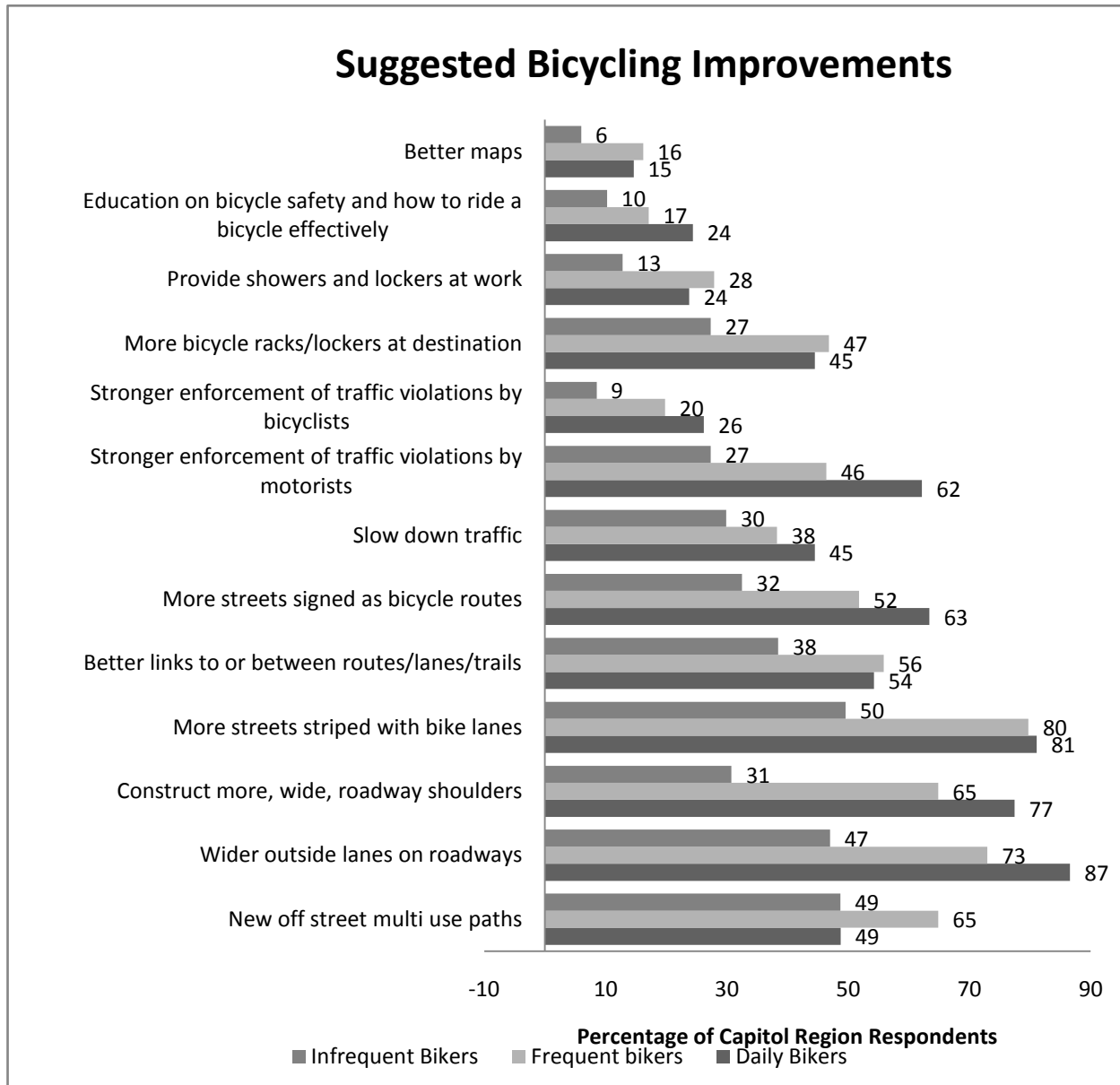


Figure 12:

Conclusions:

The survey enables us to understand barriers to bicycling and walking and interventions/improvements, which are likely to result in more people using these modes of transportation.

Looking first at walking we can conclude that the Capitol Region is really not designed for walking as a chief mode of transportation. Exceptions, such as West Hartford Center and the City of Hartford, can be looked to for solutions. Affecting true change and movement toward a pedestrian culture will require changes in development patterns to promote shorter walking distances and put desirable destinations within a reasonable walking distance from homes and offices. Increased availability of multi-use paths and sidewalks will also encourage more walking. Changes in development and infrastructure and stronger enforcement of motor vehicle violation, will also encourage more walking. Finally, improvements to the bus system will allow more walk/transit trips.

On the bicycling side, we find that bicycling in the region is primarily happening on roads shared with motor vehicle traffic. This leads to many issues as cyclists and motorists attempt to share the road. Experienced bicyclists can overcome many of the hazards related to riding on the road but are looking for their own space on those roads. Specifically they want more striped bike lanes and wider outside lanes and shoulders in which to ride. These riders are bicycling frequently, but not necessarily using their bicycles for transportation instead of recreation. Increased availability of secure bicycle storage and shower facilities at destinations could lead to increased use of bicycles for transportation.

These riders also want to educate motorist on safe driving rules around bicycles and the rights of cyclists. Enforcement and improvement of traffic regulations and development practices would also improve the transportation system for cyclists. Key concerns include safe vehicle passing distances and safe crossings over rivers in the region.

More novice riders have not overcome all of the hazards on our roads and paths, and feel much less safe riding on the roads. They want bike lanes as well, but are also looking for separate space away from vehicles on multi use paths.

These riders may benefit, not only from more facilities, but also from educational opportunities that will lead them to feel more comfortable using a bicycle as a mode of transportation. Riding events that highlight existing routes and path systems would also increase their knowledge of and comfort with all aspects of cycling. Events that mix novice and experienced riders also improve novice rider's understanding and comfort level.

APPENDIX:

The following documents are attached:

ATI Internet Survey

Analysis of response rates by date

Analysis of response rates by town

ATI Survey – Summary of comments from walkers

ATI Survey – Summary of comments from bicyclists

CRCOG Active Transportation Initiative Survey

The following lists all questions asked in the CRCOG Active Transportation Initiative (ATI) Survey. Notes in italics give navigation information. You will notice questions are listed repetitively. As a respondent navigates the survey, they will experience different “pages” in response to their answers. Any given respondent will experience only one set of pedestrian questions and one set of cycling questions. **Please note:** all page references in italics refer to screen headings, *not* document pages.

Page 1. CRCOG - Active Transportation Initiative Survey

What is Active Transportation?

Active transportation is travel powered by human energy, and walking and biking are the most common means of active transportation. To encourage more walking and biking, communities must create active transportation systems – seamless networks of accessible trails, sidewalks and on-road bike facilities. The Capitol Region Council of Governments has established the Hartford Region Active Transportation Initiative to examine the existing conditions for walking and bicycling in our communities and to develop a plan to make the region bike and pedestrian friendly. The Active Transportation Initiative will 1) Create the vision for a Walkable Bikeable region, 2) Make the case for a Walkable and Bikeable region, and 3) Define how to move the Vision to reality. You can help in this effort by completing this survey, and we encourage you to tell others about the survey. For more information on this project, go to www.crcog.org and click on Active Transportation Initiative in the quick links. IF YOU EXPERIENCE ANY PROBLEMS IN COMPLETING THIS SURVEY, OR IF YOU HAVE QUESTIONS REGARDING HOW TO COMPLETE THIS SURVEY, PLEASE SEND AN EMAIL TO bwatson@crcog.org.

Page 2. Demographic Information

1. Tell us about yourself:

Name (optional):
City/Town of where you live:
ZIP/Postal Code of where you live:
City/Town of where you work:
ZIP/Postal of where you work:

2. I would like to learn more about CRCOG's Active Transportation Initiative.

Please contact me at this email address:

Page 3. How walk-able is your community?

1. Are you a frequent walker?

Yes / No

A yes answer takes the respondent to Page 5: How walk-able is your community?

A no answer takes the respondent to Page 4: How walk-able is your community?

Page 4. How walk-able is your community?

1. What personal and environmental factors limit you from walking more often?

- Physical (health)
- Don't enjoy physical activity
- Distances are too long to get where I need to go
- Inattentive or aggressive drivers
- Concerned about personal security (personal assault, crime)
- Need a car for my job
- Not enough daylight
- Weather or seasonal conditions
- Terrain (steep hills)
- Other (please specify)

2. What transportation system factors limit you from walking more often?

- Crossing barriers (freeways, rivers, etc.)
- Sidewalk/path ends abruptly
- Not enough off street multi use paths
- No good walking route to my destinations
- Poor maintenance of sidewalks or paths (gravel, potholes, etc.)
- Poor transit connections
- Speed of motor vehicles
- Number of motor vehicles
- Other (please specify)

3. Would you like to walk more? If no, please proceed to question 7

Yes / No, please proceed to question 7

4. What would encourage you to walk more often?

- More transit service
- New off street multi use paths
- More sidewalks
- More bridges that permit pedestrians across highways and rivers
- Better maps
- Better links to or between sidewalks/trails
- Slow down traffic
- Traffic signals that are more convenient for pedestrians
- Stronger enforcement of traffic violations by motorists
- Stronger enforcement of traffic violations by pedestrians
- Other (please specify)

5. Where are the most problematic locations for walking in your Town/City? Please give us more details on what limits you from walking more. Be as specific as possible.

6. Tell us more about anything that would make walking in your Town/City easier for you. Subjects can include: Any walking/running issues you've always wanted to comment about. Questions or comments about walking facilities or programs. Things that you've seen elsewhere that you would like to see in your Town/City.

7. Are you a frequent biker?

Yes/No

A yes answer takes the respondent to Page 6: How bike-able is your community?

A no answer takes the respondent to Page 7: How bike-able is your community?

Page 5. How walk-able is your community?

1. How often do you walk? For each purpose below indicate the frequency that BEST describes how often you walk. Here are some examples: If you walk for an activity on weekdays only, choose daily. If you walk for an activity once or twice a week, choose weekly; 1 to 3 times a month, choose monthly; less than once a month, check occasionally; and never if examples do not apply.

Daily Weekly Monthly Occasionally Never

- All the way to school
- All the way to work
- While at work
- To run errands like shopping, etc.
- To the bus stop for work or school
- For exercise/fitness/pleasure
- Other (please specify)

2. What personal and environmental factors limit you from walking more often?

- Physical (health)
- Don't enjoy physical activity
- Distances are too long to get where I need to go
- Inattentive or aggressive drivers
- Concerned about personal security (personal assault, crime)
- Need a car for my job
- Not enough daylight
- Weather or seasonal conditions
- Terrain (steep hills)
- Other (please specify)

3. What transportation system factors limit you from walking more often?

- Crossing barriers (freeways, rivers, etc.)
- Sidewalk/path ends abruptly
- Not enough off street multi use paths
- No good walking route to my destinations
- Poor maintenance of sidewalks or paths (gravel, potholes, etc.)
- Poor transit connections
- Speed of motor vehicles
- Number of motor vehicles
- Other (please specify)

4. What improvements would you like to see?

- More transit service
- New off street multi use paths
- More sidewalks
- More bridges that permit pedestrians across highways and rivers
- Better maps
- Better links to or between sidewalks/trails
- Slow down traffic
- Traffic signals that are more convenient for pedestrians
- Stronger enforcement of traffic violations by motorists
- Stronger enforcement of traffic violations by pedestrians
- Other (please specify)

5. **Where are the most problematic locations for walking in your Town/City? Please give us more details on what limits you from walking more. Be as specific as possible.**

6. **Tell us more about anything that would make walking in your Town/City easier for you? Subjects can include: Any walking/running issues you've always wanted to comment about. Questions or comments about walking facilities or programs. Things that you've seen elsewhere that you would like to see in your Town/City.**

7. **Are you a frequent biker?**

*A yes answer takes the respondent to Page 6: How bike-able is your community?
 A no answer takes the respondent to Page 7: How bike-able is your community?*

Page 6. How bike-able is your community?

1. **How often do you bicycle? For each purpose below indicate the frequency that BEST describes how often you bike. Here are some examples: If you bike for an activity on weekdays only, choose daily. If you bike for an activity once or twice a week, choose weekly; 1 to 3 times a month, choose monthly; less than once a month, check occasionally; if examples do not apply, choose never.**

Daily Weekly Monthly Occasionally Never

- All the way to school
- All the way to work
- To run errands like shopping, etc.
- To the bus stop for work or school
- For exercise/fitness/pleasure
- Other (please specify)

2. **Which of the following do you use the most when you ride a bike?**

- Roads
- Roads signed and or marked as bike Routes
- Bike lanes
- Off street trails
- Sidewalks
- Other (please specify)

3. What personal and environmental factors limit you from bicycling more often?

- Physical (health)
- My bicycle needs repairs
- Don't know how to ride a bicycle
- Don't own/have access to a bicycle
- Don't enjoy physical activity
- Concerned about personal appearance
- Not enough time
- Can't carry items on my bike
- Inattentive or aggressive drivers
- Concerned about personal security (personal assault, crime)
- Need a car for my job
- Not enough daylight
- Weather or seasonal conditions
- Terrain (steep hills)
- Other (please specify)

4. What transportation system factors limit you from bicycling more often?

- Can't cross barriers (freeways, rivers, etc.)
- Route/lane/path ends abruptly
- No good bicycle routes to my destinations
- Poor maintenance of roads or bicycle paths (gravel, potholes, etc.)
- Lack of secure bike storage/parking
- Poor transit connections
- Other (please specify)

5. What improvements would you like to see?

- New off street multi use paths
- Wider outside lanes on roadways
- Construct more, wide, roadway shoulders
- More streets striped with bike lanes
- Better links to or between routes/lanes/trails
- More streets signed as bicycle routes
- Slow down traffic
- Provide showers and lockers at work
- More bicycle racks/lockers at destination
- Education on bicycle safety and how to ride a bicycle effectively
- Stronger enforcement of traffic violations by motorists
- Stronger enforcement of traffic violations by bicyclists
- Higher gas prices
- Better maps
- Other (please specify)

- 6. Tell us more about anything that would make biking in your Town/City easier for you. Subjects could include: Any biking issues you've always wanted to comment about. Questions or comments about biking facilities or programs. Things that you've seen elsewhere that you would like to see in your Town/City.**
- 7. Is there any other information about bicycling in the Capitol Region that you would like to share with us?**
- 8. Thank you for participating in this survey! Please choose "exit" then click "next" to exit the survey.**
 - Exit

Page 7. How bike-able is your community?

- 1. What personal and environmental factors limit you from bicycling more often?**
 - Physical (health)
 - My bicycle needs repairs
 - Don't know how to ride a bicycle
 - Don't own/have access to a bicycle
 - Don't enjoy physical activity
 - Concerned about personal appearance
 - Not enough time
 - Can't carry items on my bike
 - Inattentive or aggressive drivers
 - Concerned about personal security (personal assault, crime)
 - Need a car for my job
 - Not enough daylight
 - Weather or seasonal conditions
 - Terrain (steep hills)
 - Other (please specify)

2. What transportation system factors limit you from bicycling more often?

- Can't cross barriers (freeways, rivers, etc.)
- Route/lane/path ends abruptly
- No good bicycle routes to my destinations
- Poor maintenance of roads or bicycle paths (gravel, potholes, etc.)
- Lack of secure bike storage/parking
- Poor transit connections
- Other (please specify)

3. Would you like to bicycle more? If no, please go to bottom of page and click "next" to exit the survey

Yes/No, please go to bottom of page and click "next" to exit the survey

4. What would encourage you to bicycle more often?

- New off street multi use paths
- Wider outside lanes on roadways
- Construct more, wide, roadway shoulders
- More streets striped with bike lanes
- Better links to or between routes/lanes/trails
- More streets signed as bicycle routes
- Slow down traffic
- Provide showers and lockers at work
- More bicycle racks/lockers at destination
- Education on bicycle safety and how to ride a bicycle effectively
- Stronger enforcement of traffic violations by motorists
- Stronger enforcement of traffic violations by bicyclists
- Higher gas prices
- Better maps
- Other (please specify)

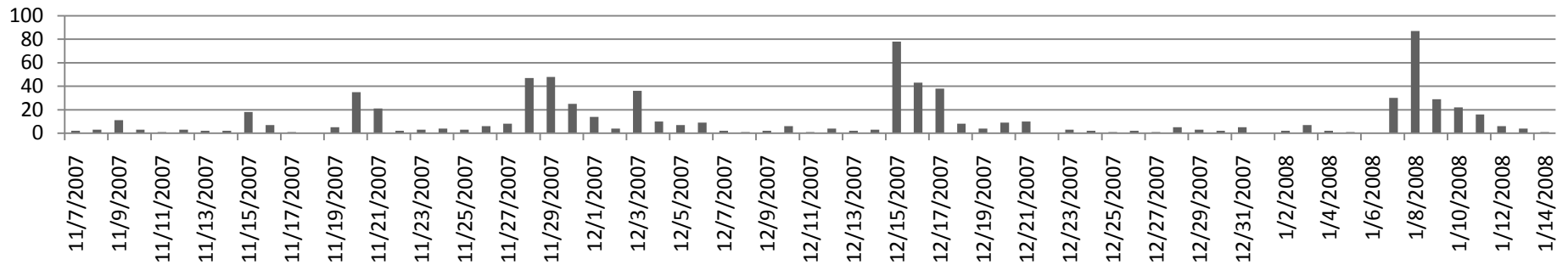
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6. Is there any other information about bicycling in the Capitol Region that you would like to share with us?

Page 8. End of Survey

Thank you for completing the CRCOG Active Transportation Initiative Survey!

Number of Survey Responses by date



Date	Survey link sent to...	Number of Responses	Date	Survey link sent to...	Number of Responses	Date	Survey link sent to...	Number of Responses
11/7/2007		2	11/30/2007		25	12/23/2007		3
11/8/2007	Handed out @ public meeting	3	12/1/2007		14	12/24/2007		2
11/9/2007		11	12/2/2007		4	12/25/2007		1
11/10/2007		3	12/3/2007		36	12/26/2007		2
11/11/2007		1	12/4/2007		10	12/27/2007		1
11/12/2007		3	12/5/2007		7	12/28/2007	CT Main Street, 1000 friends of CT newsletter	5
11/13/2007	Handed out at ATI workshop	2	12/6/2007		9	12/29/2007		3
11/14/2007	CT environmental group leaders	2	12/7/2007		2	12/30/2007		2
11/15/2007	CT Bicycle/Pedestrian coalition	18	12/8/2007		1	12/31/2007		5
11/16/2007		7	12/9/2007		2	1/2/2008		2
11/17/2007		1	12/10/2007		6	1/3/2008		7
11/19/2007		5	12/11/2007		1	1/4/2008		2
11/20/2007		35	12/12/2007		4	1/5/2008		1
11/21/2007		21	12/13/2007		2	1/7/2008	Sent out by Central CT Bicycle Alliance	30
11/22/2007		2	12/14/2007		3	1/8/2008		87
11/23/2007		3	12/15/2007	CRCOG newsletter	78	1/9/2008		29
11/24/2007		4	12/16/2007		43	1/10/2008		22
11/25/2007		3	12/17/2007		38	1/11/2008		16
11/26/2007		6	12/18/2007		8	1/12/2008		6
11/27/2007		8	12/19/2007		4	1/13/2008		4
11/28/2007	various CRCOG affiliations, bike advocacy group leaders	47	12/20/2007		9	1/14/2008		1
11/29/2007		48	12/21/2007		10	Grand		782

Analysis of response rates by town/city : Capitol Region Respondents

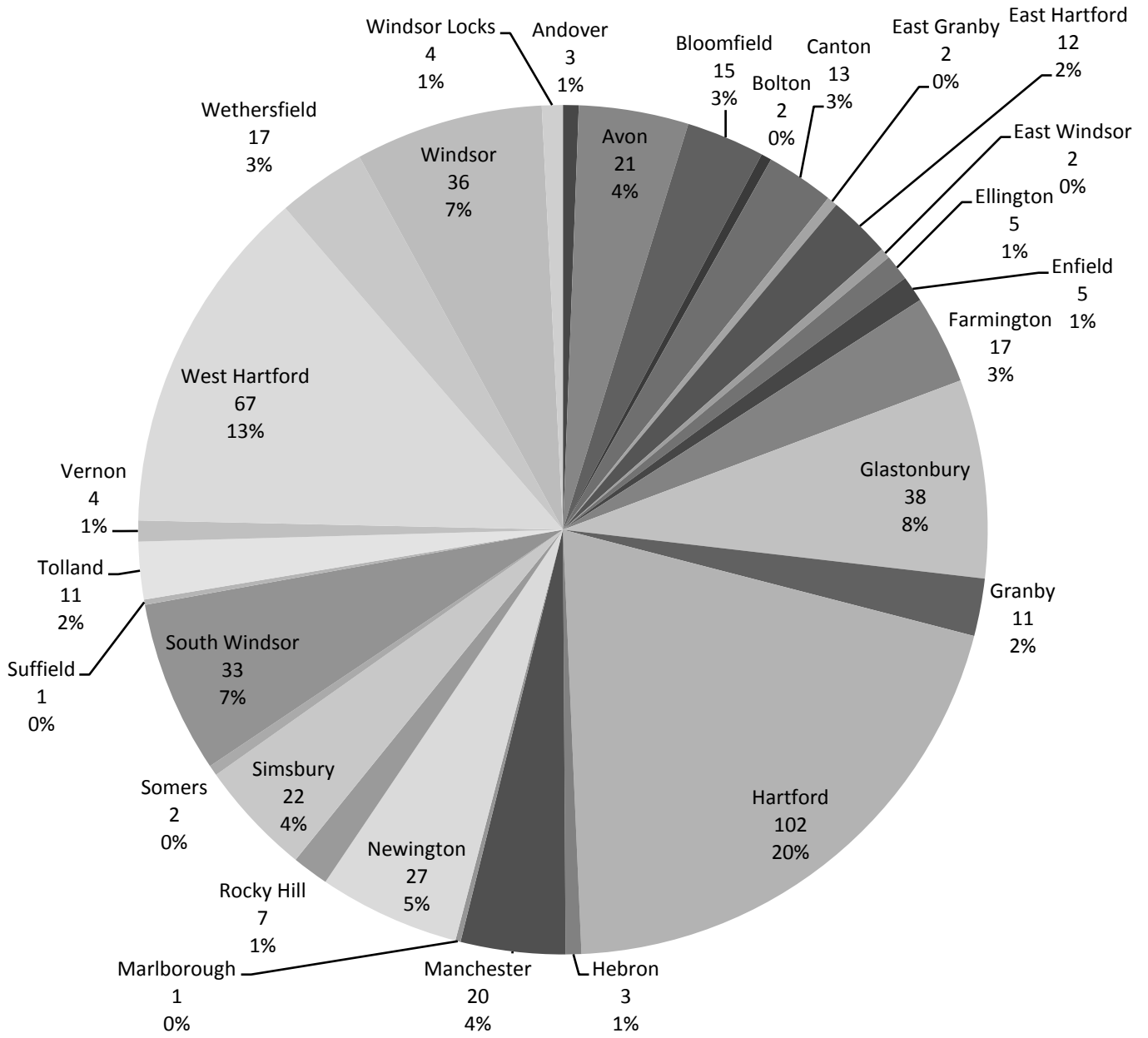
Respondents who live or work within the Capitol Region:

TOWN	live	work	total
Andover	3		3
Avon	21		21
Bloomfield	12	3	15
Bolton	2		2
Canton	13		13
East Granby	2		2
East Hartford	12		12
East Windsor	2		2
Ellington	5		5
Enfield	5		5
Farmington	9	8	17
Glastonbury	35	3	38
Granby	11		11
Hartford	58	44	102
Hebron	3		3
Manchester	18	2	20
Marlborough		1	1
Newington	24	3	27
Rocky Hill	6	1	7
Simsbury	22		22
Somers	2		2
South Windsor	31	2	33
Suffield	1		1
Tolland	10	1	11
Vernon	4		4
West Hartford	59	8	67
Wethersfield	15	2	17
Windsor	32	4	36
Windsor Locks	4		4

Please see chart on next page for summary of this data

nb: ALL Capitol Region towns are represented by at least one respondent.

Respondents who live or work within Capitol Region



Analysis of response rates by town/city : NON Capitol Region Respondents

34	Middletown	5	Bristol	1	Amston
15	Mystic	3	Burlington	1	Barkhamsted
10	New Haven	3	Cheshire	1	Berlin
14	Portland	2	Clinton	1	bethel
		4	Colchester	1	Branford
7	Durham	3	Cromwell	1	Bridgeport
7	East Hampton	2	East Haddam	1	Bridgewater
6	Hamden	4	Essex	1	Brookfield
7	Norwich	3	Gales Ferry	1	Centerbrook
8	Southington	2	Greenwich	1	Coventry
		5	Groton	1	Deep River
		3	Guilford	1	Denver
		3	Haddam	1	East Lyme
		3	Higganum	1	Fairfield
		2	Ledyard	1	Holland
		4	Lisbon	1	Ivoryton
2	Brooklyn, NY	4	Meriden	1	Killingworth
1	Providence, RI	4	Middlefield	1	Madison
1	Takoma Park, MD	2	Milford	1	Monroe
1	West Boylston MA	2	Naugatuck	1	New Canaan
		3	New Britain	1	New Hartford
		4	New London	1	New Milford
		2	Niantic	1	North Windham
		2	North Branford	1	Old Saybrook
		2	N. Stonington	1	Plainville
		2	Oakdale	1	Quaker Hill
		2	Old Lyme	1	Sandy Hook
		5	Pawcatuck	1	Shelton
		3	Plantsville	1	Springfield
		2	Ridgefield	1	Stafford Springs
		2	Rockfall	1	Stratford
		2	Salem	1	Uncasville
		3	S. Glastonbury	1	Wakefield
		2	Stamford	1	Waterbury
		2	Stonington	1	Weare
		2	Storrs	1	West Granby
		3	Tariffville	1	West Haven
		2	Torrington	1	Westbrook
		4	Unionville	1	Weston
		3	Wallingford	1	Winsted
		3	Waterford	1	Woodbury
		2	Weatogue		
		2	West Suffield	278	Total out of region
		2	Willimantic		

ATI Survey – Summary of comments from walkers:

Survey respondents were given several opportunities to add further comments. Here is some of what **walkers** had to say. Comments listed are representative of the responses, except in the section where we asked for specific issues within your town and region. These town and region based comments are largely unedited. Some comments have been moved to be under the heading that makes the most sense. Except where noted, comments come from all walkers regardless of frequency of walking.

How often do you walk? Respondents were given specific purposes for walking. (work, exercise) They were asked to say how often they walk for each reason (daily, weekly, etc.) Then they were given the opportunity to comment on other reasons they walk:

Hiking with the kids on weekends

I do not and do not plan to own a car, so I bus or walk rain, snow, heat etc.

I do not and will not own a car now due to gas prices so I depend on your initiatives

I often park downtown and then do all of my errands on foot.

Part way to work-daily

To bars and restaurants, to visit friends

To church weekly

To lunch; To the Library

To restaurants, entertainment, etc.

Walking the dog

Walking to go get coffee every morning

I like to run

What personal and environmental factors limit you from walking more often?

Drivers and pedestrians don't know how to respect each other

I wouldn't be concerned about being mugged if there were vibrant neighborhoods and people out and about between my house and destinations

In winter, after a snow, silver lane sidewalks are never cleaned, save for a few law abiding owners.

It would be good to have regular walking partners for a noon walk.

Children activities are all over the state so constantly driving everywhere

Unattractive pedestrian environments and inconvenient crossings, especially in Hartford along Farmington and around I-84

What transportation system factors limit you from walking more often?

Unfortunately, snow plows car roads, rather than walking paths, even in parks. Sidewalks are left icy.

Lighting is poor on town roads where I live (*similar comments from: Bloomfield, Simsbury*)

Now that the shoulder was removed from the eastbound lane of the Farmington river bridge on 202 in Canton, it is dangerous for pedestrians to walk from my neighborhood to nearby shops and restaurants.

Parking, parking, parking, within a reasonable and healthy radius of the city for walking or bike riding

There are not enough cross walks in Hartford and drivers don't respect them.

Manchester has good sidewalk-trail systems; hopefully "greenway" connection (bike and walking trail) to Bolton gets completed

Town of Rocky Hill had opportunity to expand sidewalk (or make developer expand sidewalk) on West St. from Veterans home to new housing development. People buying houses could potentially walk to dinosaur park, and have ped access to Silas Deane.

Lack of working safety devices at intersections *and light signals are not clear on when to walk; Crossings are timed for cars and not for pedestrians.*

What improvements would you like to see?

Implementation of a serious complete-streets policy by CTDOT.

Better enforcement of sidewalk cleaning in winter

Better lighting in some areas

Stronger enforcement of snow removal violations by property owners.

Cross town buses

More attractive green areas away from traffic

More buses on holidays and weekends

More commercial/retail of good quality within a reasonable walking distance (10 mins walk)

More walk signals that use the countdown numbers would be helpful

Access to many commercial areas designed exclusively for motor vehicle access w/o adequate/safe pedestrian access.

When I took the bus regularly it transformed a 15 minute car ride and 45 minute bike ride into a 90 minute bus ride. Ridiculous!

Better maintenance of sidewalks especially those along busy streets. Continue to build the walking path along the CT river

multi-modal transportation. link the airport, train & bus terminals with paths for walking and biking. add parking facilities for bikes.

promote pedestrian culture - adjust/redesign town center and shopping areas to promote pedestrian traffic/access sidewalks on all state roads

Especially Traffic signals! I don't understand why Hartford pedestrians can't cross with traffic, as you see in DC or NYC. No long waits for drivers or pedestrians that way.

I would like to see a Metro or Trolley/ subway introduced into CT, as we have far too many cars on our highways and byways! Plus gas prices are going out of sight, but if we had a MTA of some sort we could all utilize it.

An active local transit service could really be an effective solution for commuters like myself. If such routes existed, I could easily take the train from Bristol to Hartford and walk/bike the rest of the way to work. Such a solution would slow down traffic by cutting down on the number of cars on the road, which I think is a big problem in Connecticut. I generally take a commuter bus via Dattco to work. It would also be great to see Dattco extending their commuter hours to accommodate those who work past 5:30p.

Law enforcement of Pedestrian Cross Walks Connecticut is abysmal at best. I was almost run over by a Hartford City Police Officer (who was not responding to a crisis at the time) while crossing a marked crosswalk. Most pedestrians act like timid doves and stand on the curb without indicating any intention on their part to actually

cross the road. This passive nonchalance will not help to correct the problem. Pedestrians need to exercise their rights and police need to enforce the laws. End of Story!

Like Italy, there are the quick or the dead

Love the Greenway for exercise; look forward to its sections being connected so I can ride further. If there were a local bus that traveled on Route 10 in Simsbury, I could ride the bus to work.

more courteous drivers - who don't plow through puddles & splash pedestrians on sidewalks; wider sidewalks or spacing between cars and people on sidewalks; more pleasant walking environment in city - cleanliness, trees, etc

Narrowing traffic lanes on the major arteries to suppress speed; improved landscaping/streetscaping on Farmington, Capitol, Park Terrace.

Nature trails in parks and open space, with bicycle or mounted (horse) police to keep trails safe and cars out.

one great thing would be to complete the missing link bike path between the one along the river in Hartford and the coming from Windsor.

Perhaps if the areas under the highway bridges were better maintained with gardens, or at least if they were less littered, it would feel safer.

Some intersections have pedestrian buttons but never stop all traffic for pedestrians to cross. It is preferable to have a stop-all-traffic point in the light's cycle.

There's a new pedestrian crosswalk in the town center of Glastonbury and NO MOTORIST seems to realize that pedestrians have the right of way. It's a State Law to stop -- and every time I take it, I have to wait for the traffic to clear.

When I approach a 'no right on red' light, it is cross at your own risk - even with a walk sign! It doesn't even cross the minds of drivers that there may be a pedestrian. I have to wait until the walk sign comes on, and push out into traffic, yelling at pointing at the sign (and occasionally hitting a car that is too busy looking left to notice me).

Where are the most problematic locations for walking in your Town/City? Comments have also been listed in this section if they pertain to a specific town/city.

ANDOVER

along Rte 316 in Andover - very limited or no shoulders along most of route

Andover - Route 6, which is effectively Andover's Main Street for all practical purposes, is not pleasant to walk on, despite the fact that the shoulders are adequate. Fortunately, there is a rail trail that runs almost parallel.

walking as a substitute for driving is limited due to limited shopping etc in town. Distances too far to other locations for walking

AVON

drivers are crazy. Many examples, one in particular: at bottom of I-84 westbound Sigourney St. exit ramp, many many cars run that red light, all the time, and pedestrians are hidden from view by the concrete wall..they can easily be hit by a car. I have complained often to the police and have NEVER seen a cop pull any of those offenders over!

I work in downtown Hartford. There are too many aggressive drivers making it difficult to walk since they turn corners without looking and drive right through red lights. I watch it all day long out my window.

main street (rt. 44), west avon road, waterville road, avon old farms road - all great areas with narrow roads and/or high traffic volume/speeds and no sidewalks or bike paths.

Most of the town doesn't have sidewalks, so we walk and run on streets to get to the off road paths, like the Greenways.

On Route 44 there are very few pedestrian crossings on the main business route and no sidewalks connecting the different centers.

The state routes of 10 and 44 are impossibly clogged with traffic and there are poor shoulders on some, and multiple curb cuts on others making walking or bicycling all but impossible.

Main Street (Route 44) has few if any sidewalks
route 44 is very busy and there are no sidewalks so it is very scary to walk on, and not very plausible.

RT 44

Rt 44 and Waterville rd need pedestrian lanes

unionville center, along main routes 167,177,4,44

We need off road bike trails that actually connect neighborhoods to shopping, etc.

West Avon Rd. Rt 44 Country Club Rd. Old Farms Rd

BLOOMFIELD

it is not possible to walk anywhere from my house without being on a major road that does not have a sidewalk.

Main town roads in Bloomfield offer poor routes for walking and biking

Most secondary roads in the Broad Brook, Enfield and Somers area have narrow shoulders.

No sidewalks on my street; speeding traffic on my street; sidewalks are not present in every neighborhood

No sidewalks or shoulders on the roads into town.
To Bloomfield center from adjoining neighborhoods.

Walking to the center on Rt. 189 is too dangerous. Woodland St. has sidewalks but the traffic flies down the 30mph zone at 50mph or more and even on the sidewalk I don't feel safe. The new development on the corner of Rt 189 and Rt 218 cannot be accessed by foot. Both street are much too busy with fast moving cars to be walkable. With the existing residential and certainly all the new building sidewalks should be added.

BOLTON

Rt. 6 and Rt. 44

CANTON

Winding, hilly country roads, need more bicycle/walking paths.
lighting & sidewalks
Route 44
Rt. 44 corridor.

Route 44. Much of it has no sidewalks, and heavy auto traffic. The Collinsville section of town is great. Very walkable.

Rt 44 in Canton should be made accessible and safe for walkers and bikers. There's no reason it can't become as safe and as desirable a destination as West Hartford Center, which also has a major road (Farmington Ave) crossing through it.

No shoulder on the eastbound lane of the Framington river bridge on 202. Please complete the Farmington River trail from route 4 in Burlington to Unionville. Add a crosswalk to River Road in Canton at the end of the Farmington River train and connect to safe walking routes to Library, schools, and parks.

Dangerous to walk across Rt 44 in Canton because of lack of crosswalks, lack of sidewalks in some places, lack of crossing buttons, and speed and volume of traffic. In Collinsville, there is a large volume of traffic, at too high speeds.

connections to trails, many roads don't even have one sidewalk. Cars speeding on winding roads with no sidewalks a worry!

EAST GRANBY

Rt 20, Rt 187, Newgate Rd, Holcomb all too narrow and have no room for pedestrians.

EAST HARTFORD

crossing driveways of business, and no walk lights at major intersections ie silver lane and simmons rd.
Certain areas of Main St, Burnside Ave, etc... mainly for personal security reasons.
traffic light to cross main to silver lane is too fast
Fixing all of the above would be helpful.
west street

Motorists are unpredictable - no guarantee that a stop sign will be adhered to. In this area of town many young drivers are out hunting - looking to intimidate one another, looking to do business with one another, and speeding away from one another without paying attention to their surroundings. Plus sitting so low in the driver seat limits their ability to see around their vehicle.

My city is very walkable. I can easily get to Hartford or most anywhere that I want to go...except Silver Lane. No sidewalks around the new stadium and there's always a lot of traffic there.

sidewalks down CT blvd are seldom shoveled, they are always slippery in the winter. I end up walking in the street, traffic is fast

Sidewalks only on one side of Silver Lane. Have to cross the street when one side ends.

volume of auto traffic- would like to see off road path in east hartford/manchester along I84 linked to hartford pathway along ct river with easy access to city. this would be a great way to get walking biking access to hartford without dealing with as much traffic. i've lived in Hartford area all my life and would be interested in supplying more feedback if asked.

Wider sidewalks than 4' which is common in East Hartford. Some intersections in downtown hartford are difficult to cross and there's a very long wait.

Main Street is dangerous. Cars speed and run red lights, people who are downtown are all selling drugs or looking to steal, it is terrible for our community and businesses in our community. We need to take back our Main Street so that it is safer for small children, housewives, etc.

EAST WINDSOR

Narrow streets, no sidewalks

ELLINGTON

Broaden bike lanes at least on the major roads in town so people have the option of walking or cycling without being nervous about getting hit by motorvehicles.

My town is pretty rural, so there are generally no shoulders to walk on. More signage to slow drivers down would be helpful.

ENFIELD

My neighborhood (around Spier Ave.) in Enfield has sidewalks only on some streets, (alho truthfully, I walk anyway.)

Sidewalks that just end, with no place to go but walk in the street on state roads, speed limit is 40mph, traffic moves at 50-75 mph, Rt 192

sidewalks end abruptly in many locations

Enfield has almost no sidewalks and a log of straight streets that promote fast traffic. In Enfield the traffic lights on Rts 190 and 220 are not pedestrian friendly (no walk lights). Downtown Middletown is very walker-friendly, including the walkways over the Arigone bridge and the River Road walkway which is closed to traffic for much of it's length.

FARMINGTON

Distance limits me from walking to town. No safe route along major roadways prevents me from biking to town.

Aggressive drivers. Speeding drivers. Inattentive drivers. Hostile drivers (blow horn, yell "get off road", etc.
no sidewalks

Crossing Plainville Avenue in Unionville is often difficult due to traffic, limiting access to the new section of the trail to Collinsville.

I live in the west part of Farmington; the area is defined by high-traffic streets with many commuters and major arteries. I often drive several miles to West Hartford to walk where there are sidewalks. You have to walk defensively anywhere in my neighborhood.

This state is so car-oriented. You need a car to do everything and there are no sidewalks in residential neighborhoods. I miss the trails by water and trails through parks and arboretums I experienced in Ann Arbor MI and Seattle WA.

GLASTONBURY

Along main roads (New London Tpk, Manchester Rd, Keeney St. Sidewalks nonexistent or stop/start
Hebron Avenue - too much out-of-control traffic etc, places with no sidewalks...

High traffic on main street

Main Street Glastonbury and South Glastonbury - Lack of sidewalks

Neipsic Rd - I live there, narrow, lots of traffic

no sidewalks on parts of neipsic, main, and other busy streets

Sidewalk on our street is on the other side of the road -- very busy -- dangerous to cross.

The traffic speeds on the back roads

Truncated sidewalks on Weir St., Forest Lane, Shoddy Mill Rd., Hebron Ave

I just live to far away from any stores or other destinations. Would live closer to downtown if I was choosing a house again.

the pedestrian walkways. All motorists know to stop at the three-way intersection between Hebron and Main. But there are three other pedestrian cross-ways (the post office, the Fox Run Mall and the assisted living center, and in front of Starbucks/ Pazzo's) and motorists act as if they have the right of way. Perhaps putting a sign that reads "State Law to Stop for Pedestrian in Walkway" will help.

Getting from east of Rt. 2 into downtown Glastonbury. There are no sidewalks on Hebron Avenue. Also, the intersection of Hebron Avenue and Rt. 2 is a pedestrian's nightmare.

Hebron Ave & Main St are both very difficult to cross. Griswold Street is much too narrow for pedestrians even with the sidewalks motorist often jump the curb to pass a left turning car on the right.

It is illegal to walk or bicycle across the Putman Bridge because it is a limited access highway, plus there is almost space to walk in so it would be dangerous to do so even if it weren't illegal. I live in Glastonbury and work in Wethersfield, not more that 2 to three miles apart, but I can't walk or bike because there is no legally accessible route.

Lack of sidewalks or paths. The ones that are there end all of a sudden at times. When there are shoulders they can barely accommodate a single cyclist. That is true in my home town as much as the town that I work in.

Sidewalks end on Main St. about 1/4 mile from my street causing me to walk Main St. on the road for my daily walk.

Downtown area - there are sidewalks, but drivers are not aware of how to react to walkers. Also, crosswalks are few and far between.

GRANBY

Cross walk right of way is ignored by drivers and not policed by police. < 2 miles of sidewalk and trail with many sidewalks ending with no destination. Walk lights are too short for walk and no count down for walker to know when traffic will be given green as in other locations. Cross walks need better signage and enforcement and education need much improvement. Most drivers do not know that the pedestrian has ROW in marked cross walk.

In Granby the main roads are state highways and motorists are traveling fairly quickly. For us there is no easy way to get to the stores without traveling those roads.

Few sidewalks with high amount and speed of car traffic. Feel unsafe walking on shoulder.

No continuous sidewalks to get in to town, have to walk alongside the traffic.

Roads are busy

Sidewalks are very scarce in Granby. New walking trail in great step forward.

There is a need for more cross walks [especially if the above actions are taken] The center needs a cross walk across RT 189 between the shopping areas on both sides. I understand that Bank St will be getting a cross walk but it took > 2 years to get to the point that destruction has started.

HARTFORD

Capitol and Broad; Farmington/Broad

City of Hartford needs to do a better job of keeping streets clear in winter

Crossing heavily-traveled streets

crossing streets in capitol area, particularly Capitol Avenue

Especially following snowstorms, Main St. north of Windson Street in Hartford is rarely navigable by foot.

1- the traffic signals 2- zone is a little dangerous 3- traffic too fast

highway bridges in Hartford are inhospitable to walk across

I live on a busy, windy road that is relatively narrow and with no side walks.

Lack of shoulder on side of road and fast cars that cannot see you because I walk on windy country roads

Intersection at Main and Pearl is dangerous. Cars frequently speed and go thru red light.

Limited lakeside sidewalk (except on north side)

limited sidewalks in town for teenagers to walk to and from school and downtown

too much traffic

Asylum/Farmington/Broad St intersection. Downtown to Asylum Hill

no grocery store near my house.

No Man's Land (Farmington and Asylum) Spruce Street Gold Street at the Lewis St. intersection

Not enough sidewalks on roads like the Berlin t/p

Snow and ice removal, especially when water pools and cannot drain into sewer system due to snow pile-up.

The state roads are the busiest and many are too narrow for walking or biking safely

Downtown Hartford is not easy or quick to walk around for the check reasons and "other" mentioned in question 4, above. Hartford's sidewalks are generally poor and not well structured. There's an almost immediate difference when one goes to W. Hartford, for example.

I spend time walking from the Farmington area (near Sisson) to downtown, Trinity College, and the Capitol. The 84 over/underpasses between these points are unpleasant and feel unsafe even in daylight. Unappealing streetscapes on Farmington, Park Terrace, and Capitol could be significantly improved to make them more appealing to pedestrians.

1) Too long of pedestrian lights at intersection of 84/ Capitol Ave. 2) Psychological barrier where the highways cross Farmington and/ or Capitol Ave. Feels dangerous, unsafe, cark. 3) Bushnell Park after dark

Near me, I really do not like walking by the Barnard Park area because I have been harassed (I'm female). There are tons of people congregated waiting for the bus, plus lots of the local homeless and addicts. It's not a very nice thing to go by, but it's hard to get to where I'm going in a reasonable way that avoids this.

downtown Hartford intersections around park; neighborhood crosswalks and signals on Farmington, Asylum, Whitney

Excess weight and joint pain mainly. I recall a lack of working signals downtown, especially at the northern edges of downtown Hartford. I would like to walk through Pope Park Highway from Hamilton Street to Park St. but the lack of a sidewalk plus the trash and isolation are deterrents.

Farmington Ave. block between Gillett and Sigourney. Individual loitering in front of the shops who catcall to pedestrians pose an actual/perceived danger.

Farmington Avenue from Broad Street to West Hartford city line.

going from the north end over to asylum hill and downtown there are a lot of large parking lots and huge streets to cross that are not designed well for walking

Getting down to the Berlin Turnpike, a shopper's dream, and being able to take a bus there and walk as much of it as I can.

Crossing wide streets or avenues. Some traffic signals not set up well. Poor lighting at night. Need more people on the street. Can't use the transit system easily. It doesn't criss-cross the town well.

I feel very uncomfortable and unsafe walking from Parkville to downtown because of the highway/train overpass, even during the day. The same is true for down park st towards main - the highway and the Save-a-lot Parking areas are frankly scary. I live near the empty lot on Farmington and Girard. It is not comfortable to walk near empty lots.

I really wish that Hartford and East Hartford would re-design their traffic patterns to let these cities take back their Main Streets & Farmington Avenue, as cars are too fast and the drivers are rude and dangerous. A lot of criminals drive around looking for a target, and if you are walking you become one. Also, a few local policemen set up in these areas would not hurt (there is never one around when you need one!)

I work at 79 Elm Street, at the corner of Clinton St. Drivers in front of our building move at high speeds and often don't stop for pedestrians in the cross walk. More cross walks are also needed on Capitol Ave., in the vicinity of the State Office Building parking lot. There a cross walk at the corner of Clinton St. and Capitol Ave., but there are no other cross walks between there and Wadsworth St. Many state employees who park in the State Office Building lot at 165 Capitol Ave.,cross Capitol Ave. It can be very difficult to get across Capitol Ave. there, especially without a cross walk. The buses that park on Capitol Ave.make it more difficult, because it is hard to see around them as you step out into traffic. This lot is used by many who ride on van pools.

In Hartford the stretch of summit street between zion and park terrace is poorly lit, pot holed and feels like an unsafe area to go through to get to Trinity College.

In Hartford, it the time of day and proximity. To work it is distance. i would use the bus more if it would run more frequently. it takes me an hour to get to work 9and i could drive in 15 minutes).

Keney Park, which has amazing landscapes. In addition, the missing links between parks and open space in various neighborhoods limit walking to short loops.

Main street Hartford from City Hall to rt 84. Drivers do not stop for turns on red, the run red lights, and lights often are not attended to quickly when there are problems

My job and shopping is out of walking distance. I could walk to take public transit except that our public transit system is horrible, a car is a necessity that I must pay for anyhow so I might was use it.

There are too few auto yield for pedestrian crosswalks and they tend to be ignored by drivers where they are... Drivers are not respectful of pedestrians, tale a walk in Northampton to see how it should be done.

There is a section on Fern just over the West Hartford border from Hartford where the sidewalk ends, but there are lines in the street which help.

Walking around downtown, the thing I am most concerned about is safety. I try not to walk alone late at night, and always feel like I have to be aware, which is uncomfortable.

Walking from Asylum Hill Neighborhood to downtown Hartford is problematic. It is difficult to cross avenues safely and it feels desolate at night and during the weekends when the corporations are empty.

Walking on residential streets near my house is a pleasure. Walking on nearby Farmington Avenue is not pleasant, even though that is where I often need to go,because it is dominated by automobiles.

We live in downtown Middletown, yet access to CT river (and Harbor Park) is almost impossible. There is a pretty park and beautiful sceneray there. Unfortunately, the sidewalk is scrace in any way one approaches the river (from Union St or Dekovian Dr). Second, to enter the under pass, one has to walk on the street. Third, the under pass is filthy and does looks safe (deserted). Fourth, the lighting system is weak in that area.

Wells & Whitehead Highway Crossing Main Street Asylum west of Union Station

Woodland/Farmington. This intersection is ridiculous. Cars come screeching down Woodland to turn right on Farmington, without even considering the possibility of pedestrians. I have seen people on crutches race across to avoid particularly ignorant drivers. Broad street/I-84 on-ramp, eastbound. Again, I have to fight the rush hour traffic to ensure I can cross - even with the walk sign. Cars looking to jump on I-84 rarely notice me until I hit their front ends or wave frantically at the walk sign.

High Crime area, so I do not feel safe walking alone. Also a lot of traffic violations in Hartford that go unnoticed and unenforced.

79 Elm street- reckless drivers run peds off the crosswalk, Farm. Ave/Asylum Ave from Woodland Ave to Union Station- speeding, aggressive hostile drivers. Lack of enforcement and awareness by local PD, esp. Hartford PD.

I would love to walk more often through the intersection of capitol ave and forest. It is crossroads between where I live on Asylum Hill and the Frog Hollow neighborhood, which has businesses that I frequent. But this intersection and the surrounding area is desolate and poorly lit.

The main road through town, Route 34 is unsafe for significant walking, There are two few sidewalks and no safe places to cross the road.

HEBRON

3 miles from house to stores. Too far to walk for practical purposes (e.g.: shopping)

Hebron has very few sidewalks, even in the town center. Rocky Hill has streets that are too wide and traffic is extremely fast.

MANCHESTER

Adams street and Center street traffic volume and speed.

Highland St where I live could use sidewalks and this would encourage more walking

We have a fantastic pedestrian light on the corner of Center St and Adams St.

Wherever there are no sidewalks and fast traffic. For example, Woodbridge street, North Main Street...

not sidewalks everywhere I would like to go - only some areas of town

Buckland Hills - automobile oriented from the genesis of the development

Buckland Mall area and roads to the west of the mall

Lack of sidewalks, even on main streets. Sidewalks not maintained. Broad Street does not have sidewalks along the whole street. In my neighborhood (Northeast Manchester) there are few, if any sidewalks on busy streets. The sidewalks and streets are very rough near even our parks like Center Springs Park and Case Mountain.

There has been a big improvement in recent years in pedestrian access on Deming Street, Route 30, in Manchester from Tolland Turnpike to Hale Road, the area where Route 30 crosses Interstate 84 and approaches the outlying commercial development associated with the Shoppes at Buckland Hills mall. But, unfortunately, the new sidewalks in this area are on only the north side of Route 30, while the logical walking route for many people, especially those coming from apartments on Oakland Street in Manchester to jobs in the mall area, is on the south side of Route 30. As a result, some pedestrians still walk in the street to avoid crossing Route 30 twice. Serious consideration should be given to installing sidewalks on the south side of Route 30 as well.

There should be sidewalks on the sideroads around Buckland Hills Mall so that you could walk if you wanted. (For example from Sam's Club to Borders)

Walking paths are not feet friendly and not enough room to walk with dog. Manchester is not bad but the speed of the traffic has worsened and sidewalks are not great. Need area for dogs.

Woodbridge Road/ Lydall ST has limited sidewalks and fast drivers Also the three way stop by the railroad on Woodbridge by the Y is very dangerous to cross as a pedestrian especially with kids

NEWINGTON

can't cross the Berlin tpke safely on foot or bike no sidewalks in neighborhood and traffic moves pretty quickly Cedar street from Berlin turnpike down to Central Connecticut University and Berlin Turnpike has no sidewalks Cedar street from willard towards route 9. My girlfriend lives up there and i would walk to her house more if i didn't have to walk in tall grass or in the road for over half the trip.

crossing Cedar st., wallard ave., mian st.

Crossing the Berlin Turnpike, walking down the street that comes out by Walgreens, it turns into 2 Rod hwy.

Crossing the Berlin Turnpike; sidewalks end abruptly; improvements needed for existing greenways

Distance to shops, downtown area, parks etc.

Long distances to destinations.

Berlin Turnpike and adjacent streets.

Berlin Turnpike in Newington is hard to cross.

no place to cross Berlin Turnpike to the other side where there are many stores I would like to walk to instead of driving. Sidewalk on Main Street/Louis Street does not continue to Churchill Park and traffic is too heavy without sidewalk

I live in a little neighborhood that only has access to the street by CT 175 which is very busy and there are no sidewalks for me to walk or bike on. Also, the crosswalk is also the green light for cars coming out of my neighborhood

section between Churchill Park and the Berlin Turnpike on Main Street; there's a missing link/sidewalk. Should have signals to cross the BTP.

sidewalks and crossing lights

The intersection of Main and Cedar St in Newington is a pedestrian nightmare. The walk signals are too short, and there is a ton of traffic. Drivers frequently make right on red without stopping.

The weather, no sidewalks, businesses are not centrally located except on the Berlin Turnpike which is not pedestrian friendly!!!! Speed limit is 50 mph. Imagine a car accident at that speed with pedestrians around????

There are a number of very busy intersections. Some have no sidewalk once you cross the road, so when you do get across, you are now at a busy intersection with no sidewalk. Specifically on Route 175 going toward CCSU and also going into the center of Newington, there is no sidewalk for a while on at least one side of the road.

Too much traffic at peak rush hours. High volume of cars means people are more anxious to beat red lights, less care taken. I'd like more trails to walk in town - less building - more greenways.

When I walk from my condo to the library, 2 miles, I have to cross Willard Ave. 4 times because of limited sidewalks.

Really would like our town (Newington) to get a trail connection to the Hartford rails to trails or river trail so we could access all the Ct. trails.

ROCKY HILL

Not enough sidewalks. I live in a residential area and need to walk in the street.
Busy traffic, narrow roadways with not enough visibility for bikers or walkers.
Route 154 has no sidewalks
We need a sidewalk on the Putnam Bridge.

The section on Old Main Street in Rocky Hill between Rocky Hill and Wethersfield. There is no sidewalk there and that route is popular to get to businesses.

SIMSBURY

I wish I had considered walking distance to stores when we purchased our house - what limits me is the distance.
lack of sidewalks on feeder routes to state routes
Need to have access to public restroom while walking and that, I know, is not always possible.
Relatively narrow, high speed and high volume two-lane roads (Rte 315 between Tariffville and Simsbury)
Route 315 between Routes 10&202 and Route 189 has high volume, fast traffic and no sidewalks.

ALL sidestreets and main roads throughout the town - no sidewalks exist. The only streets with sidewalks is the "downtown" area.

Simsbury Center straddles Route 10, and there are too few accommodations to allow pedestrians free movement from side to side

Getting from CT Blvd in East Hartford to Downtown Hartford to catch the commuter bus. Have to walk across highway exit ramp to get there.

I may occasionally walk for errands in the summer, and I'll ride by bike to the library. But in the winter, 1 hour each way is too far.

No sidewalks! You would think there might be some walking access within range of a commuter lot(sand pit lot off route 10)but no so I'm walking down the very busy/narrow shoulder route 10 to the bus stop.

Any through streets can be hazardous for walking or running due to lack of sidewalks and small shoulders. Extending the sidewalks to the entire length along route 10 would help, or a local bus along routes 10 and 167 in Simsbury

SOMERS

Almost anywhere out of the center of town, there are no sidewalks on narrow streets.

SOUTH WINDSOR

limited sidewalks, dangerous corners without sidewalks, sidewalks in poor repair

Main streets around the town as it is near the Buckland Mall.

no sidewalks outside of my immediate neighborhood

no sidewalks, narrow roads, fast cars, blind corners

Our entire town needs more sidewalks for safe walking

our town doesn't have sidewalks! You can't get very far anywhere in town

Rte. 74 - Ellington Road - has no sidewalks or width for safe walking or biking.

The Connecticut river has very few place where you can cross it. It might as well be a wall

Town Center- no sidewalks Buckland Road- Evergreen Walk- vehicles travel fast

Dart Hill Road, Sullivan Road Few Sidewalks

Where I walk the street (Rte 74) could have better shoulders to walk on.

Actually, South Windsor has a wonderful park - Nevers Park, which is just great for walking!

Avery Street has no sidewalks toward stores Sidewalks are poor on Kelly road and end at Vernon line when heading toward Vernon Plaza. Also difficult to cross Rt 83/30 intersections - no walk lights or crosswalks.

Better crossing over main roads, pedestrian lights change way too fast laeving you in the path of oncoming traffic!

Dart Hill Road - no sidewalks Avery Street - no sidewalk on part of the road No bike paths that lead anywhere, such as stores or parks

I live just off Clark St which gets more and more vehicular traffic every day. There are dozens of people who bike/walk this street every day with no sidewalks or paths and the possibility of a serious accident is becoming more and more of a possibility

If there was a walkway from Town Square to the Post Office and sidewalks leading up to the library, one could do a lot of errands on foot instead of in a car.

In South Windsor lack of paved paths and sidewalks, especially on busy roads like Pleasant Valley. No connections between many areas with sidewalks

Many neighborhoods have sidewalks, but none of them link to another neighborhood. There are no sidewalks from our neighborhood to the center of town or to any of the schools, parks, churches, and shops.

Intersection of Ellington Rd, Sullivan Ave, Buckland and Oakland - very dangerous to cross and no walk light. No sidewalks or even wide shoulder on Ellington Road.

Sullivan Avenue, Buckland Road, Ellington Road, and Oakland Road in South Windsor are very busy roads with sidewalks along only part of their lengths. Sidewalks are far more important on roads like these than on quiet subdivision streets.

There are no sidewalks to the center of town from our neighborhood. We don't have sidewalks to our library, church, parks, town hall, post office or school.

Windsor River Trail better cleaned and maintained. South Windsor more residential sidewalks and paved trail systems connected to each other

SUFFIELD

Crossing the Connecticut River is difficult. Route 190 between Suffield and Enfield has a pedestrian sidewalk on the bridge, but no easy access to that sidewalk section because there are no sidewalks across the sloped and/or muddy grass. It would be wonderful if this sidewalk could be connected to the Windsor Locks Canal Trail that begins on the south side of this bridge.

Route 75 South across Stoney Brook. Remington Street. If there were sidewalks, a person could make a circuit thru town, Mountain Road, down South Street and connect again to Mountain Road on Remington Street.

TOLLAND

Around most of town, except center
no sidewalks in Tolland

Route 31 in Coventry is very busy with not much of a shoulder

None. I have a dirt road and trails where I LIVE.

country roads dangerous for walking, no sidewalks, narrow shoulders, cars travel well above posted speed limits.

I would like to see more enforcement for cell phone use and inattention while driving in my town. I have had to jump out of the paths of these drivers on many occasions. I run and walk on the correct side of the road, always with a vest and blinking light at dawn/dusk. I could not be more lit up, and I have almost been hit in broad daylight on suburban streets. Accidents are on the rise motor vehicle vs. walker/runners, and it is due in my opinion to inattentive drivers.

Route 30 In Tolland and Vernon has no sidewalks, and Route 31 going south from the intersection of Route 31 and Route 30 has no sidewalk, no pedestrian signals at the I-84 junction, and too much traffic to walk safely in the road.

The town of Tolland is building up the area designated as the industrial park zone. This area could easily accommodate some and multi-use trails to relieve the walkers, runners, and bikers from using the dangerous traffic along Route 30, and secondary roads off Route 30.

I live less than a 1/4 mile from Tolland High School and often find myself DRIVING to the track to walk/run because the 1/4 mile walk is too dangerous due to speeding cars on Route 74 and Old Cathole Road. The Tolland Green is another area that would be a pleasurable walk if there were sidewalks.

Very difficult and unsafe to walk to and from Commute Lot off exit 67 in Vernon. There are no sidewalks and lots of traffic. After most recent big snowstorm, I fell several times trying to navigate the giant snowbanks.

VERNON

My apartment complex does a poor job of maintaining the concrete in cold weather. I have fallen just trying to get to my car - the parking lot was like an ice rink.

I catch the bus at exit 67 off I84 and in the summer like to walk from my home. There are no sidewalks under the hiway and it is dark in the Fall, Winter, and Spring.

I live along rt 83 in Vernon, and the sidewalks there are limited, end abruptly - often without the option of walking across grass (you have to walk in the street when there's no sidewalk), and are often only on one side of the street. I work at Wapping Church in South Windsor. There are many places of business within walking distance in the former "Wapping 5 Corners" intersection area, but either I drive, or I just don't go at all because of the complexity of dealing with that intersection on foot.

WEST HARTFORD

Albany Avenue when the sidewalks are covered plowed snow.

Around my school CCSU in New Britain I wish there was more sidewalks and bike friendly roads.

Bishop's Corner - totally car oriented

Bishop's Corner and Corbin's Corner. West Hartford Center is great, but you have to drive everywhere else Bishop's Corner area. Pedestrian buttons for lights help, but inherently not foot-friendly.

Certain neighborhoods between West Hartford and Downtown Hartford

Crossing Farmington Ave near Main St West Hartford- intersections are too wide in the center.

Down town West Hartford is terrible for walking

Farmington Ave at Main, Mountain, and Trout Brook

from Farmington Ave to West Farms Mall

Getting into downtown Hartford, i.e Farmington Ave, Capitol Ave, the link from West Hartford, to the inner core.

Getting to shopping areas requires walking along very busy, noisy streets. Otherwise, my area isn't too bad.

Glastonbury Boulevard

I live 1/2 mile form WH Center but do not walk there becuae all the traffic makes it unsafe.

major intersections -Trout Brook Drive, Albany Ave

Mt Parnassus Rd No sidewalks. Must walk on road

I live in a neighborhood with no sidewalks on a fairly busy through street. I would like to see side walks

i live near bishops corner and it is very difficult and dangerous to cross the intersection and the parking lots

I live near West Hartford Center. It is perfect for walking.

lack of sidewalks on busy winding roads

north main street between Farmington and Albany avenue

west farms mall

Bishops Corner area

WestFarms Mall & Corbin Corner
Rt 4

South Main and Boulevard, South Main and Farmington, sidewalks in the neighborhoods around Webster Hill.

Intersection by Hartford RR station - inattentive / rolling-stop drivers. Intersection at top of hill by Hartford Insurance.

Crossing at crosswalks on Boulevard - cars do not stop or yield to pedestrians. Mountain Road has no sidewalks or bike lanes so it is dangerous unless you are in a car. There are not enough crosswalks on Farmington Ave.

Lack of sidewalks on Mountain Rd., Fern Street, Albany AV. Also, lack of enforcement of ordinance requiring sidewalks to be kept clear of snow.

Long waits for traffic lights at Albany ave and Trout Brook and at Asylum and Trout Brook. Too many motorists are not attuned to walkers, and are not careful. I live near very busy roads that are not pleasant for walking as the traffic is so noisy, e.g. Trout Brook Dr. The lack of sidewalks makes walking dangerous on New Britain Ave by Westfarms, and Corbins Corner, and on Bloomfield Ave and Simsbury Rd, near the Jewish Community Center and Univ of Hartford.

My town is pretty good. It's downtown Hartford that's not. I try to park very close to where I'm going when I travel there by car, since I don't always feel safe walking on deserted streets by parking garages or get lost going from a parking garage to my destination. And taking the bus into Hartford is difficult because bus stops aren't well marked and there's no circuit bus to get around within downtown. Have you tried to read those maps and schedules lately? By comparison West Hartford center where I live has great one-stop destination parking that is conveniently located and affordable from which I feel confident walking all around the center, and now there's even the new trolley that does a "downtown" loop. Good work.

North Main St (from Fern st to Albany Ave) - too close to rd, no shoulder and speeding cars Farmington Ave in WH center - walk lights too long Bishops Corner - no simple ways to Albany & N Main, no crosswalk N Main and Walgreens parking lot

Right in front of my house the sidewalk ends. you need to cross the street to get to the sidewalk. This seems to be common in a lot of towns.

South Main Street between Sedgwick and Farmington Aves. Traffic moves very fast, lanes are narrow and drivers are inattentive. I am surprised there have not been more fatal accidents here.

The walk from West Hartford center to the bars and restaurants on Lower Farmington Avenue feels unsafe after dark and any walking in and around the center along Troutbrook, Park, Main St., and Farmington Avenue is intimidating due to the volume, velocity, and disregard of automobile traffic.

Where I work and live (Hartford, West Hartford), there are relatively few impediments to walking, though additional transit service would always be helpful. On the other hand, when I visit family in Avon and Farmington, the lack of sidewalks and paucity of transit options make it necessary to rely on an automobile and keep me from walking as often as I would like. Neither of the homes I visit in these towns are located on a street with sidewalks. Though I am motivated to walk with my dog during these visits, I am forced to travel by car to more pedestrian friendly areas to go on walks.

WETHERSFIELD

main, state roads too narrow

No sidewalk on Ridge Rd. @ Jordon by goodwin park in Wethersfield/Hartford. No Sidewalk on Dale Rd Wethersfield.

Snow that is plowed on to the sidewalks and/or never shoved off

traffic, lack of enough sidewalks/bike paths

Wethersfield is a good place to walk. Lots of flat areas with good sidewalks.

Not too many - some intersections are very busy and even when the walk sign is active, drivers tend to turn on red regardless. Also, at marked cross walks that cross our recreational trail, motorists don't stop for pedestrians.

I generally only walk in Old Wethersfield, and it is pedestrian friendly. That is the main reason I moved there!! I often walk to places like Town Hall across the Silas Deane, but the crosswalks are easy to use.

Wethersfield is one of the better places in the area to walk, however, people still don't maintain their sidewalks. I feel they should be fined if they don't shovel during the winter months.

WINDSOR

Broad St. ped crossings, very dangerous.

Windsor Avenue.

would like to see river trail extended from Windsor to Hartford

international drive windsor ct

SIDEWALK;PATHS

Kennedy Road

Hills, no sidewalks

NOTHING LIMITS MY WALKING, JUST NEED TO BE CAREFUL

poor conditions of sidewalks and roadways

The missing link bike/walk path between windsors path and Hartfords River path.

Upper East Main St., Meriden

Poquonock Ave. (Rt. 75). There aren't any sidewalks which gives walkers a very narrow area.

Downtown Windsor is very busy, with many streets and driveways/business entrances. The sidewalk under the railroad bridge on rt.159 is often poorly maintained during the snow season.

I walk every day, rain or shine at least 2 miles. The only unsafe impediment to my walking is during the winter when people who live on rte 159 fail to shovel their sidewalks. I sometimes am able to climb over the snow banks but if it's too light I have to step out onto the busy street. I wish that snow shoveling was enforced in our town. There are some households that never shovel their walks so it's not a question of waiting a day or two.

It is dangerous and difficult to cross Route 20 by the airport and get to the other side to get to work. I have to wait until a car comes to trigger the sensor to change the light, or cross away from the light (which is more dangerous) when traffic is light - because it may take 10 minutes for someone to come out of the side street and hit the light trigger, so I can cross.

My street. Fast cars, neighborhood. I get out of work at 5:30 and too dark to walk. When there is daylight longer I drive to the track but it is not always available.

River Street between Kennedy Rd. and Poquonock Ave. There are no sidewalks on the part of the street closest to Kennedy Rd. The steep hill just past Pebblebrook is full of uneven pavement near the side of the road, drivers rarely follow the speed limit, there was an accident on this part of the road the put 2 teens in the hospital with

serious injury. This area of town does have a path through the woods that is not taken care of at all and is completely unusable at dusk or in the evening due to the rough terrain and lack of lighting in the area.

Rt 159 from Pierson Lane to Windsor Locks town line Rt 75 from Pigeon Hill to Route 20 Rt 305 from Brewster Rd west to Blue Hills Ave Day Hill Road corridor Rainbow Road from International Drive to Rt 75

Speeding motorists ignore pedestrians standing in the street on clearly marked pedestrian crossings and cause rear-end collisions with attentive motorists who do stop for pedestrians. The Day Hill Corporate Area probably has tens of thousands of employees and few options for walking, forcing employees to walk in the streets which become narrower in winter.

The Day Hill Road Corridor - sidewalks are slowly emerging, but where sidewalks weren't required, you see a lot of people walking on roadways that could become potential conflicts with automobile traffic. Also along Poquonock Avenue, particularly underneath the I-91 exchange.

Upper and Lower River Street and the interruption of the River Trail which should be completed from Northwest Park in Windsor into Hartford.

We lack police presence on our recreational trail. The trail near the high school has become a hang out for teens after dark. It's too risky walking alone.

Around Windsor it would really help to walk and bike if roads were built with bike paths or at least wide/uniform shoulders. I try to use RT 159. The traffic is not too heavy, and the easy inclines make for good walking and biking. However I don't feel comfortable using this road because: speed and traffic enforcement is spotty. Drivers exceed the speed limits, pass in no passing zones and pass on the right even when it means they must drive on lawns. At certain spots on this road the shoulders are wide and as a pedestrian I can keep fairly clear of the travel lane. But in many spots the shoulder disappears almost entirely and I have experienced several close calls, even as I try to walk on lawns instead of the roadway. If there were a formal bike way on RT 159 I'd probably be able to bike or walk to work several days a week. As it is, when I do want to walk I have to drive to an off-road trail. It's good for exercise, but means I am still using my car and gas.

Windsor does not have bike lanes along any of its roadways. Windsor should develop a master bike lane/walking path plan. I would like to see bike lanes incorporated into all road improvement projects, sidewalks along all major roadways, and the pathway along the CT river extended South to the Hartford line and North to Windsor Locks. Windsor should consider dedicating its portion of CT lottery money to fund those efforts.

WINDSOR LOCKS

Sidewalks are in dire need of repair. Uneven and bumpy, which is a great trip hazard.

Route 75 and Route 159. We need more sidewalks and slower traffic. People driving (especially on Rt. 75) ignore lights and pay little attention to anyone on foot or on bicycle.

rte 75. sidewalks don't connect, many businesses, restaurants without sidewalk access. Busy state rd w/hotels, motels, restaurants and poor access for pedestrians.

Tell us more about anything that would make walking easier for you? The following comments came from frequent walkers. There are additional comments from infrequent walkers listed separately below this section.

All bridges should have pedestrian crossing available.

Anything to slow down motorists...

Asphalt for walks instead of cement. Easier for walking without hurting bones.

Connection of walking and biking paths throughout the Town of Windsor.

DOGS not being in control of their owners, on road and rail trail.

Need state mandate for biking/walking trails and mass transit everywhere.

Sand not cleared from pavements in the winter.

just places to park and completed walk/bike paths

Sidewalks have lots of glass, debris. Not too great for running.

Walking clubs / Organized walks

Walking connectors between malls in town

Trails are great but for safety one should not run alone in a large park, this is basic common sense.

I would like to see a safe, designated bike path in the Tolland area

many suggestions for trails/paths along the river

1- more bright lights at night 2- more pedestrian crossing with flashing lights 3- more clear light crossing signals at an interseccions

a well thought out plan to build /expand on existing off road biking /hiking trails and serious brainstorming sessions on ways to improve walking /biking transportation with puplic participation.

Additional safety and police monitoring. More racial diversity, and more restaurants/bars/coffee shops that encourage pedestrians. A better mix of cheaper restaurants in addition to the many high-end restaurants forming downtown. Fewer open parking lots and better space usage. More reasonably priced on-street metered parking.

Benches. This is also what I hear from a 67 year old friend who walks and uses public transit. I need to get around more and see what other cities have. Also, I haven't run in a few years.

Change the pedestrian signals to change with the lights, not having to wait 3 cycles to be able to walk. Can you PLEASE do something about the lower Farmington corridor? Landscaping and pedestrian bridge? Get rid of the awful artwork and signs at the train station and emphasize its historic architecture? Shoot, just unearth the Park River and bury the highways.

Connect Riverfront ReCapture multi-purpose trail from Hartford to Windsor Ctr Riverwalk Create connection from Farmington River Trail in Granby east through E. Granby and to Windsor

How about improved public transportation? It is a disgrace to have such limited options. For example, what about service to UConn-Storrs? Or improved weekend service? These are the reasons graduates (including myself) will leave the state.

I want to emphasize again what an asset the Greenway is in my life. Riding my bike on the Greenway is one of my favorite activities. I moved here from California 2 years ago and miss the yer-round outdoor weather, but we did not have a bke/pedestrian path like the Greenway near where I lived in California. The Greenway is the best thing Connecticut has to offer in my opinion. I'd love to see it extended. I may try using it to commute to work starting in Spring 08.

Some cities are starting programs to make bikes available to borrow or to rent for a nominal fee. A person using a bike needs a credit card for a security deposit, and there is an initial period when you can use the bike for free. I saw a news report that this is happening in Paris, and that several American cities are looking at similar programs. Why not look at this in Hartford?

Pedestrianised areas - Glastonbury would be ideal; ban the car, force people to walk. It's as simple as that - make people do it.

I would like to see more information disseminated about HOW to walk in traffic when no sidewalks available-and this should be stressed with teenagers and groups - WALK FACING TRAFFIC!! Also pedestrian crossings enforced so pedestrians don't have to run across these as they do in my town.

I will drive to a walking destination (MDC reservoirs in West Hartford) so more similar trails would be nice.

It would be nice if there were designated "walking leaders" available downtown, near St. Francis, or at the Hartford Seminary who would lead daily walks at ~ 12:30pm. Perhaps this could be a pilot program to encourage employees to walk daily.

It would be nice if there were bike paths all over town or connecting to other towns - a safe path. Also a safe place to walk especially on Rt. 75. There are no sidewalks at all and people who need to walk from one location to another or even to a bus stop are endangering themselves by walking near the road.

More downtown Hartford residents, who are encouraged to live and work in the city. Improvements in the city's planning, so there's a grocers or food coop so downtown residents won't have to drive to the suburbs to food shop and make the city more attractive for residents of all ages. Affordable housing in the downtown area to encourage diversity (not just ethnicity, but social as well.) And a huge improvement would be to create a walk-able arts district with a funky edge to make the city more appealing and less frightening to suburbanians.

More off-road walking/cycling paths, or cycle lanes. State regulations that make spending on bike/pedestrian infrastructure on all road works projects!

Narrower streets, wider sidewalks, roundabouts that slow automobile traffic and facilitate pedestrian crossings; intersections that put cars and peds on the same cycle, eliminate right-turn-on red.

Pedestrians are just as guilty as drivers: ie: cyclists riding into the traffic and runners running with the traffic. Drivers think that cyclists belong on sidewalks. Much of the problems stem from lack of knowledge, understanding or total disregard for safety.

People do not shovel/clear ice and snow from sidewalks. I think this should be enforced, as it forces walkers, runners, and children to walk in the road, or risk falling. Too many people don't pick up their dogs' waste.

Provide better, more recent maps of railways and trails. Have them available online and also have parks and rec dept employees knowledgeable on them.

Require public sidewalks for all developments. No more gated communities that have sidewalks only once inside the gate.

There should be sidewalks available within a 1 mile (preferably more) radius of each school to encourage safe walking by students.

Neighborhoods with sidewalks are more cohesive and invite exercise, casual greetings and conversation, and neighbors looking out for neighbors. A neighborhood where no one walks is less safe. I have lived in Hartford and liked very much the ability to walk in the neighborhood. Often the neighborhood had people who liked to sit outside and keep tabs on what was going on, contributing to the feeling that you could walk safely outside. Traffic rushing past just doesn't give you any feeling of safety. The people in my neighborhood who are elderly are afraid to walk on any street such as South Road, and if they walk they have to go inside, to Westfarms Mall, or to a fitness center somewhere. Walking is free and should be the exercise of choice, for the elderly as well as the rest of us.

Tell us more about anything that would make walking easier for you? (infrequent walkers)

A pedestrian/bike lane on the Putnam Bridge.

On Route 17, either a sidewalk should be installed or, at the very least, the margin should be widened. pedestrian access to Canal Park, Rte 75 to downtown, across river and canal rails to trails is good but it doesn't connect most of our town, only through the center would love to see the bike trails near Manchester community college linked to the river park areas.

bigger tree belts and sidewalks on smaller state roads, with tree plantings, but the state will not install sidewalks, per it's rules.

Consistency in cross walk signals at intersections. Some automatically indicate you can walk in the same direction as traffic (like New York City). Some make you push the button but then only have you walk in the direction of traffic. Others make you push the button but then stop traffic in all directions simultaneously (like Northampton). I favor the last one but really just would favor consistency. Makes pedestrians feel safer; they know what to expect.

Extending the sidewalks to the entire length along route 10 would help, or a local bus along routes 10 and 167 in Simsbury.

most shopping/strip malls are setup as islands unto themselves which prohibits folks from parking in one spot and walking to multiple shops. So what you have are folks that park/shop then drive to the next strip mall park/shop etc. In Addition, limit the number of drive thru lanes for banks, folks should get out of their cars.

Need more accessible and well kept bike racks. Need the transit to be more frequent so you aren't waiting so long for the bus plus a better transit system for crossing the City. Currently, it could take over an 1 1/2 hours to get from the west side of the City to the South End or North End. Too long.

The city lets the property owners "dictate" that they don't want sidewalks---because the property owners do not want to pay for sidewalks.

Our town seems to be doing a better job of repairing and putting in more sidewalks, completion of the last 4 miles of the ECGW would bolster more bicycle travel in and out of town

The Connecticut River Trail should be connected between Windsor Center and Hartford, and eventually Northwest Park.

The Windsor River Trail is great. As I mentioned in my comments above, I want to strongly encourage the inclusion of at least bike paths in any road construction or rehab conversations.

we need wide sidewalks on bridges, walker-friendly lighting that is both brighter and shorter and perhaps even beautiful (as in some parts of Philadelphia), and cross-town or circle-town buses (as in every other city I've ever lived in! except Hartford).

When I lived in England, there were paths (trails) through the countryside that ambled all over, even through people's property. You could find a new place to walk every day. When I moved to CT, I looked hard for bike/hiking trails in my area and kept finding them overgrown or taken over by large industrial plants...

ATI Survey – Summary of comments from bikers:

Survey respondents were given several opportunities to add further comments. Here is some of what **bicyclists** said. Comments listed are representative of the responses, except in the section where we asked for specific issues within your town and region. These town and region based comments are largely unedited. Some comments have been moved to be under the heading that makes the most sense.

Experienced bikers made comments that show they have overcome barriers...

these comments were culled from the different open ended questions in the survey.

Any opportunity I have to ride, I ride.

Not much stops me from riding when I want to, however all of these issues impact those who ride less.

I bike 4-5 thousand miles per year

I ride year round in all weather and have for 11 years

Thanks for bike racks on buses.

I have great lights and clothing, so I try to ride as often as possible.

Commuted for over 20 years. It's not that hard to do.

Unfortunately, after wearing a bike helmet my hair gets sweaty & matted - this has prevented me from biking to work. I'm growing my hair so I can put it in a ponytail, with the plan of starting to bike to work in the Spring.

I ride to work and home in the dark part of the year and my biggest concern is making sure drivers see me. I use multiple lights and reflective gear.

Other cities/communities were given with examples of what works there...

these comments were culled from the different open ended questions in the survey.

When I lived in **Seattle**, I used to bike to work, to the university, to the stores, etc. Here, everything is too far away, or there are no places to lock your bike, even at my gym!!

Why no bike racks on busses. When I lived in Washington state I rode my bike into downtown Seattle for work, then put my bike on the bus on the way home. Can't do that in Hartford!

Public awareness and a greater respect for bicyclists. **Amsterdam!**

<http://www.youtube.com/watch?v=qk6YxhKH590>

When I lived in **England**, the bike community built trails that enabled you to ride your bike to any town you liked, even if it was far away, with limited need to go onto main roads. I wish there was something like that here.

We should stop support sprawl, stop widening roads, implement traffic calming. We should visit, studying cities where bike commuting is successful, **Portland OR** comes to mind. DOT needs to be part of the solution.

Dedicated bicycle lanes wherever possible on existing roadways; bicycle lanes included in all future street and non-Interstate roadways (i.e., **New York State's** dedication to bike-safe travel on all state routes

build cycling infrastructure, and they will come! Use **Copenhagen** as an example. City bikes is an option when the city becomes more cycle friendly.

On trails, bikers to the right; walkers to the left. This avoids "collisions". They have signage to this effect in **Rhode Island**.

When we went to **Paris** for the first time this summer, we were amazed to see people biking all over the city, and using many of the bikes available for "hire" at different locations around the city. The key thing is relative light traffic (due to the Metro) and especially very wide lanes for bikes. You feel safe in those lanes.

Quebec's bike trail system is an amazing model. Where they could not put in separate trails alongside of roads, they created a barrier system between the bike lane (which was painted on the street) and the cars. They had large, red and white posts - almost like permanent construction cones -- between the bike lane and the cars. I never felt so safe riding on a street in traffic in my life!

I was blown away at how wonderful it was to bike in **Washington DC**. The bike path system there is fantastic. I would love to see something like that in the Hartford area.

in **philadelphia**, there are bus lanes (in which the cars are forbidden) that double as bike lanes. The lane is clearly marked with a diamond, the word bus, and a picture of a biker. While hartford is smaller, and has smaller roadways, and fewer buses, a similar set up could be created for rush hour. Additionally, the highway could use the break-down lane as a travel lane during rush hour (as I-95 in Boston does). This would keep traffic on the highway and off the streets. Since we have an unsightly highway running through the city, we may as well use it to the fullest.

More storage facilities, Better access to bring bicycles with on buses and public transit, a better public transit system with bike parking at the stops and stations, better maps (bikeportland.org), City Council finding ways to encourage more bike riding and make Hartford more bicycle friendly.

We need to take more examples for construction of biking paths, connections & utilization of roads from areas like Seattle & **Minneapolis**.

I noticed that larger cities like **Chicago** and **NY** have done a good job of engaging people of color in this movement; I wish that Hartford would make the same effort.

More informed drivers, and make them totally responsible for bicycling safety (like **Holland**)

Bike paths! Think outdoors! Think of **Nantucket** and other welcoming communities!

Our town does have sidewalks, but technically they are not to be used by cyclists. I would like to see bike lanes as well as a bike path location just for recreation. **Cape Cod** has several biking/walking paths. They are off-road and safe. They are in park settings where everyone can enjoy nature and relax.

Cycling is the most obvious alternative transportation. I believe you should look at other major cities and see what has been tried successfully and copy them. This is not a new topic and there are plenty of examples out there: **San Francisco, Boulder CO, Portland OR, NYC**. The research has been done; just follow programs that worked. Also: Busses with bike racks. Train cars with bike transport!!

London (UK) was able to set up bicycle routes for people to use to get to work, even before the traffic restrictions to Central London. If a huge metropolis like London with its snarling traffic can do it, so can any city.

We are a car obsessed culture, many drivers exhibit aggression towards cyclists, nowhere to safely park and lock our cycles. I wish I were a commuter in the twin cities or in Portland, OR or **The Netherlands**.

Check out what **Ft Collins, CO** has done for recreation, biking and walking by using their portion of lottery proceeds to fund the projects.

The remainder of the comments are organized by survey question:

How often do you bicycle? Respondents were given specific purposes for bicycling. (work, exercise) They were asked to say how often they bicycle for each reasons (daily, weekly, etc.) Then they were given the opportunity to comment on other reasons they bicycle:

Before I retired I biked daily to work, 10 miles each day
Bike races
Distance cycling on weekends - out of state (North) much more pedestrian friendly!!!
For vacations
I also bike to as many town events as possible.
I like to ride to the theater, restaurants, bars, and generally all over Hartford as well as New Britain.
I spend time testing experimental equipment.
I would bike to work every day if I lived in Hartford.
I would love to ride my bike to the bus stop (Exit 67 off I84) but there is no safe place to leave my bike.
Library, meetings at town hall
Long distance touring
Mountain bike
Part way to work
Social camaraderie
To go to appointments, lunch, etc. To go to different towns for meetings, etc
To the library, to church.

Where do you ride? (roads, bike lanes, etc.)

Mountain biking/in the woods
Grass that is not sidewalked
Gym/stationary bike
Only very quiet streets in my neighborhood.
Back roads with little traffic

What personal and environmental factors limit you from bicycling more often? (frequent bikers)

Avon Mt.
I bike year round and the snow removal seems to only be concerned with clearing way for autos on the street.
I was a bicycle commuter until I was run off the road on Rte 44
Road glass
The only thing that limits my biking to work is kids sports schedule, doctor appts
I have had drivers 'play chicken' with me or wait until they're right next to me and yell and honk their horn to try and scare me. or, they pass very close to me as I ride. If I swerve it's all over! *Many comments concerning motor vehicles/drivers.*
My condo complex only has a few garages, and I was not lucky enough to buy a condo with a garage. So, I kept my bike outdoors until November, when the wheels froze to the ground. If the complex could be convinced to build a bike shed, I could ride my bike for errands - like during the January thaw we just had -- instead of waiting for spring.

What transportation system factors limit you from bicycling more often? (frequent bikers)

I would like to see more bikes on the road so that I and my fellow road users don't see my bike as the only one. The absence of bike racks anywhere in the city poses a problem - the region needs a program to install these. If there were bike storage at a commuter lot, I would ride my bike even in more inclement weather. Plows snow-in the road shoulders, and then sand is not promptly swept, ends up in the shoulders. Insane drivers have NO idea about the rights of cyclists on the roads...passing too close, etc. Main roads have no design for bicycles riders. I ride on them but won't bring my kids...unsafe Buses lack the ability to carry bikes.

Lack of secure bike storage/parking is a huge issue. Consider the library in Hartford, where the bike rack is out of view of the security guard. Consider the movie theater on New Park Avenue - no place to lock the bike. I would love to see more of the bike lockers: plastic lockable "garages" for bicycles. At the very least, I'd like to see more bicycle racks in well-lit areas where people associated with the business have a view of the bike rack.

Most secondary roads in Connecticut (and New England in general) were constructed solely for sparse slow usage and now stand overwhelmed with high speed traffic.

Our transportation structure simply does not support cycling enough. While improvements are often made in certain locations, the routes or paths aren't connected and there are not enough of them.

If the ferry isn't running, you can't cross the river in Glastonbury or Hartford by bicycle (legally or safely). The Portland bridge is the nearest option. There are no road signs preventing cyclists using the roadway of this bridge (as opposed to using the sidewalk) but it is dangerous to do so: motorists have little or no consideration for cyclists. *many comments concerning crossing the CT River.*

Barriers are crossable but many of the freeway overpasses have poor or no sidewalks and are dangerous to bicyclists because of visibility issues.

No bikes on Amtrak, and a hassle checking bikes on airplanes, crossing the CT River *several comments regarding trains/Amtrak*

Glass and other dangerous obstacles in the street are a hindrance when cycling. sweeping debris and sand - esp in the spring

What improvements would you like to see? (frequent bikers)

I would like to see inner city riders engaged more, if riding were to be marketed as "cool thing to do" interest may increase. Also, be marketed as something that is "possible" for inner city women to do. Many women (of color in particular) do not see riding a bike to work as a possibility for many reasons (appearance, hygiene, single parent, lack time or desire etc.)

a system that allows me to call in a license plate of misbehaving cars. for example, there have been times when cars try to hit me, or aggressively honk their horn right behind me, or throw something at me. Sometimes I can get a plate number, but I really don't know what I can do with it.

Actually, a public campaign is needed to educate ESPECIALLY MOTORISTS and some bicyclists about the rules of the road. I can't tell you how many times I've been yelled at by motorists to get out of the road, get on the sidewalk, etc.

REFORM CT DOT!!!! Educate town personnel. DOT needs to be part of the solution. Much more active bike safety/rules-of-the-road training for children. (START EARLY!)

PLEASE ENFORCE THE HAND-HELD CELLPHONE BAN FOR MOTORISTS!

At congested intersections make sure the cyclist has adequate sight lines to vehicular traffic.

Better Bridge access across CT River *many river crossing comments*

Porta-potty's at more trail heads

Bike crossing traffic lights so I do not have to cut across lanes to get to turning lane.

Bike paths - but not particularly multi use paths. Walkers are a problem to cyclists

Build the Connecticut River Heritage Trail along the river from Suffield to Saybrook

car barriers alongside a street bicycle lane.

Designate specific roads for cycling and paint them accordingly.

Mass transit with storage space for bikes

More frequent removal of roadside hazards: glass, sand, debris

More Share the Road signs

No ferry tolls

better marking for bikes to get across the ct river in hartford. there is only one sign for the charter oak bridge, and its in a place that you will already be there when you see it. there should be some signs directing you to it. also a way to prevent mopeds and scooters on the bike/walk path on the bridge. also a way to access the bulkley bridge from the riverfront to make a nice loop. legal access on the railroad bridge would be nice too!

Bicyclists should be held to standards of road use (but also educated on standards, as the bike route maps in philadelphia do). If drivers become accustomed to seeing bikes on roads, seeing them in similar locations (i.e. the shoulder or the bike lane, and not on the sidewalk), and using the rules of the road and not of pedestrians, the drivers are more likely to be safe and courteous with the bikers. However, that also means that drivers should be accountable for if they use the bike lane as a turning/driving lane, use half the bike lane to swerve, etc.

The region needs to invest in alternatives to the automobile on the same scale it does in roadways and maintenance of auto-related facilities like parking lots. We need slower traffic, dedicated bike lanes, a connected regional trail system, better bike storage facilities, and an educational campaign to promote the healthfulness and fun of bicycling to work and for errands.

Connecticut simply stands as a bicycle hostile state. We need everything but a good start would be the three foot clearance rule (law) used in several states.

Cyclists should not be forced to ride in "outer" lanes - that instills the the idea that cyclists don't belong on the roads - as some obnoxious motorists believe.

education of cyclists is critical. Cycling on the road is much easier and safer if you know what you are doing. many do not.

MOST IMPORTANT: Educate drivers! They don't believe we belong in the street and are often hostile to me when I obey traffic laws on my bike.

Narrow the auto lanes to the minimum. sign the best routes to the FVT from other locations. Add secure storage for bicycles at all possible destinations. Add showers where the destination requires dry clothes.

Police need to enforce laws, even parking laws. Buses need to receive education regarding bicycles in downtown Hartford and the area.

Require ALL licensed drivers to learn about sharing the road with cyclists before allowing them to obtain a license - even those transferring their license from out-of-state.

Tell us more about anything that would make biking in your Town/City easier for you. The following comments came from frequent bikers. There are additional comments from infrequent bikers listed separately below this section.

AVON

Better routes using rail lines or other right of ways off of roads
Make school more available for kids to bike to school. I know 2 of our 4 school are not at all bike accessible.
More bike routes to local retail and food establishments

I have to go over Avon Mountain. I won't cross it on Route 44 because it is too dangerous. I wonder if that prevents others from biking to work who don't have other good options. I use Rt. 4. The shoulders in and around Farmington, say from the Bridge near the sewer treatment plant all the way to UCONN Hospital are pretty slim. I worry most about getting hit there, since people are starting to speed up to highway speeds as they approach I84. Motorists need education on cyclist rights on the road. Why do motorists NOT have to pass drivers tests (even if only written) upon renewal? We make them do emissions evry year...but don't care whether they are incompetent drivers? Makes no sense.

Rt 4 in Farmington around the Rt 10 intersection needs to be more "bike friendly"; Htfd does not do an adequate job maintaining roads and many roads do not have adequate shoulders

suggest linking schools, health/fitness and environmental and transportation orgs. to come up w/ win-win collaborate solution

The biggest change I would like to see is more bike lanes or wide paved shoulders on roads to make it safer to bike.

Cars do not stop for pedestrian crossings and police do not enforce the law. There will surely be more serious injuries in teh Farmington Valley due to this.

BLOOMFIELD

Better road construction toward accommodating cyclists
The suggested bus route would make riding the bus (with my bike) to work much more possible and appealing. We need wider shoulders, esp. at major intersections. Day Hill RD in Windsor needs bike paths!

Cyclists remain in the stone-age with regard to infrastructure, laws and vision for the future at the legislative level. Six dollar-a-gallon gas will arrive in my lifetime. In the meanwhile, our state government has completely failed to integrate green transportation requirements into our main cross-state commuter infrastructure. State legislators should make a nationally noticeable gesture by permanently exempting sales tax on bicycles and accessories. We will never have bike-ways and great cooperation from state and local lawmakers towards this effort. Let's revisit our historical strengths of innovation to advance bicycle transportation technology by providing significant incentives for ergo-motor researchers, builders and retailers.

In Bloomfield, bike path between Metacomet School parking lot and the Town Pool would help link the east side of town with entire Park/School complex and the town center.

Unfortunately, there a few cyclists who make a bad name for law abiding cyclists, but there is an overwhelming majority of motorist who are aggressive towards cyclists. Motorists who yell at cyclists, cut them off or throw things at them.

We need more bike lanes marked on roads and streets. Also, I would like to see more educational efforts aimed at car/bicycle safety.

BOLTON

Wider shoulders. More motorist awareness of cyclists and pedestrians.

CANTON

Being able to access Rt 44 businesses more safely by bicycle.

Very limited river crossings in or near Hartford

Better connections from road to multi-use paths.

In order to cross the intersection of Canton's East Hill Road and Rt 44, a biker has to pull off the road and walk about 20 feet to the traffic light button, which for some reason is nowhere near the intersection. Then the biker has to race back to the bike to be ready for the green light. Cross lights and intersections need to be designed with other users than just drivers in mind.

Please add a wide shoulder to Route 44 through Canton!! Why wasn't this required when the road was widened for the Shopping mall? There should be better planning for safe bike and walking facilities to shopping, restaurants, schools, etc.

The space between fog line and road edge or curb should be at least 3ft for safe bicycling. The main roads in Canton are far from adequate.

When will Canton - West Simsbury Farmington River Trail be completed? Any chance of removing snow from Rail Trails for winter cycling or will X-country skiers veto?

EAST GRANBY

Add or widen lanes on all state roads, especially hilly areas. More commuter lots for partial rides to/from work.

EAST HARTFORD

AS identified above, wider shoulders and off road or paved paths to provide safe biking routes.

Definely need bike racks at public buildings, public spaces, and shopping areas.

Education and enforcement for both cyclists and motorists is critical.

I WOULD LOVE TO SEE THE BIKE PATHS EXPANDED AND MAINTAINED BETTER. THE PATH FROM SILVER LANE TO FORBES STREET IN IN TERRIBLE SHAPE. CONNECT PATHS THE THE GREENWAY IN BOLTON AND DOWNTOWN HARTFORD. (VIA EAST HARTFORDS RIVER PARK) ALSO SOME MEANS TO CROSS THE RIVER ON ROUTE 3 IN GLASTONBURY.

traffic light to make a right hand turn from main to silver lane is way too short. pave sidewalk wider for bikes where silver lane is one lane

There is a general lack of family town everywhere in this state, and biking could help with that! Also, too many older people are too self-concious about getting on a bike at their age, they should just try it!

EAST WINDSOR

E Windsor has a great deal of cycling/cycling commute potential; however it mainly consists of "country roads" which offer little if any bike path striping on the roadways.

I cycle over 5000 miles a year. I think more people would cycle in town if we had bike lanes htough.

ELLINGTON: Broaden bike lanes. Provide more bike paths and railways.

ENFIELD: My town is NOT a bicycle friendly town. there are too many issues to mention here.

FARMINGTON

All it takes is more bike lanes

Clean sand on roads, crossing streets, paths made out of tire rubber

Fix Route 4 out of the center of Farmington so there is at least one non-suicidal way out of the Valley.

More bike lanes, more trails, more bike lock racks, and see above.

There is really no where to ride in Bristol. I would like to see more bike paths or bike lanes on roadways.

Finish a network of smooth, wide, well-constructed, well-maintained, attractive, interconnected bike paths linking all area towns. Get rid of graffiti as soon as it happens.

I would like to ride through Hartford to get points east of the Connecticut River but there are no good routs through the city.

I would like to see wide shoulders along major routes that would allow safe bicycling as an alternative to driving to get where you need to go. I would also like to see SAFE bicycle routes for our children to get to schools and to parks.

GLASTONBURY

Well maintained bike lanes on bridges

Yellow lines should be better centered so there's not a wide side and a narrow side

Bike paths along the river as well as on route 17.

RailTrail. Bike route through town. Bike lane to Main Street, Middletown, along Rt. 17.

I would like to see a bike path through Glastonbury to connect somehow to trails in other towns.

More people need to be exposed to bicycling as fitness and transportation.

Need more bridge crossings. Putnam Bridge?

Biking in the spring is more difficult when Towns don't clear winter debris (sand, gravel, etc.) from road shoulders promptly.

Clearly marked routes/paths/lanes to the busier downtown/commercial areas in towns so that people can get there other than by car.

Glastonbury has side roads that are OK for riding, but to get anywhere (say, to East Hartford), you have to tolerate speeding traffic, lots of it, lights, etc. Motorists who do not respect bicycles combined with no bicycling lanes make the ride dangerous.

Left turns on busy roads (crossing traffic lanes moving from shoulder to left turn lane. Pedestrian crossing signals/buttons that are accessible to bikers (same side of road as cycle traffic and located near the pavement) are great.

Manhole covers are 2" - 3" deep, in "breakdown/bike" lanes. Not marked - Should be level with road surface ESPECIALLY in the breakdown/bike lane. I have had a 'pinch' flat tire due to this commuting to work. At the very least, mark with paint so bikers can see them in the dark.

NO Putnam bridge bike/pedestrian lane. No charge for pedestrians/bicycles on the Glastonbury/Rockyhill or Chester ferry crossings. Canada and places on the south shore of Maryland do it - why can't we?

Safe access for bicyclists needs to be included in all roadway maintenance and improvement projects - it is sporadic, leaving gaps in routes. Safe bicycling access needs to be considered as a primary transportation need, not just an occasional add-on.

The biggest problems in my community and surrounding communities are motorists that have an essential disregard for cyclists, they are extremely uneducated about the rights of cyclists to use the roads. Getting run off the road by motorists because they are driving too fast or think that as a cyclist I do not belong on the road is something I've had to deal with for many many years. The roads need bigger shoulders for the safe use of cyclists in CT!

Much more could be done to educate the driving general public to assist in the safety of cyclist. (the road rights of the cyclist - average speed of cyclist of 15 - 20 mph and ability to stop - safe distance - safe passing - use of car signaling device (lights / horn)++++

GRANBY

Continuous bike paths, and places to secure your bicycle when you get to destination make passing separation at least 5 ft. At 50mph shock wave is dangerous at lesser distances.

It would be nice (but probably impossible) to change the attitude of some motorists and cops that bicycles are not just for kids to be ridden in driveways anymore.

An multipurpose path from the center of Granby to the FVT. There is ped. bike access on the new Rt 20 bridge [south side] but no plan to connect to anything. There is a multipurpose trail being constructed from E Granby center west to the top of the ridge and I understand that a plan to continue it to the FVT [but not to Granby?]

Better road maintenance. This includes sweeping. Debris at the edge of the roads limits the width of space available for bikes. Need it in the spring - AND also in late summer. Get the DOT to provide reasonable shoulder widths. Do not use curbs with a vertical face as it traps a cyclist in an emergency. Also keep the ground more or less level with the pavement so that a cyclist can ride close to the edge with confidence. 3' shoulder with no curb or dropoff is as good as a 5' shoulder with a curb or a dropoff.

More bike racks throughout town. Need to educate drivers about giving cyclists space on the road shoulders (often no marked shoulder)

Organized groups of commuting cyclists would be nice. I also think companies should encourage commuting by bicycle or walking.

wider shoulders on the roads would be a nice addition. I would also like to see more off highway paths and trails that would make my commute to work more pleasant

HARTFORD

1- definitely more parking racks in many public areas 2- more routes to be able to ride with out concerns better bike lanes, wider safer roads with better traffic control. More bike racks at businesses and destinations.

bike lights, lanes, everywhere; appropriate street and sidewalk lighting for biking and walking;

Improved paving and wider shoulders to facilitate on road riding.

marked biking trails with maps describing high points, connections with other trails, greenways and their names

More bike lanes: they are almost none existent.

More bike racks at destinations, enforcement of speed limits for motor vehicles

More signs for cars, more bike paths/marks on roads, and, again, educating the public.

need more bike racks at destinations.

Public bike racks all over Greater Hartford.

Good / frequent bike racks. Cities/DOT focus on bike paths every time they re-do a street/highway.

Anything that can be done to increase bike use in the city would be beneficial. What Hartford really needs is more bicyclists on the road in order to raise awareness amongst drivers on the road. A big factor discouraging bike use right now, is that most drivers are unaware of the possibility of a bicyclist riding alongside them.

Commuter lots should have bike racks or other means to store bikes securly. Employers should be given incentives (tax breaks, etc.) to provide showers and changing facilities for those who want to bike to work.

construction of over the road bicycle lanes running above highway medians or above the side of highways would allow for the most direct bicycle routes between major desitinations in CT drastically increasing the ability to commute for work. I live in Southington which is only 18 miles from Hartford. A bike commute that could be completed easily in 1 hour if a direct route along 84 East existed.

Continuity in signed bike routes and bike lanes need good bike route from downtown to asylum hill & west hartford

Cross-town transit routes would be very helpful: specifically a Bloomfield Ave-Prospect Avenue line running North-South that could service transit from Bloomfield, through the West End of Hartford to New Park Ave and Elmwood. This would allow an ability to transfer to numerous routes going East or West, such as A, E, K lines.

Drivers need to be educated. Iso, roads need to have a consistent shoulder -- it is horrible when you start off on a wide should and just as you cross a river or go over a mountain the shoulder narrows to about a two feet. Also, those zig zag bike routes (traffic calming) are horrible -- put the bikers on the inside lane and the cars on the outside lane.

Hartford is a compact city that is perfect for bicycling. However, there is either no or very limited enforcement of parking violations in regards to bicycle lane usage.

I am very happy with Middletown roads and lanes (06457). Hartford can improve road repairs and weather management(snow), but as a big city is better than NY and Boston (bikes).

I bicycle on the streets around my neighborhood (for instance to the farmers market), yet if I wanted to go to a meeting downtown, I would ride on the sidewalk along major throughfares. I would prefer wider sidewalks rather than bike lanes along busy bus routes. Note also, I am NOT in favor of paving landscapes along the riverway, although a paved bicycle path/wide sidewalk would be a perfect edge between a riverway linear park landscape and the city.

I bike a lot - i train for Ironmans. I often will put on 200-300 miles ...I find that there is not enough road for a car and bike....all roads should be required to have a line for cyclist/breakdown lane. In addition, many of the rodes are in poor condition, even the small crack is a lot worse on a bike than a car.

I would like to see more busses with bike racks. I also think we should seriously consider creating commuter train routes connecting Hartford and New Haven.

I would ride my bike to work but there is not a good (safe) path from Berlin to Brainard Road in Hartford (10)miles.

I'd like to see locking bike racks at commuter lots. I live too far from Hartford to ride my bike the whole distance (25 miles), but I could ride to the Marlborough commuter lot if there was a good place there to lock up my bike.

I'd ride from Durham to Hartford and return at least two times a week if there were better links among roads and trails to get there.

More bike racks! The state capital's City Hall doesn't have one, the library can't even handle 10 bikes and there are no racks in high bike activity areas downtown that I know of.

more education for drivers and police for biker's rights and safety. more potholes and low hanging branches fixed/repared that threaten bikers. more police enforcing aggressive driving and bullying.

Mostly, see above. I'd love to see the statewide rural bike trail system (e.g. the Airline trail) connected to an urban bike lane system to facilitate long-distance trips.

Please widen the margin on Route 17. this is a great thruway for bicyclists, except that many times , the cyclist feels that he is taking his life in his hands given the narrowness of the margin.

Rail to trails are wonderful things. It separates the biker form the motor vehicles and it is a wonderful way to see the country

The lack of bike racks in the entire capital region is distressing as is the general unfriendliness that a cyclist experiences with dealing with cars on the road.

There's a lack of bike racks in downtown Hartford. Having some designated spaces to park my bike would be a good thing. Maybe if there were better education about respecting bicyclists tied in to driver's ed, people would be less aggressive.

We live a little too far from work to consider bike commuting. Planning to move closer however. There are no through bike routes into Hartford that provide easy access with less auto traffic hassles.

The provision of safe places to lock bikes and the striping of bike lanes on the sides of roads are two very cost-effective first steps. Eventually, it would be nice to see roads and pathways in the city exclusively for non-motorized use. I'm sure we'll get it one way or another with oil supplies heading for decline soon.

HEBRON

As stated above a more Bike friendly town needs roads that are wider and able to safely handle both car and bike traffic. Also retail stores need to provide bike racks or other type of places for secure bike storage.

MANCHESTER

i'd like to see "greenway" connection completed from manchester to bolton and vernon

Better traffic enforcement

Bigger shoulders on the major routes. Bike education etiquette taught to car drivers. Bike routes with maps and marks on the road.

Bike paths are very poorly maintained. For instance, I ride all winter, and the paths become overgrown with vines that cannot be seen well in the darker months and can be dangerous if you ride into them. Many of the paths east of the river are badly frost heaved and nearly unrideable. The path from Old Main Street in South Windsor to the Bissell Bridge is loaded with graffiti, some of it racially offensive and drug-related; this has existed all summer. These are just symptoms of the larger problem: the state funded the construction but is not funding the upkeep.

Greenways are good - the Buckland Hills area is harrowing, and does not have convenient bicycle parking facilities.

Further expansion of the Bike paths in the area. Improvement of the bike path between Spencer Street and Tolland Tpke.

get younger people active and healthier via education. More "bike hartfords" and more biking walking gatherings for fund raising for good causes.

In order for me to ride from Chaplin(Home) to Manchester(Work), I need to go onto the Rt.384 highway for 1/2 mile to get back on a secondary road. It would be nice to have a legal way of going through this area. Perhaps paving the bike path, which runs through this area. **PEOPLE ON THE EAST SIDE OF THE RIVER WOULD LIKE PAVED BIKE PATHS TOO.**

People walking on bicycle trails need to respect bicyclists. Pedestrians need to stay to the right hand side of the bicycle path. I always give a yell - 'Bike on your left'. Many times this is met with a mean look or a rude comment. I usually remind these folks that the path is called a bicycle path for a reason. Maybe more education or signs posted explaining proper bike trail etiquet would help.

Repair potholes and edges of roads that are filled with sand or very rough, such as Rte 83 in front of Wheaton library. Less acute angles for Railroad tracks that cross Tolland Turnpike. Restripe roads with wider edge boundaries, especially where there are four lanes of traffic, such as on Tolland Turnpike between Adams and the JC Penney warehouse.

NEWINGTON

Educating drivers that bicycles are vehicles too would help.

I don't feel safe with cars on the road so close to me and going fast compared to me.

More bike trails, an easy way to cross Berlin Tpke

Need more bike paths and trails

Need of sidewalks is very high

Slow down traffic, and make the consequences for traffic violations painful enough to make people think about what they are doing.

the need to educate drivers and riders .the state laws for cyling ! and teaching chlidren the correct way to ride on the road.

"Nicer" weather :o) because on 1/3/08 it was a whopping 3 degrees when i went to work. There is no way in hell you can catch me walking or on a bike

I recently took a job only 3.4 miles from my home. I would love to cycle commute, however the only choices I have for routes include ridiculously busy main roads like route 175 or Newington Ave. I am a road cyclist and comfortable riding in traffic but consider this too dangerous a situation for the morning commute. I could choose an alternate route but would have to add about 10 miles to route away from the traffic and some unsavory areas in New Britain.

The biggest problem is the drivers on the city streets - I feel like I am risking my life every time I ride through parts of Hartford. Clear weather is unnerving, inclement weather very scary and I'm not brave enough to bike in the dark. (I'm also basically a "fair weather" rider.)

Why do we spend millions on roadway improvements and do NOTHING to improve it for cyclists a/o pedestrians? Why are all the stormdrains in the bicycle shoulder? Why don't they maintain the shoulders? Why does it take until July to get the sidewalk on the Arigoni Bridge swept? Why don't they sweep the glass off the bridges more often? (they never maintain them during the summer) (Arigoni, Charter Oak, Baldwin, Old Say Brook-Lyme). Why did the D.O.T. destroy the pedestrian crossing at Kitts Lane and the Berlin Turnpike? When will there be a bike lane (paved) through Bolton Notch? Why is the Department of Transportation seem like the Department of Cars?

ROCKY HILL

More bike routes and signs to make the area more bike friendly.

We need a sidewalk on the Putnam Bridge.

SIMSBURY

As resident of the Farmington Valley, I strongly support the completion of the Farmington River Trail. We also need better bike access to bridges across the CT river. Bike racks on commuter buses from Simsbury/Granby. Now I have walk 20 minutes to and from the Travelers to get to East Hartford. Also I have to have someone drive me to a commuter lot in Simsbury. If I could put the bike on the bus, I could do it all without a car.

Bike paths are poorly maintained. Next to impossible to travel on a bike safely from one end of the state to the other both north and south and east and west.

Complete the Rail-Trail and the ECG connection.

Cross the Connecticut River is a problem. The Bissel Bridge I-291 is WONDERFUL. I wish there were crossings available on the Route 190 Bridge between Enfield and Suffield plus the Putnam Bridge in Glastonbury. I look forward to the expansion of the East-Coast Greenway Trail through Connecticut and would like to see it especially on the Griffin Line stretch from Hartford to Bloomfield and connecting to the Farmington Valley Trail. Continue developing the Hop River Trail through Manchester into Hartford. Please keep me in the loop.

Every town should be required to have a standing bike/ped advisory committee that is a prerequisite for the town to receive state money for roads.

I don't feel safe bicycling on Route 10, although the Greenway generally gets me where I want to go (library, Starbucks, etc.)

More bike racks at shopping destinations

More people would bike locally if the best routes to the Rail Trail are made more bike friendly.

need bike path to connect to Simsbury Farms from Owens Brook blvd

PLEASE PLEASE PLEASE don't pave the road with "chipped asphalt"! It makes bicycle riding very dangerous. Out in Simbury they took two beautiful newly paved smooth roads and chipped them to death. It's really ridiculous.

routes like route 44 have very narrow lanes yet are the most direct route. would like to see a wider lane to allow a slower bicyclist to safely use the road with the faster cars.

Simsbury and most suburbs and side roads could be improved with bike lanes but are OK. Hartford and major transportation routes are unsafe. They need bike lanes.

Some people will not move over to give a bicyclist room. Often they are shy of the yellow line in the center of the road. Some people do not know where the right side of their car is! Bikers need wide shoulders.

Sweep streets asap in the spring. Instruct cyclists to ride on the right side of the road. Instruct motorists to LOOK! to in the shoulder of the road where bikes/ped are, not just in the middle where the cars are!

SOMERS

Bike Lanes

SOUTH WINDSOR

all roads being resurfaced or new should have a mandatory 2-3' wide shoulder on both sides.

Better crossing over main roads, pedestrian lights change way too fast leaving you in the path of oncoming traffic!

Bike lanes or at least wider shoulders on ALL roads. Better sight lines at intersections.

Connecticut River is a barrier getting from East Hartford to Hartford and back.

Get inattentive drivers off cell phones!

I would like to see multi-use trails in South Windsor that link to the trails in Vernon and Manchester.

Just more bike paths and connections to other towns

More bike trails through out our town

more SAFE bike routes would help a lot

Multi use path needed on Pleasant Valley Road to connect to Manchester bike path.

need a bike path on Putnam bridge. Need to maintain bike paths in winter (especially 291)

no shoulders on many roads, motorists are not always biker friendly

Share the road signs are nice and remind drivers that there are bicycles amongst them

Extension of the sidewalks on Nevers Road in South Windsor would help me. It is a narrow road, with fairly fast traffic. I use the sidewalks that exist and would definitely use additional ones if they were installed.

I feel that So. Windsor is one of the worst towns in the area in developing biker friendly routes. Refer to my notes above regarding the Clark St area for walkers. Bikers could benefit as well as walkers with paths/sidewalks/trails.

I would like to see more bike paths so you can get through busy towns like manchester safely. Burlington, vt has done a nice job with bike routes for short & long rides

Would like to see a bike path (multi-purpose path) and bike lanes in our town. Would also like to link the multi purpose path up to the Charter Oak Greenway.

Have pedestrian access across the Putnam bridge - there are only a few ways to cross the CT river, and the ferry isn't open half the time! Biking across with traffic is scary, but in all honesty it's the only choice.

SUFFIELD

Crossing the Connecticut River is difficult. Route 190 between Suffield and Enfield has a pedestrian sidewalk on the bridge, but no easy access to that sidewalk section because there are no sidewalks across the sloped and/or muddy grass. It would be wonderful if this sidewalk could be connected to the Windsor Locks Canal Trail that begins on the south side of this bridge.

TOLLAND

A bike path would be great. I often drive to Vernon with my bike to use the Rails to Trails path system. In general, more multi-use paths to ride on. My town is okay

I think that the outside(breakdown lane on the highways should be widened with a barrier between bikes and traffic for commuting. Typically the highways are the most direct route and have the least vertical terrain.

WEST HARTFORD

A number of areas of town have too-busy roads with no shoulder or bike lane. E.g. roads into WH Center from the east, most of No Main and Trout Brook, New Britain Ave.

Actually, the Hartford area is surprising bike-friendly. There aggressive drivers, yes, but my only other complaints are narrow roads (two lanes where there should be only one) and lack of bike racks.

Ad a bike path to Rt 4 past the Stop & Shop in W.H. up the reservoir. With a bike path up the hill and alongside Reservoir # 1, many people would bike to that biking paradise rather than taking a car. Farmington Ave from W.H. center west is bike-friendly but that path stops a mile from the entrance to the reservoirs.

Aggressive (and more often inattentive cell-phone talking) drivers is my biggest problem / concern. Lack of shoulder / bike lane on Asylum starting at the Woodland intersection is a problem.

Bike racks are essential. West Hartford can really improve here. The new Blue Back Square complex only has a few bike racks inside the parking garage. There should be bike racks easily accessible throughout Blue Back Square and the rest of the town center. It should be as easy to park a bike as it is to park the car.

Connecticut is the worse state in our country for bike riding. It has the absolute most aggressive drivers, the poorest laid out roads, a complete lack of bike lanes, poor upkeep of the roads. Every year the commute (car) gets worse. It took me 4 hours to come home last week and there was not even a storm. I hate to see how bad this winter is going to be. I don't understand it because everyone is leaving connecticut to find employment elsewhere. The state is not getting more overcrowded... My address mine as well be Southbury New York. I'm being taxed to death for lousier roads every year. The state should start concentrating on auto conjection before they try and do a very poor job with bike lanes. The Waterbury I-84 construction is the worse highway construction disaster I have whitessed in my 35 years of driving. How the heck are you going to even attempt to look at bike lanes... amazes

me. The Governor should be impeached for that disaster alone... I don't even want to start thinking of how poor a job this state has done in Hartford. I run in West Hartford and lousey does not even begin to describe the road conditions.

Bike lanes would help a geat deal.

bike lanes, slower traffic, bike racks in the town center

Connecticut motorists are not aware of the roadway rights of bicyclists and do not know how to drive with bicyclists on same road.

Covered bike rack at work to protect against the weather.

Have towns sponsor weekend bike rides like they did in Hartford last year. encourage more charity rides of about 30 miles.

Having a clear bike route (non-auto) between towns and over/under the major barriers of road and water.

I firmly believe that the only way to encoursgse more people to bike is to provide them with safe routes like marked bike lanes and bike paths. Place bike racks in convenient locations. Educate children on safe bike riding and the benefits of cycling.

I ride my bike to work at least 2-3 times a week year round, weather permitting. Part of my ride is on Farmington Ave. I would like to see a law, and have it publicized, that requires drivers to, when passing a biker, stay at least three feet away. Many drivers come so close to me that I can literally touch them as they pass.

I think the biggest issue is the current mindset of road planners away from any transportation mode except autos - witness the resistance to a bike lane on the Putnam Bridge, to name one instance of many. Others include education of both cyclists and motorists on rules of the road,, proper signalling, proper turning, etc. And, of course, better enforcement of existing laws.

I'd like workplaces to use more incentives to get people to bike.

It is a daily risk going out to commute to work every day in West Hartford. Motorists have a seemingly blatant disregard for bicyclists and do not know how to behave along with them in traffic. In addition the roads are abysmal and there are no bike lanes nevermind shoulders wide enough to allow for safe bike transportation. Hartford is little different besides the few bike lanes that seem to exist in the most ridiculous and useless places, it seems that in most situations they were added only to be able to boast the mileage of bike paths irregardless of their functionality, i.e. Capital Ave between Sisson and Park Terrace.

It seems that everywhere I travel to has a well developed bike path system that takes cyclists off the road. We have the rails to trails but it is very limited.

I've been commuting to work for almost 20 months now and have only missed about a total of 30 days in that time period - mostly due to snow. I have a fairly safe route to work except once I cross Woodland Street as I head into work, Asylum Avenue is fairly dangerous.

More bike lanes on roads

More bike racks are needed throughout West Hartford. The town center only has bike racks in the parking lot (the one in front of CVS is unusable because you cannot adequately lock your bike to it). Bike racks should be everywhere there is car parking - i.e. on streets and sidewalks wherever cars can park. Streets should be cleaned regularly to eliminate broken glass which is hazardous to cyclists. In general traffic violations by motorists need to be enforced. I am a transplant to this area and have been absolutely shocked at the driving out here. No one uses their turn signal, there is constant speeding and running of red lights, people ignore stop signs and don't yield for pedestrians and pass on the right. Even the police cars that I see driving around do not obey traffic laws.

Motorists do not respect crosswalks, even when a bike path crosses a main road. It takes a very long time to cross a busy road if one is not at a traffic light, as motorists rarely stop or slow for a cyclist. Many roads do not have a shoulder or bike lane, which forces cyclists onto the sidewalk. This is undesirable because it interferes with pedestrians, and sidewalks are less smooth than the road, increasing the chance of falls. Recently I rode on Albany Ave which infuriated a lot of speeding drivers, who had no concept of sharing the road with a biker. It made me angry that they honked at me as if I was doing something wrong. Main st. West Hartford is a terrible road for cycling as there is no shoulder at all. There is no safe way to cycle to Westfarms Mall and related shopping areas along New Britain Ave. I recommend a bike path along Simsbury Rd, to facilitate bike rides out into the countryside.

motorists do not respect bikers and often become so frustrated with them that they run them off the road, cut them off, or do other actions that could seriously injure bikers

Mountain road and Avon mountain in West Hartford really need bike lanes. Motorists and bus drivers in this town come very close and are highly aggressive.

Need bike racks in WH center Dedicated bike lanes aren't safe if drivers aren't watching them

Need more bike racks in retail areas, need more signs that show that bikes belong on the roads, need to stripe the shoulders where no stripe exists, need to educate motorists that bikes belong on the road, need maps for best routes, and once all this is done, need to promote improvements and encourage people to ride. Also, need to promote safe routes to schools so kids can walk/bike like we all used to do, to reduce the traffic jams at all local schools

Sidewalks are currently completely plowed in, unpassable by bike or by foot.

slow down traffic; provide dedicated bike lanes on streets; improve currently dangerous intersection crossings (Broad Street and Farmington--Hartford)

Some main roads are unfriendly to bikers & walkers, i.e. Farmington ave from hospital to route 4. Bike lanes and wide shoulders in General are non-existent All across Hartford, West Hartford, Simsbury, Avon, Farmington areas. The Reservoir in west hartford needs to be repaved

Striping makes a difference. The medians in Farmington Ave. are lovely, but wouldn't it be nice if some of that space could be used for bike lanes?

Traffic enforcement cameras in high traffic areas to help catch motor vehicle law violations.

West Hartford Center and Blue Back Square need to be more accessible to bicyclists

WETHERSFIELD

Biking is difficult in high volume traffic areas / towns. Motorists don't yield to bikers; no marked lanes; no adequate speed enforcement.

I really want and need a way to cross the Putnam Bridge. Preferably on a bike! Also, make bike racks required as part of the parking evaluation for new businesses in the region.

Make it more clear and obvious that bicyclists have equal rights as cars. There needs to be more signs at intersections and bike lanes (buffer zones) so cyclists don't get pushed aside by cars. I have come to realize how nasty some people can be after riding my bike to work for over 15 years.

need for secure outside bicycle racks in West Hartford and within it's BlueBlackSquare area, secure b.racks in all shopping strip mall areas.

Send a street sweeper down Franklin Ave. once the snow has melted in order to remove all of the sand and garbage that collected on the snow banks.

Build a bikeway on the Putnam Bridge

WINDSOR

A continuous off-road (or at the least wide shoulder bike lane) that follows all the main routes/roads in town and bike parking strategically located throughout the community would help a lot.

Bicycling to work between November and March is usually out of the question for me due to poor road conditions and lack of light. Lighted trails separate from the auto roads that are cleared, would permit the use of bicycles nearly year round as is done in Europe.

bike lanes on main streets; off road paths

Develope more bike paths, finish Cheshire path

extending trails and paths. ie, the ct river trail that is proposed but remains unconstructed. please build a trail from adriens landing all the way to nw park in windsor.

LONGER TRAILS IN WINDSOR

shoulders on all roads and less potholes

Too much lip service is paid to cycling issues by those responsible for roads w/o much real improvement taking place. Examples: a couple of year's ago the Manager of our town was given an award for commitment to making Windsor bicycle freindly, but nothing was ever done to make significant, or even noticeable change. Eddy Perez marked bicycle lanes of various widths on many Hartford streets, but the program is more show than substance; lane marking often disappears when needed most, some lanes are excessively narrow, often next to on-street parking where they should be wide, making the best course to ride outside the lane, in which case, lanes bicycle lanes can create confusion for both riders and motorists. Almost no attention is paid to safe laning at intersections for crossing and turns. DOT receives Federal funding that are supposed to earmark \$\$ for cycling provisions, yet recent projects like the widening of Rt. 66 in Middletown show no provisions for cyclists, and make the road less safe for them, on the only practical route between Middletown and Meriden. Many experienced cyclists, intent on keeping their speed up, ignore stop signs and traffic signals, and casual cyclists too often ride as if they were pedestrians: in the wrong direction, on sidewalks, etc. Better education programs are important for cyclists (including "reminders" for the experienced variety). Equally, motorists need to be better educated about other forms of transport sharing the roadways. I don't know how many times I've had autos pull alongside so the driver or passenger could angrily tell me to "get out of the street and onto the sidewalk, where you belong." In other ways drivers show their ignorance of the rules of the road with respect to cyclists. In fact, as most cyclists are also motorists, the best way to get the rules of the road for safe cycling to the widest audience, would be to ensure that it is adequately covered in driver education programs.

WINDSOR LOCKS

Bike/pedestrain paths on Rte 75 linking hotels and restaurants

Regular cleaning of debris and sand from roadway shoulders.

Infrequent Bikers also answered this question by town...

ENFIELD

Covered bike lock ups

HARTFORD

Better street lighting at night.

Education for the motorists that there will be bikers on the road so beware!!!

I would like to see a dedicated bike path from New Britain to Hartford (as part of or along side of the bus way).

Multiuse paths.

Real, exclusive bike lanes, possibly raised to and adjacent to the sidewalk,

I would like more bicycle lanes on the streets in downtown hartford and the surrounding areas.

More family biking events like the one in September in Hartford. More bike safety education opportunities for persons of all ages.

have a share a bike program, where anywhere in the city people can grab a bike and drop them off somewhere else

HEBRON

Arterial urban streets like the Silas Deane Highway, and most streets in dense cities like Hartford should have striped lanes dedicated to bicycles. Vancouver BC does an excellent job in providing bike lanes, bike facilities and bike loading on transit.

SIMSBURY

need pedestrian and or bike path on bridge and approaches from local streets to route 190 bridge between Enfield and Suffield

SOUTH WINDSOR

designated paths, bigger shoulders on busy roads

Intersection of Ellington Rd, Sullivan Ave, Buckland and Oakland - very dangerous to cross and no walk light. No sidewalks or even wide shoulder on Ellington Road.

Sidewalk, bike and walking paths need to be developed and encouraged in the dense suburban employment centers.

WEST HARTFORD

Better bicycle paths and better access for bikes on existing roads.

Dedicated bicycle lanes would make biking easier. Traveling in groups also sounds promising; I would like to join the planned bicycling rides-to-work once my bike is repaired and the weather improves.

I love riding. I used to live in an area where I could get on my bike at my front door and ride for hours. I now live in an area which has 40 mph speed limits but drag-strip speeds, aggressive drivers, cell-phone-inattentive drivers, etc. I don't know the solution -- people feel it's their right to drive as they choose, and they don't have any options -- not really. I envy people who live in areas where bikes and cars coexist (this is not to say I don't drive - I'm a happy driver).

I would LOVE to bike to work, but the only place to cross the river I know of is downtown Hartford, which is out of the way. Even then, I'm not sure if there's a bike path on the East side. Is there a bike path all the way down the CT river to the Rt 3 bridge? If I had more choices as to where to cross, and some bike lanes on the major arteries to get there, I could do it.

Need more bike lanes

Secure bike racks in Blue Back square Continue Fern St. bike path
wider roads or designated bike lanes

WINDSOR

Extend River Recapture multi-use trail to Windsor Center

reused bicycle program.

The Windsor Locks Canal trail is wonderful, but it can currently only be accessed in Enfield due to the Dexter asbestos conditions. Another entry point on that trail would be nice.

WINDSOR LOCKS

Our town does have sidewalks, but technically they are not to be used by cyclists. I would like to see bike lanes as well as a bike path location just for recreation. Cape Cod has several biking/walking paths. They are off-road and safe. They are in park settings where everyone can enjoy nature and relax.

Is there any other information about bicycling in the Capitol Region that you would like to share with us?

The following comments came from frequent bikers. There are additional comments from infrequent bikers listed separately below this section.

A bike route between parks would be nice
a website with bike-friendly routes would help
Ad campaign designed to inform motorists of CT laws and regs concerning bicyclists on roadways.
All bridges should be constructed or modified to safely accommodate bikers.
as with walking, bikers need better lighting in some areas, particularly near over passes of the highway
awareness of bike and walking transit to be included in road design- across connecting links like bridges to adjacent townstowns
Better bike lanes in the city of Hartford to protect bikers during rush hour.
Biking would be amazing for my town if there were better trails
CCBA is an excellent group! I'm very impressed with their work.
Commuter for over 20 years. It's not that hard to do.
concerns have been voiced throughout, no need to add here.
Congrats to CT transit buses for adding bike racks for inter-modal trips. Awesome!

All over CT motorist should dip headlights for cyclists too. Awareness program and laws for turning cars to allow for cyclists. Add bike questions to driver test.

Bike trails are great. Some trails suffer from severe problems with roots causing pavement bumps and breaks. There must be a design fix for this to keep the expensive trails from being destroyed.

Biking is great and should be encouraged, many people do not feel safe riding on the road due to drivers being rude to cyclist. A campaign to educate drivers would be affective.

city's program of striping for bike lanes when paving is good. Need to have this foremost when fixing/changing streets. Need to join biking with the parks, ecotourism, green emphasis in city buildings and projects

Create a designated bike route coming east,west, south and north into the city...they should all connect at a central place..... Little things like this makes a city better.

Ct is a wonderful place to bike. Lots of rolling hills and beautiful countryside. We need paths to get over high traffic bridges and highways. Roads with wide shoulders in high traffic roads.

Cycling is a wonderful way to get to and from work. In addition the exercise helps to reduce stress. Better mass transportation in the suburbs of Hartford would help those of us that are greater than 10 miles from work use a combination of bus and bike to get to work.

DOT should not have eliminated shoulders on Silver Lane in East Hartford to add a lane for Rentchler Field. Road needs to be widened.

Encouraging Connecticut corporations and companies to support biking could go a long way. The Friday bike-to-work breakfast events in the summer help build community, and are a great part of living in Hartford! If we could convince companies to add showers and bike racks on-site, that would help further.

Extended route along the CT River would attract visitors and increase spending in adjacent restaurants etc. Also, connect bike lanes east of river with new routes west of the river and to the Farmington Valley Trails.

Currently there are no plans to include a bike lane when reconstructing the Putnam/Rt. 3 Bridge in 2012. enjoy your bike to work program.

Founders bridge is great for bikes - major improvement over 84 bridge

Getting across the CT river is always a challenge!

Hartford is very conducive to bike riding because of its size and it would be great to feel more comfortable when riding here.

Hi Sandy! Thanks for doing this great survey. David

How come none of the arterial roads outside of Hartford have bike lanes? Are they trying to discourage bike commuting?

I am a road bicyclist. I am appalled at the number of people who don't know the rules of the road.

I am rarely in the Capitol Region. I am talking about bicycling safely in every town and on every highway in the state.

I love biking and would really like to see more bikers around town

How do we entice folks out of their cars? that's the Mill \$ Question. higher gas prices? tax incentives, free CT transit rides? No need to reinvent here, we need to study how other cities have done this. We need to stop plowing under our fields and forest and stop promoting Sprawl. There's just NO way to wrap a transportation strategy around sprawl, it fosters the spaghetti effect that folks face commuting in CT.

I am all for initiatives to get people to ride to work. I work in Simsbury and would like to ride but it would be unsafe on any route because of cars who all have 1 driver. Maybe a wide shoulder would help. Thanks for your efforts to make biking more accessible.

I feel like my bike commute is far too dangerous. I have had to develop a very defensive driving technique and it sucks all the pleasure out of riding to work. I get yelled at once a week or more by motorists who don't seem to appreciate me riding legally on the street.

I love riding the trail near adrians landing and use the charter oak bridge and the walkway near adrians landing as river crossings. it would be great to have these trails expanded on in all directions north and south / east and west where possible

I LOVE the usually wide paved shoulders on many roads in CT. The lack of same in NC is one the reasons we did not move there after retiring!!!!

I loved doing the bike ride through Hartford. It was wonderful to go through all the parks. I realize we can't always have such great police and public awareness and attention however.

I loved the Sept. 8 bicycle event sponsored by the CCBA in Hartford!

I need a contact at the D.O.T. that cares about cycling issues. They don't give a hoot about us, just more cars, more lanes, faster, faster, faster.

I rode the Bus into Hartford and used the bike rack on the CT trans bus. Very convenient, too bad it doesn't get more use.

I think bicycling in the area has really improved in the last years. I would like it to continue.

I think the Hartford area would be a great place for cycling if we just got the paths and roads fixed. There's a lot of riders and racers in the area and I'm sure many more would ride if the climate was a little different.

I think we should stop demanding better bike routes/paths from the state and realize that the problem does not lie with lack of bike routes, rather horrendous motorists that drive recklessly.

I wish more people would bike.

I wish there were an easy, direct route between Hartford and the Farmington Canal Greenway. What about an off road bicycle path/wide sidewalk along Rt 185 - or even along Farmington Avenue.

I would cycle more often to work, but I have limited routes across Farmington River (Old farms Rd. , which is busy and VERY narrow). Then I also have to take Hollister (extremely hilly) and Scoville in Avon. Farmington Avenue isnt too bad, because at least it has a shoulder in some parts (not all). Boulevard in W. Htfd is good. The bike lane on Cap Ave was a good idea, but again, the "crazies" motorists use the lane for themselves, and there is simply zero law enforcement to deter them.

I would like to see some improvement in driver education that stresses sharing the road with cyclists.

I would love to be able to bike into Hartford more often on a designated trail. I have a route that I follow now but there are many dangerous portions where there is no trail/designated bike route

I'd like to see any corridors that are available made open to bikers and walkers.

I'm 56 and biked Glastonbury to Hartford 130 times to work this year. I'm fortunate to have shower and parking spot waiting..

In and around Hartford, it seems that the competence of motorists is not as good as it is in towns further out. If I'm going to have a near miss with an auto, it will most likely be in the Hartford area. The drivers may be from further out, but their driving deteriorates as they get into more congested areas.

In my hometown (South Windsor) the path that crosses the Bissel Bridge is terrific for pedestrians! The roads are in ill repair - the shoulders are DANGEROUS to cyclists with debris, glass, and potholes.

Increase roads with accomodations for bicycle travel on the shoulder. Include bicycle travel in plans for resurfacing/redecking the Putnam bridge.

It would be great to be able to bike or walk to other towns by multi purpose paths!

It would be nice to get many of the local towns in CT to provide a link on their local town website, to CCBA. That way, more people would find out about it!

It's dangerous as hell, and until motorists understand that bikes have a place on the road, I'll prefer walking even if it takes me twice as long. Hartford is one of the most bike unfriendly places I've ever lived.

It's ridiculous that there are a few bike lanes along Boulevard, between W. Hartford and Hartford, but they end abruptly. A continuous bike friendly route between the 2 communities is a good idea. I enjoyed riding through Keeney Park on the Discover HARTford bike ride in September. It's too bad it's not safe to do that all the time.

I've seen MUCH better infrastructure for biking in the US and Europe than here. Even Anchorage, Alaska has a wonderful trail system. Why, with our taxes as high as they are, are we unable to match their infrastructure?

Keep up the good work!

keep up the good work! Great tour of Hartford. Have some more (smaller scale) fun rides around the Hartford area. Promote ride to school more!

Like everything, its up to the rider to ride. If you really want to ride your bike, you make the roads work for you. That means being an aggressive rider, using traffic to your advantage and being seen by motorists. Adding bike lanes aren't that necessary. Educating motorists about bike laws prior to them getting drivers licenses would help. Many drivers don't know that bikes are allowed to use the roads in the same manner as a car. Education would be the best solution to increase bike useage.

More bike paths that allow safe and convenient bike commuting. Also employees need to provide more convenient facilities at work for bike commuters - lockers showers and secure storage facilities.

Motorists in Hartford can be aggressive and inattentive. More enforcement may not be the answer. I don't know how to address this problem.

Now that we have bike racks on busses, maybe we can finally get to open areas in the suburbs, i.e. those on the western slope of the Avon Mountain. This could really be a banner year for bicycling.

People need to be aware of the fact that there are already organizations like Bicycle clubs that have an interest and desire to help people get involved with bicycling.

Multi use trails generally push me onto the roads as I feel safer. A moderate cyclist closes fast with a pedestrian. Need continuous E-W and N-S routes into and through Hartford. Need towns to work together in order to have a more regional focus for bicycle facilities. People don't stay in one town. No good routes to downtown Hartford from Newington and no safe bike storage once you get there. Please advocate helmet use!

Please complete the Hartford/East Hartford Riverfront bike loop. The I-91 pedestrian bridge and Charter Oak bike lane is horrible for bikes. (Awful surface, too narrow, STAIRS to Riverside!!!)

Please do anything you can to encourage cycling. I am doing my part: riding to work, I drive a hybrid (I really appreciate the tax break I got and hope you will do same with property taxes), and running right from my home. We should encourage more use of hybrids or other high mileage vehicles. Great idea on the bike racks for buses, just not for me since I can make the whole trip. Keep going on the Greenway Trails. With a small section completed inbetween Unionville and Collinsville along Rt. 4, we could get from Collinsville to I think Granby mostly off road. Keep up the good work!

Please finish connecting the trail system!

PLEASE let all of those who are involved in the responsibility for road construction, that proper bicycle lanes into Hartford, from surrounding towns, is the key to having more bicycle commuters going to work.

Routes to work that are safe

Security!!! Give us a tax break and not raise the gas prices!! If we as a regional area were given some type of tax deduction or break then things may work. Either way you look at it we need something in return. It sounds crazy and selfish but that is CT. If you want us to change then we are going to need something to change for!!!! Sorry because its energy efficient and save the environment... it is really not sufficient enough of an answer because if it was then it would work!!!

sell employers on the concept that their employees will be happier, healthier, and safer biking to work.

Showers and bike racks have not been an issue where I work. But I do understand not all corporations offer showers and the fitness center isn't always an option for people.

slow down the cars, make bike lanes everywhere and actually enforce the rules. Take a page from how cyclists are treated in Europe. For example, in Spain it is illegal to drive within 1 meter of a cyclist. I cycle over 3500 miles a year and am routinely subject to highly aggressive drivers who appear to take great pleasure in coming as close as possible and in cutting up cyclists.

The bike friendly environment in Connecticut is improving; modest gains easily seen within the past 2 years. However, we still have significant hurdles to overcome to be considered a "bike friendly" community. The Rte 3 bike path is much needed, bike racks are much needed. Access to bike lockers would be an unbelievable bonus.

The bike path along the Farmington River in Burlington/Canton and the bike path in Simsbury (the old section, not the nice new one which is ruined by the ridiculous high walls on either side at Hazel Meadow) are in such poor condition due to poor construction and tree root damage that I prefer to ride on the adjacent roadways.

The bike routes in East Hartford need improvement to be more usable and link Hartford and the suburbs.

The CT DOT is the single most restrictive entity limiting the expansion of non-vehicular transportation. The organization is not in touch with the times and needs a complete overhaul.

The DOT needs to be more open to alternative forms of transportation: pedestrian, bicycling, passenger rail, light rail with far less focus on the automobile. It would be wonderful to have more carless streets (and cities).

The Glastonbury/Putnam bridge should not be rebuilt without pedestrian access. In fact no new bridge should be built without access.

The Greenway trails are great. Keep up the good work. I would love to find it easier to bike around town and to work across the CT river.

The network of bike trails in Manchester, which extends into East Hartford and South Windsor, is a wonderful thing. Most of these trails are co-located with interstate highways, but that hardly detracts from the experience at all. Kudos to former Manchester Public Works Director William O'Neill, more recently of the Fuss & O'Neill engineering firm, and other visionaries who helped create these trails.

THE NEW CONNECTION BETWEEN THE TWO PARKS IN HARTFORD IS GREAT. SILVER LANE IN EAST HARTFORD IS SCARY. NEED EITHER A BIKE LANE OR WIDER SHOULDER. PRETTY MAIN ROUTE FOR BIKERS. I ALSO LOVE THE RACKS ON THE CITY BUSES. I USE THEM AND THEY ARE GREAT.

The progress to expand the trail system and the bike racks on the CT transit busses has been great. A bike lane on Asylum or Farmington ave would be so helpful -- I have heard this from many cyclists who ride in from points West of Hartford.

the roads in Hartford are in TERRIBLE condition...they need repairs just so bikers can be safe.

The scale of Connecticut's communities make it ideal for promoting bicycle commuting and other forms of alternative transportation. I look forward to enjoying a better system not too far in the future!

The streets are dangerous to ride for an inexperienced rider in Hartford and some of the surrounding towns.

There are a lot of people interested in cycling and being active in this area. If cycle commuting was more convenient, I think more people would do it. I love that people use the rail trails on the weekend and the West Hartford reservoir for exercise, but wouldn't it be great if we could get our exercise in daily life instead of having to DRIVE to a location to do it? Also, how about some incentives for people who use other forms of transportation? Kind of like how they gave tax breaks for insulating your house, buying fluorescent bulbs, etc. How about a tax break for panniers, bike lights, etc??

There are lots of people who would ditch their cars and cycle to work at least a few days a week. All we need is a better way across the CT river.

there is a need to address cycling as a means of transportation when roads are redesigned. there is a need for standard shoulder width on the side of the road .

There is new construction for Rainbow road in Windsor to new commercial industrial development. Is there bike / ped. accommodations included in this construction? The access road around the West and North and East sides of the Airport is an excellent opportunity for bicycle and ped. improvement. Presently the road is narrow and poorly maintained with no shoulder. There should be ped/bicycle access across the Connecticut river between Suffield and Enfield. My understanding that bicycles are not allowed on the bridge and there is a walkway on the north side of the bridge but no access to this path from either side. There is also a provision for PED/bike on the north side of the bridge over the Farmington River on Rt185-Hartford road in Simsbury but no access to this path from the West side?! The incompletion of the FVT in Simsbury is frustrating. There should be a time schedule for this project [Drake Hill Rd to the south west of the former Ensign Bickford property]. Immediately the path should be signed so that trail users approaching Drake Hill Rd from the north would know where to Go!?! The FVT Farmington Valley Trail that is mostly complete is a delight and a great asset to the valley and the State. It will be part of the East Coast Greenway and any plans to connect East Hartford thru Hartford to the FVT should be accelerated. The designated bike lanes in Hartford are a great improvement and need to be complemented by policing to eliminate parking in the bike lane [example Windsor ST]

There is some gathering momentum - I hope we can keep it up.

There need to be more places to lock a bike at popular destinations, potentially rentable bike services as seen successful all over Europe, and there should be more encouragement for people to ride their bikes rather than drive to work.

This isn't rocket science. This is an overweight, unhealthy nation that only comes second to China (a fast-developing but conscience-free country) in terms of its inability to take care of the planet. This area is typical: everywhere is designed for the automobile; no consideration is given for cyclists or pedestrians. The only way to repair the situation (locally and globally) is to do something painful - insist on people doing the right thing. Force them; like it or not.

We need a multi-use path, preferably paved, that connects the river communities from Massachusetts to the Sound. The riverbanks, especially north of Haddam, are largely empty, and the only way to preserve this access to the river is to step in and use it for public access. Connecticut River Heritage Trail, LLC has been formed for that specific purpose.

We need a sidewalk on the Putnam Bridge.

We took our bikes to the Bike Tour starting in Bushnell Park this September, what a pleasure to ride down Main Street on a bike, what a really grand experience to ride on the streets of Hartford without dodging traffic. Hartford is a compact city with few hills, it could really be a city where riding bikes is a means to diminish traffic and encourage engagement in the life of the city on the streets. You can appreciate the city and the people so much better on a bike.

would like to see a way to combine public transportation with biking as a way to commute

would like to link Hartford-Windsor-WindsorLocks- suffield w/bike/pedestrian trail

Yes. Keeney St in Manchester was recently taken down to dirt and repaved. The end result is exactly as before... inconsistent traffic lane width, minimal shoulder (traffic lane striping just gets wider) stop/start sidewalks, no accommodation for anything but autos. What a shame. The new pavement actually extends over a foot beyond the curbing and was buried. We apparently need state guidelines for town repaving projects so that low cost/no cost improvements will be implemented. Town planners and town DPW guys don't ride bikes and just don't get it. We shouldn't feel that a car is the only means available to safely use public right of ways.

Is there any other information about bicycling in the Capitol Region that you would like to share with us? (infrequent bikers)

Already have nice bike/walk path - bad time of year

Bike paths in the Farmington valley have eliminated any possibility of mass transit using the old RR right of way -be careful what you do

Don't make it harder for auto use, the principal and most efficient means to commute to/from work and during the work day.

I am interested in the European program that places bikes that are rentable by the hour in public locations. These are readily accessible through use of a cell phone and charge card. I'd love to see those around Hartford.

I have found the people that do ride on the sidewalk are very rude and just ride up on you and spook you. Need some attitude adjustment!! and manners.

I have seen the Hartford Courant editorials advocating the development of bike paths kept separate from automobile traffic. If such paths were developed, I would be much more likely to travel by bike to work; competing with automobile traffic is a strong deterrent to bicycling.

I worry about bike theft, U-bolt locks not being secure, etc. Are there any tip guides?

If Hartford and its suburbs do not make the city and region more bike and pedestrian friendly, it will continue to lose young professionals to the south and west. This is more than a health and environmental sustainability issue...it is an economic survivability issue!

It would be nice if there was some kind of bike path or walking route one could take from North of Hartford to Hartford where they would be safe from traffic. Not only would it be good exercise, but it would offer an alternative to driving in automotive traffic and wasting fuel.

Long, regional rides & commutes are extremely unpleasant due to domination by automobile traffic.

more bike paths and trails with designated or better designated links and connections to same within Hartford (e.g., trail systems interlinking Hartford's parks, historical sites, food and restaurant establishments, and pedestrian and bike friendly commercial areas) would greatly increase the attractiveness of biking and walking in Hartford and would be a boon to Hartford's economic development and tourism.

Rapid development of the bike and pedestrian path from Hartford to Windsor would encourage home to work bicycling, and add significant location for recreational walking and biking.

the more paved (and scenic) paths the better and much more functional when they connect to roads and each other

We need a bicycle-friendly Capitol Region with roads and dedicated paths which have adequate space for bicyclists and walkers. This can only be accomplished if our legislators fully support this paradigm shift from driving in single occupancy vehicles to alternate routes of transportation including mass transit, walking or bicycling. Our current community is not bicycle or environmentally friendly (although we've come far in years).

APPENDIX D

Detailed Estimation of Mode Shift

Estimating Potential Mode Shifts in the CROCOG Region

Introduction:

The benefits of non-vehicular travel are great. Bicycling and walking avoid the environmental impact of burning fossil fuels, improve the health of the individual, and generally improve the livability of our communities.

To attempt to put numbers to the environmental benefits we analyzed the transportation patterns in the CROCOG region, other communities in the United States and Europe, and the United States as a whole. A combination of three different sources of data was used in our analysis: The CROCOG Transportation Model, US Census figures, and the National Household Travel Survey. Each data source has its own strengths and weaknesses.

The CROCOG Transportation Model is the best estimate we have of travel within our local region. These numbers were culled specifically from the 29 CROCOG towns only. The model gives a good approximation of current commuter trips made by car or transit, but does not include bike and pedestrian trips. In addition, it is not designed to address short trips and therefore underestimates trips less than one mile.

The US Census figures give specific transportation numbers for our cities and towns, including bicycle and pedestrian statistics, but report commuting trips only. We used data from both the 1990 and 2000 Census, as well as the 2006 American Community Survey (ACS). The ACS is completed in between official census years, and provides more current, but less detailed travel statistics. Like the Decennial Census, it does not report non-work related trips. The definition of "Greater Hartford" can shift between census years making it difficult to get some data on the level of individual CROCOG towns. That said, the US Census and ACS data is the most complete data we have on commuting trips.

The National Household Travel Survey (NHTS) is a national survey, conducted most recently in 2001, in an attempt to give a comprehensive picture of all personal travel by Americans, including all modes and reasons for travel. This data includes bicycle and pedestrian counts and is our best estimate of short distance and non-work related trips.

Table 1 below shows the total numbers of trips we analyzed for both commuting and non-work related trips. We started with the CROCOG Model, and then made two sets of adjustments. There is a detailed discussion of each adjustment below the table.

Table 1: CROCOG Transportation Model Summary & Adjustments:			
	CROCOG Model totals: cars & transit only	Bicycle/ Pedestrian Adjustment	NHTS Adjustment
Commuter Trips	907,789	1,002,639	1,002,639
Non-Commuter Work Related Trips			196,463
Non-Work Related Trips	3,179,120	3,511,288	5,575,486
Total Trips (DAILY)		4,513,927	

Estimating Potential Mode Shifts in the CROG Region

	4,086,909		6,774,588
All figures represent one-way trips, not round trip commutes.			

- **Bicycle/Pedestrian Adjustment:** We adjusted the Car/Transit total numbers to approximate the total trips including bike and pedestrian trips. This was done by using NHTS estimates of total trips, nationwide, broken out by travel mode. The NHTS estimates that car and transit trips account for 86.6%, and 3.94% of all travel respectively. We adjusted the CROG model numbers up to reflect these percentages. For example, where the model tells us 907,789 commuter trips are made by car and transit, we say this represents 90.54% (86.6 + 3.94%) of the total number of commuter trips. This results in an adjusted total of 1,002,639 commuter trips.
- **NHTS Adjustment:** We also used the NHTS numbers to approximate short distance trips. The NHTS reports the percentage of trips made for different reasons. (see Table 2) Using the adjusted CROG Commuter Trips (1,002,639) as a starting place, we can estimate the total number of commuting, work related, and non-work related trips. This provides us with total trip numbers that better estimate short distance trips of less than one mile. These short distance trips become critical in estimating reasonable mode shifts for non-work related trips.

Table 2: NHTS adjustments to include trips less than 1 mile:			
	Trip Purpose	NHTS %	Adjusted Trips
Total Trips = 1,002,639 / 14.8% =			6,774,588
work:	Commuter	14.8	1,002,639
	Work related	2.9	196,463
non work:	Family/personal	44.6	3,021,466
	School/church	9.8	663,910
	Social/recreation	27.1	1,835,913
	Other	0.8	54,197
Total Non Work Trips:			5,575,486

The resulting total Commuter Trips figure of 1,002,639 represents one-way trips, not round-trip commutes and is consistent with the Total Workers figure of approximately half a million greater Hartford commuters provided by a variety of US Census sources. (1990 Census, 2000 Census, 2006 ACS).

We used the resulting totals in conjunction with US Census and NHTS figures to complete our analysis and estimate mode shifts from car travel to bicycle and pedestrian travel. These estimates consider commuter trips and non-work related trips separately. The total number of trips shifted are then analyzed to approximate savings in Vehicle Miles Traveled (VMT), greenhouse gas emissions, fossil fuel and fuel costs.

Estimating Potential Mode Shifts in the CROG Region

Commuter Trips:

In the context of commuter trips, we determined the number of trips we could reasonably expect to shift to bicycles by improving bicycle facilities and implementing encouragement programs. Possible shifts to pedestrian commuting were not considered because research shows increases in pedestrian transit require more system wide changes to development patterns.

Likewise, we do not believe that results similar to European cities can be achieved in Hartford. The European model requires strict limits on vehicular traffic in the city center, and shifts in development and cultural norms to shorten trip distances and discourage the use of automobiles as the primary mode of transportation.

However, other American cities have successfully improved their bicycle facilities and increased their bike mode share. Our research shows that similar programs and improvements in Hartford can result in a bike mode share of approximately **10,000 cyclists**. This is a big change for Hartford and represents our long term goal. For the short term, we hope to achieve a more conservative goal of **5,000 bicyclists**. We calculated these estimates a variety of ways using several different analyses. Each of them lends credibility to the 5000 – 10000 range of bicycle ridership in the CROG region. The following is a summary of these analyses, detailed tables are included at the end of this document.

- **What has worked:** First we examined what other communities have achieved.
 - Analysis of *current* Mode Rate numbers in successful American cities: Portland, Madison, Boulder. We applied the bicycle mode rates of these successful cities to the Hartford population, resulting in an increase of bike mode share to **10,000** riders. (see Table 6)
 - Analysis of the *change* in Mode Rates between US Census periods for Portland. We applied the increases in mode rates similar to those achieved in these cities, to the existing Hartford Mode Rate. This calculation results in an increase of bike mode share to **5,000** riders. (see Table 7)
- **Age Analysis:** Then we used analysis of population age based on the FHA's "Guidebook on Method to Estimate Non-motorized Travel" which says: "Use the proportion of population under 45 years relative to the city average to estimate the potential riding population. Multiply the rate by the total number of commuters in the travel shed, and then subtract the number of current bicycle commuters. Determine the expected number of new bicycle trips by assuming that a certain percentage of the population will divert trips from other modes to bicycling. For example, the Seattle survey showed that 26 percent of the potential bicycle commuting population would become bicycle commuters."

We found the "potential bicycle commuting population" to be approximately 100,000. Being even more conservative than the Seattle model, we estimate 5-10% of these commuters could bicycle. Leading again to our **5000 – 10,000** range for new commuters. (see Table 8)

Estimating Potential Mode Shifts in the CROCOG Region

Estimating Potential Mode Shifts in the CROG Region

Next we brought our analysis closer to home... (see Table 9)

- **The Manchester Effect:** We analyzed the bike mode share reported in the US Census for each of the individual CROG towns. The average bicycle mode rate is .17 across the region, but Manchester has a rate of .45. We attribute this to Manchester's prime location with respect to existing bike path facilities. If similar facilities were implemented throughout the region resulting in an equal mode rate, we would achieve a bike ridership of approximately **2500** cyclists.
- **Charter Oak Greenway:** A separate analysis was previously completed on the US Census tracts with direct access to the Charter Oak Greenway. The residents of these zones who commute to Hartford have a bike/walk/other mode share rate of 1.8, or more than 10 times the regional rate of .17. This shows that improved access and facilities can greatly increase mode share in our region. If we provide similar access to bicycling facilities and achieve this rate across the region, we can achieve a bike mode share of **10,000** cyclists.

As a result of the above analyses, we feel confident using a number of 10,000 bicycle commuters as our long term goal, and 5,000 bicycle commuters as our short term goal. This lower number is used in calculations of VMT and greenhouse gas emission savings below.

Non-Work Related Trips:

In analyzing non-work related trips, we specifically looked at short trips that could easily be taken by bicycle or on foot: generally trips of less than one mile. This specific information is not available on a local level, so we combined the local, adjusted CROG model data and additional NHTS data to extrapolate data for these trips and estimate bicycle and pedestrian mode share.

The percentages in Table 3 come from the NHTS. They show what percentage of the trips made within each mode is within each trip length. For example 7% of all bicycle trips are a quarter of a mile or less. This does NOT mean that 7% of all trips less than a quarter of a mile are made by bicycle. Table 4 shows that information.

trip length	% bike	% walk	% car
0.25 or shorter	7	33	2
0.26 - 0.5	33	42	7
0.51 - 1.0	20	17	12
1.01 - 5.0	34	7	36
over 5 miles	6	1	43

Estimating Potential Mode Shifts in the CROCOG Region

Table 4 combines the national averages from table 3, the NHTS/CROCOG model adjusted totals from Table 1, and additional NHTS data showing the % of total trips made by each mode type. It estimates how many non-work related trips are made of various trip lengths on a daily basis. The data shows for example that, in fact, only 1.3% of the trips less than a quarter of a mile are made by bicycle. This is the starting point for our analysis of possible mode shift for trips in these low mileage ranges.

Table 4: Calculation of Mode Share by Trip Length												
			NHTS % by trip length, by mode (daily trips)									
	NHTS % of total trips	NHTS/ CROCOG non-work trips	.25 miles or shorter		.26-.5 miles		.51-1 miles		1.1-5 miles		over 5 miles	
Bicycle	0.86	47,813	3,347	1.30	15,778	2.84	9,563	1.43	16,256	0.91	2,869	0.14
Pedestrian	8.6	479,569	158,256	61.30	201,419	36.28	81,527	12.16	33,570	1.88	4,796	0.23
Car	86.6	4,828,384	96,568	37.40	337,987	60.88	579,406	86.41	1,738,218	97.21	2,076,205	99.63
other/Transit*	3.94	219,734										
total Trips	100.00	5,575,500	258172	100.00	555184	100.00	670495	100.00	1,788,045	100.00	2083870	100.00

*Trip length data is not available for transit rides. It is reasonable to assume that trips less than half a mile would not be shifted to transit

Using three different methods of adjusting the NHTS figures, we determined there is a potential savings of approximately 65,000 miles per day. Details of this calculation are included in Tables 10-12 at the end of this document. The process is discussed here.

First we recalculated the mode shares increasing each of the bicycle and walking percentages by 10%. For example, the rate for bicycle trips under .25 miles was increased from 1.30 to 1.43. (See Table 10 in the appendix) We calculate the number of miles shifted by multiplying the change in number of bikers/walkers by the average distance of each trip. Approximately 32,000 miles a year were shifted from car to bike/pedestrian, but the resulting mode shares still seemed quite low.

Estimating Potential Mode Shifts in the CROG Region

Next we adjusted the NHTS % of total trips, reducing the car % by just 1% to 85.6% and distributing those trips to the bicycle and pedestrian modes. We recalculated the travel mode buckets (bicycle, pedestrian, car) to reflect this shift, and recalculated each trip length allotment. (See Table 11 in the appendix.) This results in a shift of 66,875 miles a year from car to bike/pedestrian, and still seems quite conservative.

The final calculation (seen in Table 12 in the appendix) adjusts the rate for each mode/trip length to a reasonable but conservative percentage. For example we decided that 5% of the trips less than half of a mile could be made by bicycle. This results in a shift of 67,707 miles a year from car to bike/pedestrian and backs up the previous calculation.

Using the first (10%) adjustment as a test of “reasonableness” and the second and third adjustments as realistic changes, we conclude that as many as 65,000 miles a year of non-work trips can be shifted from car to bicycle or pedestrian modes.

Resulting Savings of VMT, Greenhouse Gases, Fossil Fuel & Fuel costs:

In summary, the results of the above analyses estimate we can shift 5000 commuters to bicycles. Past surveys of CROG bicyclists tell us the average bicycle commuter rides 1000 miles each year. This means those 5000 new bicyclists would be saving 5 million miles each year. Similarly, the 65,000 non-work related miles per day, converts to 7.8 million miles each year. Table 5 shows the resulting savings in specific greenhouse gases, Fuel, and Fuel Cost savings.

Table 5: Annual Savings resulting from Travel Mode Shifts in the Capitol Region:							
	Miles Avoided	Carbon Dioxide (pounds)	NOx (pounds)	Hydro- carbons (pounds)	Carbon Monoxide (pounds)	Fossil Fuel (gallons)	Fuel Cost (dollars)
Rate of savings:		1lb/mile	0.539 g/mile	0.359 g/mile	7.26 g/mile	20 mpg	\$3.00 /gallon
Commuter Travel:	5,000,000	5,000,000	6,000	4,000	80,000	250,000	750,000
Non-Work Related Travel:	7,800,000	7,800,000	9,000	6,000	125,000	390,000	1,170,000
Total Savings:	12,800,000	12,800,000	15,000	10,000	205,000	640,000	1,920,000

Estimating Potential Mode Shifts in the CROG Region

Table 6: What if we apply the MODE RATE from other cities to Hartford?

town	current period				past period				calculations for HARTFORD			
	data set	total workers	bikers	Mode Rate	data set	total workers	bikers	Mode Rate	New bikers	New change in bikers	New total bikers	New Mode Rate
Hartford	2006 ACS	588,830	1,509	0.26	2006 USC	573,114	951	0.17				
Portland	2006 ACS	1,057,060	16,706	1.58	2000 USC	1,105,133	8,390	0.76	9306	8,355	9,306	1.58
Madison	2006 ACS	303,050	5,379	1.77	2000 USC	242,542	4,216	1.74	10451	9,500	10,451	1.77
Boulder	2006 ACS	148,251	5,417	3.65	2000 USC				21515	20,564	21,515	3.65

*New Bikers = (mode rate * current workers (Hartford))/100*
New change in bikers = New bikers - past bikers(Hartford)
New total bikers = New bikers = New change in bikers + past bikers (Hartford) -- this column is here for consistency and ease of calculation
*New Mode Rate = (New total bikers/current workers(Hartford))*100*

Table 7: What if we apply the CHANGE in mode rate from other cities to Hartford?

town	current period				past period				calculations for HARTFORD			
	data set	total workers	bikers	Mode Rate	data set	total workers	bikers	Mode Rate	Change in Mode Rate	New change in bikers	New total bikers	New Mode Rate
Hartford	2006 ACS	588,830	1,509	0.26	2006 USC	573,114	951	0.17				
Portland	2006 ACS	1,057,060	16,706	1.58	2000 USC	1,105,133	8,390	0.76	0.00769219	4,529	5,480	0.93
Madison	2006 ACS	303,050	5,379	1.77	2000 USC	242,542	4,216	1.74	0.00426326	2,510	3,461	0.59
Boulder	2006 ACS	148,251	5,417	3.65	2000 USC							

Change in mode rate = (Current bikers - Past bikers)/current total workers
*New change in bikers = change in mode rate *current workers (Hartford)*
New total bikers = new change in bikers + past period bikers (Hartford)
*New Mode Rate = (New total bikers/current workers (Hartford))*100*

Estimating Potential Mode Shifts in the CROG Region

Table 8: Age Analysis	Data Set: Census 2000 Summary File 3 -- Population by AGE												
Capitol Region Town	Total	Total Male	Male; 22 to 24	Male; 25 to 29	Male; 30 to 34	Male; 35 to 39	Male; 40 to 44	Total Female	Female; 22 to 24	Female; 25 to 29	Female; 30 to 34	Female; 35 to 39	Female; 40 to 44
Avon, Hartford County, CT	15,832	7,517	67	208	387	596	726	8,315	130	264	452	727	745
Bloomfield, Hartford County, CT	19,587	8,833	261	403	543	728	702	10,754	189	456	638	826	741
Canton, Hartford County, CT	8,840	4,248	101	236	298	351	424	4,592	61	228	359	484	397
East Granby, Hartford County, CT	4,745	2,338	41	114	158	172	293	2,407	50	91	136	248	236
East Hartford, Hartford County, CT	49,575	23,662	704	1,595	1,814	1,906	2,034	25,913	884	1,625	1,838	2,332	2,161
East Windsor, Hartford County, CT	9,818	4,863	124	327	359	432	498	4,955	168	301	346	502	406
Enfield, Hartford County, CT	45,212	23,597	1,026	1,814	2,258	2,586	2,162	21,615	522	1,219	1,629	1,973	1,900
Farmington, Hartford County, CT	23,641	11,197	211	532	794	933	1,035	12,444	310	700	839	1,164	1,028
Glastonbury, Hartford County, CT	31,876	15,088	146	539	932	1,416	1,477	16,788	277	522	1,285	1,520	1,657
Granby, Hartford County, CT	10,347	5,148	63	195	322	490	536	5,199	48	164	360	536	541
Hartford, Hartford County, CT	121,578	57,606	2,628	4,367	4,376	4,173	4,366	63,972	3,289	5,153	4,611	4,960	4,518
Manchester, Hartford County, CT	54,740	26,134	1,145	2,357	2,184	2,285	2,080	28,606	1,151	2,272	2,368	2,475	2,232
Marlborough, Hartford County, CT	5,709	2,856	71	79	191	283	263	2,853	72	114	194	316	255
Newington, Hartford County, CT	29,306	13,732	384	767	972	1,183	1,131	15,574	390	888	984	1,408	1,143
Rocky Hill, Hartford County, CT	17,942	8,802	324	635	646	644	845	9,140	387	628	659	798	840
Simsbury, Hartford County, CT	23,234	11,343	150	330	652	1,010	1,075	11,891	134	361	740	1,082	1,203
South Windsor, Hartford County, CT	24,471	11,737	186	403	757	1,023	1,261	12,734	234	441	838	1,376	1,201
Suffield, Hartford County, CT	13,552	7,300	338	496	543	750	728	6,252	129	234	374	548	614
West Hartford, Hartford County, CT	63,589	29,524	850	1,536	1,696	2,116	2,340	34,065	844	1,670	2,030	2,422	2,653
Wethersfield, Hartford County, CT	26,236	12,134	275	650	763	911	1,026	14,102	225	564	937	1,089	1,095
Windsor, Hartford County, CT	28,237	13,340	394	585	887	1,102	1,312	14,897	279	607	1,001	1,220	1,442
Windsor Locks, Hartford County, CT	12,043	5,826	164	303	457	566	521	6,217	128	350	463	582	527
Andover, Tolland County, CT	3,036	1,520	45	67	127	135	200	1,516	23	75	131	182	161
Bolton, Tolland County, CT	5,017	2,469	66	53	152	201	263	2,548	24	62	169	263	243
Ellington, Tolland County, CT	12,921	6,475	204	404	546	642	626	6,446	241	433	561	701	597
Hebron, Tolland County, CT	8,610	4,262	81	161	301	416	496	4,348	44	162	359	442	583
Somers, Tolland County, CT	10,417	6,389	394	560	640	758	664	4,028	56	121	219	323	481
Tolland, Tolland County, CT	13,146	6,423	137	238	429	589	760	6,723	117	267	547	623	741
Vernon, Tolland County, CT	28,063	13,639	572	1,040	1,038	1,237	1,184	14,424	595	1,117	1,071	1,211	1,201

Estimating Potential Mode Shifts in the CROG Region

Table 8: Age Analysis (Continued)	Total	Total Male	Male; 22 to 24	Male; 25 to 29	Male; 30 to 34	Male; 35 to 39	Male; 40 to 44	Total Female	Female; 22 to 24	Female; 25 to 29	Female; 30 to 34	Female; 35 to 39	Female; 40 to 44
totals by age group:	721,320	348,002	11,152	20,994	25,222	29,634	31,028	373,318	11,001	21,089	26,138	32,333	31,542

Calculations to estimate possible number of bikers as a percentage of the 22-44 aged population:

22-44 male population 118030

22-44 female population 122103

total 22-44 240133

% 22-44 of total population 0.33 (total 22-44/total population)

total workers 339472

total workers 22-44 113013 (% 22-44 * total workers)

10% of these workers, might bicycle --> 10,000

if only 5% rode --> 5,000

This is a very conservative estimate for total number of workers 22-44, as they are most likely more than 1/3 of the working age adults.

mode share if 10% of 22-44 workers ride 3.33

mode share if 5% of 22-44 workers ride 1.66

Estimating Potential Mode Shifts in the CROG Region

Table 9: Analysis of Manchester & Charter Oak Greenway using 2000 US Census Data							
		current		Manchester		Manchester	
Capitol Region Town	Adult Workers	Bikers	Mode Rate	New Bikers	New Mode Rate	New Bikers	New Mode Rate
Avon	7,943	6	0.08	36	0.45	143	1.80
Bloomfield	8,700	17	0.20	39	0.45	157	1.80
Canton	4,718	0	0.00	21	0.45	85	1.80
East Granby	2,551	0	0.00	11	0.45	46	1.80
East Hartford	23,070	37	0.16	103	0.45	415	1.80
East Windsor	5,210	0	0.00	23	0.45	94	1.80
Enfield	21,479	113	0.53	96	0.45	387	1.80
Farmington	11,462	6	0.05	51	0.45	206	1.80
Glastonbury	16,482	25	0.15	74	0.45	297	1.80
Granby	5,430	0	0.00	24	0.45	98	1.80
Hartford	41,009	110	0.27	184	0.45	738	1.80
Manchester	28,996	130	0.45	130	0.45	522	1.80
Marlborough	3,012	0	0.00	14	0.45	54	1.80
Newington	15,299	24	0.16	69	0.45	275	1.80
Rocky Hill town	9,452	0	0.00	42	0.45	170	1.80
Simsbury	11,202	7	0.06	50	0.45	202	1.80
South Windsor	13,053	10	0.08	59	0.45	235	1.80
Suffield	6,076	0	0.00	27	0.45	109	1.80
West Hartford	28,374	41	0.14	127	0.45	511	1.80
Wethersfield	12,349	11	0.09	55	0.45	222	1.80
Windsor	14,619	27	0.18	66	0.45	263	1.80
Windsor Locks	6,143	0	0.00	28	0.45	111	1.80
Andover	1,721	0	0.00	8	0.45	31	1.80
Bolton	2,810	0	0.00	13	0.45	51	1.80
Ellington	7,291	18	0.25	33	0.45	131	1.80
Hebron	4,720	0	0.00	21	0.45	85	1.80
Somers	4,073	5	0.12	18	0.45	73	1.80
Tolland	7,030	0	0.00	32	0.45	127	1.80
Vernon	15,198	0	0.00	68	0.45	274	1.80
TOTALS	339,472	587	0.17	1,522	0.45	6,110	1.80
<i>New Bikers = (Manchester Mode Rate * workers)/100, and (Charter Oak Mode Rate * workers)/100</i>							
Additional Data Sets give larger populations		Total Wrkers	Manch. Rate	New Bikers	Chrter Oak*	New Bikers	
CROG 2000 Census data (above)		339,472	0.45	1,528	1.80	6,110	
2006 ACS		588,830	0.45	2,650	1.80	10,599	
2000 Census, Hartford		573,114	0.45	2,579	1.80	10,316	
1990 Census, Hartford		561,969	0.45	2,529	1.80	10,115	
CROG Model HBW Trips/2		501,319	0.45	2,256	1.80	9,024	

Estimating Potential Mode Shifts in the CROG Region

Table 10: Adjustment of Mode Share by 10%: VMT Shift of 32,000												
		NHTS % by trip length, by mode										
	NHTS % of total trips	CROG NON WORK	.25 or shorter		.26-.5		.51-1		1.1-5		over 5 miles	
Bicycling	0.86	47,813	3,682	1.43	17,356	3.13	10,519	1.57	17,882	1.00	2,869	0.14
Walking	8.6	479,569	174,084	67.43	221,561	39.91	89,679	13.38	36,927	2.07	4,796	0.23
Car	86.6	4,828,384	80,407	31.14	316,267	56.97	570,297	85.06	1,733,236	96.93	2,076,205	99.63
other/Transit*	3.94	219,734										
total Trips	100.00	5,575,500	258172	100.00	555184	100.01	670495	100.01	1,788,045	100.00	2083870	100.00

Table 11: Redistribution of 1% of trips from Car to Bike/Ped: VMT Shift of 66,875												
		NHTS % by trip length, by mode										
	NHTS % of total trips	CROG NON WORK	.25 or shorter		.26-.5		.51-1		1.1-5		over 5 miles	
Bicycling	1.5	83,633	5,854	2.27	27,599	4.97	16,727	2.49	28,435	1.59	5,018	0.24
Walking	8.96	499,565	164,856	63.86	209,817	37.79	84,926	12.67	34,970	1.96	4,996	0.24
Car	85.6	4,772,569	87,462	33.88	317,768	57.24	568,843	84.84	1,724,640	96.45	2,073,856	99.52
other/Transit*	3.94	219,734										
total Trips	100.00	5,575,500	258172	100.00	555184	100.00	670495	100.00	1,788,045	100.00	2083870	100.00

Estimating Potential Mode Shifts in the CROG Region

Table 12: Adjustment to Bike/Pedestrian trip length mode shares: VMT Shift of 67,707												
			NHTS % by trip length, by mode									
	NHTS % of total trips	CROG NON WORK	.25 or shorter		.26-.5		.51-1		1.1-5		over 5 miles	
Bicycling	0.86	47,813	12,909	5.00	27,759	5.00	10,057	1.50	26,821	1.50	5,210	0.25
Walking	8.6	479,569	160,067	62.00	222,074	40.00	87,164	13.00	35,761	2.00	5,210	0.25
Car	86.6	4,828,384	85,197	33.00	305,351	55.00	573,274	85.50	1,725,463	96.50	2,073,450	99.50
other/Transit*	3.94	219,734										
total Trips	100.00	5,575,500	258172	100.00	555184	100.00	670495	100.00	1,788,045	100.00	2083870	100.00

APPENDIX E
CRCOG ON ROAD BICYCLE NETWORK
ADOPTED APRIL 2008

Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Andover	SR 316	Hebron Rd.	from intersection with US6 (Jonathan Trumbull Hwy)	south	to Andover/Hebron town line
Andover	SR 603	Boston Hill Rd.	from the Andover/Bolton town line	east	to the intersection with SR 316(Hebron Rd)
Andover	SR 87	Jonathan Trumbull Hwy.	from intersection with US6 (Willimantic Rd.)	south	to Andover/Columbia town line
Andover		Wales Rd.	from intersection with SR 603 (Boston Hill Rd.)	north	to Hop River Trail
Andover		Gilead Rd.	from intersection with SR 316 (Hebron Rd.)	south	to Andover/Hebron town line
Avon	SR 177	Lovely St.	from the Avon/Canton town line	south	to Avon/Farmington town line
Avon	SR 167	West Avon Rd.	from intersection with Burnham Rd.	south	to intersection with Harris Rd.
Avon	SR 10	Waterville Rd.	from intersection with Old Farms Rd.	south	to intersection with Talcott Notch Rd.
Avon	US 44/SR 202	West Main St.	from town line with Simsbury	east	to intersection with Old Farms Rd and SR 10 (Simsbury Rd.)
Avon		Harris Rd.	from intersection with SR 167	south	to Avon/Farmington town line
Avon		Thompson Rd.	from intersection with SR 167 (West Avon Rd.)	east	to intersection with Old Farms Rd.
Avon		Old Farms Rd.	from intersection with Thompson Rd.	east	to intersection with SR 10 (Waterville Rd.)
Avon		Tillotson Rd.	from intersection with Old Farms Rd.	south	to Avon/Farmington town line
Avon		Talcott Notch Rd.	from intersection with SR 10 (Waterville Rd.)	south	to Avon/Farmington town line
Avon		Hollister Dr.	from intersection with SR 177 (Lovely St.)	east	to intersection with SR 167 (Avon Rd.)
Avon		Country Club Rd.	from intersection with SR 167 (West Avon Rd.)	east	to intersection with Old Farms Rd.
Avon		Old Farms Rd.	from intersection with Country Club Rd.	east	to Fisher Meadows Rec. Trail
Bloomfield	SR 189	Tunxis Ave	from Simsbury/Bloomfield town line	south	to the intersection with Brown St. and Terry Plains Rd.
Bloomfield	SR 189	Bloomfield Ave.	from intersection with SR 218 (Cottage Grove Rd.)	south	to Bloomfield/West Hartford town line
Bloomfield	SR 185	Simsbury Rd.	from Simsbury/Bloomfield town line	south	to Bloomfield/West Hartford town line
Bloomfield	SR 178	Loeffler Rd., Mountain Ave., Park Ave., School St., Wintonbury Ave., East Wintonbury Ave.	from intersection with SR 185 (Simsbury Rd.)	east	to Bloomfield/Windsor town line
Bloomfield	SR 218	Hall Blvd. and Cottage Grove Rd.	from West Hartford/Bloomfield town line	north and east	to intersection with SR 189 (Bloomfield Ave.)
Bloomfield	SR 187	Blue Hills Ave. Ext.	from intersection with SR189 (Tunxis Ave.)	south	to Bloomfield/Windsor town line
Bloomfield	SR 187	Blue Hills Ave. Ext; Blue Hills Ave.	from Windsor/Bloomfield town line	south	to intersection with SR 178 (Wintonbury Ave. and East Wintonbury Ave.)
Bloomfield	SR 305	Old Windsor Rd.	from intersection with SR 187	east	to Bloomfield/ Windsor town line
Bloomfield		Brown St.	from intersection with SR 189	south	to intersection with Maple Ave. and SR 178
Bloomfield		Maple Ave.	from intersection with Brown St. and SR 178	south	to intersection with SR 218 (Cottage Grove Rd.)
Bloomfield		Day Hill Rd.	from intersection with SR 189 (Tunxis Ave.)	east	to Bloomfield/Windsor town line
Bloomfield		Mountain Rd.	from intersection with SR 185 (Simsbury Rd.)	south	to Bloomfield/West Hartford town line
Bloomfield		School St.	from intersection with SR 178 (Park Ave.)	south	to intersection with Granby St. and SR 218 (Cottage Grove Rd.)
Bloomfield		Granby St.	from intersection with SR 218 (Cottage Grove Rd.) and School St.	south	to Bloomfield/Hartford town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Bolton	US 44	New Bolton Rd., Boston	from Manchester/Bolton town line	east	to town line with Coventry -includes segment of US6-
Bolton	SR 85	Bolton Center Rd. Clark Rd. West St.	from intersection with US44/US 6	south	to Bolton/Hebron town line
Bolton	SR 533	Lake St., Cider Mill Rd.	from Vernon/Bolton town line	south	to intersection with SR 85 (Bolton Center Rd.)
Bolton		Vernon Rd.	from Vernon/Bolton town line	south	to intersection with Quarry Rd.
Bolton		Quarry Rd.	from intersection with Vernon Rd.	south	to intersection with US 44 (Boston Tnpk)
Bolton		Watrous Rd.	from intersection with Bolton Center Rd. and Brandy St.	east	to intersection with Steeles Crossing Rd.
Bolton		Steeles Crossing Rd.	from intersection with Watrous Rd.	north	to Hop River Trail
Canton	SR 179	Cherry Brook Rd., River Rd.	from Barkhamsted/Canton town line	south	to intersection with Old River Rd. and Gildersleeve Ave
Canton	SR 177	Lovely St.	from intersection with US202/ 44	south	to Canton/Avon town line
Canton	US 202/44	Albany Tnpk.	from intersection with SR 177 and Lawton Rd.	east	to Canton/Simsbury town line
Canton	US 44	Albany Tnpk.	from New Hartford/Canton town line	south	to intersection with SR 179 (Cheery Brook Rd.)
Canton	US 202		from New Hartford/Canton town line	east	to intersection with SR 179 (River Rd.)
Canton		Old River Rd.	from intersection with SR 179 and Gildersleeve Ave.	south	to Farmington River Trail
Canton		Gildersleeve Ave.	from intersection with SR 179	east	to intersection with Mills Ave.
Canton		Mills Ave.	from intersection with Gildersleeve Ave.	south	to intersection with proposed Farmington River Trail
East Granby	SR 187	Sheldon St., North Main St., South Main St.	from Suffield/ East Granby town line	south	to Tunxis Avenue
East Granby	SR 189	Hartford Ave.	from Granby/East Granby town line	south	to East Granby/Bloomfield town line
East Granby	SR 540	Hatchett Hill Rd.	from intersection with SR 189 (Hartford Ave.)	east	to intersection with SR 187(S. Main) and Seymour Rd
East Granby	SR 20	Turkey Hills Rd., Rainbow Rd	from Granby/East Granby town line	east	to intersection with East Granby Rd.
East Granby		Seymour Rd.	from intersection with SR 187	east	to East Granby/Windsor town line
East Granby		East Granby Rd.	from intersection with SR 20	east	to Granby/Windsor town line
East Granby		International Dr.	from intersection with SR 20	south	to East Granby/Windsor town line
East Granby		Copper Hill Rd.	from Granby/East Granby town line	east	to intersection with Newgate Rd.
East Granby		Newgate Rd.	from intersection with Copper Hill Rd.	south	to intersection with SR 20

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
East Hartford	US 44	Burnside Ave.	from intersection with SR 5 (Main St.)	east	to East Hartford/Manchester town line
East Hartford	SR 5	Main St.	from intersection with King St.	south	to intersection with Ensign St.
East Hartford	SR 502	Silver La.	from intersection with Roberts St. and Airport Ave.	east	to intersection with Forbes St.
East Hartford		Main St.	from South Windsor/East Hartford town line	south	to intersection with SR 5 (King St., Main St.)
East Hartford		Ensign St.	from intersection with Main St.	west	to intersection with Riverside Dr.
East Hartford		Tolland St.	from intersection with US 44 (Burnside Ave.)	east	to East Hartford/Manchester town line
East Hartford		Pitkin St.	from intersection with SR 5 (Main St.)	west	intersection with Founders Bridge Trail
East Hartford		Silver La. Ext.	from intersection with US 5 (Main St.)	west	to intersection with Jayce St. and E. River Drive Ext.
East Hartford		Jayce St.	from intersection with East River Dr. Ext. and Silver Lane Ext.	north	to intersection with Pitkin St.
East Hartford		Clement Rd.	from intersection with Silver La.	north and east	to intersection with Simmons Rd.
East Hartford		Riverside Dr.	from intersection with Colt St.	south	to end of Riverside Dr.
East Hartford		Forbes St.	from intersection with Charter oak Greenway	south	to East Hartford/Glastonbury town line
East Hartford		High St.	from intersection with Pent Rd.	south	to intersection with Naubuc Ave. and Broad St.
East Hartford		Naubuc Ave.	from intersection with High St. and Broad St.	south	to East Hartford/Glastonbury town line
East Windsor	US 5	South Main St.	from intersection with South Water St.	south	to East Windsor/S. Windsor town line
East Windsor	SR 140	Bridge St. North Rd. Broad Brook Rd. Melrose Rd.	from the Windsor Locks/East Windsor town line	east	to town line with Ellington -includes segment of SR 191 (Broad Brook)-
East Windsor	SR 191	Broad Brook Rd. Main St. Mill St. Scantic Rd. Phelps	from town line with Enfield	south and west	to intersection with SR5 (Prospect Hill Rd.) -includes segment of SR 140(Broad Brook Rd.)-
East Windsor		Yosky Rd.	from the Enfield/East Windsor town line	south	to intersection with SR 140 (North Rd.)
East Windsor		North Water St.	from the Enfield/East Windsor town line	south	to intersection with SR 140 (Bridge St.)
East Windsor		South Water St.	from intersection with SR140 (Bridge St.)	south	to intersection with US 5 (South Main St.)
East Windsor		Wapping Rd.	from the South Windsor/East Windsor town line	north	to intersection with Windsorville Rd. and Thrall Rd.
East Windsor		Thrall Rd.	from intersection with Wapping Rd. and Windsorville Rd.	east	to intersection with Clark Rd.
East Windsor		Clark Rd.	from intersection with Thrall Rd.	east	to intersection with Chamberlain Rd.
East Windsor		Chamberlain Rd.	from intersection with Clark Rd.	east	to East Windsor/Ellington town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Ellington	SR 83	Somers Rd., West Rd.	from Somers/Ellington town line	south	to Ellington/Vernon town line
Ellington	SR 286	Main St. Pinney St.	from intersection with SR83 (West Rd. Somers Rd.)	west and south	to intersection with SR 74(Wappingwood Rd. Windsorville Rd.) and Skinner Rd.
Ellington	SR 74	Wappingwood Rd.	from intersection with SR 286 (Pinney St. Main St.)	west	to Ellington/South Windsor town line
Ellington	SR 140	Sadds Mill Rd., Maple St., Crystal Lake Road, Sandy Beach Rd.	from East Windsor/Ellington town line	east	to Stafford/Ellington town line
Ellington	SR 30	Stafford Rd.	from Stafford/Ellington town line	south	to Ellington/Tolland town line
Ellington		Tomoka Ave.	from intersection with SR 140 and Jobs Hill Rd.	south	to intersection with Frog Hollow Rd. and SR 286
Ellington		Jobs Hill Rd.	from Somers/Ellington town line	south	to intersection with SR 140 (Sadds Mill Rd., Maple St.) and Tamoka Ave
Ellington		Skinner Rd.	from intersection with SR 286 (Pinney St.) and Windsorville Rd.	south	to Ellington/Vernon town line
Ellington		Frog Hollow Rd.	from intersection with Tomoka Ave. and SR 286	west	to Ellington/East Windsor town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Enfield	SR 220	Taylor Rd., Shaker Rd., Elm	from state boundary with Massachusetts	south and west	to intersection with US5 (Enfield St.)
Enfield	SR 192	North Maple St.	from state boundary with Massachusetts	south	to intersection with Bacon Rd.
Enfield	US 5	Enfield St., King St.	from state boundary with Massachusetts	south	to intersection with SR 510 (Depot Hill Rd.)
Enfield	SR 191	Broad Brook Rd.	from intersection with SR 190 (Hazard Ave.)	south	to Enfield/East Windsor town line
Enfield	SR 190	Hazard Ave.	from intersection with Palomba Dr.	east	to Enfield/Somers town line
Enfield	SR 510	Depot Hill Rd.	from intersection with US 5	west	to intersection with Old Depot Hill Rd.
Enfield	SR 514	Franklin St.	from intersection with SR190 bike path	east	to intersection with US5 (Enfield St.)
Enfield		Taylor Rd.	from intersection with SR220/SR404 (Shaker Rd.)	south	to intersection with SR 190 (Hazard Ave.)
Enfield		Bacon Rd.	from intersection with SR 192 (North Maple)	south	to intersection with SR 220 (Shaker Rd.)
Enfield		Old Depot Hill Rd.	from intersection with Depot Hill Rd.	south	to intersection with River Rd.
Enfield		River Rd.	from intersection with Old Depot Hill Rd.	south	to Enfield/East Windsor town line
Enfield		Raffia Rd.	from intersection with South Rd.	south	to intersection with Post Office Rd and Simon Rd.
Enfield		Simon Rd.	from intersection with Raffia Rd. and Post Office Rd.	south	to Enfield/East Windsor town line
Enfield		North Main St.	from intersection with US 5	west	to intersection with Main St.
Enfield		Main St.	from intersection with North Main St.	west	to intersection with South River St.
Enfield		South River St.	from intersection with Main St.	south	to intersection with Asnuntuck St.
Enfield		Asnuntuck St.	from intersection with South River St.	east	to intersection with Prospect St.
Enfield		Prospect St.	from intersection with Asnuntuck St.	south	to intersection with Maple Ave.
Enfield		Maple Ave.	from intersection with Prospect St.	east	to intersection with Spring St.
Enfield		Spring St.	from intersection with Maple Ave.	south	to SR190 bike path
Enfield		Cranbrook Blvd.	from intersection with Freshwater Blvd.	east	to intersection with Palomba Dr.
Enfield		Palomba Dr.	from intersection with Cranbrook Blvd.	south	to intersection with SR 190 (Hazard Ave.)
Enfield		South Rd.	from intersection with US 5 (Enfield St.)	north	to intersection with SR 190 (Hazard Rd.)
Enfield		Post Office Rd.	from intersection with US 5 (Enfield St.)	east	to intersection with Raffia Rd. and Simon Rd.
Enfield		Town Farm Rd.	from intersection with Abbe Rd.	east	to intersection with SR 191 (Broadbrook Rd.)

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Farmington	SR 177	Lovely St. South Main St. Plainville Ave.	from Avon/Farmington town line	south	to Farmington/Plainville town line
Farmington	SR 4	Farmington Ave.	from intersection with SR 177 (Lovely St. South Main St.)	east	to Farmington/West Hartford town line
Farmington	SR 10	Main St.	from intersection with SR 4 (Farmington Ave.)	south	to Farmington/Plainville town line
Farmington	SR 549	Birdseye Rd.	from intersection with Paul Spring Rd.	south	to intersection with US6 (Colt Hwy.) and Fienemann Rd.
Farmington	SR 531	South Rd.	from intersection with SR4 (Farmington Ave.)	east	to intersection with US6 (Colt Highway) and South Rd.
Farmington		Brickyard Rd.	from Avon/Farmington town line	south	to intersection with SR 4 (Farmington Ave.)
Farmington		Town Farm Rd.	from Avon/Farmington town line	south	to intersection with SR 4 (Farmington Ave.)
Farmington		Talcott Notch Rd.	from Avon/Farmington town line	south	to intersection with SR 4 (Farmington Ave.)
Farmington		Middle Rd.	from intersection with SR531 (South Rd.)	east	to Farmington/West Hartford town line
Farmington		Patrick Flood Rd.	from intersection with SR531 (South Rd.)	south	to intersection with Wolf Pit Rd.
Farmington		Wolf Pit Rd.	from intersection with Patrick Flood Rd.	east	to intersection with Lexton Dr.
Farmington		Lexton Dr.	from intersection with Wolf Pit Rd.	south	to intersection with Paul Spring Rd.
Farmington		Paul Spring Rd.	from intersection with Lexton Dr.	west	to intersection with SR549 (Birdseye Rd.)
Farmington		Fienemann Rd.	from intersection with SR549 (Birdseye Rd.) and US 6 (Colt Highway)	south	to Farmington/New Britain town line
Farmington		Two Mile Rd.	from intersection with SR531 (South Rd.)	south	to intersection with Batterson Park Rd.
Farmington		Batterson Park Rd.	from intersection with Two Mile Rd.	east	to Farmington/New Britain town line
Farmington		South Rd.	from intersection with SR531/US6 and Two Mile Rd.	east	to Farmington/West Hartford town line
Farmington		Mountain Rd.	from intersection with SR 10 (Main St.)	east	to intersection with US549 (Birdseye)
Farmington		Meadow Rd.	from intersection with Garden St.	east	to intersection with SR 10 (Main St.)

APPENDIX E
CRCOG ON ROAD BICYCLE NETWORK
ADOPTED APRIL 2008

Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Glastonbury	SR 160	Ferry La., Tryon St.	from Connecticut River	east	to intersection with High St. and Water St.
Glastonbury	SR 3	Putnam Bridge	from intersection with Naubuc Ave.	west	to Glastonbury/Wethersfield town line
Glastonbury	SR 17	Main St.	from intersection with Main St. and Buttonball La.	south	to Glastonbury/ Portland town line
Glastonbury	SR 94	Hebron Ave.	from intersection with Sycamore St.	east	to intersection with Harvest La.
Glastonbury	SR 94	Hebron Ave.	from intersection with SR83 (Manchester Rd.)	east	to Glastonbury/Hebron town line
Glastonbury	SR 83	Manchester Rd.	from Manchester/Glastonbury town line	south	to intersection with SR94 (Hebron Ave)
Glastonbury		Naubuc Ave.	from East Hartford/Glastonbury town line	south	to intersection with Phelps St.
Glastonbury		Phelps St.	from intersection with Naubuc Ave.	south	to intersection with Welles St.
Glastonbury		Welles St.	from intersection with Phelps St.	east	to intersection with Main St.
Glastonbury		Main St.	from intersection with Welles St.	south	to intersection with SR 17 (Glastonbury Expressway)
Glastonbury		Glastonbury Blvd.	from intersection with Naubuc Ave.	east	to intersection with Griswold St. and Main St.
Glastonbury		Griswold St.	from intersection with Main St. and Glastonbury Blvd.	east	to intersection with Prospect St.
Glastonbury		Prospect St.	from East Hartford/Glastonbury town line	south	to intersection with Griswold St.
Glastonbury		House St.	from intersection with Griswold St.	south	to intersection with Nye Rd.
Glastonbury		Nye Rd.	from intersection with House St.	east	to end of road and proposed trail
Glastonbury		Western Blvd.	from west terminus and proposed trail	east	to intersection with Eastern Blvd.
Glastonbury		Eastern Blvd.	from intersection with Western Blvd.	east	to terminus and proposed trail
Glastonbury		Hillstown Rd.	town Manchester/Glastonbury town line	south	to intersection with Wesleyan Rd. and Great Swamp Rd.
Glastonbury		Wesleyan Rd.	from intersection with Great Swamp Rd. and Hillstown Rd.	south	to end of road
Glastonbury		Hebron Ave.	from intersection with Main St.	east	to intersection with SR 94 (Hebron Ave.) and Sycamore St.
Glastonbury		Marlborough Rd.	from intersection with SR 94	south	to town line with Marlborough
Glastonbury		New London Tnpk.	from intersection with Hebron Ave.	south	to intersection with Wassuc Rd.
Glastonbury		Wassuc Rd.	from intersection with New London Tnpk.	south	to intersection with Tollgate Rd.
Glastonbury		Tollgate Rd.	from intersection with Wassuc Rd.	east	to end of road at Meshomasic State Forest and proposed trail
Glastonbury		Harvest La.	from terminus of road	south	to intersection with SR94 (Hebron Ave.)
Glastonbury		Chestnut Hill Rd.	from intersection with SR 17 (Main St.)	east	to intersection with New London Tnpk.
Glastonbury		High St.	from intersection with Water St. and Tryon St.	east	to intersection with SR17 (Main St.)

**APPENDIX E
CRCOG ON ROAD BICYCLE NETWORK
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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Granby	SR 189	Granville Rd. North Granby Rd. Hartford Ave.	from the state boundary with Massachusetts	south	to Granby/East Granby town line
Granby	SR 539	Mountain Rd.	from the Granby/Hartland town line	east	to the intersection with SR 189
Granby	SR 10/US 202	Salmon Brook St.	from state border with Massachusetts	south	to intersection with Floydville Rd.
Granby	SR 219	Barkhamsted Rd.	from Barkhamsted/Granby town line	east	to intersection with SR 20
Granby	SR 20	Hartland Rd. West Granby Rd. East Granby Rd.	from intersection with SR 219	east	Granby/East Granby town line
Granby		East St.	from intersection with SR 189	east	to intersection with SR 10/US 202
Granby		Quarry Rd.	from intersection with SR 10/US 202	east	to Granby/Suffield town line
Granby		Canton Rd.	from intersection with SR 10/US 202	south	to town line with Simsbury
Granby		Firetown Rd.	from intersection with Simsbury Rd.	south	to Granby/Simsbury town line
Granby		Day St. South	from interesction with SR 20	south	to intersection with Simsbury Rd.
Granby		Simsbury Rd.	from intersection with Day St. South	south	to intersection with Firetown Rd.
Granby		Barn Door Hills Rd.	from intersection with SR 20	south	to Granby/Simsbury town line
Granby		Notch Rd.	from intersection with SR 10/US 202	south	to intersection with Hungary Rd. and Copper Hill Rd.
Granby		Copper Hill Rd.	from intersection with Hungary Rd. And Notch Rd.	east	to Granby/East Granby town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Hartford	SR 189	Bloomfield Ave.	from West Hartford/Hartford town line	south	to intersection with US 44 (Albany Ave.)
Hartford	US 44	Albany Ave.	from intersection with SR 189	east	to intersection with Mark Twain Dr.
Hartford		Main St.	from Windsor/Hartford town line	south	to intersection with Windsor St.
Hartford		Windsor St.	from intersection with Main St.	south	to intersection with Trumbull St.
Hartford		Granby St.	from Bloomfield/Hartford town line	south	to intersection with Westbourne Pkwy.
Hartford		Westbourne Pkwy.	from intersection with Granby St.	south	to intersection with Homestead Ave. and US44 (Albany Ave.)
Hartford		Homestead Ave.	from intersection with Westbourne Pkwy. and US44 (Albany Ave.)	south and east	to intersection with Garden St. and Walnut St.
Hartford		Mark Twain Dr.	from intersection with US44 (Albany Ave)	north	to intersection with Plainfield St.
Hartford		Plainfield St.	from intersection with Mark Twain Dr.	east	to intersection with Granby St.
Hartford		Walnut St.	from intersection with Homestead Ave. and Garden St.	east	to intersection with High St.
Hartford		Scarborough St.	from intersection with US 44	south	to intersection with Asylum Ave. and Whitney St.
Hartford		Whitney St.	from intersection with Asylum Ave. and Scarbourough St.	south	to intersection with Farmington Ave. and South Whitney St.
Hartford		South Whitney St.	from intersection with Farmington Ave. and Whitney St.	south	to intersection with Capitol Ave.
Hartford		Asylum Ave.	from West Hartford/Hartford town line	east	to intersection with Cogswell St. and Broad St.
Hartford		Fern St.	from West Hartford/Hartford town line	east	to intersection with Sherman St.
Hartford		Kenyon St.	from intersection with Fern St.	north	to intersection with Elizabeth St.
Hartford		Elizabeth St.	from intersection with Kenyon St.	east	to intersection with Asylum Ave.
Hartford		Niles St.	from intersection with Woodland St.	east	to intersection with Sigourney St.
Hartford		Sigourney St.	from intersection with Niles St.	north	to intersection with Asylum Ave.
Hartford		Capitol Ave.	from West Hartford/Hartford town line	east	to intersection with Main St.
Hartford		Park St.	from West Hartford/Hartford town line	east	to intersection with Park Terrace
Hartford		Laurel St.	from intersection with Park St.	north	to intersection with Capitol Ave.
Hartford		Sisson Ave.	from intersection with Park St.	north	to intersection with Capitol Ave.
Hartford		New Park Ave.	from West Hartford/Hartford town line	north	to intersection with Park St. and Sisson Ave.
Hartford		Stanwood St.	from West Hartford/Hartford town line	east	to intersection with Grant St.
Hartford		Grant St.	from intersection with Stanwood St.	north	to intersection with New Britain Ave. and Newfield Ave.
Hartford		Newfield Ave.	from intersection with New Britain Ave. and Stanwood St.	north	to intersection with South branch Trail
Hartford		Maple Ave.	from intersection with Main St.	south	to intersection with Ridge Rd.
Hartford		Ridge Rd.	from intersection with Maple Ave.	south	to Hartford/Wethersfield town line
Hartford		Wethersfield Ave.	from intersection with Main St.	south	to Hartford/Wethersfield town line
Hartford		Main St.	from intersection with Wells St and Arch St.	south	to intersection with Maple Ave. and Wethersfield Ave.
Hartford		Campfield Ave.	from intersection with Victoria Rd.	south	to Hartford / Wethersfield town line
Hartford		Victoria Rd.	from intersection with Goodwin Park Rd.	east	to intersection with Campfield Ave.

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Hebron	SR 85	North St., Gilead St., Church St.	from Bolton/Hebron town line	south	and east to Airline Park Trail
Hebron	SR 316	Wall St.	from Andover/Hebron town line	south	to intersection with SR 66 (Main St.)
Hebron	SR 66	West Main St. Main St.	from Marlborough/Hebron town line	east	to Hebron/Columbia town line
Hebron	SR 94	Gilead St.	from Glastonbury/Hebron town line	east	to intersection with SR 85(North St.)
Hebron		Martin Rd.	from Marlborough/Hebron town line	east	to intersection with SR 85 (Gilead St.)
Hebron	SR 603	London Rd.	from intersection with SR 85	east	to town line with Andover
Hebron		Old Andover Rd.	from intersection with East St.	east	to Hebron/Andover town line
Hebron		East St.	from intersection with Old Andover Rd.	south	to intersection with SR 85 (Gilead St.)
Hebron		Old Colchester Rd.	from intersection with SR 85	south	to Airline Park Trail

**APPENDIX E
CRCOG ON ROAD BICYCLE NETWORK
ADOPTED APRIL 2008**

Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Manchester	SR 83	South Main St.	from intersection with Charter Oak Greenway	south	to Manchester/Glastonbury town line
Manchester	US 44	Middle Tnpk. West Center St.	from East Hartford/Manchester town line	east	to intersection with New State Rd.
Manchester	US 44/US6	East Middle Tnpk. New Bolton Rd.	from intersection with Middle Tnpk. East	east	to Manchester/Bolton town line
Manchester		Chapel Rd.	from South Windsor/Manchester town line	south	to intersection with Tolland Tnpk.
Manchester		Clark St.	from South Windsor/Manchester town line	south	to intersection with Chapel Rd.
Manchester		Pleasant Valley Rd.	from South Windsor/Manchester town line	east	to bike path
Manchester		Buckland St.	from South Windsor/Manchester town line	south	to intersection with Pleasant Valley Rd. and Buckland Hills Dr.
Manchester		Slater St.	from intersection with Buckland Hills Dr. and Hale Rd.	north	to road terminus and pathway
Manchester		Tolland Tnpk.	from East Hartford/Manchester town line	east	to intersection with North Main St.
Manchester		North Main St.	from intersection with Tolland Tnpk.	east	to intersection with N. School St. and Main St.
Manchester		N. School St.	from intersection with North Main St. and Main St.	north	to intersection with Sheldon Rd. and SR 83(Oakland St.)
Manchester		Sheldon Rd.	from intersection with N. School St. and SR 83	east	to intersection with Colonial Rd. and Parker St.
Manchester		Colonial Rd.	from intersection with Parker St. and Sheldon Rd.	south	to intersection with Lydall St. and Parker St.
Manchester		Parker St.	from intersection with Colonial Rd. and Lydall St.	south	to intersection with Stephen St. and Nye St.
Manchester		Stephen St.	from intersection with Parker St. and Nye St.	east	to intersection with Cone St.
Manchester		Cone St.	from intersection with Stephen St.	south	to intersection with US44/US6 (East Center St.) and Pitkin St.
Manchester		Pitkin St.	from intersection with US44/US6 (East Center St.) and Cone St.	south	to intersection with Porter St.
Manchester		Porter St.	from intersection with Pitkin St.	east	to intersection with Wyls St.
Manchester		Wyls St.	from intersection with Porter St.	south	to proposed trail
Manchester		Adams St.	from intersection with Tolland Tnpk.	south	to intersection with New State Rd.
Manchester		New State Rd.	from intersection with Adams St.	south	to intersection with US44 (Middle Tnpk. West Center St.)
Manchester		Middle Tnpk. West	from intersection with New State Rd.	east	to intersection with SR 83 (Main St.) and Middle Tnpk. East
Manchester		Middle Turnpike East	from intersection with SR83 (Main St.) and Middle Tnpk. West	east	to intersection with US6/US44
Manchester		Lake St.	from intersection with US44/US6 (Middle Tnpk. East)	east	to town line with Bolton
Manchester		Hillstown Rd.	from intersection with Charter Oak Greenway	south	to Manchester/Glastonbury town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Marlborough	SR 66	East Hampton Rd., Hebron Rd.	from East Hampton/Marlborough town line	east	to Marlborough/Hebron town line
Marlborough		Finley Hill Rd.	from Glastonbury/Marlborough town line	south	to intersection with Jones Hollow Rd.
Marlborough		Jones Hollow Rd.	from intersection with Finley Hill Rd.	south	to intersection with SR 66
Marlborough		West Rd.	from the proposed trail	south	to intersection with North Main St. and Portland Rd.
Marlborough		North Main St.	from intersection with Portland Rd. and West Rd.	south	to intersection with South Main St. and SR66 (East Hampton Rd.)
Marlborough		South Main St.	from intersection with North Main St. and SR66 (East Hampton Rd.)	south	to Marlborough/Hebron town line
Marlborough		West Rd.	from intersection with Jones Hollow Rd.	east	to town line with Hebron
Newington	SR 175	Cedar St.	from the intersection with SR 173 (Willard Ave.)	east	to SR 176 (Main St.)
Newington	SR 287	Prospect St.	from intersection with US5/SR15 (Berlin Tnpk.)	east	to Newington/Wethersfield town line
Newington	SR 174	New Britain Ave.	from town line with New Britain	east	to intersection with SR176 (Main St.)
Newington	SR176	Main St.	from intersection with Ellsworth St. and Welles Dr.	south	to intersection with Walsh Ave. and Market Sq.
Newington	SR 173	Willard Ave.	from West Hartford/Newington town line	south	to intersection with SR 175 (Cedar St.)
Newington	SR 173	Willard Ave.	from intersection with SR 174 (New Britain Ave.)	south	to intersection with Louis St.
Newington	SR 176	Main St.	from intersection with SR174 (New Britain Ave.)	south	to intersection with US5/SR15 (Berlin Turnpike)
Newington		Maple Hill Ave.	from intersection with SR 174 (New Britain Ave.)	north	to intersection with Robbins Ave.
Newington		Robbins Ave.	from intersection with Maple Hill Ave.	east	to intersection with Walsh Ave.
Newington		Walsh Ave.	from intersection with Robbins Ave.	north	to intersection with SR 176 (Main St.) and Market Sq.
Newington		Ellsworth St.	from intersection with SR 176 (Main St.)	east	to intersection with Olive St.
Newington		Olive St.	from intersection with Ellsworth St.	north	to intersection with Hall Ct., Hall St. and Connecticut Ave.
Newington		Connecticut Ave.	from intersection with Olive St., Hall Ct. and Hall St.	north	to intersection with Mountain Rd.
Newington		Mountain Rd.	from intersection with Connecticut Ave.	north	to intersection with N. Mountain Rd. and SR 176 (Hartford Ave.)
Newington		N. Mountain Rd.	from intersection with Mountain Rd. and SR 176 (Hartford Ave.)	north and east	to intersection with Elmwood Ct.
Newington		Elmwood Ct.	from intersection with N. Mountain Rd.	north	to Newington/West Hartford town line
Newington		Louis St.	from intersection with SR 173 (Willard Ave.)	east	to intersection with SR 176 (Main St.)
Newington		Griswoldville Ave.	from intersection with US5/SR15 (Berlin Tnpk.)	east	to Newington/Wethersfield town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Rocky Hill	SR 99	Main St.	from Cromwell/Rockyhill town line	north	to intersection with Church St. and SR160 (Elm St., Glastonbury Ave.)
Rocky Hill	SR 411	West St.	from intersection with SR 3 (Cromwell Ave.)	east	to intersection with SR 99 (Main St.)
Rocky Hill	SR 160	Elm St.	from intersection with SR 3 (Cromwell Ave.)	east	to Rockyhill/Glastonbury town line and Ferry
Rocky Hill	SR 3	Cromwell Ave.	from Cromwell/Rockyhill town line	north	to intersection with Copper Beech Dr. and SR 160 (New Britain Ave.)
Rocky Hill	SR 160	New Britain Ave.	from intersection with Copper Beech Dr. and SR3 (Cromwell Ave.)	west	to intersection with Hayes Rd.
Rocky Hill		Church St.	from intersection with SR 99 (Main St.) and SR160 (Elm St. Glastonbury Ave.)	north	to intersection with Old Main St.
Rocky Hill		Old Main St.	from intersection with Riverview Rd.	north	to Rockyhill/Wethersfield town line
Rocky Hill		Hayes Rd.	from intersection with SR 160 (New Britain Ave.)	north	to Rockyhill/Wethersfield town line
Simsbury	SR10/US202	Hopemeadow St.	from intersection with Stratton Brook Rd.	south	to SR185 (Hartford Rd.)
Simsbury	SR 309	Farms Village Rd.	from intersection with Farmstead La.	east	to Harvest Hill Rd.
Simsbury	SR 185	Hartford Rd.	from intersection with US 202/SR 10	east	to Simsbury/Bloomfield town line
Simsbury	SR 167	Bushy Hill Rd.	from intersection with SR 309 (Farms Village Rd.)	south	to Simsbury/Avon town line
Simsbury	US44/US202	Albany Ave.	from Canton/Simsbury town line	south	to Simsbury/Avon town line
Simsbury	SR 315	Tariffville Rd., Elm St.	from intersection with Farmington Canal Trail	east	to intersection with SR 189 (Hartford Ave.)
Simsbury	SR 189		from East Granby/Simsbury town line	south	to Simsbury/Bloomfield town line
Simsbury		Firetown Rd.	from Granby/Simsbury town line	south	to intersection with Old Farms Rd.
Simsbury		Old Farms Rd.	from intersection with Firetown Rd.	south	to intersection with Simsbury Farms Rec. Trail
Simsbury		Clearfield Rd.	from intersection with Simsbury Farms Rec. Trail	east	to intersection with Harvest Hill Rd.
Simsbury		Harvest Hill Rd.	from intersection with Clearfield Rd.	south	to intersection with SR309 (Farms Village Rd.) and Farmstead La.
Simsbury		Stratton Brook Rd.	from intersection with Farmstead La.	south	to intersection with US 202/SR10 (Hopemeadow St.)
Simsbury		Barndoor Hills Rd.	from Granby/Simsbury town line	south	to intersection with Holcomb St.
Simsbury		Holcomb St.	from Granby/Simsbury town line	west	to Old Farms Rd.
Simsbury		County Rd.	from intersection with Holcomb St.	east	to intersection with Hoskins Rd.
Simsbury		Hoskins Rd.	from intersection with County Rd.	east	to intersection with SR10/US202
Simsbury		Terry's Plain Rd.	from intersection with SR 315 (Tariffville Rd.)	south	to intersection with East Weatogue St. and Riverside Rd.
Simsbury		East Weatogue St.	from intersection with Terry's Plain Rd. and Riverside Rd.	south	to intersection with SR 185 (Hartford Rd.)
Simsbury		Drake Hill Rd.	from intersection with Farmington Canal Trail	east	to intersection with Riverside Rd.
Simsbury		West Mountain Rd.	from intersection with Farmington River Trail	south	to intersection with SR 167(Bushy Hill Rd.)
Simsbury		Riverside Rd.	from intersection with Drake Hill Rd.	north	to intersection with Terry's Plain Rd. and East Weatogue
Simsbury		Farmstead La.	from intersection with SR 309	south	to interesection with Stratton Brook Rd.

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Somers	SR 186	Hall Hill Rd.	from state boundary with Massachusetts	south	to intersection with SR 190 (Main St.)
Somers	SR 83	South Rd.	from intersection with SR190 (Main St.)	south	to Somers/Ellington town line
Somers	SR 83	Springfield Rd., South Rd.	from state boundary with Massachusetts	south	to intersection with Avery Rd.
Somers	SR 528	Turnpike Rd.	from intersection with SR 83 (Springfield Rd.) and Woods Rd.	south	to intersection with SR 190 (Main St.)
Somers	SR 190	Main St.	from Enfield/Somers town line	east	to Somers/Stafford town line
Somers		Avery Rd.	from intersection with SR 83 (Springfield Rd.)	south	to intersection with Four Bridges Rd. and Sokol Rd.
Somers		Sokol Rd.	from intersection with Four Bridges Rd. and Avery Rd.	south	to intersection with SR 190 (Main St.)
Somers		Ninth District Rd.	from intersection with Sokol Rd. and SR 190 (Main St.)	south	to intersection with Pinney Rd.
Somers		Pinney Rd.	from intersection with Maple St. and Scitico Rd.	south	to Somers/Ellington town line
Somers		Maple St.	from intersection with SR 190 (Main St.)	south	to intersection with Pinney Rd. and Scitico Rd.
Somers		Hutton Rd.	from intersection with Pinney Rd.	east	to intersection with Ninth District Rd.
Somers		Colorado Dr.	from intersection with SR 190 (Main St.)	south	to intersection with Denison Rd.
Somers		Denison Rd.	from intersection with Colorado Dr.	west	to intersection with Gulf Rd. and Mountain View Rd.
Somers		Gulf Rd.	from intersection with Denison Rd. and Mountain View Rd.	south	to Somers/Stafford town line
Somers		Hampden Rd.	from intersection with Stafford Rd.	south	to intersection with SR 83 (Springfield Rd.)
Somers		Stafford Rd.	from intersection with Hampden Rd.	east	to Somers/Stafford town line
Somers		Mountain Rd.	from Stafford/Somers town line	west	to intersection with SR528 (Turnpike Rd.) and Battle St.

**APPENDIX E
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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
South Windsor	US 5	John Fitch Blvd.	from East Windsor/South Windsor town line	south	to intersection with SR 194 (Sullivan Ave.)
South Windsor	SR 74	Ellington Rd.	from intersection with Miller Rd. and Dart Hill Rd.	north	to South Windsor/Ellington town line
South Windsor	SR 30	Ellington Rd.	from intersection with Pierce Rd.	east	to intersection with Clark St.
South Windsor	SR 30	Oakland Rd.	from intersection with SR 194 (Sullivan Ave.) and Buckland Rd.	southeast	to intersection with Slater St. and Foster St.
South Windsor	SR 194	Sullivan Ave.	from intersection with US 5(John Fitch Blvd.)	east and south	to intersection with SR 30 (Ellington Rd. Oakland Rd.) and Buckland Rd.
South Windsor		Main St.	from intersection with Sullivan Ave.	south	to South Windsor/East Hartford town line
South Windsor		Sullivan Ave.	from intersection with Main St.	east	to intersection with US5 (John Fitch Blvd.) and SR194
South Windsor		Windsorville Rd.	from East Windsor/South Windsor town line	southwest	to intersection with Rye St.
South Windsor		Rye St.	from intersection with Windsorville Rd.	southwest	to intersection with SR 194(Sullivan Ave.)
South Windsor		Buckland Rd.	from intersection with SR 30(Ellington Rd. Oakland Rd.)	south	to South Windsor/ Manchester town line
South Windsor		Slater St.	from intersection with SR 30 (Oakland Rd.) and Foster St.	south	South Windsor/Manchester town line
South Windsor		Pleasant Valley Rd.	from intersection with Main St.	east	to South Windsor/Manchester town line
South Windsor		Pierce Rd.	from intersection with SR 194 (Sullivan Ave.)	south	to intersection with SR 30(Ellington Rd.)
South Windsor		Clark St.	from intersection with SR 30 (Ellington Rd.)	south	to South Windsor/Manchester town line
South Windsor		Sand Hill Rd.	from intersection with SR 194 (Sullivan Ave.)	east	to intersection with Abbe Rd.
South Windsor		Nevers Rd.	from intersection with Sand Hill Rd.	north	to intersection with Miller Rd.
South Windsor		Abbe Rd.	from intersection with Sand Hill	north	to proposed trail
South Windsor		Chapel Rd.	from intersection with Main St.	east	to S. Windsor/Manchester town line
South Windsor		Miller Rd.	from intersection with Nevers Rd.	east	to intersection with SR 74(Ellington Rd.) and Dart Hill Rd.
South Windsor		Dart Hill Rd.	from intersection with SR 74(Ellington Rd.) and Miller Rd.	east	to South Windsor/Vernon town line
Suffield	SR 168	Mountain Rd.	from intersection with Phelps Rd.	southeast	to SR 75(South/North Main St.)
Suffield	SR 159	Mapleton Ave., East Street North, East Street South	from state boundary with Massachusetts	south	to Suffield/Windsor Locks to town line (includes segment of SR190(East St. North))
Suffield	SR 75	North St., North Main St., South Main St., South St	from state boundary with Massachusetts	south	to Suffield/ Windsor Locks town line
Suffield	SR 187	North Grand St., South Grand St., Sheldon St.	from state boundary with Massachusetts	south and west	to Suffield/East Granby town line
Suffield	SR 526	Sheldon St.	from intersection with SR 168 (Mountain Rd.)	south and west	to intersection with SR 187 (Sheldon St. South Grand St.)
Suffield	SR 190	Mapleton Ave., Thompsonville Rd.	from intersection with SR 75 (North Main St. North St)	east	to intersection SR159 (East St. North)
Suffield	SR 513	Bridge St.	from intersection with SR 75 (South/North Main St.)	east	to end of SR513
Suffield		Bridge St.	from end of SR513	east	to intersection with SR159 (East St. South East St. North)
Suffield		Quarry Rd.	from Granby/Suffield town line	east	to intersection with Phelps Rd.
Suffield		Phelps Rd.	from intersection with Quarry Rd.	east	to intersection with SR 168(Mountain Rd.)

APPENDIX E
CRCOG ON ROAD BICYCLE NETWORK
ADOPTED APRIL 2008

Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Tolland	SR 74	Tolland Stage Rd.	from Vernon/Tolland town line	east	to Tolland/Wilmington town line
Tolland	SR 30	Crystal Lake Rd.	from Tolland/Ellington town line	south	to intersection with SR74 (Tolland Stage Rd.)
Tolland	SR 195	Merrow Rd.	from intersection with SR 74 (Tolland Stage Rd.)	south	to Tolland/Coventry town line
Vernon	SR 541	Bolton Rd.	from intersection with SR 30(Hartford Tnpk.) and Center Rd.	south	to inteersection with S. Frontage Rd.
Vernon		Bolton Rd.	from intersection with SR541 (S. frontage Rd.)	south	to Vernon/Bolton town line
Vernon	SR 83	West St.	from Ellington/Vernon town line	south	to intersection with SR527(West St.) and SR74 (Union St.)
Vernon	SR 527	West St.	from intersection with SR74 and SR83 (Union St.)	south	to SR30 (Hartford Tnpk.)
Vernon	SR 30	Hartford Tnpk.	from intersection with SR 527(West St.)	south	to intersection with SR 533 (Tunnel Rd.)
Vernon	SR 533	Tunnel Rd., Lake St.	from intersection with SR 30(Hartford Turnpike)	south	to Vernon/Bolton town line
Vernon	SR 74	Union St., East Main St., Tolland Ave.	from intersection with SR 83/SR 527(West St.)	east	to Vernon/Tolland town line
Vernon		Skinner Rd.	from Ellington/Vernon town line	south	to intersection with Dart Hill Rd.
Vernon		Dart Hill Rd.	from South Windsor/Vernon town line	east	to intersection with SR 83 (Talcottville Rd.) and Regan Rd.
Vernon		Regan Rd.	from intersection with SR 83 (Talcottville Rd.) and Dart Hill Rd.	east	to the Rockville Spur Trail
Vernon		Center Rd.	from intersection with Regan Rd.	south	to intersection with SR 30(Hartford Tnpk.) and SR 541 (Bolton Rd.)
Vernon		West Main St.	from intersection with SR 74 (Union St.East Main St.)	south	to intersection with Vernon Ave.
Vernon		Vernon Ave.	from intersection with West Main St.	south	to the Rockville Spur Trail

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CRCOG ON ROAD BICYCLE NETWORK
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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
West Hartford	SR 185	Simsbury Rd.	from Bloomfield/West Hartford town line	east	to intersection with SR 189 (Bloomfield Ave.)
West Hartford	SR 189	Bloomfield Ave.	from Bloomfield/West Hartford town line	southeast	to West Hartford /Hartford town line
West Hartford	SR 4	Farmington Ave.	from Farmington/West Hartford town line	east	to intersection with Old Mill La. and Boulevard
West Hartford	SR 173	Newington Rd.	from intersection with SR529 (New Britain Ave.)	south	to West Hartford/Newington town line
West Hartford		Mountain Rd.	from Bloomfield/West Hartford town line	south	to intersection with Tunxis Rd.
West Hartford		Tunxis Rd.	from intersection with Mountain Rd.	west	to West Hartford/Farmington town line
West Hartford		King Phillip Dr.	from intersection with Tumblebrook La.	south	to intersection with Mohawk Dr.
West Hartford		Mohawk Dr.	from intersection with King Phillip Dr.	east	to intersection with Ledyard Rd.
West Hartford		Ledyard Rd.	from intersection with Mohawk Dr.	south	to intersection with North Steele Rd.
West Hartford		North Steele Rd.	from intersection with Ledyard Rd.	south	to intersection with US44 (Albany Ave.)
West Hartford		Steele Rd.	from intersection with US44(Albany Ave.) and North Steele Rd.	south	to intersection with Asylum Ave.
West Hartford		North Quaker La.	from intersection with Asylum Ave.	south	to intersection with SR4 (Farmington Ave.) and South Quaker La.
West Hartford		South Quaker La.	from intersection with SR4 (Farmington Ave.) and North Quaker La.	south	to intersection with Trout Brook Dr.
West Hartford		Asylum Ave.	from western terminus with proposed trail.	east	to West Hartford/Hartford town line
West Hartford		Fern St.	from intersection with Mountain Rd.	east	to West Hartford/Hartford town line
West Hartford		Boulevard	from intersection with SR4(Farmington Ave.) and Old Mill La.	east	to West Hartford/Hartford town line
West Hartford		New Park Ave.	from intersection with proposed Trout Brook Trail	north	to West Hartford/Hartford town line
West Hartford		Abbotsford Ave.	from Newington/West Hartford town line	north	to intersection with Stanwood St.
West Hartford		Stanwood St.	from intersection with Abbotsford Ave.	east	to West Hartford/Hartford town line

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Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Wethersfield	SR 175	Wells Rd.	from Newington/Wethersfield town line	east	to intersection with Folly Brook Blvd. and trail
Wethersfield	SR 287	Prospect St.	from Newington/Wethersfield town line	east	to intersection with SR 3(Maple St.)
Wethersfield	SR 3	Maple St.	from intersection with SR 287(Prospect St.)	north	to town line with Wethersfield/Glastonbury
Wethersfield	SR 422	Nott St.	from intersection with SR99 (Silas Dean Hwy.)	east	to intersection with Garden St.
Wethersfield		Ridge Rd.	from Hartford/Wethersfield town line	south	to intersection with SR 175 (Wells Rd.)
Wethersfield		Folly Brook Blvd.	from Hartford/Wethersfield town line	south	to intersection with Nott St.
Wethersfield		Greenfield St.	from intersection with Folly Brook Blvd.	east	to intersection with Park Ave.
Wethersfield		Park Ave.	from intersection with Greenfield St.	north	to intersection with Cumberland Ave.
Wethersfield		Cumberland Ave.	from intersection with Park Ave.	east	to proposed path into elementary school
Wethersfield		Nott St.	from intersection with proposed trail	east	to intersection with SR99 (Silas Deane Hwy.)
Wethersfield		Garden St.	from intersection with Nott St.	north	to intersection with State St.
Wethersfield		Hartford Ave.	from Hartford/Wethersfield town line	south	to intersection with Main St.
Wethersfield		Hammer Rd.	from terminus of road	south	to intersection with Main St.
Wethersfield		Main St.	from intersection with Hammer Rd.	south	to intersection with Church St. and Marsh St.
Wethersfield		Hart St.	from intersection with Main St.	east	to intersection with Great Meadow Rd.
Wethersfield		Great Meadow Rd.	from intersection with Hart St.	south	to intersection with First La.
Wethersfield		Griswold Rd.	from intersection with Country Club Rd.	south	to intersection with Highland St. and Dorlen Cir.
Wethersfield		Highland St.	from intersection with Griswold Rd. and Dorlen Cir.	west and south	to town line with Wethersfield/Rockyhill
Wethersfield		Two Rod Hwy	from town line with Newington/Wethersfield	east	to intersection with Highland St. and Hang Dog La.
Wethersfield		Marsh St.	from intersection with Main St. and Church St.	east and south	to intersection with Broad St.
Wethersfield		Broad St.	from intersection with Marsh St.	south	to Spring St. and Middletown Ave.
Wethersfield		Middletown Ave.	from intersection with Broad St.	south	to Wethersfield/Rockyhill town line
Wethersfield		Brimfield Rd.	from intersection with Heritage Way bike trail	east	to intersection with Wolcott Hill
Wethersfield		Wolcott Hill	from intersection with Brimfield Rd.	south	to intersection with SR 287 (Prospect St.)

APPENDIX E
CRCOG ON ROAD BICYCLE NETWORK
ADOPTED APRIL 2008

Town	State Rte. or US Hwy. Number	Local Road Name	Begin	Direction	End
Windsor	SR 75	Poquonock Ave.	from Windsor Locks/Windsor town line	south	to intersection with SR159 (Broad St. and Upper Broad St.)
Windsor	SR 159	Palisado Ave., Upper Broad St., Broad St., Windsor Ave.	from Windsor Locks/Windsor town line	south	to Windsor/Hartford town line
Windsor	SR 305	Bloomfield Ave.	from Bloomfield/Windsor town line	east	to intersection with SR 75 (Poquonock Ave.)
Windsor	SR 187	Blue Hills Ave. Ext	from Bloomfield/Windsor town line	east	to West Hartford/Bloomfield town line
Windsor	SR 178	Park Ave.	from Bloomfield/Windsor town line	east	to intersection with SR 159(Windsor Ave.)
Windsor		International Dr.	from East Granby/Windsor town line	south	to intersection with Rainbow Rd.
Windsor		East Granby Rd.	from East Granby/Windsor town line	south	to intersection with Rainbow Rd.
Windsor		Hamilton Rd.	from Windsor Locks/Windsor town line	south	to intersection with Rainbow Rd.
Windsor		Rainbow Rd.	from East Granby/Windsor town line	east	to intersection with Hamilton Rd.
Windsor		Old County Rd.	from Windsor Locks/Windsor town line	south	to intersection with Kennedy Rd. and Hayden Station rd.
Windsor		Kennedy Rd.	from intersection with Hayden Station Rd. and Old County Rd.	south	to intersection with Pierson La. and Pilgrim Dr.
Windsor		Pierson La.	from intersection with Kennedy Rd. and Pilgrim Dr.	south	to intersection with SR 159(Palisado Ave.)
Windsor		Mack St.	from intersection with SR 75(Poquonock Ave.)	south	to intersection with SR 305 (Bloomfield Ave.)
Windsor		Day Hill Rd.	from Bloomfield/Windsor town line	east	to intersection with SR 75(Poquonock Ave.)
Windsor		Prospect Hill Rd.	from intersection with Day Hill Rd.	north	to intersection with SR 75(Poquonock Ave.)
Windsor		Mountain Rd.	from intersection with SR305 (Bloomfield Ave.)	south	to intersection with Mattianuck and Capen St.
Windsor		Mattianuck Ave.	from intersection with Mountain and Capen St.	south	to intersection with West Service Rd. and Bina Ave.
Windsor		Bina Ave.	from intersection with Mattianuck Ave. and West Service Rd.	east	to intersection with SR159 (Windsor Ave.)
Windsor Locks	SR 75	Ella Grasso Tnpk.	from Suffield/Windsor Locks town line	south	to Windsor Locks/Windsor town line
Windsor Locks	SR 140	Elm St., Main St., Bridge St.	from intersection with SR 75(Ella Grasso Tnpk.)	east	to East Windsor/Windsor Locks town line (includes segment of
Windsor Locks	SR 159	North Main St., Main St., South Main St.	from Suffield/Windsor locks town line	south	to Windsor Locks/Windsor town line (includes segment of SR140)
Windsor Locks		Old County Rd.	from intersection with SR 140(Elm St.)	south	to Windsor Locks/Windsor town line
Windsor Locks		Hamilton Rd.	from Windsor/Windsor Locks town line	north	to Hamilton Sundstrand

APPENDIX F

Pedestrian and Bicycle Plan Summary of Public Comment

**ACTIVE TRANSPORTATION INITIATIVE
DEVELOPMENT OF CRCOG PEDESTRIAN/BICYCLE PLAN
RECORD OF PUBLIC OUTREACH**

DATE	DESCRIPTION OF EFFORT
Summer and Fall 2007	Sought members for the Active Transportation Initiative Working Group to advise the plan update process. Outreach was through the current Bicycle Pedestrian committee, local bicycle advocacy groups and via our website. We sought to include transportation and planning professionals, public health professionals, advocates, and other interested parties.
September 2007 through April 2008, Bicycle Pedestrian Committee meetings	The CRCOG Bike/Ped committee met 5 times during the development of the plan to discuss progress and to provide direction.
October 2007 through April 2008, Active Transportation Initiative Working Group meetings	Five meetings were held during the development of the plan. The ATIWG input to the project was essential.
November 8, 2007 Public Input Session	We gave a brief introduction to the effort, requested input, and asked attendees to mark up maps with their ideas. At the meeting a petition with 85 signatures was presented by residents of Newington to support the creation of a comprehensive pedestrian and bikeway plan in Newington.
November 2007 – January 2008 Survey of Bicyclists and Pedestrians	An online survey was posted on our CRCOG website. Outreach for survey completion was done via CRCOG’s monthly newsletter and outreach to environmental and advocacy groups.
December 2007 through April 2008, Town Discussions	The project was discussed with staff in each town in the region. Their input helped to shape the recommendations.
December 10, 2007, CRCOG Transportation Committee Meeting	Presentation of initial concepts.
February 14, 2008, CRCOG Community Development Committee Meeting	Presentation of initial concepts.
February 25, 2008, CRCOG Transportation Committee Meeting	Presentation of draft plan.
March 20, 2008, CRCOG Regional Planning Commission Meeting	Presentation of draft plan.
March 24, 2008, CRCOG Transportation Committee Meeting	Distribution of Draft Plan
March 26, 2008, CRCOG Policy Board	Distribution of Draft Plan

Comments received regarding the DRAFT Regional Bicycle Plan are summarized on the following pages.

**ACTIVE TRANSPORTATION INITIATIVE
DEVELOPMENT OF CRCOG PEDESTRIAN/BICYCLE PLAN
RECORD OF PUBLIC OUTREACH**

COMMENT	RESPONSE
The plan does not mention the CRCOG Transportation Committee’s March 2001 policy entitled Accommodating Bicycle and Pedestrian Travel: A CRCOG Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.” This policy appears to be very weak and has had little effect on new street construction and reconstruction projects over the past 7 years. While encouraging towns to adopt Complete Streets policies is laudable, its time that CRCOG reconsider implementing a stronger policy on accommodation of bicycles in new street construction and reconstruction projects that are funded through the TIP. Adoption of the US DOT Policy rather than setting it as a target to be reached in the future would be a good first step.	The adoption of the plan will be noted in Chapter 1, Introduction and Chapter 3, Current Conditions. In Recommendation 1, we can add language in this regard to indicate that a Complete Streets Policy at the regional level can also be pursued. The best first step is probably a complete review of the issue, with a subcommittee of town engineers and bike ped advocates. The purpose of this review will be to understand why the current policy has had no impact and how such a policy can be better incorporated in the process.
The plan should provide bicycle links to college campuses (University of Hartford, Trinity, CCSU.	In Recommendations 2.4 and 3.4, note that proximity to colleges should be part of the prioritization.
The plan should be clear regarding the importance of pedestrian facilities for disabled individuals. Make this explicit.	Add more text under Making the Case – Mobility (page 16) in this regard. Also add text at the start of Recommendation2, Pedestrian facilities.
Be sure the plan makes clear that in some cases, the closure of a very small gap in bike access can have a very large payoff (examples, connection between West Boulevard and Capitlo Avenue in Hartford. The link from the riverfront trails in East Hartford south to Glastonbury.)	This will be added to the Text for Recommendation 4, Trails and Recommendation 5, On road Bicycle Network.
Maybe a good way to encourage towns is to have some kind of competition for which town is the most bike friendly.	Add wording in this regard to Recommendation 3.6.
Why isn’t the Hebron Ave. trail in Glastonbury shown as a commuter route?	Recommendation 4.2 covers trails that will serve high numbers of commuters, because they focus upon downtown. This category is not meant to cover all commute routes. The text will be clarified.
Why isn’t education of police officers earlier than year 4?	Task 13.1 will be moved up to year 2.
Any trail links that are on road should be shown as on road, not as trails.	Maps have been corrected.
A few potential trail corridors were identified by individuals: <ul style="list-style-type: none"> • The rail line through South Windsor, East Windsor and Enfield • The Beaver Brook corridor in Wethersfield • A corridor in Tolland that roughly parallels I-84 between exits 67 and 68. 	These could be added to the plan as “potential trails” and can be mentioned under Recommendation 4.4, “continue local trail development”. These will not be mapped.

**ACTIVE TRANSPORTATION INITIATIVE
DEVELOPMENT OF CRCOG PEDESTRIAN/BICYCLE PLAN
RECORD OF PUBLIC OUTREACH**

Recommendation 4.1 includes trail segments (East Granby, Suffield) that are not actually on the East Coast Greenway route.	The text will be modified to note that these particular segments are not part of the east Coast greenway, but they remain with the highest priority for completion.
The text could indicate that until the East Coast Greenway segments are complete, an on road route (already designated by the East Coast Greenway Alliance) can be designated with signage.	This language can be added to the onroad network discussion.
The paths in Bushnell Park that are recommended to be part of the East Coast Greenway are not shown on the trail maps.	These will be added.
Make sure that the East Coast Greenway on road alternative is part of the recommended road network.	This will be confirmed
If the Farmington Canal Greenway were complete, I could bike to work, and I would.	No response needed.
There is no good way currently to bike from the Farmington Valley to Hartford. Can the plan address this more directly?	Text can be added to the onroad network discussion.
Where the plan says “encourage” you should have some specifics as to what will be done.	Text will be added.
Would like the plan to show greater priority for family/community benefits (it is very far down on the list).	The listing is not meant to show priorities. If the committees desire, the text can be rearranged.
Why not eliminate the section on individual benefits and include these items under economic benefits and public health benefits?	We believe it is important to note societal benefits and individual benefits separately.
Trails seem to be overemphasized in the Family/Community section – shouldn’t sidewalks be placed higher on the list?	The text will be modified to correct this impression.
Does the plan reflect a Complete Streets philosophy?	The plan is intended to reflect a complete streets philosophy. Text will be added to Chapter 1 (Introduction), Chapter 2, Vision, Chapter 3, Current Conditions, and Chapter 5 Recommendations to make this clear.
Communities should place the same commitment on clearing sidewalks after storms as they do for roads.	This is a very ambitious goal and we do not think it is possible to address it in this plan at this time.
Consider using information from the report <i>American’s Participation in Outdoor Recreation.</i> ” It shows that 87% of the population over 16 walks for outdoor recreation, and 41% bikes.	This information will be added to the “Making the Case” section.
Given that Hartford has snow in the winter, we should not expect to achieve high numbers of people biking for regular transportation.	We compared our region to other regions with winter conditions to assure that we are not overestimating potential mode shift to bicycling.
A good time to educate people on how to share the road is at the time of drivers license renewal.	This will be added to Recommendation 9.

**ACTIVE TRANSPORTATION INITIATIVE
DEVELOPMENT OF CRCOG PEDESTRIAN/BICYCLE PLAN
RECORD OF PUBLIC OUTREACH**

Bike racks for parking bikes are very important. The bike racks on the buses will enable more people to bike to work.	We will note, in Chapter 3, that the racks on buses are a recent addition.
Who will implement this plan and do you have enough funding and staff to do everything in the plan?	Implementation of the full plan is dependent upon securing funding. This will be noted in Chapter 6, Next Steps.
When you begin to implement the plan, you should be sure to make use of the experience of other communities (especially bike friendly communities in other parts of the country).	This will be noted in Chapter 6 and where appropriate in Chapter 5.
A proposed bike cooperative for Hartford could be a good avenue for education of bicyclists.	This will be noted in Recommendation 8.

RECORD OF INPUT FROM TOWNS

TASKS THAT CRCOG CAN UNDERTAKE WHICH WILL BE HELPFUL TO TOWNS	
Provide a statement regarding bicycle and pedestrian issues that can be inserted into Plans of C&D	This will be added to Recommendations 2.2 and 3.1.
Provide guidelines regarding bicycle/pedestrian design, access, and safety. Perhaps a set of guidelines for staff members and a set for policy makers (especially Planning and Zoning Commission members).	This will be clarified in Recommendations 2.2 and 3.1.
Develop standard signage for marking bicycle facilities	This will be noted in Recommendation 3.1.
Provide guidelines on bike parking	This will be noted in Recommendation 3.1.
Serve as a clearinghouse for grant information	This is an additional recommendation and will be added as Recommendations 2.6 and 3.7.
Collection of ordinances and policies from the region having to do with sidewalks	This will be added to Recommendation 2.2.
Guidelines for employers on how they can facilitate bicycle commuting	This will be added to Recommendation 10.2 and 10.4.
Research issues (such as payment in lieu of sidewalk construction) and provide report to towns.	This will be added to Recommendation 2.2.
Coordinate intertown cooperation on bike facility development	This is an ongoing task of CRCOG. It will be added as new Recommendation 4.6.
Coordinate interregional cooperation on bike facility development.	This will be done as part of CRCOG's regular coordination with other regional planning agencies and will be added as part of new Recommendation 4.6.
Assist with data collection so we can understand how many people walk/bike and where we have particular concentrations of walk/bike activity. Also assist with access to ped/bike crash data.	This is covered in Recommendations 2.3 and 3.3.

**ACTIVE TRANSPORTATION INITIATIVE
DEVELOPMENT OF CRCOG PEDESTRIAN/BICYCLE PLAN
RECORD OF PUBLIC OUTREACH**

Make presentations to Planning and Zoning commissions and Town councils to help them to understand the importance of bike and ped facilities. Educate policy makers on the importance of sidewalks.	This will be added to Recommendation 1.
Provide guidance on how to integrate the trail system with the road system.	This will be added to the on road network recommendations.
Provide tools to help towns to overcome opposition to development of bike and ped facilities.	This will be added to recommendation 1.
Raise awareness of bike/ped issues and needs.	This will be added to Recommendation 1.
Provide technical assistance: analysis of on road bike network, identifying needs.	Add to Recommendation 5.2.
Provide technical assistance to help solve local bike or pedestrian access/circulation issues.	Add to Recommendations 2.1 and 5.2.
Help to move trails projects forward.	This will be covered in new Recommendation 4.6.
Build a pilot project that will illustrate what can be accomplished with a bike friendly corridor.	This will be addressed in Chapter 6 and in Recommendations 2.4 and 3.4..
Make sure the plan is clear, that evaluation of a designated on road segment may indicate the best solution is a trail rather than an on road facility.	Add text to Recommendation 5.
The report should note that there may be other potential trail projects that have been discussed but that they may not have sufficient community support to be considered live proposals.	Add to Recommendation 4.
The plan should note the importance of trail heads with adequate parking on the trail system.	Add to Recommendation 4.
Provide towns with resources on how to encourage biking and walking in town. A useful guide that is in use in Manchester is the Trail Mix Guide – this is a guide to walking routes in town.	Include this item in Recommendation 10.3.