



South Central Regional Council of Governments

Bicycle and Pedestrian Plan

For the
City of West Haven, Connecticut

April 2023

Prepared For:
City of West Haven
Department of Planning and
Development
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1. Introduction

West Haven, Connecticut spans an area of 11 square miles, is located adjacent to New Haven and is within the New Haven-Milford Metropolitan Statistical Area (MSA), the third largest in Connecticut. The City has around 3.5 miles of coast along Long Island Sound and is separated from New Haven by the West River. The City is essentially built out and has a relatively stable population. The City form is characterized by both older urban and slightly newer suburban style land development patterns. There are areas of dense single and multi-family housing on a grid street system with a walkable downtown area as well as auto-oriented commercial corridors and newer subdivisions. According to the City's 2017 Plan of Conservation and Development, the following demographic trends in the City have been identified in recent years: there has been a growing student population due to the University of New Haven's higher student enrollments, West Haven has an aging population with percentages of residents in older age brackets increasing, and West Haven has been losing residents in the 25-34 age bracket. The City has a diverse population with residents from various ethnic and national backgrounds. Thirty percent of West Haven's 55,000 residents speak a language other than English at home. According to the City's Census bureau profile, median household income of \$64,255 in West Haven is lower than the average for the state (\$79,855).

The West Haven Train Station, served by the Metropolitan Transit Authority's Metro-North Railroad, is located near the geographic center of the City on Railroad Avenue and is a valued asset for the City and its residents. A Transit-Oriented Development (TOD) District has been created around the train station to assist in guiding redevelopment in the area. The walkable downtown area is located approximately $\frac{3}{4}$ of a mile east of the train station and is accessible to pedestrians via a network of sidewalks. The Savin Rock Trail, part of the East Coast Greenway (an on-going project to provide a safe greenway for multi-modal users between Maine and Florida), traverses West Haven east-west along the shoreline. The City is served by major highway systems including Interstate 95, Route 15 (the Wilbur Cross Parkway), and U.S. Route 1 (Boston Post Road), which are all oriented in the east-west direction through the area. Bus service is provided throughout the City by CTTransit (fixed route local service) and the Greater New Haven Transit District (paratransit). Major international airports (John F. Kennedy, LaGuardia, and Bradley) are accessible within a 1 $\frac{1}{2}$ hour drive and Tweed Airport in New Haven offers regional service.

West Haven's shoreline beaches and parks, beautiful water views, strong university presence, and transit access induce demand for safe walking and biking connections that provide affordable means of transportation as well as increased foot traffic to City streets. The main connections explored in this plan are:

- Between the Train Station/TOD District, the Downtown area, and the shoreline
- The University of New Haven area, the Yale-West campus, and the VA Hospital area

Additional consideration was given to connections between neighborhoods, schools, and adjacent cities/towns. This Bicycle and Pedestrian Plan assesses existing conditions, examines current deficiencies for walking and biking in the City, and offers recommendations to improve the walking and biking infrastructure along priority corridors in town. These recommendations are intended to promote an environment which will allow residents of the City of all ages and abilities to travel throughout West Haven safely and conveniently by walking or biking. This bicycle and pedestrian plan is intended to focus on active transportation modes City wide and will be used to identify priorities for future projects and programs.

2. Existing Conditions Data Collection and Review

To initiate the West Haven Bicycle and Pedestrian Plan (Plan), BETA collected and reviewed relevant studies, plans, and existing available data, and assessed existing facilities in West Haven's bicycle and pedestrian networks.

2.1 Review of Existing Plans, Studies, and Policies

To create a foundation for bicycling and walking conditions and identify needs in West Haven, BETA reviewed and summarized findings of a selection of adopted plans, and studies. BETA also reviewed existing policies, programs, and ordinances that relate to bicycling and walking to determine if modifications are recommended or if new ones should be developed to better serve current and future pedestrian and bicycling needs. The following documents were reviewed, and the findings are summarized in **Table 1**:

- State of Connecticut Active Transportation Plan (2019, CTDOT)
- The South Central Regional Bicycle and Pedestrian Plan (2017, SCRCOG)
- West Haven Plan of Conservation and Development (2017, City of West Haven)

BETA also reviewed existing sidewalk and bicycle regulations documented in the West Haven's Zoning Regulations (revised 12/31/2020) and Subdivision Regulations (3/26/2002). Sidewalks, walkways, and bikeways have design regulations provided in the following sections of Zoning and Subdivision Regulations:

Zoning

- Section 20 – Commercial District Regulations, 20.7 Streetscape and Open Space Design in the CBD, 2. Streetscape improvements
- Section 21 - Village District Overlay, 21.4 and 21.5 Design Principles
- Section 37 – Open Space District, 5. Walkways and paths
- Section 50 – Public Water, Sewers, Sidewalks and Curbs

Subdivisions

- Chapter 4 Subdivision Design and requirements
- Chapter 4 Design, K. Sidewalk width

These sections include regulations on sidewalk/walkway width, lighting, mini-parks, seating, curbing, connectivity with existing roadways, continuous and uninterrupted sidewalk through driveways. The required width of sidewalks in the regulations is stated as both four and five feet wide. The City should require that a minimum sidewalk width of 5 feet is required for all projects. There are few design standards provided in the regulations for bicycle facilities. These should be developed for both on-street, separated, and shared-use facilities.

Table 1: Review of Key Planning Documents

Connecticut Active Transportation Plan, 2019, CTDOT		
<u>Goals/Objectives:</u> • Improve pedestrian and bicyclist safety • Enhance mobility for pedestrians and bicyclists • Utilize resources to achieve meaningful improvements	<u>Recommendations:</u> Network Prioritization Categories: Tier 1: Segments that CTDOT could consider for stand-alone bicycle improvements Tier 2: Segments that CTDOT could consider the incorporation of bicycle improvements as part of maintenance or other road projects Tier 3: Segments that generally meet criteria, but should not be a Department priority. However, CTDOT should maintain existing LOS for bicyclists on these routes in future road projects	
SCRCOG Bicycle and Pedestrian Plan, 2017, SCRCOG		
<u>Goals/Objectives:</u> • Improve pedestrian and bicyclist safety • Promote transportation choice by creating a balanced transportation system including facilities for biking and walking • Increase connectivity between various modes and between neighborhoods, commercial areas, schools, parks and other major community-serving destinations • Provide access to community facilities, businesses and neighborhoods for all ages and abilities	<u>Findings:</u> • Gaps in sidewalks along Route 1 impede walkability • Crash analysis indicates bicycle and pedestrian crashes (32 between 2012-2015) are concentrated on three main roadways in the eastern part of Town including Elm Street, Route 122 (1st Avenue / Campbell Avenue), and Boston Post Road • City would like to extend Savin Rock Trail southerly into the City of Milford and northerly towards New Haven to make East Coast Greenway connection to Milford	<u>Recommendations:</u> • Regional on-Road priority areas include Route 1 (Medium), Route 122 (Low), and Elm Street (Low) • Regional off-Road priority areas include Savin Rock Trail • Suburban design improvements include 10' lane widths, more visible crosswalks and smaller corner radii • Urban design improvements reduce speeds with minimal building setbacks, 10' max lane widths, sidewalks and bike lanes with minimum 5'-width, bike lanes along all urban corridors, bump outs, pedestrian push buttons • Greenways should be attractive, accessible, display a consistent brand and provide maximum connectivity.
West Haven Plan of Conservation and Development, 2017, City of West Haven		
<u>Goals/Objectives:</u> • Support economic vitality • Improved quality of life for residents • Providing an attractive place in which to live, work, learn, shop, dine, play and relax • Explore ways to calm traffic and create a walkable and safe environment for pedestrians as development projects are reviewed • Support improvements and enhancements to transit routes to destinations within West Haven and key locations beyond its borders • Create or improve on-street bicycle lanes, provide new bicycle facilities where appropriate, and create connections with bicycle routes in Milford, Orange, and New Haven where feasible • Enhance the ability of people to navigate through the city and its important institutions and destinations	<u>Recommendations:</u> • M-G1. Support and Participate in the Regional Transit Mobility Study • M-G2. Consider Adopting a Complete Streets Policy • M-G3. Prepare a Citywide Wayfinding Sign System. • M-G4. Prepare a Citywide Bicycle & Pedestrian Plan. • M-G5. Plan for and Implement a Bikeshare Program. • M-H3. Conduct an Assessment of Walkability and Pedestrian Safety in Residential Areas.	

2.2 West Haven Existing Conditions

The BETA Group obtained information from publicly available sources as well as from the City, SCRCOG, and the State of Connecticut to develop mapping of existing features for the City including: regional and local transportation network data, rail, transit routes, water features, parks/open space, and key locations relevant to the pedestrians and cyclists. A map of existing features is shown in **Figure 1**.

BETA also conducted analysis to provide insight on the existing demand for pedestrian and bicycle trips using available census data that includes population and employment density (**Figure 2** and **Figure 3**), percentage of zero car households (**Figure 4**), and percent of commuters by active transportation modes (**Figure 5**).

The existing conditions mapping indicated areas with higher employment density and population density tended to have a higher percentage of residents who commuted by biking and walking and a higher percentage of zero vehicle households. This trend is particularly noticeable in the downtown area and the University of New Haven / VA Hospital area. Bus routes provide access from the downtown area to places across West Haven, including the beach area, the University of New Haven, and the train station, and likely generate walking and biking trips, as people typically access bus stops using active modes.

It should be noted that West Haven has been designated a Distressed Municipality by Connecticut's Department of Economic and Community Development. According to Connecticut General Statute Section 32-9p, the designation should be based on "high unemployment and poverty, aging housing stock and low or declining rates of growth in job creation, population, and per capita income." The designation is used by state agencies to target funding for various programs and investments.

BETA also obtained City-wide data for crashes involving pedestrians or bicycles for the most recently available 3-year period (2018-2020) from the Connecticut Crash data repository. This data was reviewed and mapped to assist in identifying and confirming crash hot spots for bicycle and pedestrian safety issues. There were a total of 128 reported bicycle and pedestrian crashes in West Haven during the time period considered, which included five involving fatalities and 104 involving injuries. Pedestrian and bicycle crash data is shown spatially in **Figure 6**. As evident in the Figure, many crashes involving bicycles and pedestrians in the City are clustered along the major population and employment corridors of Campbell Avenue and Route 1 (Boston Post Road). There are also a few crashes, including two fatalities along Route 34 (Derby Avenue), a few more in the Sawmill Road/Meloy Road area, and others interspersed in more residential areas in the southwestern and southeastern parts of the City.

The five fatal crashes all involved pedestrians and occurred at the following specific locations:

- 1st Ave approximately 400 feet south of Elm Street
- Elm Street approximately 300 feet East of Campbell Avenue
- At the intersection of Route 1 (Boston Post Road) and Front Avenue
- Route 34 (Derby Avenue) approximately 450 feet East of Route 122 (Forest Road)
- Route 34 (Derby Avenue) approximately 150 feet West of Route 122 (Forest Road)

Additional review of the data indicates that the majority of bicycle and pedestrian crashes in the City have been occurring on Locally-owned roadways (83 of 128). A breakdown of the crash location descriptions

shows that the highest number of bicycle/pedestrian crashes occurred in a travel lane (35) while 21 occurred in marked crosswalks at intersections and 17 occurred in a shoulder or roadside. Light condition is often another critical factor for bicycle and pedestrian crashes. The data show that more than half of the crashes involving pedestrians occurred during dark conditions.

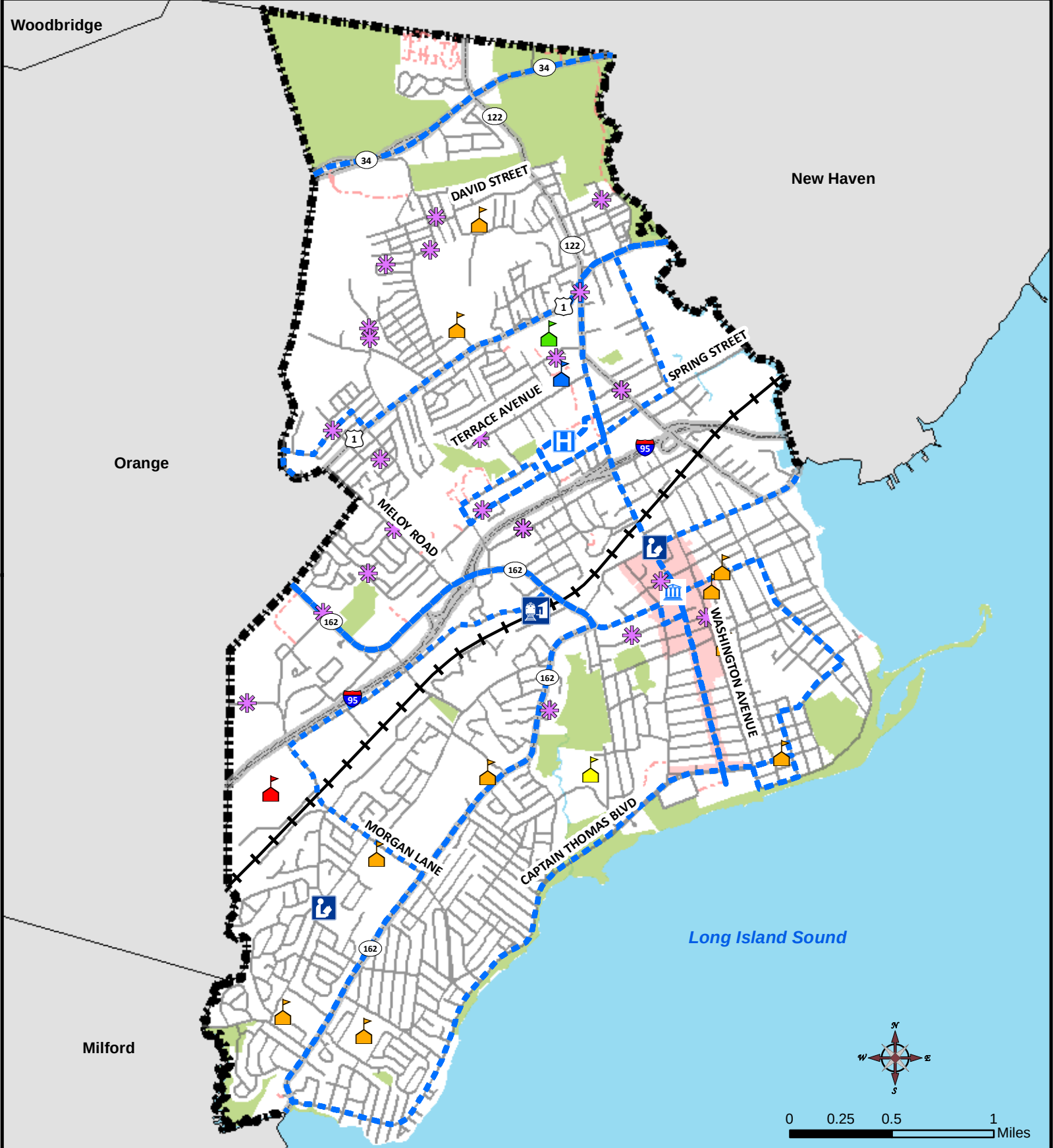
<u>Location</u>	<u>Pedestrian Crashes</u>	<u>Bicycle Crashes</u>
Intersection- Marked Crosswalk:	17	4
Intersection-Unmarked Crosswalk	11	2
Intersection- Other	5	8
Midblock-Marked Crosswalk	0	0
Travel Lane-Other Location	25	10
Bicycle Lane	0	0
Shoulder/Roadside	8	9
Sidewalk	2	2
Median/Crossing Island	0	0
Driveway Access	5	2
Shared-Use Path or Trail	0	0
Non-Trafficway Area	1	0
Sharrow	0	0
Other	12	3
Unknown	3	0

<u>Route Class</u>	<u>Bicycle/ Pedestrian Crashes</u>
Interstate:	1
US Route:	21
State Route:	23
Local Roadway:	83

<u>Light Condition</u>	<u>Pedestrian Crashes</u>	<u>Bicycle Crashes</u>
Daylight	37	31
Dawn	0	0
Dusk	3	1
Dark-Lighted	39	7
Dark-Not Lighted	9	1
Dark-Unknown Lighting	0	0
Other	0	0
Unknown	0	0

2.3 Identification of Priority Corridors

Priority pedestrian and bicycle corridors are those that provide the greatest access and mobility for people to reach their destinations via walking or biking. Key destinations were identified that are most likely to induce demand for pedestrian and bicycle travel in the City such as schools and universities, the rail station, transit routes, commercial business areas, City Hall/public buildings, healthcare services, parks, beaches, and recreational facilities. BETA conducted a buffer analysis to assist in identifying priority routes based on proximity to these destinations. Roadway corridors that fell within 1/4 mile of these key destinations were identified as priority routes, while other roadway corridors that provide logical connections and form a more complete network between these destinations were also identified as priority routes. This analysis is not intended to determine conclusive bicycle and pedestrian demand based on actual use but is intended to show a network which would provide the maximum connectivity to typical pedestrian and bicycle trip generators within the City and immediately beyond its borders. The priority corridors identified for bicycle and/or pedestrian travel in West Haven are shown in **Figure 7**.



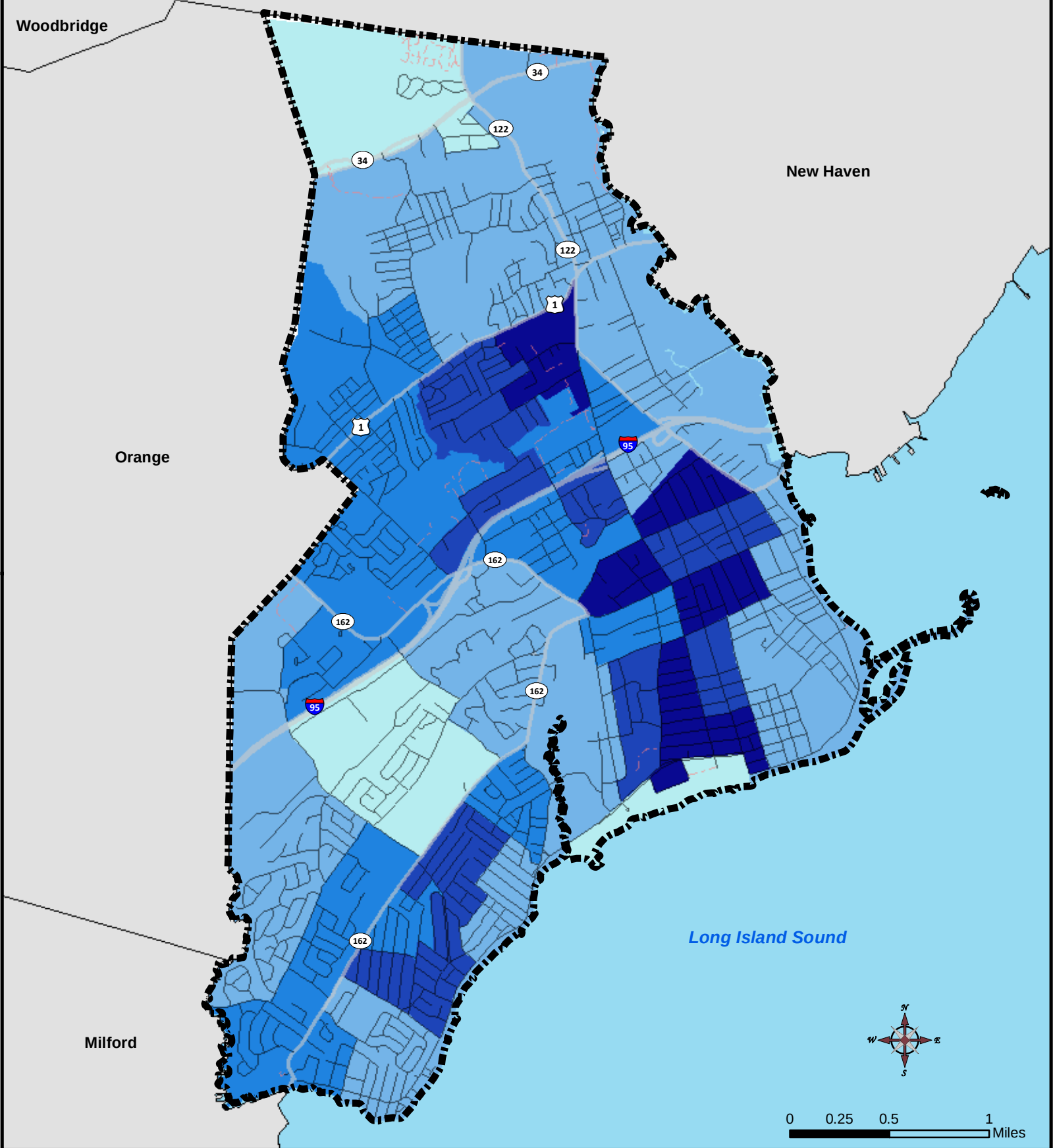
Bicycle & Pedestrian Plan **Figure 1: Existing Conditions**

- | | | | | |
|-------------------|-------------------------|---------------|-------------------|-------|
| City Hall | Yale West Campus | Bus Routes | Business District | City |
| Library | Notre Dame High School | Open Space | Private | State |
| Train Station | University of New Haven | Railroad | Coastline | |
| VA Medical Center | West Haven High School | Town Boundary | | |
| Places of Worship | All Other Schools | | | |

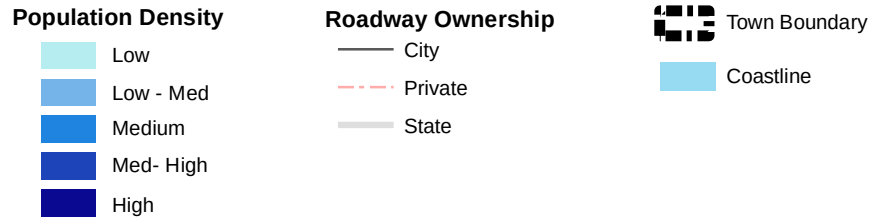
City of West Haven, CT

BETA Data Source: CTDOT/MAGIC

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan
Figure 2: Population Density

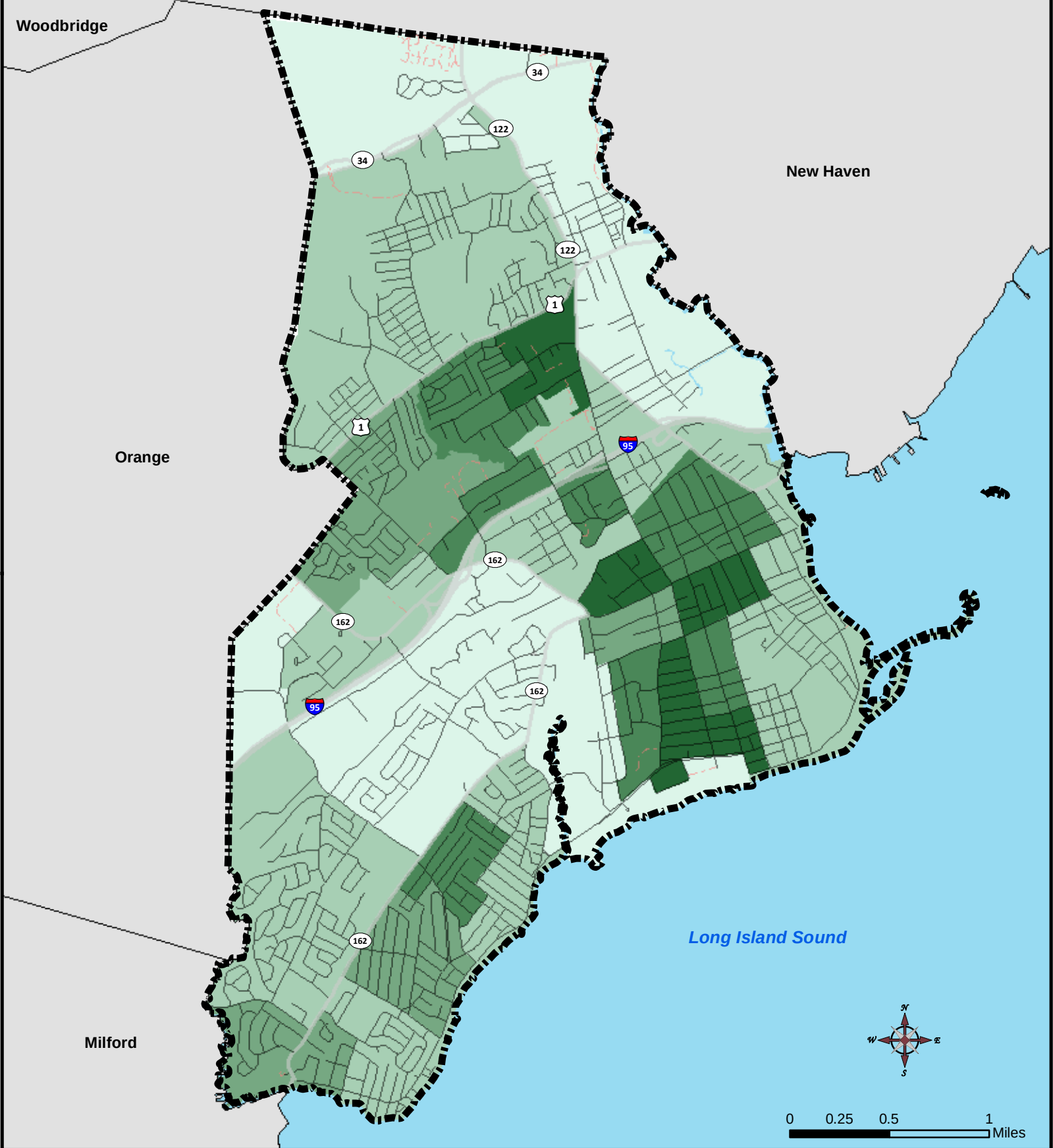


City of West Haven, CT



BETA Data Source: Census Bureau
REIMAGINING COMMUNITIES TOGETHER

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan
Figure 3: Employment Density

Employment Density

- Low
- Low - Med
- Medium
- Med- High
- High

Roadway Ownership

- City
- Private
- State

Town Boundary

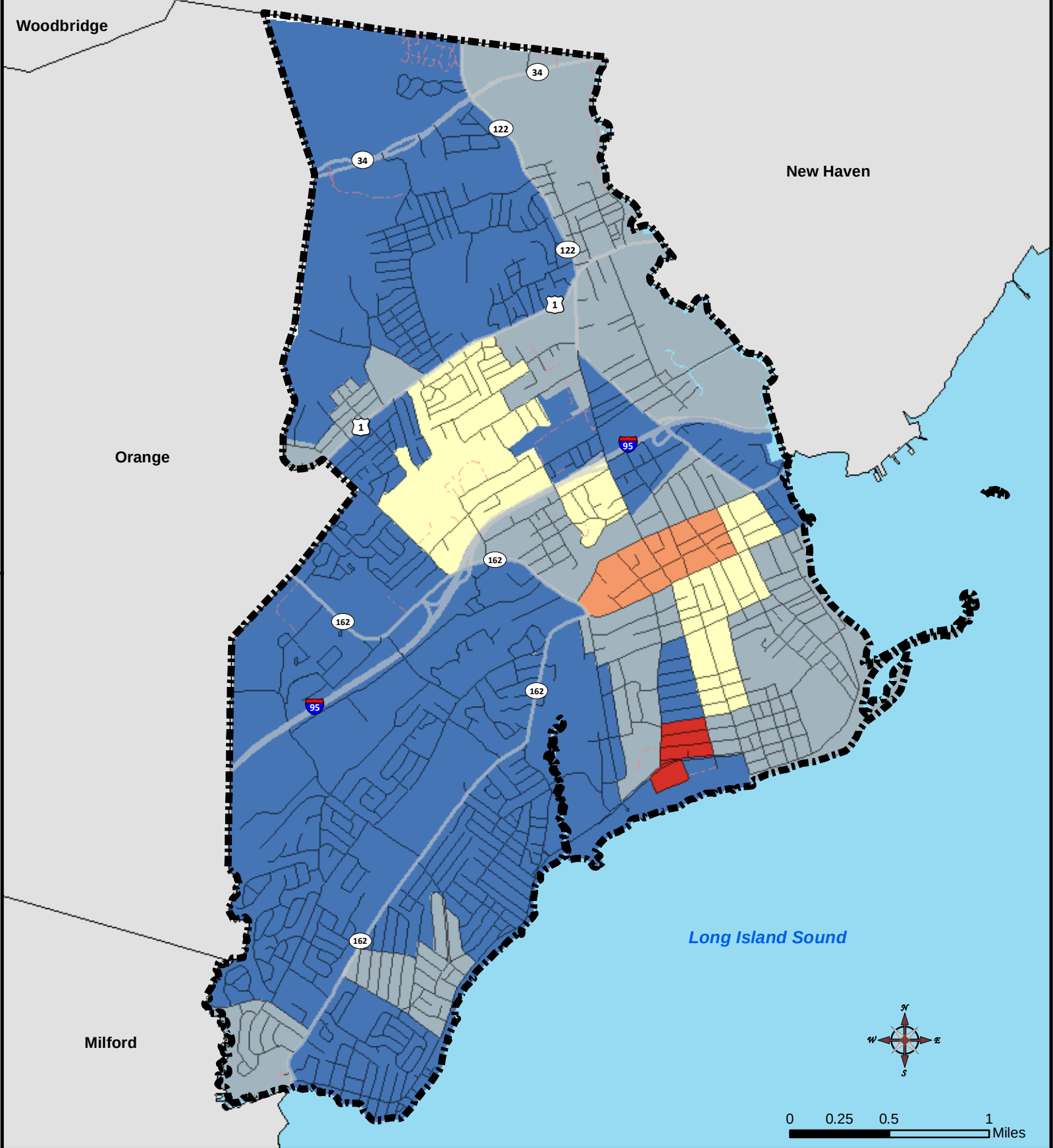
Coastline

City of West Haven, CT



Data Source: Census Bureau

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan
Figure 4: Percentage of Zero Car Households

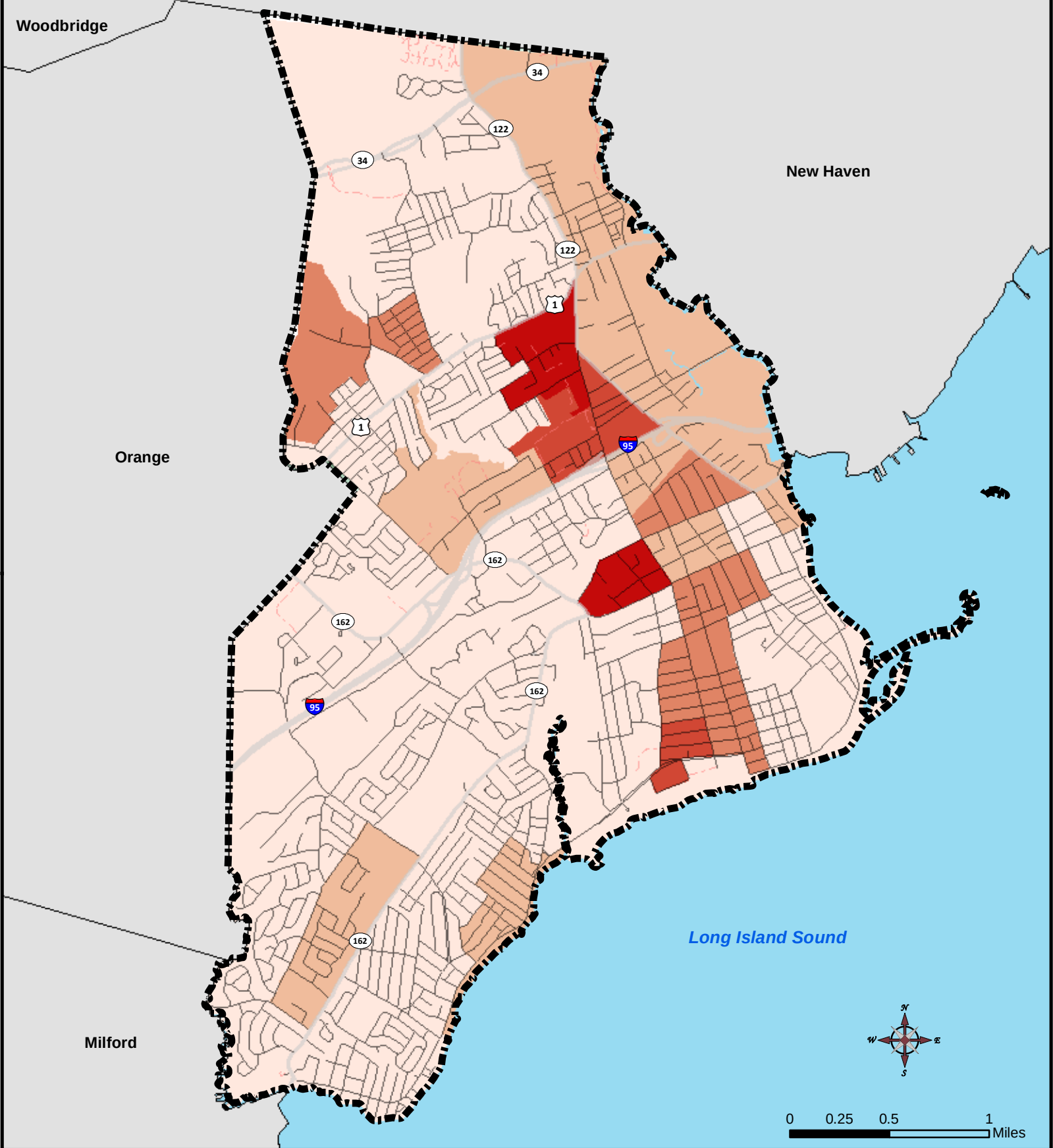
Zero Car Households Low Low - Med Medium Med- High High	Roadway Ownership City Private State	Town Boundary Town Boundary Coastline
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City of West Haven, CT



BETA Data Source: Census Bureau
REIMAGINING COMMUNITIES TOGETHER

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan

Figure 5: Percentage of Commuters Using Active Transportation Modes

Active Transportation

- Low
- Low - Med
- Medium
- Med- High
- High

Roadway Ownership

- City
- Private
- State

Town Boundary

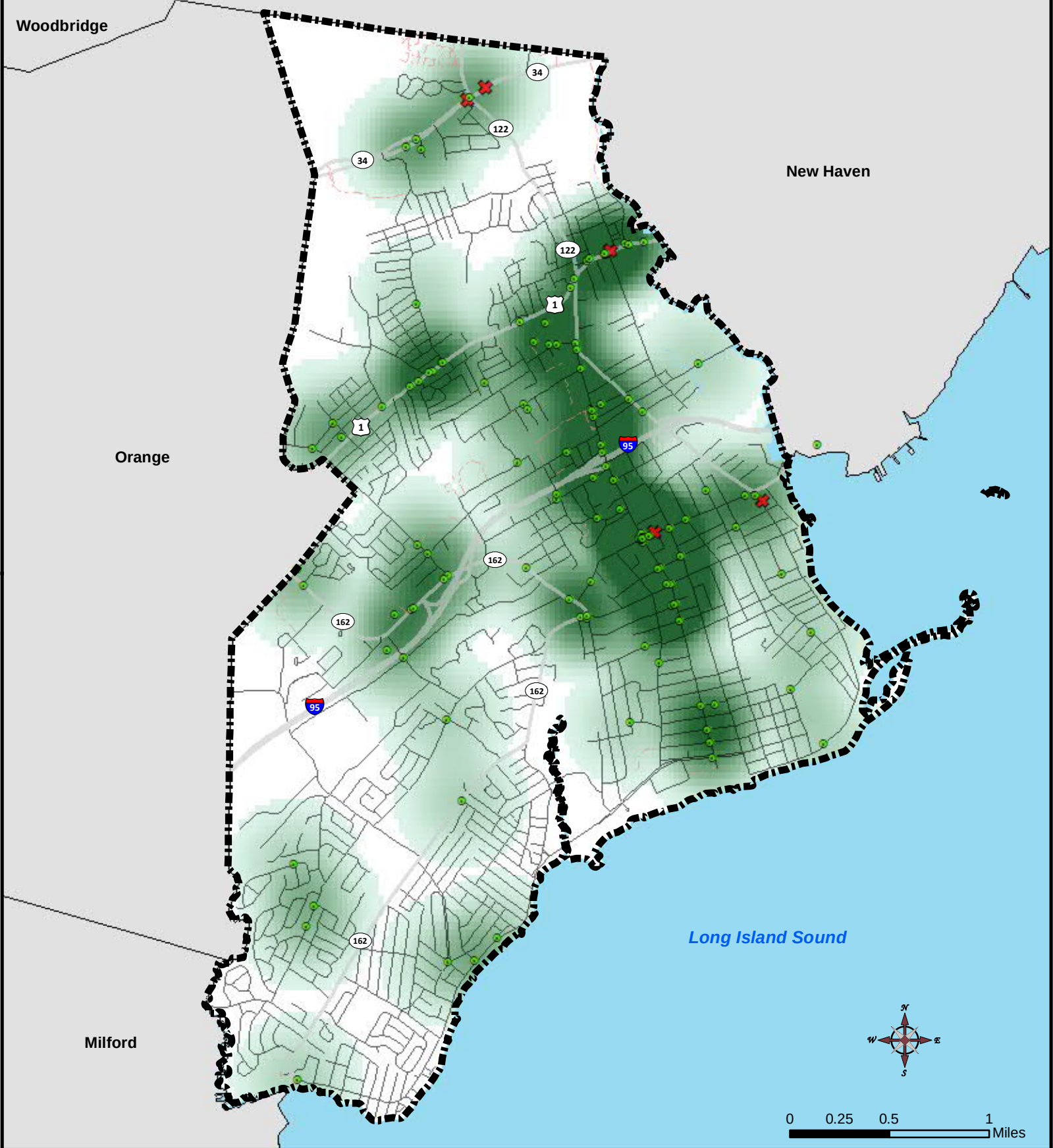
Coastline

City of West Haven, CT

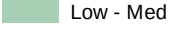
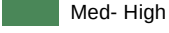


Data Source: Census Bureau

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan
Figure 6: Bike & Pedestrian Crash Locations

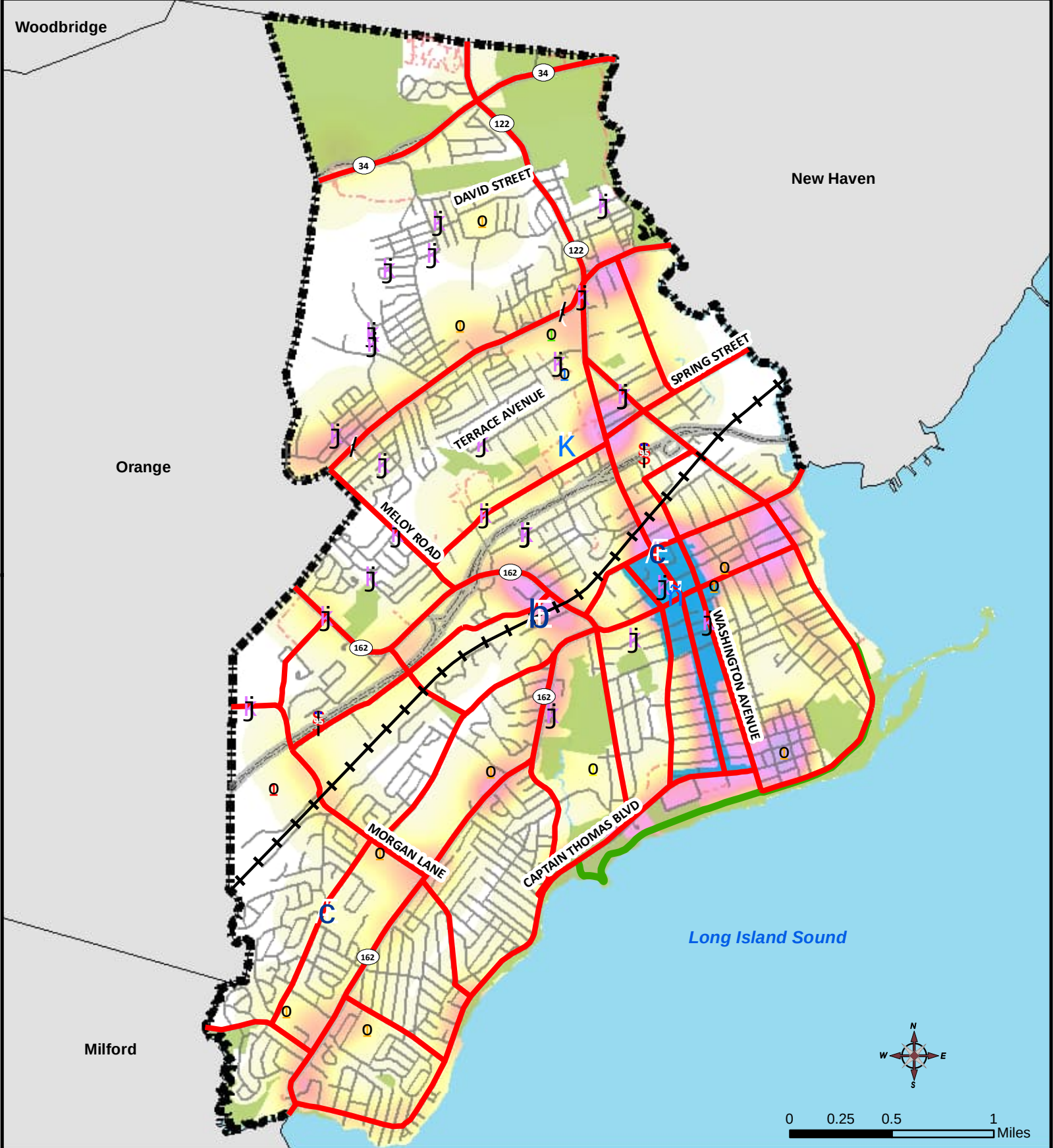
Bike/Pedestrian Crash Data	Roadway Ownership	 Town Boundary	Crash Density
 Fatal (Kill) Bike/Ped Crashes	 City	 Coastline	 Low
 All Other Bike/Ped Crashes	 Private		 Low - Med
	 State		 Medium
			 Med- High
			 High

City of West Haven, CT



BETA Data Source: Census Bureau
REUNITING CONNECTICUTS TOGETHER

This Map is Intended for Planning Purposes Only.



West Haven Bike & Pedestrian Plan
Figure 7: Priority Corridor Network

ñ City Hall C Library b Train Station K VA Medical Center j Places of Worship	Q Yale West Campus Q Notre Dame High School Q University of New Haven Q West Haven High School Q All Other Schools	Priority Corridors Multi-Use Trail Business District Open Space Railroad Coastline Town Boundary	Roadway Ownership City Private State Anticipated Pedestrian Demand High Low
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City of West Haven, CT



BETA Data Source: Census Bureau

This Map is Intended for Planning Purposes Only.

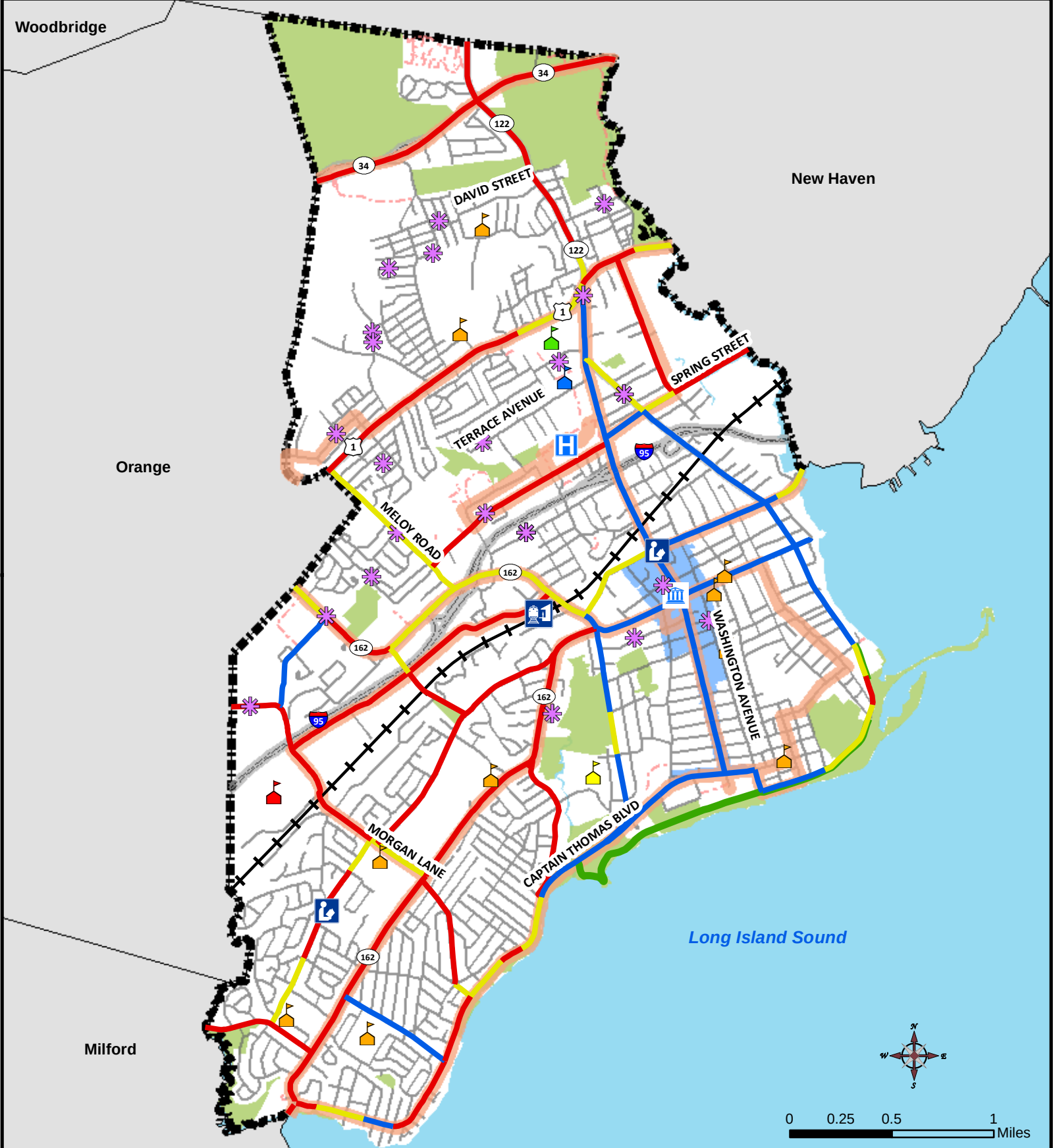
3. Network Assessment

Using the available mapping layers and high-resolution aerials, BETA performed a high-level desktop review to map the current network of trails/greenways, sidewalks, and on-street bicycle facilities within West Haven. BETA also identified potential barriers to pedestrian and bicycle travel (major limited access roadways, rail lines, waterways) and conducted field reviews and observations to view and verify conditions first-hand. BETA reviewed bicycle and pedestrian infrastructure along priority corridors to identify network gaps, deficiencies, and constraints for bicycle and pedestrian connectivity. **Figure 8** shows existing pedestrian facilities along priority corridors. **Figure 9** shows existing bicycle facilities along priority corridors including both separated as well as on-road facilities. **Table 2** shows additional detail for priority corridors relevant to the existing, or lack of existing pedestrian and bicycle infrastructure as well as roadway/operational characteristics including width, daily traffic volumes, posted speed limits, and curbside parking restrictions.

3.1 Field Observations and Review

BETA staff conducted a field review of the priority walking and biking corridors identified in Section 2. Some of the field visit was conducted with the assistance of City staff to identify issues, deficiencies, and opportunities. The following items were observed and recorded during the field reviews:

- Connectivity of pedestrian and bicycle facilities between major destinations
- Deficiencies and barriers to accessibility
- Network gaps along priority corridors
- Traffic operating conditions at intersections and mid-block corridor locations
- Comfort level of for pedestrians and bicyclists
- Potential safety issues including vertical and horizontal sight distance issues and high vehicle speeds
- Opportunities for pedestrian and bicycle facility improvements



West Haven Bike & Pedestrian Plan
Figure 8: Existing Pedestrian Infrastructure

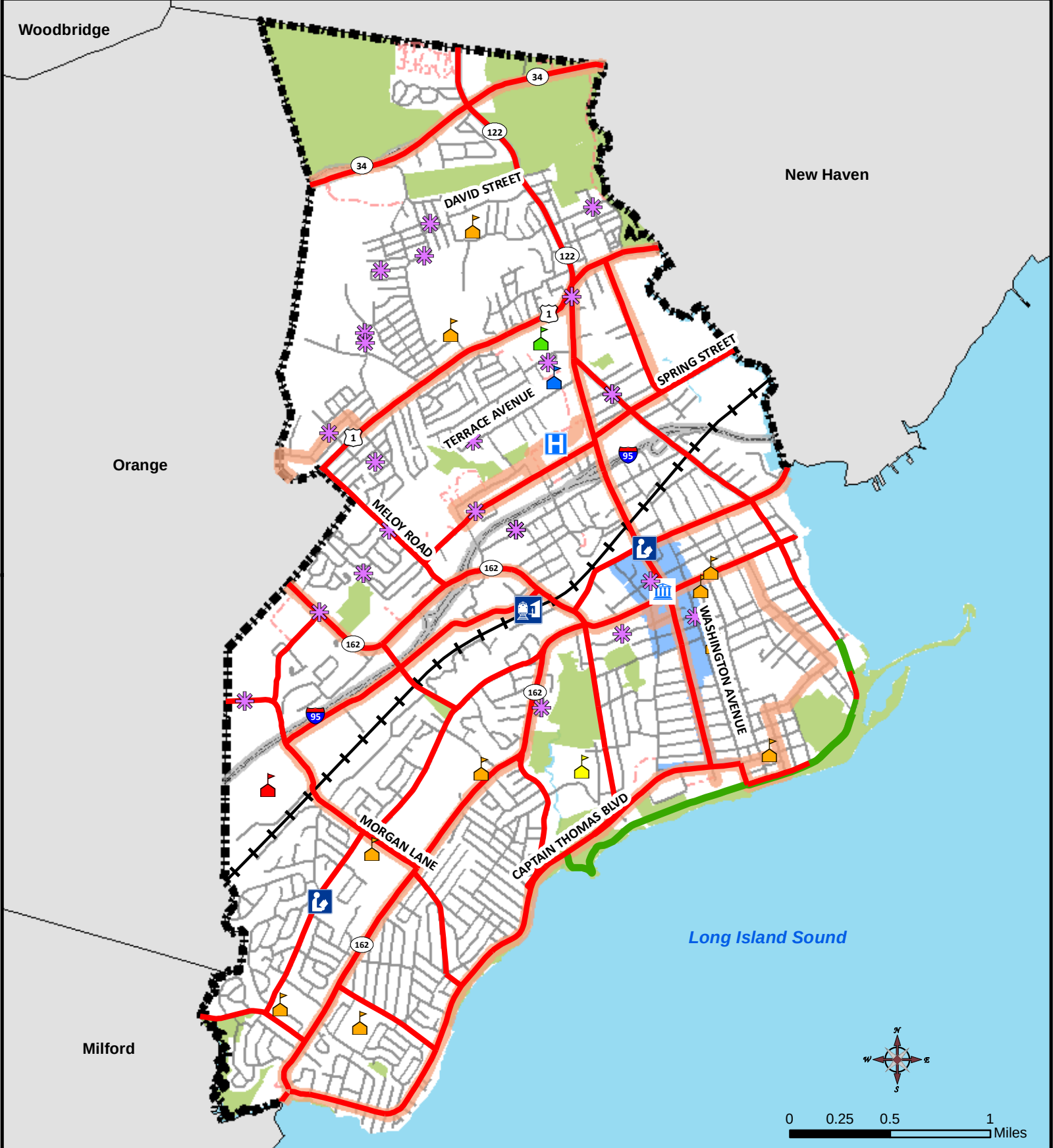
- | | | | | |
|-------------------|-------------------------|-----------------|-------------------|---|
| City Hall | Yale West Campus | Bus Routes | Business District | Continuous Sidewalks (Priority Corridors)
None
Both Sides
One Side Only |
| Library | Notre Dame High School | Open Space | Railroad | |
| Train Station | University of New Haven | Coastline | Town Boundary | |
| VA Medical Center | West Haven High School | Multi-Use Trail | Roadway Ownership | City
Private
State |
| Places of Worship | All Other Schools | | | |

City of West Haven, CT



BETA Data Source: Census Bureau

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan

Figure 9: Existing Bicycle Infrastructure

City Hall	Yale West Campus	Bus Routes
Library	Notre Dame High School	Business District
Train Station	University of New Haven	Open Space
VA Medical Center	West Haven High School	Railroad
Places of Worship	All Other Schools	Coastline
		Town Boundary

Bike Facilities (Priority Corridors)

- None
- Multi-Use Trails

Roadway Ownership

- City
- Private
- State

City of West Haven, CT

BETA Data Source: CTDOT/MAGIC

This Map is Intended for Planning Purposes Only.

Table 2: Priority Corridor Characteristics (Part 1 of 6)

Roadway	Limits	Orientation	Functional Classification	Approved Speed Limit	AADT (vpd)	Approx. Width (ft)	Owner	Transit	Number of Vehicle Travel Lanes	EXISTING PED FACILITIES			EXISTING BICYCLE CONDITIONS					POCD Recommendations	Existing Condition Notes
										Continuous Sidewalk on Both Sides	Continuous Sidewalk on One Side	No Sidewalks	Separate Facility	On Road Facility	On Street Parking NB/EB	On Street Parking SB/WB	CATP Suitability (1=Least, 5=Most)		
Woodmont Rd.	Jones Hill Rd. (RT 162) to City Line	N/S	Major Collector	25	8,300	25	City	No	2			X							Pagels School
South St.	Ocean Ave. to Jones Hill Rd. (RT 162)	N/S	Local	30	Not Avail.	36	City	No	2	X					X	X			Haley School
Lake St. / Colonial Blvd.	Ocean Ave. to Colonial Blvd.	N/S	Major Collector	25	1,300	32	City	No	2		X								Beach Access
	Lake St. to Jones Hill Rd. (RT 162)	N/S	Major Collector	25	3,100	30	City	No	2			X			X	X			
Prindle Hill Rd. / Morgan Ln.	Prindle Hill Rd. - City Line to Meadowbrook Rd.	N/S	Major Collector	30	7,600	30	City	No	2			X							South Street Beach, Haley School
	Morgan Ln. - Meadowbrook Rd. to Benham Hill Rd.	N/S	Major Collector	25	5,100-8,200	36	City	Yes	2		X								I-95 Overpass, Yale West Campus, Rail Underpass
	Morgan Ln. - Benham Hill Rd. to Jones Hill Rd. (RT 162)	N/S	Major Collector	25	5,100	36	City	Yes	2			X							Bailey Middle School
Meadowbrook Rd.	Morgan Ln. to Blue Hill Ln.	N/S	Local	25	Not Avail.	30	City	No	2	X					X	X	4-5		
Platt Ave. (RT 705)	Ocean Ave. to Jones Hill Rd. (RT 162)	N/S	Minor Arterial	25	2200-3,500	38	State	No	2			X							Beach Access, West Haven High School
Allings Crossing Rd.	Saw Mill Rd. (RT 162) to Frontage Rd.	N/S	Major Collector	30	9,100	34	City	No			X								Car Oriented Commercial, I-95 Underpass
	Frontage Rd. to West Main St.	N/S	Major Collector	30	9,100	34	City	No				X							Rail Overpass
Kelsey Ave.	Capt. Thomas Blvd. to Circle St.	N/S	Major Collector	25	5,300	40	City	No	2	X					X	X		Plan for mixed use redevelopment in the area around Capt. Thomas Blvd. at Kelsey Ave. as "Savin Rock Village"	Beach Access, Savin Rock Trail, West Haven High School
	Circle St. to Bassett St.	N/S	Major Collector	25	5,300	40	City	No	2		X				X	X			Painter Park
	Bassett St. to Main St.	N/S	Major Collector	25	5,300	40	City	No	2	X					X	X			Painter Park, TOD District

Table 2: Priority Corridor Characteristics (Part 2 of 6)

Roadway	Limits	Orientation	Functional Classification	Approved Speed Limit	AADT (vpd)	Approx. Width (ft)	Owner	Transit	Number of Vehicle Travel Lanes	EXISTING PED FACILITIES			EXISTING BICYCLE CONDITIONS					POCD Recommendations	Existing Condition Notes
										Continuous Sidewalk on Both Sides	Continuous Sidewalk on One Side	No Sidewalks	Separate Facility	On Road Facility	On Street Parking NB/EB	On Street Parking SB/WB	CATP Suitability (1=Least, 5=Most)		
Campbell Ave.	Capt. Thomas Blvd. to Blohm St.	N/S	Minor Arterial	30	3,400	42	City	Yes	2	X					X	X		Plan for redevelopment in the area around Capt. Thomas Blvd. at Campbell Ave. as "Downtown South"	Dense commercial and residential
	Blohm St. to William St.	N/S	Minor Arterial	30	3,400	42	City	Yes	2	X					X	X			Dense commercial and residential
	William St. to Brown St.	N/S	Minor Arterial	30	3,400	42	City	Yes	2	X					X	X			Dense commercial and residential
	Brown St. to Elm St.	N/S	Minor Arterial	30	7,000-8,100	42	City	Yes	2	X					X	X			Downtown, Green, City Hall, Public Library
	Elm St. to I-95 Underpass	N/S	Minor Arterial	25	14,400	35	City	Yes	2	X									Rail Underpass, Dense commercial and residential
	I-95 Underpass to 1st Ave.	N/S	Minor Arterial	30	13,300	40	City	Yes	2	X					X	X			Dense commercial and residential, VA Hospital, University of New Haven
Campbell Ave. / Forrest Rd. (RT 122)	Campbell Ave. - 1st Ave. to Boston Post Rd. (RT 1)	N/S	Minor Arterial	30	14,400	45	State	Yes	2	X					X	X	1-4		University of New Haven, Campbell at Boston Post Rd. is a complex intersection
	Forrest Rd. - Boston Post Rd. (RT 1) to Burwell Pl.	N/S	Minor Arterial	30	13,500	25	State	No	2		X						1		
	Forrest Rd. - Burwell Pl. to Westfield St.	N/S	Minor Arterial	35	14,200	25	State	No	2			X					1-2		
	Forrest Rd. - Westfield St. to Derby Ave. (RT 34)	N/S	Minor Arterial	35	13,700-14,200	40	State	No	2			X					2-4		
	Forrest Rd. - Derby Ave. (RT 34) to City Line	N/S	Minor Arterial	30	11,700-19,000	40	State	No	2			X					1-4		
Washington Ave.	Beach St. to Capt. Thomas Blvd.	N/S	Major Collector	30	5,200	33	City	Yes	2	X									
Front Ave.	Spring St. to Boston Post Rd. (RT 1)	N/S	Major Collector	35	4,700	35	City	Yes	2			X			X	X			Light industrial
1st Ave.	2nd Ave. to 400' N. of 2nd Ave.	N/S	Major Collector	30	6,300	35	City	No	2			X							Sandy Point Bird Sanctuary
	400' N. of 2nd Ave. to Monahan Pl.	N/S	Major Collector	30	6,300	30	City	No	2		X		X						
	Monahan Pl. to Elm St.	N/S	Major Collector	30	6,300	30	City	No	2	X									Planned bicycle facility (CATP), The Haven Development (Future)

Table 2: Priority Corridor Characteristics (Part 3 of 6)

Roadway	Limits	Orientation	Functional Classification	Approved Speed Limit	AADT (vpd)	Approx. Width (ft)	Owner	Transit	Number of Vehicle Travel Lanes	EXISTING PED FACILITIES			EXISTING BICYCLE CONDITIONS					POCD Recommendations	Existing Condition Notes
										Continuous Sidewalk on Both Sides	Continuous Sidewalk on One Side	No Sidewalks	Separate Facility	On Road Facility	On Street Parking NB/EB	On Street Parking SB/WB	CATP Suitability (1=Least, 5=Most)		
1st Ave. (RT 745/ RT 122)	Elm St. to Wood St.	N/S	Minor Arterial	25	6,500	36	State	No	2	X						X	5		
	Wood St. to Richards St.	N/S	Minor Arterial	25	12,400	35	State	No	2	X							4		
	Richards St. to Mix Ave.	N/S	Minor Arterial	30	12,400	32	State	No	2	X							4		Rail Overpass
	Mix Ave. to Spring St.	N/S	Minor Arterial	30	16,800	38	State	No	2	X							1-4		I-95 Underpass
	Spring St. to Campbell St.	N/S	Minor Arterial	30	8,900-12,700	40	State	No	2		X				X		1-4		
Derby Ave. (RT 34)	City Line to Forrest Rd. (RT 122)	E/W	Principal Arterial	40	25,400-25,800	68	State	Yes	4			X					3	Gateway Treatment coming from Orange	Connection to Orange, Divided Highway, Infrequent crossings, Derby Ave at Forrest Rd is large signalized intersection
	Forrest Rd. (RT 122) to City Line	E/W	Principal Arterial	35	21,400-22,100	48	State	Yes	4			X					1	Gateway Treatment coming from New Haven	Connection to New Haven, Yale Fields, Marginal Drive, unsignalized crossing at Walter Camp Field
Boston Post Rd. (RT 1)	City Line to Meloy Rd.	E/W	Principal Arterial	40	22,600	66	State	No	5			X					1-4	Gateway Treatment coming from Orange	Connection to Orange, Car Oriented Commercial, large signalized intersections
	Meloy Rd. to Hoffman St.	E/W	Principal Arterial	35	18,900	54	State	Yes	4			X					2-4	Ensure residential properties on adjacent streets are adequately protected from commercial and industrial operations	Carrigan Intermediate School, Car Oriented Commercial, large signalized intersections
	Hoffman St. to Capmpbell St.	E/W	Principal Arterial	25	15,300-18,900	54	State	Yes	4		X						2-3		University of New Haven, Car Oriented Commercial, large signalized intersections
	Capmpbell St. to Marginal Dr.	E/W	Principal Arterial	25	16,200-20,500	58	State	Yes	4			X					2-3		Denser commercial development, large signalized intersections
	Marginal Dr. to City Line/River	E/W	Principal Arterial	25	20,500	54	State	Yes	4		X						2	Gateway Treatment coming from New Haven	Connection over river to New Haven, Marginal Drive termination, West River Park
West Spring St./ Spring St.	West Spring St. - Maloy Ave. to Stevens Ave.	E/W	Minor Arterial	25	4,200	28	City	Yes	2			X							
	West Spring St. - Stevens Ave. to Campbell Ave.	E/W	Minor Arterial	25	4,200	30	City	Yes	2			X				X			VA Hospital
	Spring St. - Campbell Ave. to 1st Ave.	E/W	Minor Arterial	25	8,200	30	City	Yes	2	X									
	Spring St. - 1st Ave. to Front Ave.	E/W	Minor Arterial	25	6,700	25	City	Yes	2		X								
	Spring St. - Front Ave. to City Line/River	E/W	Minor Arterial	30	6,700	28	City	No	2			X							Connection over river to New Haven

Table 2: Priority Corridor Characteristics (Part 4 of 6)

Roadway	Limits	Orientation	Functional Classification	Approved Speed Limit	AADT (vpd)	Approx. Width (ft)	Owner	Transit	Number of Vehicle Travel Lanes	EXISTING PED FACILITIES			EXISTING BICYCLE CONDITIONS					POCD Recommendations	Existing Condition Notes
										Continuous Sidewalk on Both Sides	Continuous Sidewalk on One Side	No Sidewalks	Separate Facility	On Road Facility	On Street Parking NB/EB	On Street Parking SB/WB	CATP Suitability (1=Least, 5=Most)		
Railroad Ave./ Frontage Rd.	Morgan Ln. to Allings Crossing Rd.	E/W	Major Collector	40	4,600	34	City	Yes	2			X							Yale West Campus, Light industrial, sidewalk and bike lanes planned (City)
	Allings Crossing Rd. to Saw Mill Road (RT 162)	E/W	Major Collector	40	3,600	34	City	Yes	2			X						Improve Pedestrian Comfort and Safety at Saw Mill Road intersection	West Haven Train Station, Light industrial, sidewalk and bike lanes planned (City)
Jones Hill Rd./ Platt Ave./ Main St. (RT 162)	Jones Hill Rd. - Ocean Ave. to Contact Dr.	E/W	Minor Arterial	25	6,000	34	State	Yes	2			X					4		Pagels School, planned bicycle facility (CATP)
	Jones Hill Rd. - Contact Dr. to Morgan Ln.	E/W	Minor Arterial	35	6,000	40	State	Yes	2			X					4		Haley School, Bailey Middle School, planned bicycle facility (CATP)
	Jones Hill Rd. - Morgan Ln. to Platt Ave.	E/W	Minor Arterial	35	6000-8,400	43	State	Yes	2			X					3-4		Edith E. Mackrille School, planned bicycle facility (CATP)
	Platt Ave. - Jones Hill Rd. to West Main St.	E/W	Minor Arterial	30	7,000	35	State	Yes	2			X					4		planned bicycle facility (CATP)
	Main St. - West Main St. to Wagner Pl.	E/W	Minor Arterial	30	10,400	35	State	Yes	2			X					1-4		planned bicycle facility (CATP), TOD District
Bull Hill Ln./ Saw Mill Rd./ Wagner Pl. (RT 162)	Bull Hill Ln. - City Line to Meadowbrook Rd.	E/W	Minor Arterial	35	19,000	32	State	Yes	2		X						1-4		
	Bull Hill Ln. - Meadowbrook Rd. to Allings Cross Rd.	E/W	Minor Arterial	35	14,700	40	State	Yes	2			X					1-4		car oriented commercial
	Saw Mill Rd. - Allings Cross Rd. to Meloy Rd.	E/W	Minor Arterial	30	26,000	61	State	Yes	5		X						3-4		car oriented commercial
	Saw Mill Rd. - Meloy Rd. to York St.	E/W	Minor Arterial	30	19,600-26,000	61	State	Yes	5		X								I-95 Underpass
	Saw Mill Rd. - York St. to Railroad Ave.	E/W	Minor Arterial	30	19,600	45	State	Yes	2		X						3-4		
	Saw Mill Rd. - Railroad Ave. to Elm St.	E/W	Minor Arterial	30	19,600	42	State	Yes	3		X						1-4	Improve Pedestrian Comfort and Safety at Elm Street intersection	West Haven Train Station, TOD District
	Wagner Pl. - Elm St. to Main St.	E/W	Minor Arterial	30	16,000	42	State	Yes	4	X							1-4	Expand TOD District towards Main Street	TOD District

Table 2: Priority Corridor Characteristics (Part 5 of 6)

Roadway	Limits	Orientation	Functional Classification	Approved Speed Limit	AADT (vpd)	Approx. Width (ft)	Owner	Transit	Number of Vehicle Travel Lanes	EXISTING PED FACILITIES			EXISTING BICYCLE CONDITIONS					POCD Recommendations	Existing Condition Notes
										Continuous Sidewalk on Both Sides	Continuous Sidewalk on One Side	No Sidewalks	Separate Facility	On Road Facility	On Street Parking NB/EB	On Street Parking SB/WB	CATP Suitability (1=Least, 5=Most)		
Elm St./ Kimberly Ave. (RT 745)	Elm St. - Wagner Pl. to Campbell Ave.	E/W	Minor Arterial	25	11,600	42	City	No	3		X								TOD District
	Elm St. - Campbell Ave. to 1st Ave.	E/W	Minor Arterial	25	9,300	46	City	Yes	2	X					X	X			Downtown, Public Library
	Elm St. - 1st Ave. to Water St.	E/W	Minor Arterial	25	17,800	41	State	Yes	3	X							1		planned bicycle facility (CATP)
	Kimberly Ave. - Water St. to City Line/River	E/W	Minor Arterial	25	17,800	40	State	Yes	4		X						1	Gateway Treatment Westbound at Elm Street and Kimberley Ave coming from New Haven	planned bicycle facility (CATP), Connection over river to New Haven
Ocean Ave. (RT 705)	Jones Hill Rd. to Nashawena Ave.	E/W	Minor Arterial	30	6,600	30	State	Yes	2			X					4		Connection to Milford, residential, planned bicycle facility (CATP)
	Nashawena Ave. to Trumbull St.	E/W	Minor Arterial	30	6,600	30	State	Yes	2		X						4		residential, planned bicycle facility (CATP)
	Trumbull St. to Holcomb St.	E/W	Minor Arterial	30	6,600	40	State	Yes	2	X							4		residential, planned bicycle facility (CATP)
	Holcomb St. to South St.	E/W	Minor Arterial	30	5,600	40	State	Yes	2			X					2-3		residential, planned bicycle facility (CATP)
	South St. to Lake St.	E/W	Minor Arterial	30	6,200	40	State	Yes	2			X					4-5		Beach Access, planned bicycle facility (CATP)
	Lake St. to Old Ocean Ave.	E/W	Minor Arterial	30	6,600	40	State	Yes	2		X						4		Beach Access, planned bicycle facility (CATP)
	Old Ocean Ave. to Dawson Ave.	E/W	Minor Arterial	30	6,600	33	State	Yes	2			X					4		Beach Access, planned bicycle facility (CATP)
	Dawson Ave. to Platt Ct.	E/W	Minor Arterial	25	6,600	30	State	Yes	2		X						4		Beach Access, planned bicycle facility (CATP)
	Platt Ct. to Capt. Thomas Blvd.	E/W	Minor Arterial	25	8,200	40	City	Yes	3	X									Beach Access, planned bicycle facility (CATP), Savin Rock Trail Terminus

Table 2: Priority Corridor Characteristics (Part 6 of 6)

Roadway	Limits	Orientation	Functional Classification	Approved Speed Limit	AADT (vpd)	Approx. Width (ft)	Owner	Transit	Number of Vehicle Travel Lanes	EXISTING PED FACILITIES			EXISTING BICYCLE CONDITIONS					POCD Recommendations	Existing Condition Notes
										Continuous Sidewalk on Both Sides	Continuous Sidewalk on One Side	No Sidewalks	Separate Facility	On Road Facility	On Street Parking NB/EB	On Street Parking SB/WB	CATP Suitability (1=Least, 5=Most)		
Captain Thomas Blvd.	Ocean Ave. to Kelsey Ave.	E/W	Minor Arterial	30	8,200	35	City	Yes	4	X									Beach Access, Savin Rock Convention Center/Museum, West Haven High School
	Kelsey Ave. to Campbell Ave.	E/W	Minor Arterial	30	8,200	81	City	Yes	4	X						X			residential/commercial
	Kelsey Ave. to Washington Ave.	E/W	Major Collector	30	8,200	81	City	Yes	4	X						X			residential/commercial
Beach St.	Washington St. to Morse Ave.	E/W	Major Collector	30	5,000	40	City	Yes	2	X			X						Savin Rock Trail along South side
	Morse Ave. to 2nd Ave.	E/W	Major Collector	30	5,000	35	City	No	2		X		X						Savin Rock Trail along South side, Morse Park, Sandy Point Bird Sanctuary
Benham Hill Rd.	Woodmont Rd. to Sugarbush Cir.	E/W	Major Collector	25	4,100	30	City	No	2		X								Residential
	Sugarbush Cir. to Pierson Dr.	E/W	Major Collector	25	4,100	30	City	No	2			X							Residential, Public Library
	Pierson Dr. to Morgan Ln.	E/W	Major Collector	25	4,100	28	City	No	2		X								Residential, Bailey Middle School
Meloy Rd.	Saw Mill Rd. (RT 162) to Baker St.	E/W	Minor Arterial	25	12,200	34	City	No	2		X								
	Baker St. to Boston Post Rd. (RT 1)	E/W	Minor Arterial	30	12,200	34	City	No	2		X								
Shingle Hill Rd./ West Main St.	Shingle Hill Rd. - Morgan Ln. to Allings Cross Rd.	E/W	Major Collector	30	3,100	25	City	No	2			X							Residential
	West Main St. - Allings Cross Rd. to Main St.	E/W	Major Collector	30	4,200	35	City	No	2			X							Residential
Main St.	Wagner Pl. to Savin Ave.	E/W	Minor Arterial	30	6,900	30	City	Yes	2	X								Encourage Businesses to Make Façade and Signage Improvements	TOD District, Downtown, Green, City Hall
	Savin Ave. to Campell Ave.	E/W	Minor Arterial	30	6,900	36	City	Yes	2	X					X			Encourage Businesses to Make Façade and Signage Improvements	TOD District, Downtown, Green, City Hall
	Campbell Ave. to Washington Ave.	E/W	Major Collector	30	6,000	40	City	Yes	2	X					X	X			Downtown, Green, City Hall
	Washington Ave. to 1st Ave.	E/W	Major Collector	30	5,100-6,000	32	City	Yes	2	X					X	X			

3.2 Network-wide Issues for Bicycling and Walking

There are a number of physical conditions and operational issues that can recur systemically through a transportation network that negatively impact safety, accessibility, comfort, connectivity, and/or mobility for pedestrians and bicyclists. Following is a summary of the systemic issues observed within West Haven.

3.2.1 Incomplete Sidewalk Networks

A continuous sidewalk network allows pedestrians to get where they need to go on a sidewalk without having to walk on the road or unpaved areas. Continuous sidewalks are particularly important in areas where many trips start and end, including busy commercial areas, schools, employment centers, dense residential housing, and in areas where people are more dependent on walking for transportation, for example, where children travel or where families are transit dependent.

While many roads in West Haven have sidewalks, some sidewalks abruptly end, or do not exist at all. When sidewalks are inconsistently provided, pedestrians are more likely to cross the street at unmarked locations, walk in the roadway, behave unpredictably, or choose a different route or travel mode. Missing or incomplete sidewalk segments also affect accessibility for people with disabilities, particularly at marked pedestrian crossings, approaching schools, and along transit corridors.



Saw Mill Road south of Railroad Avenue- no sidewalk is provided along the East side of the roadway (Source: Google Maps)



Morgan Lane near Bailey Middle School- sidewalk ends without connecting to the marked crosswalk (Source: Google Maps)

3.2.2 Poor Condition of Existing Infrastructure

Poor sidewalk condition impacts the safety and comfort for people walking and access for people with disabilities. Sidewalks that are cracked, unlevel, have poor surface condition or are missing pavement create tripping hazards for pedestrians and discomfort for people navigating sidewalks in wheeled mobility devices. Sidewalk widths that are too narrow prevent

people from passing. A five-foot-wide sidewalk width is necessary to accommodate two people in wheeled mobility devices to pass one another. In areas with high pedestrian volumes, wider sidewalks of eight to ten feet wide are often needed to allow groups of people to travel and pass.

Utility poles, mailboxes, fire hydrants, trees, and other fixed objects reduce sidewalk clearance for people in mobility devices, create hazards for visually impaired, and are inconvenient for all people using the sidewalk. Inadequate or nonexistent pedestrian ramps prevent people with disabilities from using the sidewalk. Ramps that are too steep, not smooth, lack a landing area, or do not have detectable warning panels do not meet the needs of people with disabilities and do not meet legal guidelines per the Americans with Disabilities Act¹. Sidewalks without buffers from high-speed traffic can reduce pedestrian comfort. Sidewalks that do not have sufficient snow removal during the winter present challenging surface conditions and obstructions on the sidewalk.

In West Haven there is a wide range of sidewalk and pedestrian ramp conditions, sidewalk materials (concrete and asphalt), sidewalk separations from the roadway, and sidewalk widths.



Uneven Path connecting West Haven High School area to Painter Park



Poor quality sidewalk along the south side of Jones Hill Road across from Edith E. Mackrille Elementary School (Source: Google Maps)

¹ The Americans with Disabilities Act (ADA) of 1990 – also referred to as the “Act” or “ADA” – prohibits discrimination against persons with disabilities through five separate Titles, each of which targets a different aspect of potential discrimination. Title II specifically addresses accessibility to public services and public transportation by persons with disabilities. The Act applies to facilities, including rights-of-way, built before and after 1990, and requires State and local governments and public entities/agencies to perform Self-Evaluations of their current facilities relative to the accessibility requirements of the ADA. Agencies are then required to develop a program access plan – otherwise referred to as a Transition Plan – to address deficiencies identified in their Self-Evaluations.

3.2.3 Absence of Bicycle Infrastructure

It is legal to bike in the roadway in Connecticut except for on limited access roadways just as it is legal to bike on the sidewalk in Connecticut unless specifically prohibited by a municipality. Therefore, providing dedicated bicycle facilities reduce conflicts between bicyclists and motorists, as well as bicyclists and pedestrians. Providing dedicated bicycle facilities also promotes more predictable travel behavior and enhances safety and comfort for bicyclists. While different types of roads benefit from different types of bike facilities, generally, roads with medium to high vehicle volumes and high travel speeds should have dedicated space apart from vehicles for people to ride, while low volume neighborhood residential roads typically benefit from speed management techniques. When traffic volumes or vehicle speeds are high, people biking are safer and more comfortable with a bike lane that is physically separated from vehicles by, for example, a buffer, a parking lane, bollards/flexposts, or curb. It is important to have a buffer area between parked vehicles and bicycle facilities to avoid door zone conflicts.



Savin Rock Trail

West Haven has a high-quality and heavily used multi-use trail along the shoreline and beaches in the form of a shared use path (the Savin Rock Trail). However, the majority of mid to high volume roadways and intersections in West Haven lack dedicated bike facilities and intersection treatments (along some roadways there are shoulders of sufficient width for use by bicyclists, although they vary in width and are not designated as bike lanes). Experienced cyclists often ride on the roads regardless of the availability of bike facilities, but most other cyclists would use the sidewalk, travel unpredictably, or choose another route or mode of travel.



Elm Street has been identified as a route for future on-road bike facilities in Connecticut's Active Transportation plan (there are currently none).



Kelsey Avenue provides a direct connection from the train station area to the shoreline/beaches through a residential neighborhood close to West Haven High School and Painter Park. It does not have any designated bike facilities. (Source: Google Maps)

3.2.4 Poor Access Management

Driveways and vehicle parking areas create conflicts between motorists entering and exiting properties, pedestrians, and bicyclists. Roads that have frequent driveways or long crossing distances, missing detectable warning panels, and poor visibility create hazards for non-motorists, particularly people with disabilities. Poor access management is an issue on several of West Haven's key roadways. For example, Boston Post Road and 1st Avenue have frequent driveways and parking areas that extend across the area where a sidewalk would be located.



Areas of continuous parking and wide (or undefined) driveways along the Boston Post Road. (Source: Google Maps)



Areas of continuous parking along 1st Avenue. (Source: Google Maps)

3.2.5 Unsafe Driver Behavior

Some of the unsafe driver behaviors that put pedestrians and bicyclists at risk include driving aggressively or speeding, not yielding to pedestrians or cyclists (especially in crosswalks), running stop signs or red lights, parking or stopping in crosswalks or bike lanes, driving while distracted, and driving while impaired by drugs or alcohol. According to The Governors Highway Safety Association (GHSO) and related sources, high vehicle speeds are a particular threat to pedestrians and bicyclists since their risk of death increases significantly as vehicle travel speeds increase. The GHSO has also documented that speeding has increasingly been cited as a factor in crashes resulting in pedestrian fatalities and noted that research has shown that speeding and other risky driving behaviors have increased during the pandemic in the past few years.

3.2.6 Insufficient Accommodations at Signalized Intersections

Signalized intersections are high conflict areas for road users of all types and both the geometric design and the traffic control signal configuration at an intersection have an impact on safety. In order to provide a continuous network of pedestrian and bicycle facilities, accommodations must be provided through signalized intersections.

A lack of curb ramps, crosswalks, pedestrian signal heads, and push buttons is problematic as the time and space for pedestrian crossing is not allocated, and drivers are less aware of the possibility of pedestrian presence. A lack of properly designed and/or maintained medians and refuge islands is another problem for safety and accessibility. Long crossing distances increase the amount of time people walking are vulnerable to vehicles, and long wait times for pedestrian signals can result in less compliance with the provided pedestrian phasing. Missing curb ramps and/or detectable warning panels as well as pedestrian signals that are not Accessible (APS) make travel more difficult for people with physical and/or visual disabilities as well as those pushing a

stroller or pulling a cart. Pedestrian signals that are not timed to ensure that people have sufficient crossing time put pedestrians at greater risk, in particular if slower walkers need to be considered (i.e. near senior destinations or schools).



The intersection of Saw Mill Road at Greta Street/Boss Road has few accommodations for pedestrians. (Source: Google Maps)



The intersection of Boston Post Road at Front Avenue is the sight of a recent pedestrian fatality. (Source: Google Maps)

A lack of accommodations for bicycles through signalized intersections is also problematic. There is a potential conflict when there is no dedicated space for a bicyclist stopped at a red light who is intending to turn left. There is also a potential conflict if an exclusive right turn lane is created on the approach to an intersection, then vehicles have to cross the bike lane or bicycle travel path to enter the lane. If there is a bike lane or shoulder along a roadway, but no markings through the intersection, drivers will be less aware of the potential presence of and conflict with a bicyclist and bicyclists will be less likely to follow the proper path to connect to the bike facility on the other side. Additionally, if the traffic control signal is not designed to detect the presence of a bicycle, a green phase may not be called for a bicycle waiting in the roadway, in which case the bicyclist may choose to run a red light or be required to access the pedestrian push button and cross on a pedestrian phase.

The lack of suitable accommodations for pedestrians and bicyclists through signalized intersections can result in unexpected/inconsistent and unsafe behaviors by all road users as they try to negotiate the high conflict area. Or pedestrians and bicyclists may choose to avoid traveling through that intersection or by that mode.

3.2.7 Insufficient Accommodations at Unsignalized Intersections and Mid-block Locations

Pedestrians do not only need to cross at signalized intersections, but also at unsignalized intersections and in between intersections, particularly in areas with long distances between signalized intersections, or when land use is encouraging travel between two mid-block locations. Depending on the expected pedestrian presence, roadway



Pedestrian signing and crosswalks along Ocean Avenue (Source: Google Maps)

design/classification, and traffic volumes and speeds, crossing treatments that are not suitable for the location will result in a lack of compliance from many drivers and hazardous conditions for pedestrians. A crosswalk painted in a location with poor visibility puts pedestrians at risk. Additionally, if additional devices are called for where only a crosswalk is provided, pedestrians will also be at greater risk. High driving speeds and long crossing distances also contribute to safety issues at unsignalized crossings. And a lack of curb ramps and poor sidewalk connectivity can also decrease the utility of a marked crossing.



Crosswalk at unsignalized intersection of Orange Terrace at Forest Road (Source: Google Maps)

3.2.8 Lack of Amenities at Bus Stops

People often walk or bike to access transit, and transit amenities are an important part of the pedestrian streetscape. Amenity selection at bus stops is often done considering ridership. Basic amenities at some locations are appropriate (stops with less than 50 boardings per day), enhanced amenities at other locations are called for (recommended for stops that experience greater than 50 boardings per day). Many bus stops in West Haven do not have basic amenities such as sidewalk connectivity, an accessible concrete landing pad, bench, or route map/schedule information. Some stops also frequently lack clear transit signage, with transit signs combined on posts with other regulatory signs. Additionally, during the winter, inconsistent snow removal on sidewalks and at existing bus stops creates uncomfortable and unsafe conditions for transit users.



Bus Stop on Boston Post Road



Bus Stop on Ocean Avenue (Source: Google Maps)

3.2.9 Lack of Bicycle Parking

When constructing bicycle facilities, it is important to consider the full trip a person on a bicycle is making. At the end of a bike trip, a bike needs to be parked in a safe and convenient location and properly secured or locked. Key destinations for people biking, like schools, transit stops and stations, supermarkets, and business districts, should be prioritized for bike parking.

While West Haven does have bicycle parking at West Haven Station, West Haven lacks bicycle parking at other key destinations. For example, dedicated bike parking is not provided on the Campbell Street commercial corridor and busy bus stops do not have bike parking.

3.3 Network Gaps and Major Deficiencies

Based on the data collection, review, and observations, our team identified gaps and major deficiencies for the bicycling and walking networks for the priority corridors in West Haven, considering an emphasis on bicycle and pedestrian network connectivity. We identified gaps between bicycling and walking nodes within the existing network and along primary roadway corridors that disrupt the links between priority locations. Major findings of this assessment were as follows:

- Continuous Priority corridors in the north-south direction are limited due to the presence of the I-95 (limited access highway) corridor and the Rail corridor which are major barriers to mobility in the City. Crossings of these major corridors are shared with high volumes of surface vehicle traffic which pose a risk of conflict at these locations along with limited right of way.

- Continuous Priority Corridors in the east-west direction are limited due to natural features including difficult terrain and water crossings as well as man-made factors including land use and road layout. Alternative parallel routes to Route 1 and Route 34 are not available, so regional bicycle and pedestrian connections rely on these high-volume, high-speed routes to make direct, meaningful connections.
- Development patterns that favor automobile travel are prevalent in much of the Northern half of the City and create gaps in the continuous bicycle and pedestrian network with frequent driveway openings, building setbacks, lack of roadway shoulder, infrequent pedestrian crossings and limited pedestrian access points to commercial and institutional properties.
- The existing pedestrian network is discontinuous and suffers from general inaccessibility at the City scale. Recent improvements have been made in some locations along the Campbell Street corridor, but for the most part, local connectivity to important destinations including schools, commercial areas, transit corridors, and other public facilities would benefit from the installation of new sidewalk segments and repair of existing sidewalks to improve comfort and safety.
- Some roadways in the City are already fairly suitable for bicycle operations due to the available space and/or appropriate traffic conditions (i.e., sections of Kelsey Avenue, Savin Avenue, Morgan Lane, Railroad Avenue/Frontage Road). There are even some segments that have striped shoulders of sufficient width that could serve as bike lanes (i.e., Ocean Avenue, RT 162/Jones Hill Road). However, there are currently no pavement markings or signage in the City to communicate designated space or routing for bicyclists or to communicate the potential for bicycle presence to drivers. There is also a lack of connectivity between these segments.
- The West Haven Train station is centrally located and in fairly close proximity to several areas of interest (i.e., downtown, the shoreline, and Yale West campus), but there is no wayfinding signage for making connections or defining a place.

4. Committee and Public Engagement

West Haven residents, staff, and other stakeholders were consulted throughout the Bike and Pedestrian Planning process and feedback collected informed the Plan's understanding of existing network-wide conditions, strengths and weaknesses, and policy changes and projects recommended as part of the Plan. Public engagement was solicited using multiple platforms, including through the Technical Advisory Committee (TAC), the Virtual Public Meeting Room, and the plan survey.

Technical Advisory Committee (TAC): At the commencement of the planning process, the Bike and Pedestrian Plan project team worked with the SCRCOG and City of West Haven to convene a Technical Advisory Committee (TAC) that helped guide Plan development. The advisory committee included transportation planners from SCRCOG, members of the City Planning and Zoning Commission, the City Planning Director and the City Engineer. The Committee met several times during the planning process to discuss previously proposed town projects, recently completed projects, priority corridors to important town destinations, neighboring communities, and areas of existing concern. The TAC also provided feedback on the wider public engagement process and assisted with distribution of the public survey and publicity of the Virtual Public Meeting Room.

The TAC stressed the importance of referring to projects proposed in other relevant plans including the CT Active Transportation Plan and the Plan of Conservation and Development. Members expressed a desire for the future bike and pedestrian network to connect major nodes in the City including the train station, TOD district, University of New Haven, the Acorn property area, Yale campuses, City Hall area, schools, and the beach via facilities along major roadways. The committee also noted several important sidewalk gaps along the roadway, including along Route 1, Route 162, and near bus stops, and noted currently unsafe intersection areas. The Plan incorporated the suggestions from the TAC while generating the list of priority corridors.

Virtual Public Meeting Room & Online Survey: The project team developed a virtual public meeting room to present plan documents and gather feedback from project stakeholders. The Virtual Public Meeting Room included a draft map of bicycle and pedestrian priority corridors, a summary and pictures of existing bicycle and pedestrian concerns in town, relevant previous reports, and a link to the public survey. The meeting room link was enabled between June 2022 and August 2022.

Online Survey: The online survey consisted of ten questions to solicit feedback on stakeholders' goals for improved bicycling and walking in the City and existing destinations, corridors, or intersections that feel unsafe or uncomfortable for people walking and biking. The City received 145 responses to the survey. Respondents over the age of 40 (80 percent of respondents) and White respondents (80 percent of respondents) were overrepresented in the survey compared to the City as a whole.

The most common reason survey respondents indicated they currently walk and bike in town is to exercise and enjoy the outdoors. Around a third of respondents said they walked their pets, or walked for errands or shopping. In general, people expressed they walked more than biked. Less than half of respondents felt comfortable walking or biking in many or almost all of the places they would like to. Unsafe driver behavior, unsafe condition of sidewalks, lack of sidewalks and lack of bike lanes were identified as the most critical issues for walking and biking amenities. Improvements along the shoreline area, near the train station area, and connections to adjacent towns received the most support from respondents. Write in responses noted poor sidewalk and road maintenance, unsafe crossings, multimodal conflicts at the boardwalk, and gaps in sidewalks as major issues in town. Complete survey questions and responses are included in the **Appendix**.

“When my son was walking to and from WHHS, I told him not to cross [the crosswalk at the corner of Kelsey and Chestnut] because I was afraid he’d be hit by a car.”

– survey respondent

“Due to lack of bike lanes on boardwalk, it makes it difficult to enjoy the ride without obstacles and accidents.”

– survey respondent

“I use the bus stop near Baybrook Arms on Jones Hill Road daily and there are no sidewalks to safely get there.”

– survey respondent

5. Bicycle and Pedestrian Network Improvement Plan

5.1 Vision and Goals

This bicycle and pedestrian plan is intended to focus on active transportation modes City-wide and will be used to identify priorities for future projects and improvements. Based on feedback from the Advisory Committee, City staff, and the public, our team developed the formal vision, goals, and objectives statement for the Plan as follows:

1. Improve safety conditions for pedestrians and bicyclists
2. Increase transportation choice by promoting additional modes of travel
3. Enhance connections between different areas of the City
4. Provide access for residents of all ages, abilities, and income levels
5. Promote welcoming and vibrant commercial corridors through pedestrian and bike friendly design
6. Support a cleaner natural and built environment through lower air, noise, and water pollution associated with personal vehicles

5.2 Bicycle and Pedestrian Facility Design

To propose bicycle and pedestrian facilities using the best practices in the field today, the project team developed a summary of up-to-date recommendations for bicycle and pedestrian facilities and treatments, understood in the local context of West Haven. This summary is based on federal standards and guidance (FHWA, MUTCD, NACTO, AASHTO, ITE, TRB) as well as local standards and preferences. **Table 3** and **Table 4** provide images of and considerations for preferred pedestrian and bicycle facilities respectively.

Table 3: Pedestrian Facility Design Toolbox

Sidewalks/Amenities	Enhanced Crosswalks	Curb Extensions
		
Sidewalks provide pedestrians a place to travel separate from vehicles. Wider sidewalks allow for pedestrians to pass one another and space for pedestrian amenities, such as benches, street trees, decorative pavers, planters, trash cans, and pedestrian lighting to enhance the pedestrian experience.	Enhanced crosswalks improve visibility and safety where pedestrians interact with vehicles. Common enhancements include rectangular rapid flashing beacons (RRFBs), pedestrian signs, lighting, high visibility pavement markings, lighting, and a ramped speed table.	Curb extensions shorten crossing distances for pedestrians and increase visibility for both pedestrians and motorists. They can be implemented at intersections (signalized or unsignalized) or midblock and can assist with reducing speeds of motor vehicles.
Refuge Islands	Pedestrian Signals	Bus Stop Amenities
		
Pedestrian refuge islands create a two-stage crossing for pedestrians as they cross multiple lanes of traffic. They limit pedestrian exposure to vehicles, increase pedestrian visibility to vehicles, and encourage speed reduction for vehicles. They can also provide for aesthetic enhancements.	Pedestrian signal heads at signalized intersections provide pedestrians clear direction on where and when to cross, while indicating to vehicles that pedestrians may be present. Signal heads display walk indications with countdown timers during the pedestrian crossing phase and push buttons call the phase and can provide audible cues for people with low vision. Pedestrian phase timings are calculated to give sufficient time for pedestrians to cross.	Bus stop amenities improve the experience of transit users waiting for a bus to arrive. Potential amenities include benches, shelters, signage/route information, concrete pad, etc. Amenities can be tailored based on the number of people using the stop, with high ridership stops receiving more amenities than lower ridership stops.

Table 4: Bicycle Facility Design Toolbox

Multi Use Paths	Striped Bike Lanes	Buffered/Protected Bike Lanes
		
Multi use paths, a desirable facility type, provide bidirectional travel for pedestrians and bicyclists that is detached from a roadway, often on an entirely separate alignment. Multi use paths provide a high level of comfort for users and can provide critical connections between neighborhoods and destinations where no on-street facilities are available.	Striped bike lanes provide dedicated space for biking with a painted lane on the roadway. They increase predictability of bicyclists, remind drivers of the presence of bikes, and increase comfort for bicyclists. Conventional bike lanes are best applied on roadways without parking with mid-level vehicle volumes and speeds.	Buffered lanes provide horizontal separation between vehicles and bikes and are often applied where on-street parking exists, to allow people to bike outside the door zone. Protected bike lanes, separated from vehicles by flexible posts, raised curbing, or a parking lane, increase cyclist comfort on higher speed and volume roadways and discourage illegal parking/standing in the bike lane.
Shared Roadways	Bicycle Signing and Markings	Bicycle Parking
		
Shared roadways can be designated on low volume/low speed (typically local/residential) roadways with the addition of signing and pavement markings. Some roadways may benefit from context-sensitive traffic calming elements (i.e. traffic diverters, turn prohibitions at intersections with major streets, chicanes, neck downs, or raised intersections) to assist in reducing motor vehicle volumes and speeds to more compatible levels for bicycling. Shared roadways are often considered on roadways that are parallel to a busier corridor.	Bike route signage guides bicyclists to formal routes and bicycle “warning” signage alerts vehicles to the potential presence of bicycles along a roadway. High visibility bicycle pavement markings, including dotted/green markings and bike boxes, clarify bicycle crossing maneuvers and draw attention to conflict points with vehicles.	Bicycle parking provides a safe place for people to store their bicycles at the beginning and end of a bike trip. Bicycle racks allowing for locking are preferred. Covered bicycle parking is preferred at locations where people park bikes for more than a couple hours, for example, at a train stations or university campus. The placement of racks should be in highly desirable locations, such as close to building entrances, and with safe connections to adjacent bicycle facilities.

5.3 *Proposed Bicycle and Pedestrian Facilities*

Proposed improvements were developed to align with the Vision and Goals defined for this Bicycle and Pedestrian Plan. Plans for recommended pedestrian and bicycle facilities along priority corridors in West Haven were developed based on an assessment of existing conditions as well as stakeholder input. Separate plans were developed for recommended pedestrian network improvements and bicycle network improvements, and the combined plans provide a blueprint for how the City of West Haven's active transportation network can be developed over time.

To develop recommendations for proposed pedestrian facilities along priority corridors an assessment was conducted of the existing pedestrian facilities along each segment of the priority corridor network. Roadway segments were identified as having sidewalks on both sides, one side, or no existing sidewalks (see **Figure 8**). An analysis was conducted of the existing sidewalk network. Gaps in the existing pedestrian network were identified as:

- Roadways along a priority corridor that did not have sidewalks.
- Roadways along a priority corridor identified as an arterial that did not have sidewalks on both sides of the roadway.

The proposed pedestrian network improvements for the City of West Haven are shown in **Figure 11** and the corresponding tabulation is shown in **Table 5**. Where recommended bicycle facilities and pedestrian facilities overlap, considerations should be made to create a separated shared use facility adjacent to the roadway. The limits and feasibility of facility types adjacent to the roadway is beyond the scope of this analysis. Additional factors that may warrant additional study include the condition of the existing sidewalk facilities, locations and operations of formal pedestrian crossings, and accessibility of the pedestrian network to the requirements of the Americans with Disabilities Act (ADA) and other State and local codes.

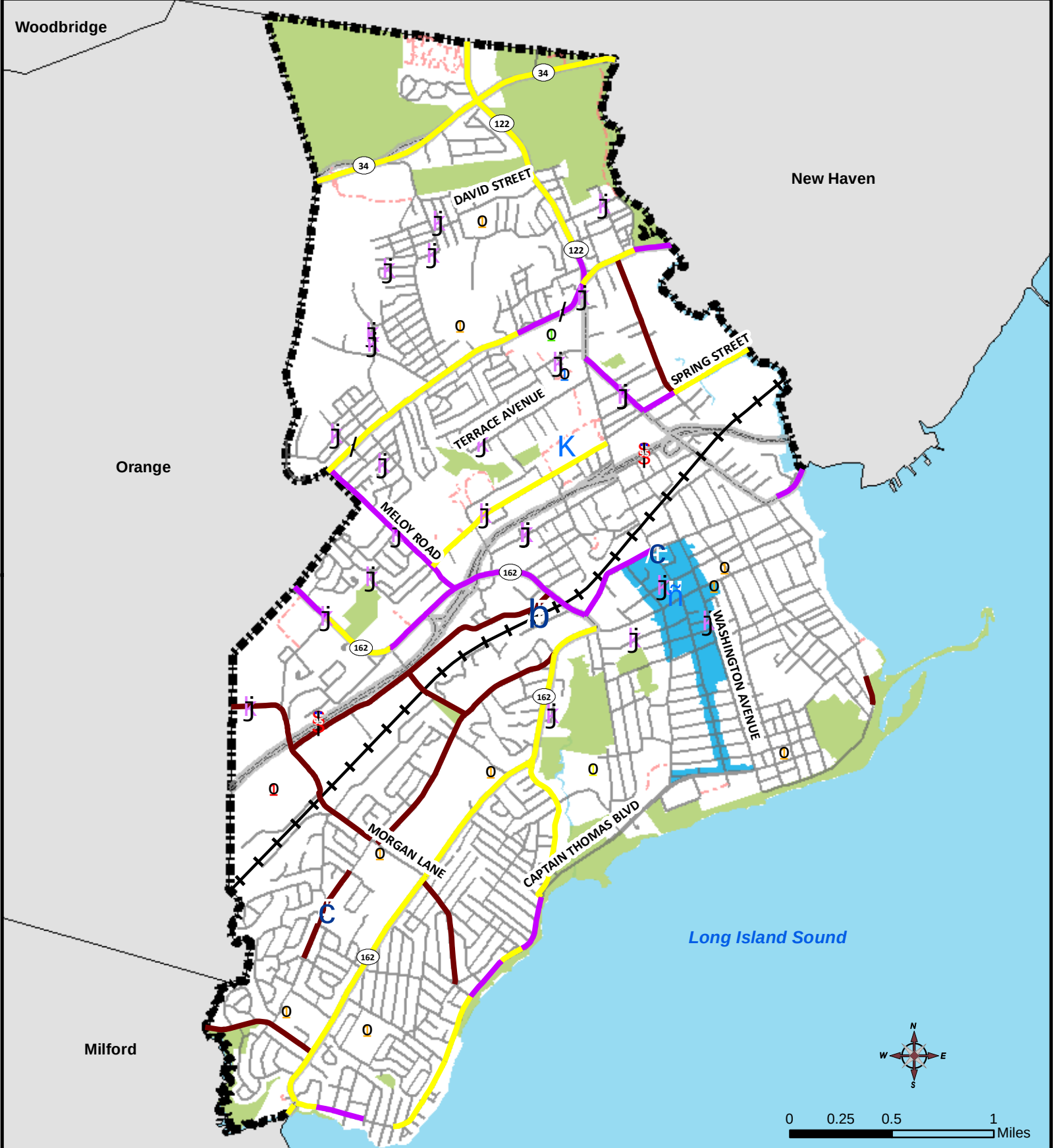
To develop recommendations for proposed bicycle facilities along priority corridors there are a number of industry guidelines available which have been developed with consideration for issues such as traffic volumes, motor vehicle speeds, surrounding land use, roadway functional classification, etc. The facility selection matrix developed for the City of Hartford's Master Bicycle Plan is in line with industry guidelines, but also accounts for some of the existing space/right-of-way, funding, and maintenance issues that are critical for that City. Due to many of the spatial similarities between the Cities of Hartford and West Haven, Hartford's Bicycle Facility Selection Matrix (see **Figure 10**) was one of the main guidelines used to prepare the proposed bicycle facility network improvements for West Haven, which are shown in **Figure 12** with the corresponding tabulation of recommendations shown in **Table 5**.

Figure 10: Bicycle Facility Selection Matrix

(Source: Figure 10, City of Hartford Bicycle Master Plan, February 2019)

Traffic Volume (ADT)	0-4,000	4-6,000	6-10,000	10-15,000	15-20,000	20,000+
Speed (MPH)	0-24	25-29	30-34	35-39	40-44	45+
Bicycle Boulevard						
	Design to achieve 85 th percentile speed of 20 mph or less					
Shared Roadway			Acceptable			
			Acceptable	Provisional*		
Striped Bike Lane				Acceptable		
				Acceptable	Provisional*	
Buffered Bike Lane					Acceptable	
					Acceptable	Provisional*
Separated Bike Lane				Acceptable		
Sidepath			Acceptable			

*Provisional speed ranges are allowed for the selection of facilities providing improvements associated with the installation of bike facilities are expected to bring traffic speeds within the acceptable range.



West Haven Bike & Pedestrian Plan

Figure 11: Proposed Pedestrian Network Improvements

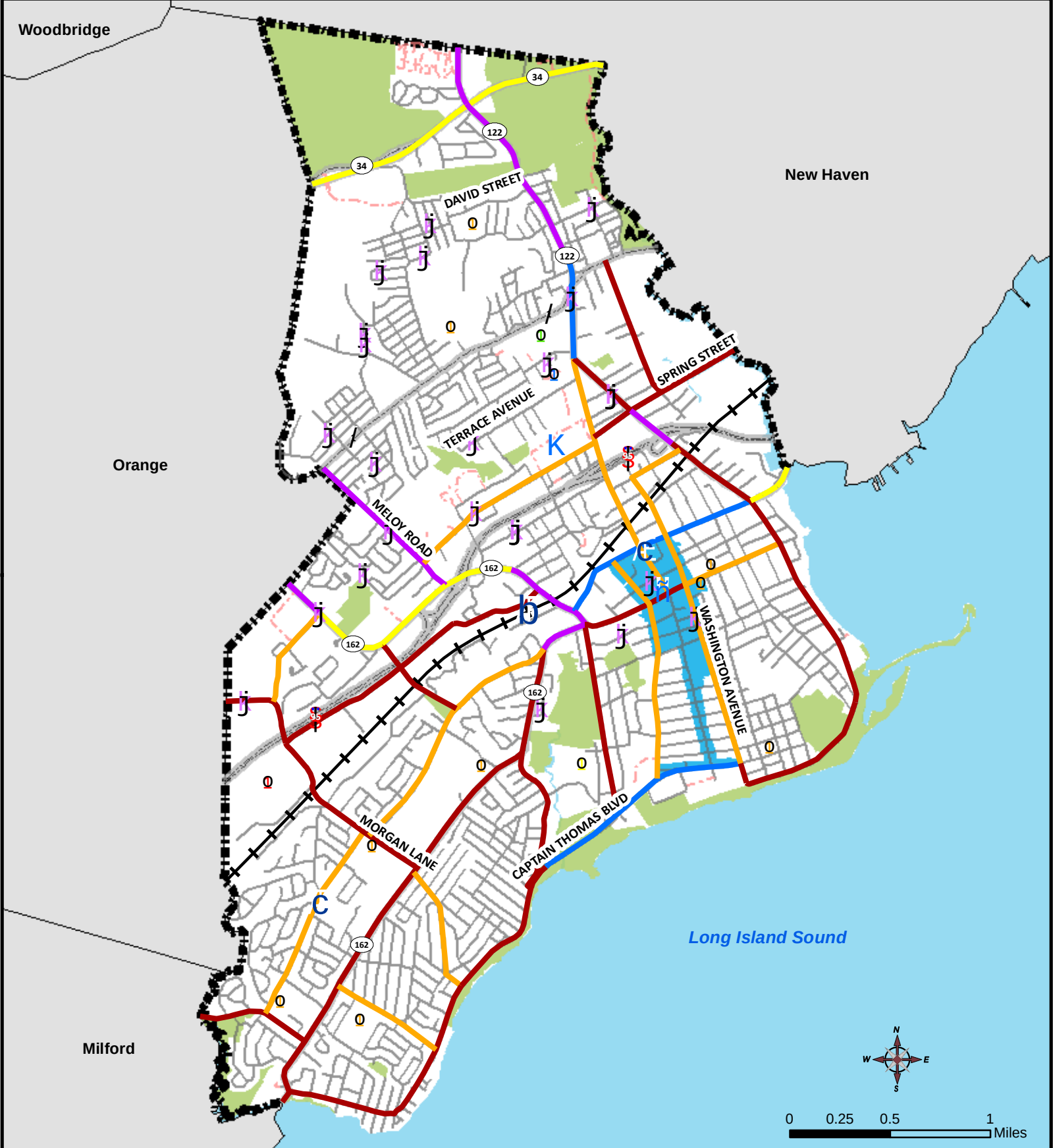
ñ City Hall	Q Yale West Campus	Business District	Proposed Pedestrian Facilities One Side Additional Side Both Sides
C Library	Q Notre Dame High School	Open Space	
b Train Station	Q University of New Haven	Railroad	
K VA Medical Center	Q West Haven High School	Coastline	
j Places of Worship	Q All Other Schools	Town Boundary	

City of West Haven, CT



BETA Data Source: Census Bureau

This Map is Intended for Planning Purposes Only.



Bicycle & Pedestrian Plan

Figure 12: Proposed Bicycle Network Improvements

ñ City Hall	Q Yale West Campus	 Business District
C Library	Q Notre Dame High School	 Open Space
b Train Station	Q University of New Haven	 Railroad
K VA Medical Center	Q West Haven High School	 Coastline
j Places of Worship	Q All Other Schools	 Town Boundary

Proposed Bike Facilities

- Shared Roadway
- Striped Bike Lanes
- Buffered Bike Lanes
- Protected Bike Lanes
- Multi-Use Path

City of West Haven, CT





Data Source: CTDOT/MAGIC

This Map is Intended for Planning Purposes Only.

Table 5: Proposed Pedestrian and Bicycle Facilities on Priority Corridors (Part 1 of 3)

Roadway	Limits	Proposed Pedestrian Facility (Add sidewalk to...)	Proposed Bicycle Facility	Proposed Facility Notes
Woodmont Rd.	Jones Hill Rd. (RT 162) to City Line	One Side	Striped Bike Lanes	
South St.	Ocean Ave. to Jones Hill Rd. (RT 162)		Shared Roadway	Consider with traffic calming elements
Lake St. / Colonial Blvd.	Ocean Ave. to Colonial Blvd.		Shared Roadway	Consider with traffic calming elements
	Lake St. to Jones Hill Rd. (RT 162)	One Side	Shared Roadway	Consider with traffic calming elements
Prindle Hill Rd. / Morgan Ln.	Prindle Hill Rd. - City Line to Meadowbrook Rd.	One Side	Striped Bike Lanes	
	Morgan Ln. - Meadowbrook Rd. to Benham Hill Rd.		Striped Bike Lanes	
	Morgan Ln. - Benham Hill Rd. to Jones Hill Rd. (RT 162)	One Side	Striped Bike Lanes	
Meadowbrook Rd.	Morgan Ln. to Blue Hill Ln.		Shared Roadway	Consider with traffic calming elements
Platt Ave. (RT 705)	Ocean Ave. to Jones Hill Rd. (RT 162)	Both Sides	Striped Bike Lanes	
Allings Crossing Rd.	Saw Mill Rd. (RT 162) to Frontage Rd.		Striped Bike Lanes	
	Frontage Rd. to West Main St.	One Side	Striped Bike Lanes	
Kelsey Ave.	Capt. Thomas Blvd. to Circle St.		Striped Bike Lanes	Restrictions to on-street parking may be needed, Steep grades
	Circle St. to Bassett St.		Striped Bike Lanes	Restrictions to on-street parking may be needed, Steep grades
	Bassett St. to Main St.		Striped Bike Lanes	Restrictions to on-street parking may be needed, Steep grades
Campbell Ave.	Capt. Thomas Blvd. to Blohm St.		--	Use Savin Ave. and Washington Ave. as alternate parallel bike routes
	Blohm St. to William St.		--	Use Savin Ave. and Washington Ave. as alternate parallel bike routes
	William St. to Brown St.		--	Use Savin Ave. and Washington Ave. as alternate parallel bike routes
	Brown St. to Elm St.		--	Use Savin Ave. and Washington Ave. as alternate parallel bike routes
	Elm St. to I-95 Underpass		--	Use Washington Ave. as alternate parallel bike route, Richards St. can be used to connect to First Ave. (RT 122)
	I-95 Underpass to 1st Ave.		--	
Campbell Ave. / Forrest Rd. (RT 122)	Campbell Ave. - 1st Ave. to Boston Post Rd. (RT 1)		Protected Bike Lanes	
	Forrest Rd. - Boston Post Rd. (RT 1) to Burwell Pl.	Additional Side	Protected Bike Lanes	
	Forrest Rd. - Burwell Pl. to Westfield St.	Both Sides	Buffered Bike Lanes	
	Forrest Rd. - Westfield St. to Derby Ave. (RT 34)	Both Sides	Buffered Bike Lanes	
	Forrest Rd. - Derby Ave. (RT 34) to City Line	Both Sides	Buffered Bike Lanes	
Washington Ave.	Beach St. to Capt. Thomas Blvd.		Striped Bike Lanes	
Front Ave.	Spring St. to Boston Post Rd. (RT 1)	One Side	Striped Bike Lanes	Good alternate to Campbell Ave.
1st Ave.	2nd Ave. to 400' N. of 2nd Ave.	One Side	Striped Bike Lanes	
	400' N. of 2nd Ave. to Monahan Pl.		Striped Bike Lanes	Existing multiuse path on east side
	Monahan Pl. to Elm St.		Striped Bike Lanes	
1st Ave. (RT 745/ RT 122)	Elm St. to Wood St.		Striped Bike Lanes	
	Wood St. to Richards St.		Striped Bike Lanes	
	Richards St. to Mix Ave.		Striped Bike Lanes	
	Mix Ave. to Spring St.		Buffered Bike Lanes	
	Spring St. to Campbell St.	Additional Side	Striped Bike Lanes	

Table 5: Proposed Pedestrian and Bicycle Facilities on Priority Corridors (Part 2 of 3)

Roadway	Limits	Proposed Pedestrian Facility (Add sidewalk to...)	Proposed Bicycle Facility	Proposed Facility Notes
Derby Ave. (RT 34)	City Line to Forrest Rd. (RT 122)	Both Sides	Multi-Use Path	Potential to coordinate with a pedestrian facility separated from the roadway alignment
	Forrest Rd. (RT 122) to City Line	Both Sides	Multi-Use Path	
Boston Post Rd. (RT 1)	City Line to Meloy Rd.	Both Sides	--	Study and coordinate regional solutions/facilities for corridor
	Meloy Rd. to Hoffman St.	Both Sides	--	Study and coordinate regional solutions/facilities for corridor
	Hoffman St. to Capmpbell St.	Additional Side	--	Study and coordinate regional solutions/facilities for corridor
	Capmpbell St. to Marginal Dr.	Both Sides	--	Study and coordinate regional solutions/facilities for corridor
	Marginal Dr. to City Line/River	Additional Side	--	Study and coordinate regional solutions/facilities for corridor
West Spring St./ Spring St.	West Spring St. - Maloy Ave. to Stevens Ave.	Both Sides	Shared Roadway	Consider with traffic calming elements
	West Spring St. - Stevens Ave. to Campbell Ave.	Both Sides	Shared Roadway	Consider with traffic calming elements
	Spring St. - Campbell Ave. to 1st Ave.		Striped Bike Lanes	Good alternate to Boston Post Rd. (RT 1)
	Spring St. - 1st Ave. to Front Ave.	Additional Side	Striped Bike Lanes	Good alternate to Boston Post Rd. (RT 1)
	Spring St. - Front Ave. to City Line/River	Both Sides	Striped Bike Lanes	Good alternate to Boston Post Rd. (RT 1)
Railroad Ave./ Frontage Rd.	Morgan Ln. to Allings Crossing Rd.	Both Sides	Striped Bike Lanes (Planned City Project)	
	Allings Crossing Rd. to Saw Mill Road (RT 162)	Both Sides	Striped Bike Lanes (Planned City Project)	
Jones Hill Rd./ Platt Ave./ Main St. (RT 162)	Jones Hill Rd. - Ocean Ave. to Contact Dr.	Both Sides	Striped Bike Lanes	
	Jones Hill Rd. - Contact Dr. to Morgan Ln.	Both Sides	Striped Bike Lanes	
	Jones Hill Rd. - Morgan Ln. to Platt Ave.	Both Sides	Striped Bike Lanes	
	Platt Ave. - Jones Hill Rd. to West Main St.	Both Sides	Striped Bike Lanes	
	Main St. - West Main St. to Wagner Pl.	Both Sides	Buffered Bike Lanes	
Bull Hill Ln./ Saw Mill Rd./ Wagner Pl. (RT 162)	Bull Hill Ln. - City Line to Meadowbrook Rd.	Additional Side	Buffered Bike Lanes	Potential transition in the vicinity of Ellyn Dr.,
	Bull Hill Ln. - Meadowbrook Rd. to Ailings Cross Rd.	Both Sides	Multi-use Path	Potentially on north side
	Saw Mill Rd. - Ailings Cross Rd. to Meloy Rd.	Additional Side	Multi-use Path	Potentially on north side
	Saw Mill Rd. - Meloy Rd. to York St.	Additional Side	Multi-use Path	Potentially on north side
	Saw Mill Rd. - York St. to Railroad Ave.	Additional Side	Buffered Bike Lanes	Potential transition in the vicinity of Greta St./Voss Rd.
	Saw Mill Rd. - Railroad Ave. to Elm St.	Additional Side	Buffered Bike Lanes	
	Wagner Pl. - Elm St. to Main St.		Buffered Bike Lanes	

Table 5: Proposed Pedestrian and Bicycle Facilities on Priority Corridors (Part 3 of 3)

Roadway	Limits	Proposed Pedestrian Facility (Add sidewalk to...)	Proposed Bicycle Facility	Proposed Facility Notes
Elm St./ Kimberly Ave. (RT 745)	Elm St. - Wagner Pl. to Campbell Ave.	Additional Side	Protected Bike Lanes	Potentially Parking Protected
	Elm St. - Campbell Ave. to 1st Ave.		Protected Bike Lanes	Potentially Parking Protected
	Elm St. - 1st Ave. to Water St.		Multi-use Path	Potentially on south side. Coordinate with bridge rehabilitation project (SPN 156-184) to connect to existing path on New Haven side of river. Coordinate with Havens project just east of 1st Ave.
	Kimberly Ave. - Water St. to City Line/River	Additional Side	Multi-use Path	Potentially on south side. Coordinate with bridge rehabilitation project (SPN 156-184) to connect to existing path on New Haven side of river. Coordinate with Havens project just east of 1st Ave.
Ocean Ave. (RT 705)	Jones Hill Rd. to Nashawena Ave.	Both Sides	Striped Bike Lanes	
	Nashawena Ave. to Trumbull St.	Additional Side	Striped Bike Lanes	
	Trumbull St. to Holcomb St.		Striped Bike Lanes	
	Holcomb St. to South St.	Both Sides	Striped Bike Lanes	
	South St. to Lake St.	Both Sides	Striped Bike Lanes	
	Lake St. to Old Ocean Ave.	Additional Side	Striped Bike Lanes	
	Old Ocean Ave. to Dawson Ave.	Both Sides	Striped Bike Lanes	
	Dawson Ave. to Platt Ct.	Additional Side	Striped Bike Lanes	
	Platt Ct. to Capt. Thomas Blvd.		Protected Bike Lanes	
Captain Thomas Blvd.	Ocean Ave. to Kelsey Ave.		Protected Bike Lanes	Potentially Parking Protected
	Kelsey Ave. to Campbell Ave.		Protected Bike Lanes	Potentially Parking Protected
	Kelsey Ave. to Washington Ave.		Protected Bike Lanes	Potentially Parking Protected
Beach St.	Washington St. to Morse Ave.		Striped Bike Lanes	Existing multiuse path on south side
	Morse Ave. to 2nd Ave.		Striped Bike Lanes	Existing multiuse path on south side
Benham Hill Rd.	Woodmont Rd. to Sugarbush Cir.		Shared Roadway	Consider with traffic calming elements
	Sugarbush Cir. to Pierson Dr.	One Side	Shared Roadway	Consider with traffic calming elements
	Pierson Dr. to Morgan Ln.		Shared Roadway	Consider with traffic calming elements
Meloy Rd.	Saw Mill Rd. (RT 162) to Baker St.	Additional Side	Buffered Bike Lanes	Steep grades
	Baker St. to Boston Post Rd. (RT 1)	Additional Side	Buffered Bike Lanes	Steep grades
Shingle Hill Rd./ West Main St.	Shingle Hill Rd. - Morgan Ln. to Aillings Cross Rd.	One Side	Shared Roadway	Consider with traffic calming elements
	West Main St. - Allings Cross Rd. to Main St.	One Side	Shared Roadway	Consider with traffic calming elements
Main St.	Wagner Pl. to Savin Ave.		Striped Bike Lanes	
	Savin Ave. to Campell Ave.		Striped Bike Lanes	
	Campbell Ave. to Washington Ave.		Striped Bike Lanes	
	Washington Ave. to 1st Ave.		Shared Roadway	Consider with traffic calming elements
Savin Ave.	Captain Thomas Blvd. To Elm St.		Shared Roadway	Alternate to Campbell Ave.
Washington Ave.	Captain Thomas Blvd. to Richards St.		Shared Roadway	Alternate to Campbell Ave.
Richards St.	Washington Ave. to 1st Ave. (RT 122)		Shared Roadway	

5.2 System-wide, Program, and Policy Recommendations

In addition to recommendations for pedestrian and bicycle pedestrian facility improvements along priority corridors, there are also a number of system-wide improvements and Policy/Program Recommendations that can be implemented to promote and encourage non-motorized travel throughout the City. Recommendations are tabulated below which are intended for improving overall conditions for pedestrians and bicyclists.

Pedestrians

- Conduct an inventory and conditions assessment of pedestrian facilities (i.e. sidewalks, curb ramps, crosswalks, pedestrian signals) and prioritize needed improvements.
- Develop an ADA Self Evaluation and Transition Plan to comply with the requirements of the Americans with Disabilities Act (ADA).
- Upgrade Town-Owned Traffic Control Signals, and work with CTDOT to upgrade State-Owned Traffic Control Signals in order to provide pedestrian countdown signal heads and accessible pedestrian signal (APS) push buttons at signalized intersections. Also review pedestrian phasing and timing at signalized intersections to ensure phasing is suitable and clearance times are appropriate.
- Develop/select and implement a consistent pedestrian crosswalk standard.
- Provide amenities appropriate for ridership/boardings at bus stops throughout the City.
- Review existing street trees and develop a planting program to make priority corridors more attractive and comfortable for walkers.
- Review existing lighting along priority corridor sidewalks and develop plans for adding or improving lighting where warranted.
- Develop a sidewalk snow removal prioritization plan.

Bicyclists

- Develop/select and implement consistent design standards for various bicycle facilities including, but not limited to, on-street, separated, and multi-use paths.
- Increase number of bicycle racks at priority destinations throughout city.
- Work with owners/managers of multi-family housing developments to provide covered and secure bike shelters.
- Consider providing a shared bicycle service (or pilot program) with docking stations in select areas (i.e., train station, shoreline, downtown, etc.).
- Provide information and education for the biking community such as making bicyclists aware that riding on sidewalks is allowed in non-congested pedestrian areas.

Pedestrian and Bicyclists

- Create a Pedestrian and Bicycle Advisory Committee. In addition to pedestrian and bicycle concerns in the City, this committee can also consider other emerging micromobility options and how best to adapt City programs and infrastructure to integrate these new travel options as they gain popularity (i.e., e-bikes, e-scooters, mopeds, etc.).
- Develop Complete Streets Policy that will be considered for any new infrastructure projects.
- Provide wayfinding signage for pedestrians and bicyclists showing routing to destinations.
- Promote a Safe Routes to School education and encouragement program.

- Include maintenance of pedestrian and bicycle facilities as part of a pavement management plan.
- Pursue State and Federal funding for projects including CTDOT's Community Connectivity Grant program, and SCRCOG's Local Transportation Capital Improvement Program (LOTICIP).

Zoning and Subdivision Bylaws

- New developments and redevelopment projects should be required to provide sidewalks/walkways and consider bicycle facilities or shared-use paths as well as providing bicycle racks or storage as appropriate. They should also be required to provide new or upgraded sidewalks along roadway frontages in accordance with a City standard.
- Require a minimum sidewalk width of five feet for any sidewalk or walkway installation or improvement.
- Regulations should encourage connectivity and continuity of pedestrian bicycle facilities and linking with existing facilities
- Encourage management of residential multi-family housing sites to unbundle the cost of parking from rental agreements so tenants without vehicles are not financially burdened by parking costs.
- Cul-de-sacs for new development should generally be discouraged as they prevent connectivity between neighborhoods, discourage walking and biking, and increase vehicle miles traveled.

5.3 *Project Concepts*

Three of the priority corridor locations included in the plan were identified by the project team along with the Technical Advisory Committee in order to develop concept visualizations. Each of the locations chosen depicts unique corridor characteristics and has differing recommended pedestrian and bicycle facility enhancements. These project concepts were developed to provide a snapshot of what network-wide planning efforts and programmed improvements in West Haven could look like at various spot locations. The three locations chosen were:

- **Captain Thomas Boulevard** – conceptual improvements include a road diet with buffered bicycle lanes and flex posts as well as additional landscaping elements. The goal is to enhance comfort and access for non-motorized road users along this busy shoreline corridor where existing facilities are currently more accommodating of motor vehicles.
- **RT 162 (Saw Mill Road) near the West Haven train station** – conceptual improvements include the addition of a sidewalk on the east side of the roadway, bicycle lanes, bus stop amenities, aesthetic improvements to the underpass abutments, and improved lighting. These changes are intended to improve multi-modal accessibility in the vicinity the West Haven train station (a major transit node in the City) which is also in close proximity to the downtown area.
- **Savin Avenue at Bassett Street/Atwater Street** –For the east/west stop-controlled intersection of Savin Avenue at Bassett Street/Atwater Street, the conceptual improvements shown include the installation of curb extensions on the east side of the roadway, stamped brick in the intersection, bike lanes, and crosswalks with pedestrian signage. These improvements are intended to calm and possibly divert traffic, thus providing a more comfortable environment for bicycles to use the roadway. Changes should also improve pedestrian comfort and safety, better delineate parking areas, and provide additional landscaping/aesthetic improvements.

Enhanced photographic visualizations are shown for Captain Thomas Boulevard, RT 162 (Saw Mill Road), and Savin Avenue at Bassett Street/Atwater Street in **Figure 13**, **Figure 14**, and **Figure 15** respectively.

Figure 13: Captain Thomas Boulevard Concept Visualization



Existing (Source: Google Streetview)



Proposed Concept

Figure 14: RT 162 (Saw Mill Road) Concept Visualization



Existing (Source: Google Streetview)



Proposed Concept

Figure 15: Savin Avenue at Bassett Street/Atwater Street Concept Visualization



Existing (Source: Google Streetview)



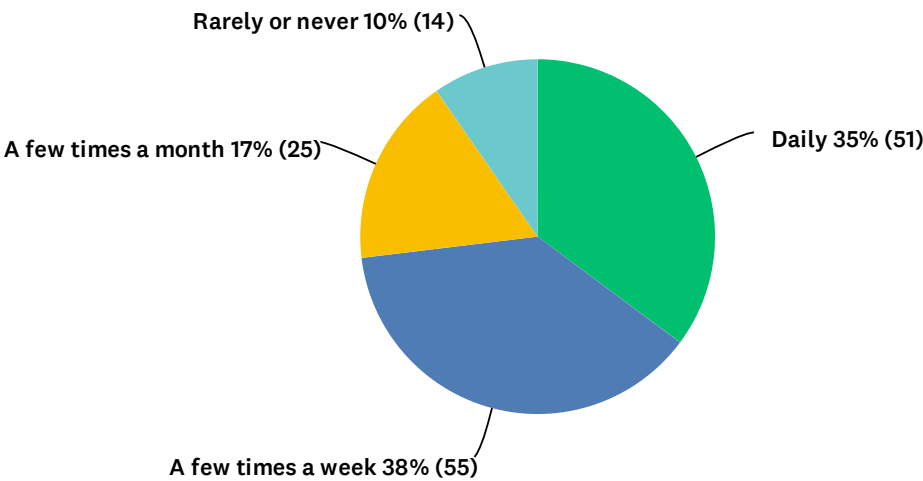
Proposed Concept

Appendix

Survey Results

Q1 How often do you walk in West Haven?

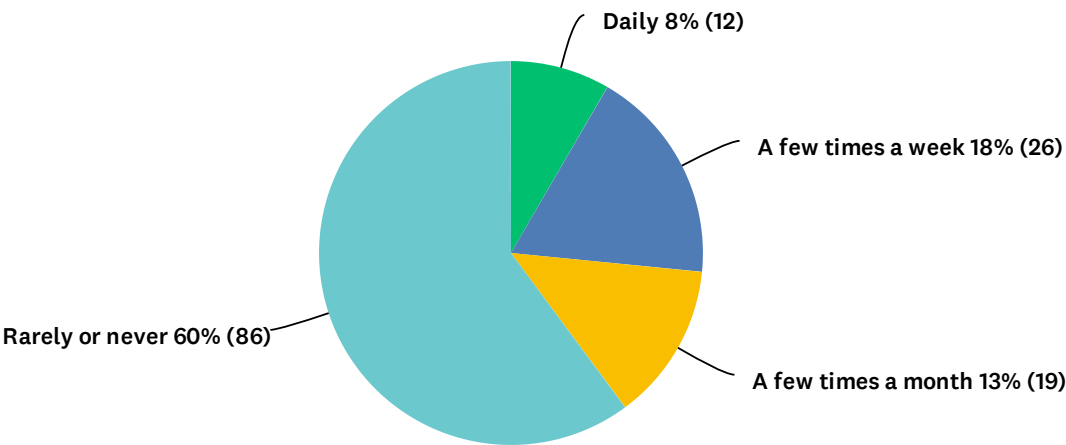
Answered: 145 Skipped: 0



ANSWER CHOICES		RESPONSES	
Daily		35%	51
A few times a week		38%	55
A few times a month		17%	25
Rarely or never		10%	14
TOTAL			145

Q2 How often do you ride a bicycle in West Haven?

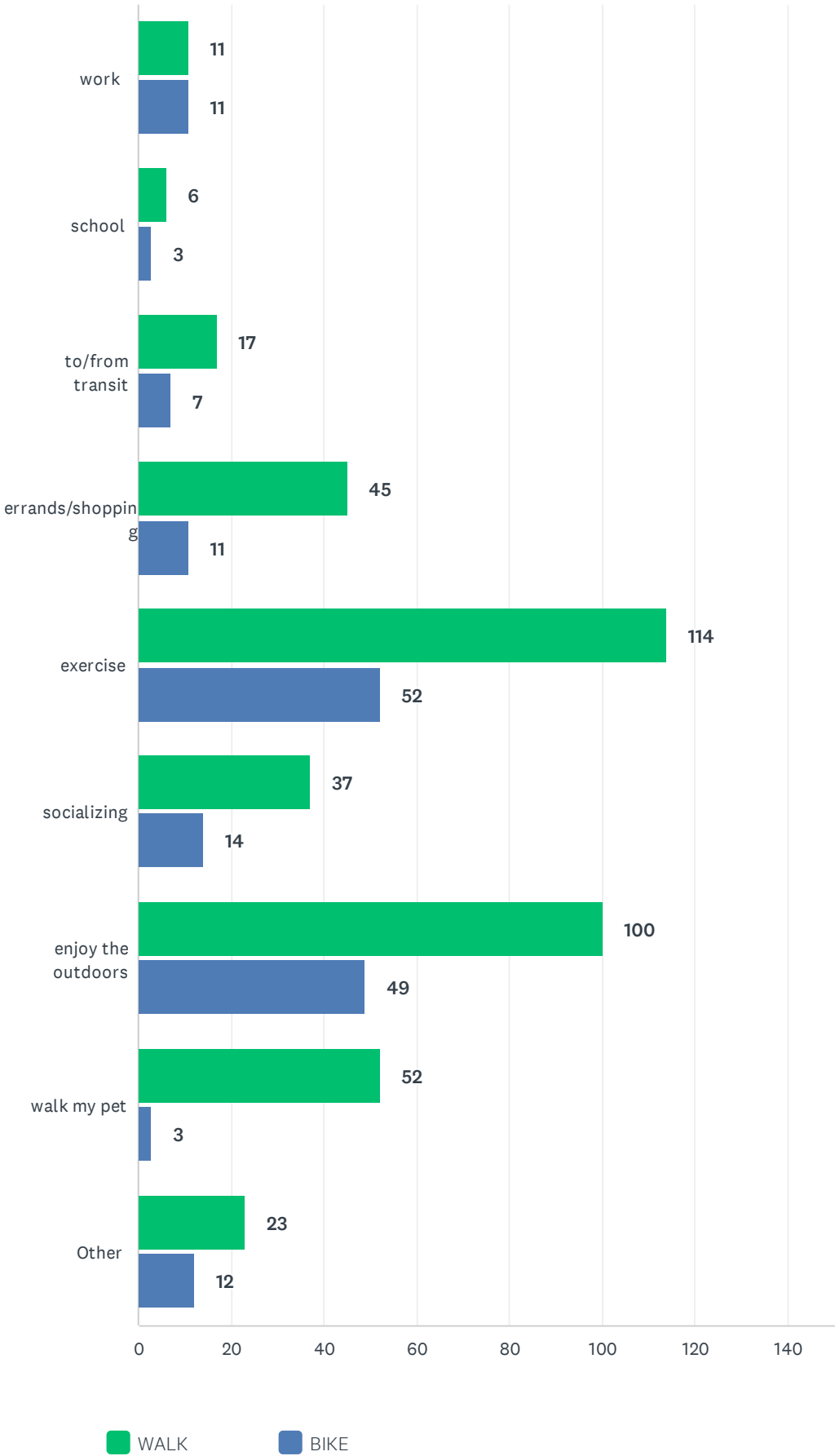
Answered: 143 Skipped: 2



ANSWER CHOICES		RESPONSES	
Daily		8%	12
A few times a week		18%	26
A few times a month		13%	19
Rarely or never		60%	86
TOTAL			143

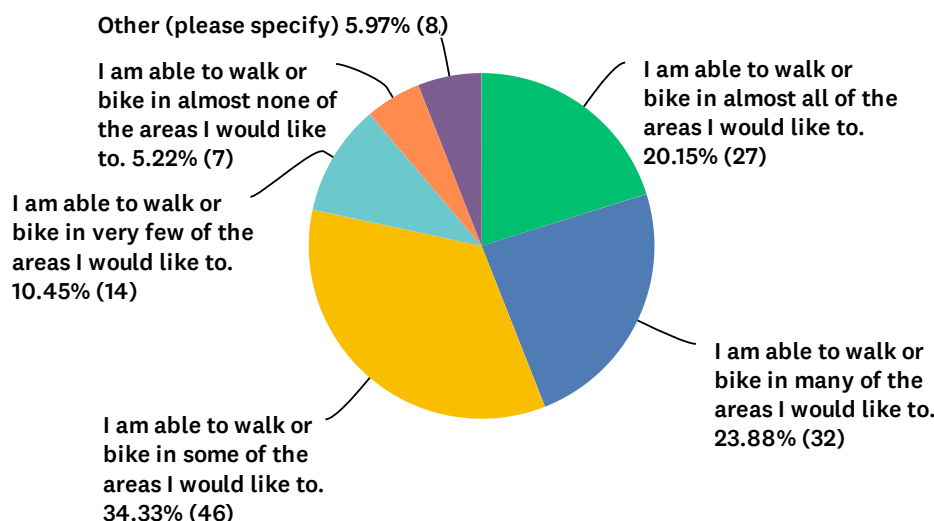
Q3 For which of the following purposes do you most often walk and/or bike? (check all that apply)

Answered: 132 Skipped: 13



Q4 How would you describe your ability to walk or bike in West Haven?

Answered: 134 Skipped: 11

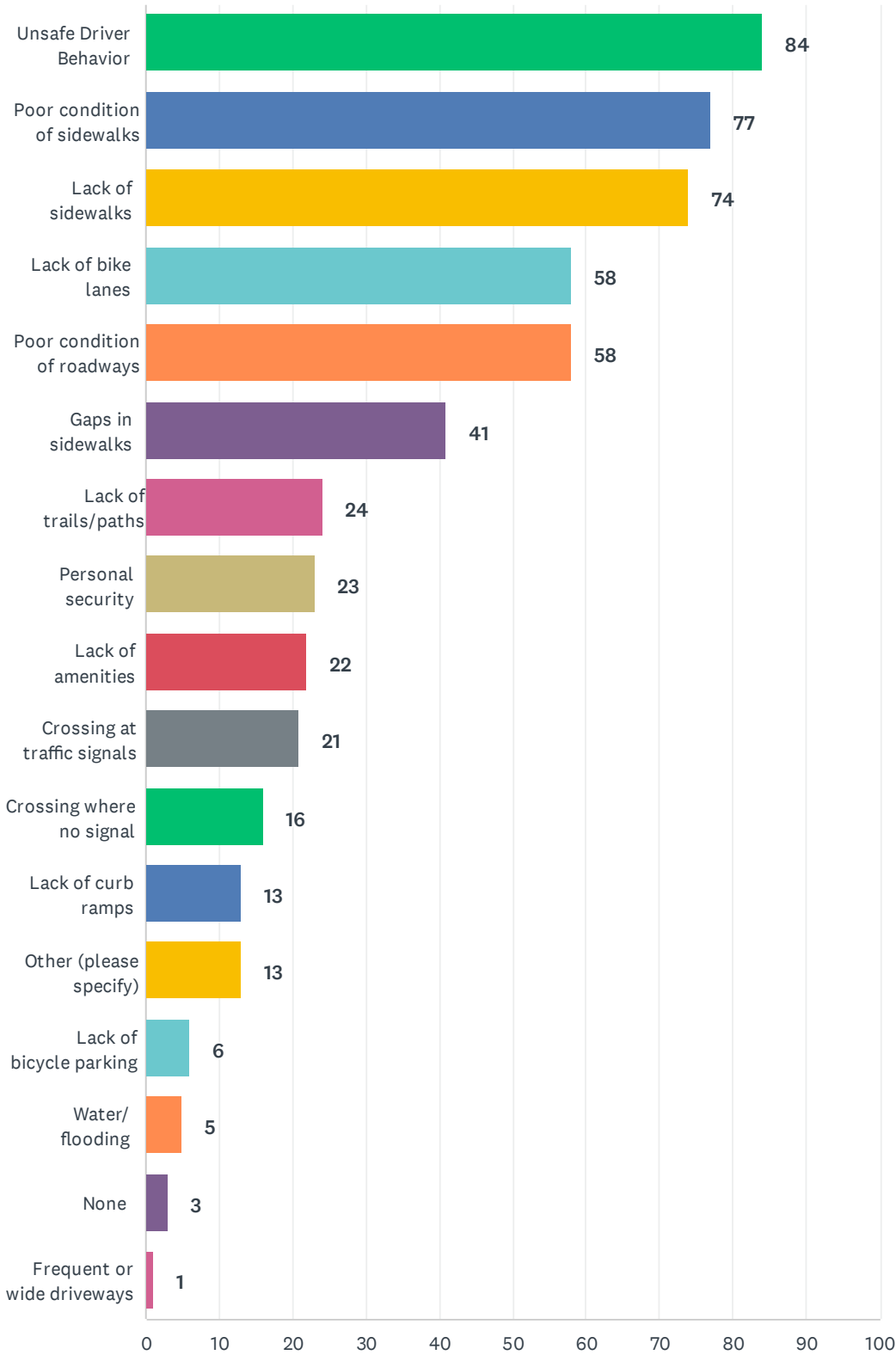


ANSWER CHOICES	RESPONSES	
I am able to walk or bike in almost all of the areas I would like to.	20.15%	27
I am able to walk or bike in many of the areas I would like to.	23.88%	32
I am able to walk or bike in some of the areas I would like to.	34.33%	46
I am able to walk or bike in very few of the areas I would like to.	10.45%	14
I am able to walk or bike in almost none of the areas I would like to.	5.22%	7
Other (please specify)	5.97%	8
TOTAL		134

#	OTHER (PLEASE SPECIFY)	DATE
1	It's a dangerous world now would not attempt to walk or bike	9/23/2022 11:33 AM
2	I walk on boardwalk for exercise and bikers use it too. Sometimes bikers are travelling fast and it's a safety issue for the boardwalk. I don't ride a bike.	9/21/2022 5:50 PM
3	Cannot walk/bike on our street - it is literally in pieces!	8/17/2022 11:02 AM
4	No sidewalks available	8/17/2022 10:49 AM
5	I am able to Bike in most places, but due to lack of Bike lanes and lack of respect for Bike lanes on boardwalk it makes it difficult to enjoy the ride without obstacles and accidents.	8/17/2022 10:28 AM
6	the beach	8/17/2022 9:46 AM
7	"able to walk" is not acceptable. It should be easy to walk, and it is not.	8/4/2022 8:04 AM
8	I am able to walk but biking can be a challenge.	8/3/2022 4:08 PM

Q5 What are the most critical issues for walking and biking you would like to see addressed? (select up to five)

Answered: 132 Skipped: 13



City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

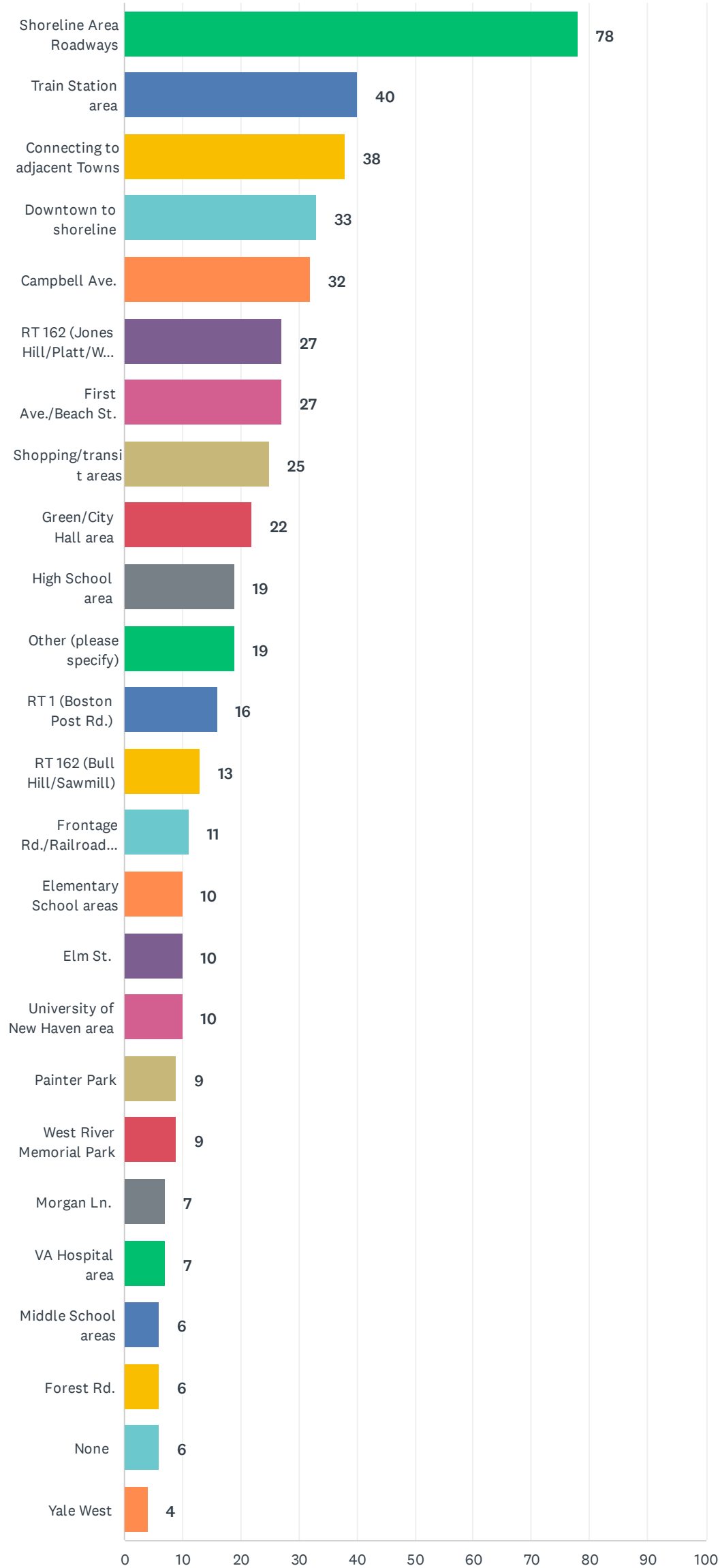
ANSWER CHOICES	RESPONSES	
Unsafe Driver Behavior	63.64%	84
Poor condition of sidewalks	58.33%	77
Lack of sidewalks	56.06%	74
Lack of bike lanes	43.94%	58
Poor condition of roadways	43.94%	58
Gaps in sidewalks	31.06%	41
Lack of trails/paths	18.18%	24
Personal security	17.42%	23
Lack of amenities	16.67%	22
Crossing at traffic signals	15.91%	21
Crossing where no signal	12.12%	16
Lack of curb ramps	9.85%	13
Other (please specify)	9.85%	13
Lack of bicycle parking	4.55%	6
Water/ flooding	3.79%	5
None	2.27%	3
Frequent or wide driveways	0.76%	1
Total Respondents: 132		

#	OTHER (PLEASE SPECIFY)	DATE
1	unsafe biker, ebiker and other electric forms of transportation on the boardwalk is a serious safety issue.	9/21/2022 5:53 PM
2	General condition and consistency of the sidewalks and ramps. I walk pushing a stroller with children in them and it's a lot harder to get on and off the sidewalk without going 8n the street	8/17/2022 3:47 PM
3	Places like boardwalk where the Bike lane is represented well enough, most people step out in front of you or don't know it's a Bike lane because it's not advertised enough as a Bike lane need more color and more signs. It gets dangerous down there when people don't pay attention especially in front of Jimmies and going down towards Bradley point. Also on Ocean Ave past South Street there's a lack of sidewalk and it gets really narrow and cars come too close.	8/17/2022 10:34 AM
4	People on bikes where there should not be bikes. People walking in bike lanes.	8/17/2022 10:33 AM
5	sand on sidewalks	8/17/2022 9:34 AM
6	Lack of a full pedestrian/Bike path from the city's boarder to boarder.	8/17/2022 7:39 AM
7	poorbike route connecting trainstation / center /beach /unh	8/7/2022 9:36 AM
8	Excessive amounts of broken glass on shoulders of road. Especially our beach roads. The city must start sweeping multiple times a week to keep the beach road clean of glass in the brie as this is the most used road for cycling in all of the city. It forces cyclist into the road many times to avoid class and other objects. I ride 3 to 4000 miles a year and I cannot think of a more important step that the city need to take to ensure the safety of cyclists	8/5/2022 11:05 PM
9	unsafe bicyclist behavior	8/4/2022 9:08 AM
10	overgrown foliage on properties makes traversing some sidewalks difficult. Property owners need to be held accountable for maintaining these areas. The Washington Ave. sidewalk adjacent to Stowes is a prime example	8/4/2022 8:06 AM
11	The streets are littered with an unprecedented amount of trash, nip bottles, used coffee cups, fast food bags, etc. These items are blown into waterways and wooded areas as well as the streets. Until this blight is cleaned up, no amount of pedestrian walkways will help- they maybe even increase the littering.	8/4/2022 6:57 AM
12	Poor upkeep at boardwalk	8/3/2022 7:50 PM
13	Poor intermodal facilities i.e. swith between personal vehicle, transit, and walking	8/3/2022 11:13 AM

Q6 In which areas of the City would you like to see improvements to biking or walking facilities? (select up to five)

Answered: 130 Skipped: 15

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ANSWER CHOICES	RESPONSES	
Shoreline Area Roadways	60.00%	78
Train Station area	30.77%	40
Connecting to adjacent Towns	29.23%	38
Downtown to shoreline	25.38%	33
Campbell Ave.	24.62%	32
RT 162 (Jones Hill/Platt/West Main)	20.77%	27
First Ave./Beach St.	20.77%	27
Shopping/transit areas	19.23%	25
Green/City Hall area	16.92%	22
High School area	14.62%	19
Other (please specify)	14.62%	19
RT 1 (Boston Post Rd.)	12.31%	16
RT 162 (Bull Hill/Sawmill)	10.00%	13
Frontage Rd./Railroad Ave.	8.46%	11
Elementary School areas	7.69%	10
Elm St.	7.69%	10
University of New Haven area	7.69%	10
Painter Park	6.92%	9
West River Memorial Park	6.92%	9
Morgan Ln.	5.38%	7
VA Hospital area	5.38%	7
Middle School areas	4.62%	6
Forest Rd.	4.62%	6
None	4.62%	6
Yale West	3.08%	4
Total Respondents: 130		

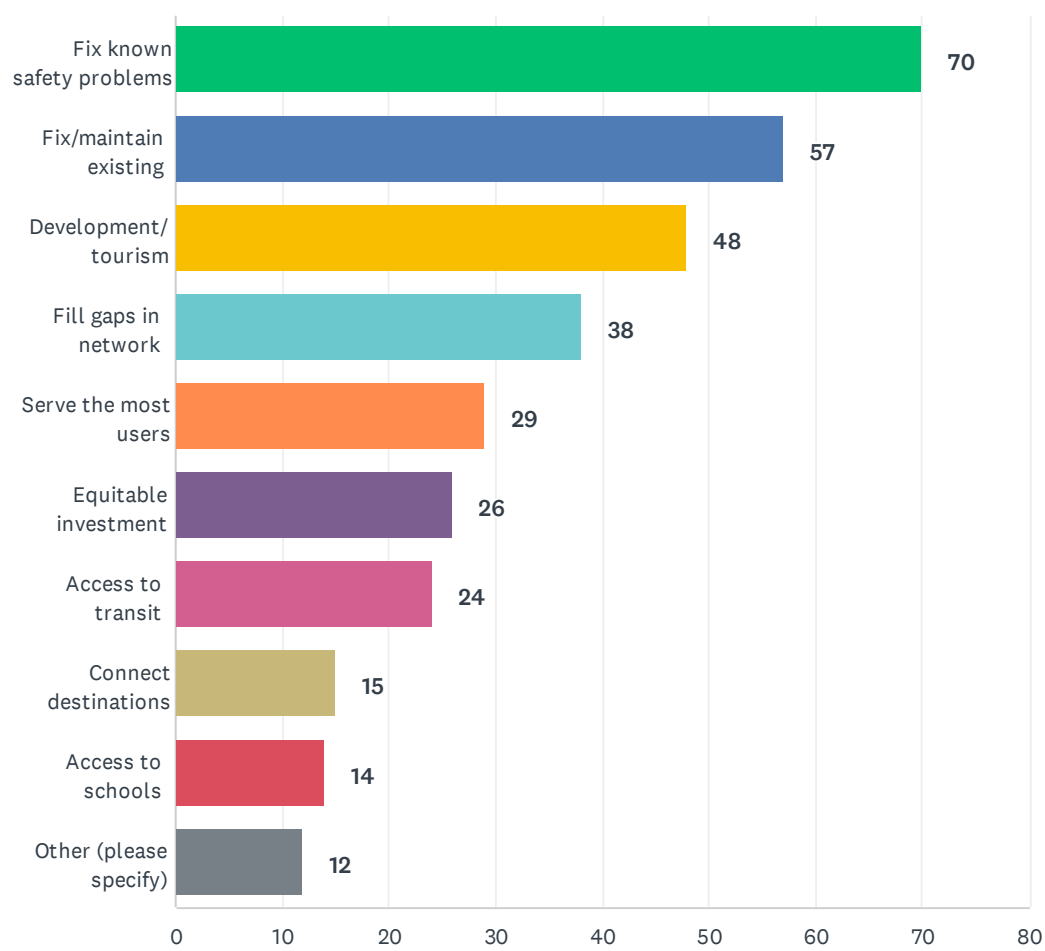
#	OTHER (PLEASE SPECIFY)	DATE
1	Boardwalk area	9/21/2022 5:54 PM
2	The interior networks and corridor of WH, and internal municipalities/schools/shopping/transportation should be bicycle and pedestrian friendly. The major roads connecting WH to other cities and towns should be secondary.	8/23/2022 3:17 PM
3	Crosswalk at base of Dawson crossing Ocean avenue. i have been nearly killed several times because of speeding and failure of motorists to stop when I am crossing..to	8/20/2022 6:10 PM
4	Along Washington Ave	8/20/2022 11:14 AM
5	Many areas I have not explored due to safety concerns and lack of “sharing the road” with drivers	8/20/2022 5:53 AM
6	Jones hill road - Baybrook arms area	8/18/2022 12:38 PM
7	Jones hill road towards the beach	8/18/2022 7:48 AM
8	From oyster river to jones hill road there are no sidewalks. People have gotten hit by cars in this area very unsafe and sidewalks would be great to go and enjoy the beach	8/18/2022 7:37 AM
9	The crosswalk at the corner of Kelsey and Chestnut is ridiculous- no one stops to let anyone cross. When my son was walking to/from WHHS I told him to not cross until he gets to main because I was afraid he'd be hit by a car	8/17/2022 4:04 PM
10	The biggest problem is the residential areas. I can only speak of the areas I walk and it's the sidewalks between downtown and the boat ramp. That whole area is pretty messed up.	8/17/2022 3:50 PM
11	Simos Lane - road hasn't been paved in 40yrs	8/17/2022 11:05 AM
12	Boardwalk	8/17/2022 10:36 AM
13	To Ora Mason Library from Island Lane. The lack of sidewalks make it treacherous to walk	8/17/2022 9:22 AM

City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

	with young children from the streets off Island .	
14	Noble Street between East and Senior Center sidewalks	8/9/2022 9:29 AM
15	Majority of WH roads require repair.	8/4/2022 3:41 PM
16	Richards St and Wood St roads are awful	8/4/2022 9:11 AM
17	sidewalks are poor in almost all areas of the city. walking down Washington Avenue is dangerous	8/4/2022 8:07 AM
18	Frontage Road/Morgan Lane	8/4/2022 6:59 AM
19	Boardwalk	8/3/2022 7:51 PM

Q7 What factors should be used to prioritize pedestrian and bicycle improvements? (select up to three)

Answered: 126 Skipped: 19



ANSWER CHOICES	RESPONSES	
Fix known safety problems	55.56%	70
Fix/maintain existing	45.24%	57
Development/ tourism	38.10%	48
Fill gaps in network	30.16%	38
Serve the most users	23.02%	29
Equitable investment	20.63%	26
Access to transit	19.05%	24
Connect destinations	11.90%	15
Access to schools	11.11%	14
Other (please specify)	9.52%	12
Total Respondents: 126		

#	OTHER (PLEASE SPECIFY)	DATE
1	Start by continuously repairing roadways with potholes and sidewalks with crumbling and uneven surfacesseven	8/21/2022 2:52 PM
2	Enforcement of crosswalk and speeding laws. Signs that warn motorists that they will be subject to severe penalties for unsafe driving.	8/20/2022 6:14 PM
3	For over 20 years I have been asking the city to put in ONE BLOCK of sidewalk on Ocean Avenue.	8/20/2022 4:32 AM
4	Fixing the sidewalks that are there and making sure each corner has a ramp. That would make a huge difference. Also make sure they are consistent some are concrete some patch asphalt and they are very bad in many areas	8/17/2022 3:52 PM
5	Making connections to the train station and connecting neighborhoods to facilitate safe walking and biking to shopping facilities	8/17/2022 3:32 PM

City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

6	decde most popular bike routes as first step / DC29	8/7/2022 9:38 AM
7	fixing sidewalks that are unwalkable...not just the main aves	8/4/2022 9:13 AM
8	Enforce safe driving l.e. speeding, traffic signals and stop signs all of which are ignored especially around schools.	8/4/2022 8:42 AM
9	simple. fix the sidewalks	8/4/2022 8:08 AM
10	waste of time and money	8/4/2022 7:58 AM
11	YOUVE RUINED OUR TOWN WITH TOURISM THIS IS THE NEW New Haven!	8/4/2022 7:43 AM
12	Making connections with neighboring communities and educational institutions.	8/3/2022 12:25 PM

Q8 Do you have any other experiences, issues, or suggestions you would like to share regarding walking or biking in West Haven? Please feel free to provide creative ideas on possible projects.

Answered: 66 Skipped: 79

#	RESPONSES	DATE
1	Stop wasting our tax money! Fix all the roads. Creator at the corner of Oleander and York, Public Works drives by it every day do Ya think someone would fix it? Trees with limbs falling off. Waiting 2 years to get taken down. Rethink other issues before bike lanes.	9/23/2022 11:40 AM
2	Improve connections from all of West Haven to Waterfront and Campell Avenue shopping district for bicycle transit. Improve bicycle parking (lock up bikes) Campell Street and waterfront. This will encourage people to use the area..also think forward, and if they are going to add EV power stations, to include hookups for the electric bicycles...lock and charge!!!!	9/23/2022 10:41 AM
3	The corner near Stowes has had many crashes and is not safe. One car crashed past the guardrail and on the boardwalk. Thankfully, no pedestrians or bikers were hurt.	9/21/2022 5:57 PM
4	There are multiple locations in West Haven that are used as informal shortcuts or passages for pedestrians or cyclists. Some of them are on private property, and some of them are actually city property or public rights of way. These should be better maintained and marked - such as clearing brush, paving, and signage. In cases of private property, the city should sell the case to the property owner that they will benefit from the formalized establishment of the passage. For instance, more attention will be paid to preventing damage to the ground with paving, keeping people on an established path and not jumping fences etc., and benefiting from control of undergrowth.	9/19/2022 10:36 AM
5	I like what Milford has done on Gulf St. Created bike paths and bike signage so motorists know to be aware of bikes.	9/7/2022 7:01 PM
6	Adding traffic calming elements throughout the city would encourage more residents to consider walking or bicycling. Add roundabouts, speed bumps and cobblestone streets to bring a sense of a friendly shoreline, beach facing city.	8/23/2022 3:20 PM
7	There are not enough bicyclists to warrant any use of taxes to provide any improvements to their experience.	8/22/2022 10:47 AM
8	Lumping walking and biking issues into the same categories makes no sense. You need to consult a professional to design a better survey instrument. This one is seriously flawed.	8/21/2022 2:55 PM
9	This survey could be reworded slightly. I live in Milford and will walk the boardwalk or bike the shoreline a few times a year (an option not on those questions). Biking along the shoreline is the most desired place for biking. There are many suggested improvements. The official bike lane along the board walk is narrow with obstacles in the form of benches, light posts and trash cans. The official walking path is wider and sometime I bike there (if there are no pedestrians) for these reasons. I don't know of any biker who uses the bike path along Beach Street because the pavement is in poor shape. Instead, we ride along the road. Captain Thomas Boulevard could possibly be reworked to decrease it to one travel lane and make the other lane a bike lane. The roadway would look much better with trees along it. Ocean Avenue is narrow and could benefit from wider shoulders if they could be created. I realize the area is tight for space. Much of West Haven is congested with busy, narrow roads, so options are likely limited through the commercial district. Thanks for making efforts to improve bicycling. Bicycling is definitely a draw for tourists, looking to cycle along the shoreline, and who may spend money in local businesses.	8/20/2022 5:54 PM
10	Don't put bikeways along Campbell Avenue as that will make Washington Ave a car speedway. Use Washington Ave instead. Too many people use Washington Ave as a bypass	8/20/2022 11:17 AM
11	Sharrows and wide shoulders aren't enough. Slow down the cars.	8/20/2022 6:48 AM

City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

12	Sidewalks are atrocious between use of asphalt and broken, not maintained cement. Bike lane in front of water treatment plant not useable. It comes to a stop in an unsafe way. I would like to see more safe connectivity within the city	8/20/2022 6:04 AM
13	One block of sidewalk on Ocean Avenue near Morris Street will connect miles of sidewalk. Also, there is a gap on Ocean Avenue by the nursing home where pedestrians are forced to walk next to speeding cars on the road. Also, some speed bumps are a very good idea!	8/20/2022 4:34 AM
14	Simply painting shoulders on roads would improve biking safety and seems inexpensive to do	8/18/2022 4:08 PM
15	I use the bus stop near baybrook arms on jones hill road daily and there are no sidewalks to safely get there. That corner is extremely dangerous with speeding cars and there should be a sidewalk to protect citizens	8/18/2022 12:41 PM
16	Sidewalks should be placed along jones hill road so there is access down to the water	8/18/2022 7:49 AM
17	With no sidewalks on jones hill road towards the oyster river beach it's very unsafe area. A neighbor has gotten hit in the past. I have a young child and don't feel comfortable waking with a stroller on the street. I would love to be able to walk down and access the beach but cars fly down the corner near Tim's auto shop and make it impossible without sidewalks to safely get there	8/18/2022 7:44 AM
18	In my experience drivers do not obey the pedestrian walkway areas such as slowing down and/or stopping when a pedestrian is in the walkway. Plus many drivers don't observe the right on red rule when there is a sign saying NO RIGHT ON RED. Plus in the center of town, divers continue to go right even when the walk signal is on.	8/18/2022 5:54 AM
19	Vehicles speeding, reckless drivers, lack of bike lanes, make for unsafe conditions. Aggressive drivers vs Defensive drivers. Beach boardwalk unsafe after dusk, out of control behavior by visitors. Lack of resources for Police hampers their ability to control and secure the public safety. Consider bringing back the Defensive Driving Program and give the WHPD the support and resources to enforce the law. Driving in the town let along riding bikes or walking has become hazardous and getting worse	8/17/2022 9:42 PM
20	Boardwalk having a separate bike path or even the road to the beach from first avenue to beach street. First ave is very risking riding in the road. People speeding constantly	8/17/2022 7:17 PM
21	Allings Crossing to Sawmill rd/bull hill lane needs a safe walkable path, crossing the street is dangerous also. Please connect shingle hill/West Main St to the train station also using Allings Crossing and Railroad Ave	8/17/2022 3:37 PM
22	Marginal Drive should be looked at. I am tired of Allingtown being forgotten we have nothing on this side of town no one cares about Allingtown	8/17/2022 12:41 PM
23	West on Ocean Avenue to Round About and Jones Hill Rd to Round About have NO sidewalks to Shopping Center. For ALL West Haven Residents. Both locations have no sidewalks and are very dangerous. Jones Hill Rd. Pedestrians have to walk in mud. From Nashawena to Shopping Center, pedestrians have to walk in the road. Many people which are handicapped, in walkers and motorized wheelchairs are in a very bad safety situation.	8/17/2022 10:56 AM
24	I just think that we have one of the biggest shorelines and people walk/bike very often it's time to put their safety at the forefront. We need Bike lanes/Bike racks from Dive Bar all along the water (Ocean Ave, Boardwalk, Captain Thomas, Beach St, till the boat ramp on first Ave). The boardwalk Bike lane needs a major overhaul.	8/17/2022 10:41 AM
25	do not feel safe walking anywhere in the city. City (public works) needs to clean up / do their job.	8/17/2022 9:55 AM
26	West Haven is very segmented with no safe easy way to walk from one neighborhood to another. As a senior I do not like the fact I cannot easily or safely walk my grandchildren to the library or playground. I would love to be able to live in a walkable neighborhood with access to public transportation That will be my priority when I downsize my home. Unfortunately, there does not appear to be many safe areas in Wzh that meet that requirement (like Walnut Beach in Milford or Soring Glen in Hamden)	8/17/2022 9:31 AM
27	I live in the center and my parents still live in west shore where I grew up. I LOVE to ride my bike to their house down ocean Ave but it is so unsafe to do so. The lack of sidewalks, crazy drivers and teeny tiny breakdown lane make it impossible to safely do so past the firehouse. I would love for that area to be more bike friendly!!	8/17/2022 9:20 AM

City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

28	More police patrols avoid speeding I'm nervous of getting hit on my bicycle and road conditions all this needs to be addressed	8/14/2022 10:11 PM
29	Continue a bike path from Beach Streett-West Walk-Savin Rock over new pedestrian bridge along Ocean Ave.	8/13/2022 3:05 PM
30	Would be nice to have sidewalk on First Ave where Beach St. ends and the sewage treatment plant; would also be nice to get broken sidewalks fixed (Noble St., First Av. north of sewage treatment plant).	8/9/2022 9:31 AM
31	Codify "Idaho stop" legislation in which cyclists consider all stop signs as yield signs and red lights as stop signs. Publicize shoreline recreational bike routes like Folks On Spokes routes in Milford.	8/9/2022 8:25 AM
32	I would like to manage a bike share program like city bike , also need to WHPD to enforce bike laws so kids dont get hurt playing in traffic, there is a lack of bike culture in WH except for people from other communities. I also have an economic development idea for a bike race / tour .. All this has been done in previous studies. Thanks, David Carr Taxpayer/Resident davdcarr@bhhsne.com	8/7/2022 9:43 AM
33	Poor curb/driveway connection caused major bike accident- we should smooth out roadway/sidewalk connections to allow safer biking after roadwork complete	8/7/2022 2:53 AM
34	I believe The city needs to start sweeping and power washing the walkway from West walk to the conference center as the concrete sidewalk is disgusting from people that do not clean up after their dogs, food being thrown on the ground, etc. I see fire trucks driving on the sidewalk so a street sweeper or similar device should be used on a regular basis along with some type of washing. As I mentioned earlier the city must start removing the glass from the shoulders of the Beach Road. There should be also more signs warning drivers of cyclists. And there should be more cops giving out speeding tickets along the beach as well. Also there are spots along Ocean Avenue near Ivy Street where the breakdown lane is extremely skinny and needs to be widened.	8/5/2022 11:11 PM
35	Sidewalks are often uneven and not well kept.	8/5/2022 8:41 PM
36	Please prioritize the area around the train station and the Armstrong buildings. Crossing Saw Mill Road in that area is very difficult. Also, please consider traffic-calming on Ocean Ave - people drive at extreme speeds.	8/5/2022 4:51 PM
37	None of WH's beaches have bike racks! Also, the absence of law enforcement on roads (Beach St., Campbell Ave; Capt Thomas Blvd., 1st Ave, Elm St,etc.) has resulted in excessive and aggressive speeding, red light running ,and other moving violations, all of which make cycling dangerous and at best unpleasant and frightening. These problems are so rampant that they are indicative of a level of law enforcement insufficient to act as a deterrent; these people act with impunity.	8/4/2022 4:08 PM
38	Road repair should be a priority. Difficult to walk, bike or drive on the majority of our streets.	8/4/2022 3:43 PM
39	I regularly bike to New Haven, using roadways and crossing the Kim Ave bridge. We cannot control driver behavior, but designated bike lanes (well-painted and marked) would make my commute safer and healthier.	8/4/2022 12:15 PM
40	The lack of sidewalks and covered bus stops along Rt 1 is the most important in West Haven, Orange, and Milford	8/4/2022 11:57 AM
41	I would recommend this committee give itself a timeline (preferably less than 2 years) to execute these improvements. WH is notoriously slow to make any kind of public improvements, let's focus and actually make it happen. It's important to WH residence and visitors alike.	8/4/2022 11:45 AM
42	I live on Kelsey Ave. Putting bicyclists on an extremely busy street is inviting crashes. Drivers drive 50+ mph or better on that street. The light at Main St turns green and it's off to the races. You have a busy intersection and many businesses with cars turning every which way. It is a dangerous street. It is thoroughly parked up and is a major pathway for all of the first responder vehicles I see every day. NOT a good street for bicycles. Bicycles should NEVER ride on the sideway. Bicycles should be licensed, treated as vehicles so they obey all of the traffic signals, and classes should be held on how to signal, ride, etc. Right now they are very dangerous in their navigation. You have put no emphasis on the responsibility of bikers. It's critical.	8/4/2022 9:15 AM

City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

43	You should fix the problems we have 1st before making new areas - especially side streets and walks...	8/4/2022 9:14 AM
44	For 50 years I've gone to woodmont beach to walk. Walking along ocean ave poses traffic safety risks and personal safety has been an issue twice along the boardwalk so I won't walk there any longer. Physical and personal safety really need to be priorities otherwise the whole plan is pointless.	8/4/2022 8:51 AM
45	Speeding cars, motorcycles make biking extremely dangerous on our streets. Raise the proposed bike paths.	8/4/2022 8:28 AM
46	I recently moved to North Street. I walk often to the boardwalk and back every week. First Avenue is in desperate need of attention. The area around the bird sanctuary, Chicks, and the skatepark should be cleared and naturalized for park space. If it's too expensive to build up this space at least make the area beautiful and you will draw more interest to city. Fix up downtown area for commerce and parking. We love West Haven and see it's hidden beauty. We hope you do too. Thank you.	8/4/2022 8:18 AM
47	First of all, reroute the bus routes to pick up and drop off in the circle at the train station. This is a simple/easy fix to make waiting for the bus safe and time efficient. (Right now people wait for the bus on Sawmill and this is dangerous for everyone.) Put bicycle lockers at the train station so that commuters can rent a locker to put their bike in out of the elements and it makes stealing a bicycle difficult. Sawmill and Wagner and Kelsey street should have a protected bike lane all the way to the high school and then to the beach. Ocean Ave should be developed to have tourism for bicyclists in mind.	8/4/2022 8:10 AM
48	whomever is responsible for issuing citations for blight throughout the city should be fired; they are not doing their job.	8/4/2022 8:09 AM
49	Start writing tickets to pedestrians who refuse to use walk lights. Case in point, watch the intersection of Campbell & Main. People walk into traffic, don't use the walk lights (that we pay for), some press the button but do not wait. Why install more systems when people don't use what is there? Bicycles are not a priority in this city. There are other more important things that need to be done with taxpayer money. Stop wasting our money on stupid California projects!	8/4/2022 8:02 AM
50	You aren't listening th the residents. You don't even bother to come to town hall meetings. You've allowed a radio station to come and destroy our beach with hundreds of rowdy weed smoking new haven residents. My peaceful home on the beach is ruined by loud music every week. You've allowed everything and everyone in west haven, it's used to be a honor to live in this town. Now I can't drive down the street without locking my car because I'm scared. Everyone is too nervous to speak up, but something needs to be done. To root this crime, and corruption out of our city. Including You nacy Rossi. Bring Daniel back who actually is invested in our town and understands EXCLUSIVENESS.	8/4/2022 7:47 AM
51	Anything that reduces wreckless joy riding on ocean ave and beach st at the same time it improves improves bicycling and walking is an improvement. Perhaps Converting to a one way street with speed bumps or security cameras that detect speeders license plates would enhance safety. What examples are there of bicycle and walk friendly paths in other countries or areas here in our country that could enhance this culture in west haven?	8/4/2022 7:13 AM
52	Before anything happens on Marginal Drive, the Cities of West Haven and New Haven need to get together to set policy on the homeless camp in that area. Advocates for an improved Greenway are not adequately considering the safety and security impact of having that there. West Haven would need to provide greater facilities for the region's homeless population to come to the table on that, but even then I'm not sure that New Haven would be willing to embark on a decampment. Please leave this area alone until they do!	8/4/2022 7:09 AM
53	More sidewalks in west shore area	8/4/2022 6:37 AM
54	Inattentive drivers and bad roads and sidewalks are the biggest issues affecting me at this time.	8/4/2022 6:25 AM
55	I would like to see the seawall that protects the west shore and sewer maintained and improved first. Maintaining safety of existing roads and sidewalks along with the jewel of West Haven (Savin Rock Boardwalk) comes first to me. We need to maintain what we have before we add anything.	8/3/2022 7:55 PM
56	The West Spring st to Campbell ave area and stephens ave need sidewalks as there is lots of	8/3/2022 7:40 PM

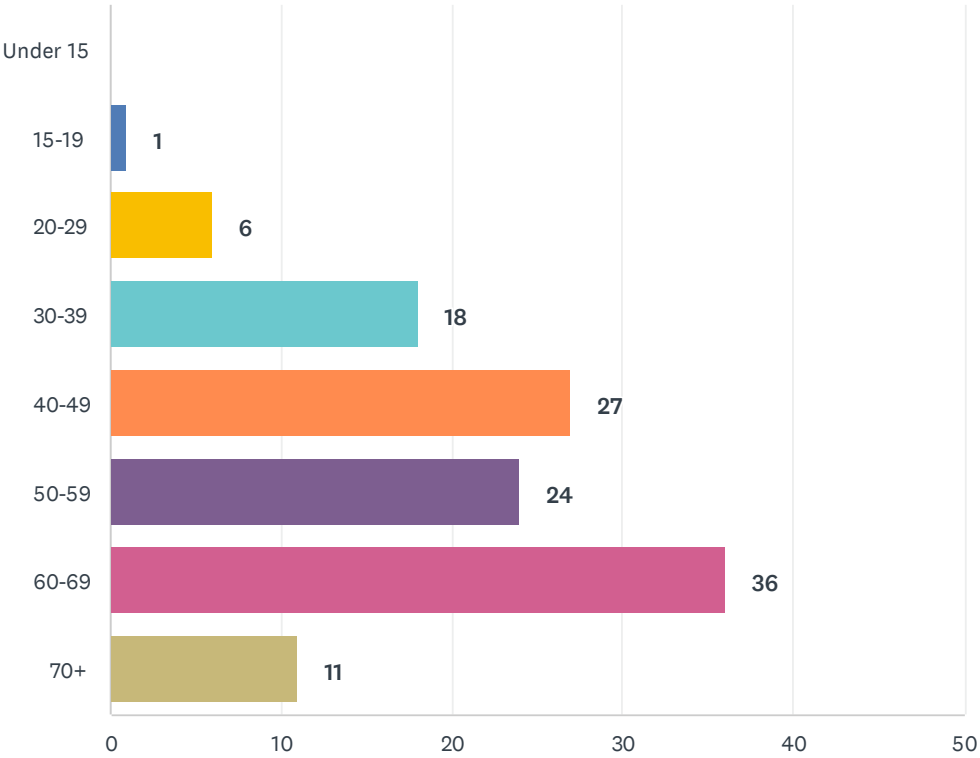
City of West Haven, CT Bicycle and Pedestrian Plan Community Survey

foot traffic there and it is VERY unsafe.

57	Make Capt Thomas Blvd and area around old Chicks more attractive to bikers walkers. Add restaurants, bars, water activities. Redo skate park. Tell Jimmies to remodel or drag. Same for Turks. Get rid of Dollar Store add supermarket shops that attract people. Best shoreline in Ct and it's a dump! Do something to fix it up. It's not 1980!	8/3/2022 6:10 PM
58	a long shot but as beach st is worked on, a pedestrian bridge over to morse park/skate park would be awesome. also, walking around rt 1 and unh is pure hell and im not even a student. more covered bus stops?	8/3/2022 4:43 PM
59	Get city officials on some bikes to see how dangerous it can be. We need protected bike lanes.	8/3/2022 4:11 PM
60	Add more walk signals. Enforce laws as people make illegal right hand turns (no turn on red sign) on top of the walk signal being activated and a pedestrian crossing the street. Also, people are not stopping for pedestrians at crosswalk, which is a CT state law.	8/3/2022 3:07 PM
61	We frequently ride bikes and walk on Ocean Avenue. The bike/walking path that goes from April Street to Bradley Point should be extended along Ocean Avenue to South Street. I think the walkway should be extended on Ocean Avenue as when we ride our bikes East bound and ride with traffic the shoulder is so narrow in the vicinity of Grove Place to Ivy Street that we are fearful to ride there. By extending this bike/walking path would also create Safe routes to schools for students in the vicinity walking to West Haven High, accessing them to Platt Avenue into the high school.	8/3/2022 2:53 PM
62	I am a cyclist that enjoys riding frequently. I commute to work by bicycle (West Haven > Woodbridge) and have to extend my route to reduce risk (traffic/unsafe roads etc). Creating bike lanes and educating drivers (share the road signage) for cyclists would go a long way. Increasing bike racks at businesses would encourage biking. Right now, I am not aware of any downtown bike racks. The Kimberly Ave Bridge should absolutely include a bike lane as it connects West Haven/New Haven. That's a rough bridge with a lot of traffic and cars that drive much to fast. Campbell Ave and Forest Rd are not safe to ride with the traffic. Marginal Drive is a great cut through but not maintained and can be a bit scary in low light conditions.	8/3/2022 1:10 PM
63	West Haven in general suffers from the same automobile-centric development of the past century that is found throughout the US. All practical methods of public transit were dismantled in favor of personal cars, and now we are stuck with development patterns unsuited to human-scale travel. Ideally I'd like to see some sort of regional tram developed that operated similarly to the old trolley system, as that would provide an incredible option for higher speeds and capacities than a bus. A bus is simply a poor substitute that operates in the transit paradigm forced by the automobile-centric road design. A tram encourages more walking and bicycle use since people can rapidly travel to outlying areas and finish the "last mile" travel by one of those two means. To reiterate, a bus is a very poor substitute since it frequently operates at a snail's pace and requires a significantly longer travel time.	8/3/2022 11:19 AM
64	Only have No Cost solutions. Taxes are already killing us and our businesses in West Haven.	8/3/2022 11:06 AM
65	Driver education about bike rights of way needs to be part of the plan	8/3/2022 10:31 AM
66	I don't always feel safe walking alone in West Haven. There is a lot of unaddressed blight.	8/3/2022 10:28 AM

Q9 How old are you?

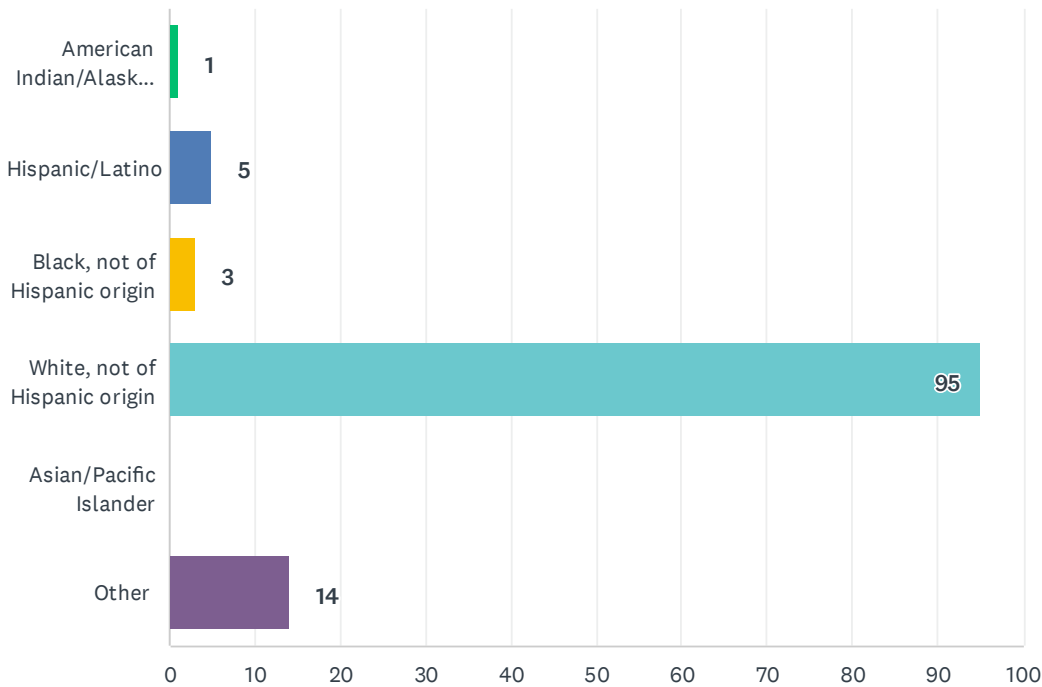
Answered: 123 Skipped: 22



ANSWER CHOICES	RESPONSES	
Under 15	0.00%	0
15-19	0.81%	1
20-29	4.88%	6
30-39	14.63%	18
40-49	21.95%	27
50-59	19.51%	24
60-69	29.27%	36
70+	8.94%	11
TOTAL		123

Q10 How do you identify by race/ethnicity?

Answered: 118 Skipped: 27



ANSWER CHOICES	RESPONSES	
American Indian/Alaskan Native	0.85%	1
Hispanic/Latino	4.24%	5
Black, not of Hispanic origin	2.54%	3
White, not of Hispanic origin	80.51%	95
Asian/Pacific Islander	0.00%	0
Other	11.86%	14
TOTAL		118