



INTRODUCTION

Plan Purpose, Survey, & Goals

This document summarizes the responses to a survey jointly developed by the Connecticut Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) for the update of the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO). The survey served as a means for people to share their thoughts on transportation in their communities and throughout the region. The survey also raised public awareness and interest in the plan.

GOAL DEVELOPMENT

Responses to the survey were utilized to develop regional transportation goals and will inform the update of the Metropolitan Transportation Plan (MTP). These goals will guide decision makers about where and how to invest in the transportation system in the future. Survey responses were analyzed through response theme coding (staff), natural language processing techniques, AI generated summaries, and staff review. Each task helped to develop recurring themes seen in survey responses, which were refined into seven regional goals and supporting actions. The goals were compared with the USDOT's National Transportation Performance Measures and CTDOT's State of Connecticut Transportation Performance Measures and evaluated for alignment with national and state priorities.

The goals and corresponding actions developed through this process are listed on the next page.

PLAN PURPOSE

The MTP is a federally required document that identifies potential opportunities to improve mobil-

ity for people throughout the region, from 2023 to 2050. A critical component of the MTP development process is to provide opportunities for community members to inform the plan. The GBVMPO's MTP will take a comprehensive, system-wide approach to improving all modes of transportation, as well as potential impacts to and from the system for residents, commuters, and travelers to the Greater Bridgeport Region. Federal regulations require an update on certain content and on the development process every four years.

Survey Development & Distribution

DEVELOPMENT

The survey was developed as a coordinated effort between MetroCOG and NVCOG. Organization staff utilized Esri's ArcGIS Survey 123 to develop a survey of 32 questions, available in English and Spanish versions. Survey 123 is a web and mobile application for survey design, distribution and response management. The application allows for logic-based design and manages responses through automated record keeping in a secured XLSForm. Paper versions of the survey in English and Spanish were also created (the English version can be found at the end of this document). For consistency, both COGs used a single joint survey, resulting in a combined dataset that contained all responses.

The 32 questions include a variety of required and optional open-ended/fill-ins, yes/no, multiple choice and ranking. Logic was also utilized. For example, only participants that replied "Yes" to "Do you ride a bike within your community?" were prompted to answer further questions about bicycling.

Goals for the GBVMPO Region

1. Promote Safety Across all Aspects of the Transportation System.

- a. Work towards zero traffic deaths and serious injuries regionwide.
- b. Incorporate targeted safety countermeasures into the multimodal transportation system.

2. Bring all Regional Roads and Infrastructure to a State-of-Good-Repair.

- a. Build resilience into the system to lessen the impacts of roadway events.
- b. Evaluate and enhance how the right-of-way is utilized.

3. Increase the Efficiency and Reliability of all Transportation Modes.

- a. Improve implementation project delivery time by reducing project delays.
- b. Increase the frequency and reliability of public transit.
- c. Reduce vehicular congestion by implementing the Congestion Management Process (CMP).
- d. Facilitate the movement of goods and services through diverse transportation modes.
- e. Advance the use of data and technology throughout transportation infrastructure and systems.

4. Bolster Interconnected, Public Transportation across the Region and Strengthen Access to Economic Opportunity Centers.

- a. Foster an efficient, reliable, and inter-modal regional public transportation network.
- b. Identify opportunities for public transportation to support local economic development.
- c. Strengthen first- and last-mile connections and services

5. Ensure Data-Driven Transportation Investments with Equitable Benefits to all Users.

- a. Promote affordability and equitable access to public transportation in the region.
- b. Prioritize transportation investments in historically disadvantaged census tracts and areas of persistent poverty.
- c. Identify opportunities to mitigate transportation related adverse health outcomes.

6. Provide Shared/Active Transportation Initiatives that Strengthen First- and Last-Mile Connections.

- a. Expand, maintain, and improve accessible pedestrian infrastructure and amenities.
- b. Increase mobility choice and access to greenways, trails, and bike lanes.
- c. Support micro-mobility, shared transportation, and encourage flexibility as innovative services become available.

7. Promote Resilience and Environmental Sustainability within the Transportation System.

- a. Support reduced and zero-emissions transportation.
- b. Ensure transportation infrastructure is prepared to withstand the effects of climate change.

SURVEY DISTRIBUTION

The survey was available from August 24th, 2022 to November 30th, 2022. The GBVMPO's Public Participation Plan was utilized to inform this distribution, which includes a comprehensive list of local, regional and statewide stakeholders with an interest in the transportation planning process. Stakeholders include municipal departments (such as planning, engineering, and health), non-profits, local service organizations and individuals who have requested inclusion in the GBVMPO's email distribution list. Many of the individuals and organizations engaged with were asked to suggest additional contacts and stakeholders. While this method encouraged participation from people who are interested in transportation and planning, the survey was not distributed through any random or scientific sampling process.

Staff attended several in-person events to raise community awareness of the plan and to distribute links to the survey (or provide paper versions upon request). Events included:

- The Division of Emergency Management and Homeland Security (DEMHS) Field Day, Westport.
- Farmer's Markets: East Side of Bridgeport and Paradise Green in Stratford.
- Multi-day table event at Housatonic Community College (Bridgeport).

Postcards with survey links and paper versions were distributed to:

- Libraries
- Community centers
- Senior centers
- The Kennedy Collective
- Greater Bridgeport Area Prevention Program (GBAPP)

- Southwest Connecticut Agency on Aging (SWCAA)

Press releases were provided to the CTPost, weekly newspapers, and member municipalities (for websites and newsletters). The CTPost and NPR/WSHU published interviews with MetroCOG's Executive Director about the plan and the survey. A link to the survey was also posted to MetroCOG's and NVCOG's website, facebook and LinkedIn accounts.

The survey was intended to be available to people throughout the region, regardless of their age, sex, income level, ability, or ethnicity. As stated earlier, the survey was not distributed to a random sample of people. Thus, the demographics of the survey participants do not mirror the demographic composition of the region. For example:

- 15.0% of the population is over the age of 65. Of the respondents who indicated their age, 23% are 65 or older.
- The median household income in the region is \$97,955. Of the respondents who indicated their income, over half made \$100,000 or more per year.
- The region has a large population of persons whose first language is Spanish and have limited proficiency in English. 5 people participated in the Spanish language survey.

Future outreach efforts for all GBVMPO projects and initiatives must work to engage people and organizations not reached as part of the MTP survey distribution process. Making the region aware of the public comment period for the plan is one opportunity. Additionally, abbreviated surveys with fewer questions that take less time may garner more responses, as well as offering small incentives for completion (pens, tote bags, public transportation vouchers).

Filtering GBVMPO Responses for Analysis

During the roughly 3-month period that the survey was available (August 24th-November 30th), 687 online English, 5 online Spanish, and 16 paper surveys were received. To house all survey responses in a single dataset, MetroCOG staff entered paper survey responses into Survey123. Completed paper surveys will be retained at MetroCOG for record keeping.

Survey distribution included NVCOG member municipalities outside of the GBVMPO region (by NVCOG staff). Thus, respondents whose primary residence was not in the region and/or did not spend significant time in the region were removed from the GBVMPO dataset and any further analysis. Staff used the following process and criteria:

- “In what town/city is your primary residence:” response criteria included the GBVMPO municipalities of “Ansonia,” “Bridgeport,” “Derby,” “Easton,” “Fairfield,” “Monroe,” “Seymour,” “Shelton,” “Stratford,” and “Trumbull”. Obvious misspellings were included.
- “In what town/city do you spend most of your time outside the home (work, school, etc.)?” response criteria included the GBVMPO municipalities above. Thus, participants who do not live in the region but spend a significant amount of time in the region were incorporated into the dataset. For example, if a respondent has a primary residence in Woodbury but works or spends most of their time in Fairfield, their responses were included in the GBVMPO dataset.

The resulting dataset includes 525 GBVMPO responses.

Spanish responses to the dataset were reviewed

separately and are available in an anonymized version of the dataset. Due to the low number of participants in this survey, potential identifying information was removed to ensure confidentiality and are not available separately.

ENSURING ANONYMITY

This document was created, in part, as a result of many respondents asking if the results of the survey would be publicly available. The full dataset is in excel format, and to protect the identities of participants, responses to each question were separated into an individual worksheet and sorted randomly or alphabetized. The excel file (with one worksheet for each question) can be found at the following [here](#) or via <https://metro-cog-website.s3.us-east-2.amazonaws.com/Website+Content/MTP/GBVMPO+MTP+Survey+ENG%2BES-Anonymized+for+AWS.xlsx>

Analyzing Open-Ended Responses

Open-ended survey responses were analyzed by staff and via digital analysis. MetroCOG staff organized responses into categories using a coding method, which involved reviewing each response and tagging the categories, or “codes,” that the response included. For example, the response “enforcement to make roads safer for pedestrians and cyclists,” would be categorized as “enforcement,” “safety,” “pedestrian,” and “biking.” The most common categories helped to determine recurring themes across all survey respondents.

WORD CLOUDS

Word clouds were generated for most of the open-ended questions via the free version of the software Alteryx. These Alteryx Designer settings were used:

- Text Pre-Processing tool: removed digits, punctuation, SpaCy default stop words (Link below) and converted words to their roots (for example, “running,” “ran,” and “runs,” all become “run” after this step).
- RegEx tool: parsed shortform text responses by “entire word,” and created a new dataset for NLP (natural language processing) with one word per one row.
- Data Cleansing tool: removed whitespaces and blank responses and modified all text to lower case.
- Word Cloud tool: created visualizations of the 200 most frequently occurring words.

ARTIFICIAL INTELLIGENCE

To minimize potential human bias in the review process, staff, used OpenAI Playground and ChatGPT to identify Summaries, Keywords and Goals for each open-ended response. OpenAI is an online artificial intelligence company that develops web-based word processing tools that enables users to freely engage with the company’s word processing modules. To assist with the survey analysis and goal development, OpenAI’s Playground and ChatGPT word processing modules were utilized to identify recurring themes and issues that staff may have missed or misinterpreted. This process included the following steps:

Randomizing Inputs

Relevant responses from each open-ended question of the survey were divided into groups of ~50 and placed into the OpenAI and ChatGPT word processing modules. Groups of ~50 responses were selected due to the character limitations of the AI software (larger response entries overwhelm the tools and crash the program). To create groupings, entries were filtered using the Microsoft Excel

randomize function.

Open AI

In OpenAI Playground, two presets were used, “Summarize” and “Extract Keywords”.

ChatGPT:

ChatGPT is a chat-based module that enables users to interact with the OpenAI software in a conversational manner by providing unlimited commands for word processing and analyses. The ChatGPT command “Develop ten goals from the following text:” was placed prior to the ~50 responses inputted. After running the module, the tool produced an analysis of the responses as a list of goals. This process was repeated for groups of responses, until all relevant responses to open-ended questions were accounted for.

All Open AI developed summaries and keywords and ChatGPT developed goals were compared to those developed by staff. While the results were not identical, the staff-identified themes, issues, goals, summaries, and keywords were found to be generally consistent with the AI analysis.

In the following summary of the survey, staff selected open-ended responses reflective of recurring sentiments and themes to highlight. All responses can be found in the anonymized dataset.

Future Participation

The survey responses continue to be utilized in developing the MTP. The GBVMPO is committed to a continuous public involvement process that provides complete information, timely public notice, and full public access to the organization’s activities at all key stages in the decision making process. Thus, the public is encouraged to comment on the MPO’s ongoing activities, including throughout the development of the MTP. Additionally, the oppor-

tunity to sign up for future MTP updates was made available to survey respondents. Those requesting updates will be informed on the ongoing progress.

The GBVMPO's Public Participation Plan requires a formal, 30-day public comment period prior to endorsement of the plan. Endorsement of the MTP is anticipated for the March 30th, 2023 meeting of the GBVMPO. Therefore, the MTP will be made available for public review on or before February 27th, 2023. During this period, the public will be made aware of the opportunity to comment on the plan via the following methods:

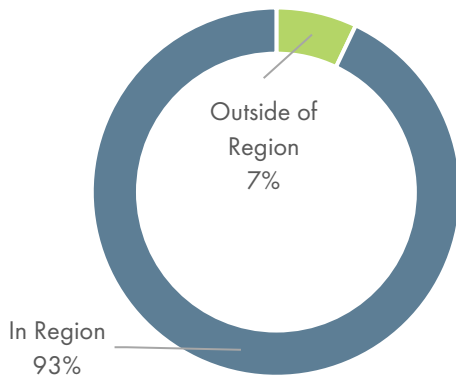
- Legal notice published in the CTPost and El Sol
- Email notice to GBVMPO stakeholder list
- Social media posts
- Website notice

All notices will include a description of where to send written and/or email comments and the location, date, and time of a public meeting. The public meeting is anticipated for mid-March and will likely be held in MetroCOG's offices at 1000 Lafayette Boulevard, Bridgeport, CT 06604. An option to join virtually will also be provided.

OUR SURVEY PARTICIPANTS...

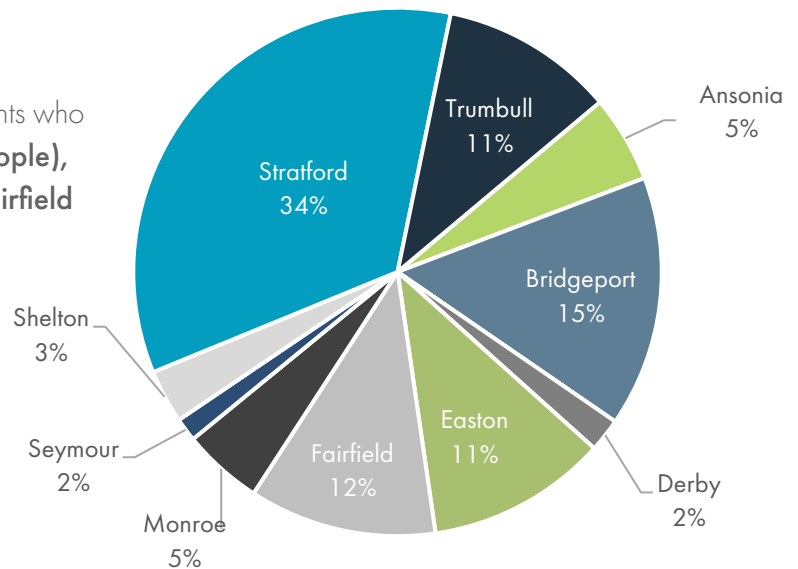
Primary Residence

This pie chart is made up of the 486 respondents who live in the region. **Stratford residents (168 people), followed by residents of Bridgeport (75), Fairfield (56), Easton (54) and Trumbull (52)** made up the majority of responses.

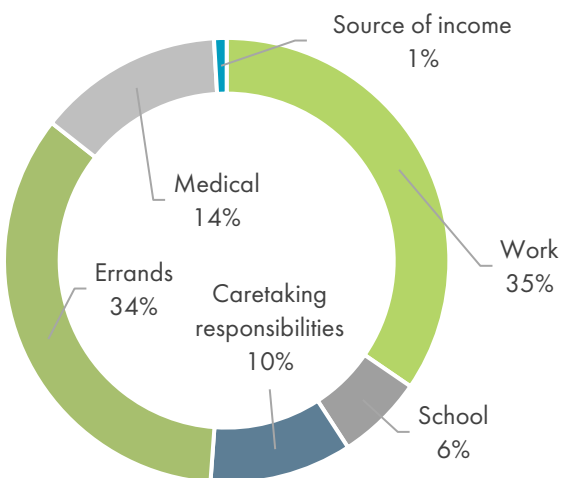


93% of respondents live in the region.

7% live outside of the region (37 people).



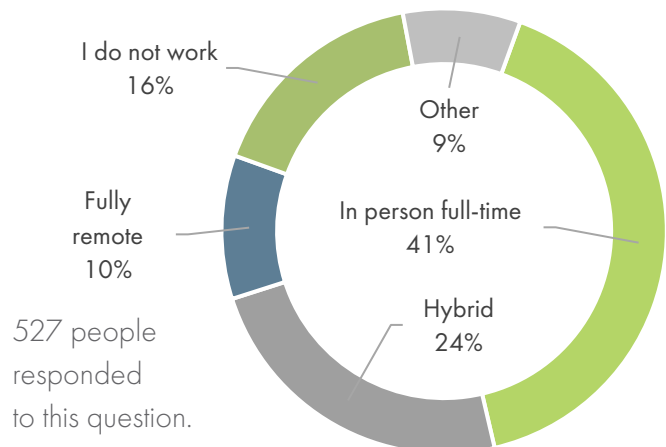
Q: To where do you travel most frequently?



This question allowed for multiple responses.

463 of the 524 people who answered this question indicated more than one frequent travel location. **Work (341 people) and errands (340)** were chosen the most.

Q: How would you describe your work environment?



527 people responded to this question.

41% indicated that they work in an **in-person full-time** environment (215 people).

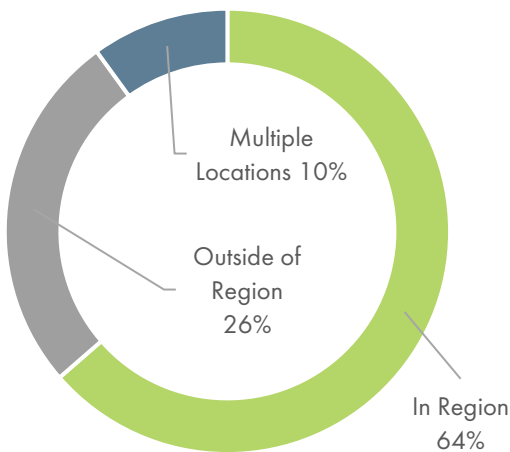
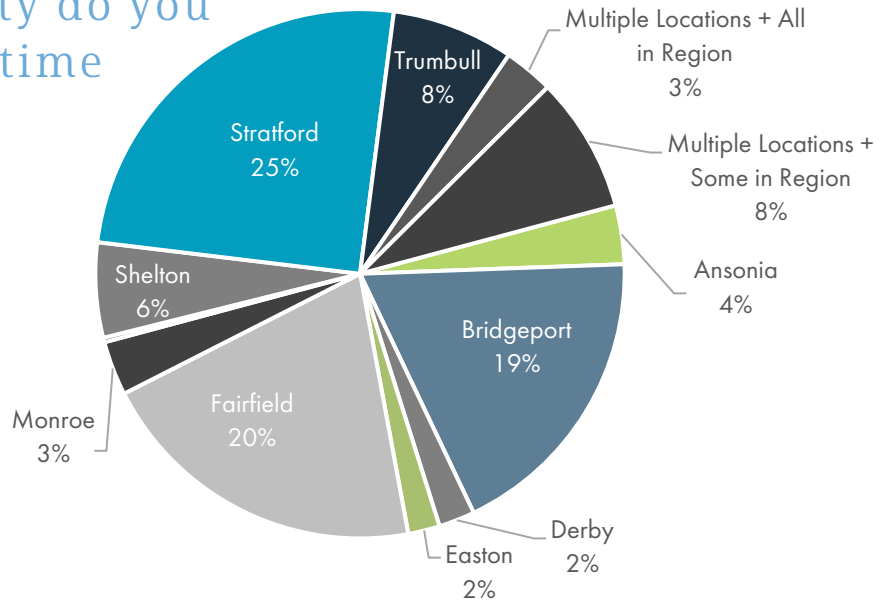
24% are **hybrid** (125) **10%** are **fully remote** (55)

16% indicated that **they do not work** (87). Many of the 45 people who indicated "other" are retirees or work part-time.

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

500 people provided information about where they spend most of the time outside of home.

362 people indicated that they spend most or all their time outside of the home in the region. **Bridgeport (67), Fairfield (74) and Stratford (91)** were the locations with the most responses.

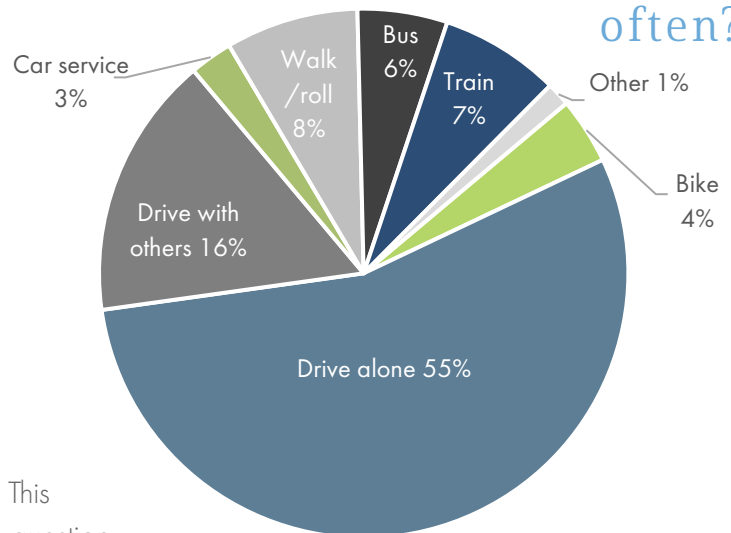


Travel Outside the Region

142 people reported that when they aren't home it is typically outside of the region. **Westport (18), Norwalk (16), New York City (13), Stamford (13), New Haven (11) and Milford (10)** were the locations with the most responses.

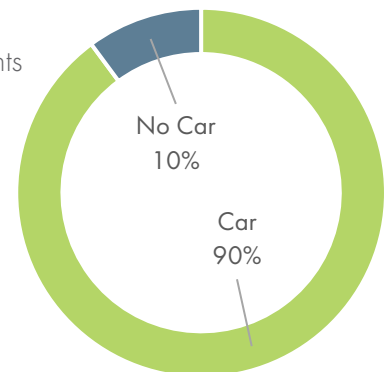
10% of all respondents reported that their travel is made up of multiple locations.

Q: How do you travel most often?



This question allowed for multiple responses. **Close to half of all respondents (237 people) indicated that they use 2 or more modes of travel regularly.**

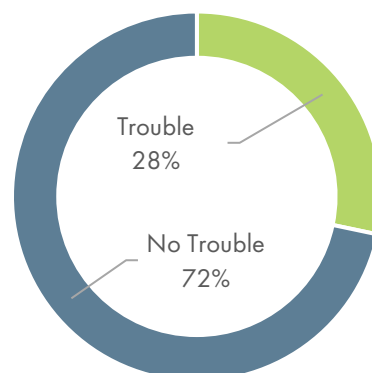
55% of respondents drive alone.
90% have consistent access to a car; 10% do not.



Q: Do you ever have trouble getting where you need to go?

72% of respondents indicated that they **do not have trouble.**

28% of respondents indicated that they **have trouble** getting to their destination.



Q: Please tell us more about what prevents you from getting around easily.

The word cloud below indicates the most common words used in the 389 responses from participants. A few responses are highlighted on the next page.



Attribute: Alteryx

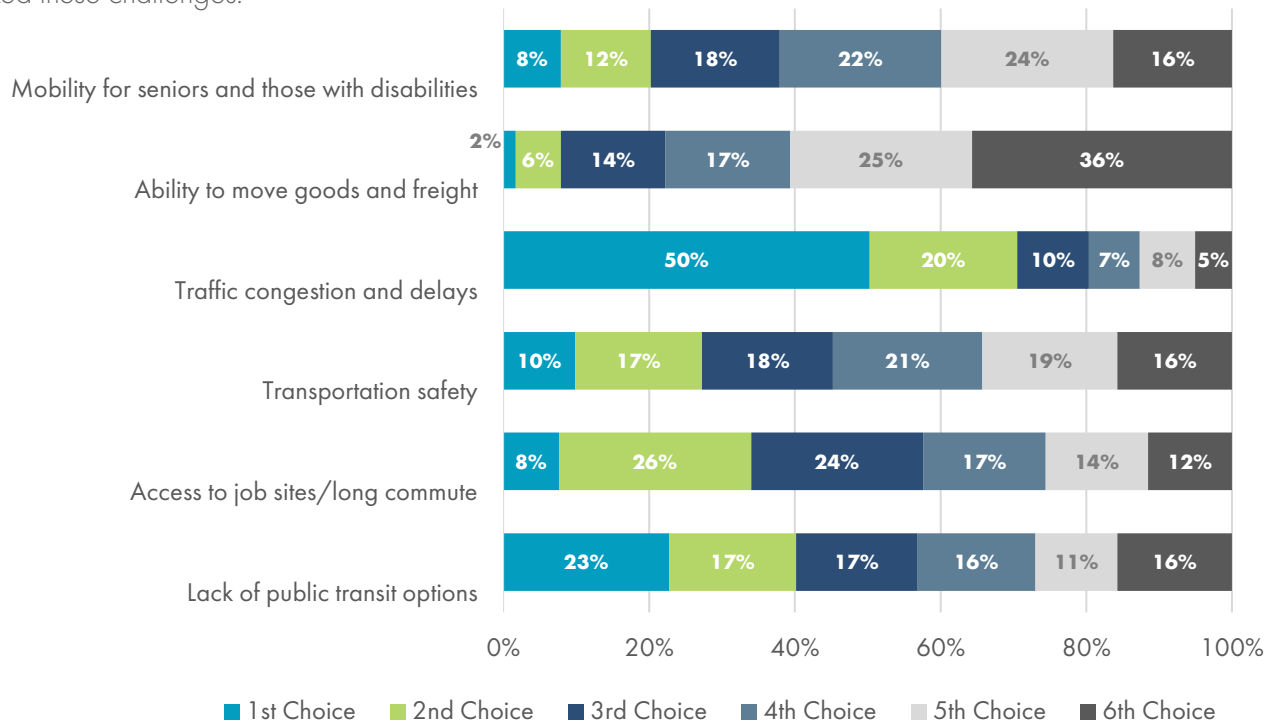
"I have trouble reaching where I have to go because there are no buses that go to or are near where I have to go. Also, I live on a fixed income and I can't afford to pay for a car service like Uber, Lyft, Taxi, etc."

"I am fortunate in that I have easy access to a vehicle, and the public transportation I do use when I need it is the train, which is frequent and reliable. However, it seems there is not good bus service for the people who do need that. Also, the area is not at all bike friendly."

"I would like the option of reducing the number of cars in our household, but we currently cannot depend on public transportation for shopping or getting to commuter rail stations."

Q: What do you think are the biggest transportation challenges faced by our communities?

This question asked respondents to choose or rank the region's biggest transportation challenges. 356 people ranked these challenges.



50% of respondents identified **traffic congestion and delays** as the greatest challenges (179 people).

23% identified the **lack of public transit options** as the greatest challenge (81 people).

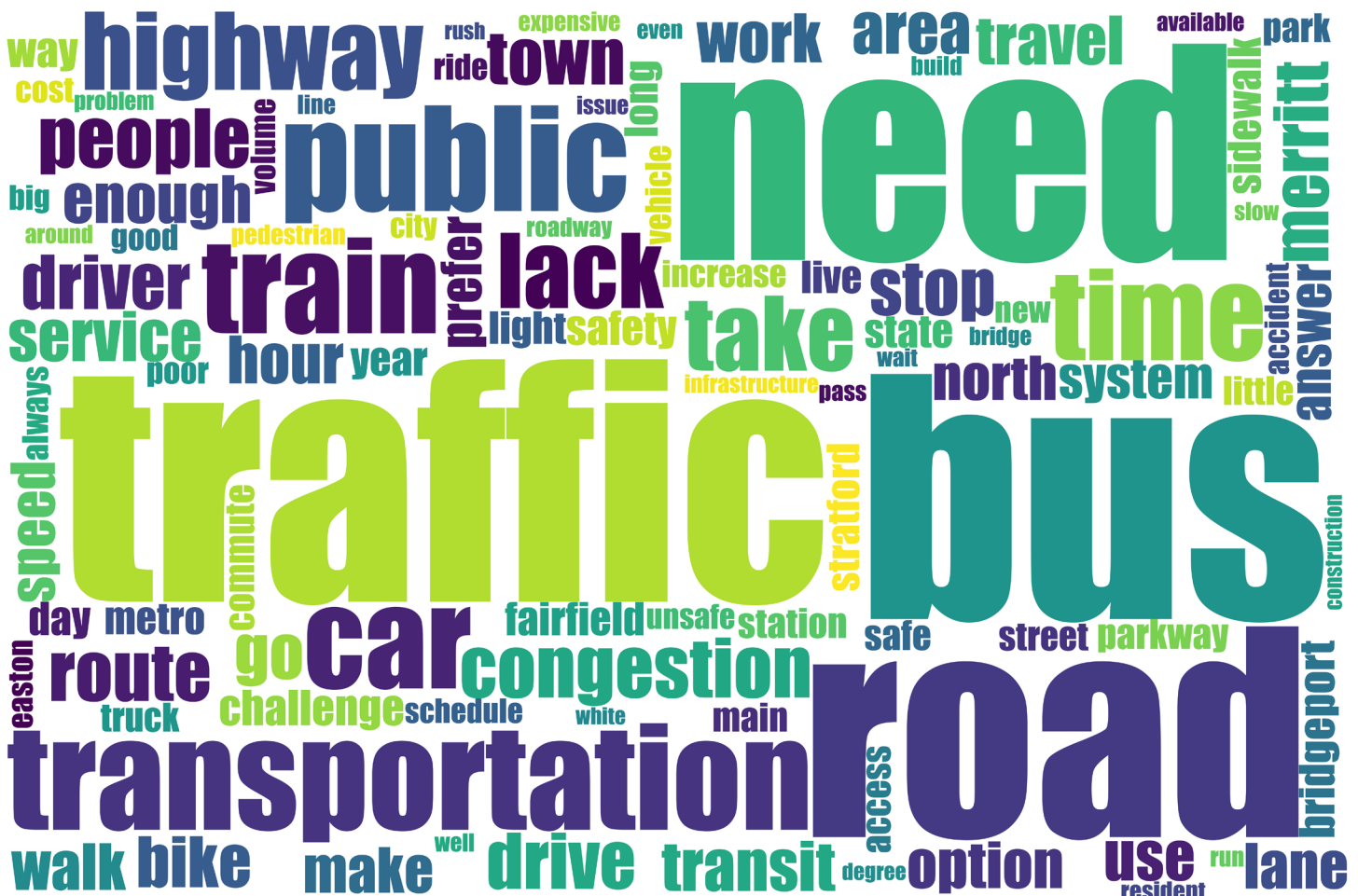
Q: Please tell us more about the challenges faced by our transportation system.

This was an open-ended question that 143 people answered. Below, a few comments are highlighted. The word cloud indicates the words used most often in comments.

"Prior to getting a vehicle I commuted via public transportation everywhere. Sometimes bus schedules would say one time but then the bus wouldn't show up. A lot of the time, it was just faster to walk then wait for the bus, or the connecting bus time would not line up with my bus arrival causing me to be late for work. There wasn't bus service on a Saturday in a specific town, so I had to spend a lot of money on Uber if I had to work on the weekend."

"More frequent trains would help. Also making streets more bike friendly."

"Even for very short trips it is difficult to walk or bike because of the lack of good, connected sidewalks and bike lanes. There is too much traffic moving too fast to feel comfortable riding or walking in the street."

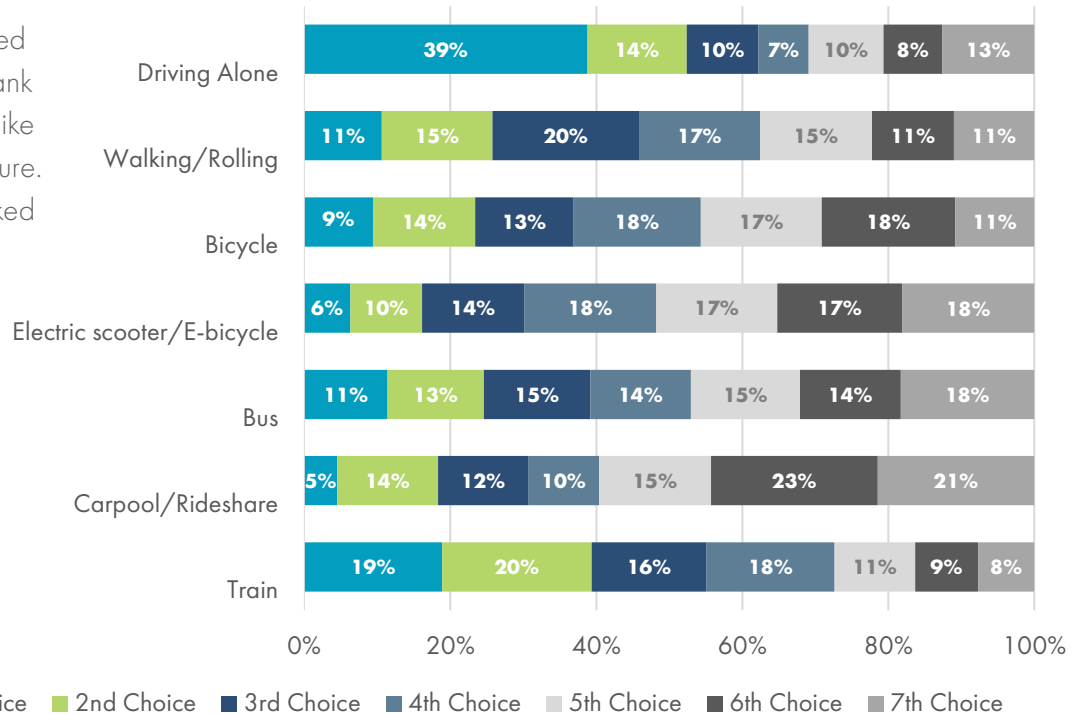


Attribute: Alteryx

FUTURE PREFERENCES

Q: Which of the following options are ways you'd like to get around in the future?

This question asked respondents to rank how they would like to travel in the future. 508 people ranked these choices.



39% of respondent's first choice was **driving alone** (197 people).

19% of respondent's first choice was **the train** (96).

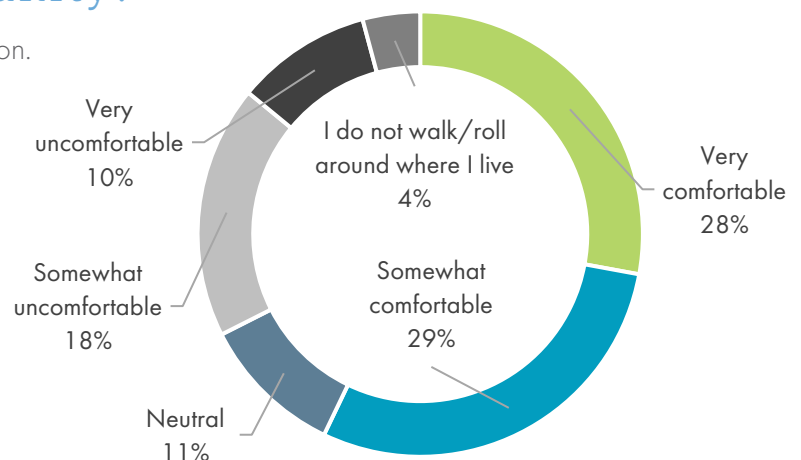
WALKING & ROLLING

Q: How comfortable do you feel walking/rolling throughout your community?

527 people provided a response to this question.

57% of respondents (301 people) **feel somewhat or very comfortable** walking or rolling in their communities.

28% (74) indicated that they **feel somewhat or very uncomfortable**. 4% (22) do not walk or roll in their communities.



Attribute: Alteryx



"It's safe with a lot of sidewalks. Intersections and crossing the road is more dangerous due to the speeders and people who blow through stop signs and red lights."

“The sidewalks are crumbling and horrible. There are not sidewalks for every street. Crosswalk safety is a joke - drivers are not bound to respect pedestrians. Bus shelters are hit or miss.”

BICYCLING

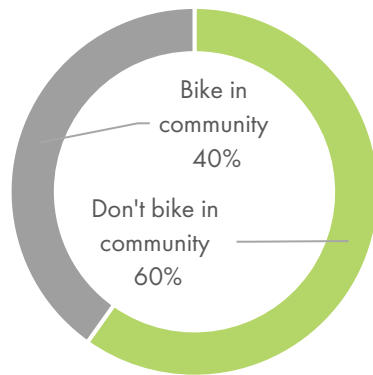
Q: Do you ride a bike within your community?

527 people provided a response to this question.

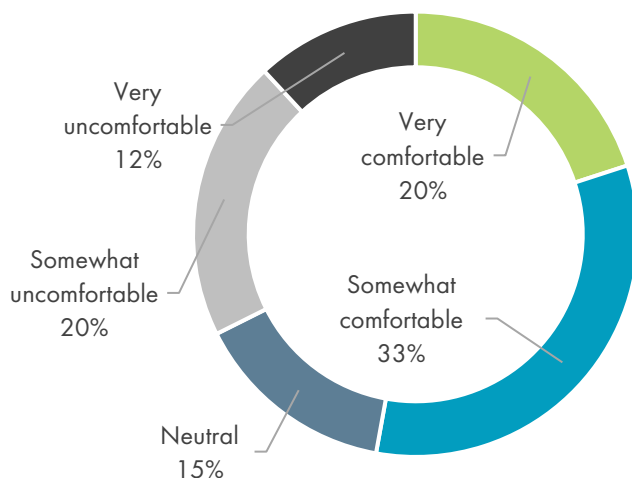
40%

of respondents (210 people)

bike in their community.



Q: How comfortable do you feel biking throughout your community?



Out of the 210 cyclists,

53% (111 people) are **somewhat or very comfortable bicycling.**

32% (68) are **somewhat or very uncomfortable bicycling.**

Q: Please tell us more about the cycling environment within your community.

This was an open-ended question that 162 people answered. A few comments are highlighted below, and at the bottom of the next page. The word cloud on the next page indicates the words used most often in comments.

"Bicycle lanes are infrequent. Cars in Stratford are intolerant of cyclists"

"Nice to see that there is a bike trail now from White Plains Rd to Beardsley Zoo. But still not a bike friendly town at all. Totally unsafe for children unless you load the bikes on the car first and drive to a park to ride the bike which defeats the purpose"

"The roads are not wide enough to share with cars and laws are not enforced for vehicles speeding, running red lights, stop signs, etc"

"Overall, it is OK, but we need bike lanes painted on all major roads. Car traffic should be slowed in congested areas with speed bumps and road narrowing."



“Aggressive drivers make it a challenge to cycle safely.”

SAFETY

Q: How safe do you feel traveling throughout our communities is today?

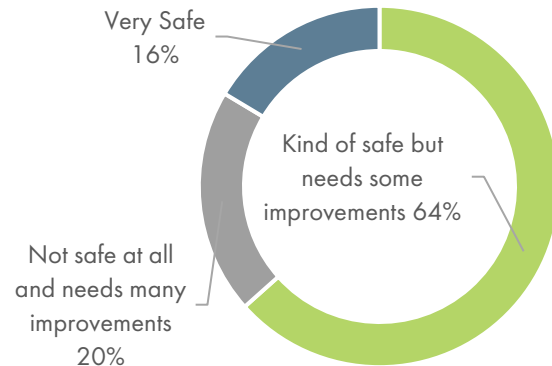
(including for yourself & people you know)

317 people responded to this question.

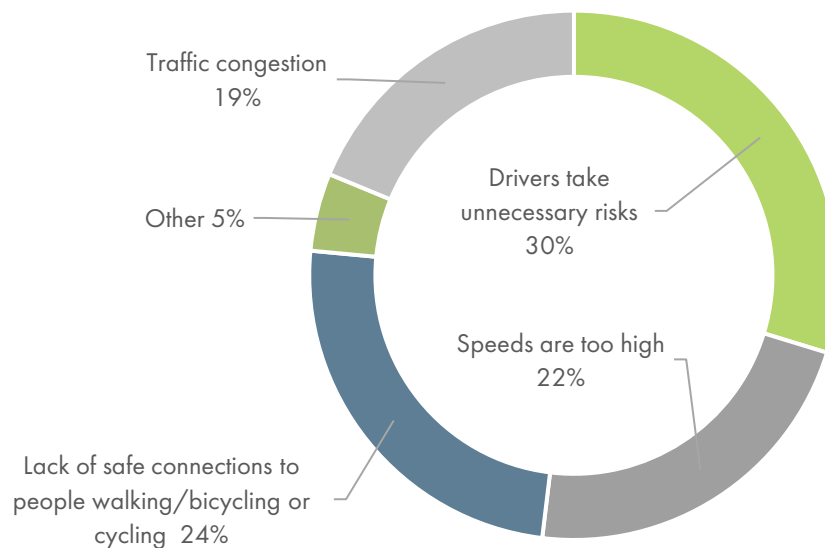
64% of respondents (201 people) **felt kind of safe traveling in their communities, and that some improvements are necessary.**

20% (64 people) **did not feel safe at all.**

16% (52) **felt very safe.**



Q: What makes you feel that way?



This question allowed for multiple responses. **Many of the 363 people who responded thought that multiple factors impacted safe travels in their communities.**

62% of respondents identified **unnecessary risks by drivers.**

52% of people indicated a **lack of safe bicycle/pedestrian connections.**

47% of respondents identified **high speeds.**

Q: What can be done to make your travel feel safer?

Slow speeds in residential areas & areas with a lot of bike/ped traffic.
13%

Improve roads for drivers
14%

Educate people about traffic safety
6%

Improve safety features in cars & trucks
2%

Improve pedestrian crossings
8%

Create more road space for non-drivers
35%

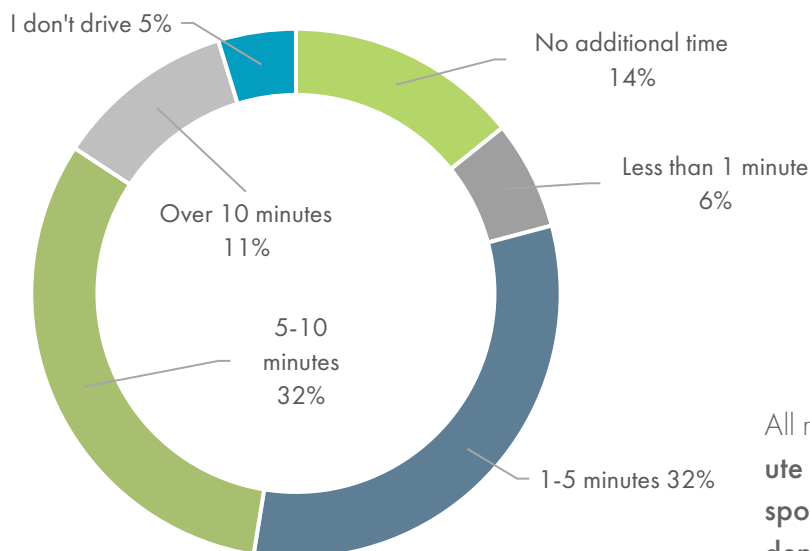
Discourage dangerous driving through traditional enforcement
22%

296 people responded. This question allowed for a single selection. However, **several respondents commented that they would have chosen multiple selections had they been able.**

“I think educating about road safety (especially over the age of 30 who seem to need more reminders about driving safely), widening roads, adding more sidewalks & improving road signage for drivers are all equally important in this effort to improve safety for all.”

35% of respondents (104 people) thought that **more road space for non-drivers could improve safety**, with enforcement at the next highest choice, at 22% (65).

Q: Some safety improvements may involve trade-offs for people driving, including having some trips take longer. How many additional minutes would you be willing, on average, to add to your drive to improve the safety of our streets?



How many additional minutes would you be willing, on average, to add to your drive to improve the safety of our streets?

All respondents made a selection. **A 1-5-minute increase was selected by 32% of respondents (167 people). 32% of respondents (167) selected 5-10 minutes.**

This was an open-ended question that 182 people answered. A few comments are highlighted. The word cloud below indicates the words used most often in comments.

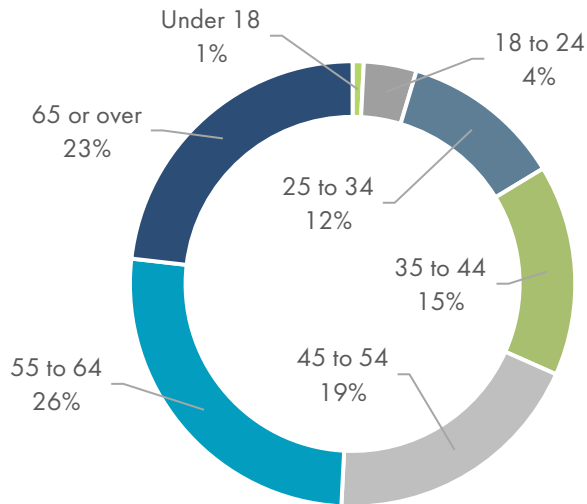
“More speeding enforcement”

“I don’t want
to make my
commute any
longer”

“Can’t really answer because it really depends on how long the drive is in the first place. Adding 10 minutes to a 3 -minute drive to school? No. To a 1-hour drive? Sure!”



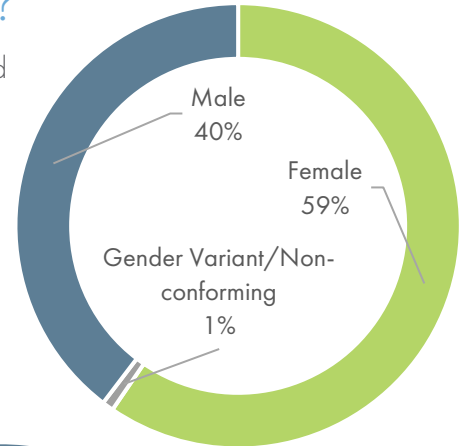
Q: Please indicate your age.



496 people indicated their age. 26% of respondents are between 55 and 64 (129), with 23% 66 or older (115). Respondents 24 and under made up only 5% of respondents (23).

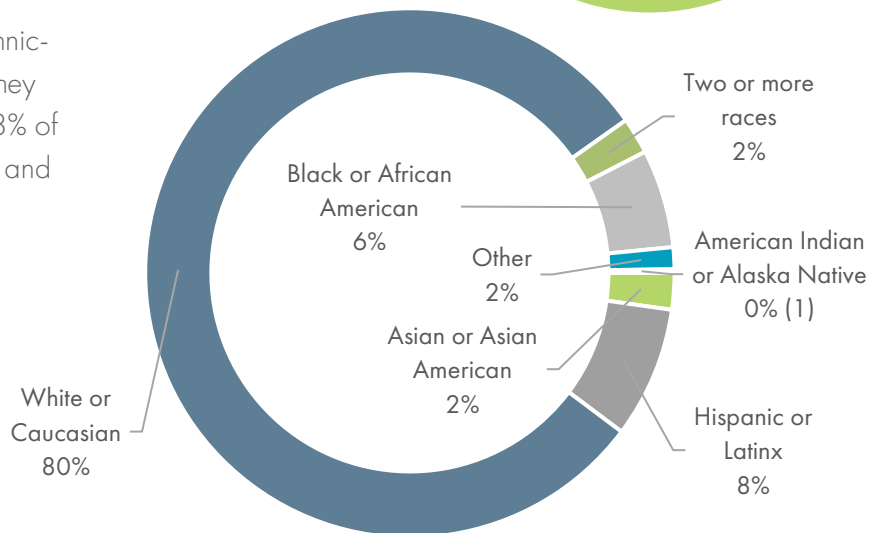
Q: What gender do you identify as?

482 people indicated their gender: 59% of respondents are female (287) and 40% are male (191). 1% indicated their gender as non-conforming (4).

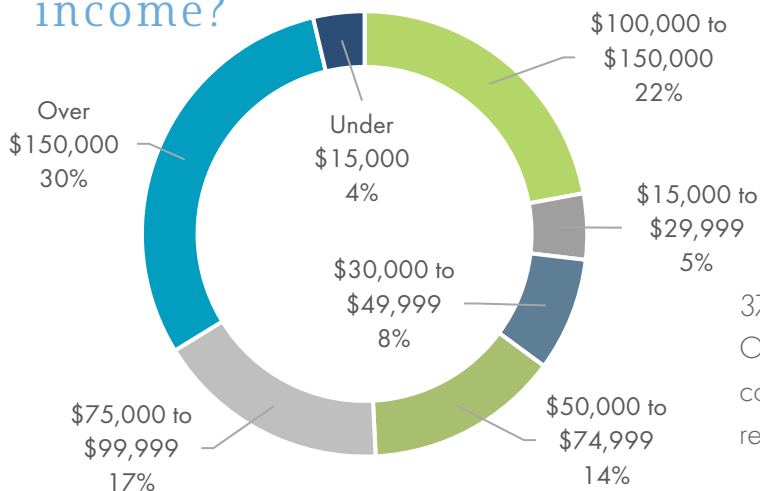


Q: How would you describe yourself?

449 people indicated their race or ethnicity. 81% of respondents reported that they are white/Caucasian (359 people). 8% of respondents are Hispanic/Latinx (36) and 6% are Black/African American (27).



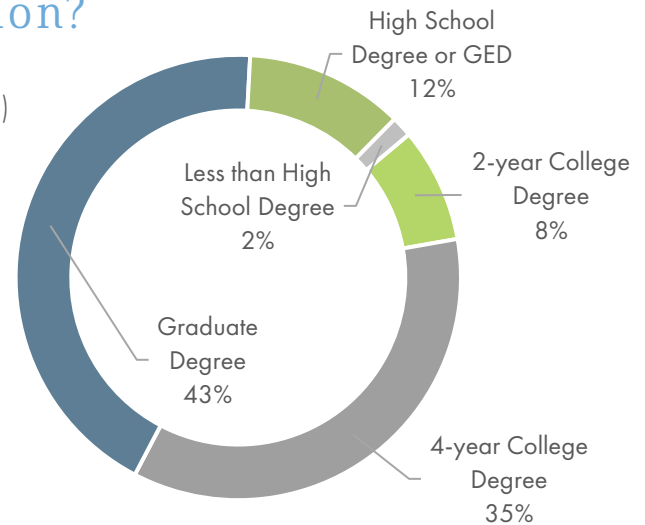
Q: What is your annual household income?



376 people indicated their annual household income. Over 50% of respondents (196 people) reported incomes of \$100,000 or over. 9% of respondents (32) reported incomes of less than \$30,000.

Q: What is your level of education?

468 people indicated their education: 43% of respondents (202) have a graduate degree. 35% (166) have a four-year degree. 12% (54) have a high school degree/GED.



Q: Anything else you'd like to tell us?

Over 100 people provided a response to this question - some were "thank you", while others offered constructive feedback about the survey itself, including the need for some of the questions. Many comments drew attention to the need for location-specific amenities and improvements, and notes about transportation references, examples, and resources. The next two pages highlight the variety of comments we received.

"I have children. Walking safety is very important to me. Some drivers exceed speed limits and won't slow down when they see children/people walking"

"I really, really want to use more public transportation and/or bike, but it's hard to give up the ease of the car. It needs to be easy. And reasonably priced."

"Fix our road and bridges... that should be your priority. Our infrastructure is critical...we need to do a better job maintaining."

"transportation needs for older people are somewhat different than those of younger people."

"No parking garages. No parking garages."

"Bridgeport has a lot of potential. I would love to see more safe bike paths and maybe incentives for riding bikes rather than driving. This would benefit the city, by producing less pollution and the community's health, by biking. Thank you for this survey! I am hoping my wish comes true soon!"

"Add more buses, add more places that buses travel to and make the buses run every half hour on all routes throughout the whole day!!!"

"I really hope this can help create change in Bridgeport. The infrastructure here for walking/rolling is terrible for people without cars or who would like to walk their neighborhoods."

"PLEASE intentionally engage and outreach to people with accessibility issues, different understandings and needs of a mobility and transit system, and plan with the most vulnerable and who need alternatives the most. Plan for someone who doesn't have access to a car and try to understand the numerous decisions and considerations that must be made to get from point a to b and how this limits not just mobility but fundamentally access for peoples of different walks of life. We need a robust and interconnected transit system that prioritizes bus, train, walking, and biking, above personal vehicle transportation, not just for sustainability moving forward but to enhance safety and reduce motor vehicle deaths. They are preventable, it is a choice not to prevent them and when you construct systems where the travel time is placed above safety considerations for other users you start from a fundamentally inequitable place."

"Please try and make the roads more safe."

"Please make pedestrians safety your number one priority. "

"Enforce the traffic laws. Too many vehicles going through traffic lights after they've turned red."

'My vision: safely ride an e-bike from my home to run errands in Monroe and Trumbull. Farther afield, I can take one of the hourly electric busses to get from Monroe to Bridgeport where I take the train to go anywhere in the world. And I take the reverse trip home.'

What does age, race, income have to do with this survey?

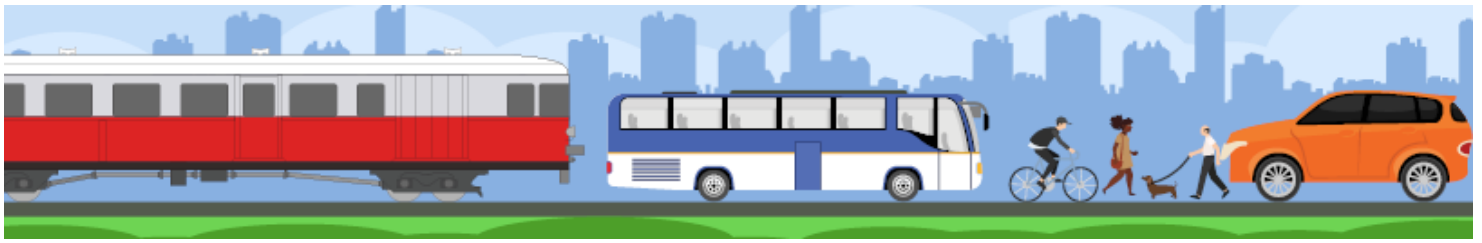
"Thank you for having this survey, I hope many of these suggestions will be brought into fruition to make our state a safer and less stressful place to drive, walk, bike, train ride, etc."

"Need more access to printed bus schedules."

"Look for ways to create new, entirely separate roads exclusively for cyclists. Stop ignoring the transportation and environmental benefits of motorcycles."

'Parking fees near public transportation stops must be 0 or minimal to encourage use. This is vital, if you are serious.'

"NO NEED FOR SIDEWALKS OR MAJOR COSTLY CONSTRUCTION PROJECTS. MINOR SOLUTIONS ONLY FOR MINOR PROBLEMS"



We want to hear what you think!

Thank you for taking the time to complete this survey about how you travel. Your responses will help shape our region's Metropolitan Transportation Plan (MTP).

This survey is being conducted to help MetroCOG and NVCOG better understand the issues and opportunities for all those who live in and travel to our regions, including motorists, bicyclists, pedestrians, and transit users.

More information about the study can be found at <http://bit.ly/link>.

1. In what town/city is your primary residence?

2. To where do you travel most frequently?

- | | |
|--|--|
| <input type="checkbox"/> Work | <input type="checkbox"/> Errands |
| <input type="checkbox"/> School | <input type="checkbox"/> Medical |
| <input type="checkbox"/> Caretaker responsibilities – assisting family and friends | <input type="checkbox"/> A source of my income is made up of driving |

3. How would you describe your work environment?

- | | |
|--|---------------------------------------|
| <input type="checkbox"/> In person full time | <input type="checkbox"/> Fully remote |
| <input type="checkbox"/> Hybrid – some in person and some remote | <input type="checkbox"/> Other _____ |

METROPOLITAN TRANSPORTATION PLAN 2050

TRAVEL SURVEY

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

5. How do you travel most often?

- | | |
|---|--|
| <input type="checkbox"/> I walk/roll | <input type="checkbox"/> I ride the train |
| <input type="checkbox"/> I bike | <input type="checkbox"/> I drive alone |
| <input type="checkbox"/> I ride a bus | <input type="checkbox"/> I drive with others |
| <input type="checkbox"/> I take a car service | <input type="checkbox"/> Other _____ |

6. Do you have consistent access to a car?

- ☐ yes ☐ No

7. Do you have trouble getting where you need to go?

- ☐ No ☐ Yes.

8. (if yes to previous question) Please tell us more about what prevents you from getting around easily. (optional)

9 What do you think are the biggest transportation challenges faced by our communities? Please use on star for those issues you do not think apply, and five for the ones that are the biggest problems.?

	<i>Smallest challenge</i>		3	<i>Biggest Challenge</i>	
	1	2		4	5
Bicycle					
Walking					
Driving alone					
Carpooling/ ride sharing					
Electric scooter/ electric bicycle					
Bus					
Rail					

10 . Please tell us more about the challenges faced by our transportation system? (optional)

11. What suggestions may you have for the transportation system across the region?

12. Which of the following options are ways you'd like to get around in the future?
Please rank the following options according to how well they match your preference.

	<i>least favorable</i>		3	<i>most favorable</i>	
	1	2		4	5
Bicycle					
Walking					
Driving alone					
Carpooling/ ride sharing					
Electric scooter/ electric bicycle					
Bus					
Rail					

13. How comfortable do you feel walking/rolling throughout your community?

- | | | |
|---|---|---|
| <input type="checkbox"/> Very comfortable | <input type="checkbox"/> Neutral | <input type="checkbox"/> Very uncomfortable |
| <input type="checkbox"/> Somewhat comfortable | <input type="checkbox"/> Somewhat uncomfortable | <input type="checkbox"/> I do not walk/roll around where I live |

14. Please tell us more about the walking/rolling environment within your community? (optional)

15. Do you ride a bike in your community?

- ☐ Yes ☐ No

16. If you answered yes to question 15, how comfortable do you feel walking/rolling throughout your community?

- ☐ Very comfortable
☐ Somewhat comfortable
☐ Neutral
☐ Somewhat uncomfortable
☐ Very uncomfortable

17. (only if 14 is yes) Please tell us more about the cycling environment within your community? (optional)

18. How safe do you feel travel throughout our communities is today (including for yourself and people you know)?

- ☐ Not safe at all and needs many improvements
☐ Kind of safe but needs many improvements
☐ Very safe

19. What makes you feel that way? (select all that apply)

- ☐ Speeds are too high
☐ Drivers take unnecessary risks
☐ Lack of safe connections to people walking/biking or cycling
☐ Traffic congestion
☐ Other _____

20. What can be done to make ravel feel safer ?

- ☐ Discourage dangerous driving behaviors through traditional enforcement
- ☐ Improve safety features within cars and trucks
- ☐ Create more road space for people who are not driving
- ☐ Educate people about traffic safety
- ☐ Slow speeds in areas with a lot of pedestrian/bicycle traffic and within residential areas
- ☐ Improve roads for drivers (striping, signs, traffic signals, etc.)
- ☐ Other (please specify) _____

21. Some safety improvements may involve trade-offs for people driving, including having some trips take longer. How many additional minutes would you be willing, on average, to add to your drive to improve the safety of our streets?

- ☐ No additional time
- ☐ Under a minute
- ☐ 1-5 minutes
- ☐ 5-10 minutes Improve roads for drivers
- ☐ 10+ minutes
- ☐ I don't drive

22. What is your age? ☐ 18 - 24 ☐ 25 - 34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65+

23. What gender do you identify as?

- ☐ Male
- ☐ Female
- ☐ Gender variant/Non-conforming
- ☐ Not listed _____
- ☐ Prefer not to answer

24. How would you describe yourself?

- ☐ White or Caucasian
- ☐ Black or African American
- ☐ Hispanic or Latinx
- ☐ Asian or Asian American
- ☐ American Indian or Alaska Native
- ☐ Two or more races
- ☐ Another race _____

25. What is your annual household income?

- ☐ Under \$15,000
- ☐ Between \$15,000 and \$29,999
- ☐ Between \$30,000 and \$49,999
- ☐ Between \$50,000 and \$74,999
- ☐ Between \$75,000 and \$99,999
- ☐ Between \$100,000 and \$150,000
- ☐ Over \$150,000
- ☐ Prefer not to answer

26. What is your level of education?

- ☐ Less than High School Degree
- ☐ High School Degree or GED
- ☐ 2-year College Degree
- ☐ 4-year College Degree
- ☐ Graduate Degree
- ☐ Prefer not to answer

27. Are there any other comments you'd like to make?

THANK YOU!

This document was prepared by the GBVMPO, MetroCOG and NVCOG, in cooperation with the Connecticut Department of Transportation and the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration.

Staff are entirely responsible for the design and format of this report.

The opinions, findings and conclusions expressed in this publication are those of the GBVMPO and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation.