

Stamford Share the Road Survey 2015

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**INTRODUCTION:** In January 2014, a survey built by Mike Norris of bicycle build and travel site DIYBIKING.COM was used by People Friendly Stamford to gather feedback on different proposals for bike infrastructure around the city. The partnership was resumed again in January 2015, and the survey, called Stamford Share the Road 2015, was again administered by DIYBIKING.COM with the online survey link shared among various members of People Friendly Stamford.

The 2014 survey brought in 46 responses, while the most recent version boasted 95 responses. The focus of this survey was to rank assorted priorities and also find out how the current mayor (David Martin) is seen when it comes to bike/ped issues.

**QUESTION 1:**

“Please rank the following ideas/proposals in order of what you’d like to see action taken on during 2015: (1=first priority, 10 = last priority)”

*Summary:* When averaging out the responses, the ideas/proposal with the highest ranking was the creation of bike lanes in downtown Stamford (4.47). Following this closely was creating a pedestrian master plan for the city (4.51) and creating a bicycle master plan (4.70). Ranking last was securing state funding for a multi-use trail along the Merritt Parkway (6.32) and obtaining state legislative approval to install traffic enforcement cameras (6.96).

Idea/Proposal	Rank
Bike lanes in downtown Stamford	4.47
Create a Pedestrian Master Plan for Stamford	4.51
Create a Bicycle Master Plan for Stamford	4.70
Establishing a Bike/Pedestrian Advisory Board for Stamford	4.96
Expanding Mill River Greenway	5.63

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Bike lanes on High Ridge Road	5.68
A 'share the road' campaign for the city	5.88
Bike parking in Downtown Stamford	5.89
Secure State Funding for a multi-use trail along the Merritt Parkway	6.32
Obtain state legislative approval to install traffic enforcement cameras (for red light & speeding violations)	6.96
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 93 respondents	

### QUESTION 2

"How familiar are you with the Stamford Street Smart public safety awareness campaign?"

*Summary:* About half of survey respondents indicated they were not at all aware/first hearing about it (during the taking of the survey) of the Stamford Street Smart public safety awareness campaign, while around a third had some amount of familiarity.

Choice	Percentage of Respondents
Very aware	15.05%
Somewhat aware	34.41%
Not aware at all/first hearing about it now	50.54%
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 93 respondents	

### QUESTION 3

"In general, how would you rate Stamford Mayor David Martin regarding his commitment to bicycle/pedestrian issues in 2014?"

*Summary:* One year into his term, mayor David Martin is rated 'neutral' by about half of respondents and good or excellent by about 30% of respondents. There is a correlation to Question 2: the more aware someone is about the Stamford Street Smart campaign, the higher the mayor's score tends to be: About 58% of respondents who were not aware at all of Stamford Street Smart rated the mayor as neutral while nearly a third rated the mayor poor or very poor. Those who were somewhat aware of the public safety campaign: 45% neutral while less than 8% rated the mayor poor or very poor.

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Ranking	Percentage of Respondents
Excellent	5.49%
Good	24.18%
Neutral	48.35%
Somewhat Poor	13.19%
Very Poor	8.79%
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 91 respondents	

### Question 4

“When CYCLING in Stamford, what are the first streets that come to mind that you would classify as unsafe? (Please name up to three, with No. 1 being the most unsafe)

*Summary:* Survey questions that are open ended (not a forced ranking or multiple choice) often yield unquantifiable results that are difficult to filter. We also do not know how often the respondent rides a bike in Stamford (if at all) and how danger is even perceived. But this question is still important as patterns in the responses will hopefully influence Stamford to make corrections to unsafe streets.

*No. 1 (most unsafe)*

Named unsafe streets for cycling in Stamford (No. of respondents)
All (2)
Atlantic (3)
Bedford (2)
<b>Broad St. (7)</b>
Bulls Head
Cove Road (2)
East Main
Elm Street
<b>High Ridge (18)</b>
Hope Street (3)
Long Ridge (4)

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Main street
Newfield ave
North State Street
Oaklawn
Pepperidge
Strawberry Hill (2)
Summer St. (3)
Tresser Blvd/Rt. 1 (5)
<b>Washington Blvd. (17)</b>
West broad
Westover (2)
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 80 respondents

No. 2 (2<sup>nd</sup> most unsafe)

Named unsafe streets for cycling in Stamford (No. of respondents)
Bedford St. (5)
<b>Broad St. (7)</b>
Cascade Road
East Main Street (5)
Elm St. (2)
grove and main street intersection while going north.intersection needs lane lines. people jump over to lanes.
<b>High Ridge Road (8)</b>
Hope St. (2)
Hoyt St. (2)
Long Ridge Road (5)

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Magee (2)
Most of the roads that go under 95 and the train (Canal, Atlantic, etc.)
Newfield Ave. (2)
North State street
Post Road/West Main Street
South State St
Stillwater Rd. (2)
Strawberry Hill (3)
Summer Street (7)
<b>Washington Blvd. (9)</b>
Westover Road
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 72 respondents

No. 3 (3<sup>rd</sup> most unsafe)

Named unsafe streets for cycling in Stamford (No. of respondents)
Atlantic (3)
Bedford St. (6)
Broad St. (9)
Canal St. (2)
Cove Road
East main street
Glenbrook Road
High Ridge Road (7)
Hope St. (6)
Hoyt St.
Long Ridge (6)

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Main Street
Newfield
North State St. (2)
Post road
Post Road near WWE
State St.
Strawberry Hill (2)
Summer St. (9)
Vine Road
Washington Blvd. (5)
Atlantic (3)
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 67 respondents

### Question 5

“When WALKING in Stamford, what are the first streets that come to mind that you would classify as unsafe? (Please name up to three, with No. 1 being the most unsafe)

*Summary:* Like the question above, the answers are dependent on the point of view of the respondent. Here there were even more of them and the responses were more complex: since individuals can find danger walking along a street and crossing a street we attempted to keep the responses as they were submitted to try and look for the most frequent patterns.

*No. 1 (most unsafe)*

Named unsafe streets for walking in Stamford (No. of respondents)
all downtown streets
Atlantic (2)
Bedford (3)
Bedford Street & North Street intersection
Broad St at Washington Blvd

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<b>Broad St. (7)</b>
Bull's Head Intersection (2)
East Main St. (2)
Elm St. (4)
Elm St. underpass
Forest and Prospects streets at Cvs
<b>High Ridge (9)</b>
High Ridge at the Merritt
High Ridge Road in North Stamford
Hope St. (2)
Intersection of Forest St. + Bedford St.
Intersection of Washington Blvd and Bridge St
Intersections of Washington Blvd and side streets
Long Ridge Rd. (4)
Newfield Ave.
Pepperidge (2)
Post Road/West Main Street
St. Charles Ave.
Stillwater
Strawberry Hill (2)
Streets surrounding train station
Summer St. (4)
Summer Street (esp intersection with Broad)
<b>Tresser Blvd. (6)</b>
Under the train track bridges
Underpasses

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<b>Washington Blvd. (8)</b>
Westover Rd. (2)
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 83 respondents

No. 2 (2<sup>nd</sup> most unsafe)

Named unsafe streets for walking in Stamford (No. of respondents)
all downtown streets
Atlantic St. underpass
Broad St. (5)
Brownhouse Rd.
Bulls Head Intersection (2)
Cove Rd. (2)
East Main St.
Elm St.
High Ridge (8)
Hoyt St. (2)
Long Ridge Road (6)
magee ave
Main St/Lower Summer St. intersection
Newfield Ave. (2)
North State St. (2)
Oaklawn St.
Prospect St.
State St. (2)
Stillwater Rd
Summer St. (9)



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Summer street, Hoyt and Oak street intersections
The streets that go under I95
Tresser Blvd (4)
Washington & Tresser intersection
Washington Blvd. (6)
West Main & West Avenue
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 67 respondents

### No. 3 (3<sup>rd</sup> most unsafe)

Named unsafe streets for walking in Stamford (No. of respondents)
all downtown streets
Atlantic St. (2)
Bedford St. (5)
Broad St. (3)
Broad Street (esp intersection with Atlantic)
Broad Street & Atlantic Street
Broad Street at Summer
Brookdale Road - blind curves & no shoulders
Bull's Head intersection
Canal St.
Canal St. underpass
East main street
Elm street
Greenwich Avenue
High Ridge Road (4)
Hoyt St.

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Long Ridge Rd. (3)
Myrtle Ave.
Newfield Ave. (3)
Oaklawn closer to high ridge
Stillwater Rd.
Strawberry Hill Rd.
Tresser Blvd. (3)
Washington Blvd & Main Street
Washington Blvd. (6)
Westhill Rd.
Westover Rd.
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 51 respondents

### Question 6

“In 2014, did a street, crosswalk or intersection you’re familiar with in Stamford undergo positive changes to make it safer?”

*Summary:* Stamford is a big city and citizens can live and commute here for years without venturing into different neighborhoods. But here we attempt to see what, if anything, respondents are noticing about their city.

Response	Percentage of Respondents
Yes	35.96%
No	64.04%
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 89 respondents	

### Question 7

“If you answered YES to the above question, which one(s)?”

*Summary:* Not all changes a city goes through are obvious or noticed immediately, but this question allows readers of this summary (who may not live or work near any of these streets or intersetions) to know how Stamford is evolving.

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Places in Stamford respondents noticed a recent improvement
5th St. & Morgan crosswalk
bedford st and broad st
Bridge St./Woodmere intersection
Chestnut Hill
Crescent St. (2)
Cross walk across highway on ramp 95s off Washington
High Ridge at Trader's Joe's
High ridge road
Hope St & Camp Ave
Hope St. (3)
Hope St. shopping center area
Hope Street (between Weed Hill Ave and Cushing Street)
Hope Street In Springdale
Hope Street near the intersection of Weed Hill
Hope street/vine
INTERSECTION OF TRESSER BLVD & WASHINGTON BLVD
Myrtle Avenue
New crosswalk on tresser blvd
no turn on right signals on some downtown intersections
Ogden
several along Bedford and summer
Top Oaklawn
Tresser at Main
washington / tresser

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Washington and Broad
Washington Blvd. (2)
Weed Hill & Hope St.
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 33 respondents

### Question 8

“Are there any other bicycle and pedestrian issues you’d like action to be taken on in 12015 or any additional comments?”

*Summary:* Concluding a survey with an open-ended question such as this helps identify issues that may have been missed and give respondents a place to sound off about these issues in any way they see fit. The following comments are presented in unedited form – as received. While frustrations are captured by some and the responses run the gamut, there is a noticeable emphasis on the infrastructure side of bike/ped as several stated the need for bike lanes in downtown Stamford.

Additional comments from Stamford Share the Road 2015 respondents (unedited)	
Bike lanes would be fantastic!!	At least one northbound and one southbound bike lane from Bulls Head to stamford train station
There absolutely NEEDS to be full box crosswalks for pedestrians downtown. Meaning, ALL traffic lights are red and pedestrians can cross any which way. As it is now, when a pedestrian has the traffic signal to walk, the traffic is so heavy that there are always cars turning. I feel unsafe every.single.day.	More days when streets are open to bikers, kind of like the 5 Boro bike your in NYC
More Bike routes	More Bicycle Lanes!
more bike friendly streets	better enforcement especially for pedestrian safety
Little signage about watching out for cyclists. Few cycle lanes. Very poor cleaning of edge of road and debris forces cyclists further towards middle of road.	Make sure the lanes are clearly marked, strictly enforce safety for cars and bicycles, remind drivers that bikes are supposed to be shared with and mind their mirrrors
Improved bicycle parking at the Stamford Transportation Center	Further reductions in minimum parking requirements for downtown apartment buildings?
The pedestrian crossing signals on Hogh Ridge Road near Rippowam school need extra signage. My children and I cross here every day to go to	WESTOVER RD = DANGEROUS! SOMEONE IS GOING TO DIE

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<p>school (Ripp). Even if we have a walk signal, cars regularly do not give us the right of way. These are cars that are turning right onto HRR from Lakeview or coming out of Ripp parking lot.</p>	
<p>I split my time between DC and Stamford and it's shocking how little drivers in Stamford expect to see or look for pedestrians, especially when turning. I've frequently almost been hit by cars while following traffic signals only to be honked at, shouted at, or flipped off. I honestly hate walking in Stamford. I refuse to even risk biking outside of a trail environment</p>	<p>I would like to see more bikers in downtown Stamford. We need more awareness about this issue, more biking groups/rides.</p>
<p>Pursue more pedestrian/greenway connections north of the Merritt (e.g. more/better sidewalks, bike lanes, work with Aquarian to establish a walking path along High Ridge Road). There needs to be a pedestrian tunnel under the Merritt Parkway at High Ridge Road.</p>	<p>have a decoy set up downtown, crossing in crosswalk. Give tickets to cars that don't stop for the walker.</p>
<p>(1) Jump starting the Noroton River Greenway (mentioned in previous Stamford Transportation studies) - (2) Discussion of the proposed East Stamford Train Station (Glenbrook South) and integration with biking/pedestrians, etc.)</p>	<p>Pedestrian issues should be the priority because there are so many more walkers than bikers. Also, if bike lanes are added along Washington Blvd., bike traffic cannot be diverted onto the Scalzi Riverwalk Nature Preserve because there is not enough room. It is already an issue with conflicts between bikers and walkers.</p>
<p>Safety barriers for bike lanes</p> <p>Free helmets to children. Donate at recycling center for distribution in Stamford.</p>	<p>Cross walk updates</p>
<p>pedestrian crossing signal amplifiers at summer st and broad st and washington blvd and broad st, similar to the right on red blinking signs on the crosswalk signals.</p>	<p>we need enforcement on NO TEXTING downtown. Someone is going to get killed!</p>
<p>On a broad scale, can anything be done to incentivize drivers to be more careful about bicyclists? Perhaps insurance companies or AAA could develop safe driver classes specific to car/bike relationships and have reduced insurance rates as a carrot.</p>	<p>Bike Lanes</p>
<p>Velocity reduction methods (such as bumps, humps, and boxes) on roads with high number of incidents/complaints</p>	<p>Bedford St is awful- lots of potholes and bumps and needs repaving, especially in the couple of blocks before the police station.</p>
<p>Yes - I have to change my bike route at night (commuting from work around Cummings Point Road back to Bridge Street) because my morning route does not have any/enough street lighting. More street lights would also make walking and</p>	<p>Repair sidewalks near/around city schools and enforce speed limits so children can walk safely to school.</p>

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cycling safer.	
I missed in question one the 'other' category. My "other" is my priority number one: building connections from downtown to the neighborhoods and parks and between parks: Downtown to Cove Island; Downtown to Scalzi; Downtown to Cummings, Cove Island to Cummings, etc.	End the practice of cars getting the signal to turn into crosswalks AT THE SAME TIME as pedestrians are given the signal to cross. Traffic from all directions should STOP (including right-on-red) when pedestrians are given the signal to cross.
Enforce the snow clearing rule for sidewalks (24 hrs. after a snowfall)	Pedestrian scrambles
Paths for pedestrians and bikes under the railway and turnpike	better public transportation. Crack down on distracted drivers.
More pedestrian only areas	Enforcement of ban on texting and cell phone usage in cars. Enforcement of speed limits (not just through use of cameras- just have police who see speeding issue tickets!)
#1 cyclists STAY IN THE STREET, many times i have been almost ran over and/or no warning they are behind me- a bell would help. #2 Drivers PAY ATTENTION TO THE ROAD, I have the walk light I will walk. Its not NASCAR.	I feel that the walk don't walk signs need to be automatically triggered when a light turns. Too often walk signs need to be manually triggered instead of automatically showing. Also our one way streets (like Bedford) need to have better pedestrian signage.
Yes, sidewalks are horrible around town especially on West main from Greenwich avenue to Harvard road. Missing sidewalks where you have to walk partially in road to continue, cracks in sidewalks. Cars parking on sidewalks. Businesses dumping snow on the sidewalks or not shoveling at all. West main is a complete mess for these reasons and the fact the lanes change from 2 to one back to 2. Needs lane lines for drivers, bikers, and pedestrians.	TRAFFIC CALMING
Ability to report via cellphone pictures or using traffic cameras for when drivers stop in crosswalk or do not yield to pedestrians	Bike lane through Scalzi Park from Bridge Street to the footbridge (to divert bike traffic off the Riverwalk- currently creating a dangerous condition)
No sidewalks on High Ridge road  Put share the road signs along High ridge and Long Ridge	more ticketing of cars running red lights  barriers to protect cyclists along main roads  encourage parking outside downtown and public transit in  more public transit  more bike racks downtown
Bike lanes, longer crosswalk time, walkways over	There should be a road to connect north

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busy intersections	stamford to the ocean! For people to be in touch with nature and reduce risk !
If we are really to share roads keep trucks, cars, public vehicles off side walk. Add pedestrian walk signals outside of downtown i.e. Westside Stillwater Corridor	bike lanes need to be put in BY THE MILE.
Longer time to cross street	Educate drivers of cyclist rights.
Source: Stamford Share the Road survey 2015, People Friendly Stamford. Based on 53 respondents	