



Community Connectivity

The I-84 Danbury Project will not only study residents' travel needs and current travel patterns on the expressway, but also how people travel on local streets near the expressway. CTDOT defines Community Connectivity as making streets in community centers safer and more accommodating for people traveling by car, foot, bike, or transit in order to encourage more people to use healthy and environmentally sustainable modes of travel.

Following is a list of questions to prompt a conversation. This conversation will occur over the coming months in various community workshops, social media platforms and informal public meetings.

PEDESTRIAN AND BICYCLE TRAVEL

- Where do people want to walk and bike in the I-84 Danbury project area?
- What are the barriers to walking or biking to key locations in and around Danbury, such as Danbury High School, Danbury Hospital, the train station, WCSU, and the Danbury Fair Mall?
- What plans do the City and the region have for new walking or bicycling pathways and how can this project support those plans?

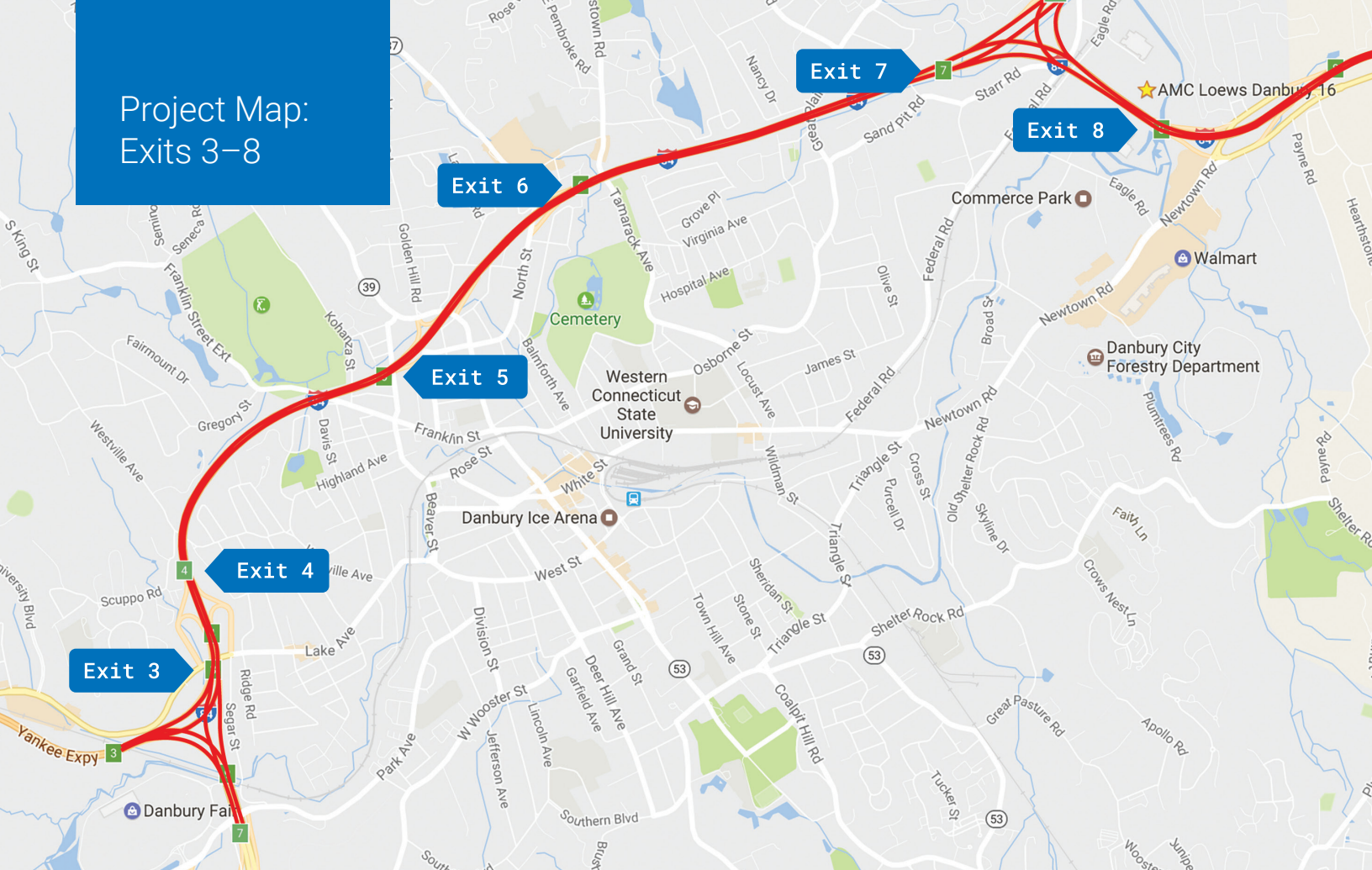
BETTER LOCAL ACCESS

- How does the highway cut off local streets and affect local travel?
- What street improvements in the I-84 project area can improve local connectivity and serve to keep local trips off I-84?
- Can ridesharing options provide relief to congested routes?

BUS AND COMMUTER RAIL

- What is the unmet need for commuter rail travel between Danbury and other cities?
- What are the existing and needed transit and shuttle connections between commuter parking lots, train stations, and major employers?
- Does I-84 hinder bus transit? How?
- What are the capital and long-range plans for Metro-North's Danbury Branch and Harlem Lines?

Project Map: Exits 3–8



COMPLETE STREETS

- How can highway on- and off-ramps be reconstructed to be more pedestrian and bicycle-friendly?
- Is lighting adequate at interchanges and under highway bridges?
- How can speeds be reduced for vehicles coming from I-84 onto the local road system?
- How can crossing locations, angles, and lighting be improved to support pedestrian and bicycle travel?