

Group 1: Senior Center, Planning & Zoning, and Public Works

This group agreed that school kids are riding and walking to and from the Helen Keller Middle School (HKMS) and to the Village Store. They are using local roads, the pedestrian path, and informal trails to access these locations. This group was in support of the multi-use path along Sport Hill Road, but thought since the utilities were recently replaced, the path should be put on the backside of the poles, which is still in the state R.O.W. Center Road and Banks Road are areas of concern, especially passing the Firehouse. The group supports a crosswalk at the HKMS to Sherwood Farm area. They thought access management, and circulation was an issue that needed to be addressed around the areas of interests being Sherwood Farm/HKMS entrance, Village Store, Parking at Silverman's Farm, and Old Oak Road. There were concerns with liability and maintenance of the multi-use path, especially in the winter months with snow removal and cost to town residents. The group did agree there should be clear advertisement of town walking and hiking trails on the town's website. The town should investigate inclusion of Pollinator Parkways. An important focus is to increase and improve connectivity to the town's assets. In conclusion, the group was in support of increased visibility of pedestrians, ADA accessibility, and signage and improvements for traffic calming traveling north from Center Road and Banks Road.

Group 2: Police, Fire, EMS, and Conservation Commission

Police agreed that from HKMS to the Village store is very narrow and unsafe for cyclists and pedestrians. This group prioritizes safety of pedestrians. During the busy seasons with purchasing of Christmas trees, pumpkin patches, etc, the town sees hundreds of visitors at these destinations, as well as school kids on field trips. Police and Fire did not think that connection to other "nodes" of the town Library and Post Office, down Center Road, was necessary. They suspect that residents are unlikely to walk from one node to the next.

Group 3: Husband and Wife Silverman

The Silverman's wanted to highlight the accidents at the Center Road and Sport Hill Road intersection as an issue. They claimed that there is roughly an accident there almost every two weeks. They proposed that there should be a

"flashing light" at that location. Mike proposed that in order to slow vehicles traveling north and south on Sport Hill Road traffic, calming methods such as inflections or reducing lane widths could help. The Silverman's thought that may impact their parking, snowplows, and snow shelves, but agreed that there should be a solutions to address high vehicular speeds. The Silverman's thought that "slowing traffic" before the center should be incentivized. They also mentioned that they would like to have an egress through the back of their property onto Old Oak road if possible. However, they support having a trail with rear access to their property. Overall, they supported sidewalks and traffic calming through this corridor for safety improvements for families, kids, patrons, and visitors.

Group 4: Citizens for Responsible Government

Members of the group were concerned with how many kids are walking from the middle school to the Village Store. Members thought its best to keep foot and bike traffic off Sport Hill Road (Rt. 59) and push them through to the woods. Members also had concerns with mixing of pedestrians and cyclists on a path. During this discussion there was heavy focus on the Village District inciting a commercial and business development which will be detrimental to the rural character of the town. There were claims that 1/2 mile bike path is not long enough for recreational purposes. Members of the group did have consensus with crossing locations from Silverman's Farm to their parking lot, HKMS to Sherwood Farm, and EMS/Village Store to the fireman's green space for creating safe access to areas across the roadway. Police stated that during busy seasons, a crosswalk at the EMS/Village Store would, in fact, help with safety and moving pedestrians. Members of the group would like to have a shared focus on school kids, elderly residents, and other members of the town. They expressed interest in a path that is as utilitarian as possible, but closing remarks indicated that the group supported improvement of safety and safe walking areas for pedestrians.

Group 5: Restaurant Owner, Property Owner around EMS, and Town Library Employee

This stakeholder group was pro-walking and pro-connectivity. There was consensus among the group members for extending walking facilities from Sport Hill Road to the Town Library and Post Office. Many people walk and bike between the two destinations. There was also a lot of discussion about pedestrian crossings along Sport Hill and how to slow traffic. We discussed off-road trails and there was general support for that if it is workable. We were asked if it was possible to create a roundabout somewhere and it was discussed that the intersection of Banks Road could be possible if the foreclosed house property was purchased and the road realigned. This could also add space to the green and address safety challenges at Center Road.

Group 6: Senior Center and Planning & Zoning

This stakeholder group supported focusing bicyclist and pedestrian connectivity at the intersection of Marsh Road and Sport Hill Road, and north. They stated that students ride their bikes along Sport Hill Road and need better community connections. They suggested incorporating many of the area farms, in addition to Silverman's. They raised concerns about the right-of-way, potential impacts to businesses, first responder access (from the Fire Station) and maintenance costs and responsibilities of a path or trail. Overall, they are concerned with circulation in town and the need to provide more infrastructure for non-motorized users, especially students from HKMS.

Group 7: Conservation Commission and Bicycle Advocates

One member of the group expressed the most resistance to the effort, questioning why this exercise was being conducted. She strongly advocated not to cut down or otherwise impact the mature trees along Sport Hill Road or impact the telephone infrastructure. Others agreed with the value of Easton's rural character. All expressed concern for safety on Sport Hill Road. The group discussed the potential for an off-road bicycle and pedestrian path, with particular endorsement from the bike advocates for kids to be able to ride to and from school safely, but the need to be sensitive to property owner takings. The group raised the issue of liability and

cost (construction and regular/seasonal maintenance). One participant suggested evaluating the Kingdom Trails network in Vermont as a best practice; the trail network exists on many continuous landowners' private parcels. Vehicular Messaging Signage (VMS) can be annoying, but useful in reducing vehicular speed. The group suggested that slowing traffic and improving signage along/on Sport Hill Road are priorities.



Group 8: Town Officials/First Responders

Safety challenges along this corridor include sightlines due to roadway geometry (angled intersections), as well as vehicular speed, and driver distraction. The group noted that sidewalks are a wasted resource in Easton, although there is significant student walking and bicycling between HKMS and the Village Store, and between Silverman's Farm and the Village Store. Many people walk within their Easton residential neighborhoods. Consider connective nodes to join these destinations. They cited Stratford's Main Road as an example of traffic calming, with brick inlay as a design element. They asserted that vehicular congestion isn't an issue at Center Road or Banks Road, but is at Silverman's Farm. The consensus is that biking and pedestrian safety for students is paramount, and that removing them from Sport Hill Road is ideal.

Group 9: Citizens for Responsible Government, Chamber of Commerce, and HKMS PTO

While one person is happy with how people travel around now, the group expressed a general interest in keeping children safe, with appropriate improvements. They appreciate the ability for students to get around town safely on bike or foot. A gravel path may be a good option, and the group was open to traffic calming measures, signage, and/or flashing beacons. The member of Citizens for Responsible Government cited the value of the town's rural character, the lack of commercial property, and the ample natural resources. All agreed, adding they support agritourism, farm stands, and farm tours. Residents travel to neighboring towns such as Trumbull, Monroe, and Fairfield to shop. Greiser's Coffee and Market on Center Road was cited as a community destination, especially for walkers (mostly moms). The owners reward non-motorized customer travel (i.e. discounts for riding a horse), and would benefit from better non-motorized infrastructure, such as a wider roadway or safer shoulder. Easton's population trends are flat; aging citizens and millennials want more convenience and affordability than Easton offers.

Group 10: Local Engineers/Surveyors and Town Librarian

Concerns along Sport Hill Road, particularly at Silverman's Farm, include safety, congestion, and access, especially for families in the summer and weekends year-round. The group would like to see more biking or walking paths in town and are open to radar speed signage. Potential issues with roadside paths include topology and utility infrastructure. Open to change compatible with the town. Improved traffic control needed around Silverman's.

Group 11: Board of Selectman, Planning & Zoning, and Local Architects

The group expressed excitement about the potential for multi-use trails. One person suggested the trail could be "Phase 1" of a broader concept to connect five nodes throughout town. A wider, multi-use path would bring more vibrancy to the town center, while mitigating traffic at Silverman's Farm. Would support walking, stroller and bikes. The priority is for students and elders to travel safely. Isolation in this rural community can be an issue. More people would walk if they had better

accommodations, including children. Lack of well-lit and maintained infrastructure reduces children's independence and outdoor activity. There are few places to bike or run safely, which limits ability to enjoy the beauty of Easton (one participant enrolls kids in sports for exercise, due to lack of safe bicycling/walking areas). Sport Hill Road lacks adequate signage, and drivers ignore the 25 MPH limit. The hill creates another potential conflict for students and speeding/distracted drivers. Better connections to town hall and library, as well as Staples, Old Oak, Flat Rocks to Banks and Morehouse open space were cited. Concerns about property rights of people fronting a path and potential village district exist.

The group strongly suggested avoiding the term "sidewalk"; community prefers a "path" or "trail", especially off the roadway. If on the roadway, one person likes the aesthetic of granite curbing. There is a need for a "connective tissue", softer infrastructure such as landscaping, fencing, planters, and reflective materials to provide the pedestrian spine to Silverman's Farm. Materials and maintenance would be a consideration. Sport Hill Road has visibility issues, impacting pedestrians, including people walking their dogs.

Group 12: First Selectman and School Administrators

Many kids travel on foot from HKMS to the Village Store. Not as many are on bike, but there is a suspected pent-up demand to ride bikes. "Kids are like water": they will flow into the infrastructure they have access to, which must be safe. Years ago, a student was involved in a crash with a car (not confirmed to be fatal). The town's student population has decreased over the years but is now stabilizing. Many students ride buses or vans to/from school. Other popular student destinations are the tennis courts and New Friends playground near the entrance road to HKMS.