



SUFFIELD • EAST GRANBY • WINDSOR LOCKS

PLATFORM | PILLAR THREE

Road Safety and Mobility

Six state routes run through this district. Two of three towns have no bus service at all.

THE CHALLENGE

District 61 is shaped by state roads. Route 187 runs through West Suffield and East Granby center. Route 168 is Mountain Road, from Suffield center through West Suffield, past Town Hall and the middle school. Route 75 runs from the Massachusetts line through Suffield center, past Bradley and into Windsor Locks. Route 159 parallels it to the east. Route 20 crosses East Granby and becomes the Bradley Connector. Route 190 links Suffield to Enfield.

There are safe places to walk on those roads, and that is exactly the problem. Sidewalks and crossings run through Suffield center on Route 75 and Windsor Locks center on Route 159, along parts of 168 and of Route 20 in East Granby, and then they stop. Route 187 through East Granby center has none at all. Nobody in this district can walk or cycle from one end of a route to the other on anything but a 45-mile-an-hour road with no shoulder, unless they happen to live on the short stretch already built for it. These are state roads, so where the sidewalk ends is decided in Hartford, not at town hall.

Statewide, 2025 was a better year on the roads, with 274 deaths against 312 the year before. It was a worse year for anyone not in a car: pedestrian deaths rose 6 percent and bicycle deaths 67 percent against the five-year average, with speed the leading factor. Connecticut already has the tools. The Vision Zero Council was created in 2021, the Department of Transportation has Complete Streets design criteria that require every project to account for people on foot and on bikes, and a Quick Build directive lets a town test a safer crossing or a narrowed lane before committing to construction. What our corridors need is not a first sidewalk but a connected one, and someone who gets the gaps onto the department's list.

Mobility is the other half. Suffield has no bus service. East Granby has no meaningful fixed-route service. Windsor Locks has Route 24, the Bradley Flyer and the Hartford Line. Connecticut has a program built for that gap: its on-demand microtransit pilot, launched in 2024, serves nine transit districts and seventeen towns. In May 2026 Senate Bill 9 extended it with \$10.5 million through fiscal 2027 and ordered a report by January 2028 on making it permanent. None of our towns is in it. The bill passed the Senate 35 to 0 and the House 137 to 13. Our district's senator voted yes. Our representative, who sits on the Transportation Committee, was one of the thirteen who voted no.

WHAT I WILL DO IN HARTFORD

- Close the gaps: Complete Streets and Quick Build treatments on the stretches that connect the safe sections we already have.
- Bring Suffield and East Granby into the microtransit program in its next round, and make the case for a permanent program in the Department of Transportation's January 2028 report.
- Pursue Local Transportation Capital Improvement Program and Transportation Rural Improvements Program funding for East Granby, which has no recent award on record.
- Fund Safe Routes to School projects so children can walk and bike to school safely.

James Mol runs and cycles these roads regularly, and has raised road safety concerns on behalf of neighbors in all three towns.