METROCOG's REGIONAL *SAFETY* ACTION **PLAN**

METROCOG
Connecticut Metropolitan Council of Governments

https://ctmetro.org

August 2022

List of Tables & Figures

Report Terminology

TERM	DEFINITION
HSIP	Highway Safety Improvement Program
Injury A	Suspected Serious Injury
Injury B	Suspected Minor Injury
Injury C	Possible Injury
Injury K	Fatal Injury
Injury O	Property Damage Only (PDO)
Local Roads	The FHWA describes Local Roads as having the largest percentage of all roadways in terms of mileage. They are intended for short distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. They are often designed to discourage through traffic.
LRTP	Long-Range Transportation Plan
NHTSA	National Highway Traffic Safety Administration
Per Capita	Describes a crash rate per population.
RTSP	Regional Transportation Safety Plan
SHIP	State Highway Improvement Plan
SHSP	Strategic Highway Safety Plan
TIP	Transportation Improvement Program
VMT	Vehicle Miles Traveled

Table of Contents

The 2020 Regional Transportation Safety Plan can be found at:
https://s3.amazonaws.com/GBRC_Transfer/Metropolitan+RTSP+03.19.2021_+FINAL.pdf

Above: Bridgeport Train Station
Source: Peralta Design/Steve Cartagena

1

VISION ZERO GOALS *& LEADERSHIP COMMITMENT*

Vision Zero Goals

The Safety Action Plan is an important step towards MetroCOG's goal of reaching zero traffic-related deaths region-wide by the year 2050. To get there, MetroCOG—its member municipalities and community partners— will work together to build a transportation system that prioritizes safety on our region's streets.

OUR GOAL:

0

TRAFFIC-RELATED DEATHS REGION-WIDE BY 2050.

VISION ZERO PRIORITIES FOR THE METROPOLITAN REGION

PREVENT SEVERE CRASHES

Save lives by reducing the number of crashes that result in fatalities and severe injuries in our region.

IMPROVE ROADS FOR ALL USERS

Create predictable streets, limit speeding and unsafe behaviors, and protect vulnerable road users.

INVEST EQUITABLY

Ensure investments for traffic safety improvements impact the neighborhoods that need them the most.

FOSTER A CULTURE OF SAFETY

Partner with local organizations to promote a culture of safe driving, cycling, walking, and rolling.

ENCOURAGE ACTIVE TRANSPORT

Shift users to transportation modes that enable healthy living, improve air quality, and reduce congestion.

USE HIGH QUALITY DATA

Use the latest analytical tools available to document Action Plan progress and provide updates annually.

Leadership Commitment

SAFETY ACTION PLAN RESOLUTION

On August 25, 2022, the Metropolitan Council of Governments made a commitment to achieving zero fatalities and serious injuries on our region's roadways by 2050. *The official commitment, and endorsement of the Safety Action Plan can be found on the following pages.*

Greater Bridgeport Valley Metropolitan Planning Organization (GBVMPO)

In partnership with the Naugatuck Valley Council of Governments (NVCOG), MetroCOG conducts the federal transportation planning activities for both the Greater Bridgeport and the Valley Regions of Connecticut through the consolidated Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO). The GBVMPO is responsible for oversight of the metropolitan transportation planning process and Transportation Improvement Program (TIP) for the Cities of Ansonia, Bridgeport, Derby and Shelton and the Towns of Easton, Fairfield, Monroe, Seymour, Stratford and Trumbull. MetroCOG serves as the host agency for the GBVMPO (Easton, Bridgeport, Fairfield, Monroe, Stratford, and Trumbull are members of MetroCOG and Ansonia, Derby, Seymour, and Shelton are members of NVCOG).

The membership of the GBVMPO consists of the Chief Elected Officials of the ten municipalities and the chairpersons of the region's two transit districts: Greater Bridgeport Transit and the Valley Transit District. GBVMPO is federally authorized (23 United States Code § 134) to conduct transportation planning and policy-making. The MPO is also designated by the Governor to endorse the Transportation Improvement Program (TIP) for the portion of the Bridgeport-Stamford Urbanized Area that is covered by the MPO. TIP is a four-year, fiscally constrained program identifying transportation projects and strategies that will help achieve the objectives and performance targets detailed in the Metropolitan Transportation Plan (MTP). All projects receiving Federal funding must be in the TIP[1].

1. https://ctmetro.org/transportation/funding/

Connecticut Metropolitan Council of Governments (MetroCOG)

Connecticut is divided into nine planning regions, Council of Governments (COGs), which are supported by a combination of federal, state, and municipal funds. COGs are responsible for planning across many areas including land use, open space, transportation, housing, public facilities, environment, energy and economic development. The Board of the Metropolitan Council of Governments (MetroCOG) is made up of Chief Elected Officials of the City of Bridgeport and the Towns of Easton, Fairfield, Monroe, Stratford and Trumbull.

METROCOG - BOARD OF DIRECTORS

BRIDGEPORT
Mayor Joseph P. Ganim

EASTON
First Selectman David Bindelglass

FAIRFIELD
First Selectwoman Brenda L. Kupchick

MONROE
First Selectman Kenneth Kellogg (Chair)

STRATFORD
Mayor Laura Hoydick (Vice-Chair)

TRUMBULL
First Selectwoman Vicki Tesoro (Secretary)

RESOLUTION OF THE
CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS
REGIONAL TRANSPORTATION SAFETY PLAN

Bridgeport, Connecticut

I certify that the following is a true copy of the vote of the Connecticut Metropolitan Council of Governments (MetroCOG) on August 25, 2022, Bridgeport, Connecticut, a quorum being present:

WHEREAS, as a recipient of federal and state government funds to support transportation planning in the Greater Bridgeport Planning Region, the Connecticut Metropolitan Council of Governments realizes that a safe multi-modal transportation is of the highest priority in all plans and projects;

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

WHEREAS, there are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

WHEREAS, the Safety Action Plan incorporates both Vizion Zero and a Safe Systems approach.

WHEREAS, development of the Safety Action Plan was a collaborative, data-driven process that included engagement with local stakeholders and elected officials in identifying the Region's High Injury Network and the strategies, actions and countermeasures that will support Vision Zero.

WHEREAS, the Safety Action Plan is a requirement for MetroCOG to apply for a Safe Street For All implementation grant;

WHEREAS, the MetroCOG Board is supportive of future implementation projects along the local road network should MetroCOG be awarded funding under a Safe Streets for All implementation grant;

RESOLVED, that the Council endorses the Safety Action Plan;

AND FURTHER RESOLVED that the Council is committed to eliminating roadway fatalities and serious injuries by 2050.

The Secretary is authorized to impress the seal of the Connecticut Metropolitan Council of Governments on any such documents, amendments, rescission, or revision.

Agency: Connecticut Metropolitan Council of Governments

Secretary Vicki Tesoro DATE: 8/25/2022

First Selectman Vicki Tesoro
MetroCOG Secretary

AGENCY SEAL

Above: Fairfield Metro Train Station
Source: Peralta Design/ Steve Cartagena

II

REGIONAL OVERVIEW *& PLANNING STRUCTURE*

MetroCOG Region

METROCOG PLANNING AREA

The MetroCOG Region (MetroCOG) is composed of six municipalities: Bridgeport, Easton, Fairfield, Monroe, Trumbull, and Stratford situated in Southern Connecticut.

The region encompasses roughly 140-square-miles and has a population of approximately 322,000 people. Because MetroCOG's municipalities range from rural to exurban to suburban and urban communities—each municipality also has disparate traffic concerns and challenges. The insights and cooperation of municipality were imperative to the success of MetroCOG's Regional Safety Action Planning initiative.

The data gathered and used for this study represents crashes that occurred on both local and state roads. All roads except limited access highways were included in the study. According to the State, each municipality is responsible for improvements on local roads, but local officials cannot make any physical changes or improvements to any state road without an encroachment permit from the State.

6

MUNICIPALITIES IN THE METROCOG REGION

140sq. mi.

GREATER BRIDGEPORT REGIONAL AREA

VISIT OUR WEBSITE TO LEARN MORE ABOUT METROCOG:

https://ctmetro.org/

IMPORTANT REGIONAL STATE ROUTES

8

CT-ROUTE 8

Connecticut Route 8 is a major north-south throroughfare in two municipalities in the MetroCOG Region, Bridgeport and Trumbull.

15

CT-ROUTE 15

Route 15, or the Merritt Parkway is a major state route that runs parallel to I-95 in three municipalities in the MetroCOG Region, Fairfield, Trumbull, and Stratford.

25

ROUTE 25

Route 25, which begins at the I-95 interchange in Bridgeport, runs through three municipalities in the MetroCOG Region, Bridgeport, Trumbull, and Monroe.

58

ROUTE 58

Route 58, or the Black Rock and Weston Turnpike, which begins at Route-1 in Fairfield, runs through two municipalities in the MetroCOG Region, Easton and Fairfield.

108

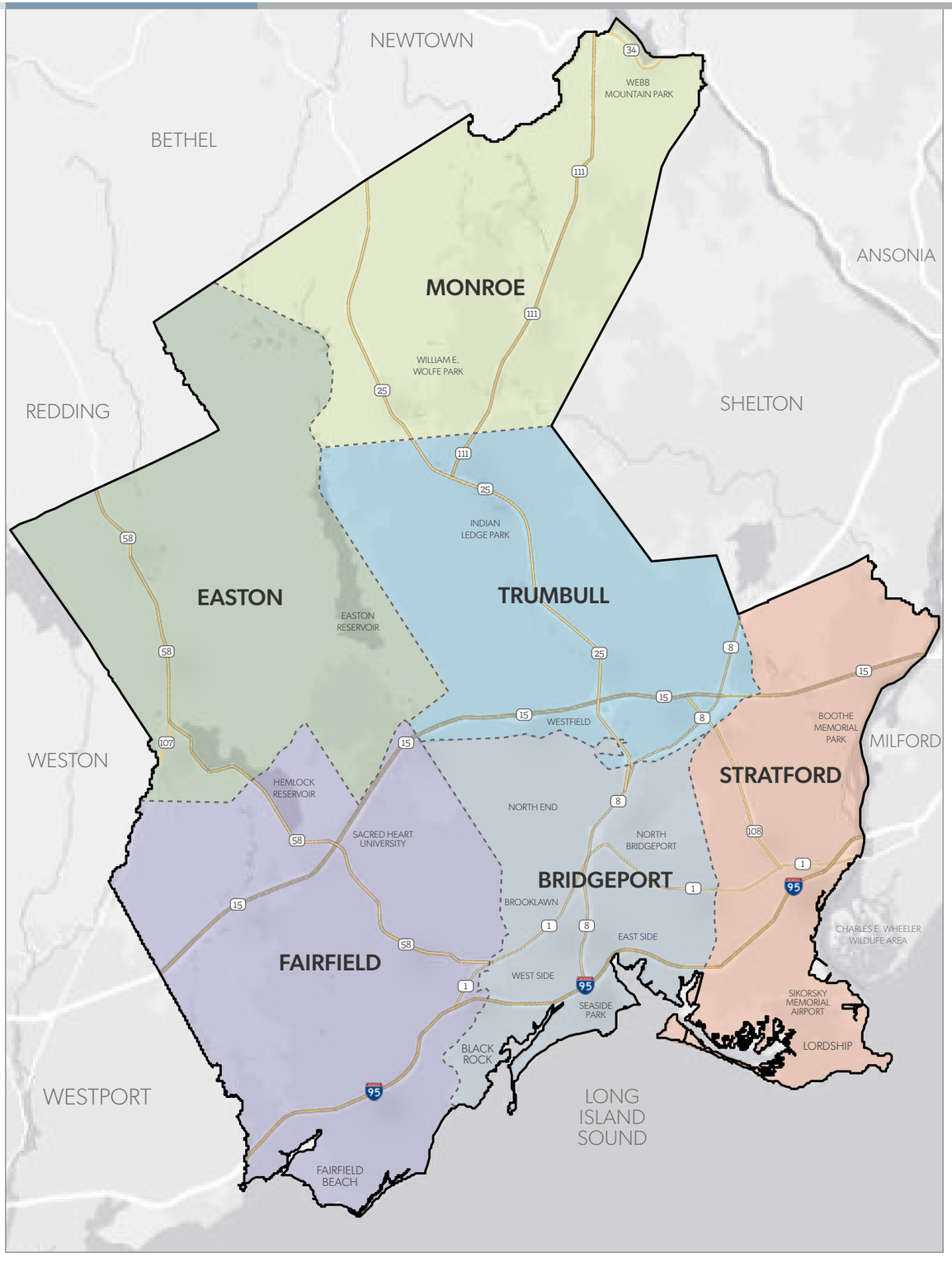
ROUTE 108

Route 108, or Nichols Avenue and Huntington Turnpike begins at Route 1 in Stratford and runs through two municipalities in the MetroCOG Region, Stratford and Trumbull.

111

ROUTE 111

Route 111 begins at the Merritt Parkway in Trumbull and runs through two municipalities in the MetroCOG Region, Monroe and Trumbull.



Demographics Snapshot

Based on 2020 ACS data, the MetroCOG Region is home to approximately 321,760 residents (Table 2.1).

2020 ACS - OVERVIEW

With a population of 145,014, the City of Bridgeport is the largest population center in MetroCOG, accounting for approximately 45% of the region's total population.

With populations of 61,954 and 51,982 respectively, Fairfield and Stratford are the region's second and third largest communities.

Monroe and Trumbull are significantly smaller than Fairfield and Stratford with populations of 35,808 and 19,492 respectively.

Easton is the smallest, most rural of MetroCOG's communities with a population of 7,510.

DIVERSE, AND DIVERSIFYING REGION

The MetroCOG Region has a diverse population, particularly the City of Bridgeport. Historic and current population growth trends indicate that the region's population base is growing in racial and ethnic diversity.

AGING POPULATION

Like much of the U.S., the MetroCOG Region has a large concentration of Baby Boomers. Persons born between 1946 and 1964 represent a disproportionate share of the MetroCOG Region compared with other age cohorts, particularly Generation X.

317,000

GREATER BRIDGEPORT POPULATION

42.6

MEDIAN AGE OF METROCOG RESIDENTS

ECONOMIC OVERVIEW

Economic data analysis indicates that the City of Bridgeport and its surrounding Towns have very different socioeconomic conditions, from income to education to housing tenure. MetroCOG has not grown as rapidly as other Fairfield County "Gold Coast" communities. Two economic drivers limiting regional growth are housing and labor; MetroCOG has not added as much new housing or jobs as other regions in the state. Unless housing development increases significantly, MetroCOG's *CEDS Strategy + Implementation 2021-2026*[1] data forecasts the region will experience modest economic growth.

1. https://ctmetro.org/regional-planning/economic-development/

REGIONAL EMPLOYERS

The MetroCOG Region is an employment center with industry concentrations in manufacturing, healthcare, and retail/services.

COMMUTING IN THE REGION

Approximately twice the number of working MetroCOG residents commute out of the region for work. According to the American Community Survey, the approximately eigthy-four percent of MetroCOG residents drive to work. Among car, truck, and van commuters, the vast majority (88.4%) reported that they drive alone.

2x

COMMUTERS THAT TRAVEL OUTSIDE THE REGION

84.1%

PERCENT OF RESIDENTS THAT DRIVE TO WORK

TABLE 2.1: POPULATION BY MUNICIPALITY ACS (2020 5-YEAR ESTIMATE)

Municipality	Population	% of MetroCOG
Bridgeport	145,014	45.1%
Easton	7,510	2.3%
Fairfield	61,954	19.3%
Monroe	19,492	6.1%
Stratford	51,982	16.2%
Trumbull	35,808	11.1%
Total	**~321,760 Residents**	**100.1%**

TABLE 2.2: METROCOG AGE DISTRIBUTION ACS (2020 5-YEAR ESTIMATE)

Selected Age Categories	Population	% of MetroCOG
Under 20 Years	85,359	26.5%
20 to 29 Years	42,021	13.1%
30 to 39 Years	38,783	12.1%
40 to 49 Years	42,281	13.1%
50 to 59 Years	45,283	14.1%
60 to 69 Years	33,991	10.6%
70 to 79 Years	19,819	6.2%
80 Years & Older	14,223	4.4%
Total	**321,760**	**100.1%**

TABLE 2.3: MEDIAN HOUSEHOLD INCOME ACS (2020 5-YEAR ESTIMATE)

Municipality	Median Household Income - Past 12 Months
Bridgeport	$47,484
Easton	$166,875
Fairfield	$140,308
Monroe	$121,847
Stratford	$72,286
Trumbull	$129,239
Regional Median Household Income	**$86,535.44**

TABLE 2.4: PUBLIC TRANSPORTATION TYPE/ USE ACS (2020 5-YEAR ESTIMATE)

Means of Transportation to Work		Car, truck, or van	
Car truck or van	84.05%	Drove Alone	88.44%
Public Transportation	7.23%	Carpooled	11.56%
Taxicab	0.27%	**Public Transportation**	
Motorcycle	0.04%	Bus	35.93%
Bicycle	0.06%	Subway or Elevated Rail	4.39%
Walked	1.94%		
Other Method	0.80%	Commuter Rail	58.31%
Worked from Home	5.61%	Light Rail	0.66%
		Ferry	0.71%

Plan Structure, Schedule & Tasks

The MetroCOG Board of Directors will receive quarterly updates on implementation of the Regional Safety Action Plan. The board will identify local stakeholders across a range of disciplines to serve on the Transportation Safety Planning Subcommittee. *Members of the Board of Directors can be found on page 4.*

PLANNING STRUCTURE

SAFETY PLANNING SUBCOMMITTEE (TTAC)

A subcommittee of MetroCOG's Transportation Technical Advisory Committee (TTAC) will be formed and will be responsible for oversight of the Action Plan. TTAC members worked with their municipalities and MetroCOG staff in developing and reviewing this plan. MetroCOG's Transportation Technical Advisory Committee (TTAC) is responsible for reviewing transportation projects and providing input into the development of transportation plans and programs. The Committee meets bi-monthly; a week prior to the meeting of the GBVMPO and MetroCOG board.

TTAC meeting topics typically include the following:

- Status of state/federally funded regional projects.
- Recent traffic count program activities.
- Development of federally required planning documents such as the Metropolitan Transportation Plan and the Transportation Improvement Program.
- Periodic updates from various state agencies and organizations. Past topics include the Connecticut Safety Circuit Rider program, municipal ADA transition planning and resilience planning.
- Knowledge-sharing and collaboration on planning, engineering and regional transportation issues.

The TTAC is primarily composed of local engineering, planning and transit staff, and the public is welcomed to attend. MetroCOG staff regularly provide the TTAC with opportunities for training, grant announcements, and other topics of interest. Meeting agendas and minutes are available for review on MetroCOG's website.

The TTAC provided their expertise throughout the safety action planning process and worked with other municipal stakeholders to review the High Injury Network, identify additional locations of concern, and assist in selecting countermeasures and projects to improve transportation safety.

Through this process, the initial membership of the Transportation Safety Planning Subcommittee of the TTAC will include the following stakeholder perspectives:

- Economic Development
- Education
- Emergency Management
- Engineering
- Grants administration
- Planning
- Police
- Public Works
- Transit

The Transportation Safety Planning Subcommittee will meet quarterly, prior to meetings of the TTAC. At these meetings, the recurring agenda is envisioned, at a minimum, to cover the following topics:

- Share regional crash statistics
- Monitor /evaluate Safety Action Plan progress
- Review draft safety-related updates/ communications to the public
- Provide updates on local safety initiatives
- Like the TTAC, these meetings will be open to the public, with agendas and meeting notes posted to the MetroCOG website.

PLANNING SCHEDULE & TASKS

ALL YEARS

- Quarterly meetings of the Transportation Safety Planning Subcommittee
- Quarterly update on plan implementation and crash statistics
- Annual evaluation/report
- Annually: apply for/or assist with SS4A implementation grant applications
- Public engagement
    - Press release for annual report/evaluation
    - Maintain story map
    - Coordination with municipal staff and bike/ped groups to provide local updates

FIRST YEAR: 2022-2023

- Identify additional stakeholders who should be involved in the subcommittee, some areas of expertise may include, but are not limited to:
    - Bicycle and Pedestrian committees and advocates
    - Education, including colleges and universities
    - Public health
    - Senior/Disabled transportation service providers
    - State agencies
        - Work with CTDOT to identify an appropriate committee liaison
        - Identify other stakeholder state agencies.
- As part of the Metropolitan Transportation Plan, prepare a regional crash/safety update.
- Finalize web content and story map
- Supplemental Activities (application for SS4A funding): begin the countermeasure suitability analysis for crash hotspots on the HIN.

SECOND YEAR: 2023-2024

- Prepare and release first annual evaluation
- Provide guidance on implementation activities design (application for SS4A funding), identified though the countermeasure suitability analysis.

THIRD YEAR: 2024-2025

- Prepare and release second annual evaluation
- Monitor implementation activities that have received SS4A funding

FOURTH YEAR: 2025-2026 - SAFETY ACTION PLAN UPDATE

- Prepare and release third annual evaluation
- Public Engagement: identify activities that can be aligned with the MTP update
- Equity Analysis
- Review annual evaluations
- Board approval of plan

IMPLEMENTATION PARTNERS

Reducing serious injuries and fatalities on the MetroCOG roadway network—and eliminating traffic-related deaths by 2050—will require significant collaboration among MetroCOG (led by the TTAC Safety Subcommittee), implementation partners, and local stakeholders.

The municipal and regional priority projects identified in the *Safety Analysis and Selected Projects* sections were developed collaboratively with staff and officials from each municipality. As such, implementing these projects will require partnerships and programs that move projects from conceptual identification into construction

For a complete list of implementation partners, see Appendix page 141.

Above: Daniels Farm Road and Church Hill Road, Trumbull, CT
Source: MetroCOG

III

SAFETY ANALYSIS APPROACH *& SELECTED REGIONAL PROJECTS*

Why Vision Zero?

A growing number of communities around the world are adopting Vision Zero, a public commitment to the goal of zero traffic deaths or severe injuries among all road users. Vision Zero is a bold goal that demands bold actions.

To achieve zero, two critical policy levers used by cities and communities are **Resolutions and Directives** and the **MetroCOG Regional Safety Action Plan**[1]. Resolutions and Directives originate from an executive or agency and instruct public, private, and non-profit partners to collaborate on efforts that advance the goals and directives of the Safety Action Plan, a document that lays out actionable, measurable strategies for eliminating traffic-related deaths and serious injuries. The Safety Action Planincludes design strategies, policy solutions, and timelines and budget requirements.

Effective Safety Action Plans begin with a Safe Systems Approach [which recognizes that no one should be killed or seriously injured in crashes], are informed by community engagement, and prioritize equity.

1.https://visionzeronetwork.org/where-to-start/

3 POLICY LEVELS: FEDERAL, STATE & LOCAL

Achieving zero requires collaboration between officials, agencies, and partners at all levels: federal, state, and local.

FEDERAL:

- USDOT, FHWA, NHTS
- National Organizations such as Vision Zero Network & NACTO

STATE:

- State DOTs
- State-wide Organizations

CITY/COMMUNITY:

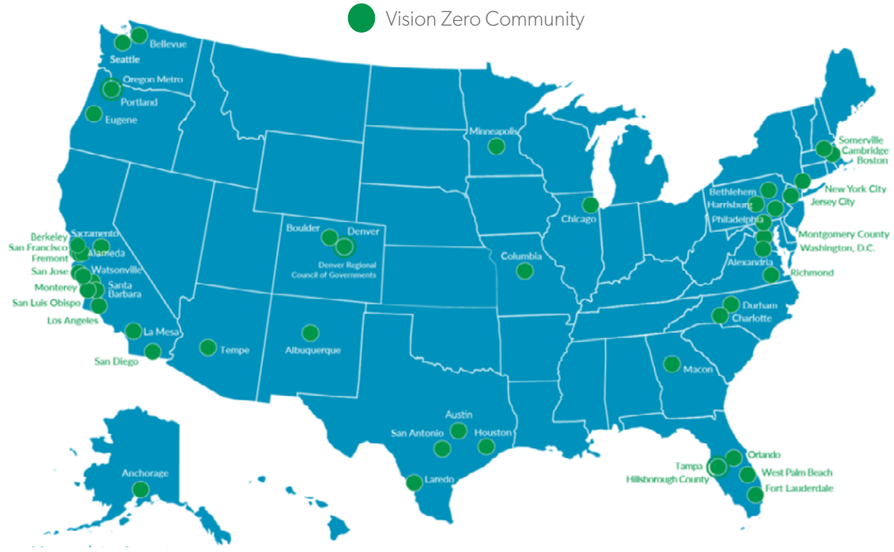
- Action Plan led by VZ Task Force
- Local Organizations

ACTION PLANS

>45 U.S. cities & communities have committed to Vision Zero

Source: https://visionzeronetwork.org/resources/vision-zero-communities/

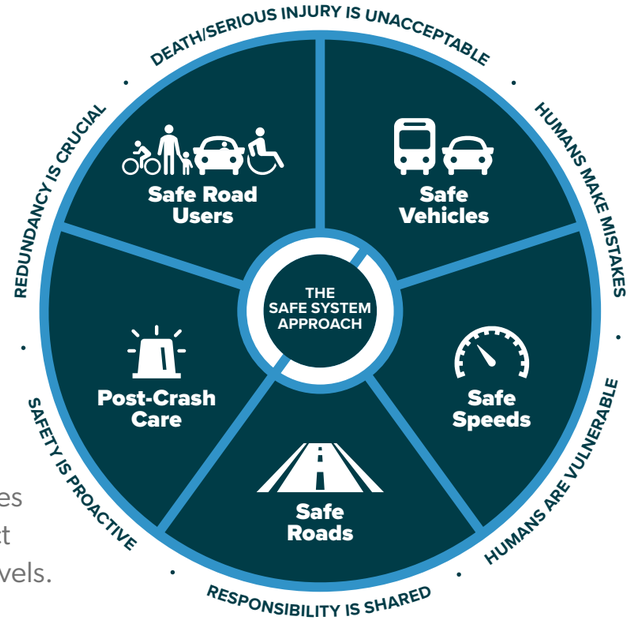
VISION ZERO CITIES & COMMUNITIES (2021)



Approach

THE SAFE SYSTEM

The Safe System approach[2] aims to eliminate fatal and serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels.



2. safety.fhwa.dot.gov/zerodeaths

DEATH/SERIOUS INJURY IS UNACCEPTABLE

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

HUMANS MAKE MISTAKES

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

HUMANS ARE VULNERABLE

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that accommodates human-centric vulnerabilities.

RESPONSIBILITY IS SHARED

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

SAFETY IS PROACTIVE

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

REDUNDANCY IS CRUCIAL

Reducing risks requires that all parts of the transportation system are strengthened so that if one part fails, the other parts still protect people.

Methodology

2020 RTSP

MetroCOG's Regional Transportation Safety Plan (2020) utilized 2015-2017 data from the Connecticut Crash Data Repository to identify the top crash locations in the region using the FHWA Equivalent Property Damage Only (EPDO) rate approach.

The 2022 Safety Action Plan maintains the EPDO approach for weighting crashes—attaching greater importance to crashes that result in a serious injury (A) or fatality (K)—while developing a regional High Injury Network, a recognized tool for allocating limited resources to the most problematic locations[3].

In order to provide a level-of analysis that sufficiently captures the top locations for project consideration in each of MetroCOG's six municipalities, Crash Hot Spots were evaluated at the municipal-level.

HIGH INJURY NETWORK (HIN)

The High Injury Network (HIN) identifies the disproportionate high amount traffic deaths and serious injuries that tend to occur on a relatively small percentage of the overall street network[4]. Further, many HIN streets are found to be those experiencing relatively higher volumes of vehicles traveling at higher speeds—often located in low-income, communities of color, and/or low mobility communities[5].

3. https://www.nhtsa.gov/mmucc-1
4. https://visionzeronetwork.org/where-to-start/
5. https://visionzeronetwork.org/hin-for-the-win/

DEVELOPING A REGIONAL HIN

The High Injury Network was created to emphasize the roadways in the region where the most serious crashes occur. Crash data was downloaded from the Connecticut Crash Data Repository[6], which is comprised of crash data collected by the Department of Public Safety (DPS) and CTDOT. The data covers the entire MetroCOG Region for a four-year period, from January 1, 2018, through December 31, 2021. Only crashes that resulted in a fatality or serious injury were included in the HIN. These crashes are referred to as KSI (Killed or Severely Injured) crashes. There were 576 KSI crashes over the 4 years.

To determine the HIN, the road network was filtered based on functional classification. "Interstate," "expressways," and "local" road segments were removed. The remaining roads were dissolved by road name to make continuous segments for the length of the entire roadway. Using a spatial join, with a search radius of 100 feet, KSI crashes were joined to the dissolved road network. Any road that had 2 or more KSI crashes was included in the HIN.

The resulting HIN consisted of 18.7% of the entire road network but 79.0% of all KSI crashes and 86.4% of all fatal crashes.

6. https://www.ctcrash.uconn.edu/

CRASH HOT SPOTS

An additional analysis was conducted to further refine the Crash Hot Spots in the region. This analysis included local roads to pick up any Hot Spots that may have been missed in the HIN. The analysis followed the methodology from the MetroCOG Regional Transportation Safety Plan (2019) but was done for each municipality in the region.

Crash data was first assigned an "Equivalent Property Damage Only" (EPDO) rate based on the crash severity. The EPDO rate is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury (A) or a fatality (K), lesser importance to crashes resulting in a moderate (B) or possible injury (C), and the least importance to property-damage-only crashes (O).

Using a spatial join, with a search radius of 100-feet, crashes were joined to the road segments and the total EPDO score per segment was calculated.

To normalize the data, the total EPDO score was then divided by the length of the segment to provide an EPDO score per foot metric.

All segments less than 100-feet were removed from the analysis. These segments were removed as they could artificially have a high EPDO per foot score due to the short road length. The remaining road segments were then sorted by EPDO per foot score and **the top 5% were selected as Hot Spots.**

Staff manually reviewed the selected Hot Spots and merged them into continuous segments where appropriate. The segments were then named and used to calculate total EPDO, number of fatal crashes, number of pedestrians hit, and number of bicyclists hit for each named Hot Spot.

TABLE 3.1: K, A, B, C, O SEVERITY RANKINGS

Severity	Rank	Crash Cost[7]	EPDO Score
K-Fatal	12	$16,185,746	949
A-Suspected Serious Injury	6	$938,535	55
B-Suspected Minor Injury	3	$284,430	17
C-Possible Injury	1	$179,924	11
O-No Apparent Injury	0	$17,061	1

7. https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Projects & Strategies

REGIONAL PROJECTS

Throughout the development of this plan, staff from all municipalities identified a need to improve pedestrian facilities in problem areas or provide pedestrian connections in areas where none exist. A region-wide, phased project is planned to identify pedestrian destinations on the High Injury Network (HIN) and at crash hotspots, assess the state of facilities (if any) and identify/implement appropriate countermeasures.

The following phases are envisioned:

PHASE I:

Pedestrian countermeasure suitability analysis for intersections and corridors located proximate to destinations on the High Injury Network and/or at Crash Hot Spots.

PHASE II:

Design, engineer and construct intersection and corridor improvements to improve safety of bicyclists, pedestrians, transit users, and vulnerable road users (school-aged children, senior citizens), as well as drivers.

PHASE III:

Evaluate implemented countermeasures through crash data analysis.

This project will improve regional pedestrian access to community assets such as schools, universities, commercial areas, civic areas, to/from transit hubs and stops, recreation, employment, and other opportunities and attractions.

Other important projects with a regional component are:

BRIDGEPORT & FAIRFIELD – Route 130

The Fairfield Avenue (Route 130) and Brewster Avenue Corridor Study (Bridgeport) will complement the ongoing Post Road (Route 130) Traffic Circle Study[8] in Fairfield. Coordination of these two planning efforts will lead to a safe, bicyclist/pedestrian corridor from Bridgeport's Black Rock neighborhood to the Route 130/Route 1 Intersection, in Fairfield.

BRIDGEPORT & FAIRFIELD – Park Avenue

Park Avenue (northern portion): The City of Bridgeport, Town of Fairfield and Greater Bridgeport Transit identified the need for pedestrian facilities, traffic calming and streetscape improvements, especially in the vicinity of Sacred Heart University and transit stops. Park Avenue (between Brooklawn Avenue and Old Town Road) has experienced a significant number of crashes, including several fatalities.

BRIDGEPORT & STRATFORD – Route 130 (Stratford Avenue)

The Town of Stratford has prioritized Stratford Avenue/ Route 130 for complete streets improvements. As Route 130 connects to Bridgeport (the Connecticut/ Stratford Avenue couplet), these improvements could be coordinated with recommendations from Bridgeport's East End Streets Corridor Study[9].

MONROE & TRUMBULL – Routes 25 & 111 Study

The Route 25 & Route 111 Study[10] was a regional that included the Towns of Monroe and Trumbull. Connector streets between these two state routes were also assessed for improvements. Short-, mid- and long-term improvements included pedestrian and bicyclist facilities. The Town of Trumbull has begun to implement projects recommended by the study.

8. https://bit.ly/post-road
9. https://www.eastendstreets.com/
10. https://metrocog-website.s3.us-east-2.amazonaws.com/Website+Content/Corridor+Studies/25+%2B+111/Routes+25-111+Final+Report.pdf

Organization of Local Sections

REGIONAL & LOCAL PROJECTS

The following tables provide a comprehensive set of projects and strategies to address the safety problems identified in this plan.

REGIONAL PROJECTS

Projects with a strong regional component (for example, a road that intersects two or more municipalities) are covered in this first section, as well as regional system-wide improvements, such as the targeted pedestrian countermeasure project identified previously.

LOCAL PROJECTS

Include those at distinct locations as well as Town-wide or City-wide projects. For example, implementation of a multi-use trail concept that would run though the entirety of municipality is considered a "Town-wide" improvement. Projects that are of local priority are indicated. Crash data has been included to emphasize the most problematic locations. These locations should receive priority in Phase 1 (suitability analysis).

Project descriptions provide information about potential countermeasures, and additional local input about safety concerns.

The list of projects is organized by the anticipated time-range and cost:

SHORT-TERM (<$1,000,000)

Projects less than $1 million and that can be designed and implemented in two years. These projects will occur on local roads and will require little (if any) permitting.

MID-TERM ($1,000,000-$5,000,000)

Projects between $1 million and $5 million that can be designed and implemented in two to five years. Some permitting may be necessary. If the project occurs on a state road, then coordination with CTDOT is necessary.

LONG-TERM (>$5,000,000)

Projects over $5 million that will require a multi-year design and permitting process. These projects will require significant public outreach and coordination with CTDOT.

As Town-wide, City-wide or system-wide improvements will utilize a range of strategies, most consist of short-term, mid-term and long-term projects.

TABLE 3.2: METROCOG REGION
SELECTED PRIORITY PROJECTS - REGION-WIDE (1 of 2)

Corridor(s)	Location	Safety Problem (2018-2021)	Project Type	Term
Old Town Rd	Bridgeport/ Trumbull border Fairfield: Jefferson Stratford: Broadbridge	Multiple sections and intersections are problematic. *See tables 4.1 (Bridgeport), 6.1 (Fairfield, 8.1 (Stratford), and 9.1 (Trumbull).*	Reconstruct Old Town Road to a Complete Street. The roadway is on the border of Trumbull and Bridgeport and is a major east/west corridor alongside the Merritt Parkway connecting major development within the community, from Fairfield to Stratford. Active Transportation concepts should be considered.	Long-term
Park Ave	Bridgeport/ Fairfield border	Multiple sections and intersections are problematic. *See tables 4.1 (Bridgeport) and 6.1 (Fairfield)*	Traffic calming and Streetscape improvements. Includes full depth reconstruction, new sidewalks, a road diet, pedestrian and signal improvements, enhanced signage/wayfinding, lighting, streetscape, pedestrian linkages, traffic calming, artwork, bicycle routes, bus transit amenities. Will also link northern Park Avenue at Sacred Heart with the Brooklawn section of Park Avenue.	Short-, mid- and long-term
RT 25/Main St and RT 111/Monroe Turnpike, as well as side streets.	Trumbull and Monroe	RT-25 and Spring Hill Rd w/focus on Old Turnpike Rd and Tashua Rd (Trumbull): 100 crashes, EPDO 620 RT 111 from RT 25 to Trefoil Dr w/ focus on Old Mine Rd (Monroe): 144 crashes, 1 pedestrian crash, 2 bicyclist crashes, EPDO 638	Implement recommendations from the Route 25 and Route 111 Study[11]	Short-, mid- and long-term
System	Regional	Preventative, RSA	Continue coordination with municipalities and UConn T2 Center on conducting Road Safety Audits (RSAs).	Short-term

11. https://metrocog-website.s3.us-east-2.amazonaws.com/Website+Content/Corridor+Studies/25+%2B+111/Routes+25-111+Final+Report.pdf

TABLE 3.2: METROCOG REGION
SELECTED PRIORITY PROJECTS - REGION-WIDE (2 of 2)

Corridor(s)	Location	Safety Problem (2018-2021)	Project Type	Term
System	Regional	Improve bicycle/ pedestrian access to transit	Improve safety for pedestrians and bicyclists in the vicinity of bus and rail transit stops	Short- and mid-term
System	Regional	Improve pedestrian safety	Identify gaps in the pedestrian network across the region's HIN and implement appropriate countermeasures.	Short- and mid-term
System	Regional	Improve bicyclist safety	Identify gaps in the bicycle network across the region's HIN and implement appropriate countermeasures.	Short- and mid-term
System	Regional	Improve multi-modal safety	Assess HIN/high crash corridors and intersections and implement appropriate safety countermeasures.	Short- and mid-term

Above: Bridgeport Waterfront
Source: Peralta Design/Steve Cartagena

IV

CITY OF BRIDGEPORT
SAFETY ANALYSIS & SELECTED PROJECTS

Bridgeport

The City of Bridgeport is Connecticut's most populous City and is enriched by its diversity of residents and neighborhoods.

While most of the roads in the region's High Injury Network are state-owned roads, a significant number of local roads in Bridgeport experience high crash rates, such as sections of Park Avenue, Main Street, Chopsey Hill Road and Barnum Avenue. Route 1 (North Avenue and Boston Avenue), Route 130 (Fairfield Avenue/ State Street and Connecticut/Stratford Avenue) and Route 127 (East Main Street) are state facilities with many problematic sections and intersections.

A number of transportation disadvantaged census tracts are disproportionately impacted by crashes—and by bicyclist and pedestrian crashes. Improving the nonmotorized network in these areas, would create safer, less stressful travel to schools, jobs, commercial and civic areas, and to/from transit and other attractions.

TRANSPORTATION DISADVANTAGED CENSUS TRACTS

There are 15 Transportation Disadvantaged[1] census tracts in Bridgeport (shaded in brown on the maps on pages, 29, 30, and 35): 702, 709, 711, 712, 713, 716, 722, 727, 731, 735, 736, 737, 738, 739, and 743. These census tracts are roughly contained in the neighborhoods:

Black Rock: 702
East End: 743
East Side: 735, 736, 738 and 739
Mill Hill: 731 and 737
The Hollow: 713 and 716
North End: 727
North End & Brooklawn/St. Vincent's: 722
West Side/West End: 709, 711 and 712

CURRENT PROJECTS

The City of Bridgeport continues to upgrade its traffic signal systems on its most heavily traveled routes, such as East Washington Avenue and Main Street. Improvements to the Seaview Avenue/Boston Avenue intersection will realign this intersection with problematic geometry.

The City is in the design phase to realign Lafayette Circle at Lafayette Boulevard, Fairfield Avenue (Route 130) and an entrance ramp to State Route 8/25. Traffic calming and complete streets components are being integrated into the design.

On the western side of Bridgeport, a pedestrian bridge that will connect the Black Rock neighborhood to the Fairfield Metro rail station is in design. The bridge will provide a safer alternative to the existing pedestrian route via Fairfield Avenue (Route 130) and Brewster Street. Improvements for this intersection are also in design as this is a high crash intersection with several crashes that have involved pedestrians.

An on-road section of the Pequonnock River Trail that provides cyclist access from Downtown Bridgeport, through the South End, and to University of Bridgeport and Seaside Park was recently completed. The seasonal scooter share program is popular with residents.

CITY PRIORITIES

City staff identified a need to systematically identify appropriate safety countermeasures for high crash locations. A City-wide Complete Streets Design Guide is in the early stages of development. Implementing the recommendations from this plan, as well as RSAs, corridor studies and the City's Plan of Conservation and Development[2] should be prioritized as well.

WATER AND GOLD STREET INTERSECTION

Downtown Bridgeport's intersection at Water and Gold Streets is a local priority. Many people cross the street at this location, either to or from Greater Bridgeport Transit's Inter-modal Center. Although this specific intersection does not experience a high number of crashes, it is proximate to the Water Street and Route 130 (Fairfield Avenue and Stratford Avenue) intersection and has a high volume of pedestrian activity. This intersection experienced 55 crashes, including 3 pedestrian crashes from 2018 to 2021. Improvements at this intersection could complement those at the Bridgeport train station, located a block away on Water Street.

THE EAST END STREETS STUDY

The East End Streets Study[3] is in the early stages of evaluating concepts to reduce speeds and improve safety at intersections on the Connecticut Avenue/ Stratford Avenue couplet (Route 130). Additional attention is being given to the Seaview and Connecticut/Stratford Avenue intersection, in the western location of the project area, as well as to the separation of Route 130 at the eastern location.

FAIRFIELD AVE/BREWSTER ST: BLACK ROCK NEIGHBORHOOD CORRIDOR STUDY

A study for the Fairfield Avenue/Route 130 corridor will begin in the Fall of 2022. This study is another response to the safety issues along Fairfield Avenue and Brewster Street.

ROUTE 1/BOSTON AVENUE RSA

A Road Safety Audit for Route 1/Boston Avenue, from Sheridan Street to Bruce Avenue[4] was recently completed.

SAFETY ANALYSIS - BRIDGEPORT

Bridgeport has the highest number of severe and injury crashes in the MetroCOG Region. Between 2018 and 2021, 24 crashes resulted in a fatality or fatalities; 341 crashes caused at least one serious injury. 588 crashes involved a pedestrian(s) and 94 crashes involved a bicyclist(s) during this time period. Maps detailing the locations of these crashes can be found on the pages that follow. Schools are indicated; transportation disadvantaged communities are shaded brown.

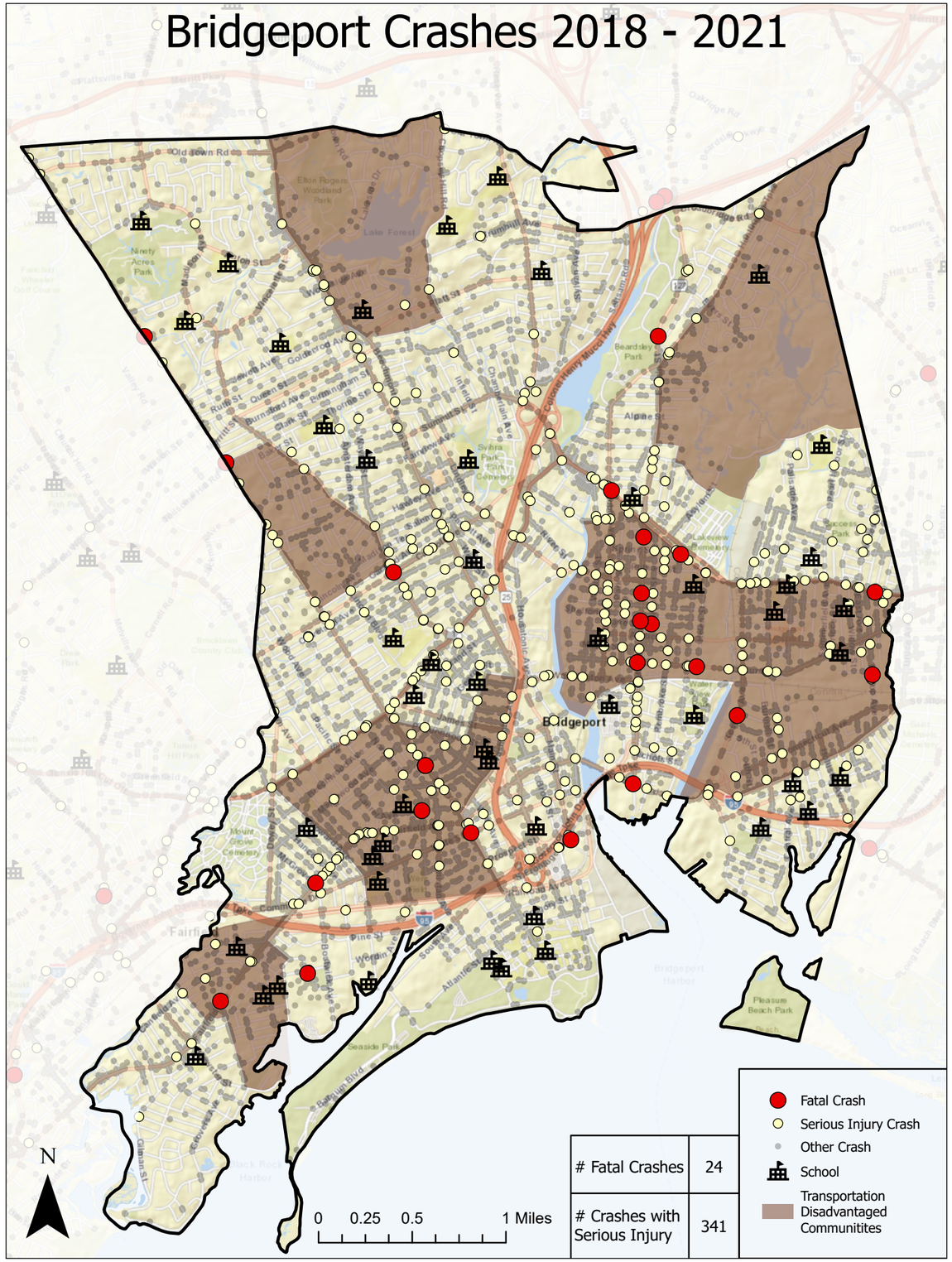
The maps are followed by Table 4.1, which lists Crash Hot Spot locations and corresponding crash data for the 2018 and 2021 time period.

Table 4.2 provides projects and strategies that could address safety issues at high crash location intersections, along corridors on the High Injury Network, and across Bridgeport's transportation system. The safety problem(s) that the project is meant to address is described, with relevant data referenced to help in the prioritization process. Project terms and associated cost are explained on page 22.

The final map on page 35 provides the locations of the projects/recommendations in table 4.2, with Crash Hot Spots and the High Injury Network indicated.

1. https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a
2. https://planbridgeport.com/documents/plan.pdf.
3. https://www.eastendstreets.com/
4. https://portal.ct.gov/-/media/DOT/Community-Connectivity/RSA-Reports/Bridgeport-Road-Safety-Audit_2_PDF.pdf

Bridgeport Crashes 2018 - 2021



Bridgeport Pedestrian and Bicycle Crashes 2018 - 2021

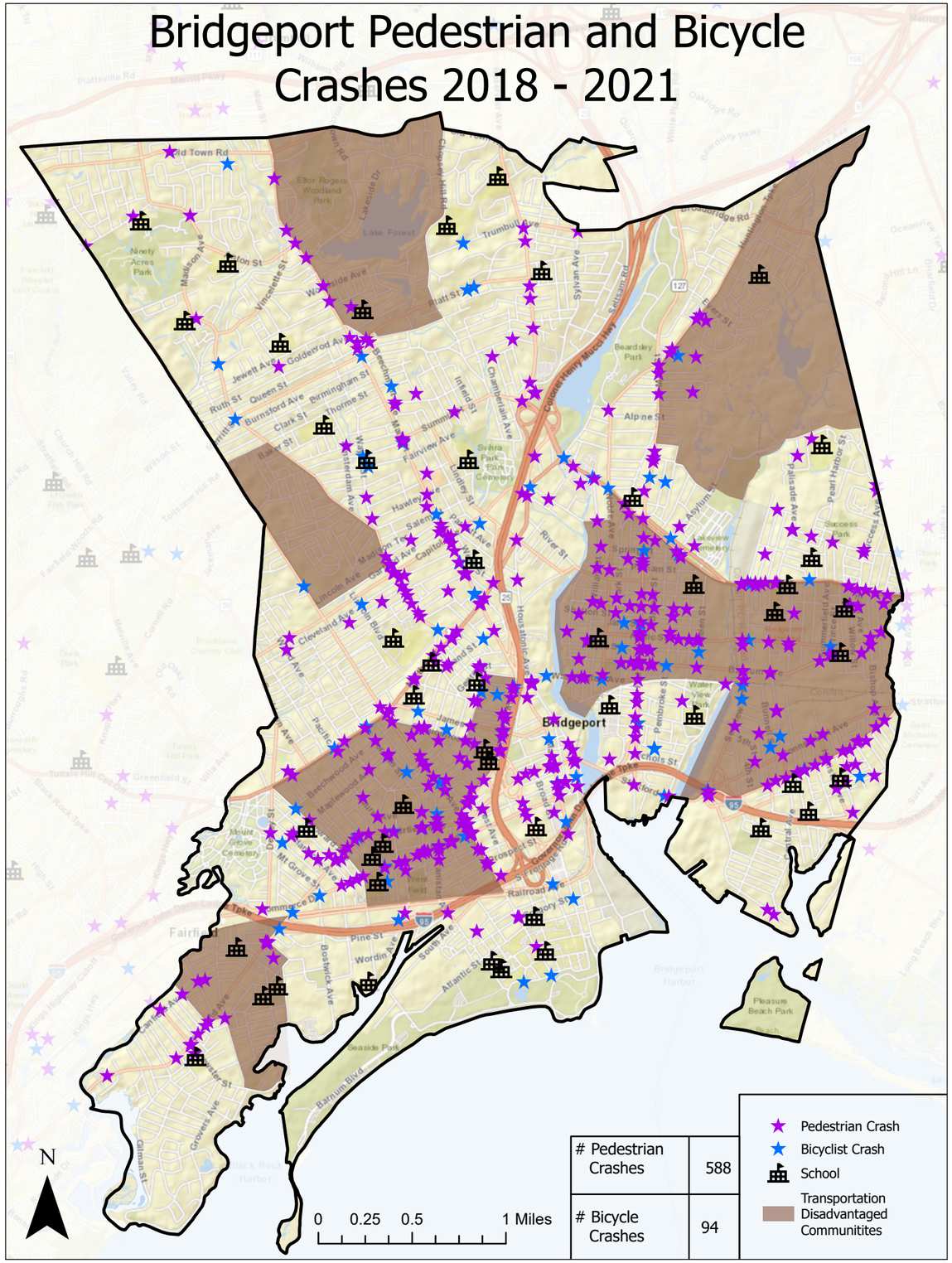


TABLE 4.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - CITY OF BRIDGEPORT (1 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[5] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Brook St from Shelton St to Arctic St w/focus on Jane St and Arctic St Intersections	53	1239	1	1	0	N
Madison Ave from Jackson Ave to McKinley Ave	52	314	0	4	0	Y
E Main St and Stratford Ave Intersection	57	1387	1	1	0	Y
Fairfield Ave and Iranistan Ave Intersection	91	751	0	8	1	Y
Laurel Ave and Norman St Intersection	61	1307	1	5	1	N
Fairfield Ave from Colorado Ave to Elmwood Pl	69	631	0	5	1	Y
Madison Ave from Arlington St to Salem St	90	376	0	0	0	Y
Fairfield Ave and Yale St Intersection	31	281	0	2	1	Y
South Ave and Warren St Intersection	28	274	0	0	0	N
Benham Ave from Norman St to Brothwell St	23	231	0	0	1	N
Barnum Ave from Shelton St to Stillman St	75	715	0	1	0	Y
Fairfield Ave and Main St Intersection	64	354	0	7	0	Y
E Main St from Crescent Pl to RT 1 w/focus on Barnum Ave, Arctic St, Jane St, Stillman St, Autumn St, RT 1 Intersections	704	8783	5	26	2	Y
Chopsey Hill from Pond St to Reservoir Ave w/ focus on Reservoir Ave Intersection	167	975	0	1	0	Y
RT 1 and Wells St Intersection	42	500	0	1	0	Y
Lindley St and Capitol Ave Intersection	143	667	0	0	0	Y
Fairfield Ave and Brewster St Intersection	93	433	0	9	0	Y
Orchard St and RT 1 Intersection	50	272	0	0	1	N
Madison Ave from Federal St to Lincoln Ave	162	1711	1	10	1	Y
Seaview Ave and Connecticut Ave Intersection	95	607	0	3	1	Y
Main St from Federal St to Salem St w/focus on Capitol Ave Intersection	300	1510	0	7	1	Y
Main St from Westfield Ave to Savoy St	80	426	0	4	1	Y
Hollister Ave and Stratford Ave Intersection	32	182	0	2	0	N
Park Ave and Capitol Ave Intersection	83	691	0	0	0	Y
Fairfield Ave from Astor St to I-95 N on-ramp w/focus on Albion St and on-ramp Intersections	182	781	0	4	1	Y
E Main St from Seymour St to Steuben St	25	243	0	2	1	Y
Fairfield Ave and Ellsworth St Intersection	94	1420	1	1	0	Y
Chopsey Hill Rd from Dean Pl to Island Brook Ave Exit w/focus on Glenwood Ave and Island Brook Ave Intersections	314	1542	0	1	1	Y
RT 1 and Noble Ave Intersection	168	1972	1	1	2	Y
RT 1 and Colony St Intersection	46	1320	1	2	1	Y
Park Ave from Pequonnock St to Atwater St w/focus on RT 1 I Pequonnock Intersection	244	1222	0	4	0	Y
Main St from Ridgewood Pl to Renzy Ave Intersection	63	367	0	1	1	Y

TABLE 4.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - CITY OF BRIDGEPORT (2 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[5] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Main St, Porter St, and Wheeler Ave Intersection	32	160	0	4	0	Y
Park Ave from Harral Ave to Benham Ave w/ focus on Olive St	120	2658	2	5	0	Y
RT 1 from Railroad to Palisade Ave	295	1937	0	9	1	Y
E Main St from Pennyslvania Ave to Beardsley Park Terrace	27	253	0	0	0	Y
Beechmont Ave from Platt St to Renzy Ave	40	282	0	2	0	N
Park Ave from Hanover St to Washington Ave w/ focus on State St	215	2253	1	21	1	Y
Seaview Ave from Deacon St to Williston St	36	1178	1	1	0	Y
Fairfield Ave and Water St Intersection	55	365	0	3	0	Y
Barnum Ave from Willow St to Sage Ave	158	2100	1	7	0	Y
RT 1, Lindley St, and Housatonic Ave Intersection	153	827	0	1	0	Y
Main St from Goodsell St to Tom Thumb St w/ focus on RT-1	178	994	0	5	2	Y
RT 1 from Front St to north of Island Brook Ave	138	692	0	1	1	Y
RT 1 from Catherine St to Wallace St w/focus on Madison Ave	124	644	0	6	0	Y
RT 1 and Wood Ave Intersection	44	244	0	1	0	Y
Bird St and Wordin Ave Intersection	12	1040	1	0	0	Y
Main St and Old Town Rd Intersection	73	281	0	0	0	Y
Park Ave and South Ave Intersection	32	188	0	0	0	N
RT 1 and Briarwood Ave Intersection	69	417	0	0	0	N
Fairfield Ave and Mt Grove St Intersection	80	1525	1	0	0	N
Commerce St and Fairfield Ave Intersection	62	352	0	0	0	N
West Ave from John St to Fairfield Ave Intersections	41	389	0	1	0	N
Washington Ave from Pequonnock St to Milne St	50	266	0	3	0	N
James St and Washington Ave Intersection	38	240	0	2	1	N
E Washington Ave from Housatonic Ave to Washington Ave w/ focus on Housatonic Ave, RT 25 N on-ramp, and Washington Ave	181	1083	0	6	4	Y
E Washington Ave between Knowlton St and William St	56	420	0	3	1	N
Barnum Ave and Pembroke St Intersection	100	620	0	0	1	N
Barnum Ave from Hallett St Intersection to Helen St Intersection	53	1405	1	1	1	N
Barnum Ave from Seaview Ave to Mill Hill Ave w/focus on Seaview Ave and Central Ave Intersections	234	1462	0	8	0	N
Barnum Ave and Prince St Intersection	35	467	0	2	1	N
Barnum Ave From East Ave to Kent Ave	108	585	0	4	0	Y
Main St from Charron St to Vanguard St	113	745	0	1	0	N
Man St from Oxford St to Vincellette St Intersections	49	201	0	2	0	N
Park Ave from Valley Rd to Geduldig Ave	22	1100	1	0	0	Y
Park Ave and Thorme St Intersection	9	977	1	0	0	Y

5. "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

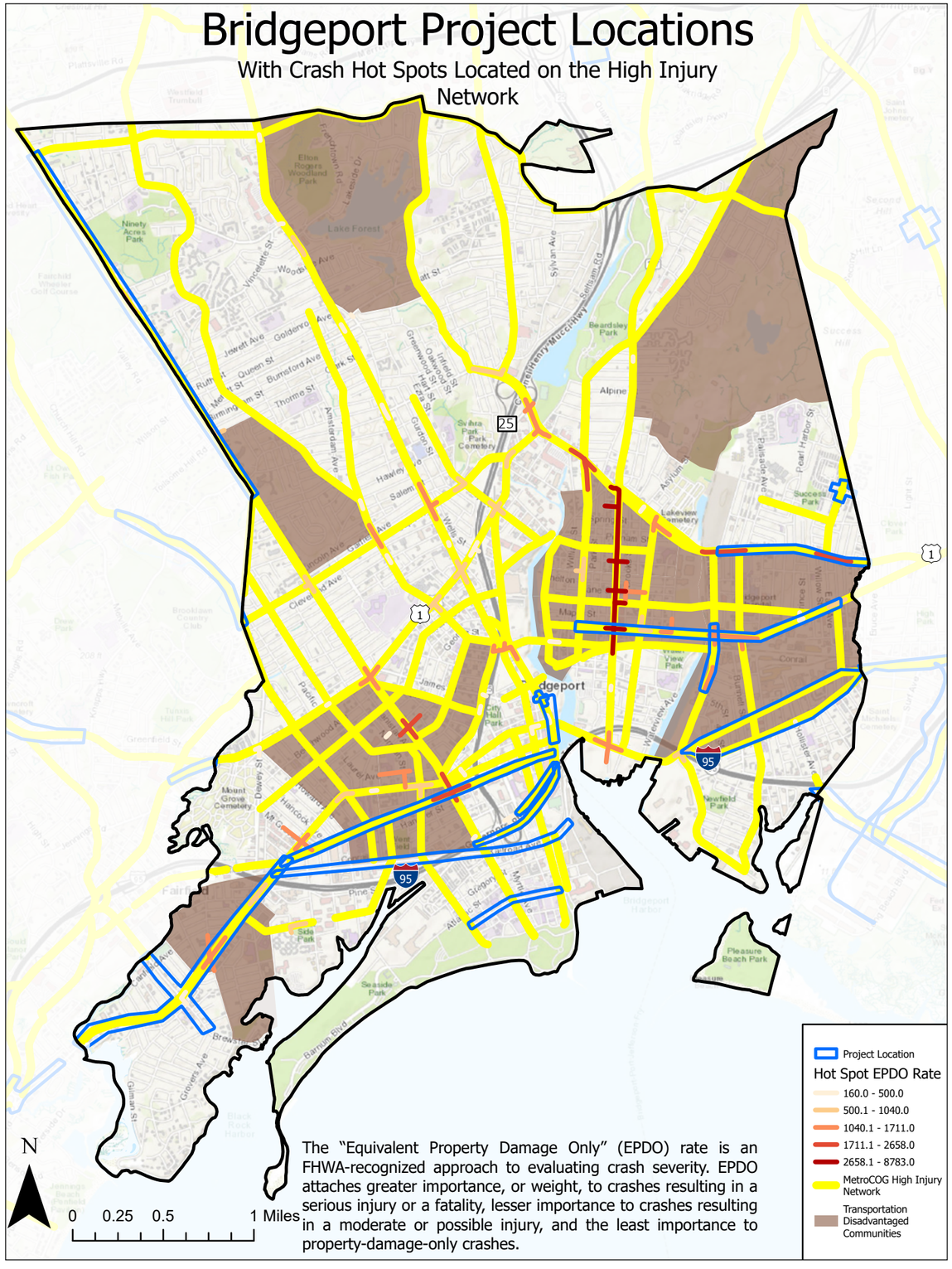
TABLE 4.2: CITY OF BRIDGEPORT SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term
Barnum Ave	Multiple sections and intersections are problematic. *See Table 4.1*	Traffic signal modernization at 8 intersections	Mid-term
Downtown Bridgeport	Fairfield Ave and RT-130: 55 crashes, 3 pedestrian crashes, EPDO 365. Fairfield Ave and Main St: 64 crashes, 7 pedestrian crashes, EPDO 354.	Bridgeport Intermodal Center project. Includes new Water St Dock access, enhanced signage/wayfinding, lighting, streetscape, harbor walk, pedestrian linkages, traffic calming, artwork, bicycle routes, and renovations to the rail station.	Long-term
North/South Frontage Rd	Roads are on the HIN.	Traffic signal modernization at 10 intersections	Mid-term
Park Ave (upper)	Multiple sections and intersections are problematic.*See Table 4.1*	Traffic signal modernization at 9 intersections. Components of the signal project could be included as part of larger project (Upper Park Ave).	Mid-term
RT 130/Fairfield Ave and Brewster (Study, soon to begin)	Multiple sections and intersections are probelmatic. *See Table 4.1.*	Implement future recommendations. Study will begin in Fall 2022.	The study will identify short-, mid- and long-term projects
Railroad Ave	Railroad Ave is not on the HIN, but signal upgrades are a City priority.	Traffic signal modernization at 12 intersections	Mid-term
RT 130, State St	This section of RT-130 is on the HIN.	Two-way conversion of State St from RT- 700 (Fairfield Ave and Water St Intersection).	Long-term
RT 130, Stratford Ave and Connecticut Ave (Study)	Safety was a major motivation for the study. Between 2017 and 2019, 571 crashes occurred in the study area. Hot Spots include the Seaview/Stratford Intersection, and both Connecticut Ave and Stratford Ave between Central Ave and Union Ave. 2018-2021 Stratford/East Main (RT 127) intersection: 57 crashes, 1 fatal crash, EPDO 1387. 2018-2021 Connecticut/Seaview Intersection: 95 crashes, 3 pedestrian crashes and 1 bicyclist crash, EPDO 607	Stratford Avenue and Connecticut Avenue Two-way conversion from Seaview Avenue to Bruce Avenue. A Planning Study is in progress for the corridor[6]	The study will identify short-, mid- and long-term projects. A two-way conversion would be a long-term project

TABLE 4.2: CITY OF BRIDGEPORT SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term
RT 1/Boston Ave (RSA)	Multiple sections and intersections of Route 1 are problematic. *See Table 4.1*	RSA recommendations for RT 1, Sheridan St to Bruce Ave[7] Note that RT 1 is made up of Boston Ave (eastern half) and North Ave (western half)	RSA identified short-, mid- and long-term projects
Seaview Ave	Seaview Ave between Deacon and Williston runs along the Yellow Mill River. During the 3-year period (2018-2021): 36 crashes, 1 fatal crash, EPDO 1178.	Widen and reconstruct the existing New Haven rail line underpass and provide increased vertical clearance for Seaview Ave, as well as operational improvements. Includes an attractively landscaped linear park along the Yellow Mill Channel with bicycle and pedestrian pathways/facilities. Potentially create an underpass based on a proposal including a configuration for a second train station North of RT 1: provide access for Lake Success Business Park (proposed) and future local developments. Street approaches to be reconstructed and new traffic signals/ turn lanes to be installed at several intersections.	Long-term
South End (neighborhood)	This area is not on the HIN, but includes dense residential development and the University of Bridgeport.	Green belt and resiliency corridor, University Avenue.	Long-term
Water St	Not on HIN but, in close proximity to Greater Bridgeport Transit (GBT) and Fairfield Ave/RT 130 (Downtown Bridgeport). Identified by the City as a priority due to high volumes of pedestrians regularly crossing at Gold St.	Improve pedestrian access on Water St and Gold St. Many pedestrians cross at this intersection to get to Greater Bridgeport Transit's inter-modal center.	Short-term
Citywide	Improve pedestrian safety throughout the City.	Short- and long-term pedestrian enhancements	Short-, medium and long-term

6. https://www.eastendstreets.com/
7. https://portal.ct.gov/-/media/DOT/Community-Connectivity/RSA-Reports/Bridgeport-Road-Safety-Audit_2_PDF



The "Equivalent Property Damage Only" (EPDO) rate is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

Bridgeport

DATA SUMMARY (2018-2021)

CRASHES BY TYPE

In Bridgeport, approximately 29% of crashers were Angle, 28% were Front-to-rear, and 17% percent were Sideswipe, same direction collisions. The remainder were comprised of Front-to-front, N/A (used for single-vehicle crashes), Other (used for two vehicle collisions not described by other attributes, e.g. end-swipes). Rear-to-Rear, Rear-to-side, Sideswipe, opposite direction, and Unknown (used for cases where the crash was not observed or the officer could not determine the way the cars collided.

LIGHTING CONDITIONS

In Bridgeport, 13,167 of crashes occurred during Daylight hours, 6,004 occurred in Dark-Lighted conditions; 509, 264, 225, and 105 crashes occurred in Dark-Not Lighted, Dusk, Dark-Unknown, and Dawn Lighting conditions respectively. There were 276 crashes for which the lighting conditions were Unknown and 713 for which the lighting conditions were Other.

MONTH & DAY-OF-WEEK

In Bridgeport, October was the month with the highest number of Weekday crashes (1,361) followed by September (1,319); the highest number of Weekend crashes also occurred in October (558) followed by June (549) and August (530).

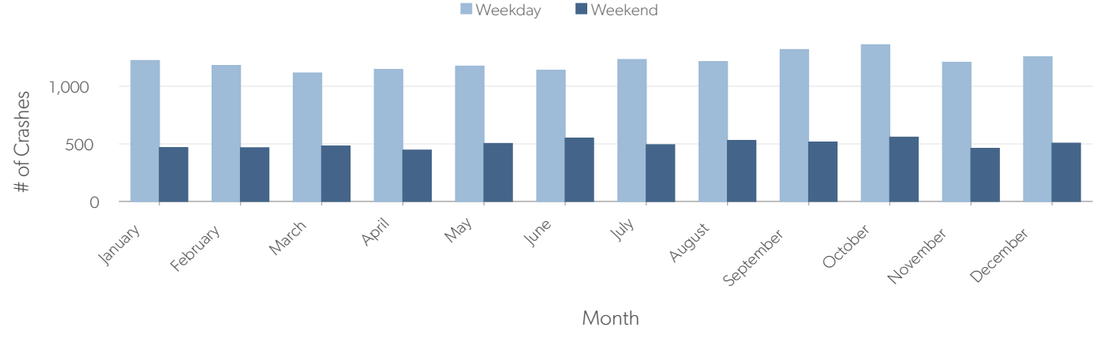
TABLE 4.3: BRIDGEPORT CRASHES BY TYPE

Manner of Crash	# Crashes	% Crashes
Angle	6,038	29.32%
Front-to-front	1.025	4.98%
Front-to-rear	5,746	27.91%
Not Applicable	1,772	8.61%
Other	713	3.46%
Rear-to-rear	294	1.43%
Rear-to-side	537	2.61%
Sideswipe, opposite direction	727	3.53%
Sideswipe, same direction	3,463	16.82%
Unknown	276	1.34%

TABLE 4.4: BRIDGEPORT CRASHES & LIGHTING

Light	39# Crashes
Daylight	13,167
Dark-Lighted	6,004
Dark-Not Lighted	509
Dusk	264
Unknown	236
Dark-Unknown Lighting	225
Dawn	105
Other	39

TABLE 4.5: BRIDGEPORT - WEEKEND VS. WEEKDAY CRASHES



Above: Easton Village Store
Source: Peralta Design/Steve Cartagena

V

TOWN OF EASTON
SAFETY ANALYSIS & SELECTED PROJECTS

Easton

The Town of Easton is a rural, residential community with limited commercial development. Fewer than 10,000 people live in the Town. As much of the region's water supply is located in Easton, watershed land conservation is a local and regional priority.

Route 59 (Sport Hill Road and Stepney Road) and Route 136 (Westport Road) have the highest crash rates in the Town. Helen Keller Middle School, a village area and several farms are located on Route 59/Sport Hill Road. Center Road connects the village area to the Town Center. Another small village area (church and coffee shop) is located at the intersection of Center Road and Westport Road/Route 136. The Town has several scenic roads that are attractive to cyclists.

CURRENT PROJECTS

The Town is in the process of designing pedestrian and intersection improvements at the Westport Road/ Route 136 and Center Road intersection. The project is being funded through a Connecticut Department of Transportation (CTDOT) Community Connectivity grant. As a rural community, the Town received two speed feedback signs. One sign has been installed on Sport Hill Road at a popular farm (shop, pick your own and petting zoo), with a midblock crossing and RRFB. An RRFB and midblock crossing was installed at another farm shop on Black Rock Turnpike/Route 58.

TOWN PRIORITIES

Improving pedestrian safety between destinations (such as the middle school and village area) is a local priority. The Town also expressed concerns about intersection geometry and sight lines on several local roads.

Many safety-related projects that are local priorities were identified through recent planning efforts, including:

SPORT HILL RD/RT-59 DESIGN CHARETTE (2019)

In November 2019, the Easton Land Use Department and Planning and Zoning Commission hosted a two day design charette workshop. The event included focus groups and consultant presentations recommending their concepts for addressing issues within the study area along Sport Hill Road. In addition, the charette involved an outreach survey to better understand travel in the study area.

The concept plan, Final Presentation, Focus Group Notes, and Survey Data summary can be found on the Town's website[1].

1. https://www.eastonct.gov/land-use/pages/easton-design-charette-information

SPORT HILL ROAD/ROUTE 59 & CENTER ROAD BETWEEN ROUTE 59 AND WESTPORT ROAD/ ROUTE 136 ROAD SAFETY AUDIT (2021)

Road Safety Audit (RSA)'s are an important component of the Connecticut Department of Transportation (CTDOT)'s Community Connectivity Program. An RSA is a formal safety assessment of the existing roadway.

In 2021, CTDOT performed a Road Safety Audit (RSA) for the Town of Easton on Route 59 (Sport Hill Road) between the Easton/Fairfield Town Line and Center Road[1]. The Study Area also extends along Center Road, between Route 59 and Route 136 (Westport Road). The purpose of the Sport Hill Road RSA is to address any safety concerns while discussing possible safety improvements for pedestrians and bicyclists traveling along the study area corridor. The southern end of the study area, on Route 59, to Old Oak Road is in the Bridgeport-Stamford urbanized area[2].

The corridor serves many purposes including local and regional truck traffic, residential and business access, employment commuting, access to farms, Equestrian School, and access to the Merritt Parkway and points further south.

Additionally, Improvements at this intersection could complement those at the Bridgeport train station located a block away on Water Street.

2. https://portal.ct.gov/-/media/DOT/Community-Connectivity/RSA-Reports/Easton-RSA-Report.pdf

SAFETY ANALYSIS - EASTON

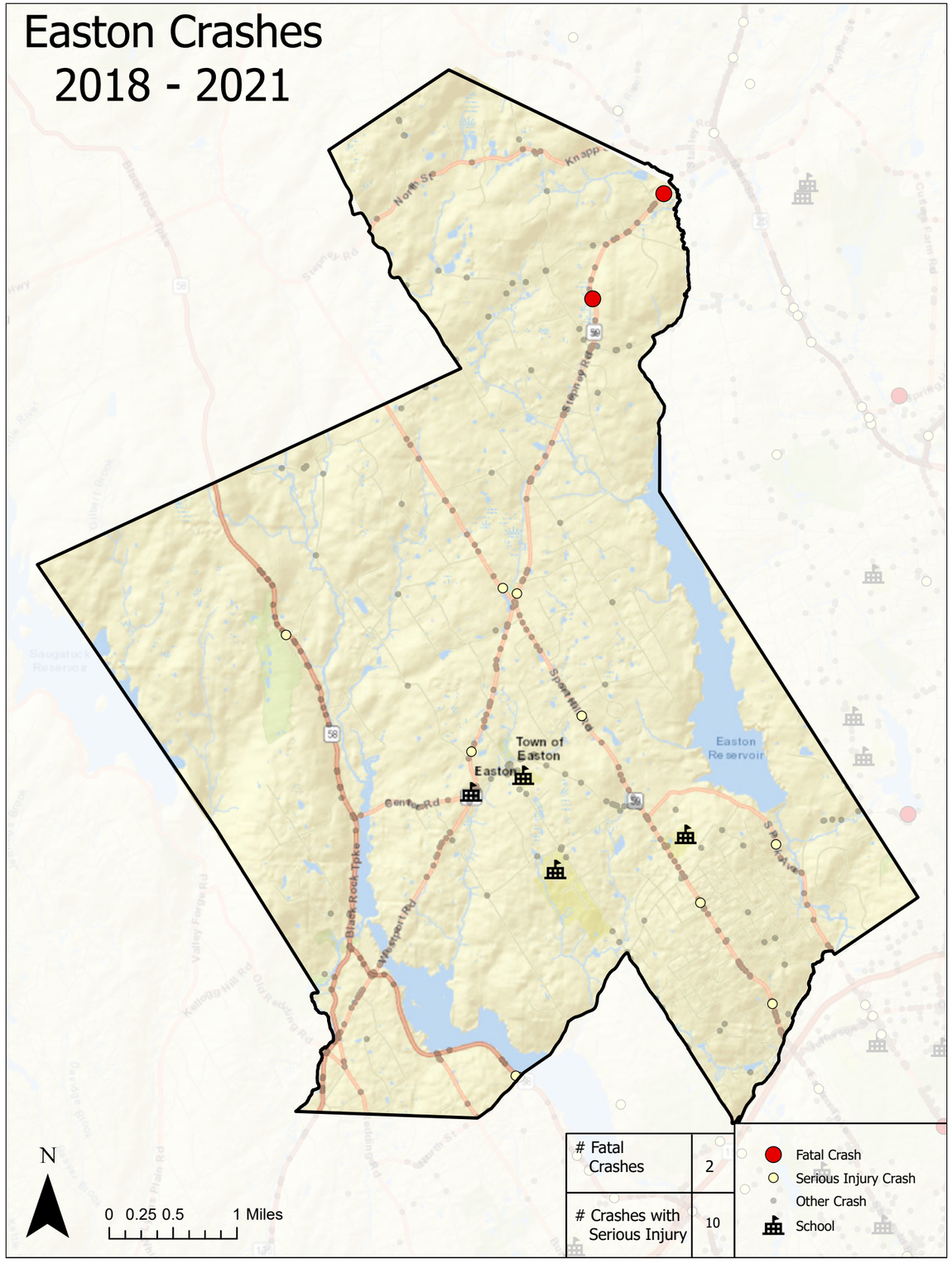
Between 2018 and 2021, 2 crashes resulted in a fatality or fatalities; 10 crashes caused at least one serious injury. Although the Town did not have any pedestrian-related crashes during this time, 3 crashes involved a bicyclist(s). Maps detailing the locations of these crashes can be found on the pages that follow. Schools are indicated.

The maps are followed by Table 5.1, which lists Crash Hot Spot locations and corresponding crash data for the 2018 to 2021 time-period.

Table 5.2 provides projects and strategies that could address safety issues at high crash location intersections, along corridors on the High Injury Network, and across Easton's transportation system. The safety problem(s) that the project is meant to address is described, with relevant data referenced to help in the prioritization process. Project terms and associated cost are explained explained on page 22.

The final map on page 45 provides the locations of the projects/recommendations in table 5.2, with Crash Hot Spots and the High Injury Network indicated.

Easton Crashes 2018 - 2021



Easton Pedestrian and Bicycle Crashes 2018 - 2021

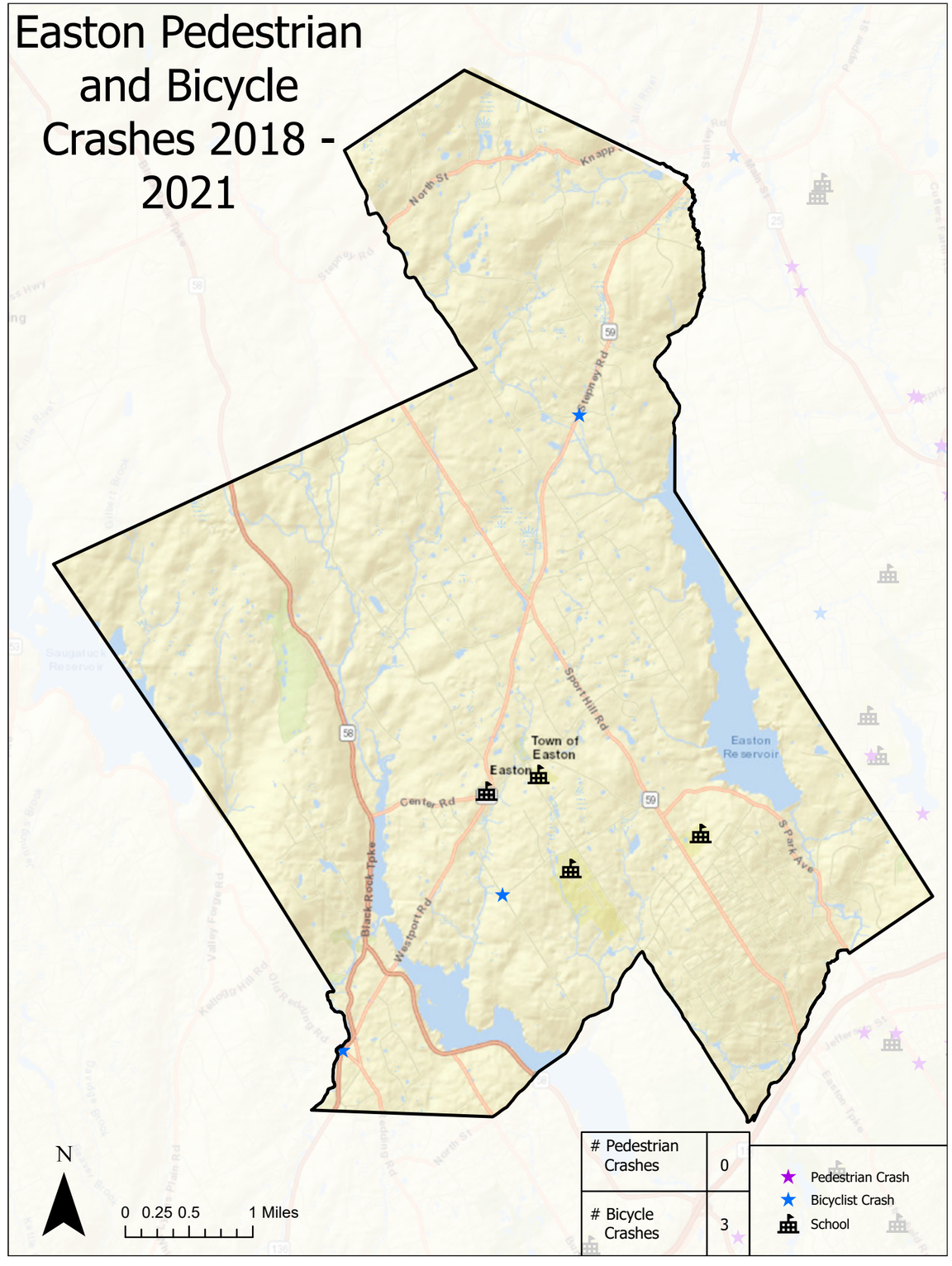


TABLE 5.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF EASTON

High Crash Location (Corridor)	Crash # (Motor)	EPDO[3] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Westport Rd w/ focus on Center Rd	25	65	0	0	0	N
Westport Rd w/ focus on Redding Road and Black Rock Tpke	63	289	0	0	0	Y
Blackrock Tpke between Burr St and Division St	17	170	0	0	0	Y
Sporthill Rd w/ focus on Center Rd	64	274	0	0	0	Y
Westport Road North of Orchard Lane	20	126	0	0	0	Y
Judd Road and Stephney Rd	32	1042	1	0	0	Y
Black Rock Tnpk below Silver Hill Rd	9	45	0	0	0	Y
Morehouse Rd below Center Rd	9	9	0	0	0	N
Westport Road w/ focus on Black Rock Tpke and Redding Road	9	65	0	0	1	Y
Sport Hill Rd Glovers Ln Intersection	65	58	0	0	0	Y

3. "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

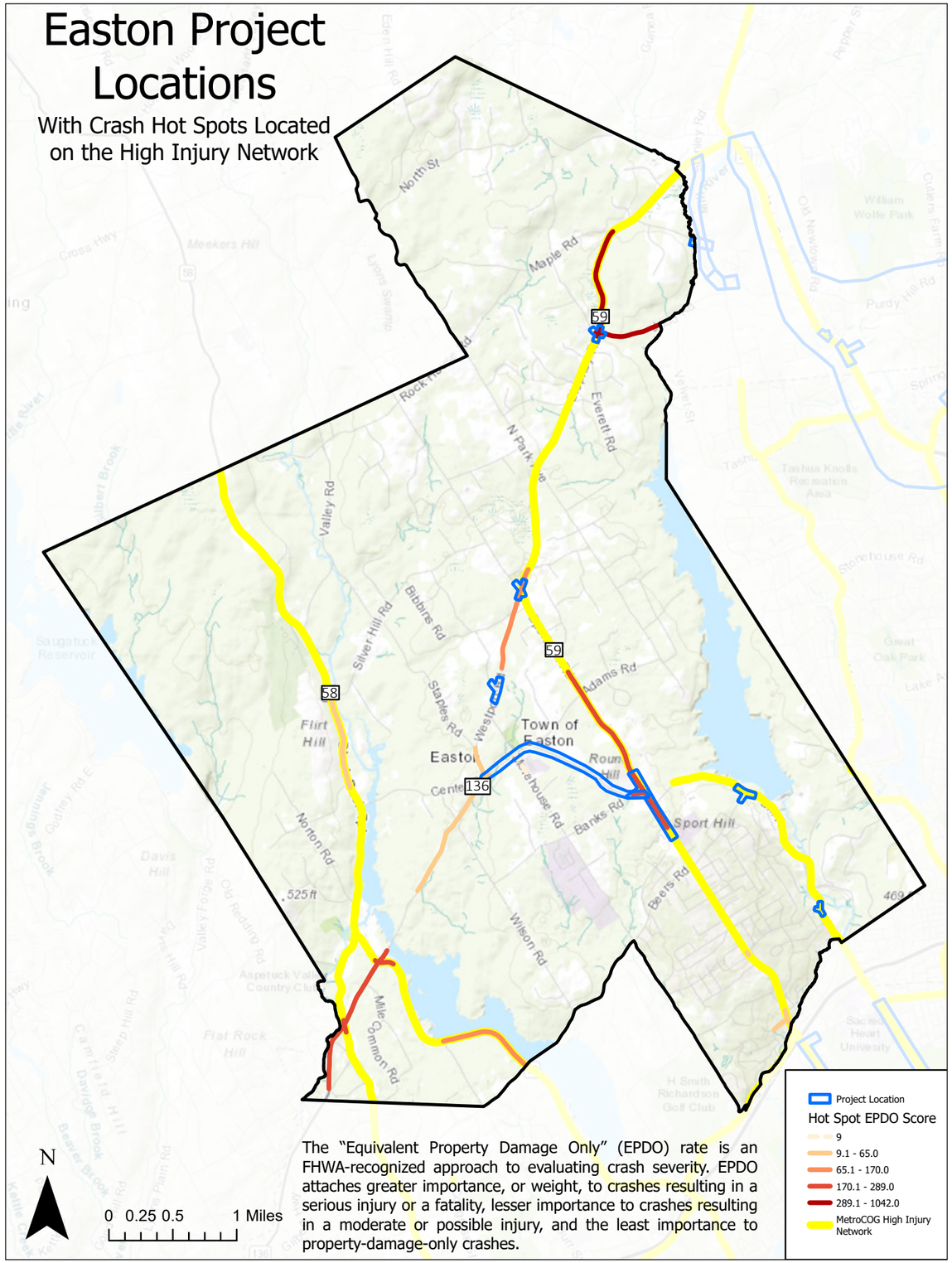
TABLE 5.2: TOWN OF EASTON
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term
Center Road from Route 59/ Sport Hill Road to Route 136/ Westport Road	Center/Route 136 intersection: 25 crashes, EPDO 65	Marked bike lanes in shoulders for approx. 1.4 mi.; some roadway widening to accommodate; travel lane width 10 ft; bike lane width 4 ft (3 ft min); total paved roadway width 28 ft.	Mid-term to long-term
Route 136, Westport Road at Orchard Lane	North of Orchard Lane: 20 crashes, EPDO 126	Intersection /sightline; currently poor sightlines due to roadway geometry	Short-term
Route 59 & Center Road between Route 59 and Route 136 (RSA)	Sport Hill Road (focus on Center Road): 64 crashes, EPDO 274 On HIN	Many of the locations are based on recommendations from an Road Safety Audit (RSA)[4]	Short-, mid- and long-term
Route 59, Sport Hil Road		Implement Complete Streets at Town Center (Rt. 59 at Center Rd.) to include pedestrian enhancements, bicycle facilities, streetscapes, ADA compliant features and traffic calming measures.	Mid-term to long-term

TABLE 5.2: TOWN OF EASTON
SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term
Route 59, Sport Hil Road	Sport Hill Road (focus on Center Road): 64 crashes, EPDO 274 On HIN	6-8 foot multi-use and ADA compliant path on Rt. 59 from Flat Rock Rd to Helen Keller Middle School to Center Rd. The trail would continue along Center Rd to the Town Hall/Library, then from Morehouse Rd to Staples Elementary school, and from Banks Rd to the Town Center. Will connect students with safe access from home to school by walking/biking.	Mid-term to long-term
Route 59, Sport Hill Road at Center Road and Banks Road		Intersection realignment; currently poor intersection alignment leading to high crash rate	Short-term
Route 59, Sport Hill Road and Route 136, Westport Road	On HIN	Intersection /poor vertical alignment /reduce paved area; poor sightlines due to vertical alignment at approaches/ large paved area	Short-term to mid-term
Route 59, Stepney Road and Judd Road	32 crashes, 1 fatal crash, EPDO 1042	Intersection /sight line; currently poor sightline due to roadway geometry	Short-term
South Park Ave at Flat Rock Rd.	Local concerns about roadway geometry and sightlines.	Intersection /sightline; currently poor sightlines due to roadway geometry	Short-term
South Park Ave at Tersana Drive	Local concerns about roadway geometry and sight lines.	Intersection /sightline /vertical roadway alignment; Poor intersection alignment; poor vertical alignment on South Park Ave.	Short-term to mid-term
Town-wide	Improve bicylcling safety	Assess bicycling activity and provide facilities at suitable locations	Short-term to mid-term

4. https://portal.ct.gov/-/media/DOT/Community-Connectivity/RSA-Reports/Easton-RSA-Report.pdf



Easton

DATA SUMMARY (2018-2021)

CRASHES BY TYPE

In Easton, approximately 20% of crashes were Front-to-rear and 16% were Angle collisions. The remainder were comprised of Front-to-front, N/A (used for single-vehicle crashes), Other (used for two vehicle collisions not described by other attributes, e.g. end-swipes). Rear-to-Rear, Rear-to-side, Sideswipe, opposite direction, and Unknown (used for cases where the crash was not observed or the officer could not determine the way the cars collided.

LIGHTING CONDITIONS

In Easton, of the total crashes between 2018 and 2021, 345 occurred during Daylight hours, 136 occurred in Dark-Not Lighted conditions; 17, 14, 12, and 1 crash(es) occurred in dawn. Dusk, Dark-Lighted, and Dark-Unknown Lighting conditions respectively. There were 2 crashes for which the lighting conditions were Unknown.

MONTH & DAY-OF-WEEK

In Easton, November was the month with the highest number of Weekday crashes (68) followed by October (55); November was also the month with the highest number of Weekend crashes (15), followed by July (14) and May (13).

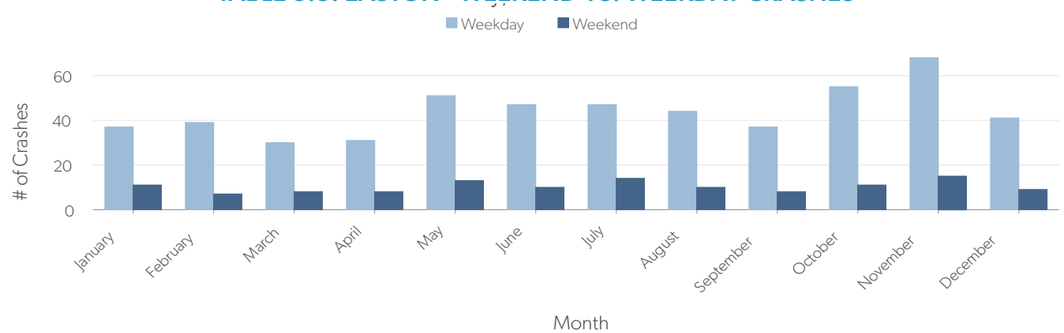
TABLE 5.3: EASTON CRASHES BY TYPE

Manner of Crash	# Crashes	% Crashes
Angle	87	16.48%
Front-to-front	17	3.22%
Front-to-rear	108	20.45%
Not Applicable	174	51.89%
Other	7	1.33%
Rear-to-rear	2	0.38%
Rear-to-side	7	1.33%
Sideswipe, opposite direction	13	2.46%
Sideswipe, same direction	13	2.46%

TABLE 5.4: EASTON CRASHES & LIGHTING

Light	# Crashes
Daylight	345
Dark-Lighted	12
Dark-Not Lighted	136
Dusk	14
Unknown	2
Dark-Unknown Lighting	1
Dawn	17

TABLE 5.5: EASTON - WEEKEND VS. WEEKDAY CRASHES



Above: Post Road, Fairfield, CT
Source: Peralta Design/Steve Cartagena

VI

TOWN OF FAIRFIELD
SAFETY ANALYSIS & SELECTED PROJECTS

Fairfield

Fairfield is a suburban Town with a mix of residential densities, several commercial centers, two colleges and three rail stations. Most of the state routes in Fairfield are on the High Injury Network. Route 1 (Kings Highway/ Post Road), Route 130 (Post Road), Route 58 (Black Rock Turnpike), Route 59 (Stratfield Road), Route 135 (North Benson/Stillson), and Route 732 (Black Rock Turnpike).

Non-state roads on the High Injury Network include Park Avenue, Fairfield Woods Road, Congress Street, Commerce Drive, Burroughs Road, Reef Road and Beach Road. Other streets not on the Region's High Injury Network but noted by the Town as issue areas are Redding Road, Morehouse Highway, Pequot Avenue, Harbor Road, Old Post Road, Mill Plain Road and local streets in Fairfield's beach neighborhood.

CURRENT PROJECTS

The Town is in the process of implementing a number of projects that will improve pedestrian safety. Several projects are based on RSA recommendations and/or planning studies.

Pedestrian improvements along a section of Kings Highway/RT-1 were recently completed, and Fairfield hopes to implement future projects along Kings Highway.

In 2016, an RSA was conducted for Post Road/Route 130, from the Bridgeport City Line to the Post Road traffic circle (intersection with Route 1), as well as Grasmere Avenue. The Town has been proactive in implementing these recommendations. The first phase of improvements are in design and include Grasmere Avenue and Post Road from the Bridgeport border to Shoreham Village Drive; construction is anticipated for 2023. State bond funds were recently approved for Phase II, Shoreham Village Drive to Kings Highway East (before the intersection with the traffic circle). This phase is furthered by work completed as part of the Post Road Circle Study.

In Southport, construction will begin in late 2022/early 2023 to implement complete streets improvements on Post Road/Route 1, from the Westport line to Rennell Drive. The project will combine confusing traffic islands, eliminate some access lanes, realign intersections, reduce excessive pavement width and increase green infrastructure, landscaping, streetscape, transit and pedestrian facilities. Bike lanes are under consideration. The project is being funded through a Community Connectivity grant (CTDOT). This project is the first phase of a long-term project to improve the Southport section of Post Road/Route 1.

Recommendations from the Stratfield Road RSA will be implemented at the Stratfield Road/Route 59 and Churchill Road intersection through state bond funds. Construction is anticipated for 2023/2024.

The Fairfield Woods, Woodridge, Stillson and Farist intersection improvements are mostly complete. Sidewalks are still needed on Fairfield Woods Road in addition to intersection improvements that can tie into the Black Rock Turnpike Safety Study projects.

Safety improvements for Reef Road and Round Hill Road are being funded through a state grant, with construction anticipated for 2022-2023.

CTDOT recently completed improvements at the North Benson Road/RT-135 and Post Road/ RT-1 intersection.

TOWN PRIORITIES

The Town is focused on continuing to implement recommendations from RSAs, planning studies, and the Fairfield Bicycle and Pedestrian Master Plan. Priority state and local roads are in the beginning of the section.

SOUTHPORT - POST ROAD/RT-1

Continue to implement RSA and complete streets recommendations by updating an area last changed in the 1960s (Post Road/RT-1, Center Street to Pease and Old Post Road)[1], narrowing excessive pavement widths, and enlarging grass islands/sidewalks.

STRATFIELD RSA

Series of improvements at Stratfield Rd/RT 59 intersection of Churchill Rd[2] to Bridgeport City Line.

RT-130/GRASMERE AVENUE RSA

Post Road/RT-130[3], from Bridgeport City Line to the Post Road traffic circle.

POST ROAD CIRCLE STUDY

Post Road Circle[4] and vicinity study, including RT 130 and RT 1 due high-crash volumes. Drone footage found many concerning near-miss accidents at the RT 130 westbound approach. The State recently approved bond funds for the study's eastern portion. The study also includes a number of near- and mid-term improvements. A traffic circle alternative is a long-term project requiring significant CTDOT involvement.

BLACK ROCK TURNPIKE SAFETY STUDY (RT-58)

Study conducted along a commercial portion of RT 58[5], which has a high crash rate. A number of near- and mid-term upgrades are recommended. A project for intersection improvements along a small section is under review by CTDOT. Roundabout projects at the most problematic intersections are a long-term project requiring significant CTDOT involvement.

1. https://s3.amazonaws.com/FairfieldCT/RSAa%2BBikePed+Plan/RSA+Southport+submitted.pdf
2. https://s3.amazonaws.com/FairfieldCT/RSAa%2BBikePed+Plan/Road+Safety+Audit+Report+-+Stratfield+Road+Route+59.pdf
3. https://portal.ct.gov/-/media/DOT/Community-Connectivity/RSA-Reports/Fairfield-RSA-Report.pdf
4. https://bit.ly/post-road
5. https://ctmetro.org/transportation/transportation-projects/

BICYCLE AND PEDESTRIAN MASTER PLAN

Draft[6] - updates are red-lined and the Town plans a full update of the plan. Priorities include:

- **Low-Cost/Short-Term:** pavement markings, signal upgrades, vegetation management, curb bulb outs, ADA upgrades, and transit amenities.
- **Mid- to High-Cost/Long-Term:** sidewalk connectivity/upgrades, ADA facilities, curbing, pedestrian signals, medians, crosswalks, RRFBs, green infrastructure/reduced pavement widths and road diets where feasible.

SAFETY ANALYSIS - FAIRFIELD

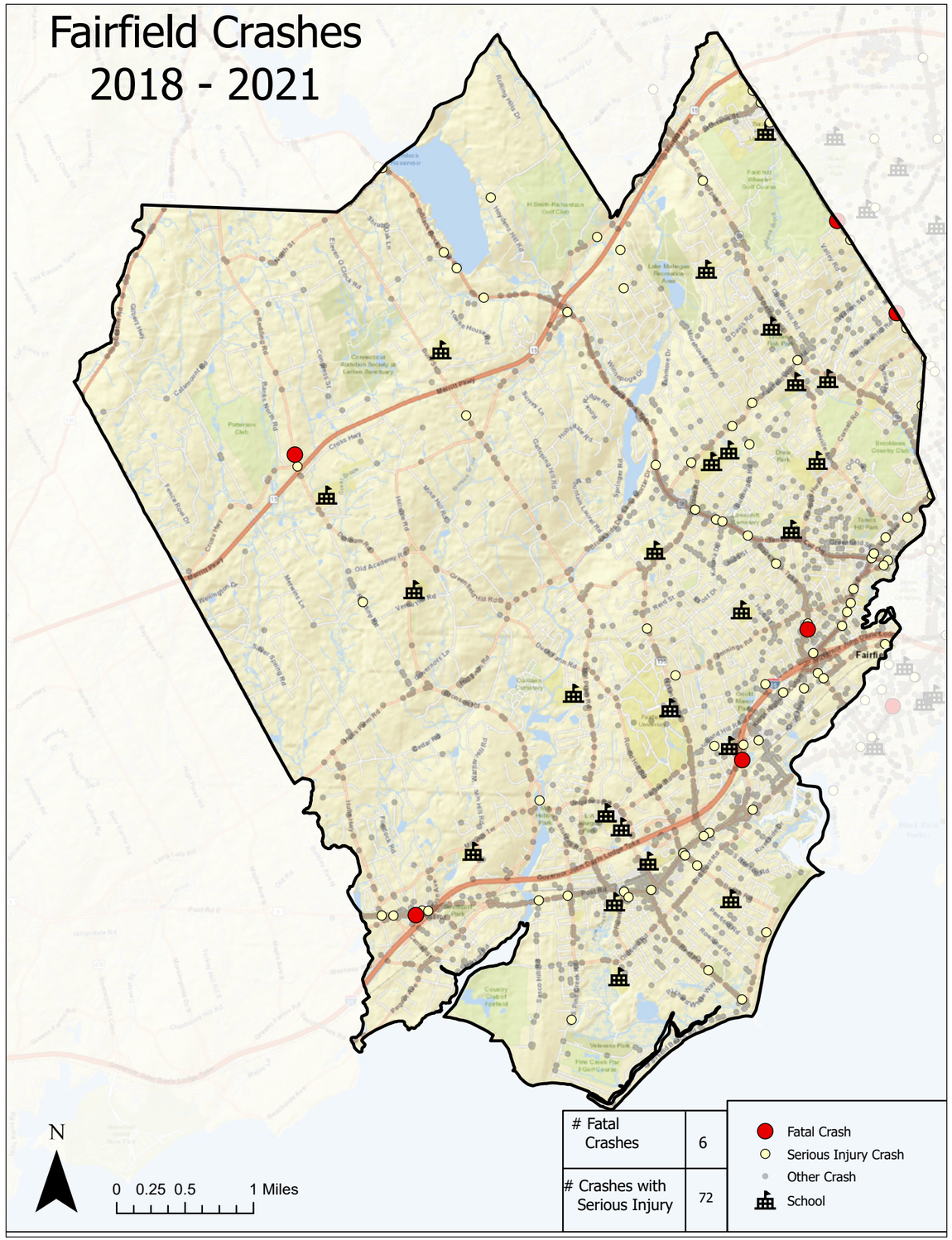
Between 2018 and 2021, 6 crashes resulted in a fatality or fatalities; 72 crashes caused at least one serious injury. 50 crashes involved a pedestrian(s) and 28 crashes involved a bicyclist(s) during this time period. Maps detailing the locations of these crashes can be found on the pages that follow. Schools are indicated.

The maps are followed by Table 6.1, which lists Crash Hot Spot locations and corresponding crash data for the 2018 to 2021 time period.

Table 6.2 provides projects and strategies that could address safety issues at high crash location intersections, along corridors on the High Injury Network, and across Fairfield's transportation system. The safety problem(s) that the project is meant to address is described, with relevant data referenced to help in the prioritization process. Project terms and associated cost are explained on page 22.

The final map on page 57 provides the locations of the projects/recommendations in table 6.2, with Crash Hot Spots and the High Injury Network indicated.

6. https://s3.amazonaws.com/FairfieldCT/RSAa%2BBikePed+Plan/Fairfield_Bicycle__Pedestrian_Master_Plan+Update.pdf


Fairfield Crashes
2018 - 2021
N
0 0.25 0.5 1 Miles
Fatal Crashes 6
Crashes with Serious Injury 72
Fatal Crash
Serious Injury Crash
Other Crash
School

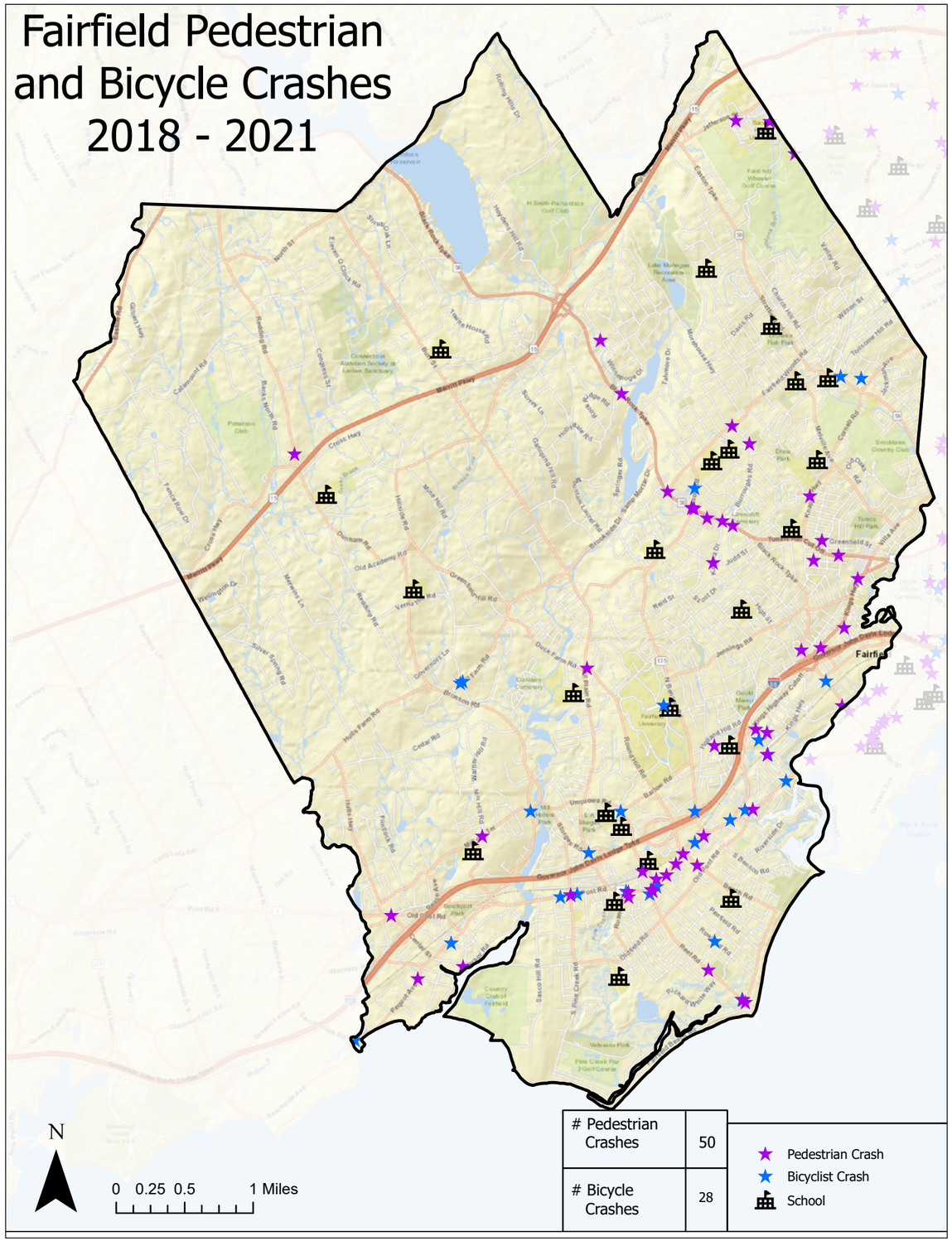

Fairfield Pedestrian and Bicycle Crashes
2018 - 2021
N
0 0.25 0.5 1 Miles
Pedestrian Crashes 50
Bicycle Crashes 28
Pedestrian Crash
Bicyclist Crash
School

TABLE 6.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (1 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[7] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Villa Ave between Nichols Ave and Lewis Dr	11	57	0	0	0	N
CT-58 (Blackrock Tpke) w/focus on Commerce Dr Kings Highway E and Johnson Dr	149	819	0	0	1	Y
CT-58 (Blackrock Tpke) w/focus on Stillson Rd & Burroughs Rd	518	1966	0	10	0	Y
Kings Hwy E & Blackrock Tpke w/focus on Chambers St	147	565	0	2	0	Y
Kings Hwy & Grassmere Ave Intersection	16	62	0	1	1	Y
Blackrock Tpke w/focus on Jennings Rd and Finn St	90	1428	1	0	0	Y
Blackrock Tpke between Roseville St and Boroskey Dr	10	74	0	0	0	Y
Park Ave and Wilson St Intersection	29	197	0	0	0	Y
Villa Ave between King St and Villa Pl	5	91	0	0	0	Y
US-1 (Post Rd) w/focus on Carter Henry Dr & Ruane St	81	221	0	0	1	Y
US-1 (Post Rd), Sanford St, and Unquowa Rd	42	68	0	0	1	Y
Commerce Dr and Coolidge St	17	91	0	0	0	N
US-1 (Post Road) w/focus on Beach Rd and S Benson Rd	183	713	0	2	1	Y
Post Rd and Old Post Rd w/focus on Hulls Highway and Center St	197	1861	1	1	0	Y
Meadownbrook Dr between Hinds Hwy Cut-off	61	165	0	0	0	Y
Kings Hwy E and Stephens Ln	28	110	0	0	0	Y
Cross Hwy and Redding Rd Intersection	8	82	0	0	0	Y
Blackrock Tpke before Hemlock Rd	9	89	0	0	0	Y
Fairfield Woods Rd and Stratfield Rd Intersection	46	202	0	0	0	Y
North Benson Rd below Knollwood Dr	7	39	0	0	0	Y
Tunxis Hill cut-off Intersection of Tunxis Hill Rd	15	51	0	0	0	Y
Kings Hwy E and Villa Ave w/focus on Tunxis Hill Rd and Mason St	155	733	0	0	0	Y
US-1 (Post Rd) between Sasco Hill Rd and Penf Ct	24	156	0	0	0	Y

TABLE 6.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (2 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[7] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
US-1 (Post Rd) Intersection of Old Post Rd	27	95	0	0	0	N
US-1 (Post Rd) and N Pine Creek Rd Intersection	67	291	0	1	1	Y
Stratfield Rd below Cornell Rd and Edgewood Rd	22	130	0	0	0	Y
US-1 (Post Rd) between Grassmere Ave and Shoreham Terrace	31	131	0	0	0	N
Park Ave and Valley Rd	31	1205	1	0	0	Y
Kings Hwy E w/focus on Longfellow Ave, Brentwood Ave, Fairchild Ave, and Nayhan Hale St	103	657	0	1	0	Y
US-1 (Post Rd) w/focus on Sanford St	77	203	0	2	1	Y
Kings Hwy cut-off and Chestnut St	6	954	1	0	0	Y
Grassmere Ave Between Kings Hwy cut-off and Eastbourne Rd	26	62	0	1	0	N
Kings Hwy and Post Rd Intersection	19	73	0	1	0	Y
Park Ave and Jefferson St	66	280	0	0	0	Y
North Benson Rd between Holland Hill Rd and Barlow Rd	37	125	0	0	0	N
Black Rock Tpke and Congress St	7	81	0	0	0	N
Congress St and Merritt St.	9	45	0	0	0	N
Fairfield Woods Rd between Lucille St and Burroughs Rd	8	98	0	1	0	N
Villa Ave between Nichols Ave and Lewis Dr	7	81	0	0	0	N
Park Ave between Sherley Pl and Westfield Ave	20	92	0	0	0	Y
Park Ave between Merritt St and Birmingham St	12	52	0	0	0	Y
Park Ave between Rooster River Blvd and Ashton St	9	73	0	0	0	Y
Park Ave between Thorne St and Clark St	9	977	1	0		Y

7. "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

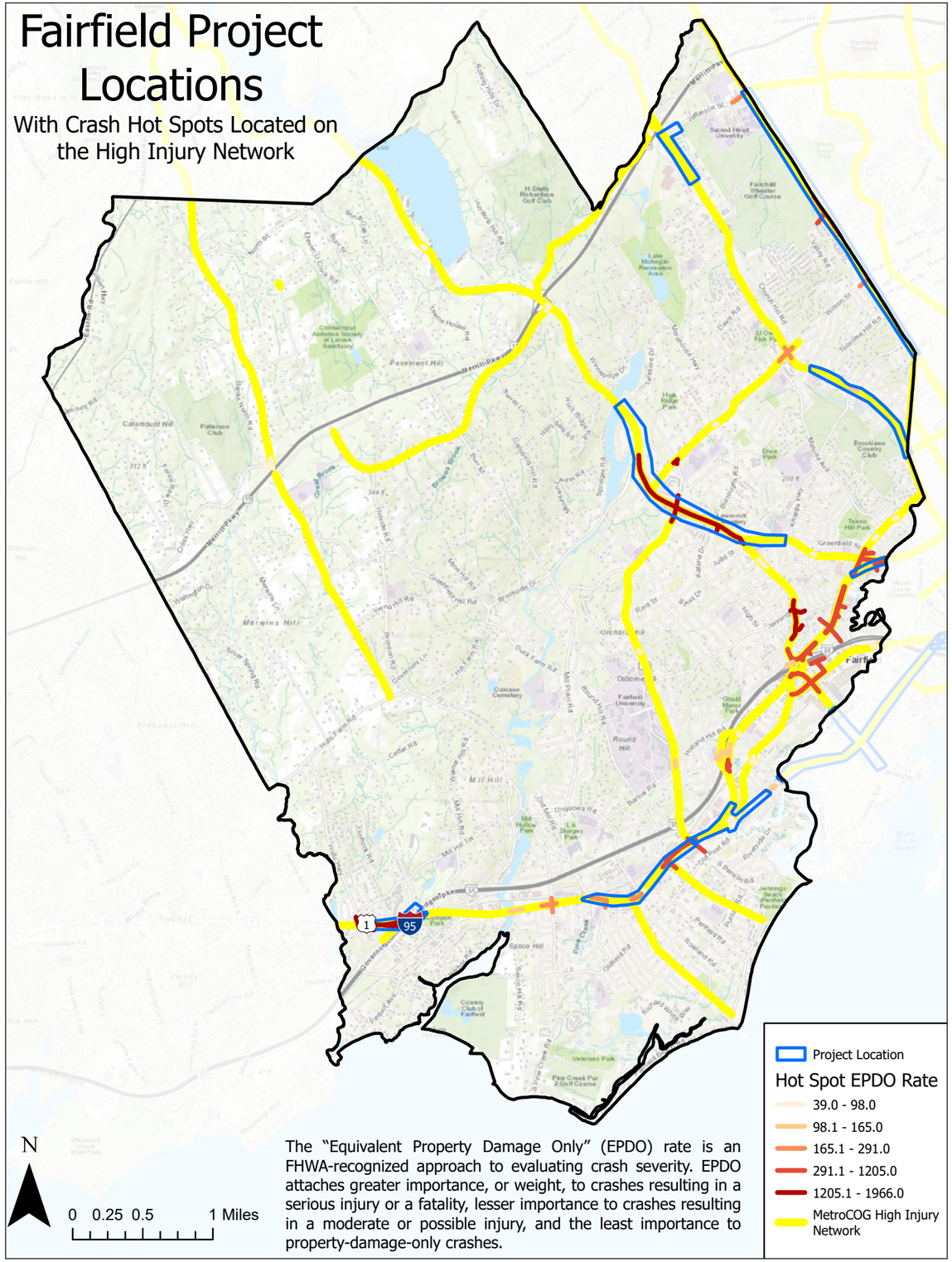
TABLE 6.2: TOWN OF FAIRFIELD
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term
Post Road Circle & Vicinity, including RT 130 and RT 1	RT 1/RT 130 traffic circle , several commercial areas w/numerous curb cuts. Study found 220 reported crashes within a half-mile during 2016 -2018: 116 in the immediate circle area and 66 at the Post Rd/Benson Rd signalized intersection. 1 pedestrian fatality occurred at the Post Rd/Shoreham Village Dr intersection; 2018-2021: RT-130/Kings Hwy: 19 crashes, EPDO 73	Further evaluation and design of Post Road Circle Study[8] recommendations that will be most impactful in improving safety along this corridor.	Short-, mid- and long-term
RT 1, King's Hwy	Multiple sections and intersections are problematic. *See Table 6.1.*	Active Transportation. Phase 3 pedestrian improvements. Continues previous project from Villa Ave to Bridgeport line.	Short- to mid-term
RT 1 (Post Rd): Fairfield Center	Commercial/retail/entertainment area w/ significant pedestrian traffic. Beach Rd/South Benson Rd vicinity: 183 crashes, 2 pedestrian crashes, 1 bicyclist crash, EPDO 713; Carter Henry Dr and Ruane St vicinity: 81 crashes, 1 bicyclist crash, EPDO 221; Sanford St vicinity: 77 crashes, 2 pedestrian crashes, 1 bicyclist crash, EPDO 203	Implement various traffic signal and intersection improvements to improve traffic flow while enhancing pedestrian safety and maintaining the current supply of on-street parking.	Short- to mid-term
RT 1 (Post Road): Southport	Post Rd and Old Post Rd with attention to Hulls Highway and Center St: 197 crashes, 1 fatal crash, 2 pedestrian crashes, EPDO 1861	Center St. to Pease St. and Old Post Rd: Narrow pavement width, enlarge adjacent grass islands/ sidewalks, update area unchanged since 1960s; Westport line to Rennell Dr. in design.	Short- to mid-term
RT 58 (Black Rock Turnpike)	Commercial area w/numerous curb cuts. A planning study was conducted for the commercial portion of RT 58 due to 428 crashes, including 3 fatal crashes between 2014 and 2016. 2018 and 2021: Stillson Rd and Burroughs Rd: 518 crashes, 10 pedestrian crashes, EPDO 1966	Further evaluation, design and implementation of the most impactful recommendations in the Black Rock Turnpike Safety Study[9] for improving safety along this corridor.	Short-, mid- and long-term
RT 59, (Stratfield Road)	Below Cornell Road and Edgewood Road: 22 crashes, EPDO 130	RSA measures/neighborhood requests along Stratfield Rd, Wilson St and Churchhill Rd. Countermeasures: new/replacement /wider sidewalks, T intersections, Intersection area/radii reductions, ped signals, ADA, potential road closures, and pocket parks. State bond funds are being secured for RT 59/Churchill Rd	Short- to mid-term

TABLE 6.2: TOWN OF FAIRFIELD
SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term
RT59 (Stratfield Road) at Jefferson St	Jefferson Street/Park Avenue intersection: 66 crashes, EPDO 280	Implement RSA[10] transit/pedestrian, projects. Upcoming Sacred Heart University expansion could have a major impact on roadway, sidewalk and transit (GBT/SHU).	Short- to mid-term
Town-wide	Non-State and State intersections: safer active transportation	Many local roads at state road intersections lack pedestrian indications, signals, ADA, and bike/ped safety measures. Evaluate/ implement countermeasures at signalized intersections e.g. pedestrian signals and crosswalks at approaches to state roads.	Short- to mid-term
Town-wide	Bicycle & Pedestrian Master Plan Recommendations	Implement Fairfield's Bicycle and Pedestrian Plan[11], including additional sidewalks and bike routes/ lanes in destination areas. Priority areas: schools, universities, shoreline routes, Stratfield Road (RT 59), Southport and Greenfield Hill.	Short-, mid- and long-term
Town-wide	Town owned signals (17 signals)	Create a Traffic Signal Management/ Maintenance Plan. Upgrade 10-30 year-old controllers, consider replacement of detection systems, and upgrade 20+ year-old signal equipment. Investigate new span poles/reuse poles in good condition.	Short- to mid-term
Town-wide	State Roads: safety countermeasures	In partnership with CTDOT, evaluate/ implement countermeasures for state roads. Areas of concern include HIN Routes 1, 130, 58 and 59, 135, and 732.	Mid- to long-term
Town-wide	Non-State Roads	Evaluate countermeasures for non-state roads. Areas of concern to the Town include: HIN roads Park Ave. (Bridgeport border), Fairfield Woods Rd., Congress St, Commerce Dr, Burroughs Rd, Reef Rd, and Beach Rd; and non-HIN Redding Rd, Morehouse Hwy, Pequot Ave, Harbor Rd, Old Post Rd, Mill Plain Rd and local streets in Fairfield's beach neighborhood.	Short- to mid-term

8. https://bit.ly/post-road
9. https://ctmetro.org/transportation/transportation-projects/
10. https://s3.amazonaws.com/FairfieldCT/RSAa%2BBikePed+Plan/Road+Safety+Audit+Report+-+Stratfield+Road+Route+59.pdf
11. https://s3.amazonaws.com/FairfieldCT/RSAa%2BBikePed+Plan/Fairfield_Bicycle__Pedestrian_Master_Plan+Update.pdf



Fairfield

DATA SUMMARY (2018-2021)

CRASHES BY TYPE

In Fairfield, approximately 32% of crashes were Front-to-rear, 22% were Angle, and 15% were Sideswipe, same direction collisions. The remainder were comprised of Front-to-front, N/A (used for single-vehicle crashes), Other (used for two vehicle collisions not described by other attributes, e.g. end-swipes). Rear-to-Rear, Rear-to-side, Sideswipe, opposite direction, and Unknown (used for cases where the crash was not observed or the officer could not determine the way the cars collided.

LIGHTING CONDITIONS

In Fairfield, of the total crashes between 2018 and 2021, 3,772 occurred during Daylight hours, 854 occurred in Dark-Lighted conditions; 363, 111, 30, and 19 crashes occurred in Dark-Not Lighted, Dusk, Dawn, and Dark-Unknown Lighting conditions respectively. There were 73 crashes for which the lighting conditions were Unknown and 3 crashes for which the lighting conditions were Other.

MONTH & DAY-OF-WEEK

In Fairfield, October had the highest number of Weekday crashes (537) followed by December (526), while the highest number of Weekend crashes occurred in December (128) followed by November (117).

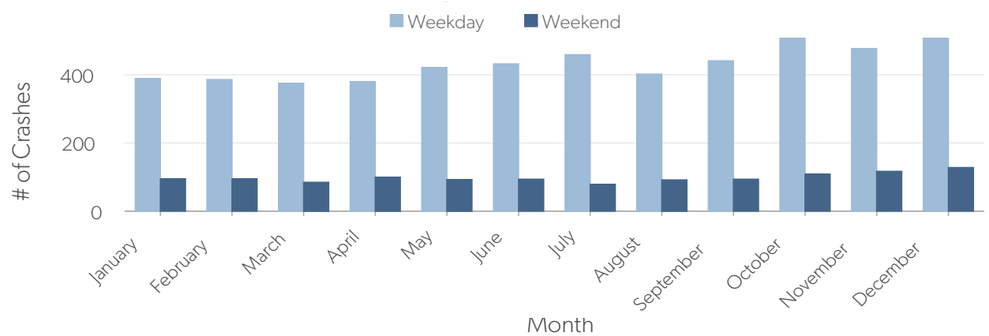
TABLE 6.3: FAIRFIELD CRASHES BY TYPE

Manner of Crash	# Crashes	% Crashes
Angle	1,179	22.46%
Front-to-front	139	2.65%
Front-to-rear	1,702	32.44%
Not Applicable	839	15.98%
Other	180	3.43%
Rear-to-rear	38	0.72%
Rear-to-side	220	4.19%
Sideswipe, opposite direction	112	2.13%
Sideswipe, same direction	769	14.65%
Unknown	71	1.35%

TABLE 6.4: FAIRFIELD CRASHES & LIGHTING

Light	# Crashes
Daylight	3,772
Dark-Lighted	854
Dark-Not Lighted	363
Dusk	111
Unknown	73
Dark-Unknown Lighting	19
Dawn	30
Other	3

TABLE 6.5: FAIRFIELD - WEEKEND VS. WEEKDAY CRASHES



Above: Monroe Roundabout
Source: Peralta Design/Steve Cartagena

VII

TOWN OF MONROE
SAFETY ANALYSIS & SELECTED PROJECTS

Monroe

Monroe is primarily made up of low-density, residential development. Two commercial corridors run through the Town, Main Street/Route 25 and Monroe Turnpike/ Route 111. Commercial development is anticipated to continue.

The majority of roads on the High Injury Network are state roads and include Main Street/Route 25, Monroe Turnpike/Route 111, Shelton Road/Route 110, Roosevelt Drive/Route 34 and Stepney Road/Route 59. The Stevenson Dam Bridge (Route 34) was identified as a facility in need of improvement – this is a long-term state project that is in preliminary design. Locally-owned road segments not on the HIN, but still concerning to the Town include the Fan Hill Road/Hammtertown Road intersection, the Fan Hill Road and Church Street intersection and the Church Street and Route 111 intersection.

CURRENT PROJECTS

The Pequonnock River Trail is a regional multiuse attraction that begins at the Newtown-line and extends through Monroe to terminate at Seaside Park in Bridgeport. In Monroe, much of the trail portion is off-road. However, a section south of Wolfe Park is on-road and trail users need greater separation from traffic. Final designs for an off-road alignment, as well as a mid-block crossing to the park (potentially with an RRFB) are complete and construction is anticipated for next year.

TOWN PRIORITIES

The Town realizes the importance of improving pedestrian access to local destinations, such as Town Hall, schools, parks and commercial areas. Realigning the geometry of several intersections to improve the safety of pedestrians, bicyclists and drivers can be incorporated into these projects. If transit service extends along Routes 25 and 111 and additional stops are added, improvements should be evaluated at these locations.

SHELTON RD/RT-110/ WHEELER RD INTERSECTION

The Shelton Road/Route 110 and Wheeler Road intersection has a history of crashes. New signage has been installed but the Town continues to evaluate potential safety improvements at this intersection.

FAN HILL RD/MOOSE HILL RD/OLD TANNERY RD/ CHURCH ST. & MONROE TURNPIKE/RT-111

Fan Hill Road, Moose Hill Road, Old Tannery Road, Church Street and Monroe Turnpike/ Route 111 is a problematic intersection. Realigning the intersection/s to form 90° angles with Route 111 will improve safety.

RT-25 AND RT-111 STUDY

The Route 25 and Route 111 Study[1] is a regional study that identified short-, mid- and long-term improvements for bicyclists and pedestrians. More details can be found under regional projects above. The study included locations in Monroe and Trumbull.

1. https://ctmetro.org/rts-25-111-final-report/

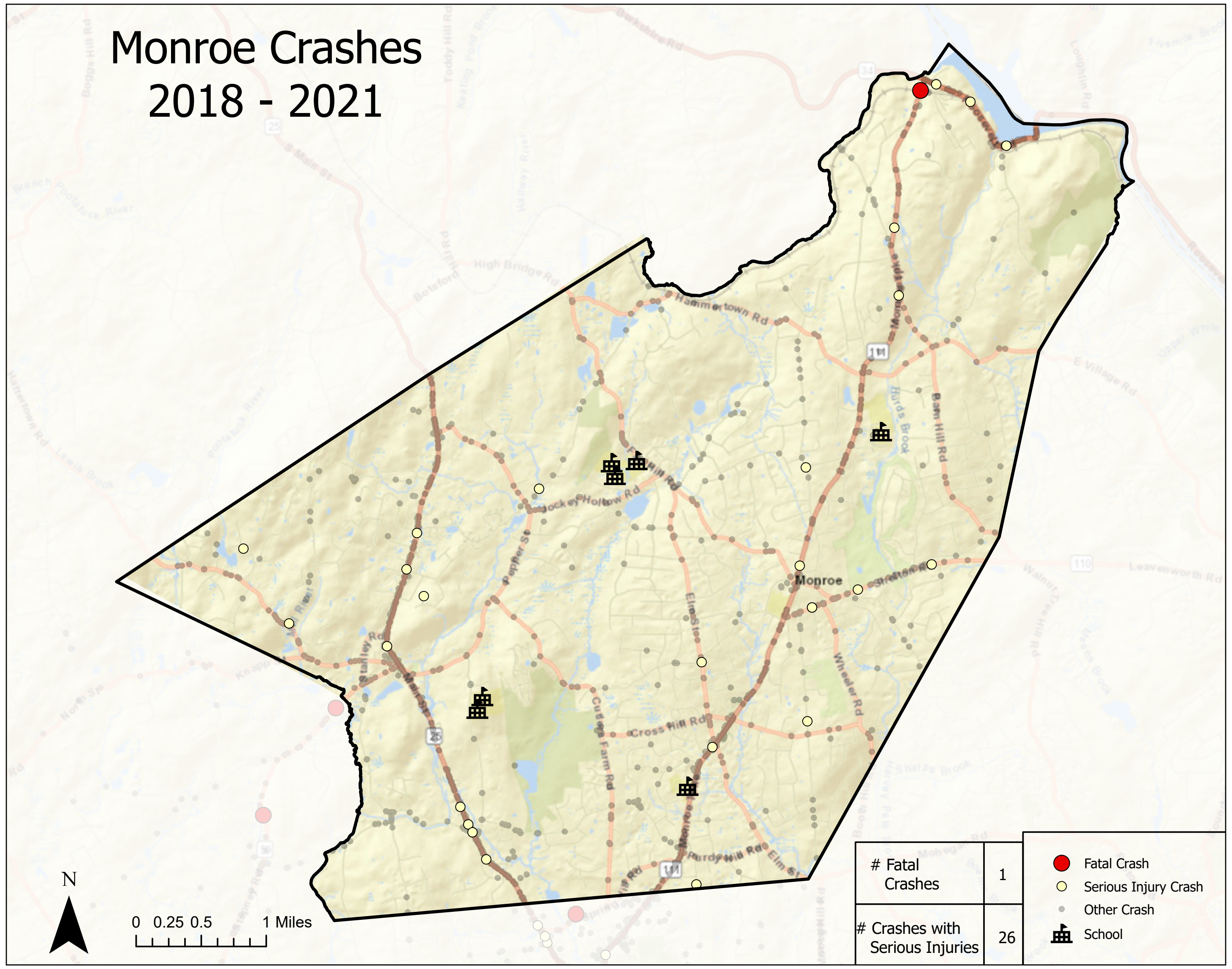
SAFETY ANALYSIS - MONROE

Between 2018 and 2021, 1 crash resulted in a fatality or fatalities; 26 crashes caused at least one serious injury. 3 crashes involved a pedestrian(s) and 4 crashes involved a bicyclist(s) during this time period. Maps detailing the locations of these crashes can be found on the pages that follow. Schools are indicated.

The maps are followed by Table 7.1, which lists Crash Hot Spot locations and corresponding crash data for the 2018 to 2021 time period.

Table 7.2 provides projects and strategies that could address safety issues at high crash location intersections, along corridors on the High Injury Network, and across Monroe's transportation system. The safety problem(s) that the project is meant to address is described, with relevant data referenced to help in the prioritization process. Project terms and associated cost are explained on page 22.

The final map on page 68 provides the locations of the projects/recommendations in table 7.2, with Crash Hot Spots and the High Injury Network indicated.


Monroe Crashes
2018 - 2021
Hammertown Rd
Jockey Hollow Rd
Monroe
Cross Hill Rd
Purdy Hill Rd
Elm St
Barn Hill Rd
Wheeler Rd
N
0 0.25 0.5 1 Miles
Fatal Crashes 1
Crashes with Serious Injuries 26
Fatal Crash
Serious Injury Crash
Other Crash
School

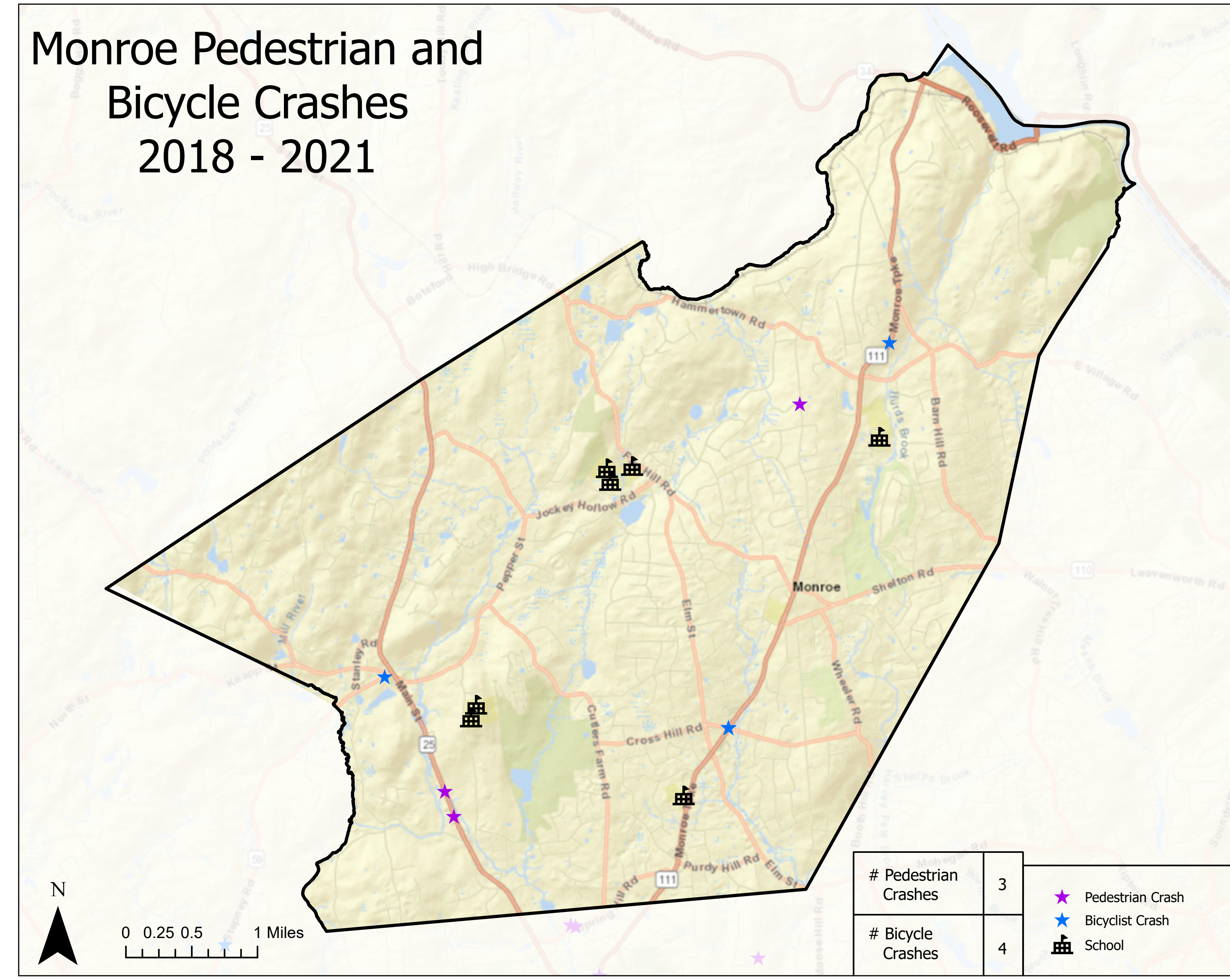

Monroe Pedestrian and Bicycle Crashes
2018 - 2021
Hammertown Rd
Jockey Hollow Rd
Pepper St
Monroe
Shelton Rd
Elm St
Cross Hill Rd
Cutlers Farm Rd
Purdy Hill Rd
Barn Hill Rd
Wheeler Rd
N
0 0.25 0.5 1 Miles
Pedestrian Crashes 3
Bicycle Crashes 4
Pedestrian Crash
Bicyclist Crash
School

TABLE 7.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF MONROE

High Crash Location (Corridor)	Crash # (Motor)	EPDO[2] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Easton Rd east of Stanley Rd	9	45	0	0	0	Y
RT 25 from Pepper St to Stanley Rd & intersection w/Easton Rd	84	315	0	0	0	Y
RT 110 from RT 111 to Old Tannery Rd and emphasis on Wheeler Rd intersection	61	395	0	0	0	Y
RT 110 West of Hillside Dr to Osborne Ln	17	165	0	0	0	Y
Fan Hill Rd and Garder Rd Intersection	3	19	0	0	0	N
Fan Hill Rd and RT 111 Intersection	11	69	0	0	0	Y
RT 110 and Richmond Dr Intersection	3	29	0	0	0	Y
Elm st from Bug Hill Rd to Church St	6	76	0	0	0	N
RT 34 and RT 111 Intersection	31	195	0	0	0	Y
Bagburn Hill Rd near Railroad	8	18	0	0	0	N
Judd Rd from Stanley Rd to Hiram Hill Rd	12	60	0	0	0	N
RT 111 and Wheeler RD Intersection	11	79	0	0	0	Y
Hattertown Rd from Indian Ledge Rd to Guinea Rd	17	133	0	0	0	N
RT 111 and Barn Hill Rd Intersection	7	87	0	0	0	Y
RT 25 south of Bart Rd to Northbrook Dr	34	262	0	0	0	Y
RT 34 near Lake Zoar	22	90	0	0	0	Y
RT 25 North of Pepper St	34	168	0	0	0	Y
RT 25 from north of Judd Rd to Mill St and Old Newton Rd Intersection	100	548	0	1	0	Y
RT 25 from Maple Dr to Victoria Dr & Crescent Pl Intersection	10	72	0	0	0	Y
Elm St and Jays Rd Intersection	3	19	0	0	0	N
RT 111 from Gay Bower Rd to Cross Hill Rd and Elm St and Cross Hill Intersections	173	693	0	0	2	Y
RT 111 and Purdy Hill Rd Intersection	29	55	0	0	0	Y

2. "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

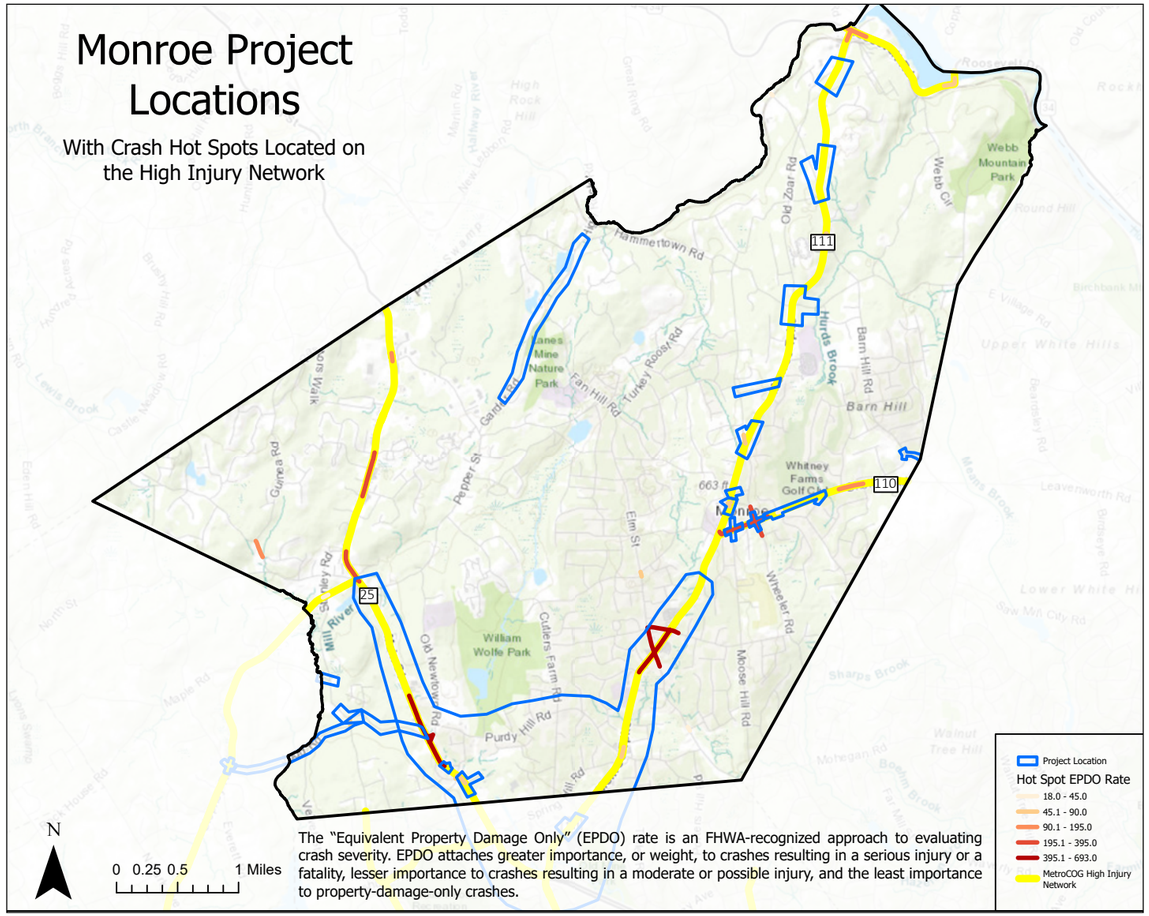
TABLE 7.2: TOWN OF MONROE
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term
Barn Hill Road and Israel Hill Road	Local priority	Intersection Improvements (reduce overall width of Israel Rd at intersection and align at 90° angle with Barn Hill Rd)	Short- to mid-term
Church Street and Route 111/Monroe Turnpike	RT-111 intersection (on HIN). Local priority.	Evaluate intersection improvements such as bypass lanes, striping, radii improvements; etc. on Route 111 (north of intersection); vertical realignment for sightlines)	Short- to mid-term
East Village Rd; RT 111/Monroe Tpke	On HIN	Intersection, sight line, and grade improvements	Mid-term
Fan Hill Road	Garder Rd. & Hammertown Rd. Local priority.	Hammertown Rd: realign intersection/improve drainage	Short- to mid-term
Fan Hill Rd, Moose Hill Rd, and RT 111/ Monroe Tpke	RT-111 (on HIN); 11 crashes, EPDO 69. Local priority.	Evaluate improvements to Fan Hill Road and coordinate with intersection improvements at Church St. & Rt. 111; Realign intersection/s to form 90° angles with Route 111	Short-term
Garder Road	Local priority	Road and drainage improvements from Applegate Ln to Fan Hill Rd and from Fan Hill Rd to Hammertown Rd	Short- to mid-term
Hayes Street	Local priority	Road and drainage improvements	Short- to mid-term
Israel Hill Road	Local priority	Road widening and drainage improvements to the Town line. Consider one-way traffic flow.	Short- to mid-term
Judd Road and Stanley Road	Judd Rd (Stanley Rd to Hiram Hill Rd): 12 crashes, EPDO 60	Intersection Improvements (reduce intersection size and radii, align at 90° with Judd Road, add drainage, and include signage and guide rail safety measures)	Short- to mid-term
Old Coach Road	Local priority	Road improvements (widening, vertical realignment, and drainage). Consider one-way traffic flow.	Short- to mid-term

TABLE 7.2: TOWN OF MONROE
SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term
RT 110/Shelton Rd/ Wheeler Rd	Of the 3intersections, Wheelers Rd has had the most severe crashes. From RT 111 to Old Tannery: 61 crashes, EPDO score 395.	Intersection safety improvements at Route 110/ Shelton Road & Wheelers Road	Short- to mid-term
RT 110/Shelton Rd/ Old Tannery Rd		Intersection safety improvements at Route 110 & Old Tannery Road	Short- to mid-term
RT 110/Shelton Rd and Moose Hill Rd		Intersection safety improvements at RT 110 & Moose Hill Rd	Short- to mid-term
RT 111/Monroe Tpke & Old Zoar Rd	On HIN	Realign intersection to form 90° angle with Route 111, separate from East Village Road	Mid-term
RT 111/Monroe Tpke	Multiple sections and intersections are problematic. *See Table 7.1.*	Sidewalk and streetscape improvements, cross walks and ADA ramps, driveway curb cut reductions and realignment improvements, add interconnects between properties; (Consider in conjunction with roadway widening project/s)	Short-, mid- and long-term
RT 111/Monroe Tpke & Bagburn Rd	On HIN	Realign intersection to form a 90 degree intersection, improve sight lines	Mid-term
RT 111/Monroe Tpke & Wheeler Rd	11 crashes, EPDO 79	Realign intersection to form two 90 degree intersections, improve sight lines	Mid-term
RT 25	Multiple sections and intersections are problematic. *See Table 7.1.*	Sidewalk and streetscape improvements, cross walks and ADA ramps, driveway curb cut reductions and realignment improvements, add interconnects between properties; (Consider in conjunction with roadway widening project/s)	Short-, mid- and long-term
RT 25/Main St & Mill St	North of Judd Rd to Mill St and Old Newton Rd intersection: 100 crashes, 1 pedestrian crash, EPDO 548	Reconstruction of Mill St w/drainage improvements; convert Mill St to one-way eastbound to reduce turning movement onto RT 25	Short- to mid-term
RT 25/Main St & RT 111/Monroe Tpke, incl. side streets	On HIN; Multiple sections and intersections are problematic. *See Table 7.1.*	Implement recommendations from the Route 25 and Route 111 study[3]	Short-, mid- and long-term
Route 25 and Victoria Drive	Maple Dr to Victoria Dr & Crescent Pl intersection, 10 crashes, EPDO 72.	Intersection improvements (widening, signal upgrade, add turning lanes)	Mid-term
Stanley Road	Local priority	Road and drainage improvements (from Judd Road to Route 59)	Short- to mid-term

3. https://ctmetro.org/rts-25-111-final-report/



Above: Stevenson Dam Bridge, Monroe, CT
Source: Peralta Design/Steve Cartagena

Monroe

DATA SUMMARY (2018-2021)

CRASHES BY TYPE

In Monroe, approximately 33% of crashes were Front-to-rear, 22% were Angle, and 4% were Sideswipe, same direction collisions. The remainder were comprised of Front-to-front, N/A (used for single-vehicle crashes), Other (used for two vehicle collisions not described by other attributes, e.g. end-swipes). Rear-to-Rear, Rear-to-side, Sideswipe, opposite direction, and Unknown (used for cases where the crash was not observed or the officer could not determine the way the cars collided.

LIGHTING CONDITIONS

In Monroe, of the total crashes between 2018 and 2021, 1,086 occurred during Daylight hours, 248 occurred in Dark-Not Lighted conditions; 112, 42, 24, and 3 crashes occurred in Dark-Lighted, Dusk, Dawn, and Dark-Unknown Lighting conditions respectively. There were 4 crashes for which the lighting conditions were Unknown.

MONTH & DAY-OF-WEEK

In Monroe, October was the month with the highest number of Weekday crashes (127) followed by November (125), while the highest number of Weekend crashes occurred in December (39) followed by November (37).

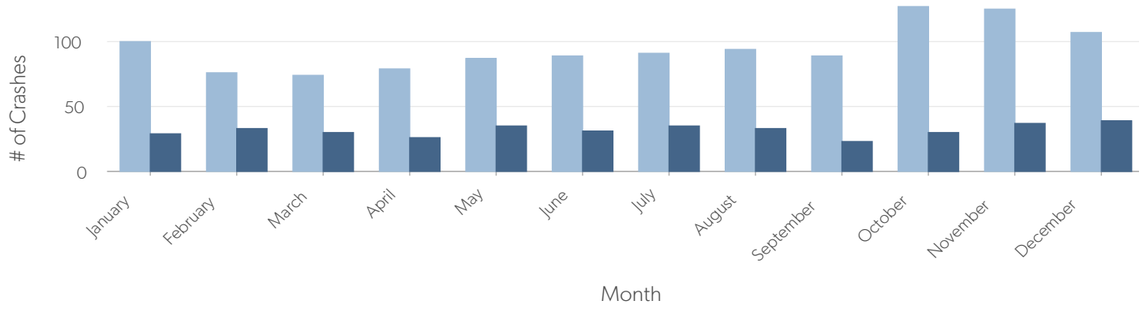
TABLE 7.3: MONROE CRASHES BY TYPE

Manner of Crash	# Crashes	% Crashes
Angle	345	22.03%
Front-to-front	37	2.36%
Front-to-rear	522	33.33%
Not Applicable	507	32.38%
Other	20	1.28%
Rear-to-rear	12	0.77%
Rear-to-side	12	0.77%
Sideswipe, opposite direction	41	2.62%
Sideswipe, same direction	64	4.09%
Unknown	6	0.38%

TABLE 7.4: MONROE CRASHES & LIGHTING

Light	# Crashes
Daylight	1,086
Dark-Lighted	112
Dark-Not Lighted	248
Dusk	42
Unknown	4
Dark-Unknown Lighting	3
Dawn	24

TABLE 7.5: MONROE - WEEKEND VS. WEEKDAY CRASHES



Above: Boothe Memorial Park, Statford, CT
Source: Peralta Design/Steve Cartagena

VIII

TOWN OF STRATFORD
SAFETY ANALYSIS & SELECTED PROJECTS

Stratford

Stratford is a predominantly suburban Town with a mix of residential densities, several commercial centers, and a rail station in the Town Center.

State roads on the High Injury Network include (but are not limited to) Barnum Avenue/Route 1, Lordship Boulevard/Main Street (Route 113), Main Street/Route 110, Stratford Avenue/Route 130 and Nichols Avenue/Route 108. The Nichols Avenue/Connors Lane/Second Hill Lane intersection was identified by the Town as a concern. Locally owned roads on the High Injury Network include Honeyspot Road, Broadbridge Avenue (especially at intersections with Success Avenue and Booth Street/Canaan Road), and Success Avenue at Canaan Road.

CURRENT PROJECTS

MAIN STREET/RT-113 COMPLETE STREETS PROJECT

A complete streets project on Main Street/Route 113 in Stratford Center was recently engineered and will be implemented in late 2022 or spring 2023. This project was identified by the Town's Complete Streets Plan for Stratford Center and will improve pedestrian safety and access to the rail station. Proposed improvements north of this area, from Barnum Avenue/Route 1 to Paradise Green next phase are under review by CTDOT.

SKORSKY AIRCRAFT DRIVEWAY MAIN ST/RT-110

Sikorsky Aircraft is a major employer in the region. Located on Main Street/Route 110, the facility's main driveway did not align with the adjacent road and two closely spaced lights caused safety issues during the afternoon peak period. The Sikorsky driveway was realigned to a single intersection in 2020. This improvement was identified through a planning study.

WEST BROAD ST/LINDEN AVE (TOWN CENTER)

The Town has also completed safety, bike/ped and drainage improvements on West Broad Street and Linden Avenue (Town Center).

BARNUM AVE/RT-1

A few years ago, major sidewalk improvements, re-striping, and signal upgrades were completed on Barnum Avenue/Route 1.

TOWN PRIORITIES

STRATFORD STREETSCAPE PLAN

The Stratford Streetscape Plan[1] developed concepts for Lordship Boulevard/Route 113, Honeyspot Road and Stratford Avenue/Route 130. The Town has identified streetscape improvements on Stratford Avenue from Bruce Boulevard to Ferry Boulevard as a local priority. These improvements will complement an existing project for a roundabout at the Honeyspot Road/Stratford Avenue/South Avenue intersection.

Honeyspot Road is locally owned, while Stratford Avenue and Lordship Boulevard are state-owned.

COMPLETE STREETS PLAN FOR STRATFORD CENTER

In addition to Main Street/Route 113, the Complete Streets Plan for Stratford Center[2] identified improvements for Broad Street, Nichols Avenue/Route 108 and Ferry Boulevard (Route 130/Route 1).

ROUTE 110 STUDY

The Sikorsky driveway realignment was a recommendation of the Route 110 Study[3]. The study identified a number of bicycle/pedestrian improvements for this section of Route 110.

1. https://s3.amazonaws.com/StratfordCT/Plans/Stratford+Streetscapes+Report+Draft-032814-Compressed.pdf
2. https://www.stratfordct.gov/filestorage/39879/73757/StratfordCompleteStreets_DraftPlan_Spreads_HiRes_-_compressed.pdf
3. https://metrocog-website.s3.us-east-2.amazonaws.com/Website+Content/Corridor+Studies/Route+110/

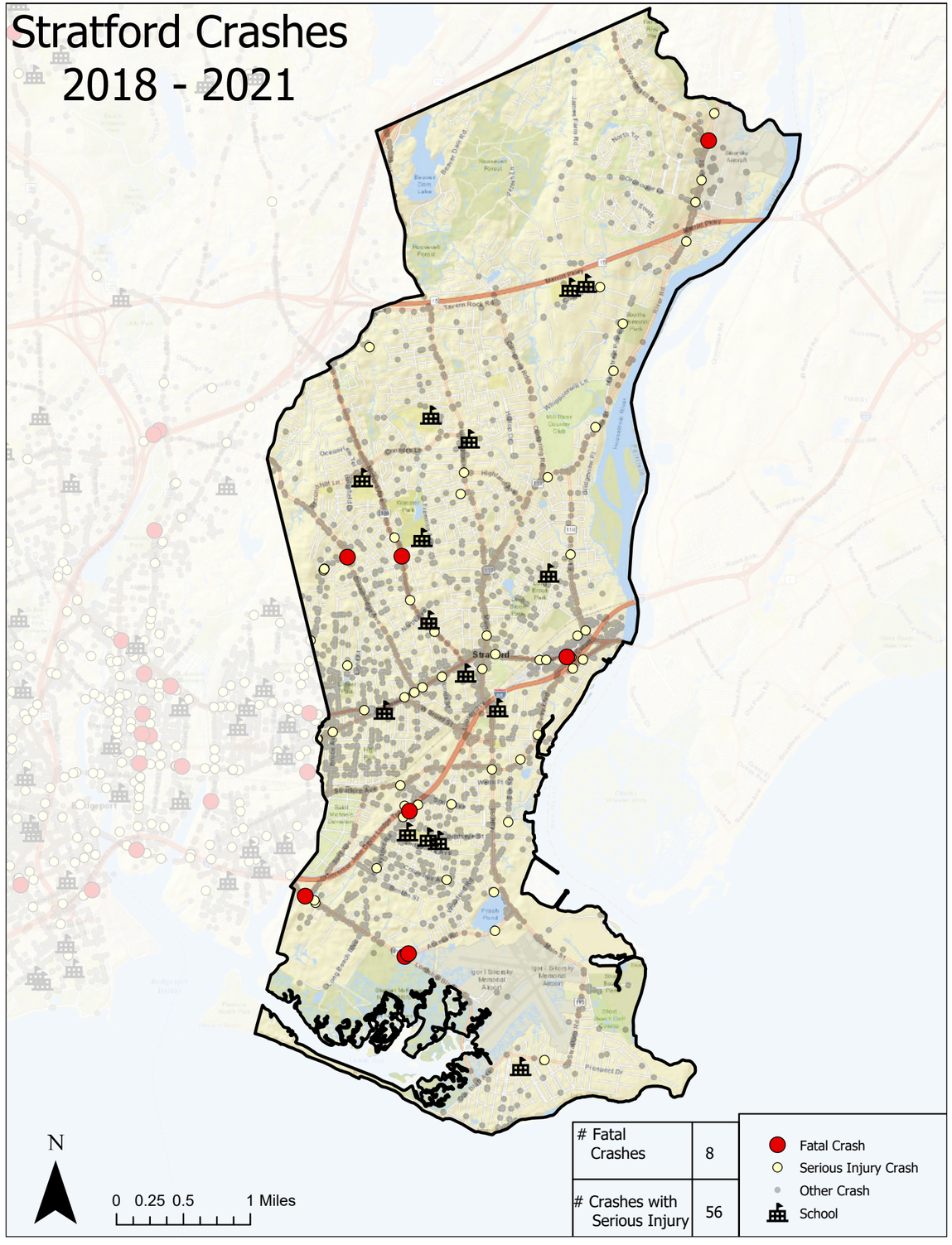
SAFETY ANALYSIS - STRATFORD

Between 2018 and 2021, 8 crashes resulted in a fatality or fatalities; 56 crashes caused at least one serious injury. 69 crashes involved a pedestrian(s) and 23 crashes involved a bicyclist(s) during this time period. Maps detailing the locations of these crashes can be found on the pages that follow. Schools are indicated.

The maps are followed by Table 8.1, which lists Crash Hot Spot locations and corresponding crash data for the 2018 to 2021 time period.

Table 8.2 provides projects and strategies that could address safety issues at high crash location intersections, along corridors on the High Injury Network, and across Stratford's transportation system. The safety problem(s) that the project is meant to address is described, with relevant data referenced to help in the prioritization process. Project terms and associated cost are explained on page 22.

The final map on page 81 provides the locations of the projects/recommendations in table 8.2, with Crash Hot Spots and the High Injury Network indicated.


Stratford Crashes
2018 - 2021
N
0 0.25 0.5 1 Miles
Fatal Crashes 8
Crashes with Serious Injury 56
Fatal Crash
Serious Injury Crash
Other Crash
School

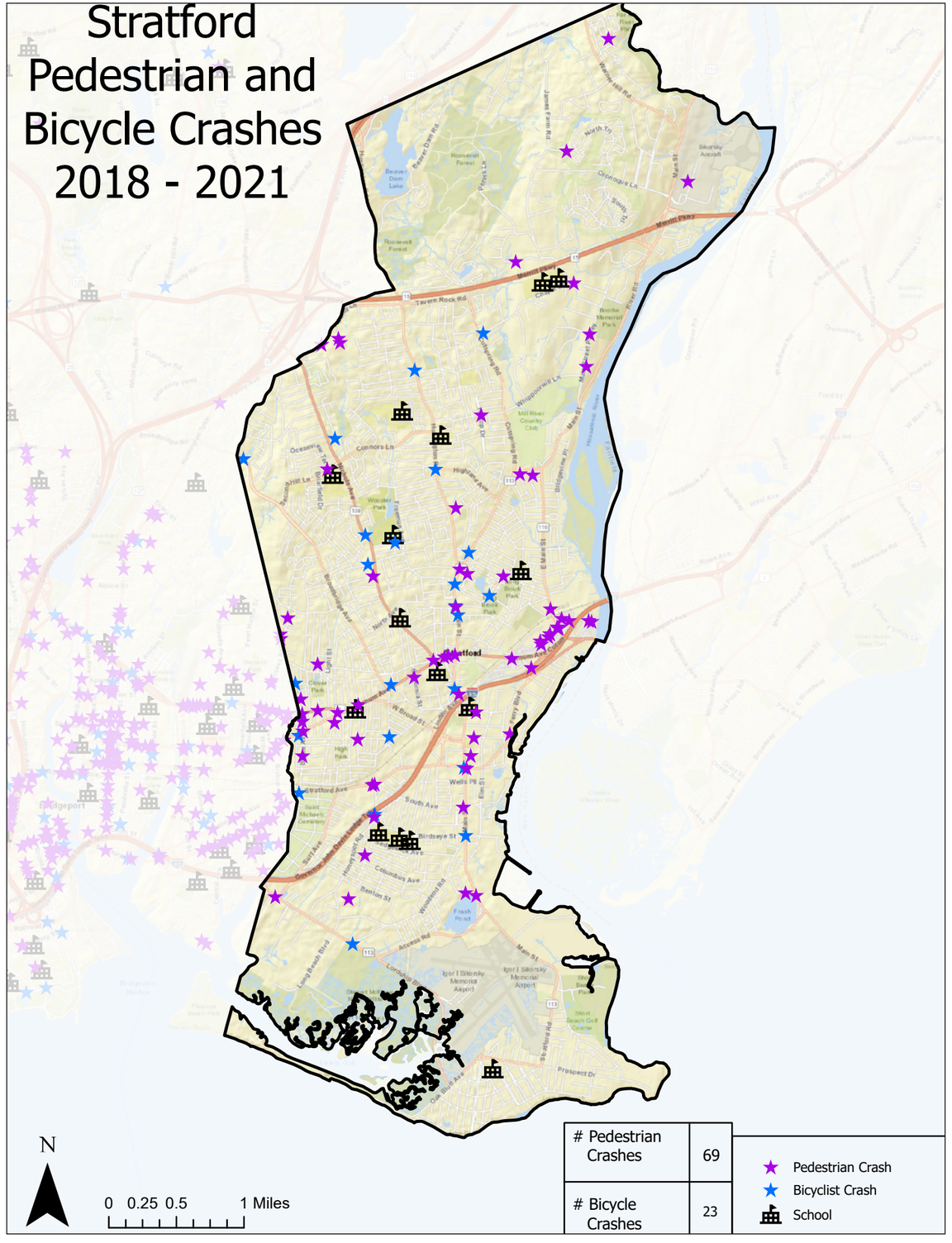

Stratford
Pedestrian and
Bicycle Crashes
2018 - 2021
N
0 0.25 0.5 1 Miles
Pedestrian Crashes 69
Bicycle Crashes 23
Pedestrian Crash
Bicyclist Crash
School

TABLE 8.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (1 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[4] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Success Ave and Cupheag Cr	12	216	-	-	-	Y
Broadridge Ave near Second Hill Ln	6	48	-	-	-	Y
Broadridge Ave between Canaan Rd and Booth S	21	73	-	-	-	Y
Broadridge Ave between Porter St and Marina Drive w/focus on Success Ave	41	1111	1	-	-	Y
RT 1 from St. Michael's Ave to Stratford Plaza	59	331	-	2	-	Y
Ferry Blvd between RT 113 and split w/Stratford Ave	54	292	-	1	1	Y
Canaan Rd between Henry Ave and Clover St	11	63	-	-	-	N
Canaan Rd between Light St and Franklin Ave	19	141	-	-	-	N
RT 1 between Burlington and King St w/focus on King St and RT 108	177	689	-	4	-	Y
RT 110 between Tudor Ridge Condominiums and RT 15 S Ramp w/focus on Spring Village and Ornoque Ln and Warner Hill Rd	281	2021	1	-	-	Y
RT 110 Near Ryders Lane	6	96	-	-	-	Y
Barnum Ave between I-95 S Ramp and I-95 underpass	29	71	-	1	-	Y
West Broad St between California St and Linden Ave w/focus on Knowlton St and Linden Ave	146	568	-	-	-	Y
West Broad St Roundabout at I-95 N	34	66	-	-	-	N
RT 113 between Watson Blvd and I-95	103	1627	1	1		Y
RT 1 and Barnum Ave cutoff at I-95	16	1038	1	-		Y
Honeyspot Rd between Old Honeyspot Rd and I-95 Underpass	13	135	-	-	-	Y
I-95 N Ramp at Honeyspot Rd	12	1078	1	1	1	N
Honeyspot Rd between Birds Eye Street and Anderson Street	21	127	-	1	-	Y
RT 108 Intersection of Second Hill Ln with Connors Ln	44	168	-	-	-	Y
Intersection of RT 113 and RT 110	19	123	-	-	-	Y
Essex Place	16	116	-	-	-	N
RT 113 between Essex Pl and Longbrook Ave	136	525	-	1	-	Y
RT 108 between Marcroft St and London Terrace	4	90	-	-	-	Y
RT 113 between Garden St E and Beers Pl	25	143	-	1	1	Y
RT 1 between Metro North overpass and Vererans Blvd w/focus on Long Brook Ave and Veterans Blvd	88	490	-	1	-	Y

TABLE 8.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (2 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[4] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
RT 113 at split with Huntington Rd	32	130	-	1	-	Y
RT 1 between I-95 and the Washington Bridge	45	195			-	Y
Barnum Ave Cutoff and Ferry Blvd at I-95	31	127	-	-	-	Y
RT 1 between Light St and One Stop Tile w/focus on Barnum Ave, Mary Ave, West Broad St, Canal St, and California St	395	1820		2	1	Yes
South Ave between Taft St and Everett St	13	119	-	-	-	No
South Ave between Hamilton Ave and Dover St	4	74	-	-	-	No
Bruce Ave between Seymour St and Connecticut Ave w/focus on Connecticut Ave and Stratford Ave merge	52	178	-	-	1	No
RT 113 between Woodend Rd and split w/Access Rd	21	1999	2	-	1	Yes
Surf Ave between Avon St and Stratford Ave w/ focus on Stratford Ave	33	229	-	-	-	Yes
Stratford Ave between Honeyspot Rd and Old Honey Spot Rd	31	155	-	1	-	No
RT 113 between Clover Field and Honeyspot Rd w/focus on Honeyspot Rd	51	191	-	-	-	Yes
Honeyspot Rd between Garibaldi Ave and Benton St	32	220	-	-	-	Yes
RT 108 between Wooster Park and Greenfield Ave and Glenfield Ave between RT 108 and Freeman Ave	17	1011	1	-	-	Yes
RT 108 between London Terrace and Grace Ln	6	96	-	-	-	Yes
RT 108 between Wood Ave and Van Buskirk Ave	12	82	-	-	-	Yes
RT 113 between Hurd Ave and North Ave	38	146	-	1	2	Yes
RT 113 at Judson Place	12	64	-	-	-	Yes
Ferry Blvd between Ferry Ct and Riverview Pl	10	106	-	-	-	Yes
RT 113 near Riverton Terrace	6	76	-	1	-	Yes
RT 110 between Frog Pond Ln and Sidney St	67	247		3	-	Yes
Barnum Ave from Sage Ave to Dorus St	70	406	-	1	1	No
Bruce Ave from Peace St to RT 1	61	357	-	3	-	No

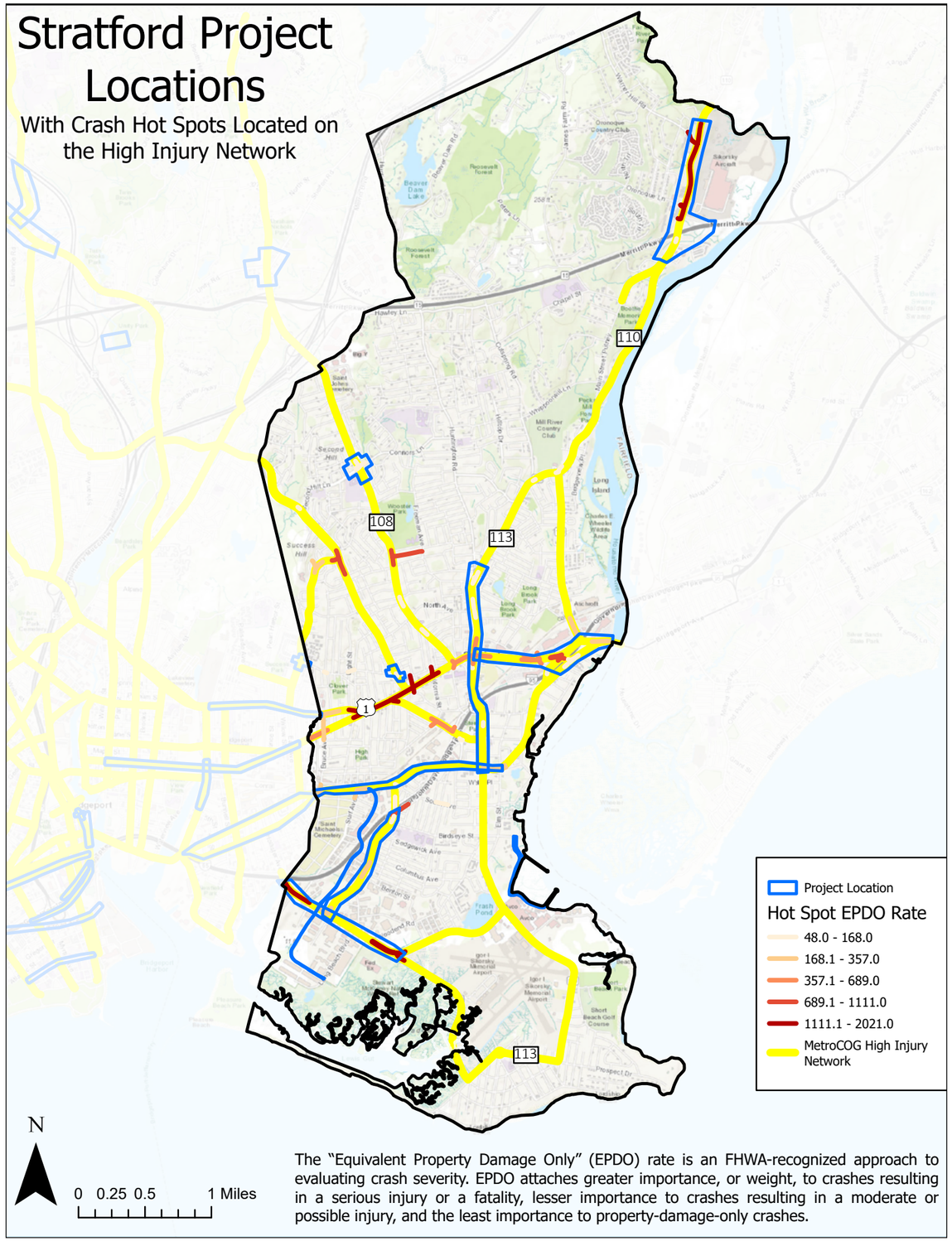
4. "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

TABLE 8.2: TOWN OF STRATFORD SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term
Broadbridge Ave, Booth St & Canaan Rd	Identified by Town as a problematic intersection. Broadridge Avenue between Canaan Road and Booth Street: 21 crashes, EPDO 73	Intersection improvements	Short- to mid-term
Honeyspot Rd	Multiple sections and intersections are problematic. *See Table 8.1.*	Honeyspot Road Complete Street Implementation: I-95 to RT 113. Evaluate corridor for improvements with the most potential impact.	Mid-term
Housatonic River Greenway	An off-road greenway with pedestrian facilities could provide an alternative to RT 113 in the area. Woodend Rd and split w/Access Road: 21 crashes, 2 fatal crashes and 1 bicycle crash. EPDO 1999	Park Path/Greenway Planted Revetment. Construct a shoreline revetment with low berm, connecting to the existing Stratford Army Engine Plant levee.	Mid- to long-term
Nichols Ave/ RT 108	Intersection with 44 crashes, EPDO 168.	Construct intersection improvements at Route 108 (Nichols Avenue), Connors Lane and Second Hill Lane, including safety improvements and realignment.	Mid-term
RT 1 - Barnum, Barnum Ave Cutoff & Ferry Blvd	Multiple sections and intersections are problematic. *See Table 8.1.*	Barnum Avenue Complete Street Implementation	Mid- to long-term
RT 110, vicinity of RT 15 and Sikorsky	Between Tudor Ridge Condominiums and RT 15 S Ramp w/focus on Spring Village and Ornoque Ln and Warner Hill Rd: 281 crashes, 1 fatal crash, EPDO 2021	Implement recommendations from the Route 110 Study	Short-, mid- and long-term
RT 113/Lordship Blvd	Watson Blvd to I-95: 103 crashes, 1 fatal crash, 1 pedestrian crash, EPDO 1627; Woodend Rd and split w/Access Rd: 21 crashes, 2 fatal crashes and 1 bicycle crash, EPDO 1999; Between Clover Field and Honeyspot Rd w/focus on Honeyspot Rd: 51 crashes, EPDO 191	Lordship Blvd. Complete Street Implementation. Improved pedestrian crossings, traffic calming and bike lanes. Evaluate corridor for improvements with the most potential impact.	Mid- to long-term

TABLE 8.2: TOWN OF STRATFORD SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term
RT 130/Stratford Ave	Surf Ave between Avon St and Stratford Ave w/focus on Stratford Ave: 33 crashes, EPDO 229; Bruce Ave between Seymour St and Connecticut Ave w/focus on Connecticut Ave and Stratford Ave merge: 52 crashes, 1 bicyclist crash, EPDO 178	The Town has identified streetscape improvements from Bruce Boulevard to Ferry Boulevard as a priority. Concepts have been developed through a Streetscape Plan.	Mid- to long-term
RR spur line	This project has the potential to remove pedestrians from Honeyspot Rd, RT 113/Lordship Blvd and RT 130/Stratford Ave	Redevelop an inactive RR spurline from Stratford Ave to Long Beach Blvd. Project includes acquisition of ROW and potential reactivation of part of the Spur in conjunction with an elevated *Rails to Trails* project along part of the line to promote coastal resiliency.	Long-term
Stratford Center Complete Streets Plan	Majority of streets in this plan are on the HIN. Multiple sections and intersections are problematic. *See Table 8.1.*	Evaluate/implement recommendations from the Complete Streets Plan for Stratford Center (RT 113), Broad St, Paradise Green (RT 113), Nichols Ave/RT 108 and Ferry Blvd (RT 130/RT 1); The Complete Streets Plan Section of 113 from Barnum Ave/RT 1 to Paradise Green area is in concept design and has LOTCIP funding committed. Stratford Center improvements are anticipated to begin implementation in late 2022.	Short-, mid- and long-term
Success Ave& Canaan Rd	Location identified by the Town as a problematic intersection.	Intersection improvements	Short- to mid-term
Town-wide	Active Transportation: Housatonic River Greenway	Realize a fully connected facility that runs through the Town in a north-south alignment. The greenway will include connections to Stratford Center, Roosevelt Forest, the Housatonic River, the East Coast Greenway, and other local points of interest.	Long-term
Town-wide	Multimodal Transportation	Prepare a detailed long-term multimodal transportation plan including a series of projects aimed at increasing travel efficiency.	Short-term



The "Equivalent Property Damage Only" (EPDO) rate is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

Stratford

DATA SUMMARY (2018-2021)

CRASHES BY TYPE

In Stratford, approximately 32% of crashes were Front-to-rear, 23% were Angle, and 14% were Sideswipe, same direction collisions. The remainder were comprised of Front-to-front, N/A (used for single-vehicle crashes), Other (used for two vehicle collisions not described by other attributes, e.g. end-swipes). Rear-to-Rear, Rear-to-side, Sideswipe, opposite direction, and Unknown (used for cases where the crash was not observed or the officer could not determine the way the cars collided.

LIGHTING CONDITIONS

In Stratford, of the total crashes between 2018 and 2021, 3,814 occurred during Daylight hours, 1,204 occurred in Dark-Lighted conditions; 170, 102, 45, and 29 crashes occurred in Dark-Not Lighted, Dusk, Dark-Unknown, and Dawn Lighting conditions respectively. There were 79 crashes for which the lighting conditions were Unknown and 12 for which the lighting conditions were Other.

MONTH & DAY-OF-WEEK

In Stratford, July was the month with the highest number of Weekday crashes (383) followed by January (378), while the highest number of Weekend crashes occurred in June (142) followed by August (127) and May (126).

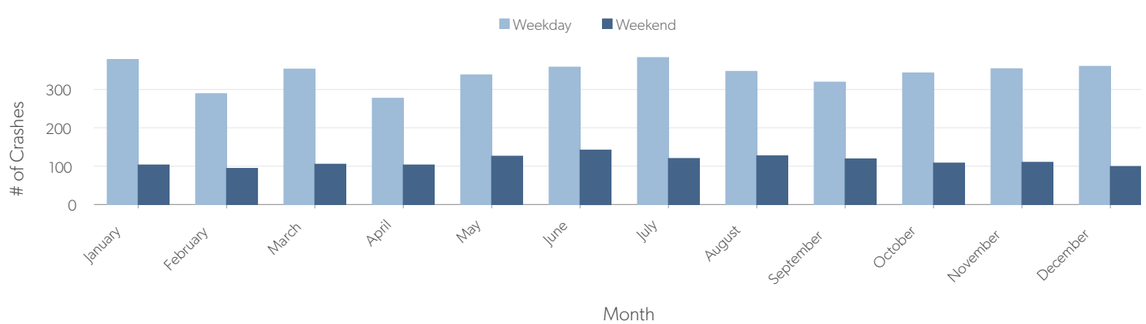
TABLE 8.3: STRATFORD CRASHES BY TYPE

Manner of Crash	# Crashes	% Crashes
Angle	1,254	22.95%
Front-to-front	174	3.18%
Front-to-rear	1,721	31.50%
Not Applicable	739	13.52%
Other	180	3.29%
Rear-to-rear	135	2.47%
Rear-to-side	219	4.01%
Sideswipe, opposite direction	164	3.00%
Sideswipe, same direction	756	13.84%
Unknown	122	2.23%

TABLE 8.4: STRATFORD CRASHES & LIGHTING

Light	# Crashes
Daylight	3814
Dark-Lighted	1204
Dark-Not Lighted	170
Dusk	102
Unknown	79
Dark-Unknown Lighting	45
Dawn	29
Other	12

TABLE 8.5: STRATFORD - WEEKEND VS. WEEKDAY CRASHES



Above: Monroe Turnpike Shopping Center, Trumbull, CT
Source: Peralta Design/Steve Cartagena

IX

TOWN OF TRUMBULL
SAFETY ANALYSIS & SELECTED PROJECTS

Trumbull

Trumbull is a suburban community that is mostly built out. A regional mall is located in Trumbull and it is in close proximity to Bridgeport. The Pequonnock River Trail (PRT) runs through Trumbull and is another popular regional destination.

Roads on the High Injury Network include the non-limited access portion of Route 25, Main Street/Route 111, White Plains Road and Church Hill Road/Route 127, Huntington Turnpike/Route 108/and Daniels Farm Road/Route 734. The non-state portion of Daniels Farm Road and Madison Avenue are on the HIN as well.

CURRENT PROJECTS

Trumbull has spent significant time and effort in realizing a fully connected Pequonnock River Trail (PRT), as well as improving safety for pedestrians accessing the trail. Projects underway include:

WHITE PLAINS ROAD/RT 127 (PRT)

This project was selected as a priority project for federal Transportation Alternatives (TA) funding. The project will improve pedestrian safety on White Plains Road, between a commuter parking lot and Twin Brooks Park. A PRT trailhead is located in the park. Project design will begin in late 2022.

MONROE TURNPIKE/RT 111 AND PRT

Currently, PRT users must cross Route 111 at a mid-block crossing location. This is a busy, high-speed multi-lane commercial corridor with peak hour congestion. The current trail connection will be shifted north, close to an intersection with a commercial driveway where a new signal will be installed. The signal will include a protected pedestrian phase for PRT users. Construction is underway and is estimated to be complete in 2023.

TOWN PRIORITIES

The Town is focused on continuing to improve the safety of road segments proximate to attractions, such as the Pequonnock River Trail, parks, the senior center, commercial areas, Town hall and schools. Improving sidewalks and filling gaps in the sidewalk network is a key strategy in the Town. Priority locations include many of the roads mentioned above.

DANIELS FARM ROAD IMPROVEMENTS

The Daniels Farm Road improvement project will include sidewalk installation. This project is a local priority – sidewalks could potentially link from the northern section of the road to Trumbull Center (White Plains Road and Church Hill Road/Route 127) – a commercial corridor south of the project area. Trumbull Center's current intersection configuration and road widths makes pedestrian crossings difficult and encourages high speeds. A recently completed study[1] provides further details of safety improvements.

WHITNEY AVENUE AND RT 111 INTERSECTION

Similar to Trumbull Center, the Long Hill Green section of Trumbull is a commercial center with adjacent residential. A complete street implementation could improve the safety of both residents and visitors.

RT-25 AND RT-111 STUDY

The Route 25 and Route 111 Study[2] identified short-, mid- and long-term improvements for bicyclists and pedestrians. More details can be found under regional projects above. The study included locations in Monroe and Trumbull.

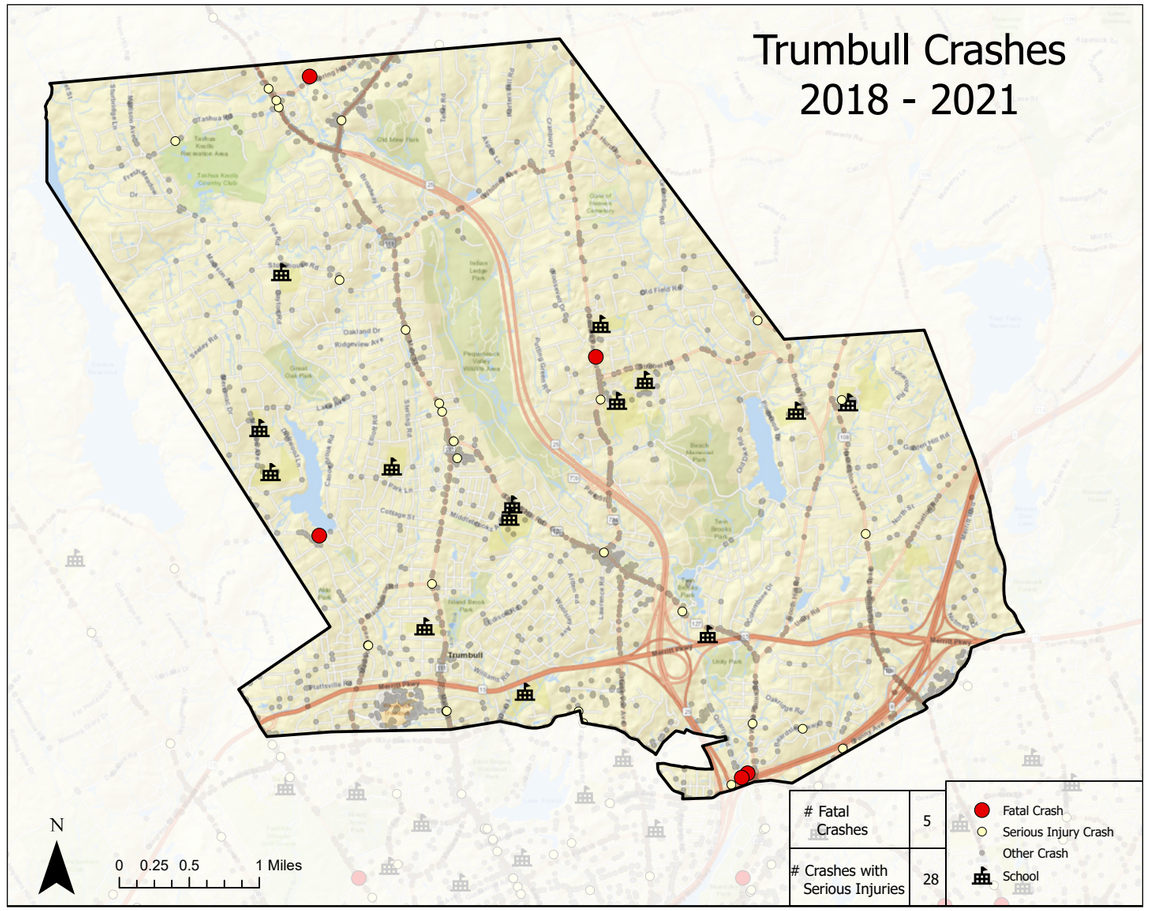
1. https://www.trumbull-ct.gov/DocumentCenter/View/5730/Trumbull-Center-Corridor-Study-PDF
2. https://ctmetro.org/rts-25-111-final-report/

SAFETY ANALYSIS - TRUMBULL

Between 2018 and 2021, 5 crashes resulted in a fatality or fatalities; 28 crashes caused at least one serious injury. 31 crashes involved a pedestrian(s) and 11 crashes involved a bicyclist(s) during this time period. Maps detailing the locations of these crashes can be found on the pages that follow. Schools are indicated.
The maps are followed by Table 9.1, which lists Crash Hot Spot locations and corresponding crash data for the 2018 to 2021 time period.

Table 9.2 provides projects and strategies that could address safety issues at high crash location intersections, along corridors on the High Injury Network, and across Trumbull's transportation system. The safety problem(s) that the project is meant to address is described, with relevant data referenced to help in the prioritization process. Project terms and associated cost are explained on Page 22.

The final map on page 93 provides the locations of the projects/recommendations in table 9.2, with Crash Hot Spots and the High Injury Network indicated.


Trumbull Crashes
2018 - 2021
N
0 0.25 0.5 1 Miles
Fatal Crashes 5
Crashes with Serious Injuries 28
Fatal Crash
Serious Injury Crash
Other Crash
School

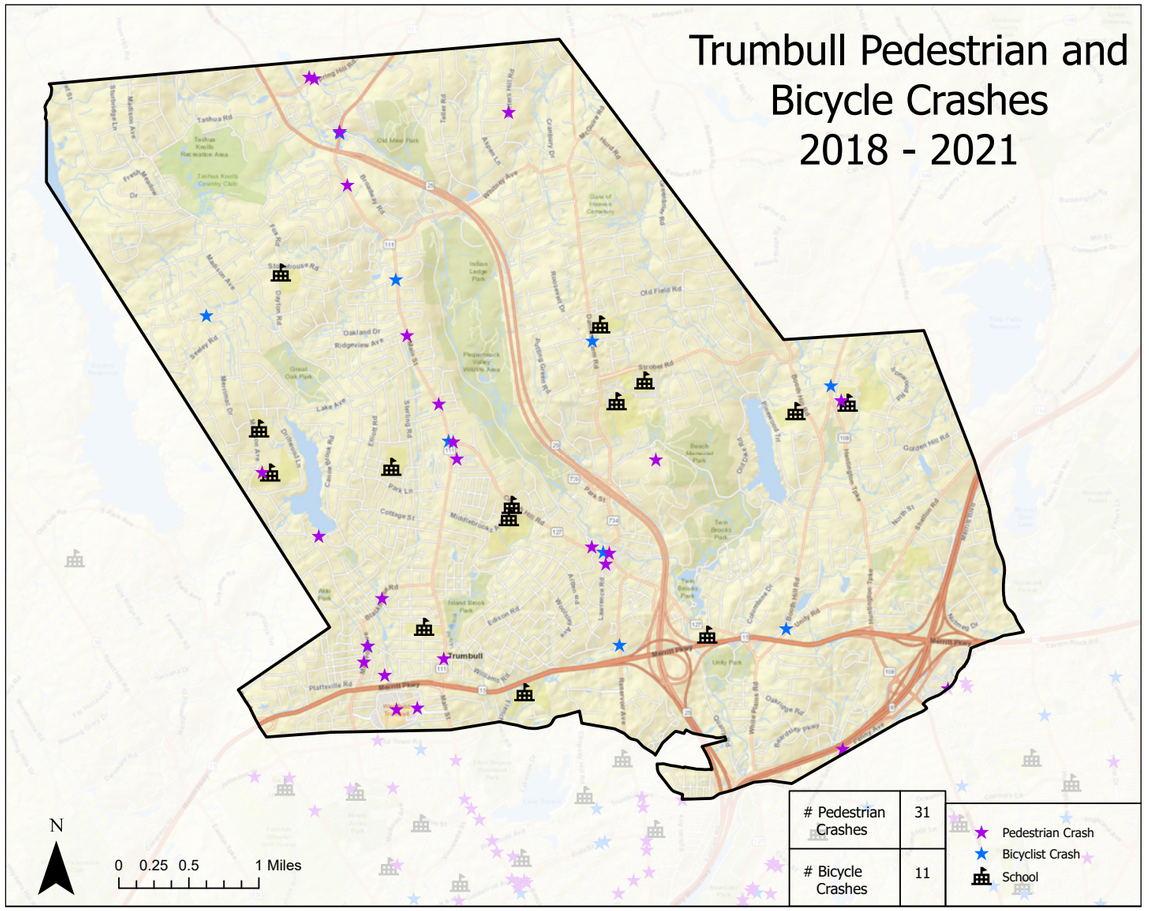

Trumbull Pedestrian and Bicycle Crashes
2018 - 2021
N
0 0.25 0.5 1 Miles
Pedestrian Crashes 31
Bicycle Crashes 11
Pedestrian Crash
Bicyclist Crash
School

TABLE 9.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (1 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[3] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
RT 108 between RT 8 and Hawley Ln w/focus on Penny Ave and Hawley Ln between RT 108 and the Best Buy Entrance	153	543	-	-	-	Y
Old Town Rd between the RT 25 N entrance and RT 127 w/ focus on Quarry Rd and the Pequonnock River Trail	63	2125	2	-	-	Y
RT 111 from RT 25 to Trefoil Dr w/focus on Old Mine Rd	144	638	-	1	2	Y
RT 111 between Lorianne St and the RT 15 Underpass	17	47	-	-	-	Y
RT 25 and Spring Hill Rd w/focus on Old Turnpike Rd and Tashua Rd	100	620	-	-	-	Y
Old Town Rd between Sylvan Ave and McAdoo Ave	29	125	-	1	-	Y
RT-108 and Penny Ave and Intervale Rd	23	203	-	1	-	Y
RT 127 between Holy Trinity Lutheran Church and Unity Hill United Church w/focus on Unity Rd	19	85	-	-	-	Y
Daniels Farm Rd between Meadow Wood Rd and Strobel Rd	13	39	-	-	-	Y
RT 108 and Silver Ln	73	217	-	-	-	N
Reservoir Ave between Burton Ave and Geraldine Pl	6	38	-	-	-	Y
Daniels Farm Rd between Hillcrest Middle School and Wordins Ln	5	59	-	-	-	Y
RT 111 from Long Hill Pl to Quality St and Church Hill Rd from RT 111 to Clairmont Terrace	65	319	-	1	1	Y
Daniels Farm Rd between Country Club Rd and Heathersfield Dr	7	991	1	-	1	Y
Daniels Farm Rd between Daniels Farm School and Roosevelt Dr	7	53			1	Y
Madison Ave from Chestnut Hill Rd to Merrill Rd w/focus on Pine St and Chestnut Hill Rd	11	145	-	1	1	N
RT 111 between Killian Ave and Edison Rd and Edison Rd between RT 111 and Merwin St	28	140	-	1	-	N
RT 111 and Chestnut Hill Rd Island	35	127	-	1	-	N
RT 111 near the RT 15 Off-ramp	13	39	-	-	-	N
RT 111 near the RT 15 Underpass	17	53	-	-	-	N
Edison Rd slip lane near Church Hill Rd	20	30	-	-	-	N
RT 111 from Bassick Rd to Grove St w/focus on Blackhouse Rd	13	125	-	-	-	N
RT 127 from Rocky Hill Rd to Booth Hill Brook	19	167	-	-	-	Y
Cedar Crest Road	8	44	-	-	-	N
RT 127 near Alice Place	5	31	-	-	-	N
RT 127 between Brinsmade Cemetery and Trumbull Fire Dep't and Reservoir Ave between RT 127 and Berkshire Ave	43	231	-	-	-	Y
RT 127 between RT 25 underpass and RT 25 S Entrance	4	30	-	-	-	N
Taits Mill Rd and Church Hill Rd	52	262			1	N

TABLE 9.1: 2018-2021
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (2 of 2)

High Crash Location (Corridor)	Crash # (Motor)	EPDO[3] Score	Fatal Crash #	# of Peds	# of Cyclists	HIN
Daniels Farm Rd near Church Hill Rd	40	220	-	-	1	N
RT 127 between Daniels Farm Rd and the Trumbull Shopping Center w/focus on the Lawrence Road Connector	92	454			1	N
Stonehouse Rd near Sanford Ave	4	58	-	-	-	N
RT 127 between the RT-15 entrances	8	70	-	-	-	N
RT 111 between Stonehouse Rd and Carmel Ridge	7	33	-	-	1	N
Canoe Brook Rd from Madison Ave to Maymont Ln	4	962	1	1	-	N
RT 111 between Carmel Ridge and Sir Thomas Way	4	36	-	-	-	N
Whitney Ave between RT 111 and Broadway Rd	22	42	-	-	-	N
Madison Ave at the Westfield Mall entrance	10	62	-	-	-	N
RT 108 near Shelton Rd	17	27	-	-	-	N
RT 111 between the Westfield Mall entrance and Stuart Pl and the Westfield Mall entrance slip lane	58	332	-	-	-	N
RT 111 from Bolsford Pl to the Westfield Mall entrance w/focus on the Westfield Mall Eentrance	70	400	-	-	-	N
RT 111 between Whalburn Ave and Stuart Pl	21	93	-	-	-	N
Quality Street slip lane near Church Hill Rd	10	30	-	-	-	N
Old Church Hill Rd merge near Quality St	10	30	-	-	-	N
RT 108 between MacDonald Rd and Old Green Rd	18	118	-	-	1	N
Avalon Gates near Old Town Rd	6	42	-	-	-	N
RT 111 between Pinehurst St and Edgewood Ave	5	113		1	-	Y
RT 111 from Turney Pl to Birdsall Ave w/focus on Lake Ave	18	112	-	-	-	N
RT 111 near Technology Dr	22	144	-	-	-	N
RT 111 from Oakland Dr to Ridgeview Ave to between Ridgeview Ave and Gwendolyn Dr w/focus on RIdgeview Ave	11	107	-	1	-	N
RT 108 between North St and Erwin St and North St between RT 108 and Stowe Pl	5	99	-	-	-	N
Old Town Rd from Heritage Dr to Chopsy Hill Rd	12	172	-	-	-	N
Old Town Rd between Red Oak Rd and Reservoir Ave	13	65	-	-	-	N
Hawley Ln between the Marriott and Best Buy entrances	9	35	-	1	-	N
Hawley Ln between the Marriott entrance and the Hawley Lane Shopping Center entrance	13	33	-	-	-	N

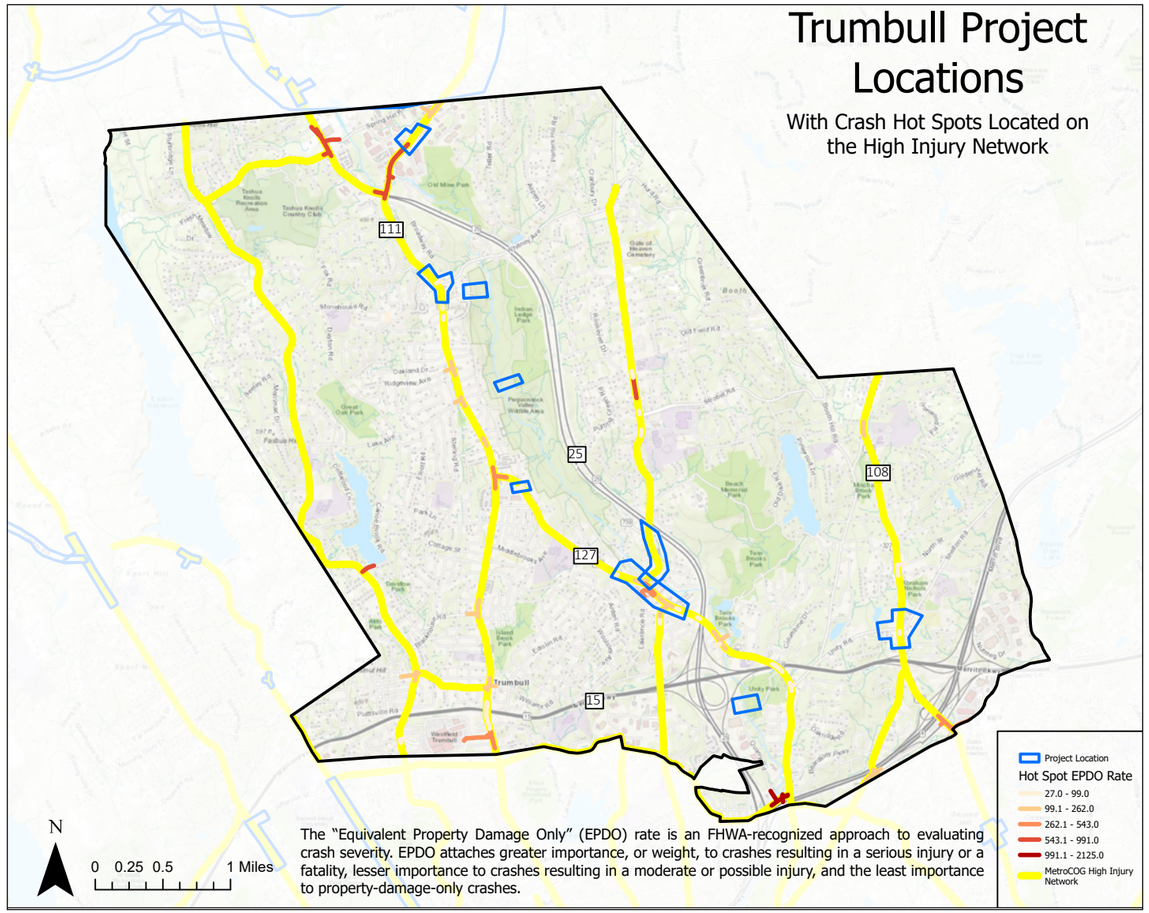
3. "Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. EPDO attaches greater importance, or weight, to crashes resulting in a serious injury or a fatality, lesser importance to crashes resulting in a moderate or possible injury, and the least importance to property-damage-only crashes.

TABLE 9.2: TOWN OF TRUMBULL
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term
Daniels Farm Rd (RT 734 South of 8/25)	Multiple sections and intersections are problematic. *See Table 9.1.*	Daniels Farm Rd: Roadway widening to provide a uniform 32-foot road w/turn lanes, pedestrian sidewalk, and a bike lanes.	Mid-term to long-term
Pequonnock River Trail	Old Church Hill Rd merge near Quality St: 10 crashes, 30 EPDO	Install extension from the Pequonnock River Valley to commercial developments in the vicinity of Town Hall (RT 127/ Church Hill Rd)	Short- to mid-term
Pequonnock River Trail	Trail connection identified by Town. Could potentially reroute pedestrians from RT 127/White Plains Rd. RT 127 between Holy Trinity Lutheran Church and Unity Hill United Church w/focus on Unity Rd: 19 crashes, EPDO 85	Walking bridge over the Pequonnock River to connect Unity Park to the PRT near Route 15. The PRT was recently extended across RT 15 to connect through Quarry Rd and extends into Bridgeport.	Short- to mid-term
Pequonnock River Trail	Trail connection identified by Town. Could potentially reroute pedestrians from Whiteny Ave. Whitney Ave between RT 111 and Broadway Rd: 22 crashes, EPDO 42	Trail connection between Dunellen Rd to Pequonnock River Trail	Short- to mid-term
Pequonnock River Trail	Trail connection identified by Town. Could potentially reroute pedestrians from Whiteny Ave. Whitney Ave between RT 111 and Broadway Rd: 22 crashes, EPDO 42	Trail connection from Pequonnock River Trail to Indian Ledge Park with parking lot installation.	Short- to mid-term
RT 108/ Huntington Tpke, Shelton Rd and Unity Rd Intersection	RT 108 near Shelton Rd: 17 crashes, EPDO 27	Intersection improvements	Short- to mid-term

TABLE 9.2: TOWN OF TRUMBULL
SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem (2018-2021)	Project Type	Term
RT 111 & Whitney Ave	Whitney Ave between RT 111 and Broadway Rd: 22 crashes, EPDO 42	Install traffic light at the intersection of RT 111 and Whitney Ave. Includes a Complete Street concept with sidewalks to connect a major commercial development to residential developments.	Mid-term
RT 127 (Church Hill Rd) and Quality Rd	Old Church Hill Rd merge near Quality St: 10 crashes, EPDO 30	Install traffic light at the intersection of RT 127 and Quality Rd. Connects 2 commercial areas as well as a planned PRT extension.	Short- to mid-term
RT 127 (White Plains Rd and Church Hill Rd) - Trumbull Center Corridor	Multiple sections and intersections are problematic. *See Table 9.1.*	Trumbull Center Corridor Study: Improvements could include a full or partial road diet, multi-use path, signal timing adjustments, potential roadway realignment, and/or enhanced transit/bike/ped connections. Daniels Farm Rd is RT 734 between 127 and 8/25.	Mid-term to long-term
Trefoil Drive	RT 111 from RT 25 to Trefoil Dr w/focus on Old Mine Rd: 144 crashes, 1 pedestrian crash, 2 bicyclist crashes, EPDO 638	Provide Eastbound Right Turn Lane on Trefoil Drive at RT 111	Short- to mid-term



Trumbull

DATA SUMMARY (2018-2021)

CRASHES BY TYPE

In Trumbull, approximately 34% of crashes were Front-to-rear, 20% were Angle, and 11% were Sideswipe, same direction collisions. TThe remainder were comprised of Front-to-front, N/A (used for single-vehicle crashes), Other (used for two vehicle collisions not described by other attributes, e.g. end-swipes). Rear-to-Rear, Rear-to-side, Sideswipe, opposite direction, and Unknown (used for cases where the crash was not observed or the officer could not determine the way the cars collided.

LIGHTING CONDITIONS

In Trumbull, of the total crashes between 2018 and 2021, 2,025 occurred during Daylight hours, 448 occurred in Dark-Lighted conditions; 131, 59, 18, and 12 crashes occurred in Dark-Not Lighted, Dusk, Dark-Unknown, and Dawn Lighting conditions respectively. There were 30 crashes for which the lighting conditions were Unknown and 11 for which the lighting conditions were Other.

MONTH & DAY-OF-WEEK

In Trumbull, November was the month with the highest number of Weekday crashes (213) followed by December (200), while the highest number of Weekend crashes occurred in January (77) followed by December (69) and June (61).

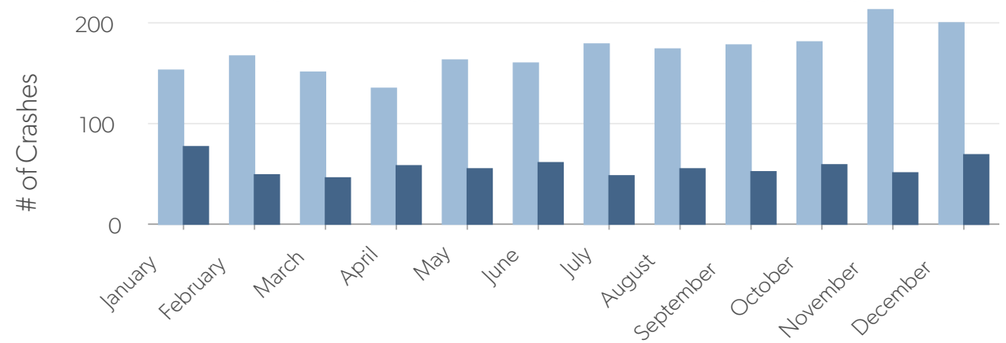
TABLE 9.3: TRUMBULL CRASHES BY TYPE

Manner of Crash	# Crashes	% Crashes
Angle	559	20.20%
Front-to-front	63	2.28%
Front-to-rear	941	34.01%
Not Applicable	509	18.4%
Other	101	3.65%
Rear-to-rear	68	2.46%
Rear-to-side	117	4.23%
Sideswipe, opposite direction	78	2.82%
Sideswipe, same direction	292	10.55%
Unknown	39	1.41%

TABLE 9.4: TRUMBULL CRASHES & LIGHTING

Light	# Crashes
Daylight	2,025
Dark-Lighted	448
Dark-Not Lighted	131
Dusk	59
Unknown	30
Dark-Unknown Lighting	18
Dawn	12
Other	11

TABLE 9.5: TRUMBULL - WEEKEND VS. WEEKDAY CRASHES



Above: GBT Bus on State Street
Source: Greater Bridgeport Transit (GBT)

X

SAFETY ANALYSIS
EQUITY IMPACT ASSESSMENT

Equity Impact Assessment

USDOT JUSTICE 40

Under the Justice 40 Initiative, the United States Department of Transportation (US DOT) developed a definition of disadvantaged communities.

TRANSPORTATION DISADVANTAGED

Under the current definition, persistent poverty is defined as any county that has consistently had greater than or equal to 20% of the population living in poverty during the last 30 years, as measured by the 1990 and 2000 decennial census and the most recent Small Area Income and Poverty Estimates, as estimated by the Bureau of Census.

Disadvantaged is also defined as any census tract with a poverty rate of at least 20% as measured by the 2014-2018 5-year American Community Survey of the census.

Based on the US DOT's Transportation Disadvantaged Tracts by state, Connecticut has 32 communities designated as disadvantaged, 15 of which are located within the City of Bridgeport, specifically the West End/West Side and East Side neighborhoods.

Understanding the social, environmental, and economic characteristics of these communities is imperative to improving the operational initiatives to prevent death and serious injury on roads involving all users and to ensure equitable investment in the safety of underserved communities.

CRASH ANALYSIS (2018-2021)

Between 2018 and 2021, 16 fatal crashes occurred within Bridgeport's US DOT designated disadvantaged communities, according to the Connecticut Crash Data Repository (Figure of Bridgeport's fatal crash maps). A total of 24 fatal crashes occurred in Bridgeport during this time period; crashes that occurred in disadvantaged communities contributed to 66% of these fatalities.

DISADVANTAGED COMMUNITIES - EPDO SCORES

The average EPDO score in the disadvantaged communities was identified as 1601.294, compared to the score of 936.9 found in MetroCOG's Crash Hot Spot analysis of Bridgeport. All census tracts within the US DOT disadvantaged communities are located within the MetroCOG identified High Injury Network, informed by the CT Crash Repository.

Neighborhoods and the disadvantaged communities census tracts they contain roughly correspond to the following:
Black Rock: 702
East End: 743
East Side: 735, 736, 738 and 739
Mill Hill: 731 and 737
The Hollow: 713 and 716
North End: 727
North End & Brooklawn/St. Vincent's: 722
West End/West Side: 709, 711 and 712

The most egregious areas of concern are indicated in bold above and lie within census tracts:
702,709, 711, 712, 713, 727, 735, 736 738, 739, and 743.

A high number of pedestrian and bike crashes have occurred in these census tracts (*see Map on Page 30*).

EAST SIDE

The majority of fatal crashes have occurred in the East Side neighborhood. The East Side is directly located on Bridgeport Harbor and is bisected by Interstate-95 and the Metro-North commuter rail line. 67% of residents live in multi-family homes and are predominantly renters, according to the City of Bridgeport.

THE WEST END/WEST SIDE

The West End/West Side neighborhood is predominantly renter-occupied, with renters accounting for 70% of the population. The neighborhood borders the Town of Fairfield and the Black Rock neighborhood and is bisected by I-95. The neighborhood does not contain many significant parks or open space areas and has a high level of industrial and commercial use.

REGIONAL EQUITY IMPACTS

The poverty level varies greatly across communities in the MetroCOG Region. In Bridgeport, the average rate of poverty across census tracts is 24.95%, far greater than the regional average of 7.89% and above the national average of 20.6%. For comparison, Easton has an average poverty rate of 2.8%, Fairfield 5.4%, Monroe 3.01%, Stratford 7.57% and Trumbull 3.76%.

Bridgeport's East Side, where the majority of fatal crashes occur, has a poverty rate of 32.375% and the West End/West Side neighborhood has a poverty rate of 32.7%.

MODES OF TRANSPORTATION IN THE REGION

Based upon the 2020 US Census Table B08141 (national), 75.3% of Americans over the age of 16 use cars, trucks or SUVs as their predominant mode of transportation to work. In comparison, 81.0% of Bridgeport residents use such vehicles, with 68.1% claiming to drive alone. While 4% of Americans lack regular access to a vehicle, 6.28% of residents in the MetroCOG Region lack access to a vehicle, meaning they must rely on public transportation or bike, walk, or roll to their destination.

REGIONAL DEMOGRAPHICS

The MetroCOG Region is home to a diverse and culturally rich population. There are over 13 language groups identified in the 2020 Census, all which are represented in the region. 13.3% of the population of region is considered 'Limited English Proficiency' with Spanish, French/Haitian/ Cajun, and Russian/Polish/ and other Slavic languages considered as safe harbor languages.

Social vulnerability factors such as race, income level, and linguistic isolation can contribute significantly to a community's potential susceptibility to injustice, especially in areas considered to be designated disadvantaged communities.

Population demographics such as race and ethnicity are not uniform across the MetroCOG Region. 44% of the Bridgeport population identifies as Latino/ Hispanic and 31.2% of the population is Black. Within Bridgeport, 22.5% of the population is Limited English Proficient, which is a significantly higher percentage than the regional average.

Tables detailing municipal demographics statistics in addition to comparative poverty rate information for each of the Bridgeport neighborhoods in the Appendix.

Above: Pequonnock River Trail, Trumbull, CT
Source: Peralta Design/Steve Cartagena

XI

ENGAGEMENT *& COLLABORATION*

Plan for Community Engagement

PUBLIC PARTICIPATION PLAN

As the host agency of the Greater Bridgeport Valley Metropolitan Planning Organization, MetroCOG has an approved Public Participation Plan and Title VI/Limited English Proficiency Plan. At a minimum, Safety Action Plan outreach and engagement activities will follow these plans. The documents can be found at https://ctmetro.org/title-vi-policy/public-participation/.

HOW WILL PRIVATE SECTOR & COMMUNITY GROUPS BE ENGAGED IN THE PLAN?

We anticipate a dynamic public engagement process that involves partners as we identify organizations, individuals and initiatives that have an interest in transportation safety. Lists of stakeholders are maintained to notify interested parties of major MPO projects, such as the Metropolitan Transportation Plan update and the Transportation Improvement Program. MetroCOG also lead the development of the region's Comprehensive Economic Development Strategy (CEDS), which required collaboration with private sector stakeholders throughout the regions.

The MPO stakeholder group lists, as well as stakeholders identified through the CEDS process, will be utilized to make people aware of the Safety Action Plan, MetroCOG's commitment to Vision Zero, annual reports, and opportunities to participate in the plan's implementation.

In addition to those methods detailed in the Public Participation Plan and Title VI/Limited English Proficiency Plan, we will utilize the following opportunities and applications to ensure the public has opportunities to provide input into the plan's implementation, and awareness of transportation safety in the region.

INTER- AND INTRA- GOVERNMENTAL COOPERATION & COLLABORATION

Inter- and Intra-governmental cooperation and collaboration will be maintained through the Transportation Safety Planning Subcommittee, the Transportation Technical Advisory Committee and the MetroCOG board.

Right: **Outreach for Trumbull Gardens Bus Shelters**
Source: **MetroCOG**

ANNUAL REPORT

An annual report will be developed each year and released to the public. The annual report will be utilized to monitor safety issues in the region and implementation of the plan's recommendations.

At a minimum, the annual report will include the following information:

- Update High Injury Network and Crash Hotspots
- Identify new areas of concern
- Identify status of projects (design, permitted, in construction, etc.)
- Assess performance measures

A matrix of public comments will also be provided in the annual report, we anticipate this including:

- Comment
- Response to comment; was comment addressed?
- If a comment expressed concerns/provided ideas, ideas for incorporation into future updates.

WEB PRESENCE & INTERACTIVE REPORTING

Information about and a link to the Safety Action Plan will be found on the transportation planning section of the MetroCOG website. As annual reports are finalized, they will also be uploaded to the site. A link to an interactive story map will be provided in this section.

The story map site will include interactive features to engage and involve the public in the plan. As annual reports are finalized, data will be presented in a story map format. The story map will provide an opportunity for viewers to comment and identify areas of concern in their communities, which will be included in the annual report. The story map will also serve as a repository of plan material.

As part of the annual report, we will include a matrix of comments received over the year.

METROPOLITAN TRANSPORTATION PLAN

2023 UPDATE (2023-2050)

The MTP update process provides a unique opportunity for a range of stakeholders to identify safety issues and potential countermeasures. The MTP will include a regional crash/safety update.

As part of the MTP outreach process, MetroCOG will be distributing an online survey. Survey questions related to safety include:

- *How comfortable do you feel walking/rolling throughout your community?*
- *Do you ride a bike within your community? How comfortable do you feel biking throughout your community?*
- *How safe do you feel travel throughout our communities is today (including for yourself and people you know)? What makes you feel that way?*
- *What can be done to make your travel feel safer?*
- *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?*

Above: Crosswalk at Silverman's Farm, Easton, CT
Source: MetroCOG

XII

POLICY, PROCESS CHANGES *& STRATEGIES*

Policy Assessment

LOCAL ROAD SAFETY AUDITS

Road Safety Audits are a process that identifies safety issues and counter-measures to help improve safety and reduce vehicle crashes, as well as documenting factors that can help or hinder safe bike/ped travel. Includes both low-cost, short-term recommendations, and higher-cost recommendations for long-term implementation[1].

- City of Bridgeport: Route 1 (Boston Avenue), Sheridan Street to Bruce Avenue; January 2022
- Town of Easton: Route 59 (Sport Hill Road) and Center Road between Route 59 and Route 136 (Westport Road); May 21, 2021

POCDs AND LOCAL POLICIES

PlanBridgeport, Bridgeport, 2019[2]

- Prioritize Safe Routes to School for lighting improvements, sidewalk repair, streetscapes, and other infrastructure improvements.
- Participate in the Vision Zero campaign to reduce traffic related injuries and fatalities.

Easton POCD, 2018-2025[3]

- Recommends traffic calming/speed enforcement to manage driver behavior, as well as considering sidewalks in Easton Center and creating a Town-wide system of bicycle routes.
- August, 2021: Planning & Zoning Commission adopted the Sport Hill Road Transportation Concept Plan as part of their POCD[4]; "Shared-use path along the eastern side of Sport Hill Road from Helen Keller Middle School to the Easton Village Store. The path would then transition to a wide concrete sidewalk that would continue north to the existing crosswalk in front of Silverman's Farm. A short segment of Banks Road from Sport Hill Road to Center Road may be converted to a one-way eastbound roadway with a sidewalk along the southern portion of the roadway along the Fireman's Green. The intersection of Sport Hill Road and Center Road will then be realigned to allow for improved intersection geometry. Lastly, the plan will include three enhanced pedestrian crossing areas along Sport Hill Road at the existing Silverman's Farm crossing location, at Banks Road, and at the HKMS driveway."

Fairfield Complete Streets Policy[5]

- Adopted by the Board of Selectmen on September 26, 2018
- Prepared by the Fairfield Bicycle and Pedestrian Committee
- Applies to all local and state public roadways within Town boundaries. Includes new roadway construction projects, projects involving the reconstruction of transportation infrastructure, and prioritization of project selection. Applies to maintenance projects with exceptions detailed.

Monroe POCD, 2021-2031[6]

- Transportation & Infrastructure Goal: Improve and expand transportation options with a focus on alternative modes of travel to ensure greater connectivity within Town and to the region; continue to maintain and improve infrastructure in an environmentally and fiscally responsible manner.
- Strategy: Improve traffic safety throughout Town. Supporting Actions:
    1. Continue to work with MetroCOG to obtain grant funding for high priority safety areas from programs such as the Local Road Accident Reduction Program.
    2. Implement traffic safety and traffic calming measures in areas such as Monroe Center and Stepney as well as other areas of need as identified by a Town-wide traffic and traffic safety study.

1. https://portal.ct.gov/DOT/PP_Intermodal/CTConnectivity/
2. https://planbridgeport.com/
3. https://www.eastonct.gov/planning-and-zoning-commission
4. *Same as above.*
5. https://www.fairfieldct.org/completestreets
6. http://www.monroect.org

Stratford Complete Streets Policy[7]

- Adopted by Town Council on November 8, 2020
- To the maximum extent practical, the Town will design, construct, maintain, and operate streets to provide for a comprehensive and integrated street network of facilities that are safe/accessible for all users, connected, reflect a sense of place, and integrate traffic calming and green infrastructure.

Trumbull Center Corridor, 2022[8]

- Remove one southbound travel lane and add a center median on White Plains Road to shorten pedestrian crossing distances. Shorter street crossing times improves pedestrian safety and reduces wait times for vehicles while narrowing the roadway, which calms traffic. Shifting the edge of the road to the southwest will create space for a 10' wide multi-use path that connects to Trumbull Center Corridor, bringing cyclists and pedestrians from surrounding neighborhoods and the Pequonnock River Trail.
- Traffic calming will reduce noise while creating a safer, more enjoyable environment for pedestrians and cyclists. Recommended traffic calming measures include medians, street trees, road narrowing, smaller-scale signage, and sidewalk enclosure design.
- Encourages property owners to construct vehicle and pedestrian connectors between plazas and properties and the Trumbull Center Corridor to reduce congestion on and facilitate pedestrian access to businesses and services.

STATE POLICIES - *New state laws since 2020*

PA 21-28[9]

Act concerning Pedestrian Safety, the Vision Zero Council, speed limits, fines/charges for violations, and the Greenways Commemorative Account:

- Expands the circumstances under which drivers must yield to pedestrians at uncontrolled crosswalks. Previously, drivers only had to yield to a pedestrian that stepped off the curb or into crosswalk's entrance. Now, a driver must yield to a pedestrian within any portion of the crosswalk, or steps to the curb at a crosswalk's entrance and indicates intent to cross the road (i.e. raising hand to oncoming traffic or extending any body part into the crosswalk's entrance). Drivers who fail to yield are subject to a $500 fine.
- Established the Connecticut Vision Zero Council, an interagency work group tasked with developing state-wide policy to eliminate transportation-related fatalities and severe injuries. *See: https://portal.ct.gov/DOT/VisionZeroCouncil/VisionZeroInteragencyPolicy for more details.*
- Established an infraction for "dooring" moving traffic. Causing physical contact between a vehicle door and moving traffic (all modes) by opening (or leaving open longer than necessary) the door into oncoming traffic.
- Under certain conditions, local traffic authorities (LTAs) may establish, modify, and maintain speed limits on local roads without OSTA approval and establish pedestrian safety zones on those roads. Also allows OSTA to establish pedestrian safety zones on state roads at an LTA's or DOT's request.
- Increased distracted driving fines.

Highway Safety Improvement Plan, 2022

- Execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crack-down" mobilizations such as "Click it or Ticket" and "Drive Sober or Get Pulled Over" as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners.
- Various training programs and technical support from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data.

7. https://stratfordct.gov/
8. https://www.trumbull-ct.gov/
9. https://www.cga.ct.gov/2021/act/pa/pdf/2021PA-00028-R00HB-05429-PA.pdf

Vision Zero Strategies

INTRODUCTION

The foundation of MetroCOG's Safety Action Plan (2022) is the Safe System Approach, "which is to not accept the loss of life, to design a transportation system that accounts human fallibility, and to prioritize safety over other transportation goals, such as roadway capacity." (FHWA 2018). Through the Safety Action Plan, the Connecticut Metropolitan Council of Governments is establishing a regional commitment to moving toward zero deaths in the transportation systems of Bridgeport, Easton, Fairfield, Monroe, Stratford and Trumbull.

The Connecticut Metropolitan Council of Governments' 2020 Regional Transportation Safety Plan (RTSP) defined and provided Strategies and Performance Objectives within Emphasis Areas for improving roadway safety within the MetroCOG Region. These primary Emphasis Areas are accompanied by detailed secondary elements, identified as contributing factors and problem areas, or areas with a high incidence of crashes. The 2020 RTSP also provided applicable improvements for safety, priority strategies, and performance objectives for reducing factors of unsafe roadways.

The 2020 RTSP identified and examined the following emphasis areas:

- Critical Roadway Locations
- Driver Behavior
- Older Drivers
- Young Drivers
- Non-Motorized Users
- Motorcyclist Safety
- Traffic Incident Management

The RTSP utilized these Emphasis Areas to identify locations of concern and develop strategies for safety improvements. Emphasis areas were selected for having factors that contribute to unsafe roadways based on data-driven analyses from the Connecticut Crash Data Repository.

The 2020 RTSP's data-analysis and structure is a by product of the Connecticut Department of Transportation's Strategic Highway Safety Plan (SHSP). Furthermore, many of the recognized emphasis areas and crash locations have been confirmed by municipal staff and officials as areas in need of attention.

The MetroCOG Regional Safety Action Plan better aligns with the Vision Zero Network, State of Connecticut's Vision Zero Council, and USDOT's Vision Zero approach by re-configuring the RTSP's Emphasis Areas framework to fit within the Federal Highway Administration's 'Safe System Approach'.

5 CORE ELEMENTS OF THE SAFE SYSTEMS APPROACH

The Safe System Approach is a composition of five core elements and six defining principles that establish the goals of an effective safe system through implementation and development of these strategies. This commitment and approach to zero deaths by 2050 means addressing several aspects of crash risks through the five core elements.

A Safe System Approach facilitates a shared responsibility between varying stakeholders like transportation officials, municipal staff/leaders, state DOTs, Metropolitan Planning Organizations, local residents, advocacy groups/organizations, etc. to promote a holistic approach of safety throughout the region's roadway network.

The five core principles of the Safe Systems Approach encompass the RTSP's Emphasis Areas very well. The following sections will utilize the previously identified Emphasis Areas and restructure their applicability to align within FHWA's model.

Safe Road Users

Address the safety of all road users equitably, including those who walk, bike, drive, ride transit, or travel by other modes.

Safe Vehicles

Design and regulate vehicles to minimize frequency and severity of collisions using safety measures incorporating the latest technology.

Safe Speeds

High-speed crashes are more likely to be fatal. Reducing speeds increases human injury tolerances by reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Safe Roads

Design transportation infrastructure to reduce the severity of crashes that do occur (e.g. physically separate those traveling at different speeds, provide dedicated times for different users.

Post-Crash Care

Emergency first responders quickly locate collisions, stabilize injuries, and provide transport to medical facilities. Post-crash care also includes crash site forensic analysis and incident management.

Safe Road Users

Safe Road Users is a key element of the Safe System Approach. This approach addresses all road users and modes and is inclusive of those who walk, bike, drive, roll, ride transit, and travel by any other modes. All road users must be considered equal regardless of how they choose to travel, and how they are able to travel throughout the roadway network.

Road users have a duty to safely and responsibly operate within the roadway boundaries most suitable for their travel mode. Transportation designers, planners, and engineers must establish systems and programs that manage, educate, and enforce safely operating within the roadway, and that regulates and promotes responsible user behavior.

RESPONSIBLE BEHAVIOR

A safe road user must understand and adhere to utilizing infrastructure and facilities in a manner that reduces their exposure to incidents and limits conflicting interactions with other road users. Safe Road Users are responsible for following the rules of the road, acting within the designated limits of the roadway design, and operating free of distractions and the influence of substances. Walkers must utilize safe walking practices and use facilities most suitable for traversing the roadway, such as crossing at designated locations where pedestrian crossing amenities are installed, and during the designated crossing phase.

Pedestrian facilities at intersections may include pedestrian crossing signals, APS push buttons, marked pavement crossing features High intensity Activated crosswalk (HAWKS), Rectangular Rapid-Flashing Beacons (RRFBs), delineated mid-block crossing locations, pedestrian refuge islands, curb extensions and others.

CYCLISTS & OTHER MICRO-MOBILITY USERS

Cyclists and users of other micro-mobility devices (such as scooters) are expected to travel in designated bike lanes or towards the shoulders of the roadway. In a shared roadway situation, the cyclist should travel with the flow of vehicular traffic.

Cyclists should not utilize pedestrian sidewalks for traveling as this increases conflicts with walkers and other users, such as those with mobility assistance devices. When traveling, cyclists are expected to utilize the proper protective equipment such as helmets and retro-reflective gear. Responsible operating behaviors such as cycling hand signals are also necessary.

DRIVER BEHAVIOR

Drivers pose the largest risk to vulnerable roadway users, a risk that increases with vehicular speeds. Drivers must follow regulatory road signs. Obeying speed limits is imperative, especially in high pedestrian locations and in multi-use roadway circumstances. These circumstances are defined by signage and on road striping, such as sharrows and/or bike lanes.

DESIGN & REGULATION

Transportation officials must first recognize that road users make mistakes and acknowledge the limitations of road users' capabilities. It is the responsibility of designers and planners to enable compliance through the design and engineering of roadways.

Enforcement officials, such as the police, regulate and enforce compliance while users operate on road. Education for users across all modes is a continuing process that involves many sectors.

LOCAL EDUCATION PARTNERSHIPS

Partnerships between enforcement officials and local institutions and organizations is imperative for ensuring and maintaining the safe behavior of all road users when traveling. For example, law enforcement agencies may utilize strategies and techniques like traffic and DUI enforcement, installation of speed feedback signs, variable message signs, and education campaigns that promote compliance and instill safe user habits. Education campaigns can be reinforced by the media, hospitals, schools and NGOs, such as "Watch for Me CT" in Connecticut. These strategies strengthen and encourage positive behaviors for road users.

VULNERABLE ROAD USERS

Vulnerable road users are less protected in crashes involving vehicles and fixed infrastructure. In these instances, the probability of a fatality or serious injury compared to users traveling in motor vehicles are heightened.

Vulnerable road users include bicyclists, pedestrians, and users of micro-mobility devices of all ages and abilities. Everyone is a pedestrian at some point throughout their travel. Drivers become pedestrian after they have parked and exited their vehicle and walk or roll to their final destination.

Bicyclists, pedestrians, users of micro-mobility devices and motorcyclists are more susceptible to serious injuries, which may be fatal when involved in a crash with a motor vehicle. Limiting these types of crashes requires a strong understanding and focus on road user behavior and roadway design. This expertise should influence the construction and maintenance of roadways, especially to ensure equitable safety for vulnerable users.

Main Street, Stratford, CT
Source: Susan Rubinsky, Greater Bridgeport Transit

Safe Road Users Con't

TRANSPORTATION DISADVANTAGED COMMUNITIES

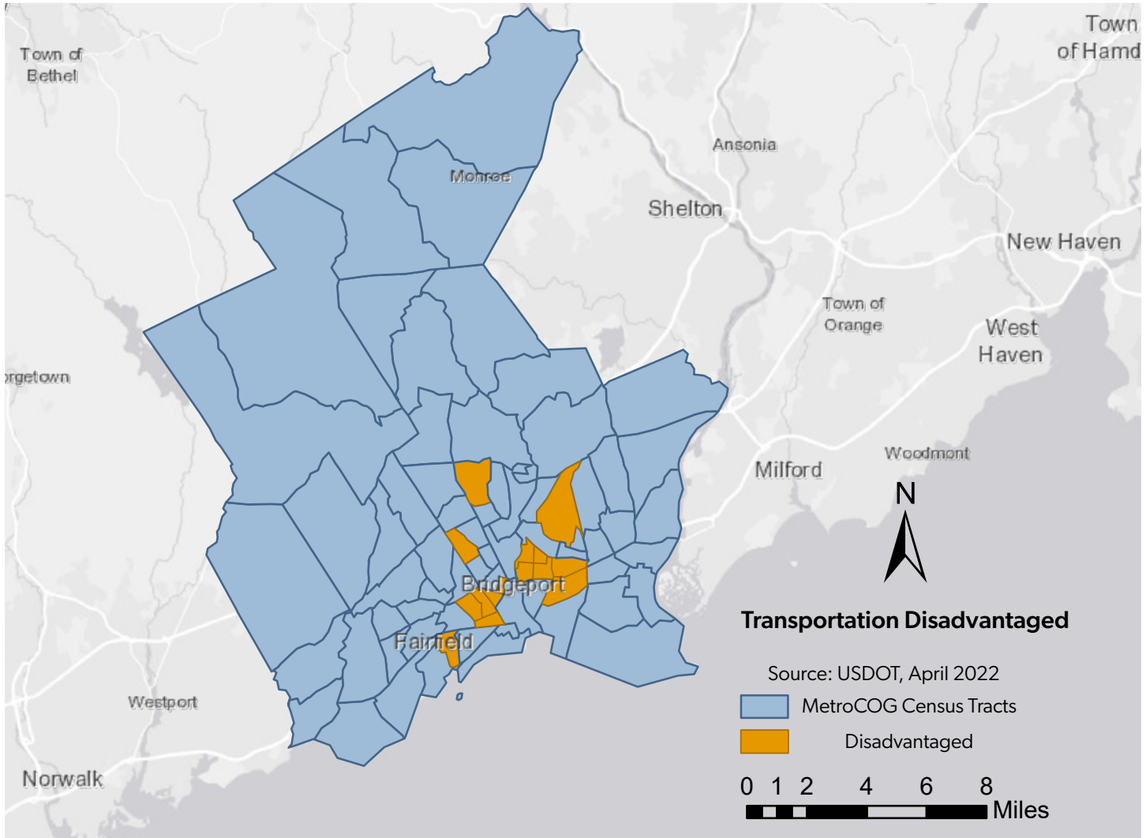
Many individuals in Historically Disadvantaged communities are vulnerable road users because they rely on transit or non-motorized forms of travel, such as biking and walking. Of MetroCOG's 325,000 residents, 19.9% use non-motorized modes of travel to get to work and 13.9% are without access to a vehicle.

In Bridgeport, there are 15 USDOT Transportation Disadvantaged (Historically Disadvantaged Census Tracts, encompassing 47% of Connecticut's total 32 Transportation Disadvantaged Census Tracts.[10]

Census data shows these 15 census tracts are densely populated neighborhoods with a high frequency of vehicular crashes involving pedestrians and cyclists.

Attention to undeserved areas is necessary for reducing the frequency and severity of vulnerable road user crashes. A focus on speed reduction, better signage, installation of traffic calming features, and education on safe behavior are imperative.

10. https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a



Map of Transportation of MetroCOG's USDOT Disadvantaged Census Tracts

DRIVERS

The 2020 RTSP identified older drivers, and younger drivers as target groups frequently involved in high incidences of crashes.

OLDER DRIVERS

Older Drivers are categorized as drivers 65 years and older. Age itself is not the principal determinant of driving performance and capability. However, as individuals age their mental and physical abilities change, which can affect vehicle operability. The most common of these conditions is poor vision, but other cognitive and physical skills may be affected such as memory and dexterity. Older driver survivability in roadway incidents is another concern. In MetroCOG, residents over 65 years old make up 14.2% of the total population.

YOUNG DRIVERS

Young drivers are motorists between the ages of 15 to 25. Due to driving inexperience and adolescent tendency for seeking novelty and risk-taking behaviors, this subset of drivers are at a greater risk of being involved in traffic crashes[1]. Connecticut has graduated driver licensing laws (GDL) that limits passenger allowance in vehicles with drivers 18 and under for the first 12 months of licensure.

Connecticut also imposes a driver curfew until 18 years old. A pre-licensure 8-hour Safe Driving Practices driver education course for drivers and parents is also a state requirement. Additionally, Connecticut requires all drivers and passengers in passenger vehicles use seat

Recognizing roadway limitations, the experience of various road users and establishing requirements for education and safety assists with limiting impacts to vulnerable road users, drivers and their passengers. These strategies work in concert to mitigate crashes and create safe road users.

***Top*: Young Driver**
***Source:* VN Engineers**

***Bottom*: "Watch for Grandparents"**
***Source:* Watch for Me CT**

Safe Road Users

There are several strategies that play critical roles in achieving safe roadways: Design, Construction, Maintenance, and Operation.

STRATEGIES *& ACTION ITEMS*

DESIGN

- Investigate and establish appropriate speed limits on municipal and state-owned roadways through collaborative efforts with CTDOT, District 3 office, and Local Traffic Authorities (LTA).
- Promote and utilize CTDOT's Pedestrian Safety Zone designation on roadways with high pedestrian activity throughout downtown areas, schools, religious institutions, shopping districts, and high use recreation areas.
- Continue promoting proven design safety countermeasures in historically disadvantaged areas to reduce incidence of crashes towards vulnerable road users.
- Encourage departments involved in planning, programming, design, construction, retrofit, and maintenance to adopt CTDOT's Complete Streets Policy related to local roads. (RTSP)
- Create municipal and/or regional Complete Street Design Guidelines, Complete Street Plans, and toolkits for future reference and implementation guidance.

CONSTRUCTION

- Construct road amenities suitable for vulnerable road users such as painted bike lanes, roadway sharrows, mid-block & intersection crosswalks, curb extensions, and accessible bus stop shelters.
- Make systemic and cost-effective investments in safety improvements throughout the region's roadway network.

MAINTENANCE

- Analyze and investigate existing infrastructure and facilities to improve roadway operations and promote vulnerable user safety.
- Install new or upgrade electronic traffic control signals such as pedestrian signal heads, lighting, wayfinding signs, and variable message signage to facilitate safe movement of vehicle and pedestrian travel.
- Develop and establish local ordinances that promote Vision Zero principles that reduce crashes and promote safe roadway behavior.
- Develop infrastructure inventory and asset management databases to maintain a state of good repair of roadway assets and facilities.

OPERATION

- Enhance communication between LTAs and the Safety Circuit Rider Program to analyze and establish speed limits through Urban and Rural Speed Sign Program who provide variable speed limit signs and programming.

TARGETED STRATEGIES TO ELICIT BEHAVIOR CHANGES

- Encourage older drivers to use AARP Smart Driver Course (available online or in a classroom). The MetroCOG Region has many locations offering the classroom version of the course[11].
- Conduct regional enforcement of young driver laws, including Zero Tolerance law by organizing and conducting High Visibility Enforcement (HVE) campaigns.
- Develop partnerships with local law enforcement, municipal staff, and state/regional transportation agencies to promote safe road user habits for drivers and vulnerable road users of all ages and abilities.
- Coordinate with multiple agencies such as the Connecticut Association of Senior Center Personnel, Southwestern CT Agency of Aging, local police and fire departments, Bridgeport Hospital, Central Connecticut Coast YMCA branches to address older driver challenges and general safety.

11. https://www.aarp.org/auto/driver-safety/

Safe Vehicles

Vehicles are a significant component of the transportation system and a key element in the Safe System Approach.

Safe Vehicles

Traditionally, transportation systems and roadway networks have been designed to accommodate the movement of vehicles that vary in size, speed, weight, purpose, and configuration.

The volume and variety of vehicles on roadways continues to become more diverse, leading transportation officials to design and construct roadways that can accommodate new types of vehicles. Often, design to accommodate new vehicles, leads to comprimises in the safety of other roadway users, including vulnerable road users.

Vulnerable road users and vehicular travelers both have a right to safely and accessibly utilize the transportation network. A safe system must consider the safety and equity of roadway design so that users of all modes can travel and arrive to their destinations without the risk of injury.

The Safe Vehicles element includes crash avoidance and assistance technologies that assist in the protection and prevention of crashes.

CRASH AVOIDANCE TECHNOLOGY

Crash avoidance and assistance technologies are typically categorized into one of two categories: active and passive.

ACTIVE TECHNOLOGIES

Active technologies are typically used to help prevent crashes from occurring. Examples include autonomous emergency braking and lane departure warnings.

PASSIVE TECHNOLOGIES

Passive technologies protect vehicle occupants during the instance of a crash. Examples include seatbelts and airbags.

Vehicle manufacturers are key stakeholders in the continuously evolving car safety technology landscape, as are law makers and standardization agencies.

SAFE VEHICLES

Safe vehicles must account for the safety of road users besides the vehicle's occupants.

CONNECTED VEHICLES

Connected Vehicles (CV) are vehicles that use various communication technologies to wirelessly communicate with other vehicles, roadside infrastructure, pedestrians, and the cloud[11].

AUTOMATED VEHICLES

Automated Vehicles (AV) are vehicles with hardware and software that is capable of performing part of or all the real-time operational and tactical functions required to operate in on-road traffic[12].

In the future, elements such as bicyclist and pedestrian detection for connected vehicles and automated vehicles will help ensure vehicles are safe while traveling on roads with other users, especially vulnerable users. Additionally, because connected vehicles are able to communicate with other connected vehicles and road infrastructure using wireless networks, technology can also alert drivers of dangerous conditions.

Although vehicles have become safer due to these technologies, crashes can and will still occur.

12. https://portal.ct.gov/-/media/DOT/documents/dpolicy/CAV/Key-CAV-Terms-Updated-03-01-2021.pdf
13. *Same as above.*

PUBLIC TRANSPORTATION

Public transit is one of the safest modes of travel, compared to travelling via a private motor vehicle and is likely to remain so for the foreseeable future. Until there are large advancements in vehicle technology that significantly reduces the probability and severity of crashes, strategic and worthwhile investments in integrating crash avoidance and assistance systems must complement public transit, road infrastructure, and other vehicle technologies.

INTEGRATING NEW VEHICLES

The National Highway Transportation Safety Administration (NHTSA) has identified and categorized six levels of vehicle automation and capabilities as well as best practices for integration by state agencies. Currently, the highest level of driving automation still requires the full engagement and the undivided attention of drivers. These levels are highlighted in Figure 12.1.

AV TESTING PILOT PROGRAM

n Connecticut, the Fully Autonomous Vehicle Testing Pilot Program (FAVTPP), was signed into law in April 2018. This program will help bring Connecticut to the forefront of the autonomous vehicle industry. Municipalities interested in allowing the testing of fully autonomous vehicles on their roadways submitted applications to the state, with 4 municipalities selected to participate in the program[14].

Currently, many motor vehicles have integrated various levels of crash avoidance and assistance technologies into their operations. These technologies include forward collision warning, automatic emergency braking, lane departure warning and lane keeping assist, safe distance maintenance, and reversing and parking assist. These safety technologies and others can potentially avoid a crash by alerting and assisting the driver.

14. https://portal.ct.gov/Malloy-Archive/Press-Room/Press-Releases/2018/04-2018/Gov-Malloy-Announces-Launch-of-States-Fully-Autonomous-Vehicle-Testing-Pilot-Program

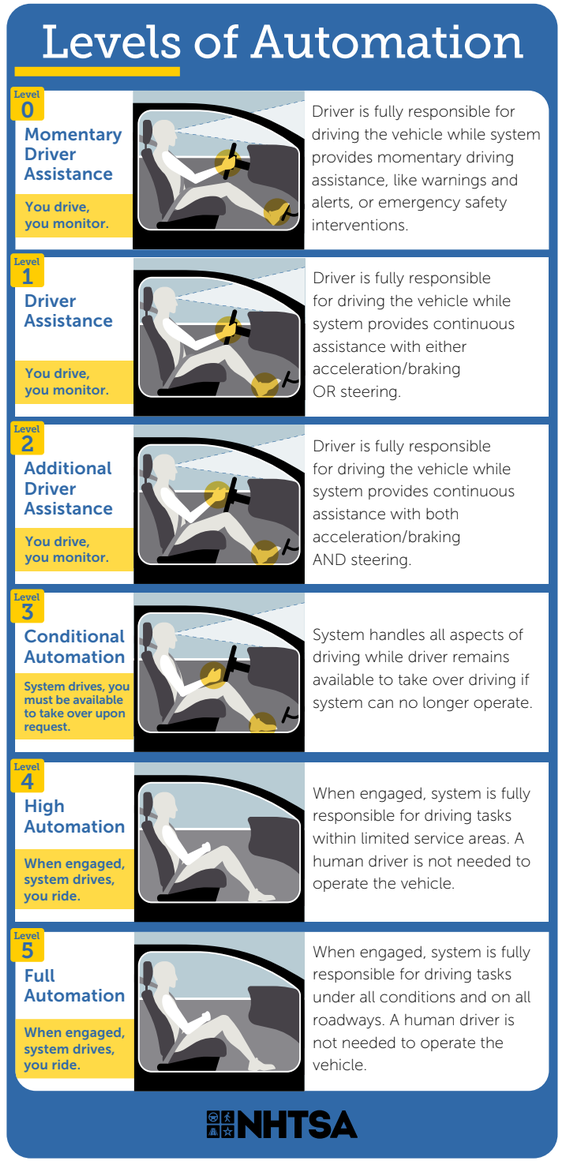


Figure 12.1 Levels of Automation, NHTSA, 2022, https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-05/Level-of-Automation-052522-tag.pdf.

Safe Vehicles

There are several strategies that play critical roles in achieving safe roadways: Design, Construction, Maintenance, and Operation.

STRATEGIES *& ACTION ITEMS*

DESIGN

- Design roadways that equitably accommodates diversity in travel modes and users.
- Collaborate with vehicle manufacturers to develop roadway infrastructure improvements necessary to advance vehicle safety as vehicle crash avoidance and assistance technology increases.
- Study and provide best practices and innovative solutions of road infrastructure and technologies to regional agencies and municipalities.
- Partner with regional transit agencies like Greater Bridgeport Transit to analyze roadway/ infrastructure improvements required for transit efficiency and rider safety and amenities.
- Analyze existing roadway infrastructure for locations where smart technologies can upgrade and replace old infrastructure.

MAINTENANCE

- Encourage municipal participation in the state's Fully Autonomous Vehicle Testing Pilot Program (FAVTPP) program.
- Support implementation of smart technologies and infrastructure in local and regional facilities like traffic signal preemption for emergency vehicles & transit, and dynamic digital variable message signs.
- Encourage and support transportation options that reduce vehicle dependency and reduce single occupant vehicle driving.
- Support the further development and integration of CAV technology and best practices throughout the MetroCOG Region.

OPERATION

- Improve frequency and accessibility of transit throughout the MetroCOG Region.
- Provide funding opportunities that support transit agencies like Greater Bridgeport Transit and regional transit riders.

TARGETED STRATEGIES TO ELICIT BEHAVIOR CHANGES

- Promote safety campaigns that encourage safe and responsible vehicle operation and driving behaviors regardless of crash avoidance and assistance technologies.
- Create partnerships between CTDOT, automobile manufacturers, and law makers to map the future direction of Connected and Autonomous Vehicles in Connecticut as safety technologies become standardized and mandatory.

Safe Speeds

Traveling at a safe speed is a critical element in the Safe Systems Approach. Speeds are directly linked to the survivability of crashes: as vehicle speeds increase, the likelihood of crashes and the severity of injuries also increase. Adjusting speeds helps with human injury tolerance in these three ways. Firstly, reducing speeds reduces impact forces. Secondly, reducing speeds provides provides additional time for drivers to stop. Lastly, reducing speeds improves driver visibility.

SPEED MANAGEMENT

Speed management is an essential component for safeguarding vulnerable road users from traffic crashes and ensuring survivability. Vulnerable Road Users are unlikely to survive traffic crashes when high speeds are a contributing factor. The relationship between speed and survival rates demonstrate an increased chance of survival during crashes when the rate of vehicular speed is low, compared to higher rates of speed. Nine out of ten pedestrians are likely to survive if a vehicle is traveling around 20 miles an hour (mph). However, only one in ten pedestrians will survive a crash at 60 mph.

DIFFERING RISKS BY CRASH TYPE

The type of crash at the time of the incident also impacts survivability and severity. The probability of fatalities and serious injuries increase during traffic crashes when the crash involves head on collisions, side impact collisions, and collisions involving fixed objects.

Many of the strategies and action items highlighted throughout this Safety Action Plan can reduce kinetic energy and impact speeds during a crash, which can help to minimize injuries. Strategies range in costs and application. Infrastructure and facility improvements include speed cameras, speed feedback signs, reduced travel lane widths and other traffic calming treatments.

SPEED LIMITS

A municipal-wide reduction of speed limits is a fairly inexpensive way to improve safety outcomes for vulnerable users on roadways. Many Vision Zero Network municipalities have instituted speed limits of between 20 -25mph, and have seen considerable reductions in instances of excessive speeding.

PEDESTRIAN SAFETY ZONES

Following investigation and a pilot program from the Office of State Traffic Administration (OSTA), the CTDOT is expected to release guidance for the designation of Pedestrian Safety Zones (PSZ). This program will establish speed limits on state highways that run through clearly defined downtown areas or community centers with high pedestrian activity.

CTDOT recently provided municipalities and their local traffic authorities with the authority to establish, modify, and maintain speed limits on municipal roadways. Together, the designation of Pedestrian Safety Zones and control of municipal speed limits will improve safety through speed management within MetroCOG.

DRIVER BEHAVIOR

Speed management and speed reduction through controlling speed limits and roadway infrastructure and facilities is not a stand-alone solution. Speed control strategies must be coordinated with other contributing factors of crashes such as driver habits that contribute to excessive speeding and risky driving behaviors.

The safety of vulnerable road users and those traveling in a vehicle (either as a driver or passenger) benefit from addressing driver behavior and habits.

Driver behavior includes aggressive driving, unrestrained occupants, and substance-impaired/distracted driving.

AGGRESSIVE DRIVING

Aggressive driving includes any driver behavior that involves speeding, recklessness, driving too close, running red lights, and making unsafe lane changes. Behavior that "exceeds the norms of safe driving" and places other motorists in danger is also considered aggressive driving.

Aggressive driving does not include road rage, which is considered assault. The safety of those who travel via motor vehicles includes passengers. Crash severity may be mitigated by using a seat belt or appropriate restraint system.

UNRESTRAINED OCCUPANTS

Unrestrained occupants are passengers and/or drivers who are not using a seat belt, including children not properly positioned in an appropriate car seat.

In October 2017, Connecticut enacted a law that requires children to use booster seats until they reach a minimum of 60 pounds and turn eight years old.

Toddlers must ride in a forward-facing seat with a five-point harness until they are 5 years old and weigh at least 40 pounds. Infants must ride in rear-facing seats until they are two years old and 30 pounds.

SUBSTANCE-IMPAIRED DRIVERS

Substance-impaired drivers are motorists who are under the influence of alcohol and/or drugs, including prescribed, over-the counter, unprescribed and/or illegal medicines/substances. A driver with a blood alcohol concentration (BAC) of 0.08 or higher is considered alcohol-impaired. Drug impairment is more challenging to detect and confirm since there is no standard breathalyzer test or detection test. In addition, it is hard to determine a drug's effect on driving behavior which also makes it difficult to develop effective laws and strategies for enforcement.

DISTRACTED DRIVING

Distracted driving involves any motorist whose attention is diverted by an activity or activities besides navigation. Common sources of driver distraction are cell phone use, eating, drinking, or adjusting the radio. Due to the increase of text messaging, GPS navigation systems, and other technologies distracted driving incidents are increasing.

Reducing roadway speeds can provide significant safety benefits for all roadway users. While roadway speeds are a concern, instituting strategies for safe speeds on roadways cannot be done without addressing driver related behaviors.

Safe Speeds

There are several strategies that play critical roles in achieving safe roadways: Design, Construction, Maintenance, and Operation.

STRATEGIES *& ACTION ITEMS*

DESIGN

- Work with CTDOT to determine criteria and designation of Pedestrian Safety Zones along state highways that travel through high pedestrian areas like community centers and downtown areas.
- Publicize and distribute a toolkit for Speed Management recommendations developed by FHWA within the Proven Safety Countermeasures guide.
- Provide access to educational opportunities for municipal engineering and planning staff to learn about roadway improvements that result in proven safety benefits.
- Evaluate and encourage municipal wide speed limits of 20-25 mph on local roads, where appropriate.

CONSTRUCTION

- Implement speed management countermeasures throughout the MetroCOG Region such as dynamic speed signs, travel lane narrowing/reductions, and speed monitoring cameras.
- Enhance signage along roadways alerting drivers of geometric changes in the roadway and warning signs for traffic calming treatments.

MAINTENANCE

- Encourage municipal collaboration and resource sharing of scientifically valid speed measurement technology for enforcement.
- Support High Visibility Enforcement campaigns that specifically target speeding and aggressive driving.

OPERATION

- Evaluate and monitor police data to determine influencing factors of incidents and provide solutions to reduce crash recurrence.

TARGETED STRATEGIES TO ELICIT BEHAVIOR CHANGES

- Provide communication networks between community/advocacy groups, local businesses, police, and fire departments to disseminate and educate the public on the hazards of aggressive driving.
- Promote the Drug Recognition Expert (DRE) certification, offered by the Department of Emergency Services and Public Protection to state and local law enforcement agencies.
- Support and raise awareness of policies and programs that increase the education, availability, convenience, affordability, and safety of transportation alternatives during late night and weekend hours such as: MADD CT, Office of National Drug Control Policy's National Drunk and Drugged Driving Prevention Month, NHTSA's "Drive Sober or Get Pulled Over", and Advanced Roadside Impaired Driving Enforcement (ARIDE) programs.

Safe Roads

Safe Roads is one of the five core elements of the Safe Systems Approach. This element reflects the significance of roadway design and operations in preventing crashes and ensuring vulnerable roadway users are safe from traffic related incidents.

Safe Roads strategies that protect vulnerable road users and invest in historically disadvantaged communities are a priority. To do so, countermeasures and safety principles should reduce the total number of crash incidents and/or minimize the probability of serious injury and death of vulnerable road users, especially those in disadvantaged communities. Performance measures that satisfy the goal of Safe Roads should account for and include these communities of concern.

Safe Roads requires the review of existing infrastructure and integration of roadway design treatments to inform countermeasures that separate users within the roadway space, separate users in time, and increase the attentiveness and awareness of both motorists and vulnerable road users.

The 2020 RTSP identified critical roadway locations with high incidences of crashes that indicate conflict locations between road users. These conflicts also highlight issues with existing conditions and design elements that further emphasize critical roadway locations.

Engineering design measures and multimodal street design are proven methods for enhancing roadway safety. Design measures that have demonstrated safety benefits include advanced stop or yield lines, high visibility crosswalks, road narrowing, pedestrian refuge islands and medians, physically separated bikeways, Slow Zones, and Complete Streets practices.

CRITICAL ROADWAY LOCATIONS

A Critical Roadway Location includes both intersections and areas along corridors with frequent occurrence of crashes like intersections and areas with repeated roadway departure crashes.

INTERSECTION CRASHES

Intersection crashes occur at locations where two or more roads cross each other. Maneuvers such as making left/right turns and crossing the intersection have the potential for conflicts, which results in crashes. Congestion, limited sight distance, driver behaviors and other variables exacerbate the inherent crash potential at each intersection, with higher vehicular speeds increasing the likelihood of a severe crash.

Intersections vary widely in geometry, classification (urban or rural), traffic volumes, traffic control (signalized or unsignalized), and design (four-way, roundabouts, etc). At-grade rail crossings are also considered intersections because trains and roadway users cross paths at these locations.

ROADWAY DEPARTURES

Roadway departure crashes occur when vehicles cross an edge line, a centerline, or otherwise leave the traveled way. Several factors contribute to lane departure crashes. Roadway characteristics include horizontal curvature or pavement condition. Weather-related conditions like rain, snow, or ice can impede a driver's sight of the roadway and make controlling vehicles difficult. Dark conditions can also play a role.

Behavioral issues, such as speeding, impaired driving, and distracted driving can affect the driver's safe operation of their vehicle and may lead to roadway departures. To improve lane departure safety, countermeasures that keep vehicles in the travel lane, provide for a safe recovery, and reduce crash severity are imperative.

VISION ZERO STRATEGIES

Reducing the number of severe intersection crashes and roadway departures is possible through innovative design approaches and strategies.

There are several strategies that can be utilized for alerting road users and creating a safer roadway for all individuals. Strategies for improving attentiveness and awareness can range from *Daylighting*, referring to the removal of parking at corners and near crosswalks, to improved street lighting, and installation of pedestrian crossing amenities like RRFBs, curb extensions, HAWK beacons, and rumble strips.

Separating users within the right of way involves proper delineation of the physical space so travelers are aware of the area of the roadway appropriate for their use. All roadway users should understand which section of the right-of-way is most conducive to their mode of travel (e.g. outlining the areas of the road best utilized for walking, cycling, and driving).

To create Safe Roads, it must be understood that users will occupy the physical space simultaneously. A safer environment can be created by adjusting the time in which travelers move throughout the roadway to reduce conflict points between the different road users. This time separation typically allows exclusive access to the intersection for vehicles, pedestrians, and other users, which controls the number of conflicting movements of all users within the space.

The attentiveness and awareness of roadway users is essential for creating safe roads. Alerting users to potential hazards, and/or the presence of other users limits the probability of crashes and creates an overall safer environment.

Strategic actions and preventative measures that create Safe Roads are likely to include systemic and site-specific approaches that pertain to Design, Construction, Operation, and Maintenance.

Pedestrian Crossing at Silverman's Farm, Easton, CT

Safe Roads

There are several strategies that play critical roles in achieving safe roadways: Design, Construction, Maintenance, and Operation.

STRATEGIES *& ACTION ITEMS*

DESIGN

- Implement low-cost spot and systemic safety improvements to reduce intersection crashes. These improvements may include enhancing signage and pavement markings, upgrading signals and modifying signal timing, adding turn lanes, and controlling access through medians.
- Incorporate FHWA's Proven Safety Countermeasures into roadway and intersection project designs and maintenance improvements.
- Consider "No Turn on Red" restrictions at identified high crash locations.
- Design the roadside boundaries to include protection systems (such as cable median, crash cushions, and guiderail end treatments) and/or manage roadside vegetation, trees, and other fixed objects to minimize the severity of crashes.
- Implementing proven systemic safety countermeasures to reduce frequency and severity of roadway departure crashes. Examples of this may include prioritizing site-specific high friction surface treatments, signage improvements, and pavement markings on curves, center line and edge line rumble strips.
- Install rumble strips along horizontal curvature based on crash data at specific locations.

CONSTRUCTION

- Managing speeds through context sensitive speed limits by setting lower speed limits in areas with high pedestrian traffic.
- Conduct high visibility enforcement, promote safety campaigns and public outreach at locations with a significant number of intersection crashes.
- Restructuring road design that eliminates angled crashes through innovative approaches like the installation of roundabouts.

MAINTENANCE

- Utilize established regional and state programs, such as the Safety Circuit Rider Program, to provide education, training, and outreach about intersection safety.

Post-Crash Care

Post-Crash Care, within the context of the Safe System Approach, extends beyond emergency services and the wellbeing of individuals involved in traffic incidents. This element involves several stakeholders and provides valuable information to response agencies and those at the forefront of transportation decision-making.

Post-Crash Care

Post-Crash Care encompasses the collection and documentation of information that will help to understand the contributing factors of a crash. During an incident and after there are several action items that require attention from emergency services and transportation safety officials. These actions include, but are not limited to:

- Crash reporting and documentation by law enforcement agencies;
- Clearing debris and disabled vehicles (traffic incident management); and
- Justice system involvement, and appropriate post-crash preventative measures like design changes, or programmatic/policy changes.

These post-crash actions are significant to maintaining a safe transportation system.

TRAFFIC INCIDENT MANAGEMENT

Traffic incidents can cause safety issues, which increases risks to uninvolved motorists. Congestion delays and secondary incidents create further risks. Traffic Incident Management (TIM) consists of a planned and coordinated multidisciplinary processes to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims, and emergency responders.

CRASH REPORTING

Crash reporting practices through data collection, documentation, and analysis of user behavior and infrastructure by multiple agencies improves our understanding of the safety landscape and helps to identify worthwhile investments. Systematic analysis of crashes enables emergency responders and transportation officials to track trends within the transportation network and utilize safety countermeasures to prevent crash re-occurrence.

MetroCOG staff actively works within the region and state through several initiatives to improve first responder access to the most up-to-date geospatial information. MetroCOG staff continues work with municipalities to improve their existing computer aided dispatch software by updating address points, parcels, road spans, and intersections. These updates not only improve the accuracy of databases but reduces response times in the event of a traffic crash.

MetroCOG also collaborates with CTDOT and the Division of Emergency Management and Homeland Security (DEMHS) to improve first responder access to and update diversion route mapping information on state-owned facilities.

EMERGENCY RESPONDERS

Emergency Responders are a vital part of Post -Crash Care. When a person is injured in a crash, emergency first responders locate them, stabilize the injury and transport them to a hospital. Police and local transportation officials investigate and document details about the crash. In Connecticut, CTDOT has developed databases that compile traffic and crash data in a multitude of ways through two main reporting sources.

CRASH DATA REPOSITORY

The Connecticut Crash Data Repository (CTCDR) is the state-wide clearinghouse that logs all reported traffic crashes. First responders (state and municipal law enforcement agencies) provides reports via the Department of Public Safety (DPS) and in-house CTDOT crash data.

The CTCDR has information pertaining to each crash such as the date, location, collision type, injury severity, route class, etc. The crash data collected by CTCDR uses data that is updated on a nightly basis. By standardizing data collection, data can be compared and used for strategies to prevent crashes.

As it is the leading source for crash data for the State of Connecticut, CTCDR data was the primary data source used in the analysis portion of this plan. Like any crash data, however, the CTCDR data has some limitations, namely traffic safety factors are often difficult to observe—and difficult to measure. Distracted driving, fatigue, use of cell phones and other electronic devices, and issues involving young and inexperienced drivers are some examples of challenging issues for safety data collection.

ROADWAY SAFETY MANAGEMENT SYSTEM

The Connecticut Roadway Safety Management System (CRSMS) is another tool to analyze traffic incidents. This system is a data-driven enterprise-level web application developed for the CTDOT to implement highway safety manual methods and the six step safety management process.

The CRSMS program is accessible to CTDOT staff and COGs to analyze crashes and investigate solutions that have lasting safety benefits for everyone utilizing the transportation network.

Post-Crash Care delivers an understanding of factors that lead to crashes which helps select improvements to reduce crashes and traffic incident and create safer roadways.

SAFETY MANAGEMENT PROCESS

Figure 12.2 Safety Management Process, Connecticut Department of Transportation, n.d.

The six-step safety management process as recommended in the HSM includes network screening, diagnosis, countermeasure selection, economic appraisal, project prioritization, and safety effectiveness evaluation[15].

15. https://www.cti.uconn.edu/cti/Safety_Analysis.asp

Post-Crash Care

There are several strategies that play critical roles in achieving safe roadways: Design, Construction, Maintenance, and Operation.

STRATEGIES *& ACTION ITEMS*

DESIGN

- Regularly evaluate roadway safety treatments that inform implementation of proven safety countermeasures.
- Improve data sharing between state, regional, and municipal agencies that provides an innovative Toolkit with design strategies to improve safety for all users and travel modes.
- Develop a streamlined internal process for countermeasure implementation after problem crash locations have been identified.
- Utilize funding opportunities and grant programs to fund design and construction projects that enable safe roadway improvements throughout the MetroCOG region.

MAINTENANCE

- Continue collaboration with municipal emergency response departments to update computer aided dispatch software like Nextgen CAD and other similar platforms.
- Continue monitoring and updating the MetroCOG Regional Safety Action Plan through annual analysis of the High Injury Network and High Crash Corridors.

OPERATION

- Improve the quality, timeliness, and accessibility of relevant crash database and analyses to municipal and regional agencies.
- Encourage regular partnership and communication between municipal and state emergency officials so that traffic incident management is efficient in the event of a crash occurrence.
- Research and analyze the effectiveness of transportation improvements using the CRSMS web-application and other similar programs/software.

Above: Bridgeport
Source: Peralta Design/Steve Cartagena

XIII

PROGRESS *& TRANSPARENCY*

Progress & Transparency

The Safety Action Plan will be updated every four years. The intent of this version is to provide a comprehensive analysis of transportation safety in the MetroCOG Region. However, the plan will be amended if unforeseen issues and/or opportunities arise.

We anticipate the next Safety Action Plan update as a task that will inform the MTP update. The next MTP will be finalized in 2023 and will be applicable to the region for the next four years, until 2027. Therefore, we will plan on updating this Safety Action Plan in early 2026.

The Safety Action Plan will be evaluated at quarterly meetings of the Transportation Safety Planning Subcommittee and through annual reports.

ANNUAL REPORT

Update on High Injury Network and/or Crash Hotspots

Review crash data from existing plan (baseline data).

Download, process and analyze new crash data, and Identify:

- New areas of concern
- Locations where crash rates have been significantly reduced
- Map of up-to-date HIN and/or Crash Hotspots

Update on Implementation

Identify status of projects (design, permitted, in-construction, etc)

If a project has been implemented:

- Explain the original safety issue
- Provide a project description
- Compare relevant baseline data and new data
- Map of projects, w/current year crash data
- Map of project w/baseline year crash data

TABLE 13.1 EXAMPLE REGIONAL/MUNICIPAL CRASH LOCATION REPORT FORMAT

High Crash Location (Corridor)	Current Year Crash Data: separate columns for total motor vehicle, fatalities, pedestrian and bicycle, as well as EPDO score	Previous Year Crash Data	Baseline Crash Data	Have any safety-related project occurred at this location?
-	-	-	-	-
-	-	-	-	-

TABLE 13.2 EXAMPLE REGIONAL/MUNICIPAL PROJECT REPORT FORMAT

High Crash Location (Corridor)	Project Description	Current Year Crash Data: separate columns for total motor vehicle, fatalities, pedestrian and bicycle, as well as EPDO score	Baseline Crash Data
-	-	-	-
-	-	-	-

In addition to the information included in Table 13.2, summaries of any policies, plans or system-wide improvements will be provided in the report.

Update on Outreach

The annual report will provide the following:

- Summary of system-wide outreach
- Email blasts, press releases and newspaper/ newsletter updates are examples of system-wide outreach
- Number of visits to the ESRI story map

Update on Outreach

The annual report will provide the following:

- List of Transportation Safety Subcommittee members
- Dates and minutes for subcommittee meetings

The Response/Action column included in Table 12.4, used to track any public comments received, will explain how the comment was addressed. If the comment expresses concerns or provides ideas, this column will explain how future updates may address the concern(s) and/or incorporate the idea(s).

TABLE 13.3 EXAMPLE REGIONAL/MUNICIPAL OUTREACH EVENTS TRACKING (DISCRETE)

Municipality	Date	Event	Remarks
-	-	-	-
-	-	-	-

TABLE 13.4 EXAMPLE REGIONAL/MUNICIPAL PUBLIC COMMENTS TRACKING

Date	Comment	Municipality (if identified)	Response/Action
-	-	-	-
-	-	-	-

Above: Bridgeport Arcade
Source: MetroCOG

XIV

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Above: BIRD Scooters in Fairfield
Source: MetroCOG

A

APPENDICES

Implementation Partners

The Regional Safety Action Plan outlines several components necessary for achieving zero traffic related deaths by 2050.

The municipal and regional priority projects identified in the municipal safety analysis sections was developed alongside municipal staff and officials.

As a result, initiating and monitoring these improvement projects will require partnerships and programs that will move projects from conceptual identification to construction implementation.

As discussed in *Section II - Regional Overview & Planning Structure*, the Safety Planning Subcommittee (TTAC) developed out of MetroCOG's Transportation Technical Advisory Committee, includes a broad range of regional transportation expertise. Collectively, MetroCOG, its Board of Directors, and the Safety Subcommittee will be responsible for holding the MetroCOG region accountable to making progress towards a goal of zero traffic related fatalities by 2050.

In addition to the Safety Planning Subcommittee, additional implementation programs and partners are necessary to realize this goal, which provides for a transparent process in project identification, selection, and countermeasure execution.

There are several local, state, regional, and national implementation programs and partners necessary for a Vision Zero Initiative. First outlined in the *2020 MetroCOG RTSP,* these implementation partners include:

PROGRAMS

CONGESTION MITIGATION & AIR QUALITY (CMAQ)
https://portal.ct.gov/-/media/DOT documents/dpolicy/pamphlets/ RefSeriesTIC04v20FHWACMAQpdf.pdf

COMMUNITY CONNECTIVITY GRANT PROGRAM (CCGP)
https://portal.ct.gov/DOT/PP_Intermodal/ CTConnectivity/CT-Connectivity-CCGP

DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION RECREATIONAL TRAILS (DEEP CT RECREATIONAL TRAILS GRANT)
https://portal.ct.gov/DEEP/Outdoor-Recreation/Trails/ CRT--Funding

HIGHWAY SAFETY PROGRAMS
https://portal.ct.gov/DOT/Programs/Transportation-Safety-Programs

LOCAL BRIDGE PROGRAM
https://portal.ct.gov/DOT/Local-Bridge-Program/ Local-Bridge-Program

LOCAL CAPITAL IMPROVEMENT PROGRAM (LOCIP)
https://portal.ct.gov/OPM/IGPP/Grants/LoCIP/Local-Capital-Improvement-Program-LoCIP-HOME-PAGE

LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM (LOTCIP)
https://portal.ct.gov/DOT/Office-of-Engineering/ Highway-Design---Local-Roads---LOTCIP

LOCAL ROAD ACCIDENT REDUCTION PROGRAM (LRARP)
https://portal.ct.gov/-/media/ DOT/documents/dtrafficdesign/ LocalRoadsAccidentReductionProgramfor2013pdf.pdf

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY PROGRAM (RAISE)
https://www.transportation.gov/RAISEgrants

SMALL TOWNS ECONOMIC ASSISTANCE PROGRAM
https://portal.ct.gov/OPM/Bud-Other-Projects/ STEAP/STEAP_Home

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TAP)
https://portal.ct.gov/-/media/DOT/documents/AEC/ GuidelinesforTransportationAlternativesProjectspdf.pdf

PARTNERS

AAA NORTHEAST
https://northeast.aaa.com/

CENTRAL CONNECTICUT COAST YMCA
https://cccymca.org/

CONNECTICUT BICYCLE AND PEDESTRIAN ADVISORY BOARD
https://www.ctbikepedboard.org/

CONNECTICUT DMV
https://portal.ct.gov/DMV

CONNECTICUT MOTORCYCLE RIDER EDUCATION PROGRAM
https://portal.ct.gov/DOT/Programs/CONREP_ Motorcycle-Training-Course-Sites

CONNECTICUT SAFETY CIRCUIT RIDER
https://www.cti.uconn.edu/cti/Safety_Circuit_ Rider1.asp

GOVERNOR'S HIGHWAY SAFETY ASSOCIATION
https://www.ghsa.org/

THE LEAGUE OF AMERICAN BICYCLISTS
https://www.bikeleague.org/

MOTHER AGAINST DRUNK DRIVING – CONNECTICUT
https://madd.org/connecticut/

SHARE THE ROAD CT
https://portal.ct.gov/DOT/Commissions/Share-the-Road-CT/Share-the-Road-CT

SOUTHWESTERN CONNECTICUT AGENCY OF AGING
https://www.swcaa.org/

VISION ZERO COUNCIL OF CONNECTICUT
https://portal.ct.gov/DOT/VisionZeroCouncil/ VisionZeroInteragencyPolicy

WATCH FOR ME CT
https://watchformect.org/

Additional Equity Statistics

EAST SIDE, BRIDGEPORT

2020: ACS 5-YEAR ESTIMATES - EAST SIDE
RACE AND HISPANIC ORIGIN

Census Tract(s)	735	736	738	739
White alone	17.4%	30.5%	43.6%	30.9%
Black or African American alone	16.4%	25.6%	34.0%	19.5%
American Indian or Alaska Native alone	-	-	-	-
Asian alone	0.0%	27.3%	3.7%	-
Native Hawaiian and Other Pacific Islander alone	-	-	0.0%	-
Some other race alone	52.2%	43.2%	56.4%	36.3%
Two or more races	38.2%	0.0%	41.9%	17.5%
Hispanic or Latino origin (of any race)	39.1%	32.0%	44.2%	34.2%
White alone, not Hispanic or Latino	40.3%	18.6%	29.2%	11.5%

2020: ACS 5-YEAR ESTIMATES - EAST SIDE
EDUCATIONAL ATTAINMENT

Census Tract(s)	735	736	738	739
Population 25 years and over	19.3%	21.6%	36.6%	31.5%
Less than high school graduate	30.6%	27.8%	48.2%	29.1%
High school graduate (includes equivalency)	21.0%	20.3%	30.0%	39.7%
Some college, Associate's degree	5.9%	14.7%	38.4%	32.5%
Bachelor's degree or higher	0.0%	16.7%	15.0%	0.0%

2020: ACS 5-YEAR ESTIMATES - EAST SIDE
WORK EXPERIENCE

Census Tract(s)	735	736	738	739
Population 16 years and over	25.4%	21.0%	39.2%	26.7%
Worked full-time, year-round in the past 12 months	9.0%	2.7%	2.9%	4.5%
Worked part-time or part-year in the past 12 months	34.9%	23.1%	56.6%	18.8%
Did not work	35.8%	39.2%	46.8%	48.8%

2020: ACS 5-YEAR ESTIMATES - EAST SIDE
POVERTY STATUS

Census Tract(s)	735	736	738	739
Unrelated Individuals for whom Poverty Status is determined	35.8%	30.9%	53.7%	70.4%
Male	27.3%	29.4%	56.1%	79.2%
Female	44.7%	35.3%	49.5%	64.4%
15 years	-	-	-	-
16 to 17 years	-	-	-	-
18 to 24 years	85.0%	45.0%	75.5%	-
25 to 34 years	54.8%	24.5%	41.9%	84.2%
35 to 44 years	1.2%	0.0%	74.8%	34.5%
45 to 54 years	32.1%	45.6%	42.9%	100.0%
55 to 64 years	28.5%	51.0%	65.7%	67.4%
65 to 74 years	34.8%	0.0%	33.3%	54.7%
75 years and over	0.0%	-	30.9%	70.0%
Mean income deficit for unrelated individuals (dollars)				
Worked full-time, year-round in the past 12 months	4.4%	0.0%	0.0%	18.6%
Worked less than full-time, year-round in the past 12 months	66.4%	52.3%	81.5%	56.6%
Did not work	46.0%	88.6%	57.9%	86.5%

2020: ACS 5-YEAR ESTIMATES - EAST SIDE
EMPLOYMENT STATUS

Census Tract(s)	735	736	738	739
Civilian labor force 16 years and over	19.6%	13.3%	36.7%	11.3%
Employed	17.2%	10.1%	33.2%	11.6%
Male	8.7%	6.3%	32.3%	6.9%
Female	24.5%	14.9%	34.3%	15.4%
Unemployed	45.2%	39.2%	52.1%	10.4%
Male	64.1%	38.8%	60.6%	16.1%
Female	32.3%	40.9%	41.1%	0.0%

Add'l Equity Statistics Con't

BLACK ROCK, BRIDGEPORT

2020: ACS 5-YEAR ESTIMATES - BLACK ROCK RACE AND HISPANIC ORIGIN

Census Tract(s)	702
White alone	23.9%
Black or African American alone	18.7%
American Indian or Alaska Native alone	-
Asian alone	59.7
Native Hawaiian and Other Pacific Islander alone	-
Some other race alone	6.5%
Two or more races	19.2%
Hispanic or Latino origin (of any race)	23.0%
White alone, not Hispanic or Latino	22.1%

2020: ACS 5-YEAR ESTIMATES - BLACK ROCK EDUCATIONAL ATTAINMENT

Census Tract(s)	702
Population 25 years and over	21.8%
Less than high school graduate	37.4%
High school graduate (includes equivalency)	11.8%
Some college, Associate's degree	29.7%
Bachelor's degree or higher	4.4%

2020: ACS 5-YEAR ESTIMATES - BLACK ROCK WORK EXPERIENCE

Census Tract(s)	702
Population 16 years and over	22.0%
Worked full-time, year-round in the past 12 months	4.9%
Worked part-time or part-year in the past 12 months	22.8%
Did not work	44.3%

2020: ACS 5-YEAR ESTIMATES - BLACK ROCK POVERTY STATUS

Census Tract(s)	702
Unrelated Individuals for whom Poverty Status is determined	36.9%
Male	43.1%
Female	32.1%
15 years	-
16 to 17 years	-
18 to 24 years	36.8%
25 to 34 years	23.6%
35 to 44 years	45.6%
45 to 54 years	29.6%
55 to 64 years	50.9%
65 to 74 years	46.4%
75 years and over	43.2%
Mean income deficit for unrelated individuals (dollars)	
Worked full-time, year-round in the past 12 months	10.1%
Worked less than full-time, year-round in the past 12 months	37.5%
Did not work	72.4%

2020: ACS 5-YEAR ESTIMATES - BLACK ROCK EMPLOYMENT STATUS

Census Tract(s)	702
Civilian labor force 16 years and over	15.8%
Employed	9.3%
Male	9.3%
Female	9.2%
Unemployed	63.4%
Male	62.1%
Female	65.0%

Add'l Equity Statistics Con't

MILL HILL, BRIDGEPORT

2020: ACS 5-YEAR ESTIMATES - MILL HILL RACE AND HISPANIC ORIGIN

Census Tract(s)	743
White alone	25.3%
Black or African American alone	20.9%
American Indian or Alaska Native alone	61.8%
Asian alone	0.0%
Native Hawaiian and Other Pacific Islander alone	-
Some other race alone	43.1%
Two or more races	20.0%
Hispanic or Latino origin (of any race)	36.6%
White alone, not Hispanic or Latino	17.9%

2020: ACS 5-YEAR ESTIMATES - MILL HILL EDUCATIONAL ATTAINMENT

Census Tract(s)	743
Population 25 years and over	21.9%
Less than high school graduate	33.0%
High school graduate (includes equivalency)	19.9%
Some college, Associate's degree	14.0%
Bachelor's degree or higher	17.9%

2020: ACS 5-YEAR ESTIMATES - MILL HILL WORK EXPERIENCE

Census Tract(s)	743
Population 16 years and over	23.2%
Worked full-time, year-round in the past 12 months	7.9%
Worked part-time or part-year in the past 12 months	25.2%
Did not work	44.5%

2020: ACS 5-YEAR ESTIMATES - MILL HILL POVERTY STATUS

Census Tract(s)	743
Unrelated Individuals for whom Poverty Status is determined	23.0%
Male	21.9%
Female	-
15 years	-
16 to 17 years	23.8%
18 to 24 years	18.3%
25 to 34 years	0.0%
35 to 44 years	31.7%
45 to 54 years	38.9%
55 to 64 years	37.9%
65 to 74 years	0.0%
75 years and over	
Mean income deficit for unrelated individuals (dollars)	
Worked full-time, year-round in the past 12 months	5.4%
Worked less than full-time, year-round in the past 12 months	0.0%
Did not work	50.2%

2020: ACS 5-YEAR ESTIMATES - MILL HILL EMPLOYMENT STATUS

Census Tract(s)	743
Civilian labor force 16 years and over	14.7%
Employed	11.8%
Male	9.7%
Female	13.5%
Unemployed	36.8%
Male	5.2%
Female	73.1%

Add'l Equity Statistics Con't

HOLLOW, BRIDGEPORT

2020: ACS 5-YEAR ESTIMATES - HOLLOW
RACE AND HISPANIC ORIGIN

Census Tract(s)	713	716
White alone	15.6%	75.3%
Black or African American alone	26.7%	47.5%
American Indian or Alaska Native alone	-	-
Asian alone	-	-
Native Hawaiian and Other Pacific Islander alone	-	-
Some other race alone	19.3%	23.5%
Two or more races	65.2%	62.7%
Hispanic or Latino origin (of any race)	22.9%	60.4%
White alone, not Hispanic or Latino	16.8%	67.7%

2020: ACS 5-YEAR ESTIMATES - HOLLOW
EDUCATIONAL ATTAINMENT

Census Tract(s)	713	716
Population 25 years and over	18.6%	46.4%
Less than high school graduate	37.5%	62.7%
High school graduate (includes equivalency)	8.1%	34.1%
Some college, Associate's degree	24.3%	34.8%
Bachelor's degree or higher	0.8%	61.9%

2020: ACS 5-YEAR ESTIMATES - HOLLOW
WORK EXPERIENCE

Census Tract(s)	713	716
Population 16 years and over	19.3%	50.1%
Worked full-time, year-round in the past 12 months	2.9%	12.1%
Worked part-time or part-year in the past 12 months	22.5%	46.4%
Did not work	37.0%	78.0%

2020: ACS 5-YEAR ESTIMATES - HOLLOW
POVERTY STATUS

Census Tract(s)	713	716
Unrelated Individuals for whom Poverty Status is determined	30.3%	61.3%
Male	30.8%	64.5%
Female	29.4%	54.6%
15 years	-	-
16 to 17 years	-	-
18 to 24 years	68.0%	100.0%
25 to 34 years	0.8%	-
35 to 44 years	38.4%	-
45 to 54 years	9.7%	100.0%
55 to 64 years	30.1%	74.0%
65 to 74 years	81.3%	-
75 years and over	23.1%	0.0%
Mean income deficit for unrelated individuals (dollars)		
Worked full-time, year-round in the past 12 months	0.6%	0.0%
Worked less than full-time, year-round in the past 12 months	24.4%	73.8%
Did not work	53.8%	99.3%

2020: ACS 5-YEAR ESTIMATES - HOLLOW
EMPLOYMENT STATUS

Census Tract(s)	713	716
Civilian labor force 16 years and over	12.1%	44.3%
Employed	8.5%	31.4%
Male	6.8%	27.5%
Female	9.9%	35.5%
Unemployed	43.6%	90.0%
Male	36.0%	82.1%
Female	52.9%	93.8%

Add'l Equity Statistics Con't

NORTH END & BROOKLAWN/ST. VINCENT'S, BRIDGEPORT

2020: ACS 5-YEAR ESTIMATES - NORTH END & BROOKLAWN/ST. VINCENT'S RACE AND HISPANIC ORIGIN

Census Tract(s)	727	722
White alone	11.4%	12.7%
Black or African American alone	13.9%	11.6%
American Indian or Alaska Native alone	0.0%	-
Asian alone	0.0%	10.7%
Native Hawaiian and Other Pacific Islander alone	-	100%
Some other race alone	9.3%	13.3%
Two or more races	0.0%	39.0%
Hispanic or Latino origin (of any race)	7.8%	9.9%
White alone, not Hispanic or Latino	13.0%	13.8%

2020: ACS 5-YEAR ESTIMATES - NORTH END & BROOKLAWN/ST. VINCENT'S EDUCATIONAL ATTAINMENT

Census Tract(s)	727	722
Population 25 years and over	8.0%	13.0%
Less than high school graduate	9.1%	4.8%
High school graduate (includes equivalency)	10.9%	18.2%
Some college, Associate's degree	3.8%	18.4%
Bachelor's degree or higher	7.7%	7.7%

2020: ACS 5-YEAR ESTIMATES - NORTH END & BROOKLAWN/ST. VINCENT'S WORK EXPERIENCE

Census Tract(s)	727	722
Population 16 years and over	12.0%	12.3%
Worked full-time, year-round in the past 12 months	2.7%	3.3%
Worked part-time or part-year in the past 12 months	22.0%	9.1%
Did not work	9.8%	22.9%

2020: ACS 5-YEAR ESTIMATES - NORTH END & BROOKLAWN/ST. VINCENT'S POVERTY STATUS

Census Tract(s)	727	722
Unrelated Individuals for whom Poverty Status is determined	33.3%	26.7%
Male	21.3%	17.3%
Female	39.5%	32.0%
15 years	-	-
16 to 17 years	-	-
18 to 24 years	100.0%	50.0%
25 to 34 years	33.3%	39.3%
35 to 44 years	19.4%	100.0%
45 to 54 years	0.0%	46.2%
55 to 64 years	23.9%	12.1%
65 to 74 years	0.0%	37.5%
75 years and over	0.0%	14.3%
Mean income deficit for unrelated individuals (dollars)		
Worked full-time, year-round in the past 12 months	0.0%	14.3%
Worked less than full-time, year-round in the past 12 months	60.3%	38.5%
Did not work	24.8%	29.7%

2020: ACS 5-YEAR ESTIMATES - NORTH END & BROOKLAWN/ST. VINCENT'S EMPLOYMENT STATUS

Census Tract(s)	727	722
Civilian labor force 16 years and over	9.9%	10.1%
Employed	8.5%	5.9%
Male	4.6%	5.3%
Female	11.5%	6.5%
Unemployed	20.8%	43.9%
Male	13.0%	35.7%
Female	24.5%	47.7%

Add'l Equity Statistics Con't

WESTEND/ WEST SIDE, BRIDGEPORT

2020: ACS 5-YEAR ESTIMATES - WEST END/WEST SIDE RACE AND HISPANIC ORIGIN

Census Tract(s)	709	711	712
White alone	30.1%	33.1%	36.4%
Black or African American alone	24.1%	9.2%	36.5%
American Indian or Alaska Native alone	-	-	-
Asian alone	56.9%	12.9%	83.2%
Native Hawaiian and Other Pacific Islander alone	-	-	-
Some other race alone	42.8%	38.9%	42.7%
Two or more races	68.2%	2.4%	16.2%
Hispanic or Latino origin (of any race)	37.2%	32.3%	33.5%
White alone, not Hispanic or Latino	88.0%	36.5%	37.1%

2020: ACS 5-YEAR ESTIMATES - WEST END/WEST SIDE EDUCATIONAL ATTAINMENT

Census Tract(s)	709	711	712
Population 25 years and over	30.6%	20.5%	38.6%
Less than high school graduate	39.3%	27.7%	46.6%
High school graduate (includes equivalency)	33.2%	24.9%	27.6%
Some college, Associate's degree	25.1%	8.3%	48.0%
Bachelor's degree or higher	8.2%	16.9%	32.8%

2020: ACS 5-YEAR ESTIMATES - WEST END/WEST SIDE WORK EXPERIENCE

Census Tract(s)	709	711	712
Population 16 years and over	33.2%	19.6%	36.7%
Worked full-time, year-round in the past 12 months	3.4%	1.6%	5.0%
Worked part-time or part-year in the past 12 months	30.4%	32.1%	34.8%
Did not work	60.7%	30.6%	58.2%

2020: ACS 5-YEAR ESTIMATES - WEST END/WEST SIDE POVERTY STATUS

Census Tract(s)	709	711	712
Unrelated Individuals for whom Poverty Status is determined	50.7%	45.2%	45.2%
Male	54.5%	20.3%	46.9%
Female	44.8%	70.4%	43.2%
15 years	-	-	-
16 to 17 years	-	-	-
18 to 24 years	58.8%	54.4%	71.8%
25 to 34 years	49.0%	40.3%	35.5%
35 to 44 years	56.5%	38.6%	44.5%
45 to 54 years	64.5%	39.2%	59.8%
55 to 64 years	27.5%	76.5%	52.2%
65 to 74 years	66.7%	0.0%	44.7%
75 years and over	33.3%	0.0%	48.6%
Mean income deficit for unrelated individuals (dollars)			
Worked full-time, year-round in the past 12 months	0.0%	7.6%	0.0%
Worked less than full-time, year-round in the past 12 months	69.4%	76.0%	52.8%
Did not work	77.8%	76.6%	64.8%

2020: ACS 5-YEAR ESTIMATES - WEST END/WEST SIDE EMPLOYMENT STATUS

Census Tract(s)	709	711	712
Civilian labor force 16 years and over	21.6%	18.1%	23.7%
Employed	14.5%	12.7%	17.1%
Male	16.0%	13.5%	15.4%
Female	12.8%	11.9%	19.0%
Unemployed	62.3%	42.7%	56.6%
Male	75.4%	12.7%	45.1%
Female	44.7%	61.3%	65.2%

Add'l Equity Statistics Con't

POVERTY RATE BY CENSUS TRACT

2020: ACS 5-YEAR ESTIMATES - POVERTY STATUS IN THE PAST 12 MONTHS
CITY OF BRIDGEPORT

Census Tract	Percent Poverty
Census Tract 701	6.60%
Census Tract 702	24.03%
Census Tract 703	53.30%
Census Tract 704	16.56%
Census Tract 705	51.24%
Census Tract 706	29.00%
Census Tract 709	45.04%
Census Tract 710	23.74%
Census Tract 711	22.79%
Census Tract 712	37.00%
Census Tract 713	21.02%
Census Tract 714	36.20%
Census Tract 716	54.28%
Census Tract 719	23.97%
Census Tract 720	22.51%
Census Tract 721	17.45%
Census Tract 722	16.37%
Census Tract 723	17.91%
Census Tract 724	6.046%

Census Tract	Percent Poverty
Census Tract 725	12.83%
Census Tract 726	10.30%
Census Tract 727	8.02%
Census Tract 728	26.68%
Census Tract 729	14.96%
Census Tract 730	8.10%
Census Tract 731	18.63%
Census Tract 732	29.04%
Census Tract 733	17.88%
Census Tract 734	7.66%
Census Tract 735	29.49%
Census Tract 736	29.53%
Census Tract 737	27.59%
Census Tract 738	40.22%
Census Tract 739	25.38%
Census Tract 740	27.62%
Census Tract 743	42.66%
Census Tract 744	21.43%
City-wide Mean	**24.95%**

2020: ACS 5-YEAR ESTIMATES - POVERTY STATUS IN THE PAST 12 MONTHS
TOWN OF EASTON

Census Tract	Percent Poverty
Census Tract 1051	0.67%
Census Tract 1052	4.96%
Town-wide Mean	**2.81%**

2020: ACS 5-YEAR ESTIMATES - POVERTY STATUS IN THE PAST 12 MONTHS
TOWN OF FAIRFIELD

Census Tract	Percent Poverty
Census Tract 601	3.25%
Census Tract 602	2.42%
Census Tract 603	0.81%
Census Tract 604	0.84%
Census Tract 605	0.94%
Census Tract 606	8.15%
Census Tract 607	1.23%
Census Tract 608	3.80%
Census Tract 609	1.41%
Census Tract 610	6.36%
Census Tract 611	3.04%
Census Tract 612	15.38%
Census Tract 613	9.96%
Census Tract 614	7.66%
Census Tract 615	7.37%
Census Tract 616	14.22%
Town-wide Mean	**5.43%**

2020: ACS 5-YEAR ESTIMATES - POVERTY STATUS IN THE PAST 12 MONTHS
TOWN OF MONROE

Census Tract	Percent Poverty
Census Tract 1001	3.85%
Census Tract 1002	3.68%
Census Tract 1003	1.51%
Town-wide Mean	**3.01%**

Add'l Equity Statistics Con't

POVERTY RATE BY CENSUS TRACT CON'T

2020: ACS 5-YEAR ESTIMATES - POVERTY STATUS IN THE PAST 12 MONTHS TOWN OF STRATFORD

Census Tract	Percent Poverty
Census Tract 801	16.46%
Census Tract 802	11.21%
Census Tract 804	10.07%
Census Tract 805	6.13%
Census Tract 806	9.40%
Census Tract 807	6.21%
Census Tract 808	3.39%
Census Tract 809	2.27%
Census Tract 810	9.16%
Census Tract 811	5.48%
Census Tract 812	3.56%
Town-wide Mean	**7.58%**

2020: ACS 5-YEAR ESTIMATES - POVERTY STATUS IN THE PAST 12 MONTHS TOWN OF TRUMBULL

Census Tract	Percent Poverty
Census Tract 901	9.04%
Census Tract 902	3.36%
Census Tract 903	2.41%
Census Tract 904	2.39%
Census Tract 905	2.92%
Census Tract 906	1.72%
Census Tract 907	4.52%
Town-wide Mean	**3.77%**

RESIDENTS WITHOUT ACESS TO A VEHICLE BY CENSUS TRACT

2020: ACS 5-YEAR ESTIMATES - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER CITY OF BRIDGEPORT

Census Tract	Total	No Vehicle Available		Percent No Vehicle
		Own	Rent	
Census Tract 701	2350	12	50	2.64%
Census Tract 702	1635	0	224	13.70%
Census Tract 703	406	0	187	46.06%
Census Tract 704	422	12	34	10.90%
Census Tract 705	658	25	100	19.00%
Census Tract 706	1458	15	627	44.03%
Census Tract 709	992	20	443	46.67%
Census Tract 710	1066	21	338	33.68%
Census Tract 711	1251	22	260	22.54%
Census Tract 712	1865	14	556	30.56%
Census Tract 713	1207	15	497	42.42%
Census Tract 714	1102	55	265	29.04%
Census Tract 716	941	0	341	36.24%
Census Tract 719	1601	76	260	20.99%
Census Tract 720	1170	22	83	8.97%
Census Tract 721	2179	173	165	15.51%
Census Tract 722	1655	59	179	14.38%
Census Tract 723	1740	52	121	9.94%
Census Tract 724	931	21	67	9.45%
Census Tract 725	1927	15	102	6.07%
Census Tract 726	2604	87	77	6.30%
Census Tract 727	1338	80	13	6.95%
Census Tract 728	1706	35	157	11.25%
Census Tract 729	1384	48	75	8.89%
Census Tract 730	619	4	17	3.39%
Census Tract 731	2092	124	199	15.44%
Census Tract 732	1819	35	312	19.08%
Census Tract 733	1406	7	212	15.58%
Census Tract 734	1120	9	172	16.16%
Census Tract 735	1212	17	300	26.16%
Census Tract 736	675	0	102	15.11%
Census Tract 737	1582	8	301	19.53%
Census Tract 738	784	12	305	40.43%
Census Tract 739	1307	0	567	43.38%
Census Tract 740	665	18	184	30.38%
Census Tract 743	1499	80	282	24.15%
Census Tract 744	1566	28	278	19.54%
Total/Mean	**49934**	**1221**	**8452**	**21.20%**

2020: ACS 5-YEAR ESTIMATES - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER TOWN OF EASTON

Census Tract	Total	No Vehicle Available		Percent No Vehicle
		Own	Rent	
Census Tract 1051	1472	13	0	0.88%
Census Tract 1052	1255	0	7	0.56%
Total/Mean	**2727**	**13**	**7**	**0.72%**

Add'l Equity Statistics Con't

RESIDENTS WITHOUT ACESS TO A VEHICLE BY CENSUS TRACT

2020: ACS 5-YEAR ESTIMATES - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER TOWN OF FAIRFIELD

Census Tract	Total	No Vehicle Available		Percent No Vehicle
		Own	Rent	
Census Tract 601	963	4	0	0.42%
Census Tract 602	1708	0	0	0.00%
Census Tract 603	1481	15	0	1.01%
Census Tract 604	1509	14	0	0.93%
Census Tract 605	925	8	0	0.86%
Census Tract 606	998	11	0	1.10%
Census Tract 607	1843	0	0	0.00%
Census Tract 608	830	21	5	3.13%
Census Tract 609	903	33	0	3.65%
Census Tract 610	1585	39	50	5.62%
Census Tract 611	1271	40	6	3.62%
Census Tract 612	890	17	0	1.91%
Census Tract 613	1135	13	54	5.90%
Census Tract 614	1315	15	10	1.90%
Census Tract 615	1745	11	8	1.09%
Census Tract 616	2075	0	0	0.00%
Total/Mean	**21176**	**241**	**133**	**1.95%**

2020: ACS 5-YEAR ESTIMATES - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER TOWN OF MONROE

Census Tract	Total	No Vehicle Available		Percent No Vehicle
		Own	Rent	
Census Tract 1001	2043	80	14	4.60%
Census Tract 1002	2394	70	0	2.92%
Census Tract 1003	2216	28	74	4.60%
Total/Mean	**6653**	**178**	**88**	**4.04%**

2020: ACS 5-YEAR ESTIMATES - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER TOWN OF STRATFORD

Census Tract	Total	No Vehicle Available		Percent No Vehicle
		Own	Rent	
Census Tract 801	1868	13	194	11.08%
Census Tract 802	1642	14	72	5.24%
Census Tract 804	2078	0	240	11.55%
Census Tract 805	1465	83	27	7.51%
Census Tract 806	1161	26	42	5.86%
Census Tract 807	830	17	23	4.82%
Census Tract 808	1653	91	27	7.14%
Census Tract 809	1817	33	26	3.25%
Census Tract 810	1558	27	34	3.92%
Census Tract 811	1810	11	32	2.38%
Census Tract 812	1877	31	8	2.08%
Total/Mean	**17759**	**346**	**725**	**5.89%**

2020: ACS 5-YEAR ESTIMATES - TENURE BY VEHICLES AVAILABLE BY AGE OF HOUSEHOLDER TOWN OF TRUMBULL

Census Tract	Total	No Vehicle Available		Percent No Vehicle
		Own	Rent	
Census Tract 901	1137	11	97	9.50%
Census Tract 902	2744	0	0	0.00%
Census Tract 903	1544	19	0	1.23%
Census Tract 904	2148	24	114	6.42%
Census Tract 905	1454	12	0	0.83%
Census Tract 906	1255	39	70	8.69%
Census Tract 907	1632	28	0	1.72%
Total/Mean	**11914**	**133**	**281**	**4.05%**

Add'l Equity Statistics Con't

MEANS OF TRANSPORTATION TO WORK BY MUNICIPALITY

2020: ACS 5-YEAR ESTIMATES - MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS CITY OF BRIDGEPORT

Means of Transportation to Work			
Car truck or van	81.50%	Car, truck, or van	
Public Transportation	10.43%	Drove Alone	68.11%
		Carpooled	13.39%
Taxicab	0.60%	Public Transportation	
Motorcycle	0.07%	Bus	6.68%%
Bicycle	0.08%	Subway or Elevated Rail	0.37%
Walked	3.31%		
Other Method	1.25%	Long Distance Train or Commuter Rail	3.32%
Worked from Home	2.75%	Light Rail	0.06%
		Ferryboat	0.00%

2020: ACS 5-YEAR ESTIMATES - MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS TOWN OF EASTON

Means of Transportation to Work			
Car truck or van	81.91%	Car, truck, or van	
Public Transportation	3.84%	Drove Alone	75.45%
		Carpooled	6.46%
Taxicab	0.00%	Public Transportation	
Motorcycle	0.28%	Bus	0.30%%
Bicycle	0.00%	Subway or Elevated Rail	0.00%
Walked	0.69%		
Other Method	0.64%	Long Distance Train or Commuter Rail	3.53%
Worked from Home	12.65%	Light Rail	0.00%
		Ferryboat	0.00%

2020: ACS 5-YEAR ESTIMATES - MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS TOWN OF FAIRFIELD

Means of Transportation to Work			
Car truck or van	70.40%	Car, truck, or van	
Public Transportation	12.84%	Drove Alone	66.03%
		Carpooled	4.37%
Taxicab	0.13%	Public Transportation	
Motorcycle	0.00%	Bus	0.26%%
Bicycle	0.19%	Subway or Elevated Rail	0.87%
Walked	3.04%		
Other Method	0.79%	Long Distance Train or Commuter Rail	11.71%
Worked from Home	12.60%	Light Rail	0.00%
		Ferryboat	0.00%

2020: ACS 5-YEAR ESTIMATES - MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS TOWN OF MONROE

Means of Transportation to Work			
Car truck or van	87.71%	Car, truck, or van	
Public Transportation	2.70%	Drove Alone	81.98%
		Carpooled	5.73%
Taxicab	0.00%	Public Transportation	
Motorcycle	0.00%	Bus	0.00%
Bicycle	0.00%	Subway or Elevated Rail	0.00%
Walked	0.18%		
Other Method	0.00%	Long Distance Train or Commuter Rail	2.70%
Worked from Home	9.40%	Light Rail	0.18%
		Ferryboat	0.00%

Add'l Equity Statistics Con't

MEANS OF TRANSPORTATION TO WORK BY MUNICIPALITY

2020: ACS 5-YEAR ESTIMATES - MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS TOWN OF STRATFORD

Means of Transportation to Work			
Car truck or van	87.60%	Car, truck, or van	
Public Transportation	4.84%	Drove Alone	80.09%
		Carpooled	7.51%
Taxicab	0.13%	Public Transportation	
Motorcycle	0.04%	Bus	0.64%
Bicycle	0.01%	Subway or Elevated Rail	0.29%
Walked	1.17%		
Other Method	0.40%	Long Distance Train or Commuter Rail	3.74%
Worked from Home	5.81%	Light Rail	0.17%
		Ferryboat	0.00%

2020: ACS 5-YEAR ESTIMATES - MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS TOWN OF TRUMBULL

Means of Transportation to Work			
Car truck or van	83.16%	Car, truck, or van	
Public Transportation	4.46%	Drove Alone	75.38%
		Carpooled	7.78%
Taxicab	0.09%	Public Transportation	
Motorcycle	0.00%	Bus	0.06%
Bicycle	0.01%	Subway or Elevated Rail	0.0%
Walked	0.46%		
Other Method	1.53%	Long Distance Train or Commuter Rail	3.86%
Worked from Home	10.29%	Light Rail	0.0%
		Ferryboat	0.54%

References (appendix)

Pages 143-154
NEIGHBORHOODS IN BRIDGEPORT (TRANSPORTATION DISADVANTAGED COMMUNITIES) (RACE, EDUCATION, WORK, POVERTY)

TABLE ID: S1701
SURVEY/PROGRAM: American Community Survey
VINTAGE: 2020
DATASET: ACSST5Y2020
PRODUCT: ACS 5-Year Estimates Subject Tables
API URL: https://api.census.gov/data/2020/acs/acs5/subject

Pages 154-157
POVERTY BY CENSUS TRACT

TABLE: C17002
SURVEY/PROGRAM: American Community Survey
VINTAGE: 2020
DATASET: ACSDT5Y2020
PRODUCT: ACS 5-Year Estimates Detailed Tables
UNIVERSE: Population for whom poverty status is determined
API URL: https://api.census.gov/data/2020/acs/acs5

Pages 158-163
MEANS OF TRANSPORTATION TO WORK AND ZERO VEHICLE AVAILABLE

TABLE ID: B08301
SURVEY/PROGRAM: American Community Survey
VINTAGE: 2020
DATASET: ACSDT5Y2020
PRODUCT: ACS 5-Year Estimates Detailed Tables
UNIVERSE: Workers 16 years and over
FTP URL: None
API URL: https://api.census.gov/data/2020/acs/acs5

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