Greater Bridgeport & Valley
Metropolitan Planning Organization

METROCOG NVCOG

APPENDIX

METROPOLITAN TRANSPORTATION PLAN 2023-2050

ENDORSED MARCH 30TH, 2023

REVISED TO INCLUDE APPENDIX H: TRAVEL DEMAND, JULY 19TH, 2023

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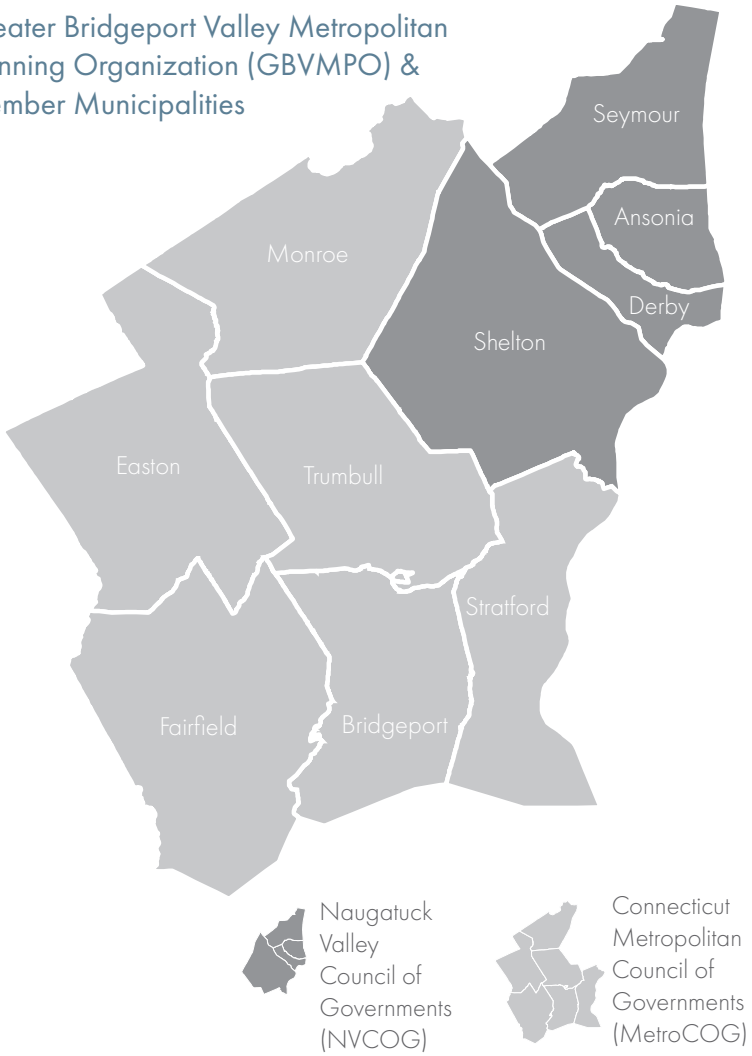
CONTENTS

Greater Bridgeport Valley Metropolitan Planning Organization (GBVMPO) & Member Municipalities



The Metropolitan Transportation Plan was prepared by the GBVMPO, MetroCOG and NVCOG, in cooperation with the Connecticut Department of Transportation and the U.S. Department of Transportation's Federal Highway Administration and the Federal Tranit Administration.

The MPO may revise the transportation plan at any time using the procedures in 23 CFR Part 450.324 without a requirement to extend the horizon year.

MetroCOG staff are entirely responsible for the design and format of this report. The opinions, findings and conclusions expressed in this publication are those of MetroCOG and NVCOG and do not necessarily reflect the official views or policies of the federal and state agencies through which MetroCOG and NVCOG are funded.

A MTP UPDATE FRAMEWORK

2023 Metropolitan Transportation Plan (MTP)
Planning Guidance for Connecticut

May 2022

FHWA/FTA Program Guidance

This guidance is being provided to assist the Metropolitan Planning Organizations (MPOs) in Connecticut as they develop new Metropolitan Transportation Plans (MTPs) for adoption in 2023. Below is a summary of recent focus areas that MPOs should consider during their MTP updates, including new areas and requirements that have been introduced by the Bipartisan Infrastructure Law (BIL) since the last MTP cycle. MPOs should also consider the existing ten planning factors outlined in 23 CFR 450.306(b). Additionally, MPOs that serve transportation management areas (TMAs) should review the findings from their most recent federal TMA certification review and ensure that any findings pertaining to the MTP document or the process by which it is developed are considered during this update cycle.

Financial Planning and Fiscal Constraint

Financial planning and fiscal constraint requirements are continued under BIL and will remain an area for emphasis. The fiscal constraint requirement is intended to ensure that metropolitan long-range transportation plans (as well as TIPs and the STIP) reflect realistic assumptions about future project funding, rather than being wish lists that include many more projects than could realistically be completed with available revenues. Given this basic purpose, compliance with the fiscal constraint requirement entails an analysis of revenues and costs. The basic question to be answered is *"Will the revenues (Federal, State, local, and private) identified in the MTP cover the anticipated costs of the projects included in this MTP, along with operation and maintenance of the existing system?"*

The MTP must include a financial plan that demonstrates fiscal constraint and "indicates resources from public and private sources that are reasonably expected to be available to carry out the program." By inclusion in the MTP, the financial plan is also made available for public comment consistent with federal requirements. When developing the MTP, the MPO, CTDOT, and transit agency must cooperatively develop estimates of revenues that will be available to support plan implementation.

Regarding project costs, financial plans should reflect the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system, including portions of the system owned and operated by local governments. MPOs and State DOTs should review their processes to help ensure that project cost estimates are updated in the metropolitan plan to reflect the latest available information. The outer years of the MTP (beyond first 4 years) may reflect aggregate cost range/bands, as long as future funding sources are reasonably expected to support the assumptions. See #16 in the following *Title 23 MTP Requirements* for additional information on the financial plan requirements.

Data and Forecasting

Data sharing and analytics are critical for robust planning. BIL enhances the requirements for ensuring consistent data is used when more than one MPO serves the same urbanized area. This applies to a wide range of data including population and employment data and forecasts. These forecasts in turn influence future transportation demand forecasts which are crucial for supporting the MTP. FHWA and FTA encourage CTDOT, MPOs and providers of public transportation to incorporate data sharing and consideration into the transportation planning process. Data is valuable in decision making across multiple programs (e.g. freight planning, equity analyses, travel time reliability, parking lot usage, safety). Developing and advancing data sharing principles allows for the efficient use of resources and improved policy and decision making.

A robust travel demand model is essential to the development and content of the MTP, the Congestion Management Process (CMP) in Transportation Management Areas, transportation planning studies, and the EPA's conformity process for non-attainment and maintenance areas. Federal regulations require MTPs to include current and projected transportation demand of people and goods over the period of the plan. FHWA and FTA have reviewed modeling activities in Connecticut through ongoing MPO Certification Reviews and during these reviews we understand enhanced collaboration between CTDOT and the MPOs would benefit the MTPs. As outlined in BIL, FHWA and FTA will be developing an evaluation tool and providing additional data to enhance models and forecasts.

Complete Streets

A complete street is safe, and feels safe, for all users. FHWA and FTA are focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. MPOs should ensure complete streets are a component of the MTP, working to create complete travel networks for those without access to single-occupancy vehicles.

Environmental Justice, Equity and Justice40

FHWA and FTA will be collaborating with CTDOT, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. When developing MTP policies and evaluating projects, we encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Additionally, Executive Order 12898 of February 11, 1994 focuses on recipients of federal financial assistance to address Environmental Justice in minority populations and low-income populations. FHWA understands that there are projects programmed in the MPO's MTP that were selected by CTDOT, and not by the MPO. However, to be consistent with the Executive Order on EJ, MPOs should conduct a benefit and burden analysis on projects selected in the MTP. The data collection and analysis should be consistent in its consideration of all groups under Title VI and not limited to minority individuals. Title VI protected classes include persons of any race, color and national origin.

Please note that this letter and guidance is intended only to provide clarity regarding existing requirements and focus areas in Connecticut. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Title 23 MTP Requirements (23 CFR 450.324)

1. The MTP shall include a minimum 20-year forecast period from its effective date

2. Include both short and long-range strategies/actions to address current and future transportation demand

3. The MPO shall review and the update the MTP at least every four years in nonattainment and maintenance areas and at least 5 years in attainment areas

4. In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the MTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)

5. MPO shall update MTP based on latest available estimates and assumptions for population, land use, travel, employment, congestion and economics activity. The MPO shall approve contents and analyses including validating data inputted from other existing modal plans

6. Include current and projected transportation demand of people and goods over period of the plan

7. Include existing and proposed transportation facilities that function as an integrated transportation system, with emphasis on those facilities that serve important national and regional transportation function over the period of the plan

8. Describe performance measures and performance targets used in assessing performance of the transportation system

9. Include a system performance report and subsequent updates evaluating the condition and performance of the system with respects to performance targets

10. Include operations and management strategies to improve the performance of existing transportation facilities to relieve congestion while maximizing safety and mobility

11. Include consideration of the results from congestion management process including identification of capacity enhancing projects (TMA only)

12. Include assessment of capital investment and other strategies to preserve the existing and projected future transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters

13. Include transportation and transit enhancement activities

14. All proposed improvements, regardless of funding source, described in sufficient detail to develop cost estimates

15. Include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, the discussion may focus on policies, programs, or strategies

16. A financial plan that demonstrates how the adopted transportation plan can be implemented

a. Include system level estimates of cost and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways

b. Cooperatively develop estimates of funds (public and private) between the MPO, public transportation operators and the State

c. Include recommendations of additional financing strategies, as appropriate

d. Revenue and cost estimates must use inflation rates to reflect year of expenditure dollars based on reasonable financial principles and information, cooperatively developed

e. The outer years of the MTP (i.e. beyond first 4 years) may reflect aggregate cost range/bands, as long as future funding sources is reasonably expected to support assumptions

f. For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available

17. Addresses pedestrian and bicycle transportation facilities

18. The MPO shall consult with State and local agencies for land use management, natural resources, environmental protection, conservation and historic preservation in developing the MTP

19. The MTP should incorporate or summarize the priorities, goals, countermeasures or projects for the MPA contained in the Strategic Highway Safety Plan, as well as appropriate emergency relief and disaster preparedness plans that support homeland security to safeguard transportation security

20. The MPO may voluntarily choose to use scenario planning as part of the MTP development

21. The MPO shall follow their approved public participation plan in development of the MTP, ensuring multiple-stakeholders are provided a reasonable opportunity to comment

22. The MPO shall publish or make the MTP readily available for public review, including formats available on-line

B FUNDING PROGRAMS

Federal Funding Programs

Each funding program has specific federal cost share and local match requirements. Typically, 80% of the cost of capital activities are federally funded.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT) DISCRETIONARY

National Culvert Removal, Replacement, and Restoration Grant program (Culvert AOP Program, 80): A new program to fund projects that would meaningfully improve or restore passage for anadromous fish (anadromous fish species, such as salmon, are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn).

National Infrastructure Project Assistance (MEGA, 60-80): This new program will support large, complex, multi-modal, multi-jurisdictional projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE, 80-100): Previously known as the BUILD and TIGER grant programs, RAISE grants are awarded on a competitive basis for capital investments in surface transportation projects that have a significant national, regional, and local impact. Selection criteria includes safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Some planning grants are provided.

Safe Streets and Roads for All (SS4A, 80): A new program to support efforts to advance "vision zero" plans and other capital improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. MPOs and local governments are eligible recipients; CTDOT is not eligible for SS4A funds.

Strengthening Mobility and Revolutionizing Transportation (SMART, 100): A new program to fund advanced smart city or community technology demonstration projects that improve transportation safety and efficiency.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Each FHWA program has specific federal cost share and local match requirements. Typically, 80%-90% of the total project cost is federally funded.

FHWA FORMULA

Bridge Formula Program (BFP): A new program to replace, rehabilitate, preserve, protect, and construct highway bridges. 15% of funds are set-aside to replace or rehabilitate "off-system" deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid road system (ie, bridges on local roads or rural minor collectors).

Carbon Reduction Program (CRP): A new program to provide funds for projects designed to reduce transportation emissions (defined as CO2) from on-road highway sources. Requires the state to develop a carbon reduction strategy, in consultation with the MPOs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): An existing program that provides flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Under BIL, CMAQ may now fund shared micromobility and the purchase of medium- and heavy-duty zero emission vehicles and charging equipment. All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP): An existing program to fund the construction of ferry boats and ferry terminal facilities.

Highway Infrastructure Program (HIPA): This existing program provides for highway, bridge, tunnel and local access road construction.

Highway Infrastructure Program – Bridge Replacement and Rehabilitation Program: This existing program funds highway bridge replacement and rehabilitation projects on public roads. Priorities and administration for the program refer to the Bridge Formula Program.

Highway Safety Improvement Program (HSIP): This existing program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The program requires a data-driven, strategic, performance-based approach to improving highway safety on public roads. BIL added eligibility for non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school. Under BIL, states are now required to complete vulnerable road user (VRU) safety assessments and consider a Safe System approach.

National Electric Vehicle Infrastructure Formula Program (NEVI): A new program that provides funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

National Highway Freight Program (NFRP): An existing program focused on improving the efficient movement of freight on the National Highway Freight Network. Eligible activities include construction, operational improvements, planning, and performance measurement. Although the program is highway-focused, up to 10% of funds may be used for public or private freight rail, water facilities (including ports), and intermodal facilities. States must have a State Freight Plan to receive funds.

National Highway Performance Program (NHPP): An existing program to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in the state asset management plan. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Under BIL,

the NHPP may now fund undergrounding public utility infrastructure (in conjunction with an eligible project), resiliency improvements and activities to protect NHS segments from cybersecurity threats.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT): New formula (and discretionary) funds. Formula funds are focused on planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure

Surface Transportation Program / Surface Transportation Block Grant Program (STP): This existing program provides flexible funding to address state and local transportation needs. STP funds may be used for roadway improvements on roads functionally classified as a rural major collector or above. Eligibility guidelines are flexible and funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects. Project types added by BIL include EV charging infrastructure, protective features to enhance resilience and wildlife crossing. Set-aside funding for off-system bridges was increased to 20%.

The Surface Transportation Program – Urban (STP-U) is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula based on the area's relative share of the State's population. The Bridgeport/Stamford UZA has a population of well over 200,000 people and the GBVMPO receives funds through STP Bridgeport/Stamford (STPBS).

BIL increased the percentage of funding dedicated to the existing **Transportation Alternatives Program** (TA, 80). TA funds programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails: and safe routes to school projects. As a program through STP-U, a portion of TAP is suballocated based on population, and the GBVMPO receives funds through TAP Bridgeport/Stamford (TAPBS). TAP projects are selected through a competitive process.

ADDITIONAL PROGRAMS:

National Highway Traffic Safety (NHTS) / Section 154 Penalty Funds (Sect 154, 100%): The State of Connecticut is currently assessed a 2.5% annual penalty from its NHPP and STP Programs because it does not meet Federal Open Container Legislation Requirements under 23 U.S.C. 154. Funds are transferred to the State's 402 Safety Program, which is made up of impaired driving and hazard elimination programs. These programs are intended to change behaviors, save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, and roadway safety improvements.

Repurposed Earmark Program (REP, 80-20): The Department of Transportation Appropriations Act, 2021, allowed states to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The earmark must be designated on or before September 30, 2009 and less than 10 percent obligated or final vouchered and closed. These earmarked funds could be repurposed to a new or existing STP eligible project in the State within 25 miles of the original earmark designation.

FHWA DISCRETIONARY

Bridge Investment Program (BIP): A new program to assist in rehabilitating or replacing bridges, including culverts. The focus of the program is to encourage bridge repairs that will improve safety, efficiency, and reliability of people and freight movement, as well as to improve flood control and habitat connectivity for aquatic species.

Charging and Fueling Infrastructure Grants: A new program to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure along designated alternative fuel corridors. Operating assistance may be funded for up to five years. At least 50% of funds must be used for community grants that prioritize projects in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.

Nationally Significant Multimodal Freight & Highway Projects (INFRA): An existing program that was substantially revised under BIL. The purpose of the program is to fund multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT): New discretionary (and formula) funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The discretionary portion focuses on supporting communities in addressing vulnerabilities to current and future weather events, natural disasters, and changing conditions, and planning transportation improvements and emergency response strategies to address those vulnerabilities.

Reconnecting Communities Pilot Program (RCP): A new program to fund the planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

Rural Surface Transportation Grant (RSTG): A new program to fund improvements and expand surface transportation infrastructure in rural areas, increase connectivity, improve safety and reliability of the movement of people and freight, and generate regional economic growth.

Wildlife Crossings Pilot Program: A new program to support projects that reduce the number of wildlife-vehicle collisions and improve habitat connectivity.

FEDERAL TRANSIT ADMINISTRATION (FTA)

Each FTA program has specific federal cost share and local match requirements. Typically, 80% of the cost of capital activities are federally funded. If operating expenses are allowed, half of the federal share is usually covered.

FTA FORMULA

Bus and Bus Facilities Formula Grants (5339): Existing formula and discretionary program that provides capital funding to replace, rehabilitate, lease and/or purchase buses and related equipment and to construct bus-related facilities.

Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310): An existing program that provides capital, operating and planning assistance to nonprofit organizations and public agencies that provide specialized transportation services to elderly persons and persons with disabilities. Eligible projects

include both traditional capital nontraditional investments that go beyond ADA services.

State of Good Repair (5337): Existing funding program to support capital projects for existing fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity motorbus systems (buses operating in high-occupancy vehicle lanes) to maintain public transportation systems in a state of good repair and to ensure public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that helps to improve mobility, reduce congestion, and encourage economic development.

Urbanized Area Program (5307): An existing program, 5307 funds are intended primarily for capital assistance projects, such as the purchase of new buses. A small portion funds are reserved to help defray transit operating expenses. Funds are allocated to individual urbanized areas according to a formula based on the size of the population. In Connecticut, the funds are pooled and then applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the replacement of buses in local systems. Under BIL, a small portion of funds must be provided for state safety oversight activities.

FTA DISCRETIONARY

All Station Accessibility Program (ASAP): A new program to provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.

Buses and Bus Facilities Program (5339): An existing program that provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Under BIL, applicants must submit a zero-emission fleet transition plan if their project is related to zero-emission buses.

Capital Investment Grants (CIG/5309): An existing program for major transit capital investments, including heavy, commuter and light rail, streetcars, and bus rapid transit. Projects seeking CIG funds must complete a series of steps over several years for eligibility. BIL added additional requirements.

Low or No Emission Vehicle Program (LONO/5339): An existing program that provides funds to purchase or lease zero-emission and low-emission transit buses, as well to acquire, construct, and lease required supporting facilities. Under BIL, applicants must submit a zero-emission fleet transition plan.

State of Good Repair/Rail Vehicle Replacement Program (5337): A new discretionary funding program to support capital projects for the replacement of rail rolling stock.

FEDERAL RAILROAD ADMINISTRATION (FRA)

In Connecticut, CTDOT is responsible for funding rail operations and equipment. MetroNorth operates the New Haven Line (and branches), while CT Rail is responsible for operating Shoreline East and the Hartford line. Amtrak provides inter-city (and state) rail. The grants below can be used to a variety of activities to improve the existing system.

Recipients and project eligibility vary by program, as well as the cost share.

Consolidated Rail Infrastructure and Safety Improvements (CRISI): An existing program to fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Federal-State Partnership for Intercity Passenger Rail Grants: An existing program that provides funding for intercity passenger transportation projects. Through BIL, the program has broadened project eligibility to include projects that would expand or establish new intercity passenger rail services. Eligible locations now include the entire intercity passenger rail network.

Northeast Corridor Grants: Procure and address deferred maintenance backlog on Amtrak's Northeast Corridor.

Railroad Crossing Elimination: New program to fund highway-rail or pathway-rail grade crossing improvement projects that improve the safety and mobility of people and goods.

FEDERAL AVIATION ADMINISTRATION (FAA)

Airport Improvement and Passenger Facility: Formula funds to airports for runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects.

Airport Terminals Program: Competitive grants to fund airport terminal development projects that address the aging infrastructure of the nation's airports.

State Funding Programs

Community Connectivity Grant Program (CCGP): The CCGP was developed to provide funding for targeted infrastructure improvements commonly identified through a Road Safety Audit (RSA), or other planning initiatives. The purpose of the CCGP is to provide funding directly to municipalities to perform small scale infrastructure improvements. Municipalities are responsible for all design costs; the state is responsible for 100% of construction costs.

Connecticut Recreational Trails Program Grant: Provided through the Department of Energy and Environmental Protection, with a 20% match currently required. The grant provides funds to a variety of entities for the following activities:

- Planning, design and construction of new trails (motorized and non-motorized).
- Maintenance and restoration of existing trails (motorized and non-motorized).
- Access to trails by persons with disabilities.
- Purchase and lease of trail construction and maintenance equipment.
- Acquisition of land or easements for a trail, or for trail corridors.
- Operation of educational programs to promote safety and environmental protection as related to recreational trails.

Local Bridge Program: Municipally-owned bridges are funded by the state and federal Local Bridge Programs. To qualify for the state Local Bridge Program, a bridge must carry a certified local road and be functionally obsolete according to FHWA criteria. Certain federal funding programs require that a percentage of funds are utilized for "off-system" bridges. The bridge must be located on a road functionally classified as "rural

local" "rural minor collector" or "urban local". The bridge must have a minimum 20-foot length (listed on the National Bridge Inventory). Cost shares and administration vary by program.

Local Transportation Capital Improvement Program (LOTCIP): This program is intended to address regional transportation priorities through capital improvement projects prioritized and endorsed by the COGs. Projects must meet the eligibility requirements of the Federal STP-Urban Program, such as being located on a roadway classified as a collector or higher. Municipalities are responsible for all design costs; the state is responsible for 100% of construction costs.

State Matching Grant Program: This program provides funds to municipalities for new or expanded transportation services to seniors and people with disabilities, such as: weekend, evening or out of town services, additional days of service or special trips. Municipalities may choose to assign their grant to a transit district.

Transit-Oriented Development Grant Program: Provided through the Office of Policy and Management (OPM), this grant funds shovel-ready capital projects and related activities located within one-half (1/2) mile of existing public transportation facilities. Currently, a minimum 20% match is preferred.

Transportation Rural Improvement Grant Program (TRIP): This program provides funds to municipal governments for infrastructure improvements in rural and small towns. Activities may include transportation capital projects such as construction, modernization, or major repair of infrastructure. Funds may only be used for construction activities.

C PROJECT LISTS: ALL MODES

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
ANSONIA							
Bridges & Culverts							
CT-334	CT-334, upgrade Maple Street Bridge over Naugatuck River: Will better accommodate vehicular and non-motorized traffic			$4,560,000	$4,560,000	Bridge	PD
BRIDGEPORT							
Bridges & Culverts							
Crescent Street	Full replacement of bridge structure and abutments on Crescent Street over the Yellow Mill Pond with attention given to increase in flow to the 100 year storm as part of larger flood control project		$2,252,985		$2,252,985	Federal/ State	X6
CT-130	0015-0339: Rehabilitate bridge over Pequonnock River (Phase 2)	$20,913,568			$20,913,568	Federal/ State	X6
Emerald Street	Full replacement of bridge structure and abutments on Emerald Street over North-east with attention given to increase in flow to the 100 year storm as part of larger flood control project	$522,839			$522,839	Federal/ State	X6
Fairfax Road	Full replacement of bridge structure and abutments on Fairfax Road over Northeast with attention given to increase in flow to the 100 year storm as part of larger flood control project	$522,839			$522,839	Federal/ State	X6
Harlem Avenue	Full replacement of bridge structure and abutments on Harlem Avenue over Ox Brook with attention given to increase in flow to the 100 year storm as part of larger flood control project		$675,896		$675,896	Federal/ State	X6
Island Brook Avenue	Full replacement of bridge structure and abutments on Island Brook Avenue over the Pequonnock River with attention given to increase in flow to the 100 year storm as part of larger flood control project		$2,252,985		$2,252,985	Federal/ State	X6

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Queen Street	Full replacement of bridge structure and abutments on Queen Street over Oxbrook with attention given to increase in flow to the 100 year storm as part of larger flood control project			$663,475	$663,475	Federal/ State	X6
Quince Street	Full replacement of bridge structure and abutments on Quince Street over Ox Brook with attention given to increase in flow to the 100 year storm as part of larger flood control project	$522,839			$522,839	Federal/ State	X6
US-1	0015-0248: NHS -Bridge rehabilitation (00325) over Stillman Pond Brook (Yellow Mill Channel)	$11,093,389			$11,093,389	Federal/ State	X6
Various	Full depth reconstruction of a number of streets within the City of Bridgeport. Streets to be considered will be collector or higher	$6,971,189	$7,509,951	$8,846,338	$23,327,478	Federal/ State	X6
Complete Streets							
Park Avenue	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 norther park avenue at Sacred Heart with the Brooklawn section of Park Avenue		$22,529,852		$22,529,852	Federal/ State	X7
Operations							
Barnum Avenue	Traffic signal modernization at 8 intersections		$6,195,709		$6,195,709	Federal/ State	X8
Freight corridors	Improve access to key commercial and industrial areas, including Bridgeport Foreign Trade Zone and Urban Enterprise Zone, and enhance connections to the Port of Bridgeport. Includes rehabilitating pavement structure and markings, signal upgrades/optimization, installing large curb radii and directional signs.	$7,289,622	$7,852,993	$9,250,425	$24,393,039	Federal/ State	X8
North/ South Frontage Road	Traffic signal modernization at 10 intersections		$7,885,448		$7,885,448	Federal/ State	X8

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Park Avenue (upper)	Traffic signal modernization at 9 intersections	$6,796,909			$6,796,909	Federal/ State	X8
Railroad Avenue	Traffic signal modernization at 12 intersections			$11,942,557	$11,942,557	Federal/ State	X8
Port							
Bridgeport Harbor	Rehabilitate and upgrade the ramp and apron structure using materials better suited for a marine environment and for high traffic volumes.		$5,300,770		$5,300,770	Federal/ State	X6
BRIDGEPORT & FAIRFIELD: BRIDGES & CULVERTS							
Commerce Drive & State Streets"	L050-0002: Bridge replacement	$4,390,000			$4,390,000	LOTCIP	X6
EASTON							
Bridges & Culverts							
Judges Hollow Road	Judges Hollow Road. Bridge.		$2,252,985		$2,252,985	State/ Federal	X6
Old Redding Road	Old Redding Road. Bridge over Aspetuck River. ($2 million project split with Weston)	$1,045,678			$1,045,678	State/ Federal	X6
Silver Hill	Silver Hill. Bridge over Aspetuck River (5520)	$3,137,035			$3,137,035	State/ Federal	X6
South Park	South Park Avenue. Bridge over Mill River		$2,252,985		$2,252,985	State/ Federal	X6
Valley Road	Valley Road. Bridge over Aspetuck River		$2,252,985		$2,252,985	State/ Federal	X6
Pond Road	Replace Culvert w/U-Box Culvert	$209,136			$209,136	State/ Federal	X6
Drainage							
Dogwood Drive	Dogwood Drive. Replace 54" Pipe on Dogwood Drive. Beginning in 2023.	$200,000			$200,000	State/ Federal	X6
Tersana Drive	Tersana Drive. Drainage & Detention Basin. Beginning in 2023.	$300,000			$300,000	State/ Federal	X6

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
EASTON & MONROE: BRIDGES & CULVERTS							
Judd Road	Judd Road. Bridge over Mill River ($2 million project split with Monroe)	$2,091,357			$2,091,357	LOTCIP	X6
FAIRFIELD							
Bridges & Culverts							
Duck Farm Road	"0050-0220: Replace Bridge 04953 at Duck Farm Road over the Mill River."	$2,361,837			$2,361,837	Federal/ State	X6
Riverside Drive	Convert bridge to five culverts. Complex project also includes self regulating and flap tidegates, and additional sanitary sewer siphon bypass. Project is shovel ready and could be eligible for various infrastructure projects. A sidewalk network could run to Grasmere/CT-130 and Bridgeport's Black Rock pedestrian safety projects.		$7,885,448		$7,885,448	Federal/ State	X6
Various	Federal/State Local Bridge program. Six bridges with two planned for design currently.	$6,274,070	$6,758,956		$13,033,026	Federal/ State	X6
Drainage & Resilience							
Beach area	Evacuation route improvements. Raise Fairfield Beach Road, Beach Road, Reef Road and other low-lying local roads used for evacuation.	$1,822,405	$1,963,248	$2,312,606	$6,098,260	Federal/ State	X7
Beach area	Raise roads for flood resiliency.	$1,093,443	$1,177,949	$1,387,564	$3,658,956	Federal/ State	X7
US-1/ Fairfield Center	Drainage improvements: Would run from/ across/along Post Road to Pine Creek via Ruane Street, Sherman Street Sanford Street, Miller Street and Reef Road. Fairfield Railroad Station parking lot also affected. Potentially a small pump station. Project is in design.	$3,280,330	$3,533,847	$4,162,691	$10,976,868	Federal/ State	X6
US-1/ Fairfield Center	Implement resiliency measures to address flooding during rain events on Post Road/ US 1. These events potentially affect 20,000 vehicles per day. Includes green infrastructure measures. Project is in design.	$2,186,887	$2,355,898	$2,775,127	$7,317,912	Federal/ State	PD

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Various	Reduce flooding potential of roadways along roads fronting tidal areas, reduce flooding at RR and highway underpasses resulting in excessive detours, potential injury or death for vehicles driving though floodwaters. Increase awareness through signs, gates or gauges. These are also listed on Fairfield Regional Flood Hazard Mitigation Plan.	$1,045,678	$1,126,493	$1,326,951	$3,499,122	Federal/ State	X6
Various	Severe storms have resulted in erosion of undersized culverts and bridge spans. Perform hydrologic studies and investigate mitigation measures that won't harm down stream properties and roadways. Cost per study	$104,568	$112,649	$132,695	$349,912	Federal/ State	X6
Operations							
Various	Continue coordination with CTDOT to identify improvements for traffic signal operations and safety.					Federal/ State	X7
Various	Town owned signals (17): Create traffic signal management and maintenance plan. Upgrade 10-30 year old controllers, consider replacement of detection systems, upgrade 20+ yr old signal equipment. Investigate new span poles, or reuse existing ones, if in good condition.	$1,045,678	$1,126,493	$1,326,951	$3,499,122	Federal/ State	X7
Road Safety							
Fairfield Center	Implement various traffic signal and intersection improvements to improve traffic flow while enhancing pedestrian safety and maintaining the current supply of on-street parking.	$2,551,368	$2,748,548	$3,237,649	$8,537,564	Federal/ State	X7
MONROE							
Bridges & Culverts							
Pepper Street	Pepper Street/Brook Street bridge (84005) over the Pequonnock River		$5,632,463		$5,632,463	Federal/ State	X6
Various	Bridge replacements or upgrades as single projects or as a grouping of more than one bridge (miscellaneous roads, under 20' span bridges-culverts).	$5,228,392	$5,632,463	$6,634,754	$17,495,609	Federal/ State	X6

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Drainage & Resilience							
Garder Road	Road and drainage improvements (from Applegate Lane to Fan Hill Road, and from Fan Hill Road to Hammertown Road).	$2,614,196			$2,614,196	Federal/ State	X6
Hayes Street	Road and drainage improvements.		$2,816,231		$2,816,231	Federal/ State	X6
Israel Road	Road improvements (widening with drainage improvements to the Town line). Consider one-way traffic flow.			$3,317,377	$3,317,377	Federal/ State	PD
Old Coach Road	Road improvements (widening, vertical realignment, and drainage). Consider one-way traffic flow.	$2,614,196			$2,614,196	Federal/ State	PD
Stanley Road	Road and drainage improvements (from Judd Road to CT-59).	$2,614,196			$2,614,196	Federal/ State	X6
Intersections & Roadway							
Fan Hill Road and Hammer-town Road	Intersection Improvements (realignment and drainage).		$563,246		$563,246	Federal/ State	X7
CT-25 and Mill Street	Reconstruction of Mill Street with drainage improvements; also convert Mill street to one-way eastbound to reduce turning movement onto CT-25.			$6,634,754	$6,634,754	Federal/ State	NRS
SEYMOUR							
Intersections & Roadway							
CT-67 & CT-313	0124-0165: CT-67 and CT-113 spot improvements: Upgrade traffic signals, minor widening when necessary, intersection realignments, pedestrian and cyclist improvements, and access control. CT-67 from Swan Avenue to Franklin Street and CT-313 from CT-67 to Broad Street.	$9,690,000			$9,690,000	STBG	X7
CT-313	Minor widening from Haddad Road to Main Street to provide a consistent road width and a minimum of two-foot shoulders. Approximately 1.25 miles.		$2,508,000		$2,508,000	STBG	X6

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Operations							
CT-67	CT-67 signal upgrade: Interconnect and place under computer control along CT 67 from Oxford town line to Woodbury town line.		$3,192,000		$3,192,000	CMAQ	X8
SHELTON							
Bridges & Culverts							
CT-454	0126-0172: Rehabilitate Bridge 01602 over Indian Hole Brook.		$2,280,000		$2,280,000	Bridge	X6
CT-8	0126-0176: Rehabilitate Bridge 00571A (Commodore Hull) over CT-110 & Housatonic River.		$5,700,000		$5,700,000	NHBR	X6
Meadow Street	Bridge Replacement: Over Curtiss Brook, between Wheeler Street and Shelton Avenue.		$1,140,000		$1,140,000	Bridge	X6
Mohegan Road	Culvert Replacement: Over Harvey Pete Brook.	$855,000			$855,000	Bridge	X6
Walnut Tree Hill Road	Replace culvert over Farmill River.	$1,368,000			$1,368,000	Bridge	X6
Complete Streets							
CT-108	Shelton Avenue Sidewalks: Replace sidewalk on north side west of the Shelton Lakes Recreational Path parking lot, complete to Wooster Street.		$970,000		$970,000	Comm. Connect. (State)	X6
Intersections & Roadway							
CT-108	Reconstruct and realign intersection at Isinglass Road.		$3,192,000		$3,192,000	STBG	X7
CT-110	Realign and improve intersections at Beardsley Road, School Street and Birdseye Road.		$4,000,000		$4,000,000	STBG	X7
Booth Hill Road	Booth Hill Road: Spot reconstruction and improvements at various locations.		$2,850,000		$2,850,000	STBG	X6
Buddington Road	Buddington Road: Spot reconstruction and improvements at various locations.		$2,850,000		$2,850,000	STBG	X6

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Long Hill Cross Road	Spot reconstruction and improvements at various locations.		$2,850,000		$2,850,000	STBG	X6
Operations							
CT-110	Replace and upgrade signal equipment along CT-110 from Kneen Street to White Street; add SB left turn lane at Bridge Street.	$1,368,000			$1,368,000	CMAQ	X7
STRATFORD							
Bridges & Culverts							
Broad Street over Ferry Creek	Replacement of Structure: Involves replacing existing bridge/culvert and raising roadway profile at intersection of Ferry Blvd and Broad St. Flood hazard due to inundation at bridge results in significant flooding of up- land areas along Ferry Creek. Project may include renovation and upgrade of the adjacent stormwater pump-station on Ferry Creek.	$6,560,660			$6,560,660	Federal/ State	X6
Drainage & Resilience							
Access Road	Reconstruct Access road to accommodate an increase in road elevation and efficient transportation for the future redevelopment of the Stratford Army Engine Plant property. Project would include property acquisition, retaining walls and stormwater pump station to improve drainage in conjunction with elevated roadway.			$59,712,784	$59,712,784	Federal/ State	X7
Elm Street	Elm St: Increase roadway elevation and new culvert. Involves elevating the existing road grade, installing a new culvert, tide-gate, and constructing sections of retaining walls to create the new road grade.		$16,897,389		$16,897,389	Federal/ State	X7
Shore Road	Increase roadway elevation and new culvert. Involves elevating the existing road grade, installing a new culvert, self regulating tidegate, and constructing sections of retaining walls to create the new road grade.		$2,944,872		$2,944,872	Federal/ State	X7

Table C.1: Preservation Projects

LOCATION, FACILITY & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
TRUMBULL							
Bridges & Culverts							
Edison Road & Williams Road	Edison Rd & Williams Rd culvert rehab.	$1,934,505			$1,934,505	Federal/ State	X6
Various	0173-0415: Culvert rehab for 06750, 06768, 06778	$1,913,591			$1,913,591	Federal/ State	X6
TRUMBULL-BEACON FALLS							
Bridges & Culverts							
CT-8	Expand state Incident Management Systems to include CT-8 from Trumbull town line to Beacon Falls town line. Includes 24-hour monitoring, video surveillance, variable message signs & incident detection					CMAQ	X6

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
PRESERVATION:	$124,533,400	$164,023,737	$128,224,698	$416,781,834

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
ANSONIA							
Complete Streets							
CT-115 & CT-243	Division Street (CT-115) & CT-243: Improve alignment on existing intersection, including through movements and potential additional turn lanes. Add pedestrian and cyclist facilities as appropriate.		$2,280,000		$2,280,000	STBG	X7
CT-115	Main Street road diet study, between Maple Street and Bridge Street: Study potential for road diet, one-way pairing, parking, and cycling updates.	$570,000			$570,000	STBG	PD
East Main Street	East Main Street pedestrian improvement project: Will formalize on-street parking, and improve pedestrian access and mobility throughout the East Main Street corridor.		$1,560,000		$1,560,000	Comm. Connect. (State)	X6
State Street	South Cliff/State Street Safety Improvements: Pedestrian access and mobility improvements will help expand downtown, improve safety for pedestrians and micro-mobility users, assist downtown businesses, and further revitalization efforts within the city. State Street from Main Street to Pleasant Street and South Cliff Street from State Street to William Street.		$570,000		$570,000	LOTCIP (State)	X6
Greenway							
NRG	Ansonia Riverwalk/Naugatuck River Greenway (NRG), Northern Extension to Seymour: Completion of the NRG, connecting Downtown Ansonia (and by extension Downtown Derby and Shelton) to Downtown Seymour via the NRG.			$15,878,752	$15,878,752	TA	X6
Intersections & Roadway							
CT-334	Relocate CT-334 between Maple Street and Wakelee Avenue to a new alignment: will provide a direction connection between CT-8 at the exit 19 interchange and Downtown Ansonia.		$6,840,000		$6,840,000	STBG	NM

Text in bright blue & white indicate revisions to address comments from a March 31st, 2023 CTDOT/FHWA email.

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Road Safety							
Division Street @ Pershing Drive	Division Street at Pershing Drive: Improve intersection by creating truck aprons at corners to create a smaller safer intersection		$625,000		$625,000	Federal/ State	X7
BRIDGEPORT							
Complete Streets							
Downtown Bridgeport	0015-XXXX: Bridgeport Intermodal Center project. Includes new Water Street Dock access, enhanced signage/wayfinding, lighting, streetscape, harbor walk, pedestrian linkages, traffic calming, artwork, bicycle routes, and renovations to the rail station.	$6,232,627			$6,232,627	Federal/ State	X6
Various	Short- and long-term pedestrian enhancements	$6,378,419	$6,871,369	$8,094,122	$21,343,909	Federal/ State	X6
Greenway							
University Avenue	Green belt and resiliency corridor in the South End.		$11,779,489		$11,779,489	Federal/ State	X6
Highway							
CT-8 & CT-25	At the split between CT-8 and CT-25, three travel lanes carry CT-25 north while only two handle CT-8 traffic. Congestion occurs because of the higher traffic volumes on CT-8. Construct a third lane for CT-8 northbound from the split to the vicinity of off-ramp to CT-15.			$33,301,529	$33,301,529	Federal/ State	NM
I-95	Along the Southbound Approach to I-95: Reconstruct and modify to eliminate the weave section created by the entrance to CT-8/25 from Washington Avenue followed by the exit to Myrtle Avenue. The project will close the on-ramp from Washington Avenue and the off-ramp to Myrtle Avenue to eliminate traffic conflicts.			$20,813,455	$20,813,455	Federal/ State	NM
Intersections & Roadway							
CT-130	State Street (CT-130) two-way conversion, from CT-700 (Fairfield Avenue) intersection to Water Street.			$27,751,274	$27,751,274	Federal/ State	NM

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
CT-130	Stratford Avenue and Connecticut Avenue (CT-130) two-way conversion from Seaview Avenue to Bruce Avenue (planning study underway).			$27,751,274	$27,751,274	Federal/ State	PD
CT-700	0015-0368: Realign Lafayette Circle's large, irregular one-way configuration into several typical roadway intersections; Connect multiple city streets, CT-700, and CT-8 in addition to addressing safety, access, and operational concerns. Bidirectional traffic operations to the CT-8 will improve vehicular access; Pedestrian access improvements will also be made.	$12,548,141			$12,548,141	Federal/ State	CC
Seaview Avenue	Widen and reconstruct the existing New Haven rail line underpass and provide increased vertical clearance for Seaview Avenue. Include bike/ped facilities. Potentially create an underpass based on configuration of second rail station.			$27,751,274	$27,751,274	Federal/ State	X6
Seaview Avenue	0015-0371: Operational improvements to provide access for proposed Lake Success Business Park and future development. Reconstruct street approaches and install new traffic signals and turn lanes. Includes a linear park along the Yellow Mill Channel with bicycle and pedestrian pathways.	$16,054,963			$16,054,963	Federal/ State	NRS
Pedestrian Bridge							
Ash Creek	L015-0001: Ash Creek Pedestrian Bridge, between Black Rock Neighborhood and Fairfield Metro rail.	$5,044,198			$5,044,198	LOTCIP	X6
BRIDGEPORT, FAIRFIELD & STRATFORD: INTERSECTIONS & ROADWAY							
US-1	Construct intersection improvements, including minor widening and installing turn lanes, at various locations in Fairfield, Bridgeport and Stratford.		$11,779,489	$13,875,637	$25,655,126	Federal/ State	X7
BRIDGEPORT, FAIRFIELD, STRATFORD & TRUMBULL: COMPLETE STREETS							
Old Town Road (Jefferson in Fairfield & Broadbridge in Stratford)	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 concept.		$10,601,540		$10,601,540	Federal/ State	X6

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
DERBY							
Complete Streets							
CT-34	Derby Greenway Connection: Construct a bike/ped connection on CT-34 between the Derby Greenway and the Derby-Shelton rail station. Will improve station access for residents on Shelton and Downtown Derby to the station. From CT-8 NB to Pershing Drive.			$10,071,463	$10,071,463	Comm. Connect. (State)	X6
Highway							
CT-8	Relocate and reconstruct CT-8 NB on-ramp: Currently covers and limits access to the Derby/Shelton station.			$15,000,000	$15,000,000	State/ Federal	X7
Intersections & Roadway							
CT-8	0036-0179: CT-8, reconstruct interchanges 16 and 17 and extend Pershing Drive: Increase access between the Pershing Drive commercial district and Downtown Derby through reconnecting local roads. Reconfigure existing CT-8 interchanges to provide safer and more consistent access. Preliminary design completed.			$91,200,000	$91,200,000	NHPP	CC
EASTON							
Air Quality							
EV Charging Stations	Town-wide EV charging stations. Town Hall/Police HQ/Library (Center Street), senior center, middle school, firehouse, EMS, public works garage	$522,839			$522,839	State/ Federal	X6
Bridges & Culverts							
Rockhouse Road	Rockhouse Road. New bridge			$2,653,901	$2,653,901	State/ Federal	X6
Complete Streets							
Center Road from CT-59 to CT-136	Center Road from CT-59 to CT-136. Marked bike lanes in shoulders for approx. 1.4 mile.; Some roadway widening to accommodate; travel lane width 10 feet; bike lane width 4 feet (3 foot min); total paved roadway width 28 foot.	$522,839			$522,839	State/ Federal	X6

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
CT-59	6-8 foot multi-use and ADA compliant path on CT-59 from Flat Rock Road to Keller Middle School to Town Center (at Center Road). The trail would continue along Center Road to the Town Hall/Library, then from Morehouse Road to Staples Elementary school, and from Banks Road to the Town Center. Will connect students with safe access from home to school by walking/biking.		$1,351,791		$1,351,791	State/ Federal	X6
CT-59	Implement Complete Streets at Town Center (CT-59 at Center Road) to include pedestrian enhancements, bicycle facilities, streetscapes, ADA compliant features and traffic calming measures.	$984,099			$984,099	State/ Federal	X6
Road Safety							
CT-136 @ Orchard Lane	CT-136 at Orchard Lane. Intersection / sight line; currently poor sightline due to roadway geometry			$1,990,426	$1,990,426	State/ Federal	X7
CT-59 @ Center Road/ Banks Road	CT-59 at Center Road/Banks Road. Intersection realignment; currently poor intersection alignment leading to high crash rate	$522,839			$522,839	State/ Federal	X7
CT-59 @ CT-136	CT-59 at CT-136. Intersection / poor vertical alignment / reduce paved area; poor sightlines due to vertical alignment at approaches/ large paved area		$1,126,493		$1,126,493	State/ Federal	X7
CT-59 @ Judd Road	CT-59 at Judd Road. Intersection / sight line; currently poor sightline due to road-way geometry	$1,640,165			$1,640,165	State/ Federal	X7
South Park Avenue @ Flat Rock Road	South Park Avenue at Flat Rock Road. Inter-section / sight line; currently poor sightline due to roadway geometry		$563,246		$563,246	State/ Federal	X7
South Park Avenue @ Tersana Drive	South Park Avenue at Tersana Drive. Intersection / sight line / vertical roadway alignment; Poor intersection alignment; poor vertical alignment on South Park Avenue.		$1,126,493		$1,126,493	State/ Federal	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
FAIRFIELD							
Complete Streets							
CT-130	Improve pedestrian/bicycle access, safety and visual appearance of the Grasmere Neighborhood. Covers Post Road, Grasmere Avenue, Kings Highway East, and Post Road "jughandle," from the US-1 rotary to the Bridgeport city line. Based on a 2017 RSA.	$3,137,035			$3,137,035	State	X6
Fairfield Woods Road, Woodridge and Stillson	Fairfield Woods, Woodridge, Stillson & Farist intersection improvement. Mostly completed. Add sidewalk to Fairfield Woods Road and look at Woodridge, Fairfield Woods & Stillson intersection. This project is partially completed but can tie into projects proposed for Black Rock Turnpike.	$627,407			$627,407	Federal/ State	X7
King's Highway	Phase 3 pedestrian improvements on Kings Highway. Continues previous project from Villa Avenue to Bridgeport line.	$4,182,714			$4,182,714	State	X6
Stratfield Road & Jefferson Street area	Transit, pedestrian, improvements. Upcoming Sacred Heart University expansion could have a major impact on roadway, sidewalk and transit (GBT/SHU) network.	$2,186,887			$2,186,887	Federal/ State	X6
US 1- Center to Pease, including Old Post Road	Southport section 2. Narrow excessive pavement width, enlarge adjacent grass islands, sidewalks, update area which hasn't changed since 1960s.		$2,252,985		$2,252,985	Federal/ State	X6
US-1, Westport line to Rennell Drive	Complete Street features in Southport. Includes combining confusing traffic islands by eliminating some access lanes, realigning intersections, reducing excessive pavement width, bike lanes, increased green infrastructure, landscaping, streetscape, transit and pedestrian improvements. The Town was recently awarded a Community Connectivity grant to jump start this long term project. Recommendations based on a 2017 RSA. Currently funded through State Community Connectivity Program	$4,373,773			$4,373,773	State	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Various	Bicycle and pedestrian improvements throughout Town at signalized intersections. Many local roads at state road intersections lack pedestrian indications, signals, ADA ramps and other bike/ped safety measures. Install ped signals, crosswalks at local streets and a few state road approaches.	$522,839	$563,246		$1,086,085	Federal/ State	X6
Various	Bicycle and pedestrian improvements throughout Town. Implement recommendations from Fairfield's Bicycle and Pedestrian Plan. Include replacing 40 yr old streetscape with new sidewalks, ramps and ped amenities.	$437,377	$471,180		$908,557	Federal/ State	X6
Various	Bicycle and pedestrian improvements throughout Town. Implement recommendations from Fairfield's Bicycle and Pedestrian Plan. This should include additional sidewalks, bike routes, bike lanes aiming for University areas, shoreline routes, Stratfield Road, Southport and Greenfield Hill areas.	$261,420	$281,623		$543,043	Federal/ State	X6
Drainage & Resilience							
South Benson	South Benson - Fairfield Beach Road Dike. Option to protect roads rather than raising them.		$11,779,489		$11,779,489	Federal/ State	X6
South Benson	Storm system improvements associated with proposed pump station. Would expedite road drainage.		$8,245,643		$8,245,643	Federal/ State	X6
Highway							
CT-15	Interchange 46: Realign, lengthen and relocate ramps to provide a more efficient connection with Congress Street and CT-59, as well as the service area. SB ramps consist of short ramps segments, with the exiting movement along a tight radius loop ramp and the entering movement along a short on-ramp that is stop controlled. Complicating exiting and entering is the proximity of the slip ramps for the rest area.			$27,751,274	$27,751,274	Federal/ State	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
US-1 & Black Rock Turnpike	Interchange 24 of I-95: Reconstruct and reconfigure the southbound on-ramp and the northbound off-ramp and eliminate US-1 traffic circle.			$52,727,421	$52,727,421	Federal/ State	X7
Mill Plain Road	Widening/addition of lane to southbound approach from I-95 ramps to US-1. Could involve underpass reconstruction, signal/ intersection realignment. This project is conceptual.			$41,626,911	$41,626,911	Federal/ State	PD
Intersections & Roadway							
CT-58	Widen Black Rock Turnpike transition from two lanes to four in area of Samp Mortar to Tahmore Drive (2 lanes in each direction)	$2,485,397			$2,485,397	Federal/ State	NM
Road Safety							
Sturges Highway	Sturges Highway at CT-136: Sight distance improvements. Would involve ROW acquisitions and grade change of intersection. Residents from 3-4 towns sensitive to drastic change in roadway.		$2,355,898		$2,355,898	Federal/ State	X7
Various	Stratfield Road Safety improvements. Implement measures along Stratfield Road, Wilson Street and Church Hill Road from Stratfield Road Safety Audit and neighborhood requests. New and replacement sidewalks, T intersections, intersection area and radii reductions, ped signal improvements, ADA ramps, wider sidewalks, potential road closures, pocket parks etc.	$1,045,678	$1,126,493		$2,172,171	Federal/ State	X7
Various	Various safety improvements using effective safety counter measures new or relative new to Fairfield. Proven safety measures such as mini roundabouts, tighter radii at intersections. Additional signage, raised intersections, crosswalks, Chicanes, bulbouts, etc.	$365,987	$394,272		$760,260	Federal/ State	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
MONROE							
Intersections & Roadway							
Barn Hill Road & Israel Road	Intersection Improvements (reduce overall width of Israel Road at intersection and align at 90° angle with Barn Hill Road).	$1,045,678			$1,045,678	Federal/ State	X7
CT-25 & Victoria Drive	Intersection improvements (widening, signal upgrade, add turning lanes).	$1,664,767			$1,664,767	Federal/ State	X7
CT-111, Fan Hill Road, Moose Hill Road,	Realign intersection/s to form 90° angles with Route 111.		$3,379,478		$3,379,478	Federal/ State	X7
Old Zoar Road, a& CT-111	Realign intersection to form 90° angle with CT-111, separate from East Village Road.			$1,990,426	$1,990,426	Federal/ State	X7
Operations							
Church Street & CT-111	Provide traffic signal with turning lanes and/or bypass striping, radii improvements, and vertical realignment (for sight line) on CT-111 north of the intersection.			$3,317,377	$3,317,377	Federal/ State	X7
Fan Hill Road	Abandon Fan Hill Road between Church Street and Route 111; Extend drives on Fan Hill; Implement in conjunction with new signal at Church Street and CT-111.		$563,246		$563,246	Federal/ State	NRS
Road Safety							
CT-110 & Moose Hill	Intersection safety improvements at Route 110 & Moose Hill Road	$1,045,678			$1,045,678	Federal/ State	X7
CT-110 & Old Tavern Road	Intersection safety improvements at Route 110 & Old Tavern Road	$1,045,678			$1,045,678	Federal/ State	X7
CT-110 & Wheelers Road	Intersection safety improvements at Route 110/Shelton Road & Wheelers Road	$1,077,284			$1,077,284	LOTCIP (State)	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
CT-111 & Bagburn Road	Realign intersection to form a 90 degree intersection, improve sight lines.		$1,689,739		$1,689,739	Federal/ State	X7
East Village Road, & CT-111	Intersection, sight line, and grade improvements.		$2,816,231		$2,816,231	Federal/ State	X7
Judd Road & Stanley Road	Intersection Improvements (reduce intersection size and radii, align at 90° with Judd Road, add drainage, and include signage and guide rail safety measures).			$3,317,377	$3,317,377	Federal/ State	X7
SEYMOUR							
Complete Streets							
Church Street	Connect sidewalks from the library to CT-67.		$171,000		$171,000	Comm. Connect. (State)	X6
CT-115 & Deforest Street	Main Street (CT-115) and Deforest Street pedestrian improvements: Adjustments to pavement to normalize grades between sidewalk and roadway and allow for installation of ADA compliant crossings over Deforest Street.	$285,000			$285,000	Comm. Connect. (State)	X6
CT-67 & CT-313	CT-67 and CT-313: Pedestrian and sidewalk Improvements, including completing gaps in the section along CT-67 from the Oxford town-line to North Street.		$741,000		$741,000	Comm. Connect. (State)	X6
Greenway							
NRG	Naugatuck River Greenway: As part of the CT-42/CT-67 connector road project, construct extension from Beacon Falls to Downtown Seymour.		$3,876,000		$3,876,000	TA	X6
Highway							
CT-8	Exits 19 and 21: Realign SB lanes between exits 19 and 21 and modify interchange. Preliminary design completed.			$23,558,979	$23,558,979	NHPP	X7
CT-8	Construct new SB on-ramp at interchange 22. Preliminary design completed.		$8,379,000		$8,379,000	NHPP	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Intersections & Roadway							
CT-115	Intersection realignment at Pearl Street and Maple Street. Repair retaining wall between Maple Street and Main Street		$7,182,000		$7,182,000	STBG	X7
CT-334	CT-334 (Southwest Road) Realignment at Fountain Lake Road		$2,280,000		$2,280,000	STBG	X7
CT-34 @ CT-188	Reconstruct and widen intersection, including adding turn lanes and improving sight lines.		$3,648,000		$3,648,000	STBG	X7
CT-67	CT-67: Reconstruct intersection to eliminate skewed angles at Silvermine Road and Chatfield Street.		$2,622,000		$2,622,000	STBG	X7
CT-728	Derby Avenue (CT-728) at Cedar Street: Improve intersection alignment, including improvements to ramps at Interchange 21.			$7,923,000	$7,923,000	STBG	X7
New Road	CT-42 and CT-67 connector: Construct new connector arterial between CT-42 in Beacon Falls and CT-67 in Seymour on the west side of the Naugatuck River. Includes construction of adjacent section of Naugatuck River Greenway	12,768,000			$12,768,000	FHWA	NM
Pedestrian Bridge							
NRG	Naugatuck River Greenway: Improve downtown streetscape and construct a pedestrian bridge over the Naugatuck River at the Tinque Dam.		$5,130,000		$5,130,000	TA	X6
Road Safety							
CT-313	CT 313 at Clinton Road: Upgrade intersection with a modern roundabout to replace an existing dangerous Y.		$1,539,000		$1,539,000	STBG	X7
CT-67 @ CT-313	CT-67 and CT-113 roundabout: Increased intersection capacity, and improved vehicular/pedestrian safety.	$5,000,000			$5,000,000	Federal/ State	X7
CT-8	CT-8, exit 22 SB ramp improvements, Improve sightlines for traffic entering CT-67 .			$3,000,000	$3,000,000	Federal/ State	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
SHELTON							
Bridges & Culverts							
CT-108	Widen bridge carrying Shelton Avenue over unnamed stream.			$2,150,000	$2,150,000	Bridge	X6
Complete Streets							
Canal Street	Shelton River Walk: Extend river walk along Canal Street West; construct pedestrian improvements on Wooster Street and provide connections into Riverview Park.		$4,000,000		$4,000,000	TA	X6
Canal Street	Shelton River Walk: Widen Canal Street and install various pedestrian/bicycle facilities and amenities.		$2,400,000		$2,400,000	TA	X6
CT-110	Downtown Shelton road diet: Construct pedestrian and streetscape enhancements along CT-110 and Bridge Street.		$1,368,000		$1,368,000	Comm. Connect. (State)	X6
Highway							
CT-8	Construct new SB on-ramp at interchange 11. Preliminary design completed			$4,711,796	$4,711,796	NHPP	X7
CT-8	Reconstruct and realign ramps at Interchange 14, including new entrance from CT-110. Convert interchange to single-point urban interchange.			$22,515,000	$22,515,000	NHPP	X7
Intersections & Roadway							
CT-714	CT-714/Bridgeport Avenue: Widen to provide a consistent 4-lane cross section with turn lanes from Trumbull town line to Constitution Boulevard. Includes advance traffic signal system & access management.			$17,670,000	$17,670,000	STBG	NM
Walnut Tree Hill Road	Minor widening to provide minimum two-foot shoulders; spot reconstruction and Improvements at various locations including at the intersection with Ripton Road. From Isinglass Road to CT-110		$9,861,000		$9,861,000	STBG	X7
Operations							
CT-714	Center Street & Long Hill Avenue: Add turn lanes and replace traffic signal equipment.		$2,052,000		$2,052,000	STBG	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Roundabout							
Huntington Street & Commerce Drive	Huntington Street and Commerce Drive: Construct a roundabout at intersection			$1,539,000	$1,539,000	STBG	X7
STRATFORD							
Complete Streets							
CT-130	Lordship Boulevard Complete Street Implementation	$1,822,405	$1,963,248	$2,312,606	$6,098,260	Federal/ State	X6
CT-130	Stratford Avenue Complete Street Implementation	$1,822,405	$1,963,248	$2,312,606	$6,098,260	Federal/ State	X6
Honeyspot Road	Honeyspot Road Complete Street Implementation	$1,822,405	$1,963,248	$2,312,606	$6,098,260	Federal/ State	X6
US-1	Barnum Avenue Complete Street Implementation	$1,822,405	$1,963,248	$2,312,606	$6,098,260	Federal/ State	X6
Drainage & Resilience							
Various	Daylighting of watercourses throughout Town and add in multiuse paths with amenities adjacent to the newly exposed watercourse. The Town looks to focus on portions of Bruce Brook, Long Brook and area of the South End to mitigate flooding and improve resiliency on roadways and neighborhoods prone to flooding.	$21,868,865	$23,558,979	$27,751,274	$73,179,118	Federal/ State	X6
Greenway							
HRG	Housatonic River Greenway (HRG). Park Path/Greenway Planted Revetment. Construct a shoreline revetment with low berm, connecting to the existing Stratford Army Engine Plant levee.		$8,245,643		$8,245,643	Federal/ State	X6
HRG	Housatonic River Greenway (HRG). 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.	$3,644,811	$3,926,496	$4,625,212	$12,196,520	Federal/ State	X6

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
RR spur line	Redevelop inactive RR spurline from Stratford Avenue to Long Beach Boulevard. Project includes acquisition of ROW, potential reactivation of part of the Spur in conjunction with an elevated rails to trails project along part of the line to facilitate coastal resiliency.			$66,347,537	$66,347,537	Federal/ State	NRS
Highway							
I-95	Interchanges 31 and 32: These two interchanges are close together, with all ramps intersecting with local roads. To reduce the number of ramps and provide separation of the interchanges, consider consolidating these interchanges and relocating and constructing a new diamond interchange at Route 130. The new interchange would be located between the existing ramps.	$24,055,752	$25,914,877	$30,526,401	$80,497,030	Federal/ State	CC
Multimodal Planning							
Various	Prepare a detailed long-term multimodal transportation plan to increase efficiency in travel through a series of projects and initiatives.	$156,852			$156,852	Federal/ State	PD
Road Safety							
CT-108	Construct intersection improvements at CT-108 (Nichols Avenue), Connors Lane and Second Hill Lane, including safety improvements and realignment.	$1,093,443			$1,093,443	Federal/ State	X7
Roundabout							
CT 130	Streetscape plan: Improvements to exit 31 and Honeyspot Road interchange. Add a roundabout at Stratford Avenue, Honeyspot Road & South Avenue intersection (roundabout is in final design/L138-0001).	$5,919,844			$5,919,844	LOTCIP	X7
TRUMBULL							
Complete Streets							
CT-111 & Whitney Avenue	Install traffic light at the intersection of CT-111 and Whitney Avenue. Includes a Complete Street concept with sidewalks to connect major commercial development to residential developments.	$656,066			$656,066	Federal/ State	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
CT-127 & Quality Road"	Trumbull Center Corridor Improvements: partial road diet, multi-use path, road diet, adjust signal timings, realign Taits Mill Road, enhanced transit/bike/ped connections			$8,475,759	$8,475,759	Federal/ State	X7
Daniels Farm Road	Daniels Farm Road Improvement: Roadway widening to provide a uniform 32-foot road with turn lanes, pedestrian sidewalk and a bike lanes.		$15,770,896		$15,770,896	Federal/ State	X7
Greenway							
PRT	Pequonnock River Trail (PRT) connection from Commuter parking lot on White Plains Road to Twin Brooks park.	$1,516,234			$1,516,234	TA	X6
PRT	Install extension from the Pequonnock River Valley to commercial developments in the vicinity of Town Hall (Route 127/ Church Hill Road).		$2,355,898		$2,355,898	Federal/ State	X6
PRT	Trail connection between Dunellen Road to Pequonnock River Trail (PRT).	$1,045,678			$1,045,678	Federal/ State	X6
PRT	Trail connection from Pequonnock River Trail (PRT) to Indian Ledge park and install a parking lot.			$2,653,901	$2,653,901	Federal/ State	NRS
PRT	Walking bridge over the Pequonnock River to connect Unity Park to the PRT near CT-15. The PRT was recently extended across CT-15 to connect through Quarry Road and extends into Bridgeport.		$2,355,898		$2,355,898	Federal/ State	X6
Highway							
CT-25	CT-25 at Whitney Avenue: Construct an interchange to provide access to and from Whitney Ave and divert some traffic from Daniels Farm Road.			$15,283,707	$15,283,707	Federal/ State	CC
Intersections & Roadway							
CT-127 & CT-734	Intersection improvements- signal timing, bike/ped crossings and potential realign-ments		$1,740,811		$1,740,811	Federal/ State	X7
Trefoil Drive	Provide Eastbound Right Turn Lane on Trefoil Drive, at CT-111	$85,289			$85,289	Federal/ State	X7

Table C.2: Improvement Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING					AQ
		1-4	5-10	11-27	Total	Source	
Operations							
CT-127 & Quality Road	Install traffic light at the intersection of CT-127 and Quality Road. Connects 2 commercial areas, as well as a planned extension of the PRT.		$942,359		$942,359	Federal/ State	X7
Parking							
CT-111 - Trefoil Plaza	Develop commuter lot on town-owned land behind CTDOT Maintenance Facility for PRT and Trefoil Plaza overflow parking.		$1,126,493		$1,126,493	Federal/ State	NRS
PRT	Install parking lots at various locations.		$471,180		$471,180	Federal/ State	NRS
Road Safety							
CT-108 & Unity Road	CT-108 (Shelton Road)/Unity Road inter-section Intersection improvements	$5,228,392			$5,228,392	Federal/ State	X7

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
IMPROVEMENTS:	$167,140,575	$242,505,956	$674,845,884	$1,084,492,414
PLANNING STUDIES (NEXT PAGES)	$29,833,193	$72,223,695	$66,378,159	$168,435,048
ALL IMPROVEMENTS +PLANNING STUDIES	$196,973,769	$314,729,651	$741,224,043	$1,252,927,462

Text in bright blue & white indicate revisions to address comments from a March 31st, 2023 CTDOT/FHWA email.

Table C.3: Black Rock Turnpike Safety Study, Fairfield

Funding is anticipated as a mix of federal and state sources. **Click here to review the study.**

IMPROVEMENT TYPE, LOCATION & PROJECT DESCRIPTION		YEARS 1-4	YEARS 5-10	AQ
Complete Streets				
CT-58, Shoprite to Stillson Road	Narrow CT-58 to one through lane in each direction. Offset ShopRite and CVS plaza accesses. Restrict left-turn out access with median; provide full access for plazas with median U-turn. Provide pedestrian refuge island and bus pull-out.		$2,252,985	CC
CT-58, Old Navy to Fairfield Woods Road	Narrow CT-58 to one through lane in the southbound direction. Restrict left-turn access with median and provide a left-turn pocket to relocated shared driveway for Fairfield Woods Plaza and Duchess. Realign and shorten pedestrian crossings. Formalize left lane southbound as a dedicated left-turn lane		$4,505,970	NM
CT-58 & Stillson Road	Provide median south of intersection of CT-58 and Stillson. Realign and shorten pedestrian crossings. Provide dedicated right-turn lane on Stillson EB and WB approach.		$3,379,478	X7
Intersections & Roadway				
CT-58 & Burroughs Drive	Reduce CT-58 to one travel lane in each direction, provide adequate shoulder width to allow passing of left-turning vehicles.		$3,151,013	CC
Roundabout				
CT-58, Moritz Place & Whitewood Drive	Provide a 4-leg single-lane roundabout: Modify access with Moritz Place and CT-58 to be right-in/right-out access preceding roundabout. Remove access from CT-58 to Whitewood Drive (keep access to CT 58 from Whitewood Drive). Pedestrian crossings on all corners with warning signage and potential pedestrian activated systems.		$6,758,956	CC
CT-58 between Burroughs Drive & Katona Drive	Provide a four-leg single-lane roundabout with a right-turn bypass lane for SB approach at Katona Drive/Burroughs Road. Realign EB approach and widen the WB approach and dedicated left-turn lane. At the NB approach, modify at Burroughs to be one through lane with one dedicated right-turn lane. Install exclusive pedestrian phase with directional pedestrian crossings at Burroughs and pedestrian crossings on all corners with warning signage & potential pedestrian activated systems.		$5,889,745	CC
CT-58, Stillson Road to Old Navy to Fairfield Woods Road	Restrict left-turn access with median and remove some driveway access. Provide a four-leg roundabout with two NB through lanes and a right-turn bypass for the SB approach. Include pedestrian crossings on all corners with warning signage and potential pedestrian activated systems as well as a bus pull-out to allow layover of GBT bus.	$4,173,673		X7

YEARS 1-4:	YEARS 5-10:	TOTAL:
$4,173,673	$25,938,147	$30,111,820

Table C.4: Post Road Circle Study, Fairfield

Funding is anticipated as a mix of federal and state sources. **Click here to review the study.**

IMPROVEMENT TYPE, LOCATION & PROJECT DESCRIPTION		YEARS 1-4	AQ
Complete Streets			
US-1 from Benson Road to Old Post Road	Realign Belmont Street to reduce the angle of the intersection. Add sidewalk on Belmont. Reduce or modify curb cuts along US-1.	$3,581,448	X7
CT-130 from Kings Highway to Shoreham Village Drive	Road diet along CT-130. At the Post Road "Jughandle"/Post Road Frontage Road, convert to one-way westbound traffic. "T-up" the Kings Highway and CT-130 intersection with the Circle Hotel driveway.	$1,856,079	NM
Roundabout			
US-1 & CT-130 traffic circle	Alternative 1: Modern, peanut-shaped roundabout at the intersection of US-1 and CT-130. Alternative 2: Eliminate the traffic circle and realign to form a signalized intersection. This alternative is estimated at $4.1 million (2021).	$9,123,544	X7
		TOTAL:	
		$14,561,071	

Table C.5: CT-25 & CT-111 Study, Monroe & Trumbull

Funding is anticipated as a mix of federal and state sources. **Click here to review the study.**

LOCATION, IMPROVEMENT TYPE, & PROJECT DESCRIPTION		YEARS				AQ
		1-4	5-10	11-27	Total	
MONROE						
Intersections & Roadway						
CT-111, from Purdy Hill Road to Elm Street	Minor widening of Monroe Turnpike (CT-111) with turn lanes at key intersections from the vicinity of Purdy Hill Road to Elm Street. Includes widening on the Elm Street approaches: exclusive left, exclusive through, and an exclusive right turn lane.	$1,498,291			$1,498,291	X7
CT-111, Cross Hill Road to Fan Hill Road	Minor widening of Monroe Turnpike (Rte 111) to a 32-foot cross section with drainage improvements from Cross Hill Road to Fan Hill Road.		$3,586,855		$3,586,855	X6
CT-25 at Pond View Plaza/Judd Road/ Purdy Hill Road	Standard Widening: Additional Southbound through lane; Widening on Purdy Hill Rd and Judd Rd for an exclusive left, exclusive through, and an exclusive right turn lanes.	$9,544,666			$9,544,666	CC
Operations						
CT-111 at Purdy Hill Road	Revised phasing for CT-111 Southbound protected- permitted left turn (currently permitted only). Lengthen westbound left turn lane to accommodate design queue and provide east- bound right turn lane on Purdy Hill Road.		$1,195,618		$1,195,618	X7
Purdy Hill Road at Cutlers Farm Road	Install traffic signal control.		$1,315,180		$1,315,180	X7
Road Safety						
CT-25 & Brook Street	Clear/regrade adjacent to intersection to improve sight distance. Realign Brook Street approach to be perpendicular with CT-25.		$5,858,529		$5,858,529	X7
CT-25 at Crescent Place	Eliminate majority of traffic exiting Crescent Place at the south intersection to avoid conflicts with Victoria Drive intersection. Reconfigure north intersection to allow for better turning movements.	$55,492			$55,492	X7
CT-25 at Old Turnpike	Realign ends of roadway for improved geometry and sight lines		$239,124		$239,124	X7

Table C.5: CT-25 & CT-111 Study, Monroe & Trumbull

Funding is anticipated as a mix of federal and state sources. **Click here to review the study.**

LOCATION, IMPROVEMENT TYPE, & PROJECT DESCRIPTION		YEARS				AQ
		1-4	5-10	11-27	Total	
MONROE & TRUMBULL						
Complete Streets						
CT-111 & CT-25	Sidewalk and streetscape improvements, cross walks and ADA ramps, driveway curb cut reductions and realignment improvements, add interconnects between properties. Cost included in conjunction with recommended projects.	Cost can be included in conjunction with recommended projects.				X7
Intersections & Roadway						
=CT-25	Major widening of Main Street (Rt 25) to four lanes with turn lanes at major intersections from the end of the divided section north of Route 111 to the Monroe-Newtown town line. Does not include segment between Judd & Purdy Hill Rd and Brook St in Monroe; Widening could occur as other recommended projects are implemented.	Cost can be included in conjunction with recommended projects.				CC
TRUMBULL						
Intersections & Roadway						
CT-111 & CT-25	Intersection Alternatives - Single Point Urban Interchange (SPUI, cost indicated). Quadrant Roadway with Left-Turn Prohibition at the Route 25 and Route 111 Intersection."		$26,901,409	$31,688,486	$58,589,895	X7

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
	$11,098,449	$39,096,714	$31,688,486	$81,883,649

Table C.6: CT-110 Study, Stratford

Funding is anticipated as a mix of federal and state sources. **Click here to review the study.**

LOCATION, IMPROVEMENT TYPE, & PROJECT DESCRIPTION		YEARS				AQ
		1-4	5-10	11-27	Total	
Intersections & Roadway						
CT-110	Main Street/Putney Intersection Improvements, Main St to CT-15NB ramps.		$1,781,581		$1,781,581	X7
CT-110	After the Sikorsky Gate #1 intersection realignment and traffic signal removal (completed 2020), widen CT-110 to the west for a northbound left turn lane between Navajo Ln and Oronoque Ln and a southbound through-right turn lane starting south of Oronoque Ln and ending in an exclusive right turn lane onto CT-15 southbound entrance ramp. Includes increasing storage for turn lanes on CT-15 southbound off ramp and on CT-110 northbound on ramp to CT-15 southbound. Sikorsky Gate 1 to Merritt SB exit ramp.			$5,890,838	$5,890,838	X7
CT-110	Alltown Mobil / Oronoque Plaza Area Improvements		$518,846		$518,846	X7
CT-110	CT- 110 (Main Street) at Sikorsky Gate #2 and Warner Hill Road Intersection Improvements		$500,093		$500,093	X7
CT-15 & CT-110	CT-15 NB Ramps Intersection Improvements			$2,172,247	$2,172,247	X7
Greenway/Complete Streets						
CT-110, Putney to Warner Hill	CT-15 interchange area: Pedestrian and bike accommodation, including a shared use path. Tunnel option.			$6,951,189	$6,951,189	X6

YEARS 5-10:	YEARS 11-27:	TOTAL:
$2,800,520	$15,014,274	$17,814,794

Table C.7: Complete Streets, Stratford

Funding is anticipated as a mix of federal and state sources. **Click here to review the study.**

LOCATION, IMPROVEMENT TYPE, & PROJECT DESCRIPTION		YEARS				AQ
		1-4	5-10	11-27	Total	
Ferry Boulevard/ CT-130: Main Street to I-95 x33 off-ramp.	Narrow travel lanes, add buffered sidewalks to both sides of the street, install a two-way bike lane separated by a vegetated buffer, add ADA compliant crossings and bike/ped safety enhancements, and install green infrastructure, and install traffic calming elements.			$7,201,550	$7,201,550	X6
Broad Street: Ferry Boulevard W to Linden Avenue	On Broad St., install 10 ft wide multi-use path on the south side, add a buffered sidewalk to the north side and add ADA compliant crossings. On W. Broad St., narrow travel lanes to provide space for 6 ft east and west bound bike lanes, expand sidewalks under I-95 into 10 ft multi-use paths, add ADA compliant crossings and bike/ped safety enhancements.			$1,914,522	$1,914,522	X6
Main Street/ CT-113: E. Broadway to Stratford Avenue	Narrow travel lanes, add buffered bike lanes, expand sidewalks, add ADA compliant crossings and add bike/ped safety enhancements. Project is in progress and funded for 2023 ($2.2M).				NA	X6
Main Street/ CT-113: E. Broadway Street to Barnum Avenue	Narrow Main St. from 4 lanes to 3, add buffered bike lanes, expand sidewalks and increase landscaped buffer, add ADA compliant crossings and bike/ped safety enhancements, install green infrastructure and install traffic calming elements. Currently being implemented as a LOTCIP funded project.			$3,239,961	$3,239,961	X6
Main Street/ CT-113: Barnum Avenue to Fenelon Place	Narrow Main St. from 4 lanes to 3, add buffered bike lanes, expand sidewalks and increase landscaped buffer, add ADA compliant crossings and bike/ped safety enhancements, install green infrastructure and install traffic calming elements. Potential realignment of Huntington Rd. Project is currently funded through LOTCIP.		$4,388,315		$4,388,315	X6
Nichols Avenue/ CT-108: Barnum Avenue to Lincoln Street	Complete Street Implementation: Install separated bicycle and pedestrian facilities where space allows. In constrained areas, merge facilities into a multi-use path. Add ADA compliant crossings and bike/ped safety enhancements, and install green infrastructure and install traffic calming elements.			$7,319,366	$7,319,366	X6

YEARS 5-10:	YEARS 11-27:	TOTAL:
$4,388,315	$19,675,399	$24,063,714

Table C.8: Major Projects

LOCATION, IMPROVEMENT TYPE & PROJECT DESCRIPTION		YEARS & FUNDING				AQ
		1-4	5-10	11-27	Total	
ANSONIA						
CT-334	Franklin Street Drainage upgrades and maintenance: Improvements and outlet protection.	$5,000,000			$5,000,000	X6
BRIDGEPORT & FAIRFIELD						
I-95	I-95 Capacity and Safety Improvements - Exits 19-27A PD, Northbound Widening Phase 1 - Rt. 8 Connector Phase 2 - Exits 19-25 (PEL Recommendations)	$96,296,296	$144,444,444	$409,259,259	$650,000,000	NM
DERBY, ANSONIA & SEYMOUR						
CT-8	0036-0203: CT-8 RBC Project Resurfacing, bridge rehab, and safety improvements (MP 12.925 - MP 19.355); D-B Contract.	$80,200,000			$80,200,000	X6
MONROE & OXFORD						
CT-34	0084-0114 Replace bridge 01843 over the Housatonic River (Stevens Dam Bridge).		$70,250,000		$70,250,000	NM
STRATFORD						
MNR/ US-1	0138-0245: Replace bridges (00326) over Metro North railroad.	$10,910,000			$10,910,000	X6
EXPRESSWAYS						
Noise Wall Replacement Program (TAM) - Replace existing poor condition noise walls.						X6
VARIOUS						
Culvert Replacement Program (TAM) - Replace existing poor condition culverts.						X6
Retaining Wall Program (TAM) - Replace or Repair existing poor condition retaining walls.						X6

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
	$192,406,296	$214,694,444	$409,259,259	$816,360,000

Table C.9: Programmed Project List, Bus Transit

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
Greater Bridgeport Transit: Systemwide						
Fixed bus replacement - battery electric buses.	$8,148,148	$12,222,222	$34,629,630	$55,000,000	State/Federal	X6
Infrastructure improvements to accommodate electric vehicles and bring facility up to state of good repair.	$24,353,704	$36,530,556	$103,503,241	$164,387,500	State/Federal	X6
Valley Transit: Systemwide (Ansonia, Derby, Shelton & Seymour)						
Infrastructure improvements to accommodate electric vehicles and bring facility up to state of good repair.	$3,975,000	$3,975,000		$7,950,000	State/Federal	X6

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
BUS:	$36,476,852	$52,727,778	$138,132,870	$227,337,500

Table C.10: Project List, Rideshare

LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
Statewide						
Park & Ride Lot Repairs & Improvements.	$28,250,000	$28,250,000		$56,500,000	State/Federal	X6
Park & Ride Lot Shelter Replacement.	$117,000	$117,000		$234,000	State/Federal	X6

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
RIDESHARE	$28,367,000	$28,367,000		$56,734,000

Table C.11: Illustrative Project List, Bus Transit

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
Greater Bridgeport Transit: Stratford						
Stratford Rail Station: Purchase vehicles and operate a Shuttle service from train station to localized businesses and popular destinations.	$2,932,082	$4,253,636	$13,059,849	$20,245,567	State/Federal	PD
US-1/ Barnum Avenue: Conduct feasibility study of BRT along Barnum Avenue. Plan for implementation of program.	$261,420			$261,420	State/Federal	PD
Valley Transit: Systemwide (Ansonia, Derby, Shelton & Seymour)						
0036-XXXX, Administrative Capital. Ansonia, Derby, Shelton, and Seymour	$750,000	$1,365,047	$5,483,579	$7,598,626	Federal (5307)	X6
0036-XXXX, Bus Shelter: Identify shelter needs and locations for shelter construction or replacement (Ansonia, Derby, Shelton & Seymour).	$250,000	$250,000	$400,000	$900,000	Federal (5307)	X6
0360-XXXX, Rolling Stock Replacement and Maintenance (Ansonia, Derby, Shelton & Seymour). Annual funds extrapolated for 25 years.	$964,861	$1,631,377	$6,553,460	$9,149,698	Federal (5307)	X6
0420-XXXX, Operating funds for Dial-a-Ride (DAR) service (Ansonia, Derby, Shelton & Seymour). Annual funds extrapolated for 25 years.	$3,167,006	$5,511,151	$22,139,036	$30,817,193	Federal (5307)	X6
0420-XXXX, Operating funds for paratransit/ADA service (Ansonia, Derby, Shelton & Seymour). Annual funds extrapolated for 25 years.	$1,192,334	$2,074,872	$8,335,040	$11,602,246	Federal (5307)	X6

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
BUS:	$9,517,702	$15,086,083	$55,970,964	$80,574,749

Table C.12: Programmed Project List, Rail, New Haven Main Line & Waterbury Branch Line

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
New Haven Line Main: Bridgeport (GBVMPO)						
0301-0521: Catenary Maintenance Vehicle (CMV) Shed.	$6,000,000			$6,000,000	State	X6
Bridgeport Transportation MTA Relocation.	$5,000,000	$5,000,000		$10,000,000	State	NRS
Bridgeport Tunnel Study.	$2,000,000			$2,000,000	State	PD
Waterbury Branch Line (GBVMPO)						
0304-0022CN - Waterbury Branch High Level Platforms (Ansonia, Seymour, Beacon Falls, Waterbury).	$25,000,000			$25,000,000	State/Federal	X6
New Haven Line Main: Stratford (GBVMPO)						
0301-0168: East Main Street Bridge Rehabilitation	$17,500,000	$17,500,000		$35,000,000	State/Federal	X6
New Haven Line Main: Bridgeport & Stratford (GBVMPO)						
0300-0214: TIME 1 - Bridge Rehabilitation. Bridgeport/Stratford: Bishop Avenue Stratford: Bruce Avenue, King Street, Main Street and West Broad Street	$388,000,000			$388,000,000	State/Federal	X6
New Haven Line Main: Stratford/Milford (GBVMPO & SCRMPO)						
0301-0168: Devon Movable Bridge Rehabilitation.	$1,000,000,000	$1,000,000,000		$2,000,000,000	State/Federal	X6
0301-0168: Track Improvement Mobility Enhancement (TIME) - Project #3 (E. Main St. Bridge, New CP259, modify CP261).	$150,000,000	$150,000,000		$300,000,000	State/Federal	X6
New Haven Line Main						
0300-0196: Scour Rehabilitation Project-Cos Cob M.P. 29.9; Five Mile River M.P. 39.02; Norwalk River DB M.P. 9.42; Canal WB M.P. 12.57.	$4,500,000	$4,500,000		$9,000,000	State	X6
0301-0520: Cos Cob/Fair Street, Power Substation Program - Phase 1.	$35,000,000			$35,000,000	State/Federal	X6

Table C.12: Programmed Project List, Rail, New Haven Main Line & Waterbury Branch Line

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
0301-0520: Sasco Creek/ East Portchester, Power Substation Program - Phase 2.	$30,000,000			$30,000,000	State/Federal	X6
0301-0520: Devon/Cos Cob, Power Substation Program - Phase 3.	$10,000,000	$10,000,000		$20,000,000	State/Federal	X6

	YEARS 1-4:	YEARS 5-10:	TOTAL:
State	$1,673,000,000	$1,187,000,000	$2,860,000,000
Federal/State	$17,500,000	$9,500,000	$27,000,000
TOTAL NHL MAIN LINE	$1,655,500,000	$1,177,500,000	$2,833,000,000

Table C.13: Programmed Project List, Rail, New Haven Main Line & Waterbury Branch Line

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
Waterbury Branch Line						
0304-0022CN - Waterbury Branch High Level Platforms (Ansonia, Seymour, Beacon Falls, Waterbury).	$80,000,000			$80,000,000	State	X6

Table C.14: Programmed Project List, Rail: New Haven Line System (Various)

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
0170-2010: Off-System Railroad Bridge Inspection Program. Annual $2 million.	$8,296,296	$12,444,444	$35,259,259	$56,000,000	State	X6
0300-0097: Railroad Bridge Inspection Program. Annual $2 million.	$8,296,296	$12,444,444	$35,259,259	$56,000,000	State	X6
0300-0175PE & 0170-3368CNF: Program Freight Bridge Repairs - F-Program for Freight Line Bridges. Annual $4 million.	$16,592,593	$24,888,889	$70,518,519	$112,000,000	State	X6
0300-0191CN: Station State of Good Repair Program.	$1,481,481	$2,222,222	$6,296,296	$10,000,000	State	X6
5G Program.	$12,500,000	$12,500,000		$25,000,000	State	X6
Bridge Timber Program. Annual $8 million.	$33,185,185	$49,777,778	$141,037,037	$224,000,000	State	X6
Concept-Level Electrification Study for CT Rail System - Branch New Haven Lines (NHL) & New Haven-Hartford-Springfield (NHHS)	$2,000,000			$2,000,000	State	X6
Customer Service Initiatives (CSI).	$5,000,000	$5,000,000		$10,000,000	State	X6
0300-0175PE & 0300-0213CN: S-Program - Metro-North Bridge Repairs Program. Annual $8 million.	$33,185,185	$49,777,778	$141,037,037	$224,000,000	State	X6
0300-0199: Customer Service Initiatives (CSI).	$5,000,000	$5,000,000		$10,000,000	State/Federal	X6
0300-0202: Upgrade to Network Infrastructure - Phase 3.	$30,000,000			$30,000,000	State/Federal	X6
0300-0215: Upgrade to Network Infrastructure - Phase 4.	$30,000,000			$30,000,000	State/Federal	X6
0301-0154: Signal System Replacement Section 4 (New Canaan Branch-Springdale to New Canaan Station including all grade crossing).	$20,000,000	$20,000,000		$40,000,000	State/Federal	X6
0301-0519: Signal Replacement Program CP244,245,255,257,261 & 266 - Sections 2 & 3.	$30,000,000	$30,000,000		$60,000,000	State/Federal	X6

Table C.14: Programmed Project List, Rail: New Haven Line System (Various)

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
Capital Track (C-) Program. Annual $35 million.	$145,185,185	$217,777,778	$617,037,037	$980,000,000	State/Federal	X6

	YEARS 1-4:	YEARS 5-10:	YEARS 11-27:	TOTAL:
State	$120,537,036	$169,055,555	$429,407,407	$719,000,000
Federal/State	$260,185,185	$272,777,778	$617,037,037	$1,150,000,000
TOTAL SYSTEM	$380,722,221	$441,833,333	$1,046,444,444	$1,869,000,000

Table C.15: Illustrative Project List, Rail

ROUTE, LOCATION & PROJECT	YEARS & FUNDING					AQ
	1-4	5-10	11-27	Total	Source	
New Haven Line Main: Bridgeport (GBVMPO)						
New train station on Barnum Avenue/ Crescent Avenue.	$54,822,639	$59,059,552	$69,569,137	$183,451,328	State/Federal	CC
New Haven Line Main: Stratford (GBVMPO)						
Extend RR platforms to accommodate full train length access/egress (Main Street/CT-113 RR).	$4,182,714			$4,182,714	State/Federal	X6
Waterbury Branch Line: System						
Waterbury Branch Service Expansion; Operating - Funds Transfer to FTA.	$24,500,000			$24,500,000	Federal	CC
Waterbury Branch Line: Ansonia (GBVMPO)						
Ansonia Rail Station: Construct new station building and waiting area with high level platforms and passenger amenities.			$28,500,000	$28,500,000	Federal (5309)	X6
Remove the at-grade railroad crossing at Division Street (Ansonia) on the WBL and replace with an overpass/ underpass. This is the only grade crossing on the WBL within NVCOG.			$15,000,000	$15,000,000	Federal (FTA Discretionary)	X6
Waterbury Branch Line: Derby & Shelton (GBVMPO)						
Derby-Shelton Rail Station: Construct station area renovations, including rehabilitation of existing building, improved parking, bus bays & intermodal transfer point, information kiosks, high level platforms, accessible walkways and heated shelter.		$24,500,000		$24,500,000	State/Federal (RAISE)	X6
Waterbury Branch Line: Seymour (GBVMPO)						
Seymour Station Relocation: Relocate and consolidate Seymour station to north of Route 67 as part of TOD project. Combine with Beacon Falls into a single station.		$25,000,000		$25,000,000	5309/State	CC

TOTAL ILLUSTRATIVE PROJECT LIST	YEARS 1-4:	YEARS 5-10:	YEARS 11-27	TOTAL:
	$83,505,353	$108,559,552	$113,069,137	$305,134,042

D PUBLIC INVOLVEMENT PROCESS

Survey

The survey was available from August 24th, 2022 to November 30th, 2022. Distribution and analysis details and a summary of the over 500 responses received can be found in Appendix E. See Figures D.1 and D.2 for postcards that promoted the survey (and plan).

One participant provided a link to a YouTube video **https://youtu.be/fFtViL5rfSA https://youtu.be/7biTMg6mVrA,** with the following comment:

"Please view my bike ride videos of the proposed Pequonnock river trail from Beardsley to Seaside park. The trail should follow the old railroad ainong housatonic ave as *(name)* proposed. I put a lot of work into these videos to show the need for a deadicated bike patch, with barrier separating from vehicle traffic."

Thank you, --

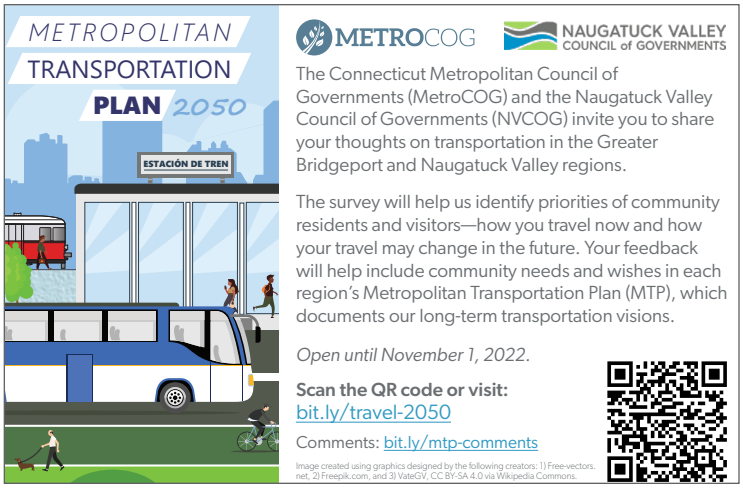


Figure D.1: Postcard, English

Figure D.2: Postcard, Spanish

Public Review & Comment Period

Table D.1 provides key dates in the outreach, review and approval process.

An inclement weather date of March 28th was provided for the public meeting. The weather on March 21st was cooperative.

Table D.1: Public Outreach

EVENT	DATES
30-day Public Comment Period	February 27th, 2023 - March 29th, 2023
Legal Notice Publication	February 24th, 2023
Public Information Meeting	March 21st, 2023
GBVMPO Board Meeting	March 30th 2023

Website

The MetroCOG website, **ctmetro.org** has provided regular updates on the MTP development.

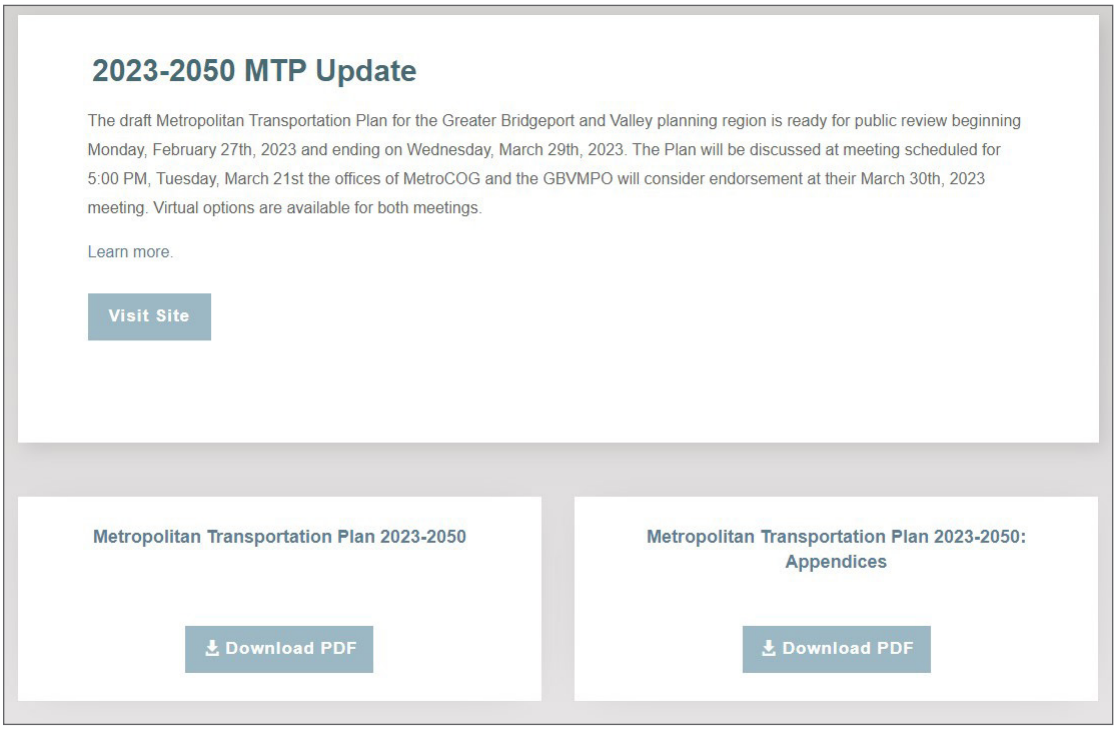


Figure D.4: Drafts were posted to the **Transportation Planning page** . The AQ conformity report can be found by scrolling down to the AQ section.

Figure D.5: MetroCOG website, news page

Figure D.3: MetroCOG website, front page news column

E-Mail Blasts

Similar reminders were distributed in September and November, including a reminder that promoted the survey and a **youtube video**. The November 1st date was extended to November 30th.

Figure D.6: E-mail Blast, August 24th, 2022

Greater Bridgeport & **Central Naugatuck Valley**

Metropolitan Planning Organizations

Metropolitan Transportation Plan: 2023-2050

en Espanol, Plan de Transporte Metropolitano

The Connecticut Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) invite you to share your thoughts on transportation in the Greater Bridgeport and Central Naugatuck Valley regions.

The survey will help us identify the priorities of community residents and visitors—how you travel now and how your travel may change in the future.

Your feedback will help include community needs and wishes in each region's Metropolitan Transportation Plan (MTP), which documents our long-term transportation visions.

The survey will be open until **November 1, 2022.**

Please share this email with anyone else who may be interested.
To comment, visit https://bit.ly/mtp-comments

The link to the English survey can be found **here** *or* **https://bit.ly/travel-2050**	*Encuesta en Español* **aquí** *o* **https://bit.ly/viaje-2050**

Media

Local media and municipal newsletters promoted both the plan and the survey. The next few pages provide screenshots of some of these communications.

Figure D.7: CTPost Article

Buses or bike paths? Resident survey helps shape Bridgeport area transit plan

Eddy Martinez
Sep. 13, 2022

Do Bridgeport area residents want transit networks with more buses and trains, or one with bike lanes? Metropolitan Council of Governments Executive Director Matt Fulda wants to know.

MetroCOG recently released a transportation survey to residents in Bridgeport as part of its effort to update its long-range plan into the 2050s and beyond. The organization updates its plan about every four years.

"It's to ensure that the update of this plan ... is utilizing information from the citizens and residents within the region, to best plan for the needs both currently and future that the citizens will need from a transportation infrastructure perspective over the next 25 years," Fulda said.

The survey is aimed towards the residents of Ansonia, Bridgeport, Derby, Easton, Fairfield, Monroe, Seymour, Shelton, Stratford and Trumbull. Many of these communities have different transit needs, but Fulda said traffic safety is a common issue. Participants will be asked to answer questions about their transit needs and habits.

The survey comes as officials from various municipalities say their communities have different transit needs The effects of the COVID-19 pandemic also are part of the survey. Fulda said MetroCOG is working with municipalities to get the word out and the survey will be available until Nov. 1.

"The safety of the transportation network is one that is affecting each municipality in different ways," he said. "But certainly across the board, there's serious accidents and injuries, both vehicular and pedestrian and bicycle throughout the region over the last number of years."

Safety concerns are especially important since statistics show that traffic deaths have increased throughout the state since the start of the pandemic.
Some municipalities have unique circumstances. Ansonia's city government is working on revitalizing its downtown area, which is served by the Metro-North Waterbury Line. The line received federal funds in 2021 to add another track, which would allow service in both directions, for a total of 22 daily trains, up from the current 17.

In addition to the increased rail service, the city also is anticipating increased vehicle traffic downtown due to ongoing revitalization.

"Our challenge is managing traffic as downtown grows. The city is certainly transforming and we need to ensure it grows in a safe and orderly manner," Corporate Counsel Marini said.

Other municipalities like Trumbull are concerned about traffic safety. Since Trumbull lacks a traditional downtown with walkable streets and shops, pedestrian and vehicle safety is a priority. The town has taken steps to improve safety including recently working on adding a traffic light by the walking trail on Route 111.

The town's Economic Development Director Rina Bakalar said she can't anticipate how residents will answer the survey but she said the town is working on making the town more pedestrian friendly.

"I know that we certainly want to promote more walkability and multi-modal transportation in town, that is a priority of ours," she said. "And in terms of Trumbull Center, the re-signalization of that intersection there and making that more functional that is a state road as part of our Trumbull Center plan."

Planning an ambitious and complicated transportation plan spanning the next 25 years is a major endeavor and Fulda said the survey has also taken into account trends and developments that weren't expressed a decade ago. Bike lanes are now being considered, as is the impact of ride app companies like Lyft and Uber. Several communities in the region also have recently allowed companies like Bird to place electric kick scooters for rent in their communities.

Fulda said that, along with other technological advances, explain why MetroCOG regularly updates its plan.

are going to come up in a five or 10 year period," Fulda said.

The public will be informed about the survey on social media and a series of in-person events. Municipal officials he said, are being approached to promote the survey in their communities. The survey is also available in Spanish.

But while the survey was just released, at least one town has a simple request — money. Fairfield First Selectman Brenda Kupchick said the town needs additional funds to improve its transit infrastructure and reduce its reliance on highways.

"The cost of developing that network and preserving the existing infrastructure often exceeds the Town of Fairfield's resources," she said. "A clearly defined program of strategic investments with an emphasis on multi-modalism, can yield a large benefit to the thriving downtown Fairfield economy."

eddy.martinez@hearstmediact.com

Resident survey helps shape Bridgeport's transit plan

Figure D.8: WSHU Article

WSHU | By Sophie Camizzi

Published September 15, 2022 at 4:03 PM EDT

The Metropolitan Council of Governments recently released a survey as part of its effort to continuously update their transportation plan every four years.

The survey is available to residents of Ansonia, Bridgeport, Easton, Fairfield, Monroe, Seymour, Shelton, Stratford and Trumbull.

“It’s like a 25-year planning horizon document that looks at both current and future needs of the transportation network within the Metropolitan Planning Organization.” "We want to know how people get around, what their main mode of transportation is, really trying to get an overall idea of how we can look to address how the transportation network is both useful and what deficiencies there are over the next number of years,” he said.

A new addition to this survey this year includes questions about more modernized transportation technology such as bike lines, ride share companies like Lyft and Uber, and electric Bird scooters.

“Technology continues to have a significant impact on our transportation network,” said Fulda. “10 to 12 years ago, autonomous vehicles, Ubers and ride shares were things that no one really thought about, but they have changed the overall way people use the transportation network.”

According to Fulda, the results will be adopted by the Metropolitan Planning Organization, an organization dedicated to the metropolitan transportation planning process, by early to mid-spring of 2023.

For those interested in taking the survey, it is available in both English and Spanish at CTMetro.org.

Figure D.9: Downtown Bridgeport Newsletter, October 26th, 2022

Metropolitan Transportation Plan Survey

Reponses due by November 1st

The Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) are currently working on The Metropolitan Transportation Plan, which identifies opportunities to improve mobility for all people and businesses throughout the Greater Bridgeport and Valley planning area. The Plan covers a minimum of 20 years and is updated every four years. MetroCOG invites you to share your thoughts on transportation in the Greater Bridgeport, Greater Waterbury/Naugatuck Valley regions through a brief survey. This survey will help us identify the priorities of residents and visitors to our communities, the way we travel now and how travel may change in the future.

The online version is available HERE the Spanish version is also available. Submit your reponse by November 1st.

Figure D.10: Town of Monroe Newsletter, November 8th, 2022

Regional Transportation Survey

The Connecticut Metropolitan Council of Governments (MetroCOG) is developing the 2023-2050 Metropolitan Transportation Plan (MTP) for the Greater Bridgeport and Valley region. The MTP is a federally required document that identifies opportunities to improve mobility for people in Monroe and throughout the region, from 2023 to 2050. A critical component of the planning process is to provide opportunities for community members to inform the plan. A brief survey is available at https://bit.ly/travel-2050 until November 30, 2022. Public input is important to help guide decisions regarding where and how to invest in the regional transportation system in the future.

A Message From Selectman Bindelglass

Figure D.11: Easton Courier Article

9/2/2022 Update

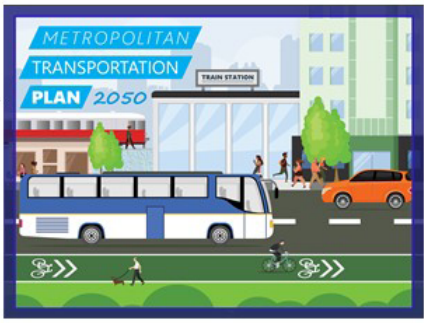
In light of the recent issues regarding the ground water contamination around the Easton Village Store, I thought it would be prudent to publish a link to the Department of Energy and Environmental protection guidelines for testing residential wells, https://portal.ct.gov/DPH/Environmental-Health/Private-Well-Water-Progra... Through the Fire Marshal's office, we continue to work with DEEP and the environmental consultant hired by EVS on required monitoring and potential mitigation plans.

Our region's transportation planning entity (MetroCOG) is developing the 2023-2050 Metropolitan Transportation Plan for our region. This plan is federally required and guides how transportation funding is spent for the towns in our region. You can help shape how this plan identifies opportunities to improve mobility for people in Easton and throughout the region, from 2023 to 2050, by participating in a brief survey available at https://bit.ly/travel-2050 until November 1, 2022. A Spanish-language survey is available at https://bit.ly/viaje-2050. More information about MetroCOG, the role of the Metropolitan Planning Organization and the Metropolitan Transportation Plan can be found at https://ctmetro.org/transportation/transportation-planning/ To comment, visit https://bit.ly/mtp-comments.

Figure D.12: Town of Fairfield Newsletter, September 30th, 2022

TRANSPORATION SURVEY

The Connecticut Metropolitan Council of Governments (MetroCOG) is developing the 2023-2050 Metropolitan Transportation Plan (MTP) for the Greater Bridgeport and Valley region. The MTP is a federally required document that identifies opportunities to improve mobility for people in Fairfield and throughout the region, from 2023 to 2050. A critical component of the planning process is to provide opportunities for community members to inform the plan. A brief survey is available here until November 1, 2022. A Spanish-language survey is available here.



By sharing your ideas and opinions about how to improve the safety and efficiency of your community's transportation system, you will help guide elected officials when they make decisions about where and how to invest in the transportation system in the future. More information about MetroCOG, the role of the Metropolitan Planning Organization and the Metropolitan Transportation Plan can be found here. To comment, please click here.

Figure D.13: GBT Newsletter, October 28th, 2022

Ridership is Way Up! Plus, Take the Transportation Survey

Reponses due by November 1st

The Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) are currently working on The Metropolitan Transportation Plan, which identifies opportunities to improve mobility for all people and businesses throughout the Greater Bridgeport and Valley planning area. The Plan covers a minimum of 20 years and is updated every four years. MetroCOG invites you to share your thoughts on transportation in the Greater Bridgeport, Greater Waterbury/Naugatuck Valley regions through a brief survey. This survey will help us identify the priorities of residents and visitors to our communities, the way we travel now and how travel may change in the future.

TAKE THE SURVEY>>

A Spanish version is also available. Submit your response by November 1st.

Social Media

Facebook & Linked In accounts were regularly updated throughout the MTP update process.

A brief video was also created to promote the plan, available at https://www.youtube.com/watch?v=DB-FVfZQLXc

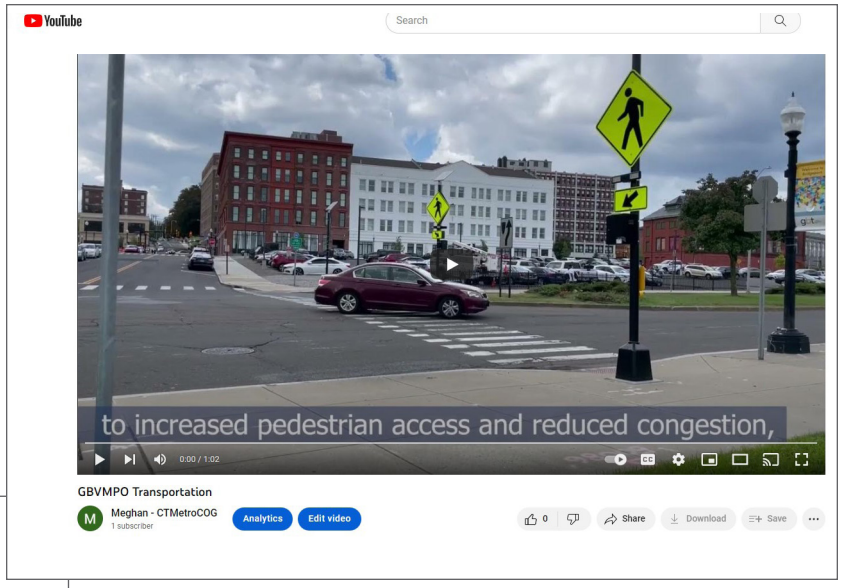
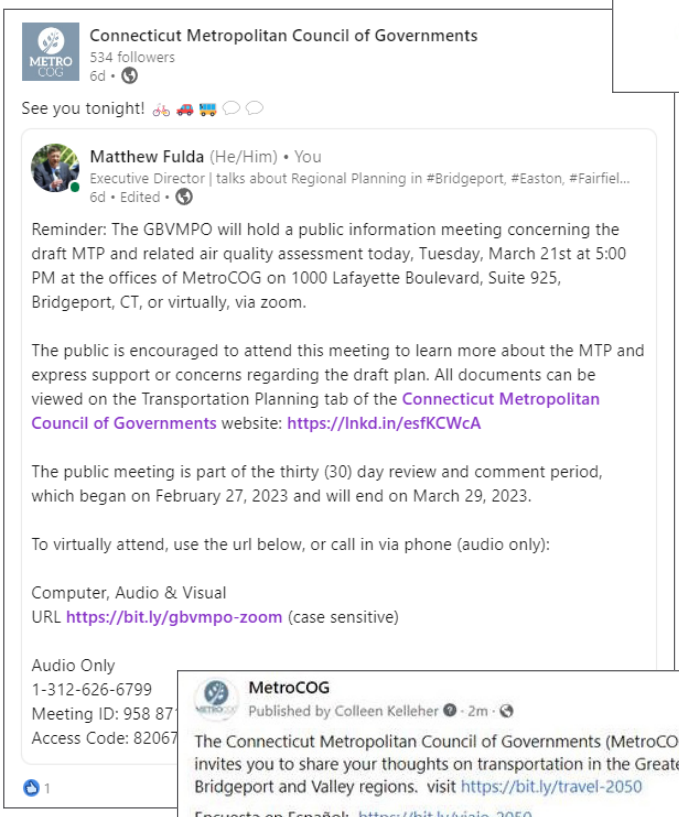


Figure D.15: Youtube post

Figure D.14: Linked In post



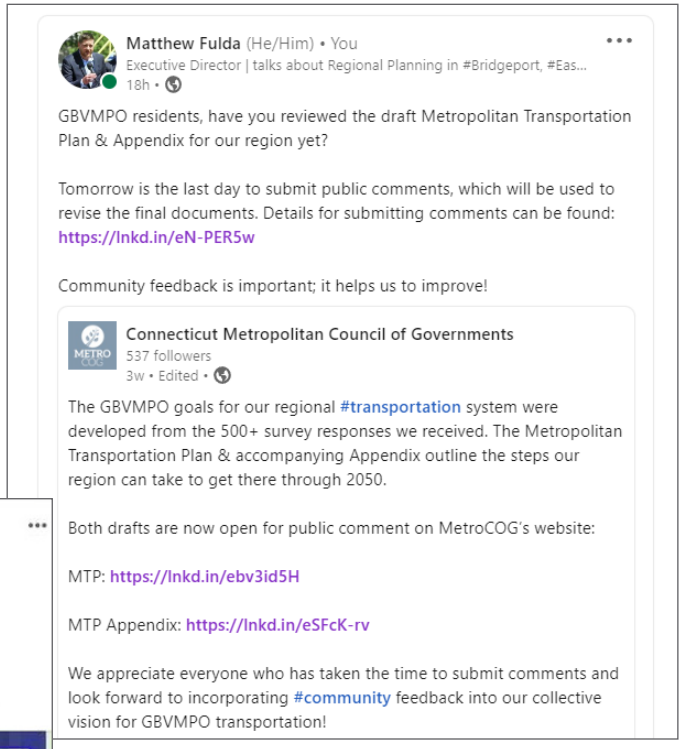


Figure D.16: Linked In post, last call

Figure D.17: Facebook post

Legal Notices: February 24th, 2023

Ad Order Number
0002758588

Customer Account
109774

Sales Rep.
mhutchings

Customer Information
CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS
1000 Lafayette Boulevard, Suite 925
BRIDGEPORT CT 06604
USA

Order Taker
mhutchings

Ordered By
COLLEEN KELLEHER

Phone: 2033665405
Fax: 2033668437
EMail: ckelleher@ctmetro.org

Order Source
Phone

Ad Cost	Payment Amt	Amount Due
$724.40	$0.00	$724.40

Blind Box **Materials**

Order Notes

Ad Number	External Ad #	Pick Up Number
0002758588-01		

Ad Type	Ad Size	PO Number
Legal Liners	2 X 66 li	

Color $0.00 **Color Requests**

Product and Zone **# Inserts** **Placement**

Ad Content Proof
Note: Ad size does not reflect actual ad

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION LEGAL NOTICE
UPDATE OF THE METROPOLITAN TRANSPORTATION PLAN, 2023-2050

NOTICE is hereby given that the Greater Bridgeport and Valley Metropolitan Planning Organization has developed the draft update to the Metropolitan Transportation Plan for the Greater Bridgeport and Valley planning regions. By this notice, the public is being provided an opportunity to review and comment on the draft Plans. The review period begins on Monday February 27th, 2023 and ends on Wednesday, March 29th, 2023.

The public is welcomed and encouraged to review and comment on the draft Plan. Copies are available for inspection at the office of the Connecticut Metropolitan Council of Governments, 1000 Lafayette Boulevard Suite 925, Bridgeport, CT and at the office of the Naugatuck Valley Council of Governments, 49 Leavenworth Street, Suite 303, Waterbury, CT. The draft Plan can also be viewed via the MetroCOG and NVCOG websites: www.ctmetro.org and www.nvcogct.gov.

The Plan will be discussed at an informational meeting scheduled for 5:00 PM, Tuesday, March 21st at the offices of MetroCOG (a virtual option is provided below). In case of inclement weather on the 21st, the meeting will be rescheduled to Tuesday, March 28th at 5:00 pm.

Virtual attendance via zoom: https://bit.ly/gbvmpo-zoom or https://zoom.us/j/95887150049?pwd=SU96UTkxUmFFODZONmlmeFRBT3hUdz09
Meeting ID: 958 8715 0049
Passcode: 820674
By phone (audio only): 1-312-626-6799

The GBVMPO will consider endorsement of the Plan at its March 30th, 2023 meeting at the MetroCOG offices.

The Plan has been assessed for their impact on air quality. Please visit the respective www.ctmetro.org and www.nvcogct.gov for more information.

Capital projects sponsored by Greater Bridgeport Transit and the Valley Transit District are included in the draft Plan. The Plan development process will be used to satisfy federal requirements for public notice, review and comment for routine and traditional local bus capital projects funded by the FTA under the Section 5307 capital grant program. The MPO's process, the notice of public involvement activities and the time established for public review of and comments on the Plan will satisfy the program of projects requirements of both transit agencies.

Comments may be made orally at the information meetings, via e-mail or in writing. Written comments must be clearly legible, submitted on 8½" by 11" paper and include the person's name and address. Any person wishing to comment on the draft Plan may submit their comments in writing to Matthew Fulda, Executive Director, MetroCOG, mfulda@ctmetro.org or Richard Donovan, Director of Transportation Planning, NVCOG, rdonovan@nvcogct.gov . Written comments must be received at the offices of MetroCOG or NVCOG before 11 AM on March 29th, 2023. The MPO will consider endorsement of the draft MTP and adoption of the Ozone and PM2.5 Air Quality Conformity Statements at its regular meeting to be held on Thursday, March 30th, 2023 at 10 am. The public is invited to attend this MPO meeting.

For more information, please call MetroCOG at (203) 366-5405 or the NVCOG at (203) 757-0535. Language assistance may be requested within a reasonable timeframe and is provided at no cost to the public.

Figure D.18: CT Post Tear Sheet

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION AVISO LEGAL ACTUALIZACIÓN DEL PLAN DE TRASPORTE METROPOLITANO 2023 – 2050

POR LA PRESENTE SE NOTIFICA: la Greater Bridgeport and Valley Metropolitan Planning Organization (Organización de planificación de la zona metropolitana de Bridgeport y del Valle) han desarrollado un borrador para la actualización del Plan de Trasportación para las regiones de planificación de la zona metropolitana de Bridgeport y el Valle. Mediante esta notificación, se le está proporcionando al público la oportunidad de revisar y comentar sobre los borradores de planes. El periodo de revisión comienza el lunes 27 de febrero de 2023 y finaliza el miércoles 29 de marzo de 2023.

Se le anima al público que se sienta libre de revisar y comentar sobre el borrador de plan. Hay copias disponibles para inspeccionar en la oficina del Connecticut Metropolitan Council of Governments, 1000 Lafayette Boulevard Suite 925, Bridgeport, CT y la oficina del Naugatuck Valley Council of Governments, 49 Leavenworth Street, Suite 303, Waterbury, CT. También se puede ver el borrador de plan en los sitios web del MetroCOG y NVCOG: www.ctmetro.org y www.nvcogct.gov.

Se discutirá el plan en una reunión informativa programada para el martes 21 de marzo a las 5 de la tarde, en las oficinas del MetroCOG (hay una opción para la participación virtual, vea a continuación). En caso de mal tiempo el día 21, la reunión se aplazará al martes 28 de marzo a las 5 de la tarde.

Participación virtual por Zoom:
https://bit.ly/gbvmpo-zoom or
https://zoom.us/j/95887150049?pwd=SU96UTkxUmFFODZONmlmeFRBT3hUdz09
Número de identidad de la reunión: 958 8715 0049
Contraseña: 820674
Por teléfono (solo audio): 1-312-626-6799

El GBVMPO considerará la aprobación del plan en su reunión el 30 de marzo de 2023 en las oficinas del MetroCOG.

Se ha valorado el plan relativo al impacto en la calidad del aire. Por favor, visite los respectivos sitios web www.ctmetro.org y www.nvcogct.gov para más información.

Los proyectos de inversión patrocinados por el Greater Bridgeport Transit and the Valley Transit District están incluidos en el borrador de plan. El proceso de desarrollo del plan se utilizará para satisfacer los requisitos federales en cuanto a la notificación al público, revisión y comentarios de los proyectos de inversión de autobuses rutinarios y tradicionales financiados por la FTA bajo sección 5307 el programa de subvención de capital. El proceso de la MPO, la notificación de actividades de participación pública, y el tiempo establecido para la revisión y los comentarios públicos del plan satisfarán los requisitos del programa de proyectos de ambas agencias de transporte.

Los comentarios se pueden presentar en persona en la reunión informativa, por email o por escrito. Los comentarios por escrito deben estar legibles, en una hoja de 81/2" x 11" e incluir el nombre completo y la dirección del autor. Cualquier persona que quisiera presentar sus comentarios sobre el borrador de plan puede hacerlo por escrito enviándolos a Matthew Fulda, Executive Director, MetroCOG, mfulda@ctmetro.org o Richard Donovan, Director of Transportation Planning, NVCOG, rdonovan@nvcogct.gov.

Los comentarios por escrito se deben recibir en las oficinas del MetroCOG o NVCOG para el 29 de marzo de 2023 a las 11 de la mañana. La MPO considerará la aprobación del borrador MTP y adopción de las declaraciones de conformidad de la calidad de aire Ozone y PM2.5 en su reunión periódica que se celebrará el 30 de marzo de 2023 a las 10 de la mañana. Se le invita al público asistir a esta reunión de la MPO.

Para más información, por favor llame a MetroCOG al (203) 366-5405 o NVCOG al (203) 757-0535. Se puede solicitar asistencia lingüística dentro de un plazo razonable y es gratis para el público.

Figure D.19: El Sol Tear Sheet

E-mail:
February 27th, 2023

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

METROPOLITAN TRANSPORTATION PLAN, 2023-2050

Notificación Legal en Espanol

The Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) has developed the draft Metropolitan Transportation Plan (MTP) for the Greater Bridgeport and Valley planning region. A federal requirement, the MTP covers a minimum of 20 years and is updated every four years.

The MTP identifies opportunities to improve mobility for all people and businesses throughout the Greater Bridgeport and Valley planning region. The GBVMPO's MTP takes a comprehensive, system-wide approach to improving all modes of transportation, as well as potential impacts to and from the system for all residents of the Greater Bridgeport Region. The goals of the MTP were developed through a regional survey that received over 500 responses. These goals will guide elected officials when they make decisions about where and how to invest in the transportation system in the future.

A thirty (30) day review and comment period has been established, beginning on February 27, 2023 and ending on March 29, 2023. The public is welcomed and encouraged to review and comment on the MPO's draft MTP. All documents can be viewed by clicking here. Direct links to the MTP and related documents are available via the following links:

GBVMPO DRAFT Metropolitan Transportation Plan	Air Quality Conformity Determination	GBVMPO Metropolitan Transportation Plan Appendices	Survey Summary	Legal Notice

The GBVMPO will hold a public information meeting concerning the draft MTP and related air quality assessment on Tuesday, March 21st at 5:00 PM at the offices of MetroCOG (a virtual option is provided below). In case of inclement weather on the 21st, the meeting will be rescheduled to Tuesday, March 28th at 5:00 pm. The public is encouraged to attend this meeting to learn more about the MTP and to express their support or concerns regarding the draft plan.

COMPUTER, AUDIO & VISUAL	AUDIO ONLY
URL https://bit.ly/gbvmpo-zoom (case sensitive), or CLICK HERE Download Zoom	1-312-626-6799 Meeting ID: 958 8715 0049 Access Code: 820674

Comments may be made orally at the information meetings, via e-mail or in writing. Written comments must be clearly legible, submitted on 8½" by 11" paper and include the person's name and address. Any person wishing to comment on the draft MTP may submit their comments in writing to the contacts below. Written comments must be received at the offices of the MetroCOG or NVCOG before 11 AM on March 29th, 2023.

MetroCOG: Matt Fulda Executive Director
mfulda@ctmetro.org
1000 Lafayette Blvd, Suite 925
Bridgeport, CT 06604

NVCOG: Richard Donovan, Director of Transportation Planning, rdonovan@nvcogct.gov
49 Leavenworth Street, 3rd Floor
Waterbury, CT, 06702

The MPO will consider endorsement of the draft MTP and adoption of the Ozone and PM2.5 Air Quality Conformity Statements at a regular meeting to be held on Thursday, March 30th, 2023 at 10 am. The public is invited to attend this MPO meeting, either in-person or virtually, and will be afforded an opportunity to comment on the draft TIP and air quality conformity determinations before they are considered by the MPO. Meeting log-in instructions are available on the websites of both agencies.

For more information, please call MetroCOG at (203) 366-5405 or NVCOG at (203) 757-0535. Language assistance may be requested within a reasonable timeframe and is provided at no cost to the public.

RESPONSIBLE METROPOLITAN TRANSPORTATION PLANNING AGENCIES

CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS
1000 Lafayette Boulevard, Suite 925
Bridgeport, Connecticut 06604
Phone: (203) 366-5405 Fax: 366-8437
ctmetro.org

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
49 Leavenworth Street, Suite 301
Waterbury, Connecticut 06702
Phone: (203) 757-0535 Fax: 756-7688
nvcogct.gov

E-mail:
March 20th,
2023

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

METROPOLITAN TRANSPORTATION PLAN, 2023-2050

Notificación Legal en Espanol

A reminder, the GBVMPO will hold a public information meeting concerning the draft MTP and related air quality assessment on Tuesday, March 21st at 5:00 PM at the offices of MetroCOG on 1000 Lafayette Boulevard, Suite 925, Bridgeport, CT, or virtually, via zoom at https://bit.ly/gbvmpo-zoom (case sensitive). More information about virtually attending is below. The public is encouraged to attend this meeting to learn more about the MTP and to express their support or concerns regarding the draft plan.

The public meeting is part of the thirty (30) day review and comment period, which began on February 27, 2023 and will end on March 29, 2023. The public is welcomed and encouraged to review and comment on the MPO's draft MTP – either in-person, virtually, via e-mail and/or via mail. All documents can be viewed by clicking here. Direct links to the MTP and related documents are available via the following links:

GBVMPO DRAFT Metropolitan Transportation Plan	Air Quality Conformity Determination	GBVMPO Metropolitan Transportation Plan Appendices	Survey Summary	Legal Notice

The MTP is a federal requirement, covers a minimum of 20 years, and is updated every four years. The MTP identifies opportunities to improve mobility for all people and businesses throughout the Greater Bridgeport and Valley planning region. The GBVMPO's MTP takes a comprehensive, system-wide approach to improving all modes of transportation, as well as potential impacts to and from the system for all residents of the Greater Bridgeport Region. The goals of the MTP were developed through a regional survey that received over 500 responses. These goals will guide elected officials when they make decisions about where and how to invest in the transportation system in the future.

To virtually attend the meeting, use the url below, or call in via phone (audio only):

COMPUTER, AUDIO & VISUAL	AUDIO ONLY
URL https://bit.ly/gbvmpo-zoom (case sensitive),	1-312-626-6799
or CLICK HERE	Meeting ID: 958 8715 0049
Download Zoom	Access Code: 820674

To comment on the plan....
Comments may be made orally at the information meetings, via e-mail or in writing. Written comments must be clearly legible, submitted on 8½" by 11" paper and include the person's name and address. Any person wishing to comment on the draft MTP may submit their comments in writing to the contacts below. Written comments must be received at the offices of the MetroCOG or NVCOG before 11 AM on March 29th, 2023.

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mfulda@ctmetro.org
1000 Lafayette Blvd, Suite 925
Bridgeport, CT 06604

NVCOG: Richard Donovan, Director of Transportation Planning, rdonovan@nvcogct.gov
49 Leavenworth Street, 3rd Floor
Waterbury, CT, 06702

The MPO will consider endorsement of the draft MTP and adoption of the Ozone and PM2.5 Air Quality Conformity Statements at a regular meeting to be held on Thursday, March 30th, 2023 at 10 am. The public is invited to attend this MPO meeting, either in-person or virtually, and will be afforded an opportunity to comment on the draft TIP and air quality conformity determinations before they are considered by the MPO. Meeting log-in instructions are available on the websites of both agencies.

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RESPONSIBLE METROPOLITAN TRANSPORTATION PLANNING AGENCIES

CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS
1000 Lafayette Boulevard, Suite 925
Bridgeport, Connecticut 06604
Phone: (203) 366-5405 Fax: 366-8437
ctmetro.org
E-mail: mfulda@ctmetro.org

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
49 Leavenworth Street, Suite 301
Waterbury, Connecticut 06702
Phone: (203) 757-0535 Fax: 756-7688
nvcogct.gov
E-mail: rdunne@nvcogct.gov

Public Meeting: March 21st, 2023

The meeting was held in-person & virtually. All non-staff attendees were virtual. The meeting ended a little after 6.

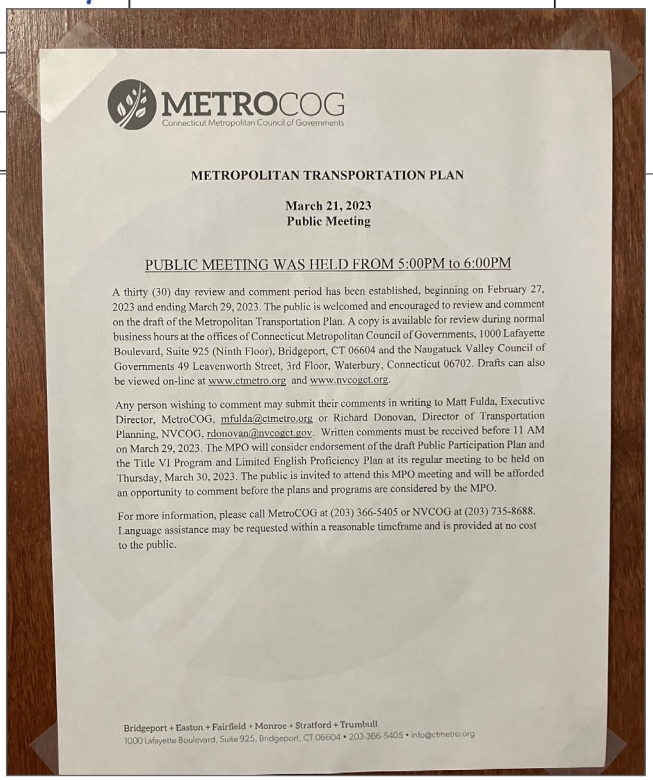
METROCOG
Connecticut Metropolitan Council of Governments

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

Greater Bridgeport and Valley Metropolitan Planning Organization
Metropolitan Transportation Plan Public Meeting:
Tuesday March 21st, 2023 5:00 PM
1000 Lafayette Boulevard Suite 925, Bridgeport, CT
(virtual attendees will be added after the meeting)

Sign In Sheet

Name	Address or Municipality	Email
Meghan Sloan	Planning Director, MetroCOG	msloan@ctmetro.org
Lindsay Naughton	Regional planner, MetroCOG	lnaughton@ctmetro.org
Hannah Reichle	Regional planner, Metrocog	hreichle@ctmetro.org
Tammy Trojanowski	Director of Community + Senior services, Town of Stratford	
Shirley Dominguez	Social services supervisor, Town of Stratford	
Alivia Coleman	Health Program Associate, Town of Stratford	
Barbara Thomas		


METROCOG
Connecticut Metropolitan Council of Governments

METROPOLITAN TRANSPORTATION PLAN

March 21, 2023
Public Meeting

PUBLIC MEETING WAS HELD FROM 5:00PM to 6:00PM

A thirty (30) day review and comment period has been established, beginning on February 27, 2023 and ending March 29, 2023. The public is welcomed and encouraged to review and comment on the draft of the Metropolitan Transportation Plan. A copy is available for review during normal business hours at the offices of Connecticut Metropolitan Council of Governments, 1000 Lafayette Boulevard, Suite 925 (Ninth Floor), Bridgeport, CT 06604 and the Naugatuck Valley Council of Governments 49 Leavenworth Street, 3rd Floor, Waterbury, Connecticut 06702. Drafts can also be viewed on-line at www.ctmetro.org and www.nvcogct.org.

Any person wishing to comment may submit their comments in writing to Matt Fulda, Executive Director, MetroCOG, mfulda@ctmetro.org or Richard Donovan, Director of Transportation Planning, NVCOG, rdonovan@nvcogct.gov. Written comments must be received before 11 AM on March 29, 2023. The MPO will consider endorsement of the draft Public Participation Plan and the Title VI Program and Limited English Proficiency Plan at its regular meeting to be held on Thursday, March 30, 2023. The public is invited to attend this MPO meeting and will be afforded an opportunity to comment before the plans and programs are considered by the MPO.

For more information, please call MetroCOG at (203) 366-5405 or NVCOG at (203) 735-8688. Language assistance may be requested within a reasonable timeframe and is provided at no cost to the public.

Bridgeport + Easton + Fairfield + Monroe + Stratford + Trumbull
1000 Lafayette Boulevard, Suite 925, Bridgeport, CT 06604 • 203-366-5405 • info@ctmetro.org

Figure D.20: EMeeting sign-in sheet & notice on door

Public Meeting Presentation: March 21st, 2023

METROPOLITAN TRANSPORTATION PLAN

Greater Bridgeport & Valley MPO

Public meeting: March 21, 2023

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

METROCOG Connecticut Metropolitan Council of Governments

FEDERAL REQUIREMENT

Transportation projects that receive federal funds must be included in the MTP.

Must be prepared in accordance with federal regulations (23 CFR 450§324).

25+ year timeframe: 2023 to 2050 for the 6 MetroCOG municipalities and 4 Valley municipalities.

The last MTP was approved by the GBVMPO in 2019…a lot has changed:

- This is a hybrid meeting that can be attended in-person or virtually.
- Vision Zero: greater emphasis on safety, especially for vulnerable road users.
- Justice40: a federal commitment to equitable transportation investments.
- The impact of the pandemic on travel patterns is not yet fully understood.

The project list must be fiscally constrained. CTDOT's estimated level of funding to the Region over the next 25 years is approximately $4.26 billion for system preservation and system improvement (for highways) – a significant increase from 2019's $3 billion. Transit and major projects are separate from this allocation.

Projects must also meet the State's air quality conformity budget. This requires an extensive modeling process for projects found to negatively impact air quality.

PLAN GOALS & OBJECTIVES

These goals were partly developed by analyzing the 500+ responses to a 2022 survey. The goals generally align with national and state goals for the transportation system.

Promote Safety Across all Aspects of the Transportation System.

Bring all Regional Roads and Infrastructure to a State-of-Good-Repair.

Increase the Efficiency and Reliability of all Transportation Modes.

Bolster Interconnected, Public Transportation across the Region and Strengthen Access to Economic Opportunity Centers.

Ensure Data-Driven Transportation Investments with Equitable Benefits to all Users.

Provide Shared/Active Transportation Initiatives that Strengthen First- and Last-Mile Connections.

Promote Resilience and Environmental Sustainability within the Transportation System.

PLAN CONTENT

Generally organized by federal requirements. Will include an Executive Summary after approval.

1. Introduction: Purpose, planning process and goals.

2. Existing Conditions & Trends

3-8: The Multimodal Transportation System:

- Major roads
- Bus
- Rail
- Nonmotorized (bicycle & pedestrian)
- Ferry
- Aviation
- Freight
- Safety, Operations & Emerging Technologies
- All projects are listed in Appendix C

10. Resilience & Mitigation

11. Performance Measures, Targets & System Performance Reports

12. Congestion Management Process (entire document is in Appendix F)

13. Financials (funding sources are listed in Appendix B)

Public Participation & Plan Development Process:

- Documentation of the process & comments: Appendix D
- Survey Summary: Appendix E

Links:

- Metropolitan Transportation Plan
- Appendices

DISCUSSION

Attendees are welcome to discuss their thoughts on the draft plan…or we can guide the discussion with some questions that may be of interest.

Do you have any questions about the MTP requirements, purpose, or content?

What aspects of the transportation system are most important to you?

How do you currently travel?

How would you like to travel?

If you had $5 million to invest in improving transportation, what would you do? Are there improvements that you would not want to invest in?

Are there any transportation issues that the plan did not address? Or could have been addressed better?

How can we do a better job getting people involved and making them aware of plans like this in the future?

March 21st, 2023 Meeting Notes

Attendees:

1. Alivia Coleman- Stratford Health (Acoleman@townofstratford.com)
2. Shirley Dominguez- Stratford Social Services (sdominguez@townofstratford.com)
3. Tammy Trojanowski- Town of Stratford (ttrojanowski@townofstratford.com)
4. Barbara Thomas.

Staff: Lindsay Naughton, Regional Planner; Hannah Reichle, Regional Planner; Meghan Sloan, Planning Director

MetroCOG Presentation – Meghan Sloan, Planning Director

- Federal Requirement that covers 25-year framework
    - Covers MetroCOG and 4 valley towns
- Greater focus on safety and bike/ped users, as well as folks who may have issues with using transportation system
- Justice40 has been implemented
- DOT is required to create safety requirements using data, previously prior to 2019
- All projects must fit air conformity standards, cannot go above certain level of particulate matter
- Plan goals:
    - Over 500 responses from survey about transportation planning in the region
    - Using national goals and survey questions, created goals for transportation system.

Questions from attendees?

- Plan felt so deep that it was hard to understand it
    - High-level overview would be beneficial.
    - A: Transit in Stratford- bus and rail. Also demand response for folks who live within a GBT route who are seniors or folks with a disability. Stratford provides additional services to that- capital improvements, not sure if Town has looked into expansion.
        - If Stratford had money to hire another driver, not sure if they would be able to find one.
        - Staffing concerns: 1-2 full time drivers, one goes to afterschool driving.
        - Not truly on demand- more so a week and a half ahead of time
            - Hard for folks that are financially constrained and unconnected.
            - Problem-solving for transportation more than anything.

Question: Vison Zero

- Vision Zero: slow traffic and increase viability for peds and bikes
    - Study locations to id what countermeasures would work best
- Q: Where are the areas in Stratford with the most safety problems?
    - A: Most problems in Stratford: can relook at data and based on CT Crash Repository

Walked through the MetroCOG Regional Safety Action Plan

- Seriousness of crash is what determines scoring in the plan
- Vision Zero is global initiative: holistically shifts blame of crash from driver to the road
    - Ranks severity of crash
- Rt 1 is a trouble spot & Rt 110 (River Road) in Stratford
    - More people working on 113 and Rt 1, people cant walk well on River Road
    - Trying to separate people from traffic is another issue
- Train station is area of concern as well
- Cameras and traffic enforcement at lights
    - Privacy concerns, banned in CT for enforcement
    - In NY, first offence: 50 dollars and no points on license
        - Makes people think about what they need to do at traffic lights (consequences of actions)
- National trend of increases in crashes; CT is consistent with this trend
- Goals for implementation:
    - A lot of priority areas are state roads and not included in complete streets
    - Q: Is Stratford supposed to be looking to apply for local grants or will DOT tackle some of it?
    - A: Having those areas in plan is first step in getting federal procurement.
        - Barnum Avenue, RT 108 recommendations have been made and the local/state road is hard to navigate because of ownership
        - DOT process to improve conditions is lengthy

Follow-ups:

- MetroCOG to add attendees to the Safety Subcommittee of the TTAC meetings.
- Meghan Sloan will send an anonymous version of the Stratford data for the MTP Survey to Alivia Coleman. Alivia is also interested in the health impacts of the Air Quality modeling.
- Stratford wants to stay up-to-date on what is happening in transportation.
- Meghan Sloan to send research on alternative models for Bus to Stratford.

        - Medical needs to be scheduled by 1pm in afternoon- if after 1, cannot transport.
    - Echoed from survey results that folks are having issues getting around: All folks, not just seniors
- Suggestion:
    - Microtransit: Seniors are fearful about losing their ability to drive and lack of independence. They don't know how to use the transportation system. Hard to learn it! – Begin the transition earlier?
    - How-to guides? Kennedy Collective had a travel training program but there was not much interest.
- Comfort level:
    - They prefer the drivers they know in Stratford over an Uber with a stranger
    - Since it is the Town with the senior busses there is a comfort-level
    - Trips to medical, grocery and to Baldwin are prioritized, but the service does not get folks to haircuts or entertainment. Would love to have better transport to farmers markets (Paradise Green). These trips can become an outing too.
        - Stratford feels it cannot be the last and first stop, that folks need to make choices about transportation (limit on # of rides/week).
        - Lots of limits to complete independence
        - Hard for families with young kids, especially young children
        - More service, more same day service
- Are there pockets of people who don't have car where a smaller shuttle may be provided?
    - A: Hard to answer, Doug Holcomb (GBT) has tried to look into it.
    - Area near Henry Avenue has a hard time getting around
    - Housing site that has lots of folks with disabilities and mobility issues
    - Stony Brook Condos (densely populated)
    - Age-old issue in Stratford
        - Traffic @ center of town near train station
        - Possibility for a shuttle
        - Traffic bottlenecks around the train station
    - Important to ensure that getting to a transit stop is easy and safe to get to and are in good condition

Question: Does the Plan include Bike Sharing?

- A: Yes, the plan includes an active transportation section.
- Worked with GBT in the past on a bike share planning study: one finding was that because each municipality is different, a regional program would be hard.

E-mail:
March 24th, 2023

Another, similar reminder was distributed on March 28th.

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

METROPOLITAN TRANSPORTATION PLAN, 2023-2050

Notificación Legal en Espanol

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mfulda@ctmetro.org
1000 Lafayette Blvd, Suite 925
Bridgeport, CT 06604

NVCOG: Richard Donovan, Director of Transportation Planning, rdonovan@nvcogct.gov
49 Leavenworth Street, 3rd Floor
Waterbury, CT, 06702

GBVMPO DRAFT Metropolitan Transportation Plan	Air Quality Conformity Determination	GBVMPO Metropolitan Transportation Plan Appendices	Survey Summary	Legal Notice

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A public information meeting concerning the draft MTP and related air quality assessment was held on Tuesday, March 21st at 5:00 PM at the offices of MetroCOG on 1000 Lafayette Boulevard, Suite 925, Bridgeport, CT. A virtual option was provided at this meeting.

For more information, please call MetroCOG at (203) 366-5405 or NVCOG at (203) 757-0535. Language assistance may be requested within a reasonable timeframe and is provided at no cost to the public.

RESPONSIBLE METROPOLITAN TRANSPORTATION PLANNING AGENCIES

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Comments e-mailed by CTDOT on March 31st, 2023

These comment were received after the public comment period ended at 11 am on March 29th, 2023. Due to receipt of these comments after the approval on March 30th and public comment period, the document was revised to address the most major comments (indicated below). See Section 13, Funding and Appendix C, Table C.2 for revised text.

From: Pacacha, Jennifer
To: Matt Fulda; Patrick Carleton; Meghan Sloan
Cc: Tedesco, Kevin; Sucato, Pamela P; Carrier, Jennifer (FHWA); Shortell, Erik (FHWA); Sirmin, Leah (FTA)
Subject: MTP Comments - DOT/FHWA/FTA
Date: Friday, March 31, 2023 1:28:42 PM
Attachments: Environmental Justice Sources.docx

Good Afternoon,

Please see the collective comments (DOT/FHWA/FTA) on MetroCOGs draft MTP:

Comments for all MPOs

- Confirm MPOs consulted with State and local agencies for land use management, natural resources, environmental protection, conservation and historic preservation in developing the MTPs
- Confirm that TMA Certification Review findings, especially corrective actions, were incorporated into the plans
- Confirm that MPOs are revisiting and updating regional TAM and PTASP performance targets as appropriate with each TIP/MTP update
- Confirm what the transit financial estimates include and how that compares to typical revenues and expenditures; plans should be explaining what the numbers they provide represent
- We encourage MPOs to review the Environmental Justice Resources summary document provided to CTDOT in December 2022 to continue to enhance benefits and burdens analyses and equity in transportation planning documents

MetroCOG

Need to be addressed to gain Federal Approval:

- Chapter 13 must be modified to demonstrate the MTP is fiscally constrained - Figure 13.1 Highway Improvements, Revenues & Project Cost do not demonstrate fiscal constraint in years 5-10 and needs to be corrected; It is not clear if transit is fiscally constrained

Other comments (to be addressed prior to the next update):

- Note that the corrective action from the 2022 Certification Review related to projected transportation demand of persons and goods in the metro planning area over the period of the transportation plan has not been addressed. Understanding the short review time process and need for the COG to address this, we will be documenting this finding in another platform. The COG should work to incorporate this into the MTP in the coming weeks/months to avoid delays in TIP/STIP amendments.
- Revenue and cost estimates must use inflation rates to reflect year of expenditure dollars based on reasonable financial principles and information, cooperatively developed – this is not clear and should be improved.
- Although some system performance items are incorporated into the MTP, MetroCOG may want to consider developing a system performance report, either stand-alone or enhancing how it is framed in the MTP.

PUBLIC INVOLVEMENT SURVEY

Greater Bridgeport & Valley Metropolitan Planning Organization

2023 Metropolitan Transportation Plan

THANK YOU TO EVERYONE WHO PARTICIPATED

METROCOG
Connecticut Metropolitan Council of Governments

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS

INTRODUCTION

Plan Purpose, Survey, & Goals

This document summarizes the responses to a survey jointly developed by the Connecticut Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) for the update of the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO). The survey served as a means for people to share their thoughts on transportation in their communities and throughout the region. The survey also raised public awareness and interest in the plan.

GOAL DEVELOPMENT

Responses to the survey were utilized to develop regional transportation goals and will inform the update of the Metropolitan Transportation Plan (MTP). These goals will guide decision makers about where and how to invest in the transportation system in the future. Survey responses were analyzed through response theme coding (staff), natural language processing techniques, AI generated summaries, and staff review. Each task helped to develop recurring themes seen in survey responses, which were refined into seven regional goals and supporting actions. The goals were compared with the USDOT's National Transportation Performance Measures and CTDOT's State of Connecticut Transportation Performance Measures and evaluated for alignment with national and state priorities.

The goals and corresponding actions developed through this process are listed on the next page.

PLAN PURPOSE

The MTP is a federally required document that identifies potential opportunities to improve mobility for people throughout the region, from 2023 to 2050. A critical component of the MTP development process is to provide opportunities for community members to inform the plan. The GBVMPO's MTP will take a comprehensive, system-wide approach to improving all modes of transportation, as well as potential impacts to and from the system for residents, commuters, and travelers to the Greater Bridgeport Region. Federal regulations require an update on certain content and on the development process every four years.

Survey Development & Distribution

DEVELOPMENT

The survey was developed as a coordinated effort between MetroCOG and NVCOG. Organization staff utilized Esri's ArcGIS Survey 123 to develop a survey of 32 questions, available in English and Spanish versions. Survey 123 is a web and mobile application for survey design, distribution and response management. The application allows for logic-based design and manages responses through automated record keeping in a secured XLSForm. Paper versions of the survey in English and Spanish were also created (the English version can be found at the end of this document). For consistency, both COGs used a single joint survey, resulting in a combined dataset that contained all responses.

The 32 questions include a variety of required and optional open-ended/fill-ins, yes/no, multiple choice and ranking. Logic was also utilized. For example, only participants that replied "Yes" to "Do you ride a bike within your community?" were prompted to answer further questions about bicycling.

Goals for the GBVMPO Region

1. Promote Safety Across all Aspects of the Transportation System.

a. Work towards zero traffic deaths and serious injuries regionwide.

b. Incorporate targeted safety countermeasures into the multimodal transportation system.

2. Bring all Regional Roads and Infrastructure to a State-of-Good-Repair.

a. Build resilience into the system to lessen the impacts of roadway events.

b. Evaluate and enhance how the right-of-way is utilized.

3. Increase the Efficiency and Reliability of all Transportation Modes.

a. Improve implementation project delivery time by reducing project delays.

b. Increase the frequency and reliability of public transit.

c. Reduce vehicular congestion by implementing the Congestion Management Process (CMP).

d. Facilitate the movement of goods and services through diverse transportation modes.

e. Advance the use of data and technology throughout transportation infrastructure and systems.

4. Bolster Interconnected, Public Transportation across the Region and Strengthen Access to Economic Opportunity Centers.

a. Foster an efficient, reliable, and inter-modal regional public transportation network.

b. Identify opportunities for public transportation to support local economic development.

c. Strengthen first- and last-mile connections and services

5. Ensure Data-Driven Transportation Investments with Equitable Benefits to all Users.

a. Promote affordability and equitable access to public transportation in the region.

b. Prioritize transportation investments in historically disadvantaged census tracts and areas of persistent poverty.

c. Identify opportunities to mitigate transportation related adverse health outcomes.

6. Provide Shared/Active Transportation Initiatives that Strengthen First- and Last-Mile Connections.

a. Expand, maintain, and improve accessible pedestrian infrastructure and amenities.

b. Increase mobility choice and access to greenways, trails, and bike lanes.

c. Support micro-mobility, shared transportation, and encourage flexibility as innovative services become available.

7. Promote Resilience and Environmental Sustainability within the Transportation System.

a. Support reduced and zero-emissions transportation.

b. Ensure transportation infrastructure is prepared to withstand the effects of climate change.

SURVEY DISTRIBUTION

The survey was available from August 24th, 2022 to November 30th, 2022. The GBVMPO's Public Participation Plan was utilized to inform this distribution, which includes a comprehensive list of local, regional and statewide stakeholders with an interest in the transportation planning process. Stakeholders include municipal departments (such as planning, engineering, and health), non-profits, local service organizations and individuals who have requested inclusion in the GBVMPO's email distribution list. Many of the individuals and organizations engaged with were asked to suggest additional contacts and stakeholders. While this method encouraged participation from people who are interested in transportation and planning, the survey was not distributed through any random or scientific sampling process.

Staff attended several in-person events to raise community awareness of the plan and to distribute links to the survey (or provide paper versions upon request). Events included:

- The Division of Emergency Management and Homeland Security (DEMHS) Field Day, Westport.
- Farmer's Markets: East Side of Bridgeport and Paradise Green in Stratford.
- Multi-day table event at Housatonic Community College (Bridgeport).

Postcards with survey links and paper versions were distributed to:

- Libraries
- Community centers
- Senior centers
- The Kennedy Collective
- Greater Bridgeport Area Prevention Program (GBAPP)
- Southwest Connecticut Agency on Aging (SWCAA)

Press releases were provided to the CTPost, weekly newspapers, and member municipalities (for websites and newsletters). The CTPost and NPR/WSHU published interviews with MetroCOG's Executive Director about the plan and the survey. A link to the survey was also posted to MetroCOG's and NVCOG's website, facebook and LinkedIn accounts.

The survey was intended to be available to people throughout the region, regardless of their age, sex, income level, ability, or ethnicity. As stated earlier, the survey was not distributed to a random sample of people. Thus, the demographics of the survey participants do not mirror the demographic composition of the region. For example:

- 15.0% of the population is over the age of 65. Of the respondents who indicated their age, 23% are 65 or older.
- The median household income in the region is $97,955. Of the respondents who indicated their income, over half made $100,000 or more per year.
- The region has a large population of persons whose first language is Spanish and have limited proficiency in English. 5 people participated in the Spanish language survey.

Future outreach efforts for all GBVMPO projects and initiatives must work to engage people and organizations not reached as part of the MTP survey distribution process. Making the region aware of the public comment period for the plan is one opportunity. Additionally, abbreviated surveys with fewer questions that take less time may garner more responses, as well as offering small incentives for completion (pens, tote bags, public transportation vouchers).

Filtering GBVMPO Responses for Analysis

During the roughly 3-month period that the survey was available (August 24th-November 30th), 687 online English, 5 online Spanish, and 16 paper surveys were received. To house all survey responses in a single dataset, MetroCOG staff entered paper survey responses into Survey123. Completed paper surveys will be retained at MetroCOG for record keeping.

Survey distribution included NVCOG member municipalities outside of the GBVMPO region (by NVCOG staff). Thus, respondents whose primary residence was not in the region and/or did not spend significant time in the region were removed from the GBVMPO dataset and any further analysis. Staff used the following process and criteria:

- "In what town/city is your primary residence:" response criteria included the GBVMPO municipalities of "Ansonia," "Bridgeport," "Derby," "Easton," "Fairfield," "Monroe," "Seymour," "Shelton," "Stratford," and "Trumbull". Obvious misspellings were included.
- "In what town/city do you spend most of your time outside the home (work, school, etc.)?" response criteria included the GBVMPO municipalities above. Thus, participants who do not live in the region but spend a significant amount of time in the region were incorporated into the dataset. For example, if a respondent has a primary residence in Woodbury but works or spends most of their time in Fairfield, their responses were included in the GBVMPO dataset.

The resulting dataset includes 525 GBVMPO responses.

Spanish responses to the dataset were reviewed separately and are available in an anonymized version of the dataset. Due to the low number of participants in this survey, potential identifying information was removed to ensure confidentiality and are not available separately.

ENSURING ANONYMITY

This document was created, in part, as a result of many respondents asking if the results of the survey would be publicly available. The full dataset is in excel format, and to protect the identities of participants, responses to each question were separated into an individual worksheet and sorted randomly or alphabetized. The excel file (with one worksheet for each question) can be found at the following **here** or via **https://metro-cog-website.s3.us-east-2.amazonaws.com/Website+Content/MTP/GBVMPO+MTP+Survey+ENG%2BES-Anonymized+for+AWS.xlsx**

Analyzing Open-Ended Responses

Open-ended survey responses were analyzed by staff and via digital analysis. MetroCOG staff organized responses into categories using a coding method, which involved reviewing each response and tagging the categories, or "codes," that the response included. For example, the response "enforcement to make roads safer for pedestrians and cyclists," would be categorized as "enforcement," "safety," "pedestrian," and "biking." The most common categories helped to determine recurring themes across all survey respondents.

WORD CLOUDS

Word clouds were generated for most of the open-ended questions via the free version of the software Alteryx. These Alteryx Designer settings were used:

- Text Pre-Processing tool: removed digits, punctuation, SpaCy default stop words (Link below) and converted words to their roots (for example, "running," "ran," and "runs," all become "run" after this step).
- RegEx tool: parsed shortform text responses by "entire word," and created a new dataset for NLP (natural language processing) with one word per one row.
- Data Cleansing tool: removed whitespaces and blank responses and modified all text to lower case.
- Word Cloud tool: created visualizations of the 200 most frequently occurring words.

ARTIFICIAL INTELLIGENCE

To minimize potential human bias in the review process, staff, used OpenAI Playground and ChatGPT to identify Summaries, Keywords and Goals for each open-ended response. OpenAI is an online artificial intelligence company that develops web-based word processing tools that enables users to freely engage with the company's word processing modules. To assist with the survey analysis and goal development, OpenAI's Playground and ChatGPT word processing modules were utilized to identify recurring themes and issues that staff may have missed or misinterpreted. This process included the following steps:

Randomizing Inputs

Relevant responses from each open-ended question of the survey were divided into groups of ~50 and placed into the OpenAI and ChatGPT word processing modules. Groups of ~50 responses were selected due to the character limitations of the AI software (larger response entries overwhelm the tools and crash the program). To create groupings, entries were filtered using the Microsoft Excel randomize function.

Open AI

In OpenAI Playground, two presets were used, "Summarize" and "Extract Keywords".

ChatGPT:

ChatGPT is a chat-based module that enables users to interact with the OpenAI software in a conversational manner by providing unlimited commands for word processing and analyses. The ChatGPT command "Develop ten goals from the following text:" was placed prior to the ~50 responses inputted. After running the module, the tool produced an analysis of the responses as a list of goals. This process was repeated for groups of responses, until all relevant responses to open-ended questions were accounted for.

All Open AI developed summaries and keywords and ChatGPT developed goals were compared to those developed by staff. While the results were not identical, the staff-identified themes, issues, goals, summaries, and keywords were found to be generally consistent with the AI analysis.

In the following summary of the survey, staff selected open-ended responses reflective of recurring sentiments and themes to highlight. All responses can be found in the anonymized dataset.

Future Participation

The survey responses continue to be utilized in developing the MTP. The GBVMPO is committed to a continuous public involvement process that provides complete information, timely public notice, and full public access to the organization's activities at all key stages in the decision making process. Thus, the public is encouraged to comment on the MPO's ongoing activities, including throughout the development of the MTP. Additionally, the oppor-

tunity to sign up for future MTP updates was made available to survey respondents. Those requesting updates will be informed on the ongoing progress.

The GBVMPO's Public Participation Plan requires a formal, 30-day public comment period prior to endorsement of the plan. Endorsement of the MTP is anticipated for the March 30th, 2023 meeting of the GBVMPO. Therefore, the MTP will be made available for public review on or before February 27th, 2023. During this period, the public will be made aware of the opportunity to comment on the plan via the following methods:

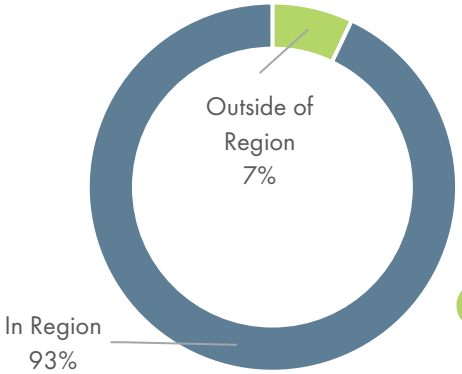
- Legal notice published in the CTPost and El Sol
- Email notice to GBVMPO stakeholder list
- Social media posts
- Website notice

All notices will include a description of where to send written and/or email comments and the location, date, and time of a public meeting. The public meeting is anticipated for mid-March and will likely be held in MetroCOG's offices at 1000 Lafayette Boulevard, Bridgeport, CT 06604. An option to join virtually will also be provided.

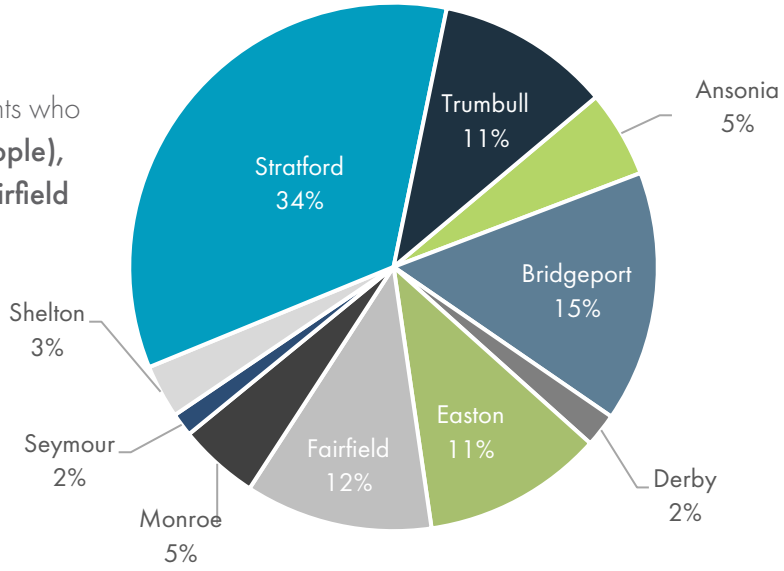
OUR SURVEY PARTICIPANTS...

Primary Residence

This pie chart is made up of the 486 respondents who live in the region. **Stratford residents (168 people), followed by residents of Bridgeport (75), Fairfield (56), Easton (54) and Trumbull (52)** made up the majority of responses.



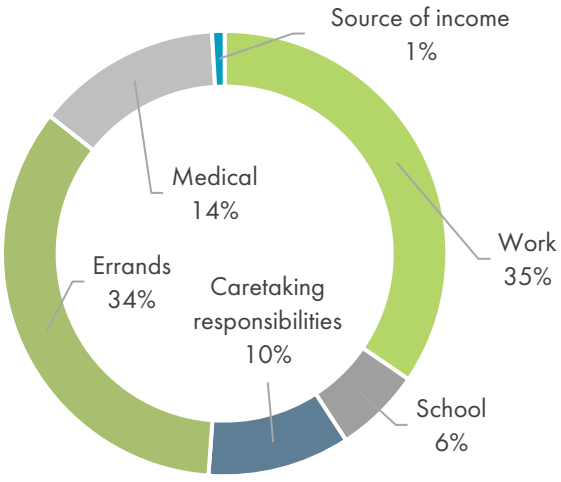
Q: In what town/city is your primary residence?



93% of respondents **live in the region.**

7% **live outside of the region** (37 people).

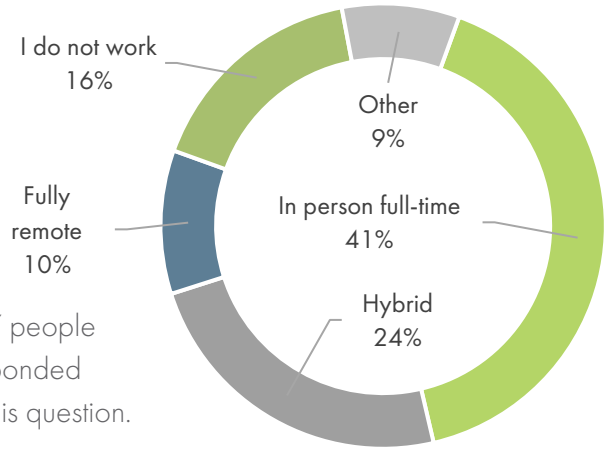
Q: To where do you travel most frequently?



This question allowed for multiple responses.

463 of the 524 people who answered this question indicated more than one frequent travel location. **Work (341 people) and errands (340)** were chosen the most.

Q: How would you describe your work environment?



527 people responded to this question.

41% indicated that they work in an **in-person full-time** environment (215 people).

24% are **hybrid** (125)

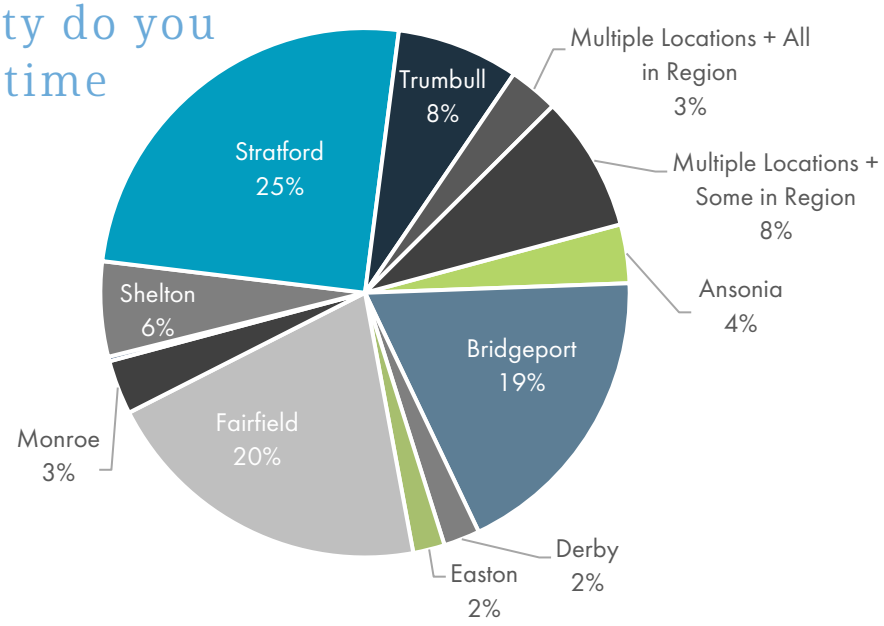
10% are **fully remote** (55)

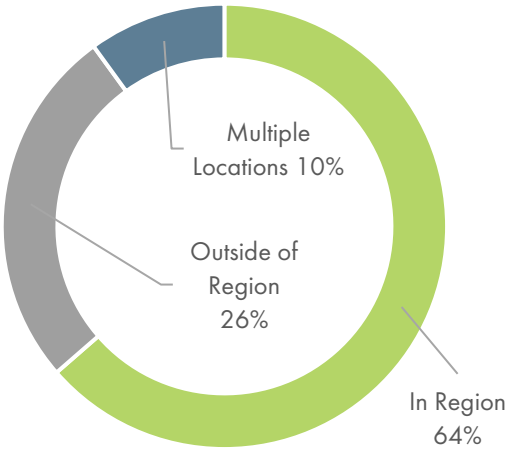
16% indicated that **they do not work** (87). Many of the 45 people who indicated **"other" are retirees or work part-time.**

Q: In what town/city do you spend most of your time outside the home (work, school, etc.)?

500 people provided information about where they spend most of the time outside of home.

362 people indicated that they spend most or all their time outside of the home in the region. **Bridgeport (67), Fairfield (74) and Stratford (91) were the locations with the most responses.**



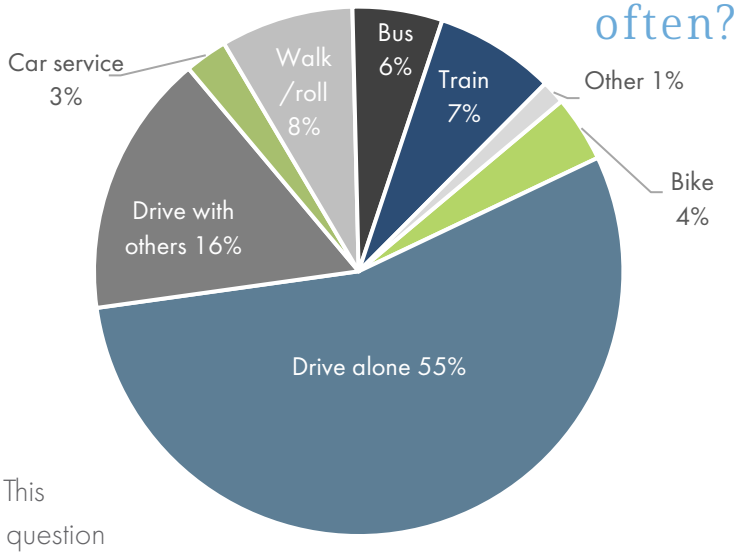


Travel Outside the Region

142 people reported that when they aren't home it is typically outside of the region. **Westport (18), Norwalk (16), New York City (13), Stamford (13), New Haven (11) and Milford (10) were the locations with the most responses.**

10% of all respondents reported that their travel is made up of multiple locations.

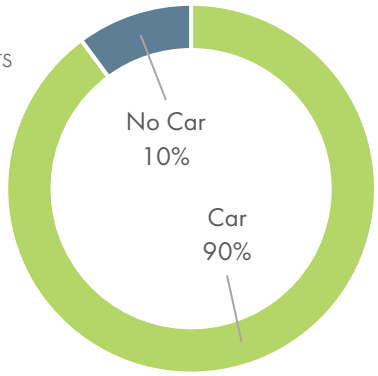
Q: How do you travel most often?



This question allowed for multiple responses. **Close to half of all respondents (237 people) indicated that they use 2 or more modes of travel regularly.**

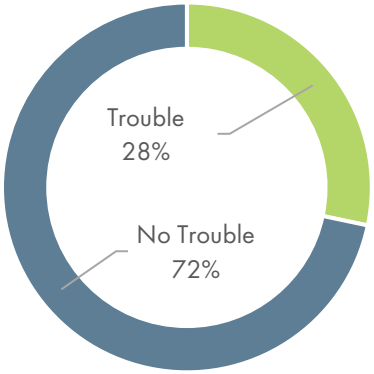
55% of respondents drive alone.

90% have consistent access to a car; 10% do not.



TRANSPORTATION CHALLENGES

Q: Do you ever have trouble getting where you need to go?



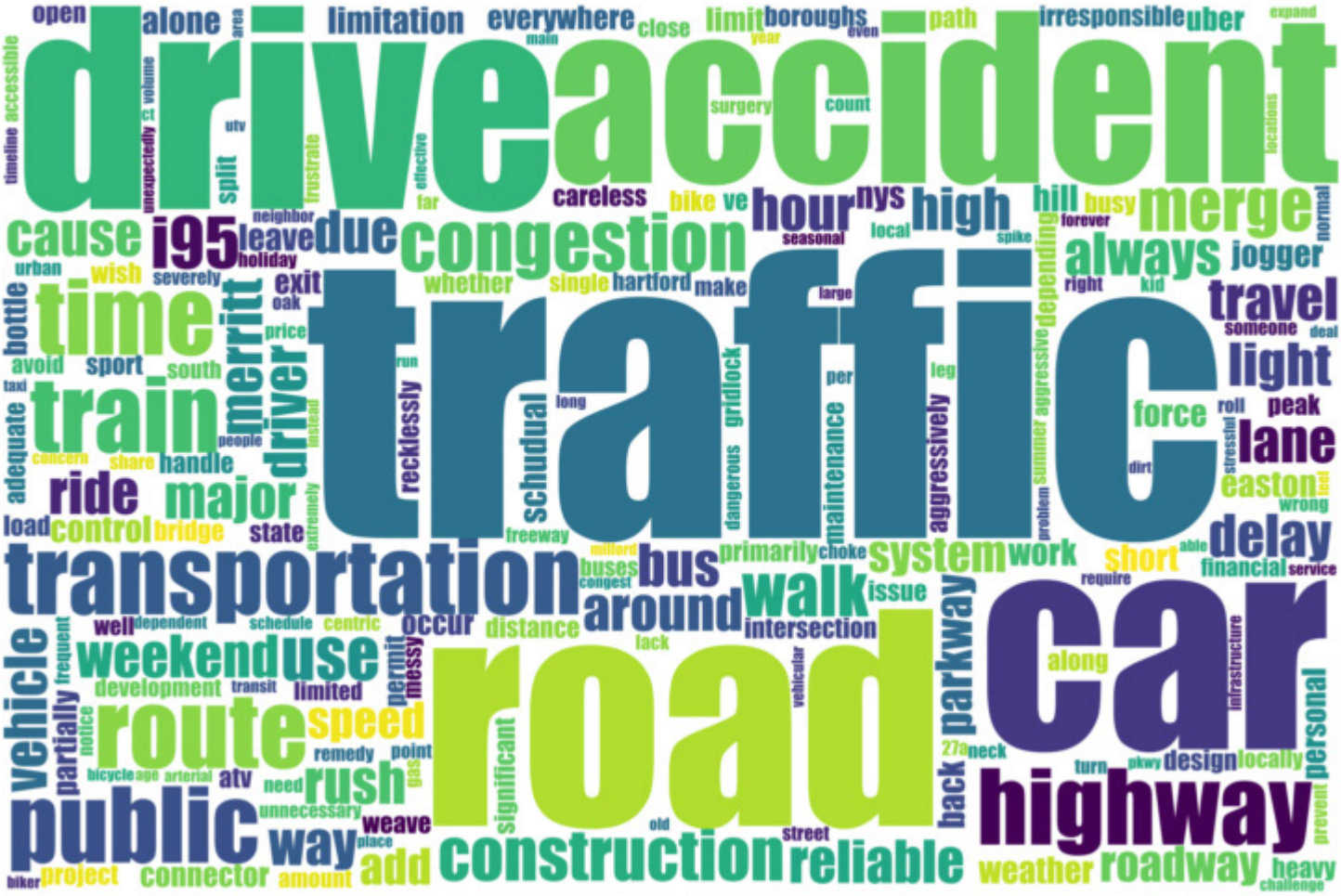
527 people provided a response to this question.

72% of respondents indicated that they **do not have trouble.**

28% of respondents indicated that they **have trouble** getting to their destination.

Q: Please tell us more about what prevents you from getting around easily.

The word cloud below indicates the most common words used in the 389 responses from participants. A few responses are highlighted on the next page.



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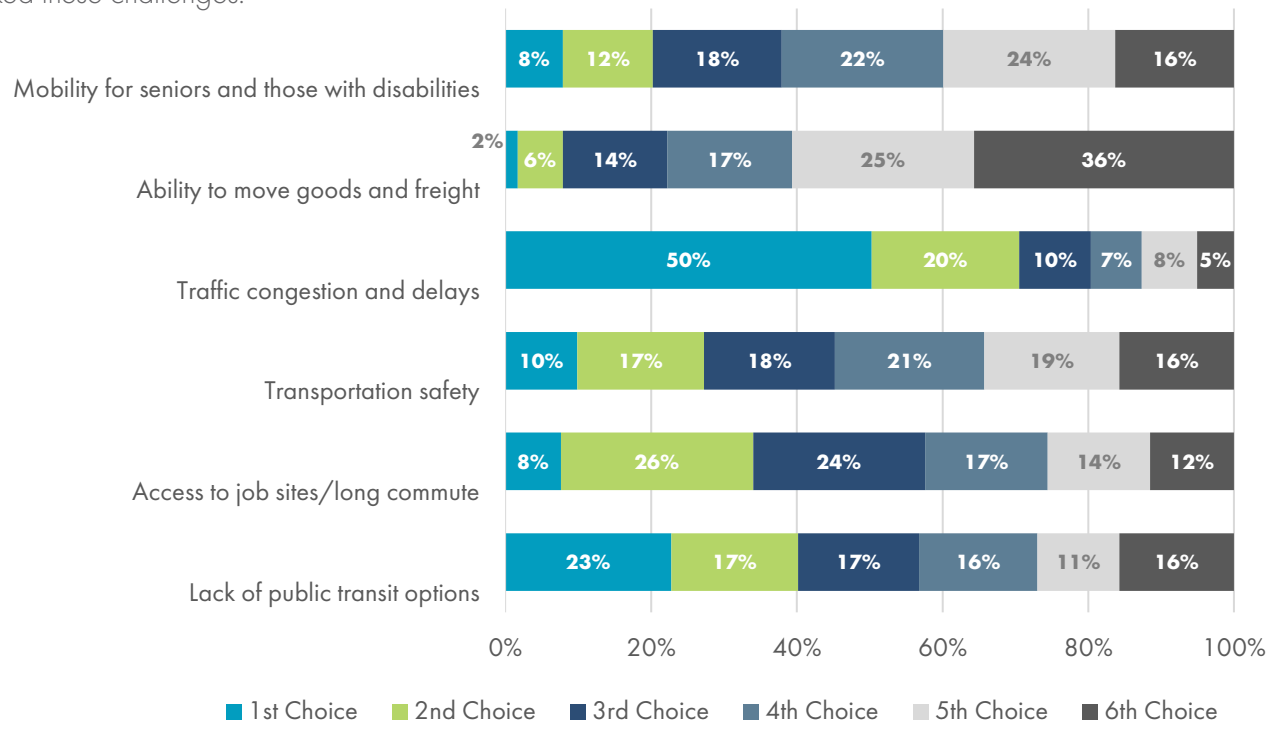
"I have trouble reaching where I have to go because there are no buses that go to or are near where I have to go. Also, I live on a fixed income and I can't afford to pay for a car service like Uber, Lyft, Taxi, etc."

"I am fortunate in that I have easy access to a vehicle, and the public transportation I do use when I need it is the train, which is frequent and reliable. However, it seems there is not good bus service for the people who do need that. Also, the area is not at all bike friendly. "

"I would like the option of reducing the number of cars in our household, but we currently cannot depend on public transportation for shopping or getting to commuter rail stations."

Q: What do you think are the biggest transportation challenges faced by our communities?

This question asked respondents to choose or rank the region's biggest transportation challenges. 356 people ranked these challenges.



50% of respondents identified **traffic congestion and delays** as the greatest challenges (179 people).

23% identified the **lack of public transit** options as the greates challenge (81 people).

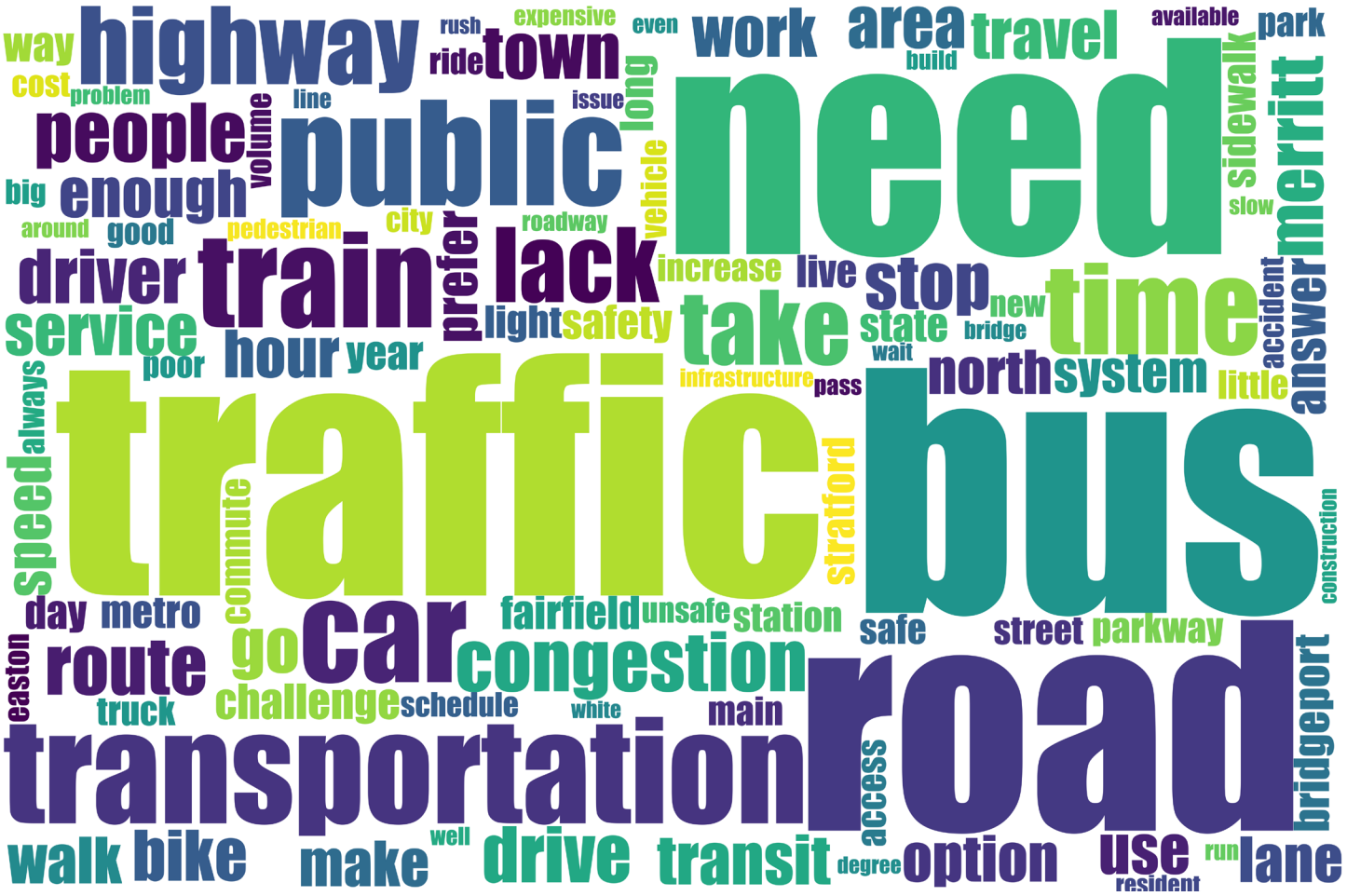
Q: Please tell us more about the challenges faced by our transportation system.

This was an open-ended question that 143 people answered. Below, a few comments are highlighted. The word cloud indicates the words used most often in comments.

"Prior to getting a vehicle I commuted via public transportation everywhere. Sometimes bus schedules would say one time but then the bus wouldn't show up. A lot of the time, it was just faster to walk then wait for the bus, or the connecting bus time would not line up with my bus arrival causing me to be late for work. There wasn't bus service on a Saturday in a specific town, so I had to spend a lot of money on Uber if I had to work on the weekend."

"More frequent trains would help. Also making streets more bike friendly."

"Even for very short trips it is difficult to walk or bike because of the lack of good, connected sidewalks and bike lanes. There is too much traffic moving too fast to feel comfortable riding or walking in the street."



Attribute: Alteryx

Q: What suggestions may you have for the transportation system across the region?

This was an open-ended question that 475 people answered. The word cloud indicates the words used most often in the comments.

108 respondents mentioned the **bus**

70 respondents mentioned the **train**

53 respondents mentioned **bike lanes**

51 respondents mentioned **public transportation**

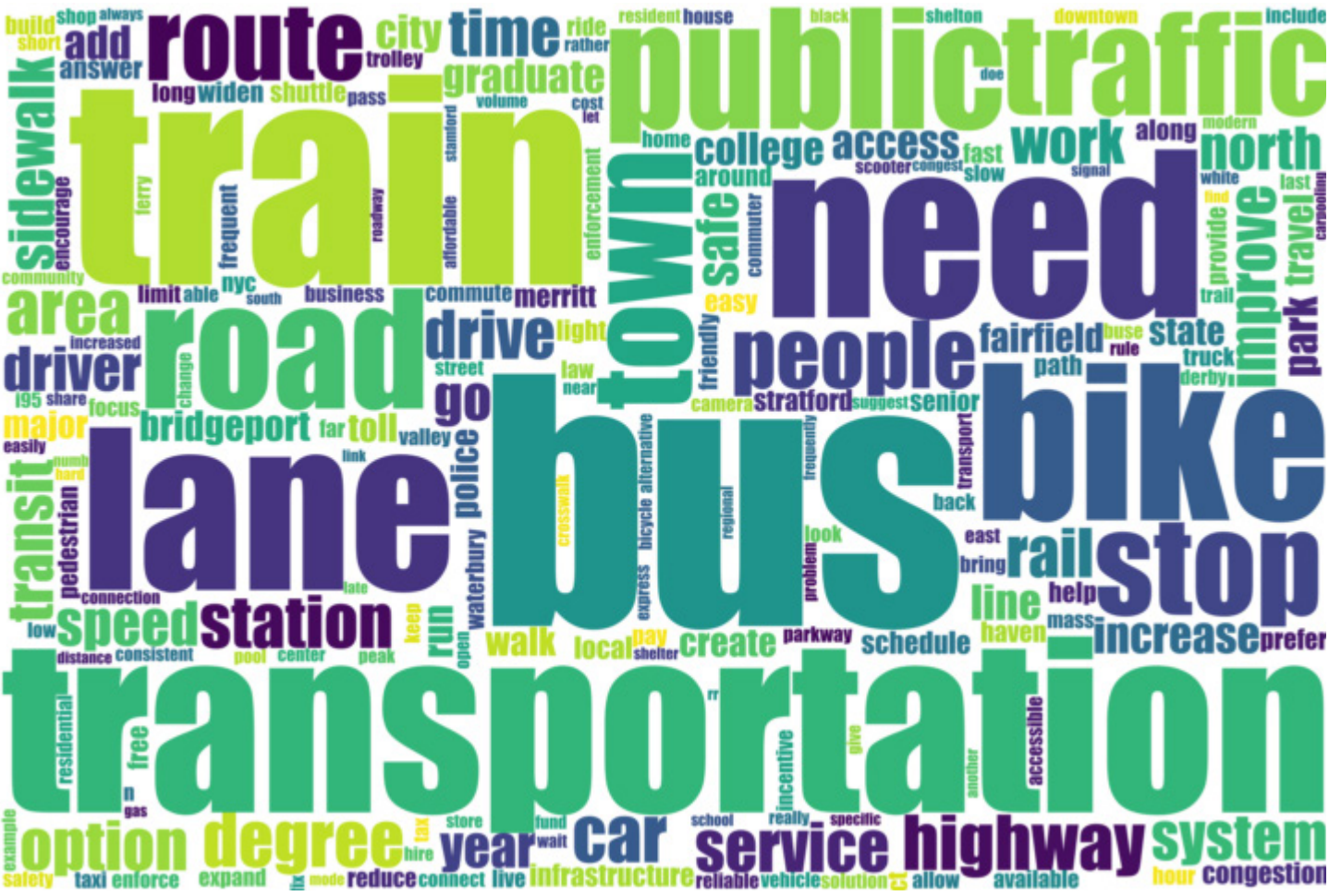
47 respondents mentioned **roads**

"Need improved infrastructure!!! Roads in consistent disrepair (potholes, long-standing construction that ties up larger highways/arteries). Also need to figure out a way to allow traffic to flow better - response cannot be that the volume exceeds the road capacity."

"More frequent bus services to the adjoining towns."

"invest in a better train schedule / service , make it frequent enough that it would be feasible to use to commute to work."

"Dedicated bike lanes and/or sidewalks. It is not safe to bike around here, limiting options."



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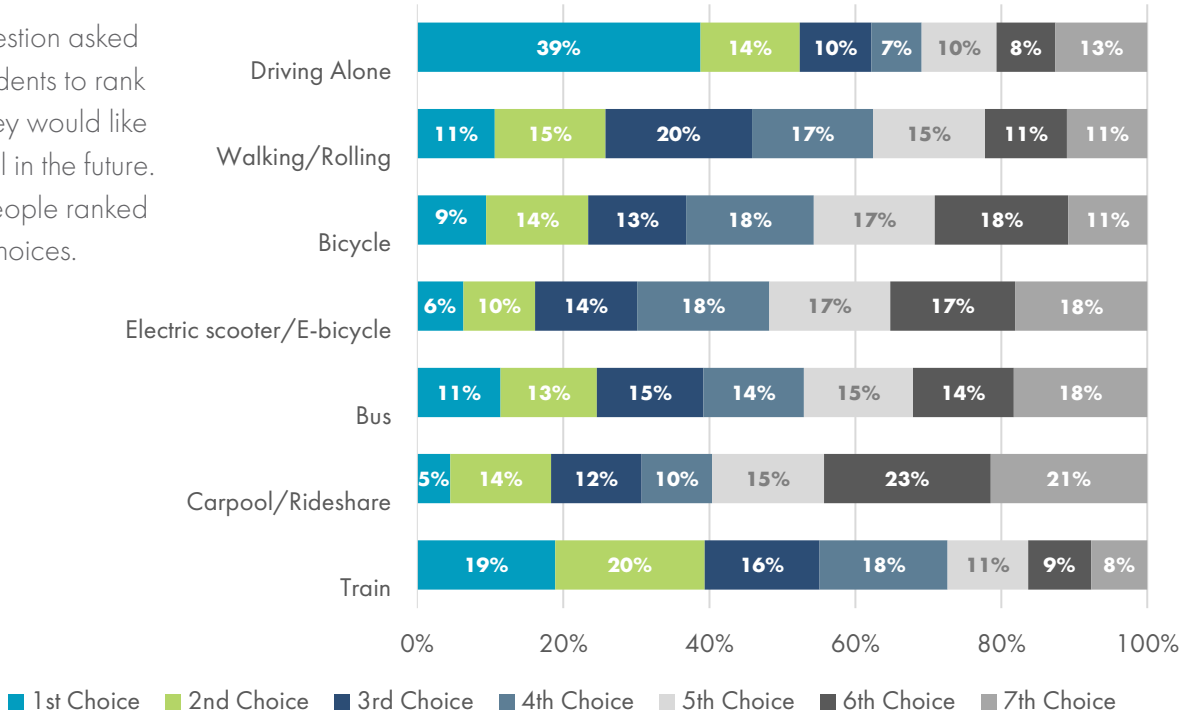
FUTURE PREFERENCES

Q: Which of the following options are ways you'd like to get around in the future?

This question asked respondents to rank how they would like to travel in the future. 508 people ranked these choices.



39% of respondent's first choice was **driving alone** (197 people).

19% of respondent's first choice was **the train** (96).

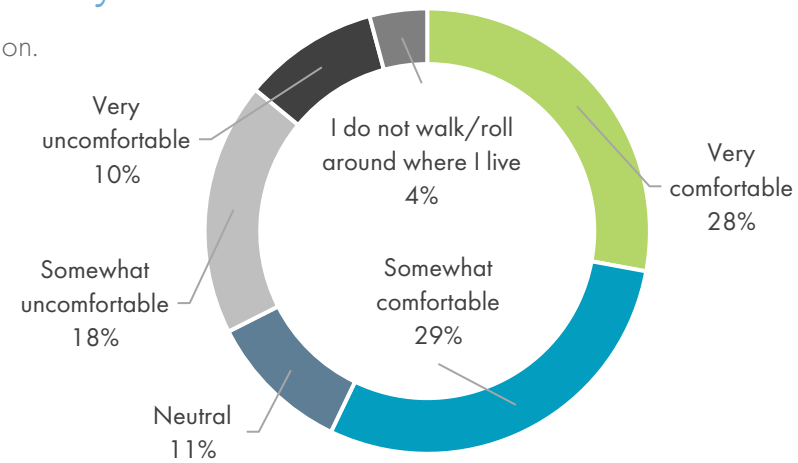
WALKING & ROLLING

Q: How comfortable do you feel walking/rolling throughout your community?

527 people provided a response to this question.

57% of respondents (301 people) **feel somewhat or very comfortable** walking or rolling in their communities.

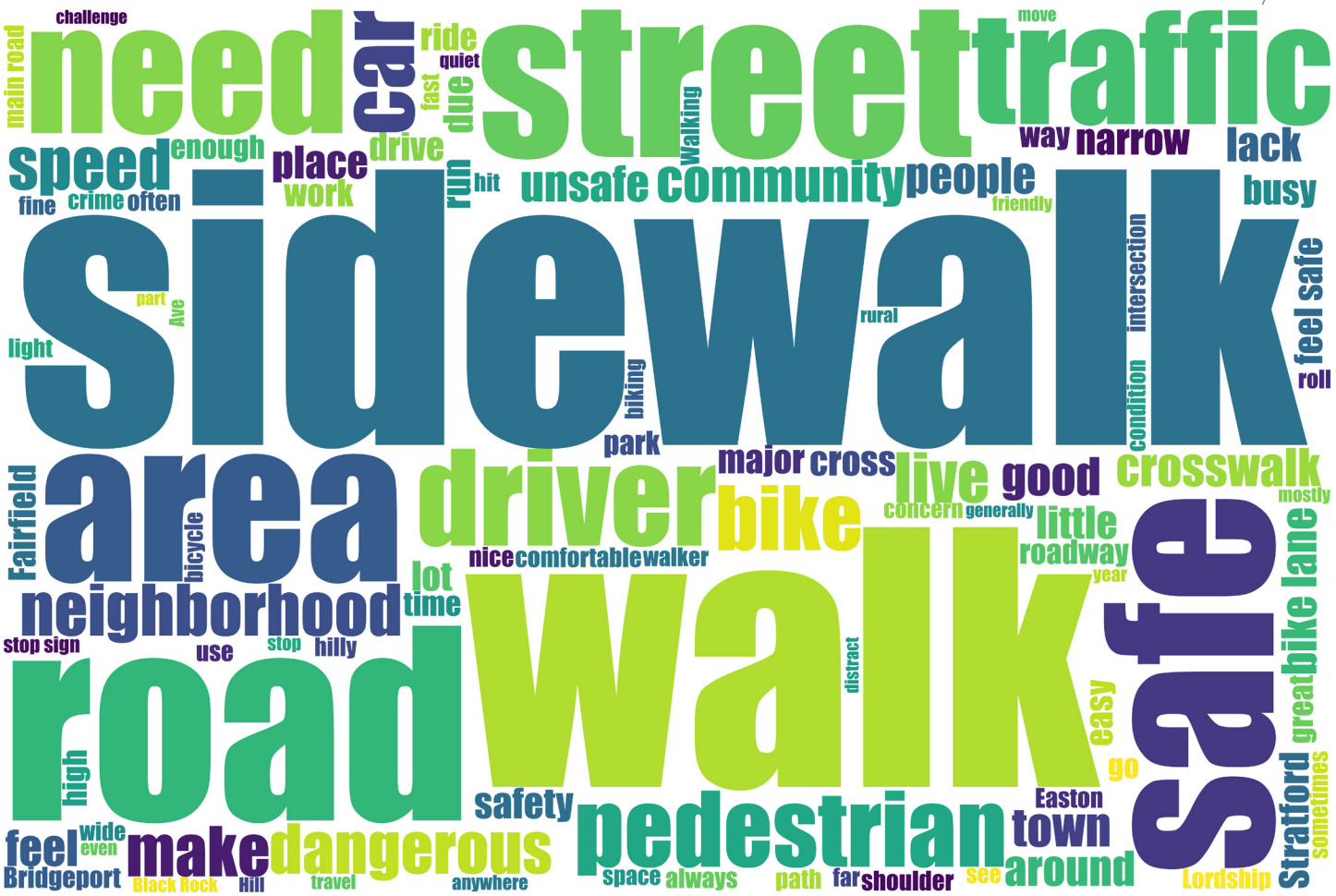
28% (74) indicated that they **feel somewhat or very uncomfortable.** 4% (22) do not walk or roll in their communities.



Q: Please tell us more about the walking/rolling environment within your community.

This was an open-ended question that 379 people answered. The word cloud indicates the words used most often in comments., with a few comments highlighted underneath the word cloud.

Attribute: Alteryx



"It's safe with a lot of sidewalks. Intersections and crossing the road is more dangerous due to the speeders and people who blow through stop signs and red lights."

"With limited to no sidewalks in my community, I don't feel safe walking very far. I only feel safe walking on streets with minimum traffic because there is no designated walkway for me. The streets with higher traffic numbers often have speeding cars, which make me feel unsafe when I have to walk on the side of the road."

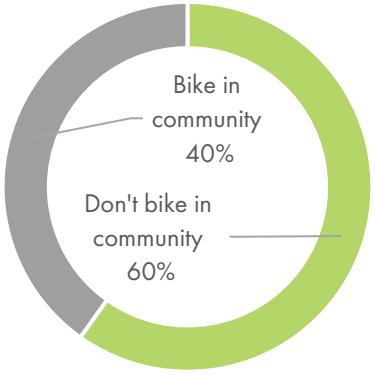
"The sidewalks are crumbling and horrible. There are not sidewalks for every street. Crosswalk safety is a joke - drivers are not bound to respect pedestrians. Bus shelters are hit or miss."

BICYCLING

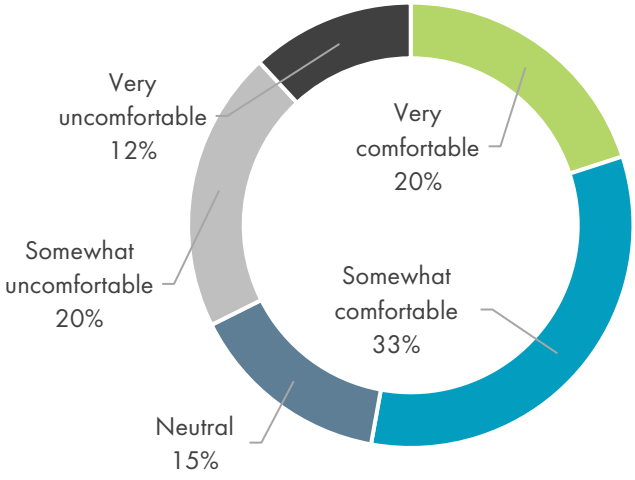
Q: Do you ride a bike within your community?

527 people provided a response to this question.

40% of respondents (210 people) **bike in their community.**



Q: How comfortable do you feel biking throughout your community?



Out of the 210 cyclists,

53% (111 people) are **somewhat or very comfortable bicycling.**

32% (68) are **somewhat or very uncomfortable bicycling.**

Q: Please tell us more about the cycling environment within your community.

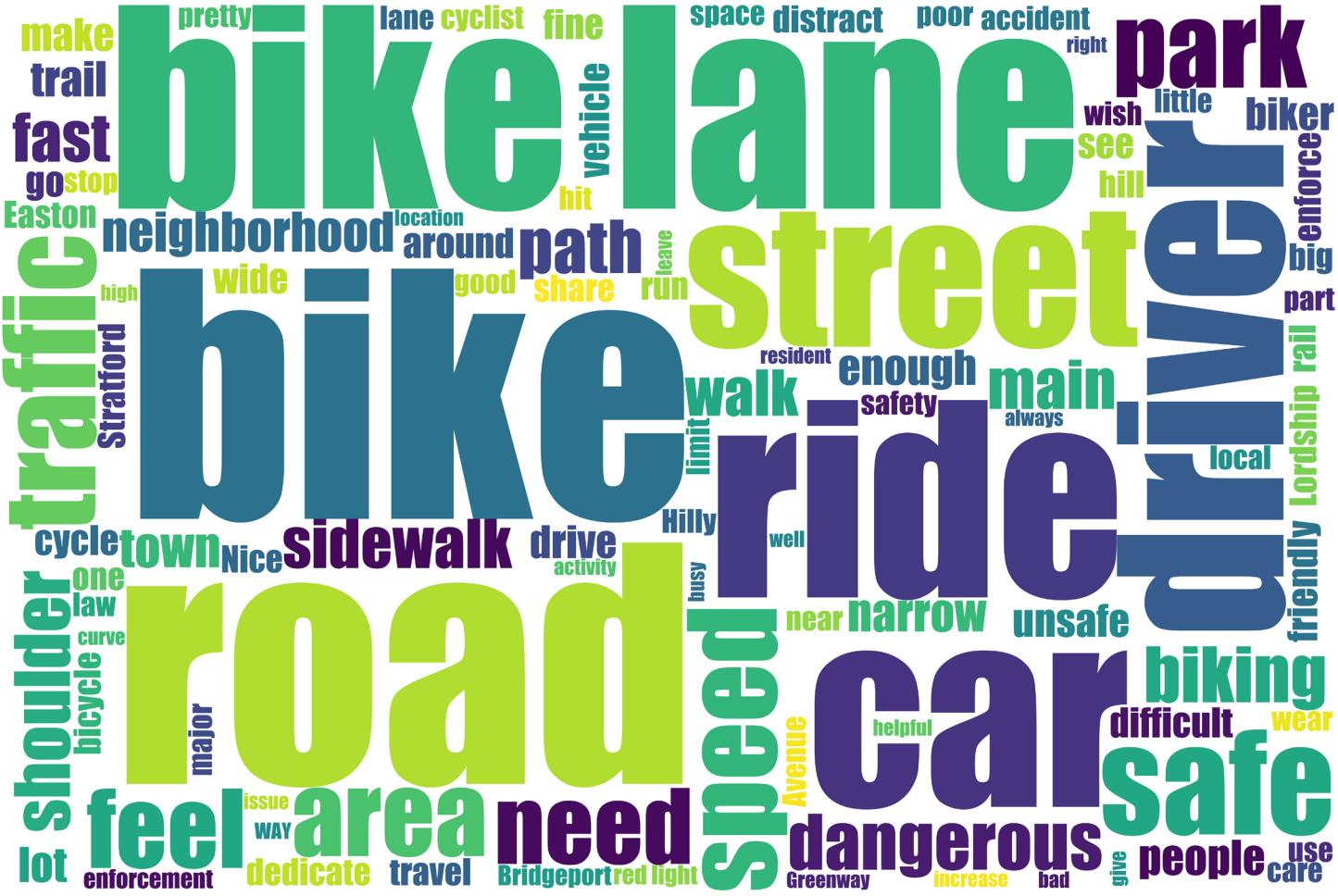
This was an open-ended question that 162 people answered. A few comments are highlighted below. and at the bottom of the next page The word cloud on the next page indicates the words used most often in comments.

"Bicycle lanes are infrequent. Cars in Stratford are intolerant of cyclists"

"Nice to see that there is a bike trail now from White Plains Rd to Beardsley Zoo. But still not a bike friendly town at all. Totally unsafe for children unless you load the bikes on the car first and drive to a park to ride the bike which defeats the purpose"

"The roads are not wide enough to share with cars and laws are not enforced for vehicles speeding, running red lights, stop signs, etc"

"Overall, it is OK, but we need bike lanes painted on all major roads. Car trffic should be slowed in congested areas with speed bumps and road narrowing."



Attribute: Alteryx

"The rails to trail bike path is wonderful and a true area asset. It would be helpful to have access points within town from this trail. Streets are are dangerous for bicycling due to lack of on street paths."

"Aggressive drivers make it a challenge to cycle safely."

SAFETY

Q: How safe do you feel traveling throughout our communities is today?

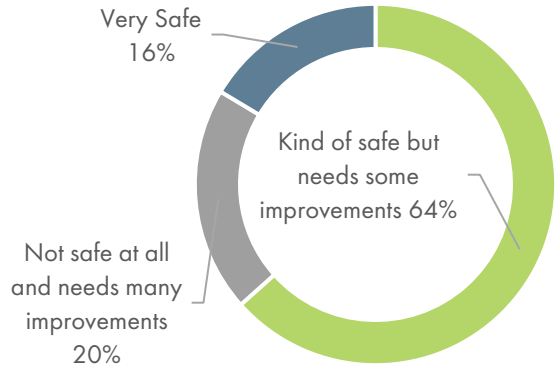
(including for yourself & people you know)

317 people responded to this question.

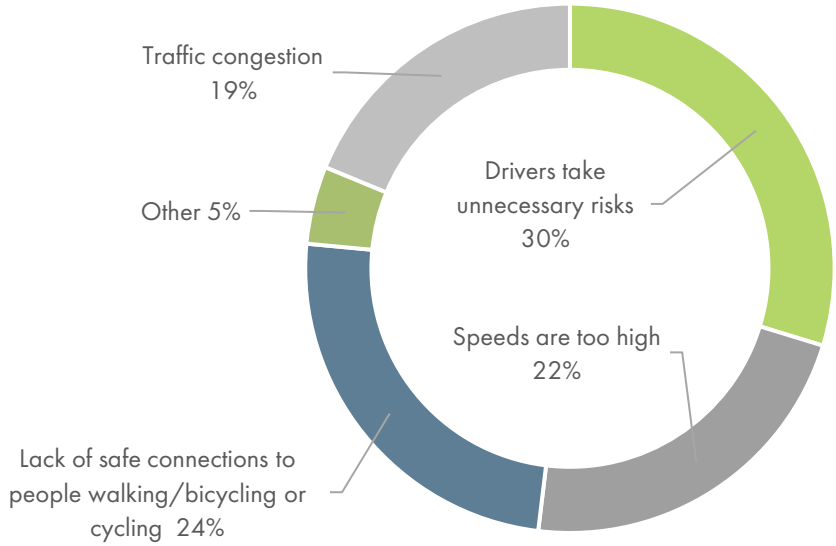
64% of respondents (201 people) **felt kind of safe traveling in their communities, and that some improvements are necessary.**

20% (64 people) **did not feel safe at all.**

16% (52) **felt very safe.**



Q: What makes you feel that way?



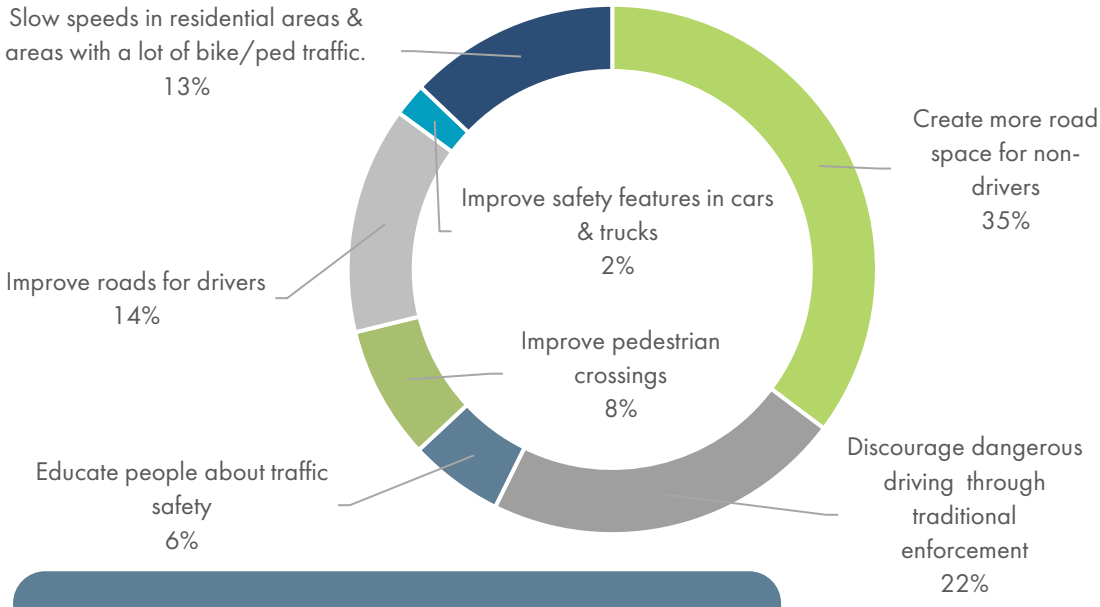
This question allowed for multiple responses. **Many of the 363 people who responded thought that multiple factors impacted safe travels in their communities.**

62% of respondents identified **unnecessary risks by drivers.**

52% of people indicated a **lack of safe bicycle/pedestrian connections.**

47% of respondents idenentified **high speeds.**

Q: What can be done to make your travel feel safer?

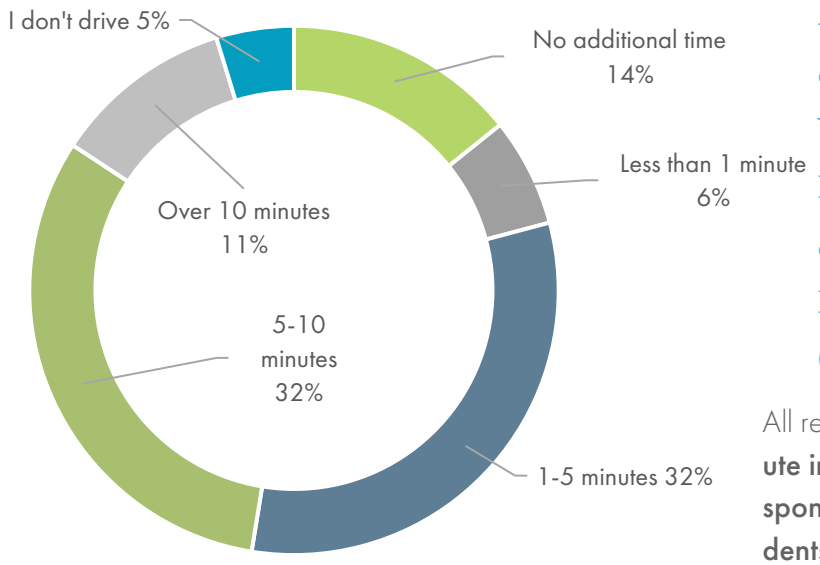


296 people responded. This question allowed for a single selection. However, **several respondents commented that they would have chosen multiple selections had they been able.**

"I think educating about road safety (especially over the age of 30 who seem to need more reminders about driving safely), widening roads, adding more sidewalks & improving road signage for drivers are all equally important in this effort to improve safety for all."

35% of respondents(104 people) thought that **more road space for non-drivers could improve safety,** with enforcement at the next highest choice, at 22% (65).

Q: 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?



All respondents made a selection. **A 1-5-minute increase was selected by 32% of respondents (167 people). 32% of respondents (167) selected 5-10 minutes.**

Q: Anything else you'd like to add to the previous question?

This was an open-ended question that 182 people answered. A few comments are highlighted. The word cloud below indicates the words used most often in comments.

"Safety is paramount & I would be willing to adjust my schedule accordingly."

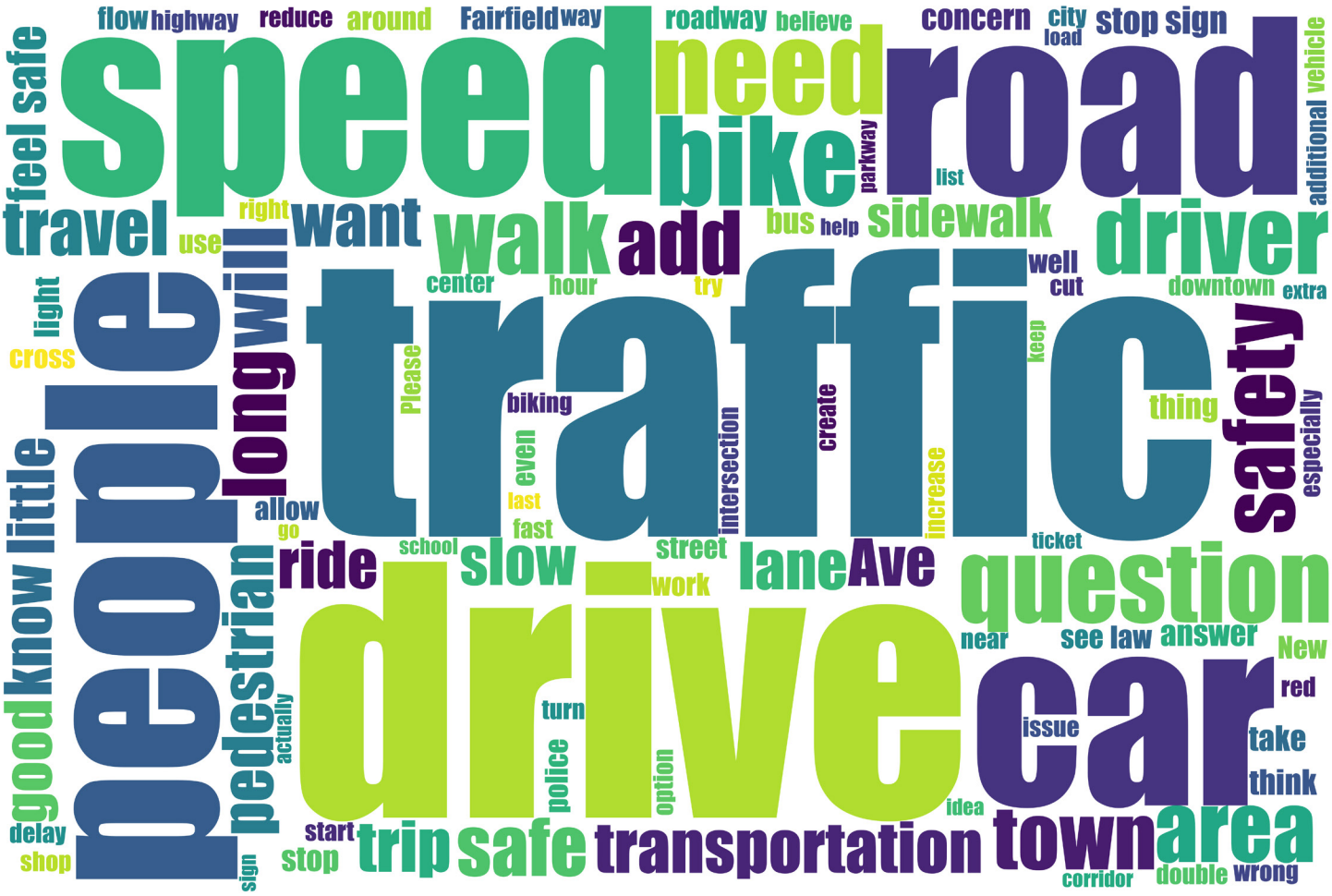
"More speeding enforcement"

"For many people, 5-10 minutes at the end of the day makes little difference, esp with connectivity in newer vehicles. But for others, those few minutes may be consequential for work, child carechildcare, etc."

"I don't want to make my commute any longer"

"Can't really answer because it really depends on how long the drive is in the first place. Adding 10 minutes to a 3 -minute drive to school? No. To a 1-hour drive? Sure!"

"Simple traffic calming techniques can reduce speeds but improve efficiency."



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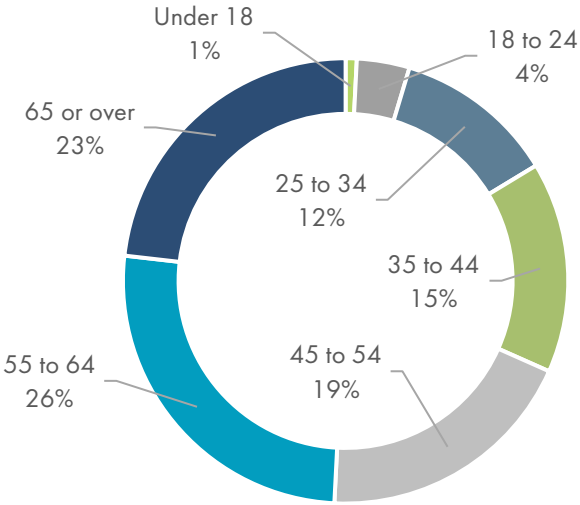
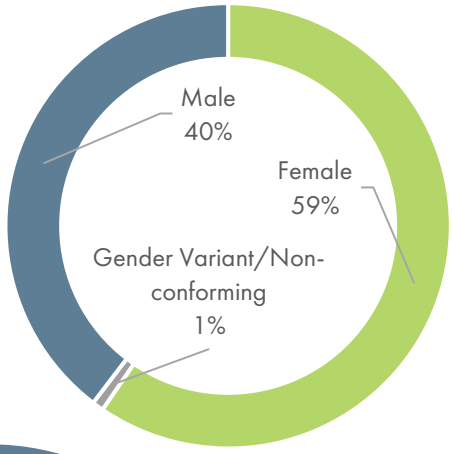
Q: Please indicate your age.



496 people indicated their age. 26% of respondents are between 55 and 64 (129), with 23% 66 or older (115). Respondents 24 and under made up only 5% of respondents (23).

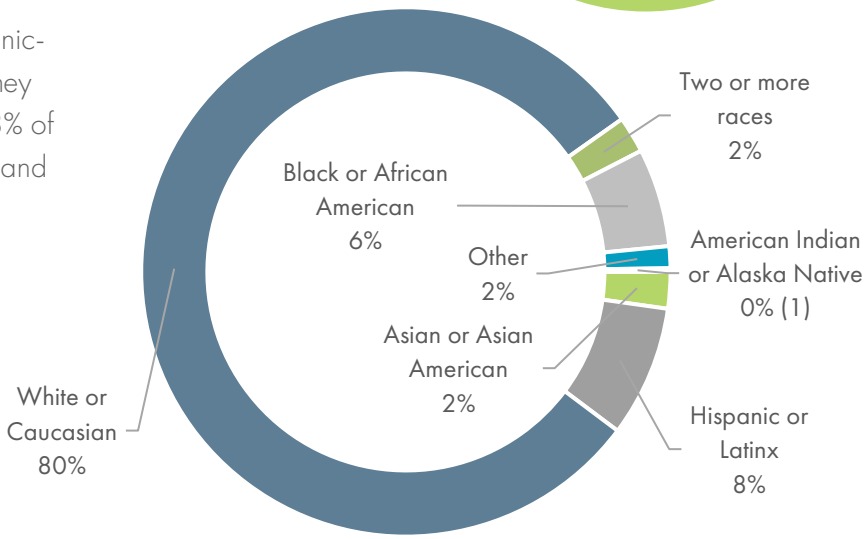
Q: What gender do you identify as?

482 people indicated their gender: 59% of respondents are female (287) and 40% are male (191) 1% indicated their gender as non-conforming (4).

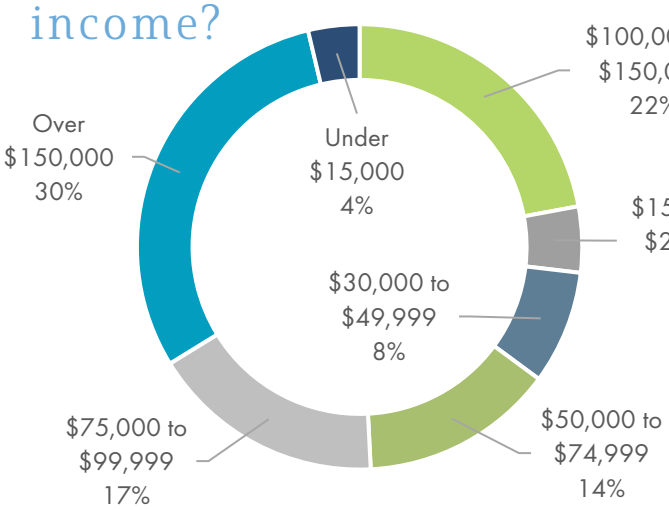


Q: How would you describe yourself?

449 people indicated their race or ethnicity. 81% of respondents reported that they are white/Caucasian (359 people). 8% of respondents are Hispanic/Latinx (36) and 6% are Black/African American (27).



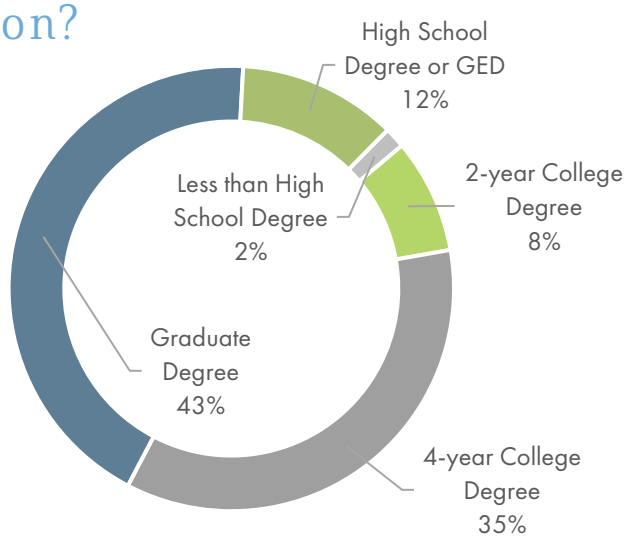
Q: What is your annual household income?



376 people indicated their annual household income. Over 50% of respondents (196 people) reported incomes of $100,000 or over. 9% of respondents (32) reported incomes of less than $30,000.

Q: What is your level of education?

468 people indicated their education: 43% of respondents (202) have a graduate degree. 35% (166) have a four-year degree 12% (54) have a high school degree/GED.



Q: Anything else you'd like to tell us?

Over 100 people provided a response to this question - some were "thank you", while others offered constructive feedback about the survey itself, including the need for some of the questions. Many comments drew attention to the need for location-specific amenities and improvements, and notes about transportation references, examples, and resources. The next two pages highlight the variety of comments we received.

"I have children. Walking safety is very important to me. Some drivers exceed speed limits and wont slow down when they see children/people walking"

"I really, really want to use more public transportation and/or bike, but it's hard to give up the ease of the car. It needs to be easy. And reasonably priced."

"Bridgeport has a lot of potential. I would love to see more safe bike paths and maybe incentives for riding bikes rather than driving. This would benefit the city, by producing less pollution and the community's health, by biking . Thank you for this survey! I am hoping my wish comes true soon!"

"Add more buses, add more places that buses travel to and make the buses run every half hour on all routes throughtout the whole day!!!"

'Fix our road and bridges... that should be your priority. Our infrastructure is critical...we need to do a better job maintaining."

"transportation needs for older people are somewhat different than those of younger people."

"I really hope this can help create change in Bridgeport. The infrastructure here for walking/rolling is terrible for people without cars or who would like to walk their neighborhoods."

"No parking garages. No parking garages."

"PLEASE intentionally engage and outreach to people with accessibility issues, different understandings and needs of a mobility and transit system, and plan with the most vulnerable and who need alternatives the most. Plan for someone who doesn't have access to a car and try to understand the numerous decisions and considerations that must be made to get from point a to b and how this limits not just mobility but fundamentally access for peoples of different walks of life. We need a robust and interconnected transit system that prioritizes bus, train, walking, and biking, above personal vehicle transportation, not just for sustainability moving forward but to enhance safety and reduce motor vehicle deaths. They are preventable, it is a choice not to prevent them and when you construct systems where the travel time is placed above safety considerations for other users you start from a fundamentally inequitable place."

"Please try and make the roads more safe."

"Please make pedestrians safety your number one priority. "

"Enforce the traffic laws. Too many vehicles going through traffic lights after they've turned red.'

'My vision: safely ride an e-bike from my home to run errands in Monroe and Trumbull. Farther afield, I can take one of the hourly electric busses to get from Monroe to Bridgeport where I take the train to go anywhere in the world. And I take the reverse trip home."

What does age, race, income have to do with this survey?

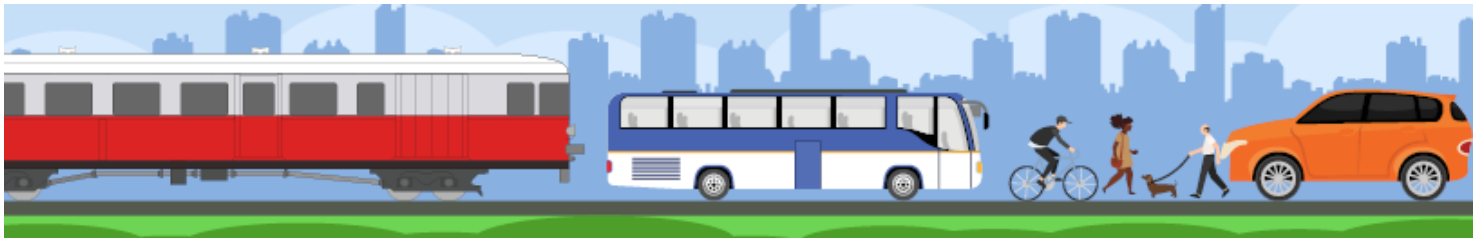
"Look for ways to create new, entirely separate roads exclusively for cyclists. Stop ignoring the transportation and environmental benefits of motorcycles."

"Thank you for having this survey, I hope many of these suggestions will be brought into fruition to make our state a safer and less stressful place to drive, walk, bike, train ride, etc."

"Need more access to printed bus schedules."

"NO NEED FOR SIDEWALKS OR MAJOR COSTLY CONSTRUCTION PROJECTS. MINOR SOLUTIONS ONLY FOR MINOR PROBLEMS"

'Parking fees near public transportation stops must be 0 or minimal to encourage use. This is vital, if you are serious."



We want to hear what you think!

Thank you for taking the time to complete this survey about how you travel. Your responses will help shape our region's Metropolitan Transportation Plan (MTP).

This survey is being conducted to help MetroCOG and NVCOG better understand the issues and opportunities for all those who live in and travel to our regions, including motorists, bicyclists, pedestrians, and transit users.

More information about the study can be found at http://bit.ly/link.

METROPOLITAN TRANSPORTATION PLAN 2050 TRAVEL SURVEY

1. In what town/city is your primary residence?

2. To where do you travel most frequently?

- ☐ Work
- ☐ School
- ☐ Caretaker responsibilities – assisting family and friends
- ☐ Errands
- ☐ Medical
- ☐ A source of my income is made up of driving

3. How would you describe your work environment?

- ☐ In person full time
- ☐ Hybrid – some in person and some remote
- ☐ Fully remote
- ☐ Other _____

4. In what town/city do you spend most of your time outside the home (work, school, etc.) (optional)?

5. How do you travel most often?

- ☐ I walk/roll
- ☐ I bike
- ☐ I ride a bus
- ☐ I take a car service
- ☐ I ride the train
- ☐ I drive alone
- ☐ I drive with others
- ☐ Other _____

6. Do you have consistent access to a car?

- ☐ yes
- ☐ No

7. Do you have trouble getting where you need to go?

- ☐ No
- ☐ Yes.

8. (if yes to previous question) Please tell us more about what prevents you from getting around easily. (optional)

9 What do you think are the biggest transportation challenges faced by our communities? Please use on star for those issues you do not thing apply, and five for the ones that are the biggest problems.?	*Smallest challenge*				*Biggest Challenge*
	1	2	3	4	5
Bicycle					
Walking					
Driving alone					
Carpooling/ ride sharing					
Electric scooter/ electric bicycle					
Bus					
Rail					

10 . Please tell us more about the challenges faced by our transportation system? (optional)

11. What suggestions may you have for the transportation system across the region?

12. Which of the following options are ways you'd like to get around in the future? *Please rank the following options according to how well they match your preference.*	*least favorable*				*most favorable*
	1	2	3	4	5
Bicycle					
Walking					
Driving alone					
Carpooling/ ride sharing					
Electric scooter/ electric bicycle					
Bus					
Rail					

13. How comfortable do you feel walking/rolling throughout your community?

- ☐ Very comfortable
- ☐ Somewhat comfortable
- ☐ Neutral
- ☐ Somewhat uncomfortable
- ☐ Very uncomfortable
- ☐ I do not walk/roll around where I live

14. Please tell us more about the walking/rolling environment within your community? (optional)

15. Do you ride a bike in your community?

- ☐ Yes
- ☐ No

16. If you answered yes to question 15, how comfortable do you feel walking/rolling throughout your community?

- ☐ Very comfortable
- ☐ Somewhat comfortable
- ☐ Neutral
- ☐ Somewhat uncomfortable
- ☐ Very uncomfortable

17. (only if 14 is yes) Please tell us more about the cycling environment within your community? (optional)

18. How safe do you feel travel throughout our communities is today (including for yourself and people you know)?

- ☐ Not safe at all and needs many improvements
- ☐ Kind of safe but needs many improvements
- ☐ Very safe

19. What makes you feel that way? (select all that apply)

- ☐ Speeds are too high
- ☐ Drivers take unnecessary risks
- ☐ Lack of safe connections to people walking/biking or cycling
- ☐ Traffic congestion
- ☐ Other _____

20. What can be done to make ravel feel safer ?

- ☐ Discourage dangerous driving behaviors through traditional enforcement
- ☐ Improve safety features within cars and trucks
- ☐ Create more road space for people who are not driving
- ☐ Educate people about traffic safety
- ☐ Slow speeds in areas with a lot of pedestrian/bicycle traffic and within residential areas
- ☐ Improve roads for drivers (striping, signs, traffic signals, etc.)
- ☐ Other (please specify) _____

21. 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?

- ☐ No additional time
- ☐ Under a minute
- ☐ 1-5 minutes
- ☐ 5-10 minutes Improve roads for drivers
- ☐ 10+ minutes
- ☐ I don't drive

22. What is your age?

☐ 18 - 24 ☐ 25 -34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65+

23. What gender do you identify as?

- ☐ Male
- ☐ Female
- ☐ Gender variant/Non-conforming
- ☐ Not listed _____
- ☐ Prefer not to answer

24. How would you describe yourself?

- ☐ White or Caucasian
- ☐ Black or African American
- ☐ Hispanic or Latinx
- ☐ Asian or Asian American
- ☐ American Indian or Alaska Native
- ☐ Two or more races
- ☐ Another race _____

25. What is your annual household income?

- ☐ Under $15,000
- ☐ Between $15,000 and $29,999
- ☐ Between $30,000 and $49,999
- ☐ Between $50,000 and $74,999
- ☐ Between $75,000 and $99,999
- ☐ Between $100,000 and $150,000
- ☐ Over $150,000
- ☐ Prefer not to answer

26. What is your level of education?

- ☐ Less than High School Degree
- ☐ High School Degree or GED
- ☐ 2-year College Degree
- ☐ 4-year College Degree
- ☐ Graduate Degree
- ☐ Prefer not to answer

27. Are there any other comments you'd like to make?

THANK YOU!

This document was prepared by the GBVMPO, MetroCOG and NVCOG, in cooperation with the Connecticut Department of Transportation and the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration.

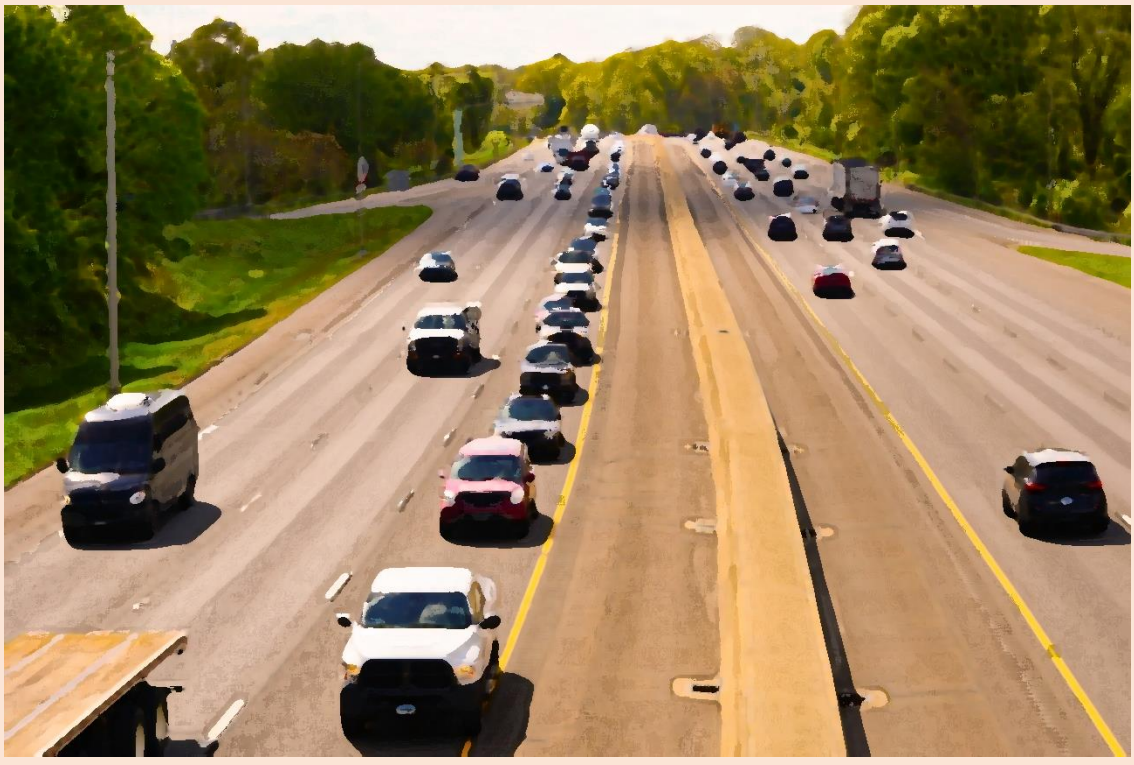
Staff are entirely responsible for the design and format of this report.

F CONGESTION MANAGEMENT PROCESS

Congestion Management Process

2023

Bridgeport-Stamford, CT-NY Urbanized Area Transportation Management Area



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1.0 Introduction:

A Congestion Management Process (CMP) is required for any Metropolitan Planning Organization (MPO) that includes an urbanized area exceeding 200,000 known as a Transportation Management Area (TMAs). This plan covers the Bridgeport-Stamford TMA and was developed cooperatively by the MPOs within the TMA. The Congestion Management Process (CMP) is a data driven approach for managing congestion that utilizes current data, including performance measures, to assess alternative strategies for congestion management. The CMP provides strategies to be included in the Metropolitan Transportation Plan (MTP) to secure future funding. This update is being developed concurrently to and will inform each MPO's 2023 – 2050 MTP. This CMP relies heavily on data made available to the MPOs through the RITIS platform using the National Performance Management Research Data Set (NPMRDS). The data and methodology for analyzing congestion is consistent with guidance from FHWA regarding Transportation Performance Management.

This TMA-wide CMP will focus on the National Highway System (NHS) roadways located in within the urbanized area based on the 2010 Census data; this includes all or partial coverage of the following municipalities: Ansonia, Beacon Falls, Bridgeport, Darien, Derby, Easton, Fairfield, Greenwich, Milford, Monroe, New Canaan, Newtown, Norwalk, Oxford, Redding, Ridgefield, Seymour, Shelton, Southbury, Stamford, Stratford, Trumbull, Weston, Westport, Wilton, Woodbridge, and Woodbury. A map depicting the extent of the Bridgeport-Stamford Urbanized Area may be found in Figure 3.1.

The elements of the CMP are as follows:

- Develop regional objectives for congestions management
- Define CMP network
- Develop multimodal performance measures
    - Collect data/calculate performance measures
    - Analyze congestion problems and needs
- Develop Strategies
- Program and Implement Strategies
- Evaluate Strategy Effectiveness

2.0 Objectives:

This CMP will provide an analytical process for understanding congestion and developing mitigating strategies in the Bridgeport-Stamford TMA.

The primary objectives will be:

- Determine the highway & transit CMP network
- Calculate current congestion through performance measures
- Develop strategies to reduce congestion
    - Increase Non-Single Occupancy Vehicle usage
    - Increase Level of Travel Time Reliability

- Increase Truck Travel Time Reliability
- Decrease Peak Hour Excessive Delay

3.0 CMP Network:

This Bridgeport-Stamford TMA encompasses five MPOs in southwestern Connecticut; Housatonic Valley, South Western, Greater Bridgeport and Valley, Central Naugatuck Valley and South Central. The MPOs do not share boundaries with the Council of Governments in CT so the same TMA encompasses four COGs; Western CT, Naugatuck Valley, CT Metropolitan, and South Central CT.

As of the 2020 census, there are 860,964 people that live in the Bridgeport-Stamford TMA. The TMA is also a major employment center, attracting commuters from across Connecticut and southern New York. Many of these employees work in industries that provide critical services, attracting an equally significant number of non-commuting travelers to the region's core cities of Stamford and Bridgeport, as well as the many suburban office and retail locations spread throughout the 27 municipalities across the TMA, resulting in a high volume of vehicular traffic that is served by multiple expressways and state-maintained arterials

The region's two interstate highways, I-84 and I-95, both travel east/west within the region, though Interstate 95 is a north/south route. Aside from interstate highways, Connecticut Route 8, 15, and portions of US Route 7 also serve as limited access expressways within the region, with 7 and 8 providing north/south travel and 15 mainly serving east/west traffic. Additionally, the remaining portion of Route 7, along with US Route 1, and CT Routes 25, 34, 35, 58, 104, 106, 110, 113, 115, 123, and 147 all carry large volumes through diverse development patterns, passing through low density, suburban commercial, and urban center corridors. Finally, the CMP network within the region includes three unsigned CT State Routes, which are 727, 731, and 732, located in Ansonia, Bridgeport-Trumbull, and Fairfield respectively.

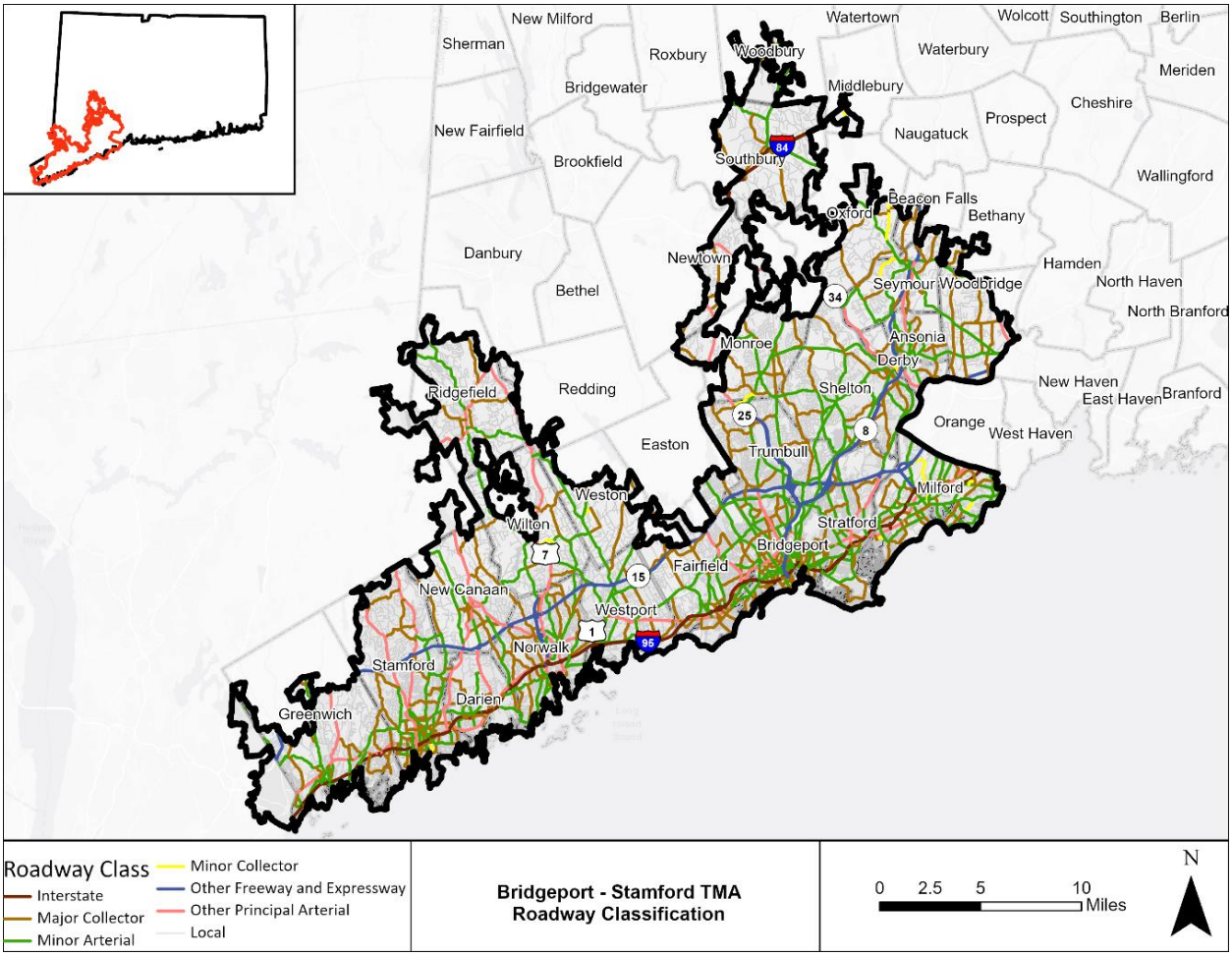


Figure 3. 1 Bridgeport-Stamford TMA Road Network

Transit is available throughout the Bridgeport-Stamford TMA. While this CMP will not focus on transit directly, improvements made to transit could increase the number of non-single occupancy vehicles potentially mitigating congestion. CT Transit- New Haven provides services to the eastern TMA towns of Seymour, Ansonia, Derby, Woodbridge, and Milford. Greater Bridgeport Transit provides bus service throughout Bridgeport, Stratford, Fairfield, Trumbull, Monroe and Shelton. Norwalk Transit provides service in Norwalk, Westport and Wilton and connections to Greater Bridgeport Transit through the Coastal Link which also goes to Milford. Stamford Transit District provides service to Greenwich, Stamford, and Darien and connects to Norwalk as well. HART transit is out of Danbury and provides service through Ridgefield, Wilton, to Norwalk.

Rail travels east-west and provides travel to NYC and New Haven on Metro-North as well as Amtrak service to other parts of the country (Figure 3.2). Metro-North also provides inland branches to New Canaan, Danbury, and Waterbury.

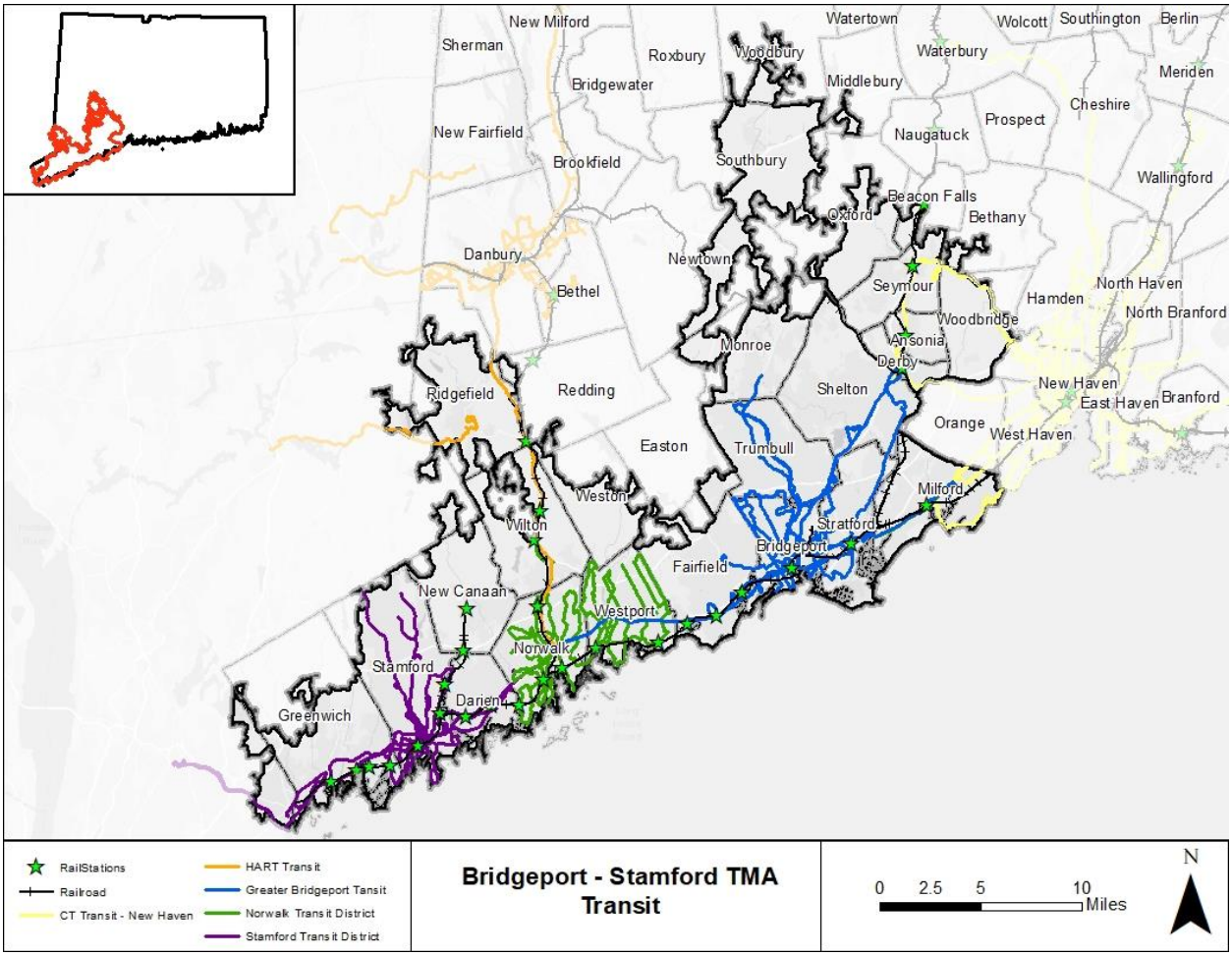


Figure 3. 2: Transit in the Bridgeport-Stamford TMA

This CMP will focus on road segments that are included in the FHWA National Performance Management Research Data Set (NPMRDS). This dataset encompasses all segments in the enhanced National Highway System along with some additional intersecting road segments. The analysis of this study will focus on the large continuous segments that had reliable data in the NPMRDS for 2017-2021 (Figure 3.3).

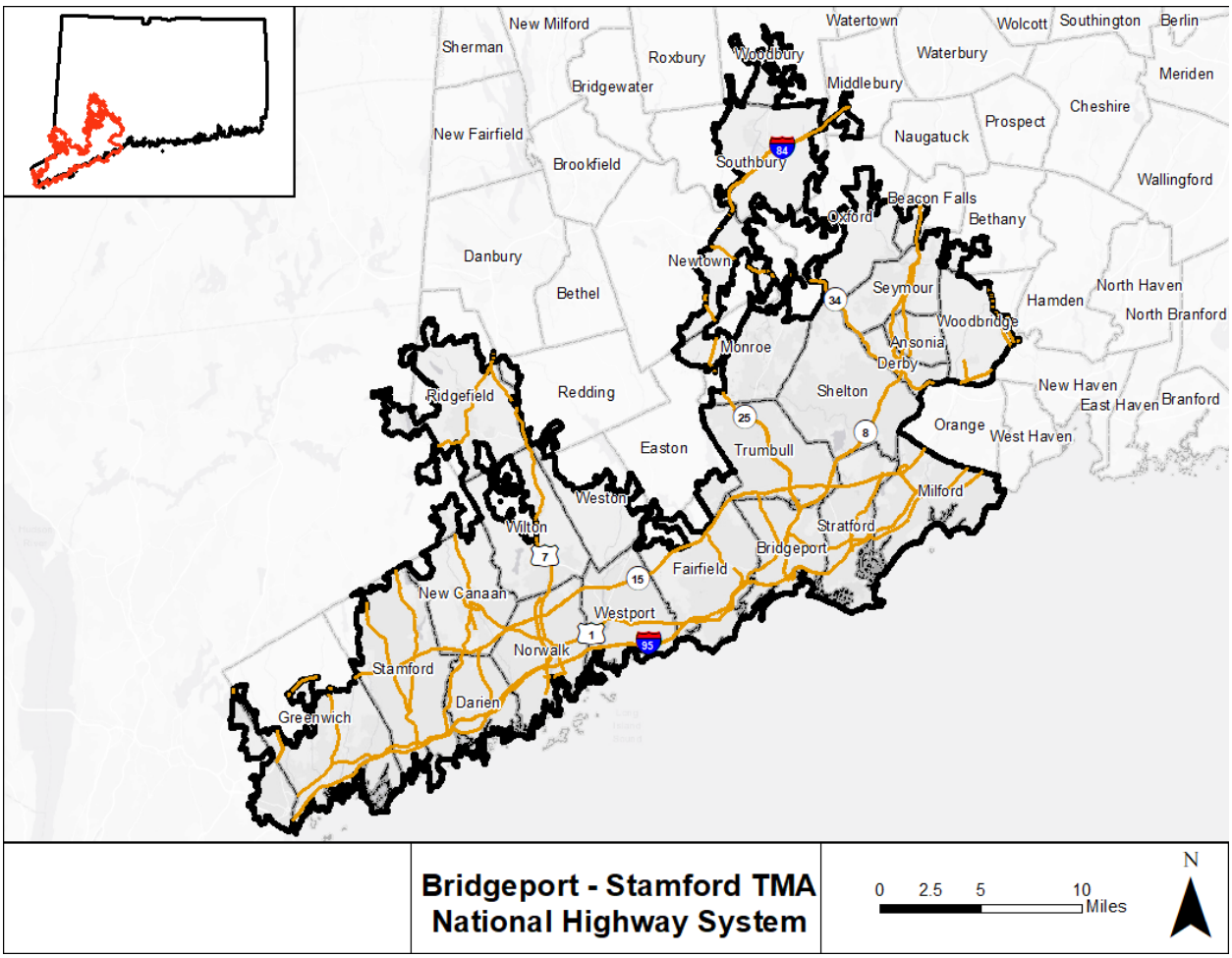


Figure 3. 3: National Highway System in the Bridgeport-Stamford TMA

3.1 Principal Arterials: Interstate

Interstate 95

I-95 runs east-west, though it is a north-south route, through nine municipalities in the Bridgeport-Stamford TMA: Milford, Stratford, Bridgeport, Fairfield, Westport, Norwalk, Darien, Stamford and Greenwich. Travelling east, I-95 provides access to New Haven and major cities throughout New England, such as Boston and Providence. Most critical to the economy of the Region is the connection that I-95 provides to the New York Metropolitan area.

Along most of the 41+ miles that run through the TMA, I-95 is made up of three lanes running in each direction. I-95 widens to four travel lanes in one or both directions between exits 25 and 29 which include the Fairfield-Bridgeport line, Downtown Bridgeport, and the Exit 27A interchange to Route 8/25. In Darien, southbound I-95 expands to four lanes from exit 10 through exit 8 in Stamford.

The congestion scan shows reduced speeds southbound and northbound throughout the TMA. Southbound congestion begins in Fairfield between 6:00am and 7:00am. Congestion continues south

through the TMA and peaks in Stamford between 7:00am and 8:00am. There is also some notable congestion later in the afternoon especially when approaching the CT/NY border.

Northbound congestion is more concentrated between 1:00pm and 6:00pm. There is persistent speed reduction from the CT/NY border through Bridgeport, with the most congestion occurring between exit 17 and exit 23 in Westport and Fairfield.

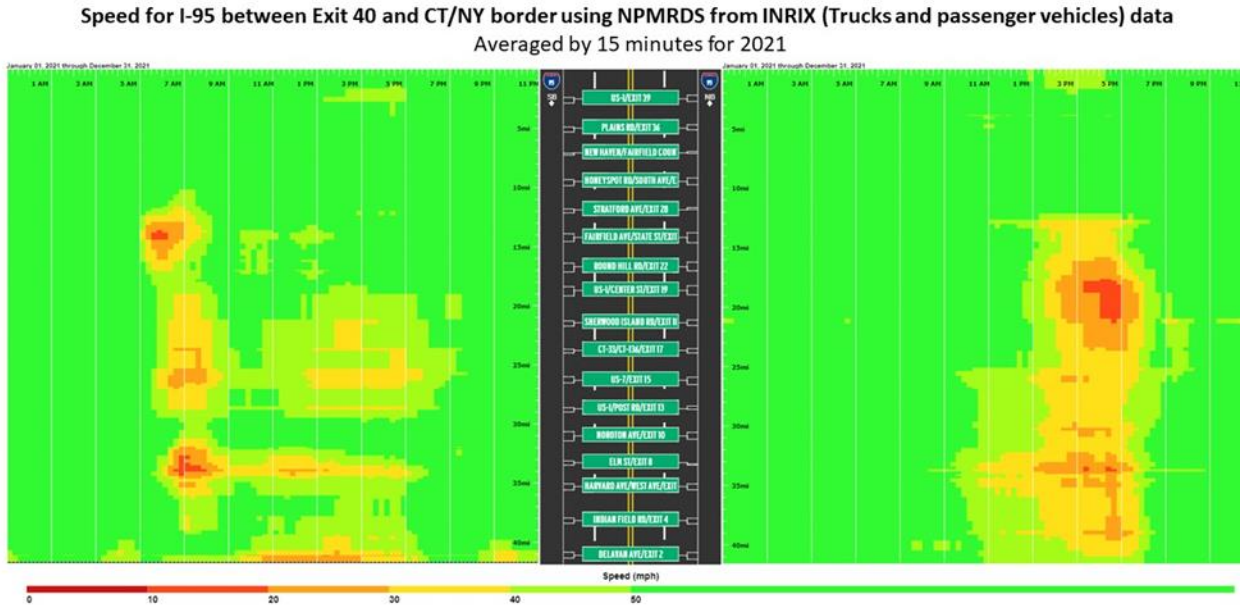


Figure 3. 4: I-95 Congestion Graph

Interstate 84

I-84 runs east-west through 2 municipalities within the TMA, Newtown and Southbury. At only 8.44 miles, the TMA represents only a short portion of the highways distance through Connecticut, connecting New York State and Danbury to the west to Waterbury, Hartford, and ultimately eastern Massachusetts to the east. Interstate 84 provides a critical route for travelers and freight to eastern and northern New England from points west.

At two through lanes in each direction throughout the region, Interstate 84 regularly experiences congestion at points east and west of the TMA, but within the boundaries tends to perform better than the system average. It meets in a major interchange with Routes 25 and 34 in Newtown, and projects underway currently aim to address congestion created at this location.

Though delay along Interstate 84 is limited within the TMA, delays both east and west of the TMA are notable. The NPMRDS congestion scan for I-84 contains too many missing data points to be useful for analysis, and therefore was not included within this CMP.

3.2 Principal Arterials: Other freeways and expressways

CT Route 15/Merritt Parkway:

CT Route 15, or the Merritt Parkway is a limited access, principal expressway that runs 52 miles east-west through Milford, Stratford, Trumbull, Fairfield, Westport, Norwalk, New Canaan, Stamford and Greenwich, with two lanes in each direction. Like I-95, the Merritt provides a critical link to western Fairfield County and New York. East of the Housatonic River (in Milford), Route 15 continues as the Wilbur Cross Parkway and the Berlin Turnpike, which provides access to central Connecticut, Hartford, and I-91.

As a transportation facility designed in the 1930s, a number of the Parkway's historic features limit its utility in the 21st century. Commercial and oversized vehicles are prohibited from the Parkway due to the low clearances of the historic Art Deco bridges. Tight curves and limited sight lines supports a maximum speed of 55 miles per hour. Two travel lanes in each direction is often insufficient to address the volume of traffic. Recent projects have utilized a context sensitive approach that balances historic preservation and enhancement with improving safety and mitigating congestion.

The congestion scan shows that speed reduction occurs southbound during the morning commute and northbound during afternoon travel. Southbound speed is reduced between 6AM and 8AM, especially between exit 42 and exit 37 between Westport and New Cannan.(Figure 3.5). Northbound travel is congested between 2PM and 6PM with the slowest travel occurring between exit 40 and exit 42 in Westport.

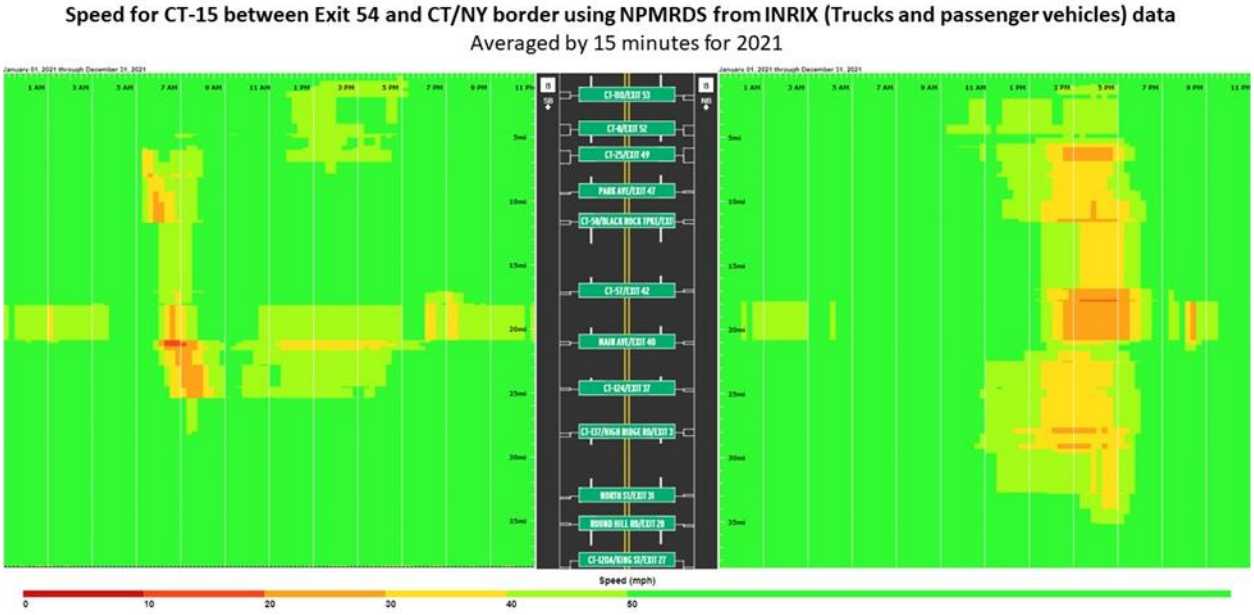


Figure 3. 5: CT Route 15 Congestion Graph

US Route 7

In the TMA, US Route 7 runs in the north-south direction from the intersection with Interstate 95 in Norwalk to Bennetts Farm Road in Danbury. The route further extends up through Northern Connecticut, Massachusetts, and Vermont to the Canadian border. The first 3.6 miles of the route is a limited-access, 4-lane principal arterial expressway that intersects with US Route 15, an east-west principal arterial in the region, before turning to a principal arterial with direct access to properties at the intersection with Grist Mill Road in northern Norwalk. The remaining 13.9 miles of road in the TMA pass through the towns of Wilton, Ridgefield, Redding to just over the border with Danbury. It has two lanes in each direction until just north of the Cannondale Train Station in Wilton where it reduces to one lane in each direction for the rest of the corridor. Vehicular traffic is controlled with traffic signals throughout the corridor.

US Route 7 parallels the Danbury Branch Line of the Metro North Railroad and when complete, the Norwalk River Valley Trail. The route is also serviced by bus via the HART 7 Link route. The properties along the route vary widely in the type and intensity- from large scale industrial and office buildings to open-space to smaller scale businesses to educational facilities.

The congestion scan for the limited access freeway segment of Route 7 shows northbound and southbound speeds averaging over 50mph. During the afternoon rush hour, between 3PM and 5PM, there is typically a slow-down at the northbound Grist Mill Road exit where the road is no longer an expressway.

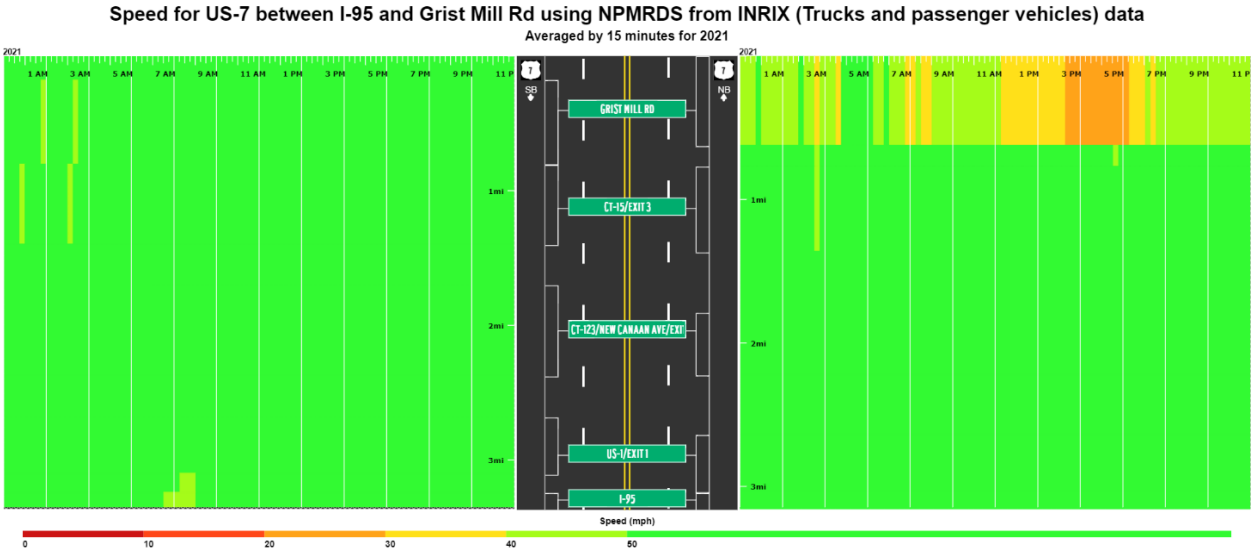


Figure 3. 6: US Route 7 Congestion Graph

CT Route 8

CT Route 8 is a north-south limited access expressway and runs north through Bridgeport (as 8-25), Trumbull, Stratford, Shelton, Derby, Ansonia and Seymour, a total of approximately 20 miles. At its southern termination in Bridgeport, Route 8-25 connects to I-95. In northern Bridgeport, Route 8-25 splits into Route 8 (northeast toward Trumbull, Stratford, Shelton, Derby, Ansonia and Seymour) with access to Route 15 north and Route 25 (northeast to Trumbull and Monroe) with access to Route 15 south. Farther north, Route 8 links to Route 34 in Shelton. Outside of the Region, Route 8 intersects I-84 in Waterbury and continues north with access to Torrington, Greater Litchfield County, and southwest Massachusetts.

As Route 8-25, primarily three or four travel lanes are provided in each direction. After the Route 25/Route 15 split, Route 8 is composed of two travel lanes in each direction.

On Route 8, speed is reduced as drivers approach the I-95 interchange throughout the day but is exacerbated during morning and afternoon peaks.

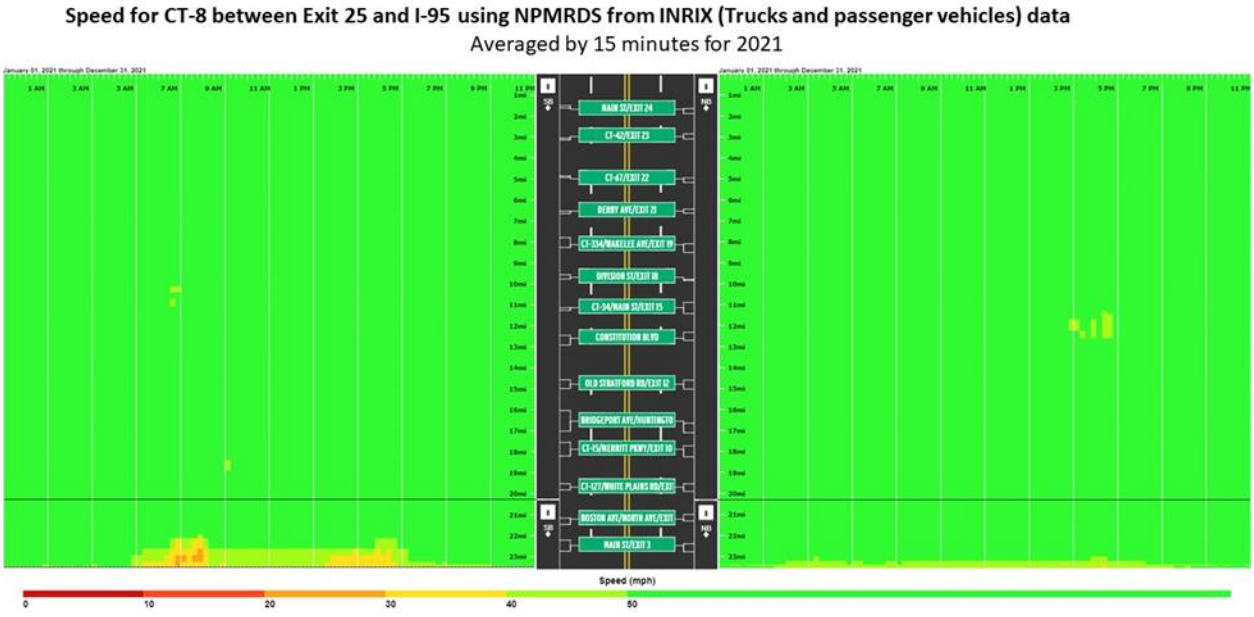


Figure 3. 7: CT Route 8 Congestion Graph

CT Route 25

After splitting with Route 8, Route 25 continues northbound as a limited-access expressway through Trumbull for 6.7 miles. North of the Route 111 intersection, Route 25 functions as a principal arterial that provides access to commercial, office and industrial developments in Monroe (4.5 miles). Route 25 also serves as a connection to I-84 in Newtown.

The limited access portion of Route 25 provides three travel lanes in each direction. North of Route 111, the road narrows to a single lane of travel in each direction. Although turn lanes are provided at several

signalized intersections, the two travel lanes often do not provide sufficient capacity for the volume of traffic on Route 25.

Below is the congestion scan for the limited access portion of Route 25. The scan shows that speed is reduced as cars approach or leave the Route 111 intersection.

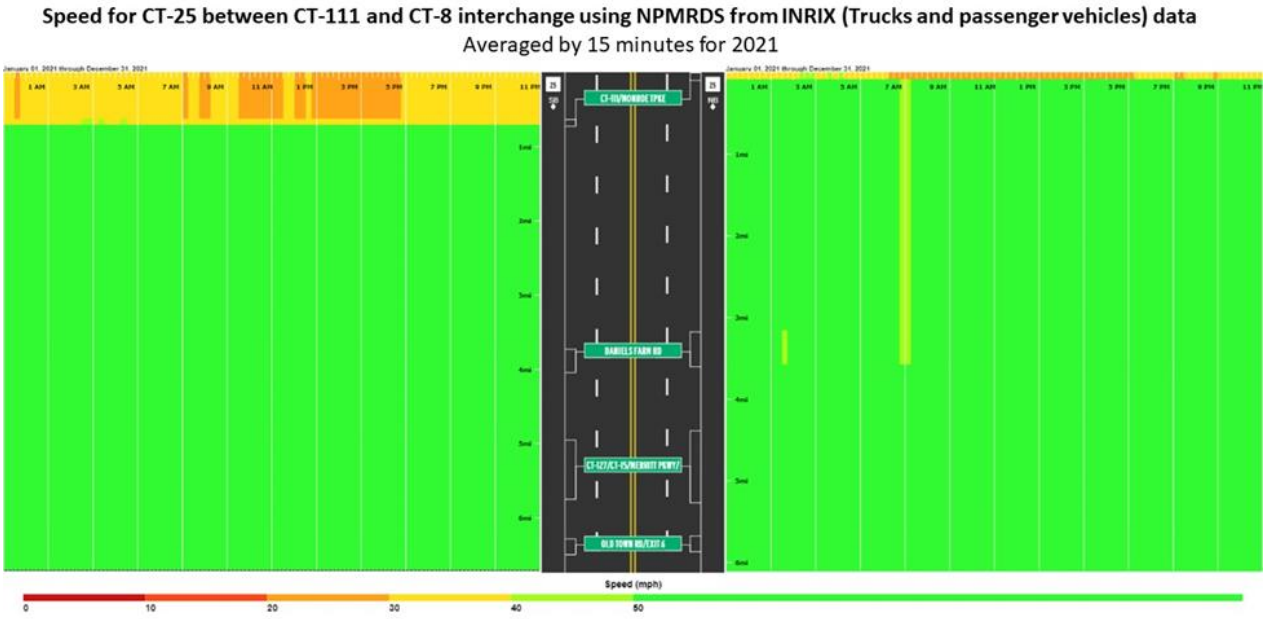


Figure 3. 8: CT Route 25 Congestion Graph

3.3 Principal Arterials: Other/NHS

US Route 1

US Route 1 is a principal arterial that runs about 41 miles east-west through the region's coastal municipalities: Milford, Stratford, Bridgeport, Fairfield, Westport, Norwalk, Darien, Stamford, and Greenwich. Route 1 runs roughly parallel to much of I-95 and like I-95, it is a critical link along the eastern seaboard from Maine to Florida. In Connecticut, Route 1 functions as an east-west commercial corridor that links the shoreline communities of Long Island Sound.

In the Bridgeport-Stamford TMA, Route 1 alternates between one or two travel lanes for each direction of traffic. Turn lanes are not consistently provided at signalized intersections. In addition, unsignalized intersections and numerous driveways cause further congestion.

On Route 1, speeds are reduced during daytime hours in both the northbound and southbound directions due to increased traffic and frequent traffic lights and stops.

CT Route 34

CT Route 34 a principal arterial that runs west from I-84 in Newtown to New Haven in the east. In the Bridgeport – Stamford TMA, Route 34 connects to I-84 in Newtown , then transects Monroe and crosses the Housatonic River via the Stevenson Dam Bridge (to Oxford). Route 34 follows the Housatonic south-east into Seymour and continues into downtown Derby. In Derby, Route 34 intersects Route 8. West of Route 8, 34 is made up of a total of two travel lanes. East of 8, Route 34 is made up of two travel lanes in each direction.

On Route 34 speed is reduced during the morning and afternoon peaks in both the eastbound and westbound direction. There is also a general slowdown through the commercial area in downtown Derby.

CT Route 35

CT Route 35 runs in the north-south direction from the New York State border in southwestern Ridgefield through downtown Ridgefield before intersecting with US Route 7 near the border with Danbury. The 2-lane principal arterial is 5.7 miles and is routed through medium density single family housing before reaching the denser, downtown Ridgefield which has frequent pedestrian and on-street parking activity. Except for the 1.2-mile segment through downtown, the corridor does not have traffic signals.

CT Route 58

CT Route 58 Functions as a minor arterial for a mile east-west between Route 1 (at the Bridgeport border) and State Route 732 in Fairfield. Between its intersection with State Route 732 and Route 15, Route 58 (Black Rock Turnpike) functions as a principal arterial that connects multiple shopping centers in a busy commercial corridor and runs approximately 2.4 miles east to northwest. After its intersection with Route 15, Route 58 becomes a minor arterial for 1.75 miles into Easton. In Easton, Route 58 is a designated scenic road and functions as a major rural collector that runs between 5 and 6 miles south-north to the Redding border. This CMP will focus on the 3.4 mile stretch in Fairfield from Route 1 to Route 15 as this is the section included in the NHS and NPMRDS dataset. This section is 2 lanes for the majority but expands to 2 lanes in each direction in the commercialized area between Burroughs Rd and Samp Mortar Dr.

CT Route 104

CT Route 104, more commonly known as Long Ridge Road, runs in the north-south direction in Stamford and is classified as a principal arterial. The route's southern terminus is in the Ridgeway-Bulls Head Neighborhood at the intersection with CT Route 137. It stretches 6.2 miles, passes under US Route 15 to the northern TMA limit at the intersection of Erskine Road. The northern half of the route is 2-lanes wide with medium density single-family housing and no traffic control. The southern half of the route, from just .15 miles north of US Route 15, widens to 4 through lanes with auxiliary turning lanes throughout. Major intersections are controlled with traffic signals as it passes by higher density single family housing neighborhoods and driveways to large scale office buildings and healthcare facilities. The route is serviced by CT Transit Stamford Division Bus Route 336 and there are no sidewalks or bicycle facilities.

CT Route 106

CT Route 106 runs in the north-south direction from the intersection of US Route 1 in Stamford, just west of Exit 9 off Interstate 95, to the intersection with CT Route 124 where it coincides with Route 124 through downtown New Canaan until turning on to East Avenue and intersecting with CT Route 123. It is a 2-lane,7.5-mile-long principal arterial that passes through Stamford with medium-density multi-family housing, high-density single-family housing, and a few industrial properties then through medium and high-density single-family housing in Darien and New Canaan before reaching the New Canaan downtown. Vehicular traffic is controlled with traffic signals at major intersections throughout the corridor. It parallels the New Canaan Branch Line of the Metro North Railroad and there are sidewalks on one or both sides of the road for the entire corridor except for the 3.8-mile segment between Lynn Court in Darien to Park Street in New Canaan.

CT Route 110

CT Route 110 runs south to north through Stratford and Shelton then east to west through Shelton and Monroe as a minor and principal arterial. The south-north portion of Route 110 roughly follows the Housatonic River. Route 110 begins at Route 1 in Stratford as a minor arterial. Between its intersection with Route 113 and Route 15, the road functions as a principal arterial and provides access to offices, retailers, and a major regional employer (Sikorsky). Route 110 continues north into Shelton as a minor arterial and intersects Route 8. Near Indian Wells State Park, the road begins to run east-west toward Monroe. Route 110 ends at its intersection with Route 111 in Monroe. This CMP will focus on a 3.3 mile stretch that has NPMRDS data which is north of the intersection with 113 to the intersection of Soundridge Rd.

CT Route 113

A small portion of Route 113 begins in Bridgeport as a minor arterial with access to I-95 southbound. Continuing south and east into Stratford, Route 113 functions as a major collector and runs adjacent to the Sikorsky Memorial Airport in Stratford's Lordship Neighborhood. Route 113 continues as a minor arterial and heads north through several commercial and industrial areas into Downtown Stratford. In Downtown Stratford, Route 113/Main Street is classified as a principal arterial and provides access to the Metro-North rail station, Route 1 and several neighborhood and commercial centers. Route 113 terminates at Route 110. Route 113 is 8.3 miles long, but this CMP will focus on the 2.6-mile principal arterial other segment which is Main St in downtown Stratford. Speed is reduced during the day south of I-95 past US 1 north to Paradise Green. This is a highly developed area with multiple commercial properties along with town facilities such as town hall/ Stratford High School/ Stratford Fire & EMS .

CT Route 115

Beginning in Derby and terminating roughly 5.5 miles north in downtown Seymour, Route 115 runs parallel to Route 8 on the eastern side of the Naugatuck River. From opposite the Derby-Shelton Train Station, Route 115 runs north as a minor arterial. In Ansonia, at the intersection with SR 727 at Bridge Street, Route 115 becomes a Principal Arterial. Route 115 continues north, coinciding with Main Street, Ansonia and Seymour. In this sense, Route 115 links the lower Naugatuck Valley downtowns and commercial districts. The terminus of Route 115 at Route 67 in Seymour lies in between the Route 8 Interchange 22 northbound and southbound ramps.

This CMP will focus on the 4-mile principal arterial other segment that connects State Route 727 to Route 8. This segment is part of the NHS and has NPMRDS data.

CT Route 123

CT Route 123 runs in the north-south direction from the intersection with US Route 1 in the center of Norwalk to the New York State border in New Canaan. The 2-lane road is 8.4 miles long. It is classified as a minor arterial in Norwalk up to Felix Lane then switches to a major arterial for the remainder of the route through New Canaan. Major intersections are controlled with traffic signals as the road passes through a variety of uses in Norwalk from single- and multi-family houses, small scale commercial before transitioning to mainly medium-density single family housing after crossing under US Route 15. There are sidewalks on both sides of the road for the first 1.4 miles through Norwalk and no bicycle facilities or transit.

CT Route 137

CT Route 137, more commonly known for most of the length as High Ridge Road, is a north-south route from the intersection of US Route 1/Tresser Boulevard in downtown Stamford to the New York State border in northeast Stamford. The 9.3-mile principal arterial is four lanes wide with axillary turning lanes from the southern terminus to just north of US Route 15 when the road reduces to two lanes wide. Major intersections are controlled with traffic signals for much of the route except for the northern sections. The built environment is very dense with a mix of uses downtown while slowly decreasing in intensity going north along the route. The middle of the route is characterized by high-density single-family housing and strip mall development. North of US Route 15 the land is characterized by medium density single family housing with sections of open space. The route is serviced by CT Transit Stamford Division Bus Route 331 and 336. There are sidewalks on both sides of the road south of the intersection with Scofieldtown Road, albeit there are many sections that are under built and/or damaged.

Route 727 (Pershing Dr)

SR 727 is a principal arterial that runs from Route 8 Interchange 16 north along Pershing Drive. At Bridge Street, in Ansonia, SR 727 turns east before terminating at the intersection with Route 115 (Main Street). Pershing Drive is a major commercial corridor, connecting downtown Ansonia with Route 8.

Route 731

Route 731 is a principal arterial that runs south-north from Downtown Bridgeport to the Trumbull interchange with Route 15 (as Main Street in both municipalities). Route 731 provides access to Route 8/25 in Bridgeport and Route 15 in Trumbull (where it becomes Route 111). Route 731 connects numerous commercial centers in Bridgeport. A regional shopping center (the Trumbull mall) is also located along Route 731 in Trumbull, in close proximity to the Bridgeport line.

Route 732

Route 732 is a 1-mile principal arterial located in Fairfield that runs south-north from Route 1/King's Highway to Route 58/Black Rock Turnpike. The road provides connections to I-95 and commercial areas in the eastern half of the town. A congestion graph was not suitable for this small section of roadway, but it will be part of the regional analysis.

4.0 Performance Measures:

Four performance measures were calculated for this Congestion Management Process. Non-SOV travel, Level of Travel Time Reliability, Truck Travel Time Reliability, and Peak Hour Excessive Delay.

4.1 Datasets:

Two datasets were used for these four performance measures. The Non-SOV travel was calculated by using Census Means of Transportation to Work information. For this analysis, the information from the American Community Survey 5-year estimates form 2017-2021 was used.

The other three performance measures were calculated using the National Performance Management Research Data Set (NPMRDS). This dataset was procured and sponsored by the Federal Highway Administration and made available through the Regional Integrated Transportation Information System (RITIS). The NPMRDS dataset includes speeds and travel times at 5-minute intervals for passenger vehicles and trucks on over 400,000 road segments. Speed and time travel data were collected using millions of connected vehicles, trucks and mobile devices.

To calculate the performance measures, we utilized the new Moving Ahead for Progress in the 21st Century Act (MAP-21) tool through the RITIS analytics dashboard. This widget was developed to easily calculate performance measures based on standardized geographic areas, including UZAs, that conform with Map-21 specifications. This tool reduced the amount of processing time and technical expertise needed to calculate the final performance measures.

4.2 Non-SOV

The Non-SOV measure was calculated to assess the use of other modes of transportation besides single occupancy vehicle travel in the Bridgeport--Stamford, CT--NY TMA. These other modes include transit, bicycle, or pedestrian travel.

Methodology:

The Non-Single Occupancy Vehicle (Non-SOV) measure is the percentage of the population that does not drive to work alone, including individuals who carpool or use mass transit. This metric was calculated using the 2017, 2018, 2019, 2020 and 2021 ACS 5-year estimate. Using the census information, the Non-SOV measure was calculated using the formula below.

((Total Number of Drivers – Number of Drivers that Drive Alone) / Total # Drivers)* 100 = % Non SOV

Results:

In the Bridgeport--Stamford, CT--NY TMA the Non-SOV measure was 32.93% in 2021. Since 2017, Non-SOV travel has increased 4.57 percentage points. (Table 4.1; Figure 4.1).

Table 4. 1: Percent Non-Single Occupancy Vehicle in the Bridgeport-Stamford TMA

	Total Workforce	Drove Alone	Non-SOV	% NON-SOV
2017 ACS 5 yr	462,878	331,627	131,251	28.36%
2018 ACS 5 yr	464,586	335,351	129,235	27.82%
2019 ACS 5 yr	466,800	336,220	130,580	27.97%
2020 ACS 5 yr	467,159	325,013	142,146	30.43%
2021 ACS 5 yr	473,213	317,363	155,850	32.93%

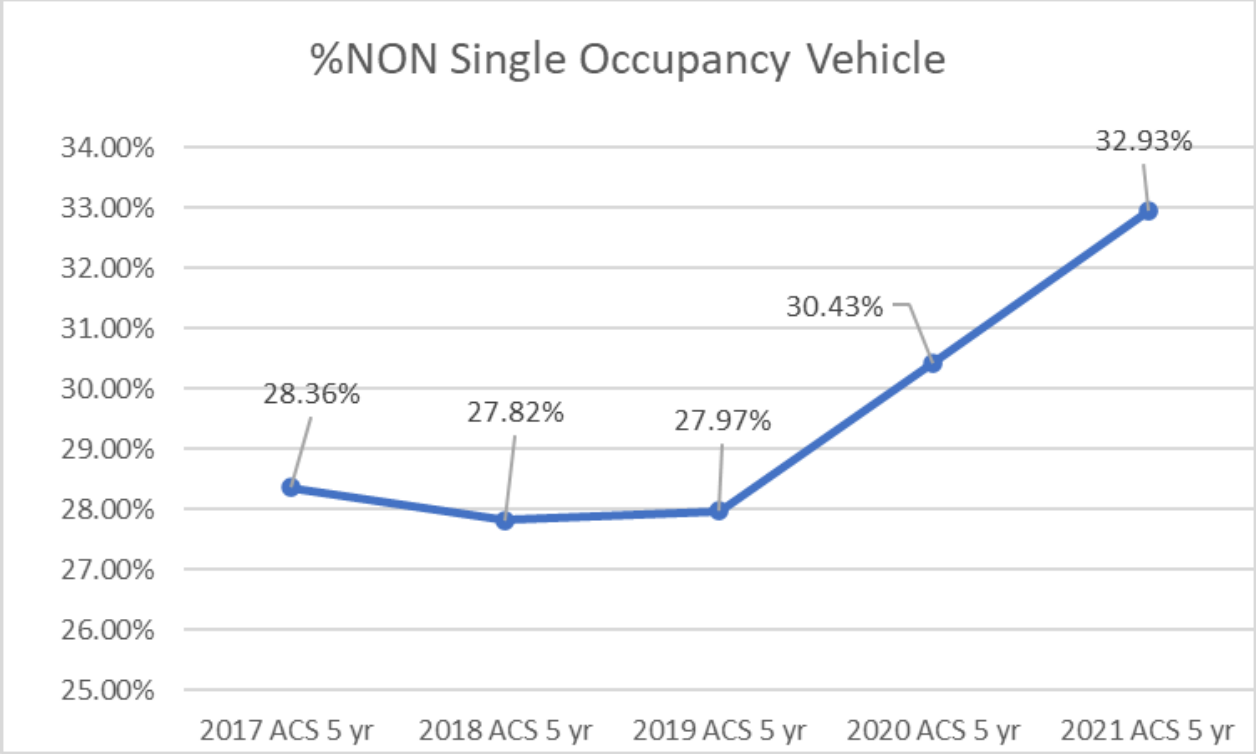


Figure 4. 1: Non-SOV Travel

4.3 Level of Travel Time Reliability (LOTTR):

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway "events." Travel time reliability is a significant aspect of transportation system performance. The FHWA explains the importance of this metric:

> *"Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, freight shippers, or even air travelers. Personal and business travelers value reliability because it allows them to make better use of their own time. Shippers and freight carriers require predictable travel times to remain competitive."*[1]

[1] See the FHWA's "Travel Time Reliability: Making It There on Time, All the Time" at https://ops.fhwa.dot.gov/publications/tt_reliability/TTR_Report.htm#WhatisTTR

Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability.

Methodology:

The level of travel time reliability (LOTTR) is expressed as a ratio of the 80th percentile travel time of a reporting segment to the "normal" (50th percentile) travel time of a reporting segment occurring throughout a full calendar year. Segments that have a ratio less than 1.5 are considered "reliable." The performance measure, as defined in Title 23 CFR 490.507, is the percent of the person-miles traveled on the Interstate section and the non-Interstate NHS that are reliable.

- "Normal" travel time (50th percentile): 50% of the times are shorter in duration and 50% are longer.
- 80th percentile travel time: Longer travel times. 80% of the travel times are shorter in duration and 20% are longer.
- The longest travel times are in the 100th percentile.

Travel time reliability data were downloaded using the RITIS platform using the National Performance Management Research Data Set (NPMRDS) app MAP-21 tool. Data were available as an annual average of travel time and for each time period below.

For each TMC segment, LOTTR was calculated for four time periods:

- AM Peak (Monday-Friday 6 am to 10 am)
- Midday (Monday-Friday 10 am to 4 pm)
- PM Peak (Monday-Friday 4 pm to 8 pm)
- Weekends (Saturday – Sunday 6 am to 8 pm)

LOTTR is calculated as:

$$\text{TMC LOTTR}_i = (80^{th} \text{ percentile travel time}_i) / (50^{th} \text{ percentile travel time}_i)$$

Values for each time period are compared to a threshold of 1.50. If LOTTR was over 1.5 during any of the four time periods, the segment was considered unreliable. The person miles traveled for each segment was then calculated by multiplying the segment length by the annual traffic (AADT * 365) and the occupancy factor (1.7):

$$(\text{Length} * \text{Annual Traffic} * \text{Occupancy Factor}) = \text{Person Miles Traveled}$$

The sum of all the person miles traveled on reliable segments was then divided by the person miles traveled on all roadways to provide the percentage of reliability for the Region (Figure 4.2).

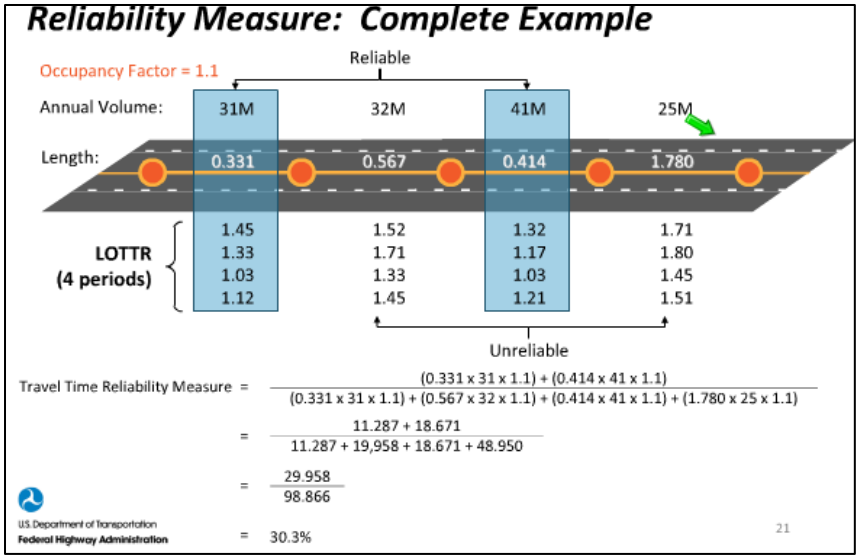


Figure 4. 2: Federal Highway Administration LOTTR Example

Results:

The LOTTR (Level of Travel Time Reliability) measure for the region was 79.25%. That is, 79.25% of the NHS person miles traveled were reliable. The map below shows the NHS segments that were calculated as reliable or unreliable (Figure 4.3).

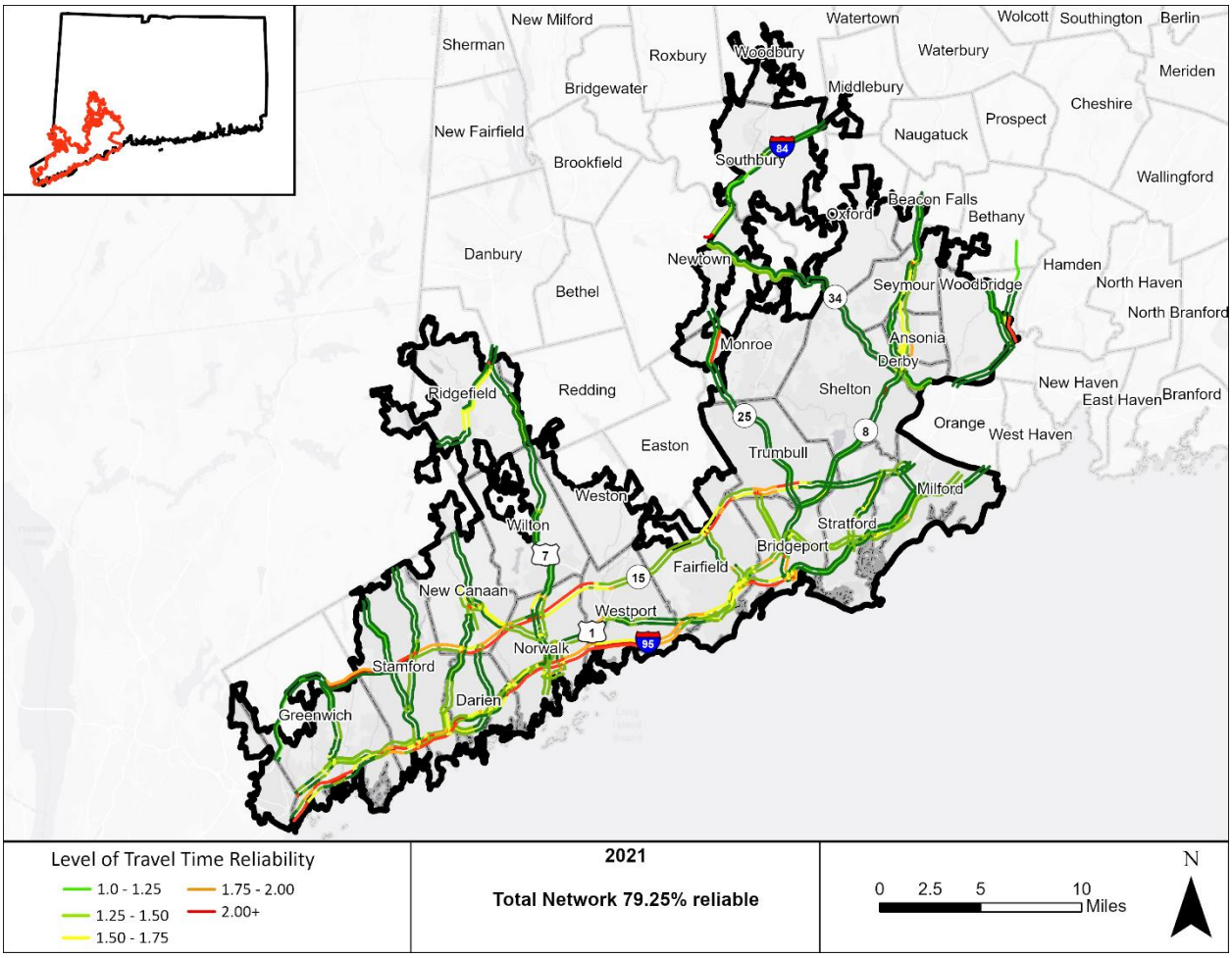


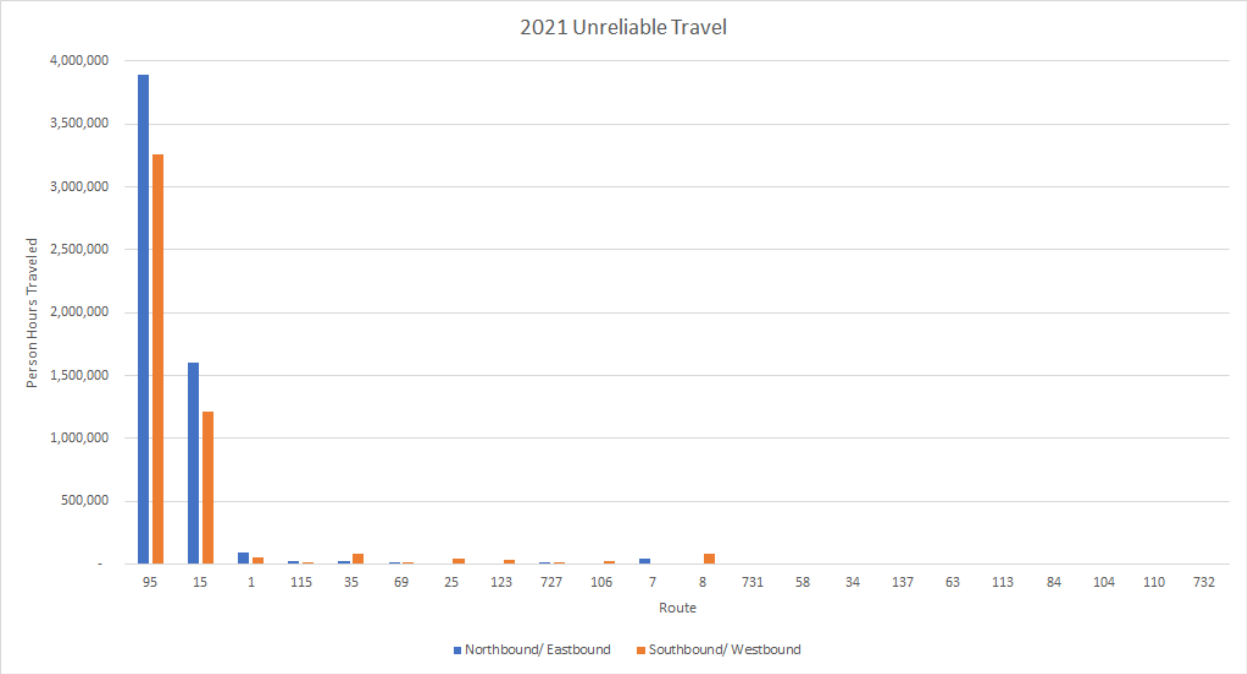
Figure 4. 3: Travel Time Reliability for 2021

By comparison the following targets were adopted by the CTDOT on May 20, 2018. (Table 4.2):

Table 4. 2: CTDOT System Reliability Targets

FHWA Measure for System Reliability:	**Baseline Condition (State)**	**2-year targets (2020)**	**4-year targets (2022)**	**Current Condition Bridgeport Stamford UZA**
% person-miles of Interstate NHS that are "reliable"	86.2%	78.6%	78.6%	79.25%

Most of the unreliable person miles in the region are confined to I-95 and Route 15. This can be attributed to the high volume of traffic on these two roadways. These coastal routes consist of the highest count of roadway miles. The unreliable segments for I-95 appear south of the intersection with Route 8 in Bridgeport both on the northbound and southbound route. Southbound on I-95 has more unreliable person miles during the AM peak of 6am-10am. The northbound side has higher unreliable miles during the PM peak 4pm-8pm.Route 15 shows unreliable segments in Fairfield, south of the Route 8 and Route 25 interchange through Stamford where Route 15 crosses Route 104.



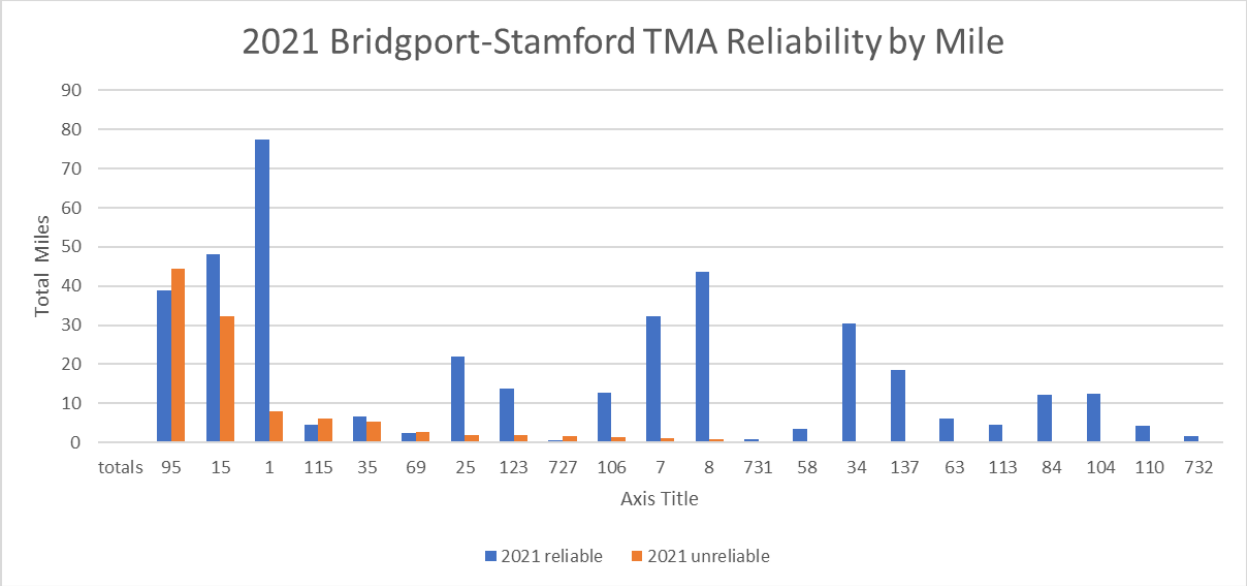


Figure 4. 4: Unreliable Travel by Route

I-95 and Route 15 have the largest amount of unreliable road mileage in both northbound and southbound directions. This compliments the previous chart which also indicates that I-95 and Route 15 have the most unreliable person miles. Both roadways are unreliable southbound during the AM peak and unreliable northbound during midday and PM peaks. Route 25 has 10 times the amount of unreliable person miles traveling southbound than north. All of the unreliable person miles on route 8 are when commuters are traveling southbound. . The other routes, which are not interstates or expressways, all had some unreliability during the weekend hours. Route 95, 115, 69, and 727 all were more than 50% unreliable. Route 7, 8, and 34 performed better than similar length routes In the region with a few unreliable miles on 7 north and 8 south. PHED was calculated annually from 2017 – 2021. Maps and graphs for each year can be found in the appendix. Like the other performance measures, the pandemic had a significant impact on peak hours of delay. However, this performance measure had the greatest decrease in 2020, declining over 55% from 2019. In 2021, PHED increased but not to pre-pandemic levels (Figure 4.8).

LOTTR was calculated annually from 2017 – 2021. Maps and graphs for each year can be found in the appendix. Like the other performance measures, the pandemic had a significant impact on travel time reliability. However, this performance measure had the greatest increase in 2020, increasing about 13% from 2019. In 2021, LOTTR decreased but not to pre-pandemic levels (Figure 4.4).

4.4 Truck Travel Time Reliability (TTTR):

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) index. The Truck Travel Time Reliability metric is the ratio of long travel times (95th percentile) to a normal travel time (50th percentile). This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- Use of the system during all hours of the day;
- High percentage of travel in off-peak periods; and
- Need for shippers and receivers to factor in more 'buffer' time into their logistics planning for on-time arrivals.

Methodology:

FHWA defines the reliable TTTR as less than 1.5; the comparison between the 50th and 95th percentiles is reliable if it is less than 1.5.

- "Normal" travel time (50th percentile): 50% of the times are shorter in duration and 50% are longer.
- 95th percentile travel time: Longer travel times. 95% of the travel times are shorter in duration and 5% are longer.
- The longest travel times are in the 100th percentile.

The TTTR is a measure of truck travel time reliability, not congestion. Segments of the highway that are regularly and predictably congested will not have a high TTTR index number. Rather, those segments of

highway where delays are unpredictable and severe are scored highest. Prioritizing reliability over congestion came from stakeholder outreach with the freight industry where predictability was deemed more important for scheduling. The TTTR index only applies to roads on the National Highway System. The time-period with the highest TTTR is used to determine the overall segment's TTTR, which is weighted by the segment length. The TTTR five statutorily defined time periods are:

- AM peak period (Monday – Friday 6 am – 10 am)
- Mid-day period (Monday – Friday 10am – 4pm)
- PM peak period (Monday – Friday 4pm – 8pm)
- Overnight (All Days 8pm – 6am)
- Weekends (Saturday – Sunday 6am – 8pm)

TTTR was calculated using the truck data from the NPRMDS. For segments that had no truck travel the travel time from all available vehicles was used. Route 15 was removed from the analysis as trucks are not permitted.

For each segment the maximum TTTR value over the five time periods was then used to calculate the overall TTTR for the region. For each segment the max TTTR was multiplied by the segment length to calculate a weighted average. Then the sum of the weighted averages was divided by the total length of the NHS segments to give a final TTTR score.

$$\frac{\text{Sum (Max TTTR * Segment Length)}}{\text{Total Length}} = \text{TTTR}$$

Results

The Truck Travel Time Reliability for 2021 was calculated to be 2.50 for the region. Similarly to LOTTR, a score of 1.5 represents reliable travel. (Figure 4.5).

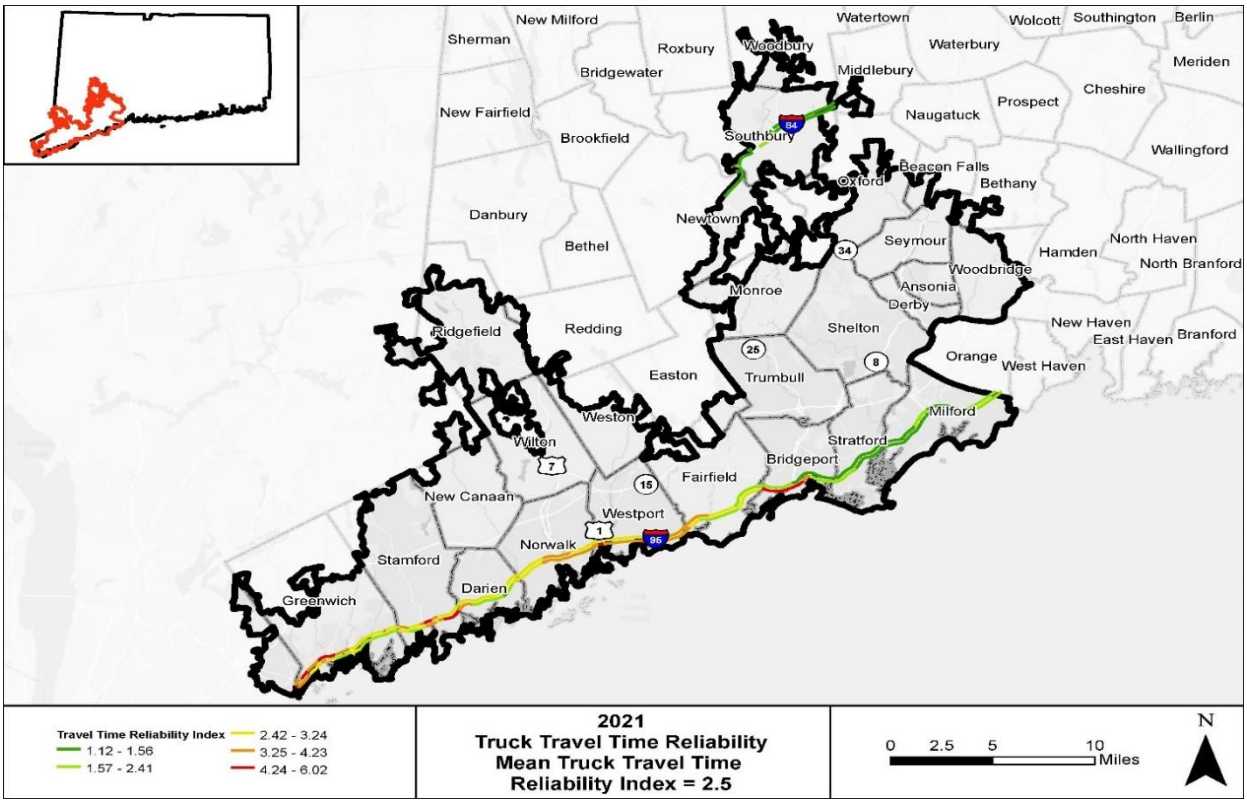


Figure 4. 5: Truck Travel Time Reliability for 2021

By comparison, the following targets were adopted by the CTDOT on May 20, 2018, and the state's MPOs within the following months:

Table 4. 3: CTDOT Freight Reliability Targets

FHWA Measure for Freight Reliability: Interstate NHS	**Baseline Condition (State)**	**2-year targets**	**4-year targets**	**Current Condition for UZA**
Truck Travel Time Reliability (TTTR) Index	1.56	1.95	2.02	2.50

Over the five-year period reviewed for this report, global events and the COVID-19 pandemic have had a significant impact on TTTR. Despite these changes, the 2021 TTTR remains lower than the pre-pandemic trend, with the 2021 index coming in at 2.5 and the 2018 and 2019 TTTR index at 2.7. The below chart reflects the full UZA's TTTR index over the defined period.

Between the two interstate highways, there is great variation in the Truck Travel Time Reliability Index. Interstate 84, through less reliable both east and west of the UZA, scores below the target of 1.5 for 2021 with a score of 1.3. Within that year, only two of the 26 segments in the region had an index above 1.5, with the area of 84 westbound at exit 14 having a reliability of 1.89 and the area of 84 westbound at

the entrance ramp from Bullet Hill Road having an index of 1.65. The below chart shows the full, bi-directional indices for Interstate 84 across the study period.

4.5 Peak Hour Excessive Delay (PHED):

The Peak Hour Excessive Delay measure was calculated to assess recurring congestion during commuting hours in the Bridgeport-Stamford TMA.

Methodology:

PHED was calculated using all vehicles available in the NPMRDS between 6 am – 10 am and 3 pm – 7 pm weekdays from 2017 -2021. The PHED measure calculates the amount of person time spent in excessive delay. The calculation compares actual travel speed to the official speed limit of each TMC segment. Excessive delay is defined as when the travel speed was below 60% of the speed limit or 20 mph.

The number of hours of excessive delay were multiplied by the average yearly traffic (AADT * 365) to calculate the annual hours of delay per each segment. These were then summed to calculate the annual hours of excessive delay for the Region. Dividing the annual hours of excessive delay for the TMA by the TMA's population provided the annual hours of peak excessive delay per capita.

Results :

Th annual hours of peak hour excessive delay per capita for the region for 2021 was 12.1. This calculation was generated by the RITIS MAP-21 tool by dividing the delay by the total population of the MPO. There was a total of 11,871,079 hours of excessive delay in the TMA. By comparison, the following targets were adopted by the CTDOT on May 20, 2018, and the state's MPOs within the following months:

Table 4. 4: CTDOT PHED Targets

FHWA Measure for Freight Reliability: Interstate NHS	**Baseline Condition (State)**	**2-year targets**	**4-year targets**	**Current Condition for UZA**
Peak Hour Excessive Delay (Annual Hours Per Capita)	**	20.0	21.9	12.6

High excessive delay occurred in some of the same areas that had high LOTTR and TTTR values such as I-95 and Route 15 south of Bridgeport. This indicates that these roadways experience both recurring and non-recurring events that delay travel over time (Figure 4.6).

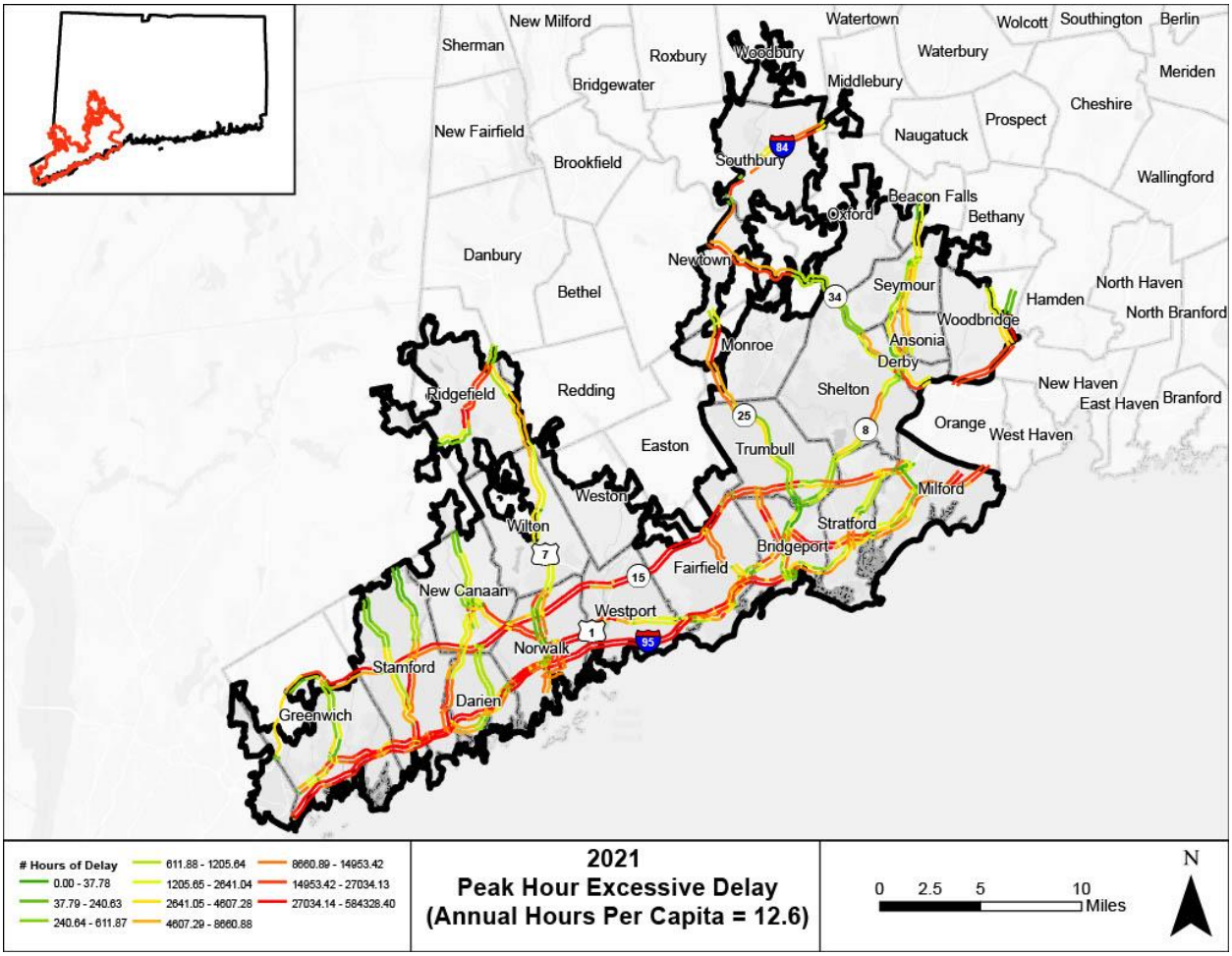


Figure 4. 6: Peak Hour Excessive Delay for 2021

I-95 accounted for 5,843,151 hours of delay in 2021, 49.2% of delay in the TMA. Route 1 was next highest, with 2,213,007 hours of delay (18.6%) followed by Route 15, 1,545,007 (13.0%) The other 19.2% of delay in the TMA were spread out over the remaining NHS segments (Figure 4.7)

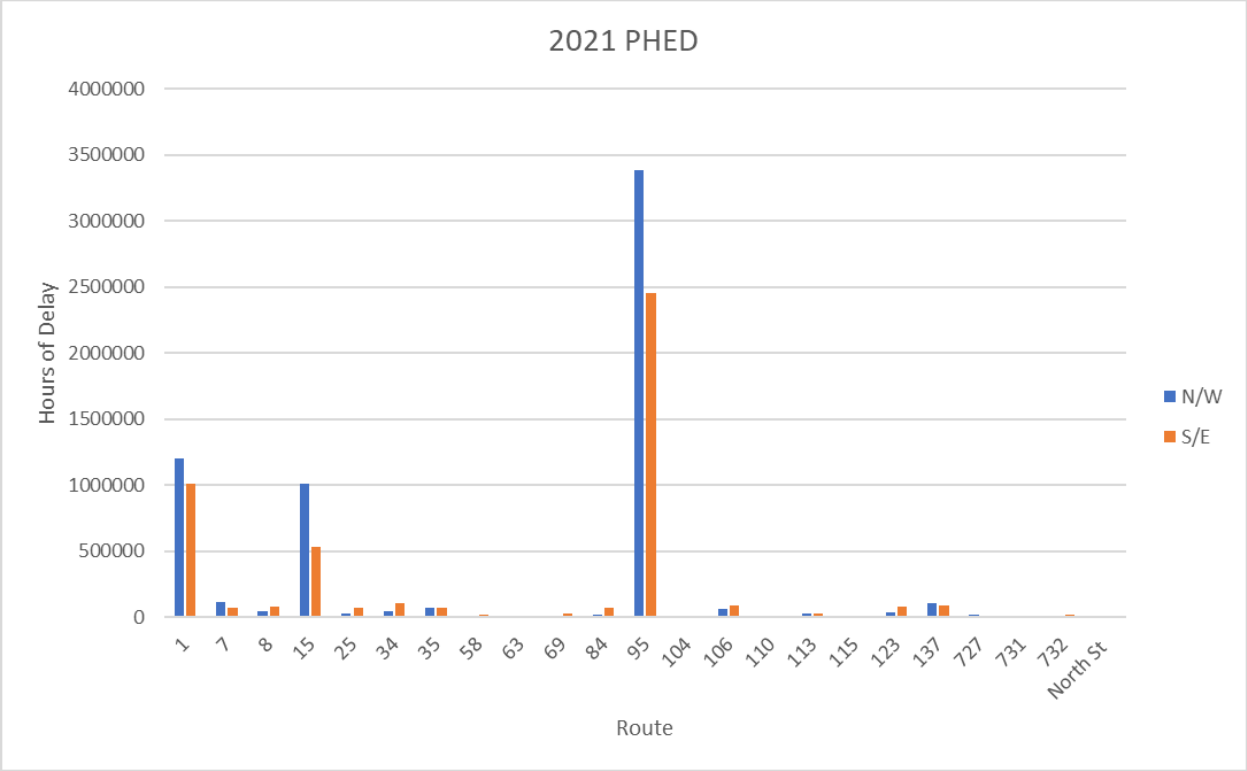


Figure 4. 7: Peak Hour Excessive Delay by Route

PHED was calculated annually from 2017 – 2021. Maps and graphs for each year can be found in the appendix. Like the other performance measures, the pandemic had a significant impact on peak hours of delay. However, this performance measure had the greatest decrease in 2020, declining over 55% from 2019. In 2021, PHED increased but not to pre-pandemic levels (Figure 4.8).

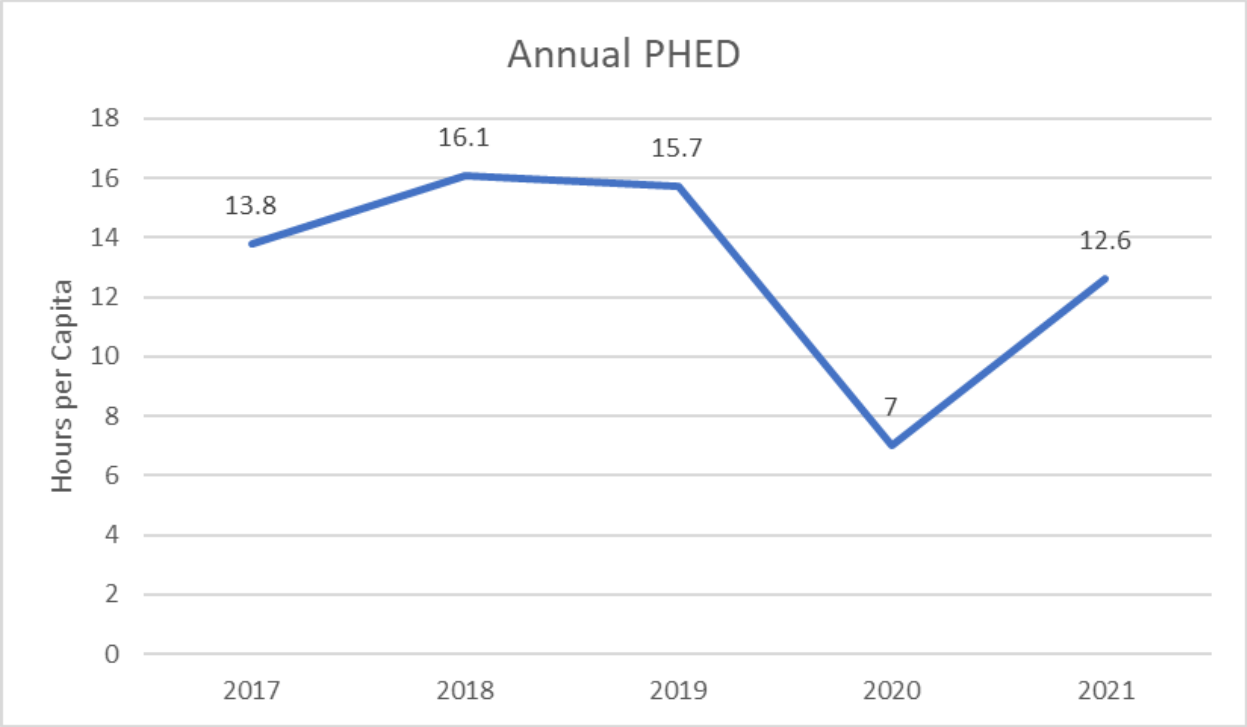


Figure 4. 8: Peak Hour Excessive Delay from 2017-2021

5.0 Strategies:

The Congestion Management Process is a data driven approach to develop strategies to mitigate congestion. The performance measures indicate that recurring and non-recurring congestion heavily impact the Region, especially in the western half. The following mitigation strategies are designed to improve travel in the Region, and will improve the performance of the transportation system in the next CMP by:

- Increasing Non-Single Occupancy Vehicle usage
- Increasing Level of Travel Time Reliability
- Increasing Truck Travel Time Reliability
- Decreasing Peak Hour Excessive Delay

The following strategies are broken down into the four following categories. Often, these strategies fall into more than one category, or integrates components from another category.

- Demand Management Strategies
- Public Transportation Strategies
- Traffic Operations Strategies
- Road Capacity

The 2023 CNVMPO, GBVMPO and SWRMPO Metropolitan Transportation Plans provides further project details. Corridor studies, charettes, Road Safety Audits (RSAs) and numerous community planning efforts have identified a range of projects that align with these strategies. Recommendations from these studies continue to be integrated into the CMP. Corridor studies include:

In Process:

- Fairfield Avenue/CT-130: Black Rock neighborhood, Bridgeport
- East End Streets: CT-130 in Bridgeport
- Norwalk Route 1 Corridor Study

Completed:

- Sport Hill Road Active Transportation Workshop: CT-59, Easton
- Black Rock Turnpike Safety Study: CT-58, Fairfield
- Post Road Circle Study: US-1 and CT-130, Fairfield
- CT-25 and CT-111 Engineering Planning Study, Monroe and Trumbull
- CT-110 Engineering Planning Study, Stratford (CT-15/Sikorsky bridge)
- Stratford Center Complete Streets Plan: US-1, CT-113 and CT-108
- Westport Main To Train Study (Route 1 and Route 33)
- Stamford Bus and Shuttle Study
- Stamford Bicycle and Pedestrian Master Plan
- Noroton Heights Station Area Study

5.1 Demand Management Strategies

These strategies help to promote alternatives to SOV travel and reduce the number of vehicles on the roadway, especially during peak travel periods. Actions may not pertain to a specific section of roadway in the CMP analysis but are more general practices that can be applied throughout the Region. Actions include:

- Encourage Access to Transit, Including the First- and Last-Mile
- Multi-Use Trail Improvements
- Complete Streets and other Pedestrian Improvements

Encourage access to transit:

- Bridgeport, Ash Creek Pedestrian Bridge: pedestrian access from Bridgeport's Black Rock Neighborhood to the Fairfield Metro Rail Station. This project was developed through a planning study (2014) and is in final design (LOTCIP).
- Stratford: Shuttle service from train station to localized businesses and popular destinations (MTP recommendation).
- Micromobility projects, such as the introduction of scooter-share service in Bridgeport and Fairfield.
- Park & Ride lot repairs, improvements, and shelter replacement (statewide CTDOT project in MTP).

Trail Improvements:

- **Housatonic River Greenway**: Stratford continues to plan for a facility that runs through Stratford in a north-south alignment. Connections will include Stratford Center (and the rail station), Roosevelt Forest, the Housatonic River, the East Coast Greenway, and other local points of interest.

- **Naugatuck River Greenway**
    - Ansonia:
        - The Ansonia Riverwalk Greenway will provide connections throughout Ansonia (along the Naugatuck River), to the downtown and to adjacent towns. Pedestrian & streetscape enhancements in downtown Ansonia will further improve connectivity within the Downtown and to the rail station.
        - East Main Street pedestrian improvement project to formalize on-street parking, and improve pedestrian access and mobility throughout the East Main Street corridor.
        - South Cliff / State Street Safety Improvement Project to improve pedestrian access and mobility in the State Street and South Cliff Street neighborhood.
    - Seymour:
        - Construct pedestrian & streetscape enhancements in downtown Seymour; construct pedestrian bridge over the Naugatuck River at Tingue Dam.
        - Connect sidewalks along Church Street from the Seymour Library to Route 67.
- **Pequonnock River Trail**: Improved linkages to the PRT in Bridgeport, Monroe and Trumbull will provide non-motorized access between commercial, recreational and residential areas. Projects that have secured funding include:
    - Trumbull: trail connection from commuter parking lot on White Plains Road to Twin Brooks park (funded through TA).
    - Monroe: the extension from Purdy Hill to Wolfe Park will move most of the trail to an off-road, protected facility (LOTCIP-funded, in final design).
- **Shelton River Walk**
    - Widen Canal Street & install various pedestrian & bicycle facilities & amenities.
    - Extend river walk along Canal Street West; construct pedestrian improvements on Wooster Street & provide connections into Riverview Park.
- **Newtown:**
    - Extension of the Poqounnock Valley Greenway – extend the trail to Fairfield Hills in Newtown.
- **East Coast Greenway (ECG)**: Implement route and wayfinding between Greenwich and Westport.
- **Norwalk River Valley Trail:** Complete remaining 15 miles of trail between Norwalk and Danbury.
- **Georgetown-Branchville Trail:** Construct a multi-use trail to connect the villages of Branchville and Georgetown as well as the Ridgefield Rail Trail.

Complete Streets and Pedestrian Improvements

Continue to identify locations for complete streets improvements and bicycle facilities. Several projects underway were identified through Road Safety Audits, charettes and corridor/planning studies. This collaborative, community-lead planning should continue throughout the TMA. Examples of projects underway include (but are not limited to):

- Fairfield/Southport US-1: based on a 2017 Road Safety Audit, the Town was awarded a Community Connectivity grant to jump-start this long-term project. Improvements will occur on- and off-road and will reduce congestion and improve safety for nonmotorized users.
- Seymour:
    - Pedestrian Improvements at Main Street and Deforest Street to normalize grades between sidewalk and roadway.
    - Pedestrian and sidewalk Improvements on 67 and 313, including completing gaps in the section along Route 67 from the Oxford TL to about North Street.
- Shelton:
    - Construct downtown pedestrian & streetscape enhancements along Route 110 & Bridge Street
- Stratford's Complete Streets Plan for the Stratford Center Area: The first phase of the project (train station vicinity) will begin construction in mid-2023. The second phase of the project (CT-113, north of Barnum Avenue) is in design. Since 2019, funding has been secured for
- Trumbull: The Town was awarded a Community Connectivity grant to install traffic light at the intersection of CT- 111 and Whitney Ave (Long Hill Green area), construct sidewalks and install pedestrian amenities. These improvements will connect a commercial development to residential neighborhoods. This project is a good example of how operations-related projects can integrate a complete streets approach.
- Split Route 115 into a one-way pair through Downtown Ansonia, with NB traffic utilizing East Main Street and WB traffic continuing along current alignment. Use newly available space to provide protected bike lanes, improved sidewalks, and pedestrian plazas.
- Darien-New Canaan Bicycle Loop: Implement recommendations from the Bike Loop Action Plan to construct 25.5 mile loop to connect the two downtowns. Improvements include painted bike lanes, buffered bike lanes, sidewalk curb extensions, pedestrian refuge islands, and signage.
- Stamford: Incorporate Complete Streets, safety improvements, sidewalks and protected bicycle facilities during the following projects:
    - Elm Street Metro-North Railroad Bridge Replacement and Complete Streets Enhancements: North State Street to Cherry Street
    - East Main Street Metro-North Railroad Bridge Replacement and Complete Streets Enhancements: Myrtle Avenue to North State Street
    - Greenwich Avenue Metro-North Railroad Bridge Replacement and Complete Streets Enhancements: South State Street to Pulaski Street
    - Canal Street Metro-North Railroad Bridge Replacement and Complete Streets Enhancements: North State Street to Dock Street
    - Grove Street/Strawberry Hil Avenue/Newfield Avenue Safe Streets for All Reconstruction
    - Cove Road East Coast Greenway Construction: Weed Avenue to Elm Street
    - Route 137 HRR Commercial Area Safety Improvements: Buxton Farms to Maplewood Place
- Norwalk:
    - Corridor Wide Bicycle and Pedestrian Improvements: State Route 53 from intersection of Westport Avenue/North Avenue to intersection of Newtown Avenue
    - Main Street Complete Streets Improvements: State Route 123 from the intersection of Cross Street/North Avenue to New Canaan Avenue

    - Corridor Pedestrian Improvements: State Route 123 from the intersection of Ells to Nursery Street
- Westport:
    - Pedestrian Crossing and Sidewalk Improvements: Route 1 and Parker Harding Plaza intersection
    - Route 1 Sidewalks: Weston Road to North Avenue
- Weston – Implement pedestrian improvements in town center to connect schools, municipal buildings, parks, and local businesses.

5.2 Traffic Operations Strategies:

These strategies focus on improving functionality of the existing roadway. The corridor studies listed above include operations strategies and improvements that should be evaluated as projects are implemented. Example strategies include but are not limited to:

- Access management: strategically consolidate, close, or relocate driveways on congested roads.
- Traffic signals: both state-owned and locally-owned signals should continue to be modernized, upgraded and optimized. For example, Bridgeport continues to upgrade and modernize their traffic signals. Signals on Park Avenue are currently being upgraded and the MTP includes additional locations in need of upgrades.
- Regional ITS improvements (highway and transit)
- Route 1 (Greenwich to Westport) Signal Upgrades, Adaptive Signal Control and Coordination: Upgrade outdated equipment, coordinate signal timings, implement transit signal priority, and implement adaptive signal technology.
- Stamford:
    - Bulls Head Traffic and Safety Improvements: Upgrade the intersection of Long Ridge Road, Cold Spring Road, High Ridge Road, Summer Street and Bedford Street to improve traffic and safety.
    - Citywide Signal Upgrades: Complete Phase I, Phase J, and Phase K

5.3 Public Transportation Strategies:

Improving public transportation will ideally increase non-SOV travelers and reduce demand on the road network. Many of these strategies strengthen the demand management projects above.

Regional:

- Seamless, statewide bus transit system: includes integrated fares and real-time information systems.
- Evaluate Bus Rapid Transit.
- Improve marketing of transit, branch line improvements and connections between transit modes.
- Fixed bus replacements – battery electric buses.
- Install new bus shelters or upgrade existing shelters.

Metro North New Haven Main Line (rail):

- Regional:

    - Continue state of good repair and improvements to the New Haven Main and branch lines, bridges, stations, and supporting facilities and technologies.
    - Improve efficiency of service and reduce trip lengths to NYC.
- Bridgeport:
    - New train station on Barnum Avenue/Crescent Avenue.
    - Study to assess possible tunnel for portion of New Haven Line, east of train station.
- Stratford: Extend RR platforms to accommodate full train length access/egress (Main Street/CT-113 RR).
- Norwalk: Complete Project 301-0524 WALK Bridge Program
- Track Improvement Mobility Enhancement (TIME) -
    - Project #2, Norwalk - WALK Small Bridges, Station, Retaining wall and East Avenue Roadway.
    - Project #4, Westport – SAGA Fixed Bridge, Saugatuck Ave Bridge, Compo Rd Bridge, Rebuild Westport Station.
    - Project #5, Greenwich – New CP227/228, Arch St Bridge Deck Repair, Steamboat Rd Bridge.
- Greenwich – Cos Cob Bridge Replacement

Waterbury Branch Line

- Construct high level platform with modern station amenities in Ansonia.
- Construct station area renovations, including rehabilitation of building, new commuter parking lot, bus bays & intermodal transfer point, information kiosk, high level platforms, accessible walkways and heated shelter in Derby-Shelton rail station.
- Relocate the Seymour Rail Station to north of Route 67 as part of TOD redevelopment project.
- Purchase three new locomotives and train sets (2 coaches + 1 push-pull) to operate on the WBL to expand service.
- Purchase four new locomotives and train sets (2 coaches + 1 push-pull) to operate on the WBL to replace old equipment.
- Operations: Expand service along the Waterbury branch line to provide 30-minute headways

New Canaan Branch Line:

- Implement at-grade crossing improvements
- Sidings
- Capacity improvements

Danbury Branch Line:

- Wilton and Bethel – complete slope and track stabilization project
- Implement recommendations from the Danbury Branch Study including extending passenger rail service north to New Milford, track improvements between Norwalk and Danbury, and electrify the entire line from Norwalk to New Milford.

Greater Bridgeport Transit (bus)

- Continue to optimize fixed-route services. This includes late night service, increased frequency and reducing mid-day service gaps.
- Evaluate innovative service delivery models, such as micro-transit and rideshare.
- Continue to replace fixed route buses (hybrid/electric/alternative fuel buses) and paratransit vehicles.
- Capital and facility improvements, including bus stop amenities.
- Stratford: Conduct feasibility study of BRT along Barnum Avenue. Plan for implementation of program.

Other Transit

- New BRT-Like Service for Stratford and Bridgeport
- Real-Time Scheduling and Smart Card Fare Boxes
- Multimodal Fare Technology Improvements
- New BRT/Express Bus service between Derby-Shelton Train Station and Bridgeport Train Station, following alignment of Bridgeport Avenue and median running along Route 8
- Implement recommendations from CTDOT's Route 1 BRT Study
- Stamford Trolley Bus and Newtork Upgrades: purchase new electric trolley buses and expand city's network through the South End, Downtown, West Side, and East Side neighborhoods.
- Norwalk – implement high frequency transit service to connect Wall Street and SONO along East Avenue, Van Zant Street, Fort Point Street, Washington Street and MLK Boulevard.
- Stamford:
    - Implementation of the Stamford Transportation Center Master Plan Recommendations
- Norwalk – new intermodal facility

5.4 Road Capacity Strategies:

These strategies alter the roadway to increase capacity. Such strategies are often expensive and include changes to road realignment, intersection improvements, and road widening. Further, significant analysis, modeling and design is often necessary before a project can be implemented. Examples from corridor studies include:

- Black Rock Turnpike Safety Study, CT-58, Fairfield: limited widening/realignment at specific cross streets and intersections. Installation of roundabouts at several key intersections.
- Post Road Circle Study, US-1 and CT-130, Fairfield: Installation of a roundabout at the traffic circle.
- CT-25 and CT-111 Engineering Planning Study, Monroe and Trumbull: Identified various realignment alternatives for CT-25 and CT-111 intersection. Recommended widening CT-25 to four lanes and realignment of some cross streets/intersections:
- CT-110 Engineering Planning Study, Stratford (CT-15/Sikorsky bridge): realignment of lanes for entrance to CT-15 ramps.

MTP projects include:

- I-95 Capacity and Safety Improvements: Exits 19-27A PD, Northbound Widening. Phase 1 of the projects will improve the CT-8 Connector at 27A. Phase 2 of the project will implement

recommendations from the Planning and Environmental Linkages study for exits 19 to 25. This is a major, long-term project.

- I-84 : Construct an additional travel lane in either direction between Waterbury (east of the TMA) and the Route 7 Interchange (west of the TMA)
- CT Route 8:
  Shelton:
    - Construct new SB on-ramp at Interchange 11; minor widening of Bridgeport Avenue to accommodate additional turning movements.
    - Reconstruct and realign ramps at interchange 14 (RTE 110 and Kneen St.) and construct new SB on-ramp at interchange 14 from RTE 110; convert interchange to single-point urban interchange. Preliminary design completed.

  Derby:

    - Reconstruct interchanges 16 & 17; extend Pershing Drive & construct local roads. Preliminary design completed.

  Seymour:

    - Realign SB lanes between Interchange 19 & 21; modify interchange. Preliminary design completed.
    - Construct new SB on-ramp at Interchange 22. Preliminary design completed.
- CT Route 34: Stevenson Dam Bridge**:** Currently, this project is in development to replace the Stevenson Dam Bridge, which was built in 1919. Because of the sharp curves along the approaches and the need to remove the bridge from the dam, the project would construct a new bridge upstream of the dam. This will eliminate the sharp curves in advance of the bridge and provide a straighter alignment.
- Reconstruct and widen Main Street from Bridge St. to Ausonio Dr. to 4 travel lanes, including additional turn lanes and enhancements to the interchange with Bridge Street/the Derby-Shelton Bridge.
- Stamford, Metro-North Railroad Bridge Replacements: Widening of the railroad bridges will allow for additional travel lanes at the following project locations:
    - Elm Street Metro-North Bridge Replacement and Complete Streets Enhancements: North State Street to Cherry Street
    - East Main Street Metro-North Bridge Replacement and Complete Streets Enhancements: Myrtle Avenue to North State Street
    - Greenwich Avenue Metro-North Bridge Replacement and Complete Streets Enhancements: South State Street to Pulaski Street
    - Canal Street Metro-North Bridge Replacement and Complete Streets Enhancements: North State Street to Dock Street
- Stamford:
    - Long Ridge Road, Stillwater, Roxbury intersection reconstruction
    - Stillwater Road and Bridge Street intersection reconstruction
- Norwalk:
    - Route 1 – widen to a four lane cross section from the intersection of Hoyt Street to the intersection of East Avenue

- Westport:
    - Route 1 intersection redesign: Wilton Road and Riverside Avenue intersection
- Interstate 95:
    - Exit 16 – Implement Diverging Diamond Interchange

6.0 Programming & Implementation of CMP Strategies:

Each MPO will incorporate this CMP into their respective Metropolitan Transportation Plans (MTPs) and will use it to prioritize projects. Future corridor planning studies will emphasize congestion mitigation strategies. Currently, many of the CMP proposals have been derived through planning studies; we will continue to program short, medium and long term projects, as well as spot improvements.

7.0 Evaluate Strategy Effectiveness:

To assess strategy effectiveness, annual performance from 2017-2021 was monitored. System-level performance and strategy effectiveness were evaluated for each year from 2017 to 2021, based on the process created in the 2018 CMP for Greater Bridgeport and Valley MPO.

7.1 System-Level Performance

Performance measures were calculated annually from 2017-2021.

The strategies in this CMP are designed to reduce congestion by:

- Increasing Non-Single Occupancy Vehicle Usage
- Increasing Level of Travel Time Reliability
- Increasing Truck Travel Time Reliability
- Decreasing Peak Hour Excessive Delay

Non-Single Occupancy Vehicle Usage

Non-SOV travel increased from 28.36% in 2017 to 32.93% in 2021, meeting the objective.

Level of Travel Time Reliability

LOTTR increased from 70.6% in 2017 to 79.25% in 2021, meeting the objective.

Truck Travel Time Reliability

The TTTR index increased from 2.4 in 2017 to 2.5 in 2021, meeting the objective.

Peak Hour Excessive Delay

PHED decreased from 13.8 hours in 2017 to 12.6 hours in 2021, meeting the objective.

While the performance measures have all improved since 2017, the pandemic clearly impacted travel in the TMA. All the performance measures improved in 2020. Non-SOV usage was the only performance measure that continued to improve in 2021. LOTTR, TTTR, and PHED all regressed but not to 2017 levels. The next CMP will be critical to assess if these were sustainable trends or just a blip due to reduced travel during the pandemic.

7.2 Strategy Effectiveness

The following projects from the 2018 GBVMPO CMP have been completed. While it is difficult to assess if any of these specific strategies had a direct impact on the performance measures, due to the pandemic, it is still important to note the projects completed to improve congestion.

Demand Management:

- The Bridgeport Intermodal Center project has improved access to rail, bus and ferry service.
- Bridgeport's bicycle path between Beardsley Park and Seaside Park has improved access throughout the City and has strengthened access to the bus station, rail station and ferry terminal.

Traffic Operations:

- CT-8: Expanded state Incident Management Systems to CT-8, includes 24-hour monitoring, video surveillance, variable message signs & incident detection.
- CT-110, Stratford: The CT-110 Planning Study recommended the realignment of Sikorsky Gate #1 intersection to directly opposite of Oronoque Lane. Previously, the three closely spaced intersections (CT-15 southbound ramps and Navajo Lane) caused congestion throughout the weekday peak hours. By realigning the driveway, the traffic light at the driveway was removed, since traffic at the intersection can now be controlled by the Oronoque Lane traffic light.

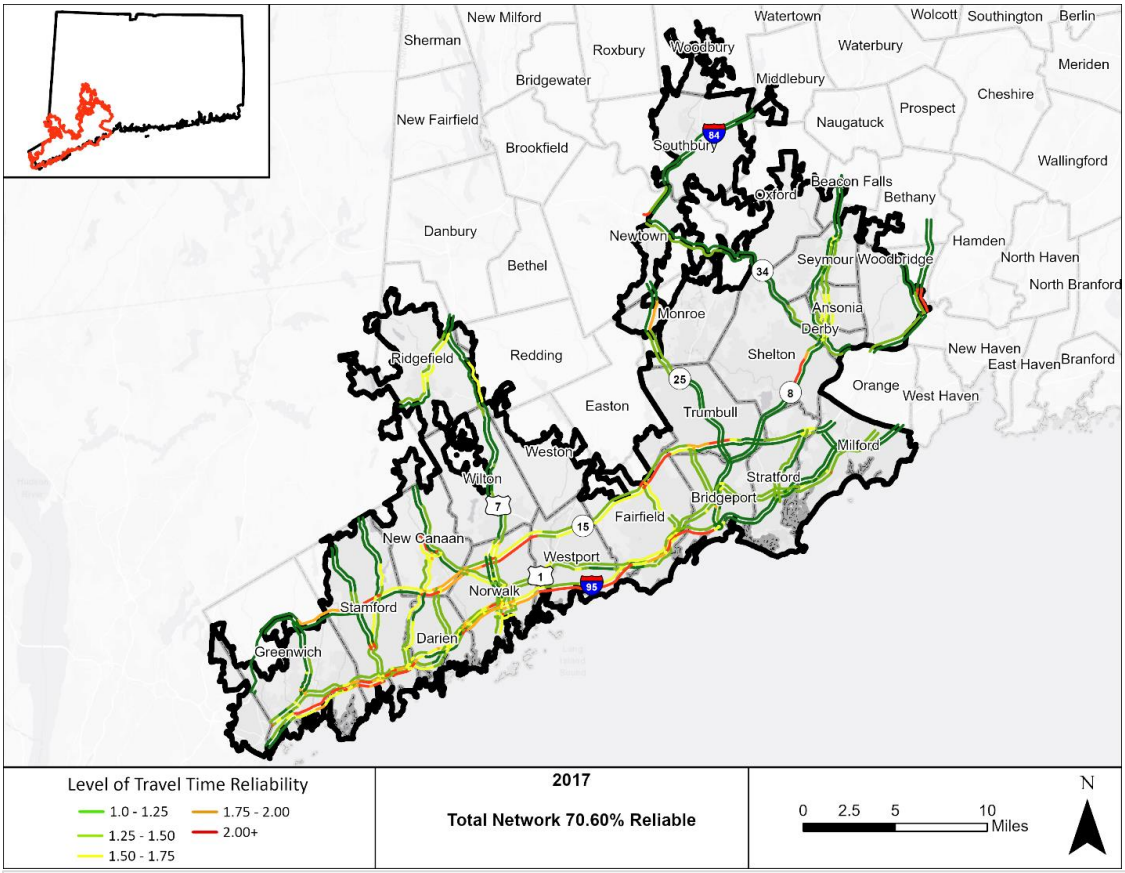
Road Capacity:

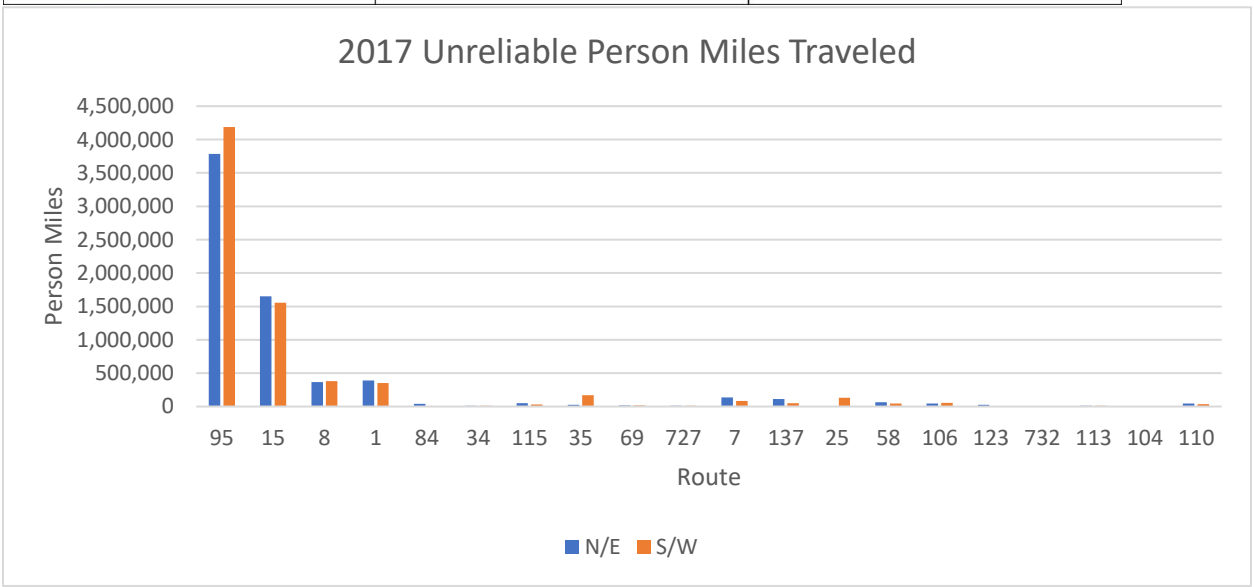
- I-95, Stratford Interchange 33: reconstructed from a partial interchange to a fully directional, diamond interchange. The project has provided better access to I-95 from adjacent commercial centers and included improvements to local roads.

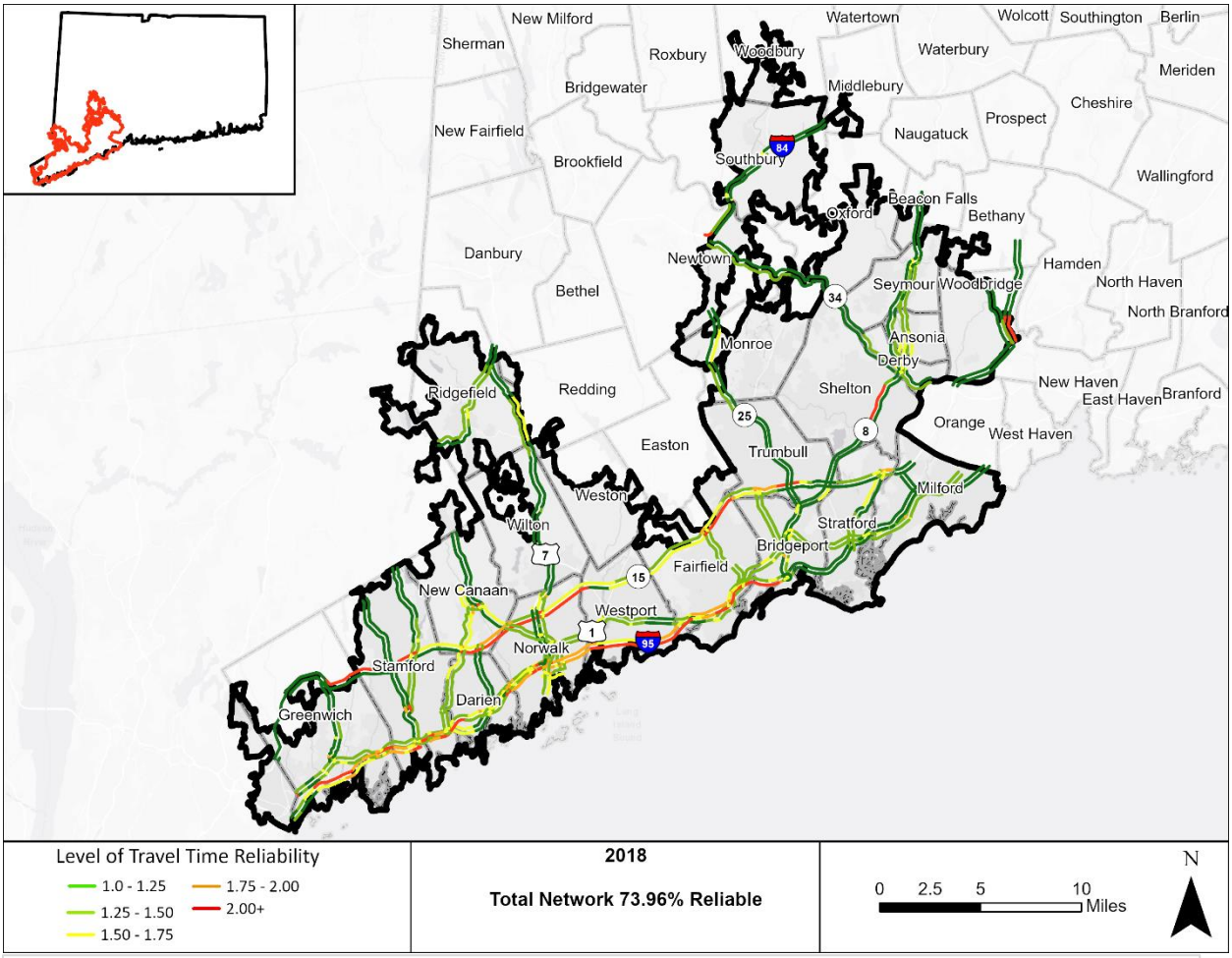
7.3 Monitoring

This is the first CMP for the entire Bridgeport-Stamford TMA and thus establishes a baseline to monitor performance measures moving forward. As projects are completed, the measures can be compared in the project area to gauge their effectiveness. The MAP-21 widget provides a quick and effective way to calculate LOTTR, TTTR, and PHED on demand. In addition, as the 5-year ACS is updated, Non-SOV travel in the TMA can be calculated.

Appendix A: Level of Travel Time Reliability Index






New Milford
Sherman
Roxbury
Woodbury
Watertown
Waterbury
Wolcott
Southington
Berlin
Meriden
Bridgewater
Middlebury
Cheshire
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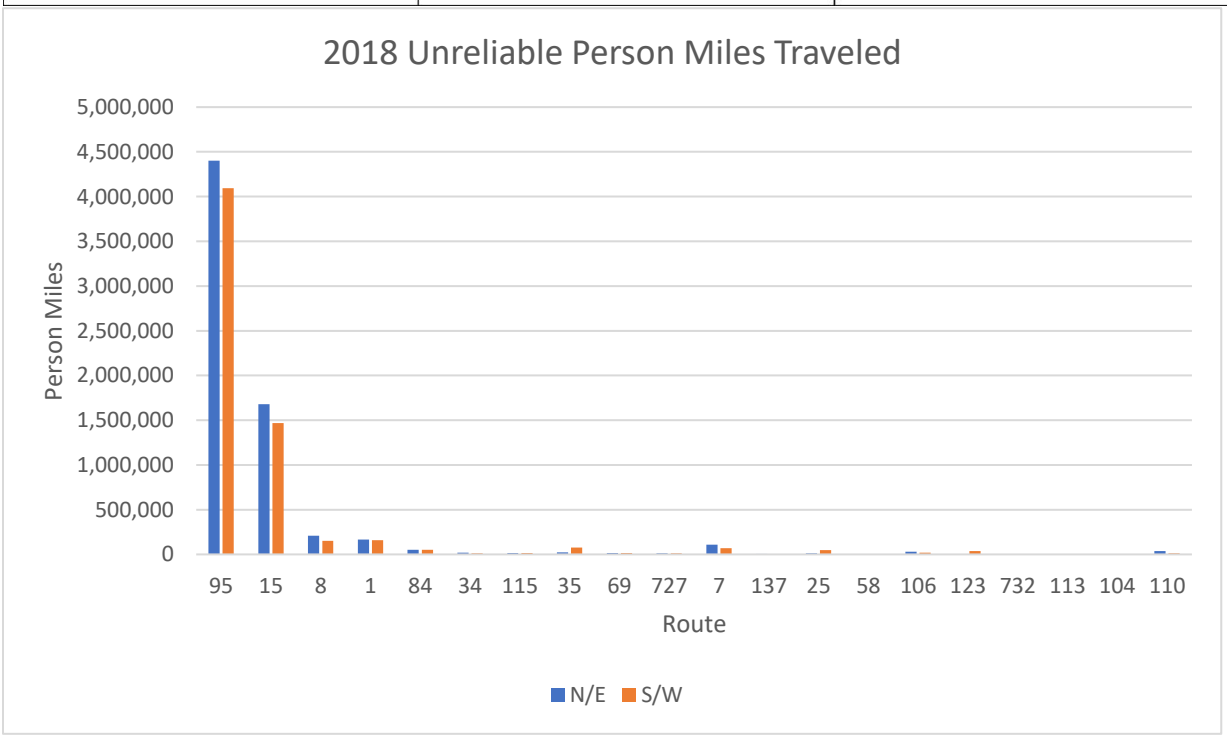
Naugatuck
Brookfield
Southbury
Wallingford
Beacon Falls
Oxford
Bethany
Danbury
Newtown
Hamden
North Haven
Seymour
Woodbridge
Bethel
North Branford
Monroe
Ansonia
Derby
Ridgefield
Redding
Shelton
New Haven
East Haven
Branford
Orange
West Haven
Easton
Trumbull
Weston
Milford
Wilton
Stratford
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
Level of Travel Time Reliability
1.0 - 1.25
1.25 - 1.50
1.50 - 1.75
1.75 - 2.00
2.00+
2018
Total Network 73.96% Reliable
0 2.5 5 10
Miles
N


2018 Unreliable Person Miles Traveled
Person Miles
5,000,000
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
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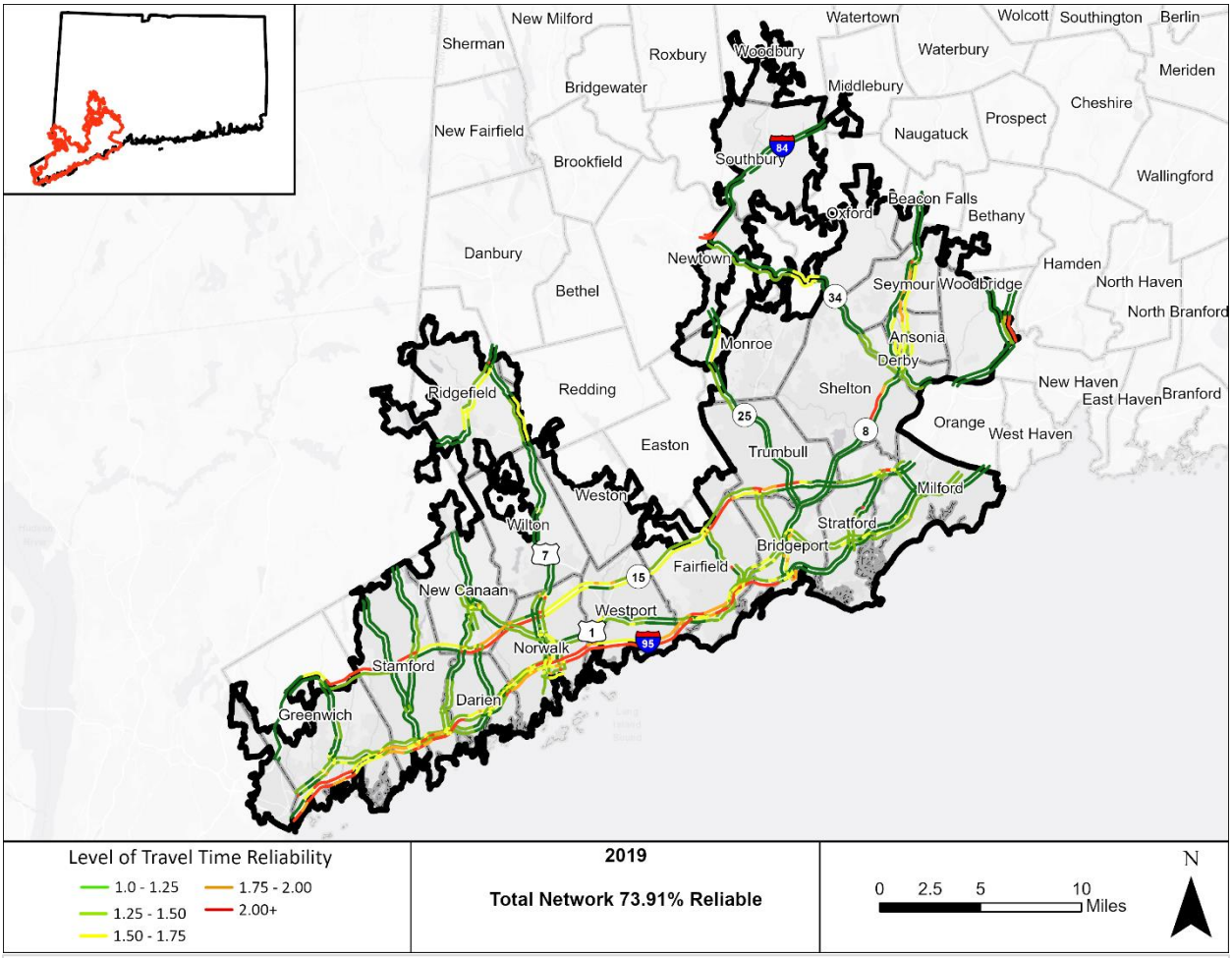
Route
N/E
S/W


New Milford
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Bridgewater
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Cheshire
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Naugatuck
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Southbury
Wallingford
Beacon Falls
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North Branford
Monroe
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Derby
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New Haven
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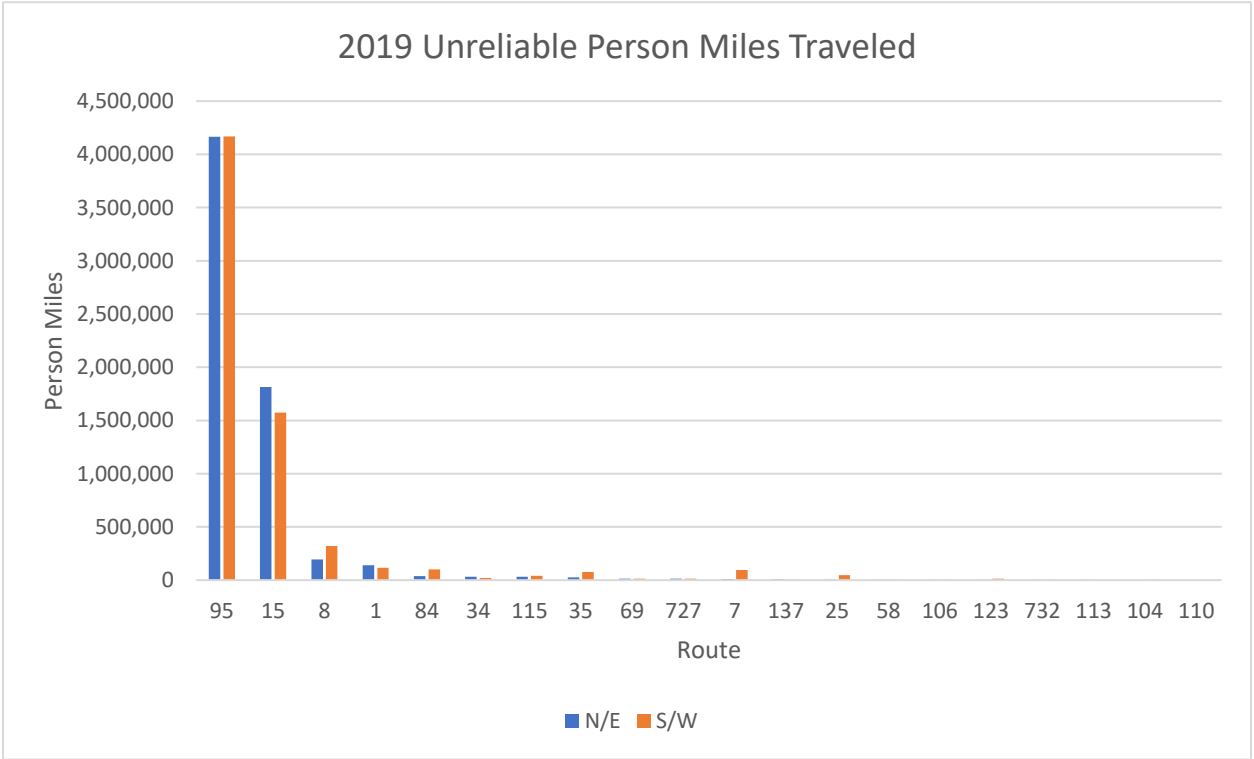
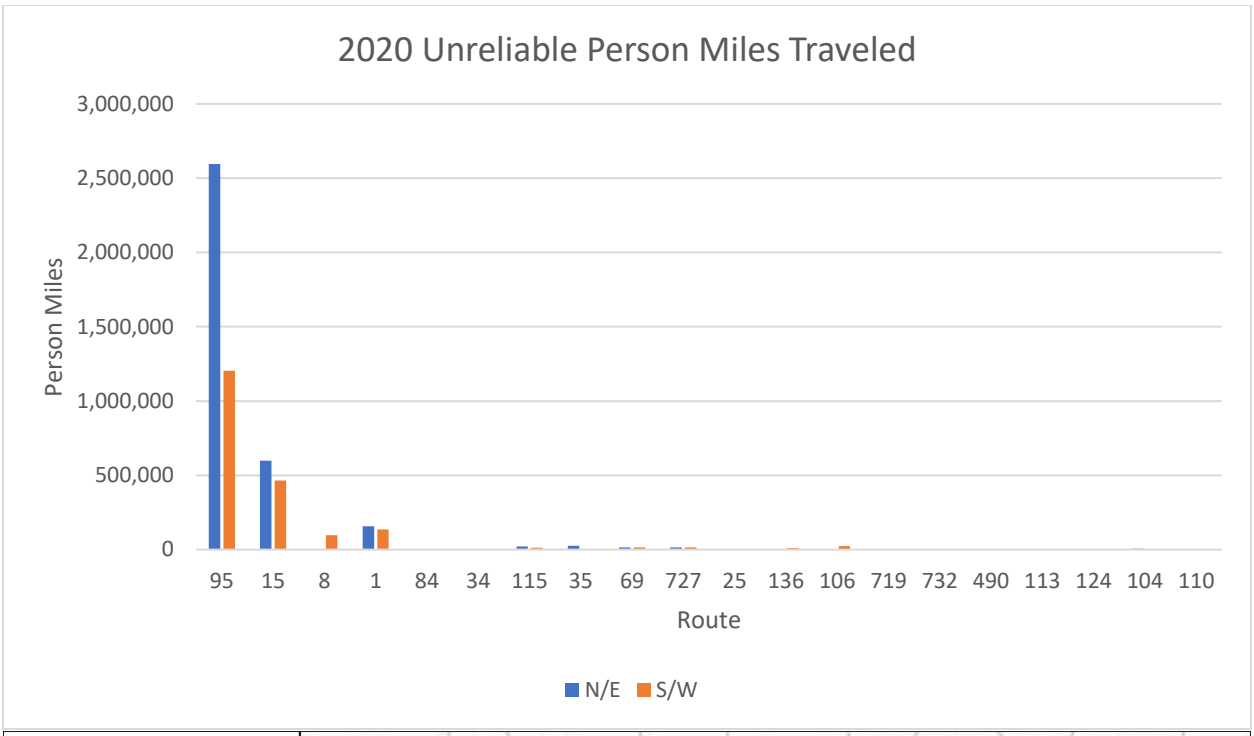
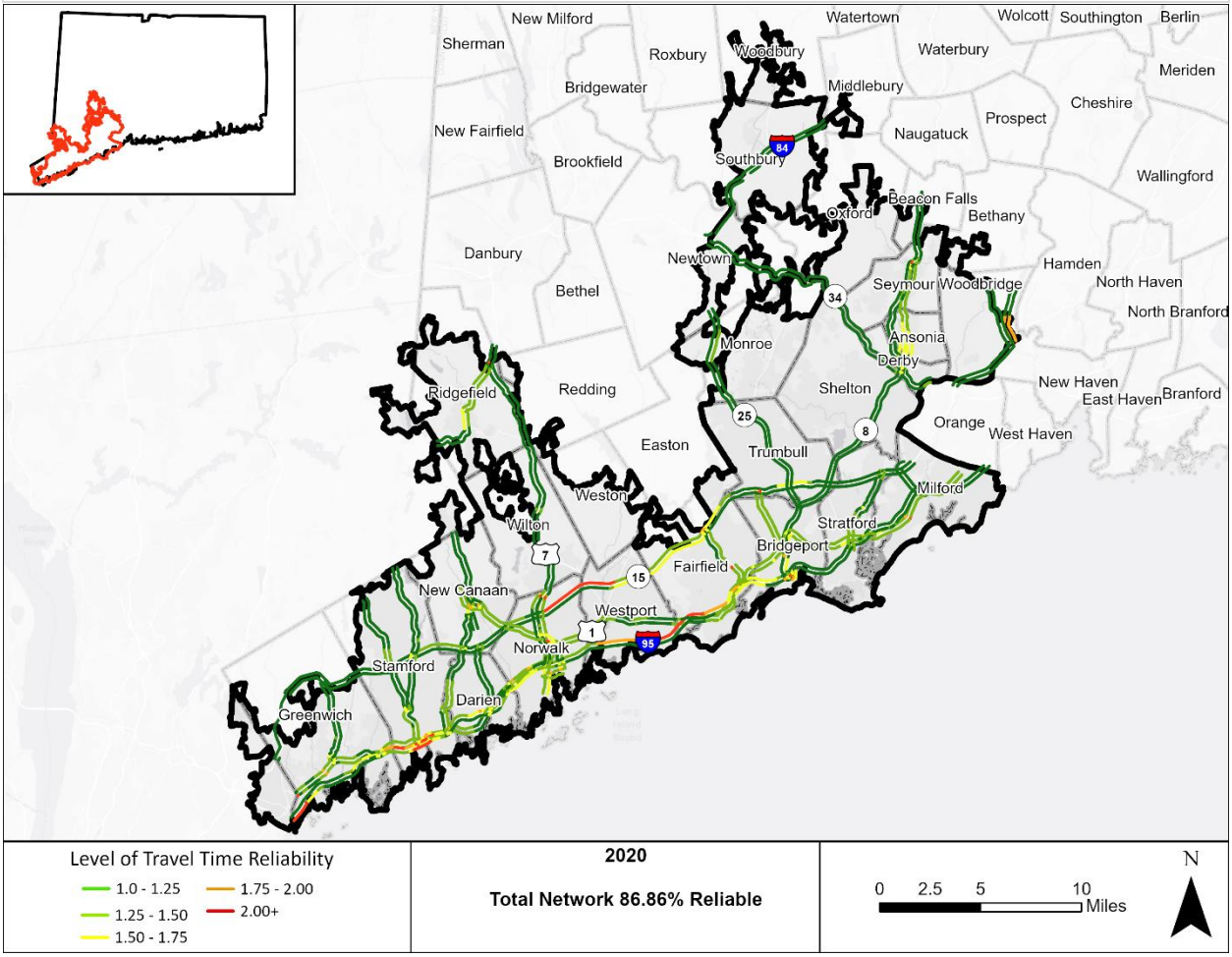
Branford
Orange
West Haven
Easton
Trumbull
Weston
Milford
Wilton
Stratford
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
Level of Travel Time Reliability
1.0 - 1.25
1.25 - 1.50
1.50 - 1.75
1.75 - 2.00
2.00+
2019
Total Network 73.91% Reliable
0 2.5 5 10
Miles
N


2019 Unreliable Person Miles Traveled
Person Miles
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
95 15 8 1 84 34 115 35 69 727 7 137 25 58 106 123 732 113 104 110
Route
N/E
S/W


2020 Unreliable Person Miles Traveled
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
Person Miles
95 15 8 1 84 34 115 35 69 727 25 136 106 719 732 490 113 124 104 110
Route
N/E
S/W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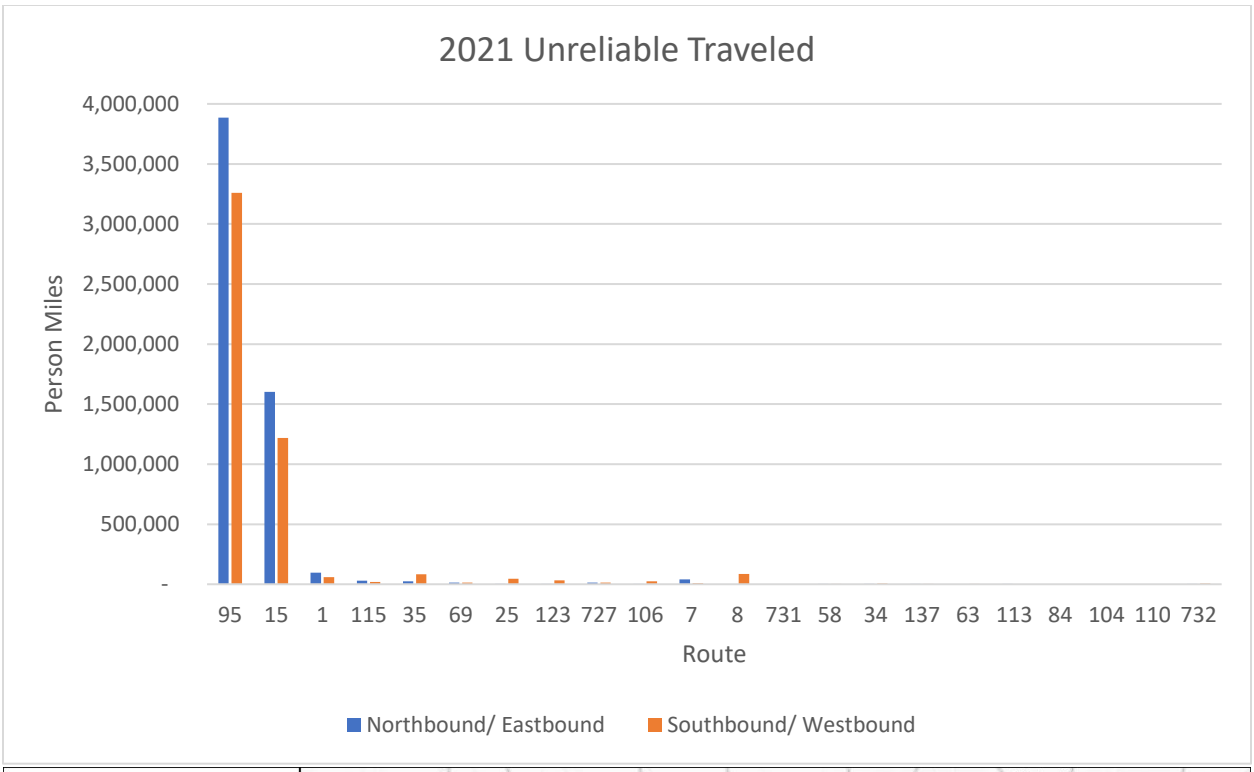
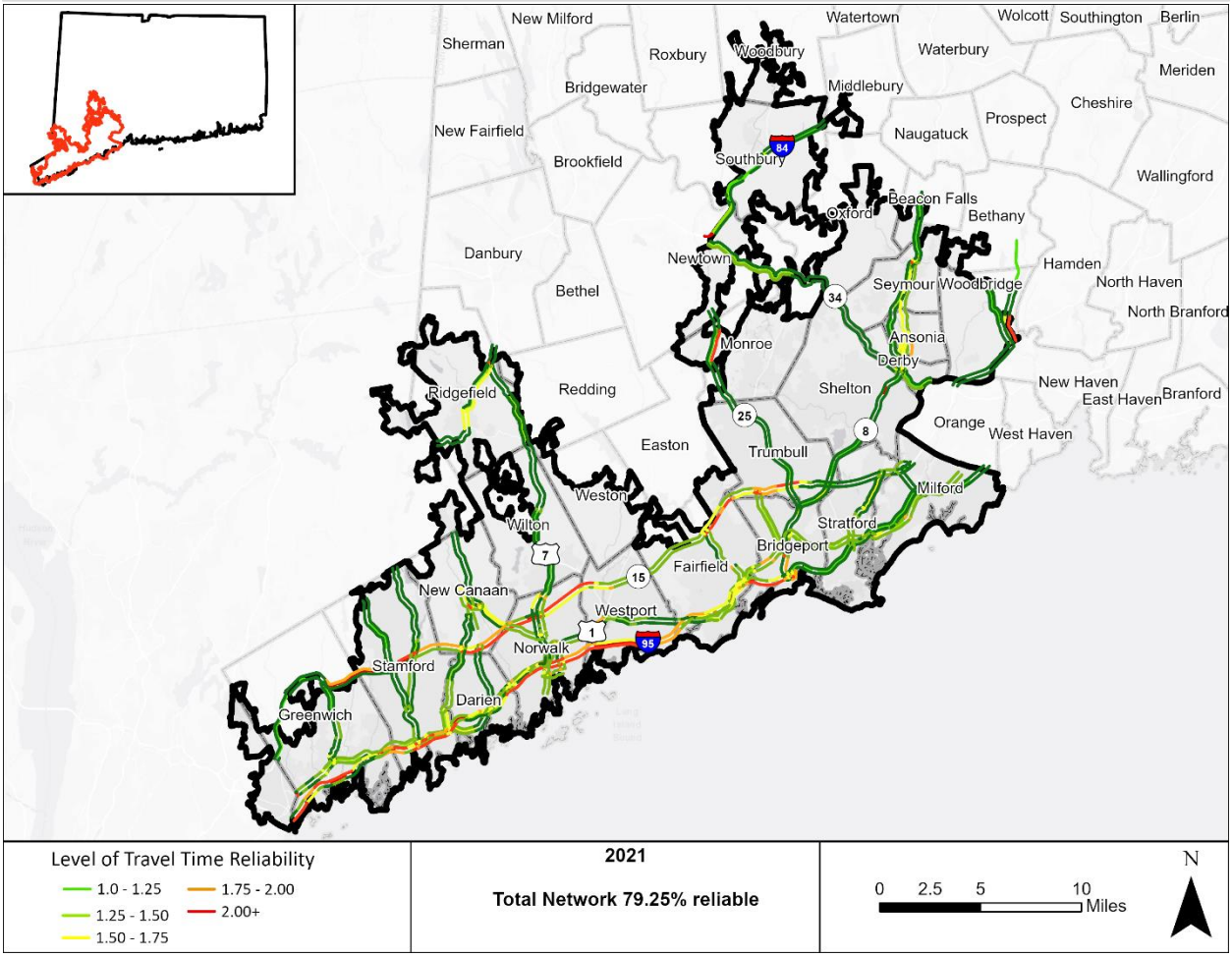
Milford
Wilton
Stratford
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
Level of Travel Time Reliability
1.0 - 1.25
1.25 - 1.50
1.50 - 1.75
1.75 - 2.00
2.00+
2020
Total Network 86.86% Reliable
0 2.5 5 10
Miles
N


2021 Unreliable Traveled
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
-
Person Miles
95 15 1 115 35 69 25 123 727 106 7 8 731 58 34 137 63 113 84 104 110 732
Route
Northbound/ Eastbound
Southbound/ Westbound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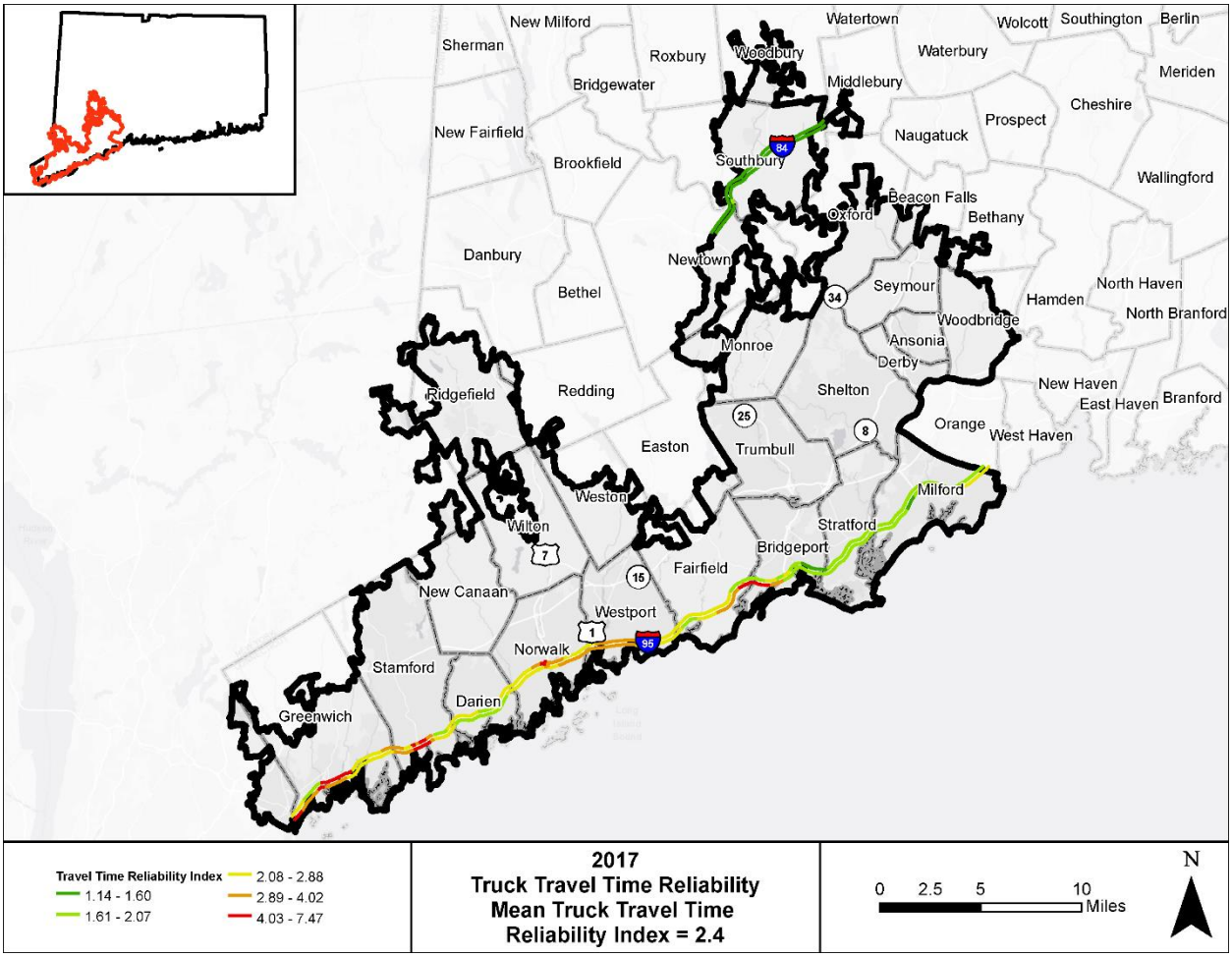
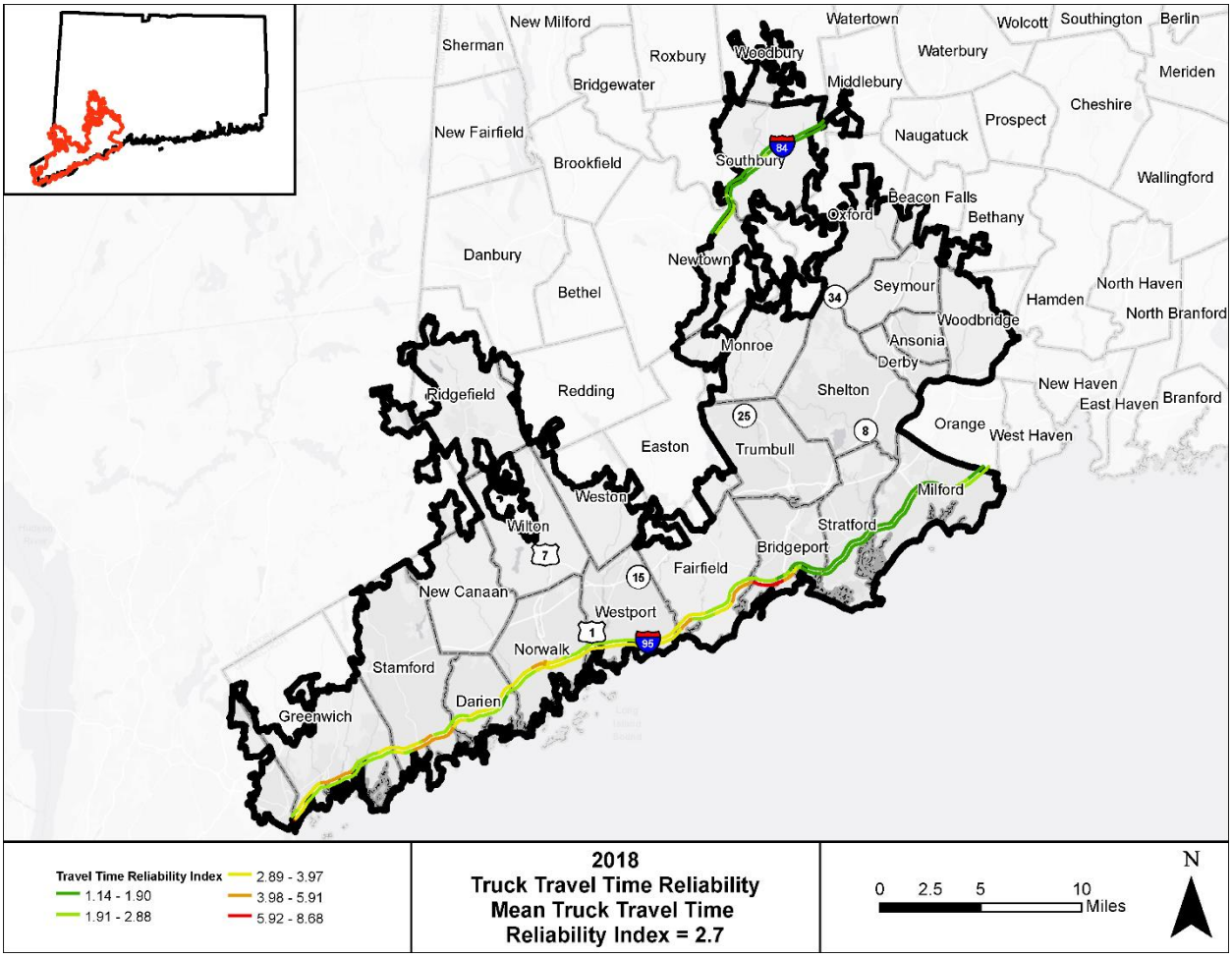
Norwalk
Stamford
Darien
Greenwich
Level of Travel Time Reliability
1.0 - 1.25
1.25 - 1.50
1.50 - 1.75
1.75 - 2.00
2.00+
2021
Total Network 79.25% reliable
0 2.5 5 10
Miles
N

Appendix B: Truck Travel Time Reliability Index

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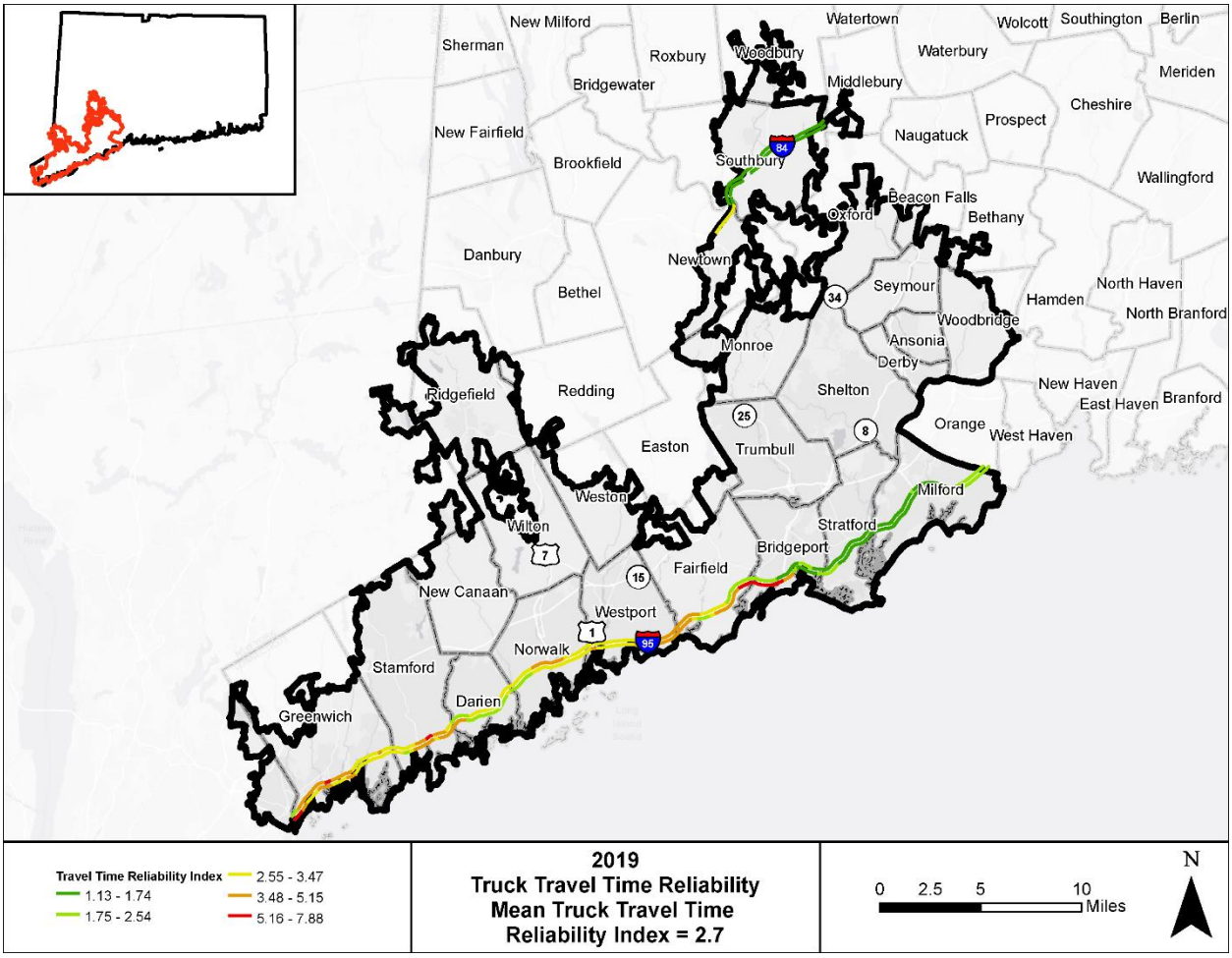
Milford
Wilton
Stratford
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
Travel Time Reliability Index
1.14 - 1.90
1.91 - 2.88
2.89 - 3.97
3.98 - 5.91
5.92 - 8.68
2018
Truck Travel Time Reliability
Mean Truck Travel Time
Reliability Index = 2.7
0 2.5 5 10
Miles
N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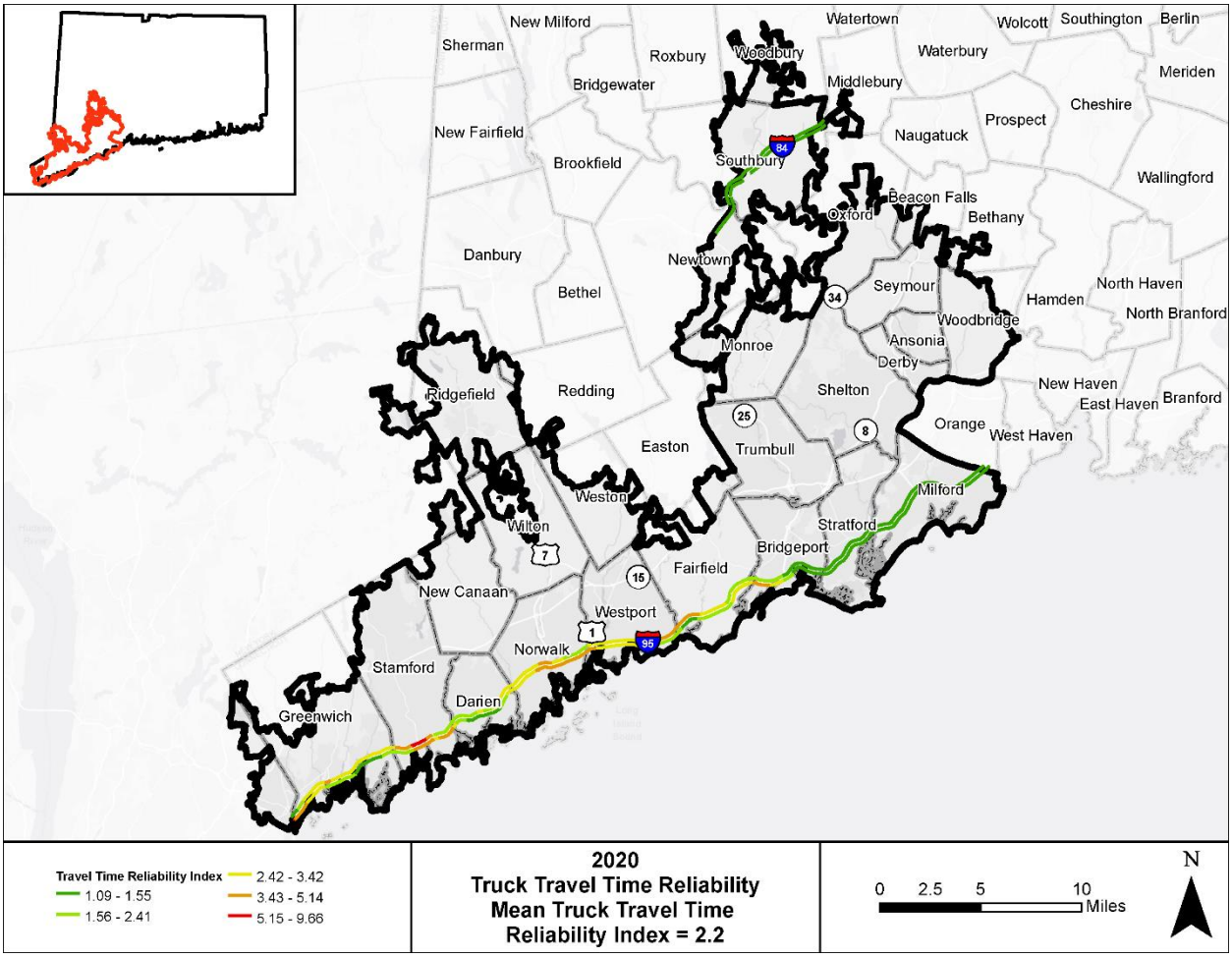
Trumbull
Weston
Milford
Wilton
Stratford
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
Travel Time Reliability Index
1.13 - 1.74
1.75 - 2.54
2.55 - 3.47
3.48 - 5.15
5.16 - 7.88
2019
Truck Travel Time Reliability
Mean Truck Travel Time
Reliability Index = 2.7
0 2.5 5 10
Miles
N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New Canaan
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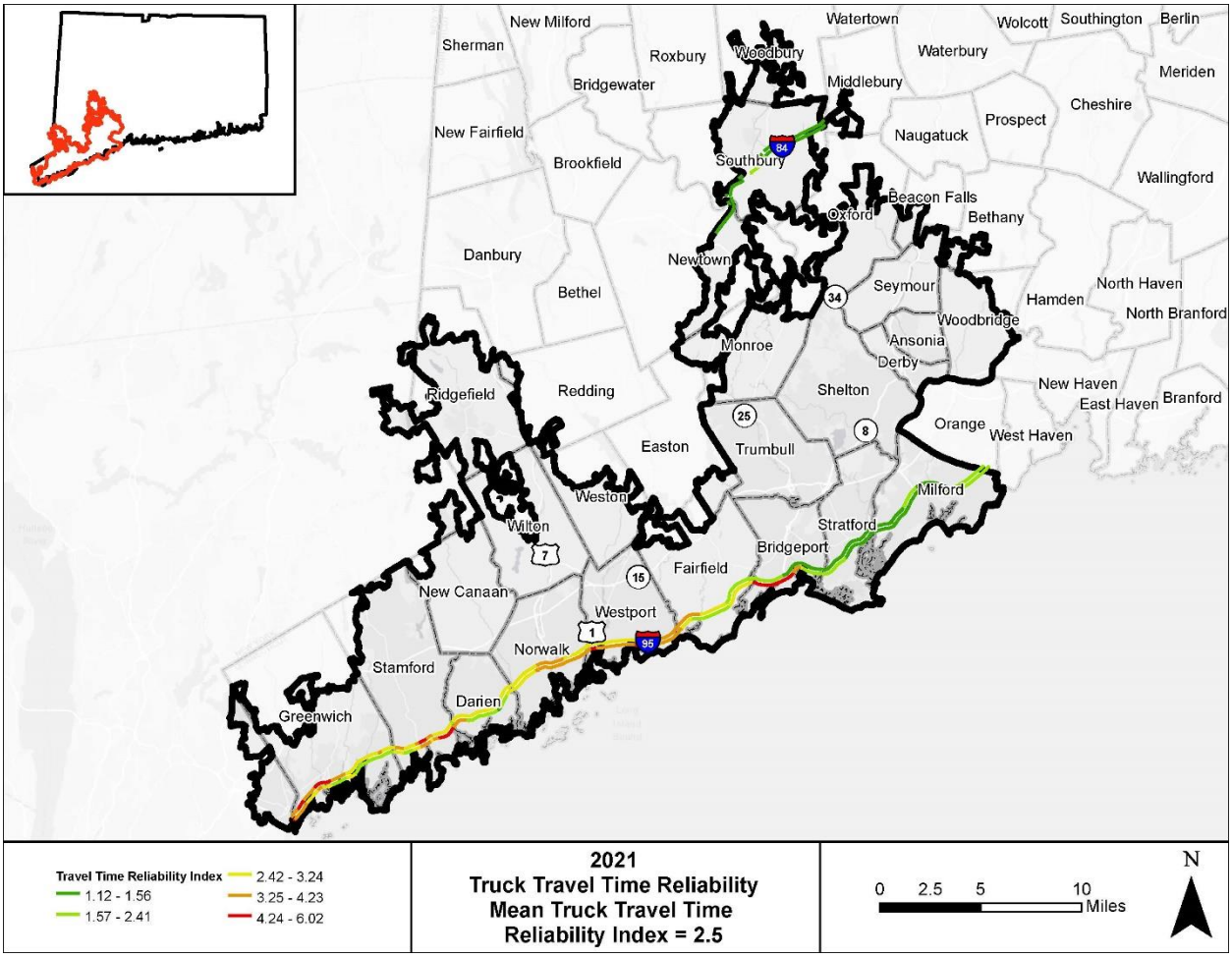
Norwalk
Stamford
Darien
Greenwich
Travel Time Reliability Index
1.09 - 1.55
1.56 - 2.41
2.42 - 3.42
3.43 - 5.14
5.15 - 9.66
2020
Truck Travel Time Reliability
Mean Truck Travel Time
Reliability Index = 2.2
0 2.5 5 10
Miles
N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Seymour
North Haven
Bethel
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Hamden
North Branford
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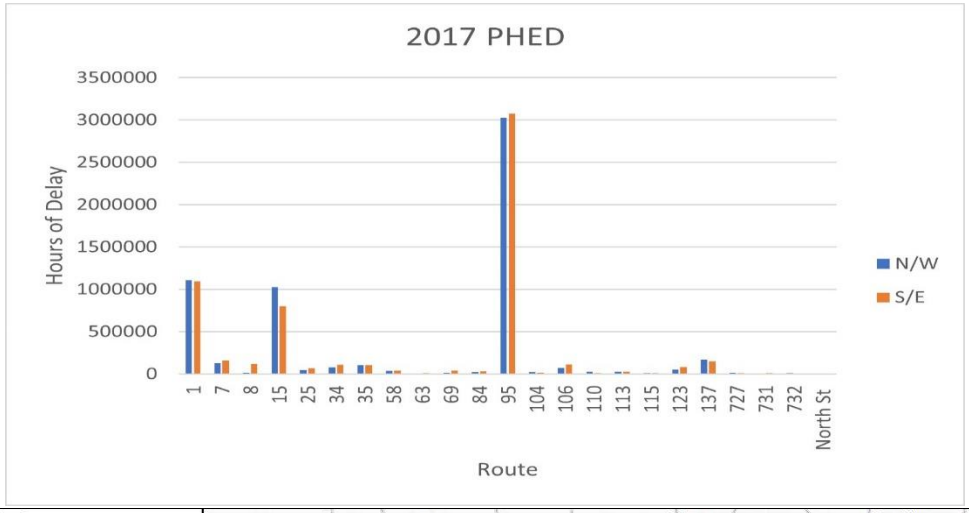
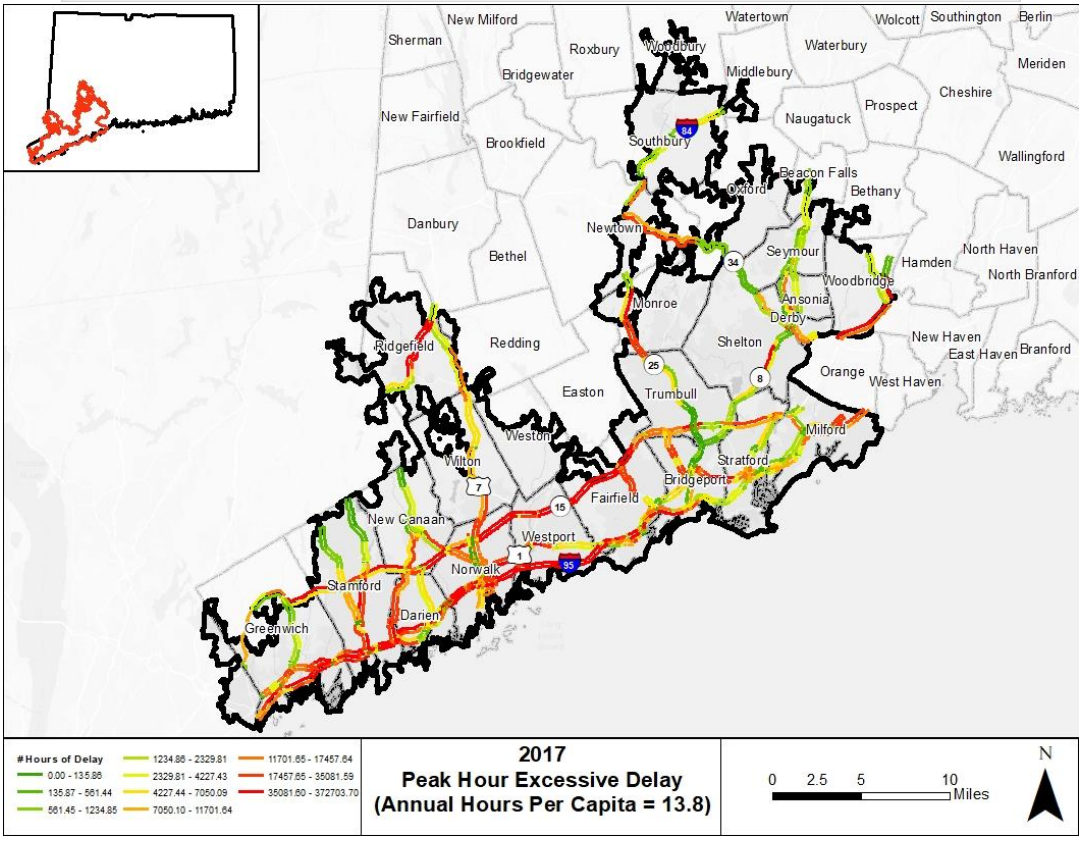
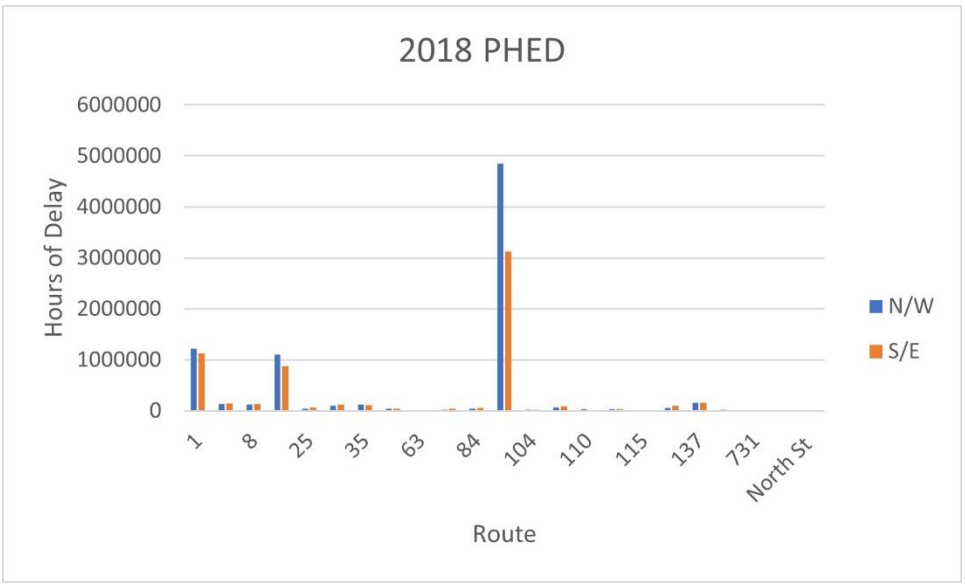
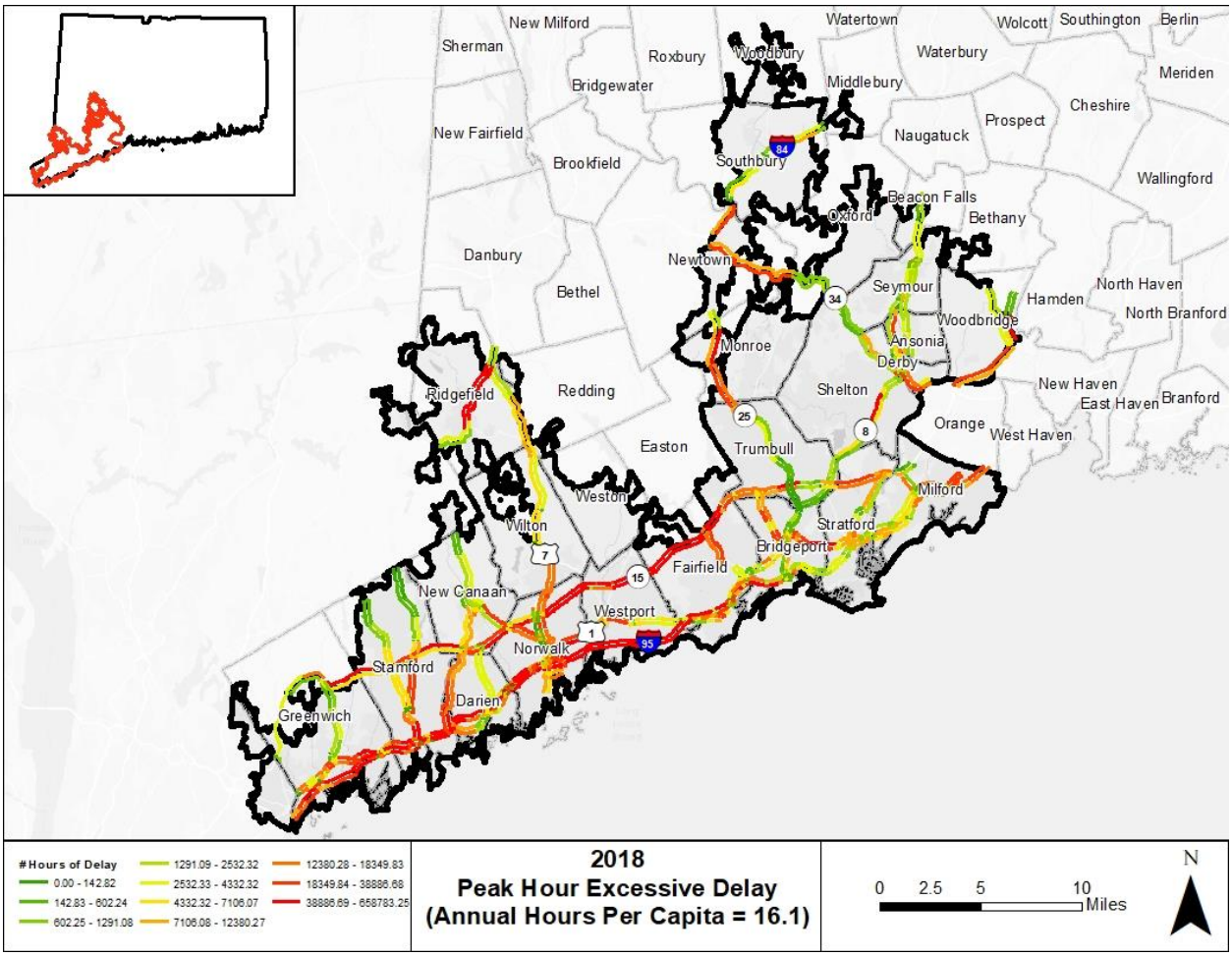
Redding
Shelton
New Haven
East Haven
Branford
25
8
Orange
West Haven
Easton
Trumbull
Weston
Milford
Wilton
Stratford
7
Bridgeport
15
Fairfield
New Canaan
Westport
1
95
Norwalk
Stamford
Darien
Greenwich
Travel Time Reliability Index
1.12 - 1.56
1.57 - 2.41
2.42 - 3.24
3.25 - 4.23
4.24 - 6.02
2021
Truck Travel Time Reliability
Mean Truck Travel Time
Reliability Index = 2.5
0
2.5
5
10
Miles
N

Appendix C: Peak Hour Excessive Delay






2018 PHED
6000000
5000000
4000000
3000000
2000000
1000000
0
Hours of Delay
N/W
S/E
1
8
25
35
63
84
104
110
115
137
731
North St
Route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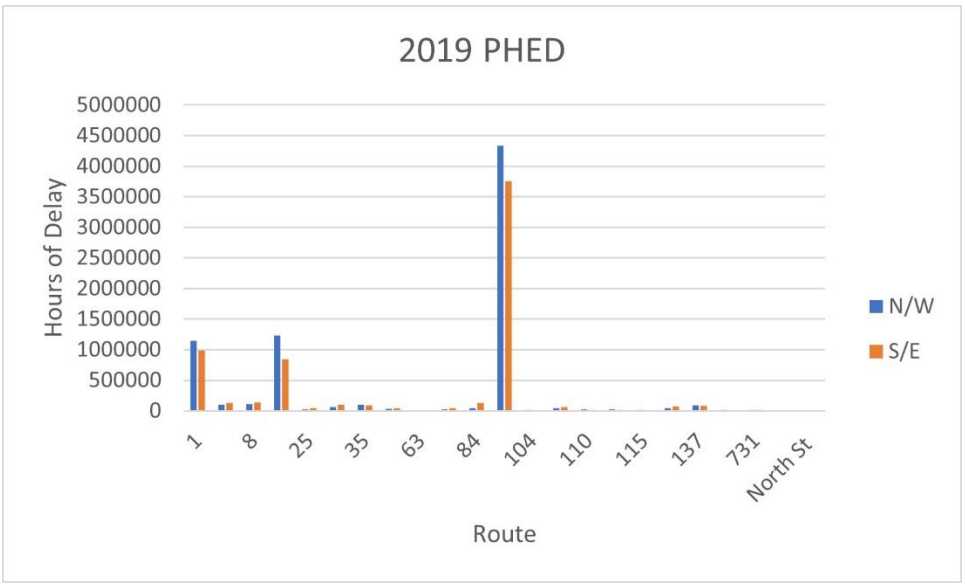
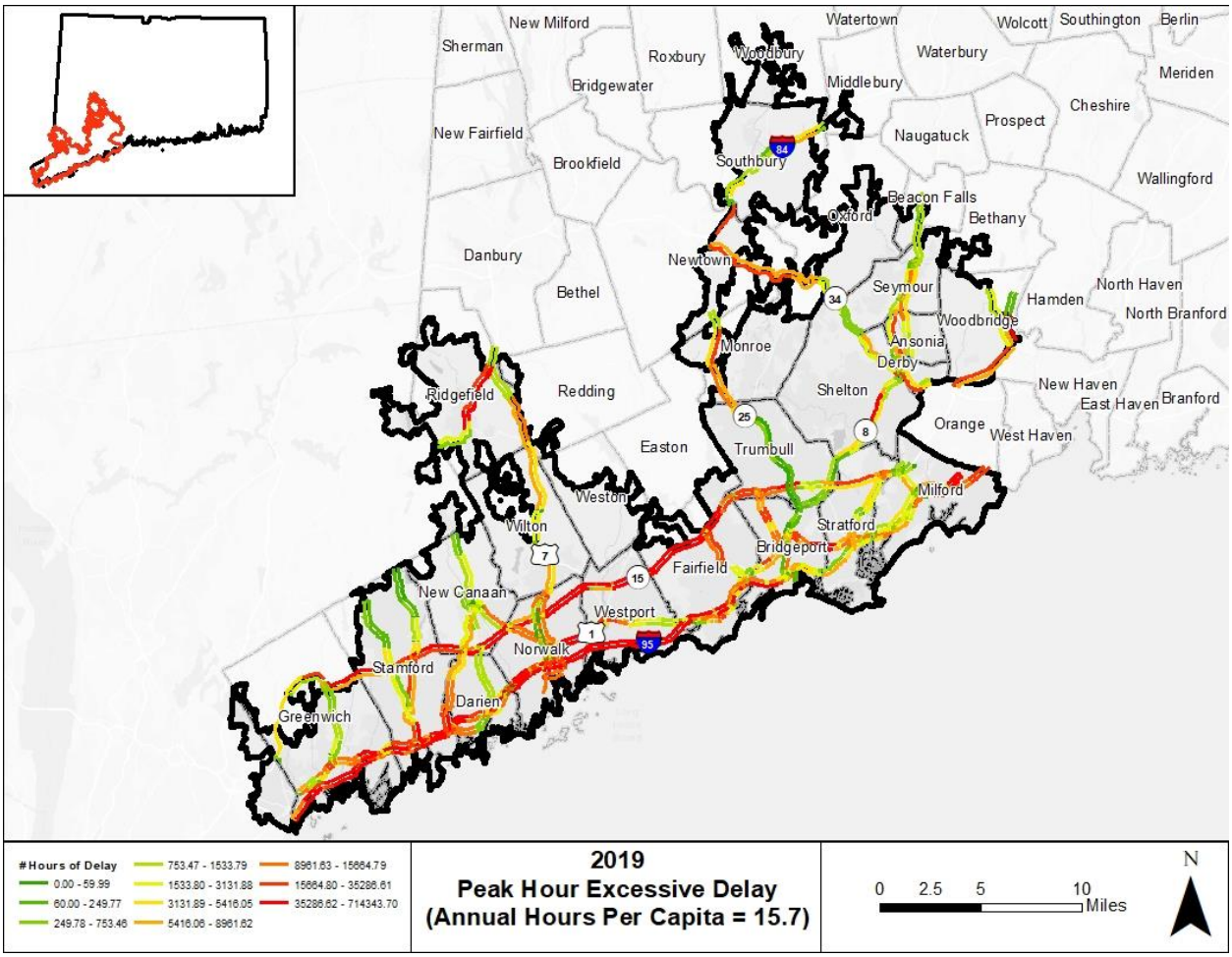
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
#Hours of Delay
0.00 - 142.82
142.83 - 602.24
602.25 - 1291.08
1291.09 - 2532.32
2532.33 - 4332.32
4332.32 - 7106.07
7106.08 - 12380.27
12380.28 - 18349.83
18349.84 - 38886.68
38886.69 - 658783.25
2018
Peak Hour Excessive Delay
(Annual Hours Per Capita = 16.1)
0
2.5
5
10
Miles
N


2019 PHED
Hours of Delay
5000000
4500000
4000000
3500000
3000000
2500000
2000000
1500000
1000000
500000
0
1
8
25
35
63
84
104
110
115
137
731
North St
Route
N/W
S/E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Milford
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Stratford
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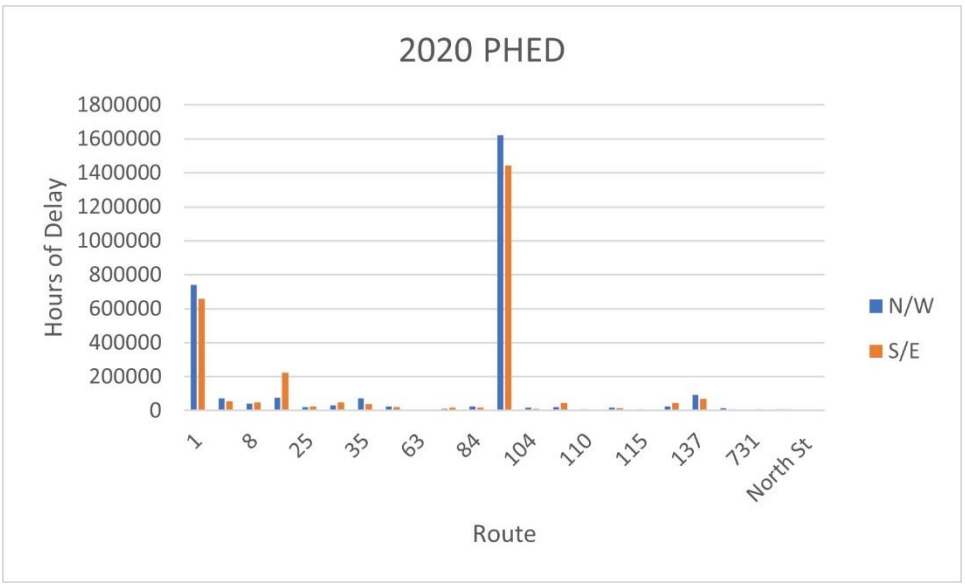
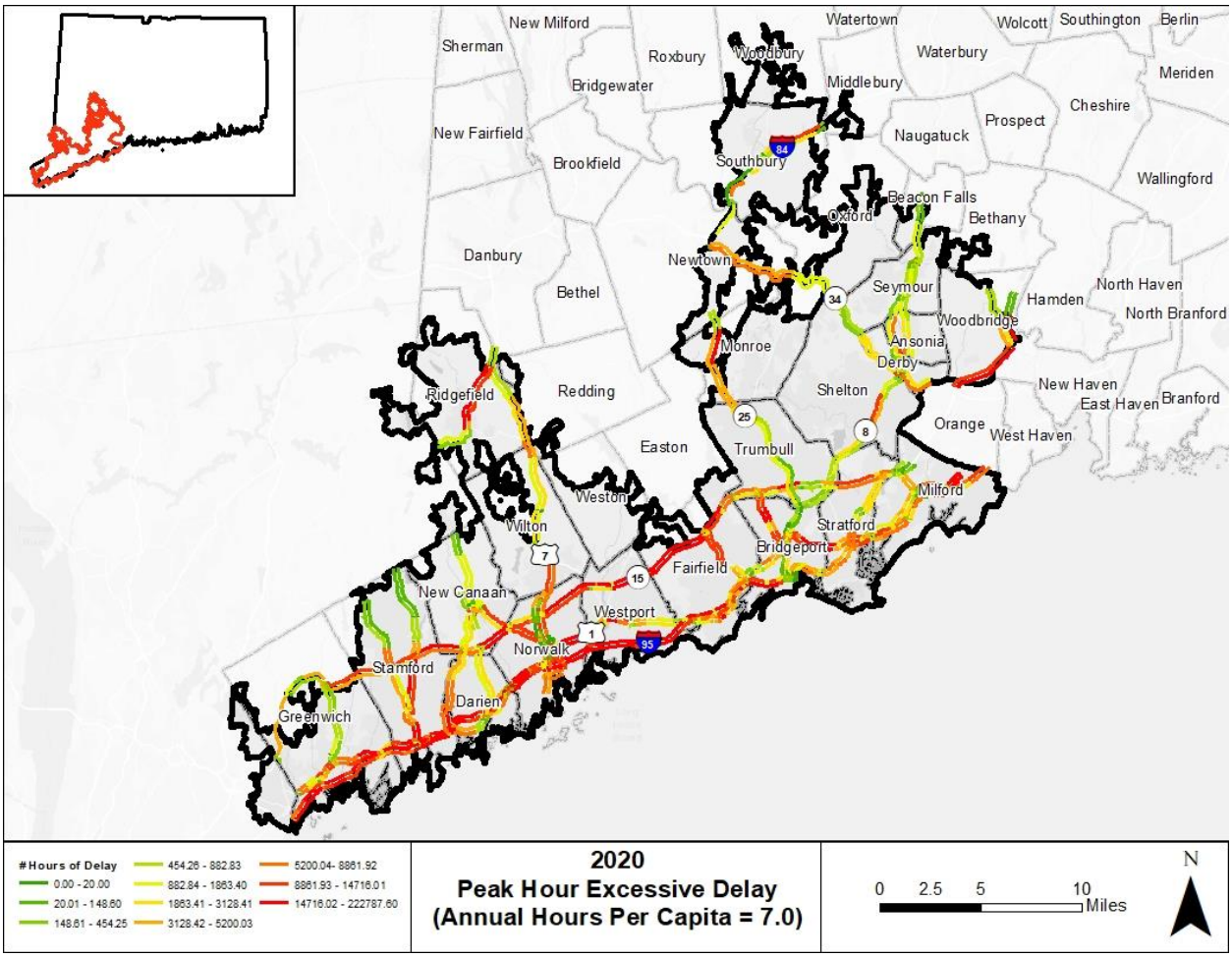
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
#Hours of Delay
0.00 - 59.99
60.00 - 249.77
249.78 - 753.46
753.47 - 1533.79
1533.80 - 3131.88
3131.89 - 5416.05
5416.06 - 8961.62
8961.63 - 15664.79
15664.80 - 35286.61
35286.62 - 714343.70
2019
Peak Hour Excessive Delay
(Annual Hours Per Capita = 15.7)
0 2.5 5 10
Miles
N


2020 PHED
Hours of Delay
1800000
1600000
1400000
1200000
1000000
800000
600000
400000
200000
0
1
8
25
35
63
84
104
110
115
137
731
North St
Route
N/W
S/E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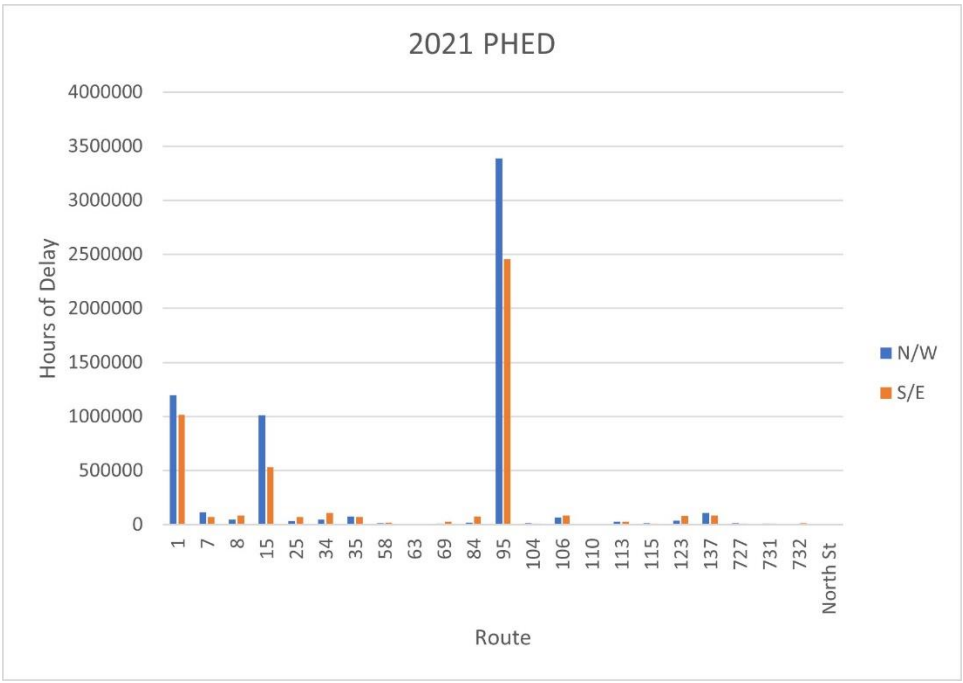
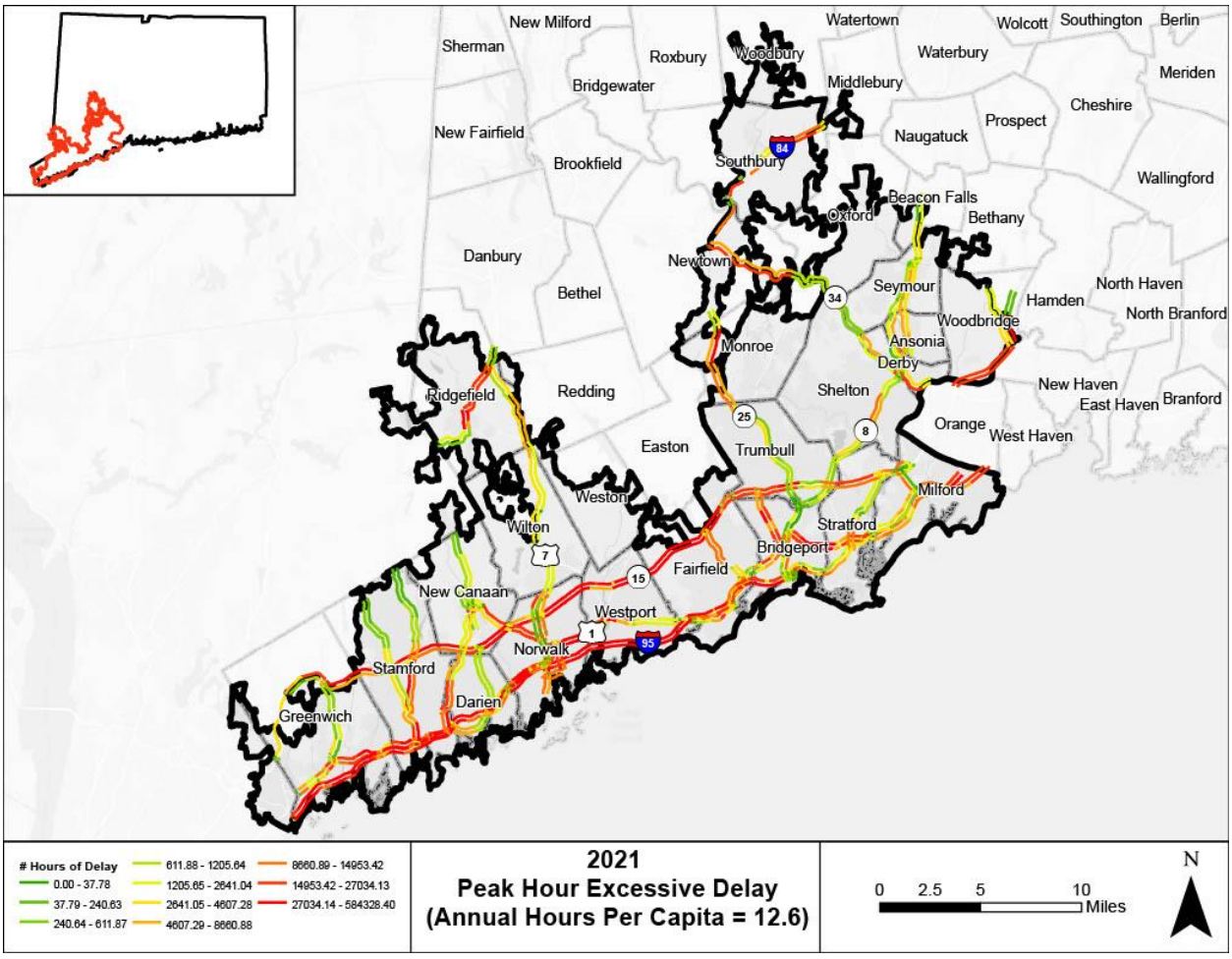
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
#Hours of Delay
0.00 - 20.00
20.01 - 148.60
148.61 - 454.25
454.26 - 882.83
882.84 - 1863.40
1863.41 - 3128.41
3128.42 - 5200.03
5200.04- 8861.92
8861.93 - 14716.01
14716.02 - 222787.60
2020
Peak Hour Excessive Delay
(Annual Hours Per Capita = 7.0)
0
2.5
5
10
Miles
N


2021 PHED
4000000
3500000
3000000
2500000
2000000
1500000
1000000
500000
0
Hours of Delay
1
7
8
15
25
34
35
58
63
69
84
95
104
106
110
113
115
123
137
727
731
732
North St
Route
N/W
S/E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Stratford
Bridgeport
Fairfield
New Canaan
Westport
Norwalk
Stamford
Darien
Greenwich
Hours of Delay
0.00 - 37.78
37.79 - 240.63
240.64 - 611.87
611.88 - 1205.64
1205.65 - 2641.04
2641.05 - 4607.28
4607.29 - 8660.88
8660.89 - 14953.42
14953.42 - 27034.13
27034.14 - 584328.40
2021
Peak Hour Excessive Delay
(Annual Hours Per Capita = 12.6)
0
2.5
5
10
Miles
N

Figure G.1: Roundabout at CT-110 & CT-111, Monroe
Attribute: CTDOT

G CURRENT & RECENTLY COMPLETED HIGHWAY PROJECTS

State Roads

FAIRFIELD: KING'S HIGHWAY (US-1) PEDESTRIAN IMPROVEMENTS, PHASE II

The King's Highway Pedestrian Improvements project was initiated to upgrade pedestrian amenities and safety along a busy 4-lane section of Route 1 through Fairfield. Pedestrian enhancements along the corridor were funded through the LOTCIP program to address deficient facilities and gaps in the sidewalk network. This project began at the intersection of Chambers Street and is expected to continue through a phased approach to the Bridgeport City line. Phase I and Phase II were designed, constructed, and completed in 2018 and 2019 – respectively. Improvements include curb relocation and replacement, widened sidewalks, new stamped concrete medians, driveway and pedestrian ramp upgrades, new signage, and roadway lane striping revisions. Landscaping and drainage improvements were added including a pocket park to enhance beauty and placemaking of the corridor. Minor traffic signal revisions were also added.

MONROE: MODERN ROUNDABOUT AT CT-110 & CT-111

This project reduced vehicular congestion by improving operations and safety by constructing a modern roundabout at the Route 110 and Route 111 intersection. Prior to the roundabout construction, the intersection experienced congestion and a high frequency of crashes due to confusing roadway

Figure G.2: I-95 Interchange 33, Stratford
Attribute: AI Engineers/CTDOT

geometry and sightline issues. The project included reconstruction of Route 111 to reduce the grade of the roadway and construction of a cul-de-sac on Hurd Avenue. Additional improvements included the installation of sidewalks and pedestrian refuge islands to enhance pedestrian access and safety for connections to adjacent neighborhoods and community assets, new signage and lighting, roadway medians to narrow lanes and slow vehicular speeds, and the landscaping with trees for corridor beautification. This project was completed in 2018 with funding from the federal CMAQ program.

STRATFORD

I-95, Full Interchange at 33

Northbound ramps were completed in November 2021 and Southbound ramps were completed in May 2022. The construction of these diamond ramps provides a full interchange for the Town of Stratford and improves access to major economic developments areas like shopping centers, restaurants, recreational areas, and other regional assets within the town. The project also improved road geometry to Ferry Boulevard and Barnum Avenue Cut Off as well as improvements to calm traffic, installed coordinated signals, added pedestrian amenities like sidewalks and crosswalks, installed noise walls, and improved drainage.

CT-110 & Sikorsky Gate 1

This public private partnership between the Town of Stratford, CTDOT, and Sikorsky Aircraft owners, Lockheed Martin, began with recommendations from multiple planning studies illustrating the needed improvements to this location to address congestion along Route 110 and exit 53 of Route 15. Shift changes at the factory severely impacted roadways operations as more than 2,000 to 3,000 employees traveled through this area at peak time which caused lengthy ques and delays onto Route 15 and Route 110. The southern access point of the facility was moved north to align with Oronoque lane. The realignment included upgraded signals at the new intersection, synchronized signals at proximate intersections, roadway widening, addition of pedestrian signals and new sidewalks connecting to the multiuse path along the Sikorsky Memorial bridge. The initial concept was

a result of the Route 110 Corridor Study; a full list of projects can be found in Appendix C, Table C.6.

Local Roads

DERBY/SHELTON: REHABILITATE BRIDGE OVER THE HOUSATONIC RIVER

This project will improve the bridge (number 01659) aesthetics as well as provide an attractive gateway to the downtown areas of Derby and Shelton by improving the roadway, sidewalks, bridge parapets/railing/fencing, street lighting and under bridge lighting. This project also offers additional connectivity with the existing Housatonic River trail network. The project limits will extend from Canal Street to Main Street along Bridge Street and include the Derby-Shelton Bridge and portion of Canal Street. This project is under construction and will be completed Summer 2023.

EASTON: SOUTH PARK AVENUE BRIDGE RECONSTRUCTION & REPLACEMENTS

The South Park Avenue Bridges are located along a major corridor in the southern portion of the town, providing access to the Merritt Parkway and Easton Town Center. Both projects were funded through the LOTCIP program.

The bridge at **Riverside Lane** was constructed in 1946. After inspection in 2016, vehicular traffic was reduced to one lane due to degradation of the structure at its easterly and westerly edges. As a result of the structure's poor condition, a full replacement was necessary and was completed in 2020.

Figure G.3: South Park Avenue bridge, Easton
Attribute: Easton Courier

The bridge at **Buck Hill Road** was originally constructed in 1933, where the structure was identified to be in disrepair with a "poor" condition and sufficiency rating of 58 by CTDOT in a 2014 inspection. Improvements to the bridge included replacement of the bridge deck and wing walls to address degradation of its concrete supports. Construction was completed in 2021.

TRUMBULL: MOOSE HILL ROAD RECONSTRUCTION & IMPROVEMENTS

Moose Hill Road is a north – south facility that serves as an extension of Daniels Farm Road. As an alternate route from Route 25 , it allows for connections to the local high school, middle school, and several neighborhoods within the Town. The roadway has several grade changes, experiences regular congestion, due to high traffic volumes and narrow road geometry. Improvements to the facility included roadway widening, drainage infrastructure enhancements, roadway grade consistency improvements, installation of new curbing, and replacement of the culvert at Far Mill River. Funded through LOTCIP, this project was completed in 2021.

H PROJECTED TRANSPORTTAION DEMAND OF GOODS & PEOPLE IN THE REGION

Table H.1: Travel Demand, GBVMPO, 2019-2050

DEMAND MEASURE	2019	2023	2025	2035	2045	2050
Vehicle Miles Traveled (VMT)	8,657,518	8,778,524	8,843,093	9,184,115	9,429,147	9,632,862
Vehicles Hours Traveled (VHT)	206,705	210,720	212,807	224,088	234,383	241,927

Source: CTDOT's Travel Demand/Air Quality Modeling Section, January, 2023

Table H.2: Population & Employment, GBVMPO, 2019-2050

PROJECTION	2019	2023	2025	2035	2045	2050
Population	409,480	412,475	414,006	421,400	428,657	432,216
Employment	151,762	155,223	156,955	165,898	175,414	180,308

Source: CTDOT's Travel Demand/Air Quality Modeling Section, January, 2023; Source data includes CT DOL Industry Projections (2018-2028) and Employment/Wages by Industry (2019), CT DPH own/county population (2019), and US Census LEHD Origina-Destination Employment Statistics (2019).