

BRIDGEPORT



EASTON



MONROE



FAIRFIELD



TRUMBULL



STRATFORD



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



<https://ctmetro.org>

**ANNUAL
UPDATE
2023**

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



EXECUTIVE SUMMARY

Executive Summary

VIEW THE 2022 REGIONAL
SAFETY ACTION PLAN:

bit.ly/metrocog-safety

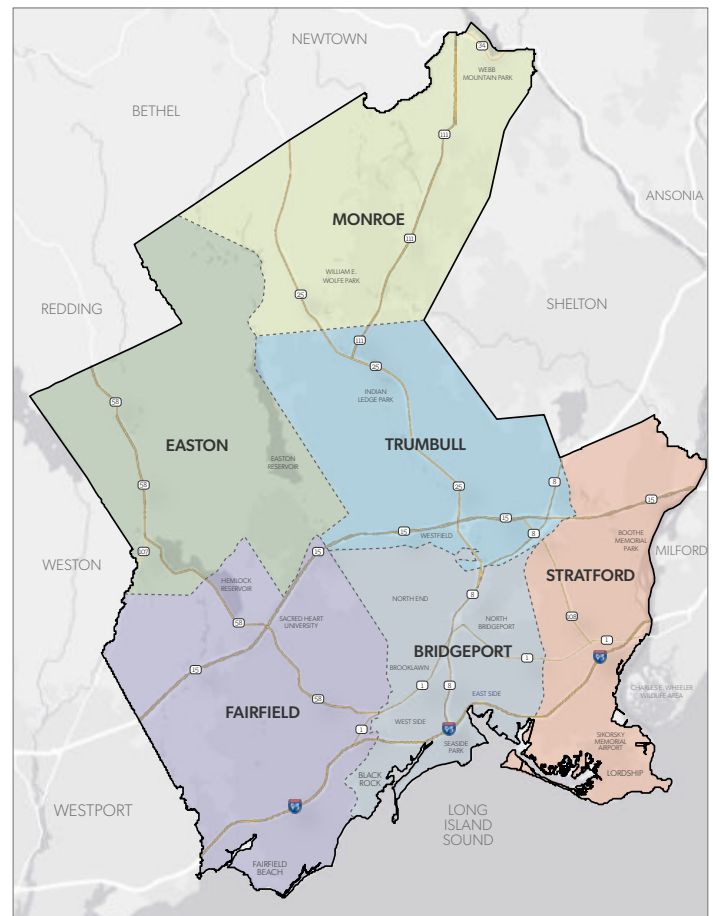
2023 - ANNUAL UPDATE

The following report highlights our year one progress to the Regional Safety Action Plan; MetroCOG remains committed to engaging our region to make our roadways safer for all users.

Last year, MetroCOG adopted the Regional Safety Action Plan (2022), committing our region to Vision Zero—a pledge to eliminate all traffic-related deaths—by 2050. As part of this plan, we created a High Injury Network (HIN) of streets where the majority (79%) of serious and fatal crashes occur and a roadmap of strategies for achieving vision zero through a combination of safer street design, education, policy, enforcement, and data-driven planning.

2022 SAFETY ACTION PLAN RESOLUTION

On August 25, 2022, the Board of Directors endorsed the Safety Action Plan, committing MetroCOG to the goal of achieving zero fatalities and serious injuries on our roadways by 2050.



Right: The MetroCOG Region

ABOUT METROCOG

Connecticut Metropolitan Council of Governments (MetroCOG)

MetroCOG is the federally designated transportation planning agency for the Greater Bridgeport Planning Region and is the Regional Council of Governments that includes the City of Bridgeport and the Towns of Easton, Fairfield, Monroe, Stratford, and Trumbull. MetroCOG is also the host agency for the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO).

Greater Bridgeport Valley Metropolitan Planning Organization (GBVMPO)

MetroCOG serves as the host agency for the consolidated Greater Bridgeport Valley Metropolitan Planning Organization (GBVMPO). Through the MPO, in partnership with the Naugatuck Valley Council of Governments (NVCOG), MetroCOG conducts the federal transportation planning activities for MetroCOG's six member municipalities in addition to NVCOG municipalities: Ansonia, Derby, Seymour, and Shelton.

The membership of the GBVMPO consists of the Chief Elected Officials of the ten municipalities and the chairpersons of the region's two transit districts.

BOARD OF DIRECTORS

BRIDGEPORT

Mayor Joseph P. Ganim

EASTON

First Selectman David Bindelglass

FAIRFIELD

First Selectwoman Brenda L. Kupchick

MONROE

First Selectman Kenneth Kellogg (Chair)

STRATFORD

Mayor Laura Hoydick (Vice-Chair)

TRUMBULL

First Selectwoman Vicki Tesoro (Secretary)

SAFETY PLANNING SUBCOMMITTEE (TTAC)

The Safety Planning subcommittee of MetroCOG's Transportation Technical Advisory Committee (TTAC) is responsible for oversight of the Action Plan.

A list of Safety Planning Subcommittee members can be found on page 73.

Vision Zero Overview

MetroCOG remains committed to our goal of reaching zero traffic-related deaths region-wide by the year 2050. To get there, MetroCOG—its member municipalities and community partners—will work together to build a transportation system that prioritizes safety on our region's streets.

OUR GOAL:



**TRAFFIC-RELATED DEATHS
REGION-WIDE BY 2050.**

VISION ZERO PRIORITIES FOR THE METROPOLITAN REGION

PREVENT SEVERE CRASHES



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

IMPROVE ROADS FOR ALL USERS



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

INVEST EQUITABLY



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

FOSTER A CULTURE OF SAFETY



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

ENCOURAGE ACTIVE TRANSPORT



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

USE HIGH QUALITY DATA



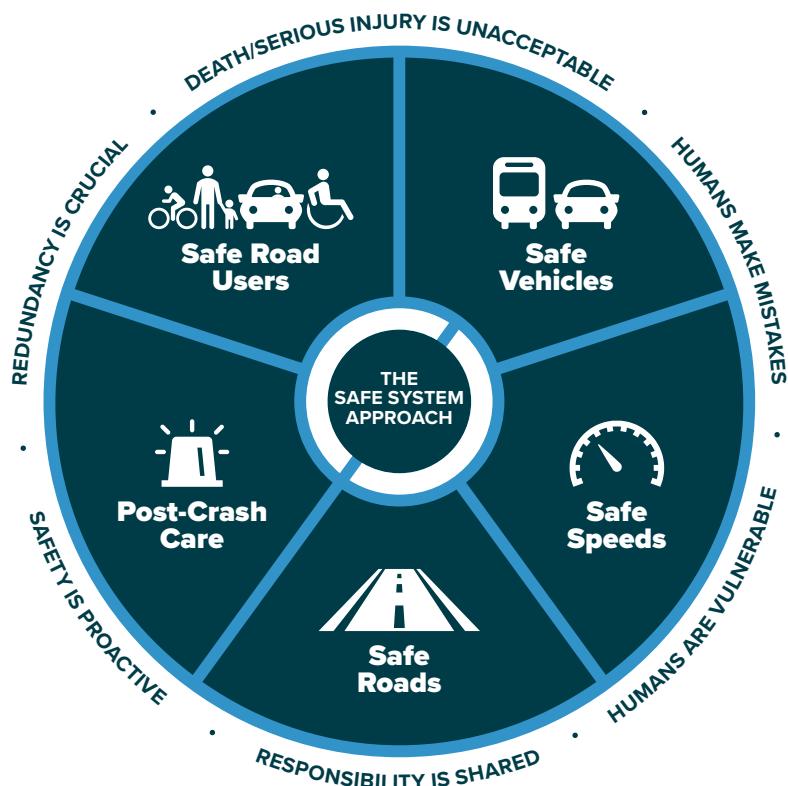
Use the latest analytical tools available to document Action Plan progress and provide updates annually.

THE SAFE SYSTEM

MetroCOG adopts a Safe System approach as the guiding paradigm to address roadway safety.¹

This approach works by building multiple layers of protection, first: prevent crashes from happening—and the second: minimize the harm caused to those involved when crashes do occur.

1. safety.fhwa.dot.gov/zerodeaths



DEATH/SERIOUS INJURY IS UNACCEPTABLE

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



HUMANS MAKE MISTAKES

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



HUMANS ARE VULNERABLE

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



RESPONSIBILITY IS SHARED

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



SAFETY IS PROACTIVE

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



REDUNDANCY IS CRUCIAL

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

2022 - Year in Review

The number of overall crashes in the region increased (+20.8%) from 2021 to 2022, as did the number of fatal crashes (+60.0%). This represents a modest percent increase in the volume of overall crashes compared to the previous year (+15.1% from 2020-2021) and a marked percent increase in the volume of fatal crashes compared to the previous year (-46.7% from 2020-2021).

As a result of less cars on the road during the pandemic, the region saw a drop in motor vehicle crashes from 2019 to 2020 that mirrored that of the State’s (-25.6% in MetroCOG vs. - 22.6% statewide). However, the percent increase from 2019 to 2020 in fatal crashes in MetroCOG (+40.0%) was more than twice (+19.7) that of the state.

The number of non-motor crashes in the region in 2022 was down (-18.8%) from 2019 (the highest volume over the 5-year period), but up (+17.8) from the previous year (the lowest volume over the 5-year period).

FIGURE 1A: REGION-WIDE MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

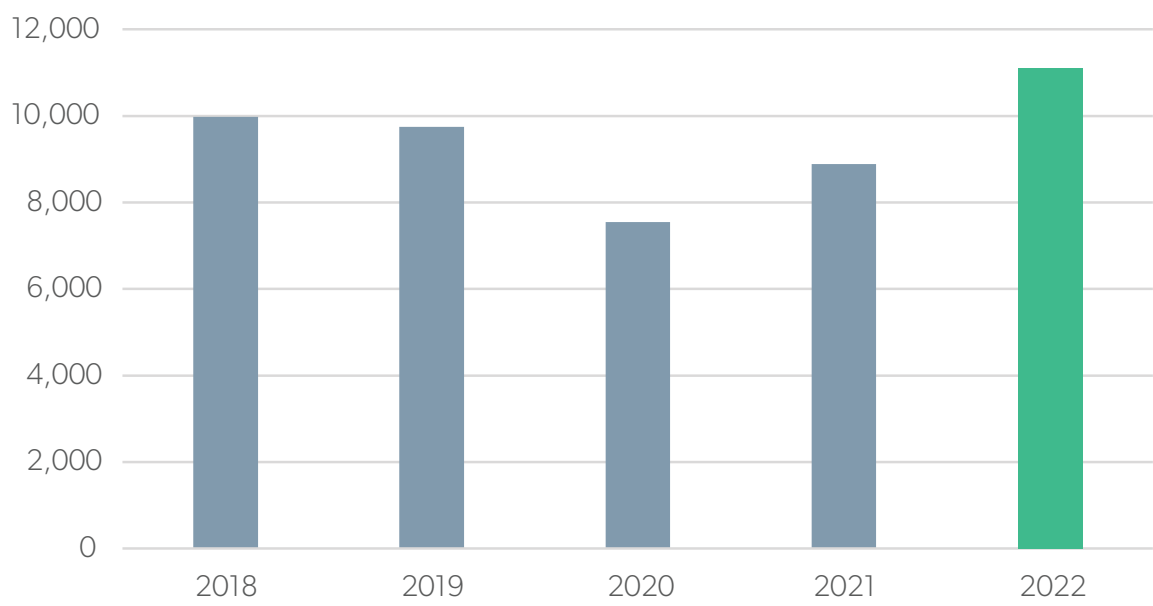
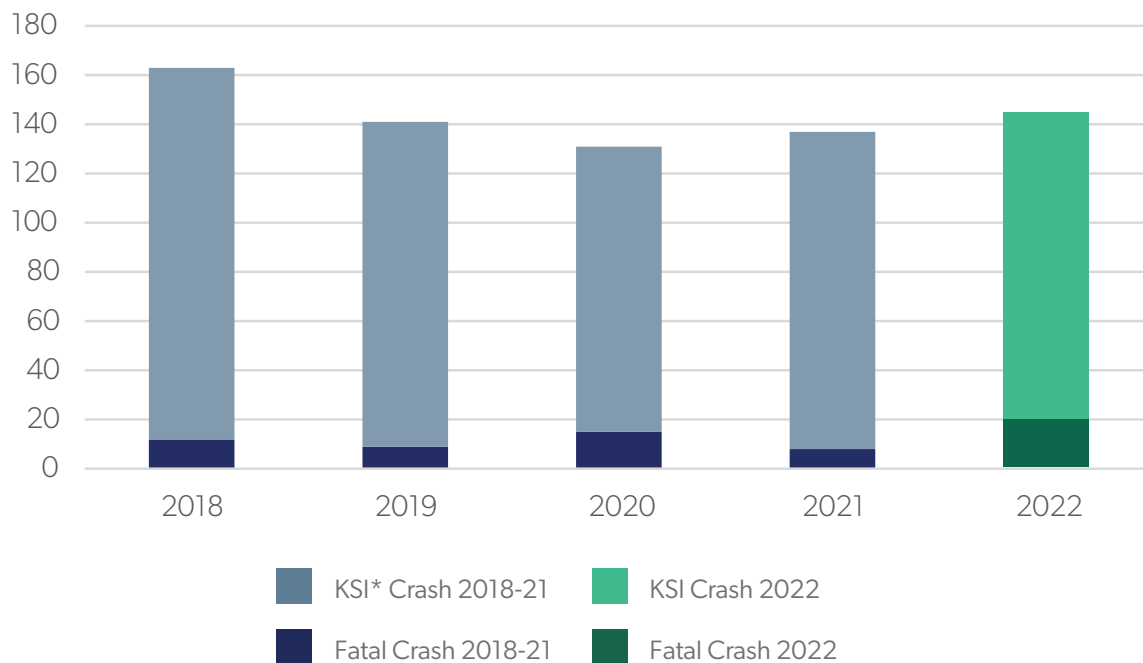
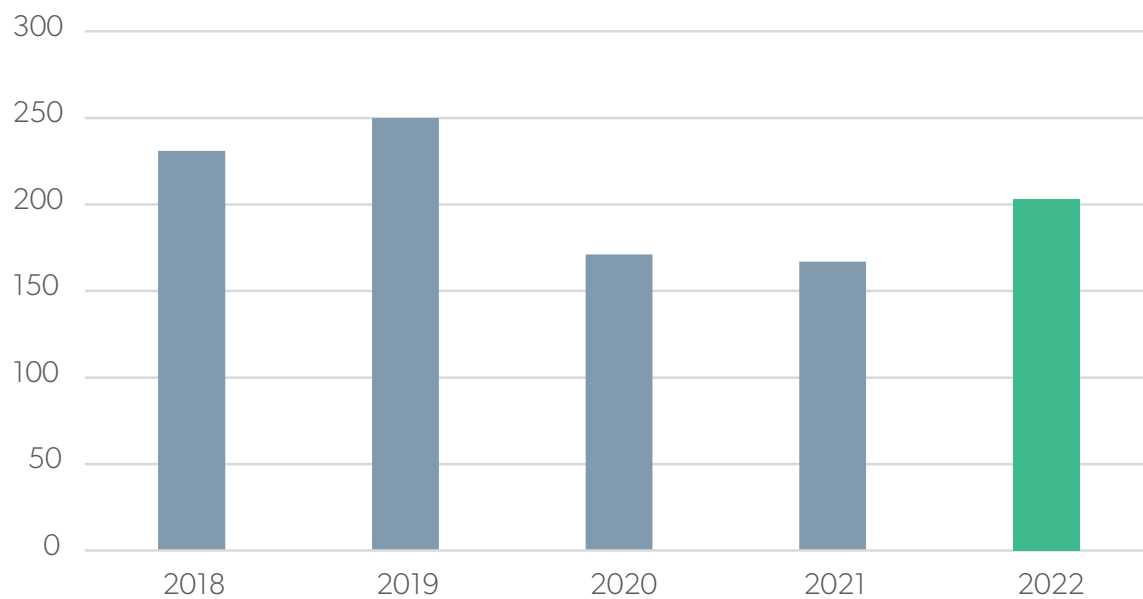


FIGURE 1B: REGION-WIDE FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022



*Traffic collision where a person was killed or seriously injured.

FIGURE 1C: REGION-WIDE NON-MOTOR CRASHES 2018-2021 VS. 2022



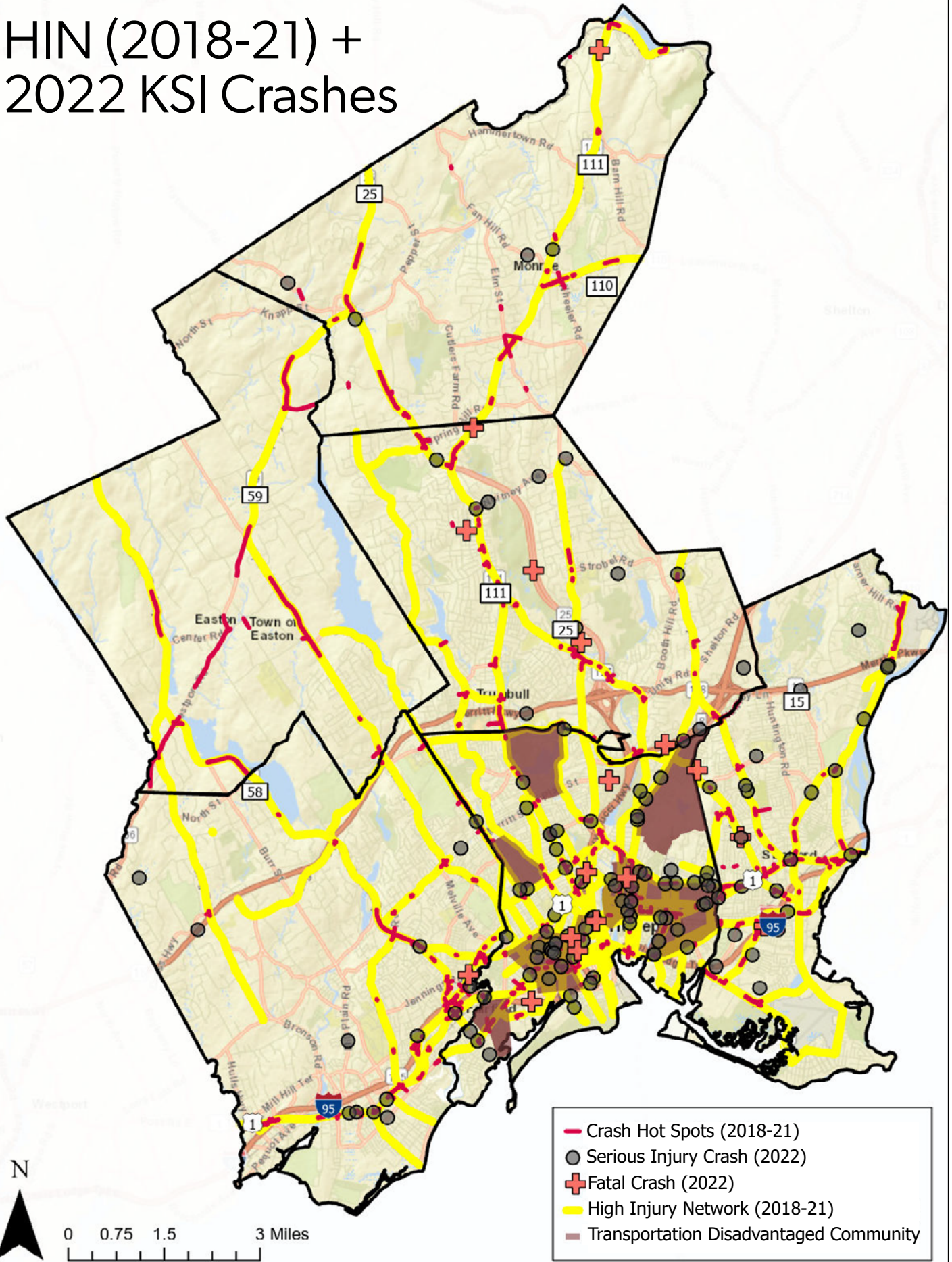
High Injury Network (2022)

After excluding interstates and expressways and including crash hot spots, just 3 of the 20 region-wide fatal crashes in 2022 occurred in locations other than the High Injury Network, one at the Kossuth Street and Putnam Street intersection, one at the Balsam Ave and Sylvan Ave intersection, and one on Stonehouse Road between W Rock Road and Thomas Street.

After excluding interstate and expressways and including crash hot spots, only 25 of the 125 region-wide serious injury crashes in 2022 occurred in a location other than the High Injury Network.

These serious injury and fatal crash locations outside the HIN will be monitored in future years for potential inclusion in the HIN, either as additional high crash corridors or as new crash hot spots.

HIN (2018-21) + 2022 KSI Crashes





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





SELECTED REGIONAL PROJECTS 2023 - *STATUS UPDATE*

Projects & Strategies

REGIONAL PROJECTS

A region-wide, phased project is planned to identify pedestrian destinations on the High Injury Network (HIN) and at crash hotspots, assess the state of facilities (if any) and identify/implement appropriate countermeasures.

The following phases are envisioned:

PHASE I:

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

PHASE II:

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

PHASE III:

Evaluate implemented countermeasures through crash data analysis.

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

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

REGIONAL PROJECTS

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

LOCAL PROJECTS

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

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

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

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

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

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

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

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

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

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

**TABLE 2.1: METROCOG REGION - 2023 STATUS UPDATE
SELECTED PRIORITY PROJECTS - REGION-WIDE**

Corridor(s)	Location	Safety Problem (2018-2021)	Project Type	Term	Status
Old Town Rd	Bridgeport/ Trumbull Fairfield: Jefferson Stratford: Broadbridge	Multiple sections + intersections.	Reconstruct Old Town Rd to a Complete Street; roadway is on the border of Trumbull + Bridgeport; consider Active Transportation	Long-term	Inter-municipal discussions underway
Park Ave	Bridgeport/ Fairfield	Multiple sections + intersections	Traffic calming/Streetscape; full-depth reconstruction, sidewalks, road diet, pedestrian linkages/signals, signage/wayfinding, lighting, artwork, bicycle routes, bus transit amenities; link northern (Sacred Heart) + Brooklawn sections of Park Ave	Short-, mid-, and, long-term	Repave/ped improvements: lower Park Ave N of Railroad Ave; design/construct roadway: Park Ave - Washington St to Seaside Park; ped + bike(TA funding); signals at several intersections (CMAQ funding)
RT-25/Main St + RT-111/ Monroe Tpke + side streets	Trumbull + Monroe	RT-25 + Spring Hill Rd w/ focus on Old Turnpike Rd + Tashua Rd (Trumbull): 100 crashes, EPDO 620 RT-111 to RT-5 to Trefoil Dr w/focus on Old Mine Rd: 144 crashes, 1 pedestrian, 2 bicyclists, EPDO 638	Implement recommendations from the Route 25 and Route 111 Study	Short-, mid-, and, long-term	Pequonnock River Trail Crossing RT 111 + Old Mine Rd to be completed Fall 2023
System	Regional	Preventative, RSA	Work w/municipalities + UConn T2 Center on Road Safety Audits (RSAs)	Short-term	No RSAs solicitations from CTDOT at this time.
System	Regional	Bicycle/pedestrian access to transit	Improve safety for pedestrians + bicyclists in the vicinity of bus + rail transit stops	Short- and mid-term	Stratford: Complete Streets Phase I - construction began Summer '23; Phase II design is underway. GBT: service/route expansions begin Winter '23 for RTEs 19, 22 + 23. Bridgeport: Kings Highway - ped improvements Phase III: finalizing design. CTDOT issued Commitment to Fund (LOTICIP
System	Regional	Pedestrian safety	HIN: identify regional pedestrian network gaps and countermeasures	Short- and mid-term	
System	Regional	Bicyclist safety	HIN: identify regional bicycle network gaps and countermeasures	Short- and mid-term	
System	Regional	Multi-modal safety	Assess HIN/Hot Spots for safety countermeasures	Short- and mid-term	



Above: Bridgeport Waterfront
Source: Peralta Design/Steve Cartagena



CITY OF BRIDGEPORT

2023 - *STATUS UPDATE*

Bridgeport

From 2021 to 2022, the number of overall crashes (+10.3%) and serious injury crashes (+2.8%) both increased. The number of fatal crashes that occurred in 2022 in Bridgeport was nine (9), the same number as 2020, but three times that of 2021 when three (3) fatal crashes occurred in the City.

The number of non-motor crashes in Bridgeport in 2022 was down (-13.8%) from 2019 (the highest volume over the 5-year period), but up (+21.2%) from 2021 (the lowest volume over the 5-year period).

Previously, despite seeing a drop in motor vehicle crashes and serious injury crashes from 2018 to 2020, the number of fatalities tripled from three (3) in 2018 to nine (9) in 2020. In 2021, while the number of crashes overall increased, the number of both serious injury and fatal crashes both decreased from the previous year.

FIGURE 3A: BRIDGEPORT MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

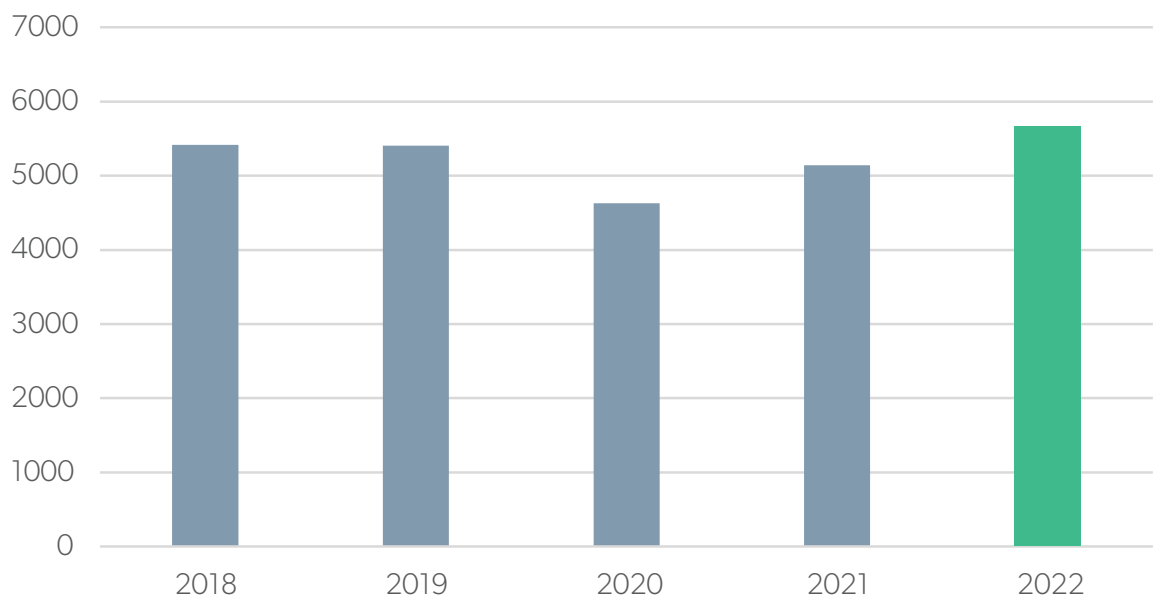
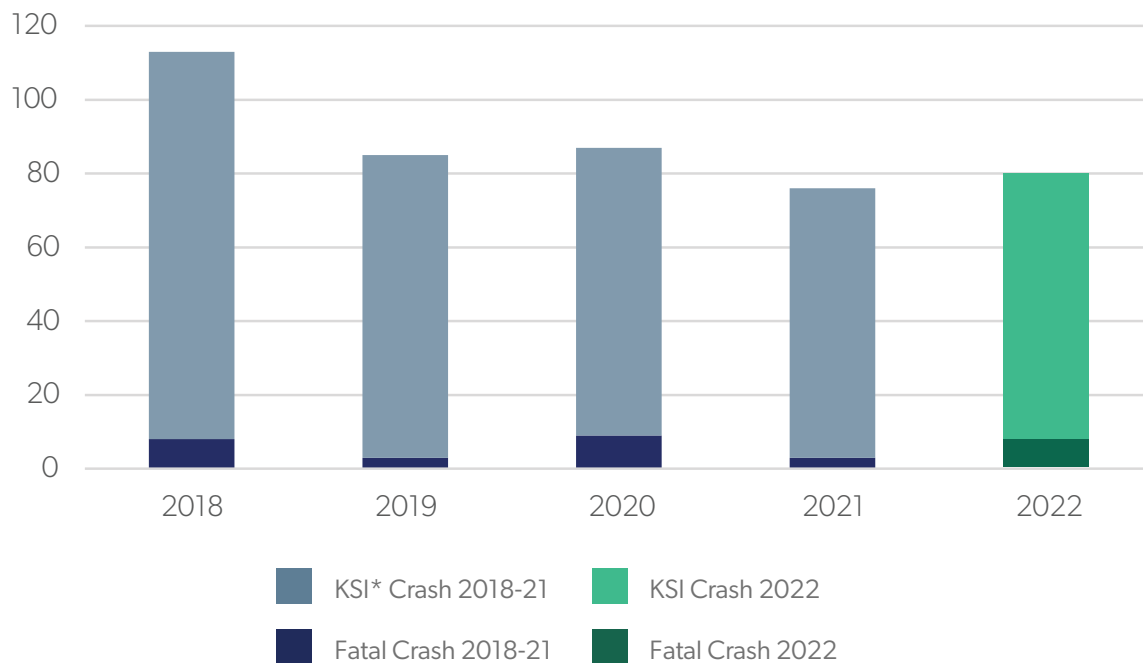
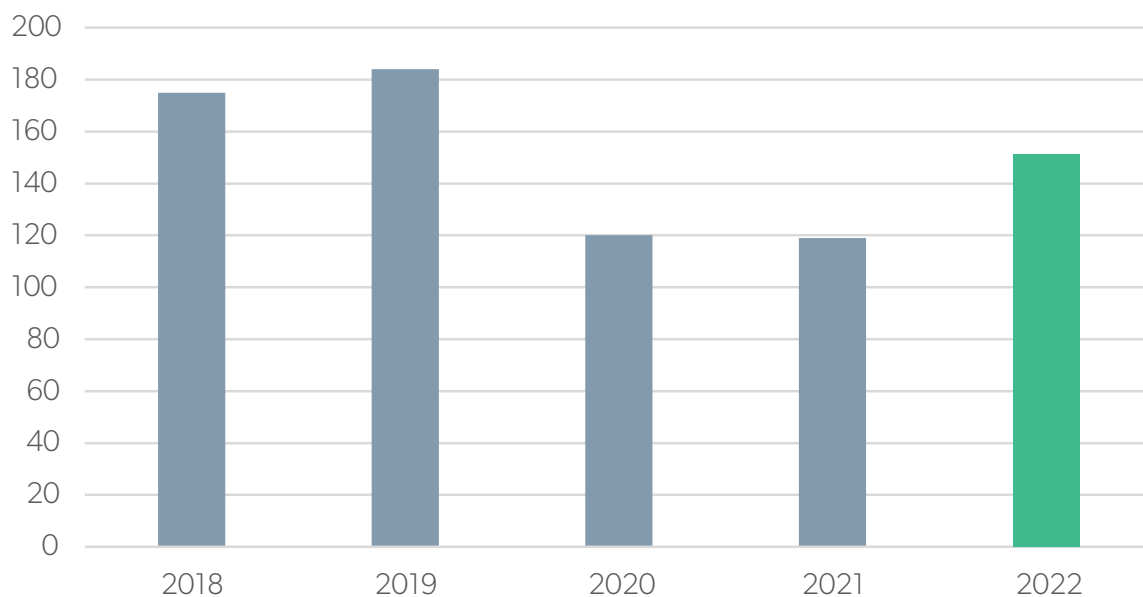


FIGURE 3B: FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022

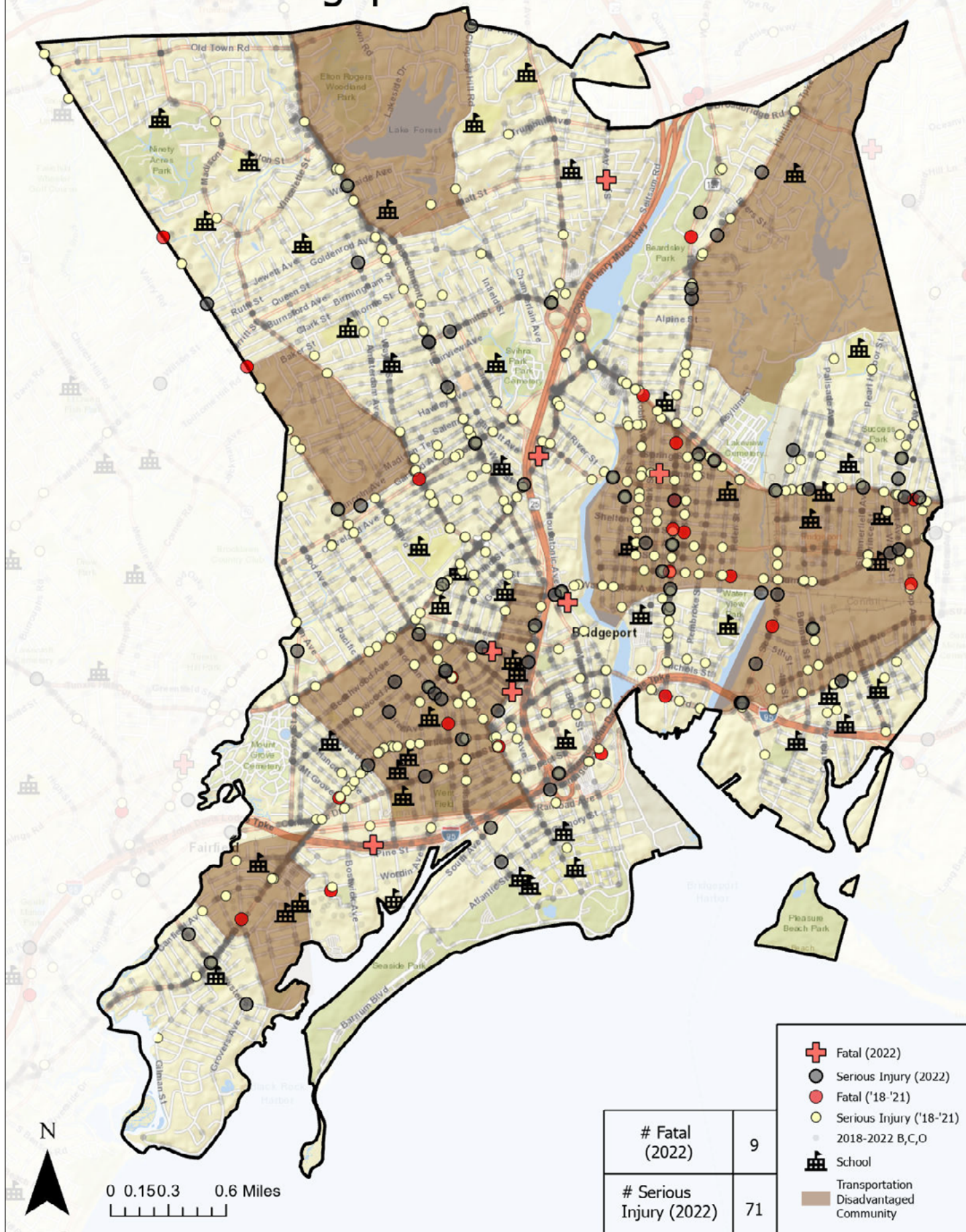


*Traffic collision where a person was killed or seriously injured.

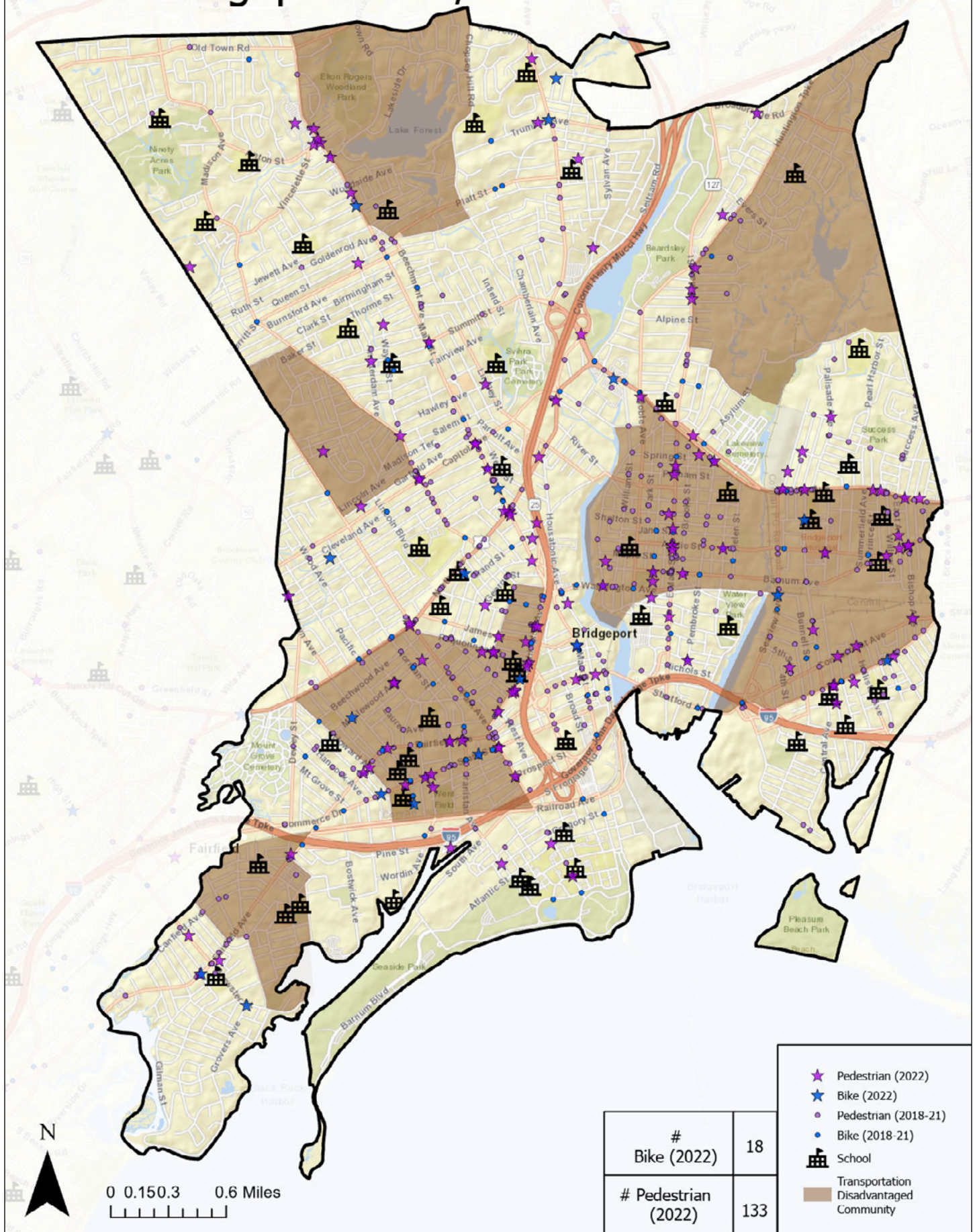
FIGURE 3C: BRIDGEPORT NON-MOTOR CRASHES 2018-2021 VS. 2022



Bridgeport Crashes 2022



Bridgeport Bike/Ped Crashes 2022



**TABLE 3.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - CITY OF BRIDGEPORT (1 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO [*] Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'22	2022		'18-'22	2022	'18-'22	2022	'18-'22	2022	
Brook St from Shelton St to Arctic St w/focus on Jane St/Arctic St Intersections	53	14	1239	1	0	1	0	0	0	N
Madison Ave - Jackson Ave to McKinley Ave	52	11	314	0	0	4	0	0	0	Y
E Main St + Stratford Ave	57	18	1387	1	0	1	0	0	0	Y
Fairfield Ave + Iranistan Ave	91	18	751	0	0	8	5	1	0	Y
Laurel Ave + Norman St	61	11	1307	1	0	5	0	1	0	N
Fairfield Ave - Colorado Ave to Elmwood Pl	69	26	631	0	0	5	1	1	0	Y
Madison Ave - Arlington St to Salem St	90	10	376	0	0	0	1	0	0	Y
Fairfield Ave + Yale St	31	4	281	0	0	2	0	1	0	Y
South Ave + Warren St	28	23	274	0	0	0	0	0	0	N
Benham Ave - Norman St to Brothwell St	23	6	231	0	0	0	0	1	0	N
Barnum Ave from Shelton St to Stillman St	75	18	715	0	0	1	0	0	0	Y
Fairfield Ave + Main St	64	5	354	0	0	7	0	0	0	Y
E Main St - Crescent Pl to RT-1 w/focus on Barnum Ave, Arctic St, Jane St, Stillman St, Autumn St, RT-1	704	163	8783	5	0	26	7	2	0	Y
Chopsey Hill - Pond St to Reservoir Ave	167	38	975	0	0	1	0	0	0	Y
RT-1 + Wells St	42	21	500	0	0	1	0	0	0	Y
Lindley St + Capitol Ave	143	29	667	0	0	0	0	0	0	Y
Fairfield Ave + Brewster St	93	17	433	0	0	9	1	0	0	Y
Orchard St + RT-1	50	15	272	0	0	0	0	1	0	N
Madison Ave - Federal St to Lincoln Ave	162	49	1711	1	0	10	2	1	0	Y
Seaview Ave + Connecticut Ave	95	29	607	0	0	3	0	1	0	Y
Main St - Federal St to Salem St w/focus on Capitol Ave	300	64	1510	0	0	7	3	1	0	Y
Main St - Westfield Ave to Savoy St	80	21	426	0	0	4	1	1	0	Y
Hollister Ave + Stratford Ave	32	7	182	0	0	2	0	0	0	N
Park Ave + Capitol Ave	83	23	691	0	0	0	0	0	0	Y
Fairfield Ave - Astor St to I-95 N Ramp w/focus on Albion St	182	41	781	0	0	4	1	1	0	Y
E Main St - Seymour St to Steuben St	25	10	243	0	0	2	0	1	0	Y
Fairfield Ave + Ellsworth St	94	22	1420	1	0	1	0	0	0	Y
Chopsey Hill Rd - Dean Pl to Island Brook Ave w/focus on Glenwood Ave	314	78	1542	0	0	1	1	1	0	Y
RT-1 + Noble Ave	168	35	1972	1	0	1	1	2	0	Y
RT-1 + Colony St	46	9	1320	1	0	2	1	1	0	Y
Park Ave - Pequonnock St to Atwater St w/focus on RT-1 + Pequonnock	244	79	1222	0	9	4	2	0	0	Y
Main St - Ridgewood Pl to Renzy Ave	63	16	367	0	0	1	0	1	0	Y
Main St, Porter St + Wheeler Ave	32	5	160	0	0	4	0	0	0	Y

**TABLE 3.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - CITY OF BRIDGEPORT (2 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'22	2022		'18-'22	2022	'18-'22	2022	'18-'22	2022	
Park Ave - Harral Ave to Benham Ave w/focus on Olive St	120	27	2658	2	0	5	0	0	0	Y
RT-1 - Railroad to Palisade Ave	295	45	1937	0	0	9	2	1	0	Y
E Main St - Pennsylvania Ave to Beardsley Park Ter	27	5	253	0	0	0	0	0	0	Y
Beechmont Ave - Platt St to Renzy Ave	40	12	282	0	0	2	0	0	0	N
Park Ave - Hanover St to Washington Ave w/ focus on State St	215	56	2253	1	0	21	1	1	3	Y
Seaview Ave - Deacon St to Williston St	36	7	1178	1	0	1	0	0	0	Y
Fairfield Ave + Water St	55	11	365	0	0	3	0	0	0	Y
Barnum Ave - Willow St to Sage Ave	158	24	2100	1	0	7	2	0	0	Y
RT-1, Lindley St + Housatonic Ave	153	35	827	0	0	1	0	0	0	Y
Main St - Goodsell St to Tom Thumb St	178	26	994	0	0	5	4	2	0	Y
RT-1 - Front St to north of Island Brook Ave	138	34	692	0	0	1	1	1	1	Y
RT-1 - Catherine St to Wallace St w/focus on Madison Ave	124	27	644	0	0	6	0	0	0	Y
RT-1 + Wood Ave	44	9	244	0	0	1	0	0	0	Y
Bird St + Wordin Ave	12	0	1040	1	0	0	0	0	0	Y
Main St + Old Town Rd	73	16	281	0	0	0	0	0	0	Y
Park Ave + South Ave	32	11	188	0	0	0	0	0	0	N
RT-1 + Briarwood Ave	69	26	417	0	0	0	1	0	0	N
Fairfield Ave + Mt Grove St	80	37	1525	1	0	0	0	0	0	N
Commerce St + Fairfield Ave	62	13	352	0	0	0	0	0	0	N
West Ave - John St to Fairfield Ave	41	7	389	0	0	1	0	0	0	N
Washington Ave - Pequonnock St to Milne St	50	16	266	0	0	3	1	0	0	N
James St + Washington Ave	38	37	240	0	0	2	0	1	0	N
E Washington Ave - Housatonic Ave to Washington Ave w/focus on RT-25 N Ramp	181	46	1083	0	1	6	1	4	1	Y
E Washington Ave btwn Knowlton/William	56	17	420	0	0	3	1	1	0	N
Barnum Ave + Pembroke St	100	27	620	0	0	0	0	1	0	N
Barnum Ave - Hallett St to Helen St	53	12	1405	1	0	1	0	1	0	N
Barnum Ave - Seaview Ave to Mill Hill Ave w/focus on Seaview Ave and Central Ave	234	48	1462	0	0	8	0	0	0	N
Barnum Ave + Prince St	35	5	467	0	0	2	0	1	0	N
Barnum Ave - East Ave to Kent Ave	108	24	585	0	0	4	4	0	0	Y
Main St - Charron St to Vanguard St	113	24	745	0	0	1	1	0	0	N
Main St - Oxford St to Vincellette St	49	13	201	0	0	2	2	0	1	N
Park Ave - Valley Rd to Geduldig Ave	22	0	1100	1	0	0	0	0	0	Y
Park Ave + Thorne St	9	2	977	1	0	0	0	0	0	Y

*"Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity. See Regional Safety Action Plan 2022 for Methodology.

**TABLE 3.2: CITY OF BRIDGEPORT - 2023 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)**

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term	Status	Notes
Barnum Ave	Multiple sections/intersections	Traffic signal modernization at 8 intersections	Mid-term	Not Initiated	Signals need replacing
Downtown Bridgeport	Fairfield Ave + RT-130: 55 crashes, 3 pedestrian EPDO 365. Fairfield Ave + Main St: 64 crashes, 7 pedestrian, EPDO 354	Bridgeport Intermodal Center. Water St Dock access, signage/wayfinding, lighting, streetscape, harbor walk, pedestrian linkages, traffic calming, artwork, bicycle routes, and rail station	Long-term	In Construction	Phase I: closeout pending DOT punchlist items
N/S Frontage Rd	On HIN	Traffic signal modernization at 10 intersections	Mid-term	Other (See Notes)	Signals need replacing
Park Ave (upper)	Multiple sections/intersections	Traffic signal modernization at 9 intersections. Components of the signal project could be included as part of larger project (Upper Park Ave)	Mid-term	Other (See Notes)	CMAQ funds in place for signals - looking to supplement for a larger project
Fairfield Ave/ Brewster St	Multiple sections/intersections	Implement future recommendations	short-, mid-, and long-term	Other (See Notes)	Planning Study in Progress
Railroad Ave	Signal upgrades are a City priority	Traffic signal modernization at 12 intersections	Mid-term	Not Initiated	Signals need replacing
State St	On HIN	Two-way conversion of State St (Fairfield Ave/ Water St)	Long-term	Not Initiated	
Stratford Ave and Connecticut Ave	2018-21: 571 crashes. Hot Spots: Seaview/Stratford, Connecticut Ave/Stratford Ave btwn Central Ave + Union Ave; Stratford/E Main: 57 crashes, 1 fatality, EPDO 1387; Connecticut/Seaview: 95 crashes, 3 pedestrian, 1 cyclist, EPDO 607	Stratford Ave + Connecticut Ave Two-way conversion from Seaview Ave to Bruce Ave Study is in progress	short-, mid-, and long-term	Initiated	Planning Study in Progress

**TABLE 3.2: CITY OF BRIDGEPORT- 2023 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)**

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term	Status	Notes
RT-1 (RSA)	Multiple sections/intersections of RT-1	RSA recommendations for RT 1, Sheridan St to Bruce Ave Note: RT-1 is Boston Ave (eastern half) and North Ave (western half)	short-, mid-, and long-term	In Construction	Seaview Ave Intersection Realignment underway; other locations to be worked on
Seaview Ave	Seaview Ave btwn Deacon + Williston, runs along the Yellow Mill River; 2018-21: 36 crashes, 1 fatality, EPDO 1178	Widen/reconstruct New Haven rail line underpass @Seaview. Operational improvements, potential underpass, and a linear park along the Yellow Mill w/bike/ped facilities North of RT-1: access for Lake Success Business Park + developments; reconstruct street approaches, install signals/turn lanes at several intersections	Long-term	Not Initiated	
South End	Dense residential development + University of Bridgeport.	Greenbelt and resiliency corridor; University Avenue	Long-term	Not Initiated	Expected to be completed by Fall 2024
Water St	In close proximity to Greater Bridgeport Transit (GBT) + Fairfield Ave/RT-130 (Downtown Bridgeport). Identified by the City as a priority due to high volumes of crossing pedestrians at Gold St.	Improve pedestrian access on Water St + Gold St; many pedestrians cross at this intersection to get to the GBT Bus Station	Short-term	Not Initiated	In Discussion with GBT
Citywide	Improve pedestrian safety throughout the City.	Short- and long-term pedestrian enhancements	Short-, mid-, and long-term	Initiated	Ongoing effort with complete streets/ADA



IV

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



TOWN OF EASTON 2023 - STATUS UPDATE

Easton

There were no fatal and serious injury crashes in Easton in 2022. However, between 2021 and 2022, overall crashes increased significantly (+21.0%).

Despite seeing a drop in motor vehicle crashes and serious injury crashes from 2018 to 2020, a fatality occurred in 2020. In 2021, there were no fatalities, however the numbers of both overall and serious injury crashes increased.

The number of non-motor crashes [two (2)] in Easton in 2022 was less than the number [three (3)] seen in 2018 (the highest volume over the 5-year period), but more than the previous three years, as there were no non-motor crashes in Easton between 2019 and 2021.

FIGURE 4A: EASTON MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

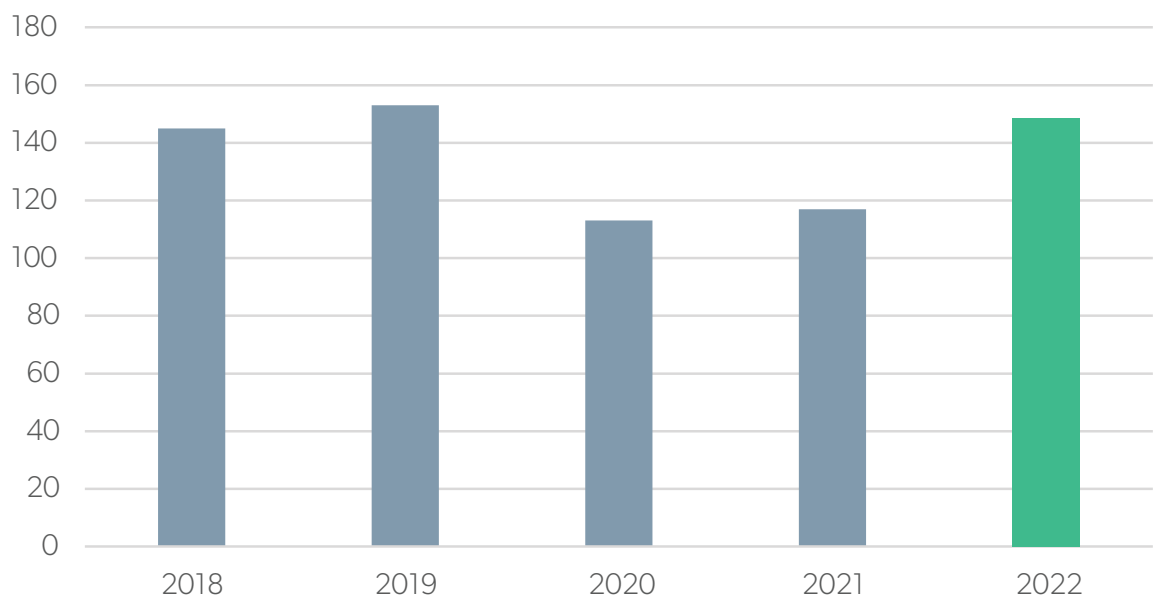
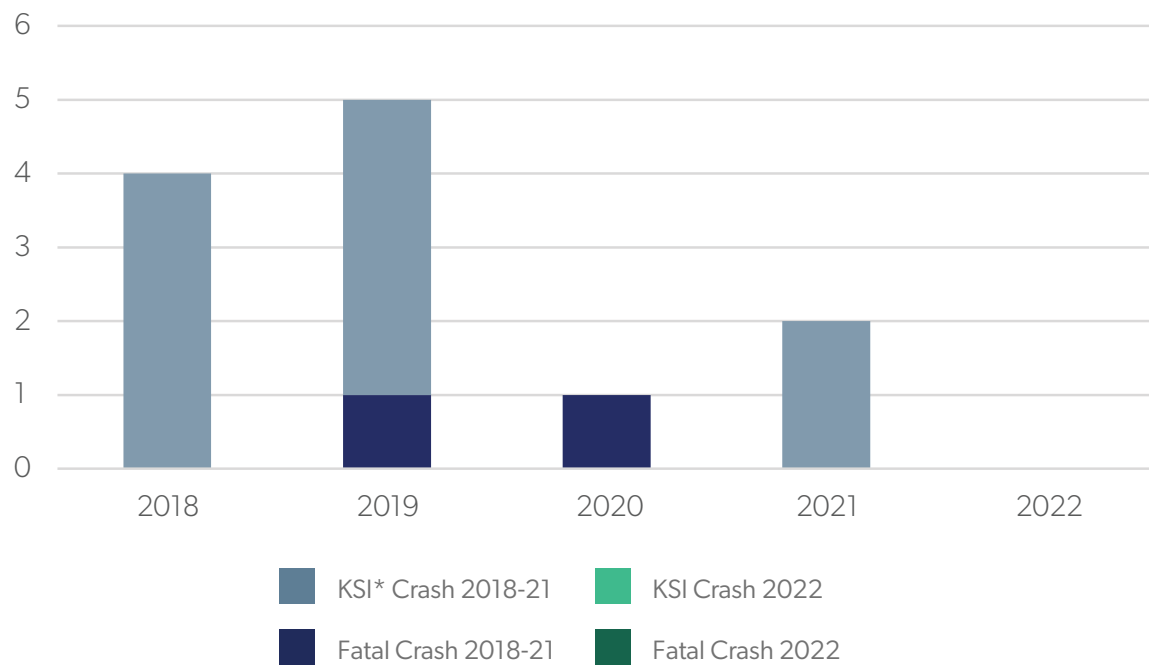
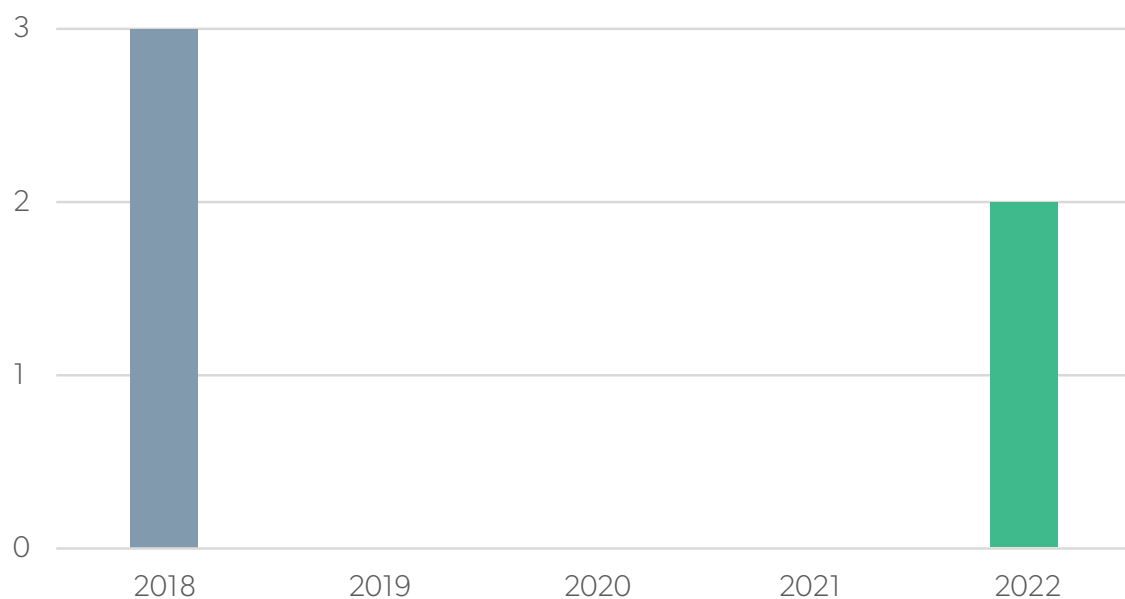


FIGURE 4B: EASTON FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022

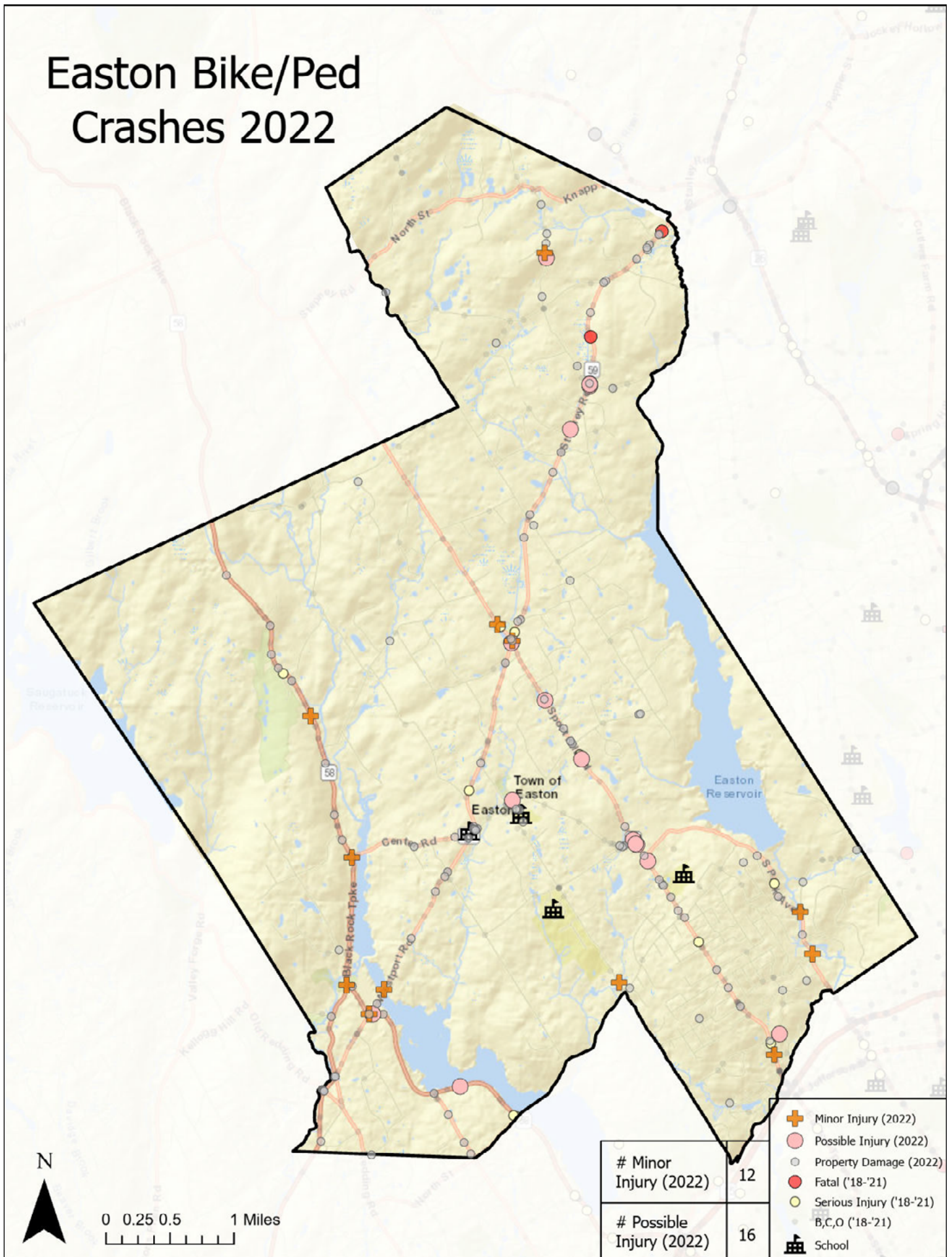


*Traffic collision where a person was killed or seriously injured.

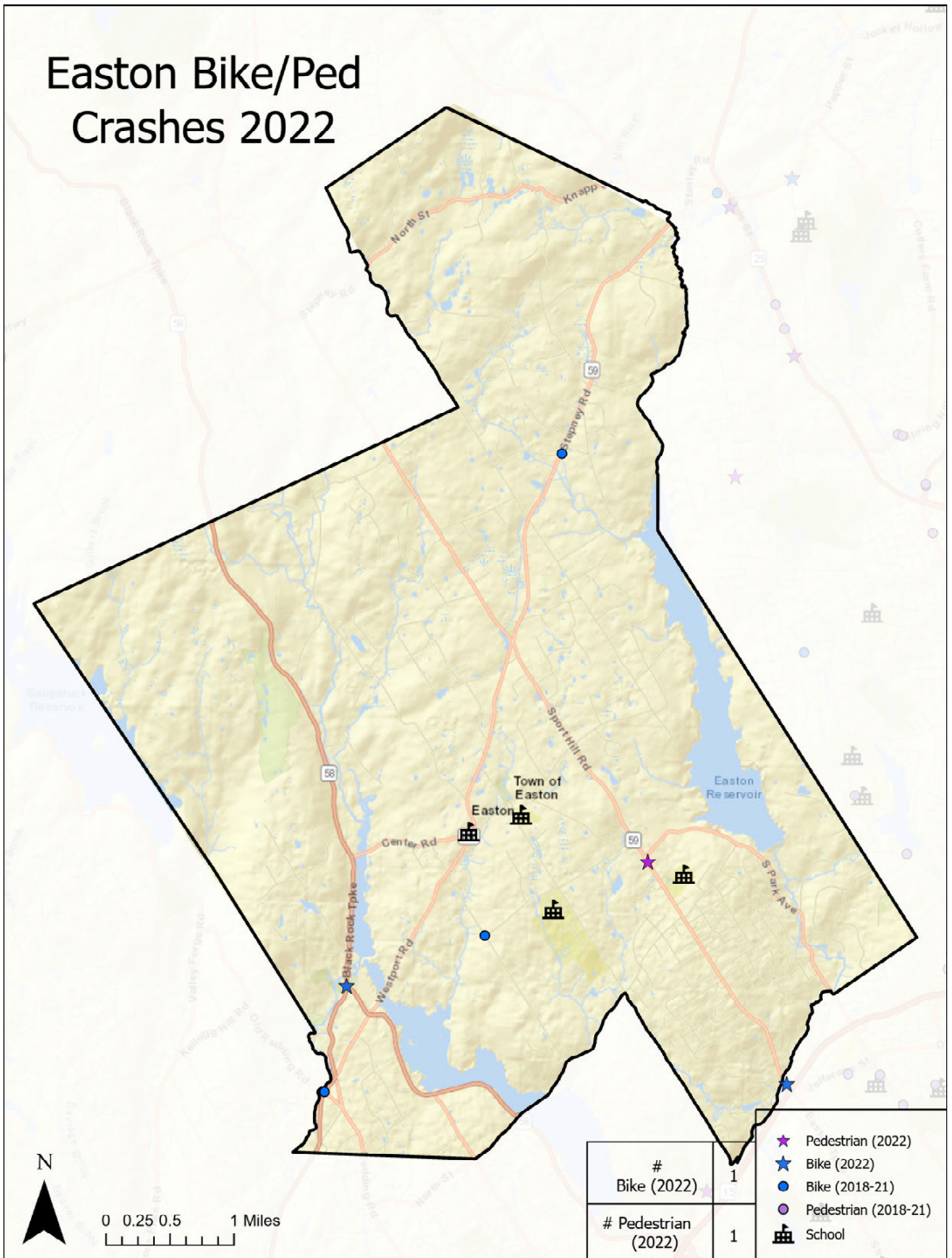
FIGURE 4C: EASTON NON-MOTOR CRASHES 2018-2021 VS. 2022



Easton Bike/Ped Crashes 2022



Easton Bike/Ped Crashes 2022



**TABLE 4.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF EASTON**

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'22	2023		'18-'22	2023	'18-'22	2023	'18-'22	2023	
Westport Rd w/focus on Center Rd	25	11	65	0	0	0	0	0	0	N
Westport Rd w/focus on Redding Rd + Black Rock Tpke	63	14	289	0	0	0	0	0	0	Y
Black Rock Tpke btwn Burr St + Division St	17	2	170	0	0	0	0	0	0	Y
Sport Hill Rd w/focus on Center Rd	64	19	274	0	0	0	1	0	0	Y
Westport Rd North of Orchard Ln	20	7	126	0	0	0	0	0	0	Y
Judd Rd + Stephney Rd	32	0	1042	1	0	0	0	0	0	Y
Black Rock Tpke below Silver Hill Rd	9	3	45	0	0	0	0	0	0	Y
Morehouse Rd below Center Rd	9	3	9	0	0	0	0	0	0	N
Westport Rd w/focus on Black Rock Tpke + Redding Rd	9	1	65	0	0	0	0	1	0	Y
Sport Hill Rd + Glovers Ln	65	0	58	0	0	0	0	0	0	Y

**TABLE 4.2: TOWN OF EASTON - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)**

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term	Status	Notes
Center Rd - Sport Hill Rd to Westport Rd	Center/RT-136 intersection: 25 crashes, EPDO 65	Marked bike lanes in shoulders (~1.4 mi.) + roadway widening; travel lane 10'; bike lane 4', roadway width 28'	Mid-term to long- term	Priority, not yet initiated	
Westport Rd @ Orchard Ln	North of Orchard Ln: 20 crashes, EPDO 126	Intersection - poor sightlines due to roadway geometry	Short-term	Priority, not yet initiated	
RT-59 & Center Rd btwn RT-59 + RT- 136 (RSA)	Sport Hill Rd (focus on Center Rd): 64 crashes, EPDO 274; On HIN	Locations based on Road Safety Audit recommendations	Short- mid-, and long-term	Priority, not yet initiated	
Sport Hill Rd		Implement Complete Streets - Town Center (RT-59 @ Center Rd); pedestrian enhancements, bicycle facilities, streetscape, ADA, and traffic calming	Mid- to long-term	Priority, not yet initiated	

**TABLE 4.2: TOWN OF EASTON - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)**

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term	Status	Notes
Sport Hill Rd	Sport Hill Rd (focus on Center Road): 64 crashes, EPDO 274 + On HIN	6-8' multi-use/ADA compliant path on RT-59 from Flat Rock Rd to Helen Keller Middle School; trail would continue along Center Rd to Town Hall/Library; from Morehouse Rd to Staples Elementary; from Banks Rd to Town Center	Mid- to long-term	Priority, not yet initiated	
Sport Hill Rd at Center Rd + Banks Rd		Intersection realignment	Short-term	Priority, not yet initiated	
RT-59, Sport Hill Road + RT-136, Westport Rd	On HIN	Intersection realignment/reduce paved area; poor sightlines due to vertical alignment at approaches + large paved area	Short- to mid-term	Priority, not yet initiated	
RT-59 Stepney Rd and Judd Rd	32 crashes, 1 fatality, EPDO 1042	Intersection - poor sightlines due to roadway geometry	Short-term	Priority, not yet initiated	
South Park Ave @ Flat Rock Rd	Local concerns about roadway geometry + sightlines.	Intersection - poor sightlines due to roadway geometry	Short-term	Priority, not yet initiated	
South Park Ave @ Tersana Drive	Local concerns about roadway geometry and sight lines.	Intersection - poor sightlines due to roadway geometry + vertical alignment on South Park Ave	Short- to mid-term	Priority, not yet initiated	
Townwide	Improve bike safety	Assess bike activity + provide facilities at suitable locations	Short- to mid-term	Priority, not yet initiated	
RT-59/Stepney Rd	Local concerns about center line crossing	Provide center line rumble strips to supplement spot improvements along the road	Short- to mid-term	Priority, not yet initiated	2023 Addition



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



TOWN OF FAIRFIELD

2023 - STATUS UPDATE

Fairfield

Between 2021 and 2022, overall crashes in Fairfield increased significantly (+41.4%), however both fatal crashes (-50.0%) and serious injury crashes (-12.5%) decreased.

Previously, from 2018 to 2020, despite seeing a drop in motor vehicle and serious injury crashes, the number of fatalities increased [from one (1) in 2018 to two (2) in 2020]. In 2021, while the number of crashes overall increased (+22.6%), the number of fatal crashes [one (1)] was less than the previous year.

The number of non-motor crashes in Fairfield in 2022 was less (-16.7%) than 2019 (the highest volume over the 5-year period) and less (-9.1%) than 2018 (the second highest volume over the 5-year period), but up (+25.0%) from the previous year.

FIGURE 5A: FAIRFIELD MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

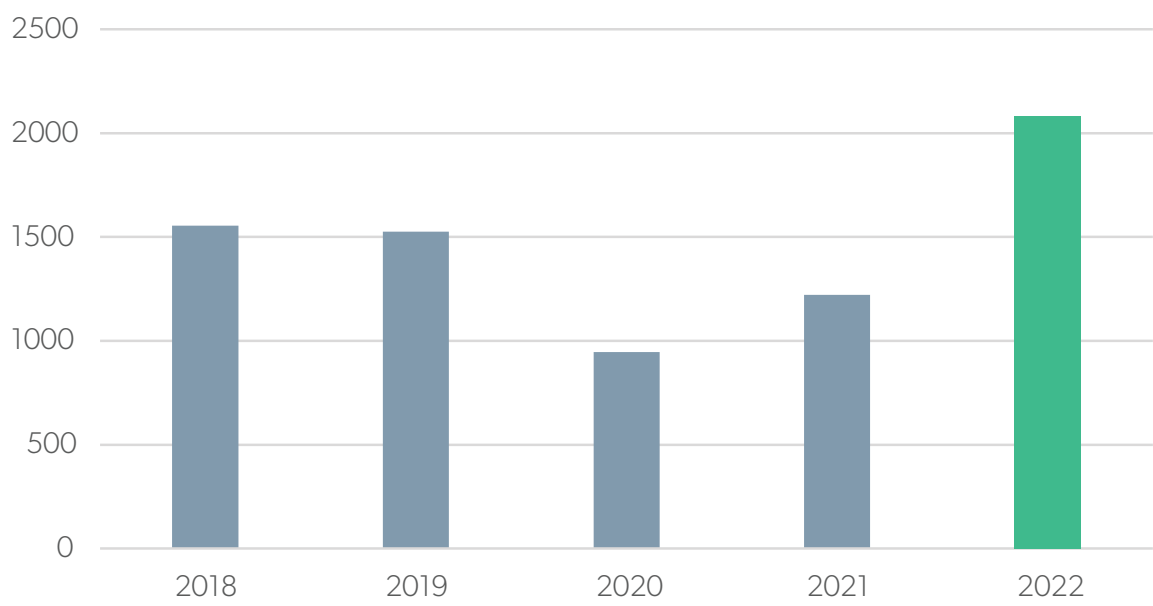
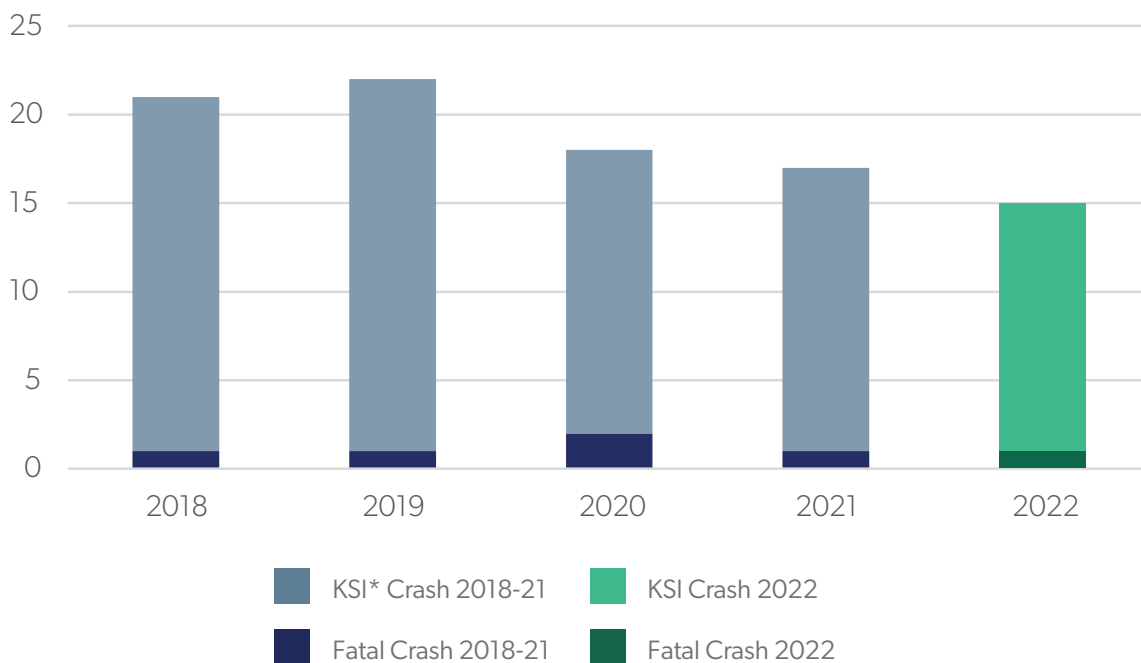
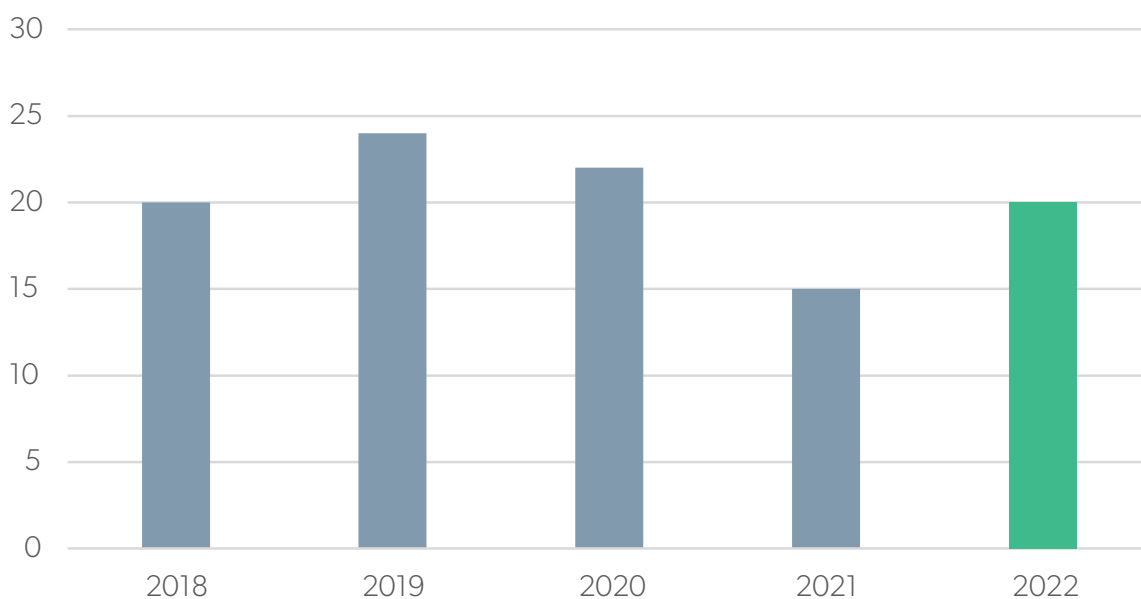


FIGURE 5B: FAIRFIELD FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022



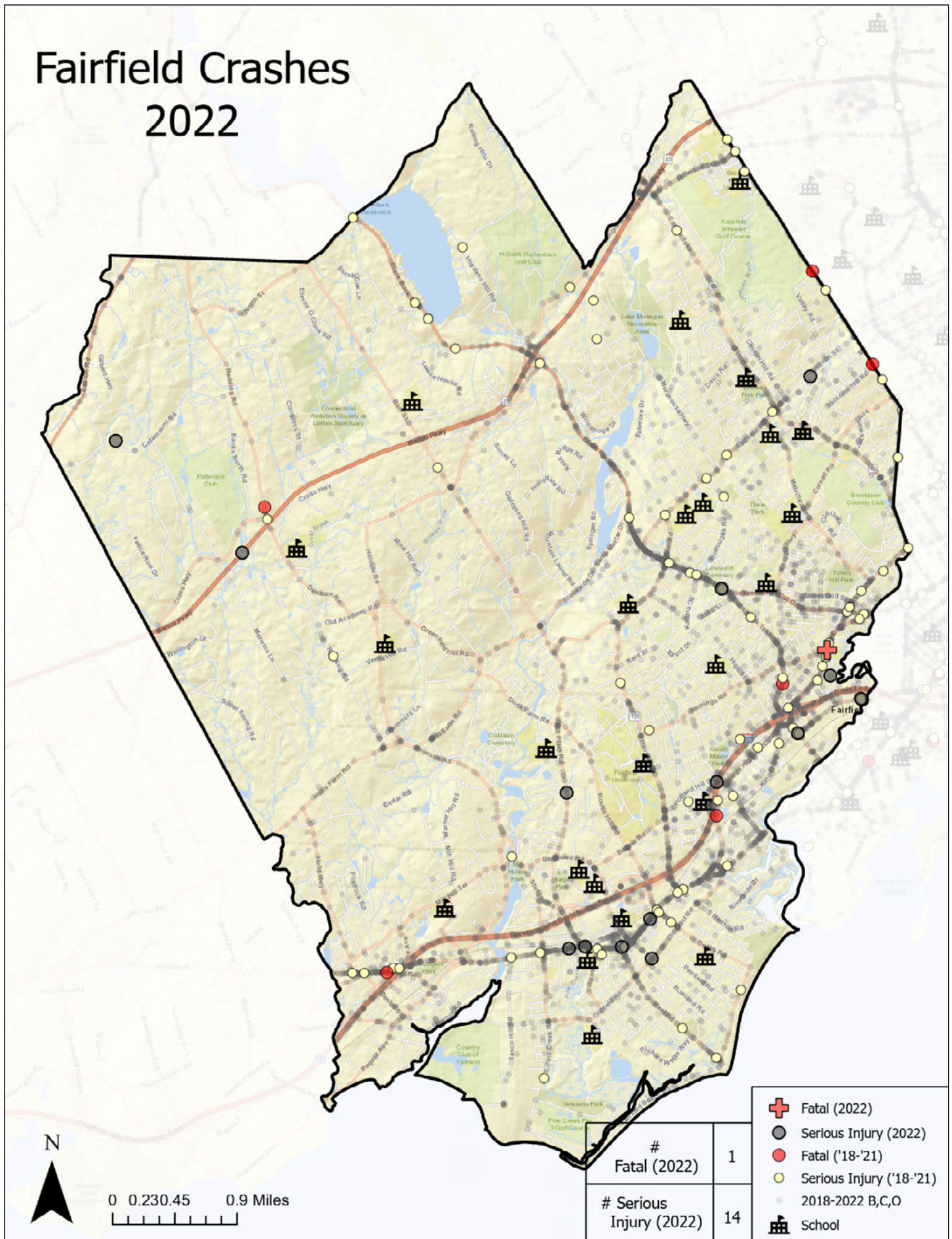
*Traffic collision where a person was killed or seriously injured.

FIGURE 5C: FAIRFIELD NON-MOTOR CRASHES 2018-2021 VS. 2022

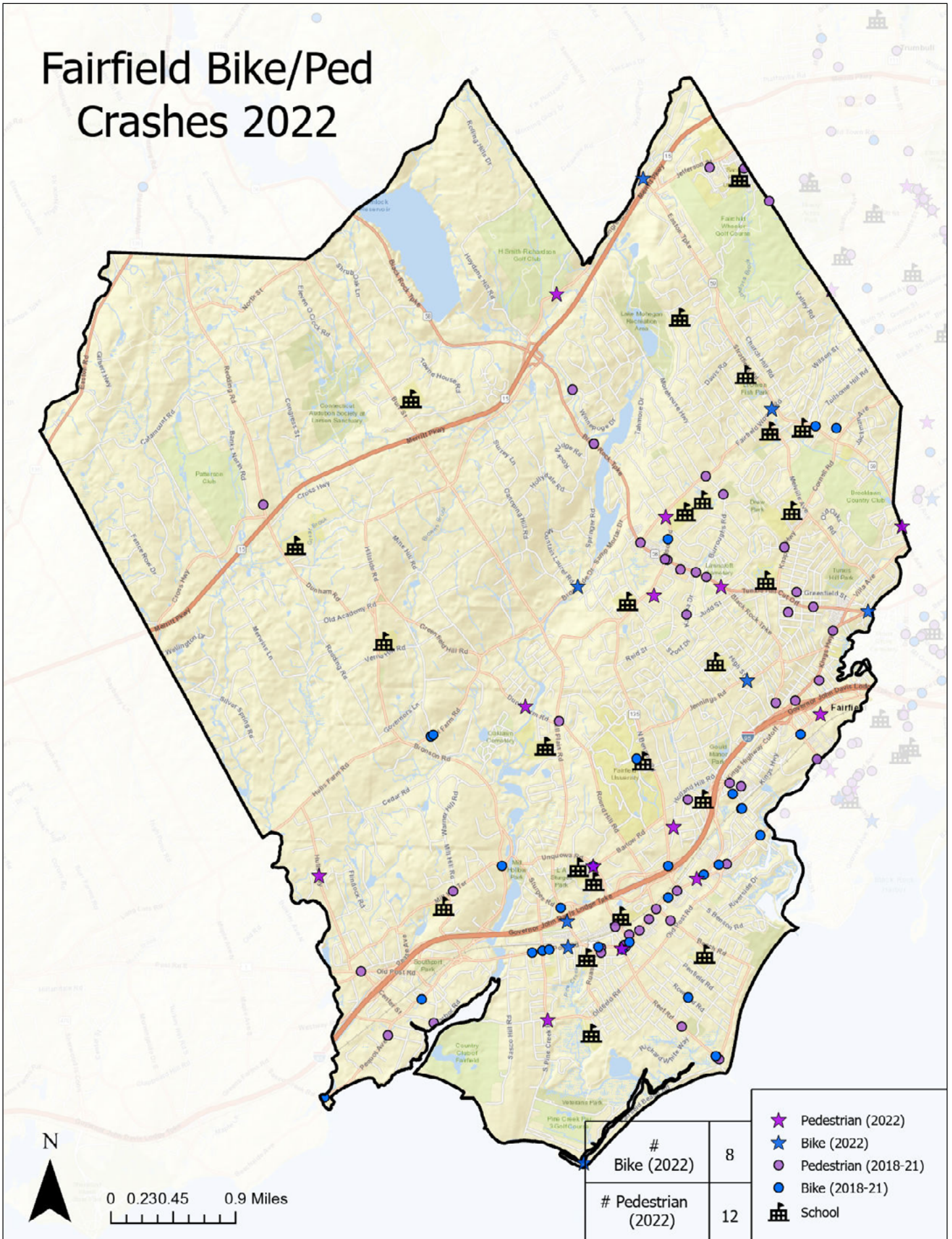


Fairfield Crashes

2022



Fairfield Bike/Ped Crashes 2022



**TABLE 5.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (1 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'22	2022		'18-'22	2022	'18-'22	2022	'18-'22	2022	
Villa Ave btwn Nichols Ave + Lewis Dr	7	5	57	0	0	0	0	0	0	N
Black Rock Tpke w/focus on Commerce Dr Kings Highway E + Johnson Dr	149	38	819	0	0	0	0	1	0	Y
Black Rock Tpke w/focus on Stillson Rd + Burroughs Rd	518	134	1966	0	0	10	1	0	0	Y
Kings Hwy E & Black Rock Tpke w/focus on Chambers St	147	39	565	0	0	2	0	0	0	Y
Kings Hwy & Grassmere Ave	16	6	62	0	0	1	0	1	0	Y
Black Rock Tpke w/focus on Jennings Rd + Finn St	90	27	1428	1	0	0	0	0	0	Y
Black Rock Tpke btwn Roseville St + Boroskey Dr	10	1	74	0	0	0	0	0	0	Y
Park Ave + Wilson St	29	3	197	0	0	0	0	0	0	Y
Villa Ave btwn King St + Villa Pl	5	1	91	0	0	0	0	0	0	Y
US-1 w/focus on Carter Henry Dr + Ruane St	81	13	221	0	0	0	0	1	0	Y
US-1, Sanford St + Unquowa Rd	42	14	68	0	0	0	0	1	0	Y
Commerce Dr + Coolidge St	17	8	91	0	0	0	0	0	0	N
US-1 w/focus on Beach Rd + S Benson Rd	183	43	713	0	0	2	0	1	0	Y
US-1 + Old Post Rd w/focus on Hulls Highway + Center St	197	67	1861	1	0	1	0	0	0	Y
Meadownbrook Dr - Hinds Hwy Cut-off	61	25	165	0	0	0	0	0	0	Y
Kings Hwy E + Stephens Ln	28	6	110	0	0	0	0	0	0	Y
Cross Hwy + Redding Rd	8	1	82	0	0	0	0	0	0	Y
Black Rock Tpke before Hemlock Rd	9	0	89	0	0	0	0	0	0	Y
Fairfield Woods Rd + Stratfield Rd	46	15	202	0	0	0	0	0	0	Y
North Benson Rd below Knollwood Dr	7	3	39	0	0	0	0	0	0	Y
Tunxis Hill cut-off of Tunxis Hill Rd	15	2	51	0	0	0	0	0	0	Y
Kings Hwy E + Villa Ave w/focus on Tunxis Hill Rd + Mason St	155	47	733	0	0	0	0	0	1	Y
US-1 btwn Sasco Hill Rd + Penf Ct	24	5	156	0	0	0	0	0	0	Y

**TABLE 5.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (2 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'22	2022		'18-'22	2022	'18-'22	2022	'18-'22	2022	
US-1 + Old Post Rd	27	10	95	0	0	0	0	0	0	N
US-1 + N Pine Creek Rd	67	21	291	0	0	1	0	1	0	Y
Stratfield Rd below Cornell Rd + Edgewood Rd	22	3	130	0	0	0	0	0	0	Y
US-1 btwn Grassmere Ave + Shoreham Ter	31	13	131	0	0	0	0	0	0	N
Park Ave + Valley Rd	31	3	1205	1	0	0	0	0	0	Y
Kings Hwy E w/focus on Longfellow Ave, Brentwood Ave, Fairchild Ave + Nayhan Hale St	103	31	657	0	0	1	1	0	0	Y
US-1 w/focus on Sanford St	77	17	203	0	0	2	0	1	0	Y
Kings Hwy cut-off + Chestnut St	6	1	954	1	0	0	0	0	0	Y
Grassmere Ave Btwn Kings Hwy cut-off + Eastbourne Rd	26	6	62	0	0	1	0	0	0	N
Kings Hwy + Post Rd	19	7	73	0	0	1	0	0	0	Y
Park Ave + Jefferson St	66	7	280	0	0	0	0	0	0	Y
North Benson Rd btwn Holland Hill Rd + Barlow Rd	37	10	125	0	0	0	0	0	0	N
Black Rock Tpke + Congress St	7	5	81	0	0	0	0	0	0	N
Congress St + Merritt St.	9	4	45	0	0	0	0	0	0	N
Fairfield Woods Rd btwn Lucille St + Burroughs Rd	8	1	98	0	0	1	0	0	0	N
Villa Ave btwn Nichols Ave + Lewis Dr	7	3	81	0	0	0	0	0	0	N
Park Ave btwn Sherley Pl + Westfield Ave	20	6	92	0	0	0	0	0	0	Y
Park Ave btwn Merritt St + Birmingham St	12	1	52	0	0	0	0	0	0	Y
Park Ave btwn Rooster River Blvd + Ashton St	9	0	73	0	0	0	0	0	0	Y
Park Ave btwn Thorne St + Clark St	9	0	977	1	0	0	0	0	0	Y

**TABLE 5.2: TOWN OF FAIRFIELD - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)**

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term	Status	Notes
Post Road Circle & Vicinity (RT-130 + RT 1)	RT -1/RT-130 traffic circle, commercial areas w/curb cuts; 220 crashes within a half-mile (2016 -18): 116 (immediate circle area) + 66 @ Post Rd + Benson Rd; 1 pedestrian fatality @ Post Rd + Shoreham Village Dr; 2018-21: Kings Hwy: 19 crashes, EPDO 73	Further evaluation/design of Post Road Circle Study recommendations	Short-, mid- and long-term	Other	State bond funds for Post Rd Circle E, but major design + funding still needed
RT-1, Kings Hwy	Multiple sections/intersections are problematic	Active Transportation; phase 3 pedestrian improvements: continues previous project from Villa Ave to Bridgeport line	Short- to mid-term	Not Initiated	Phase II ped improvements completed
RT-1: Fairfield Center	Commercial/retail/entertainment area w/significant pedestrian traffic; Beach Rd/South Benson Rd: 183 crashes, 2 pedestrian, 1 bicyclist, EPDO 713; Carter Henry Dr + Ruane St: 81 crashes, 1 bicyclist crash, EPDO 221; Sanford St vicinity: 77 crashes, 2 pedestrian, 1 bicyclist, EPDO 203	Implement various traffic signal/ intersection improvements for traffic flow+ pedestrian safety; maintaining on-street parking supply	Short- to mid-term	Other	STEAP 2021 ped project completed; propose side street ped improvements project
RT-1: Southport	Post Rd + Old Post Rd w/focus on Hulls Hwy + Center St: 197 crashes, 1 fatality, 2 pedestrian, EPDO 1861	Center St to Pease St + Old Post Rd: narrow width + enlarge adjacent grass islands/ sidewalks (area unchanged since 1960s); Westport line to Rennell Dr in design	Short- to mid-term	Priority, not yet Initiated	Final design complete; bid Oct 2023
Black Rock Tpke	Commercial area w/numerous curb cuts; planning study conducted for commercial portion of RT-58: 428 crashes, 3 fatalities (2014-16); 2018-21: Stillson Rd + Burroughs Rd: 518 crashes, 10 pedestrian, EPDO 1966	Further evaluation of Black Rock Turnpike Safety Study recommendations	Short-, mid- and long-term	Not Initiated	In DOT review
Stratfield Rd	Below Cornell Rd and Edgewood Rd: 22 crashes, EPDO 130	Implement RSA measures - Stratfield Rd, Wilson St + Churchill Rd; widen sidewalks, T intersections, intersection area/radii reductions, ped signals, ADA, road closures, and pocket parks; RT-59/ Churchill Rd (state bond funds)	Short- to mid-term	Priority, not yet Initiated	RFP Design 2023

**TABLE 5.2: TOWN OF FAIRFIELD - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)**

Location	Safety Problem (2018-2021 data, unless noted)	Project Type	Term	Status	Notes
Stratfield Rd @ Jefferson St	Jefferson St + Park Ave: 66 crashes, EPDO 280	Implement RSA transit/pedestrian projects to accommodate Sacred Heart University expansion; roadway, sidewalk + transit (GBT/SHU)	Short-to mid-term	Not Initiated	Signal replacements on Park Ave/SHU-2024
Townwide	Non-State + State Road intersections: safety countermeasures	Many local roads at intersections w/state routes lack signals, ADA, and bike/ped safety measures; implement countermeasures at signalized intersections e.g. pedestrian signals/crosswalks	Short-to mid-term	Not Initiated	Town initiated signal, paving + sidewalk management programs, ADA upgrades
Townwide	Bicycle + Pedestrian Master Plan Recommendations	Implement Fairfield's Bicycle and Pedestrian Plan , e.g. sidewalks and bike lanes; priority areas: schools, universities, shoreline, Stratfield Rd, Southport, Greenfield Hill	Short, mid-and long-term	Other	Continue with recommend's, complete streets where feasible
Townwide	Town-owned signals (17)	Develop Traffic Signal Plan; upgrade 10-30 year-old controllers + signal equipment, consider replacing detection systems and span poles (reuse where possible)	Short-to mid-term	Initiated	Using ARPA funds but will require more funding; currently in Design
Townwide	State Roads: safety countermeasures	w/CTDOT: implement countermeasures for HIN state routes: 1, 130, 58,59, 135, 732	Mid-to long-term	Priority, not yet Initiated	DOT + Town designs for side street ped improvements; seeking funds
Townwide	Non-State Roads	Countermeasures for: HIN non-state roads (Park Ave near Bridgeport line, Fairfield Woods Rd, Congress St, Commerce Dr, Burroughs Rd, Reef Rd, Beach Rd); and non-HIN (Redding Rd, Morehouse Hwy, Pequot Ave, Harbor Rd, Old Post Rd, Mill Plain Rd, Fairfield beach area)	Short-to mid-term	Initiated	Designing STEAP 2022; investigating complete streets for these collectors; seeking funds
Townwide	Expand on ADA Transition Plan, implement new/improved sidewalks + ramps (ADA/PROWAG guidelines)	Sidewalks and older ramps lacking ADA compliance	Short-to long-term	Initiated	2023 Addition





TOWN OF MONROE 2023 - STATUS UPDATE

Monroe

The volume of overall crashes in Monroe increased (+16.1%) between 2021 and 2022, however this volume was less (-7.5%) than 2019. While serious injury crashes decreased (-50.0%) between 2021 and 2022, there was one fatal crash in 2022 [compared with zero (0) in 2020 and 2021].

Previously, between 2019 and 2020, overall crashes (-30.8%) decreased, while serious injury crashes increased (+16.7%). The only year over the three year period with a fatal crash in Monroe was 2019.

The number of non-motor crashes in Monroe [four (4)] in 2022 was equal to 2019; all other years (2018, 2020, 2021) had one (1) non-motor crash.

FIGURE 6A: MONROE MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

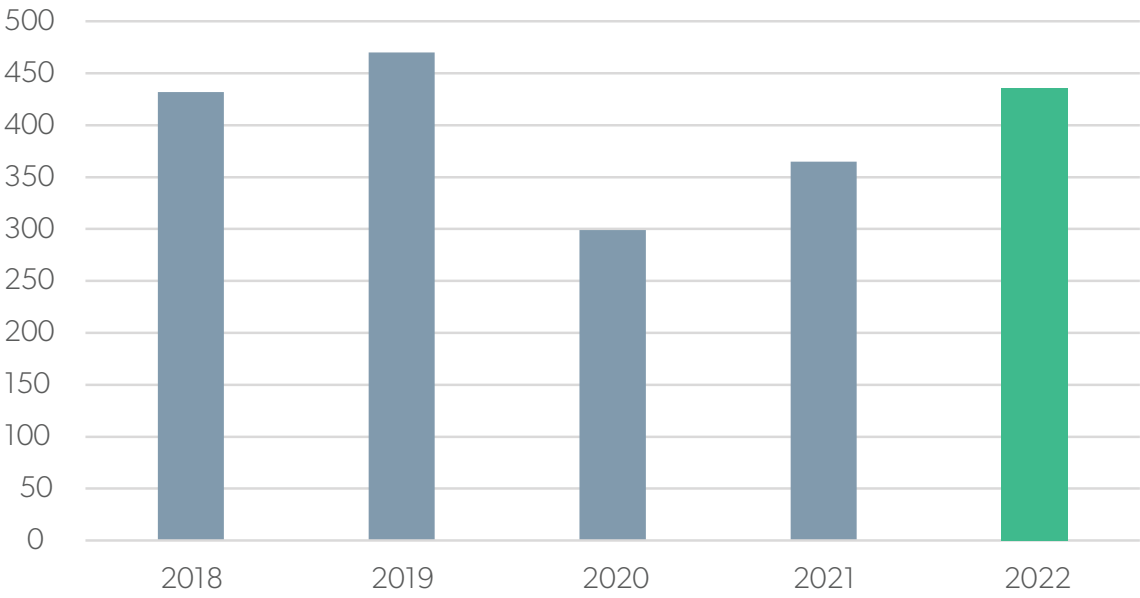
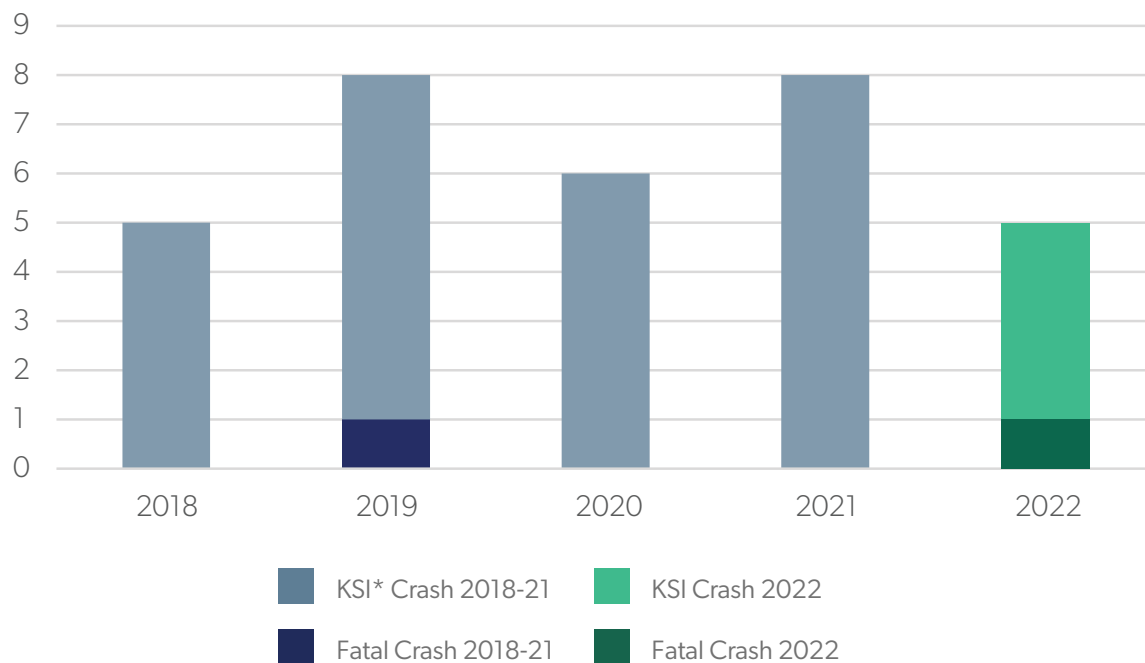
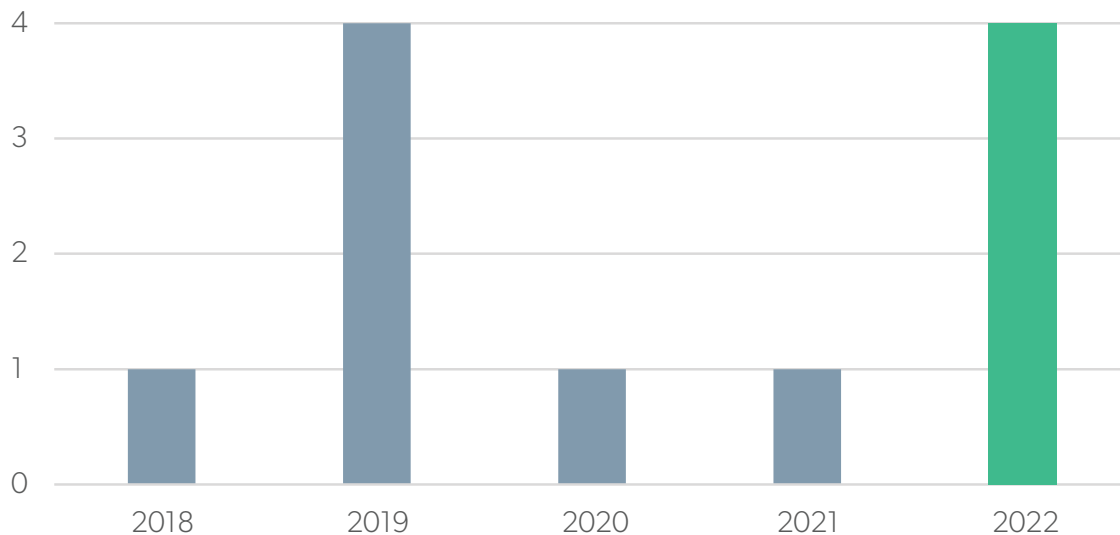


FIGURE 6B: MONROE FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022

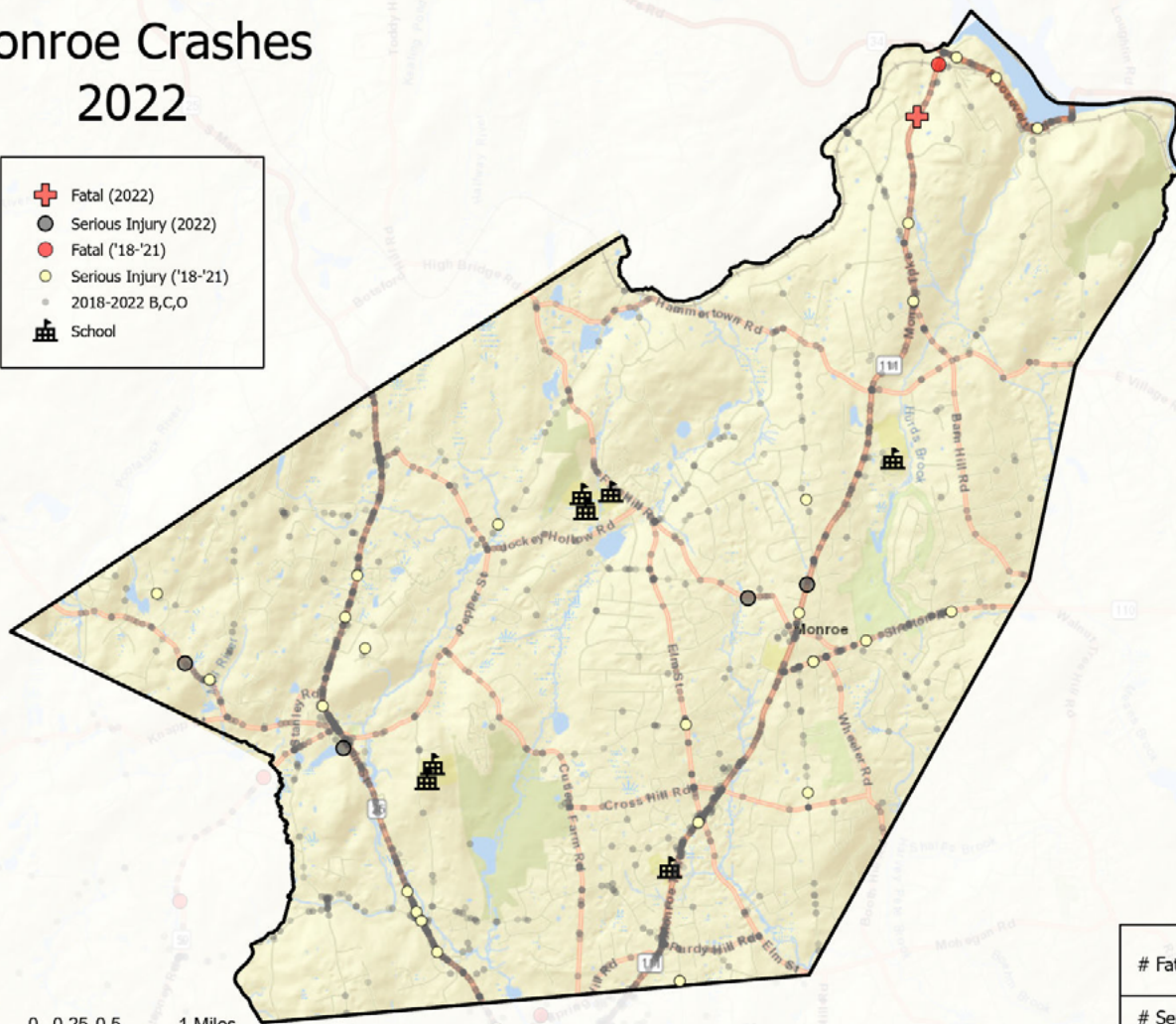
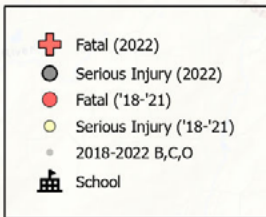


*Traffic collision where a person was killed or seriously injured.

FIGURE 6C: MONROE NON-MOTOR CRASHES 2018-2021 VS. 2022

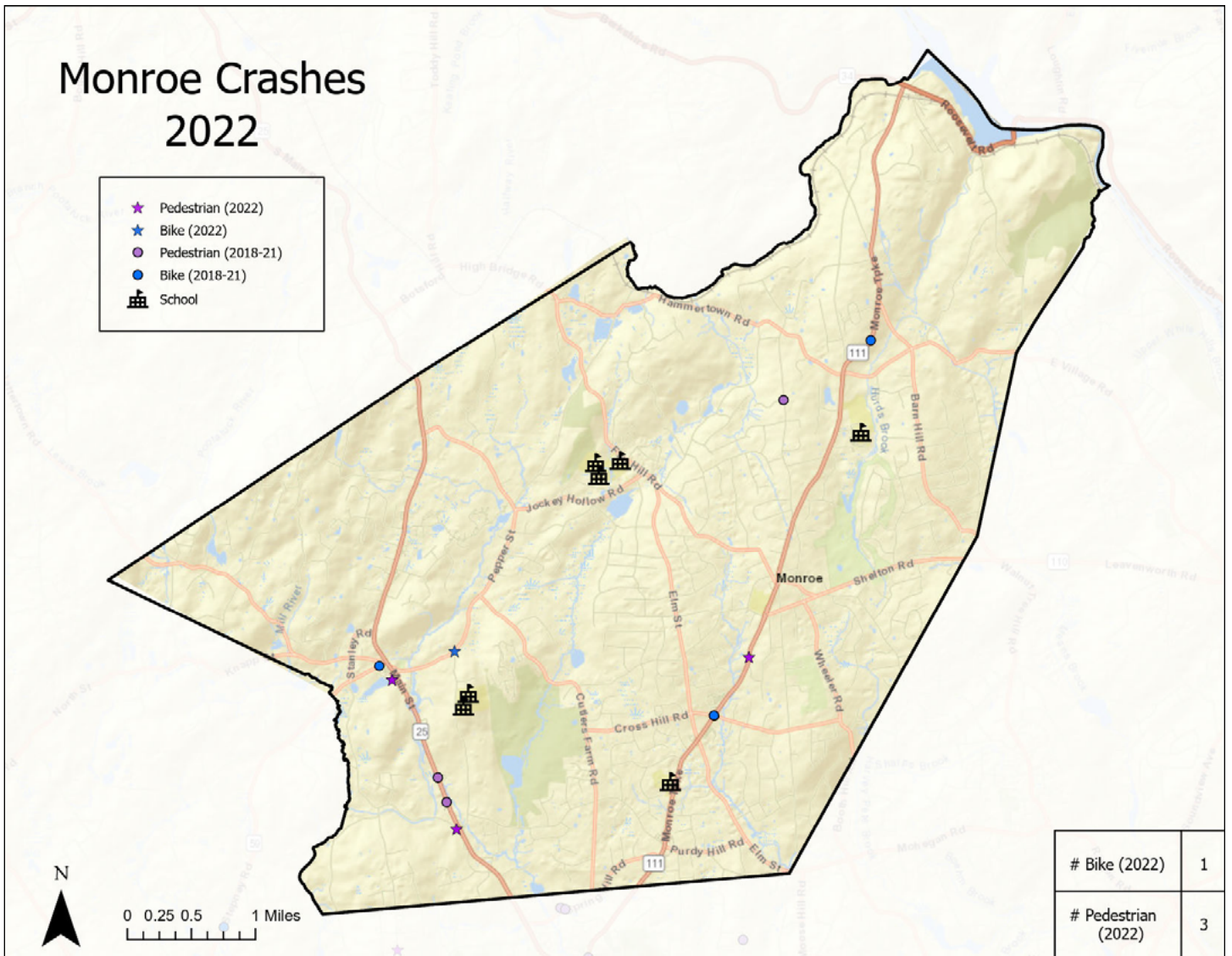
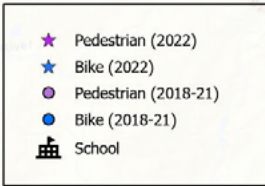


Monroe Crashes 2022



# Fatal (2022)	1
# Serious Injury (2022)	4

Monroe Crashes 2022



# Bike (2022)	1
# Pedestrian (2022)	3

**TABLE 6.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF MONROE**

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
Easton Rd east of Stanley Rd	9	2	45	0	0	0	0	0	0	Y
RT-25 - Pepper St to Stanley Rd +Easton Rd	84	14	315	0	0	0	0	0	0	Y
RT-110/RT-111 to Old Tannery Rd w/focus on Wheeler Rd	61	12	395	0	0	0	0	0	0	Y
RT-110 West of Hillside Dr to Osborne Ln	17	2	165	0	0	0	0	0	0	Y
Fan Hill Rd + Garder Rd	3	1	19	0	0	0	0	0	0	N
Fan Hill Rd + RT-111	11	0	69	0	0	0	0	0	0	Y
RT-110 + Richmond Dr	3	1	29	0	0	0	0	0	0	Y
Elm St - Bug Hill Rd to Church St	6	0	76	0	0	0	0	0	0	N
RT-34 + RT-111	31	9	195	0	0	0	0	0	0	Y
Bagburn Hill Rd near Railroad	8	1	18	0	0	0	0	0	0	N
Judd Rd - Stanley Rd to Hiram Hill Rd	12	7	60	0	0	0	0	0	0	N
RT-111 + Wheeler RD	11	3	79	0	0	0	0	0	0	Y
Hattertown Rd - Indian Ledge Rd to Guinea Rd	17	0	133	0	0	0	0	0	0	N
RT-111 + Barn Hill Rd	7	0	87	0	0	0	0	0	0	Y
RT-25 south of Bart Rd to Northbrook Dr	34	8	262	0	0	0	0	0	0	Y
RT-34 near Lake Zoar	22	9	90	0	0	0	0	0	0	Y
RT-25 north of Pepper St	34	10	168	0	0	0	0	0	0	Y
RT-25 - north of Judd Rd to Mill St +Old Newton Rd	100	36	548	0	0	1	1	0	0	Y
RT-25 -Maple Dr to Victoria Dr + Crescent Pl	10	0	72	0	0	0	0	0	0	Y
Elm St + Jays Rd	3	1	19	0	0	0	0	0	0	N
RT-111 - Gay Bower Rd to Cross Hill Rd + Elm St	173	50	693	0	0	0	0	2	0	Y
RT-111 + Purdy Hill Rd	29	9	55	0	0	0	0	0	0	Y

**TABLE 6.2: TOWN OF MONROE - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)**

Location	Safety Problem ('18-'21)	Project Type	Term	Status
Barn Hill Rd/Israel Hill Rd	Local priority	Reduce width of Israel Rd at intersection + align at 90° angle w/Barn Hill Rd	Short- to mid-	Not Initiated
Church St + RT- 111/ Monroe Tpke	On HIN + Local priority	Evaluate intersection e.g. bypass lanes, striping, radii; vertical realignment w/RT-111 (sightlines)	Short- to mid-	Not Initiated
East Village Rd/RT- 111/Monroe Tpke	On HIN	Intersection, sightline, grade improvements	Mid-term	Not Initiated
Fan Hill Rd	Local priority	Realign intersection/improve drainage	Short- to mid-	Not Initiated
Fan Hill Rd, Moose Hill Rd + RT-111	On HIN; 11 crashes, EPDO 69	Evaluate Fan Hill d/coordinate w/Church St + RT-111; Realign intersections to form 90° angles	Short-term	Not Initiated

**TABLE 6.2: TOWN OF MONROE - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)**

Location	Safety Problem ('18-'21)	Project Type	Term	Status
Garder Rd	Local priority	Road and drainage - Applegate Ln to Fan Hill Rd + Fan Hill Rd to Hammertown Rd	Short- to mid-	Not Initiated
Hayes St	Local priority	Road and drainage improvements	Short- to mid-	Not Initiated
Israel Hill Rd	Local priority	Road widening/drainage improvements to the Town line; consider one-way traffic flow	Short- to mid-	Not Initiated
Judd Rd + Stanley Rd	12 crashes, EPDO 60	Reduce intersection size/radii, align @ 90° w/ Judd Rd, add drainage, and signage/guide rail	Short- to mid-	Not Initiated
Old Coach Rd	Local priority	Road widening, vertical realignment, drainage; consider one-way traffic flow	Short- to mid-	Not Initiated
RT-110/Shelton Rd/ Wheeler Rd	Of the 3, the most severe crashes occurred @ Wheeler Rd; RT-111 to Old Tannery: 61 crashes, EPDO score 395	Safety @ RT-110/Shelton Rd + Wheeler Rd	Short- to mid-	Not Initiated
RT-110/Shelton Rd/ Old Tannery Rd		Safety @ RT-110 + Old Tannery Rd	Short- to mid-	Not Initiated
RT-110/Shelton Rd + Moose Hill Rd		Safety @ RT-110 + Moose Hill Rd	Short- to mid-	Not Initiated
RT-111/Monroe Tpke + Old Zoar Rd	On HIN	Realign intersection to form 90° angle w/ RT-111; separate from East Village Rd	Mid-term	Not Initiated
RT-111/Monroe Tpke	Multiple sections and intersections	Sidewalk + streetscape, crosswalks, ADA, driveway curb cuts, realignments, interconnects btwn properties; consider w/roadway widening	Short-, mid- and long-	Not Initiated
RT-111/Monroe Tpke + Bagburn Rd	On HIN	Realign intersection to form 90° intersection (improve sightlines)	Mid-term	Not Initiated
RT-111/Monroe Tpke + Wheeler Rd	11 crashes, EPDO 79	Realign intersection to form two 90° intersections (improve sightlines)	Mid-term	Not Initiated
RT-25	Multiple sections and intersections	Sidewalk + streetscape, crosswalks, ADA, driveway curb cuts, realignments, interconnects btwn properties; consider w/roadway widening	Short-, mid- and long-	Not Initiated
RT-25/Main St + Mill St	100 crashes, 1 pedestrian, EPDO 548	Reconstruction of Mill St w/drainage; convert Mill St to one-way eastbound	Short- to mid-	Not Initiated
RT-25/Main St + RT-111 + side streets	On HIN	Implement recommendations from the Route 25 and Route 111 study	Short-, mid- and long-	Not Initiated
RT-25 + Victoria Dr	10 crashes, EPDO 72	Intersection improvements; widening, signal upgrade, and add turning lanes	Mid-term	Not Initiated
Stanley Rd	Local priority	Road and drainage improvements	Short- to mid-	Not Initiated



VII

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



TOWN OF STRATFORD

2023 - STATUS UPDATE

Stratford

From 2021 to 2022, the increase in the number of overall crashes in Stratford (+23.3%) was similar (+21.1%) to the increase seen between 2020 and 2021. This trend represents a significant increase in the number of overall crashes in the Town compared with 2018 through 2020, when the volume of overall crashes decreased significantly (-38.6%).

Between 2020 and 2022, the number of serious injury crashes in the Town doubled (from 12 to 24), while the number of fatal crashes remained the same [two (2)] from 2020 to 2021, before increasing [three (3)] in 2022.

The number of non-motor crashes in the region in 2022 was the lowest seen over the five year period, down (-26.0%) from 2019 (the highest volume over the 5-year period).

FIGURE 7A: STRATFORD MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

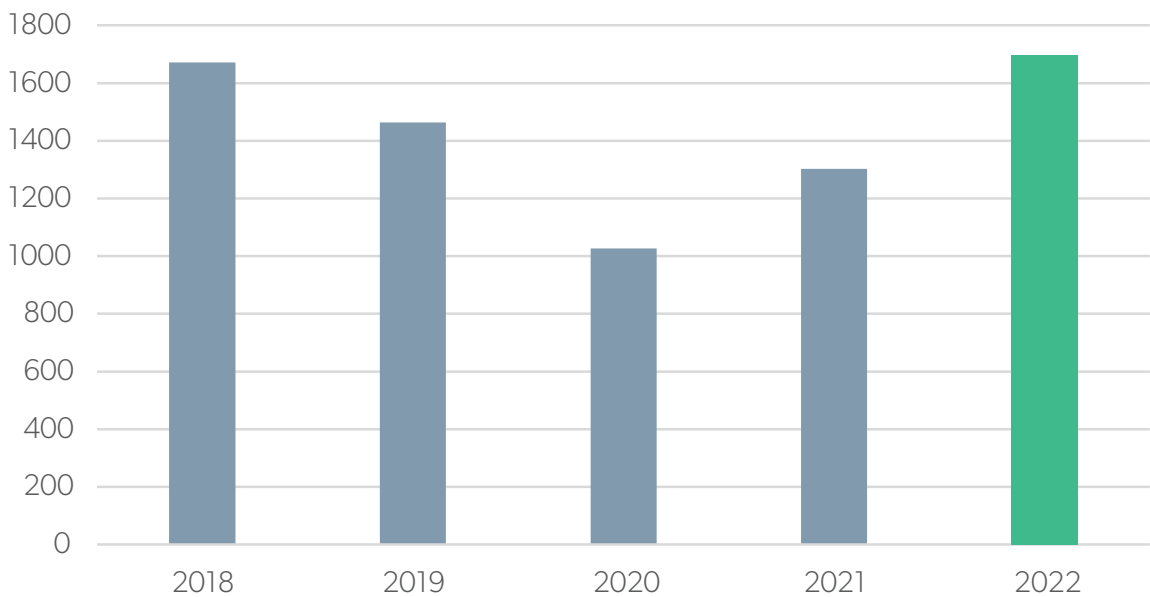
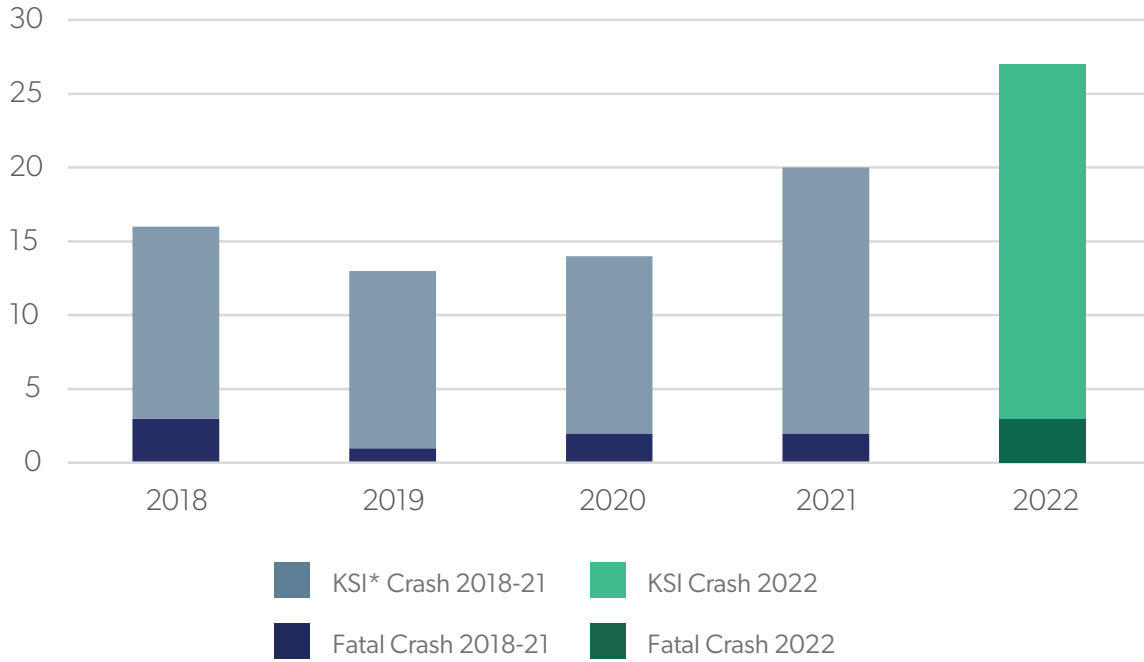
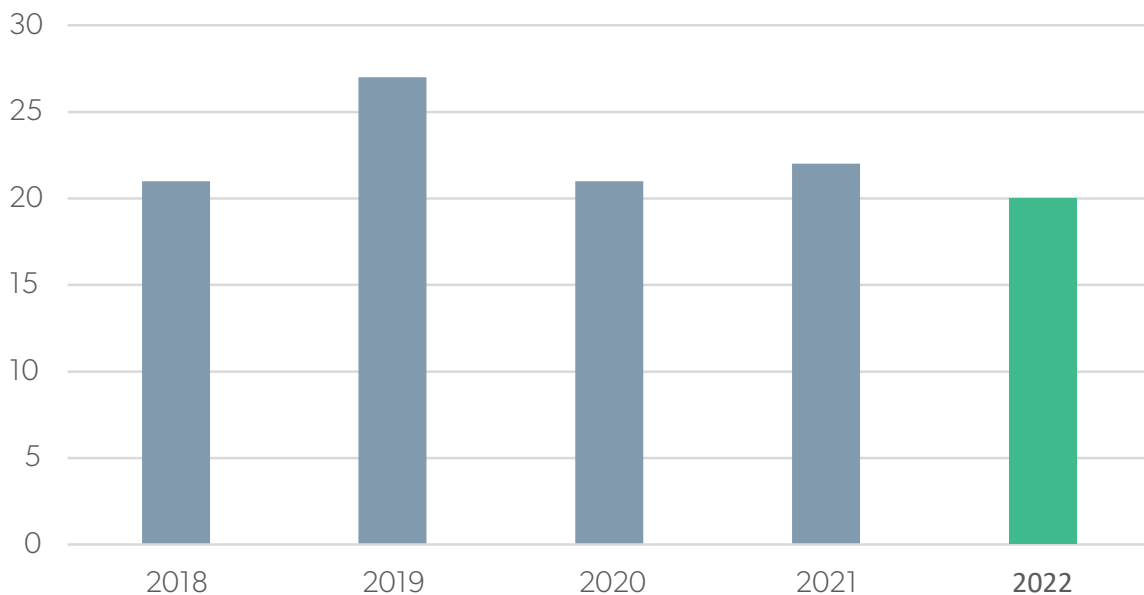


FIGURE 7B: STRATFORD FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022

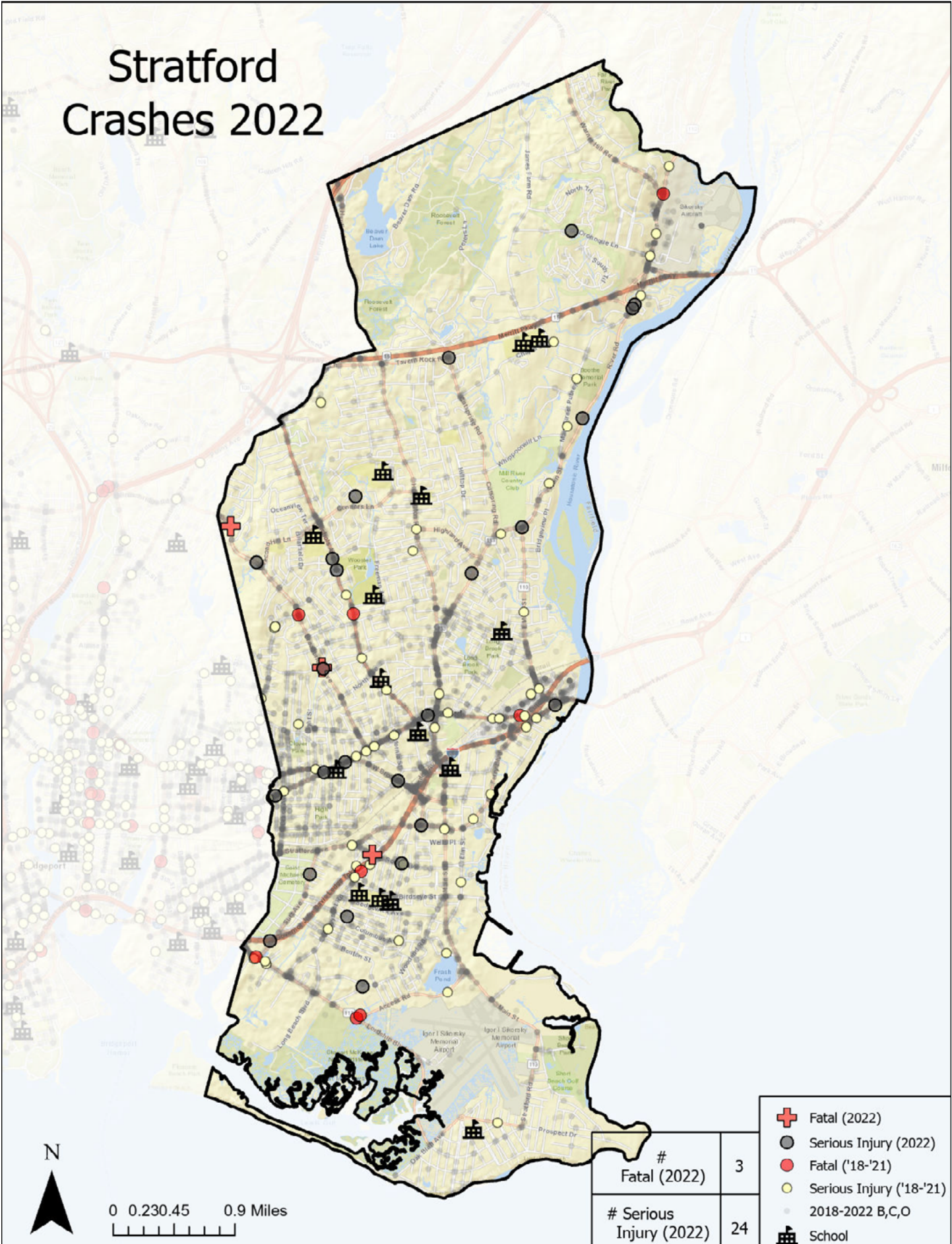


*Traffic collision where a person was killed or seriously injured.

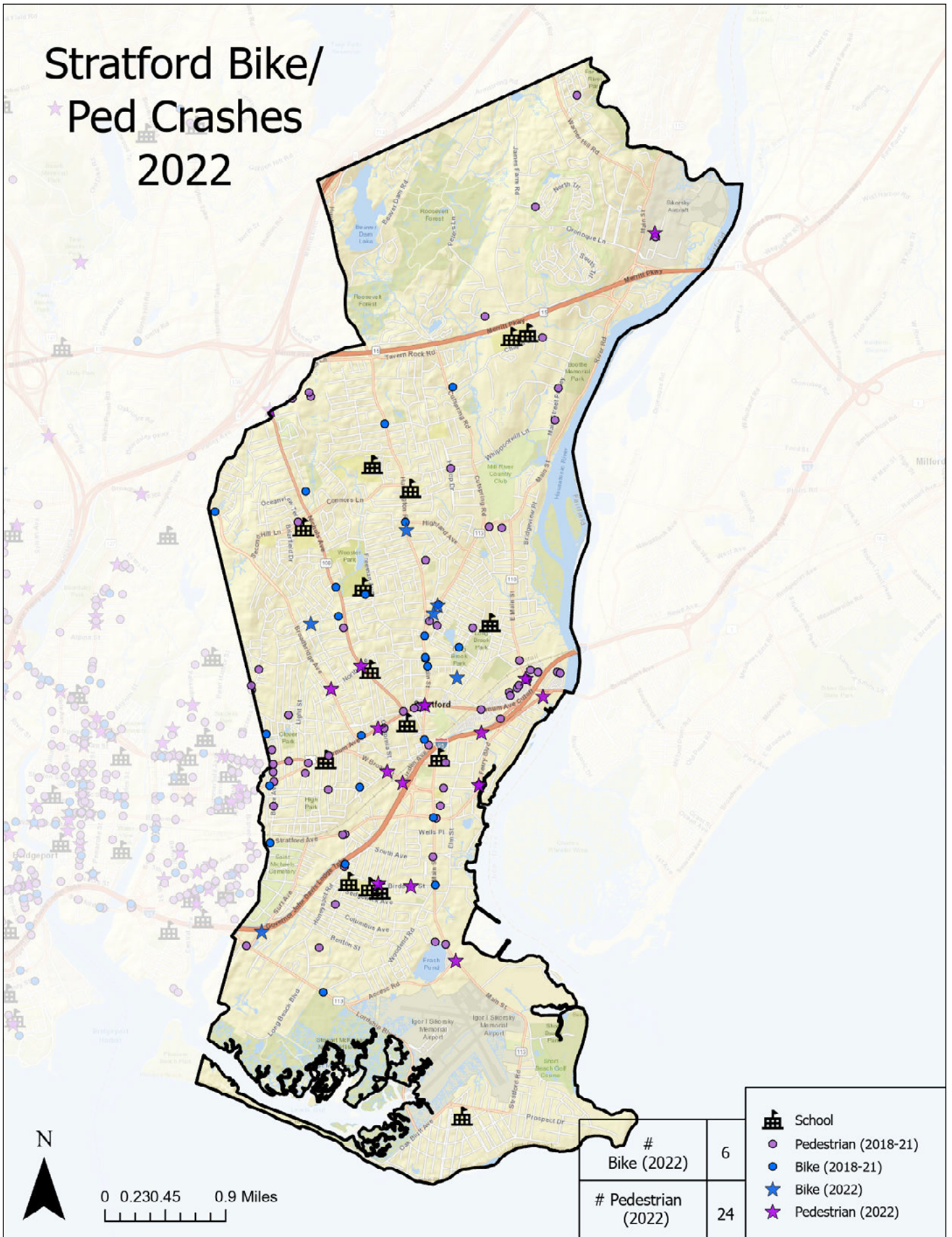
FIGURE 7C: STRATFORD NON-MOTOR CRASHES 2018-2021 VS. 2022



Stratford Crashes 2022



Stratford Bike/ Ped Crashes 2022



**TABLE 7.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (1 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
Success Ave + Cupheag Cr	12	0	216	0	0	0	0	0	0	Y
Broadridge Ave near Second Hill Ln	6	2	48	0	0	0	0	0	0	Y
Broadridge Ave btwn Canaan Rd + Booth S	21	2	73	0	0	0	0	0	0	Y
Broadridge Ave btwn Porter St + Marina Dr w/focus on Success Ave	41	4	1111	1	0	0	0	0	0	Y
RT-1 - St. Michael's Ave to Stratford Plaza	59	10	331	0	0	2	0	0	0	Y
Ferry Blvd btwn RT-113 + split w/Stratford Ave	54	14	292	0	0	1	0	1	0	Y
Canaan Rd btwn Henry Ave + Clover St	11	2	63	0	0	0	0	0	0	N
Canaan Rd btwn Light St + Franklin Ave	19	7	141	0	0	0	0	0	0	N
RT-1 btwn Burlington + King St w/focus on King St + RT-108	177	43	689	0	0	4	4	0	0	Y
RT-110 btwn Tudor Ridge Condos + RT-15 S w/focus on Spring Village + Ornoque Ln + Warner Hill Rd	281	58	2021	1	0	0	0	0	0	Y
RT-110 Near Ryders Ln	6	1	96	0	0	0	0	0	0	Y
Barnum Ave btwn I-95 S Ramp and I-95 underpass	29	23	71	0	0	1	0	0	0	Y
West Broad St btwn California St + Linden Ave w/focus on Knowlton St + Linden Ave	146	36	568	0	0	0	2	0	0	Y
W Broad St Roundabout @ I-95 N	34	15	66	0	0	0	0	0	0	N
RT-113 btwn Watson Blvd + I-95	103	33	1627	1	0	1	0	0	0	Y
RT-1 + Barnum Ave cutoff @ I-95	16	1	1038	1	0	0	0	0	0	Y
Honeyspot Rd btwn Old Honeyspot Rd + I-95 Underpass	13	9	135	0	0	0	0	0	0	Y
I-95 N Ramp @ Honeyspot Rd	12	5	1078	1	0	1	0	1	0	N
Honeyspot Rd btwn Birds Eye St + Anderson St	21	5	127	0	0	1	0		0	Y
RT-108 Intersection of Second Hill Ln w/Connors Ln	44	12	168	0	0	0	0	0	0	Y
Intersection of RT-113 + RT-110	19	3	123	0	0	0	0	0	0	Y
Essex Place	16	4	116	0	0	0	0	0	0	N
RT-113 btwn Essex Pl + Longbrook Ave	136	22	525	0	0	1	1	0	0	Y
RT-108 btwn Marcroft St + London Ter	4	1	90	0	0	0	0	0	0	Y
RT-113 btwn Garden St E + Beers Pl	25	10	143	0	0	1	0	1	0	Y
RT-1 btwn Metro North Overpass + Vererans Blvd w/focus on Long Brook Ave	88	25	490	0	0	1	0	0	0	Y

**TABLE 7.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (2 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO [*] Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
RT-113 @ split w/Huntington Rd	32	12	130	0	0	1	0	0	0	Y
RT-1 btwn I-95 + the Washington Bridge	45	19	195	0	0	0	0	0	0	Y
Barnum Ave Cutoff + Ferry Blvd @ I-95	31	15	127	0	0	0	0	0	0	Y
RT-1 btwn Light St + One Stop Tile w/focus on Barnum Ave, Mary Ave, W Broad St, Canal St + California St	395	79	1820	0	0	2	2	1	0	Y
South Ave btwn Taft St + Everett St	13	1	119	0	0	0	0	0	0	N
South Ave btwn Hamilton Ave + Dover St	4	4	74	0	0	0	0	0	0	N
Bruce Ave btwn Seymour St + Connecticut Ave w/ focus on Connecticut Ave + Stratford Ave merge	52	12	178	0	0	0	0	1	0	N
RT-113 btwn Woodend Rd + split w/Access Rd	21	4	1999	2	0	0	0	1	0	Y
Surf Ave btwn Avon St + Stratford Ave w/focus on Stratford Ave	33	3	229	0	0	0	0	0	0	Y
Stratford Ave btwn Honeyspot Rd + Old Honey Spot Rd	31	7	155	0	0	1	0	0	0	N
RT-113 btwn Clover Field + Honeyspot Rd	51	2	191	0	0	0	0	0	0	Y
Honeyspot Rd btwn Garibaldi Ave + Benton St	32	6	220	0	0	0	0	0	0	Y
RT-108 btwn Wooster Park + Greenfield Ave + Glenfield Ave btwn RT-108 + Freeman Ave	17	5	1011	1	0	0	0	0	0	Y
RT-108 btwn London Ter and Grace Ln	6	1	96	0	0	0	0	0	0	Y
RT-108 btwn Wood Ave + Van Buskirk Ave	12	1	82	0	0	0	0	0	0	Y
RT-113 btwn Hurd Ave + North Ave	38	15	146	0	0	1	0	2	0	Y
RT-113 @ Judson Pl	12	1	64	0	0	0	0	0	0	Y
Ferry Blvd btwn Ferry Ct + Riverview Pl	10	3	106	0	0	0	0	0	0	Y
RT-113 near Riverton Ter	6	2	76	0	0	1	0	0	0	Y
RT-110 btwn Frog Pond Ln + Sidney St	67	23	247	0	0	3	3	0	0	Y
Barnum Ave - Sage Ave to Dorus St	70	15	406	0	0	1	0	1	0	N
Bruce Ave - Peace St to RT-1	61	15	357	0	0	3	0	0	0	N

*"Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity.

**TABLE 7.2: TOWN OF STRATFORD - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)**

Location	Safety Problem (2018-2021)	Project Type	Term	Status
Broadbridge Ave, Booth St +Canaan Rd	Location identified by Town; Broadbridge Ave btwn Canaan Rd + Booth St: 21 crashes, EPDO 73	Intersection improvements	Short- to mid-term	
Honeyspot Rd	Multiple sections and intersections	Honeyspot Rd Complete Street Implementation: I-95 to RT-113; evaluate corridor for improvements	Mid-term	
Housatonic River Greenway	Off-road greenway w/ pedestrian facilities; would provide an alternative to RT-113; Woodend Rd + split w/Access Rd: 21 crashes, 2 fatalities, 1 bicyclist, EPDO 1999	Park Path/Greenway Planted Revetment; construct a shoreline revetment with low berm, connect to Stratford Army Engine Plant levee	Mid- to long-term	
Nichols Ave/ RT-108	44 crashes, EPDO 168	Construct intersection improvements @ Nichols Avenue/RT-108, Connors Ln + Second Hill Ln; safety improvements + realignment	Mid-term	
RT-1 - Barnum Ave, Barnum Ave Cutoff + Ferry Blvd	Multiple sections and intersections	Barnum Ave Complete Street Implementation	Mid- to long-term	No updates along this route yet
RT-110, RT-15/ Sikorsky vicinity	Btwn Tudor Ridge Condos +RT-15 S Ramp w/focus on Spring Village + Ornoque Ln and Warner Hill Rd: 281 crashes, 1 fatality, EPDO 2021	Implement RT-110 Study recommendations	Short-, mid- and long-term	
RT-113/ Lordship Blvd	Watson Blvd to I-95: 103 crashes, 1 fatality, 1 pedestrian, EPDO 1627; Woodend Rd + split w/Access Rd: 21 crashes, 2 fatalities, 1 bicyclist, EPDO 1999; btwn Clover Field + Honeyspot Rd: 51 crashes, EPDO 191	Lordship Blvd Complete Street Implementation; pedestrian crossings, traffic calming + bike lanes	Mid- to long-term	

**TABLE 7.2: TOWN OF STRATFORD - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)**

Location	Safety Problem (2018-2021)	Project Type	Term	Status	Notes
RT-130/ Stratford Ave	Surf Ave btwn Avon St + Stratford Ave: 33 crashes, EPDO 229; Bruce Ave btwn Seymour St + Connecticut Ave w/focus on Connecticut Ave/Stratford Ave merge: 52 crashes, 1 bicyclist, EPDO 178	Streetscape improvements from Bruce Blvd to Ferry Blvd are a Town priority; concepts developed through a Streetscape Plan.	Mid- to long-term		
RR spur line	Potential project to remove pedestrians from Honeyspot Rd, RT-113/Lordship Blvd + RT-130/Stratford Ave	Redevelop an inactive RR spurline from Stratford Ave to Long Beach Blvd; acquire ROW + potential partial Spur line reactivation; in conjunction w/ <i>Rails to Trails</i> resiliency project on part of the elevated Spur line	Long-term		
Stratford Center Complete Streets	Majority of streets are on the HIN	Implement Complete Streets Plan recommendations @ Stratford Center/RT-113, Broad St, Paradise Green/RT-113, Nichols Ave/RT-108 + Ferry Blvd/RT-130/RT-1; RT-113 - Barnum Ave/RT-1 to Paradise Green is in concept design (LOTICIP funding); Stratford Center to begin late 2022	Short-, mid- and long-term		Stratford Center route is scheduled to begin implementation by Fall 2023; planning for the Paradise Green area route just began
Success Ave + Canaan Rd	Location identified by the Town	Intersection improvements	Short- to mid-term		
Townwide	Active Transportation: Housatonic River Greenway	Fully connected greenway running north-south through the town w/connections to Stratford Center, Roosevelt Forest, the Housatonic River, the East Coast Greenway, + local points of interest	Long-term		Implementation of greenway route to Stratford Center from the existing Housatonic River Greenway (aka Phase II of Greenway) is scheduled to begin by Fall 2023
Townwide	Multimodal Transportation	Prepare a detailed long-term multi-modal transportation Plan outlining projects to increase travel efficiency	Short-term		No updates yet



VIII

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



TOWN OF TRUMBULL 2023 - STATUS UPDATE

Trumbull

Overall crashes increased (+20.8%) from 2021 to 2022, albeit at a slower pace than the previous year (+53.4%) from 2020 to 2021. The number of serious injury crashes in the town in 2022 was the same as 2021 (12), but three times that of 2020 and 2018 [both years had four (4) serious injury crashes] and twice that of 2019 [when there were six (6) serious injury crashes]. The number of fatal crashes [six (6)] in Trumbull in 2022 was three times that of any other year over the 5-year period.

The number of non-motor crashes in the region in 2022 was down (-36.4%) from 2018 and 2018 (both years had 11 non-motor crashes) and the same number seen in 2020 [seven (7)].

FIGURE 8A: TRUMBULL MOTOR VEHICLE CRASHES 2018-2021 VS. 2022

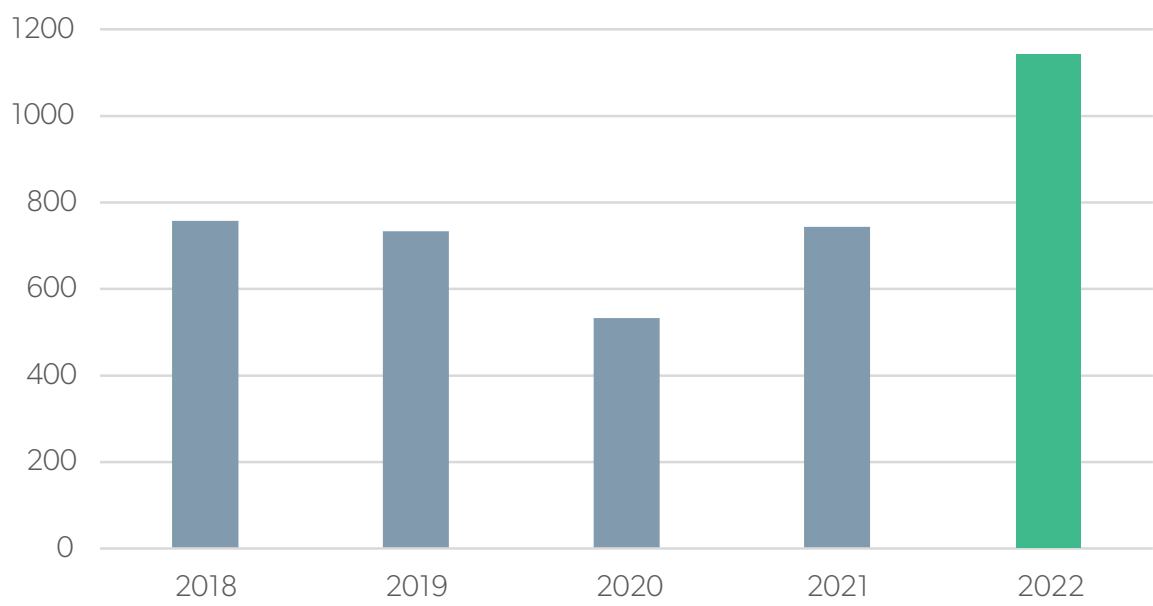
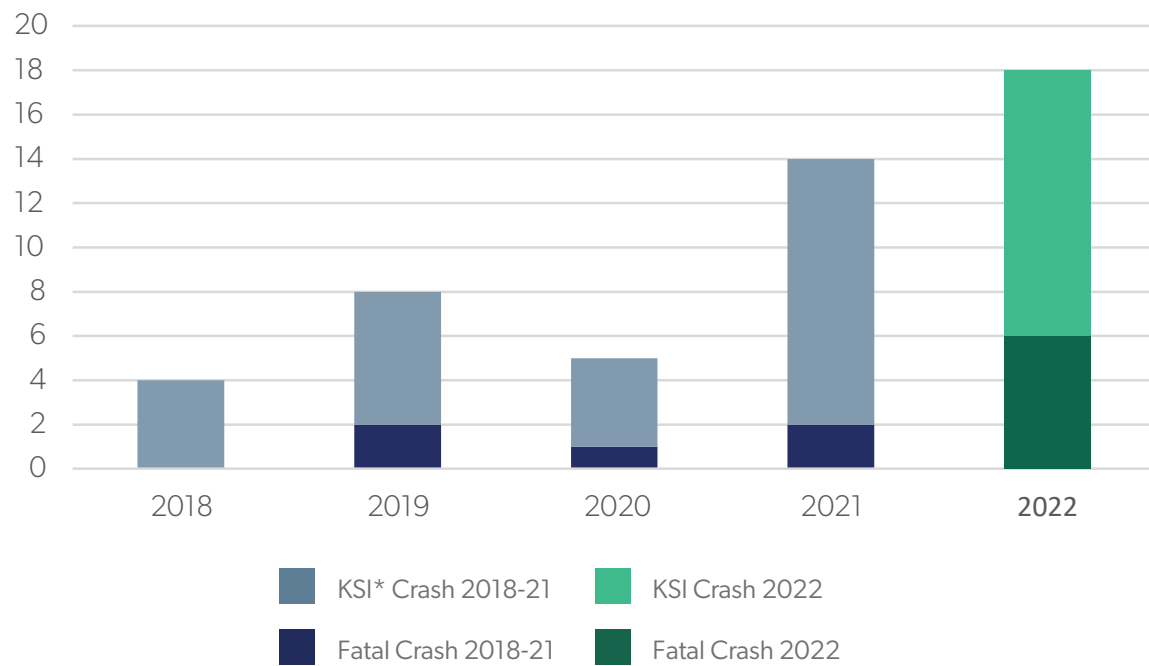
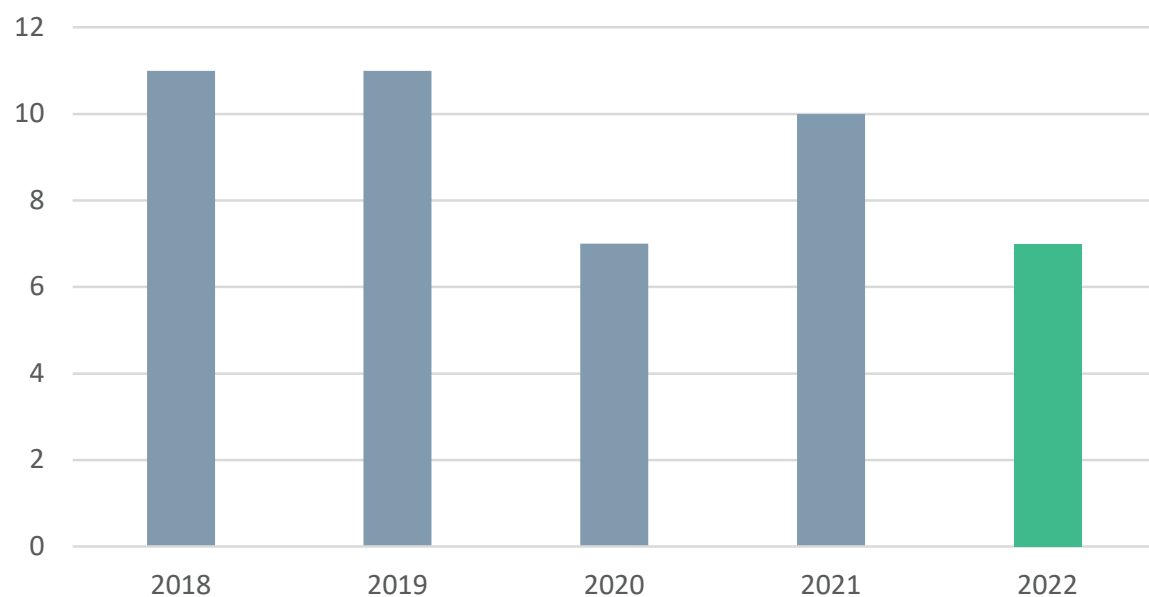


FIGURE 8B: TRUMBULL FATAL + SERIOUS INJURY CRASHES 2018-2021 VS. 2022



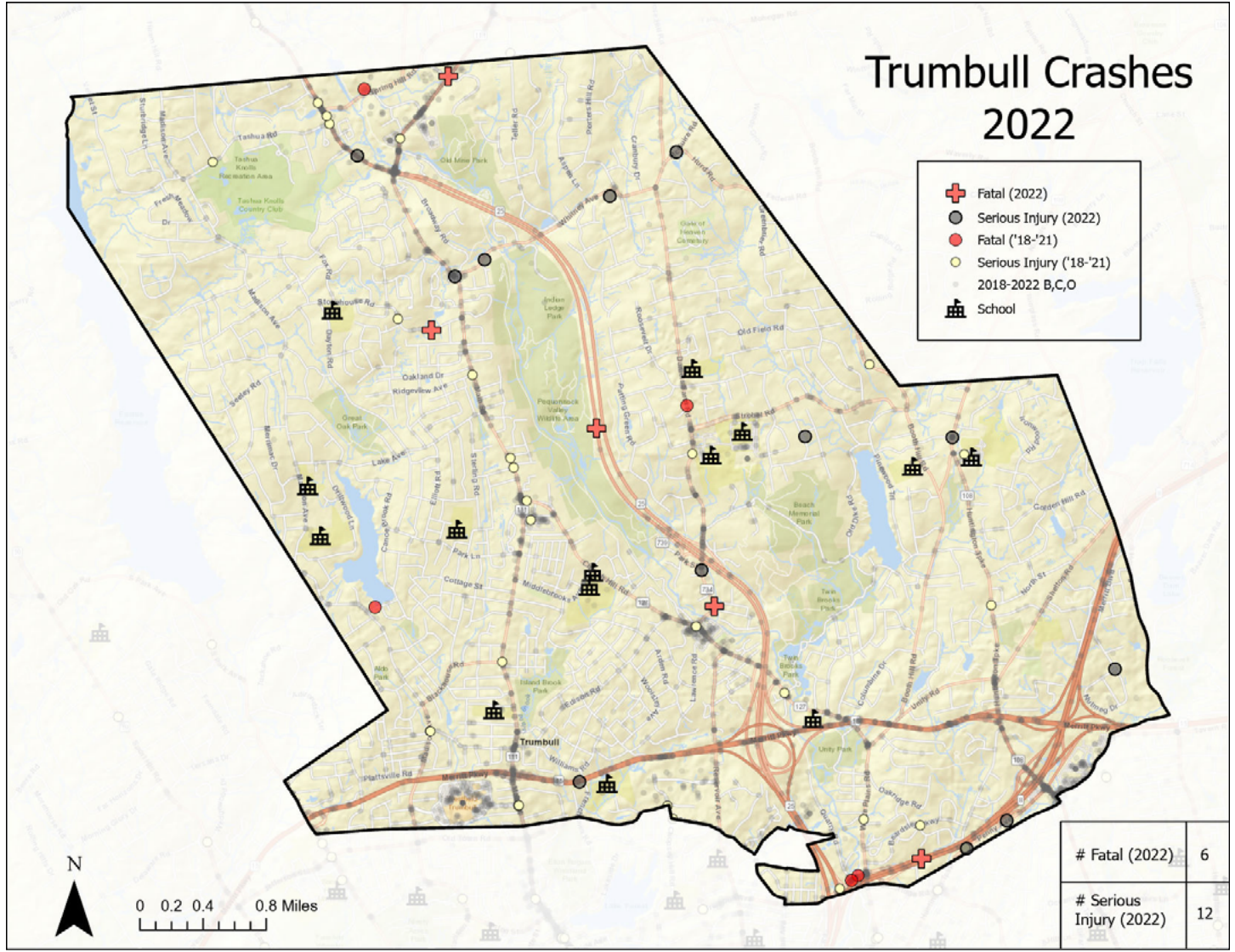
*Traffic collision where a person was killed or seriously injured.

FIGURE 8C: TRUMBULL NON-MOTOR CRASHES 2018-2021 VS. 2022



Trumbull Crashes 2022

- ✚ Fatal (2022)
- Serious Injury (2022)
- Fatal ('18-'21)
- Serious Injury ('18-'21)
- 2018-2022 B,C,O
- 🏫 School



# Fatal (2022)	6
# Serious Injury (2022)	12

Trumbull Crashes 2022

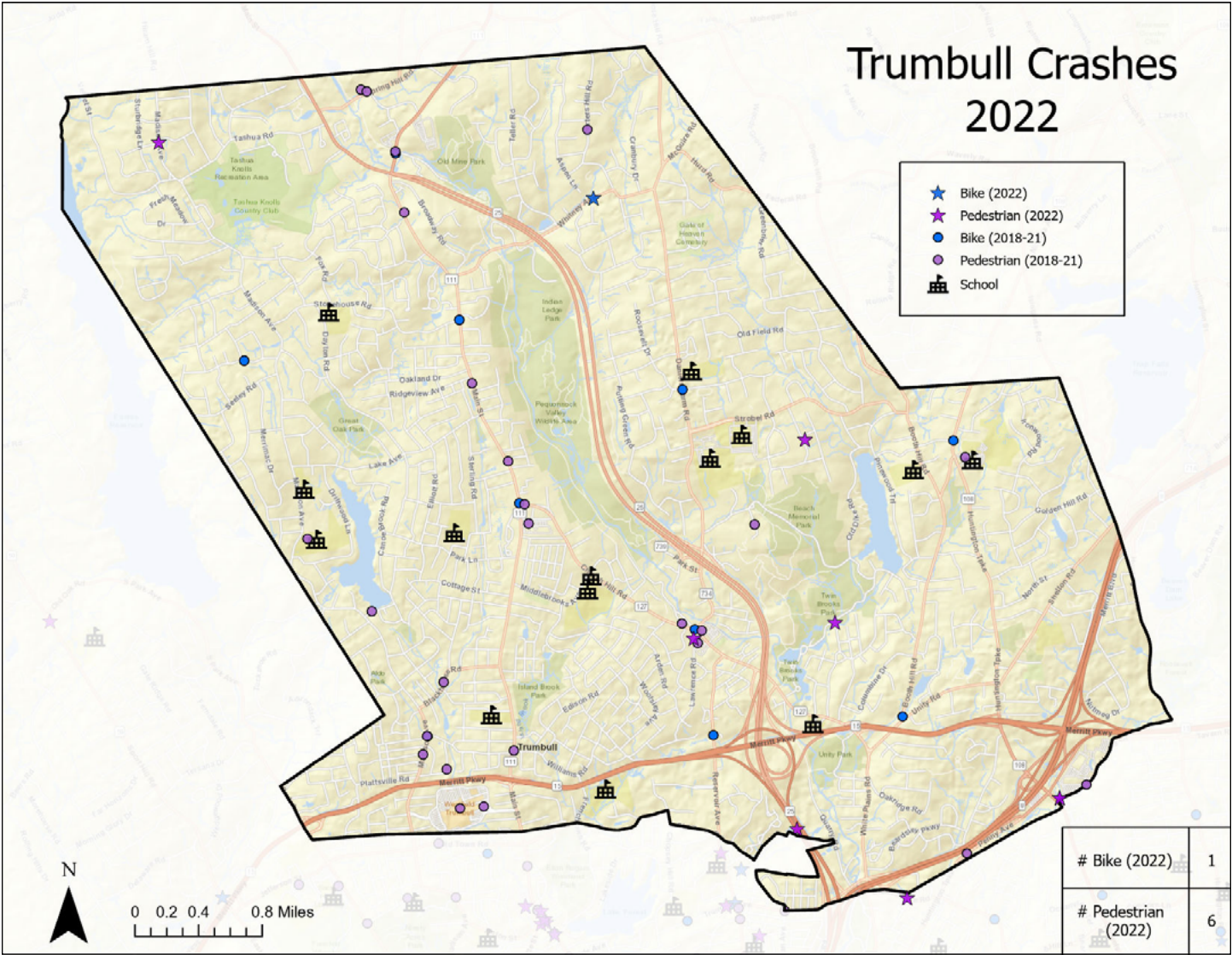


TABLE 8.1: 2018-2021 vs. 2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (1 of 2)

High Crash Location (Corridor)	Motor Crash #		EPDO* Score	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
RT-108 btwn RT- 8 + Hawley Ln w/focus on Penny Ave + Hawley Ln btwn RT-108 + Best Buy	153	56	543	0	0	0	1	0	0	Y
Old Town Rd btwn RT-25 N + RT-127 w/ focus on Quarry Rd + the Pequonnock River Trail	63	15	2125	2	0	0	0	0	0	Y
RT-111 - RT-25 to Trefoil Dr w/focus on Old Mine Rd	144	51	638	0	0	1	0	2	0	Y
RT-111 btwn Lorianne St + RT-15 Underpass	17	13	47	0	0	0	0	0	0	Y
RT-25 + Spring Hill Rd w/focus on Old Turnpike Rd + Tashua Rd	100	23	620	0	0	0	0	0	0	Y
Old Town Rd btwn Sylvan Ave + McAdoo Ave	29	1	125	0	0	1	0	0	0	Y
RT-108 + Penny Ave + Intervale Rd	23	2	203	0	0	1	0	0	0	Y
RT-127 btwn Holy Trinity Lutheran Church + Unity Hill United Church w/focus on Unity Rd	19	8	85	0	0	0	0	0	0	Y
Daniels Farm Rd btwn Meadow Wood Rd + Strobel Rd	13	4	39	0	0	0	0	0	0	Y
RT-108 + Silver Ln	73	13	217	0	0	0	0	0	0	N
Reservoir Ave btwn Burton Ave + Geraldine Pl	6	0	38	0	0	0	0	0	0	Y
Daniels Farm Rd btwn Hillcrest School + Wordins Ln	5	1	59	0	0	0	0	0	0	Y
RT-111 - Long Hill Pl to Quality St + Church Hill Rd - RT-111 to Clairmont Terrace	65	10	319	0	0	1	0	1	0	Y
Daniels Farm Rd btwn Country Club Rd + Heathersfield Dr	7	3	991	1	0	0	0	1	0	Y
Daniels Farm Rd btwn Daniels Farm School + Roosevelt Dr	7	2	53	0	0	0	0	1	0	Y
Madison Ave - Chestnut Hill Rd to Merrill Rd w/focus on Pine St + Chestnut Hill Rd	11	4	145	0	0	1	0	1	0	N
RT-111 btwn Killian Ave + Edison Rd + Edison Rd btwn RT-111+ Merwin St	28	10	140	0	0	1	0	0	0	N
RT-111 + Chestnut Hill Rd Island	35	11	127	0	0	1	0	0	0	N
RT-111 near the RT-15 Off-ramp	13	7	39	0	0	0	0	0	0	N
RT-111 near the RT-15 Underpass	17	14	53	0	0	0	0	0	0	N
Edison Rd slip lane near Church Hill Rd	20	3	30	0	0	0	0	0	0	N
RT-111 - Bassick Rd to Grove St w/focus on Blackhouse Rd	13	8	125	0	0	0	0	0	0	N
RT-127 - Rocky Hill Rd to Booth Hill Brook	19	7	167	0	0	0	0	0	0	Y
Cedar Crest Rd	8	1	44	0	0	0	0	0	0	N
RT-127 near Alice Place	5	0	31	0	0	0	0	0	0	N
RT-127 btwn Brinsmade Cemetery + Trumbull Fire Dep't + Reservoir Ave btwn RT-127 + Berkshire Ave	43	9	231	0	0	0	0	0	0	Y
RT-127 btwn RT-25 underpass and RT-25 S Entrance	4	4	30	0	0	0	0	0	0	N
Taits Mill Rd + Church Hill Rd	52	14	262	0	0	0	0	1	0	N

**TABLE 8.1: 2018-2021 vs.2022
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (2 of 2)**

High Crash Location (Corridor)	Motor Crash #		EPDO*	Fatal Crash #		# of Peds		# of Cyclists		HIN
	'18-'21	2022		'18-'21	2022	'18-'21	2022	'18-'21	2022	
Daniels Farm Rd near Church Hill Rd	40	12	220	0	0	0	0	1	0	N
RT-127 btwn Daniels Farm Rd +Trumbull Shopping Center w/focus on Lawrence Rd Connector	92	21	454	0	0	0	1	1	0	N
Stonehouse Rd near Sanford Ave	4	1	58	0	0	0	0	0	0	N
RT-127 btwn RT-15 entrances	8	11	70	0	0	0	0	0	0	N
RT-111 btwn Stonehouse Rd + Carmel Ridge	7	2	33	0	0	0	0	1	0	N
Canoe Brook Rd - Madison Ave to Maymont Ln	4	0	962	1	0	1	0	0	0	N
RT-111 btwn Carmel Ridge + Sir Thomas Way	4	0	36	0	0	0	0	0	0	N
Whitney Ave btwn RT-111 + Broadway Rd	22	7	42	0	0	0	0	0	0	N
Madison Ave at the Westfield Mall entrance	10	1	62	0	0	0	0	0	0	N
RT-108 near Shelton Rd	17	3	27	0	0	0	0	0	0	N
RT-111 btwn the Westfield Mall entrance + Stuart Pl + Westfield Mall entrance slip lane	58	10	332	0	0	0	0	0	0	N
RT-111 - Bolsford Pl to Westfield Mall entrance	70	9	400	0	0	0	0	0	0	N
RT-111 btwn Whalburn Ave + Stuart Pl	21	2	93	0	0	0	0	0	0	N
Quality St slip lane near Church Hill Rd	10	1	30	0	0	0	0	0	0	N
Old Church Hill Rd merge near Quality St	10	1	30	0	0	0	0	0	0	N
RT-108 btwn MacDonald Rd + Old Green Rd	18	4	118	0	0	0	0	1	0	N
Avalon Gates near Old Town Rd	6	1	42	0	0	0	0	0	0	N
RT-111 btwn Pinehurst St + Edgewood Ave	5	3	113	0	0	1	0	0	0	Y
RT-111 - Turney Pl to Birdsall Ave w/focus on Lake Ave	18	5	112	0	0	0	0	0	0	N
RT-111 near Technology Dr	22	5	144	0	0	0	0	0	0	N
RT-111 - Oakland Dr to Ridgeview Ave to btwn Ridgeview Ave + Gwendolyn Dr	11	1	107	0	0	1	0	0	0	N
RT-108 btwn North St + Erwin St + North St btwn RT-108 + Stowe Pl	5	0	99	0	0	0	0	0	0	N
Old Town Rd - Heritage Dr to Chopsy Hill Rd	12	0	172	0	0	0	0	0	0	N
Old Town Rd btwn Red Oak Rd + Reservoir Ave	13	0	65	0	0	0	0	0	0	N
Hawley Ln btwn the Marriott/Best Buy entrances	9	1	35	0	0	1	0	0	0	N
Hawley Ln btwn the Marriott + Hawley Lane Shopping Center entrances	13	2	33	0	0	0	0	0	0	N

*"Equivalent Property Damage Only" (EPDO) is an FHWA-recognized approach to evaluating crash severity.

**TABLE 8.2: TOWN OF TRUMBULL - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)**

Location	Safety Problem (2018-2021)	Project Type	Term	Status	Notes
Daniels Farm Rd (RT-734 South of 8/25)	Multiple sections and intersections	Daniels Farm Rd: roadway widening to a uniform 32' w/turn lanes, pedestrian sidewalk, + bike lanes	Mid-term to long-term	Initiated	
Pequonnock River Trail	Trail connection identified by Town; potential to reroute pedestrians from RT-127/White Plains Rd; RT-127 btwn Holy Trinity Lutheran Church + Unity Hill United Church: 19 crashes, EPDO 85	Walking bridge over the Pequonnock River; connect Unity Park to the PRT near RT-15; the PRT was recently extended across RT-15 through Quarry Rd and into Bridgeport	Short-to mid-term	Not Initiated	
Pequonnock River Trail	Trail connection identified by Town; potential to reroute pedestrians from Whitney Ave; Whitney Ave btwn RT- 111 + Broadway Rd: 22 crashes, EPDO 42	Trail connection btwn Dunellen Rd + Pequonnock River Trail	Short-to mid-term	Initiated	90% designed; awaiting funding to construct
Pequonnock River Trail	Trail connection identified by Town; potential to reroute pedestrians from Whitney Ave; Whitney Ave btwn RT-111 + Broadway Rd: 22 crashes, EPDO 42	Trail connection - Pequonnock River Trail to Indian Ledge Park w/ parking lot installation	Short-to mid-term	Not Initiated	
RT-108/ Huntington Tpke, Shelton Rd + Unity Rd	RT-108 near Shelton Rd: 17 crashes, EPDO 27	Intersection improvements	Short-to mid-term	Not Initiated	
RT-111 + Whitney Ave	Whitney Ave btwn RT-111 + Broadway Rd: 22 crashes, EPDO 42	Install traffic light @ RT-111 + Whitney Ave; includes Complete Street concept design w/sidewalks; connects commercial development to residences	Mid-term	Other	Bid awarded; awaiting for contractor to finalize paperwork

**TABLE 8.2: TOWN OF TRUMBULL - 2022 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)**

Location	Safety Problem (2018-2021)	Project Type	Term	Status	Notes
RT-127 (Church Hill Rd) + Quality Rd	Old Church Hill Rd merge near Quality St: 10 crashes, EPDO 30	Install traffic light @ RT-127 + Quality Rd; connect two commercial areas + PRT extension (planned)	Short-to mid-term	Not Initiated	
RT-127 (White Plains Rd + Church Hill Rd) - Trumbull Center Corridor	Multiple sections and intersections	Trumbull Center Corridor Study: full or partial road diet, multi-use path, signal timing adjustments, roadway realignment, and/or enhanced transit/bike/ped connections; Daniels Farm Rd (RT-734 btwn RT-127 + 8/25)	Mid-term to long-term	Illustrative	Applied for grant funding
Trefoil Drive	RT-111 - RT-25 to Trefoil Dr w/focus on Old Mine Rd: 144 crashes, 1 pedestrian, 2 bicyclists, EPDO 638	Add right turn lane on RT-111 to RT-25	Short-to mid-term	Not Initiated	
White Plains Rd multi-purpose Trail connector		Pedestrian trail to the north side of White Plains Rd from Shawnee Rd to Twin Brooks Park	Mid- to long-term	Initiated	2023 Addition; Pending CT DOT approval
Spring Hill Rd		Roadway widening, sidewalk improvements, installation of rapid flashing beacons	Mid-term	Illustrative	2023 Addition; 90% designed; awaiting for approval to advertise



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



ENGAGEMENT, GRANT APP'S, POLICY & NEXT STEPS

Community Engagement

WEB PRESENCE

A new sub-section of the transportation planning section of MetroCOG website was created to house information about Statewide safety planning, MetroCOG's [Regional Safety Action Plan \(2022\)](#), and a new "Vision Zero Dashboard," with interactive data from the University of Connecticut Crash Data Repository. This annual report will also be uploaded to this section of MetroCOG's website.

METROPOLITAN TRANSPORTATION PLAN

2023 Update (2023-2050)

The GBVMPO approved the [MTP for the Greater Bridgeport and Valley Planning Region](#) on March 30th 2023. As part of the MTP process, MetroCOG developed outreach-informed goals for the region's transportation system. The Plan includes 7 goals, the first of which is to:

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

SAFETY PLANNING SUBCOMMITTEE (TTAC) - MEMBERS

The subcommittee, which meets bi-monthly, is primarily composed of local engineering, planning and transit staff. The public is also welcomed. Thus far, membership on the Safety Planning Subcommittee includes:

Safety Planning Subcommittee: Member/Organization List

- AAA Northeast
- City of Bridgeport - Office of Planning and Economic Development
- City of Bridgeport - Department of Public Works
- City of Bridgeport - Central Grants Office
- City of Bridgeport - Engineering Department
- Connecticut Department of Transportation - Division of Traffic Engineering
- Connecticut Department of Transportation - Bureau of Policy and Planning
- Town of Easton - Public Works Department
- Town of Easton - Emergency Medical Services (EMS)
- Town of Easton - Land Use Department
- Town of Easton - Public Schools
- Federal Highway Administration - Connecticut Division Office
- Town of Fairfield - Finance Department
- Town of Fairfield - Planning and Zoning
- Town of Fairfield - Engineering Department
- Town of Fairfield - Human Services Department
- Greater Bridgeport Transit Authority
- Town of Stratford - Grants Office
- Town of Stratford - Planning and Zoning Office
- Town of Stratford - Engineering Department
- Town of Stratford - Emergency Management
- Town of Stratford - Office of Economic and Community Development
- Southwestern Connecticut Agency on Aging
- Town of Monroe - Engineering Department
- Town of Monroe - Department of Public Works
- Town of Monroe - Police Department
- Town of Monroe - Office of Planning and Zoning
- Town of Trumbull - Department of Public Works
- Town of Trumbull - Engineering Department
- Town of Trumbull - Emergency Management
- Town of Trumbull - Economic and Community Development
- Watch For Me CT /Connecticut Children's Medical Center

2023 Grant Applications

Safety Planning Subcommittee: Quarterly Meeting Dates + Topics

- **September 21st, 2022** - *Introductory Meeting, Safety Action Plan Development, & Safe Streets and Road for All Grant Application*
- **November 9th, 2022** - *AAA Northeast Transportation Safety Initiatives & Safety Action Plan Overview*
- **January 18th, 2023** - *Vision Zero Presentation by Watch for Me CT*
- **March 22nd, 2023** - *Safe Street and Roads for All Grant Awards, 2023 CT Legislative Transportation Bill Proposals & Stratford Police Department Safety + Enforcement Strategies*
- **May 17th, 2023** - *Safe Street and Roads for All FY23 Grant Cycle & CTDOT Vision Zero Council Meetings*
- **July 19th, 2023** - *Safety Action Plan Data Update*

2023 SS4A IMPLEMENTATION GRANT APPLICATIONS

There were two Grant Applications submitted in the MetroCOG region in the Safe Streets and Roads for All 2023 funding cycle, the Stratford Avenue Corridor Improvement Project (submitted by the City of Bridgeport and the Town of Stratford), and the Trumbull Center Mobility and Safety Project (submitted by the Town of Trumbull). The following are summaries of the applications, which both sought implementation funds.

Stratford Avenue Corridor Improvement Project

The Stratford Avenue Corridor Project, sponsored by both the Town of Stratford and the City of Bridgeport, seeks to address roadway and corridor design issues impacting vehicular and pedestrian safety in underserved and historically disadvantaged community zones by significantly upgrading the roadway infrastructure. The project will implement safe design concepts that will positively affect all modes of traffic: motorists, pedestrians and public transportation—all of which will directly benefit the many motorists, pedestrians, businesses, and residents in the Town of Stratford and the City of Bridgeport who utilize this intra-municipal roadway.

Trumbull Center Mobility + Safety Project

The Trumbull Center Mobility & Safety Project will implement a series of roadway improvements along White Plains Road (Route 127) and Daniels Farm Road (Route 732) in Trumbull Center, which were identified in the recently adopted Trumbull Center Corridor Improvement Plan. The project will address congested intersection operations with a road diet, traffic signal relocation, installation of landscaped medians, shorter pedestrian crossings, new pedestrian amenities and signals. Improvements are intended to improve safety, function, and multi-modal transportation in Trumbull Center. The improvements will also help connect residents, businesses, employees, and visitors to the amenities of the area including the Pequonnock River Trail (PRT).

Policy

NATIONAL POLICIES

ROAD TO ZERO RESOLUTION

In June 2023, Senator Richard Blumenthal (D-CT) and Representative Jan Schakowsky (D-IL) reintroduced the [Road to Zero resolution](#), which seeks to achieve zero roadway fatalities by the year 2050.

STATE POLICIES

HB 5917

In June 2023, the Connecticut State Senate passed [House Bill 5917, An Act Implementing the Recommendations of the Vision Zero Council](#), a bill empowering municipalities to pass legislation authorizing speed or red light cameras. The bill limits the cameras to school zones, pedestrian safety zones, and location with high crash rates. Engagement with the community is also required prior to approving and activating speed cameras.

Next Steps

SS4A GRANT PROGRAM

SPRING 2024

Municipal applications will learn whether they have received funding for their '23 Applications.

SUMMER/FALL 2024

MetroCOG will coordinate with municipalities to submit projects of interest for 2024 SS4A grant opportunities.

ANNUAL UPDATE

SUMMER/FALL 2024

MetroCOG will produce/post the second annual update of the Regional Safety Action Plan.

COMPREHENSIVE PLAN UPDATE

SUMMER/FALL 2027

MetroCOG will comprehensively update the Regional Safety Action Plan no later than September 2027.



METROCOG

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