

METROCOG's REGIONAL

SAFETY ACTION **PLAN**

METROCOG
Connecticut Metropolitan Council of Governments

https://metrocogct.gov/

ANNUAL UPDATE

2025

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The original 2022 Regional Safety Action Plan can be found at:
https://metrocog-website.s3.us-east-2.amazonaws.com/Website+Content/Corridor+Studies/Safety/MetroCOG+Safety+Action+Plan+2022.pdf

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



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



EXECUTIVE SUMMARY

Executive Summary

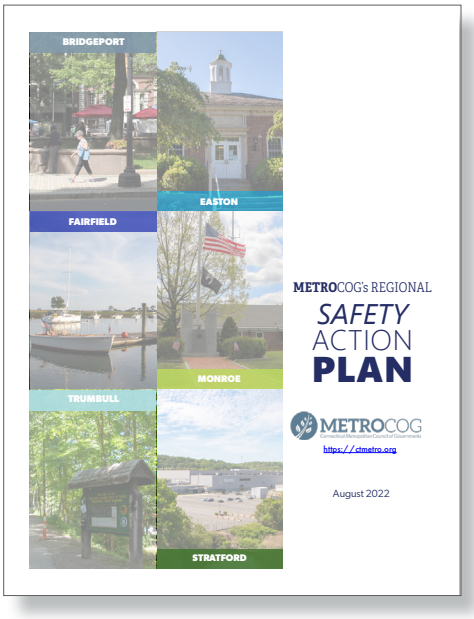
VIEW THE 2022 REGIONAL SAFETY ACTION PLAN:

bit.ly/metrocog-safety

2025 - ANNUAL UPDATE

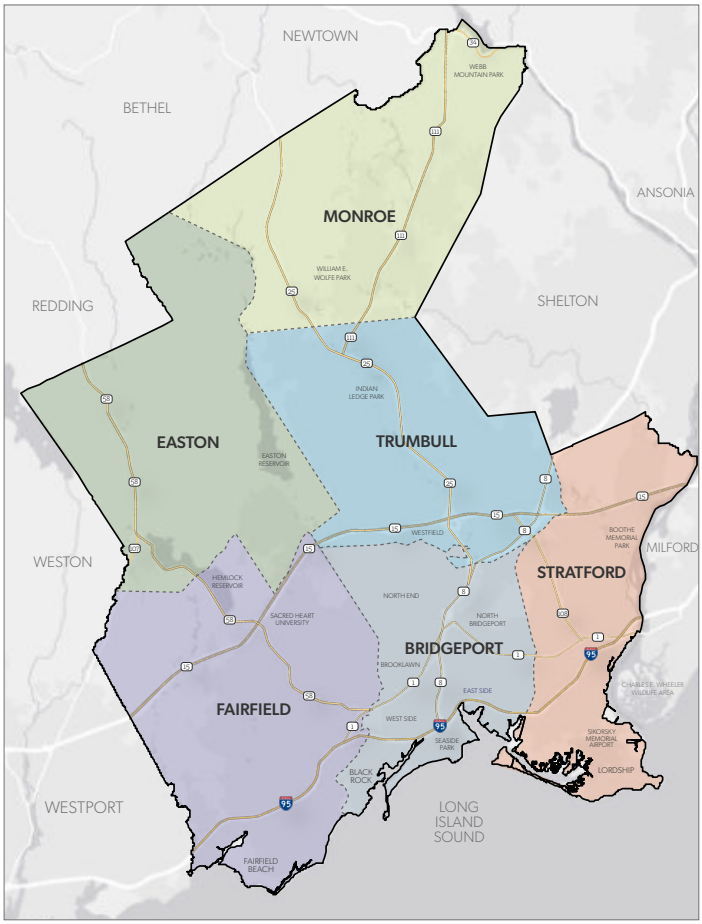
In 2022, MetroCOG adopted the Regional Safety Action Plan, committing our region to Vision Zero— a pledge to eliminate all traffic-related deaths—by 2050.

As part of this plan, we created a High Injury Network (HIN) of streets where the majority of serious and fatal crashes occur and a roadmap of projects and strategies. Through a combination of safer street design, education, policy, enforcement, and data-driven planning, the region strives to collectively realize a future with zero traffic related deaths in the region.



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 Dan Lent

FAIRFIELD
First Selectperson Christine Vitale

MONROE
First Selectman Terrence P. Rooney

STRATFORD
Mayor David Chess

TRUMBULL
First Selectwoman Vicki Tesoro

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 89.

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:

0

TRAFFIC-RELATED DEATHS REGION-WIDE BY 2050.

VISION ZERO PRIORITIES FOR THE METROPOLITAN REGION

PREVENT SEVERE CRASHES



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

IMPROVE ROADS FOR ALL USERS



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

INVEST EQUITABLY



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

FOSTER A CULTURE OF SAFETY



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

ENCOURAGE ACTIVE TRANSPORTATION



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

MertroCOG 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.

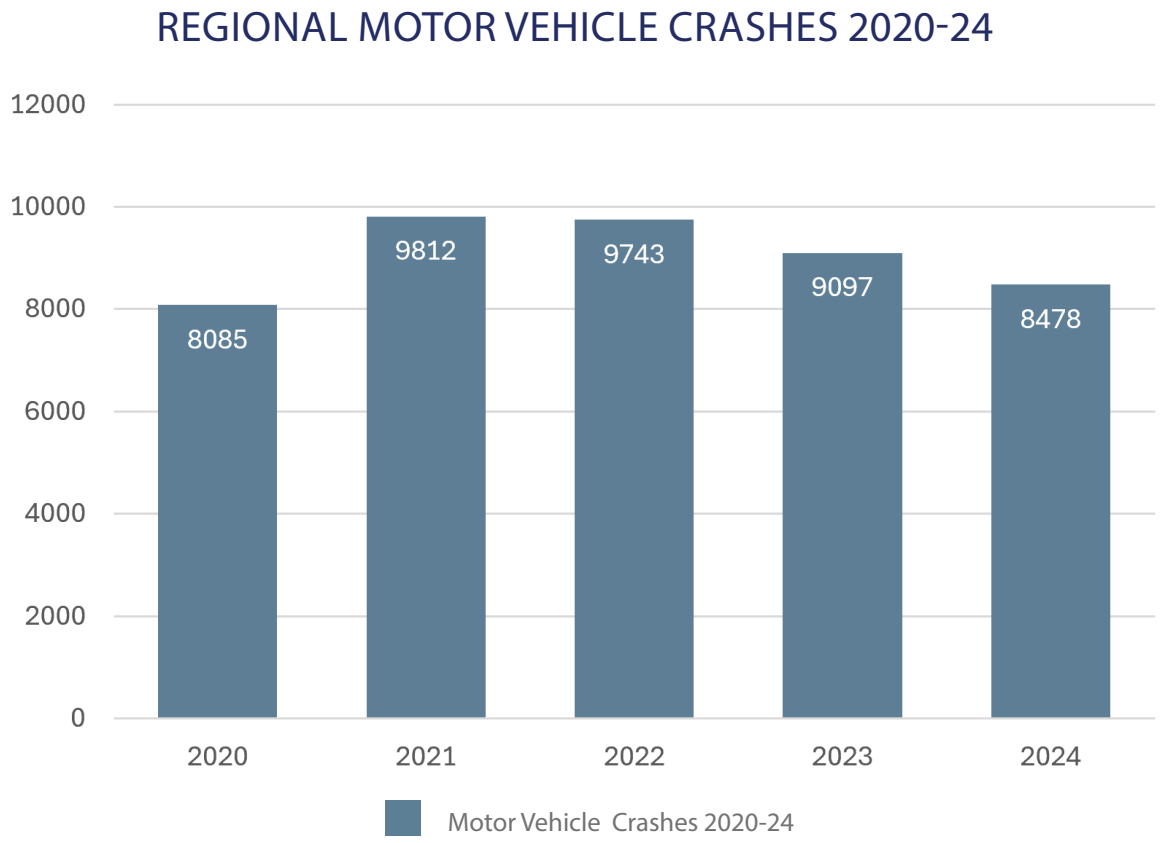
REDUNDANCY IS CRUCIAL

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

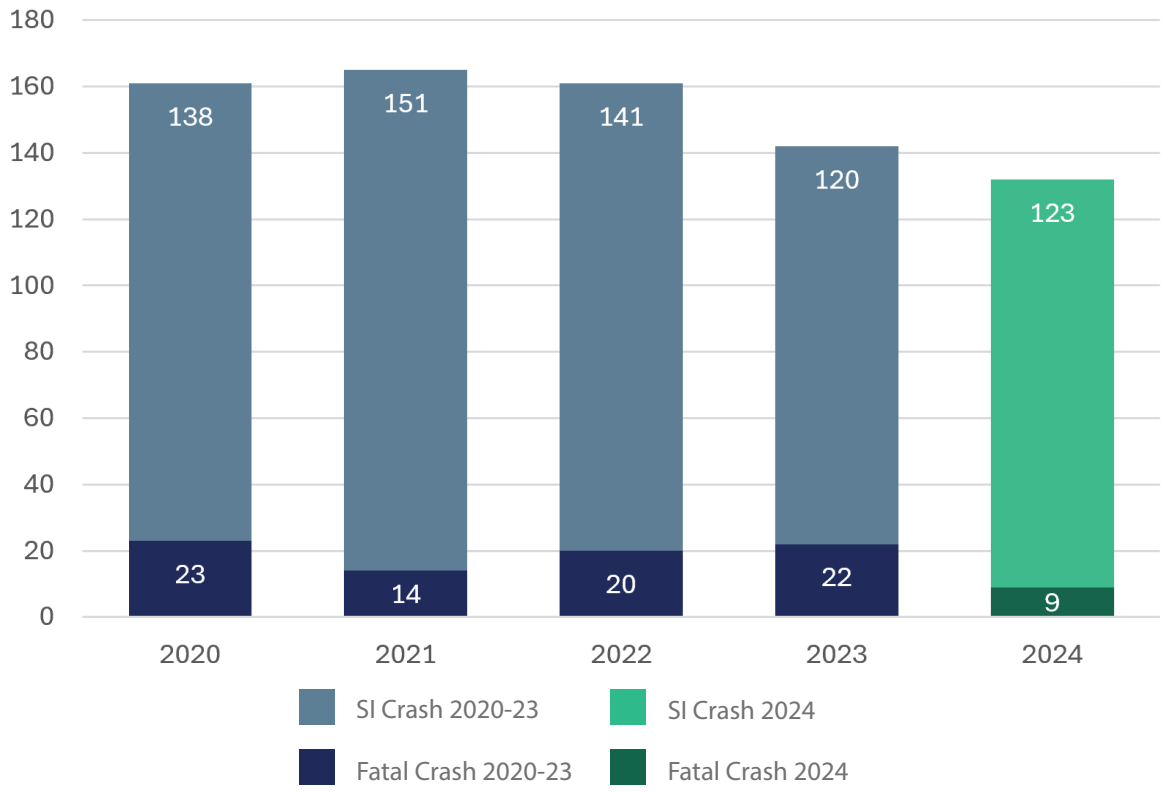
2024 - Year in Review

The 2025 Regional Safety Action Plan Update analyzes data compiled from the latest complete year, 2024, in comparison with the 4 preceding years: 2020, 2021, 2022, and 2023. The number of overall crashes in the region decreased (-6.7%) from 2023 to 2024. The number of fatalities in the region fell drastically (-54.5%) from 2023.

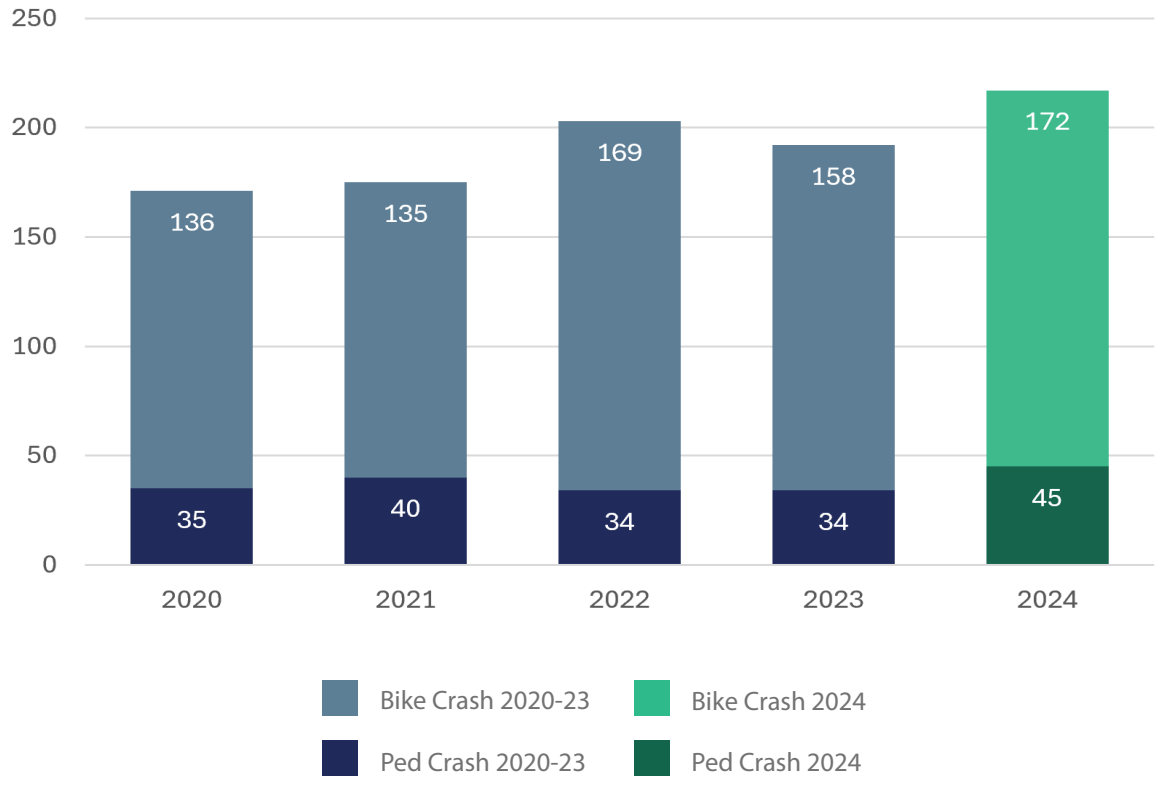
This continues trends of a decline in the frequency of overall crashes compared to the previous year (-0.7% from 2021-2022, and -6.6% from 2022-2023). The number of serious injuries saw an uptick in 2024 (+2.5) after falling from (-14.9%) from 2022 to 2023 after previously decreasing (-6.6%) from 2021 to 2022. The number of non-motorized user impacts in the region rose significantly in 2024, with bicyclist crashes up (+28.6%) and pedestrian crashes up (+8.9%), representing the highest annual non-vehicular crash volumes over the total 5-year period.



REGIONWIDE SERIOUS INJURY + FATAL CRASHES 2020-24



REGIONAL NON-MOTOR CRASHES 2020-24



High Injury Network (2024)

The High Injury Network (HIN) identifies the roadways in the region where the most serious crashes occur. Crash data was obtained from the Connecticut Crash Data Repository for the MetroCOG Region for a five-year period, from January 1, 2020, through December 31, 2024. Only crashes that resulted in a fatality or serious injury were included in the HIN. These crashes are referred to as KSI (Killed or Severely Injured) crashes.

The previous Safety Action Plan used a spatial analysis to define the HIN. While efficient, this method was limited by inconsistencies in the spatial accuracy of the crash data points.

To provide a more accurate assessment for the 2025 Update, we moved to a table-based analysis. Each crash record contains the main road and intersecting road (when applicable) where the crash occurred. KSI crashes were first filtered to exclude any crashes that occurred on interstates or expressways, resulting in 642 crashes region wide.

KSI crashes were then dissolved by main road name and intersecting road name, and the resulting tables were combined to produce a count of KSI crashes per road. Any road that had 2 or more KSI crashes were included in the HIN.

The resulting HIN consisted of 18% of the entire road network but 84.11% of all KSI crashes and 87.69% of all fatal crashes.

Excluding crashes on interstates and expressways, all 9 fatalities in 2024 occurred on High Injury Network (HIN).
Throughout the region in 2024, 20 of the 123 regionwide serious injury crashes occurred in a location outside of the High Injury Network.

Crash Hot Spots

An additional analysis was conducted to further define Crash Hot Spots. The analysis followed a similar approach to the prior Safety Action Plan but for this analysis, the "Equivalent Property Damage Only" (EPDO) score was replaced with Severity Scores. The following values were assigned to each crash based on severity and added up for each location.

- Fatal = 12
- Suspected Serious Injury (A) = 6
- Suspected Minor Injury (B) = 3
- Possible Injury (C) = 1
- No Apparent Injury (O) = 0

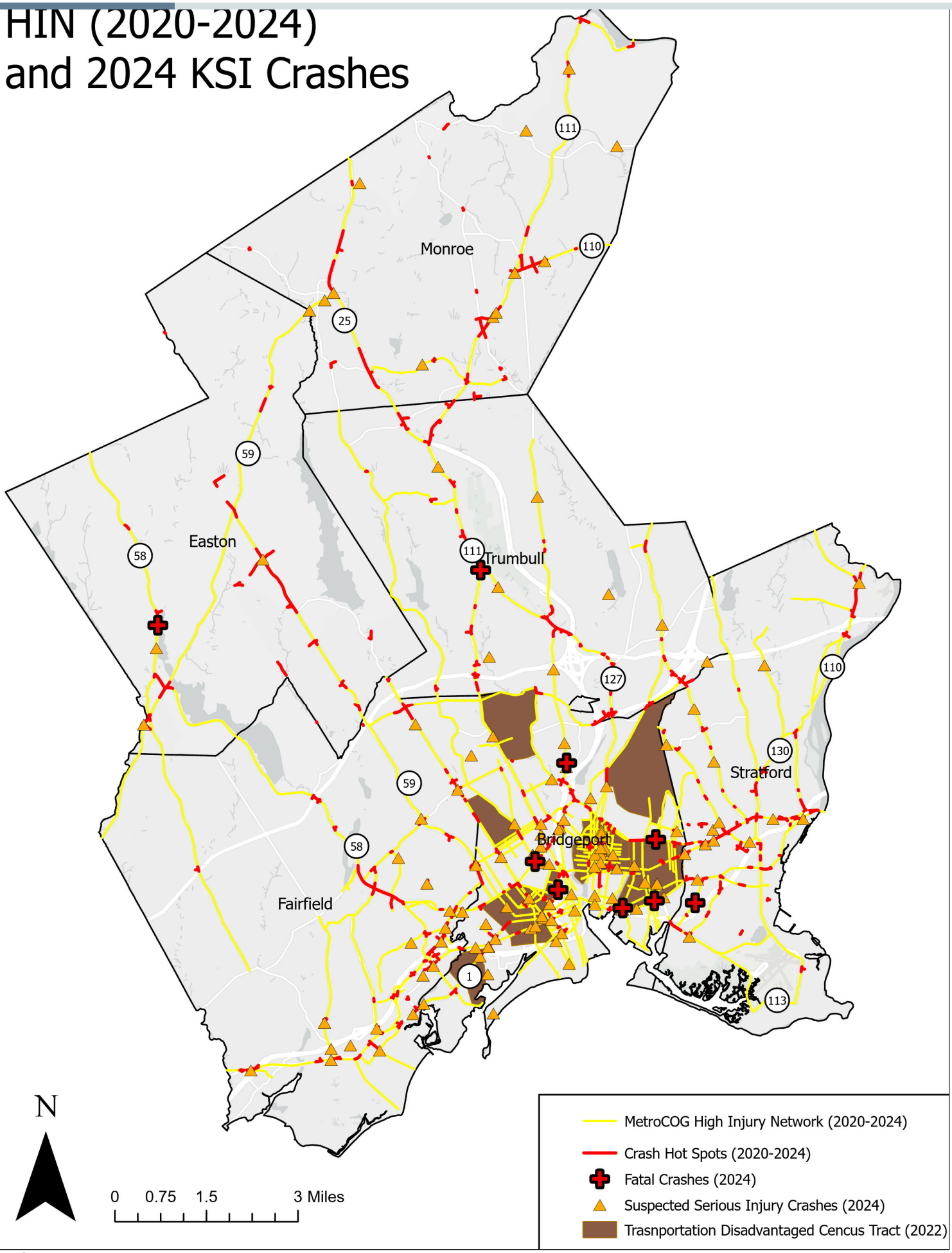
Crashes were spatially joined to road segments using a 100ft search radius, and a total crash score was calculated for each segment. To normalize for segment length, the total score was divided by segment length to provide a score per foot metric. Segments shorter than 100ft were excluded, as their short length could artificially inflate this metric. Remaining segments were ranked by score per foot, and the top 5% within each municipality were selected as Hot Spots. Staff manually reviewed the selected Hot Spots and merged them into continuous corridors where appropriate. The Hot Spots were then named and documented with their total score, number of fatal crashes, number of pedestrians hit, and number of bicyclists hit.

TRANSPORTATION DISADVANTAGED COMMUNITIES

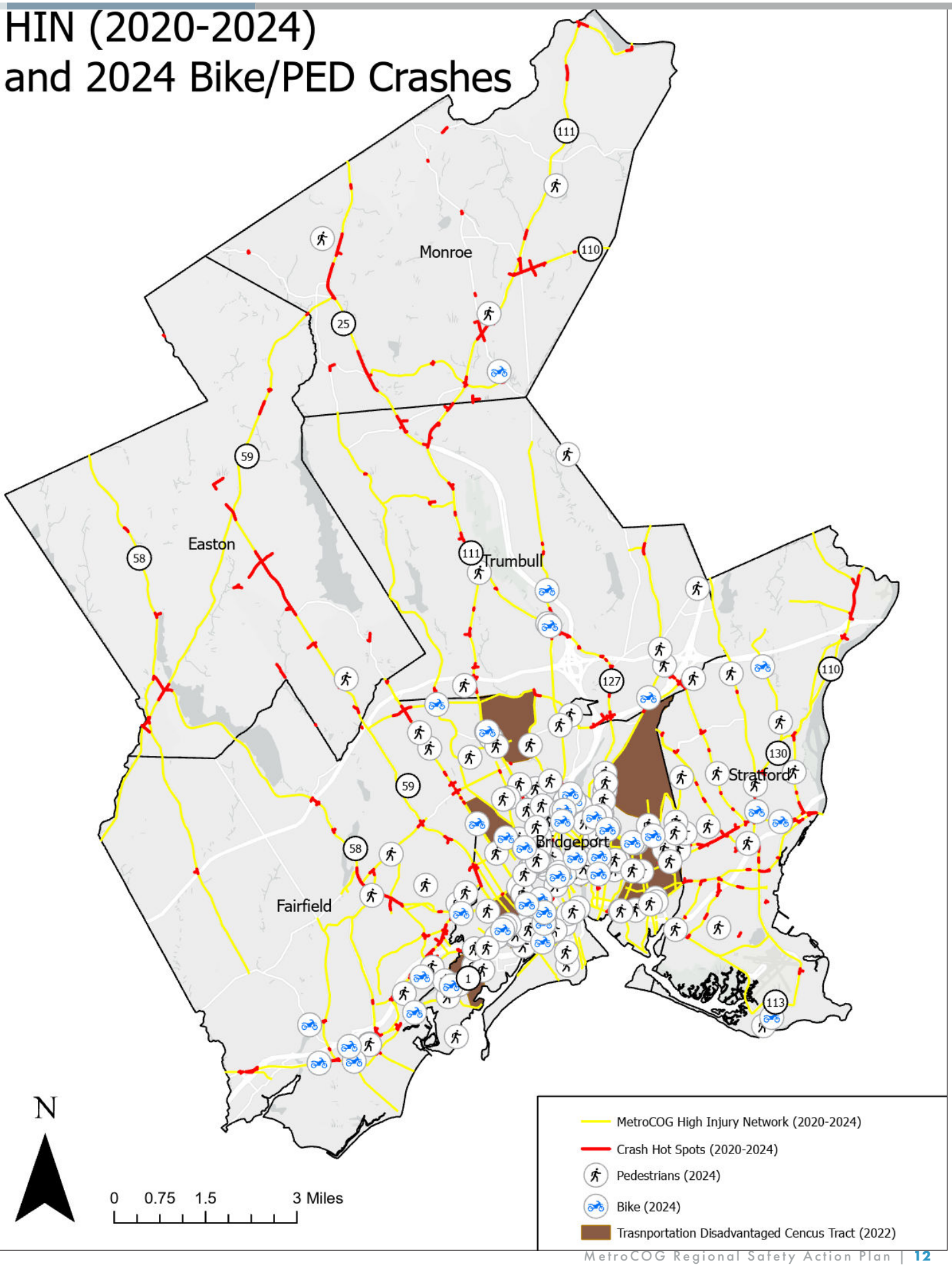
USDOT designations of a disadvantaged community includes any Tribal land; any territory or possession of the United States; or U.S. Census tracts identified in one of the following tools:

- The USDOT Equitable Transportation Community Explorer (ETCE)
- The Climate and Economic Justice Screening Tool (CEJST)

HIN (2020-2024) and 2024 KSI Crashes



HIN (2020-2024) and 2024 Bike/PED Crashes





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



SELECTED REGIONAL PROJECTS
2024 - STATUS UPDATE

Projects & Strategies

REGIONAL PROJECTS

To translate the findings and recommendations of the Regional Safety Action Plan into practive, the following process is envisioned:

PHASE I:

Countermeasure suitability analysis for intersections and corridors on the High Injury Network and/or at Crash Hot Spots.

PHASE II:

Design, demonstrate, 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.

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.

LOCAL PROJECTS

Include distinct locations as well as Town-wide or City-wide projects. Crash data has been included to emphasize the most problematic locations.

REGIONAL SAFETY ACTION PLAN PHASE II: COUNTERMEASURE SUITABILITY ANALYSIS AND DEMONSTRATION ACTIIVITIES

In an effort to turn the data gathered in this plan into real world interventions, MetroCOG applied for and recieved Planning and Demonstration funding from FHWA's SS4A program.

The project involves conducting a detailed analysis of the High Injury Network (HIN) and Crash Hot Spot Locations will to identify, evaluate, and develop context-specific countermeasures for several of the highest need locations across the region to improve safety outcomes.

Preferred countermeasures will then be tested at select locations through temporary demonstration projects.

TABLE 2.1: METROCOG REGION - 2025 STATUS UPDATE
SELECTED REGIONAL Projects

Corridor(s)	Location	Safety Problem (2020-2024)	Project Type	Term	Status
Old Town Rd	Bpt/ Trumbull Fairfield: Jefferson Stratford: Broadbridge	Multiple sections + intersections.	Reconstruct Old Town Rd to a Complete Street; roadway is on the border of Trumbull + Bridgeport and a major east/west corridor, which connects major development in the community from Fairfield to Stratford; consider Active Transportation	Long-term	Not yet intiated. Included in '23 and '24 Bond Commission App (unsuccessful)
Park Ave	Bridgeport/ Fairfield	Multiple sections + intersections	Traffic calming/Streetscape; sidewalks, road diet, pedestrian crossings/signals, enhanced signage/wayfinding, lighting, bicycle facilities, bus transit amenities.	Short-, mid- and, long-term	City/ MetroCOG advancing Bike/Ped improvements from via TAP
RT-25/ Main St + RT-111/ Monroe Tpke	Trumbull + Monroe	Multiple sections + intersections	Implement recommendations from the Route 25 and Route 111 Study	Short-, mid- and, long-term	Not Intiated
System	Regional	Vulnerable Road User Safety Concerns on State Routes	Work w/municipalities, CTDOT + UConn T2 Center on Road Safety Audits (RSAs)	Short-term	Recent RSA's include: East Main St - Aug '24, State St - Jun '26, Post Rd - Jul '26
System	Regional	Bicycle/pedestrian access to transit	Improve safety for pedestrians + bicyclists in the vicinity of bus + rail transit stops	Short- and mid-term	Completed Water St Streetscape Improvements
System	Regional	Pedestrian safety	HIN: identify regional pedestrian network gaps and countermeasures	Short- and mid-term	Not Intiated
System	Regional	Bicyclist safety	HIN: identify regional bicycle network gaps and countermeasures	Short- and mid-term	Not Intiated
System	Regional	Multi-modal safety	Assess HIN/Hot Spots for safety countermeasures	Short- and mid-term	Not Intiated



Above: Bridgeport Waterfront
Source: Peralta Design/Steve Cartagena

III



CITY OF BRIDGEPORT
2025 - STATUS UPDATE

Bridgeport

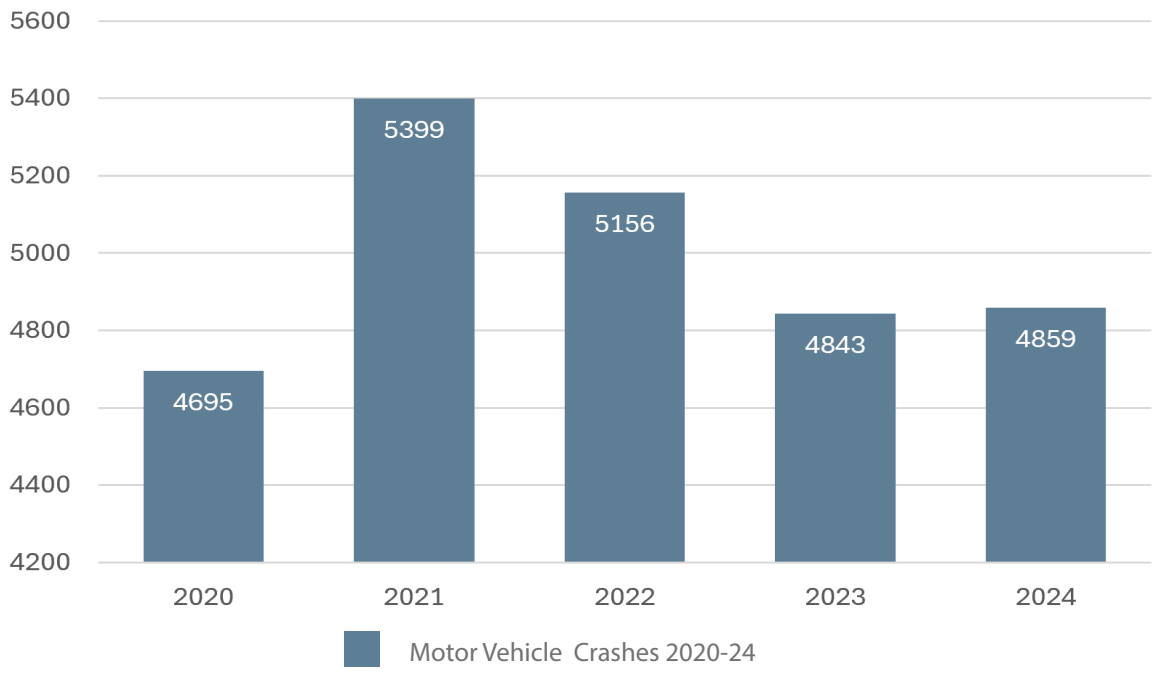
In 2024, Bridgeport recorded an increase in the total amounts of crashes, serious injuries, and non-motorized user impacts over the previous year, despite experiencing fewer traffic fatalities than in 2023.

Overall crashes increased marginally (+0.3%) between 2023 and 2024. This occurs after decreases in the frequency of overall crashes compared to the previous year since an analysis period peak in 2021.

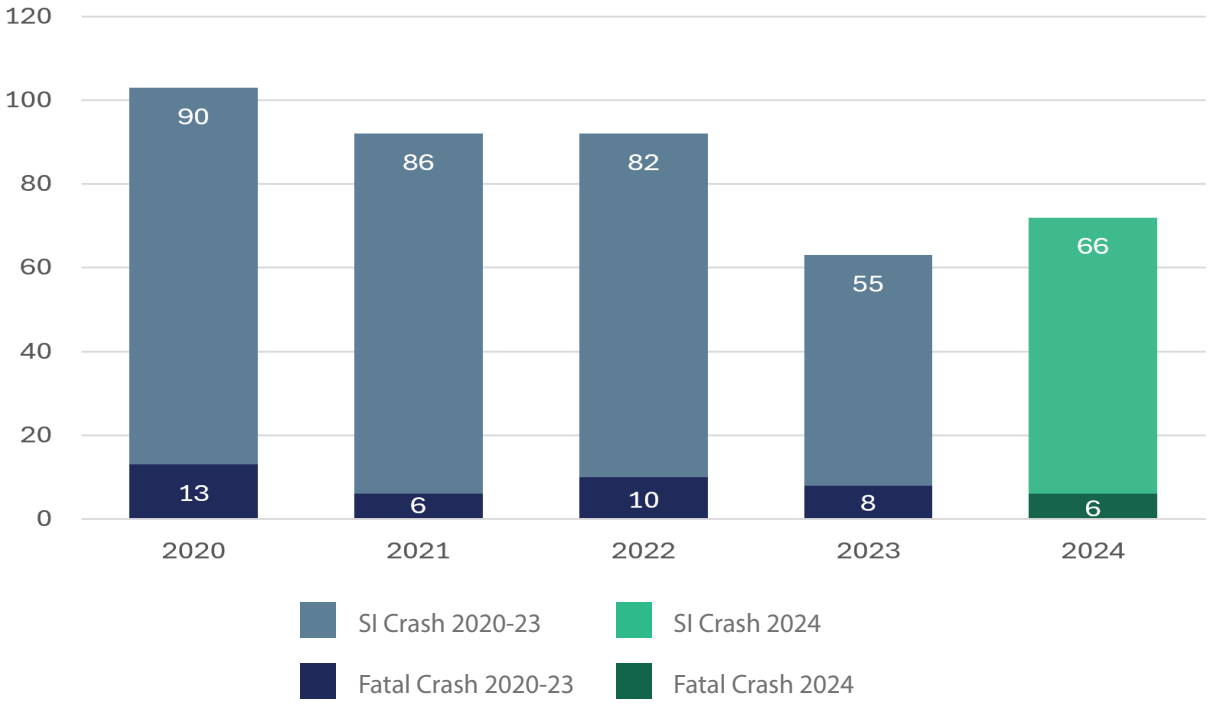
Though the number of fatalities in 2024 in Bridgeport was lower (6) than that of the previous year (8), it is still higher than the low of (3) which occurred in 2019.The number of serious injuries increased noticeably (+20%) from 2023, though this figure is still the second lowest after 2023 marked the lowest volume measured in Bridgeport over the 5-year period.

The number of non-motorized user impacts in Bridgeport over the course of 2024 was up from 2023, with a major (+43.3%) rise in bicyclist crashes and a (+16.9%) rise in pedestrian crashes.

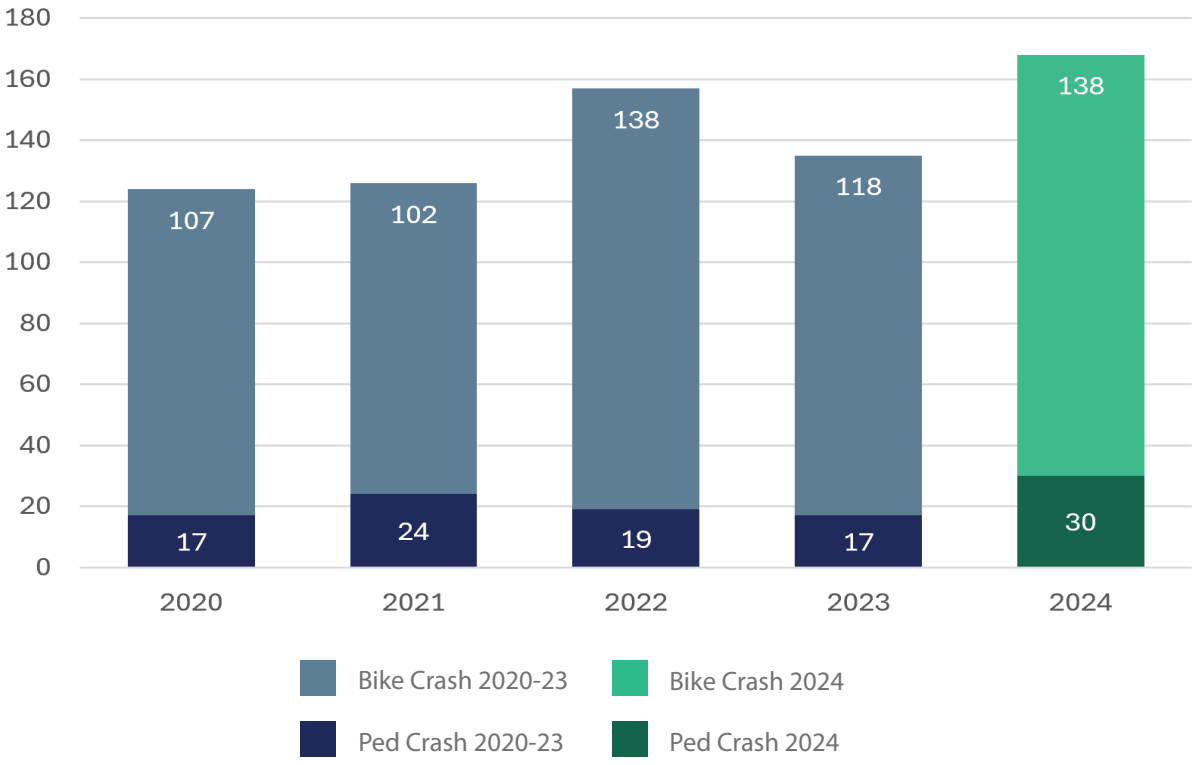
BRIDGEPORT MOTOR VEHICLE CRASHES 2020-24



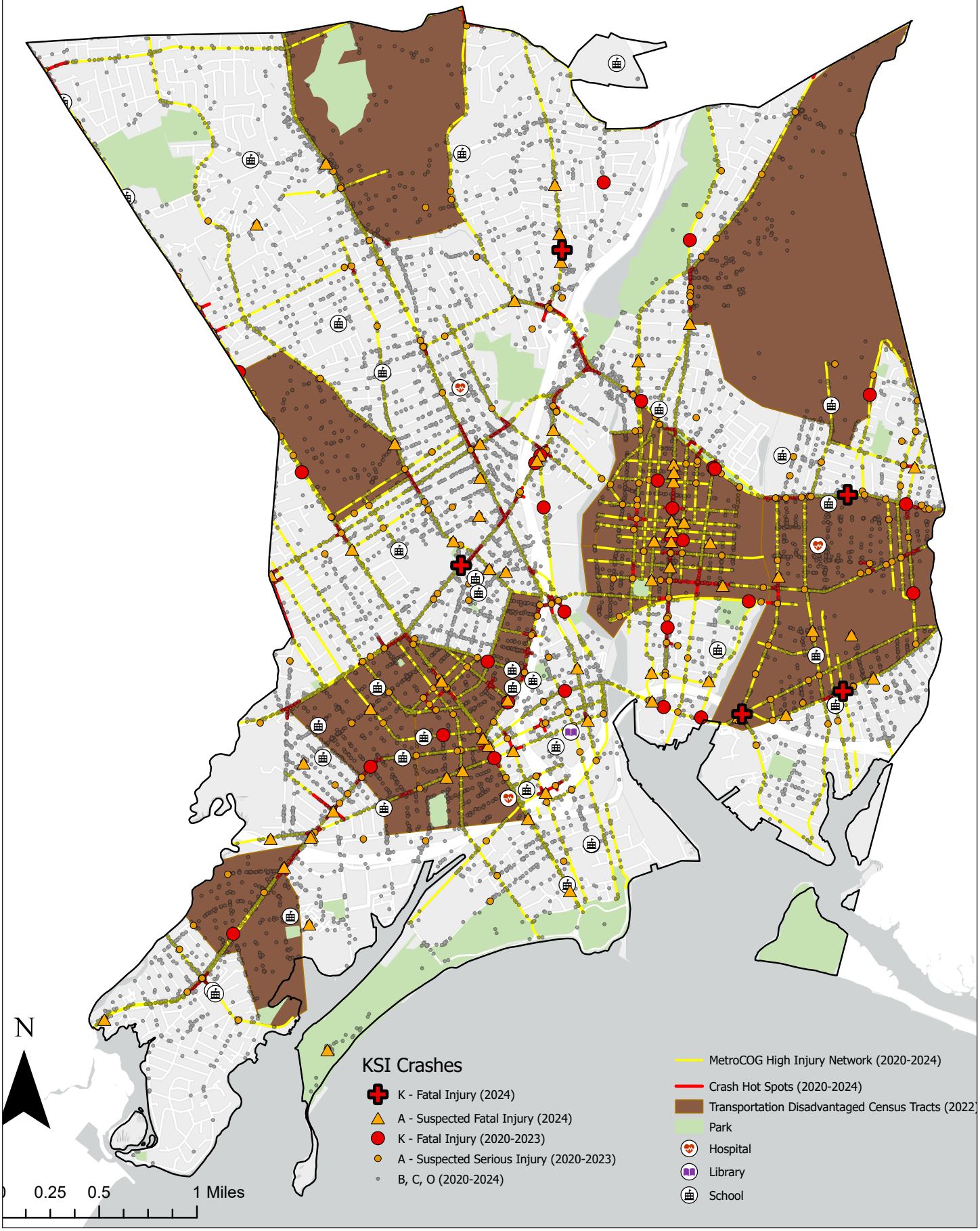
BRIDGEPORT SERIOUS INJURY + FATAL CRASHES 2020-24



BRIDGEPORT NON-MOTOR CRASHES 2020-24



Bridgeport KSI Crashes 2024



Bridgeport Bicycle & Pedestrian Crashes 2024

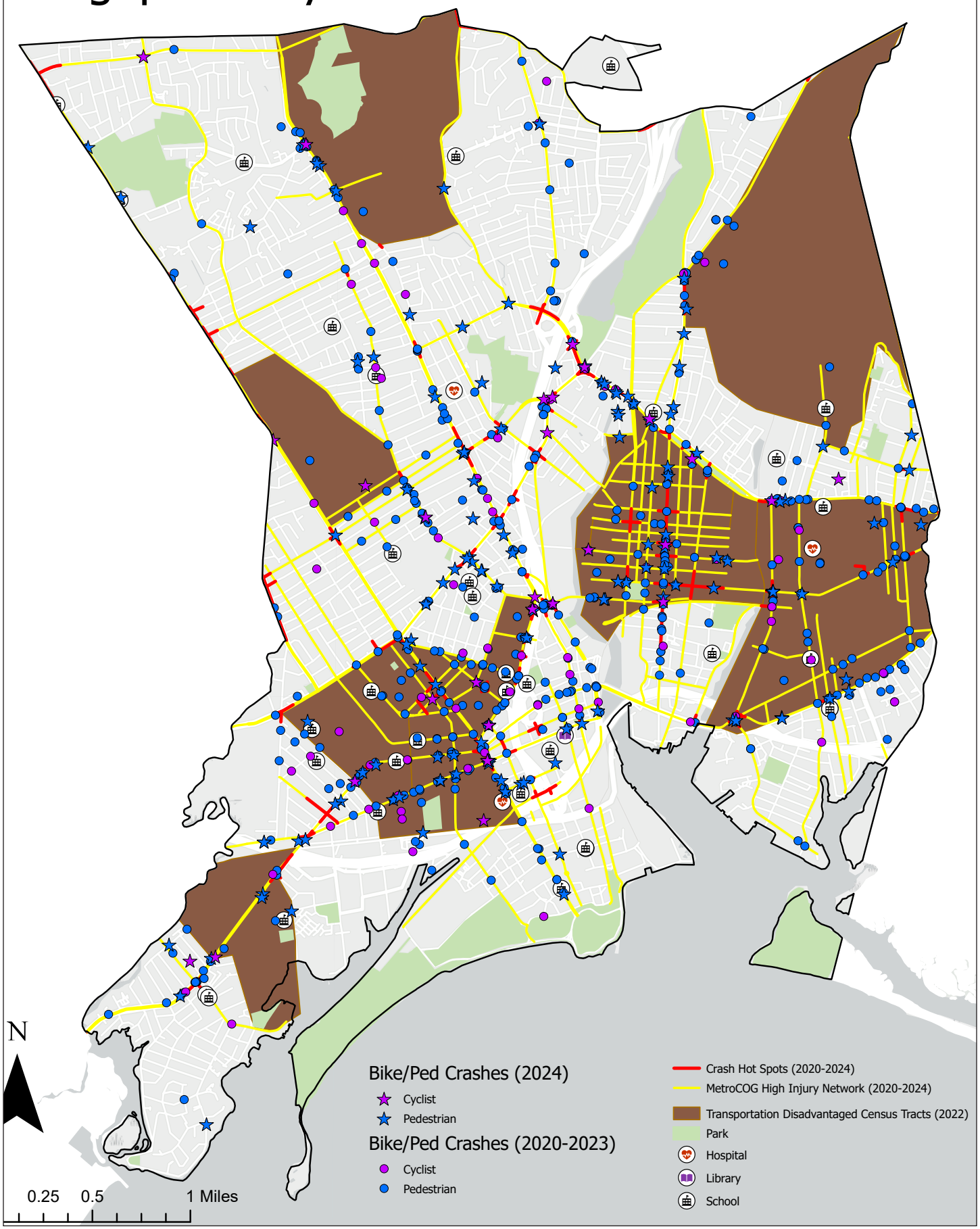


TABLE 3.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - CITY OF BRIDGEPORT (1 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
E Main St from Maple St to Spring St, focus on Stillman St , Arctic St and Jane St Intersections	400	403	82	3	0	7	7	13	5	1	1	Yes
US1 (Boston Ave) from River to Palisade Ave	260	244	62	0	0	6	0	7	2	1	1	Yes
E Washington Ave from Housatonic Ave to Washington Ave, focus on Housatonic Ave, RT25 N on Ramp and Washington Ave Ints	224	227	59	1	0	4	0	8	1	1	2	Yes
Chopsey Hill Rd from Dean Pl to Island Brook Ave Exit, focus on Glenwood Ave and Island Brook Ave Intersections	221	316	77	0	0	0	0	3	0	1	2	Yes
Barnum Ave from Beach St to Helen St, focus on Pembroke St	195	247	53	0	0	3	1	3	2	0	0	Yes
US-1 (North Ave) from Norman St to Park Ave	187	243	61	0	0	2	0	4	1	0	0	Yes
Main St from Federal St to Salem St, focus on Capitol Ave Intersection	184	255	58	0	0	2	1	8	2	0	0	Yes
Park Ave from Harral Ave to Worth St, focus on Benham Ave and Olive St Intersections	179	162	45	0	0	6	1	3	1	1	1	Yes
E Main St from Steuben St to E Washington Ave	166	145	40	1	0	5	0	8	0	1	1	Yes
Park Ave from Hanover St to Laurel Ave, focus on Fairfield Ave Intersection	157	179	51	1	0	2	2	9	3	1	2	Yes
Fairfield Ave between Bassick Ave and Clinton Ave	136	130	33	1	0	2	0	6	2	1	1	Yes

TABLE 3.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - CITY OF BRIDGEPORT (2 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
US 1 (Barnum Ave) From Sage St to N Bishop Ave	134	109	26	1	0	3	0	6	0	0	0	Yes
Rt 1, Lindley St, and Housatonic Ave Intersection	131	155	31	1	0	2	2	2	0	0	0	Yes
Seaview Ave + Connecticut Ave	127	101	33	0	1	2	2	1	2	0	0	Yes
Fairfield Ave from Astor St to RT 95N Ramp, focus on Albion St and Ramp	125	176	38	0	0	0	1	2	0	0	0	Yes
Seaview Ave from Crescent Ave to Barnum Ave	116	134	28	0	0	1	1	4	3	0	0	Yes
Lindley St + Capitol Ave	112	178	41	0	0	0	0	2	1	0	0	Yes
RT 1 from Front St to north of Island Brook Ave	110	143	31	0	0	2	0	1	0	1	1	Yes
US1 (Boston Ave) from William Ave to Noble Ave	110	136	27	1	0	2	0	3	4	0	0	Yes
Barnum Ave + Ogden St	106	84	24	0	0	3	0	0	0	0	0	Yes
Fairfield Ave + Mt Grove St	105	104	20	0	0	2	1	0	1	0	0	Yes
Madison Ave from Federal St to Lincoln Ave	105	172	33	0	0	1	0	5	1	0	0	Yes
West Ave from State St Intersection to Fairfield Ave	104	77	15	0	0	2	1	2	0	0	0	Yes
Park Ave + Capitol Ave	103	96	16	0	0	1	0	0	1	0	0	Yes
Chopsey Hill Rd + Reservoir Ave	101	147	27	0	0	3	0	0	0	0	0	Yes
Barnum Ave from East Ave to Kent Ave	96	97	21	0	0	1	0	7	1	0	0	Yes
Stratford Ave from Central Ave to Carroll Ave	95	62	16	0	1	3	0	6	1	0	0	Yes
East Main St from Edna Ave through Huntington Tpke	88	109	29	0	0	4	0	7	2	0	0	Yes
Fairfield Ave + Brewster St	86	107	29	0	0	4	0	12	0	0	0	Yes
Washington Ave from Sanford Pl to Calhoun Pl	84	73	12	1	0	1	1	5	0	0	0	Yes

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

TABLE 3.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - CITY OF BRIDGEPORT (3 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
US1 (North Ave) + Main St	81	138	34	0	0	0	0	5	0	0	0	Yes
RT 1 + Briarwood Ave	78	84	20	0	0	0	0	1	0	0	0	Yes
US1(North Ave) from Center St to Wallace St	78	128	26	0	1	0	0	0	3	0	0	Yes
Main St from Westfield Ave to Savoy St	76	73	22	0	0	3	0	3	0	0	0	Yes
Noble Ave from Barnum Ave to Maple St	75	54	17	0	0	1	0	1	1	0	0	Yes
Prince St from Barnum Ave to Grant St	73	40	8	0	0	2	0	1	0	0	0	Yes
Orchard St + US1 (Boston Ave)	72	55	15	0	0	2	0	1	1	1	1	Yes
US1 (North Ave) + Wells St	72	50	13	0	0	2	0	1	0	0	0	Yes
Fairfield Ave + Commerce Dr	71	81	25	0	0	1	2	0	2	0	0	Yes
Norman St from Wood Ave to Benham Ave	69	53	13	0	0	4	0	0	0	0	0	Yes
Pembrok St + US1 (Boston Ave)	68	39	9	3	0	3	0	4	0	0	0	Yes
South Ave from Myrtle Ave to Warren St	61	36	20	0	0	1	1	0	0	0	0	Yes
E Main St + US1 (Boston Ave)	59	105	21	0	0	0	0	1	0	0	0	Yes
Granfield Ave from Succes Ave to N Bishop Ave	59	53	10	0	0	2	1	1	1	0	0	Yes
Washington Ave + Pequonnock St	58	60	25	0	0	2	0	6	0	0	0	Yes
Washington Ave + Highland Ave	41	41	9	0	0	2	0	6	1	0	0	Yes
Washington Ave + James St	41	35	9	0	1	0	0	1	0	0	0	Yes
Wayne St from Queen St to Merritt St	41	26	13	0	0	1	0	1	0	0	0	Yes
Coleman St + Vine St	38	52	9	0	0	0	0	3	0	0	0	Yes

TABLE 3.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - CITY OF BRIDGEPORT (4 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Main St from State St and Bank St	37	39	5	0	0	0	1	1	1	0	0	Yes
State St from Colorado Ave and Lee Ave	37	32	9	0	0	0	0	3	2	0	0	Yes
Beechmont Ave from Platt St to Renzy Ave	36	41	8	0	0	0	0	0	0	0	0	No
US-1 (North Ave) west of Wood Ave	32	34	7	0	0	1	0	1	0	0	0	Yes
Brooks St + US1 (Boston Ave)	30	29	6	0	0	0	0	1	0	0	0	Yes
Lafayette Cir + John St	30	21	4	0	0	2	0	0	0	0	0	Yes
Stratford Ave + Waterview Ave	29	16	3	1	0	1	0	1	0	0	0	Yes
Main St from Rt25/8 off ramp to Frank St	28	33	11	0	0	0	0	2	0	0	0	Yes
Park Ave from Ashton St to Rooster River Blvd	27	11	3	0	0	1	0	0	0	0	0	Yes
Prospect St + RT 8/25 Off Ramp	23	16	2	0	0	2	0	1	0	0	0	Yes

TABLE 3.2: CITY OF BRIDGEPORT - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 3)

Location	Safety Problem	Countermeasure Description	Status	Notes
Barnum Ave	1 fatality, 11 SI, 17 pedestrian, 662 crashes	Traffic signal modernization at 8 intersections"	Planned/ Conceptual	Submitted to several funding sources and was rejected. Plan is to continue pursuing funding.
Barnum Avenue and Central Avenue Intersection	2 pedestrians, 33 crashes. signal upgrades are a City priority	Replacement and reconstruction of the traffic signal. New ADA/ PROWAG pedestrian facilities, ADA ramps and audible push buttons	In-Design	Construction is being funded by LOTCIP. Currently under review by CTDOT.
Downtown Bridgeport	Mulitple locations on the HIN	Bridgeport Intermodal Center project. Includes new Water St Dock access, enhanced signage wayfinding, lighting, streetscape, harbor walk, pedestrian linkages, traffic calming, artwork, bicycle routes, and renovations to the rail station.	In-Construction	Phase I being closed out, Phase II is being rescoped. Funding is allocated through FTA.
North/South Frontage Rd	Roads are on the HIN	Traffic signal modernization at 10 intersections	Planned/ Conceptual	Submitted to several funding sources and was rejected. Plan is to continue pursuing funding.
Park Ave (upper)	Mulitple locations on the HIN	Traffic signal modernization at 9 intersections. Components of the signal project could be included as part of larger project (Upper Park Ave) which would include a road diet/traffic calming measures.	Planned/ Conceptual	Revised CMAQ application to 5 intersections. Still waiting on Park Ave phase 1 to start RFQ process.
Park Ave North (Old Town Road to Geduldig Ave)	Speeding, located on the HIN	Install new sidewalks, stamped crosswalks, bike lane markings, ADA curb ramps, and pedestrian signals.	Planned/ Conceptual	Applied for LOTCIP funding as part of a comprehesive Complete Streets vision. Included in the LOTCIP set aside for when additional funds arise.
RT 130/Fairfield Ave and Brewster	4 SI, 12 pedestrian, 136 crashes	Implement study recommendations including Road Diet, Streetscape, and Bicycle infrastructure. Study completed in 2025	Planned/ Conceptual	Planning study was completed in 2025. Demonstration work completed in 2025 and more is anticipated for 2026. Pitch meeting with CTDOT occurred 2025.
Railroad Ave	Not on HIN but signal upgrades are a City priority	Traffic signal modernization at 12 intersections	Planned/ Conceptual	Submitted to several funding sources and was rejected. Plan is to continue pursuing funding.
Railroad Ave	Potential to improve Bike/ Ped safety	Pedestrian signals, stamped crosswalks, sidewalks, protected bike lane, quickbuild curb extensions, and green infrastructure.	Planned/ Conceptual	Applied for LOTCIP funding as part of a comprehesive Complete Streets vision. Included in the LOTCIP set aside for when additional funds arise.

TABLE 3.2: CITY OF BRIDGEPORT- 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 3)

Location	Safety Problem	Countermeasure Description	Status	Notes
RT 130, State St	1 fatality, 6 SI, 11 pedestrian, 229 crashes	Two-way conversion of State St from RT- 700 (Fairfield Ave and Water St Intersection).	Priority, not yet Initiated	Actively seeking funding for a planning study of this corridor. ATIIP app in 2024 was unsuccessful. RSA conducted in June 2026.
RT 130, Stratford Ave and Connecticut Ave	Between 2017-19, there was 1 fatality, 3 cyclist, 13 pedestrians, 576 crashes	Stratford Avenue and Connecticut Avenue Two-way conversion from Seaview Avenue to Bruce Avenue	Planned/ Conceptual	Planning Study was recently completed. CTDOT is conducting data collection and evaluation on the corridor preceding signal replacements on the corridor. MetroCOG received an NAE grant for the Seaview Avenue intersection. City submitted a CIF application for the streetscape in Spring 2026.
RT 1/Boston Ave (RSA) RT 1 is Boston Ave (eastern half) and North Ave (western half)	6 SI, 2 cyclist, 9 pedestrian, 306 crashes	RSA recommendations for RT 1, Sheridan St to Bruce Ave	In-Construction	CTDOT is upgrading the traffic signal, but streetscape/safety improvements are not part of the project. Plan is to realign the Seaview intersection eventually.
Seaview Ave	2 SI, 7 pedestrian, 162 crashes	Widen and reconstruct the existing rail underpass and provide increased vertical clearance. Linear park along Yellow Mill Channel with bike/ped pathways. Approaches to be reconstructed and new signals/turn lanes to be installed	Priority, not yet Initiated	Not included as part of TIME. Originally planned as part of the Barnum Station project.
South End (Neighborhood + University Avenue)	Not on HIN, but inlcudes dense neighborhoods and UB	Green belt and resiliency corridor	In-Construction	Groundbreaking Nov 2025. Stormwater park at Ridge, Johnson Street Extension, and Iranistan Ave. Full roadway construction w/ sidewalks for Johnson Street.
Water St	Not on HIN but a djacent to transit hubs and high volumes of pedestrians.	Improve pedestrian access on Water St and Gold St. Pedestrians cross here to get to Greater Bridgeport Transit's inter-modal center.	Planned/ Conceptual	LOTCIP funding is set aside for the signal replacement and pedestrian improvements at the intersection.
Citywide	Improve pedestrian safety throughout the City	Sidewalk inventory; Short- and long-term pedestrian enhancements, including PROWAG standards at signalized intersections.	In-Construction	Stamped Crosswalks at Trumbull Avenue and other intersections. ADA/Sidewalks are assessed and addressed when repaving. $6 million in repaving w/ ADA planned for 2026. Looking to get a consultant/grant to get a sidewalk condition assessment fund. City currently has a bid out to construct sidewalks/corners/ADA curb ramps as part of paving projects. SS4A funding a design manual for Complete Streets.

TABLE 3.2: CITY OF BRIDGEPORT - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (3 of 3)

Location	Safety Problem	Countermeasure Description	Status	Notes
East Main Street (Berkshire Ave to East Washington Ave)	3 fatalities, 14 serious injuries, 2 cyclists, 18 pedestrians, 485 crashes	Active transportation infrastructure + green infrastructure improvements	In-Design	EJG2G cancelled by Trump admin. City now recieveing $ from CIF to cover the deisgn in addition to City capital funds. In design Q1 2026, rescoping from I-95 to Boston Ave. LOTCIP funding is set aside for construction.
Park Avenue South Phase I & II (Waldemere Ave to State St)	7 pedestrian, 11 crashes	Bicycle, pedestrian, and green infrastructure improvements	In-Design	CTDOT approved the funding/ firm for both Phase I and Phase II. Looking to start design Q1 2026 depending on contracting
Park Ave South Phase III (State St to North Ave)	1 fatality, 12 SI, 5 cyclist, 16 pedestrian, 451 crashes,	Bicycle, pedestrian, and green infrastructure improvements	Planned/ Conceptual	Applied for LOTCIP funding as part of a larger Complete Streets vision. Included in the LOTCIP set aside for when additional funds arise.
Old Town Road Streetscape (Park Avenue to Madison Avenue)	Lack of bicycle and pedestrian amenities	Install new sidewalks, crosswalks, bike lane markings, and ADA curb ramps.	Planned/ Conceptual	Applied for LOTCIP funding as part of a grander Park Avenue vision. Included in the LOTCIP set aside for when additional funds arise.
Madison Ave (Old Town Rd to Geduldig Ave)	Lack of bicycle and pedestrian amenities	Install new sidewalks, stamped crosswalks, bike lane markings, ADA curb ramps, and pedestrian signals.	Planned/ Conceptual	Applied for LOTCIP funding as part of a comprehesive Complete Streets vision. Included in the LOTCIP set aside for when additional funds arise.
Eckart St (Park Ave to Madison Ave)	Lack of bicycle and pedestrian amenities	Install new sidewalks, crosswalks, bike lane markings, and ADA curb ramps.	Planned/ Conceptual	Applied for LOTCIP funding as part of a comprehesive Complete Streets vision. Included in the LOTCIP set aside for when additional funds arise.
Geduldig Ave (Park Ave to Madison Ave)	Lack of bicycle and pedestrian amenities	Install new sidewalks, crosswalks, bike lane markings, and ADA curb ramps.	Planned/ Conceptual	Applied for LOTCIP funding as part of a comprehesive Complete Streets vision. Included in the LOTCIP set aside for when additional funds arise.
Housatonic Avenue and Gold Street Intersection	4 crashes, signal upgrades are a City priority	Replacementandreconstruction of the traffic signal. New ADA/PROWAG pedestrian facilitiesincluding ADA ramps and audible push buttons.	In-Design	Construction is being funded by LOTCIP. Currently under review by CTDOT.



Above: Silverman's Animal Farm
Source: MetroCOG

IV



TOWN OF EASTON
2025 - STATUS UPDATE

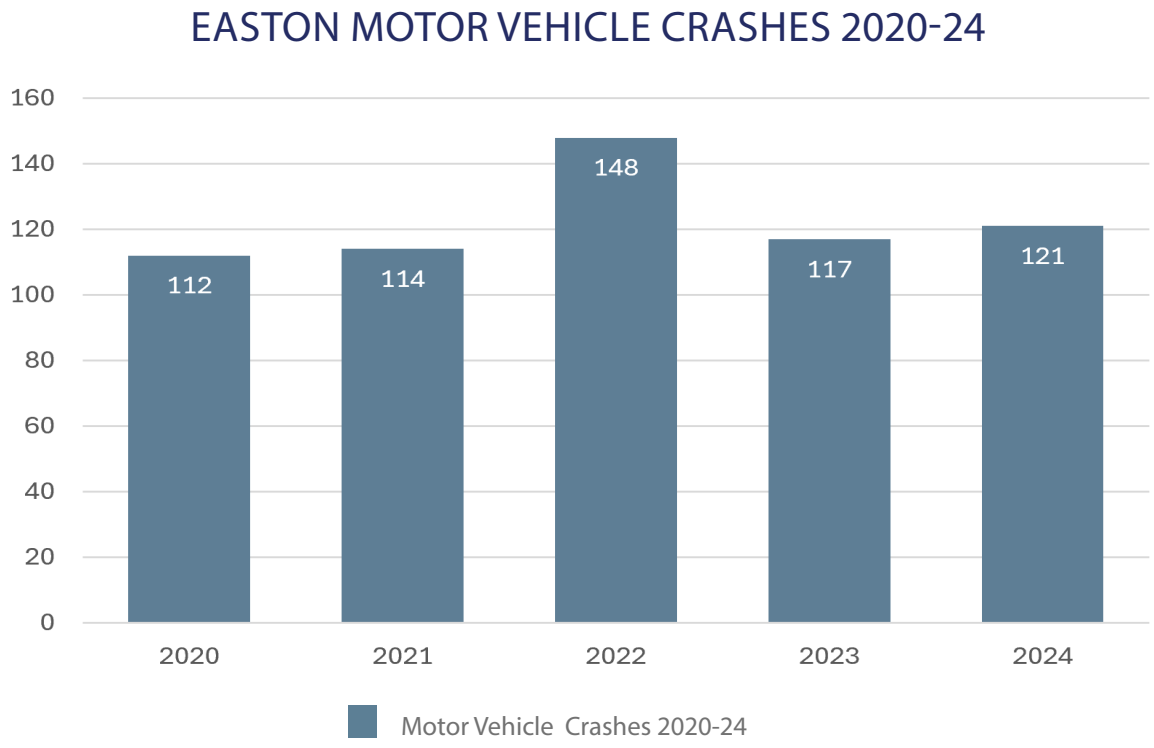
Easton

In 2024, total crashes and serious injuries increased, while the number of traffic fatalities decreased in Easton.

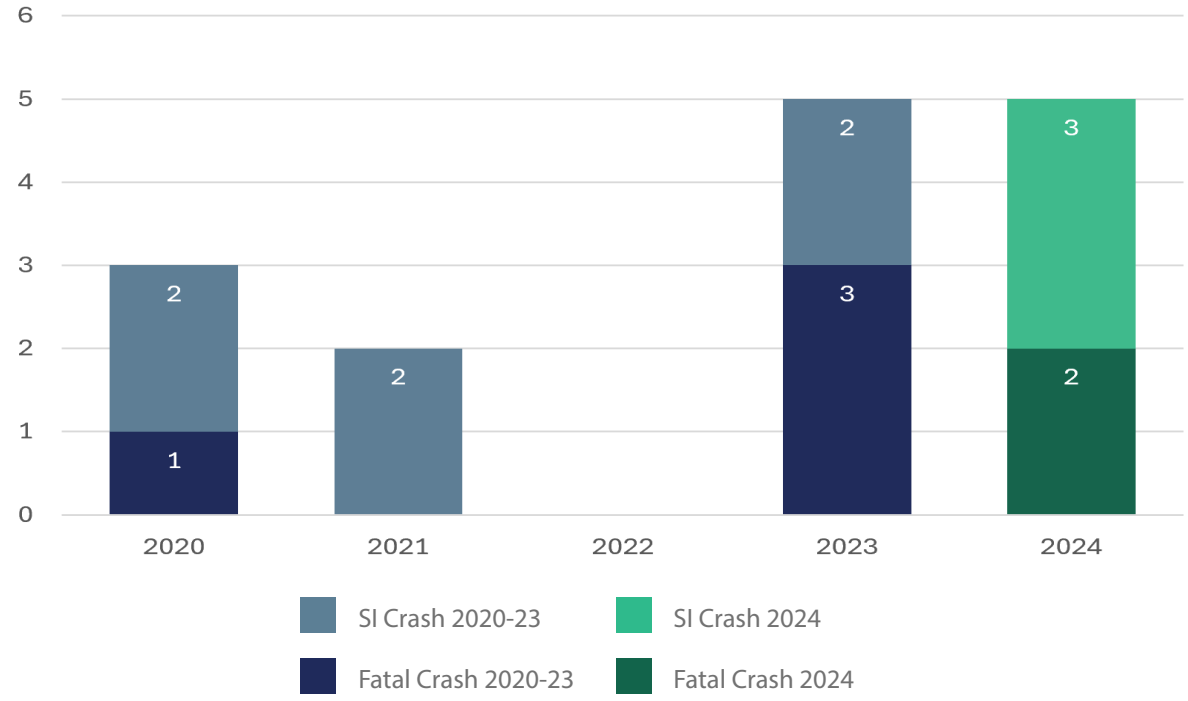
Between 2023 and 2024, overall crashes increased (+3.3%). The number of crashes in 2024 in Easton remained at the annual average of the 5 year analysis period. There were (2) reported fatalities in Easton in 2024, which is down from (3) fatailities in 2023, but continues an alarming trend of fatal crashes after Easton experienced two years in a row (2021 and 2022) without a traffic related fatality.

The number of serious injuries endured was (3) in 2024, higher than the previous year when (2) serious injuries occurred in Easton. This figure is the highest across the 5-year period, but still down from the (8) serious injuries recorded in 2019.

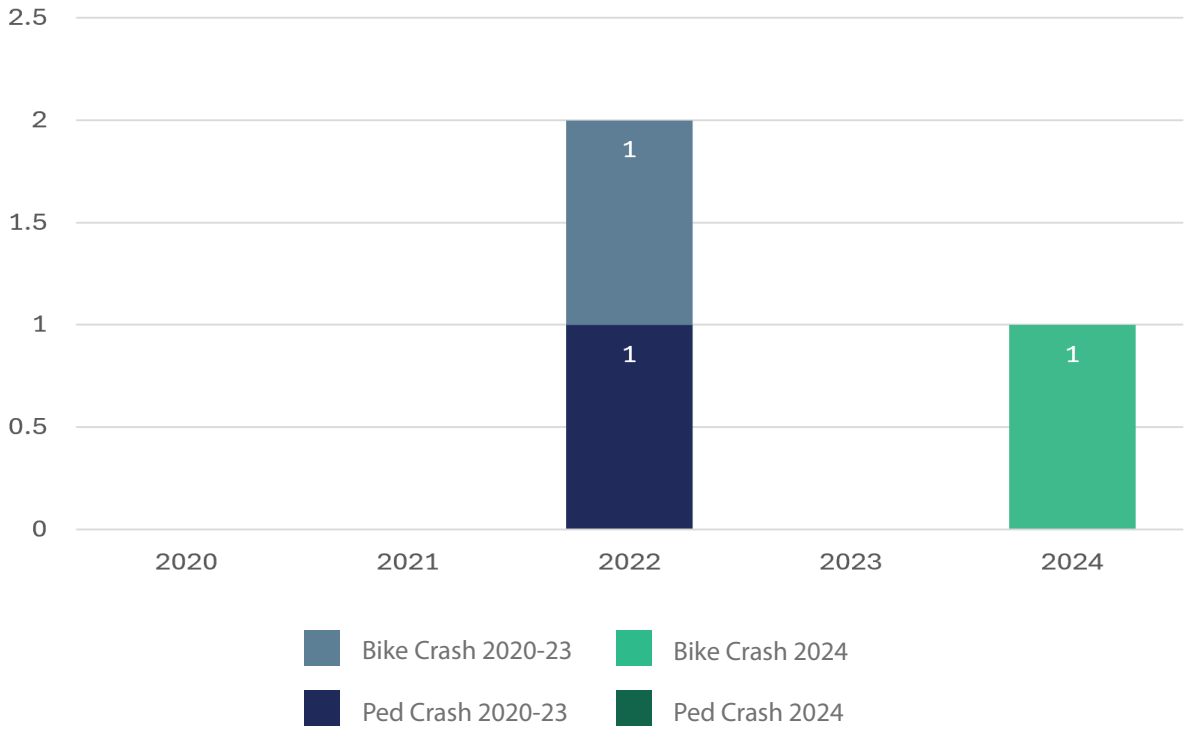
Easton recorded (1) pedestrian crash and no cyclist crashes in 2024 after recording zero non-motorized user impacts in 2023, the third year within the 5-year period without a recorded non-motorized user impact (2020, 2021, and 2023).



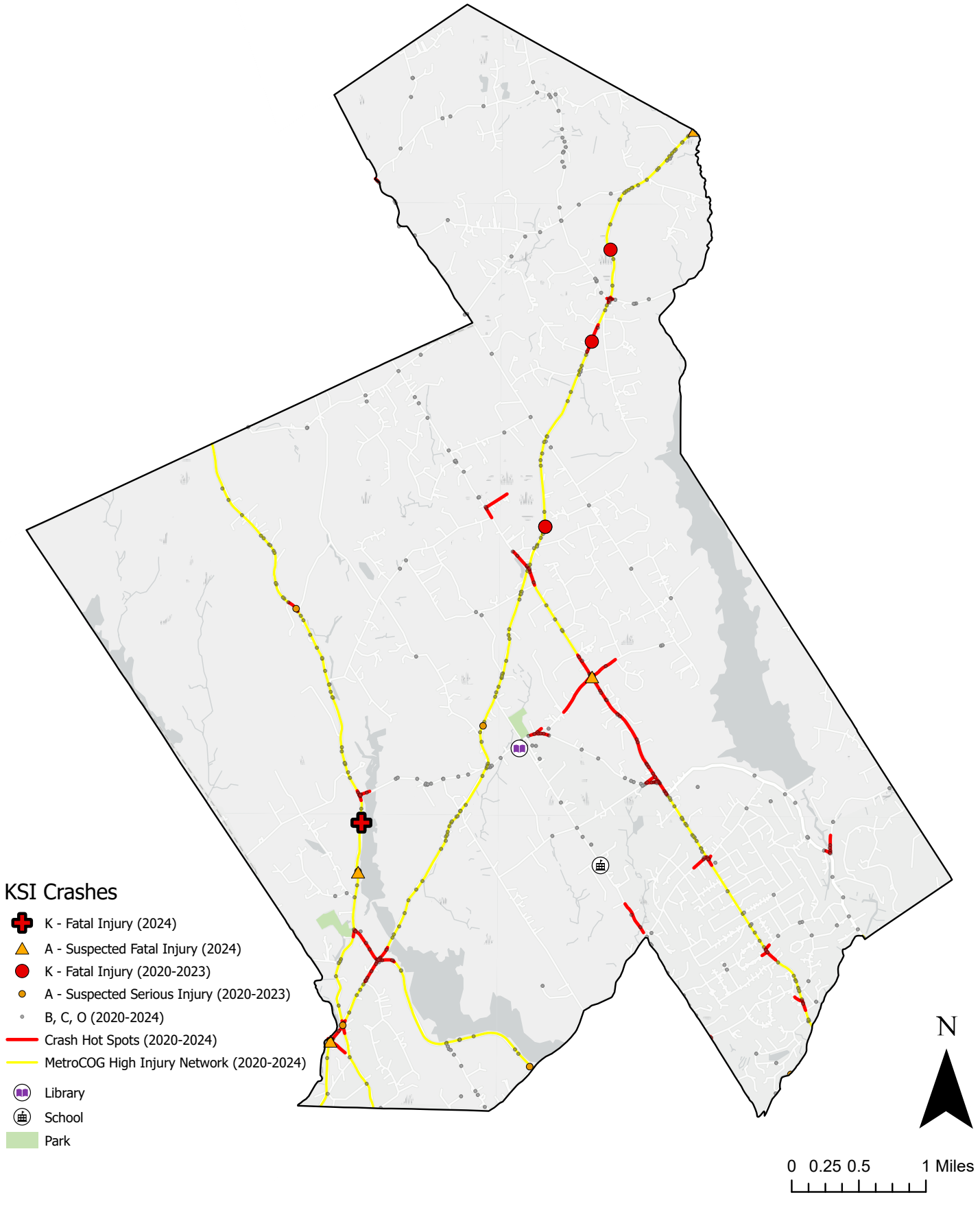
EASTON SERIOUS INJURY + FATAL CRASHES 2020-24



EASTON NON-MOTOR CRASHES 2020-24



Easton KSI Crashes 2024



Easton Bicycle & Pedestrian Crashes 2024

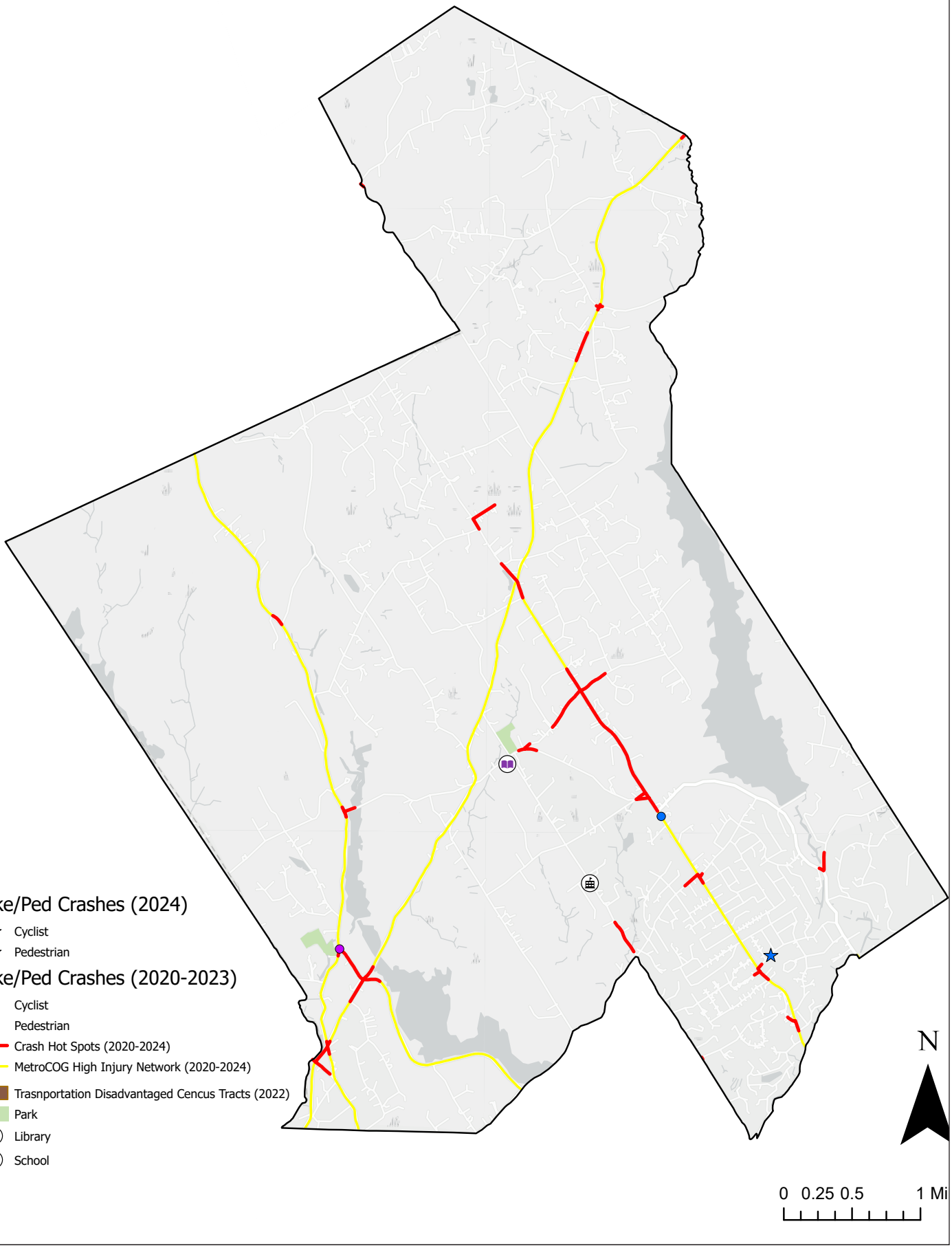


TABLE 4.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - TOWN OF EASTON

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Sporthill Rd, focus on Center Rd	32	55	20	0	0	0	1	0	0	0	0	Yes
CT 136 (Westport Rd) from Redding Rd to Old Redding Rd	21	25	10	0	0	1	1	0	0	0	0	Yes
CT 58 (Black Rock Tpk) from CT 136 (Westport Rd) to Redding Rd	18	33	3	1	0	0	0	0	0	0	1	Yes
CT 59 (Stepney Rd) from Sherwood Dr to Canterbury Ln	17	4	1	0	0	0	0	0	0	0	0	Yes
CT 59 (Sport Hill Rd) from Bibbins Rd to Church Rd	12	13	1	0	0	0	0	0	0	0	0	Yes
CT 59 (Stepney Rd) + Judd Rd	9	17	6	0	0	0	0	0	0	0	0	Yes
CT 58 (Black Rock Tpk) from Valley Rd to CT Golf Club	6	4	0	0	0	1	0	0	0	0	0	Yes
CT 59 (Stepney Rd) from Abbey Rd to Stanley Rd	6	1	2	0	0	0	1	0	0	0	0	Yes
Sport Hill Rd + Wimbledon Ln	6	1	1	0	0	0	0	0	0	0	0	No
CT 58 (Black Rock Tpk) + Center Rd	5	10	0	0	0	0	0	0	0	0	0	Yes
CT 59 (Sport Hill Rd) from Old Orcahrd Rd to Beers Rd	4	4	2	0	0	0	0	0	0	0	0	Yes
Sport Hill Rd + Old Sport Hill Rd	4	3	1	0	0	0	0	0	0	0	0	Yes
Sport Hill Rd from Westwood Dr to Tersane Dr	4	6	0	0	0	0	0	0	0	0	0	Yes
Buck Hill Rd + S Park Ave	3	6	2	0	0	0	0	0	0	0	0	No
Morehouse Rd from Beers Rd to Staples Elementary School	3	2	0	0	0	0	0	0	0	0	0	No
Morehouse Rd from Hoydens Ln to Delaware Rd	3	1	0	0	0	0	0	0	0	0	0	No
N Park Rd south of Stepney Rd	3	2	0	0	0	0	0	0	0	0	0	No
Center Rd + Adams Rd	2	5	2	0	0	0	0	0	0	0	0	No

TABLE 4.2: TOWN OF EASTON - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS

Location	Safety Problem	Countermeasure Description	Status	Notes
Center Rd - Sport Hill Rd to Westport Rd	75 crashes, 1 SI	Marked bike lanes in shoulders (~1.4 mi.)	Priority, not yet initiated	
Westport Rd + Orchard Ln	Poor sightlines due to roadway geometry	Intersection realignment	Priority, not yet initiated	
RT-59 & Center Rd btwn RT-59 + RT-136 (RSA)	75 crashes, 1 SI. Locations based on Road Safety Audit ecommendations	Implement Complete Streets - Town Center (RT-59 @ Center Rd); pedestrian enhancements, bicycle facilities, streetscape, ADA,and traffic calming	Priority, not yet initiated	
Sport Hill Rd			Priority, not yet initiated	
Sport Hill Rd		Multi-use path on RT-59 from Flat Rock Rd to Helen Keller Middle School; trail to continue along Center Rd to Town Hall from Morehouse Rd to Staples ES; from Banks Rd to Town Center	Priority, not yet initiated	
Sport Hill Rd at Center Rd + Banks Rd		Intersection realignment	Priority, not yet initiated	
RT-59, Sport Hill Road + RT-136, Westport Rd	On HIN	A Community Connectivity project completed at the intersection of Wesport Road & Center Road	Completed	$140,000 DOT Community Connectivity grant project
RT-59 Stepney Rd and Judd Rd	23 Crashes	Intersection - poor sightlines due to roadway geometry	Priority, not yet initiated	
South Park Ave + Flat Rock Rd	Geometry + sightlines.	Intersection - poor sightlines due to roadway geometry	Priority, not yet initiated	
South Park Ave + Tersana Drive	Geometry + sightlines.	Intersection - poor sightlines due to roadway geometry + vertical alignment on South Park Ave	Priority, not yet initiated	
Townwide	Bike safety	Assess bike activity + provide facilities at suitable locations	Priority, not yet initiated	
RT-59/Stepney Rd	Center line crossing	Provide center line rumble strips to supplement spot improvements along the road	Priority, not yet initiated	



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

V



TOWN OF FAIRFIELD
2025 - STATUS UPDATE

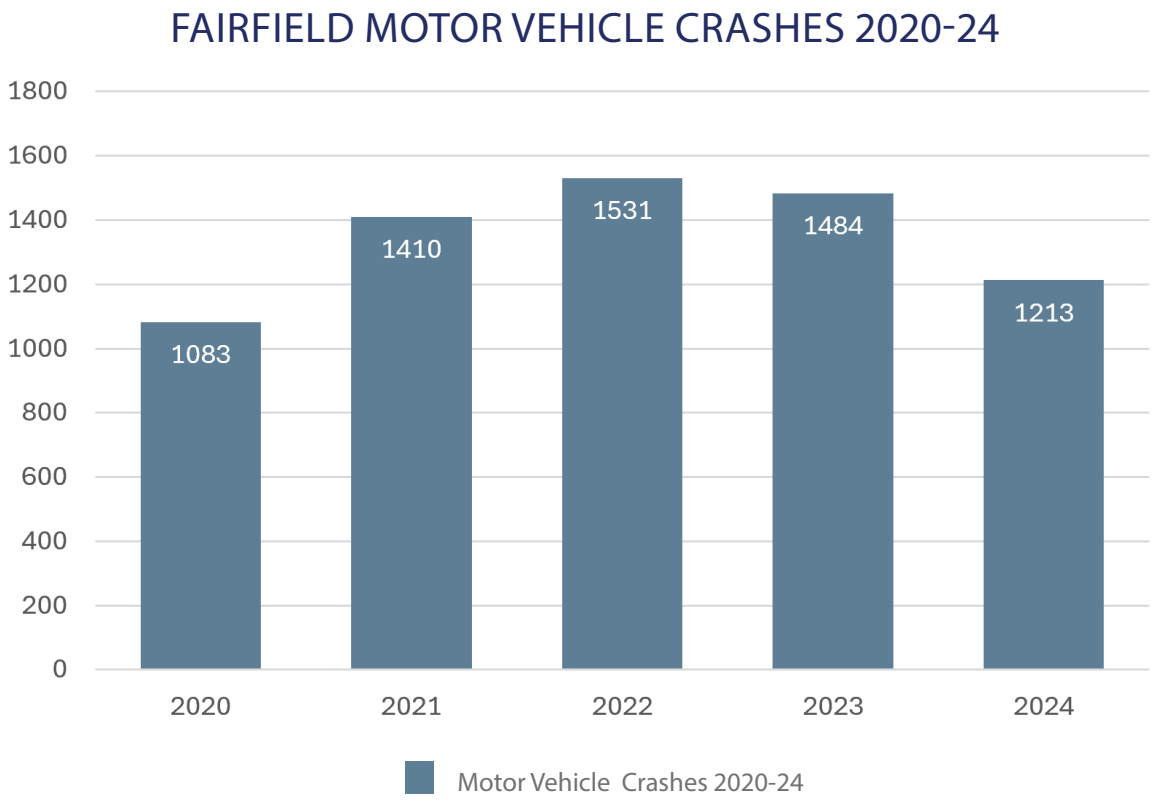
Fairfield

In 2024, Fairfield celebrated a year without a single traffic fatality while recording a decline in the total number of crashes, serious injuries, and non-motorized user impacts.

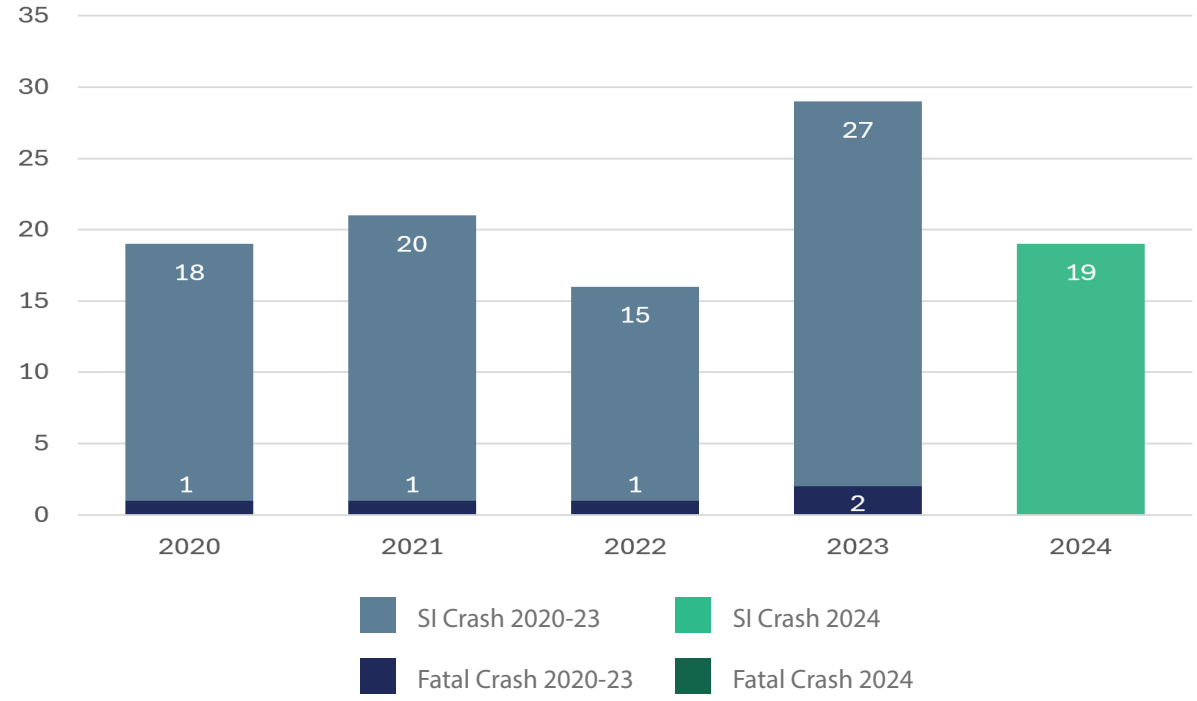
Between 2023 and 2024, overall crashes decreased significantly (-18.3%). Across the 5-year period, this represents the second lowest overall crash volumes since 2020. After recording (2) fatalities in 2023 following a trend of (1) traffic related fatality each year since 2018, (2018, 2019, 2020, 2021, 2022), the Town of Fairfield experienced a 2024 free from traffic related fatalities.

The number of serious injuries fell significantly (-29.6%) in 2024 after experiencing a 5-year analysis period peak in 2023.

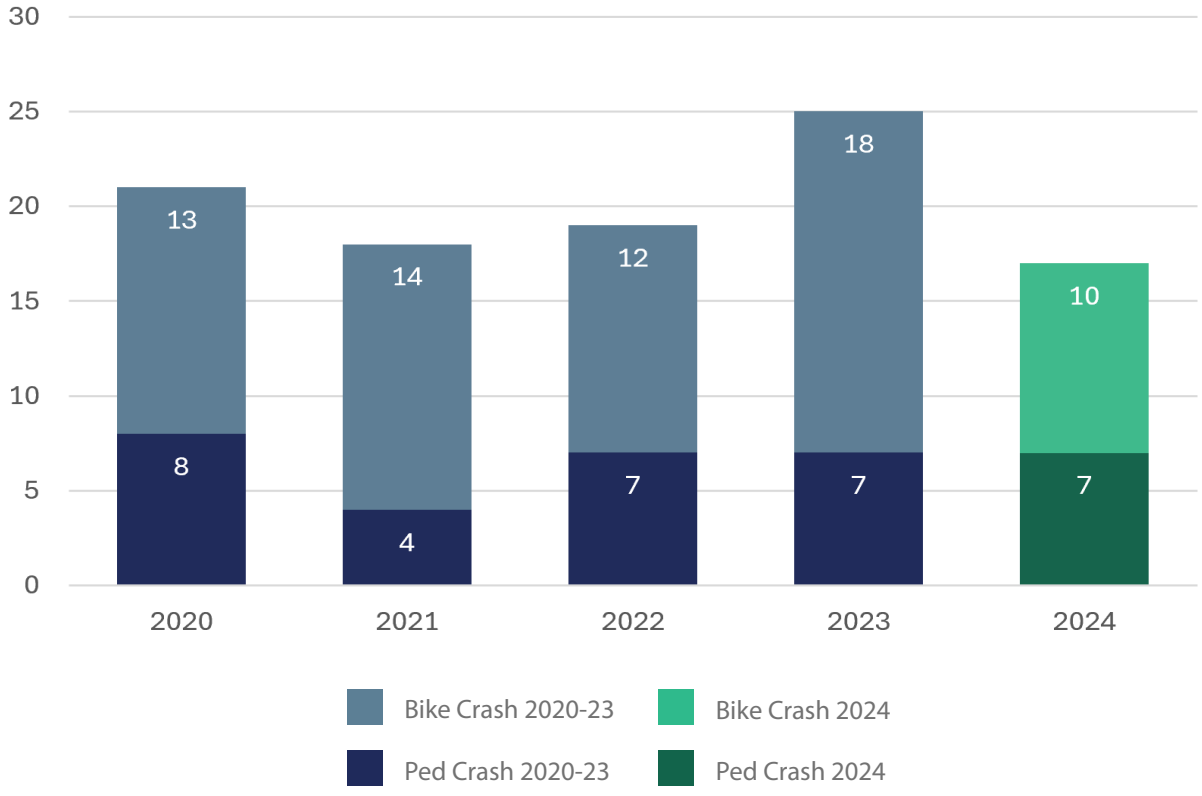
Fairfield reported a decrease in non-motorized user impacts in 2024. While the total number of bicyclist crashes has stayed the same at (7) since 2022, (10) pedestrian crashes were recorded in 2024, representing a decrease of (-44.4%) and the lowest figure across the 5-year analysis period.



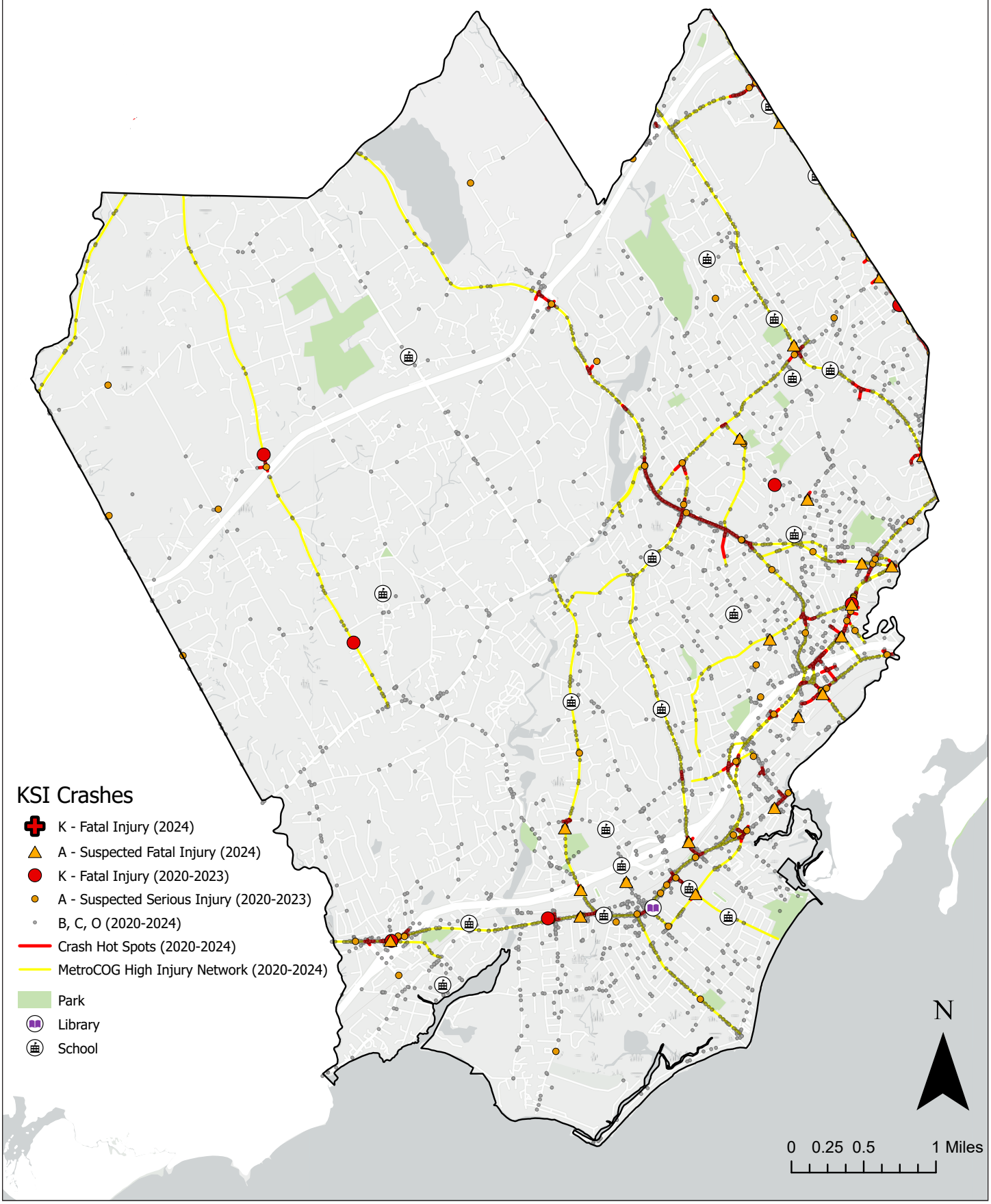
FAIRFIELD SERIOUS INJURY + FATAL CRASHES 2020-24



FAIRFIELD NON-MOTOR CRASHES 2020-24



Fairfield KSI Crashes 2024



Fairfield Bicycle & Pedestrian Crashes 2024

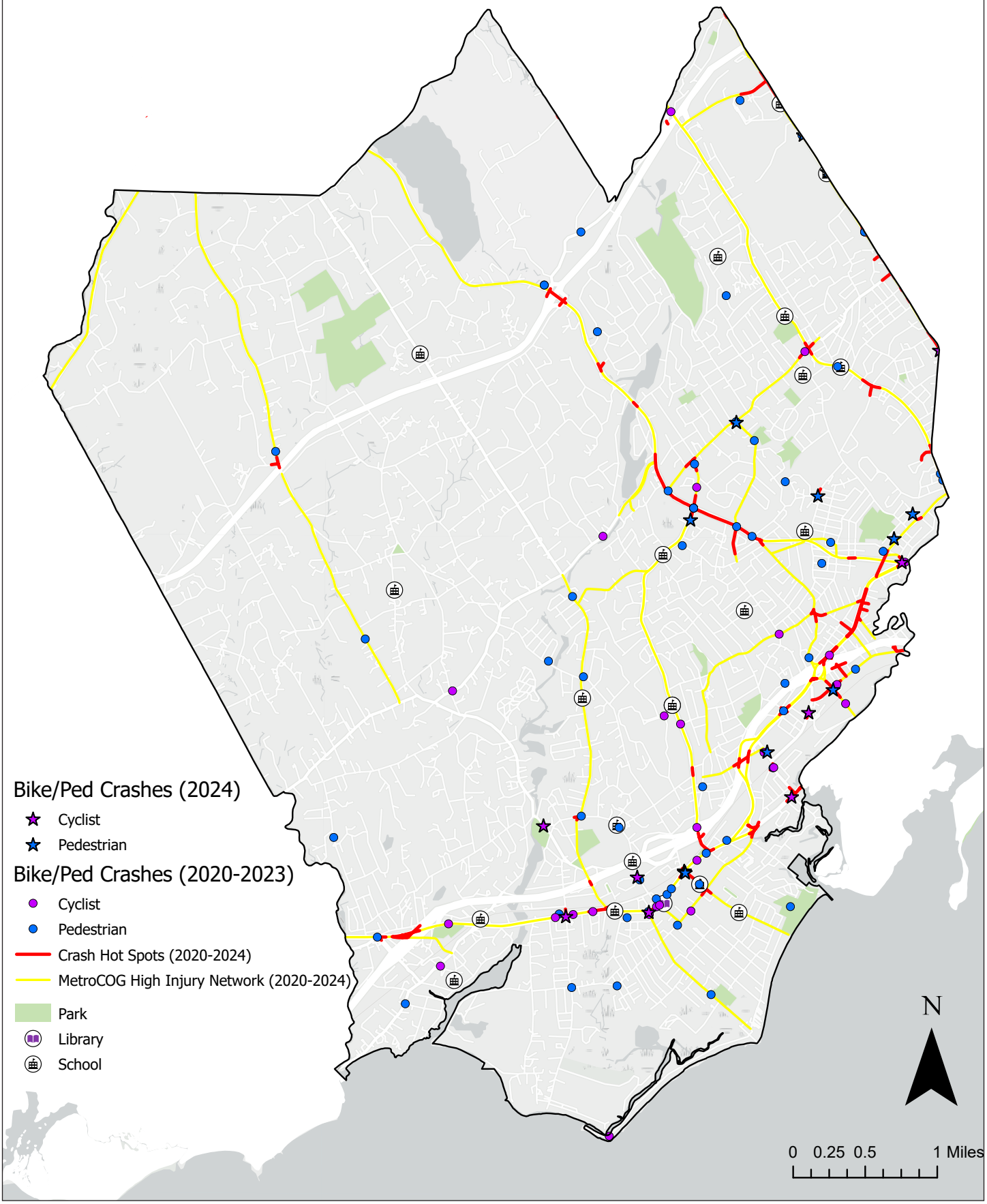


TABLE 5.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (1 of 3)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
CT-58 (Blackrock Tpke), focus on Stillson Rd and Burroughs Rd	245	501	135	0	0	6	0	9	1	0	0	Yes
Kings Hwy Cutoff from Halley Ave to Arising St	99	105	22	1	0	5	2	0	0	0	0	Yes
CT 59 (Brooklawn Ave) from Unquowa Hill St to Capitol Ave, focus on intersection with Capital Ave and Cleveland Ave	66	75	21	0	0	0	1	2	0	0	0	Yes
Post Road Circle	65	77	18	1	0	2	1	0	0	0	0	Yes
Beach Rd from Post Rd to Old Post Rd	60	100	28	0	0	3	1	2	3	0	0	Yes
Black Rock Tpke + Commerce Dr	58	57	13	0	0	3	1	0	1	1	0	Yes
Park Ave + Jefferson St	56	98	34	0	0	2	0	0	0	0	0	Yes
Black Rock Tpk + Jennings Rd	49	66	18	0	0	0	0	0	0	0	0	Yes
Post Rd + S Pink Creek Rd	42	66	14	1	0	1	0	1	0	1	1	Yes
Kings Hwy E from Warren Ave to Stephens Ln	40	90	26	0	0	0	0	0	0	1	0	Yes
Villa Ave from Kings Hwy E to Greenfield St	40	113	29	0	0	2	0	0	0	0	0	Yes
Post Rd from Shoreham Ter to town boundary, focus on Grasmere Ave intersection	39	42	14	0	0	1	1	0	0	0	1	Yes
Park Ave from Sherley Pl to Brooklawn Ave	36	41	7	0	0	1	0	0	0	0	1	Yes
S Benson Rd from Post Rd to I-95	35	90	26	0	0	0	1	0	0	0	0	Yes
Park Ave + Wilson Street	34	24	7	0	0	1	1	0	0	0	0	Yes
Post Rd from Granville St to Carter Henry Dr	33	74	22	0	0	2	1	0	0	1	0	Yes

TABLE 5.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (2 of 3)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
CT 58 (Black Rock Tpk) from I-95S to I-95N	30	59	16	0	0	1	0	0	0	0	0	Yes
Chambers St from Commerce Dr to Johnson Dr	28	40	4	0	0	0	0	0	0	0	0	Yes
Kings Hwy E, North Ave & Tunxis Hill Rd Cutoff S Intersection	28	34	5	0	0	0	1	0	0	1	1	Yes
Park Ave, Ashton St & Brion Dr Intersection	28	13	3	0	0	1	0	0	0	0	0	Yes
Post Rd Circle Intersection with Old Post Rd and Kings Hwy	27	74	16	0	0	1	0	0	0	0	0	Yes
Fairfield Woods Rd + Stratfield Rd	26	52	11	0	0	1	1	0	0	1	0	Yes
Post Rd from Reef Rd to Unquowa PL	23	86	31	0	0	1	0	1	0	2	1	Yes
Stratfield Rd + Edgewood Rd	20	19	5	0	0	0	0	0	0	0	0	Yes
Kings Hwy Cutoff + New England Ave	18	24	3	0	0	1	0	1	0	0	0	Yes
Meadowbrook Rd under I95, focus on Kings Hwy Cutoff intersection	18	54	9	0	0	2	0	0	0	0	0	Yes
Park Ave from Thorne St to Clark St	16	9	0	1	0	0	0	0	0	0	0	Yes
N Benson Rd from Barlow Rd to Holland Hill Rd	15	30	8	0	0	0	0	0	0	0	0	Yes
Post Road, Kings Hwy & Center St Intersection	15	40	16	0	0	0	0	1	0	0	0	Yes
CT-58 (Black Rock Tpk) + Creconoof Rd	13	8	0	0	0	0	0	0	0	0	0	Yes
Commerce Dr + Coolidge St	12	16	7	0	0	1	0	0	0	0	0	Yes
Fairfield Woods Rd + Stilson Rd	12	11	2	0	0	1	0	1	0	0	0	Yes

TABLE 5.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF FAIRFIELD (3 of 3)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Villa Ave from Nichols Ave to Lewis Dr	12	7	2	0	0	1	0	0	0	0	0	Yes
Grasmere Ave +Kings Hwy	11	18	3	0	0	0	0	1	0	1	0	No
CT-58 (Blackrock Tpke) from Tahmore Dr to Samp Mortar Reservoir overpass	10	24	5	0	0	0	0	0	0	0	0	Yes
Kings Hwy E + I-95 Exit	10	22	7	0	0	0	0	0	0	0	0	Yes
KIngs Hwy from Rhode Island Ave to Stone Ridge Way	10	7	2	0	0	0	1	0	0	0	1	No
Park Ave from Merrit St to Birmingham St	9	8	3	0	0	0	0	0	0	0	0	Yes
Unquowa Rd +Mill Plain Rd	9	11	4	0	0	0	0	1	0	0	0	Yes
Faifield Woods Rd from Lucille St to Burroughs Rd	8	11	1	0	0	0	0	1	1	0	0	Yes
Congress St Merrit Pkwy	7	9	3	0	0	0	0	0	0	0	0	No
Cross Hwy + Redding Rd	7	8	0	0	0	1	0	0	0	0	0	Yes
Knapps Hwy near Bullard St	7	5	1	0	0	0	1	0	1	0	0	No
Mill Plain Rd under I95	7	5	4	0	0	0	1	0	0	0	0	Yes
Park Ave near Holy Trinity Church	6	3	0	0	0	1	0	2	0	0	0	Yes
Tunxis Hill Rd from Marlborough Ter to Berkley Rd	6	9	1	0	0	0	0	0	0	0	0	Yes

TABLE 6.2: TOWN OF FAIRFIELD - 2025 STATUS UPDATE SELECTED PRIORITY PROJECTS (1 of 4)

Location	Safety Problem	Countermeasure Description	Status	Notes
Post Road Circle & Vicinity, including RT 130 and RT 1	1 fatality, 4 SI, 185 crashes	Further evaluation and design of Post Road Circle Study recommendations that will be most impactful in improving safety along this corridor.	In-Design	In-Design at CTDOT.
RT 1, King's Hwy	Multiple Locations on the HIN 1 fatality, 11 SI, 1 pedestrian, 368 crashes	Phase 3 pedestrian improvements.	In-Design	Continues previous project from Villa Ave to Bridgeport line. Currently in the easement process. LOTCIP funded construction is anticipated for 2026.
RT 1 (Post Rd): Fairfield Center	Multiple Locations on the HIN. 2 fatalities, 5 SI, 304 crashes	Implement traffic signal and intersection improvements to improve traffic flow, enhance pedestrian safety, and maintain the current supply of parking	Priority, not yet Initiated	CTDOT RSA occurred in July 2026. LOTCIP set-aside for the Streetscape.
RT 1 (Post Road): Southport	1 fatality, 3 SI, 100 crashes	Center St. to Pease St. and Old Post Rd: Narrow pavement width, enlarge adjacent grass islands/sidewalks	In-Construction	Westport line to Rennell Dr. in design. Community Connectivity project 80/90% done. CTDOT Road Diet 90% constructed.
RT 1 (Post Road): Southport + Pequot Avenue (Southport Medians)	33 crashes	Pequot Ave to River St along the Post Road and Bronson Rd to Southport Center along with any Intersecting Local Roads at Southport for Sidewalk Improvements and potential bike lanes	Planned/ Conceptual	LOTCIP funding for Southport Medians is set aside.
RT 58 (Black Rock Turnpike)	6 SI, 10 pedestrian, 655 crashes	Further evaluation, design, and implementation of the most impactful recommendations in the Black Rock Turnpike Safety Study for improving safety along this corridor.	Planned/ Conceptual	Project/Study is currently under review by CTDOT.
RT 59, (Stratfield Road)	1 SI, 1 cyclist, 87 crashes	New/replacement/wider sidewalks, T-up intersections, Intersection area/radii reductions, ped signals, ADA, potential road closures, and pocket parks. State bond funds are being secured for RT 59/ Churchill Rd	In-Design	Public meeting + discussed with DOT. 30% Design. Construction anticipated for Fall 2026. $2 million in Urban Act funding. May need more funding.
RT 59 (Stratfield Road) at Jefferson St	2 SI, 132 crashes	Implement RSA transit/ pedestrian projects. Upcoming SHU expansion could have a major impact on roadway, sidewalk and transit (GBT/SHU).	Priority, not yet Initiated	Bond funding applied for in 2025 and was unsuccessful. Town is working with MetroCOG and SHU on next steps

TABLE 6.2: TOWN OF FAIRFIELD - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 4)

Location	Safety Problem	Countermeasure Description	Status	Notes
Town-wide	Non-State and State intersections: safer active transportation	Local roads at state road intersections lack pedestrian indications, signals, ADA, and bike/ped safety measures. At signalized intersections, implement pedestrian signals and crosswalks at approaches to state roads.	In-Planning/ Study	
Town-wide	Bicycle and Pedestrian Master Plan	Implement Fairfield's Bicycle and Pedestrian Plan, including additional sidewalks and bike routes/ lanes in destination areas. Priority areas: schools, universities, shoreline routes, Stratfield Rd, Southport and Greenfield Hill.	Planned/ Conceptual	Needs Town RTM approval. Last updated in 2023.
Town-wide	Town owned signals (17 signals)	Create a Traffic Signal Management Plan. Upgrade 10-30 year-old controllers, replace detection systems, and upgrade 20+ year-old signal equipment. Investigate new span poles/ reuse poles in good condition.	Planned/ Conceptual	Project is undergoing, an inventory is in place. Currenlty hiring contractors for the priority list. 5 year capital plan with 3 years of funding is in place. Once complete, a maintenance plan will be created.
Town-wide	Non-State Roads	In partnership with CTDOT, evaluate/implement countermeasures for state roads. Areas of concern include Routes 1, 130, 58 and 59, 135, and 732.	In-Planning/ Study	Several locations in Fairfield will be studied as part of MetroCOG's SS4A funded Regional Safety Action Plan Phase II: Countermeasure Suitability Analysis and Demonstration Activities.
Town-wide	Non-State Roads	Evaluate countermeasures for non-state roads	In-Planning/ Study	
Town-Wide	Fairfield Complete Streets Guide and Action Plan	Develop a comprehensive safety action plan that provides typologies and design standards that will guide municipal complete streets planning.	Priority, not yet Initiated	KARP selected as consultant for the work. Study to Kick-Off in the coming months. Includes concpets, data collection, recommendations, and funding recs.
Commerce Drive, Black Rock Turnpike, and intersecting streets: Fairfield-Black Rock Train Station	Vast majority on the HIN, multiple crash hot spots	Study and preliminary design of improvements to the active transportation network around the Fairfield-Black Rock Train Station.	Priority, not yet Initiated	MetroCOG, Bridgeport and Fairfield, applied for funding through ATTIP, which was unsuccessful. Currently exploring other avenues for implementation.

TABLE 6.2: TOWN OF FAIRFIELD - 2025 STATUS UPDATE SELECTED PRIORITY PROJECTS (3 of 4)

Location	Safety Problem	Countermeasure Description	Status	Notes
Lenox Road and intersecting streets around McKinley ES	Lack of Bike/Ped infrastructure. Priority in Bike/ Ped Master Plan	Design and construct sidewalks in the neighborhood of McKinley ES.	In-Design	The Town received a Community Connectivity Grant in 2024 for the Construction of Phase 1. Design is funded by the Town. In April 2025 the town received a Carbon Reduction Grant for Phase 2.
Church Hiill Road and othe local roads surrounding North Stratfield and Stratfield Elementary Schools	Lack of Bike/Ped infrastructure. Priority in Bike/ Ped Master Plan	Design and construct sidewalks in the neighborhood of North Startfield and Stratfield Elementary Schools to provide safe routes to school for residents.	Planned/ Conceptual	Funded under LOTCIP. UNH did an informal RSA. Engineering revised it.
Post Road (State Route 130) and Grasmere Avenue	1 SI, 1 cyclist, 56 crashes	Road diet of Post Road from Kings Highway to Grasmere Avenue with CTDOT. Repaving of Grasmere Avenue and reconstruction of sidewalks.	In-Design	Submitted to DOT. Funded under LOTCIP. Estimated Final Design December 2025. Waiting on CTDOT approval.
Mill Plain Road + ints with Unquowa Rd, Round Hill, Duck Farm Rd, and Burr St	Narrow sidewalks, wide shoulders, unaligned ints, speeding, and access to Riverside School	Corridor study to propose traffic calming countermeasures and pedestrian accomodations.	In-Planning/ Study	Town funding the Mill Plain Road study. Engineering will determine the Final Design. Demo project from Unquowa Road to Burr Street slated for Spring 2026.
Sturges Rd and its intersections as well as the intersection of Unquowa Rd and North Pine Creek Rd.	Unsafe for Bike/ Ped. Close to Ludlowe MS + HS.	Corridor study to propose traffic calming countermeasures and pedestrian accomodations.	In-Planning/ Study	Town is conducted a demonstration project on Sturges Road in Spring 2026t. Conceptual design and demonstration funded by the town.
South Benson Roadway	1 SI, 116 crashes	Bike lanes, widen the sidewalk and install new sidewalks, improve three ints and upgrade the Guardhouse Entrance.	In-Design	PD is complete. 3 Demo projects and public comment are planned for Spring 2026. Final Design is undertaken by Engineering. Construction is Town funded.
Redding Road + ints with Cross Hwy, Old Academy Rd, Merwins Ln, Verna Hill Rd, Governors Ln, and Dunham Rd.	2 pedestrian fatalities	Design and Construct traffic calming countermeasures and pedestrian pathways at 6 intersections along Redding Rd	In-Design	Town installed centerline rumble strips and shoulder lanes in 2023. In October 2024, the Town received 1M dollar in Urban Act funding to construct improvements at six ints at Redding Road. In 2024, Engineering designed and DPW constructed the roundabout at Dunham and Redding, saving between 110k-130k. Design phase will be Town funded.

TABLE 6.2: TOWN OF FAIRFIELD - 2025 STATUS UPDATE SELECTED PRIORITY PROJECTS (4 of 4)

Location	Safety Problem	Countermeasure Description	Status	Notes
Pequout and Chester Place Intersection	Residents requested improvements for pedestrians crossing Pequot Ave to access Station St and Chester Pl	Replacement of ADA ramps with new ADA compliant ramps and curb extensions. An Island is proposed at the intersection of Station St and Pequot Ave to channelize the right turning vehicles and eliminate the conflict with the crossing pedestrians and straight thru traffic.	In-Construction	Town funded construction by DPW planned for Spring 2026.
Fairfield Woods Road and Stillson Road Intersection	1 SI, 1 pedestrian, 13 crashes	Improve bike/ped accessibility and safety	Planned/ Conceptual	Conceptual Roundabout. Stakeholders compiling potential improvements in RSA form. Looking for funding
Fairfield Beach Road	Resident complaints - want to make it one-way. Used for cut-through traffic.	Reduce cut through traffic.	In-Planning/ Study	Study in-house.
Park Avenue	Multiple Locations on the HIN. 1 fatality, 2 SI, 87 crashes along the corridor	Traffic calming/Streetscape; full-depth reconstruction, sidewalks, road diet, pedestrian linkages/signals, signage/ wayfinding, lighting, artwork, bicycle routes, bus transit amenities; link northern (SHU) + Brooklawn sections of Park Ave	Priority,notyet Initiated	Working with MetroCOG and the City of Bridgeport to develop a study and projects along the Park Avenue corridor.



Above: Monroe Roundabout
Source: Peralta Design/Steve Cartagena

VI



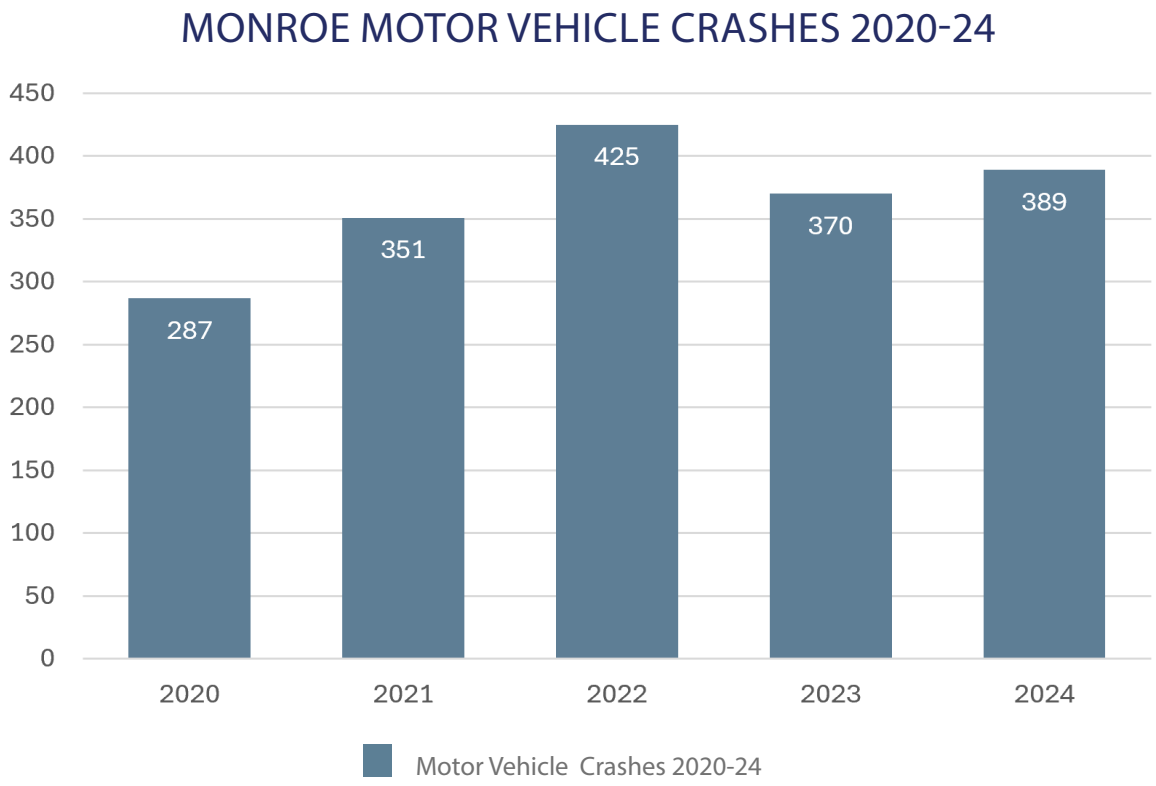
TOWN OF MONROE
2025 - STATUS UPDATE

Monroe

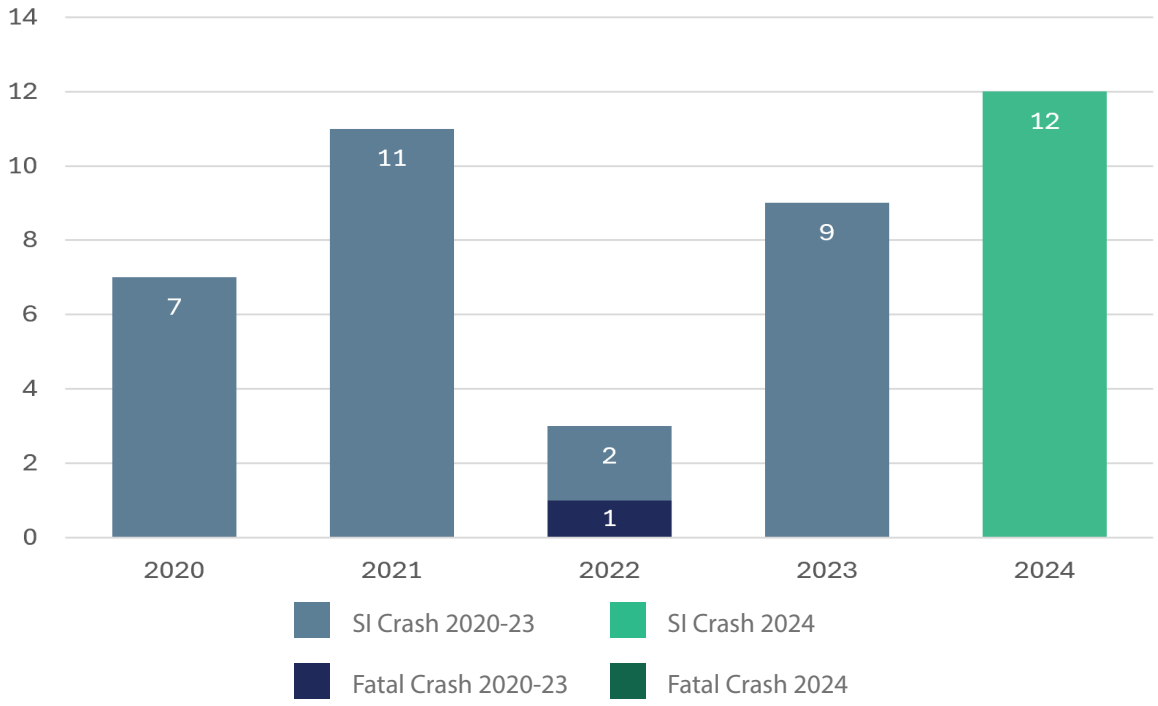
The Town of Monroe observed zero traffic related fatalities in 2024, successfully marking the fourth year since 2020 without a traffic fatality on its roadways. Through this same timeframe, the Town reported increases in the total amount of crashes, serious-injuries, and non-motorized user crashes.Between 2023 and 2024, the number of overall crashes increased (4.9%). Across the 5-year period spanning from 2020 to 2024, the overall crash volumes of 2024 were above average over this timeframe.

The number of serious injuries in Monroe increased to (12) in 2024, up from (9) in 2023, and a significant rise from 2022 when (2) serious injuries occurred. The (12) serious injuries that occurred in Monroe in 2024 are the most across the 5-year analysis period.

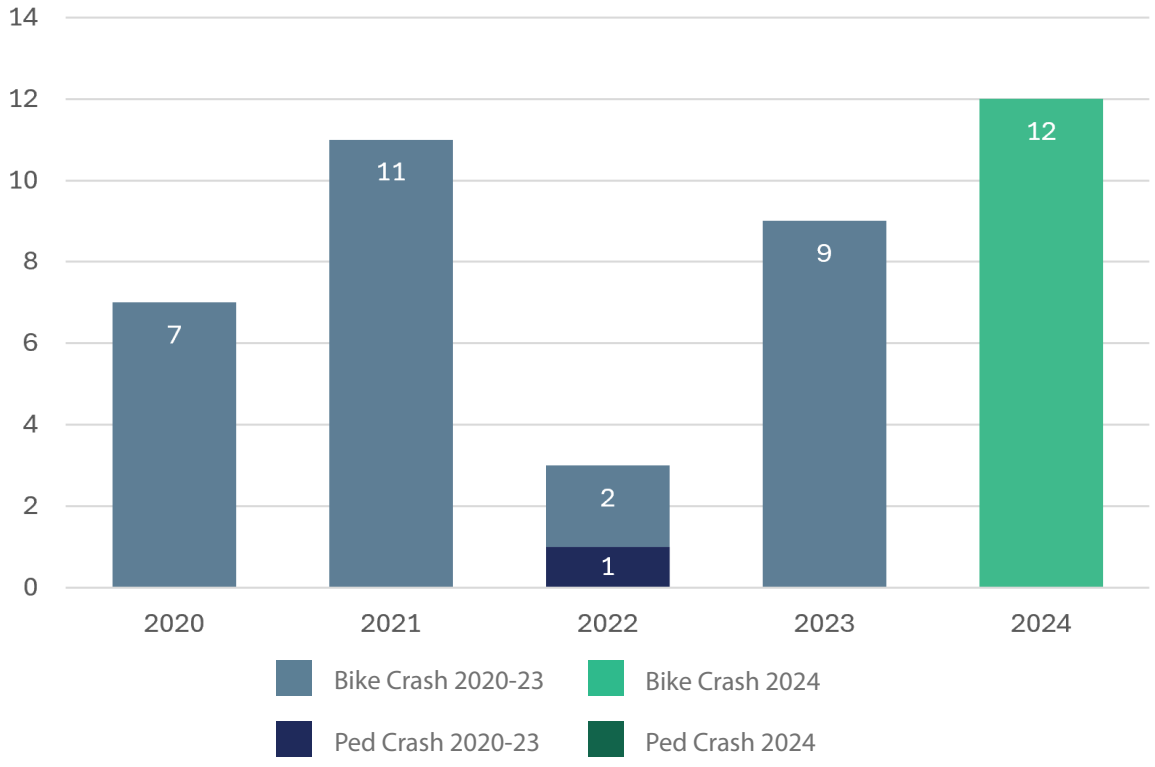
Monroe recorded an increase in non-motorized user impacts in 2024. Following a 2023 when Monroe experienced zero bicyclist crashes for the 3rd time over the analysis period, the Town recorded (1) bicyclist crash in 2024, just as it did in 2021 and 2022. The (3) pedestrian crashes that occurred in Monroe in 2024 marked the joint-highest amount across the 5-year period with 2022, still up from zero pedestrian crashes recorded in 2021.

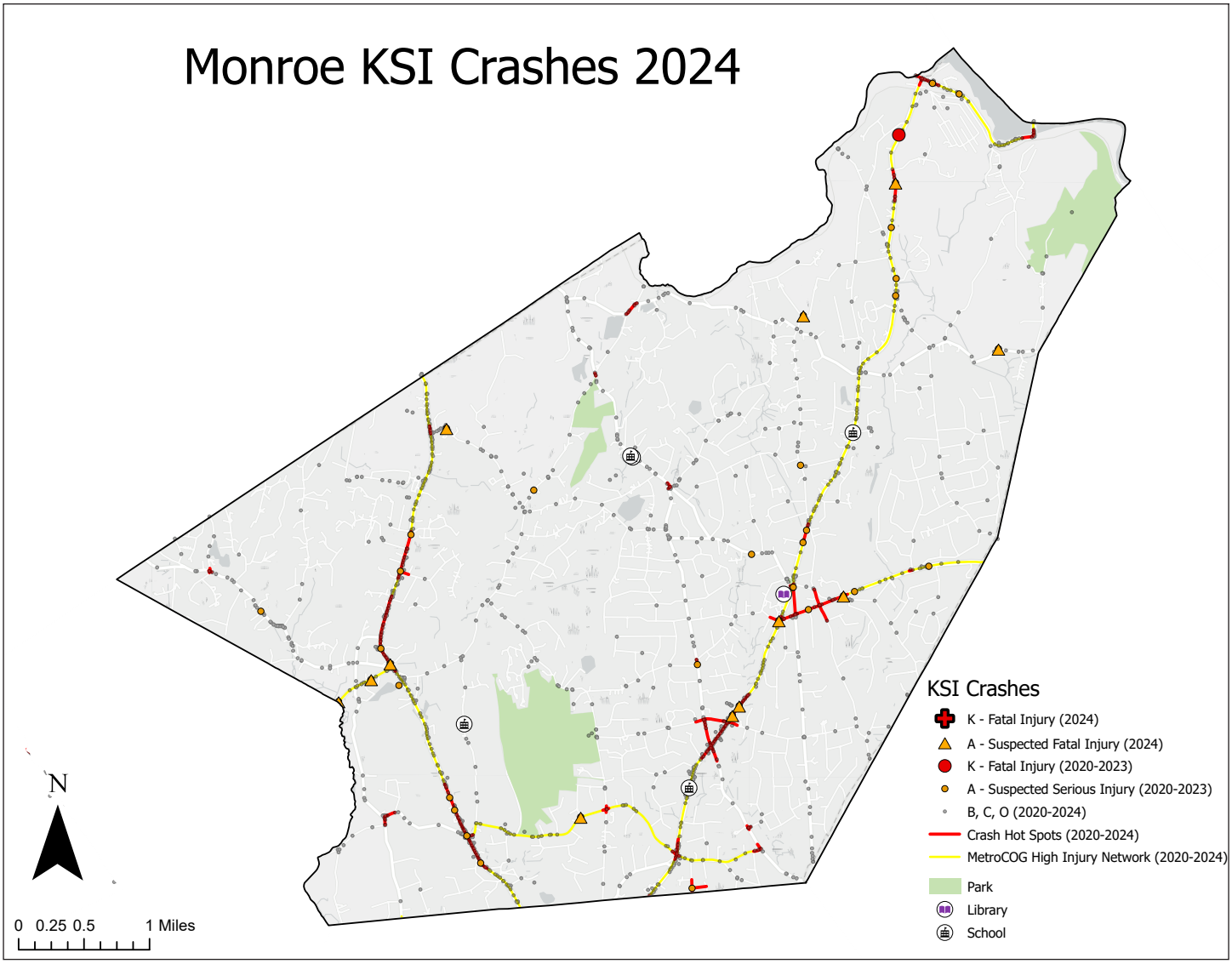


MONROE SERIOUS INJURY + FATAL CRASHES 2020-24



MONROE NON-MOTOR CRASHES 2020-24




Monroe KSI Crashes 2024
KSI Crashes
K - Fatal Injury (2024)
A - Suspected Fatal Injury (2024)
K - Fatal Injury (2020-2023)
A - Suspected Serious Injury (2020-2023)
B, C, O (2020-2024)
Crash Hot Spots (2020-2024)
MetroCOG High Injury Network (2020-2024)
Park
Library
School
N
0 0.25 0.5 1 Miles

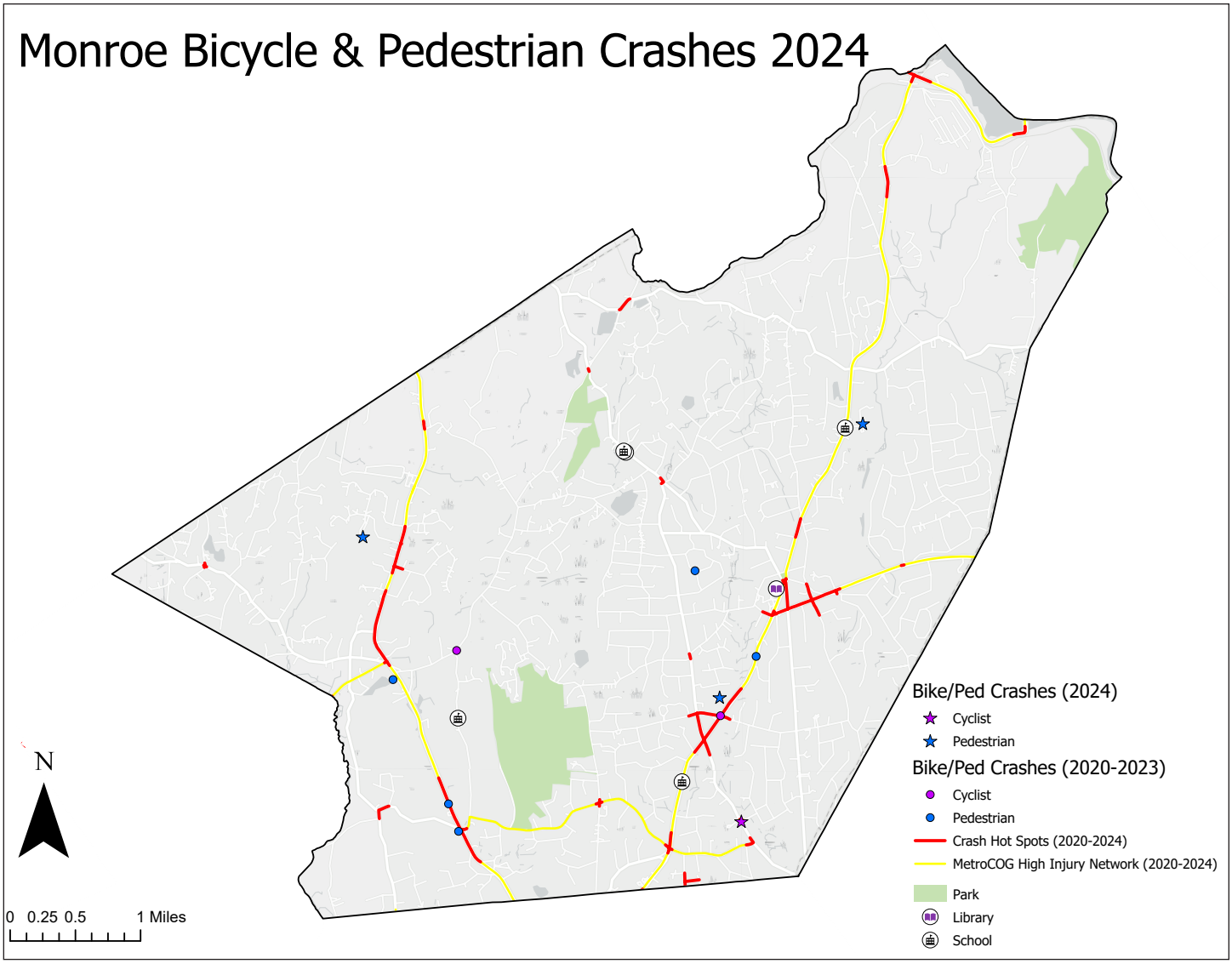

Monroe Bicycle & Pedestrian Crashes 2024
N
0 0.25 0.5 1 Miles
Bike/Ped Crashes (2024)
Cyclist
Pedestrian
Bike/Ped Crashes (2020-2023)
Cyclist
Pedestrian
Crash Hot Spots (2020-2024)
MetroCOG High Injury Network (2020-2024)
Park
Library
School

TABLE 6.1: 2018-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - TOWN OF MONROE (1of 2)

Crash Hot Spot/Corridor	KSI Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
RT 111 from Day Bowers Rd to Cross Hill Rd and Elm St and Cross Hill Intersections	76	162	35	0	0	0	2	0	0	1	0	Yes
RT 25 from north of Judd Rd to Mill St and Old Newton Rd Intersection	70	116	39	0	0	4	0	1	0	0	0	Yes
RT 110 from RT 111 to Richard Dr Intersection, focus on Moose Hill Rd up to Rt 111 and Wheeler Rd	63	72	15	0	0	2	2	0	0	0	0	Yes
RT 25 from Willenbarb Rd to Stanley Rd and Intersection with Easton Rd	51	90	34	0	0	1	1	0	0	0	0	Yes
RT 25 south of Bart Rd to Northbrook Dr	35	30	9	0	0	2	0	0	0	0	0	Yes
RT 34 + RT 111	26	31	7	0	0	1	0	0	0	0	0	Yes
RT 111 + Purdy Hill Rd	22	31	9	0	0	0	0	0	0	0	0	Yes
Judd Rd from Stanley Rd to Hiram Hill Rd	18	18	3	0	0	0	0	0	0	0	0	No
RT 111 (Monroe Tpke) from Colontial Dr to Wheeler Rd	16	9	2	0	0	2	0	0	0	0	0	Yes
RT 25 North of Pepper St	16	28	5	0	0	0	0	0	0	0	0	Yes
RT 34 near Lake Zoar	15	29	4	0	0	0	0	0	0	0	0	Yes
RT 111 (Monroe Tpke) South of Crown View Dr	14	8	4	0	0	0	1	0	0	0	0	Yes
Elm St from Bug Hill Rd to Church St	6	2	0	0	0	1	0	0	0	0	0	No
Purdy Hill Rd + Cutlers Farm Rd	6	3	0	0	0	0	0	0	0	0	0	Yes

TABLE 6.2: 2018-2023 vs. 2024
CRASH HOT SPOT LOCATIONS - TOWN OF MONROE (2 of 2)

Crash Hot Spot/Corridor	KSI Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Teller Rd + Jenny Ridge Ln	6	1	0	0	0	1	0	0	0	0	0	No
Hammertown Rd from High Rock Rd to Garder Rd	5	5	1	0	0	0	0	0	0	0	0	No
Elm St + Purdy Hill Rd	4	3	4	0	0	0	0	0	0	0	0	Yes
Fan Hill Rd, Elm St, and Turkey Roost Rd Intersection	4	8	2	0	0	0	0	0	0	0	0	No
Elm St + Jays Rd	3	3	1	0	0	0	0	0	0	0	1	No
Fan Hill Rd + Garder Rd	3	3	0	0	0	0	0	0	0	0	0	No
Hattertown Rd + Huntingtown Rd	3	2	1	0	0	0	0	0	0	0	0	No
RT 110 West of Hillside Dr	3	2	0	0	0	0	0	0	0	0	0	Yes

TABLE 6.2: TOWN OF MONROE - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem	Countermeasure Description	Status	Notes
Barn Hill Road and Israel Hill Road	Local priority	Intersection Improvements (reduce overall width of Israel Rd at intersection and align at 90° angle with Barn Hill Rd)	Priority, not Initiated	
Church Street and Route 111/Monroe Turnpike	On HIN. Local priority.	Evaluate intersection improvements such as bypass lanes, striping, radii improvements;etc.on Route 111 (north of intersection); vertical realignment for sightlines)	Priority, not Initiated	
East Village Rd; RT 111/ Monroe Tpke	On HIN	Intersection, sight line, and grade improvements	Priority, not Initiated	Have increased sightlines in one direction by having the property owner relocate existing greenery, otherwise there is no design yet. Difficult due to the existing road geometry.
Fan Hill Rd, Moose Hill Rd, and RT 111/Monroe Tpke	Several skewed intersections in close proximity. Local priority.	Evaluate improvements to Fan Hill Road and coordinate with intersection improvements at Church St. & Rt. 111; Realign intersection/s to form 90° angles with Route 111	Planned/ Conceptual	Town can do minor reconfigurations, but there are many ROW conflicts. DOT had initial plans in that area, but there has been no movement.
Judd Road and Stanley Road	21 Crashes. Crash Hot Spot	Reduce intersection size and radii, align at 90° with Judd Road, add drainage, include signage and guide rails	Priority, not Initiated	Drainage has been an issue and the location could use minor road realignment.
RT 110/Shelton Rd/ Wheeler Rd	95 crashes, 4 SI. Of the 3 intersections in the Crash Hot Spot, Wheeler Rd has had the most severe crashes.	Intersection safety improvements	Priority, not Initiated	Highest concern. Pushing for tree clearing from Eversource to improve sightlines.
RT 110/Shelton Rd/Old Tannery Rd	Skewed Intersection	Intersection safety improvements	Priority, not Initiated	Very close to the previous intersection, factors into it.
RT 110/Shelton Rd and Moose Hill Rd	Local Priority	Intersection safety improvements	Priority, not Initiated	Looking for funding for design + construction.
RT 111/Monroe Tpke & Old Zoar Rd	On HIN	Realign intersection to 90° with Rt 111, separate from East Village Rd	Priority, not Initiated	Looking for funding for design + construction.
Route 25 and Victoria Drive	On HIN. Local priority.	Intersection improvements (widening, signal upgrade, add turning lanes)	Planned/ Conceptual	Looking for funding for design + construction.

TABLE 6.2: TOWN OF MONROE - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem	Countermeasure Description	Status	Notes
RT 111/Monroe Tpke	On HIN; See Table 7.1.	Sidewalk and streetscape improvements, crosswalks and ADA ramps, curb cut reductions and realignment, add interconnections between properties. Consider in conjunction with roadway widening project	Planned/ Conceptual	Looking for funding for design + construction.
RT 111/Monroe Tpke & Bagburn Rd	On HIN	Realign intersection to form a 90 intersection, improve sight lines	Priority, not Initiated	Looking for funding for design + construction.
RT 111/Monroe Tpke & Wheeler Rd	11 crashes, 2 SI	Realign intersection to form two 90 degree intersections, improve sight lines	Planned/ Conceptual	Looking for funding for design + construction.
RT 25	On HIN; See Table 7.1.	Sidewalk and streetscape improvements, cross walks and ADA ramps, driveway curb cut reductions and realignment improvements, add interconnects between properties; Consider in conjunction with roadway widening project.	Planned/ Conceptual	Looking for funding for design + construction.
RT 25/Main St & Mill St	155 crashes, 4 SI, 1 Ped	Reconstruction of Mill St w/ drainageimprovements;convert Mill St to one-way eastbound to reduce turning movement onto RT 25	Planned/ Conceptual	Looking for funding for design + construction.
RT 25/Main St & RT 111/ Monroe Tpke, incl. side streets	On HIN; See Table 7.1.	Implement recs from the Rt 25 and Rt 111 study	Planned/ Conceptual	Looking for funding for design + construction.
Route 25 and Victoria Drive	On HIN. Local priority.	Intersection improvements (widening, signal upgrade, add turning lanes)	Planned/ Conceptual	Looking for funding for design + construction.
Culverts - Various Locations	Roads in danger of collapsing. Insufficient culverts cause flooding and deterioration.	Replace and expand culvert structures. Install new guiderails.	Priority, not Initiated	
Route 34- Stevenson Dam	Town Priority	Fence in the Dam on the High Side	Priority	
Route 111 and Route 34 Intersection	38 Crashes, 1 SI. PoorIllumination	Upgrade median with better illumination and aesthetics	Priority	Town to complete in-house
Housatonic Rail Trail (Maintenance)	Insufficient equipment delays repsonse times	Purchase Rugged Terrain Vehicles and a Screener.	Planned/ Conceptual	Town applied for CTDEEP Rec Trails FY25 funding.



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

VII



TOWN OF STRATFORD
2025 - STATUS UPDATE

Stratford

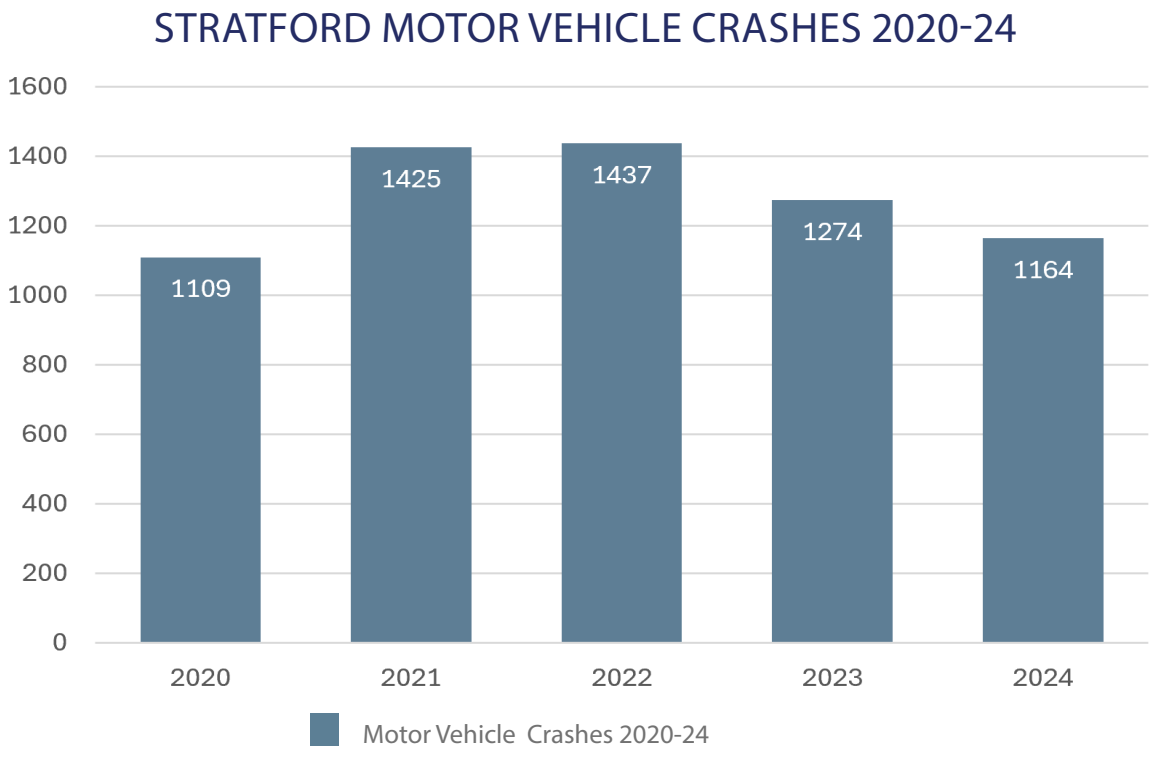
In 2024, Stratford reported a decrease in every metric tracked as part of the Regional Safety Action Plan update, with the exception of serious injuries, the number of which stayed the same from 2023 to 2024.

Between 2023 and 2024, overall crashes decreased (-8.6%). Across a 5-year period spanning from 2020 to 2024, the overall crash volumes of 2024 the second lowest in the analysis period after 2020, down significantly from the peak in 2022

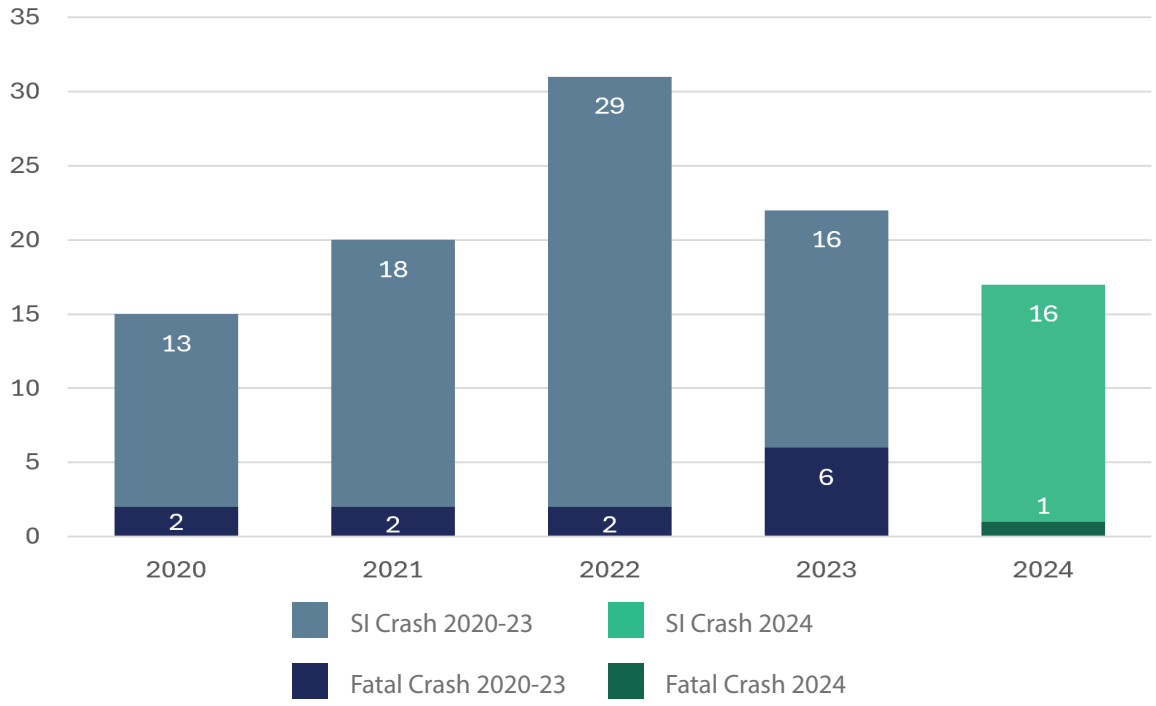
Stratford recorded (1) traffic fatality in 2024, the lowest since 2019 and significantly down from an analysis period high of (6) in 2023.

The (16) serious injuries experienced in 2024 were the same as in 2023, both back down (-44.8%) to the relative average after a 5-year peak in 2022.

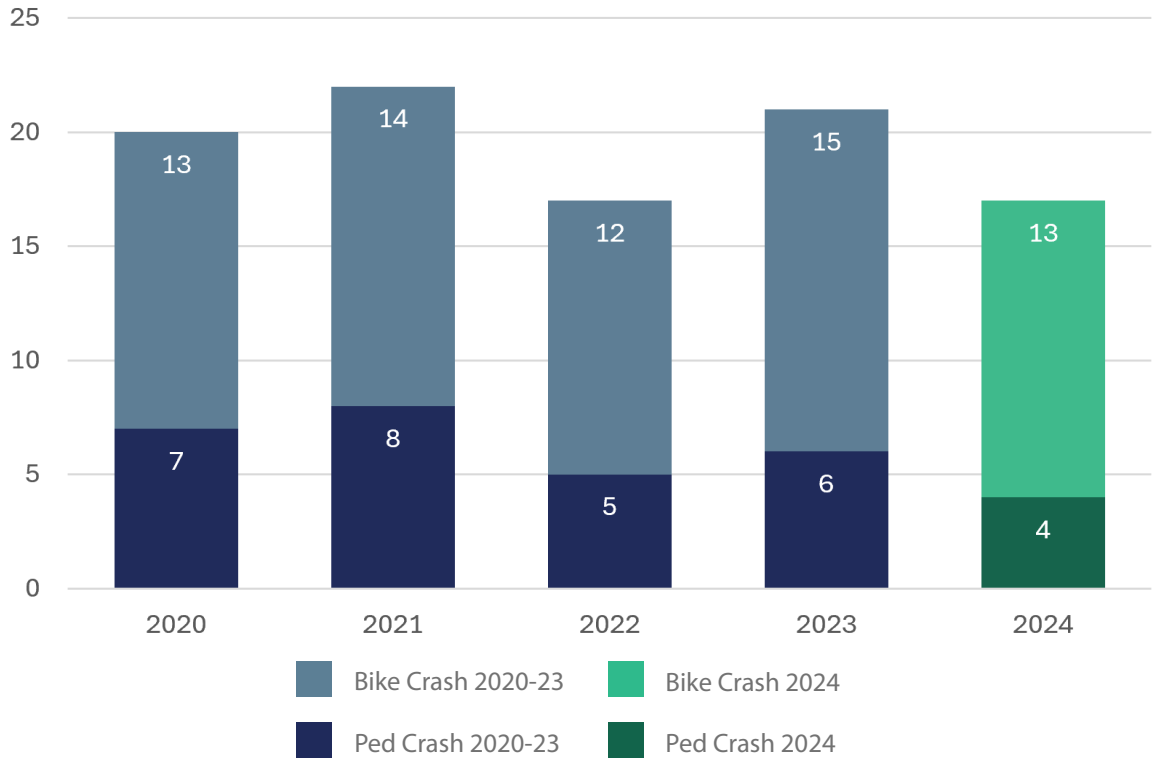
Stratford recorded a drop in non-motorized user impacts in 2024, with bicyclist crashes down (-33.3%) and pedestrian crashes down (-13.3%) from 2023.



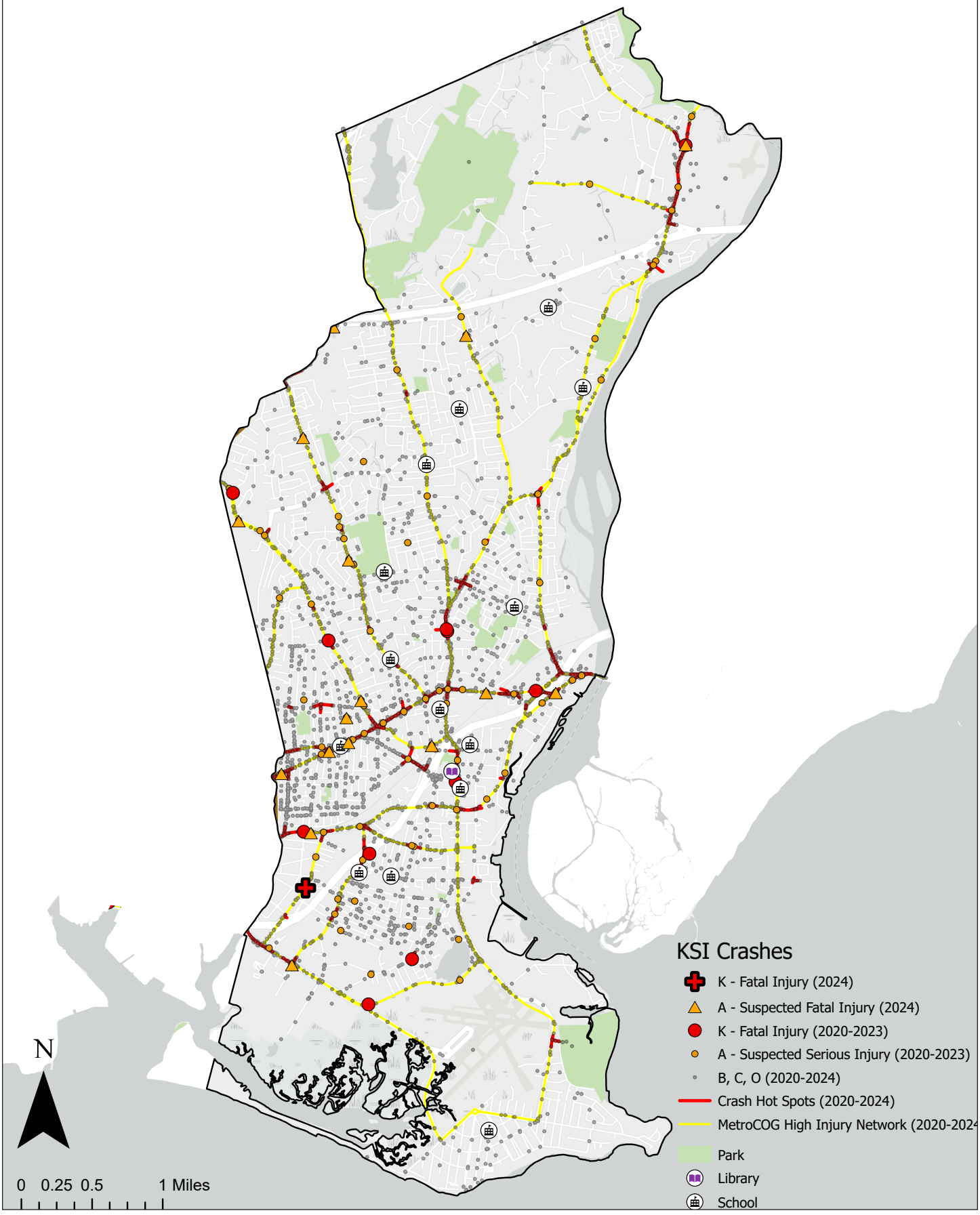
STRATFORD SERIOUS INJURY + FATAL CRASHES 2020-24



STRATFORD NON-MOTOR CRASHES 2020-24



Stratford KSI Crashes 2024



Stratford Bicycle & Pedestrian Crashes 2024

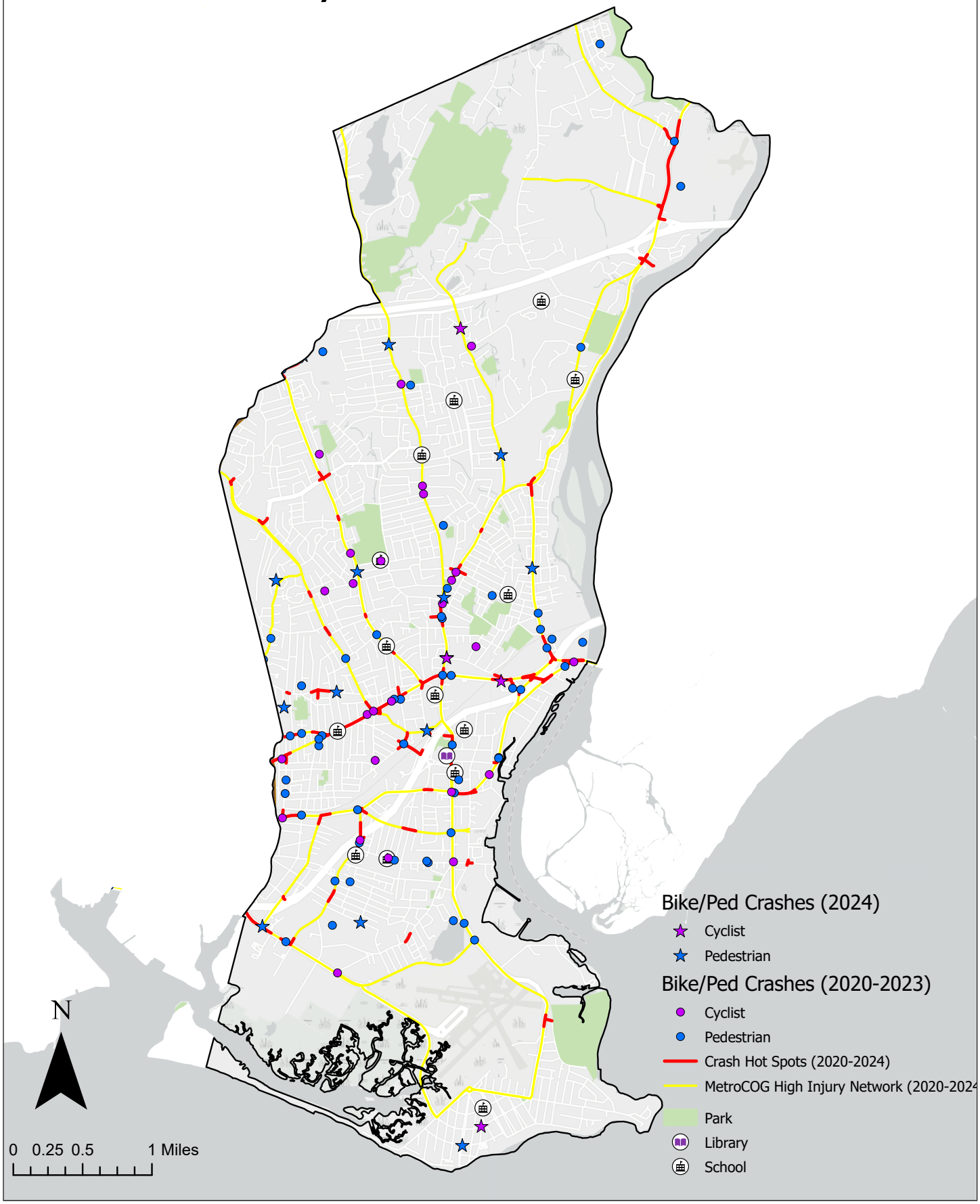


TABLE 7.1: 2020-2023 vs. 2023
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (1 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
RT-1 from Light St to One Stop Tile, focus on Barnum Ave, Mary Ave, Broadbridge Ave, and California St	252	382	87	0	0	7	2	3	0	3	0	Yes
RT-110 from Tudor Ridge Condos to RT-15S Ramp focus on Spring Vl, Ornoque Ln, and Warner Hill Rd	184	235	72	1	0	3	1	1	0	0	0	Yes
RT-1 from Burlington St tp King St, focus on King Street, RT-108, and Main St Intersections	120	205	24	0	0	4	0	2	0	0	0	Yes
Barnum Ave from Sage St to Dorus St, focus on Bruce Ave Intersection	69	73	16	0	0	1	1	0	0	1	0	Yes
West Broad St from California St to Linden Ave, focus on Knowlton St and Linden Ave	69	107	13	0	0	1	0	1	0	0	0	Yes
RT-113 from Watson Blvd to I-95	64	92	19	0	0	1	0	0	1	0	0	Yes
CT 113 (Main St) from Huntington Rd to Beers Pl, focus on Garden St E Intersection	53	58	19	2	0	0	0	2	1	1	0	Yes
Honeyspot Rd from Birdseye St to Old Honeyspot Rd, foucs on Mt Carmel Blvd Intesection	46	31	13	1	0	1	0	1	0	1	0	Yes
Route 1 and Barnum Ave Cutoff at I-95 to Ferry Blvd	42	47	6	1	0	1	1	0	0	0	0	Yes
RT-1 from Metro North overpass to Vererans Blvd, focus on Long Brook Ave and Veterans Blvd	42	80	35	0	0	1	0	0	0	0	1	Yes

TABLE 7.1: 2018-2022 vs. 2023
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (2 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Bruce Ave from Seymour St to Connecticut Ave, focus on Connecticut Ave and Stratford Ave merge	40	42	16	0	0	0	0	0	0	1	0	Yes
RT-110 (Main St) from Frog Pond Lane to Barnum Ave	40	100	28	0	0	0	0	1	0	0	0	Yes
Ferry Blvd from RT-113 to split with Stratford Ave	39	47	10	0	0	1	0	1	0	1	0	Yes
RT-1 from I-95 to Washington Bridge	37	69	8	0	0	2	0	1	0	1	0	Yes
RT 110 (Main St), I95, Charlotte St, and Leslie St Interesction	35	37	13	0	0	2	0	0	0	0	0	Yes
CT 113(Main St) + Church St	33	33	5	0	0	1	0	1	0	0	0	Yes
CT 113 (Lordship Blvd) + Honeyspot Rd	30	32	8	0	0	0	1	1	0	0	0	Yes
Broadbridge Ave + Second Hill Ln	27	13	1	0	0	2	0	0	0	0	0	Yes
Bruce Ave from west of Bruce Ave to Agresta Ter	26	37	9	0	0	0	0	1	0	0	0	Yes
RT-113 + RT-110	26	24	5	0	0	2	0	0	0	0	0	Yes
Broadbridge Ave from London Ter to Marcroft St	24	19	5	1	0	1	0	0	0	0	0	Yes
Canaan Rd + Franklin Ave	23	27	3	0	0	0	0	0	0	0	0	No
RT-108 ,Second Hill Ln, and Connors Ln Intersection	23	36	6	0	0	0	0	0	0	0	0	Yes
Surf Avenue from Avon St to Stratford Ave	22	20	4	0	0	1	0	0	0	0	0	Yes

TABLE 7.1: 2018-2022 vs. 2023
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (3 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Honeyspot Rd between Garibaldi Ave and Masarik Ave	21	20	3	0	0	1	0	0	0	0	0	Yes
South Ave, Honeyspot Rd and Stratford Ave Intersection	20	29	11	0	0	0	0	1	0	0	0	Yes
CT 108(Nichols Ave) from Armory Rd to Hawley Ln	19	77	17	0	0	0	0	0	0	0	0	Yes
CT 113(Main St) from Harvey Pl to W Broad St	19	24	6	1	0	0	0	0	0	0	0	Yes
CT 113 (Main St), Fenelon Pl and Wilcoxson Ave Intersection	18	41	16	0	0	0	0	0	0	1	0	Yes
Stratford Ave from Sherwood Pl to Yale St	17	11	6	0	0	1	0	0	0	0	0	Yes
Broadbridge Ave + Topaz Pl	16	5	1	1	0	0	0	0	0	0	0	Yes
CT 108 (Nichols Ave from Kenyon St to Quail St	15	17	2	0	0	1	0	0	0	0	0	Yes
Church St and Broadbridge Ave Intersection	14	21	7	0	0	0	1	0	1	0	0	Yes
South Ave from Dover St to Taft St	14	14	2	0	0	2	0	0	0	0	0	Yes
Canaan Rd between Henry Ave and Clover St	12	7	3	0	0	0	0	0	0	0	0	No
CT 108(Nichols Ave) From California St to Van Buskirk Ave	12	5	3	0	0	0	0	0	0	0	0	Yes
Woodend Rd from Ketcham Rd to Meadowview Ave	12	2	1	1	0	0	0	0	0	0	0	No
Bridseye St + Elm St	11	10	5	0	0	0	0	0	0	0	0	No
Broadbridge Ave from Greenfield Ave to Porter St	11	8	1	0	0	1	0	0	0	0	0	Yes
Barnum Ave between the I-95 South Ramp and I-95 underpass	10	68	25	0	0	0	0	1	0	0	0	Yes

TABLE 7.1: 2018-2022 vs. 2023
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF STRATFORD (4 of 4)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Broad St + Ferry Blvd	9	4	2	0	0	0	0	0	0	0	0	Yes
CT 110(Main St) Between E Laughlin Rd and Avery St	9	9	4	0	0	0	0	1	0	0	0	Yes
Stratford Rd + Dorne Dr	9	8	1	0	0	0	0	0	0	0	0	Yes
Surf Ave + I-95S	9	2	2	0	0	0	0	0	0	0	0	Yes
CT 108 (Nichols Ave) between Marcroft St and London Ter	7	3	1	0	0	1	0	0	0	0	0	Yes
Huntington Rd from Wigwam Ln to Fox Hill Rd	7	5	2	0	0	0	0	0	0	1	0	Yes
CT 113 (Main St) from Paradise CT to Queens Ave	6	2	0	0	0	1	0	0	0	0	0	Yes

TABLE 7.2: TOWN OF STRATFORD - 2025 STATUS UPDATE SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem	Countermeasure Description	Status	Notes
Broadbridge Ave, Booth St & Canaan Rd	1 SI, 25 crashes	Intersection improvements	Priority, not yet Initiated	
Honeyspot Rd	1 SI, 1 pedestrian, 40 crashes	Roundabout at intersection with Rt 130 and complete streets improvements	In-Design	Design is almost complete, wiating on ROW and utilities. Nearly ready to submit final design to CTDOT. Submission is anticipated January 2026.
Housatonic River Greenway Phase III (Ferry Boulvard)	2 SI, 118 crashes	Protected mulit-use path and additional complete streets improvements.	Planned/ Conceptual	Scoping is complete. Phase III construction to be funded under TA. Currently in the contract negotiation phase with CTDOT.
Nichols Ave/ RT 108	1 SI, 106 crashes	Construct intersection improvements at Route 108 (Nichols Avenue), Connors Lane and Second Hill Lane, including safety improvements and realignment.	Priority, not yet Initiated	
RT 1 - Barnum, Barnum Ave Cutoff & Ferry Blvd	9 SI, 3 cyclists, 3 pedestrian, 469 crashes	Barnum Avenue Complete Street Implementation	Priority, not yet Initiated	Impacted by the development of the Greenway.
RT 110, vicinity of RT 15 and Sikorsky	1 fatality, 4 SI, 1 pedestrian, 307 crashes	Implement recommendations from the Route 110 Study	Completed and Monitoring	
RT 113/Lordship Blvd	2 SI, 2 pedestrians, 151 crashes	Complete Street implementation. Improved pedestrian crossings, traffic calming and bike lanes.	Planned/ Conceptual	
RT 130/Stratford Ave	1 fatality, 1 SI, 1 cyclist, 75 crashes	Streetscape improvements from Bruce Boulevard to Ferry Boulevard as a priority. Concepts have been developed through a Streetscape Plan.	Priority, not yet Initiated	Applied for CIF funding in coordination with Bridgeport, ulitmately unsuccessful.
RR spur line near RT 130	Potential to remove pedestrians from Honeyspot Rd, RT 113/Lordship Blvd and RT 130/ Stratford Ave	Redevelop inactive RR spurline from Stratford Ave to Long Beach Blvd. Elevated Rails to Trails project along part of the line to promote coastal resiliency.	Priority, not yet Initiated	Originally envisioned as a greenway project. Potential for the spur to be used as flood protection with bicycle infrastructure on top.

TABLE 7.2: TOWN OF STRATFORD - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem	Countermeasure Description	Status	Notes
Stratford Center Complete Streets Plan	2 fatalities, 2 cyclists, 3 pedestrians, 134 crashes	Implement recommendations from the Complete Streets Plan. Sidewalks, bike lanes, road diets, and additional Complete Streets improvements	In-Design	Phase II up to Paradise Green is at 90% design.
Town-wide	Promote and facilitate active transportation	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.	In-Planning	Conservation department conducting a municipal trails study, funded through Rec Trails.
Town-wide	Multimodal Transportation	Prepare a detailed long-term multimodal transportation plan including a series of projects aimed at increasing travel efficiency.	Priority, not yet Initiated	Still looking for funding.
Town-wide	School Zone Speeding	Feasibility study and installation of automated traffic enforcement cameras to enforce speed limit and red light infractions around school zones.	In-Construction	Town's plan was approved by CTDOT/OSTA. Next step is to install the cameras at the approved locations: Huntington Road at Bunnell HS, Nichols Ave at Nichols ES, Barnum Ave at Franklin ES, Broadbridge Ave between Marina Dr and Emerald Pl, and Nichols Ave between Marina Dr and Barbara Ln. Started the permit process for the installations.



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

VIII



TOWN OF TRUMBULL
2025 - STATUS UPDATE

Trumbull

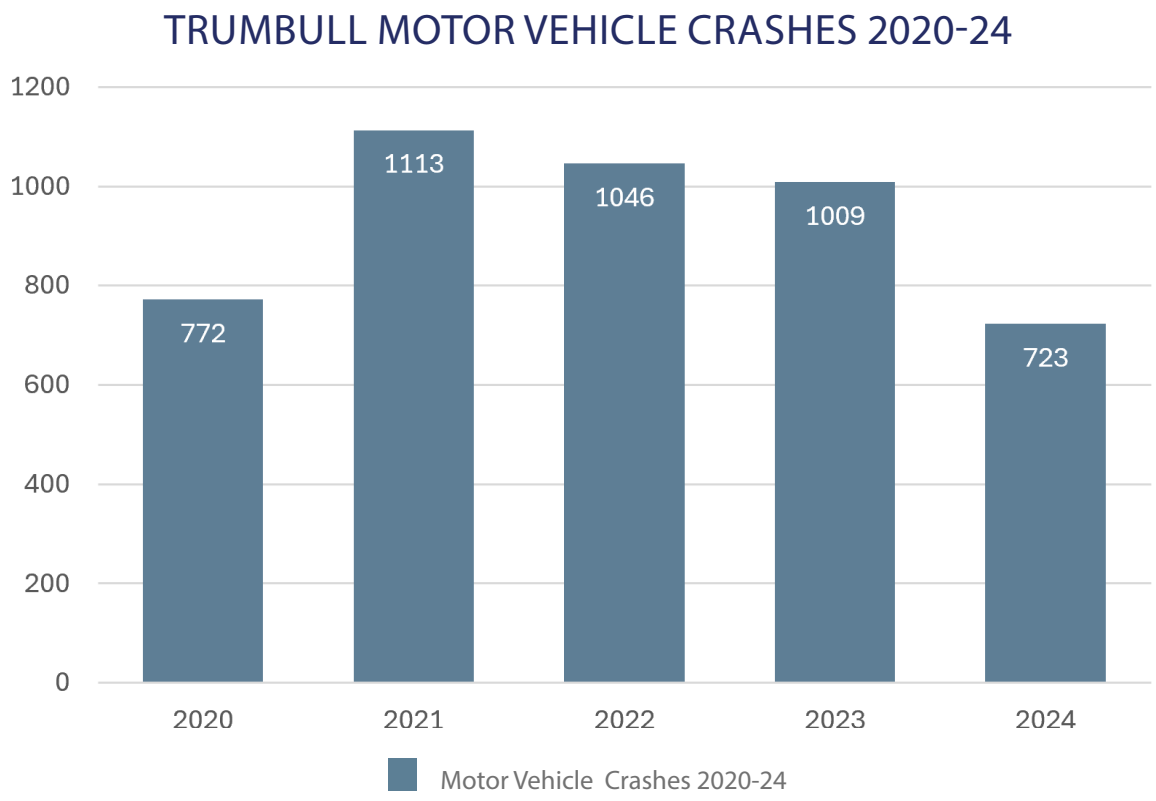
In 2024, Trumbull reported decreases in the total number of crashes, fatalities, serious injuries, and bicyclist crashes, while the number of pedestrian crashes increased.

Between 2023 and 2024, overall crashes in Trumbull decreased significantly (-28.3%), the lowest total volume recorded in the Town across the 5-year analysis period.

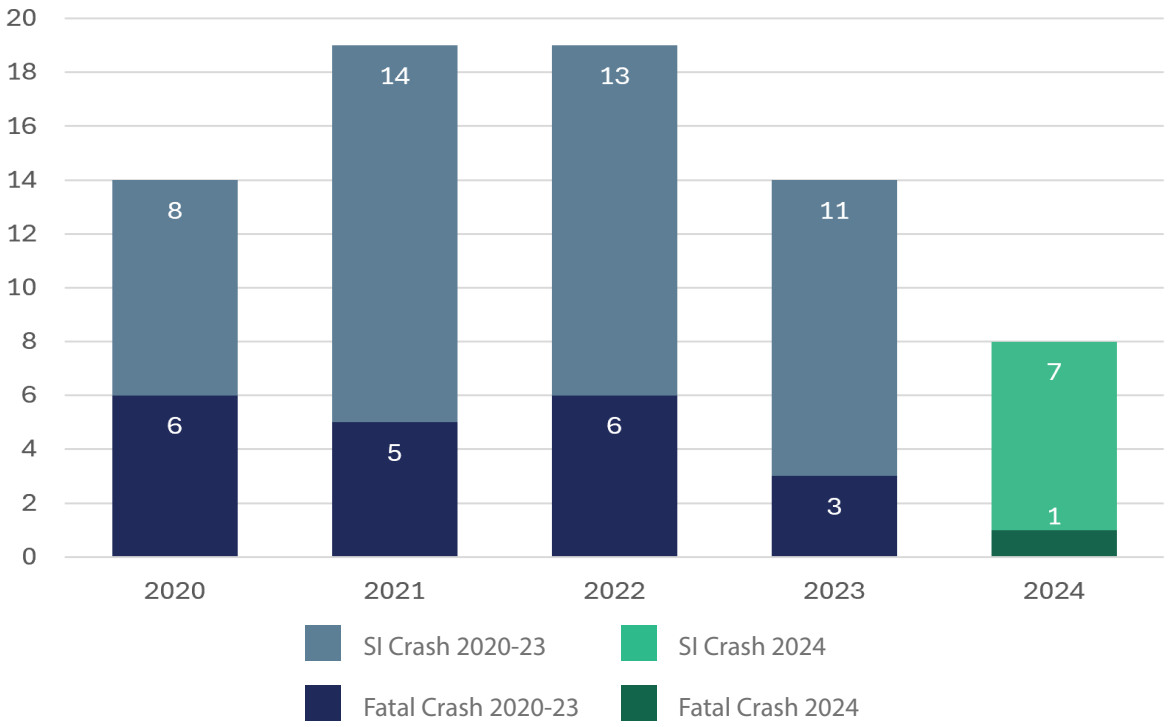
The number of fatalities in Trumbull fell to (1) in 2024, after falling to (3) in 2023 following a 6-year high of (6) in 2022. The (1) fatality recorded in 2024 is the lowest over the course of the 5-year period.

The number of serious injuries in Trumbull diminished (-36.3%) in 2024 to the second lowest figure recorded since the low in 2020.

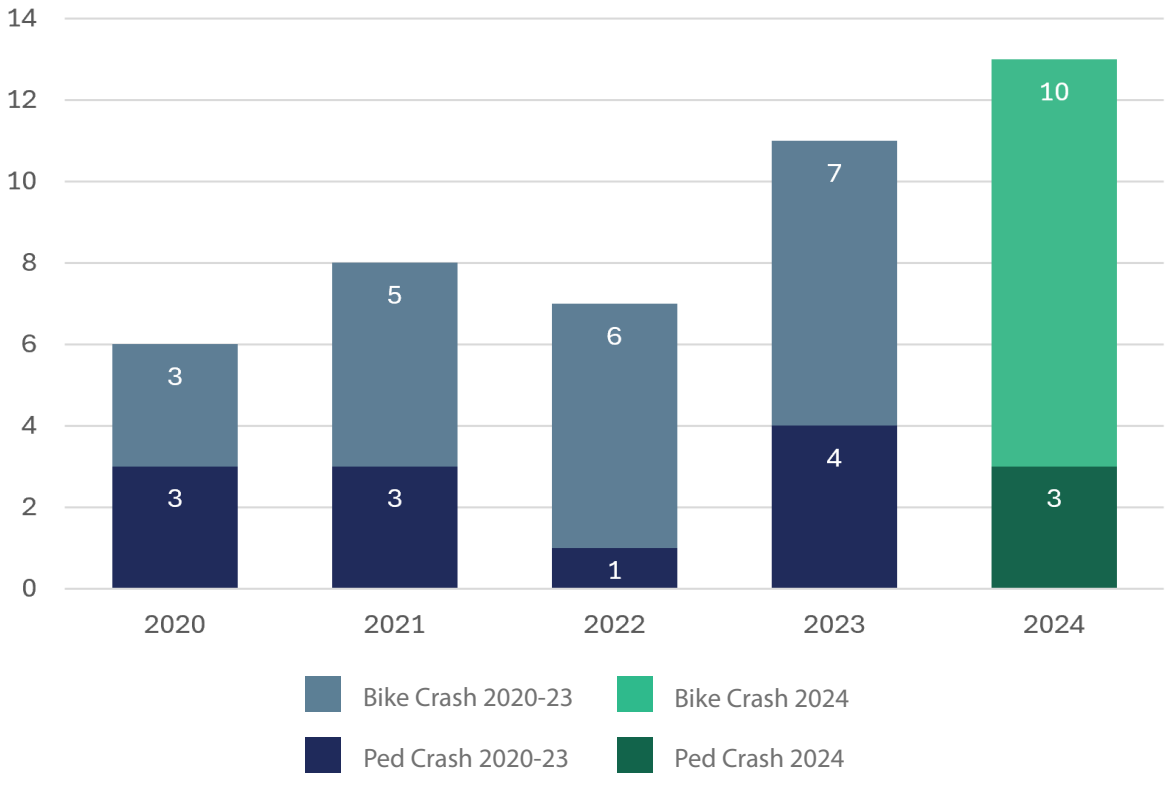
Trumbull experienced (3) bicyclist crashes in 2024, down from (4) in 2022. The Town endured a new high in pedestrian crashes in 2024 with (10), following a consistent trend in rising pedestrian crashes year after year since 2020.



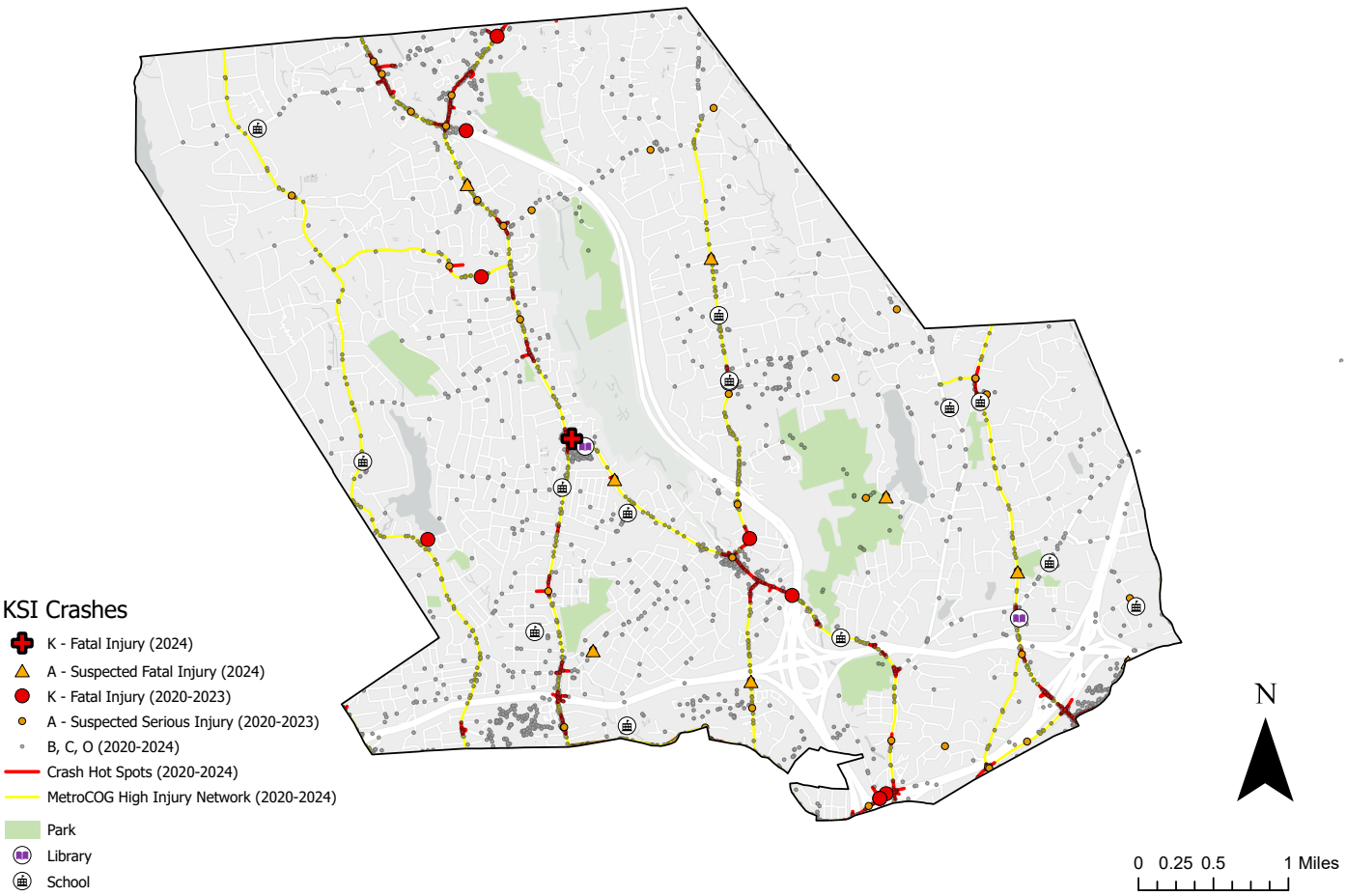
TRUMBULL SERIOUS INJURY + FATAL CRASHES 2020-24



TRUMBULL NON-MOTOR CRASHES 2020-24



Trumbull KSI Crashes 2024



Trumbull Bicycle & Pedestrian Crashes 2024

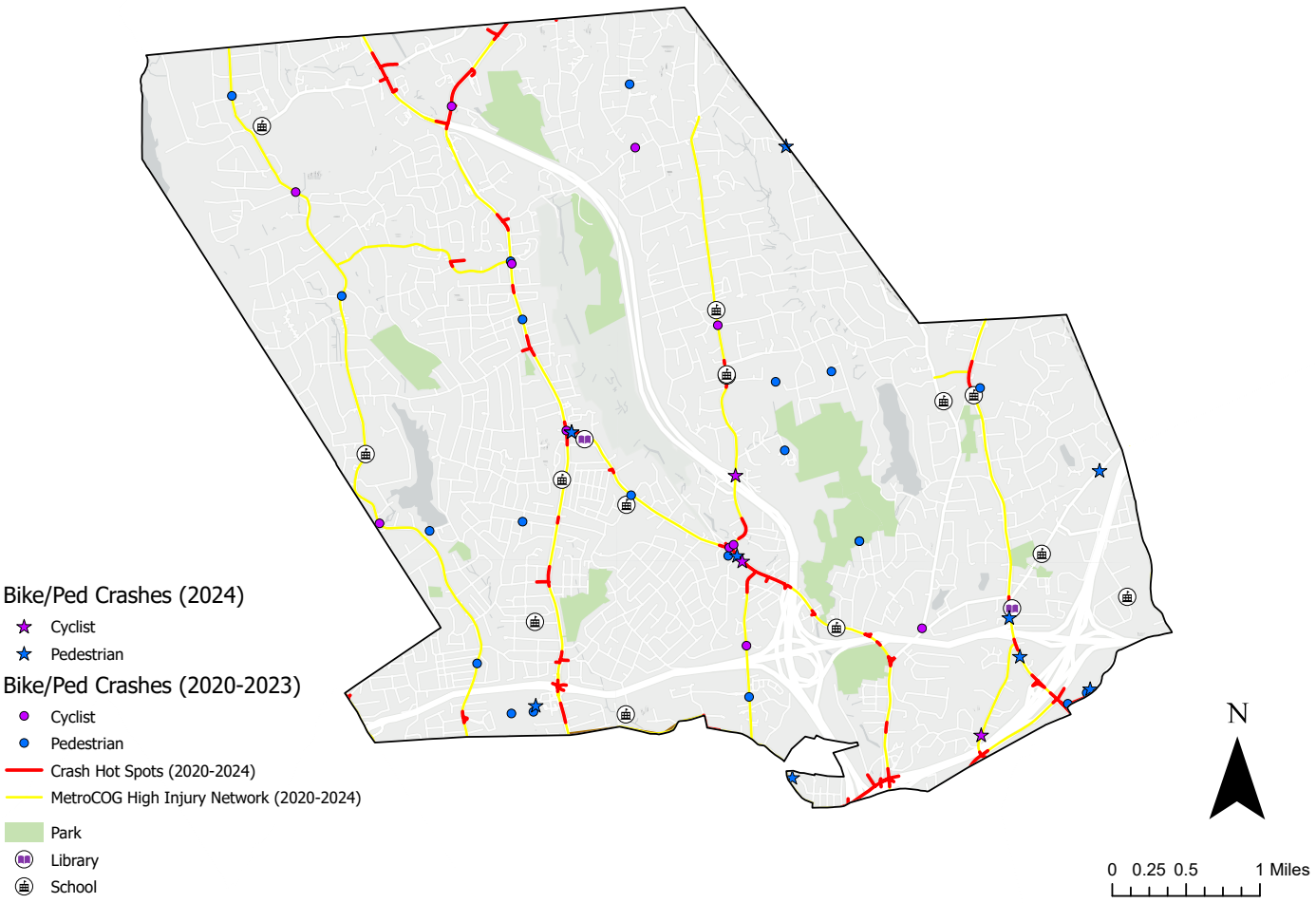


TABLE 8.1: 2020-2023 vs. 2024
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (1 of 3)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
CT 127 (White Plains Rd) from Grandview Dr to I95 underpass, Taits Mill Rd, Daniels Farm Rd, Reservoir Ave, and Alice Pl Intersection	137	173	47	1	0	1	0	0	1	1	1	Yes
Trumbull Ave from Rt 15 off-ramp to Marshall Ave, CT 127 (E Main St), trail crossing , Quarry Rd, and Rt 25 off ramp Intersections	137	140	43	3	0	1	0	0	0	0	0	Yes
RT 111 from RT-25 to Trefoil Dr, focus on Old Mine Road	119	197	47	0	0	2	0	0	0	1	0	Yes
RT-108 from Route 8 to Hawley Ln, focus on Penny Ave and Hawley Ln from RT-108 to the Best Buy Entrance	89	239	61	0	0	0	0	1	0	0	0	Yes
RT 25 (Main St) from Regency Cir to Old Turnpike Rd, focus on Tashua Rd and Spring Hill Rd Intersections	83	97	33	0	0	2	0	0	0	0	0	Yes
CT 111(Main St), Gorham Pl to Bonnie View Dr	48	61	26	0	0	2	0	0	0	0	0	Yes
Huntington Tpke + Intervale Rd	33	19	3	0	0	2	0	0	0	0	0	Yes
RT-111 from Long Hill Pl to Quality St and Church Hill Rd from RT-111 to Clairmont Ter	32	48	12	0	1	0	0	0	2	1	0	Yes
Old Town Rd from Reddak Ln to Cambridge Dr	31	17	3	0	0	3	0	0	0	0	0	Yes
RT-111 Near Technology Drive	28	23	6	1	0	0	0	0	0	0	0	Yes

TABLE 8.1: 2020-2023 vs.2024
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (2 of 3)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
Huntington Tpke from Old Green Rd to Isinglass Ter	26	21	2	0	0	3	0	0	0	0	0	Yes
CT 111 (Main St) from Chestnut Hill Rd to Killian Ave, focus on Edison Rd	23	43	7	0	0	0	0	0	0	0	0	Yes
CT 734 (Daniels Farm Rd from bridge to Ward Pl	23	8	2	1	0	1	0	0	0	0	0	Yes
RT-111 from Bassick Road to Grove Street, focus on Blackhouse Rd	23	18	4	0	0	1	0	0	0	0	0	Yes
CT 127 (White Plains Rd) + Unity Rd	21	25	3	0	0	0	0	0	0	0	0	Yes
RT-111 from Turney Pl to Birdsall Ave, focus on Lake Ave	18	23	6	0	0	0	0	0	0	0	0	Yes
CT 111 (Main ST) + RT 15 I	17	48	8	0	0	0	0	0	0	0	0	Yes
RT-108 + Rt 8	17	35	8	0	0	0	0	0	0	0	0	Yes
CT 127 (White Plains Rd) + Cedar Crest Rd	14	15	4	0	0	0	0	0	0	0	0	Yes
CT 111 (Main St) from Broadway Rd to Whitney Ave	13	24	8	0	0	1	0	0	0	0	0	Yes
CT 127 (White Plains Rd) + Rt 15 ramp	10	7	4	0	0	0	0	0	0	0	0	Yes
CT 111 (Main St) from Regina St to Cottage St	9	5	4	0	0	0	0	0	0	0	0	Yes
CT 127 (Church Hill Rd) + Bonita Ave	9	5	3	0	0	0	1	0	0	0	0	Yes
Daniels Farm Rd from Hillcrest MS to Wordins Ln	8	4	1	0	0	1	0	0	0	0	0	Yes
RT-108 (Nichols Ave) around Huntington Tpke	8	17	2	0	0	1	0	0	0	0	0	Yes

TABLE 8.1: 2020-2023 vs.2024
CRASH HOT SPOT LOCATIONS BY TYPE - TOWN OF TRUMBULL (3 of 3)

Crash Hot Spot/Corridor	Severity Score	Crash #		Fatal #		Serious Inj #		# of Peds		# of Cyclists		HIN
		20-23	2024	20-23	2024	20-23	2024	20-23	2024	20-23	2024	
RT-111 from John St to Harned Pl	8	13	1	0	0	0	0	0	0	0	0	Yes
Daniels Farm Rd Between Meadow Wood Rd and Strobel Rd	7	15	1	0	0	0	0	0	0	0	0	Yes
Madison Ave at the Westfield Mall Entrance	7	10	4	0	0	0	0	0	0	0	0	Yes
Park Ave + Plum Tree Ln	7	2	1	0	0	0	0	0	0	0	0	Yes
Brittany Rd + Madison Ave	6	2	0	0	0	1	0	0	0	1	0	Yes
CT 127 (White Plains Rd) between Cottage Pl and Bonazzo Dr	6	2	0	0	0	1	0	0	0	0	0	Yes
Stonehouse Rd + Sanford Ave	6	2	0	0	0	1	0	0	0	0	0	Yes
CT 127 (White Plains Rd) between Unity Park Rd and Rt 15 on ramp	5	5	1	0	0	0	0	0	0	0	0	Yes
RT-108 near Unity Rd	5	17	2	0	0	0	0	0	0	0	0	Yes

TABLE8.2: TOWN OF TRUMBULL - 2025 STATUS UPDATE
SELECTED PRIORITY PROJECTS (1 of 2)

Location	Safety Problem	Countermeasure Description	Status	Notes
Daniels Farm Rd (RT 734 South of 8/25)	1 fatality, 1 SI, 10 crashes total	Roadway widening to provide a uniform 32-foot road w/turn lanes, sidewalk, + bike lanes.	In-Design	Preliminary design being funded by the Town. LOTCIP funding is allocated for construction
Pequonnock River Trail	28 crashes at CT 127 + Unity Road Int. Reroute pedestrians from RT 127/White Plains Rd	Walking bridge over the Pequonnock River to connect Unity Park to the PRT near Route 15.	Priority,notyet Initiated	
Pequonnock River Trail	22 crashes. Reroute pedestrians from Whitney Ave.	Trail connection between Dunellen Rd to Pequonnock River Trail	In-Construction	Getting ready to go out to bid for construction. Design is complete. Construction Summer 26
Pequonnock River Trail	22 crashes. Reroute pedestrians from Whitney Ave.	Trail connection from Pequonnock River Trail to Indian Ledge Park with parking lot installation.	Planned/ Conceptual	Have concepts/preliminary feasibility
RT 108/Huntington Tpke, Shelton Rd and Unity Rd Intersection	19 crashes	Intersection improvements	Planned/ Conceptual	Have looked at conceptual plans with CTDOT
RT 111 & Whitney Ave	1 SI, 36 crashes	Install traffic light at the intersection. Complete Street concept with sidewalks to connect commercial development to residential developments	Completed and Monitoring	Completed Late Fall 2024
RT 127 (Church Hill Rd) and Quality Rd	1 SI, 8 crashes	Install traffic light at the intersection. Connects 2 commercial areas as well as a planned PRT extension	Priority, not yet Initiated	
RT 127 (White Plains Rd and Church Hill Rd) - Trumbull Center Corridor	1 fatality, 1 SI, 210 crashes	Trumbull Center Corridor Study: Full or partial road diet, multi-use path, signal timing adjustments,roadway realignment, and enhanced transit/bike/ped connections	Planned/ Conceptual	Town Completed planning study. Signal being constructed by CTDOT. Still looking for funding for the other portions of the project.

TABLE 8.2: TOWN OF TRUMBULL - 2025 STATUS UPDATE SELECTED PRIORITY PROJECTS (2 of 2)

Location	Safety Problem	Countermeasure Description	Status	Notes
Trefoil Drive	2 SI, 1 cyclist, 244 crashes	Provide Eastbound Right Turn Lane on Trefoil Drive at RT 111	Priority,notyet Initiated	
White Plains Rd Multi-purpose Trail connector	6 crashes	Pedestrian trail to the north side of White Plains Road from Shawnee Road to Twin Brooks Park.	In-Design	Currently in final design.
Spring Hill Road	25 crashes	Roadway widening, sidewalk improvements, installation of rapid flashing beacons	In-Construction	95% of construction is complete.
Reservoir Avenue from White Plains Road to Linderman Drive	Lack of pedestrian infrastructure	Pedestrian and Roadway Improvements	Planned/ Conceptual	Included in the LOTCIP set-aside for construction.
Old Town Road + Quarry Road	The signal is nearing the end of its service life + the intersectionlacks modern safety and accessibility features, such as pedestrian signals, ADA-compliantramps, and adequate crosswalk illumination	Replace ttraffic signal with one that includes video detection and emergency pre-emption capabilities, install pedestrian signals, ADA ramps, sidewalks, and crosswalk illumination. Construct a sidewalk extension north along Quarry Road to connect to transit stops and the Pequonnock River Trail.	Planned/ Conceptual	LOTCIP funding is allocated for construction.



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

IX



ENGAGEMENT, GRANT APP'S, POLICY & NEXT STEPS

Engagement

WEB PRESENCE

The transportation planning section of MetroCOG's website contains MetroCOG's Vision Zero commitment, Statewide safety planning resources, and Regional Safety Action Plans Updates from 2022, 2023, and 2024. An interactive "Vision Zero Dashboard" displays maps of the fatal and serious injury crashes, bicycle and pedestrian crashes, as well as the High Injury Network and Crash Hot Sports of the region with data updating live from the UCONN's Crash Data Repository. Under the bicycle and pedestrian subsection, visitors can access the GBVMPO's Complete Streets Policy and an interactive "Trail Mapper" that highlights the trails and greenways in the region.

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)

The subcommittee, which meets quarterly, is primarily composed of local engineering, planning, and transit staff. Members of the public are also welcomed to attend meetings. Thus far, membership on the Safety Planning Subcommittee includes:

SAFETY PLANNING SUBCOMMITTEE - MEMBERS

- AAA Northeast
- City of Bridgeport
    - Central Grants Office
    - Department of Public Works
    - Engineering Department
    - Office of Planning and Economic Dev.
- Connecticut Bicycle and Pedestrian Advisory Board
- Connecticut Department of Transportation (CTDOT)
    - Bureau of Policy and Planning
    - Division of Traffic Engineering
    - Intergovernmental Affairs
- CTrides
- Town of Easton
    - Emergency Medical Services (EMS)
    - Land Use Department
    - Public Schools
    - Public Works Department
- Town of Fairfield
    - Engineering Department
    - Finance Department
    - Human Services Department
    - Planning and Zoning
    - Public Works Department
    - Bicycle and Pedestrian Committee
- FHWA - CT Division Office
- Greater Bridgeport Transit Authority
- Town of Monroe
    - Department of Public Works
    - Engineering Department
    - Office of Planning and Zoning
    - Police Department
- Southwestern Connecticut Agency on Aging
- Town of Stratford
    - Emergency Management
    - Engineering Department
    - Grants Office
    - Office of Economic & Community Dev.
    - Planning and Zoning Office
- Town of Trumbull
    - Department of Public Works
    - Economic and Community Development
    - Emergency Management
    - Engineering Department
- Watch For Me CT /CT Children's Medical Center

SAFETY PLANNING SUBCOMMITTEE - MEETING DATES

- 1/15/2025
- 4/16/2025
- 8/20/2025
- 12/17/2025

2024-25 Grant Applications

SAFE STREETS AND ROADS FOR ALL (SS4A)

METROCOG: REGIONAL SAFETY ACTION PLAN - PHASE II: SAFETY COUNTERMEASURE SUITABILITY ANALYSIS AND DEMONSTRATION ACTIVITIES

The Metropolitan Council of Governments (MetroCOG) applied for and received $1,250,000 in Planning and Demonstration funding to conduct a suitability assessment of proven safety countermeasures at select crash hotspots on the regional High Injury Network (HIN). The work will include conducting demonstration activities at select Crash Hot Spots, focusing on state routes.

BRIDGEPORT: SAFE AND COMPLETE STREETS

The City of Bridgeport applied for and received $2,538,400 in Planning and Demonstration funding to advance its Complete and Safe Streets Design Manual, create an Action Plan for its implementation, and conduct several demonstration projects to inform the Action Plan.

ENSURING SAFE STREETS AND ROADS FOR ALL: AN ACTION PLAN FOR FAIRFIELD, CT

The Town of Fairfield applied for and received $350,000 in Planning and Demonstration funding to create a Complete Streets Guide and an Action Plan to inform its implementation.

FAIRFIELD: SS4A DEMONSTRATION PROJECTS

The Town of Fairfield applied for and received $375,000 in Planning and Demonstration funding to test temporary quick-build safety interventions such as crosswalks, signage, bollards, and bulb-outs at several high-risk locations along the I-95 and U.S. Route 1 corridors. The project will design, implement, and evaluate demonstration activities with before-and-after traffic speeds, volumes, and pedestrian counts and will produce a Mitigation Toolkit and recommendations for implementation to inform future capital projects and regional replication.

NEIGHBORHOOD ACCESS AND EQUITY (NAE)

BUILDING RESILIENT INTERCONNECTED DEVELOPMENT AS A GATEWAY TO THE EAST END (B.R.I.D.G.E)

MetroCOG applied for and received $750,000 in Planning funding to study, plan, and create preliminary designs for intersection alignment alternatives at the I-95 Exit 29 Entrance and Exit Ramps, Stratford and Connecticut Avenues (CT-130), and Seaview Avenue intersection in the East End of Bridgeport. The study will evaluate the current intersection use, analyze alternatives and future realignment concepts, and identify a preferred intersection alternative.

TRANSPORTATION ALTERNATIVES (TA)

PARK AVENUE SOUTH STREETSCAPES PHASE I

The City of Bridgeport applied for and received $4,790,725 in funding to design and construct parking protected raised bike lanes and pedestrian infrastructure improvements along Park Avenue from Waldemere Avenue to Railroad Avenue

PARK AVENUE SOUTH STREETSCAPES PHASE II

The City of Bridgeport applied for and received $2,990,600 in funding to design and construct parking protected raised bike lanes and pedestrian infrastructure improvements along Park Avenue from Railroad Avenue to State Street.

STRATFORD: HOUSATONIC RIVER GREENWAY PHASE III

The Town of Stratford applied and received for $6,680,00 in funding to design and construct a separated multi-use trail, pedestrian infrastructure, and streetscape improvements along Ferry Boulevard from Elm Street to the Devon Bridge.

2024-25 Grant Applications

TRANSPORTATION ALTERNATIVES (TA) - CONTINUED

FAIRFIELD: MCKINLEY SCHOOL SAFE ROUTES

The Town of Fairfield applied for $1,440,000 in funding to design and construct sidewalks and other pedestrian infrastructure improvements in the neighborhood surrounding McKinley Elementary School. While this application was ranked outside of the current funding allotment for TA, Urban Act funding was secured for the project.

FAIRFIELD NORTHEAST SCHOOLS AND NEIGHBORHOOD IMPROVEMENTS

The Town of Fairfield applied for $1,840,000 in funding to design and construct sidewalks and other pedestrian infrastructure improvements in the neighborhood of North Stratfield and Stratfield Elementary Schools. While this application was ranked outside of the current funding allotment for TA, Local Transportation Capital Improvement Program (LOTCIP) funding was secured for the project.

STATE OF CONNECTICUT BOND COMMISSION

PARK AVENUE PEDESTRIAN SAFETY IMPROVEMENTS

In collaboration with the City of Bridgeport, the Town of Fairfield, and Sacred Heart University, MetroCOG applied for $926,488.11 in funding from the State of Connecticut Bond Commission for the design of targeted human scale interventions at four intersections along Park Avenue and Jefferson Street, as well as a multi-use path connecting Sacred Heart University's Main Campus and West Campus along Jefferson Street. These improvements are aimed at improving safety outcomes and facilitating increased non-vehicular travel along the Sacred Heart University corridor.

CTDOT ACTIVE TRANSPORTATION MICROGRANT PROGRAM

In March 2024, the Connecticut Department of Transportation launched the Active Transportation Microgrant program. The program offers up to $5,000 per applicant for municipalities, school districts and 501(c)(3) nonprofits to spend on small, non-infrastructure active transportation materials and programming. The Councils of Government are tasked with marketing and administering the program within their respective regions. Through the first two years of the program, MetroCOG has administered a total of 17 grant applications, including 10 from member municipalities and 7 from regional non-profit organizations for a total of $79,212.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) contains all proposed transportation improvement projects in the Greater Bridgeport and Valley Metropolitan Planning Regions that are programmed to receive federal funding from the US Department of Transportation over a four-year period. This regional TIP is then incorporated into the Statewide TIP. MetroCOG staff works collaboratively with the Connecticut Department of Transportation, municipalities, and Greater Bridgeport Transit to develop project scopes, financial plans, and schedules. The 2021-2024 TIP and 2025-2028 TIP are available online at the following link: https://ctmetro.ecointeractive.com/home/%20

Policy

REGIONAL POLICY

GBVMPO REGIONAL COMPLETE STREETS POLICY

o On March 27th, 2025, the Greater Bridgeport Valley Metropolitan Planning Organization (GBVMPO), the host agency for MetroCOG, adopted a Regional Complete Streets Policy to establish a multimodal approach to transportation planning that serves to account for and accommodate all roadway users to ensure safe, comfortable, and efficient travel. The policy codified Complete Streets as a necessary factor within each regional project, defines the approach for prioritization, implementation, and evaluation of Complete Streets projects in the region, and describes the procedures which formalize commitment to Complete Streets planning. The intent of the policy and supporting actions are to advance MetroCOG's commitment to a Vision Zero future outlined in the Regional Safety Action Plan, while realizing co-benefits in equity, public health, economic development, environmental outcomes, livability, efficiency, and mobility across all modes of transportation.

STATE POLICIES

CTDOT COMPLETE STREETS CONTROLLING DESIGN CRITERIA AND JUSTIFICATION PROCESS

o In August 2023, the Connecticut Department of Transportation sent out an engineering directive to establish design guidance and criteria for pedestrian, bicycle, and transit facilities. The design guidance is relevant on all projects in which CTDOT is involved as the project proponent, administrator, responsible for project funding, or in control of the affected infrastructure.

CTDOT COMMISSIONER'S DIRECTIVE & QUICK BUILD PILOT PROGRAM

o Announced in June 2024, the Connecticut Department of Transportation established a new program for municipalities to conduct quick build demonstration projects on state owned roadways. This creates a formal and streamlined process for temporary complete streets interventions with data collection requirements that can serve to study and test pilot projects to inform potential permanent infrastructure. MetroCOG's SS4A funded project, Regional Safety Action Plan Phase II: Safety Countermeasure Suitability Analysis and Demonstration Projects, will utilize this established process to implement temporary quick build interventions on State owned roadways as part for the plan.

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE POLICY & PROGRAM

In October 2023, the Automated Traffic Enforcement Safety Device (ATESD) policy as part of was Public Act No. 23-116 enacted by the Connecticut State legislature based off a recommendation from the State's Vision Zero Council. ATESD systems capture images of drivers committing traffic violations, such as speeding and running through red lights. These devices allow for the citation of violators who commit roadway infractions related to speeding and red light running in designated pedestrian safety zones, school zones, and other similarly designated locations indicated by the municipality. As of 2025, the Towns of Fairfield and Stratford have had municipal plans approved for 6 and 3 School Zone ATESD installations respectively, with implementation planned for early 2026.

CTDOT GUIDELINES FOR PROPOSED PLANTINGS WITHIN THE CTDOT RIGHT-OF-WAY DIRECTIVE

In December 2025, the Connecticut Department of Transportation released a new maintenance directive that established the requirements for the submittal of an encroachment permit related to plantings, defined an approach following "right tree, right place" principles, and design recommendations for tree planting plans in the state right-of way.

Policy

LOCAL POLICIES

FAIRFIELD SAFE AND LIVABLE STREETS ORDINANCE

Adopted in October 2023 by the Town of Fairfield, the "Safe and Livable Streets" ordinance builds upon the municipality's existing Complete Streets Policy passed in 2018 that was ranked within the top ten policies nationwide by the advocacy group Smart Growth America.

The new ordinance strengthens the existing policy by requiring the creation of a new Complete Streets Coordinator position for the town, the development of a Right-of-Way Manual that will be updated bi-annually, and a Complete Streets Plan outlining an annual list of planned projects.

Next Steps

Regional Safety Action Plan Phase II: Safety Countermeasure Suitability Analysis and Demonstration Activities

As part of the SS4A funded Regional Safety Action Plan Phase II: Crash Hot Spot Countermeasure Suitability Analysis and Demonstration Activities, MetroCOG will build upon the existing Regional Safety Action Plan (and annual updates). A detailed analysis of the High Injury Network (HIN) and Crash Hot Spot Locations will serve to identify, evaluate, and develop context-specific countermeasures for several of the highest need locations across the region to improve safety outcomes. Preferred countermeasures will then be tested at select locations through temporary demonstration projects. This work will begin in Spring 2026, with a Comprehensive Update of the Regional Safety Action Plan to follow in Fall 2026.

SS4A GRANT PROGRAM

SPRING 2026

MetroCOG will coordinate with municipalities to prepare and submit projects of interest for 2026 SS4A grant opportunities.

SUMMER 2026

Municipalities will learn whether they have received funding for their '26 Applications.

COMPREHENSIVE PLAN UPDATE

FALL/WINTER 2026

MetroCOG will produce and post a comprehensive update of the Regional Safety Action Plan.



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