

NEW BRITAIN SAFETY ACTION PLAN

JUNE 2025



ACKNOWLEDGMENTS

The 2025 New Britain Vision Zero Safety Action Plan is the result of a year of collaboration, analysis, and engagement by hundreds of individuals across the City. We would like to thank the Vision Zero Task Force, the City of New Britain's Department of Public Works, the New Britain Police Department, and the other City departments, community groups, and everyday citizens who offered the time, voice, and perspective to inform the vision and development of this Safety Action Plan.



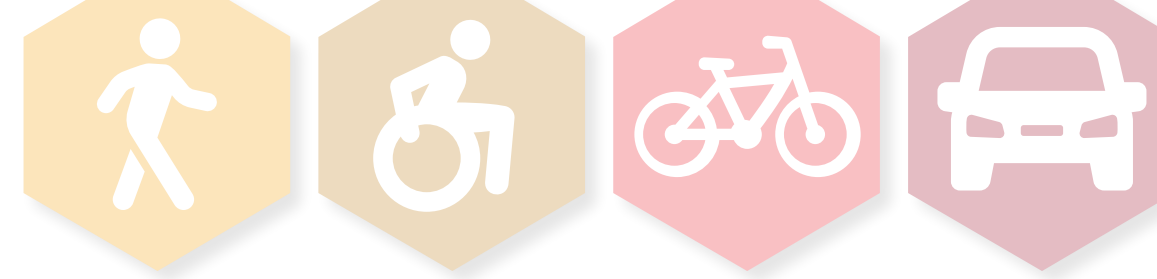
This plan was prepared by the City of New Britain with Assistance from Cambridge Systematics, Inc., Vanasse Hangen Brustlin, Inc., SLR Consulting, Ltd, and Interpreters and Translators, Inc.



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EXECUTIVE SUMMARY

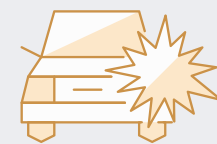


In December 2024, the City of New Britain formally committed to a Vision Zero Goal. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

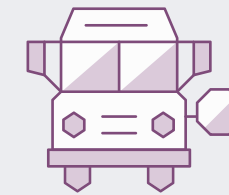
Supported by a Safe Streets for All (SS4A) Planning Grant from the Federal Highway Administration (FHWA), this Safety Action Plan is built around a Safety Data Analysis spanning 25 years, presenting a snapshot of the City's crash trends, road user behavior, and ongoing efforts to build a safer transportation network in the Capitol Region's second-largest city.

Informed by a year of planning, analysis, and engagement with the New Britain community, this Plan identifies a **HIGH CRASH NETWORK OF 34 LOCATIONS across the City**, sites of opportunity for the deployment of strategic countermeasures spanning Education, Encouragement, Evaluation, Enforcement, and Engineering.

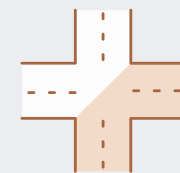
From 2019 to 2023,



nearly **6,000** CRASHES were recorded in New Britain.



Speed related crashes were identified in **at least 15** SCHOOL ZONES



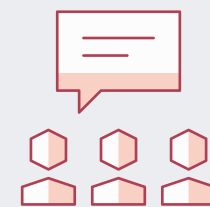
Nearly **HALF** of all CRASHES occurred at **INTERSECTIONS**.

across the City, and even at newly reconstructed, well-marked intersections, unsafe behavior was observed across all modes of travel.



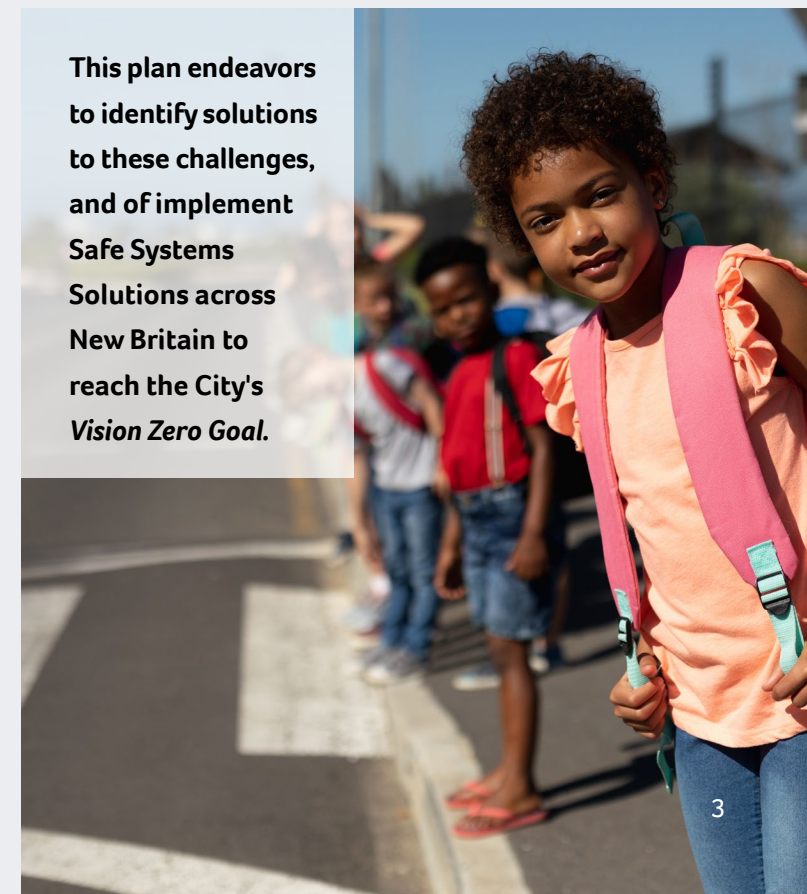
On average, **about 22** crashes result in a **FATALITY** or **SERIOUS INJURY** in New Britain **EVERY YEAR**.

This plan endeavors to identify solutions to these challenges, and of implement Safe Systems Solutions across New Britain to reach the City's Vision Zero Goal.



Across **7** COMMUNITY EVENTS and a SURVEY reaching **over 500** CITIZENS, just **31%** of City residents

described feeling safe driving in New Britain, and less than **20%** said the **same about walking and biking.**



In collaboration with the City’s Vision Zero Task Force, this Plan offers recommendations of Specific, Measurable, Actionable, Resourced, and Time-Bound (SMART) Actions to improve road user safety, including:

- **FINDINGS FROM A ROBUST COMMUNITY ENGAGEMENT** effort, including a community survey with more than 500 respondents, seven community events, and outreach efforts in three languages;
- **IDENTIFICATION OF SAFETY STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS** across the City, along with gaps and opportunities to enhance community ordinances, policies, processes, and programs;
- **ANALYSIS OF SPEEDING IN SCHOOL ZONES** to inform the deployment of Automated Traffic Enforcement Safety Devices (ATESDs) in school zones across the City; and
- **CONCEPTUAL ENGINEERING PLANS FOR TWO OF THE CITY’S HIGHEST CRASH CORRIDORS** and detailed countermeasures for deployment at 32 other intersections and corridors.

This plan marks the next step in the City’s ongoing journey to realize its **VISION ZERO GOAL:**

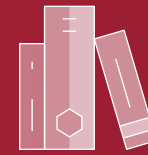
“**REDUCE** fatal and serious injury crashes by **50%** by 2035 to reach Vision Zero by 2045.”

Over the past two decades, the City of New Britain has been working to improve transportation safety through a number of infrastructure projects, safety programs, and comprehensive plans. In 2008, the City’s Downtown Development Plan acknowledged the importance of improving safety Downtown, laying the groundwork for the design and construction of the CTfastrak regional Bus Rapid Transit (BRT) corridor, which opened in March 2015.

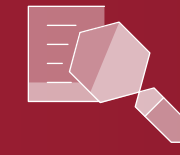
The City’s 2013 Complete Streets Master Plan advanced the study of planning and maintaining a livable environment that is supportive of all transportation modes. Since then, **more than \$75 Million has been invested in key projects to improve bicycle connectivity, revitalize underused parcels, and install proven safety countermeasures all contributed to a decline of more than 50 percent in the rate of serious injury crashes since 2008.** But challenges remain in the City’s pursuit of reaching Vision Zero, eliminating traffic fatalities and severe injuries among all road users.



This **New Britain Safety Action Plan** adds to the City’s continued efforts to create a safe and enduring system through a comprehensive analysis of the City’s crash trends to identify **actions for implementing Safe Systems Solutions** across the City, including:



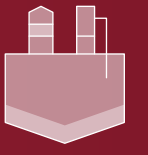
EDUCATION and ENCOURAGEMENT
opportunities for motorists, bicyclists, and pedestrians on safe roadway usage.



EVALUATION
opportunities to close remaining data gaps and safety challenges.



ENFORCEMENT
recommendations to support and implement policies.



ENGINEERING
physical changes to the City’s roadways.

The City established a Vision Zero Task Force to discuss safety issues, recommend countermeasures, develop policy changes, and establish a Safety Vision for the next two decades. Between June 2024 and May 2025, the City engaged over 508 citizens through engagement activities across various mediums. During the development of the Plan, the City hosted **10 Vision Zero Task Force Meetings**, coordinated **7 public outreach events and meetings**, and crafted **11 technical memoranda, matrices, reports, and plans.**

The results and recommendations of this report will help inform future decisions and provide a guidance on initiatives to support Engineering, Education and Encouragement, Enforcement, and Evaluation of safety issues in the coming years to achieve Vision Zero by 2045. This plan is informed by the findings and objectives of the City’s recent planning efforts, plus a year of community engagement, planning, and analysis focused on achieving Vision Zero. The table below provides an overview of this plan’s compliance with the requirements of the Safe Streets and Roads for All (SS4A) Self-Certification Eligibility Worksheet, and links to technical memoranda providing additional in-depth analysis on each Action Plan Component.

NEW BRITAIN PROJECT(S) TIMELINE

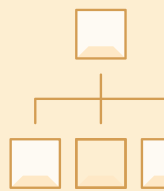


COMPONENT

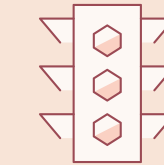
COMMITMENT

1  **Leadership Commitment and Goal Setting**

- The New Britain Common Council publicly committed to an eventual goal of zero roadway fatalities and serious injuries by 2045 in a resolution [here](#)
- The goal includes BOTH a target date to reach zero AND a target to achieve a reduction of 50 percent by 2035
- The goal setting process is described on p. 7 and documented [here](#)

2  **Planning Structure**

- To develop this Action Plan, the City formed a Vision Zero Task Force of 13 members with representatives from the Office of the Mayor, Public Works, New Britain Police, Board of Education, Commission on Human Rights and Opportunities, Department of Community Services, Bike New Britain, New Britain Common Council, and the Capitol Region Council of Governments (CRCOG)
- The work of the Task Force was supported by City staff and planning consultants
- All Task Force meeting materials are available on the City's Vision Zero website [here](#)

3  **Safety Analysis**

- This plan analyzed existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries, documented [here](#)
- Crashes were analyzed by location, severity, contributing factors, type, mode, time of day, functional classification, and roadway ownership
- The data analysis highlighted specific safety needs of vulnerable road users, as well as 11 emphasis areas
- High crash locations were identified by intersection and segment across the City

4  **Engagement and Collaboration**

- This plan included engagement with over 500 community members across seven in-person events and a public survey
- The input received directly informed the formation of the High Injury Network and is documented [here](#)
- Coordination included collaboration across City departments, and with experts from CTDOT, UConn, and CRCOG

5  **Policy and Process Changes**

- This plan included an assessment of 13 reference documents, including plans, ordinances, to identify more than 30 recommendations spanning Education & Encouragement, Evaluation, Enforcement, and Engineering
- Strategies for implementation through adoption of revised or new policies is discussed on Page 26 and explored in detail [here](#)

6  **Strategy and Project Selection**

- This plan identifies a comprehensive set of projects at 34 high-injury locations and includes strategies and implementation steps to address safety problems
- Specific projects and countermeasures are explored [here](#)

7  **Progress and Transparency**

- This plan concludes with an Implementation plan outlining how progress will be measured over time, with outcome data and performance targets
- This Vision Zero Task Force will continue to meet bimonthly to track progress of key actions and provide a forum for ongoing public discussion of safety challenges

NEW BRITAIN'S VISION ZERO GOAL:



“REDUCE fatal and serious injury crashes by **50%** by 2035 to reach Vision Zero by 2045.”

The statistics, findings, and recommendations presented in this report were developed through a series of **KEY DELIVERABLES**, including:

- **Safety Data Analysis** informed by 25 years of Crash Data from the Connecticut Crash Data Repository and detailed Police Reports focusing on Vulnerable Road User (VRU) crashes.
- An additional **Deep Dive to understand VRU behavior** and levels of exposure for pedestrians and bicyclists through traffic camera footage review, a Vulnerable Road User Audit with the Vision Zero Task Force, and Road User Audits to observe compliance with Traffic Laws.
- Development of **six Engineering Concepts** and detailed Countermeasures at more than 30 locations on the City's High Crash Network of Intersections and Road Segments.
- Creation of an **Implementation Plan** to identify specific actions for the City to take in the next two decades to reach its Vision Zero Goal.
- Focused workshops with the **Vision Zero Task Force** to identify safety strengths, weaknesses, opportunities, and threats (a SWOT analysis) across the City; codify Vision Zero leadership goals; and develop community outreach strategies.
- **Policy Analysis** of the City's Code of Ordinances and Zoning Regulations to identify gaps and opportunities in the local policies that New Britain can target to improve safety.
- **Public outreach and stakeholder engagement** across 7 events, including tabling, lunch and learn presentations, community meetings, and a survey capturing over 500 responses.
- Geospatial analysis of crashes near City schools to support the creation of an **Automated Traffic Enforcement Safety Devices (ATESD) workplan** for speed and red light camera deployment.

KEY FINDINGS from this analysis include:

- Many of the citizens of New Britain are **willing, ready and motivated** to share thoughts and opinion on road needs and opportunities.
- While the City has successfully deployed **Engineering** countermeasures to improve safety in many areas, key gaps exist in **Education, Encouragement, Enforcement, and Evaluation** of safe driving behavior.
- City agencies have identified **opportunities for improved coordination** to leverage safety, but require resources to support implementation of these goals.
- **Road User Behavior** is the biggest contributor to the safety challenges in the City, across all travel modes.
- The **Vision Zero Task Force** as an entity is a strong forum for bipartisan collaboration and review of safety challenges, and the City would benefit from continuing Task Force meetings to guide and direct safety decision making.
- The City should **leverage technology** to mitigate safety challenges within the City by employing ATESD location designations, Street Lighting, and Signal Timing Changes.

LEADERSHIP COMMITMENT AND GOAL SETTING

VISION ZERO TASK FORCE AND GOAL SETTING

The Vision Zero Task Force consists of 13 members – a mix of elected officials, community members, and activists charged with steering the direction of the Plan.

A key objective of the Vision Zero Task Force was to establish a goal for the Safety Action Plan. The Task Force met on October 31, 2024 to review crash data, evaluate Vision Zero goals from across the country, and evaluate options for setting and implementing a Vision Zero Goal.

To accomplish this task, the Task Force reviewed two forecast scenarios to guide them to make a decision on the vision zero goal. The task force also reviewed example Vision Zero Goal Statements from other states and regions, including Minnesota, New Jersey, North Carolina, Indiana, and other parts of Connecticut.

The Task Force noted that the example statements could broadly be categorized into three types:

- **A goal with a specified percentage reduction by a target date** (e.g., “Reduce traffic deaths by 50% in 10 years”).
- **Achieving full Vision Zero by a certain date** (e.g., “Reach zero deaths and serious injuries by 2050”).
- **A hybrid of the two** (e.g., “Reduce fatal and serious injury crashes by 50% by 2035 to reach Vision Zero by 2045.”).

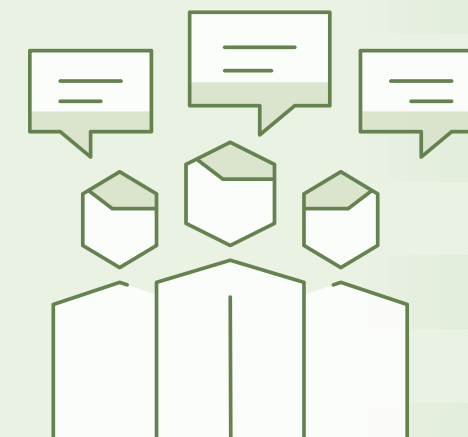
The Task Force determined that a hybrid model was preferred due to its ability to clearly impact the intended goal in both percentages and time variables. On December 11, 2024, the New Britain Common Council approved a bipartisan resolution setting the long-term goal thereby formally establishing a Vision Zero Goal for the City of New Britain.



**VISION ZERO –
BE A HERO**

“REDUCE fatal and serious injury crashes by **50%** by 2035 to reach Vision Zero by 2045.”

REPRESENTATIONS



Office of the Mayor

Department of Public Works

Police Department

New Britain Board of Education

Capitol Region Council of Governments (CROG)

New Britain Commission on Human Rights and Opportunities

Department of Community Services

Bike New Britain

New Britain Common Council

SAFETY DATA ANALYSIS

DATA SOURCES AND METHODOLOGY

The primary data source for the quantitative analysis of crashes was the Connecticut Crash Data Repository, an online database managed by the University of Connecticut. This database is compiled using information from Connecticut Unified Police Crash Reports (PR-1s) submitted to the University for all traffic collisions in the State.

More traffic data was sourced from Traffic Citation Data, the Connecticut Roadway Safety Management System, FARS, CTDOT Traffic Monitoring Station Data, and the 2025 Vision Zero New Britain Community Survey.

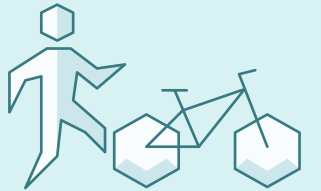
Other non-traffic data sources included the American Community Survey, Connecticut Environmental Justice Screening Tool, Climate and Economic Justice Screening Tool, and the Social Vulnerability Index.

The data analysis helped lay the foundations for the



HISTORICAL TRENDS ANALYSIS

PEDESTRIAN AND BICYCLIST DEEP-DIVE



AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES RESEARCH

PRIORITY SAFETY NETWORK



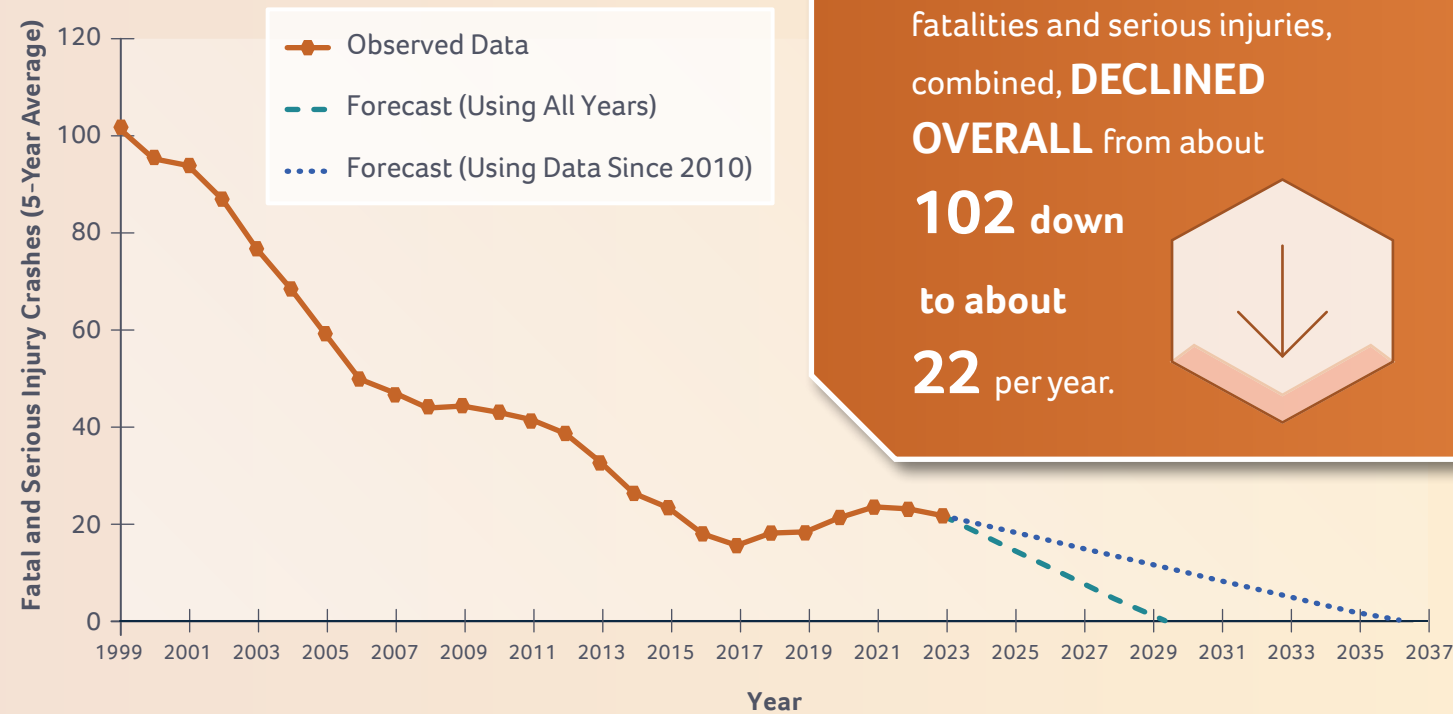
The core of this plan is the **SAFETY DATA ANALYSIS**, which incorporated geolocated crash data, traffic citations, video feeds, the National Highway Traffic Safety Administration’s Fatality Analysis Reporting System (FARS) database, Connecticut Department of Transportation’s (CTDOT) Traffic Monitoring Station Data, and more. **The objective of this analysis was to identify a High Crash Network of intersections and road segments where safety enhancements and countermeasures should be deployed.** These recommended enhancements and countermeasures are detailed in the Strategy and Project Selection section.

The Historical Trends Analysis of crashes in New Britain reviewed crash data from 2019 to 2023. **Unless otherwise noted, all figures, charts, summary, and discussion in this report do NOT include any crashes on Interstates, freeways, or expressways¹** (CT-9, CT-72, and I-84). This distinction is intended to ensure that all proposed actions are focused on facilities which the City has jurisdiction to directly implement safety improvements.



Between 1999 and 2023, the five-year rolling average for fatalities and serious injuries, combined, **DECLINED OVERALL** from about **102** down to about **22** per year.

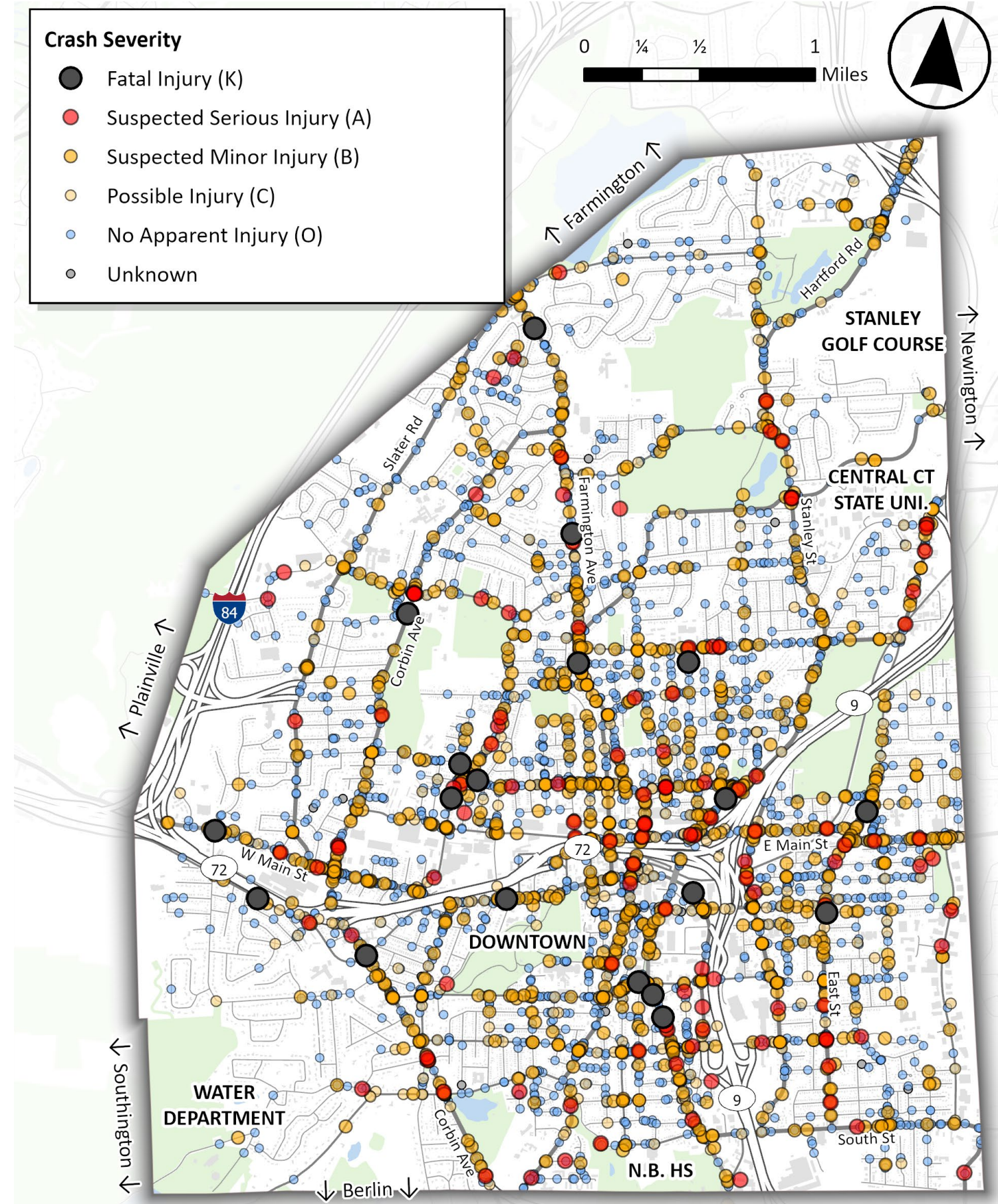
CRASH TREND PROJECTION OVER TIME (1999-2050)



Source: Observed data from the Connecticut Crash Data Repository, 1995-2023.

¹ Crashes along interstates, freeways, and expressways were identified using the functional classification field in the crash data. Functional classification, as defined by the Federal Highway Administration (FHWA), is the process of grouping roads, streets, and highways into categories based on the type of service they provide. This grouping helps determine eligibility for federal funding, guide highway design, and measure the performance of the transportation system. If the functional class was equal to "Interstate" or "Principal Arterial – Other Freeways & Expressways", it was excluded from the analysis.

CRASHES IN NEW BRITAIN BY SEVERITY (2019-2023)



TRANSPORTATION SAFETY SWOT ANALYSIS



The map below shows the complete SWOT analysis for rolling, walking, and biking in New Britain. The icon symbols correspond to travel mode—**walking**, **biking**, or **rolling**—while the colors indicate the presence of a **Strength**, **Weakness**, **Opportunity**, or **Threat** identified by the Task Force.

On August 8, 2024 the **New Britain Vision Zero Task Force** conducted a SWOT Analysis. The Task Force broke into three groups corresponding to common Active Transportation modes—walking, biking, and rolling—and each group identified locations in the City as **Strengths**, **Weaknesses**, **Opportunities**, and **Threats** for transportation safety. The findings of this activity will be used to develop safety projects around the city. **Check out the results below!**



Downtown was identified as a strength for rolling as well as biking.

SWOT

- | | | | |
|--|---------------|--|-------------|
| | Strengths | | Strength |
| | Weaknesses | | Weakness |
| | Opportunities | | Opportunity |
| | Threats | | Threat |

0 ¼ ½ 1 Miles



ADA compliant trails and bike lanes at Stanley Quarter Park makes it accessible for all users.



STRENGTHS

- ADA-compliant infrastructure Downtown, along Broad Street, and near Osgood Park
- Multi-use trail network and bike lanes at Stanley Loop trail, and along the CTfastrak Trail
- Interconnected trail system between facilities like the Beeline and Farmington Trails
- Deployment of bump-outs, RRFBs, and other pedestrian enhancements on Arch Street
- Access for rolling road users throughout Little Poland, especially along Broad Street
- Track record of securing funding for additional investment from competitive programs



WEAKNESSES

- Crossing near the New Britain General Hospital Campus
- ADA accessibility issues near YWCA (tree roots and poor lighting) and CMHA (medical facilities, simple hills, mental health facilities traveling to city hall)
- Sidewalk connectivity to transit stops, especially near commercial destinations



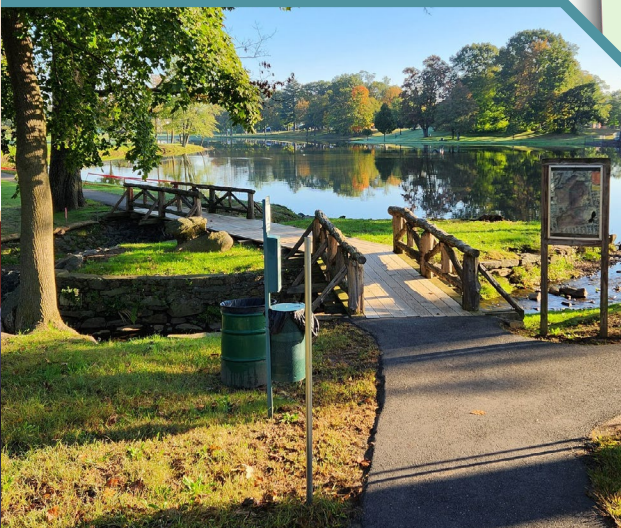
THREATS

- Non-motorized user crossing near the intersection of Route 71 and Route 9
- Pedestrian and bicycle access along Corbin Avenue, especially at West Main Street and Route 372
- Highway crossing barriers near Downtown, especially over Route 9, Route 72, and I-84



OPPORTUNITIES

- ADA improvements at parks like Walnut Hill, Washington, Martha Hart, and Osgood Heights
- Educational opportunities in schools, drivers ed programs, and at AAA locations
- Sidewalk connectivity along the Kensington Avenue corridor



Walnut Hill Park offers lots of pedestrian, bike, and ADA-compliant infrastructure, plus opportunities for improvement.



Key insights gathered from the results of the Safety Analysis include:

- **Nearly half of all New Britain crashes happen at intersections**, resulting in death or serious injury significantly more often than other crash types.
- Overall, **property damage only crashes account for the largest share of crashes** in the City of New Britain.
- For **each fatality or serious injury crash**, there is almost a **1 in 3 chance a younger driver** was involved.
- On average, New Britain has **slightly more severe crashes than the State** of Connecticut as a whole.
- On average, **crashes occur more frequently in the afternoon** than other times of day; 47 percent of all crashes happened between noon and 7 PM.
- **Crashes may be less frequent overnight** because fewer people drive overnight. However, the crashes that do occur overnight are **more severe than those that occur during daylight hours**.
- The **most common roadway types for crashes**, excluding limited access facilities (I-84, CT-9, and CT-72) are **minor arterials** (46.5 percent) and **local roads** (22.4 percent). **Collectors** (18.0 percent), and **other principal arterials** (13.1 percent) account for fewer crashes.
- **State-owned roadways experience far more crashes per mile** than local roads, with 105.5 crashes per mile for state roads and 24.6 crashes per mile for local roads.

The safety analysis also assessed 19 school zones and identified potential locations for ATESD placements. The analysis found out that the **highest density of serious injury crashes was seen near Pope John Paul II School, Chamberlain Elementary School, and Northend Elementary School**. Outside of the crash data, stakeholders and speed data from the City identified Farmington Ave, including the area adjacent to Pulaski Middle School, as a hotspot for speeding activity.

KEY ACTION UNDERWAY



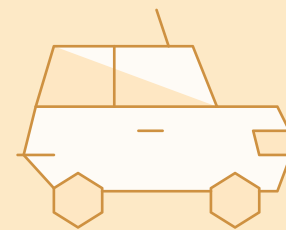
On **April 23, 2025**, the Common Council unanimously referred a proposal to amend the City's Code of Ordinances to include sections on Automated Traffic Enforcement Safety Devices (ATESDs) to the Committee on Planning, Zoning, and Housing, a key first step in deploying ATESDs in School Zones across New Britain. Final authorization to proceed with ATESD deployment is anticipated in June 2025.



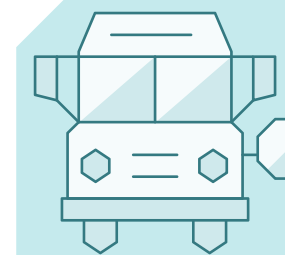
EXISTING CRASH TRENDS

5,991 CRASHES recorded in New Britain **BETWEEN 2019 and 2023** generated an estimated total cost of **\$794.4M**, of which **45.7%** (\$363.5M) is attributable to **FATAL** and **SEVERE CRASHES** alone.

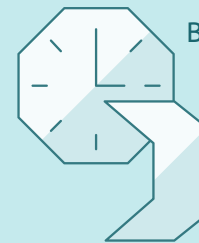
3 in 4 HOT SPOT CORRIDORS were bordered by **LOW-INCOME NEIGHBORHOODS**, which can be found in New Britain adjacent to key routes like East Main Street, Martin Luther King Drive, South Main Street, West Main Street, Stanley Street, and South Street.



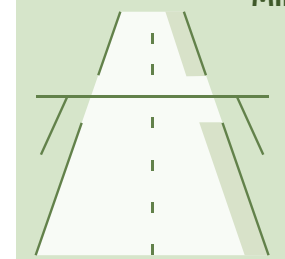
About **85%** of CRASHES involve **PERSONAL VEHICLES** such as a passenger car, SUV, or pick-up truck.



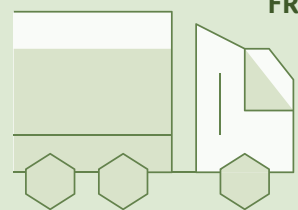
23% of CRASHES between 2021 and 2023 occurred within a **1/4 MILE** of a **SCHOOL**.



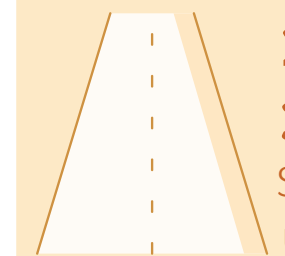
Between **8 PM to 6 AM**, almost **3%** of CRASHES result in a **FATALITY** or **SERIOUS INJURY**, which is **50% HIGHER** than all other hours of the day.



MINOR ARTERIALS and **COLLECTORS** account for approximately **65%** of CRASHES, but nearly **75%** of **FATALITIES** and **SERIOUS INJURIES**.



Roughly **2.5%** of CRASHES involve **FREIGHT-RELATED VEHICLES**, such as cargo vans and light, medium, and heavy-duty trucks. This is **ABOUT HALF** the rate compared to the State of Connecticut.



STATE-OWNED ROADS account for approximately **26%** of CRASHES and **31%** of **FATALITIES** and **SERIOUS INJURIES**, which is lower than **LOCALLY-OWNED ROADS** at **74%** of ALL CRASHES and **69%** of fatalities and serious injuries.

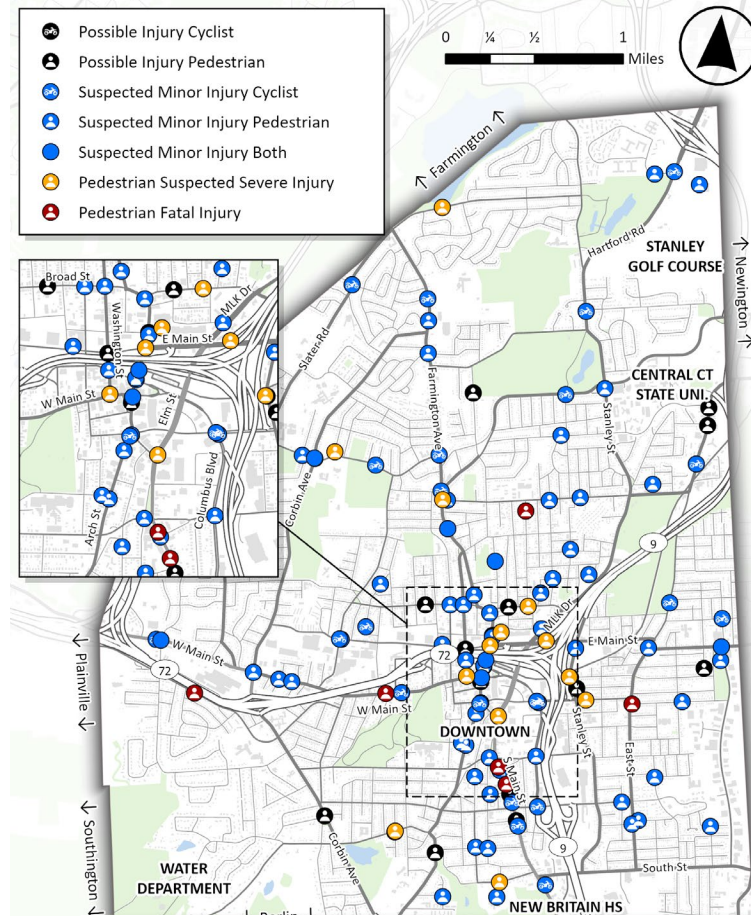
Pedestrian and Bicyclist Deep-Dive

The Pedestrian and Bicyclist Deep-Dive consisted of an analysis of New Britain Police Department's crash reports from 2021 to 2023 to identify trends in the unique circumstances of each recorded crash.

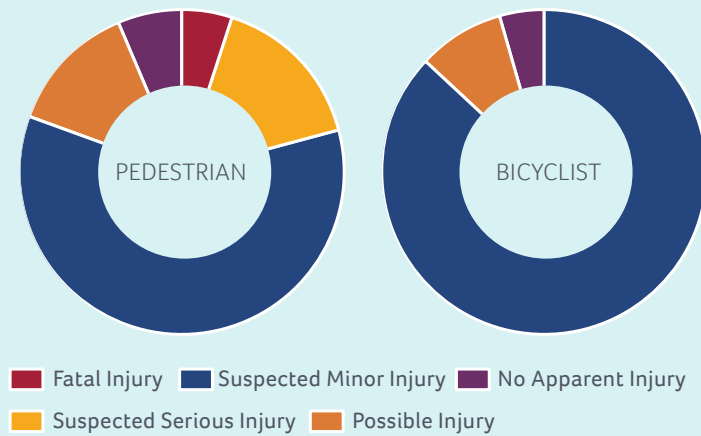
Key highlights from the deep-dive include:

- **Intersections had the most (49 percent) pedestrian/bicyclist crashes** compared to other sections of roadway.
- **Downtown New Britain sees the most pedestrian/bicyclist crashes** as it's dominated by land uses that encourage active transportation, like restaurants, coffee shops, essential public services, transit connections, and commercial activity.
- **The Little Poland neighborhood**, north of CT-72, also contains a **higher concentration of pedestrian/bicyclist crashes** for similar reasons.
- Of the pedestrian/bicyclist crashes that occurred at night, about **28 percent of them happened in areas without any artificial lighting**. This compares to **10 percent of all crashes that happened in dark areas**, which underscores the importance of streetlighting and other artificial lights in keeping vulnerable road users safe during the night.
- **Pedestrians utilizing crosswalks were four times as likely to use concurrent crossings as they were to adhere to exclusive pedestrian phasing**, indicating the need consider concurrent pedestrian phasing.

PEDESTRIAN AND BICYCLE CRASHES (2021-2023)



PEDESTRIAN AND BICYCLIST CRASH SEVERITY (2021-2023)



New Britain experienced

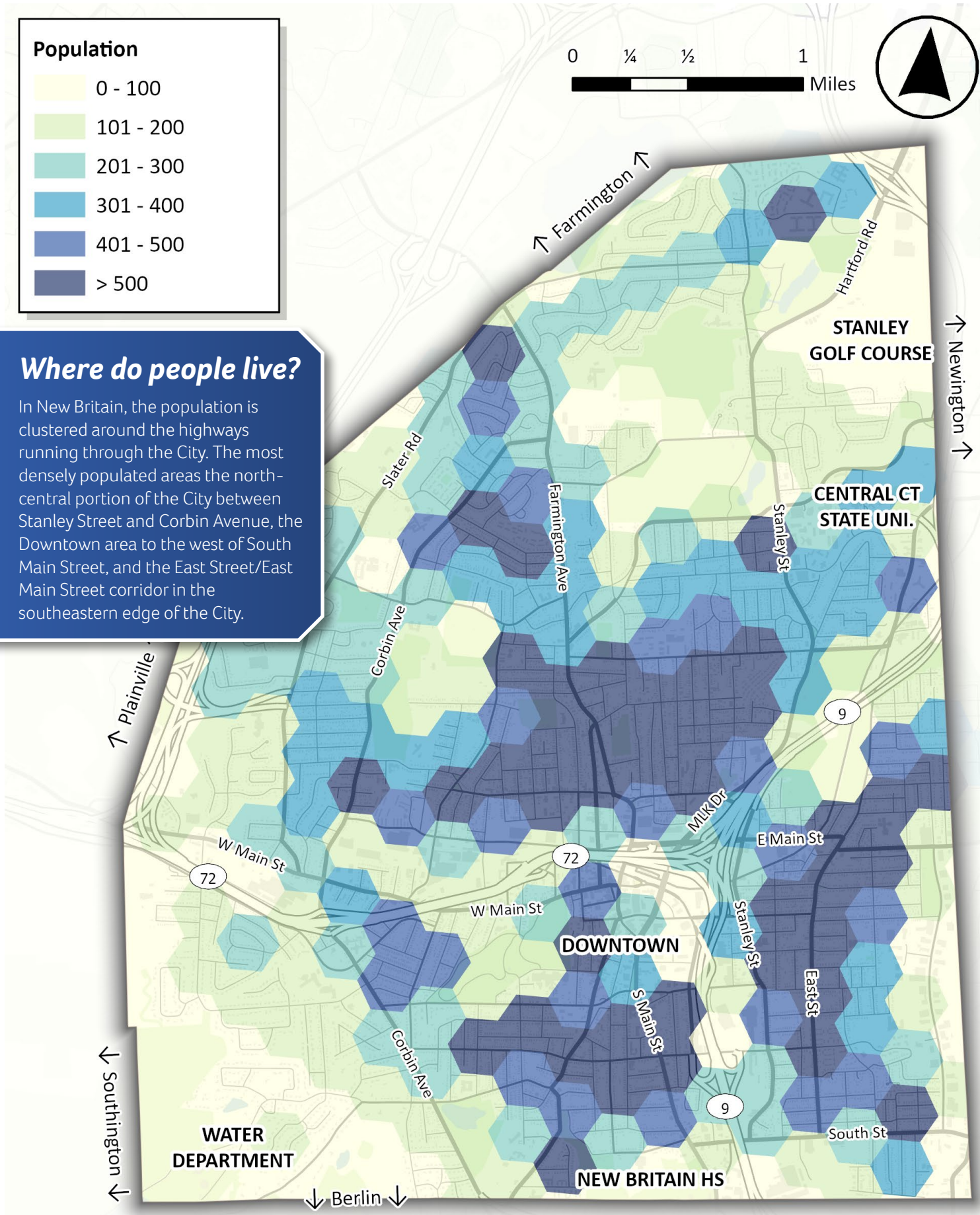
114 CRASHES involving a **PEDESTRIAN**
and **23** CRASHES involving a **BICYCLIST**.

CRASHES involving pedestrians
were far more common, with

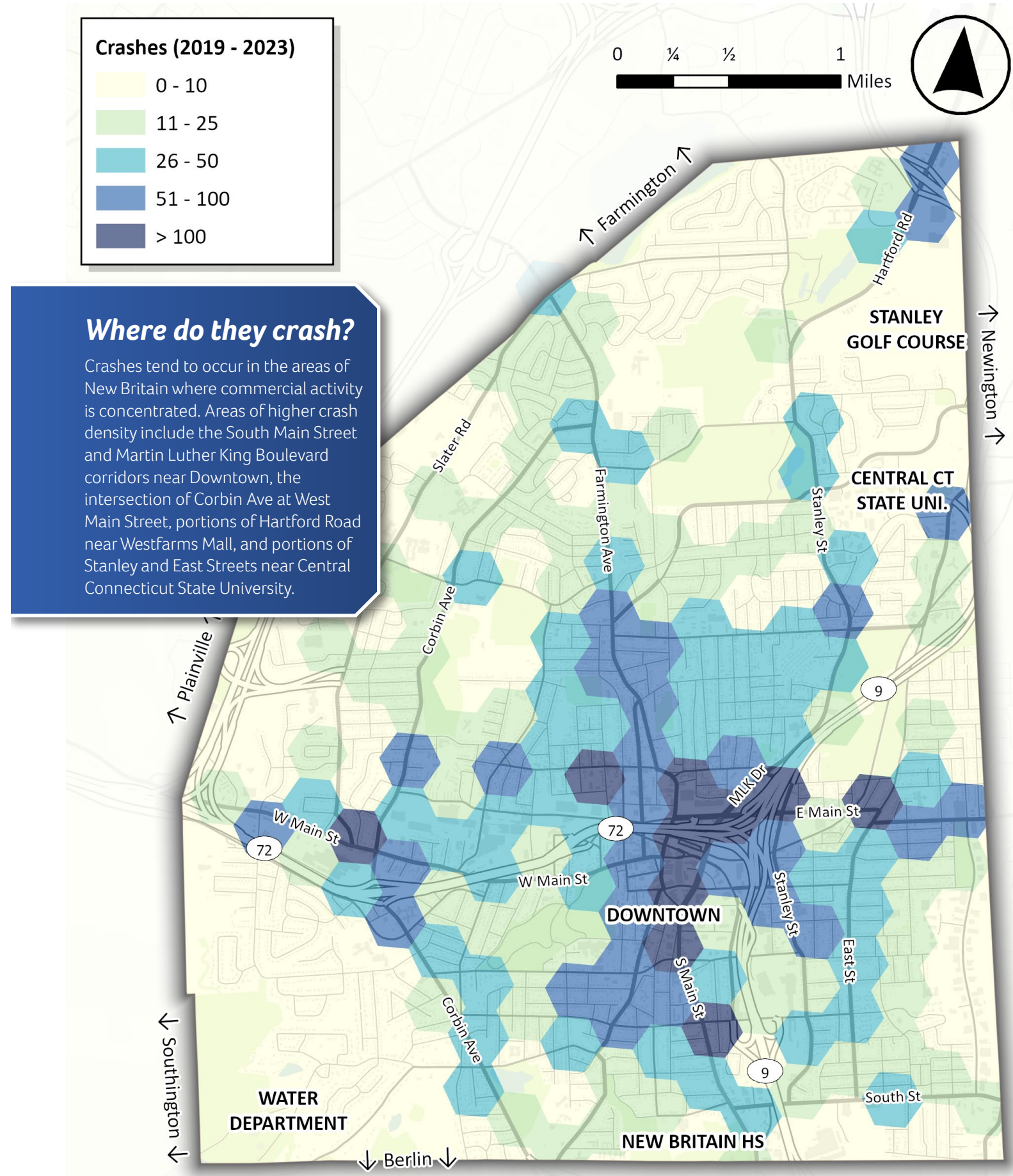
MORE THAN 4 PEDESTRIAN CRASHES

FOR EVERY CYCLIST CRASH in New Britain.

GEOGRAPHIC CRASH DISTRIBUTION IN NEW BRITAIN, CONNECTICUT (2019-2023)



POPULATION DISTRIBUTION IN NEW BRITAIN, CONNECTICUT (2020)



Examining New Britain's Crash Emphasis Areas

The Capital Region Council of Governments (CROCO), the metropolitan planning organization in the Hartford region, last updated a Regional Transportation Safety Plan in 2023. As part of this plan, CROCO identified the top crash emphasis areas for the region. This identification is a helpful framework for identifying common crash issues, analyzing contributing factors, and linking them with a set of potential countermeasures and strategies.

The table below lists the number of crashes involving each respective emphasis area for both New Britain and the entire state that resulted in a fatality or severe injury. Crash types that are notably more common in New Britain than in Connecticut relative to each geography's crash distribution are highlighted in the table.

It's important to note that a single crash may be represented in multiple emphasis areas. For instance, a crash attributable to distracted driving and involving a younger driver may have occurred at an intersection. In this case, that crash would be represented in the Intersections, Distracted Driving, and Younger Drivers emphasis areas.



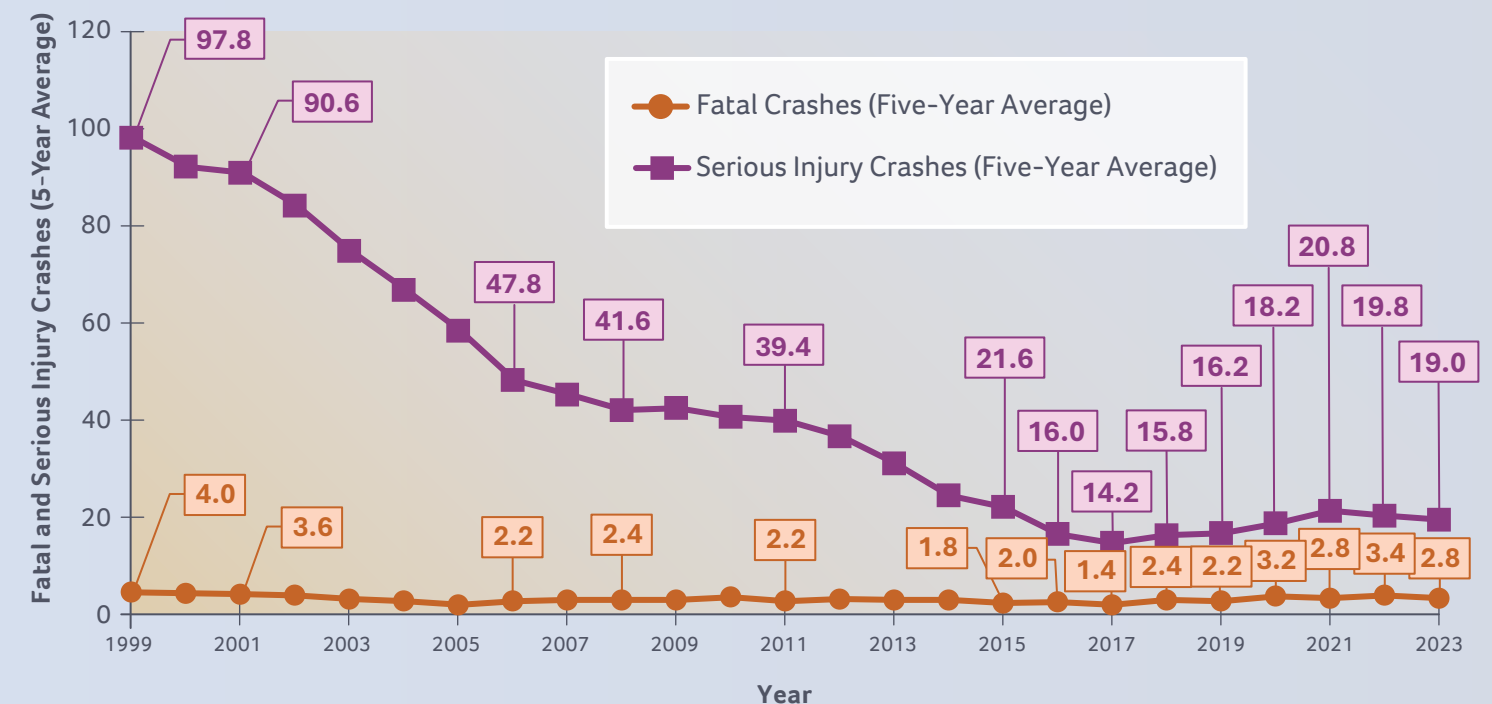
Emphasis Area	All Crashes (2019-2023)			Fatal and Serious Injury Crashes (2019-2023)		
	Crashes	% of Total in New Britain	% of Total in CT	Crashes	% of Total in New Britain	% of Total in CT
Intersections	2,675	44.7%	39.9%	71	48.0%	39.9%
Roadway Departures	1,851	30.9%	16.3%	39	26.4%	22.3%
Aggressive Driving	1,267	21.1%	30.8%	54	36.5%	32.6%
Unrestrained Occupants	365	6.1%	5.8%	20	13.5%	17.2%
Impaired Driving	286	4.8%	3.0%	15	10.1%	13.1%
Distracted Driving	317	5.3%	5.8%	7	4.7%	5.1%
Older Drivers	843	14.1%	18.6%	17	11.5%	17.3%
Younger Drivers	1,726	28.8%	31.2%	48	32.4%	31.3%
Motorcyclists	150	2.5%	1.7%	41	27.7%	23.1%
Pedestrians	246	4.1%	1.6%	38	25.7%	17.8%
Bicyclists	38	0.6%	0.5%	0	0.0%	2.5%

Data Trends Over Time

Between 1999 and 2023, **the five-year rolling average for fatalities and serious injuries, combined, declined overall from about 102 down to about 22 per year.** For the purposes of this analysis, the five-year rolling average was used to capture the impact of safety improvements and policy changes over time, rather than year-over-year. In summary:

- A drastic decline occurred over the early years of this time interval (from 1999 to around 2008) with the average annual number of fatalities and serious injuries declining over 50 percent (from about 102 to 44 in ten years).
- This was followed by a slowing rate of decline, from a five-year rolling average of about 44 fatalities and serious injuries per year in 2008, to a low of just under 16 fatal and serious injury crashes in 2017.
- Since 2017, there has been a slight increase in the average annual number of fatalities and serious injuries, increasing from the low of 15.6 in 2017 to 21.8 in 2023, with a recent high of 23.6 in 2021.
- This long-term downward trend is driven primarily by the decrease in serious injuries, not by a decrease in fatalities. This consistent with the nationwide mandate for front airbags in all cars and light trucks, which went into effect in 1998.
- Fatality trends over this time period have generally remained constant at 2 to 4 fatalities per year. In recent years (2015 to 2023), there has been an average of 2.4 fatalities per year.
- Serious injuries have decreased from a rolling average of 97.8 in 1999 to just over 19 in 2023.

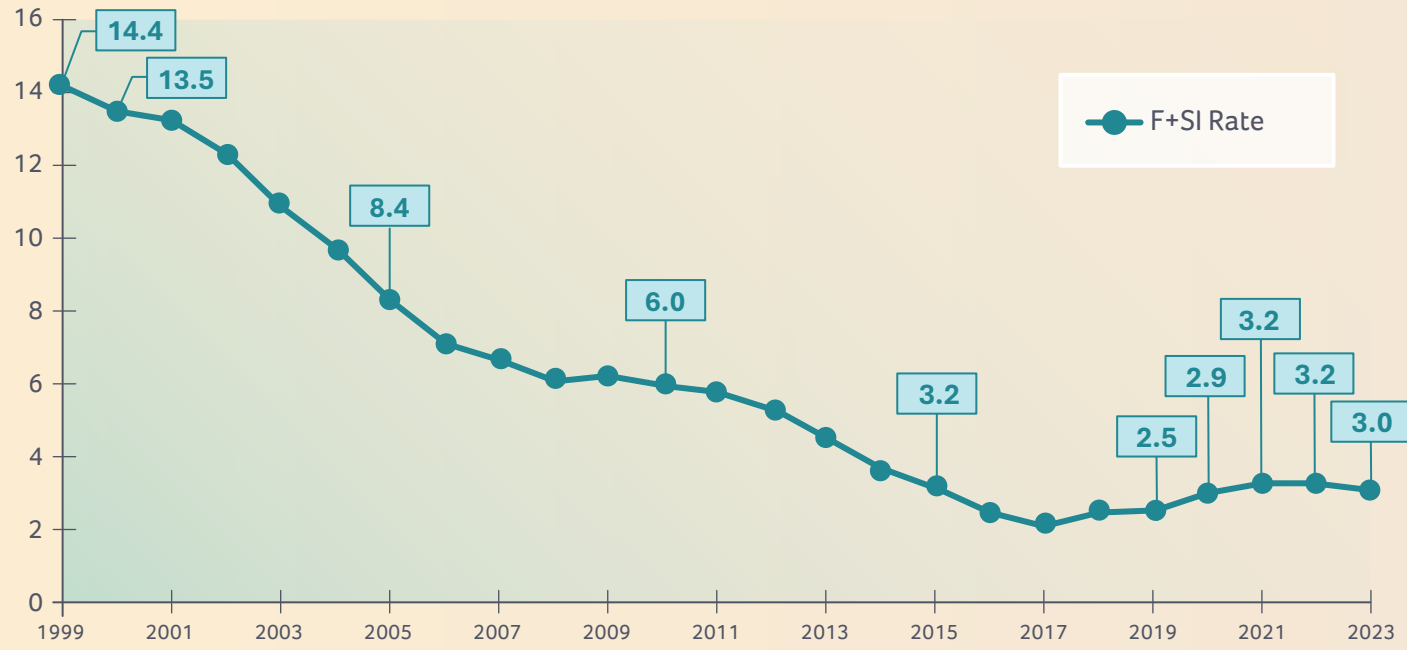
LONG-TERM FATALITY AND SERIOUS INJURY TREND (1999-2023)



Source: Connecticut Crash Data Repository, University of Connecticut.

During the period of analysis, the **fatality and serious injury rate in New Britain has decreased from about 14.4 incidents per 10,000 people in 1999 to about 3.0 incidents per 10,000 people in 2023, a decrease of over 70 percent.**

LONG-TERM FATALITY AND SERIOUS INJURY RATE TREND PER 10,000 PEOPLE (1999-2023)



Source: Connecticut Crash Data Repository, University of Connecticut; Census Population Estimates, US Census Bureau.

While not listed in these figures, there are an additional 2 to 3 fatalities per year, on average, in New Britain on interstates, freeways, and expressways maintained by CTDOT.



POLICY AND PROCESS CHANGES

The policies, processes, and gaps in policies highlighted in this section are categorized under the **“Five E’s” Framework**—**Engineering, Enforcement, Education** and **Encouragement**, and **Evaluation**—representing the City’s approach to deploying Safe Systems Methods by deploying, developing, and refining enhancements and strategies in the following focus areas:

EDUCATION and **ENCOURAGEMENT** of safe behaviors through public awareness campaigns and other educational initiatives to encourage continuous improvements in road user behavior.

EVALUATION to ensure regular study, review, and refinement of transportation safety measures based on data driven insights to inform the development of safety improvement strategies and projects.

ENFORCEMENT, strengthening compliance with safety regulations by implementing speed management strategies, school zone protections, and automated enforcement programs.

ENGINEERING enhancements to policies, designs, and construction standards and projects to promote Complete Streets principles, pedestrian-friendly infrastructure, and improved traffic control measures.

KEY REPORTS REVIEWED FOR POLICY UPDATES

2023 Capitol Region Council of Governments (CROG) Regional Transportation Safety Plan (RTSP) focuses on high-frequency crash locations and localized countermeasures, and includes recommendations for high-crash areas in New Britain, like Corbin Avenue and Stanley Street.

2022 New Britain Complete Streets Roadmap improves pedestrian, cyclist, and motorist with broader goals of urban revitalization and public health and motorist safety.

Traffic Signal Management and Operations Plan (2017) sets performance measures for traffic signal efficiency and includes pedestrian accessibility, signal optimization, and coordination meetings between Engineering, Field Services, and the Traffic Division.

The Connecticut Department of Transportation (CTDOT) 2023 Vulnerable Road User Safety Assessment recommends targeted safety measures aimed at protecting pedestrians, cyclists, and users of personal conveyance devices.

The 2024–2026 Connecticut Highway Safety Plan (HSP) outlines specific safety recommendations focused on reducing fatalities and serious injuries caused by risky driving behaviors, such as impaired driving, speeding, and distracted driving.

The 2013 Complete Streets Master Plan for Downtown New Britain is a City-led plan to create a safe, accessible, and connected transportation network that serves all users, regardless of their mode of transportation, age, or ability.



In addition to the documents highlighted on the previous page, the Project Team conducted a comprehensive review of New Britain’s charter, Code of Ordinances, Zoning Ordinances, Plan of Conservation and Development, Family Handbook, and Standard Specifications for Municipal Construction. The resulting recommendations are designed to for the “Five E’s of Transportation Safety” framework developed for this analysis and described above.

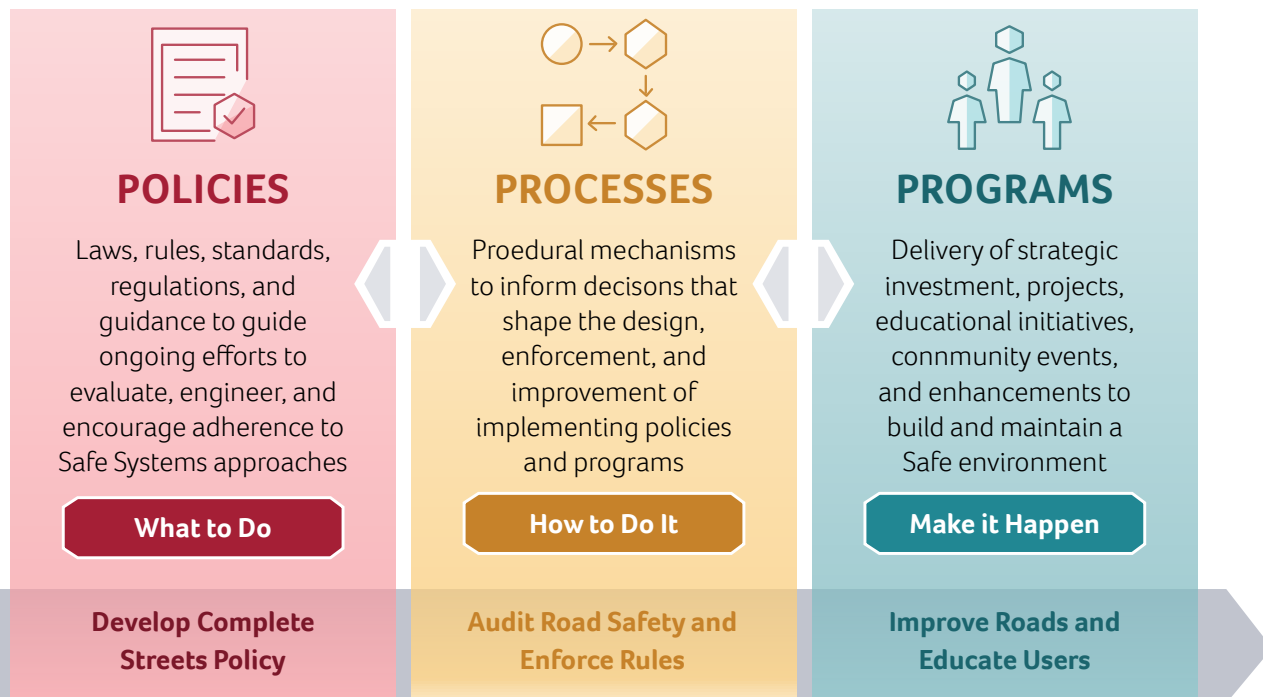
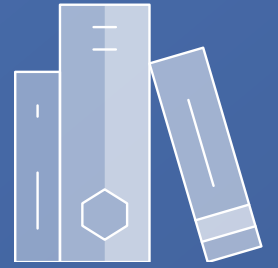
The recommendations incorporate a combination of **Policies, Processes, and Programs**. **Policies** establish overarching goals and regulations to guide transportation development and management, and in turn shape transportation **Processes** by influencing decision-making and implementation strategies. These decisions inform structured transportation **Programs**, which consist of specific projects and strategies to achieve the intended policy objectives. For example, a Complete Streets Policy leads to processes such as road safety audits and safety enforcement, which then evolve into transportation programs such as installing protected bike lanes, implementing traffic-calming measures, and educating road users.



RECOMMENDATIONS

EDUCATION AND ENCOURAGEMENT

1. Continue Vision Zero Task Force and City’s Vision Zero initiative to oversee the implementation of the Safety Action
2. Expand CTDOT Safe Routes to School Partnership and explore opportunities such as bike buses, bike rodeos, bike & walk to school events
3. Expand the Lincoln Elementary School’s 5th Grade Bicycle Education Pilot Program into the City’s nine (9) other elementary schools
4. Implement public education programs to guide the transition from Exclusive to Concurrent pedestrian traffic signal phasing and the implementation of Automated Traffic Enforcement Safety Devices (ATESDs) like speed cameras in school zones
5. Continue partnership with Bike-New Britain to support bicycle advocacy and education efforts
6. Utilize inter-departmental partnerships between staff in the City’s Public Works, Community Services, Health, Education, and more to develop and support after school programs, summer camp experiences, and community events focused on safety.
7. Update the community on Vision Zero progress in New Britain using city webpages and communication tools
8. Optimize partnerships with in-state organization such as Watch for Me CT, UCONN’s T2 Center, Bike-Walk CT, and others on education and encouragement efforts
9. Develop community-based demonstration projects



EVALUATION

1. Continue tracking crash data to identify high crash locations and document progress towards Vision Zero
2. Update report to the 2013 Bicycle Connectivity and Traffic Calming Plan
3. Develop a Comprehensive Citywide Sidewalk Study to help identify gaps, priority areas, and future investment needs to support pedestrian access
4. Evaluate mid-block crossing locations around the City for the installation of Rapid Reflective Flashing Beacons (RRFBs)
5. Initiate a Mode Share Study focused on vulnerable users to benchmark pedestrian traffic, bicycle ridership, and micromobility usage
6. Evaluate and plan for the impact and safety of private and public micromobility devices like e-scooters and similar devices
7. Perform annual speed studies and pedestrian audits to maintain current data



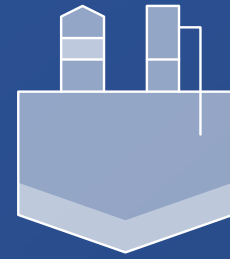
ENFORCEMENT

1. Utilize newly approved School Zones to deploy automated and in-person enforcement tools to protect vulnerable road users like children
2. Implement Automated Traffic Enforcement Signal Devices (ATESDs) for speeding and potentially red-light violations
3. Pursue grant opportunities to fund the New Britain Police Department's (NBPD) enforcement of distracted and impaired driving along with other problematic driver behaviors
4. Expand localized traffic enforcement in strategic locations to address the City's Crash Emphasis Areas



ENGINEERING

1. Adopt a Complete Streets Policy
2. Continue implementation of Complete Streets projects identified in the 2025 Safety Action Plan, the 2022 Complete Streets Roadmap, and other City plans
3. Develop a cooperative process with CTDOT to address crash and safety issues on state-owned roads
4. Leverage crash data to prioritize, plan, design, and implement new Capital Projects and infrastructure investments
5. Utilize ESRI GIS data for tracking safety improvements & high crash locations
6. Pursue grant funding to continue the City's annual investment in Complete Streets and Bicycle and Pedestrian Infrastructure (recently >\$5M/year)
7. Finalize update to the City's Municipal Engineering Standards, last revised in 2008
8. Identify low-cost opportunities for safety improvements through the use of rapid rectangular flashing beacons (RRFBs), ramp improvements, road markings, signage, access improvements, and more



ENGAGEMENT AND COLLABORATION

PUBLIC INVOLVEMENT AND COMMUNITY OUTREACH

Various public engagements were organized to support the development of the Vision Zero New Britain Safety Action Plan. The exercises included:

- Holding regular Vision Zero Task Force Meetings from June 2024 to June 2025
- Building and maintaining a Vision Zero webpage
- Promotion of the City's Vision Zero efforts utilizing social and news media
- Tabling at community and pop-up events
- Attending public meetings with community champions
- Conducting a community survey

The Project Team also developed educational materials including flyers, table tents, and tri-fold brochures to advertise the survey, project website, and the Vision Zero Initiative. Information was also translated to Spanish and Polish to increase accessibility and engagement.



Backpack Give Away at the New Britain House of Pizza

LIST OF EVENTS/MEETINGS

Backpack Give Away at the New Britain House of Pizza
AUGUST 24, 2024

New Britain Tree Lighting Event
DECEMBER 03, 2024

Crossing Guard Holiday Luncheon
DECEMBER 06, 2024

Downtown District Meeting
FEBRUARY 11, 2025

Hunger Action Team Meeting
FEBRUARY 18, 2025

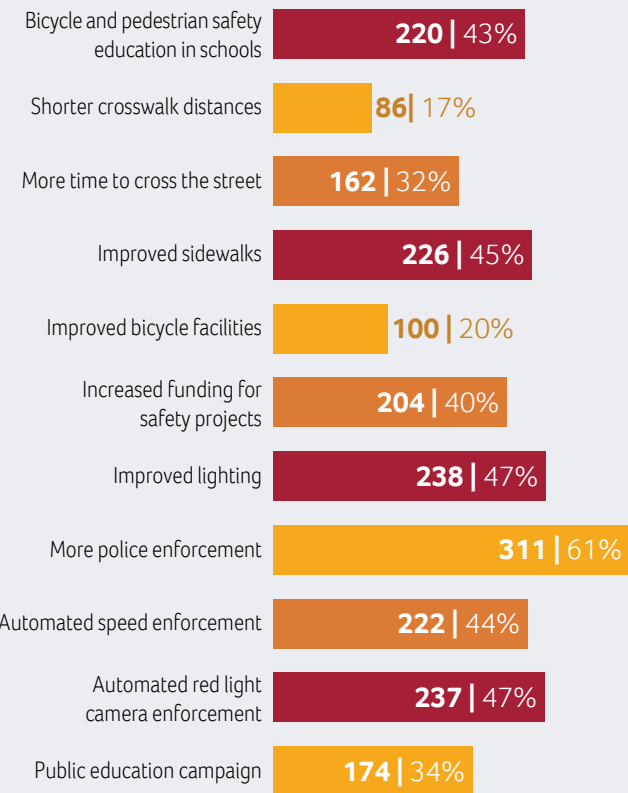
Lunch and Learn event at the New Britain Senior Center
MARCH 11, 2025

New Britain Recovers Meeting
MARCH 18, 2025



Crossing Guard Holiday Luncheon

RESULTS FROM THE PERCEPTION SURVEYS



- To help spread the word about the Vision Zero initiative, promote the Plan, and increase involvement in the community survey, the Project Team developed a range of educational and outreach materials. A press release was also released on January 15th, 2025.
- The Project Team developed informational brochures in English, Spanish, and Polish for distribution at community hubs. To increase participation in the community survey, the Project Team created table tents and flyers in English, Spanish, and Polish for distribution at local restaurants, cafes, libraries, and other community hubs.
- Social Media posts were created for various social media platforms to help promote the community survey and reach a broader audience. The Project Team posted on a variety of New Britain Facebook group pages such as the New Britain Talks, Bike New Britain, and the New Britain Hunger Action Team.

ONGOING ENGAGEMENT

- New Britain has a [VZ Website](#) which includes all of the presentations, meeting minutes
- The Vision Zero Task force will continue to meet bimonthly after June 2025
- New Britain residents should check out the website for the latest events, opportunities, and meetings



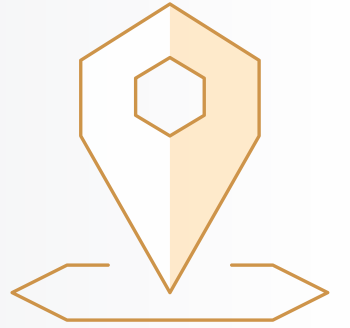
The collage features several pieces of promotional material:

- Top Left:** A poster with icons for a pedestrian, wheelchair, bicycle, and car, titled "VISION ZERO newbritain". It includes a QR code and text in Spanish: "La ciudad de New Britain se ha fijado el objetivo Vision Zero de eliminar las colisiones con víctimas fatales y heridos graves." and "REALICE LA ENCUESTA".
- Top Middle:** A similar poster in Polish: "Miasto New Britain wyznaczyło cel Vision Zero, aby wyeliminować wypadki śmiertelne i poważne obrażenia!" and "PROSIMY O WZIĘCIE UDZIAŁU W ANKIETCE".
- Top Right:** A "Get Involved!" poster with QR codes for "TAKE THE SURVEY" and "LEARN MORE". It features a "STOP traffic fatalities and severe injuries!" sign and the "VISION ZERO newbritain" logo.
- Bottom Left:** A social media post from the "New Britain Hunger Action Team" with a QR code and text: "The city is seeking input from the community on how to make New Britain a safer place to walk, ride, and drive." and "WE NEED EVERYONE'S HELP TO ACHIEVE THIS GOAL. TAKE THE SURVEY AT https://bit.ly/nbvzsurvey".
- Bottom Middle:** A "VISION ZERO LUNCH & LEARN!" poster for March 11, 2025, at the New Britain Senior Center. It includes QR codes for "Take the Survey" and "Learn More".
- Bottom Right:** A "What is Vision Zero?" and "Safe Systems Approach" poster. It lists statistics: "29 people" (average of 29 people per year killed or seriously injured), "2.1 percent" (higher than state average of 1.5 percent), and "25 locations" (high risk locations for traffic crashes). It also defines the "Safe Systems Approach" with points like "Death and serious injuries are unacceptable", "Humans make mistakes", "Humans are vulnerable", "Responsibility is shared", "Safety is proactive", and "Redundancy is crucial".



STRATEGY AND PROJECT SELECTION

HIGH CRASH NETWORK LOCATIONS



The City synthesized **quantitative** data compiled through the Safety Analysis with **qualitative** data gathered through Public Engagement and Community Outreach. Together, these datasets informed a **network screening** to identify a **High Crash Network** of specific roadway locations with the highest potential for safety improvement to aid in prioritizing future investments in solutions spanning **Education & Encouragement, Evaluation, Enforcement, and Engineering**. The locations were refined to account for input from Task Force members, the New Britain Police Department, and more than 500 members of the Community who responded to the Community Survey or attended any of the seven events held throughout the planning process.

The following intersections were identified as **HIGH CRASH INTERSECTIONS** for New Britain:

- Farmington Avenue and Slater Road/Alexander Road
- Stanley Street (CT-71) and Blake Road/Driveway to Stanley Quarter Park
- Stanley Street (CT-71) and Eddy Glover Boulevard
- Osgood Avenue and Corbin Avenue
- Corbin Avenue and Myrtle Street
- West Main Street (CT-372) and Corbin Avenue
- Myrtle Street and Burritt Street
- Corbin Avenue (CT-372) and Black Rock Avenue
- Lincoln Street and Hart Street
- Corbin Avenue (CT-372) and Lincoln Street/Monroe Street
- West Main Street (CT-555) and Washington Street
- Main Street and West Main Street (CT-372)
- East Main Street (CT-174) and Martin Luther King Drive (CT-71)
- North Street/Stanley Street (CT-71) and Martin Luther King Drive (CT-71)
- East Main Street (CT-174) and Stanley Street
- Stanley Street and Dwight Street
- Chestnut Street and Columbus Boulevard
- CT-9 Ramp/Columbus Boulevard and Ellis Street



In addition, the following road segments were identified as **HIGH CRASH SEGMENTS** for New Britain:

- **Farmington Avenue** from Slater Road/ Alexander Road to Washington Street
- **Hartford Road (CT-71)** from Costco to the city boundary
- **Stanley Street (CT-71)** from Barbour Road to Francis Street
- **East Street (CT-175)** from Allen Street to the city boundary
- **West Main Street and Corbin Avenue (CT-372 and CT-555)** from Wooster Street to Steele Street
- **Lincoln Street** from West Main Street to Monroe Street
- **Broad Street** from Burritt Street to Main Street
- **North Street** from Main Street to Stanley Street
- **Main Street** from Broad Street/Beaver Street to Elm Street/Franklin Square/South Main Street
- **Arch Street** from Main Street to Shuttle Meadow Avenue
- **Bassett Street** from Whiting Street to Brook Street
- **CT-71** from North Street to the city boundary
- **Stanley Street** from East Main Street to Whiting Street
- **Ellis Street** from East Street to Bassett Street
- **East Main Street (CT-174) and Newington Avenue** from Martin Luther King Drive to the city boundary
- **East Street** from Smalley Street to South Street



How were high crash network INTERSECTIONS and CORRIDORS identified?



FINAL HIGH CRASH NETWORK – INTERSECTIONS



The **HIGH CRASH NETWORK** was developed by analyzing fatal and serious injury crashes, vulnerable road user crashes, and traffic volumes. This was supplemented with stakeholder feedback from the City, the Vision Zero Task Force, and the public to ensure a mix of high-crash locations that accurately reflected the stakeholders' priorities.

Table 1. Final High Crash Network Intersections

ID	Intersection	Ownership
A	Farmington Avenue and Slater Road/Alexander Road	Local
B	Stanley Street (CT-71) and Blake Road/Driveway to Stanley Quarter Park	State
C	Stanley Street (CT-71) and Eddy Glover Boulevard	State
D	Osgood Avenue and Corbin Avenue	Local
E	Corbin Avenue and Myrtle Street	Local
F	West Main Street (CT-372) and Corbin Avenue	State
G	Myrtle Street. and Burritt Street	Local
H	Corbin Avenue (CT-372) and Black Rock Avenue	State
I	Lincoln Street and Hart Street	Local
J	Corbin Ave (CT-372) and Lincoln Street/Monroe Street	State
K	West Main Street (CT-555) and Washington Street	State
L	Main Street and West Main Street (CT-372)	State
M	East Main Street(CT-174) and MLK Drive (CT-71)	State
N	North Street/Stanley Street (CT-71) and MLK Drive (CT-71)	State
O	East Main Street(CT-174) and Stanley Street	State
P	Stanley Street and Dwight Street	Local
Q	Chestnut Street and Columbus Boulevard	Local
R	CT-9 Ramp/Columbus Boulevard and Ellis Street	State

FINAL HIGH CRASH NETWORK – SEGMENTS

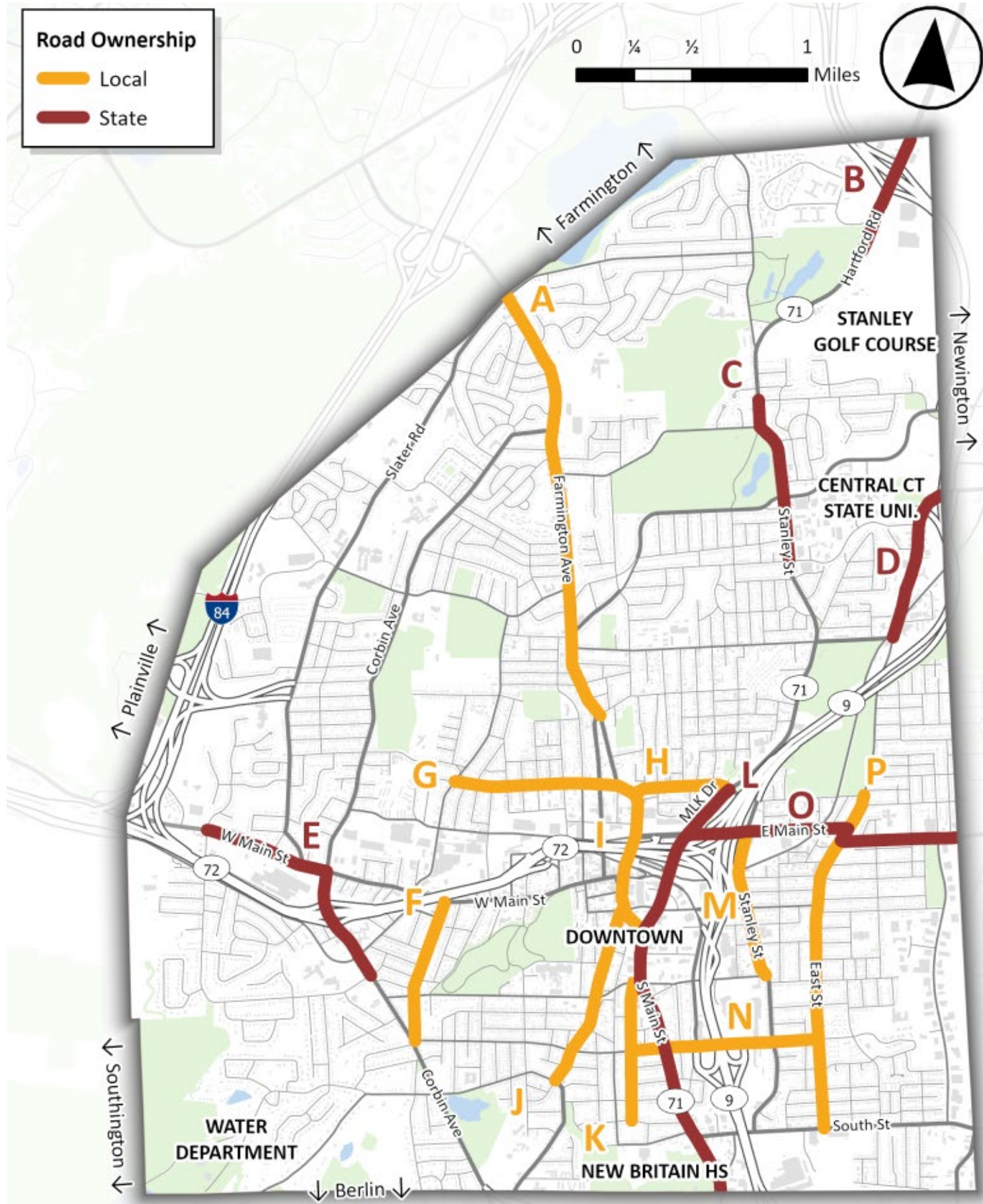


Table 2. Final High Crash Network Segments

#	Segment	Ownership
A	Farmington Avenue from Slater Road/Alexander Road to Washington Street	Local
B	Hartford Road (CT-71) from Costco to the city boundary	State
C	Stanley Street (CT-71) from Barbour Road to Francis Street	State
D	East Street (CT-175) from Allen Street to the city boundary	State
E	West Main Street and Corbin Avenue (CT-372 and CT-555) from Wooster Street to Steele Street	State
F	Lincoln Street from West Main Street to Monroe Street	Local
G	Broad Street from Burritt Street to Main Street	Local
H	North Street from Main Street to Stanley Street	Local
I	Main Street from Broad Street/Beaver Street to Elm Street/Franklin Square/South Main Street	Local
J	Arch Street from Main Street to Shuttle Meadow Avenue	Local
K	Bassett Street from Whiting Street to Brook Street	Local
L	CT-71 from North Street to the city boundary	State
M	Stanley Street from East Main Street to Whiting Street	Local
N	Ellis Street from East Street to Bassett Street	Local
O	East Main Street (CT-174) and Newington Avenue from Martin Luther King Drive to the city boundary	State
P	East Street from Smalley Street to South Street	Local

IMPROVING INFRASTRUCTURE TO IMPROVE BEHAVIOR

Automated Traffic Enforcement Safety Devices (ATESD) are cameras used to enforce traffic laws such as speeding and running red lights with the purpose to improve public safety, change driver behavior, and reduce crashes. Connecticut Public Act 23-116, which implements the recommendations of the State of Connecticut’s Vision Zero Council, was passed in June 2023, authorizing municipalities to use ATESDs at locations within school zones, pedestrian safety zones, and other locations pursuant to (1) an ordinance adopted by the municipality in accordance with the Act’s requirements and (2) a plan approved every three years by CTDOT.

The Act defines an ATESD as a device designed to detect and collect evidence of alleged violations of the ordinance by recording images that capture the license plate, date, time and location of a vehicle that (1) Exceeds the posted speed limit by 10 or more miles per hour; or (2) Runs a red light.

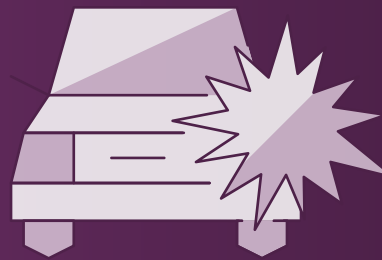
In an effort leverage ATESD implementation to protect some of the City’s most vulnerable road users—children—the City evaluated implementation of ATESDs in School Zones.

The City has taken the first step towards allowing the deployment of ATESDs. As of June 2025, the Common Council passed an ordinance authorizing deployment in the near future and the City is exploring locations. Final selection of ATESD locations is subject to further study, and distribution throughout the municipality needs to be equitable in accordance with state guidelines, which limit the placement of ATESD in or adjacent to a Qualified Census Tract (QCT). A QCT is an area where either:

- **50 percent or more** of the households have an income less than 60 percent of the Area Median Gross Income in a given year; or
- The entire census tract reports a **poverty rate of at least 20 percent.**

No more than two ATESD locations can be provided within a Qualified Census Tract (QCT) and no more than one within a QCT that is 0.25 sq. mi. or less in size. Moreover, if a proposed ATESD location is on a road that is a border of one or more QCTs and a census tract that is not designated as a QCT, the municipality must choose to associate the location with one of the QCTs. **New Britain has 21 Census Tracts, of which 14 are QCTs.**

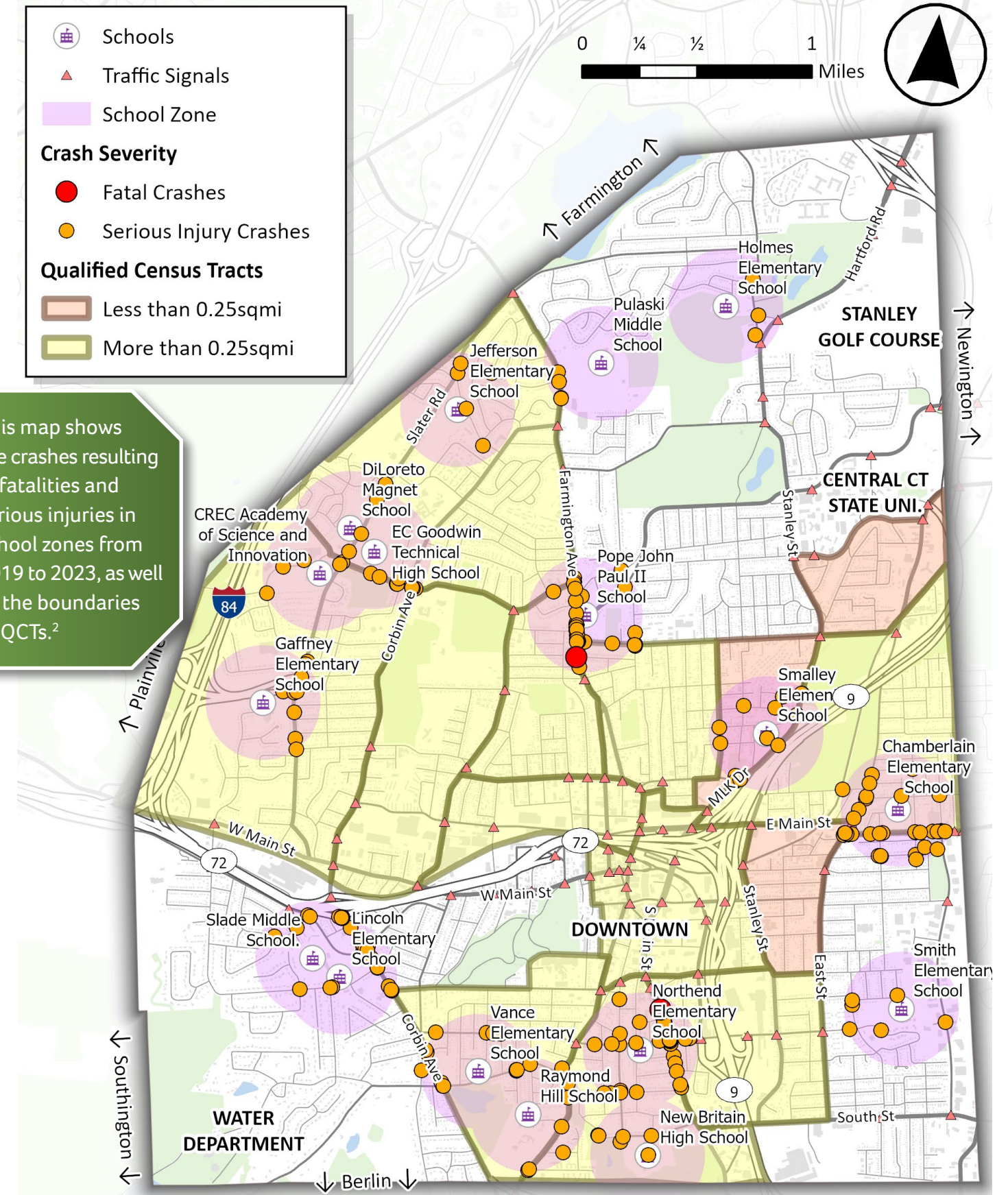
There were **765** CRASHES reported in **17** SCHOOL ZONES in New Britain from 2021-2023 (excluding the crashes on Route 84, 72, and 9), **nearly 23% of the total crashes** during that time period.



Final locations of any ATESDs will be subject to further study, public hearings, and State approval.

- There were two fatal crashes – one near **Pope John Paul II School** and another near **Northend Elementary School**.
- The highest density of serious injury crashes was seen near **Pope John Paul II School, Chamberlain Elementary School, and Northend Elementary School**.
- The majority of the speeding crashes were seen near **Pope John Paul II School**.
- While not shown in the crash data, stakeholders and speed data from the City identified **Farmington Ave**, including the area adjacent to **Pulaski Middle School**, as a hotspot for speeding activity.

FATAL AND SERIOUS INJURY CRASHES IN SCHOOL ZONES (2021-2023)



This map shows the crashes resulting in fatalities and serious injuries in school zones from 2019 to 2023, as well as the boundaries of QCTs.²

Source: Connecticut Crash Data Repository, University of Connecticut.

² Roosevelt school, lower east side, is not shown on this map.

Deploying Concurrent Pedestrian Phasing

The Project Team reviewed one hour of traffic camera footage recorded from several angles at three intersections in Downtown New Britain:

- Main Street at Columbus Boulevard;
- Main Street at East Main Street and Myrtle Street; and
- Main Street at West Main Street and Bank Street.

The footage was recorded between 4:00 PM and 5:00 PM on April 22, 2025, which was a clear day with seasonable weather and no visibility issues during the period of observation.



- **STREET CROSSINGS** were common at all three intersections, with **29% of all users crossing outside designated crosswalks**, diagonally across intersections, or in the mid-block.
- **MAIN STREET AT COLUMBUS BLVD** had the most concurrent, **40%**, and crossing, **37%**, movements, suggesting a high percentage of Vulnerable Road Users (VRUs) do not make use of existing pedestrian signals.
- **MAIN STREET AT E MAIN STREET AND MYRTLE STREET** was dominated by street crossings, **51%**, significantly above the overall average, **29%**, indicating that pedestrians are less likely to use the crosswalk or other pedestrian infrastructure at this intersection specifically.
- Most importantly, pedestrians utilizing crosswalks were **FOUR TIMES AS LIKELY, 27%**, to use concurrent crossings as they were to adhere to the exclusive pedestrian phasing, **7%**, installed at these intersections.

These findings suggest that pedestrians and other VRUs are more likely to use the visual cue of vehicle movement to determine when it is safe to cross the street, rather than relying on the traffic signal equipment installed at each intersection. Because all three intersections have already installed proven countermeasures, an appropriate next step would be to consider transitioning to concurrent pedestrian phasing Downtown, in an effort to align traffic signal functionality to existing user movement tendencies. **In response to these findings, the City is advancing a grant application to fund CONVERSION OF 22 INTERSECTIONS ACROSS THE CITY from Exclusive to Concurrent pedestrian phasing.**

Pedestrian Travel

- **Street Crossing:** 34% of pedestrians crossed outside designated crosswalks, diagonally, or in the mid-block.
- **Concurrent Movement:** 27% of pedestrians crossed concurrently with traffic, which may indicate reliance on vehicle queues rather than pedestrian signals.
- **Traffic Signals:** Just 7% of pedestrians were observed waiting for and crossing with the pedestrian signal.

A PEDESTRIAN CROSSES THE STREET DIAGONALLY TO REACH A BUS STOP



Wheelchair Travel

- **Concurrent Movement:** 67% of electric wheelchair users were observed travel concurrently with parallel traffic.
- **Crossing Movement:** 33% of electric wheelchair users were observed traveling outside of designated crosswalks.

AN ELECTRIC WHEELCHAIR USER CROSSES USING CONCURRENT TIMING



Bicycle Travel

- **Concurrent Movement:** 20% of bicyclists were observed crossing concurrently.
- **Crossing Movement:** 67% of bicyclists were observed crossing the street outside a crosswalk or marked bike crossing, such as crossing diagonally across intersections.
- **Traffic Signals:** 13% of bicyclists were observed waiting for and crossing with the pedestrian signals.

CYCLISTS ARE OBSERVED USING A CROSSWALK RATHER THAN THE MARKED BIKE CROSSING



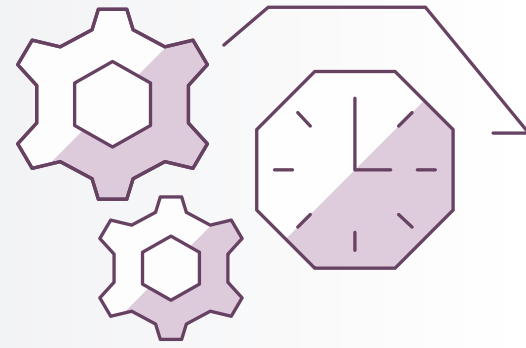
Travel by Electric Scooter or Skateboard

- **Crossing Movement:** 33% of electric scooter riders were observed crossing outside of crosswalks or bike lanes.
- **Traffic Signals:** Just 17% of scooter/skateboard users were observed waiting for and crossing with the pedestrian signals (83% did not).
- **Concurrent Movement:** 33% of scooter/skateboard users were observed crossing concurrently.
- **Timing Movement:** 17% of scooter/skateboard users were observed crossing when traffic was ongoing.

A SKATEBOARDER IS OBSERVED RIDING INTO ONCOMING TRAFFIC AFTER CROSSING DIAGONALLY



STRATEGIES TO DEPLOY COUNTERMEASURES



To address and prevent crashes, a comprehensive approach is necessary including evaluation of existing issues, physical improvements, programs and educational efforts, and enforcement of traffic laws. These actions can be organized around a framework of safety countermeasures aligning with the “5 E’s of Transportation Safety” developed for and referenced throughout this report. The strategies and countermeasures are complementary to the Common Design Solutions presented in the New Britain Complete Streets Roadmap (2022) and Emphasis Areas identified in the CRCOG Regional Transportation Safety Plan (2023). The table below summarizes the countermeasures and strategies, showing their potential to impact each of the emphasis areas.



Table 3. Emphasis Areas

CONSOLIDATED EMPHASIS AREAS							
Potential Countermeasures	Intersections	Roadway Departures	Aggressive Driving	Unrestrained Occupants	Impaired and Distracted Driving	Older and Younger Drivers	Improve VRU Safety (Ped, Bike, Motorcyclist)
EDUCATION AND ENCOURAGEMENT							
Public Education Campaigns	●	●	●	●	●	●	●
In-School Content	●	●	●	●	●	●	●
ENFORCEMENT							
In-Person Enforcement	●		●	●	●	●	●
Automated Enforcement	●		●				●
EVALUATION							
Safety Audits	●	●	●	●			●
Data Collection			●		●	●	●
ENGINEERING							
Road Diet	●	●	●				●
Traffic Control Devices	●		●			●	●
Curb Extensions	●						●
Enhanced Signage	●	●			●	●	
Bicycle Lanes							●
Traffic Operations	●	●	●			●	
Pavement Markings		●	●			●	
Parking Changes	●						●
Enhanced Lighting	●	●			●	●	●
Crosswalk Signage	●				●	●	●
Medians and Pedestrian Refuge Islands							●
Restricted Turning Movements	●						●
Enhanced Crosswalks	●				●	●	●
Roundabouts	●						
Horizontal Deflection			●				

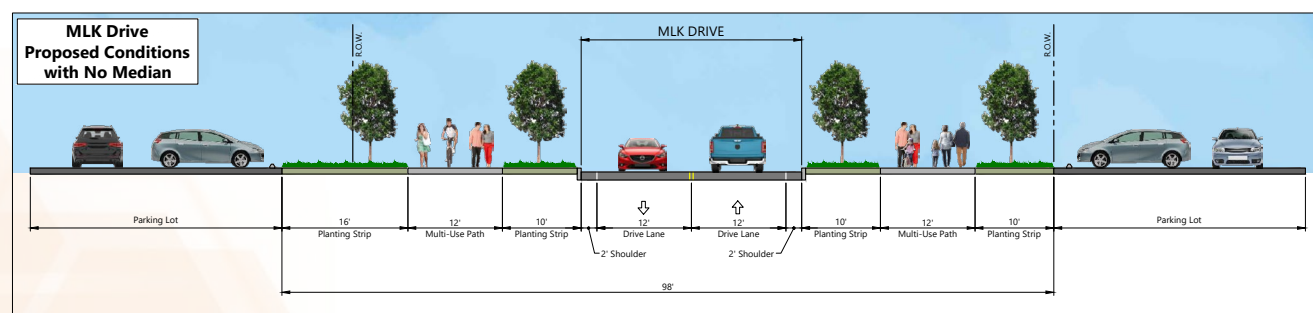
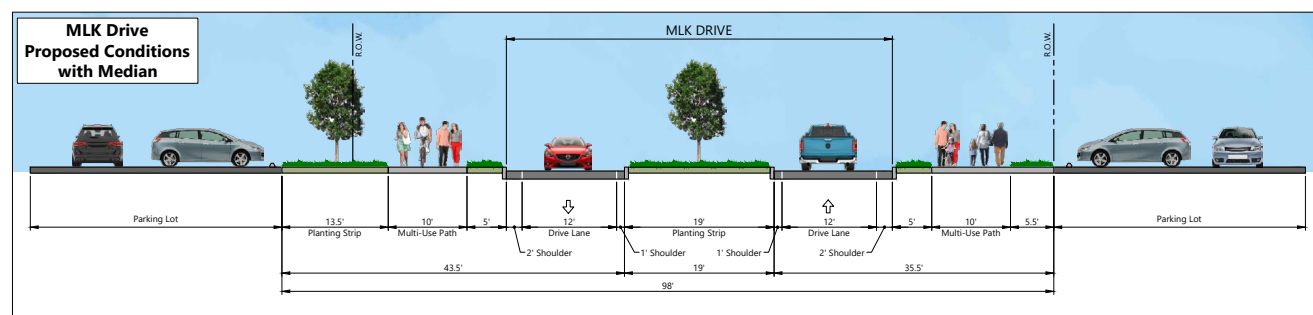
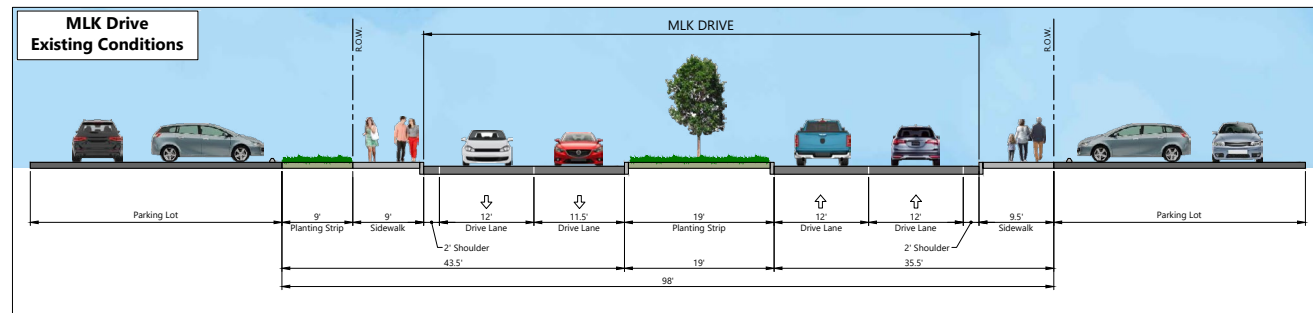
CONCEPTS

The City selected two locations from the High Crash Network to develop improvement concepts to make infrastructure changes supporting the City's Vision Zero Goals. Detailed improvement concepts were created for:

1 Martin Luther King Drive (CT-71) from East Main Street to North Street/Stanley Street, including the intersections with East Main Street, Winter Street, and North Street/Stanley Street

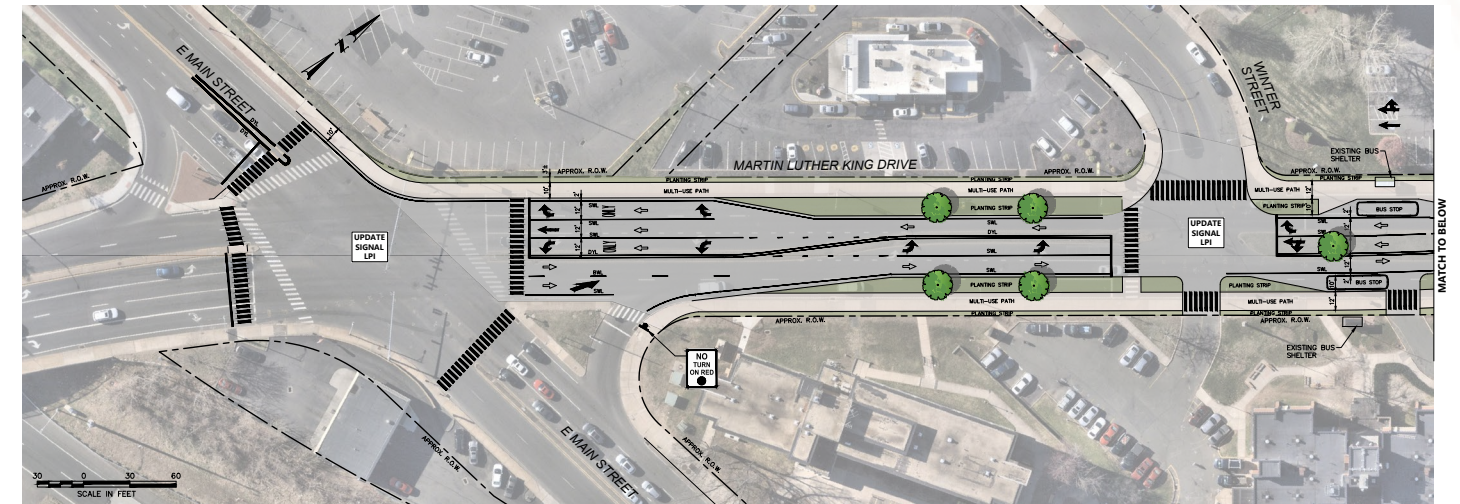
2 Corbin Avenue from Hart Street to Chamberlain Street/Brookside Road, including the intersections with Hart Street, Monroe Street/Ten Acre Road, Lincoln Street, and Chamberlain Street/Brookside Road

The other locations on the High Crash Network were reviewed to determine which Strategies to Deploy Countermeasures described in this section would be applicable to improving safety at those locations. Tables 4 and 5 summarize the recommended countermeasures.

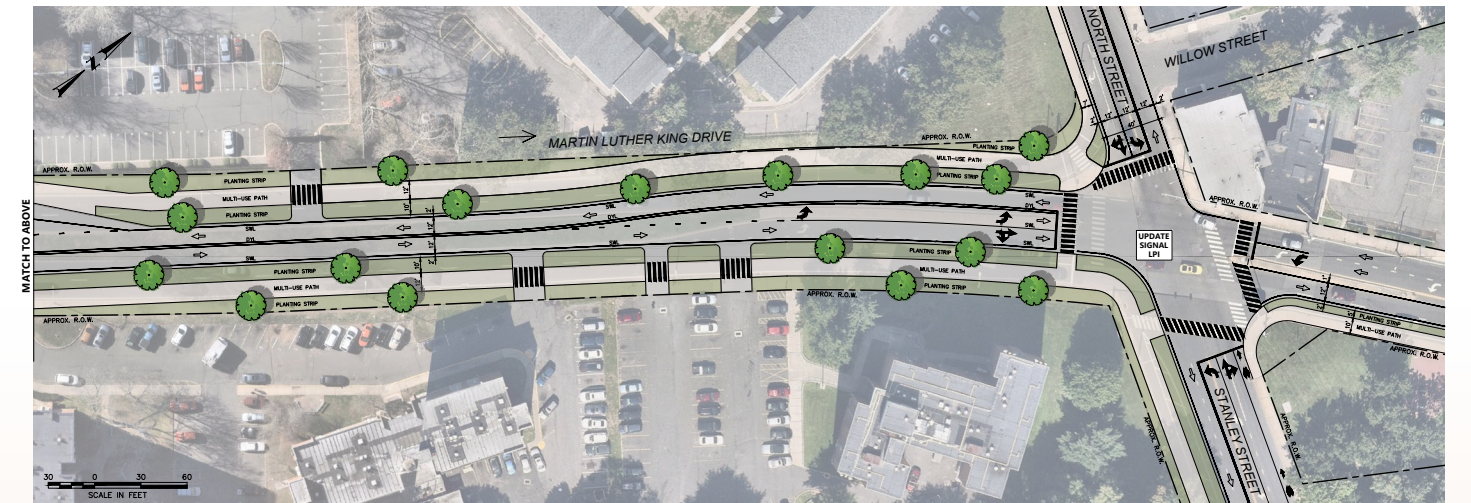


LOCATION #1, VERSION 1 – NO MEDIAN

MLK Drive from East Main Street to Winter Street



MLK Drive from Winter Street to North Street/Stanley Street



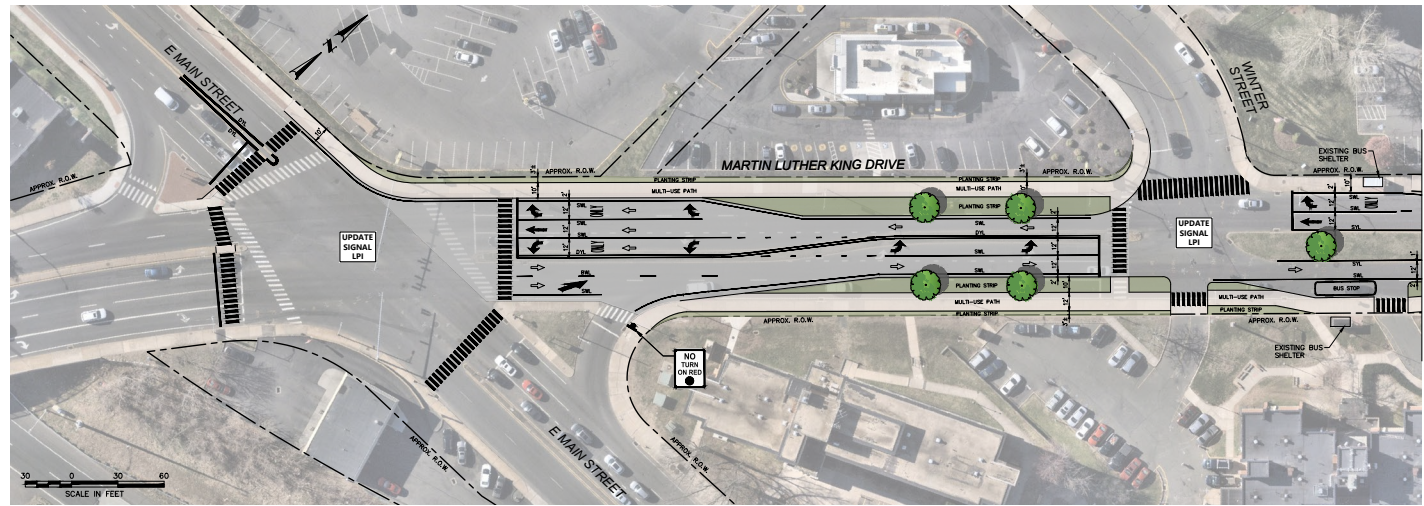
This concept removes the center median entirely to create a narrower cross-section with a two-lane road in the middle. This gives even more space for the two multi-use paths and vegetated space along the road.

Design approaches to the driveway crossing of the multi-use path will need to be considered, such as a raised crossing, pavement markings, and signage. The intersection of North Street/Stanley Street remains signalized. This concept requires significant pavement reconstruction and is thus more expensive than the concept which keeps a median in place.

Concept Cost Estimate:
\$5.5 million

LOCATION #1, VERSION 2 – WITH MEDIAN

MLK Drive from East Main Street to Winter Street



MLK Drive from Winter Street to North Street/Stanley Street



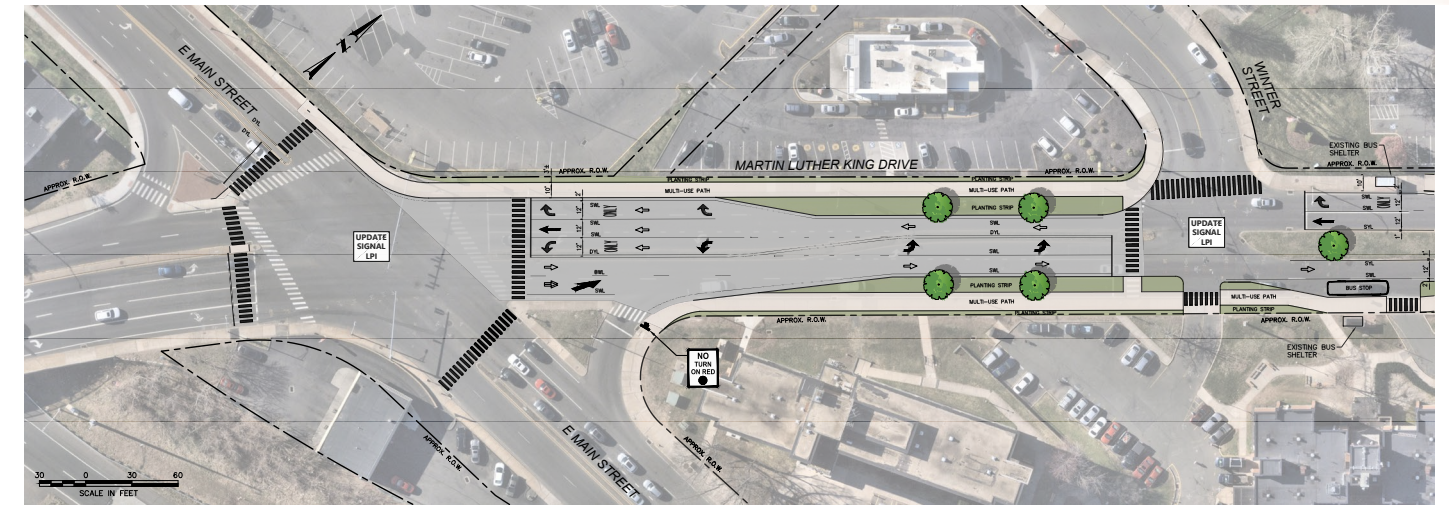
The road diet involves reducing the number of through lanes from four to two. At Winter Street, the signal would be upgraded with an LPI. In this concept, the road diet on MLK Drive leaves the existing center median intact. The curb lines on either side of the road are brought into the roadway to reduce the number of lanes. The previous roadway space is used to create formal shared-use paths on both sides of the street to provide a shared space for people walking and bicycling. Additional planting space is also created to provide buffer space between the street and the path and a more comfortable environment for people walking and bicycling.

The intersection of North Street/Stanley Street remains signalized but is narrowed significantly to reduce the amount of road pavement and shorten the crosswalks for pedestrians. The free right turn lane from North Street to MLK Drive south is also removed to reduce traffic speeds and improve pedestrian safety. On Stanley Street, the shared-use path from MLK Drive continues east over Route 9. The existing planted median and pavement on MLK Drive is reused in this concept to minimize full depth reconstruction of the roadway.

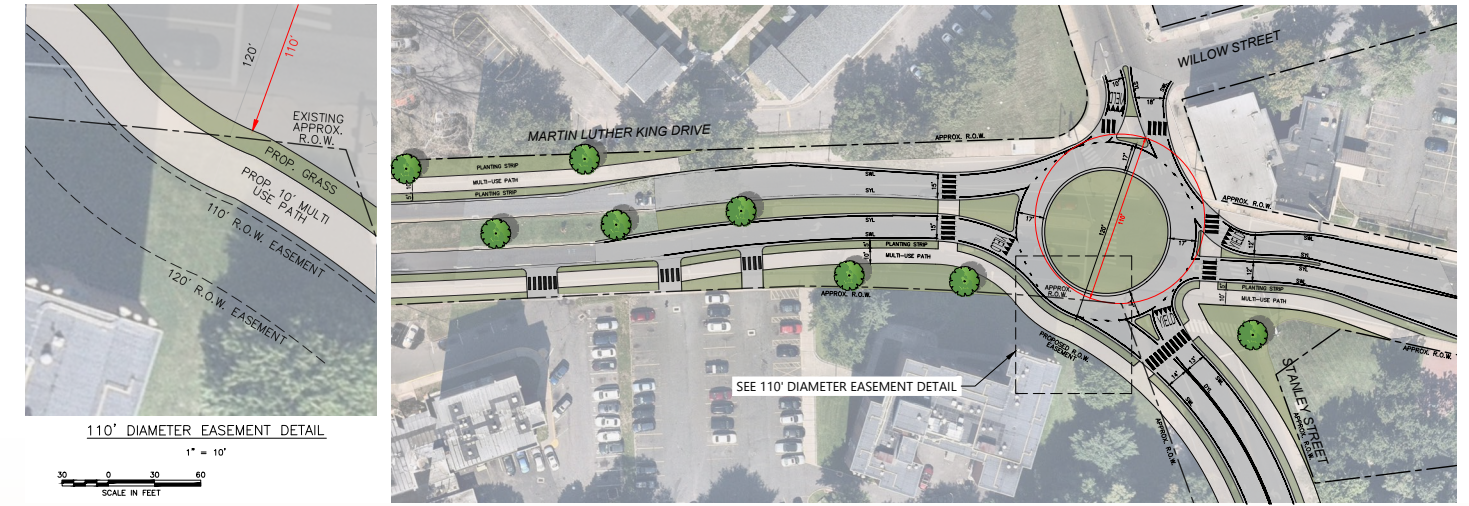
Concept Cost Estimate:
\$4.5 million

LOCATION #1, VERSION 3 – WITH MEDIAN AND ROUNDABOUT

MLK Drive from East Main Street to Winter Street



MLK Drive from Winter Street to North Street/Stanley Street



In reviewing the intersection of MLK Drive and North Street/Stanley Street, an additional option for the intersection was explored to convert the intersection to a roundabout. The current signalized intersection would be removed and roundabout installed in its place. A roundabout would improve traffic flow and reduce traffic speeds, improving safety.

The North Street/Stanley Street intersection was modeled separately in the 2035 Build Conditions to determine the operational impacts of a roundabout. A roundabout at this location would work better operationally than having it remain as a traffic signal, reduce speeds, and increase safety.

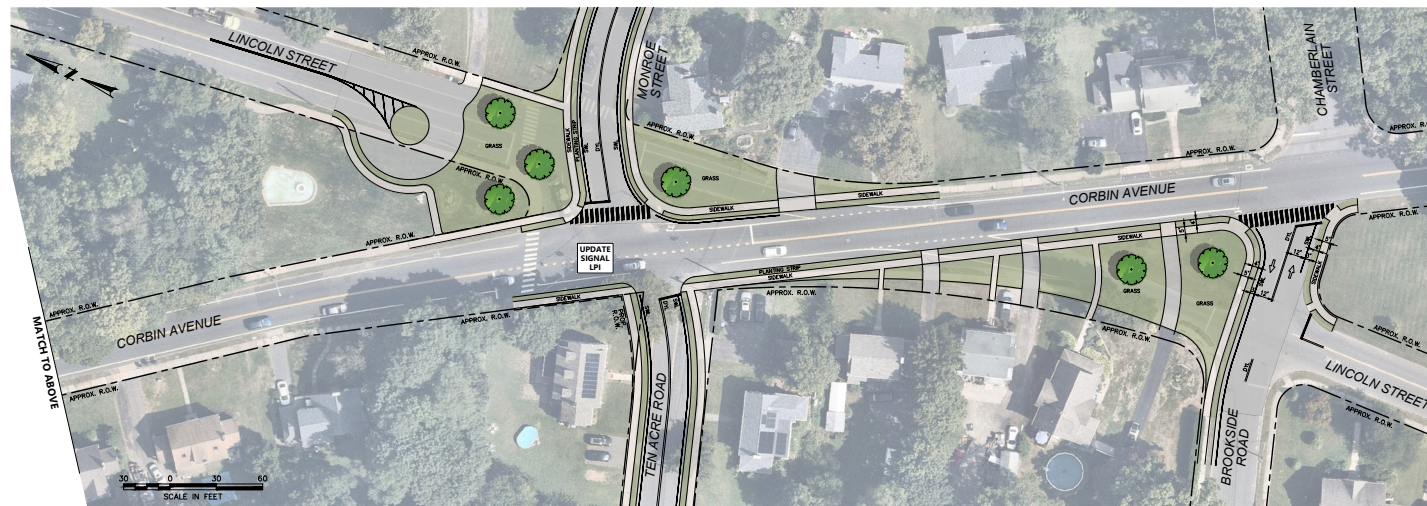
Concept Cost Estimate: **Total \$8 million:**
\$4 million for roundabout
\$3 million for 0.25 miles of road diet curb modifications, new landscaping, crosswalks, raised driveway crossings
\$500K for widening sidewalk to Shared Use Path width (x2) over 0.25 miles
\$500K for updating 2 signals for LPI and road diet

LOCATION #2, VERSION 1 – WITH CUL-DE-SAC

Corbin Avenue from Hart Street to Lincoln Street



Corbin Avenue from Lincoln Street to Chamberlain Street/Brookside Road



The concept for this location includes removing the one-way sections of Lincoln Street and disconnecting Lincoln Street from Monroe Street. Additional planting space will be added, as well as new sidewalks and crosswalks with reduced pedestrian crossing distances. The intersections of Monroe Street and Ten Acre Road, and Brookside Road and Chamberlain Street, will also be realigned to be closer together and not so far offset. Closing Lincoln Street at Monroe Street is a principal element of this concept because it removes challenging turning movements that create conflict with other users and require a stop-controlled intersection right next to a signalized intersection. Since drivers will no longer be able to go north on Lincoln Street from Monroe Street, they will need to continue on Corbin Avenue to Hart Street to access Lincoln Street. Similarly, drivers going south on Lincoln Street will have to turn right onto Hart Street and left onto Corbin Avenue. Due to this redirection of traffic, especially the considerable number of new left turns from Hart Street to Corbin Avenue that will need to be made, it is expected that a new traffic signal will be needed at Corbin Avenue and Hart Street.

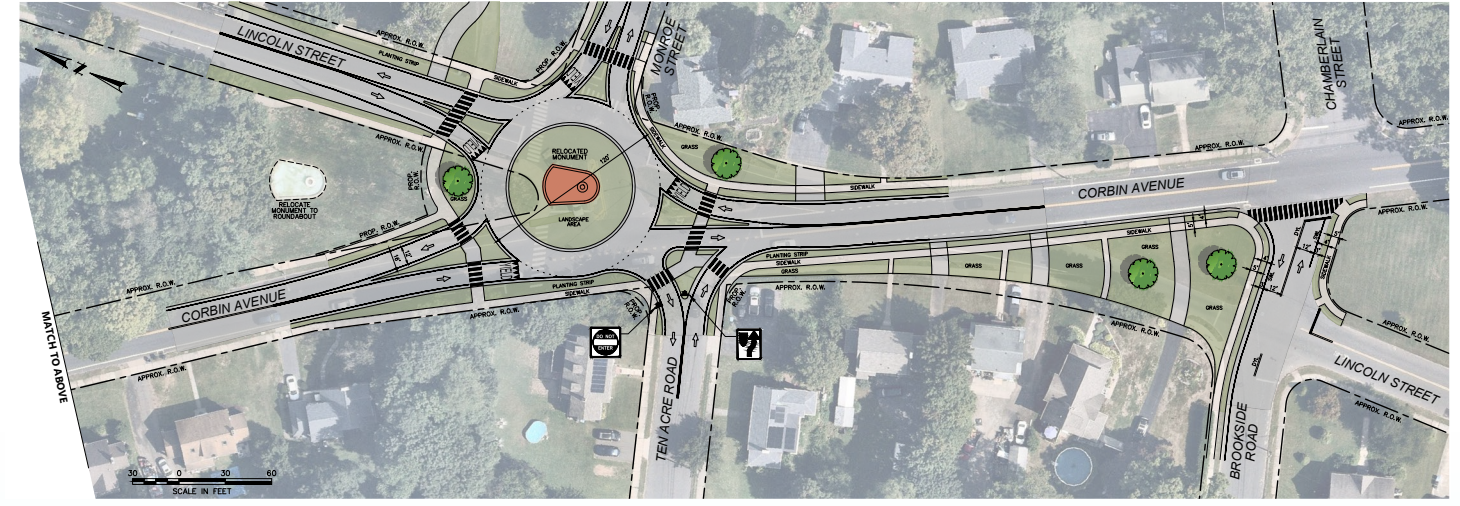
Concept Cost Estimate:
\$2 million

LOCATION #2, VERSION 2 – WITH ROUNDABOUT

Corbin Avenue from Hart Street to Lincoln Street



Corbin Avenue from Lincoln Street to Chamberlain Street/Brookside Road



This concept proposes replacing the signalized intersection at Corbin Avenue and Monroe Street/Lincoln Street with a modern, 120' diameter roundabout. This size roundabout will allow all traffic movements to be accommodated within the roundabout while slowing traffic. However, Ten Acre Road will only have access from exiting the roundabout, not accessing the roundabout. A right-out only onto Corbin Avenue just south of the roundabout can be accommodated, as shown in the concept. This is due to geometrical and sightline issues of the proximity of the Ten Acre Road entrance to Corbin Avenue. Some property impacts and easements would be expected if this concept was designed for construction. The monument located in the small park at Corbin Avenue and Lincoln Street could be relocated to accommodate the roundabout geometry – in this concept, it is proposed to be placed in the middle of the roundabout. A capacity analysis was not completed for this concept but should be done if the City decides to pursue this option.

Concept Cost Estimate:
\$4 million

PRIORITY INTERSECTIONS DETAILED COUNTERMEASURES

Table 4. Detailed Countermeasures – High Injury Network | Intersections

A. FARMINGTON AVENUE AND SLATER ROAD/ALEXANDER ROAD

General Overview: This is a signalized, four-way intersection in the northwest part of the City next to the Farmington town line and Batterson Park, with an undeveloped wooded area on the north and west sides of the intersection. The south and east sides of the intersection include the Farmington Line Apartments and a gas station. The intersection has single-lane approaches with left turn lanes from the eastbound side, from Slater Road to Fienemann Road, and on the northbound side from Farmington Avenue to Slater Road. Farmington Avenue/Fienemann Road has the higher traffic volume compared to Slater Road and Alexander Road. There are sidewalks on all sides of the intersection except the northeast corner. Crosswalks with pedestrian signal heads are located across Slater Road and Farmington Avenue. Bicycle lanes are present on the Alexander Road approach.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there are 25 crashes that have occurred at this intersection, 10 of them being suspected minor injuries.

Recommended Countermeasures:

- Consider adding bicycle lanes on Farmington Avenue on the New Britain side of the intersection to improve connectivity with the existing bicycle lanes on Slater Road/Alexander Road.
- Preliminary review suggests that a single-lane roundabout would fit within the intersection and have minor property impacts, improving safety at this intersection.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.
- Consider this location for safety education for drivers entering New Britain from Farmington and coming off exit 37 of I-84.
- Consider this intersection for red-light enforcement as part of the City’s ATESD Plan.

B. STANLEY STREET AND BLAKE ROAD/DRIVEWAY TO STANLEY QUARTER PARK

General Overview: This is a signalized intersection with three primary legs and a fourth leg that is an entrance-only driveway to Stanley Quarter Park. Land use surrounding the intersection is mainly residential and institutional, with a forested area of the Park dominating the southern section. All approaches are on single lanes. Stanley Street is part of Route 71. Stanley Street has higher traffic volume, with about 8,600 ADT compared to 3,700 ADT for Blake Road based on CTDOT traffic volume data. There are crosswalks with pedestrian signal heads across the northern and southern legs of the Stanley Street, with the southern crosswalk going directly into the Park. Sidewalks are present on Stanley Street but not on Blake Road or the Park side of the road.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been thirteen crashes at this intersection, with three suspected minor injuries.

Recommended Countermeasures:

- Add new crosswalk across Blake Road to Stanley Quarter Park to make full connection for pedestrians to access the park, instead of requiring them to cross twice.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.
- Evaluate potential for curb extensions for the crosswalks, as there is space within the roadway shoulder to extend the sidewalk and create shorter crossing distances.
- Evaluate the on-street parking needs on Blake Street and Stanley Street and study the impact of installing bicycle lanes or buffered bike lanes approaching the intersection where the width allows.

C. STANLEY STREET AND EDDY GLOVER BOULEVARD

General Overview: This signalized, four-way intersection is at the northwest corner of Central Connecticut State University (CCSU). It is also the southeast corner of Stanley Quarter Park. A gas station is on the northeast corner and a small, wooded area is on the southwest corner. Stanley Street is a two-lane roadway with a left-turn lane on the southbound approach and left- and right-turn lanes on the northbound approach. Eddy Glover Boulevard/Ella T. Grasso Boulevard are two-way divided roadways with left-turn lanes on both approaches. Stanley Street is part of Route 71. Stanley Street has about 8,400 ADT while Ella T. Grasso Boulevard has 7,500 ADT and Eddy Glover Boulevard has 2,600 ADT, based on CTDOT traffic volume data. Crosswalks with pedestrian signal heads are on all legs of the intersection, while sidewalks are on most legs of the intersection except the northwest corner. Bicycle lanes travel through the intersection on the Eddy Glover and Ella T. Grasso approaches.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been twenty-two crashes at this intersection. There have been several injuries at this location, including two involving pedestrians which suffered suspected serious injuries.

Recommended Countermeasures:

- Preliminary review suggests that a single-lane roundabout would fit at this intersection with only minor ROW impacts, improving safety and pedestrian access at this intersection next to CCSU.
- Evaluate the on-street parking needs on Stanley Street and study the impact of installing bicycle lanes or buffered bike lanes approaching the intersection where the width allows. These would connect to CCSU and provide additional mobility for students and residents.
- Review potential to improve signal visibility with back plates.
- Consider working in partnership with CCSU on a public education campaign for the campus and within the wider community, which may include in-school education.
- Collect data and conduct safety audits, as needed, to review the effectiveness of Complete Streets improvements at the intersection – specifically the recent road diet and installation of bicycle lanes. Understand the remaining issues to be resolved.



D. OSGOOD AVENUE AND CORBIN AVENUE

General Overview: This signalized four-way intersection is in the northwest quadrant of New Britain, located in a part of the City with lower-density housing and commercial development. The southeast corner of the intersection is part of the campus of the Hospital for Special Care. The other corners include residential housing, a dentist office, and a small shopping center. Both Osgood and Corbin Avenue have one lane in each direction on their approaches, and no turn lanes at the intersection. Osgood Avenue has about 4,500 ADT while Corbin Avenue has 6,000–7,000 ADT, based on CTDOT traffic volume data. Crosswalks with pedestrian signal heads are on all legs of the intersection. Sidewalks are on all legs of the intersection except the southeast corner. Bicycle lanes travel through the intersection on the Osgood Avenue approaches and are also visible (but faded) on the south leg of Corbin Avenue.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been twenty-two crashes at this intersection. This intersection has a high rate of all crashes as well as a high number of Vulnerable Road User (VRU) crashes. This includes four suspected serious injuries, three of which involved pedestrians.

Recommended Countermeasures:

- Consider installing curb extensions for crosswalks to improve pedestrian visibility and shorten crossings, particularly given the several pedestrian crashes that have resulted in injuries. To accommodate the existing bicycle lanes on Osgood Avenue, consider a design with a protected intersection that separates vulnerable road users from vehicle traffic.
- Install sidewalks and curb ramps on the southeast corner of the intersection to provide an ADA-accessible crossing.
- Consider reducing the width or closing duplicative driveways at the northwest and northeast corners of the intersection to eliminate conflict points and improve safety around intersection.
- Repaint the faded pavement markings for the Corbin Avenue bicycle lanes that are on the south leg of the intersection. Evaluate the on-street parking needs on Corbin Avenue north of the intersection and study the impact of installing bicycle lanes or buffered bike lanes where the width allows. These would continue the bicycle lanes on Corbin Avenue to the north.
- Review potential to improve signal visibility with back plates.

E. CORBIN AVENUE AND MYRTLE STREET

General Overview: This is a signalized, three-way intersection in the western part of New Britain. It is in a mainly residential area but is just north of a shopping center and Stop & Shop grocery store. There are residences on all sides of the intersection. Both Myrtle Street and Corbin Avenue are two-way roads. Corbin Avenue has one through lane in each direction and a left-turn lane on the southbound approach and a right turn-lane on the northbound approach. Myrtle Street has a left- and a right-turn lane at the intersection. Corbin Avenue has about 8,500–10,300 ADT while Myrtle Street has 4,700 ADT, based on CTDOT traffic volume data. There are currently no crosswalks or pedestrian signal heads at the intersection. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been nine crashes at this intersection, two of which have resulted in suspected minor injuries.

Recommended Countermeasures:

- Install crosswalks and pedestrian signals at this intersection to make it more accessible and easier for pedestrians to cross the street.
- Review potential to improve signal visibility with back plates.
- Improve legibility of the intersection and lane assignments by adding turn lane pavement markings at the Myrtle St approach.

F. WEST MAIN STREET AND CORBIN AVENUE

General Overview: This is a signalized, four-way intersection in the western part of New Britain. W. Main Street east of the intersection is part of Route 555, while W. Main Street west of the intersection is part of Route 372. Corbin Avenue south of the intersection is also part of Route 372. The intersection is surrounded mostly by commercial properties, including two gas stations, fast food restaurants, a retail pharmacy, and other services. The property on the southeast corner used to be a third gas station but is undergoing redevelopment. Corbin Avenue and W. Main Street have one through lane in each direction and left-turn lanes on approaches. Right turn-lanes are included in the southbound and westbound approaches as well. Traffic volume varies, with Corbin Avenue having about 10,300 ADT north of the intersection and 18,000 ADT south of the intersection. W. Main Street has 12,500 ADT west of the intersection and 9,300 ADT east of the intersection, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been 62 crashes at this intersection, including nine which resulted in suspected minor injuries. One of the minor injuries involved a pedestrian.

Recommended Countermeasures:

- Preliminary review suggests that a single-lane roundabout can fit at this intersection with some property impacts, which would improve safety at the intersection. Further review is needed to determine if a roundabout would work operationally and additional design details, if this is pursued.
- Upgrade the existing curb ramps to be ADA accessible.
- Review potential to improve signal visibility with back plates.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.

G. MYRTLE STREET AND BURRITT STREET

General Overview: This is a signalized, four-way intersection west of Downtown New Britain. Land use around the intersection includes commercial and industrial properties, with some residential mixed in. Myrtle Street and Burritt Street have one through lane in each direction. There are no turn lanes at the intersection. Traffic volumes are between 4,000 – 6,000 ADT for all approaches, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been 24 crashes at this intersection, including ten which resulted in suspected minor injuries. Two minor injuries involved Vulnerable Road Users, a pedestrian and a bicyclist. This intersection has been flagged as having a high rate of crashes and a high number of VRU crashes.

Recommended Countermeasures:

- In the future, consider curb extensions on the Burritt Street approaches to make the road crossings shorter for pedestrians.
- Review potential to improve signal visibility with back plates.
- Support LOTCIP Project L088-0006 that will soon be under construction (designed by VHB) which will include updated traffic pavement markings, bicycle lanes on Myrtle Street through the intersection, new green pavement markings for bicycles, and updates to the pedestrian signals.

H. CORBIN AVENUE AND BLACK ROCK AVENUE

General Overview: This is a signalized, four-way intersection just south of the Route 72/Corbin Avenue interchange on the west side of the City. W. Corbin Avenue through this intersection is part of Route 372. There are several residences around the intersection, as well as a senior living facility on the northeast corner (Jerome Home and Arbor Rose). The Corbin Avenue approaches have one through lane and one left-turn lane. The westbound Black Rock Avenue approach has one lane and no turn lanes, which the eastbound approach has through lane, left turn lane, and right turn lane. Traffic volumes on Black Rock Avenue are 3,000 – 4,000 ADT, while Corbin Avenue has 15,000 – 17,000 ADT, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection. Sidewalks are on all legs of the intersection. Bicycle lanes on Black Rock Avenue pass through the intersection going westbound.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been several injury crashes at this location, with two suspected serious injuries and eight suspected minor injuries. There were no pedestrian or bicycle crashes reported.

Recommended Countermeasures:

- Preliminary review suggests that a single-lane roundabout can fit at this intersection within the right-of-way, which would improve safety at the intersection. Further review is needed to determine if a roundabout would work operationally and additional design details, if this is pursued.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.
- Repaint the faded pavement markings around the intersection, especially for the Black Rock Avenue bicycle lanes and the crosswalks, to improve their visibility.

I. LINCOLN STREET AND HART STREET

General Overview: This intersection is a stop-controlled, four-way intersection in the western part of New Britain. The intersection is in a mainly residential area, with a church on the southeast corner. All approaches have one lane for all turns and through traffic. Traffic volume is 3,000 – 4,000 ADT for both roadways, based on CTDOT traffic volume data. There are crosswalks and sidewalks on all legs of the intersection. There are also marked shoulders on each approach.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there is a high rate of crashes for all modes. There are nine suspected minor injury crashes recorded in the five-year period. One of the minor injuries involved a pedestrian.

Recommended Countermeasures:

- Increase visibility of Stop Signs using flashing lights to bring attention to them.
- If recommended changes at Lincoln Street and Monroe Street are implemented, which would include disconnecting the two roadways and making a cul-de-sac at the end of Lincoln Street, traffic patterns will change. Data should be collected before and after the changes are made to understand the impacts of the changes.
- Enhanced/additional lighting should be considered to improve nighttime visibility at the intersection.
- Consider curb extensions on the Lincoln Street approaches where the shoulder width is larger. This will shorten the pedestrian crossing distances and make pedestrians more visible.

J. CORBIN AVENUE AND LINCOLN STREET/MONROE STREET

General Overview: These closely spaced intersections are in the southwestern part of New Britain. Corbin Avenue at Monroe Street is signalized, while Monroe Street at Lincoln Street is stop-controlled. Lincoln Street and Corbin Avenue intersect Monroe Street closely and at skewed angles, creating a complex intersection with poor sight lines. Corbin Avenue is part of Route 372. The intersection is within a residential area. All approaches include one general purpose lane. Based on CTDOT traffic count data, Corbin Avenue has the highest traffic volume through the intersection, with about 12,000 ADT, while Monroe Street and Lincoln Street have 2,100 and 3,800 ADT, respectively. There are crosswalks across Corbin Avenue with pedestrian signal heads, across Lincoln on the north side of Monroe Street, and across Monroe Street on the east side of Lincoln Street. Sidewalks are on all legs of the intersection except a splitter island separating Lincoln Street from Corbin Avenue.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been two crashes which resulted in suspected minor injuries and five possible injuries. There are no Vulnerable Road User crashes at this intersection.

Recommended Countermeasures:

- Conceptual improvements are proposed as part of Concept Location #2 in Section 1.3 (Priority Location Concepts). These potential improvements include:
 - Removing the one-way sections of Lincoln Street and disconnecting Lincoln Street from Monroe Street.
 - New sidewalks where none exist currently.
 - Realign Monroe Street at Corbin Avenue so it is less offset from Ten Acre Road.

K. WEST MAIN STREET AND WASHINGTON STREET

General Overview: This is a signalized, three-way intersection in Downtown New Britain. W. Main Street is part of Route 555. The intersection is surrounded by dense urban development with buildings set at the sidewalk line. There is a substantial amount of walking and biking activity in the area, commensurate with the downtown area. All approaches to the intersection have one general purpose lane. W. Main Street has 7,400 ADT while Washington Street has 3,700 ADT, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been 20 crashes at this intersection, including three pedestrian crashes. There are four suspected minor injuries at this intersection. This intersection was highlighted in the crash analysis due to its high rate of crashes and high number of VRU crashes.

Recommended Countermeasures:

- Review potential to improve signal visibility with back plates.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.
- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.

L. MAIN STREET AND WEST MAIN STREET

General Overview: This is a signalized, four-way intersection in the middle of Downtown New Britain. W. Main Street west of the intersection is part of Route 555, while Main Street and Bank Street are local roads. The intersection is in a dense urban area with high pedestrian and bicycle activity. New Britain's Central Park is located along the southwest corner of the intersection, a key location for special events and visitors. All intersection approaches have one through lane and one left turn lane, except the W. Main Street approach which also has a right turn lane. Traffic volume is generally low, with W. Main Street having 7,400 ADT, Bank Street has 2,900 ADT, and Main Street has 3,800 ADT, based on CTDOT traffic volume data. As this is the core of Downtown, crosswalks and pedestrian signal heads are included on all corners of the intersection. Wide sidewalks are on all legs of the intersection and include various street furniture. Bicycle lanes on Main Street travel through the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been five crashes which resulted in suspected minor injuries. The crash analysis shows this intersection has a high rate of crashes and high number of VRU crashes.

Recommended Countermeasures:

- Many of the streets in Downtown New Britain have been improved in recent years. When the intersection comes up for reconstruction again, consider a single-lane roundabout here to improve safety, which will fit with minor property impacts, based on a preliminary review of the geometry of the intersection.
- A public education campaign near this intersection, being in the center of Downtown and where many people biking and walking would be found, should be considered. Potentially combine with Downtown-wide public education campaign and work with the New Britain Downtown District.
- Conduct safety audits for vehicular and VRU traffic and collect more data to understand crash issues better.

M. EAST MAIN STREET AND MARTIN LUTHER KING DRIVE

General Overview: This is a signalized, four-way intersection just north of the core of Downtown New Britain. Martin Luther King Jr. (MLK) Drive is on Route 71, while E. Main Street east of the intersection is part of Route 174. Around the intersection are suburban-style commercial properties, including a shopping center on the northwest corner. Multi-family housing – the John F. Kennedy Apartments – is location on the northeast corner of the intersection. There are multiple lanes on each approach, including left turn lanes, as well as right turn slip lanes on the eastbound and westbound approaches. There are high traffic volumes on all approaches, ranging from 10,000 – 15,000 ADT, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection, except the eastern leg which has pedestrian signals but no crosswalk. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been two crashes with suspected serious injuries and nine crashes which resulted in suspected minor injuries. One of the serious injuries involved a pedestrian. The crash analysis found that this intersection has a high rate of crashes and a high number of VRU crashes in New Britain.

Recommended Countermeasures:

- Conceptual improvements are proposed as part of Concept Location #1. These potential improvements include:
 - Update signal timing; implement concurrent pedestrian phasing with LPI.
 - Realign crosswalks to shorten crossings for pedestrians.
 - Provide a right turn only lane on the southbound approach to improve traffic operations.
 - Install “No Turn on Red” sign at the westbound right turn slip lane.
 - Implement road diet on MLK Drive on the northbound side of the intersection, going towards Winter Street.

N. NORTH STREET/STANLEY STREET AND MARTIN LUTHER KING DRIVE

General Overview: This is a signalized, four-way intersection north of Downtown New Britain. MLK Drive is part of Route 71, and the north leg of Stanley Street is also part of Route 71. The intersection is in an urban area with multi-family housing adjacent to the west, north, and south sides of the intersection. MLK Drive has two through lanes and a left turn lane. North Street has a through lane and right turn slip lane onto southbound MLK Drive. The other two approaches have one through lane and a left turn lane. MLK Drive and Stanley Street north of the intersection have high volumes, 13,000 and 10,300 ADT, respectively. North Street has 6,500 ADT and Stanley Street east of the intersection has 4,500 ADT, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been 49 crashes at this intersection, including one suspected serious injury and fifteen which resulted in suspected minor injuries. One of the minor injuries involved a pedestrian. This intersection was highlighted in the crash analysis for its high rate of all crashes and high number of VRU crashes.

Recommended Countermeasures:

- Conceptual improvements are proposed as part of Concept Location #1. These potential improvements include:
 - Implement a road diet on MLK Drive approaching the intersection to reduce the number of travel lanes and reduce pedestrian crossing distance. Remove the second lane on the north and east legs of Stanley Street to have only one through lane exiting the intersection.
 - Remove the right turn slip lane from North Street to MLK Drive. Install left turn lane on North Street to Stanley Street.
 - Install multi-use paths on the south and east side of the intersection, and a bicycle lane on Stanley Street approaching the east side of the intersection.
 - Update signal timing; implement concurrent pedestrian phasing with LPI.
 - An alternative concept is to install a single-lane roundabout at the intersection. This would improve safety and traffic flow at the intersection. All approaches and departures from the roundabout would be one lane. This roundabout could be a slightly smaller roundabout at 110' diameter to lessen the impact of the improvement on adjacent properties.

O. EAST MAIN STREET AND STANLEY STREET

General Overview: This is a signalized, four-way intersection in the central part of New Britain, just east of Route 9. E. Main Street through the intersection is part of Route 174, while Stanley Street is a local road. Low-density commercial properties are on three corners of the intersection, while the northwest corner is vacant. E. Main Street has a through lane, right turn lane, and left turn lane on the eastbound approach, and a through lane and left turn lane on the westbound approach. Southbound Stanley Street has a through lane and left turn lane, while northbound has just one general purpose lane. E. Main Street carries the most traffic, which varies between 9,600 and 11,000 ADT, while Stanley Street has just 4,500 ADT, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection. Sidewalks are on all legs of the intersection. The north leg of Stanley Street has a buffered bicycle lane.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there has been one crash with suspected serious injuries and eight crashes which resulted in suspected minor injuries. One crash involved a pedestrian. The crash analysis found that this intersection has a high rate of crashes and a high number of VRU crashes in New Britain.

Recommended Countermeasures:

- Preliminary review suggests that a single-lane roundabout would fit at this intersection with only minor ROW impacts, improving safety at this intersection.
- The potential for a road diet on west leg of the intersection going westbound should be considered. This would shorten the pedestrian crossing on the west side.
- Curb ramps should be upgraded to provide ADA-accessible crossings for pedestrians.
- Review potential to improve signal visibility with back plates.
- Consider curb extensions to shorten pedestrian crossings where there is excess road space, such as along the south and east sides of the intersection.
- If a road diet is implemented on the west side of the intersection, a pedestrian refuge island could also be considered, improving safety for pedestrians.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.

P. STANLEY STREET AND DWIGHT STREET

General Overview: This is an unsignalized three-way intersection just south of the CTfastrak right-of-way, next to Route 9. Dwight Street is stop-controlled while Stanley Street is free-flowing. The west and northeast sides of the intersection are surface parking lots, while the southeast side of the intersection has residential properties. All approaches have one general purpose lane. Traffic volumes are low, with 4,500 ADT on Stanley Street. No traffic data is available for Dwight Street from the CTDOT traffic volume data sources. There are no crosswalks at the intersection. Sidewalks are on all legs of the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been 14 crashes at this intersection, including one which resulted in a suspected serious injury and one which resulted in a suspected minor injury. The serious injury involved a pedestrian. This intersection was highlighted during the crash analysis for its high rate of crashes (given the low traffic volume) and its pedestrian crash.

Recommended Countermeasures:

- Evaluate intersection for all-way Stop control based on potential sightline issues on southeast corner, and if traffic volumes on the Dwight Street approach are similar to the Stanley Street volumes.
- Consider installing curb extensions on the west side of the intersection, in the shoulder, to slow traffic through intersection. Additional curb extensions could be used to tighten up east side of intersection along Dwight St and create a smaller intersection footprint.
- Install a crosswalk on the east side of the intersection for pedestrian access.
- Update the curb ramps for ADA accessibility.
- Preliminary review suggests that a small single-lane roundabout could be installed at this intersection depending on the need to accommodate truck turning movements. A roundabout would improve safety for all users at this intersection.

Q. CHESTNUT STREET AND COLUMBUS BOULEVARD

General Overview: This is a signalized, four-way intersection just east of the core of Downtown New Britain. Adjacent to the intersection are a CVS Pharmacy and the USPS facility in New Britain. On the east side of the intersection, a railroad line parallels Columbus Boulevard, and the east leg of the Chestnut Street approach must cross at-grade. The eastbound Chestnut Street approach has a through lane and left turn lane, while the westbound approach has a through lane, left turn lane, and right turn lane.

Through, left, and right turn lanes are included on the northbound and southbound Columbus Boulevard approaches. Columbus Boulevard has 8,000 – 9,000 ADT while Chestnut Street has about 4,500 ADT, based on CTDOT traffic volume data. Crosswalks and pedestrian signal heads are included on all corners of the intersection except the east leg, where the railroad tracks cross Chestnut Street. Sidewalks are on all sides of the intersection except the east side of Columbus Boulevard south of Chestnut Street.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been ten crashes which resulted in suspected minor injuries. Two of the minor injuries involved a bicyclist. For this intersection, there are more injury crashes recorded than non-injury crashes. It was also noted as having a high rate of crashes and high number of VRU crashes in the analysis.

Recommended Countermeasures:

- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.
- Consider including this intersection in a public education campaign for downtown. Many people biking and walking through this intersection should be expected, especially given that two crashes involved bicyclists.
- Conduct safety audits for vehicular and VRU traffic and collect more data to understand crash issues better.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.

R. CT-9 RAMP/COLUMBUS BOULEVARD AND ELLIS STREET

General Overview: This is a signalized, four-way intersection in the southern part of New Britain. The southern leg of the intersection includes the on-ramp and off-ramp to Route 9 South (Exit 35), which is state-maintained. The west side of the intersection has residential properties, while the northeast corner is a commercial building. The southeast corner is vacant, being part of the exit ramp area for Route 9. Ellis Street has one general purpose lane on its eastbound approach and a through lane and left turn lane on its westbound approach. Southbound Columbus Boulevard has a through lane and left turn lane. The Route 9 off ramp approach has a through-left lane and a right turn lane. Ellis Street has about 7,800 ADT, while Columbus Boulevard has 3,700 ADT. The Route 9 offramp has 4,500 ADT, based on CTDOT traffic volume data. Pedestrian signal heads are included on all corners of the intersection, but crosswalks are only on Columbus Boulevard and the east leg of Ellis Street. Sidewalks are on all legs of the intersection. Buffered bicycle lanes on Columbus Boulevard end at the intersection.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, there have been 29 crashes at this intersection, including seven which resulted in suspected minor injuries. One of the minor injuries involved a bicyclist. The crash analysis noted a high rate of crashes for all modes of travel.

Recommended Countermeasures:

- Preliminary review suggests that a single-lane roundabout would fit at this intersection with only minor ROW impacts, improving safety at this intersection.
- Upgrade the curb ramps and crosswalks at this intersection for ADA accessibility.
- Install crosswalks on all legs of the intersection to line up with existing pedestrian signal heads. Repaint the faded crosswalk across the east leg of Ellis Street, which is very faded.
- Consider installing curb extensions on the east side of the intersection at Ellis Street to shorten the pedestrian crossing.
- Evaluate the on-street parking needs on Ellis Street and study the impact of installing bicycle lanes or buffered bike lanes approaching the intersection where the width allows. This could also be accomplished with a road diet, particularly on the east side of Ellis Street. These would connect to the existing bicycle lanes on Columbus Boulevard and provide additional mobility options for residents.

PRIORITY SEGMENTS DETAILED COUNTERMEASURES

Table 5. Detailed Countermeasures – High Injury Network | Segments

A. FARMINGTON AVENUE FROM SLATER ROAD/ALEXANDER ROAD TO WASHINGTON STREET

General Overview: This segment involves the main north-south connector located in the central northern part of the City. This segment is 1.9 miles long and consists of a 2-lane, 40' wide major collector roadway that is with ADTs over 8,500 vpd.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment is one the highest crash segments in the City and includes three (3) fatal crashes, four (4) serious injury crashes, and multiple crashes with suspected minor injuries.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider implementing automated enforcement for speeding and red-light violations along the corridor, particularly at Pulaski Middle School, where there is a history of crashes.
- Install a Rectangular Rapid Flashing Beacon (RRFB) at the crosswalk for Pulaski Middle School/Hutchinson Street. NBPD and NBPW work together to conduct a speed study along the corridor
- Upgrade signage, pedestrian facilities and implement specific enforcement related to the City's new School Zone designations.
- Review signal timing; implement concurrent pedestrian phasing with LPI where it would be effective.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.
- Consider the mid-block pedestrian crossing on Ruth Road, leading to the Aldi Grocery Store.
- Study making modifications, such as a roundabout or realignment, to the intersection of Farmington Avenue, Biruta Street, and Eddy Glover Boulevard. Existing intersection geometry is confusing.
- Evaluate the on-street parking needs on Farmington Avenue and study the impact of installing bicycle lanes or buffered bike lanes throughout the corridor where the width allows

B. HARTFORD ROAD (CT-71) FROM COSTCO TO THE CITY BOUNDARY (FARMINGTON)

General Overview: This segment is located in a heavily developed retail area and includes the Exit 39 interchange from CT Route 9. The segment is 0.5 miles long and involves a multi-lane, 80' wide minor arterial roadway with ADTs over 20,000 vpd.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high number of crashes, including those with suspected minor injuries but no serious or fatal injuries.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Do a traffic study of this Hartford Road and Village Square intersection to determine the level of service and need for capacity and safety improvements.
- Evaluate pedestrian connectivity and safety near Target and COSTCO, Route 9 ramp crossings, and bus stop locations. There are several gaps in connectivity.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes considering this segment involves a main gateway into the City from Route 9.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.

C. STANLEY STREET (CT-71) FROM BARBOUR ROAD TO FRANCIS STREET

General Overview: This segment is along the frontage of the CCSU campus and Stanley Quarter Park. The segment is 0.55 miles long and involves a 2-lane, 30-foot-wide minor arterial roadway with approximately 7,000 ADTs per day. Vulnerable road users are of particular concern in this area due to the CCSU campus, surrounding student housing, and connections to Stanley Quarter Park and the Stanley Loop multi-use trail.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves four (4) serious injury crashes, a significant number of crashes with suspected minor injuries, and one bicycle and pedestrian crash each.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Review signal timing; consider concurrent pedestrian phasing with LPI.
- Evaluate pedestrian connectivity and safety in this area. Some potential areas for improvement include:
 - Coordinate pedestrian safety and connectivity issues with Central CT State University (CCSU) and potentially partner on an education campaign
 - Potential for an RRFB at Commonwealth Avenue crosswalk
 - Upgrade curb ramps as needed for ADA accessibility. Consider installing a crosswalk at Highland Terrace to connect the neighborhood to the school for walkers.
 - Install an RRFB at the crosswalk between Stanley Quarter Park and St. Francis Catholic Church.
- See Priority intersection notes for Stanley Street and Eddy Glover Boulevard.
- Consider installing an RRFB at the crosswalk between Stanley Quarter Park and St. Francis Catholic Church.
- Stanley Street at Lyle Road – narrow Lyle Road opening and add ADA curb ramps.
- Discuss with the CTDOT the potential addition of bicycle lanes through this segment to connect to existing facilities, especially from Blake Road north, where a gap exists in the City's on-street bicycle network on Route 71.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.



D. EAST STREET (CT-175) FROM ALLEN STREET TO THE CITY BOUNDARY (NEWINGTON)

General Overview: This segment encompasses the CTfastrak East Street Station and multi-use trail, the east side of the CCSU campus, and provides access to Route 9 and a heavily developed commercial and retail area in Newington. The segment is 0.70 miles long and involves a multi-lane, 60-foot-wide minor arterial roadway with approximately 8,500 average daily traffic (ADT) vehicles per day.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high concentration of crashes and suspected minor injury crashes and includes five (5) serious injury crashes.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- The intersection of East St and Allen Street (both Route 175)
 - Consider a single-lane roundabout for East Street at Allen Street; there may be some property impacts
 - Alternative to a roundabout, reduce the radius of the southwest corner of East Street at the Allen Street intersection and reduce the pavement width of the intersection.
- Coordinate pedestrian safety and connectivity issues with CCSU and potentially partner on an education campaign.
- Consider in-person enforcement near CCSU and automated enforcement elsewhere for speeding.

E. WEST MAIN STREET (CT-372) AND CORBIN AVENUE (CT-372) FROM WOOSTER STREET TO STEELE STREET

General Overview: This segment involves a major access road from the south and western sides of the City, the Exit 24 interchange of Route 9, and a heavy commercial corridor on West Main Street west of Corbin Avenue.

The segment is 1.0 miles long and involves a combination of 2-lane and multi-lane roadways with pavement widths between 30' and 60' wide, minor arterial roadways that are with ADTs as high as 12,000 vpd on Corbin Avenue.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high concentration of crashes and suspected minor injury crashes and includes five (5) serious injury crashes and two fatal crashes.

Recommended Countermeasures:

- Do "Deep Dive" analysis of PR-1s to determine reported cause of crashes, and any serious injury and fatal Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- The City has a \$3.5 Mil. LOTCIP project in design on West Main Street (Route 372) between Corbin Avenue and South Mountain Road. This project will address the following issues and involve the following improvements:
 - Road diet to narrow travel lanes and eliminate excess pavement widths
 - Closes several gaps in the sidewalk network
 - Improves safety for vehicles and pedestrians with access management improvements that narrow the driveway widths for several commercial driveways
 - Addition of streetscape features and street trees to calm traffic
- West Main Street (Route 372) at Wooster Street
 - Improve signal visibility by installing back plates.
 - Review signal timing; consider concurrent pedestrian phasing with LPI.
 - Conduct a Safety Audit and Data Collection to review if recent upgrades have made a difference.
- West Main Street (Route 372) and Corbin Avenue
 - Note that this is a high-volume intersection involving two state-owned roadways, and there are significant right-of-way restrictions related to developed properties that make physical infrastructure improvements difficult and expensive.
 - See Priority Intersections.
- Corbin Avenue section
 - Coordinate with CTDOT to install pedestrian signal heads and crosswalks at Route 72 ramps.
 - In-person and/or automated enforcement in this section since it is an entrance to New Britain from Route 72.
 - Consider a study of student pedestrian commuting and potentially an in-school education with nearby Slade Middle School and Lincoln Elementary School.
- Corbin Avenue (Route 372) and Black Rock Avenue
 - See Priority Intersections.

F. LINCOLN STREET FROM WEST MAIN STREET (CT-555) TO MONROE STREET (CT-372)

General Overview: This segment involves a major access road from the south and western sides of the City, the Exit 24 interchange of Route 9, and a heavy commercial corridor on West Main Street west of Corbin Avenue.

The segment is 0.65 miles long and involves a 2-lane with a 40' pavement. Lincoln Street is a major collector roadway with an average daily traffic (ADT) of 3,800 vehicles per day.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high concentration of crashes and suspected minor injury crashes.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Lincoln Street serves as a cut-through roadway, and cut-through traffic could be reduced if improvements are made at the intersection of Corbin, Monroe, and Lincoln.
- West Main Street at Lincoln Street
 - This intersection falls within the project limits of the Phase 1 and Phase 2 Beeline Trail multi-use trail projects, and pedestrian and safety improvements are included as part of these projects.
 - Install pavement markings on the eastbound West Main Street approach to clarify the right turn only and through lanes.
 - Improve signal visibility by installing back plates.
 - Review signal timing; consider concurrent pedestrian phasing with LPI.
- Lincoln Street corridor
 - Consider installing an RRFB at the Adams Street intersection.
 - Consider chicanes with parking bays or another traffic calming measure between Black Rock Avenue and Adams Street.
 - Changes at Lincoln and Monroe are likely to alter traffic patterns in this area. Collect both before-and-after data to gain a better understanding of the changes.
- Lincoln Street at Hart Street
 - See Priority Intersections.

G. BROAD STREET FROM BURRITT STREET TO MAIN STREET

General overview: This segment encompasses the "Little Poland" business district and is a major cultural destination in the City, characterized by high levels of pedestrian activity. The City completed a \$3.8 million second phase of streetscape enhancements on Broad Street in 2017, which included pedestrian safety improvements and traffic calming measures.

The segment is 0.70 miles long, is a 2-lane that is 38' pavement, and has on-street parking throughout its length. Lincoln Street is a major collector roadway with an average daily traffic (ADT) of 2,500 vehicles per day.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high concentration of crashes and suspected minor injury crashes, two (2) serious injuries, one (1) fatal crash, and three pedestrian crashes.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Broad Street at Main Street/Beaver Street
 - Install a crosswalk on the east leg of the intersection.
 - Improve signal visibility by installing back plates.
 - Conduct safety audits and data collection to understand crashes and the effectiveness of recent streetscape improvements.
- Broad Street corridor
 - Consider installing additional curb extensions at crosswalks to enhance pedestrian safety and traffic calming.
 - Evaluate installing RRFBs at Gold Street and Silver Street, as they are both designated as school crossings.
 - Collect data and conduct safety audits, as needed, to review the effectiveness of Complete Streets improvements in the corridor. Understand the remaining issues to be resolved.

H. NORTH STREET FROM MAIN STREET TO STANLEY STREET

General overview: This segment involves a roadway that provides access to downtown New Britain, "Little Poland," and Route 72. It is also home to Willow Street Park and experiences a significant amount of pedestrian traffic. The segment is a minor collector, 0.45 miles long, is a 2-lane that is 32' pavement, has on-street parking, and ADTs of 6,500 vpd.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves four (4) serious injury crashes, a high number of crashes, suspected minor injury crashes, and three (3) pedestrian crashes, including one serious injury. North Street's intersection with Martin Luther King Drive is also one of the highest injury crash intersections in New Britain.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- The City developed conceptual design plans in its 2022 Complete Streets Roadmap Master Plan, which included pedestrian amenities such as bump-outs and improved crosswalks. The City should revisit these plans and consider pursuing a capital project on North Street.
- Evaluate mid-block crossing St. Ann's Church and potentially install RRFB at the crosswalk for
- Install crosswalks on all legs of intersections with Spring Street and Oak Street.
- Evaluate extending bike lanes east to Stanley Street
- Update pavement markings and delineate on-street parking bays.
- Collect data on the effectiveness of improvements at North Street and Main Street.

I. MAIN STREET FROM BROAD STREET/BEAVER STREET TO ELM STREET/FRANKLIN SQUARE/SOUTH MAIN STREET

General Overview: This segment is the Main Street corridor, which connects the downtown area to Broad Street's "Little Poland" business district and includes the City's signature "Beehive Bridge" overpass over Route 72, the CTfastrak downtown BRT terminus station, and Central Park. This area has invested millions of dollars and completed multiple phases of Complete Streets projects, and the overall safety and connectivity of this area has been greatly improved. Pedestrian and VRU activity has increased significantly in this area over the past decade, as has transit-oriented development around the CTfastrak station. Concerns remain about crashes and improper vehicular and pedestrian behavior. The further "Deep Dive" VRU study, performed as part of this Safety Action Plan, focused on this area.

Main Street is a minor arterial with ADTs of 7,900 vpd north of Route 72 and 3,800 south of Route 72. The segment is 0.70 miles long and is primarily a 2-lane road with mostly 48-inch pavement. It has on-street parking and bike lanes throughout the majority of the segment.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves five (5) serious injury crashes and a high number of crashes and suspected minor injury crashes. The segment also had several pedestrian crashes, including three (3) serious injury crashes.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Review traffic signal timing and convert to concurrent pedestrian phasing with LPI for this and other downtown areas.
- Review the effectiveness of Complete Streets improvements in the corridor as they relate specifically to engineering safety controls, and to verify that remaining safety issues are behavior related and need to be addressed through other means.
- Public education campaign for downtown, primarily aimed at promoting safe and legally compliant pedestrian behavior and aligning with the City's change from Exclusive to Concurrent with LPI pedestrian phasing.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.

J. ARCH STREET FROM MAIN STREET TO LINWOOD STREET

General Overview: This segment features a roadway that provides direct access to downtown New Britain and the main campus of the Hospital of Central Connecticut. Arch Street is also locally known as "Barrio Latino" and serves as a high-traffic pedestrian corridor, home to several restaurants, a brewery, various human service organizations, and New Britain EMS.

Arch Street is a minor arterial, 0.50 miles long, is a 2-lane that is 40' pavement, has on-street parking, and ADTs of 6,100 vpd.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high number of crashes and suspected minor injury crashes and one (1) serious injury crash. Arch also had three (3) pedestrian crashes and one (1) bicycle crash.

Recommended Countermeasures:

- The City has a \$4.0 Mil. LOTCIP project in design on Arch Street from Main Street to Monroe Street. This is primarily a Complete Streets project that is focused on pedestrian safety and connectivity. The project involves the addition of several highly visible and decorative mid-block crosswalks with bump-outs, the addition of street trees for traffic calming, specialty lighting, brick paver treatment, and the addition of a gateway arch near the Arch Street intersection of Main Street. This project is scheduled to be bid for construction in the fall of 2025.
- Review traffic signal timing and convert to concurrent pedestrian phasing with LPI for this and other downtown areas.
- Consider conducting a public education campaign in conjunction with local churches and downtown organizations to educate and encourage safer behavior.
- Consider implementing automated enforcement due to the hospital's proximity as a safety zone.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.

K. BASSETT STREET FROM WHITING STREET TO BROOK STREET

General Overview: This segment involves a local road running north-south in the southeastern area of the City. Bassett Street has low ADTs, is 0.60 miles long, features a 2-lane configuration with on-street parking, and is generally 30 feet wide. Bassett Street is also home to North End Elementary School, and New Britain High School is located just south of Bassett Street; accordingly, Bassett Street receives a fair amount of usage by students walking to school.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high number of crashes and suspected minor injury crashes, considering its low traffic volumes and three (3) pedestrian crashes, including one serious injury pedestrian crash.

Recommended Countermeasures:

- Conduct safety audits and collect additional data to understand crash issues and factors better.
- Conduct a pedestrian usage audit for students and other vulnerable road users (VRUs).
- Consider public education campaigns and in-school education with nearby Northend Elementary School.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan due to the proximity of the elementary school.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.

L. CT-71 FROM NORTH STREET TO THE CITY BOUNDARY (BERLIN)

General Overview: This is the longest segment considered in the Safety Action Plan and involves the Route 71 corridor through the south portion of New Britain. The northern end of this segment includes Martin Luther King Drive, which is identified as the highest crash corridor in this plan. Moving south, this segment consists of the Harry Truman Overpass, Elm Street, and Franklin Square near the New Britain Court House, and South Main Street from Whiting Street one (1) mile south to Willow Brook Park, New Britain Stadium, and the Berlin Border.

Route 71 is a Principal Arterial with ADTs between 15,000 vpd on the Harry Truman Overpass and 6,300 vpd near Willow Brook Park. The segment is 2.0 miles long and involves both sections of multi-lane and 2-lane roadways throughout the segment, with varying pavement widths.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a very high number of crashes and suspected minor injury crashes, ten (10) serious injury crashes, and four (4) fatal crashes. The segment also has twelve (12) VRU crashes, including two (2) pedestrian fatalities and one (1) serious injury.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Martin Luther King Drive – Conceptual design drawings and cost estimates were prepared for this portion of the segment, which is considered locally as the highest priority crash corridor in the City. These plans include road diets, improved pedestrian facilities, traffic calming measures, and considerations for installing roundabouts. The City should work cooperatively with CTDOT and pursue funding to complete the design work further, as well as seek funding for construction.
- Route 71 South From East Main Street – The City should work with the Capital Region Council of Governments to implement a corridor planning study to investigate and determine appropriate corrective action for the remainder of this segment. Some items to consider may include the following:
 - Harry Truman Overpass – Consider a road diet and install separated bike lanes.
 - Chestnut Street/Elm Street/Harry Truman Overpass – consider a single-lane roundabout in the future.
 - Franklin Square/Pearl Street – install curb extensions at corners where space allows.
 - Install RRFB at the South Main Street crosswalk at South Whiting Street.
 - Add bike lanes to South Main Street.
- Review traffic signal timing and convert to concurrent pedestrian phasing with LPI for this and other downtown areas.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.
- Consider a public education campaign for this corridor in conjunction with other priority locations.

M. STANLEY STREET FROM E. MAIN STREET TO WHITING STREET

General Overview: This segment involves a north-south roadway with a signalized at-grade crossing of the CTfastrak BRT line. The segment is classified as a minor arterial, is 0.65 miles long, is a 2-lane approximately 30' wide, and has ADTs of 4,500 vpd.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves five (5) serious injury crashes, one (1) fatal crash, and a significant number of crashes and suspected minor injury crashes. This segment also includes four pedestrian crashes, including two that involved serious injuries.

Recommended Countermeasures:

- CTDOT has specifically reached out to the City regarding concerns about crashes that have occurred at the CTfastrak signalized at-grade crossing and plans to conduct a safety improvement project in this area.
- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Conduct safety audits for vehicular and VRU traffic and collect more data to understand crash issues better.
- Evaluate whether the recent repaving and remarking have impacted roadway safety.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Conduct in-person traffic enforcement for speeding, distracted driving, impaired driving, and other driver behaviors that are contributing to a high percentage crashes and injury related crashes.

N. ELLIS STREET FROM EAST STREET TO BASSETT STREET

General Overview: This segment involves an east-west roadway that includes the Exit 35 interchange of Route 9. The segment is classified as a major collector, is 0.82 miles long, and varies between 2-lane and multi-lane roadways with varying pavement widths, with an average daily traffic (ADT) of 7,800 vehicles per day (vpd).

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves four (4) serious injury crashes and a significant number of crashes and suspected minor injury crashes. This segment also includes one (1) pedestrian and two (2) bicycle crashes.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Consider a road diet four-lane section between Columbus Boulevard and Stanley Street.
- Evaluate removing the right slip lane for Route 9 North and replacing it with a right turn lane. Upgrade curb ramps and install pedestrian signals and crosswalks at the Route 9 intersection.
- Consider public education campaigns and in-school education with nearby Northend Elementary School.
- Consider implementing automated enforcement for speeding due to the proximity of an elementary school, as well as in-person enforcement, particularly on the east end of the corridor.

O. EAST MAIN STREET & NEWINGTON AVENUE FROM MARTIN LUTHER KING DRIVE TO THE CITY BOUNDARY

General Overview: This segment involves the primary east-west connector roadway in the central part of New Britain and provides access from the downtown area to the Town of Newington. This segment involves a locally famous "Z" curve at the intersection of Route 174 and East Street, which has been a long-standing problem due to high peak-hour traffic congestion. The Newington Avenue portion of this segment is a heavily developed commercial and retail corridor that also provides connections to the Chamberlain Elementary School, the John Downey Drive Industrial Park, and Chesley Park. The East Main Street portion of this segment involves an at-grade crossing of the East Main Street CTfastrak BRT Station and a future transit-oriented development site located at the City's former Public Works Yard.

Route 174 is classified as a minor arterial, is 1.25 miles long, involves a 2-lane that is generally 30' wide, and has ADTs of 9,900 mph on Newington Avenue and 9,600 vpd on East Main Street.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves a high number of crashes, suspected minor injury crashes, and up to eight (8) serious injury crashes. It also has three (3) VRU crashes. Recommended Countermeasures:

Recommended Countermeasures:

- Working in conjunction with CTDOT, the City completed a Purpose and Need study that included conceptual design plans for the realignment of the intersection of Route 174 and East Street. This was done to address crash and congestion problems along this corridor, as well as to improve VRU safety, including enhancing the sidewalk network and closing several sidewalk gaps on Newington Avenue. The City has pursued federal grant funding for this project on two occasions and intends to continue to do so until it is successful. The project also included streetscape enhancements and the two pocket parks at the new intersection, aimed at placemaking and traffic calming purposes.
- Consider this segment for speed and red-light enforcement as part of the City's ATESD Plan.
- Upgrade signage, pedestrian facilities and implement specific enforcement related to the City's new School Zone designations.
- Review traffic signal timing and convert to concurrent pedestrian phasing with LPI for this and other downtown areas.

P. EAST STREET FROM SMALLEY STREET TO SOUTH STREET

General Overview: East Street and this segment involve the primary north-south connector on the eastern side of the City. It is primarily developed with a mix of residential and smaller-scale commercial buildings.

The segment is classified as a minor arterial, is 1.30 miles long, is primarily a 30' wide, 2-lane, and has ADTs ranging between 4,400 VPN at its northern end and 6,600 vpd at its southern end.

Crash Information: Based on the 5-year Crash Data Analysis from 2019 to 2023, this segment involves four (7) serious injury crashes and two fatal crashes, along with a significant number of crashes and suspected minor injury crashes. This segment also includes five (5) VRU crashes, including one fatal pedestrian crash.

Recommended Countermeasures:

- Perform a further "Deep Dive" analysis of PR-1s to determine the reported cause of crashes and any serious injury and fatal crashes, and also on-site Road Safety Audits as needed. Based on these analyses, take specific corrective engineering, enforcement, education, and encouragement actions as warranted.
- Some items to be considered include:
 - Upgrading curb ramps for ADA accessibility at East Street and Smalley Street. Provide a crosswalk on East Street.
 - Improving signal visibility by installing back plates at signalized intersections (such as at East Main Street and Newton Avenue).
 - Reviewing signal timing and considering concurrent pedestrian phasing with LPI at signalized intersections.
 - Installing bike lanes on East Street on the existing shoulder or when resurfaced.
- Consider in-person and/or automated enforcement near the intersection of Pleasant Street and Goodwin Street (including HALS Academy and other schools).
- Consider a public education campaign and in-school education in collaboration with nearby HALS Academy.
- Conduct a data collection and safety audit to identify major safety issues within this segment.
- The proposed improvement for the Realignment of the Intersection of Route 174 and East Street should help address crashes at the northern limits of this segment.



IMPLEMENTATION PLAN



SMART IMPLEMENTATION PLAN

The purpose of this table is to summarize the key implementation steps to reach Vision Zero, organized by the entity responsible for each key category of action. The timeline is organized into:

Ongoing actions already underway	Short-Term actions targeted for implementation within 1 year	Medium-Term actions targeted for implementation within 3 years	Long-Term actions targeted for implementation beyond 3 years
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OWNER	ACTION	TIMELINE	PERFORMANCE
New Britain Common Council	Adopt ordinance authorizing deployment of ATESDs	Ongoing	Ordinance adopted
	Advocate for funding from state and federal partners to support planning and construction of safety improvements	Ongoing	Grant funding awarded
	Engage with members of City Staff and the Vision Zero Task Force to promote safety initiatives	Ongoing	Participation in community events, education campaigns, and more
	Adopt a Complete Streets Policy that informs city zoning decisions, ordinances, investment decisions, and future development strategies	Short-Term	Publication, adoption, and implementation of final policy and accompanying guidance
Department of Public Works	Lead development of Capital Construction Program to implement recommended countermeasures at high crash locations	Short-Term	Submission of capital program with cost estimates and proposed schedules
	Lead studies of VRU activity to inform policy enhancements	Short-Term	Publish study recommending further actions to protect VRUs
	Develop policies and plans to promote Complete Streets and improve Design Standards	Short-Term	Publish Complete Streets Policy and Revise Design Standards
	Install signage to delineate School Zones and School Areas around the City	Ongoing	
	Evaluate and upgrade pedestrian amenities in School Areas such as rapid rectangular flashing beacons (RRFBs), wheelchair ramps, crosswalks, sidewalks, and more	Ongoing	
	Complete ATESD Plan and Deploy Automated Enforcement in strategic, data-driven locations throughout the City	Medium-Term	Secure approval from State; procure vendor for ATESD deployment; reduce speeding and crashes in school zones

OWNER	ACTION	TIMELINE	PERFORMANCE
Department of Public Works (continued)	Transition pedestrian signals to concurrent timing with leading pedestrian intervals Downtown	Medium-Term	Reduce incidence of traffic violations and unsafe crossings Downtown
	Refine conceptual designs for key corridors (e.g., Martin Luther King Blvd. and Corbin Ave), to advance permitting, final design, and construction	Long-Term	Safety improvements to key roadways
Police Department	Expand enforcement efforts to target crash emphasis areas	Short-Term	Increased police presence and ticketing at high crash locations
	Participate in training programs to improve incident reporting and keep abreast of changing safety technologies (e.g., transition to concurrent pedestrian phasing)	Medium-Term	Officer enrollment in training programs and improvement in report quality
	Develop and refine enforcement policies to facilitate deployment of ATESDs in partnership with DPW staff	Medium-Term	Publication and implementation of ATESD enforcement processes
	Extend training programs for Crossing Guards to additional community members	Medium-Term	Number of authorized crossing guards to facilitate street crossings at schools, churches, and shops
Planning and Development Department	Coordinate with private developers and property owners to implement Safe Systems Approaches in new developments	Long-Term	Develop communication materials to promote safe development practices
Vision Zero Task Force	Establish defined Task Force role, meeting schedule, and programming for the future	Short-Term	Publish list of Task Force Roles and Planned Programming
	Provide forum for ongoing discussion and evaluation of safety issues in pursuit of Vision Zero Goal	Ongoing	Encourage public attendance at subsequent meetings
New Britain Community	Advocate for improvements in neighborhoods and public spaces	Ongoing	Continued participation in safety-focused events and surveys
	Set an example for others by following safe road user practices and encouraging family and friends to do the same	Ongoing	Reduced fatal and serious injury crashes across New Britain



NEW BRITAIN SAFETY ACTION PLAN

