City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Mayor – Bobby Sanchez

Chief of Police – Matthew Marino

Prepared / Submitted By:
Carl J. Gandza, Traffic Operations Manager

April 22, 2026
Revised August 6, 2026

CITY OF NEW BRITAIN

OFFICE OF THE MAYOR
THE HONORABLE BOBBY SANCHEZ

EST. 1871 WWW.NEWBRITAINCT.GOV

April 15, 2026

Ms. Anna S. Mermelstein
Executive Director – Office of the State Traffic Administration
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Dear Ms. Mermelstein,

Please accept this Automated Traffic Enforcement Safety Device (ATESD) Municipal Plan for the City of New Britain. This plan aligns with Connecticut Public Act 23-116, as well as the Connecticut Department of Transportation's traffic safety goals and initiatives to improve roadway and pedestrian safety. The ATESD Plan is also identified as a key strategy and countermeasure within the City of New Britain's Vision Zero Safety Action Plan.

This plan supports the City's Vision Zero goals and is designed to reduce dangerous conditions across the community, particularly at the selected locations. These conditions contribute to traffic crashes, serious injuries, and fatalities involving pedestrians, bicyclists, motorists, and other vulnerable roadway users.

In developing this ATESD Municipal Plan, we followed all recommended guidelines and completed the required traffic assessments. These efforts guided the selection of roadway locations and intersections that are expected to benefit most from automated traffic enforcement. We believe the plan presents an equitable approach to improving traffic safety at the proposed locations and throughout the City.

This ATESD Municipal Plan for the City of New Britain includes all required elements. Supporting justification, traffic assessment data, and the methodology used for site selection are included in the attached materials. Each location also includes imagery and relevant details illustrating the intended application of the ATESDs.

The City of New Britain respectfully requests your approval of this Automated Traffic Enforcement Safety Device (ATESD) Municipal Plan. We also recognize this as a collaborative effort and welcome any feedback from the Office of State Traffic Administration regarding potential revisions prior to permitting these devices. Should you have any questions or require additional documentation, please do not hesitate to contact us.

Sincerely,

Mayor Bobby Sanchez
City of New Britain

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Table of Contents

Municipal Self-Certification 1

Proposed ATESD Locations

Proposed ATESD Location Map 3

1A & 1B – Slade Middle School & Lincoln Elementary School Zone
Corbin Avenue (CT 372) from Elbridge Road to Black Rock Avenue
Executive Summary / Site Selection Justification 4
Location Information & Data 5
Proposed ATESD & Sign Plan 9

2A & 2B – Chamberlain Elementary School Zone
East Street from Woodland Street to Connecticut Avenue
Executive Summary / Site Selection Justification 10
Location Information & Data 11
Proposed ATESD & Sign Plan 15

3A & 3B – Jefferson Elementary School Zone
Slater Road from 750' southwest of Woodhaven Drive to Scarlett Drive
Executive Summary / Site Selection Justification 16
Location Information & Data 17
Proposed ATESD & Sign Plan 21

4A & 4B – Gaffney Elementary School Zone
Slater Road from Clinton Street to Sterling Street
Executive Summary / Site Selection Justification 22
Location Information & Data 23
Proposed ATESD & Sign Plan 27

5A & 5B – New Britain High School Zone
South Main Street from Veterans Drive to Ellis Street
Executive Summary / Site Selection Justification 28
Location Information & Data 29
Proposed ATESD & Sign Plan 33

6A & 6B – Smalley Elementary School Zone
Stanley Street (CT 71) from North Street to 700-ft north of Talcott Street
Executive Summary / Site Selection Justification 34
Location Information & Data 35
Proposed ATESD & Sign Plan 39

7A & 7B – Alexander Road from Country Club Road to Cianci Court
Executive Summary / Site Selection Justification 40
Location Information & Data 41
Proposed ATESD & Sign Plan 45

8A & 8B – Barbour Road from Sunnyslope Drive to Fairway Drive
Executive Summary / Site Selection Justification 46
Location Information & Data 47
Proposed ATESD & Sign Plan 50

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

9A & 9B – Blake Road from Kim Drive to Erik Court
- Executive Summary / Site Selection Justification 51
- Location Information & Data 52
- Proposed ATESD & Sign Plan 55

10A & 10B – Burritt Street from Clinton Street to Alden Street
- Executive Summary / Site Selection Justification 56
- Location Information & Data 57
- Proposed ATESD & Sign Plan 61

11A & 11B – Corbin Avenue from Pinehurst Avenue to Osgood Avenue
- Executive Summary / Site Selection Justification 62
- Location Information & Data 63
- Proposed ATESD & Sign Plan 67

12A & 12B – Stanley Street from Blake Road to Hartford Road
- Executive Summary / Site Selection Justification 68
- Location Information & Data 69
- Proposed ATESD & Sign Plan 73

13A,B,C,D – Martin Luther King Drive & Stanley Street (CT 71) at North Street
- Executive Summary / Site Selection Justification 74
- Location Information & Data 75
- Proposed ATESD & Sign Plan 78
- Existing Traffic Control Signal Plan 79

14A,B,C,D – Martin Luther King Drive & Harry Truman Overpass (CT 71) at East Main St (CT 174)
- Executive Summary / Site Selection Justification 80
- Location Information & Data 81
- Proposed ATESD & Sign Plan 84
- Existing Traffic Control Signal Plan 85

Required & Supporting Documents

City of New Britain ATESD Ordinance 86

New Britain ATESD Public Hearing & Information Meeting 92
- Public Hearing Notices 93
- Key Presentation Slides 101
- Meeting Minutes 134

City of New Britain Common Council ATESD Plan/Location Approval 138

New Britain Safety Action Plan 148

Capitol Region Council of Governments Regional Transportation Plan, New Britain Section 241

City of New Britain Common Council Approval of City's Vision Zero Goal 249

Confirmation of Established School Zones 252

Traffic Volume Count Data 286

Red Light Violation Study Results 301

Contact Information 303

STATE OF CONNECTICUT

OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111
Email: DOT.OSTA@ct.gov

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD)
MUNIPICAL SELF-CERTIFICATION

I, THE UNDERSIGNED Robert Sanchez, hereby certify that I have read Sections 14-307b through 14-307h of the General Statutes of Connecticut concerning municipal use of Automated Traffic Enforcement Safety Devices (ATESD). I understand that the requirements associated with implementation of an ATESD program include, but are not limited to, the following:

- The municipality cannot install an ATESD until its ATESD Plan has been approved by CTDOT's Office of the State Traffic Administration (OSTA).
- That the municipality shall develop a public awareness campaign to educate the public concerning ATESDs and that the campaign be implemented at least 30 days ***before*** the first ATESD is operational.
- The municipality may enter into agreements with vendors for the design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fee may ***not*** be contingent on the number of citations issued or fines paid.
- For the first 30 days the ATESD is operational, only a written warning can be issued by the municipality. After 30 days, the municipality may establish a fine not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation.
- The municipality may impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine.
- Any funds received by a municipality from fines imposed shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.
- The municipality shall ensure each ATESD undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check.

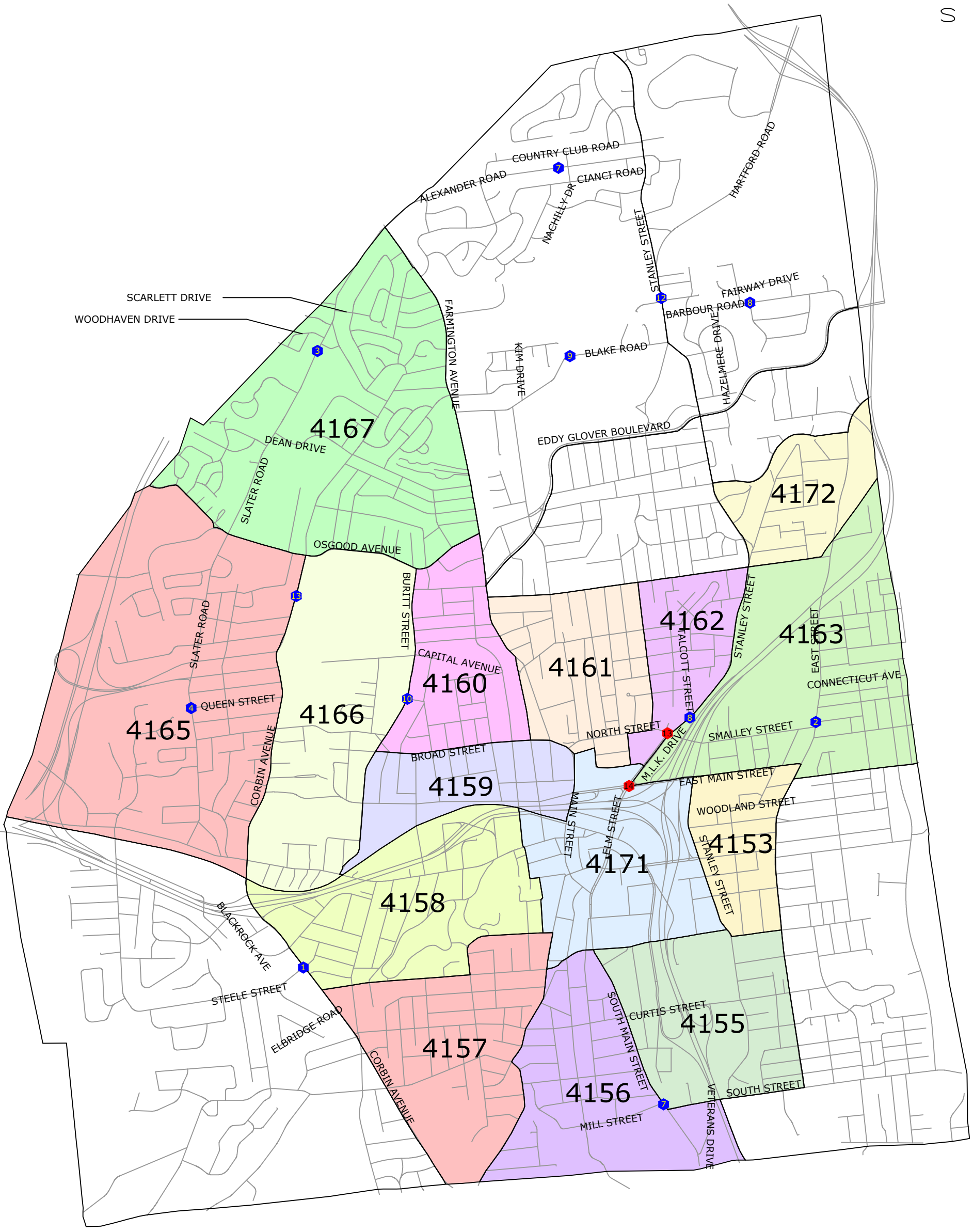
Signature of Chief Elected Official

City of New Britain
Name of Municipality

04/09/26
Date

Equal Opportunity Employer

Proposed ATESD Locations



LEGEND	
⬢	RED LIGHT RUNNING LOCATION
⬢	SPEED ENFORCEMENT LOCATION
4XXX	QUALIFIED CENSUS TRACT NUMBER

CITY OF NEW BRITAIN

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD) PROPOSED LOCATIONS

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

ATESD Proposal – Speed Camera

1A & 1B: Slade Middle School & Lincoln Elementary School Zone - Corbin Avenue (CT 372) from Elbridge Road to Black Rock Avenue

Executive Summary / Site Selection Justification

This segment of Corbin Avenue is designated as a school zone due to its proximity to both Lincoln Elementary School and Slade Middle School. The school properties are located approximately 200 feet from the intersection of Corbin Avenue and Steele Street, with the primary school driveway located approximately 1,150 feet from the intersection.

A significant number of elementary and middle school students cross Corbin Avenue when walking between the schools, located on the west side of Corbin Avenue, and residential neighborhoods on the east side. Approximately 185 or more students walk to and from school, many of whom cross Corbin Avenue at the Steele Street intersection. The crossing guard at this location has routinely reported near-miss incidents and unsafe driver behavior to the New Britain Police Department. Some of the incidents reported include routine speeding, accelerating to "beat the red light", and vehicles blocking the intersection/crosswalk during the pedestrian phase. In addition to daily school travel, students frequently walk to the schools outside of school hours to attend events, participate in sports activities, or use the school fields for recreational purposes. Steele Street, which intersects Corbin Avenue, is also designated as a City bicycle route.

This location is recommended for the installation of automated speed enforcement cameras due to the high volume of student pedestrian activity and the proximity of Lincoln Elementary School and Slade Middle School.

Furthermore, this roadway segment is identified within a High Crash Network corridor. Over the past three years, 14 crashes have been recorded along Corbin Avenue between Hart Street and Black Rock Avenue. Speed data indicates that the 85th percentile speed is more than 10 MPH over the posted 25 speed limit within the school zone.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
1A & 1B	**Corbin Avenue (CT 372)**	**NB/SB**	**Elbridge Road**	**Black Rock Avenue**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4158	YES	0.53 Sq. Miles

Location Type:

School Zone	X	Pedestrian Safety Zone			Other Area	

School Information:

School Name	School Hours[1]	No. of Student Walkers[2]
Slade Middle & Lincoln Elementary	8:10AM-2:50PM & 8:55AM-3:35PM	145 & 40

[1]The posted speed limit does not change during school hours.

[2]The School District does not require families to report whether a student walks, bikes, or is driven to school however the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bused students. The actual number of student walkers and bikers may be higher due to the City's active encouragement of walking and biking to school.

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	4	6	4
Speed Related Crashes[3][4]	0	0	0
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.			

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	28.4 MPH	36.1 MPH	16,300

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	15,209	35.0	2,803	18%
11/11/2025	15,231	36.0	3,505	23%
11/12/2025	16,139	36.0	3,101	19%
11/13/2025	16,534	35.0	2,960	18%
11/14/2025	16,249	35.0	3,098	19%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 094).

[6]Traffic count data captured by National Data & Surveying Services (NDS) – Corbin Av, south of West End Av.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	453	343	165	157	24

Location 1A & 1B – Slade Middle School & Lincoln Elementary School Zone

Roadway Geometry & Characteristics

Corbin Avenue (CT Route 372), between Elbridge Road and Black Rock Avenue, is classified as a two-lane Urban Minor Arterial with an Annual Average Daily Traffic (AADT) volume exceeding 16,000 vehicles. Corbin Avenue serves as a major north–south corridor within the City and provides access to CT Route 72.

Within this segment, the roadway is generally straight and relatively flat with a slight uphill grade traveling northwest toward Black Rock Avenue. Sidewalks are provided along both sides of the roadway. Adjacent land use consists primarily of single-family and multi-family residential properties.

Signalized intersections are located at Corbin Avenue/Black Rock Avenue and Corbin Avenue/Steele Street. The nearby intersection of Monroe Street/Ten Acre Road/Lincoln Street, located just south of the segment, is also signalized. Hart Street and Monroe Street function as heavily traveled Urban Major Collectors.



Location 1A & 1B – Slade Middle School & Lincoln Elementary School Zone

School Zone

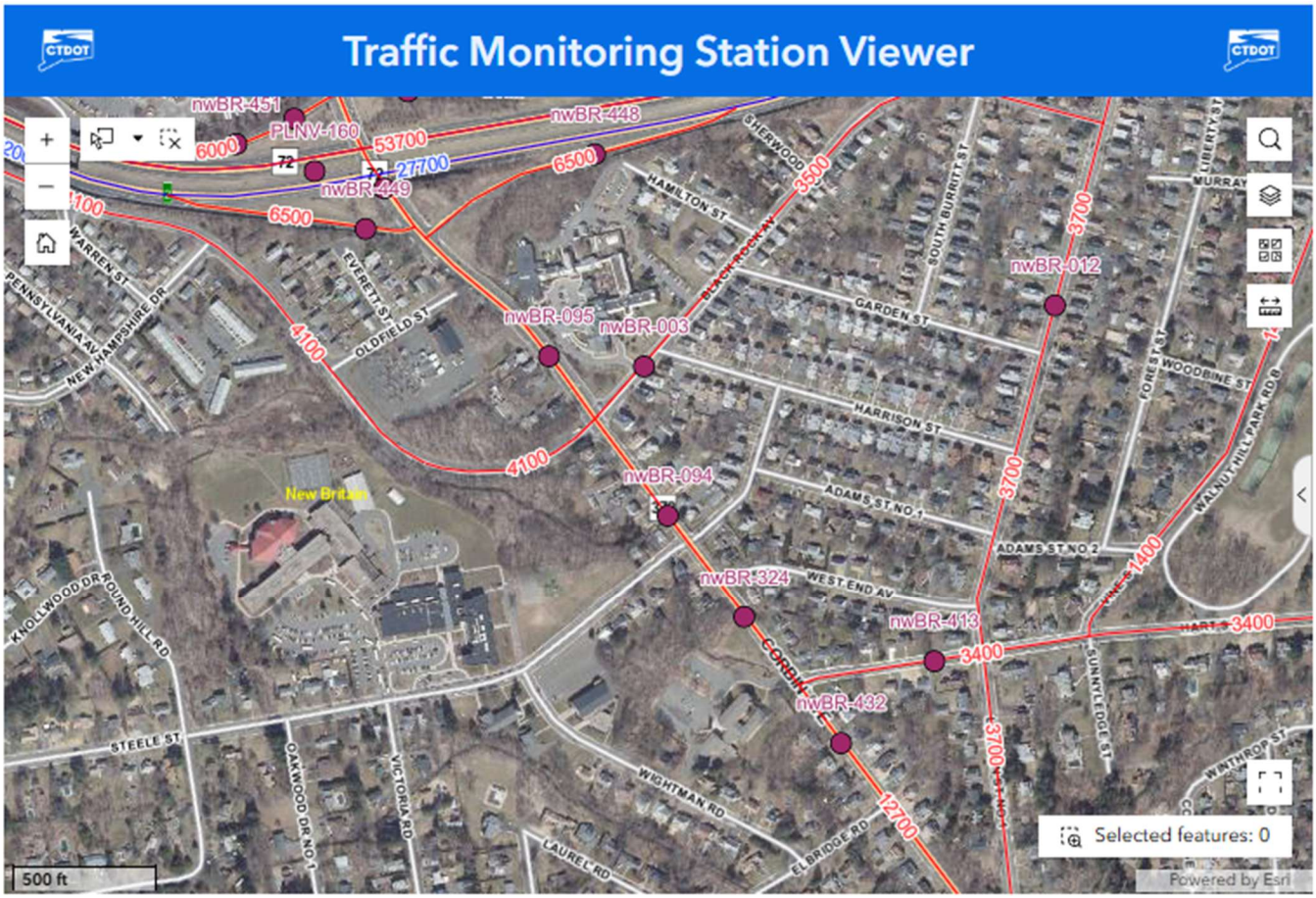
The CTDOT installed school zone signage for Slade Middle School and Lincoln Elementary School on Corbin Avenue in accordance with the MUTCD and CTDOT Standards.

Traffic Calming and Safety Measures Already Implemented

Corbin Avenue (CT Route 372) is a state-owned roadway, which limits the City's ability to independently implement roadway design modifications.

A school crossing guard is stationed at the intersection of Corbin Avenue and Steele Street during school arrival and dismissal periods. The City and State recently replaced the sidewalk curb ramps at this intersection to improve accessibility.

The New Britain Police Department also conducts intermittent speed enforcement at this location.

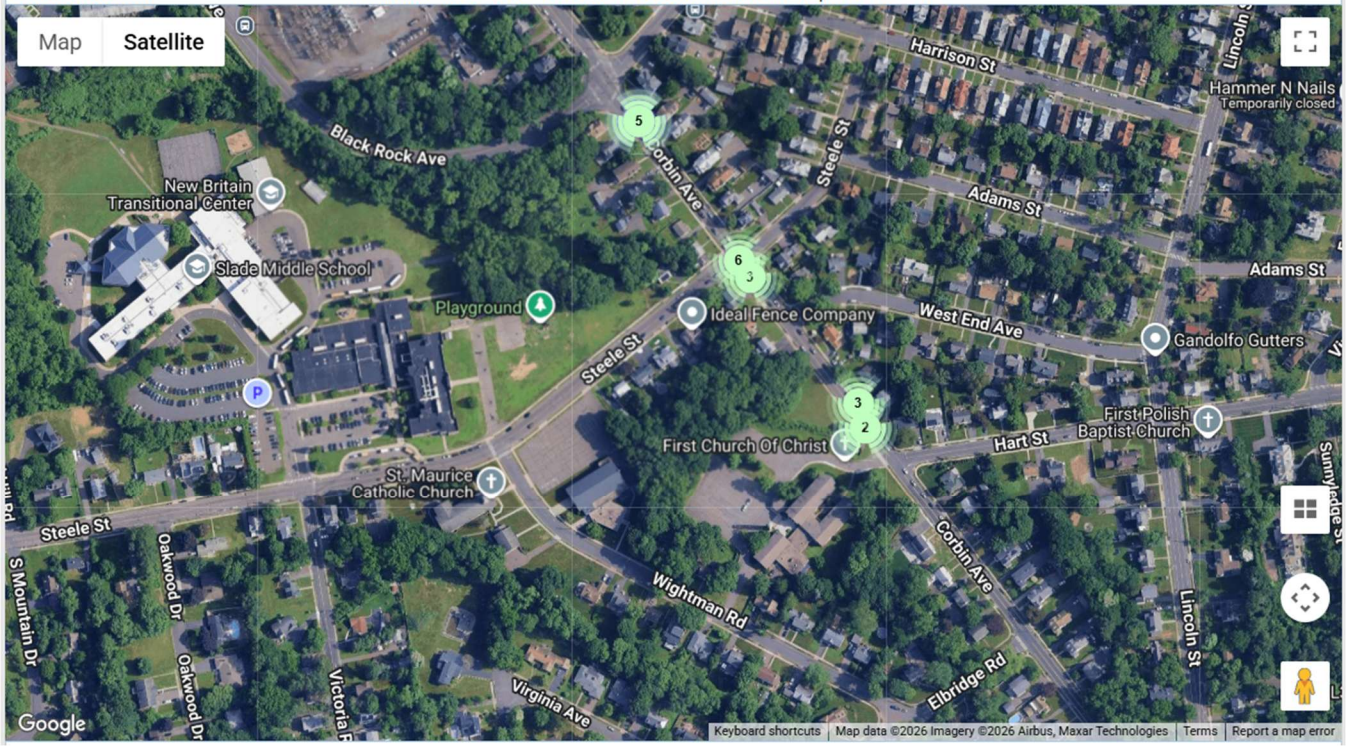


Location 1A & 1B – Slade Middle School & Lincoln Elementary School Zone

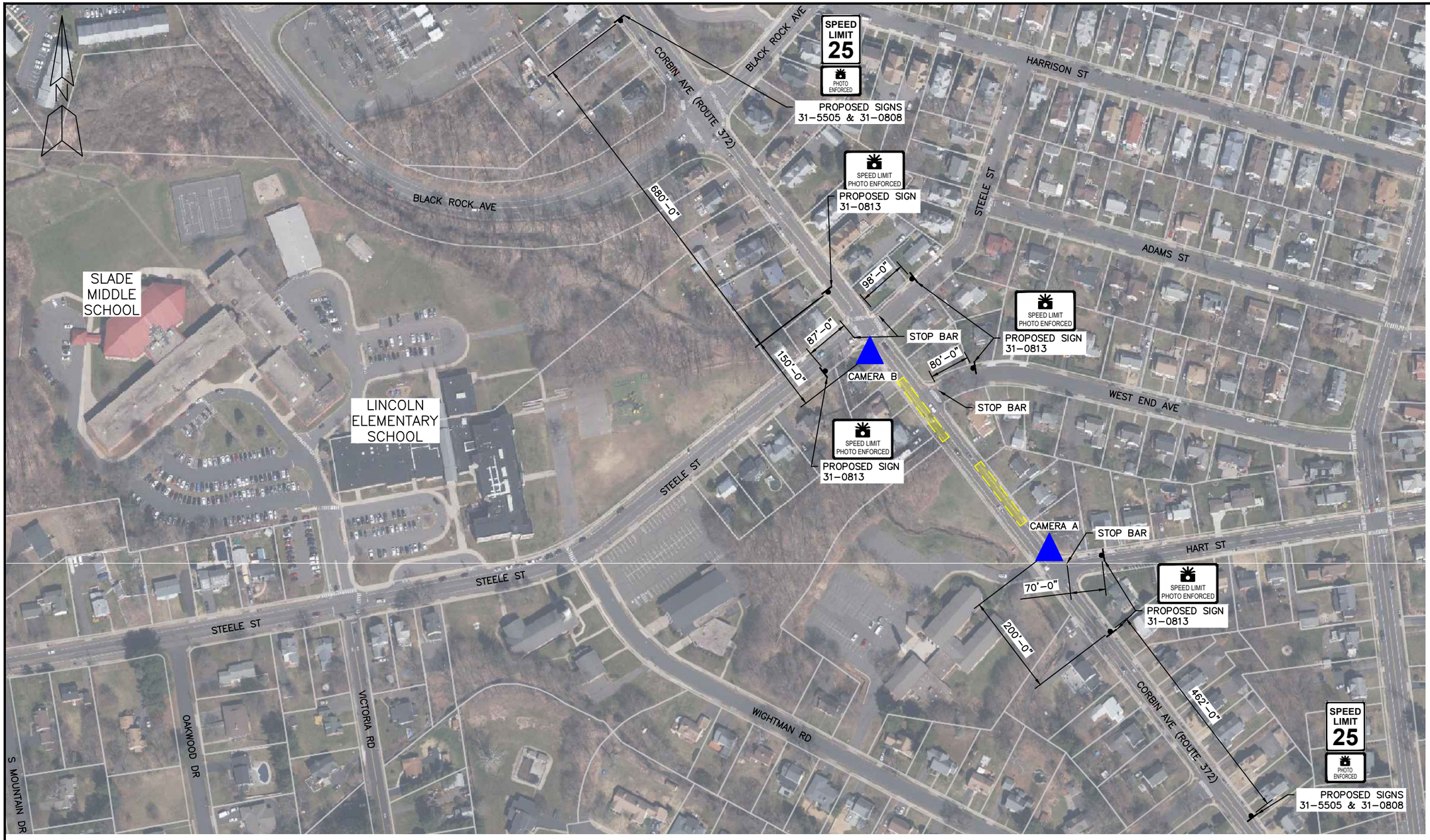
UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:372 Intersection:undefined Milepost:5.02-5.22



Location 1A & 1B – Slade Middle School & Lincoln Elementary School Zone



NOTES:
1. CTDOT, DISTRICT 1 TO INSTALL APPROVED SCHOOL ZONES ON CORBIN AVENUE (CT 71).
2. THE CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

LEGEND

- SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813
- SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505
- PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808
- ATESD SYSTEM
- ENFORCEMENT AREA

SIGNAGE PLAN
1" = 200'-0"

ATESD LOCATION AEP 1A & 1B

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 2/24/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
SLADE MIDDLE & LINCOLN ELEM
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-007-4 | REV A
SCALE: 1" = 200'-0" | SHEET 4 OF 10

ATESD Proposal – Speed Camera

2A & 2B: Chamberlain Elementary School Zone – East Street from Woodland Street to Connecticut Avenue

Executive Summary / Site Selection Justification

This section of East Street is designated as a school zone by the City's Local Traffic Authority and is properly signed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Chamberlain Elementary School is located on Sunrise Avenue approximately 400 feet east of East Street.

Approximately 135 students walk to and from the school, and some students must cross East Street while traveling between residential neighborhoods west of the corridor and the school. School crossing guards are stationed at East Street/Sunrise Avenue and East Street/Jubilee Street during school arrival and dismissal periods.

In addition, East Street north of Newington Avenue is served by CTtransit Route 509.

This corridor segment is also identified within the City's High Crash Network. Over the past three years, 12 crashes have occurred along East Street between East Main Street and City Avenue, including a speed related crash in 2023. The 85th percentile speed exceeds the posted speed limit by more than 10 mph, demonstrating significant non-compliance.

Given the documented crash history, excessive vehicle speeds, and regular student pedestrian crossings, installation of ATESD speed cameras is recommended to improve compliance with the posted speed limit and enhance safety for students and other roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
2A & 2B	**East Street**	**NB/SB**	**Woodland Street**	**Connecticut Avenue**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4163	YES	0.71 sq. miles

Location Type:

School Zone	X	Pedestrian Safety Zone			Other Area	

School Information:

School Name	School Hours[1]	No. of Student Walkers[2]
Chamberlain Elementary School	8:55AM - 3:35PM	135

[1]The posted speed limit does not change during school hours.

[2]The School District does not require families to report whether a student walks, bikes, or is driven to school however the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bused students. The actual number of student walkers and bikers may be higher due to the City's active encouragement of walking and biking to school.

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	2	5	5
Speed Related Crashes[3][4]	0	0	1
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.			

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	35.5 MPH	41.5 MPH	6,500

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	7,645	34	861	11%
11/11/2025	7,060	32	470	7%
11/12/2025	7,924	32	504	6%
11/13/2025	8,118	32	426	5%
11/14/2025	8,502	31	302	4%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 132).

[6]Traffic count data captured by National Data & Surveying Services (NDS) – East St, south of Sunrise Av.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	9	5	10	10	31

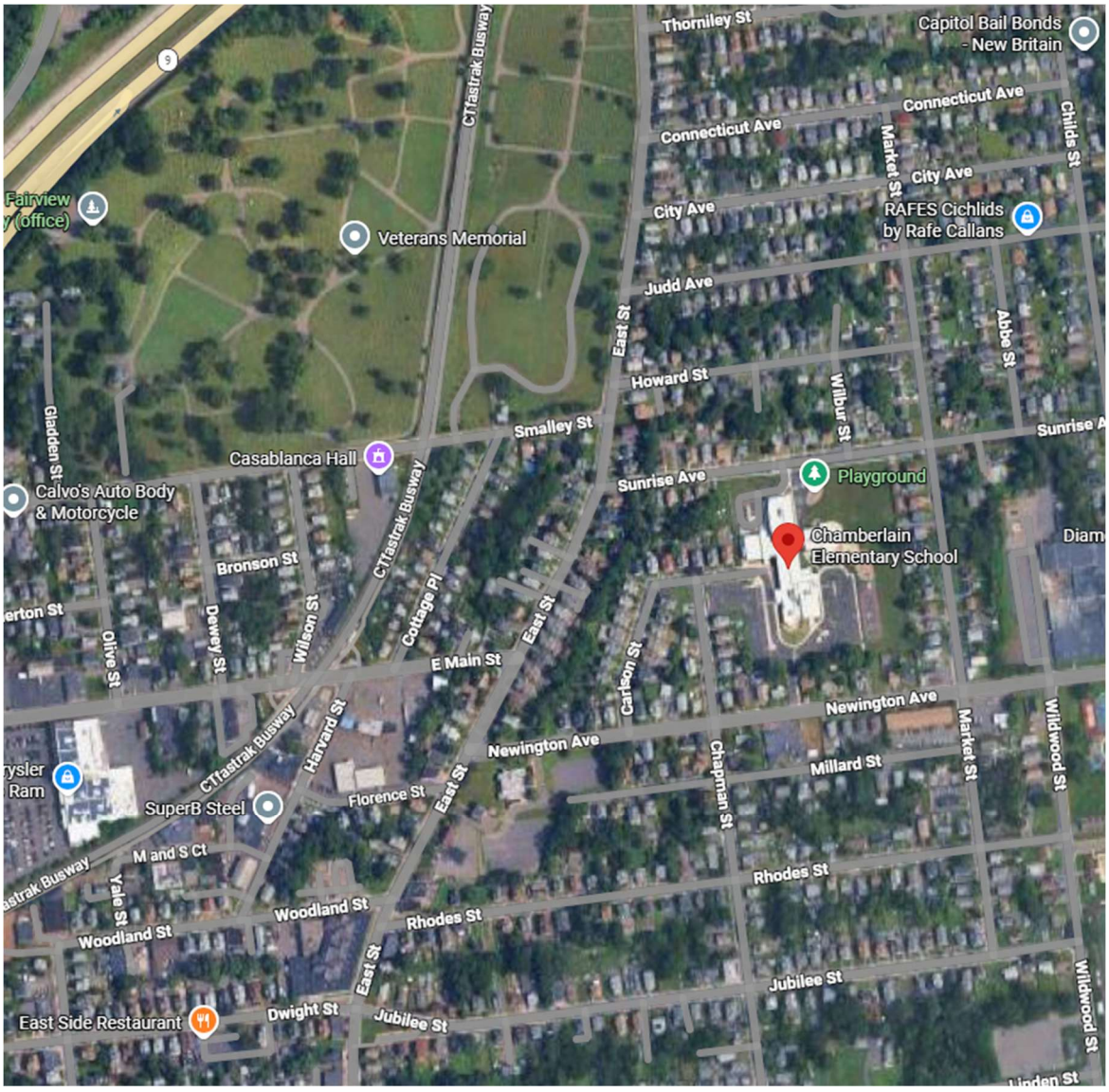
Location 2A & 2B – Chamberlain Elementary School Zone

Roadway Geometry & Characteristics

East Street, between Woodland Street and Connecticut Avenue, is classified as a two-lane Urban Minor Arterial with an AADT of approximately 6,500 vehicles. East Street functions as a primary north–south corridor on the east side of the City and continues north as CT Route 175, connecting to the Town of Newington.

Within this segment, the roadway is approximately 30 feet wide and includes two 11-foot travel lanes with concrete curbing and sidewalks on both sides. The roadway has a slight uphill grade traveling northbound and includes a horizontal curve near the midpoint of the segment. Adjacent land use is primarily residential.

The intersection of East Street/East Main Street/Newington Avenue (CT Route 174) is signalized. All other intersections within this segment are side-street stop controlled.



Location 2A & 2B – Chamberlain Elementary School Zone

School Zone

Chamberlain Elementary School meets the definition of a School Zone pursuant to CGS 14-121b and has been approved as such by the Local Traffic Authority. The School Zone signage is consistent with the Federal Highway Administration's Manual of Uniform Traffic Control Devices.

Traffic Calming and Safety Measures Already Implemented

Pavement markings and traffic control devices along this segment have recently been upgraded. Crosswalk markings, stop bars, and stop signs were replaced or refreshed on the side streets to East Street to improve visibility and compliance. The stop bars on the side street should help with compliance stopping and may reduce intersection crashes. The improved and added crosswalks help provide awareness of pedestrians in the area and may lead to reduced speeds.

East Street is also included in the New Britain Police Department's regular speed enforcement rotation.

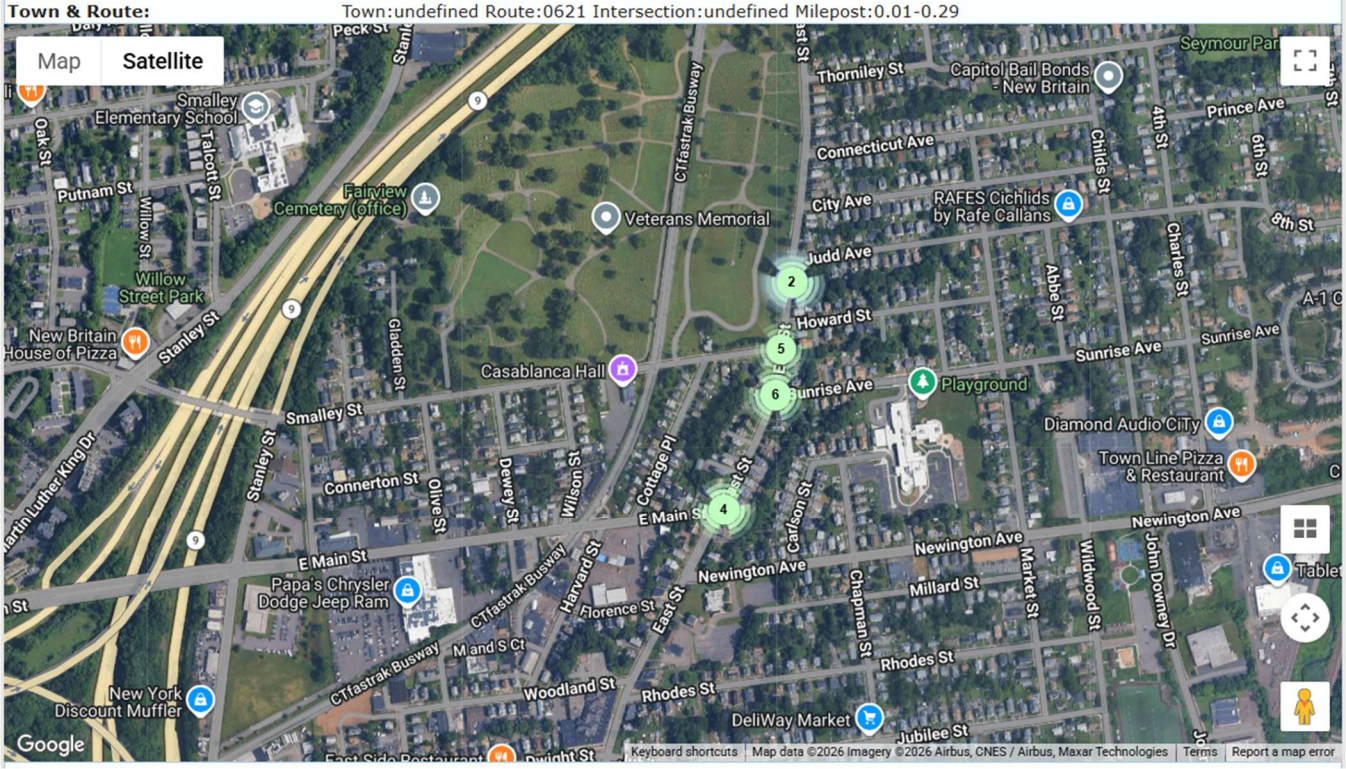


Location 2A & 2B – Chamberlain Elementary School Zone

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:0621 Intersection:undefined Milepost:0.01-0.29



Location 2A & 2B – Chamberlain Elementary School Zone



LEGEND

- SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT), CTDOT NO. 31-0813
- SPEED LIMIT 00 — MUTCD NO. R2-1, CTDOT NO. 31-5505
- PHOTO ENFORCED — MUTCD NO. R10-19(CT), CTDOT NO. 31-0808
- ATESD SYSTEM
- ENFORCEMENT AREA

NOTES:
1. CTDOT, DISTRICT 1 TO INSTALL APPROVED SCHOOL ZONES ON NEWINGTON AVENUE (CT 174).
2. THE CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

SIGNAGE PLAN

1" = 300'-0"

ATESD LOCATION AEP 2

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3/9/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 2/24/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
CHAMBERLAIN ELEMENTARY SCHOOL
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-008-4 | REV A
SCALE: 1" = 300'-0" | SHEET 4 OF 10

ATESD Proposal – Speed Camera

3A & 3B: Jefferson Elementary School Zone – Slater Road from 750' southwest of Woodhaven Drive to Scarlett Drive

Executive Summary / Site Selection Justification

This section of Slater Road is designated as a school zone by the City's Local Traffic Authority and is properly signed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Jefferson Elementary School, which has access from both Slater Road and Horseplain Road, is located within the limits of the proposed ATESD location.

Approximately 65 or more students walk to and from school, with some students crossing Slater Road using the mid-block crossing or the intersection at Horseplain Road. Slater Road is also designated as a City bicycle route and is served by CTtransit Route 505, increasing the presence of cyclists, pedestrians, and transit users along the corridor.

Over the past three years, two crashes have occurred along this segment of Slater Road. Speed data collected within the school zone indicates that the 50th percentile speed exceeds the posted speed limit by 10 MPH and the 85th percentile speed exceeds the posted speed limit by 15 MPH or more, demonstrating substantial non-compliance with the speed limit.

Given the presence of Jefferson Elementary School, documented excessive vehicle speeds, and regular pedestrian activity associated with students and neighborhood residents, this location is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) to improve driver compliance with the posted speed limit and enhance safety for students and other vulnerable roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
3A & 3B	**Slater Road**	**NB/SB**	**750' SW of Woodhaven Drive**	**Scarlett Drive**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4167	YES	1.01 sq. miles

Location Type:

School Zone	X	Pedestrian Safety Zone			Other Area	

School Information:

School Name	School Hours[1]	No. of Student Walkers[2]
Jefferson Elementary School	8:55AM - 3:35PM	65

[1]The posted speed limit does not change during school hours.

[2]The School District does not require families to report whether a student walks, bikes, or is driven to school however the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of no-bused students. The actual number of student walkers and bikers may be higher due to the City's active encouragement of walking and biking to school.

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	0	0	2
Speed Related Crashes[3][4]	0	0	0

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[6]	85th Percentile Speed[6]	Average Daily Traffic[5]
25 MPH	35.8 MPH	40.8 MPH	4,600

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	3,879	41	2,337	60%
11/11/2025	3,263	42	1,924	59%
11/12/2025	4,475	41	2,974	67%
11/13/2025	4,426	41	2,778	63%
11/14/2025	4,483	39	2,195	49%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 280).

[6]Traffic count data captured by National Data & Surveying Services (NDS) – Slater Rd, south of Woodhaven Dr.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	117	20	14	10	50

Location 3A & 3B – Jefferson Elementary School Zone

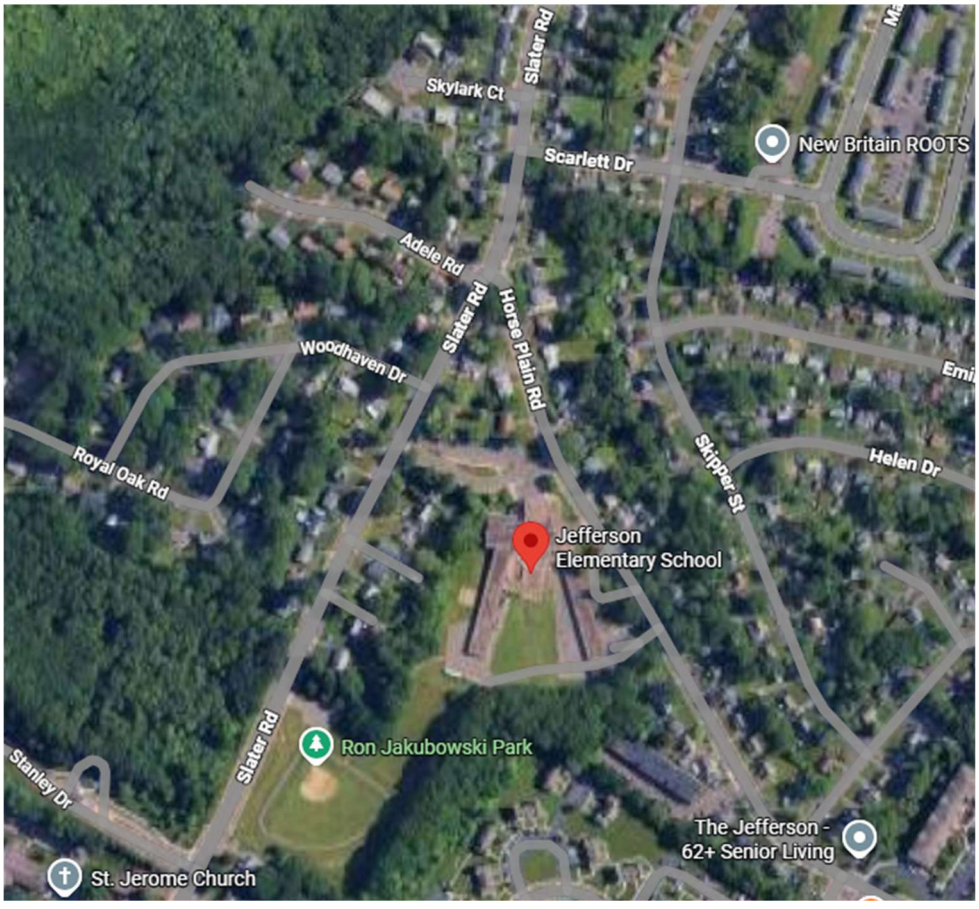
Roadway Geometry & Characteristics

Slater Road, between Woodhaven Drive and Scarlett Drive, is classified as a two-lane Urban Principal Arterial with an Annual Average Daily Traffic (AADT) volume of 4,600 vehicles. Slater Road serves as a major north–south corridor on the west side of the City and provides access to Interstate 84 South of the proposed ATESD location, as well as access to Interstate 84 via Fienemann Road at the northern end of the corridor.

Within this segment, Slater Road is approximately 40 feet wide and includes two 11-foot travel lanes with wide, underutilized parking lanes that function informally as bicycle lanes. Concrete sidewalks and curbing are provided along both sides of the roadway. The roadway has a moderate downhill grade when traveling northbound.

This section of Slater Road is generally straight, with the exception of a horizontal curve located between Horseplain Road and Scarlett Drive. The intersections of Slater Road with Horseplain Road/Adele Road and with Scarlett Drive are controlled by all-way stop control. The Woodhaven Drive intersection is side street stop controlled.

A mid-block pedestrian crossing is located at the driveway to Jefferson Elementary School to assist students crossing Slater Road. The surrounding land use consists primarily of residential development on both sides of the corridor.



Location 3A & 3B – Jefferson Elementary School Zone

School Zone

Jefferson Elementary School meets the definition of a School Zone pursuant to CGS 14-121b and has been approved as such by the Local Traffic Authority. The School Zone signage is consistent with the Federal Highway Administration's Manual of Uniform Traffic Control Devices.

Traffic Calming and Safety Measures Already Implemented

Several safety improvements have been implemented along this segment of Slater Road. A driver feedback ("Your Speed") sign was installed on the northbound approach to the school zone to encourage motorists to reduce travel speeds.

The intersection of Slater Road and Horseplain Road was converted from two-way stop control to all-way stop control to improve pedestrian crossing opportunities for students and other pedestrians. In addition, painted crosswalks, stop bars, and stop signs were upgraded on all side streets to improve visibility and compliance.

A school crossing guard is stationed at the Slater Road and Horseplain Road intersection during school arrival and dismissal periods to assist students crossing the roadway. Slater Road is also included in the regular rotation of speed enforcement locations conducted by the New Britain Police Department.

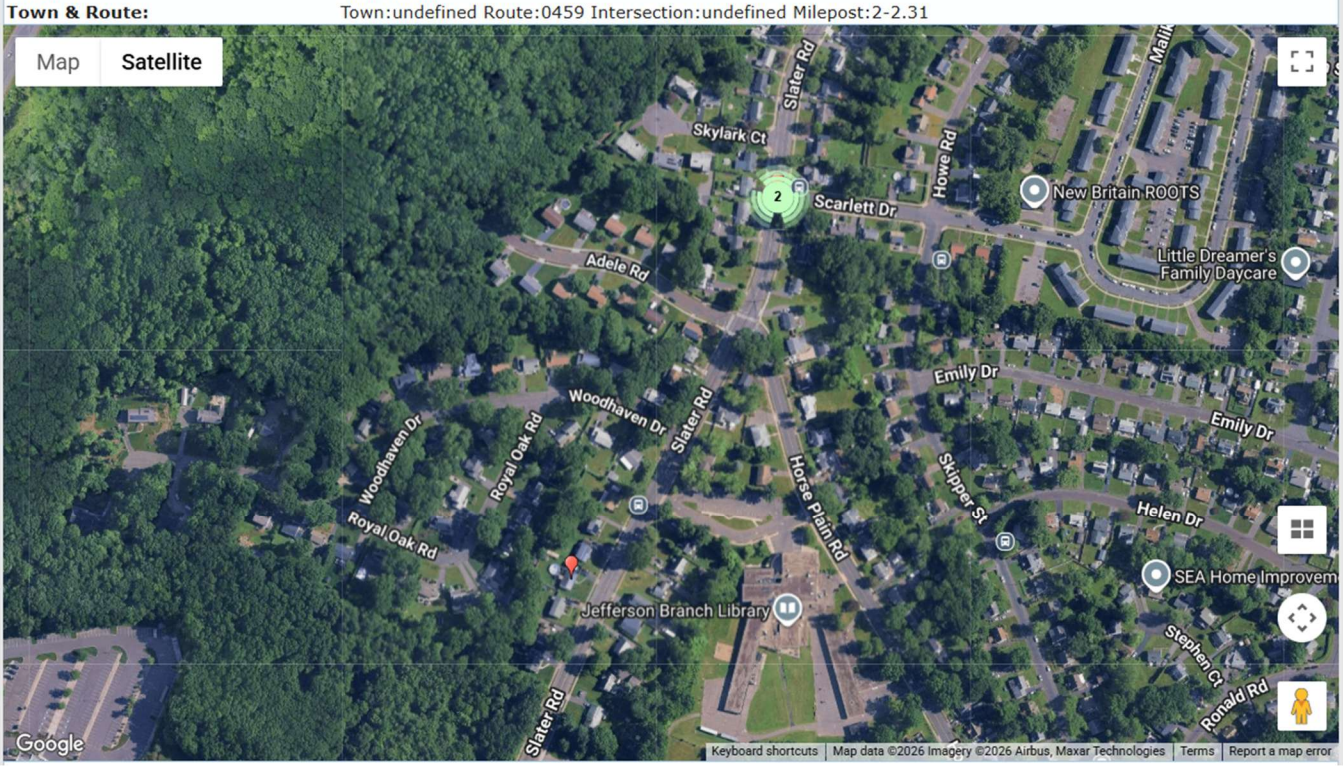


Location 3A & 3B – Jefferson Elementary School Zone

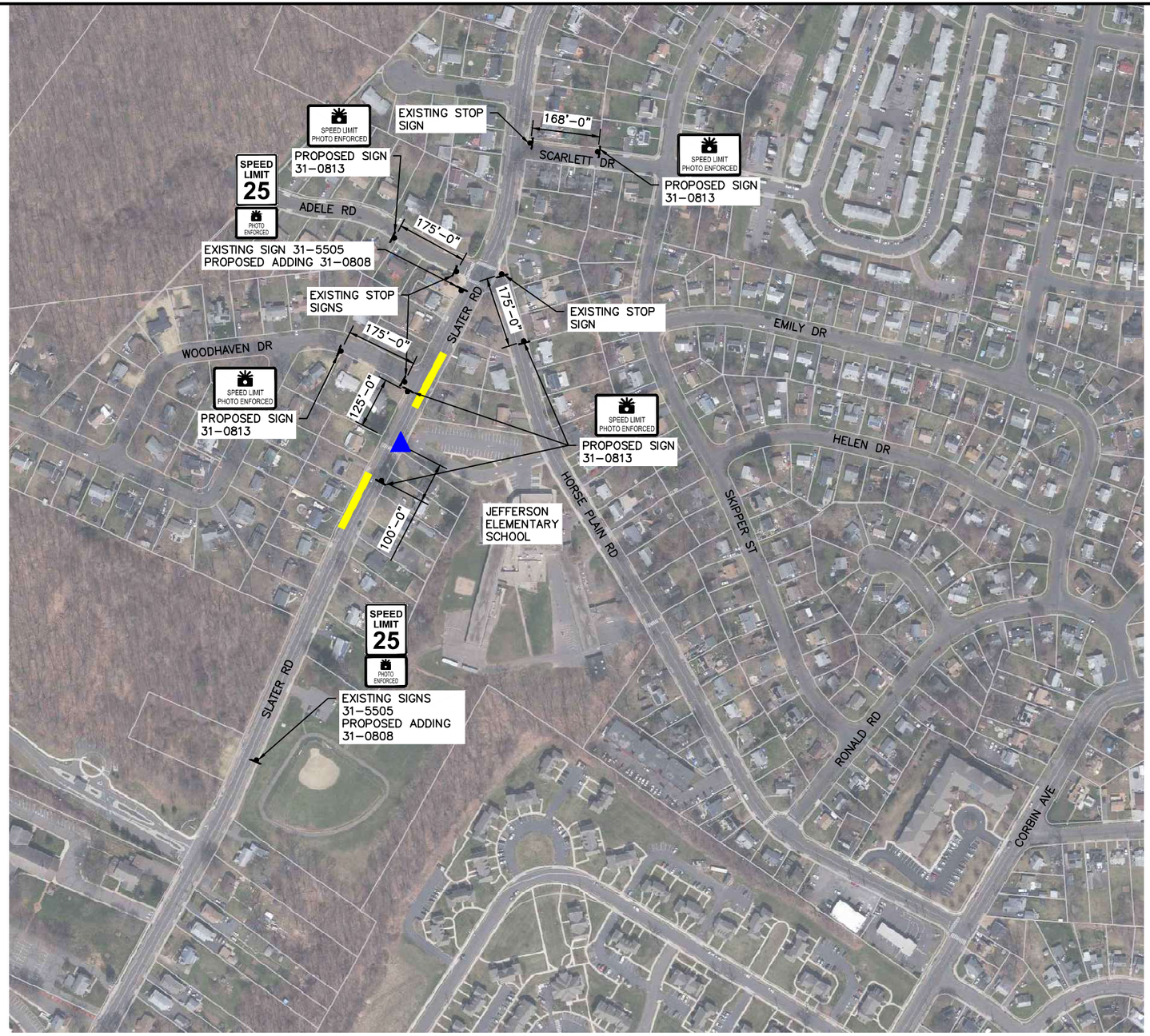
UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:0459 Intersection:undefined Milepost:2-2.31



Location 3A & 3B – Jefferson Elementary School Zone



SIGNAGE PLAN
1" = 300'-0"

LEGEND

SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA

NOTES:
1. THE CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

ATESD LOCATION AEP 3

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3/9/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3/4/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
JEFFERSON ELEMENTARY SCHOOL
ATESD SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-011-4 | REV A
SCALE: 1" = 300'-0" | SHEET 4 OF 10

ATESD Proposal – Speed Camera

4A & 4B: Gaffney Elementary School Zone – Slater Road from Clinton Street to Sterling Street

Executive Summary / Site Selection Justification

This section of Slater Road is designated as a school zone by the City's Local Traffic Authority and is properly signed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Gaffney Elementary School is located on the west side of Slater Road, and many students cross Slater Road to access residential neighborhoods located on the east side of the corridor.

School crossing guards positioned along Slater Road, particularly at the school driveway crossing, frequently report excessive vehicle speeds and motorists failing to stop for students in the marked crosswalk. These behaviors create significant safety concerns for students crossing the roadway.

Slater Road is also designated as a City bicycle route and is served by CTtransit Route 503, resulting in additional pedestrian, cyclist, and transit activity along the corridor.

This location is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to the proximity to Gaffney Elementary School, where 48 or more students walk to and from school, many of whom cross Slater Road.

Over the past three years, 12 crashes have occurred along this segment. Speed data collected within the school zone indicates that the 85th percentile speed exceeds the posted speed limit by more than 10 MPH, demonstrating significant non-compliance with the speed limit.

Additionally, there is a lack of motorist compliance yielding to pedestrians, including students, at the mid-block RRFB crossing. This behavior creates a substantial safety risk to students and other vulnerable roadway users.

Given the combination of excessive vehicle speeds, documented crash history, and frequent student pedestrian crossings, the installation of automated speed enforcement cameras is recommended to improve driver compliance with the posted speed limit and enhance safety within this school zone.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
4A & 4B	**Slater Road**	**NB/SB**	**Clinton Street**	**Sterling Street**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4165	YES	1.20 sq. miles

Location Type:

School Zone	X	Pedestrian Safety Zone			Other Area	

School Information:

School Name	School Hours[1]	No. of Student Walkers[2]
Gaffney Elementary School	8:55AM - 3:35PM	48

[1]The posted speed limit does not change during school hours.

[2]The School District does not require families to report whether a student walks, bikes, or is driven to school however the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of no-bused students. The actual number of student walkers and bikers may be higher due to the City's active encouragement of walking and biking to school.

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	2	7	3
Speed Related Crashes[3][4]	0	1	0

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	29.6 MPH	35.6 MPH	10,500

Count Date[5]	24 HR Volume	85th % Speed	No. of Violations[6]	% Violations
11/10/2025	10,487	36	2,245	21%
11/11/2025	8,603	36	1,859	22%
11/12/2025	10,874	35	2,036	19%
11/13/2025	11,123	35	2,015	18%
11/14/2025	11,477	36	2,584	23%

[5]Traffic count data captured by National Data & Surveying Services (NDS) – Slater Rd, between Belmont St & Queen St.

[6]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	26	35	21	12	31

Location 4A & 4B – Gaffney Elementary School Zone

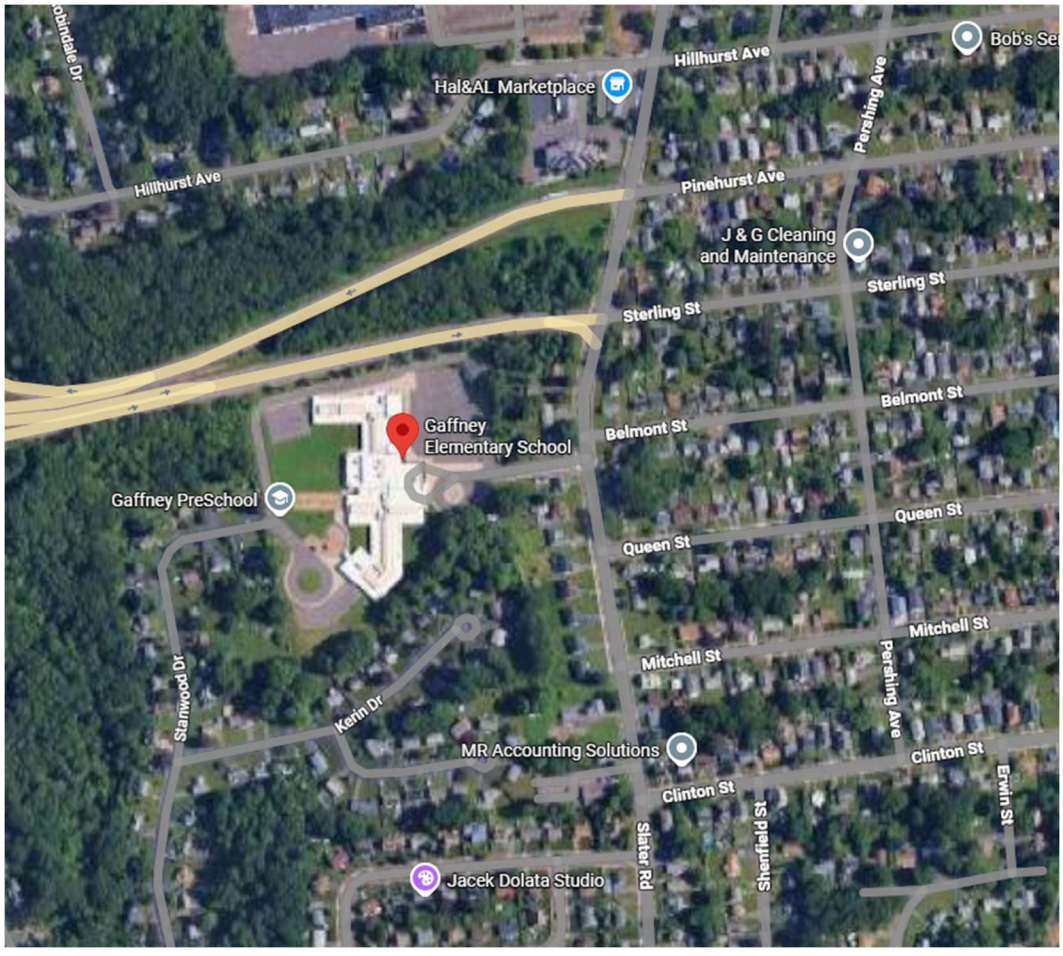
Roadway Geometry & Characteristics

Slater Road, between Clinton Street and Sterling Street, is classified as a two-lane Urban Principal Arterial with an Annual Average Daily Traffic (AADT) volume exceeding 10,000 vehicles. Slater Road functions as a major north–south arterial on the west side of the City and provides direct access to Interstate 84 immediately north of this school zone. To the south, Slater Road intersects with CT Route 372, providing a connection to the Town of Plainville.

Within this segment, Slater Road is approximately 40 feet wide and includes two 11-foot travel lanes with wide, underutilized parking lanes that function informally as bicycle lanes. Concrete sidewalks and curbing are provided along both sides of the roadway. The roadway grade slopes slightly downhill when traveling southbound and includes a horizontal curve between Belmont Street and Sterling Street.

The intersection of Slater Road with the Interstate 84 ramps and Sterling Street is signalized. The three-legged intersection at Clinton Street operates under all-way stop control, while all other intersections along this segment are side-street stop controlled.

A mid-block pedestrian crossing is located across Slater Road at the driveway to Gaffney Elementary School to assist students crossing the roadway. The surrounding land use along this corridor is primarily residential.



Location 4A & 4B – Gaffney Elementary School Zone

School Zone

Gaffney Elementary School meets the definition of a School Zone pursuant to CGS 14-121b and has been approved as such by the Local Traffic Authority. The School Zone signage is consistent with the Federal Highway Administration's Manual of Uniform Traffic Control Devices.

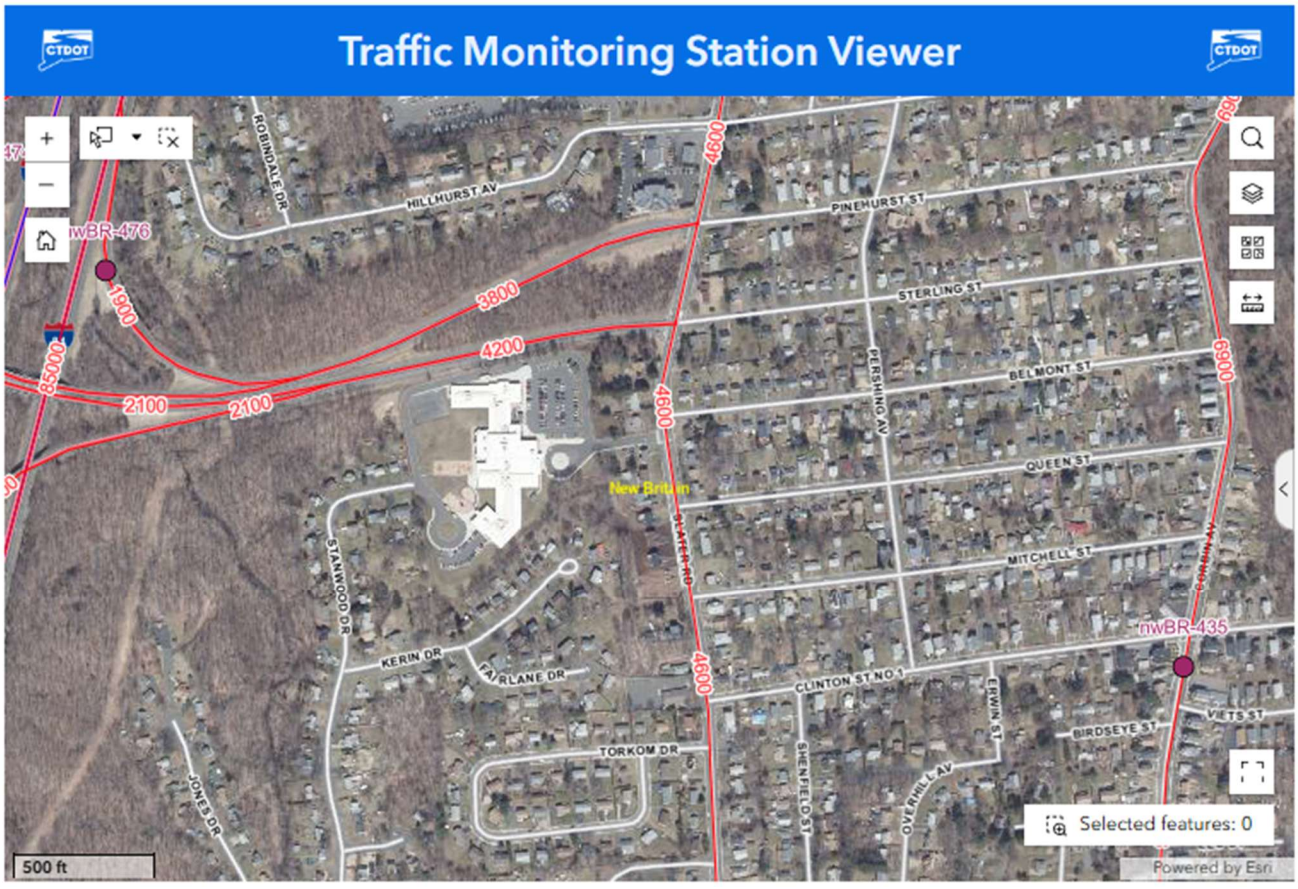
Traffic Calming and Safety Measures Already Implemented

Several safety improvements have been implemented along this segment of Slater Road to address speeding and pedestrian safety concerns.

The mid-block pedestrian crossing at the driveway to Gaffney Elementary School was recently upgraded with the installation of a Rectangular Rapid Flashing Beacon (RRFB) to increase driver awareness of pedestrians crossing the roadway.

A driver feedback ("Your Speed") sign was also installed in 2025 and remained in place for several months to encourage motorists to reduce speeds. Additionally, painted crosswalks and stop bars were installed at all side-street intersections along this segment of Slater Road to improve visibility and compliance.

Three school crossing guards are stationed along Slater Road to assist students crossing the roadway during school arrival and dismissal periods. Slater Road is also included in the regular rotation of speed enforcement locations conducted by the New Britain Police Department.

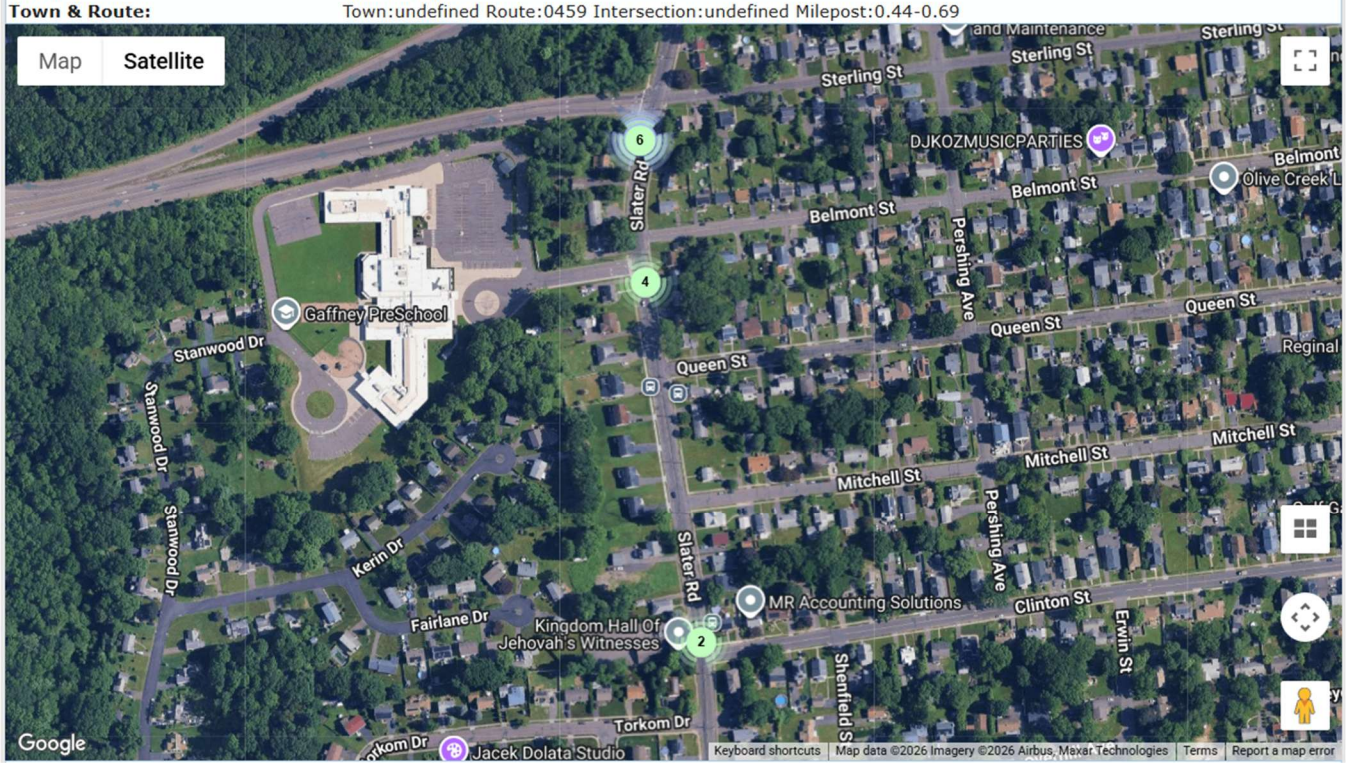


Location 4A & 4B – Gaffney Elementary School Zone

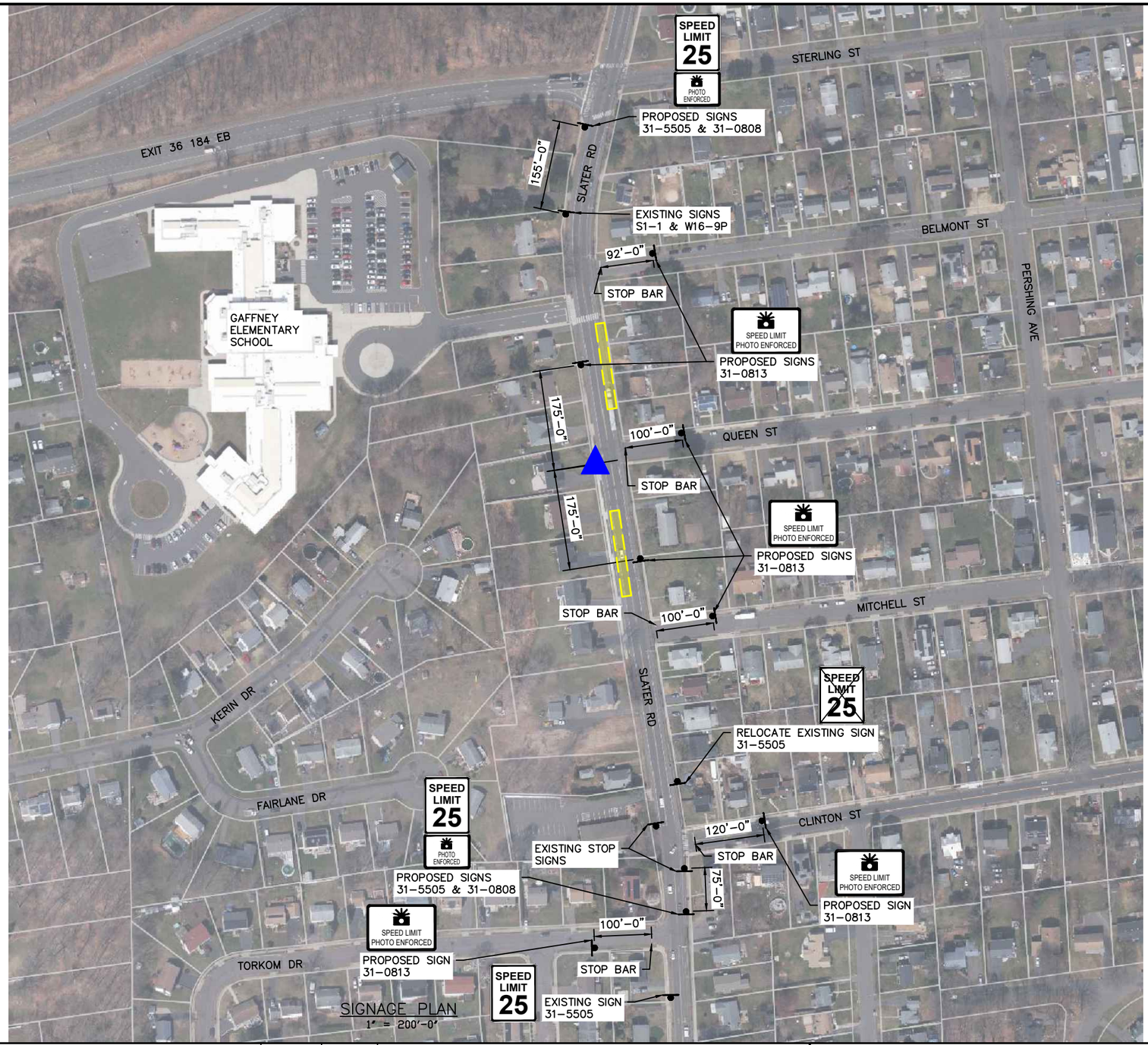
UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:0459 Intersection:undefined Milepost:0.44-0.69



Location 4A & 4B – Gaffney Elementary School Zone



SIGNAGE PLAN
1" = 200'-0"

LEGEND

- SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT), CTDOT NO. 31-0813
- SPEED LIMIT 00 — MUTCD NO. R2-1, CTDOT NO. 31-5505
- PHOTO ENFORCED — MUTCD NO. R10-19(CT), CTDOT NO. 31-0808
- ATESD SYSTEM
- ENFORCEMENT AREA

NOTES:
1. THE CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

ATESD LOCATION AEP 4

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3/9/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3/4/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
GAFFNEY ELEMENTARY SCHOOL
ATESD SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-012-4 | REV A
SCALE: 1" = 200'-0" | SHEET 4 OF 10

ATESD Proposal – Speed Camera

5A & 5B: New Britain High School Zone – South Main Street from Veterans Drive to Ellis Street

Executive Summary / Site Selection Justification

This segment of South Main Street is designated as a school zone with approval from the Connecticut Department of Transportation.

Several schools and recreational facilities are located along this segment of South Main Street, including New Britain High School, the New Britain Alternative Center, Willow Brook Park, Veterans Stadium, New Britain Stadium, and Beehive Stadium, all located along the west side of South Main Street. In addition, Northend Elementary School is located one block west of South Main Street on Ellis and Trinity Streets.

South Main Street is also served by CTtransit Route 512, which increases pedestrian and transit activity along the corridor.

This location is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to the high volume of student pedestrian activity in the area. New Britain High School has more than 600 students who walk to and from school, while Northend Elementary School has 122 student walkers, representing approximately 62 percent of the total student population. Many students from both schools cross South Main Street while walking to and from school.

In addition, many students utilize the nearby athletic facilities and park fields after school, on weekends, and during the summer months, creating additional pedestrian activity outside of normal school hours.

This corridor segment is also identified as part of the City's High Crash Network. Over the past three years, 24 crashes have occurred along South Main Street between Veterans Drive and Roberts Street, including a crash in 2024 where the pedestrian was crossing South Main Street in an unmarked crosswalk. There was also fatal crash a short distance north of this school zone in 2023.

The 85th percentile speed within the school zone exceeds the posted speed limit by more than 10 mph, demonstrating significant non-compliance with speed limit.

Given the high volume of student pedestrian activity, documented crash history, and excessive vehicle speeds along this corridor, the installation of automated speed enforcement cameras is recommended to improve driver compliance with the posted speed limit and enhance safety for students and other vulnerable roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

Location 5A & 5B – New Britain High School Zone

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
5A & 5B	**South Main Street (CT 71)**	**NB/SB**	**Veterans Drive**	**Ellis Street**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4156	YES	0.49 sq. miles

Location Type:

School Zone	X	Pedestrian Safety Zone			Other Area	

School Information:

School Name	School Hours[1]	No. of Student Walkers[2]
New Britain High School	7:30 AM - 2:15 PM	605

[1]The posted speed limit does not change during school hours.

[2]The School District does not require families to report whether a student walks, bikes, or is driven to school however the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of no-bused students. The actual number of student walkers and bikers may be higher due to the City's active encouragement of walking and biking to school.

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	8	5	11
Speed Related Crashes[3][4]	1	1	1
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.			

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	29.9 MPH	35.6 MPH	10,600

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	10,327	32	678	7%
11/11/2025	9,332	32	640	7%
11/12/2025	12,162	30	549	5%
11/13/2025	12,192	31	745	6%
11/14/2025	11,544	32	957	8%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station Nos. 430 & 170).

[6]Traffic count data captured by National Data & Surveying Services (NDS) – S. Main St, south of Brook St.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

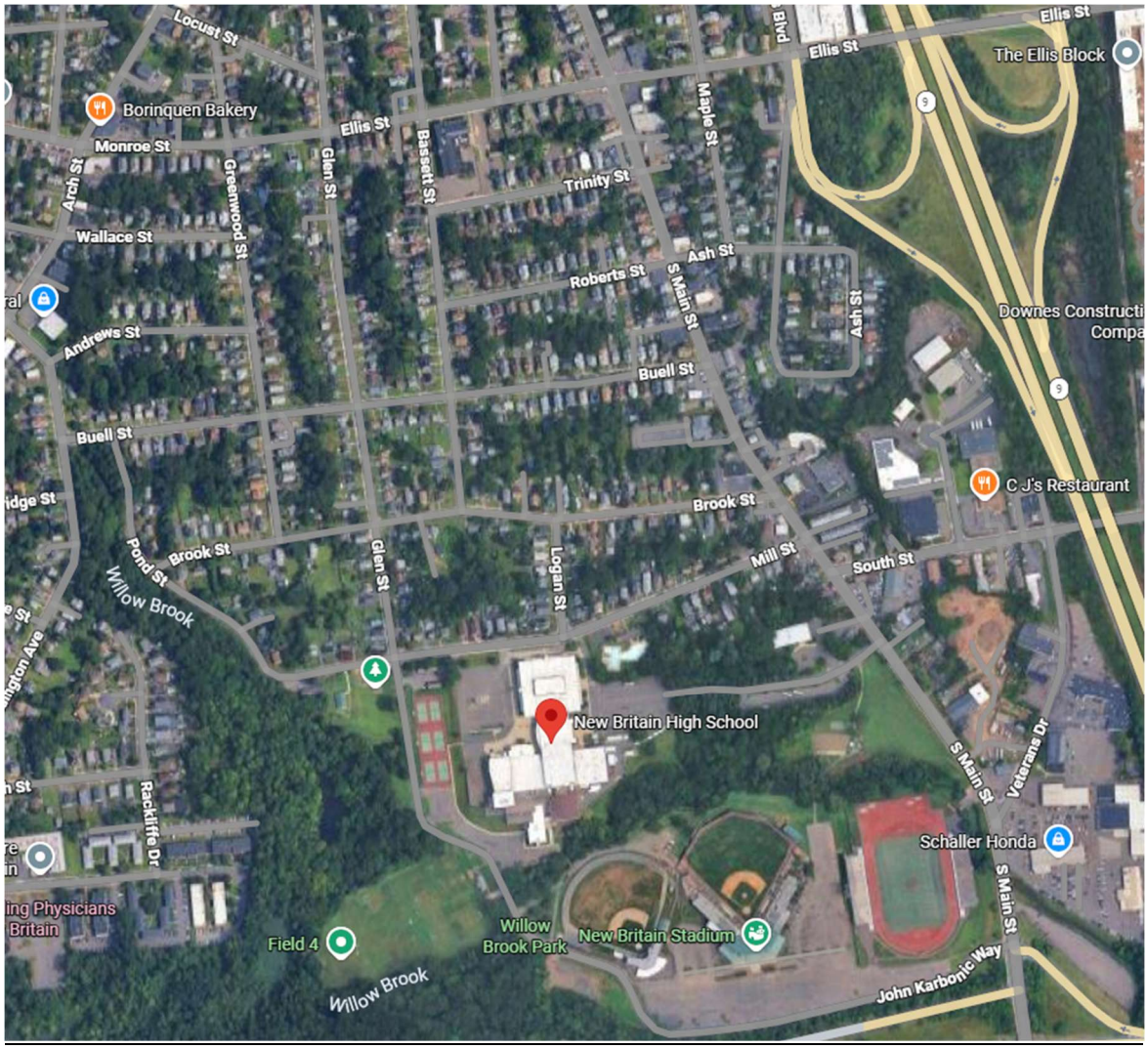
Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	88	61	72	72	64

Location 5A & 5B – New Britain High School Zone

Roadway Geometry & Characteristics

South Main Street (CT Route 71), between Veterans Drive and Ellis Street, is classified as a two-lane Urban Principal Arterial with an average daily traffic volume of 10,600 vehicles. Serving as a major north-south corridor through the center of New Britain, it connects the southern City limit in Berlin to the northern City limit in Newington. Just south of this segment are ramps to and from CT Route 571, providing access to CT Route 9 South. CT Route 9 Interchange No. 35 is also located a short distance east on Ellis Street. Ellis Street and South Street provide major east-west access for the southern portion of the City.

The roadway is approximately 34 feet wide with 11-foot travel lanes, concrete curbs, and sidewalks on both sides. This segment features a moderate downgrade to a low point near Veterans Drive and a tangent alignment with a large-radius horizontal curve in the same area. Signalized intersections are present at Ellis Street, Roberts and Ash Streets, and the CT Route 571 exit ramp, while all other side streets operate under stop control. A signed, unpainted mid-block crossing exists at Mill Street. Land use along this corridor is predominantly commercial with some multi-family residential properties.



Location 5A & 5B – New Britain High School Zone

School Zone

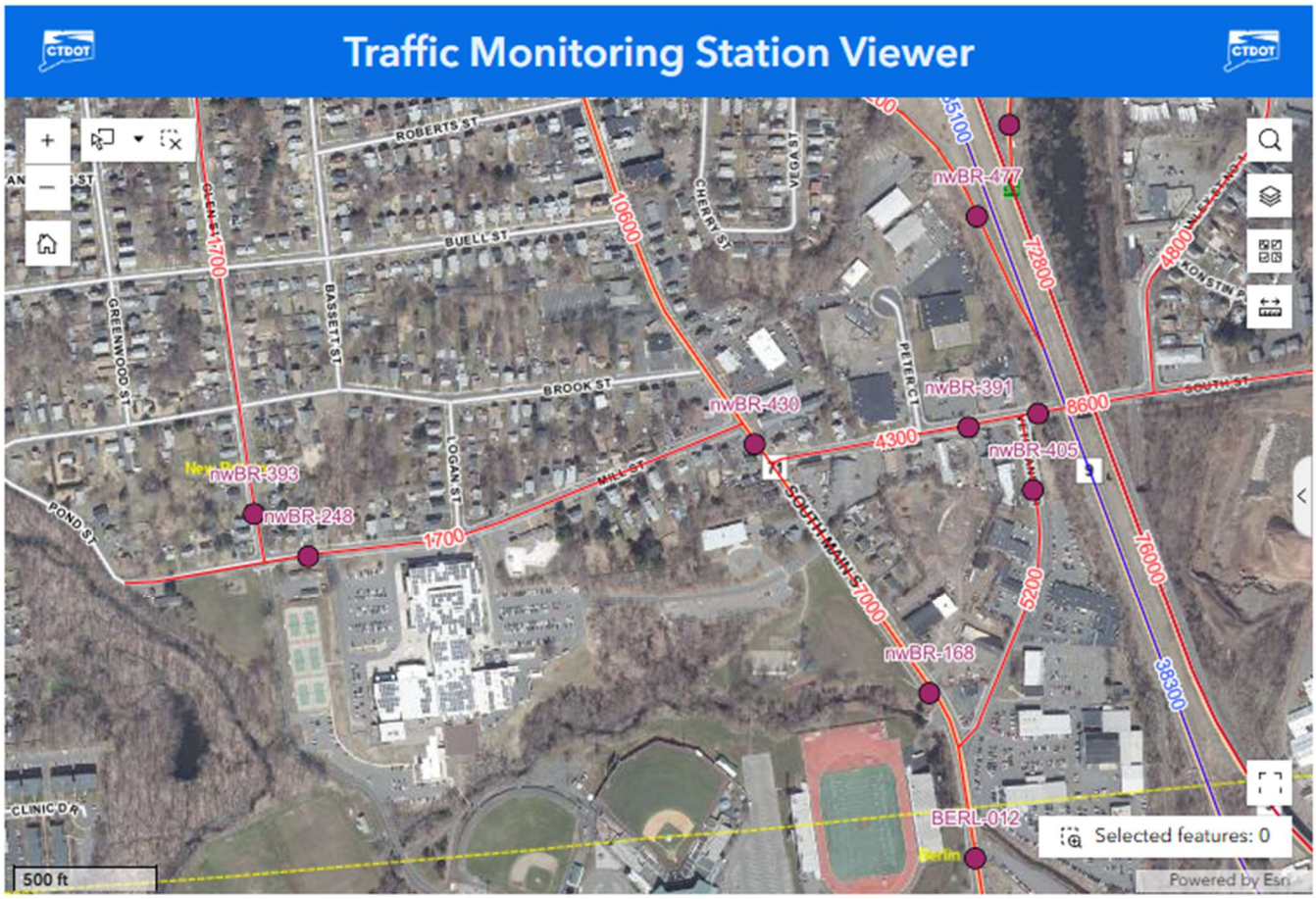
The CTDOT installed school zone signage for New Britain High School on South Main Street in accordance with the MUTCD.

Traffic Calming and Safety Measures Already Implemented

South Main Street (Route 71) is a state-owned roadway under the jurisdiction of the Connecticut Department of Transportation, which limits the City's ability to independently implement roadway design modifications.

The City has installed and maintains a driver feedback ("Your Speed") sign located just south of the driveway to New Britain High School to encourage motorists to reduce travel speeds within the school zone. In addition, painted crosswalks, stop bars, and stop signs have been installed or upgraded at side-street intersections along this segment to improve visibility and compliance.

South Main Street is also included in the regular rotation of speed enforcement locations conducted by the New Britain Police Department.

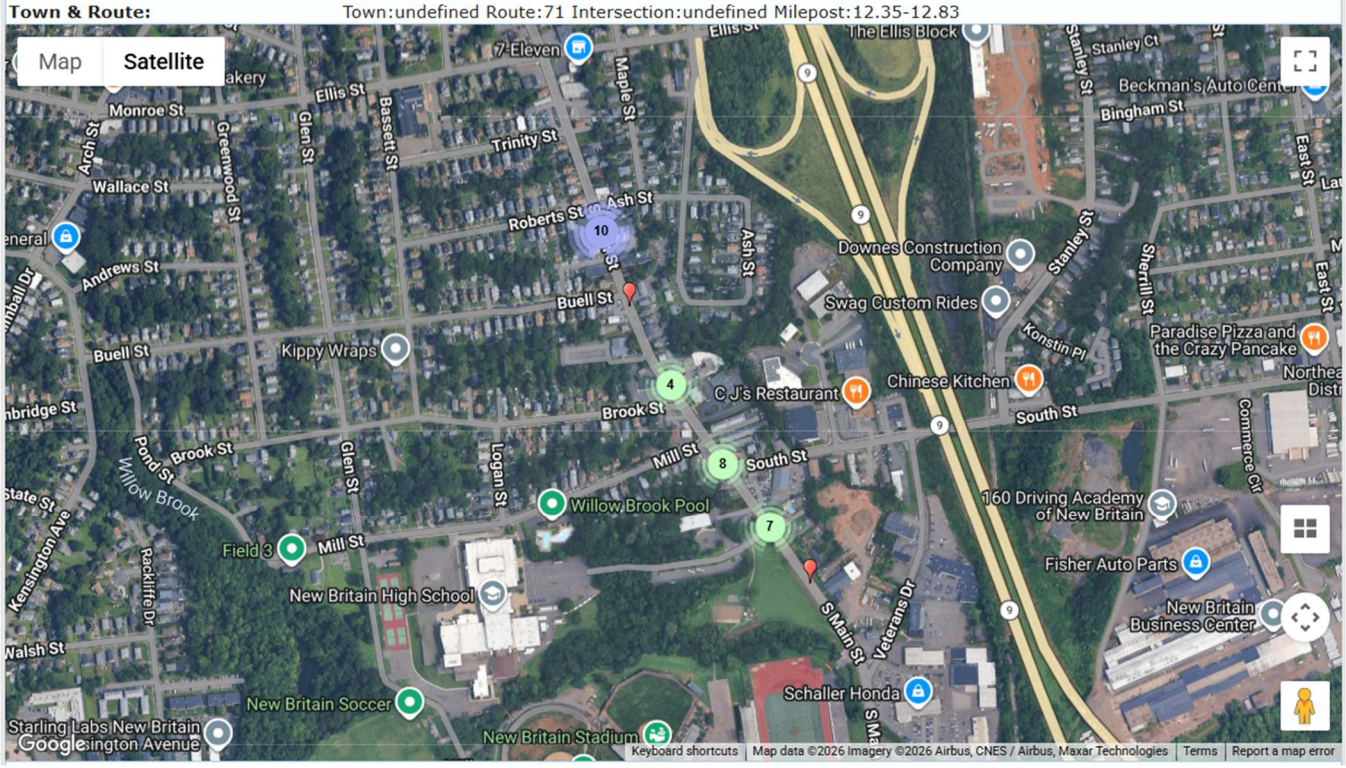


Location 5A & 5B – New Britain High School Zone

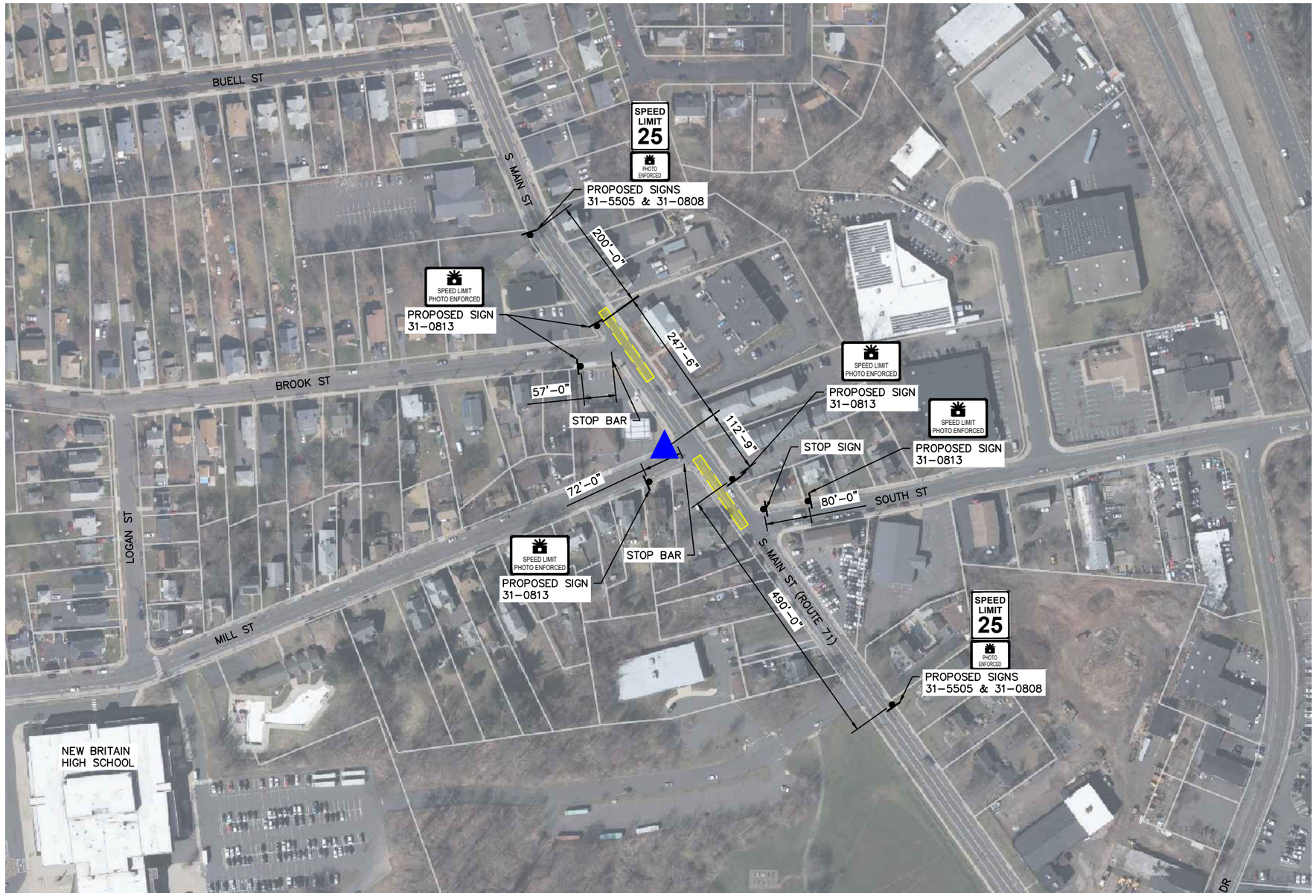
UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:71 Intersection:undefined Milepost:12.35-12.83



Location 5A & 5B – New Britain High School Zone



SIGNAGE PLAN
1" = 200'-0"

NOTES:
1. CTDOT, DISTRICT 1 TO INSTALL APPROVED SCHOOL ZONES ON SOUTH MAIN STREET (CT 71).
2. THE CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

LEGEND

SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA

ATESD LOCATION AEP 5

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3/9/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3/4/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
NEW BRITAIN HIGH SCHOOL
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-013-4 | REV A
SCALE: 1" = 200'-0" SHEET 4 OF 10

ATESD Proposal – Speed Camera

6A & 6B: Smalley Elementary School Zone – Stanley Street (CT 71) from North Street to 700-ft north of Talcott Street

Executive Summary / Site Selection Justification

This section of Stanley Street is designated as a school zone approved by the Connecticut Department of Transportation. Smalley Elementary School is located approximately 200 feet from Stanley Street along the east side of Talcott Street.

Stanley Street is also served by CTtransit Route 128, which increases pedestrian and transit activity along the corridor.

This location is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to the proximity to Smalley Elementary School, where approximately 225 students (about 40% of the student population) walk to and from school.

This roadway segment is also identified as part of the City's High Crash Network. Over the past three years, six crashes have occurred along this segment, including one pedestrian related crash in 2024. Speed studies conducted within the school zone indicate that the 85th percentile speed exceeds the posted speed limit by more than 10 mph, demonstrating significant non-compliance with the speed limit.

Given the high number of student walkers, excessive vehicle speeds, and documented crash history, the installation of automated speed enforcement cameras is recommended to improve driver compliance with the posted speed limit and enhance safety for students and other vulnerable roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on eastbound and westbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
6A & 6B	**Stanley Street (CT 71)**	**NB/SB**	**North Street**	**700' north of Talcott St**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4162	YES	0.21 sq. miles

Location Type:

School Zone	X	Pedestrian Safety Zone			Other Area	

School Information:

School Name	School Hours[1]	No. of Student Walkers[2]
Smalley Elementary School	8:10 AM – 2:50 PM	225

[1]The posted speed limit does not change during school hours.

[2]The School District does not require families to report whether a student walks, bikes, or is driven to school however the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of no-bused students. The actual number of student walkers and bikers may be higher due to the City's active encouragement of walking and biking to school.

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	1	3	2
Speed Related Crashes[3][4]	1	1	0
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.			

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
30 MPH	38.2 MPH	44.8 MPH	12,100

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	9,948	41	1,955	20%
11/11/2025	9,759	42	2,793	29%
11/12/2025	10,394	41	2,066	20%
11/13/2025	10,767	41	2,519	23%
11/14/2025	10,068	43	3,061	30%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 175).

[6]Traffic count data captured by National Data & Surveying Services (NDS) – Stanley St, north of Talcott St.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	6	2	14	10	15

Location 6A & 6B – Smalley Elementary School Zone

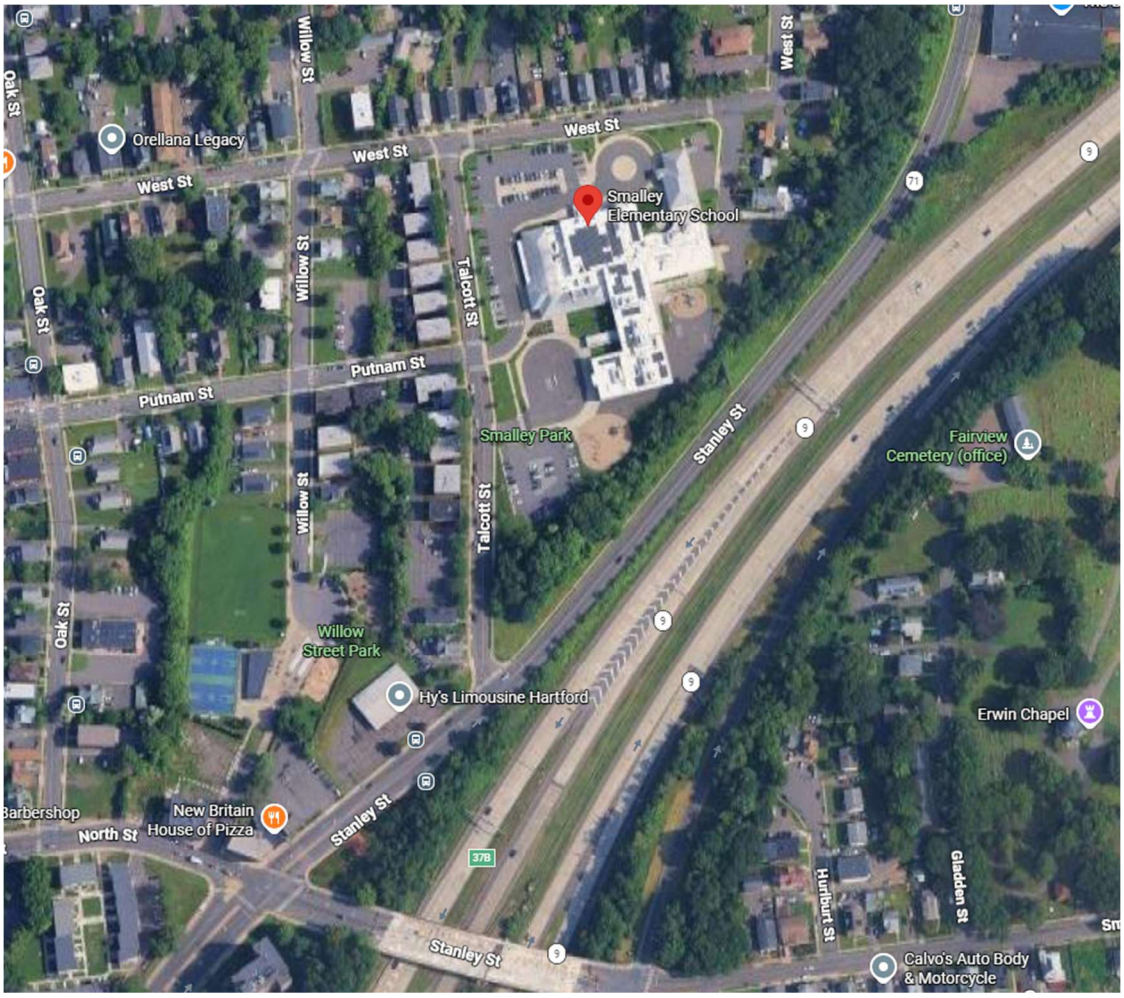
Roadway Geometry & Characteristics

Stanley Street (CT Route 71), between North Street and approximately 700 feet north of Talcott Street, is classified as a two-lane Urban Minor Arterial with an Annual Average Daily Traffic (AADT) volume exceeding 12,000 vehicles. Route 71 runs through the center of the City and functions as a major north–south corridor connecting the southern city limit in Berlin to the northern city limit in Newington.

The intersection of Stanley Street with North Street and Martin Luther King Drive is signalized and serves as a major east–west access point within the City. Access to CT Route 9 northbound is provided approximately 700 feet east along Stanley Street. Talcott Street is stop-controlled at its intersection with Stanley Street.

Within this segment, the roadway width varies as Stanley Street transitions from two lanes to four lanes when traveling southbound. A sidewalk is provided along the west side of the roadway and along portions of the east side. The roadway has a slight downhill grade and includes a large-radius horizontal curve in the southbound direction.

The CT Route 9 Right-of-Way and the Martin Luther King Jr. Park abuts the east side while a few commercial properties are located along the west side of the roadway.



Location 6A & 6B – Smalley Elementary School Zone

School Zone

The CTDOT installed school zone signage for Smalley Elementary School on Stanley Street in accordance with the MUTCD and CTDOT Standards.

Traffic Calming and Safety Measures Already Implemented

Stanley Street (Route 71) is a state-owned roadway under the jurisdiction of the Connecticut Department of Transportation, which limits the City's ability to independently implement roadway design modifications.

The City has installed and maintains two driver feedback ("Your Speed") signs within this segment of Stanley Street—one in each direction—to encourage motorists to reduce speeds within the school zone.

Two school crossing guards are stationed at the intersection of Stanley Street/North Street/Martin Luther King Drive to assist students crossing the roadway during school arrival and dismissal times. Stanley Street is also included in the regular rotation of speed enforcement locations conducted by the New Britain Police Department.

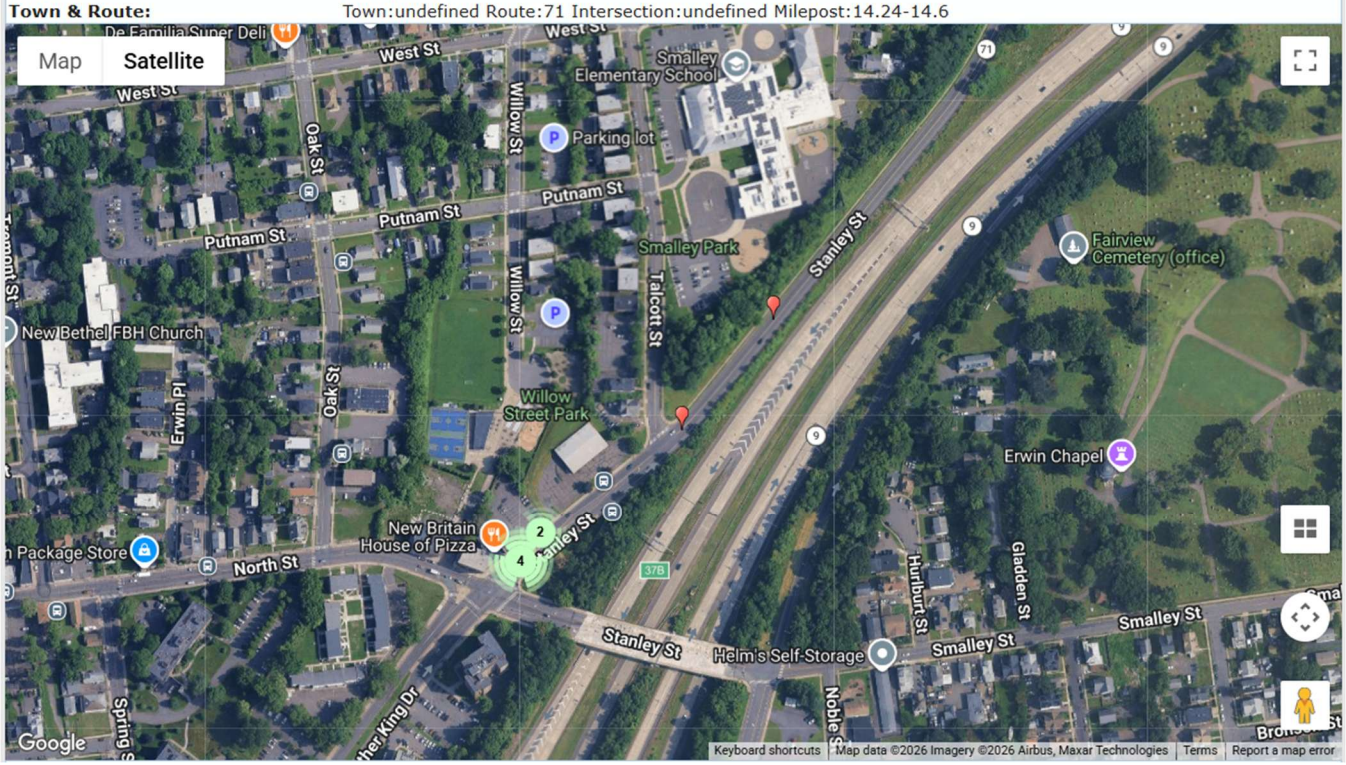


Location 6A & 6B – Smalley Elementary School Zone

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:71 Intersection:undefined Milepost:14.24-14.6



Location 6A & 6B – Smalley Elementary School Zone



SIGNAGE PLAN
1" = 200'-0"

LEGEND

- SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813
- SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5504
- PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808
- ATESD SYSTEM
- ENFORCEMENT AREA

NOTES:
1. CTDOT, DISTRICT 1 TO INSTALL APPROVED SCHOOL ZONES ON STANLEY STREET (CT 71).
2. THE CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

ATESD LOCATION AEP 6

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3/9/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3/9/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
SMALLEY ELEMENTARY SCHOOL
ATESD SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-014-4 | REV A
SCALE: 1" = 200'-0" SHEET 4 OF 10

ATESD Proposal – Speed Camera

7A & 7B: Alexander Road from Country Club Road to Cianci Court

Executive Summary / Site Selection Justification

This segment of Alexander Road is recommended for the installation of Automated Traffic Enforcement Safety Device (ATESD) speed cameras for several reasons.

Alexander Road east of Nachilly Drive is served by CTtransit Route 507. The roadway is also designated as a signed City Bike Route. Due to the absence of sidewalks, pedestrians—including children and families—frequently walk along the roadway shoulder to access AW Stanley Park.

Additionally, there were three crashes over the last three years. One crash in 2023 involved a juvenile travel approx. 55 MPH and hitting a parked car. Speed data collected on this segment in December 2025 shows that the recorded 85th percentile speed exceeds the posted speed limit by more than 10 MPH, with over 30 percent of motorists traveling at least 10 MPH above the posted speed limit.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on eastbound and westbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
7A & 7B	**Alexander Road**	**EB/WB**	**Country Club Road**	**Cianci Court**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4175	NO	n/a

Location Type:

School Zone		Pedestrian Safety Zone			Other Area	X

School Information:

School Name	School Hours	No. of Student Walkers
n/a	n/a	n/a

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	2	0	1
Speed Related Crashes[3][4]	0	0	1

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	29.9 MPH	33.7 MPH	3,100

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
12/17/2025	3,231	39	1,234	38%
12/18/2025	3,341	39	1,167	35%
12/19/2025	3,533	38	1,080	31%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 261).

[6]Traffic count data captured by the City of New Britain – Alexander Rd, east of Nachilly Dr.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	47	9	3	2	7

Roadway Geometry & Characteristics

Alexander Road is classified as a two-lane Urban Major Collector with an Average Annual Daily Traffic (AADT) of approximately 3,100 vehicles. The roadway runs east–west between Farmington Avenue and Stanley Street. The western terminus at the intersection of Farmington Avenue and Fienemann Road provides access to Interstate 84. AW Stanley Park is located at the eastern end of Alexander Road. There are no sidewalks or curbing along this corridor.

Between Country Club Road and Cianci Court, Alexander Road ranges from 34 to 38 feet in width and consists of two 11-foot travel lanes. Wide shoulders are provided on both sides of the roadway and function as parking lanes and bicycle lanes.

This segment of Alexander Road is generally straight and includes a steep eastbound downgrade from Country Club Road to Nachilly Drive, which is an all-way stop controlled intersection. East of Nachilly Drive, the roadway continues to slope downward, though the grade is less steep.

Alexander Road is designated as a City Bike Route, with this segment signed as a shared roadway. Single-family residential homes are located along both sides of the roadway.



Location 7A & 7B – Alexander Road from Country Club Road to Cianci Court

Traffic Calming and Safety Measures Already Implemented

Pavement markings and signage, including shared lane markings (sharrows), were replaced in 2024 following milling and paving of this section of Alexander Road.

A driver feedback ("Your Speed") sign was installed in 2025 and remained in place for approximately six months. Observations indicated that the sign did not significantly reduce vehicle speeds. Alexander Road is also included on the New Britain Police Department's list of locations for intermittent speed enforcement.

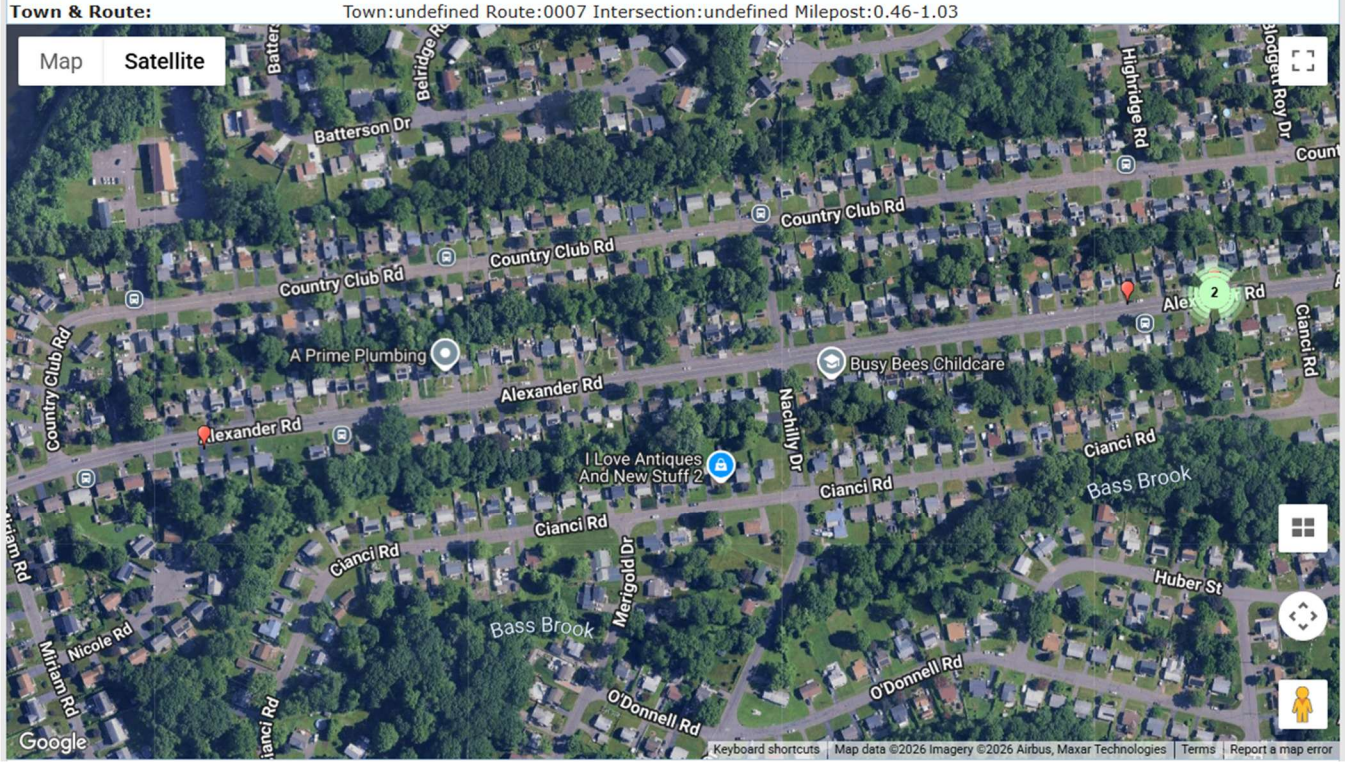


Location 7A & 7B – Alexander Road from Country Club Road to Cianci Court

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:0007 Intersection:undefined Milepost:0.46-1.03



Location 7A & 7B – Alexander Road from Country Club Road to Cianci Court

LEGEND

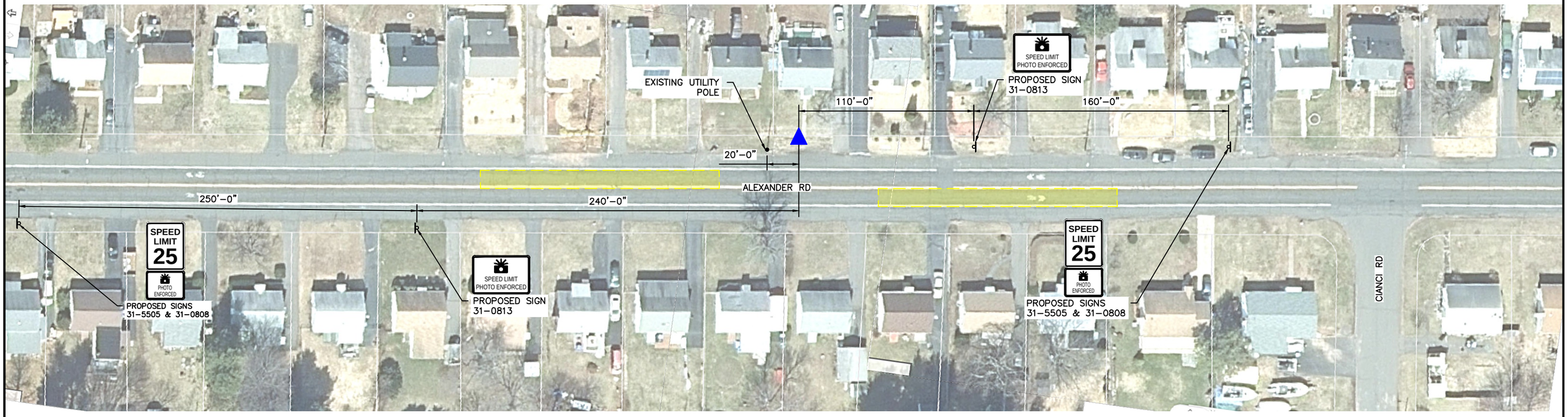
SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA



SIGNAGE PLAN
1" = 60'-0"

NOTES:
1. CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

ATESD LOCATION AEP 7

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO.	—
ENGINEER	S. CREEL
DATE	3-8-26
DRAWN	C. LATTING
APPROVAL	—
APPROVAL	

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
ALEXANDER RD @ NACHILLY DR
SIGNAGE PLAN

SIZE	DRAWING NO.	REV
B	NBCT-RSE-001-4	A

SCALE: 1" = 60'-0" SHEET 4 OF 9

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

ATESD Proposal – Speed Camera

8A & 8B: Barbour Road from Sunnyslope Drive to Fairway Drive

Executive Summary / Site Selection Justification

This segment of Barbour Road is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to documented high travel speeds and the presence of pedestrians and cyclists along the corridor. The roadway does not provide sidewalks, requiring residents to walk along the roadway or within the shoulder.

Speed studies indicate that the 85th percentile speed exceeds the posted speed limit by more than 10 mph, with up to 40 percent of motorists traveling more than 10 mph above the posted limit.

The combination of elevated vehicle speeds, pedestrian and bicycle activity, lack of sidewalks, and adjacent residential land use creates a significant safety concern. Installation of automated speed enforcement cameras is recommended to improve compliance with the posted speed limit and enhance safety for all roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on eastbound and westbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
8A & 8B	**Barbour Road**	**EB/WB**	**Sunnyslope Drive**	**Fairway Drive**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4174	NO	n/a

Location Type:

School Zone		Pedestrian Safety Zone			Other Area	X

School Information:

School Name	School Hours	No. of Student Walkers
n/a	n/a	n/a

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	1	1	0
Speed Related Crashes[3][4]	0	0	0

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	33.4 MPH	39.2 MPH	2,800

Count Date[5]	24 HR Volume	85th % Speed	No. of Violations[6]	% Violations
12/15/2025	2,615	39	911	35%
12/16/2025	2,618	40	1,050	40%
12/17/2025	3,231	39	1,234	38%
12/18/2025	3,341	39	1,167	35%
12/19/2025	3,533	38	1,080	31%

[5]Traffic count and speed data captured by the City of New Britain – Barbour Rd, west of Fairway Dr.

[6]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	50	32	8	8	2

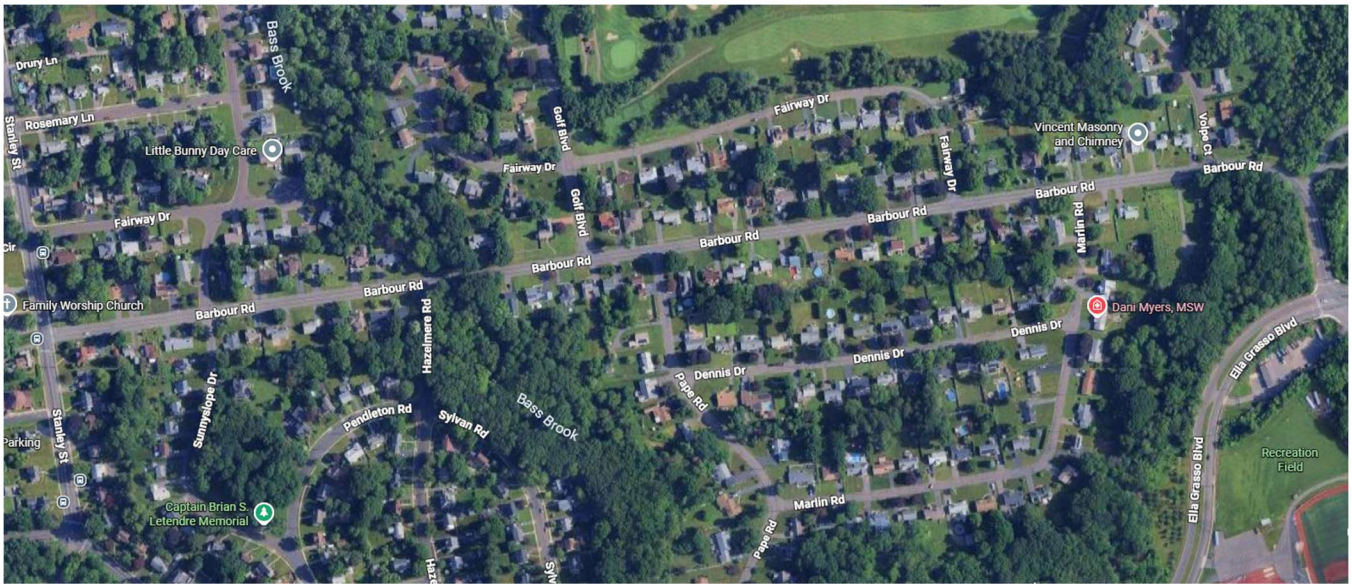
Location 8A & 8B – Barbour Road from Sunnyslope Drive to Fairway Drive

Roadway Geometry & Characteristics

Barbour Road is classified as a two-lane Urban Major Collector with an Average Annual Daily Traffic (AADT) of approximately 2,800 vehicles. Barbour Road runs east–west between CT Route 71 and Ella Grasso Boulevard. The western terminus intersects with CT Route 71 a short distance from the Corbin's Corner/Westfarms commercial area. The eastern terminus intersects with Ella Grasso Boulevard adjacent to CT Route 9 Interchange 38, the Town of Newington, and the Central Connecticut State University (CCSU) campus. Due to these regional connections, Barbour Road experiences a notable amount of cut-through traffic.

The roadway width varies from 30 to 34 feet and consists of two 11-foot travel lanes with wide shoulders that function as parking and bicycle lanes. No sidewalks are provided along this corridor.

Barbour Road between Sunnyslope Drive and Fairway Drive is generally straight and level. The roadway is designated as a City Bike Route, with this segment signed as a shared roadway. Single-family residential homes are located along both sides of the street.

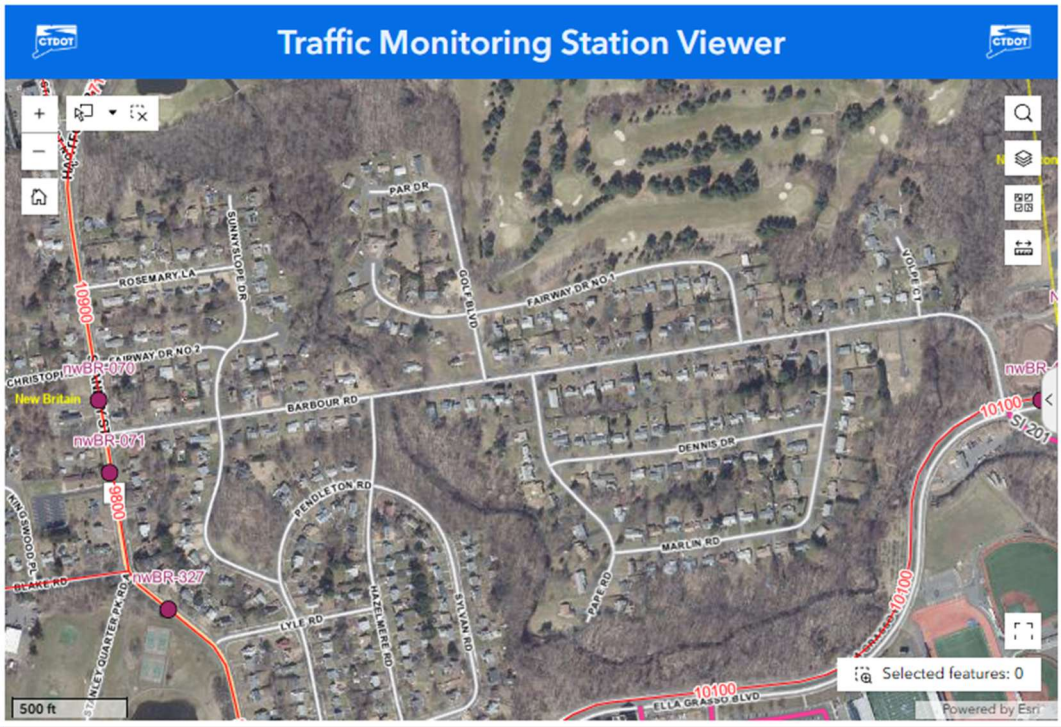


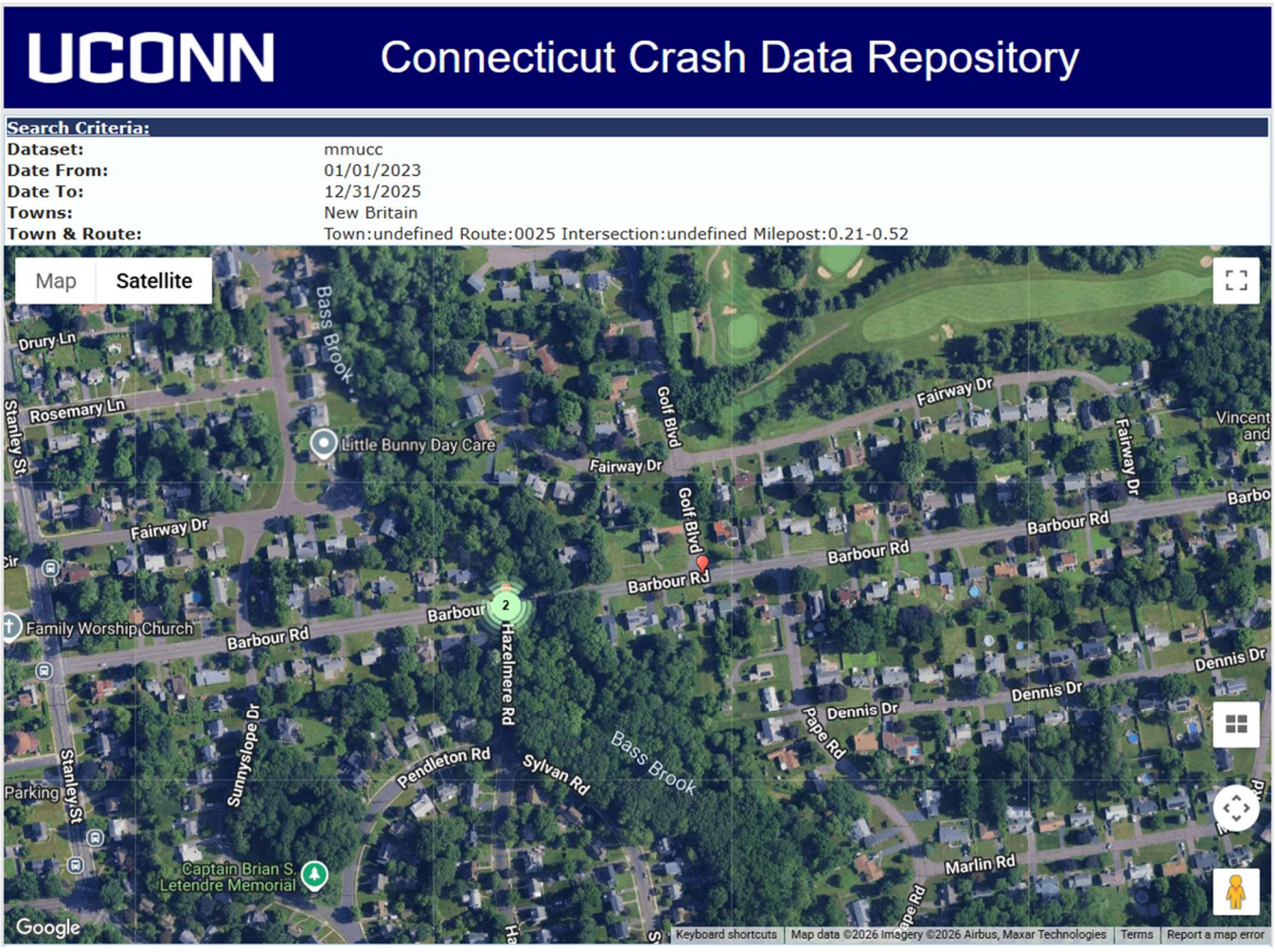
Traffic Calming and Safety Measures Already Implemented

Driver feedback ("Your Speed") signs were installed in both travel directions to encourage speed compliance. Barbour Road is also included in the New Britain Police Department's rotation for intermittent speed enforcement.

Location 8A & 8B – Barbour Road from Sunnyslope Drive to Fairway Drive

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan





Location 8A & 8B – Barbour Road from Sunnyslope Drive to Fairway Drive

LEGEND

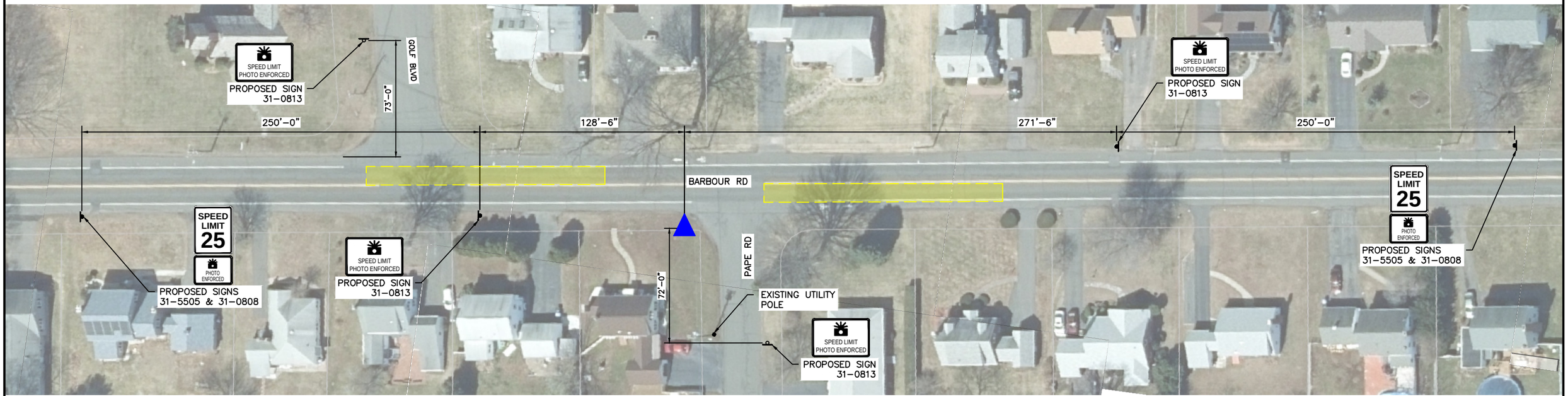
SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA



SIGNAGE PLAN
1" = 60'-0"

NOTES:
1. CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

ATESD LOCATION AEP 8

REVISION LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3-8-26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
BARBOUR RD @ PAPE RD
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-002-4 | REV A
SCALE: 1" = 60'-0" | SHEET 4 OF 9

ATESD Proposal – Speed Camera

9A & 9B: Blake Road at Kim Drive to Erik Court

Executive Summary / Site Selection Justification

This segment of Blake Road is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to excessively high vehicle speeds in the vicinity of the Stanley Loop Trail multi-use crossing.

Speed studies indicate that the 85th percentile speed exceeds the posted speed limit by more than 15 MPH. Over the past three years, 15 crashes have been reported along this segment. Nine of which speed was noted as a contributing factor. Given the roadway geometry, limited sight distance, and the presence of a heavily used multi-use trail crossing within Stanley Quarter Park, there is a heightened risk for conflicts between motorists, pedestrians, and cyclists.

The installation of automated speed enforcement cameras is recommended to reduce vehicle speeds and improve safety at this high-risk crossing.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on eastbound and westbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
9A & 9B	**Blake Road**	**EB/WB**	**Kim Drive**	**Erik Court**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4175	NO	n/a

Location Type:

School Zone		Pedestrian Safety Zone			Other Area	X

School Information:

School Name	School Hours	No. of Student Walkers
n/a	n/a	n/a

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	6	2	7
Speed Related Crashes[3][4]	2	2	3

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
25 MPH	36.0 MPH	41.6 MPH	4,500

Count Date[5]	24 HR Volume	85th % Speed	No. of Violations[6]	% Violations
11/10/2025	4,263	41	2,431	57%
11/11/2025	4,229	42	2,671	63%
11/12/2025	4,660	42	2,921	63%
11/13/2025	4,773	42	2,963	62%
11/14/2025	4,724	41	2,907	62%

[5]Traffic count and speed data captured by National Data & Surveying Services (NDS) – Blake Rd, west of Erik Ct.

[6]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	42	49	25	19	14

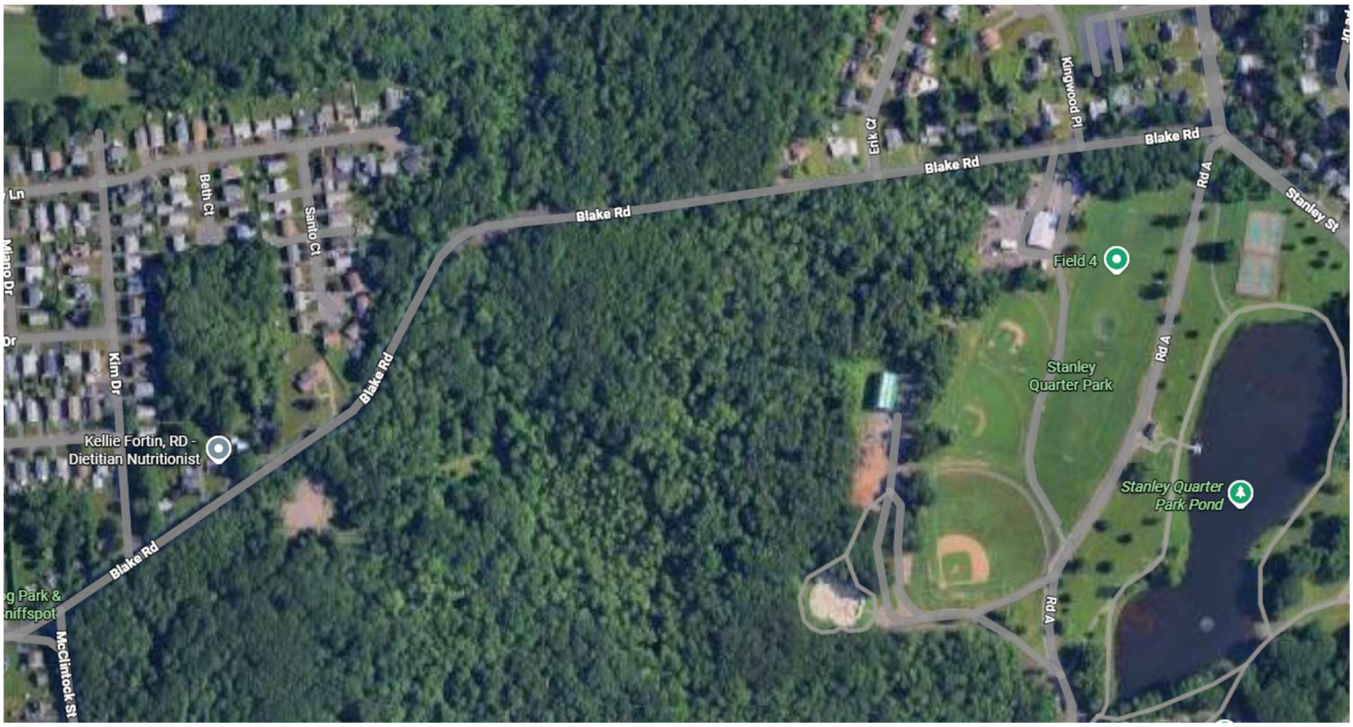
City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Roadway Geometry & Characteristics

Blake Road is classified as a two-lane Urban Major Collector with an Annual Average Daily Traffic (AADT) of approximately 4,500 vehicles. Blake Road is an east-west connector dividing Stanley Quarter Park and AW Stanley Park between Stanley Street (CT 71) and Farmington Avenue, two major north-south corridors.

The segment between Kim Drive and Erik Court is approximately 36 feet wide with two 11-foot travel lanes. Curbs are provided however there are not sidewalks.

Steep grades form a low point in the middle, where the Stanley Loop Trail multi-use trail crosses Blake Road. A horizontal curve is located west of the trail crossing. Both sides are heavily wooded.



Traffic Calming and Safety Measures Already Implemented

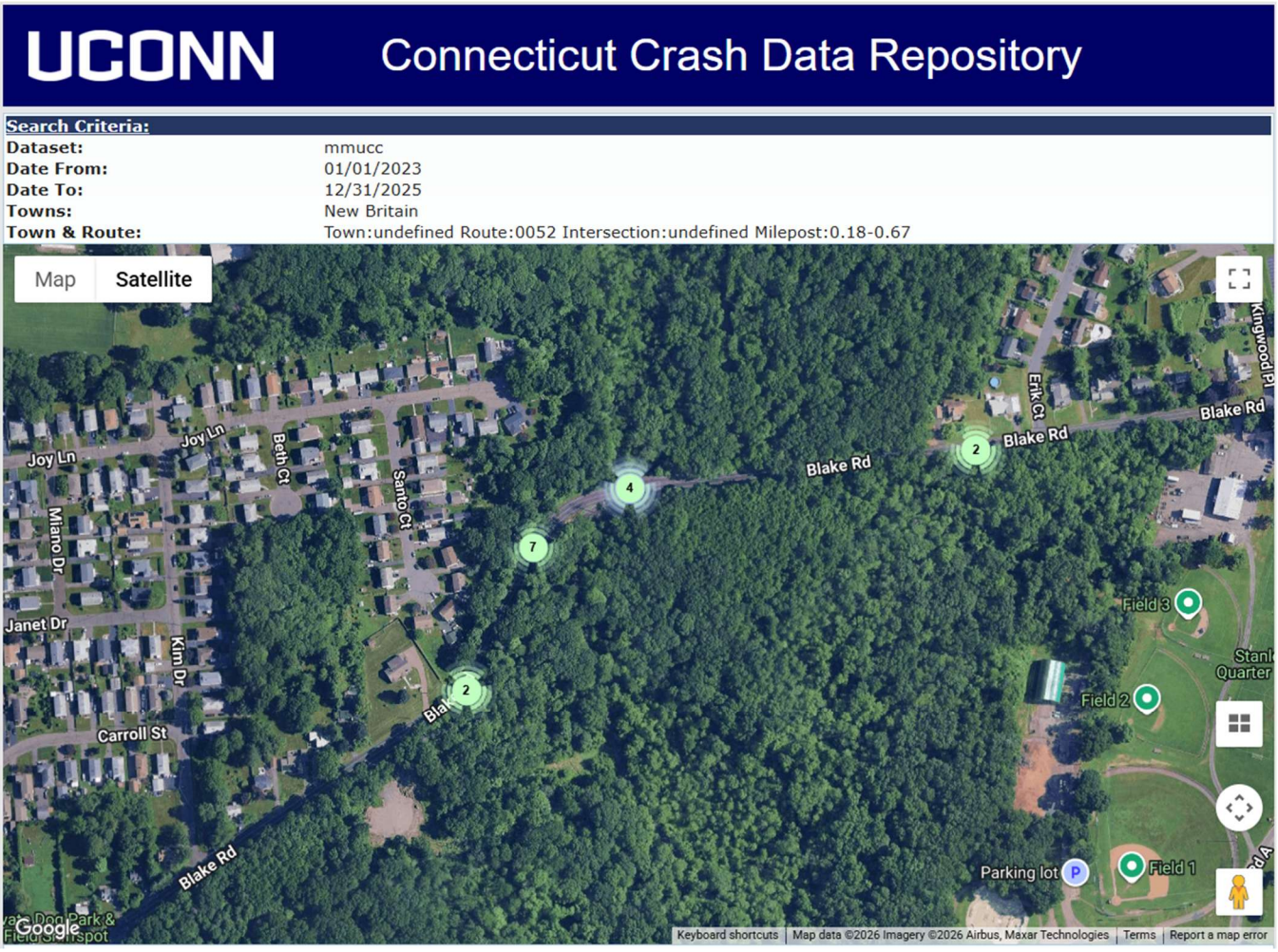
Vegetation and trees were trimmed to improve sight distance at the horizontal curve west of the trail crossing. Vertical and horizontal curve warning signs, along with chevron alignment signs, were installed to better alert motorists to the roadway geometry.

A Rectangular Rapid Flashing Beacon (RRFB), along with pedestrian activated flashing advance warning signs, were installed at the Stanley Loop Trail crossing to enhance pedestrian and cyclist visibility. A driver feedback ("Your Speed") sign was installed for eastbound traffic. Blake Road is also included on the New Britain Police Department's list of locations for intermittent speed enforcement.

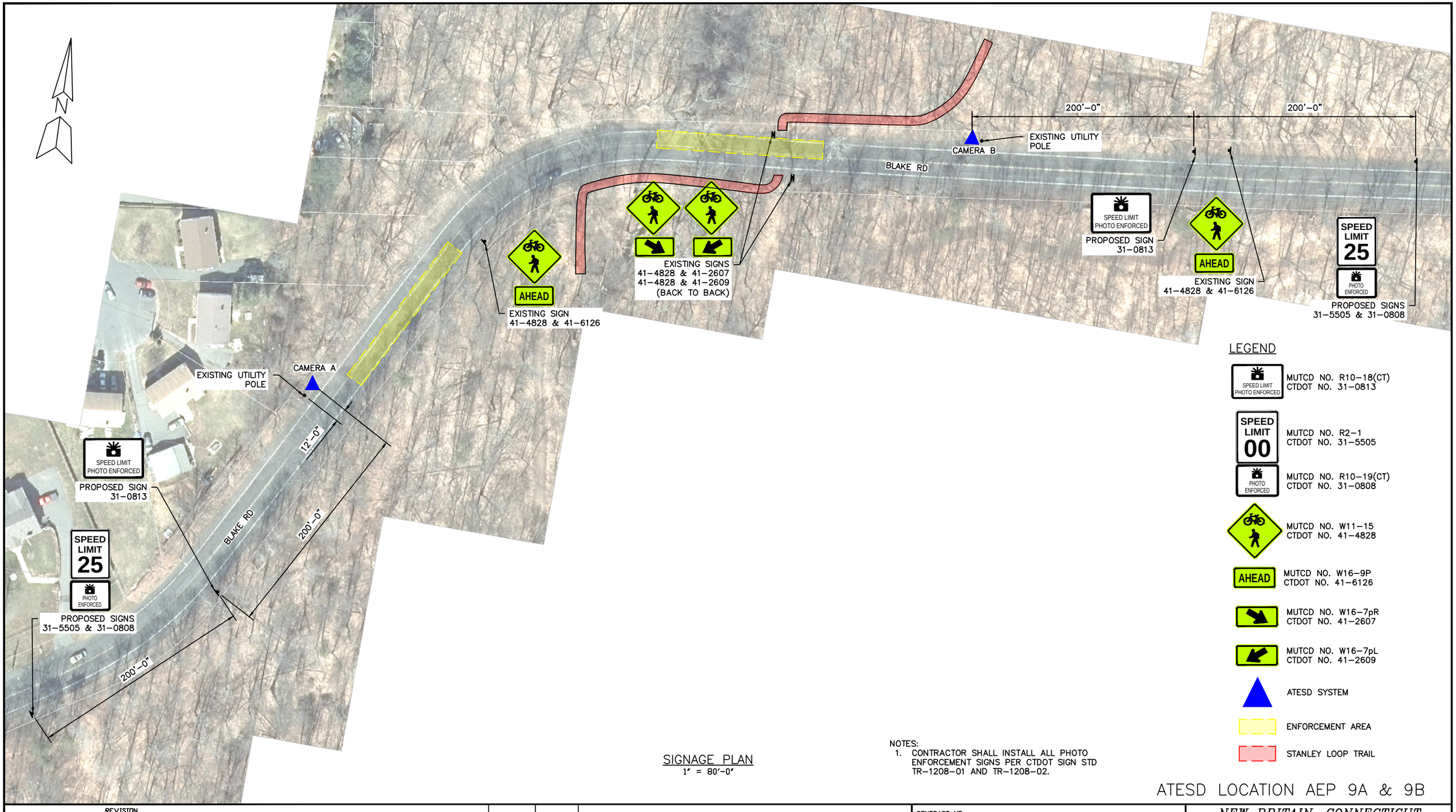
Location 9A & 9B – Blake Road at Kim Drive to Erik Court

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan





Location 9A & 9B – Blake Road at Kim Drive to Erik Court



SIGNAGE PLAN
1" = 80'-0"

NOTES:
1. CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

LEGEND

- SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813
- SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505
- PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808
- MUTCD NO. W11-15 CTDOT NO. 41-4828
- AHEAD — MUTCD NO. W16-9P CTDOT NO. 41-6126
- MUTCD NO. W16-7pR CTDOT NO. 41-2607
- MUTCD NO. W16-7pL CTDOT NO. 41-2609
- ATESD SYSTEM
- ENFORCEMENT AREA
- STANLEY LOOP TRAIL

ATESD LOCATION AEP 9A & 9B

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. _
ENGINEER S. CREEL
DATE 3-8-26
DRAWN C. LATTING
APPROVAL _
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
BLAKE RD @ STANLEY LP TRAIL XING
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-003-4 | REV A
SCALE: 1" = 80'-0" | SHEET 4 OF 9

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

ATESD Proposal – Speed Camera

10A & 10B: Burritt Street from Clinton Street to Alden Street

Executive Summary / Site Selection Justification

This segment of Burritt Street is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to documented high travel speeds along the corridor. Speed studies indicate that the 85th percentile speed exceeds the posted speed limit by more than 10 mph.

Crash data shows that 15 crashes have been reported along this segment over the past three years. In addition, Burritt Street is designated as a City Bike Route and is served by CTtransit Route 505, increasing the presence of cyclists, transit users, and pedestrian activity along the corridor.

The combination of elevated vehicle speeds, crash history, and multimodal roadway use supports the installation of automated speed enforcement cameras to improve compliance with the posted speed limit and enhance safety for all roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
10A & 10B	**Burritt Street**	**NB/SB**	**Clinton Street**	**Alden Street**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4160	YES	0.31 Sq. Miles

Location Type:

School Zone		Pedestrian Safety Zone			Other Area	
						X

School Information:

School Name	School Hours	No. of Student Walkers
n/a	n/a	n/a

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	2	9	4
Speed Related Crashes[3][4]	1	0	0

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[6]	85th Percentile Speed[6]	Average Daily Traffic[5]
25 MPH	32.7 MPH	38.0 MPH	5,600

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	5,576	38	1,915	34%
11/11/2025	4,821	38	1,687	35%
11/12/2025	5,382	38	1,896	35%
11/13/2025	5,552	38	1,998	36%
11/14/2025	5,857	38	2,188	37%

[5]Source: CTDOT Traffic Monitoring Station Viewer (station No. 266).

[6]Traffic count and speed data captured by National Data & Surveying Services (NDS) – Burritt St, north of Martha St.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	9	7	3	1	5

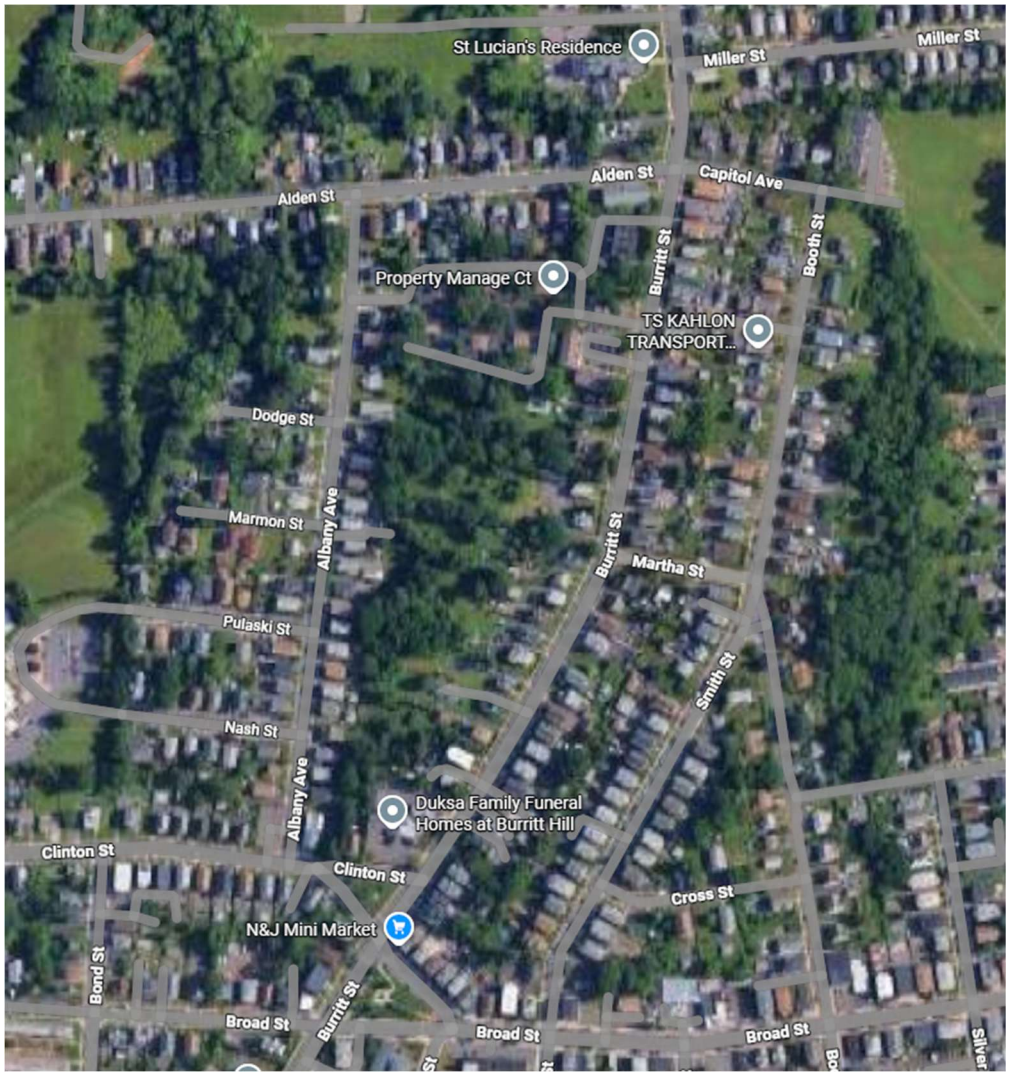
Location 10A & 10B – Burritt Street from Clinton Street to Alden Street

Roadway Geometry & Characteristics

Burritt Street is classified as a two-lane Urban Major Collector with an Average Annual Daily Traffic (AADT) of approximately 5,600 vehicles. Burritt Street runs north–south between West Main Street and Osgood Avenue. While not a primary arterial corridor, Burritt Street has become a bypass route around the west side of Downtown New Britain.

Burritt Street, between Clinton Street and Osgood Avenue is approximately 36 feet wide and consists of two 11-foot travel lanes. Concrete curbing and sidewalks are provided along both sides of the roadway. This segment of Burritt Street features a consistent downgrade when traveling southbound. A large-radius horizontal curve is located in the vicinity of Martha Street.

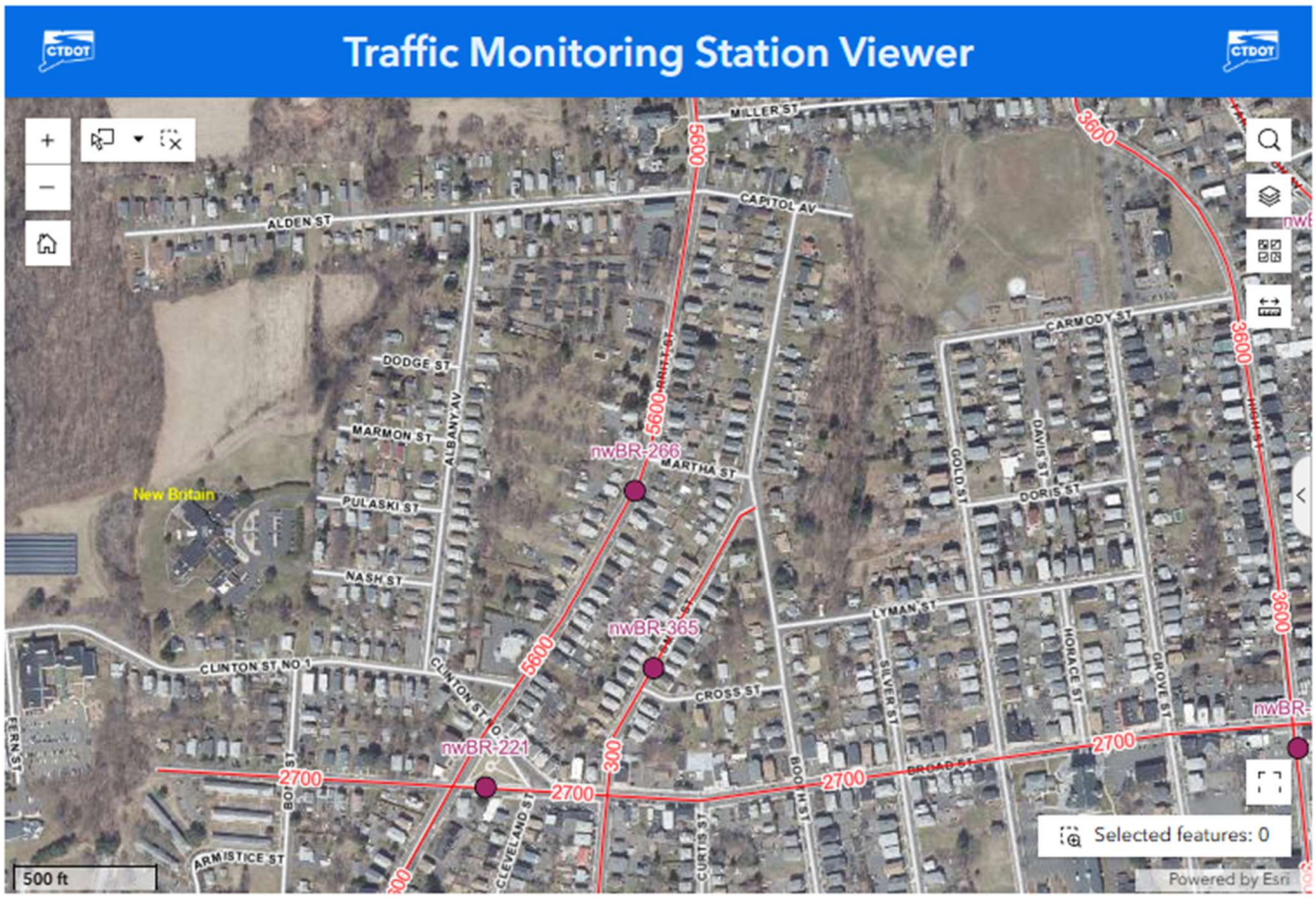
At the limits of this segment, the intersections of Burritt Street/Broad Street/Clinton Street and Burritt Street/Capitol Avenue/Alden Street are signalized. Martha Street, located near the midpoint of the segment, is a side-street stop-controlled intersection. Single-family and multi-family residential homes are located along both sides of the roadway.



Location 10A & 10B – Burritt Street from Clinton Street to Alden Street

Traffic Calming and Safety Measures Already Implemented

Pavement markings, including the double yellow centerline and shoulder lines, were recently repainted to improve roadway delineation. Burritt Street is also included on the New Britain Police Department's list of locations for intermittent speed enforcement.

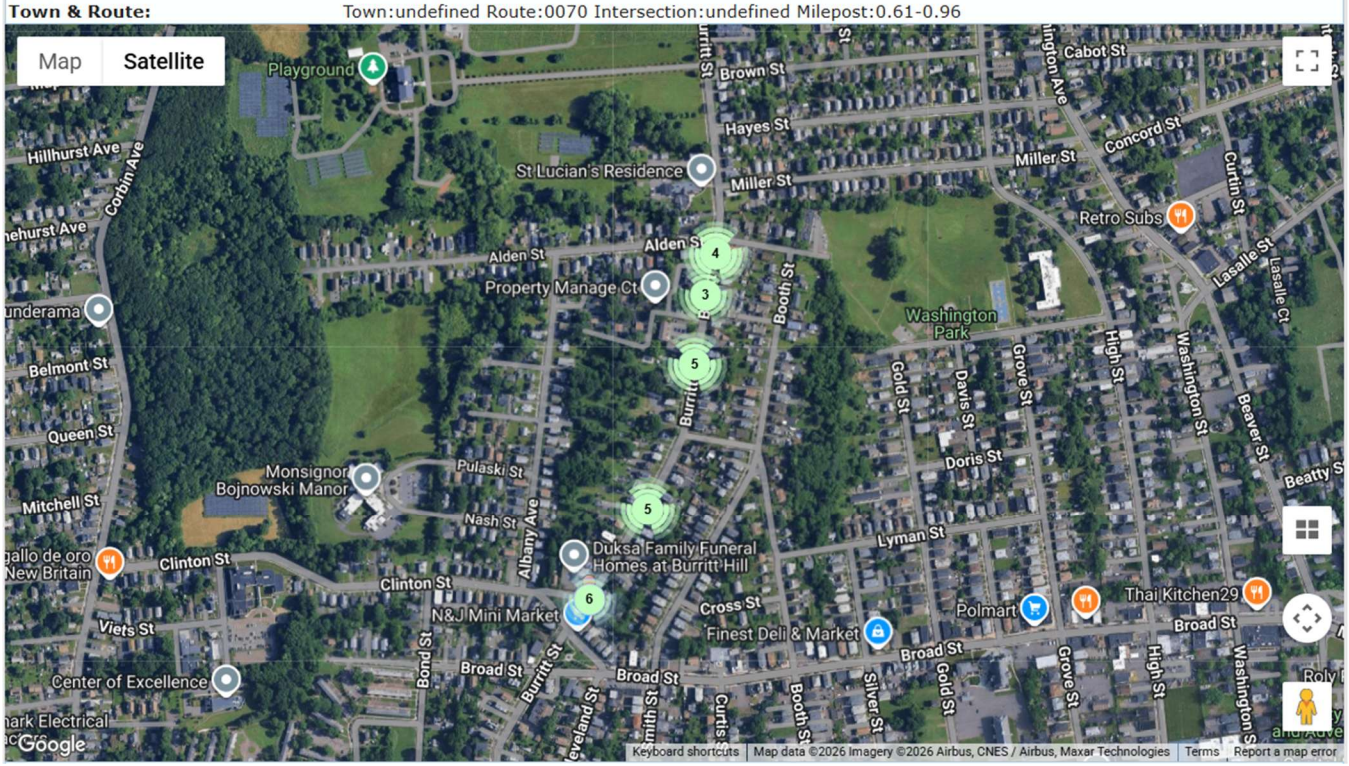


Location 10A & 10B – Burritt Street from Clinton Street to Alden Street

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:0070 Intersection:undefined Milepost:0.61-0.96



Location 10A & 10B – Burritt Street from Clinton Street to Alden Street

LEGEND

SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA



NOTES:
1. CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

SIGNAGE PLAN
1" = 60'-0"

ATESD LOCATION AEP 10

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3-8-26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
BURRITT ST @ MARTHA ST
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-004-4 | REV A
SCALE: 1" = 60'-0" | SHEET 4 OF 9

ATESD Proposal – Speed Camera

11A & 11B: Corbin Avenue from Pinehurst Avenue to Osgood Avenue

Executive Summary / Site Selection Justification

This segment of Corbin Avenue is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to documented high travel speeds and crash history.

Speed studies indicate that the 85th percentile speed exceeds the posted speed limit by more than 15 mph. Over the past three years, five crashes have been reported along this segment, including a fatal crash in 2025 in which a speeding motorist crossed the double yellow centerline.

This section of Corbin Avenue is also designated as a City Bike Route and includes marked bicycle lanes. In addition, Corbin Avenue is served by CTtransit Route 505, increasing the presence of cyclists, and pedestrians along the corridor.

The combination of elevated vehicle speeds, crash history, and multimodal roadway use supports the installation of automated speed enforcement cameras to improve compliance with the posted speed limit and enhance safety for all roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
11A & 11B	**Corbin Avenue**	**NB/SB**	**Pinehurst Avenue**	**Osgood Avenue**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4166	YES	0.62 Sq. Miles

Location Type:

School Zone		Pedestrian Safety Zone			Other Area	X

School Information:

School Name	School Hours	No. of Student Walkers
n/a	n/a	n/a

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	1	1	3
Speed Related Crashes[3][4]	1	0	0

[3]Source: UCONN Connecticut Crash Data Repository.
[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[6]	85th Percentile Speed[6]	Average Daily Traffic[5]
25 MPH	36.7 MPH	42.0 MPH	6,900

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	7,238	41	4,096	57%
11/11/2025	6,616	42	4,593	69%
11/12/2025	7,463	43	5,307	71%
11/13/2025	7,804	42	5,160	66%
11/14/2025	8,289	42	5,325	64%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 103).
[6]Traffic count and speed data captured by National Data & Surveying Services – Corbin Av, north of Maplehurst Av.
[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	110	40	40	18	40

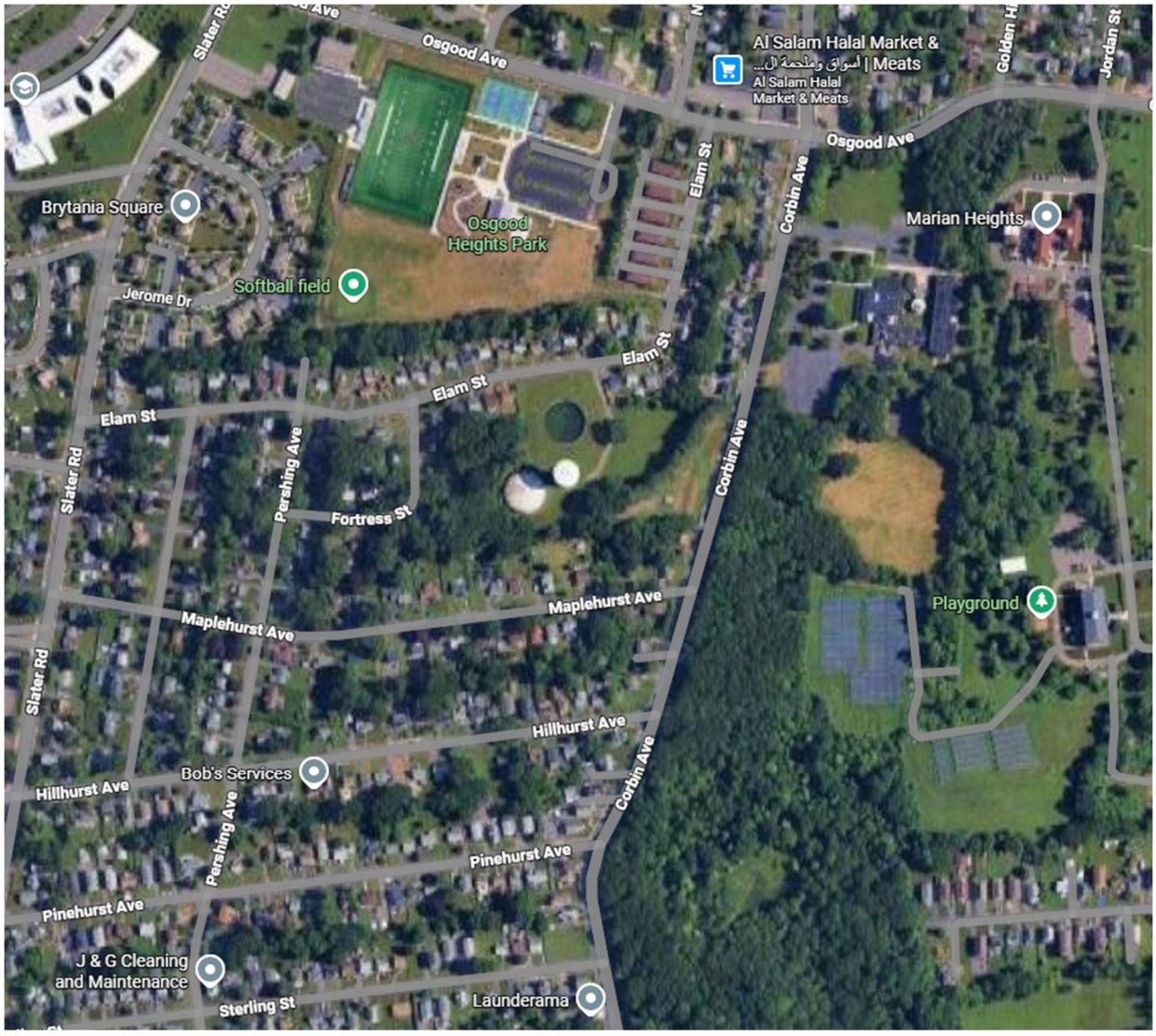
Location 11A & 11B – Corbin Avenue from Pinehurst Avenue to Osgood Avenue

Roadway Geometry & Characteristics

Corbin Avenue is classified as a two-lane Urban Minor Arterial with an Average Annual Daily Traffic (AADT) of approximately 6,900 vehicles. Corbin Avenue serves as a major north–south corridor on the west side of the City. The roadway connects with Farmington Avenue at the north end and becomes CT Route 372 south of West Main Street, continuing into the Town of Berlin.

This segment of Corbin Avenue, between Pinehurst Avenue and Osgood Avenue, is approximately 40 feet wide and consists of two 11-foot travel lanes with designated bicycle lanes. A parking lane is also provided along the west side of the roadway. The roadway is generally straight with a slight downgrade traveling southbound.

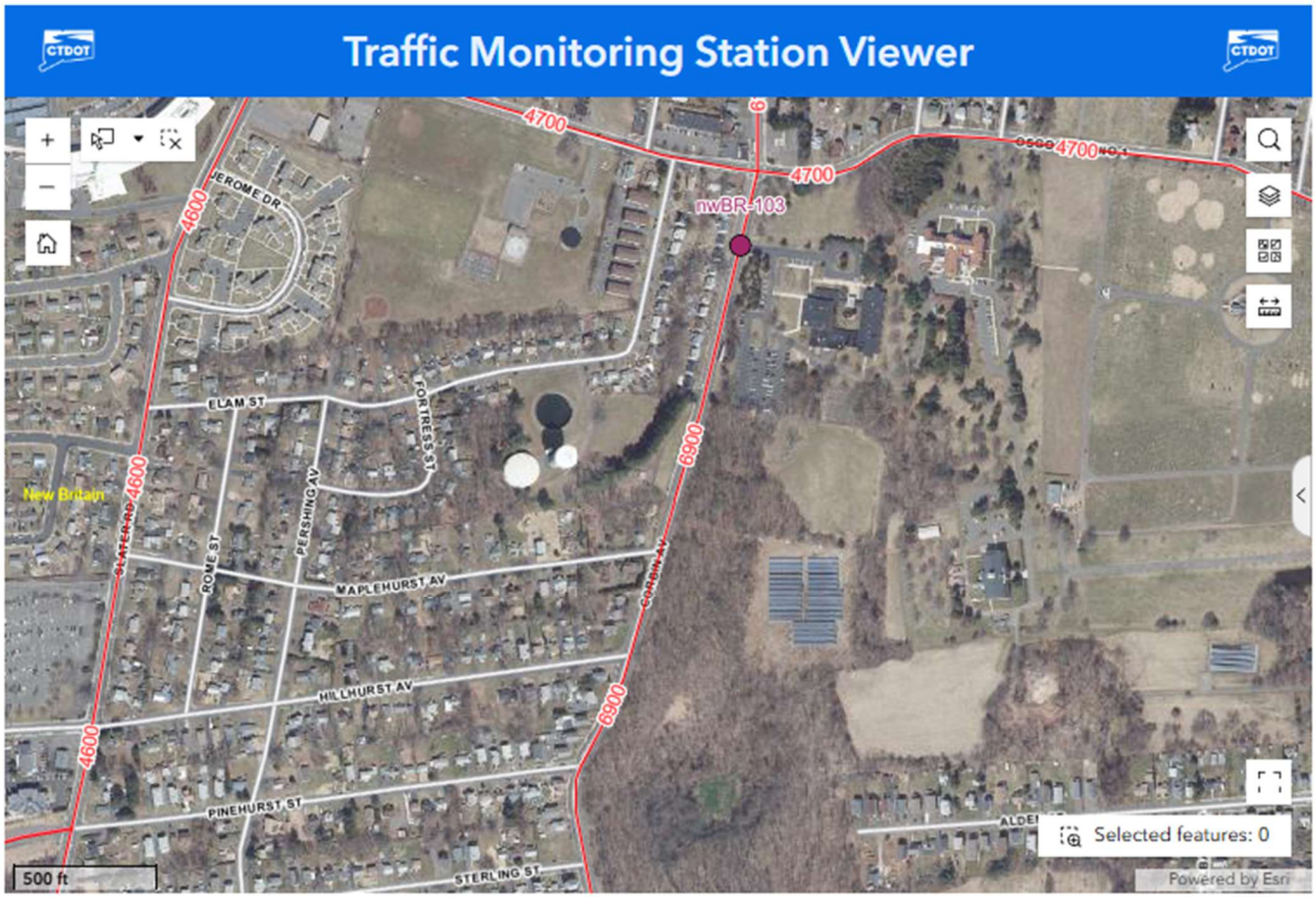
Residential homes and a concrete sidewalk are located along most of the west side of the roadway. The Hospital for Special Care Research Center is located on the east side; however, no sidewalk is provided along that side of the roadway.



Location 11A & 11B – Corbin Avenue from Pinehurst Avenue to Osgood Avenue

Traffic Calming and Safety Measures Already Implemented

Corbin Avenue is included in the New Britain Police Department's regular speed enforcement rotation.

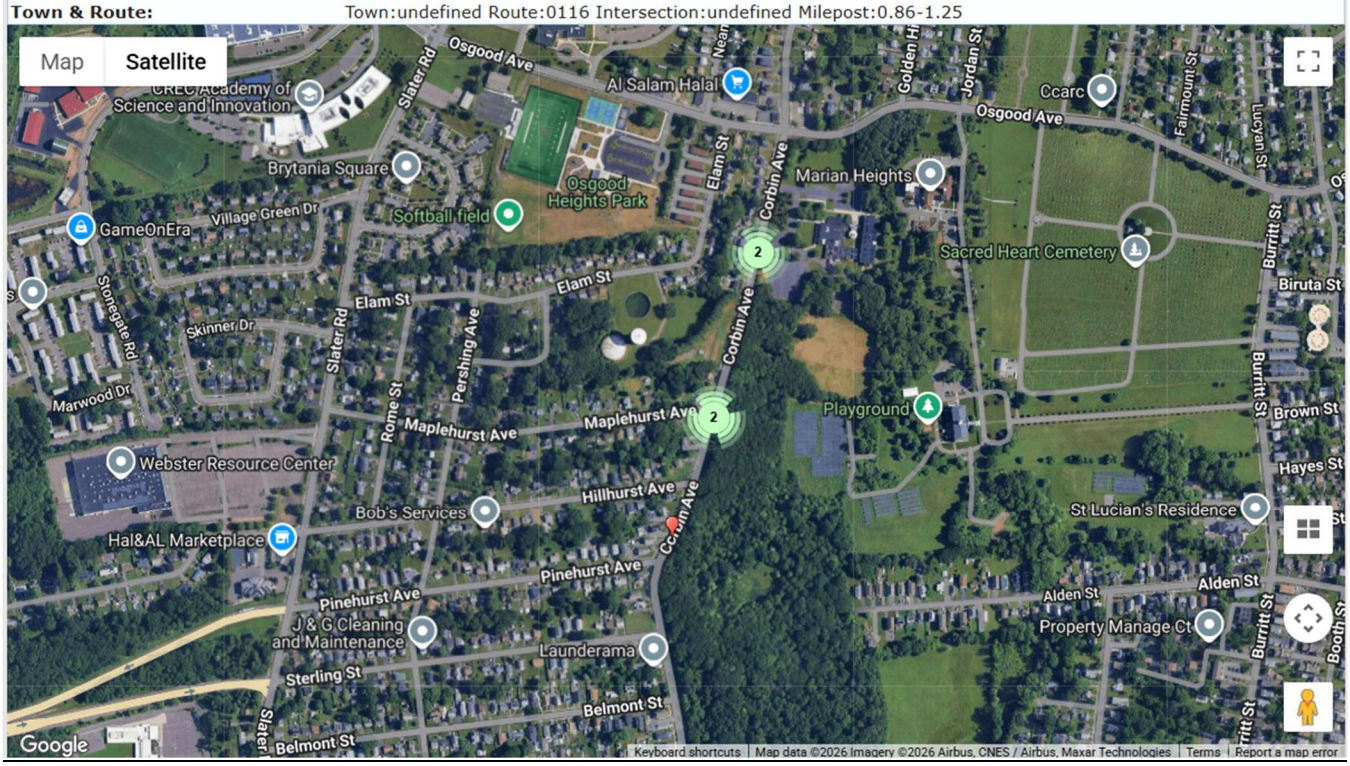


Location 11A & 11B – Corbin Avenue from Pinehurst Avenue to Osgood Avenue

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:0116 Intersection:undefined Milepost:0.86-1.25



Location 11A & 11B – Corbin Avenue from Pinehurst Avenue to Osgood Avenue

LEGEND

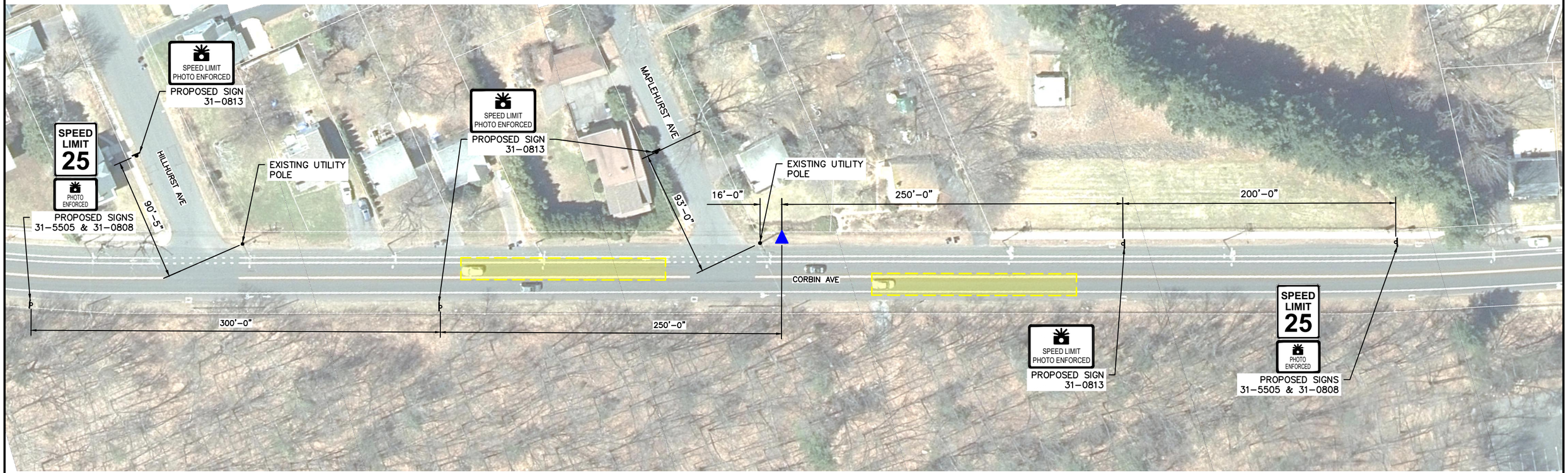
SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 41-2609

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA



NOTES:
1. CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

SIGNAGE PLAN
1" = 60'-0"

ATESD LOCATION AEP 11

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3-8-26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
CORBIN AVE @ MAPLEHURST
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RSE-005-4 | REV A
SCALE: 1" = 60'-0" | SHEET 4 OF 9

ATESD Proposal – Speed Camera

12A & 12B: Stanley Street (CT 71) from Blake Road to Hartford Road

Executive Summary / Site Selection Justification

This segment of Stanley Street is recommended for the installation of Automated Traffic Enforcement Safety Devices (ATESD) due to documented speeding and crash history. Speed studies indicate that the 85th percentile speed exceeds the posted speed limit by more than 10 mph.

Over the past three years, 14 crashes have been reported along this segment, including one bike/pedestrian crash in 2023. This crash involved a youth being struck while walking his bike across Stanley Street at the intersection with Barbour Road during the walk phase. This portion of CT Route 71 represents a transition from a nearby commercial area with limited roadside development to a residential area that includes a park and the Central Connecticut State University campus.

Stanley Street is also designated as a City Bike Route and is served by CTtransit Routes 128, 144, and 507, increasing the presence of cyclists, transit users, and pedestrians. The combination of elevated vehicle speeds, crash history, and multimodal roadway activity supports the installation of automated speed enforcement cameras to improve compliance with the posted speed limit and enhance safety for all roadway users.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Device on northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Road	Direction(s)	From	To
12A & 12B	**Stanley Street (CT 71)**	**NB/SB**	**Blake Road**	**Hartford Road**
Enforcement Type: Speed Enforcement				

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4175	NO	n/a

Location Type:

School Zone		Pedestrian Safety Zone			Other Area	
						X

School Information:

School Name	School Hours	No. of Student Walkers
n/a	n/a	n/a

Crash History:

Year	2025	2024	2023
Total Number of Crashes[3]	1	6	7
Speed Related Crashes[3][4]	0	1	0
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.			

[3]Source: UCONN Connecticut Crash Data Repository.

[4]The number of speed related crashes may be higher. Speed as a contributing factor in a motor vehicle crash is not typically investigated unless there is a serious injury or fatality.

Traffic Data:

Posted Speed Limit	50th Percentile Speed[5]	85th Percentile Speed[5]	Average Daily Traffic[5]
30 MPH	33.2 MPH	40.3 MPH	10,700

Count Date[6]	24 HR Volume	85th % Speed	No. of Violations[7]	% Violations
11/10/2025	10,669	37	794	7%
11/11/2025	10,968	38	1,034	9%
11/12/2025	11,296	37	880	8%
11/13/2025	11,596	37	789	7%
11/14/2025	11,377	37	752	7%

[5]Source: CTDOT Traffic Monitoring Station Viewer (Station No. 070).

[6]Traffic count data captured by National Data & Surveying Services (NDS) – Stanley St, south of Rosemary Ln.

[7]Violations is defined as any recorded speed 11 MPH or greater over the posted speed limit.

Traffic Stop Data:

Year	2025	2024	2023	2022	2021
Citywide	5,215	4,102	4,245	4,927	5,300
Location	59	44	19	27	35

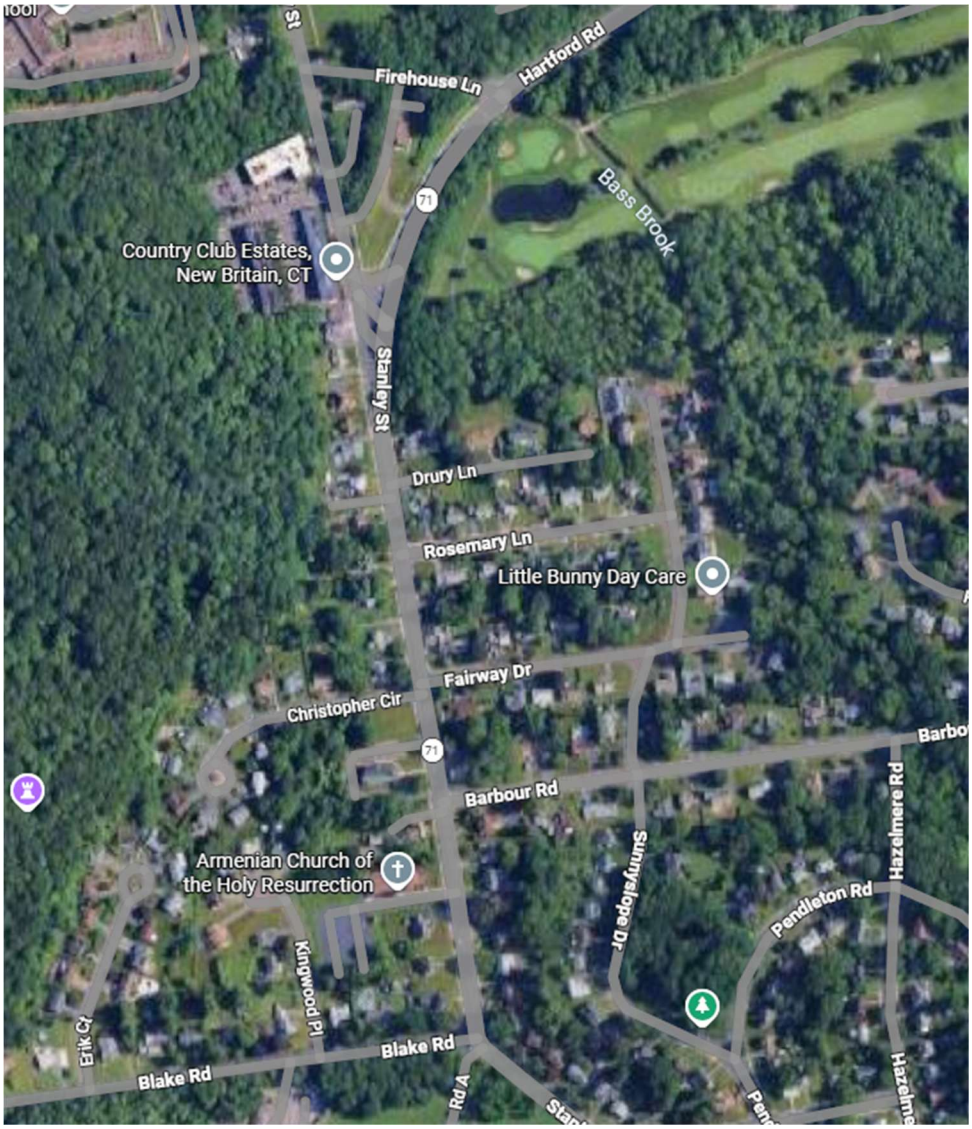
Location 12A & 12B – Stanley Street (CT 71) from Blake Road to Hartford Road

Roadway Geometry & Characteristics

Stanley Street (CT Route 71), between Blake Road and Hartford Road, is classified as a two-lane Urban Minor Arterial with an Average Annual Daily Traffic (AADT) of approximately 10,700 vehicles. Passing through the center of the City, CT Route 71 serves as a major north–south corridor extending from the southern city limit at Berlin to the northern city limit at Newington. The Corbin's Corner/Westfarms commercial area and CT Route 9 Interchange 39 are located a short distance to the north.

This segment of Stanley Street is approximately 34 feet wide and consists of two 11-foot travel lanes with shoulders that function as bicycle lanes. The roadway is generally straight with a slight downgrade when traveling southbound.

Concrete curbing and sidewalks are provided along both sides of the roadway. The intersections at Hartford Road, Barbour Road, and Blake Road are signalized, while all other intersecting streets are side-street stop controlled. Single-family residential homes are located along both sides of the corridor.



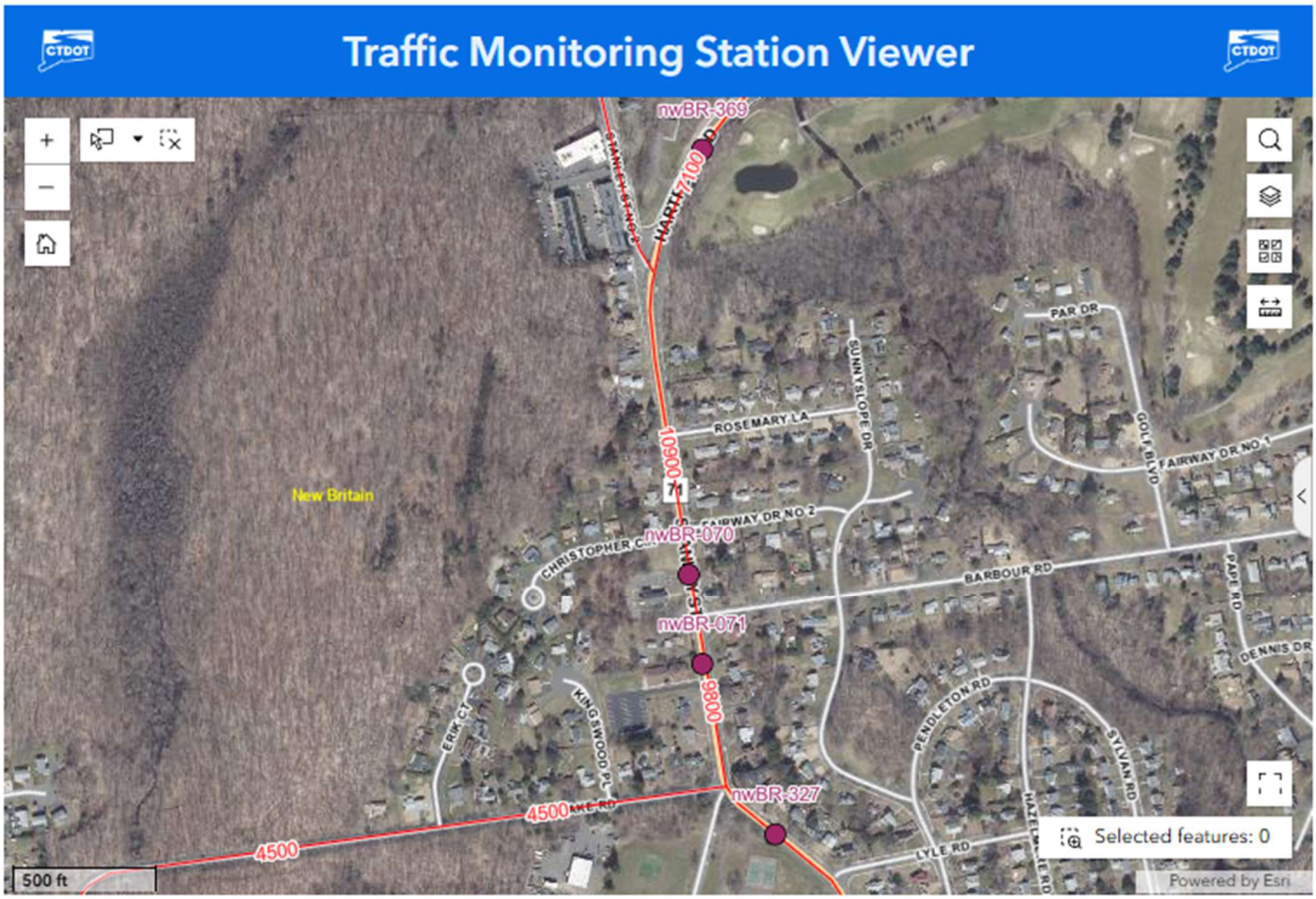
Location 12A & 12B – Stanley Street (CT 71) from Blake Road to Hartford Road

Traffic Calming and Safety Measures Already Implemented

Stanley Street (CT Route 71) is a state-owned roadway, which limits the City's ability to implement roadway modifications.

The City previously constructed a sidewalk along CT Route 71 from the Stanley Street/Hartford Road intersection to Village Square Drive to address the high volume of pedestrians traveling between the City and the Corbin's Corner/Westfarms commercial area.

Stanley Street is included in the New Britain Police Department's regular speed enforcement rotation.

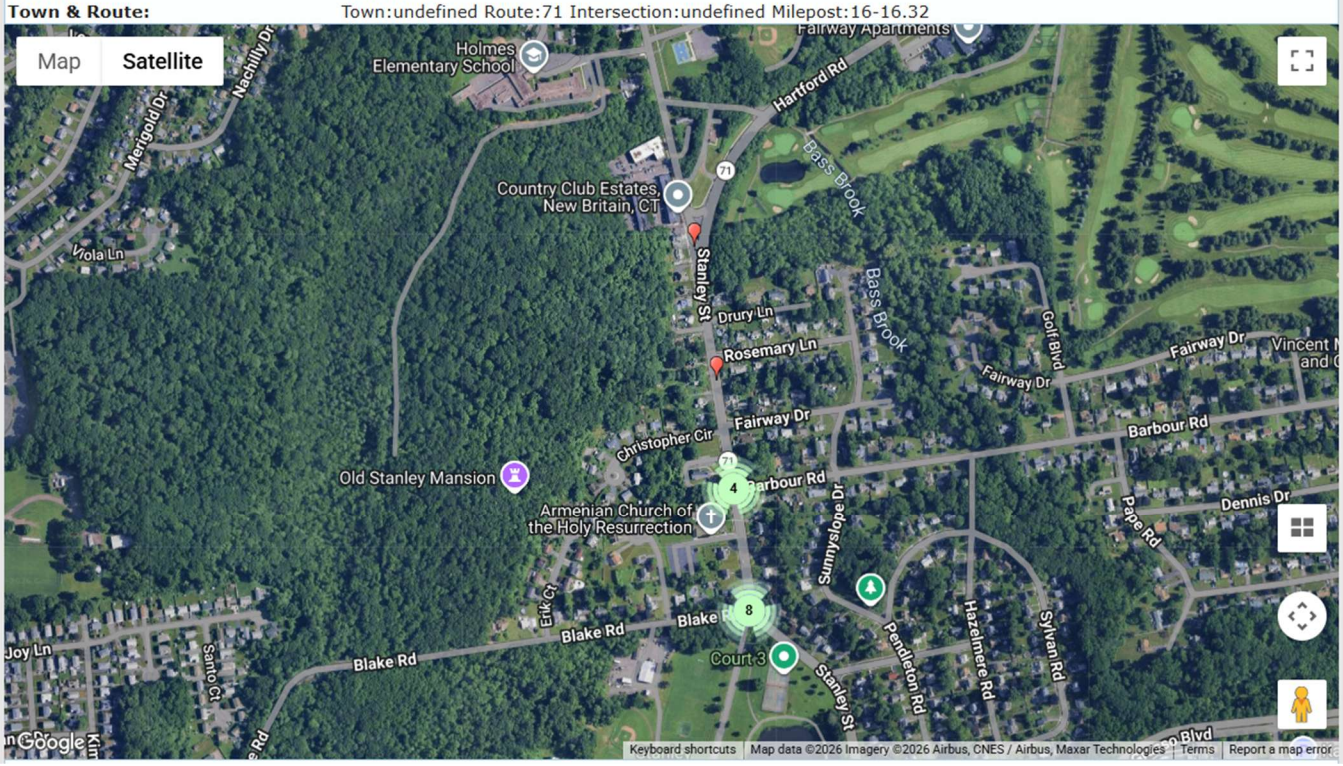


Location 12A & 12B – Stanley Street (CT 71) from Blake Road to Hartford Road

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Date From:	01/01/2023
Date To:	12/31/2025
Towns:	New Britain
Town & Route:	Town:undefined Route:71 Intersection:undefined Milepost:16-16.32



Location 12A & 12B – Stanley Street (CT 71) from Blake Road to Hartford Road

LEGEND

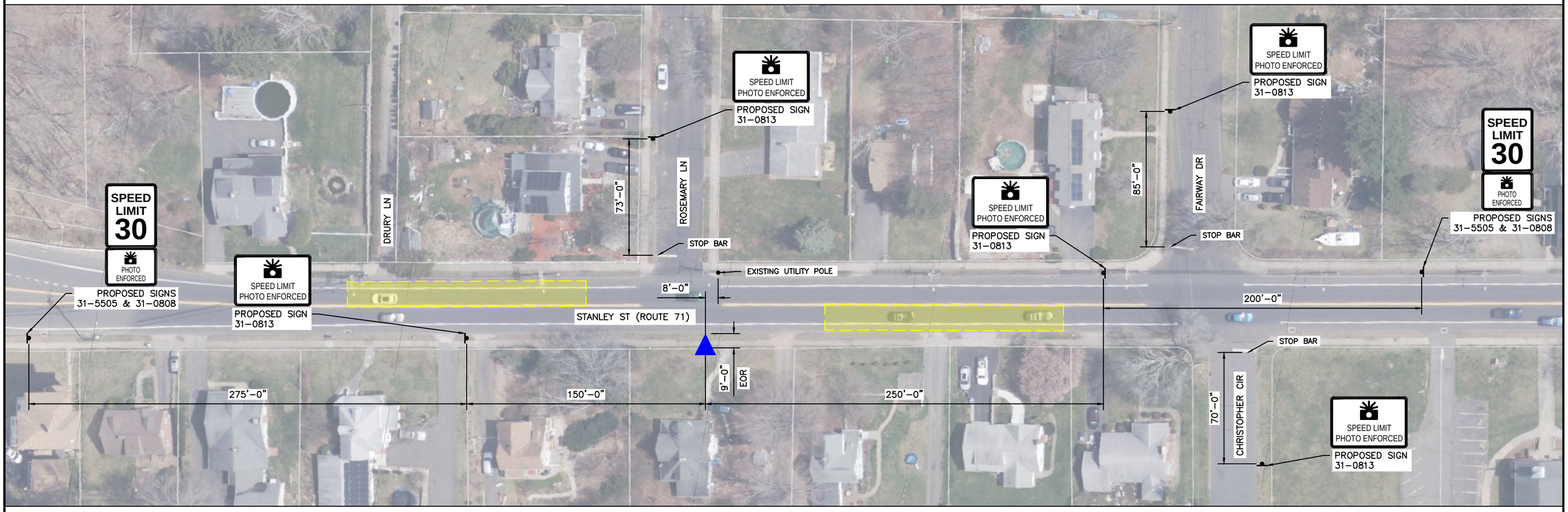
SPEED LIMIT PHOTO ENFORCED — MUTCD NO. R10-18(CT) CTDOT NO. 31-0813

SPEED LIMIT 00 — MUTCD NO. R2-1 CTDOT NO. 31-5505

PHOTO ENFORCED — MUTCD NO. R10-19(CT) CTDOT NO. 31-0808

ATESD SYSTEM

ENFORCEMENT AREA



NOTES:
1. CONTRACTOR SHALL INSTALL ALL PHOTO ENFORCEMENT SIGNS PER CTDOT SIGN STD TR-1208-01 AND TR-1208-02.

SIGNAGE PLAN
1" = 60'-0"

ATESD LOCATION AEP 12

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	3-8-26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 3-8-26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RADAR SPEED ENFORCEMENT PLAN
STANLEY ST @ ROSEMARY LN
SITE PLAN

SIZE B | DRAWING NO. NBCT-RSE-006-4 | REV A
SCALE 1" = 60'-0" | SHEET 4 OF 9

ATESD Proposal – Red Light Camera

13A, 13B, 13C, 13D – Stanley Street & Martin Luther King Drive (CT 71) at North Street

Executive Summary / Site Selection Justification

The intersection of Stanley Street, Martin Luther King Drive, and North Street is identified as both a High Crash Network Intersection and part of a High Crash Network Segment in the Safety Action Plan. Located along the edge of downtown New Britain, the intersection carries approximately 20,000 vehicles per day and experiences notable pedestrian activity due to surrounding residential and recreational land uses.

Over a five-year period, 46 crashes were recorded at the intersection. Of these, eight crashes (approximately 17 percent) were attributed to red-light violations. According to the UConn Connecticut Crash Repository, one pedestrian crash has occurred at the intersection within the past five years.

A red-light violation study conducted at the intersection documented more than 100 violations over a 15-hour period, indicating ongoing compliance and safety concerns.

Purpose

To install Automated Traffic Enforcement Safety Devices (ATESD) at the intersection to reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Intersection	Direction(s)
13A, 13B, 13C, 13D	**Stanley Street & Martin Luther King Dr at North St**	**NB, SB, EB, WB**
Enforcement Type: Red Light		

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4163	YES	0.71 Sq. Miles

Crash History:

Crashes per year 2020 - 2024	2024	2023	2022	2021	2020	Total
Total Intersection Crashes[1]	7	7	8	11	13	46
Red Light Running Crashes[1][2]	1	2	2	2	1	8
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.						

[1]Source: CT-REDV Red Light Violation Tool.

[2]The number of red light violation crashes may be higher. Crashes may not be classified as red light violation crashes if fault cannot be assigned.



Violation Study:

A Red Light Violation Study was conducted in December 2025. The study period was 15 hours from 6:00 AM to 9:00 PM. The study identified the violations below.

Approach	No. Violations[3]
Northbound – Martin Luther King Drive	46
Southbound – Stanley Street	28
Eastbound – North Street	33
Westbound – Stanley Street	20
Intersection Total	127

[3]Traffic violation data captured by National Data & Surveying Services (NDS).

This data reflects vehicles that violated the red light. The data does not include vehicles that stopped past the stop bar or vehicles the made a right turn on red.

Location 13A, 13B, 13C, 13D – Stanley Street & Martin Luther King Drive (CT 71) at North Street

Traffic Speed Data:

Roadway	Posted Speed Limit	50th Percentile Speed[4]	85th Percentile Speed[4]
Stanley St, north of intersection	30 MPH	38.2 MPH	44.8 MPH
Martin Luther King Drive	30 MPH	25.8 MPH	33.9 MPH
Stanley St, east of intersection	25 MPH	n/a	n/a
North Street	25 MPH	21.9 MPH	26.5 MPH

Traffic Volume Data:

Roadway	Classification	Average Daily Traffic[4]
Stanley Street, north of intersection	Urban Minor Arterial	12,100 vehicles
Martin Luther King Drive, south of intersection	Urban Minor Arterial	13,900 vehicles
Stanley Street, east of intersection	Urban Minor Arterial	4,800 vehicles
North Street	Urban Major Collector	6,800 vehicles

[4]Source: CTDOT Traffic Monitoring Station Viewer.

Roadway Geometry & Characteristics

The intersection of Stanley Street, Martin Luther King Drive, and North Street is located on the fringe of downtown New Britain and serves as a gateway to the downtown area. The CT Route 71 corridor (Stanley Street and Martin Luther King Drive) is a major north–south arterial through New Britain, connecting to Farmington, Newington, and West Hartford to the north, and the Town of Berlin to the south.

On Martin Luther King Drive (northbound), the approach includes two through lanes and a dedicated left-turn lane. The Stanley Street approaches (southbound and westbound) each consist of one through lane and a left-turn lane. The North Street eastbound approach provides a shared through/left-turn lane along with a channelized right-turn lane. North Street and Stanley Street (east of the intersection) are designated City bike routes.

CT Route 71 has a slight downgrade in the southbound direction. The North Street and westbound Stanley Street approaches have moderate downgrades toward the intersection. The intersection is slightly skewed.

Land use surrounding the intersection includes a significant amount of residential development. Several mid-rise apartment buildings are located at the southeast and southwest corners. Willow Brook Park, currently undergoing a major upgrade and expansion, is located at the northwest corner, while Martin Luther King Jr. Park is located at the northeast corner.

Sidewalks are provided on both sides of all approaches. While they do not fully meet current ADA standards, the intersection includes sidewalk ramps, pedestrian push buttons, and pedestrian signal indications at all four corners.

Location 13A, 13B, 13C, 13D – Stanley Street & Martin Luther King Drive (CT 71) at North Street

The traffic signal is owned and maintained by the State. It operates with quad-sequential phasing, including leading left-turn phases for the northbound and southbound approaches, as well as an exclusive pedestrian phase.

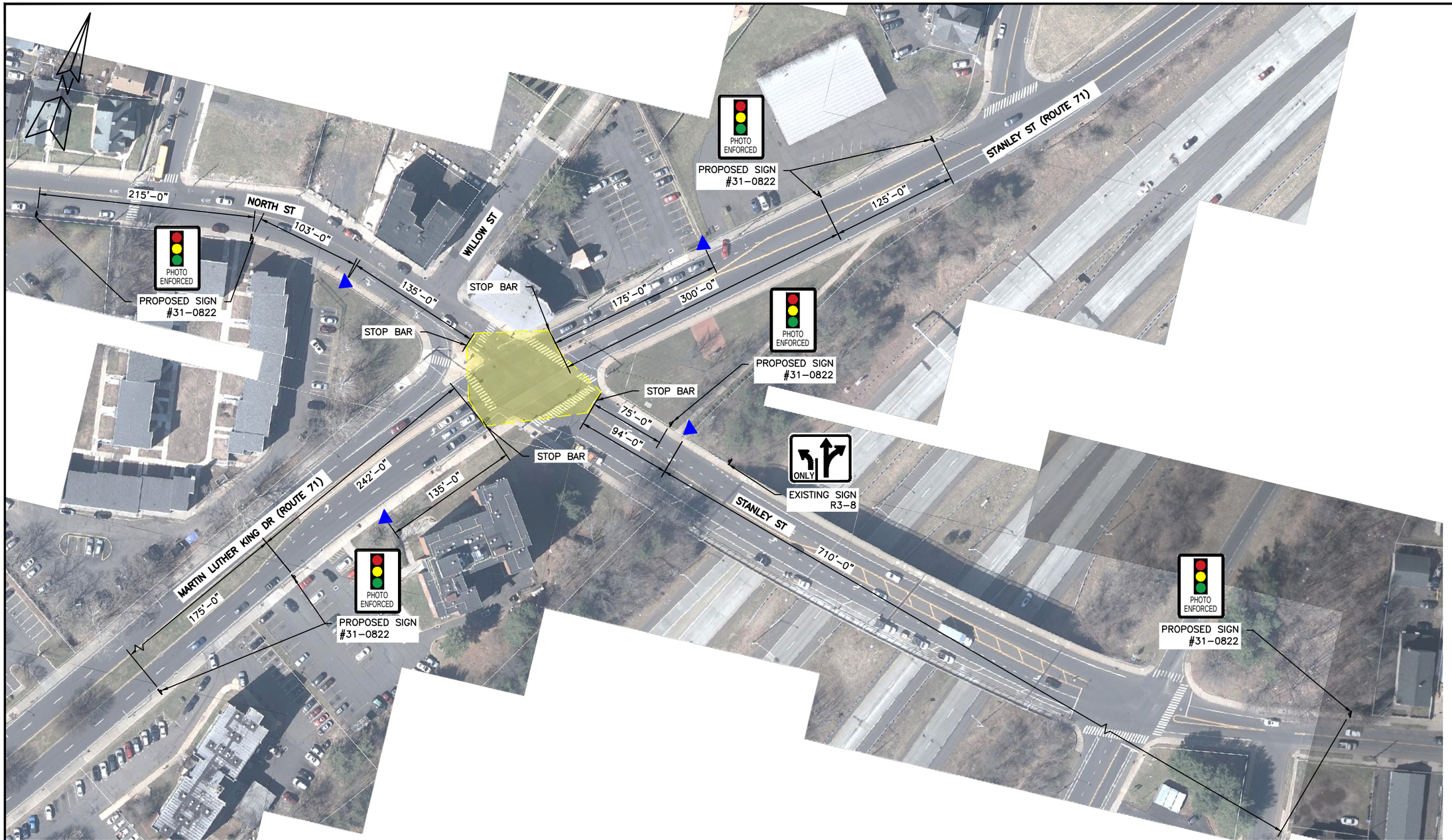
Traffic Calming & Safety Measures Already Implemented

Martin Luther King Drive and Stanley Street (CT Route 71) are state-owned roadways, which limits the City's ability to independently implement roadway design changes.

On the City-owned portion of Stanley Street, New Britain has reduced the number of travel lanes and added bicycle infrastructure, including a standard bike lane on the north side and a buffered bike lane on the south side. Traffic signage and pavement markings have also been upgraded.

The traffic signal at this intersection is state-owned and maintained. At the City's request, CTDOT has evaluated the signal timings to improve operations and safety.

Location 13A, 13B, 13C, 13D – Stanley Street & Martin Luther King Drive (CT 71) at North Street



SIGNAGE PLAN
1" = 100'-0"

ATESD LOCATION AEP 13A, 13B, 13C & 13D

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	7/21/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 2/18/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RED LIGHT ENFORCEMENT PLAN
STANLEY ST & MLK DR @ NORTH ST
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RLE-002-4 | REV A
SCALE: 1" = 100'-0" | SHEET 4 OF 13

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	
	NONE									

		FLASH	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	1	R	←R	◀Y R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R						
	2	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R						
	3	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R						
	4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R						
	5	R	R	R	R	G	Y	R	R	R	R	R	R	R	←R	◀Y R	R	R	R	R						
	6	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R						
	P	OFF	←			DW		→	WØ	←					DW					→						
						YIELD PT.												YIELD PT.								

INTERVALS	MIN GRN	5			15			7			7			5			15									
	WALK							7																		
	PED CLR							19																		
	VEH EXT	1			3.5						1			1			3.5									
	MAX 1	10			20						25			10			20									
	MAX 2	10			20						25			10			20									
	YELLOW		3.0			3.9			4.0			3.2			3.0			3.9								
	RED			1.0			1.6			0.0			3.4			1.0			1.6							
	ADD INIT																									
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
	MODE	NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK			MIN RECALL			OFF			OFF			OFF	
	INT START				THIS PHASE												THIS PHASE									

COUNTDOWN PEDESTRIAN SIGNAL

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	1.8 m X 1.8 m	3	PRESENCE
D1A	1.8 m X 3.3 m	3	PRESENCE
D2	1.8 m X 1.8 m	3	PRESENCE
D4	1.8 m X 1.8 m	3	PRESENCE
D4A	1.8 m X 3.3 m	3	PRESENCE
D4B	5.2 m X 1.8 m	3	PRESENCE
D4C	1.8 m X 1.8 m	3	8" DELAY
D5	1.8 m X 1.8 m	3	PRESENCE
D5A	1.8 m X 2.4 m	3	PRESENCE
D6	4.9 m X 1.8 m	3	PRESENCE

SYSTEM LOC
MASTER 088-263
088-262

COORDINATION TYPE: TIME CLOCK / TBC

PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
FLASH	NONE				
MAX 1	ALL TIMES				
MAX 2	FUTURE				
PATTERN 1	0600-2359	DAILY	80"	1	1
PATTERN 2	FUTURE				
PATTERN 3	FUTURE				
FREE	2359-0600	DAILY			

SIGN LEGEND

Ⓐ MAST ARM MTD 31-0135 ( )

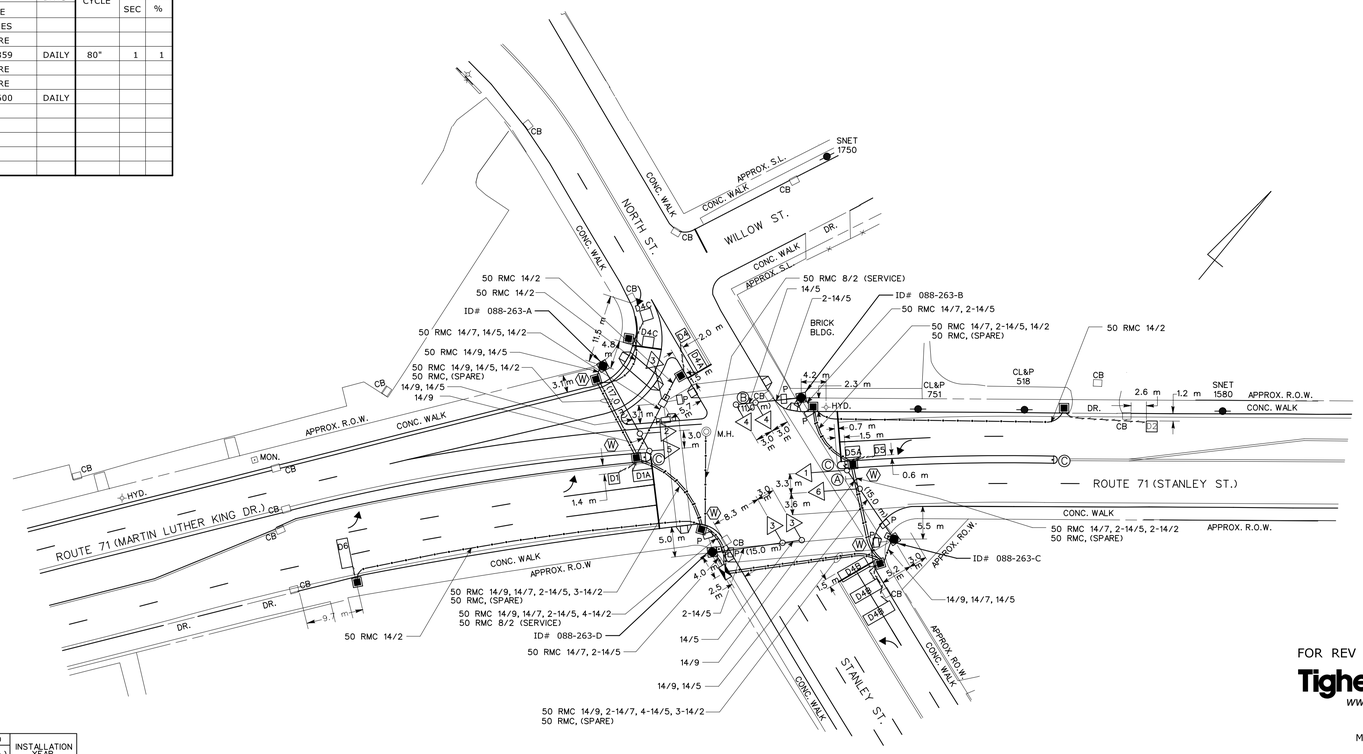
Ⓑ MAST ARM MTD 31-0135Z ( )

Ⓒ EXIST. 31-1526 (KEEP RT. SYM.)

NOTES:

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS.

Ⓦ 30" X 30" CONCRETE HANDHOLE.



MAST ARM INFORMATION

	SHAFT LENGTH	SHAFT B.C.	ARM LENGTH	MIN. EQUIVALENT END LOAD FORCE (N)	MIN. EQUIVALENT END LOAD AREA (sq. m.)	INSTALLATION YEAR
ID# 088-263-A	6400 mm	560 mm	17 000 mm	2000	3.7	1999
ID# 088-263-B	6400 mm	510 mm	11 000 mm	1100	2.8	1999
ID# 088-263-C, 088-263-D	6400 mm	510 mm	15 000 mm	1500	3.7	1999

MAST ARM SHALL HAVE AN ADJUSTABLE ARM AS PER STANDARD SHEET.

ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY USE OF ADJUSTABLE BRACKETS.

TECHNICAL NOTES

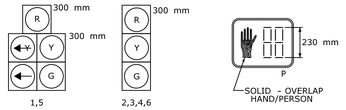
STANDARD OVERLAP SKIP FEATURES APPLY
PHASES 2&6 ON TO OMIT CALL TO PHASES 1&5.
PHASES 1&5 TO DRIVE FACES 1&5 ◀Y AND ← ONLY.
PHASES 2&6 TO DRIVE FACES 1&5 R,Y&G.
SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN PHASE CALLED DURING PATTERN 1.

OFFICE RECORD

REV # 9 TIR # N/A SM # 101663 SIGNAL REVISED: 6/17/2019
REVISED TIMINGS UNDER STATE PROJECT NO. 171-398.

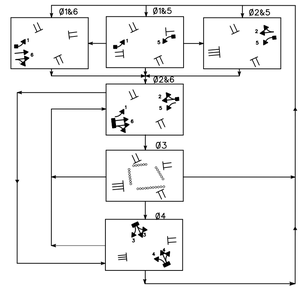
REV # 10 TIR # N/A SM # N/A SIGNAL REVISED: 09/08/2022
TRAFFIC & ELECT. DES: TRAFFIC SIGNALS UNIT
REVISED PEDESTRIAN SIGNAL INDICATIONS UNDER STATE PROJECT NO. 0171-0449.

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS.

FACE 3 HAS TUNNEL VISORS.



FOR REV #9:

Tighe&Bond
www.tighebond.com
213 Court Street
Suite 1100
Middletown, CT 06457
(860) 704-4760

CLEARANCE INTERVALS DESIGNED BY: TIGHE & BOND

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV # 10 INTERSECTION #088-263

ENERGY BY - CITY	ADDRESS #
MAINT LEVEL 5	SERVICE POLE - CITY M.H.
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R RED
Y YELLOW
G GREEN
◀R RED ARROW
◀Y YELLOW ARROW
← GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 12/9/2022 C:\Users\huangvl\State of Connecticut\0171-0449 - Design\Traffic\Contract_Plans\As-Bullts\VLH\New Britaln\088-263\010_TR_ASSET_088_263.dgn

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED SCALE 1:500

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 71 (MARTIN LUTHER KING DR AND STANLEY ST) AT NORTH ST AND STANLEY ST

TOWN: NEW BRITAIN

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

PROJECT NO.
DRAWING NO.
SHEET NO.

ATESD Proposal – Red Light Camera

14A, 14B, 14C, 14D – Martin Luther King Drive & Harry Truman Overpass (CT 71) at East Main Street (CT 174)

Executive Summary / Site Selection Justification

The intersection of Martin Luther King Drive, the Harry Truman Overpass, and East Main Street is identified as both a High Crash Network Intersection and part of a High Crash Network Segment in the City's Safety Action Plan. Located in downtown New Britain, the intersection carries approximately 30,000 vehicles per day.

Over a five-year period, 41 crashes were recorded at the intersection. Six of these crashes (approximately 15 percent) were attributed to red-light violations. According to the UConn Connecticut Crash Repository, two pedestrian crashes have occurred at the intersection within the past five years.

A red-light violation study conducted at the intersection recorded more than 200 violations over a 15-hour period, indicating ongoing safety concerns.

Purpose

To install Automated Traffic Enforcement Safety Devices (ATESD) at the intersection to reduce the risk of crashes and traffic fatalities.

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

Location:

No.	Intersection	Direction(s)
14A, 14B, 14C, 14D	**MLK Dr & Harry Truman Overpass at East Main St**	**NB, SB, EB, WB**
Enforcement Type: Red Light		

Census Tract Information:

Tract	Qualified Census Tract	Tract Area
4171	YES	0.45 Sq. Miles

Crash History:

Crashes per year 2020 - 2024	2024	2023	2022	2021	2020	Total
Total Intersection Crashes[(1)]	5	3	14	9	10	41
Red Light Running Crashes[(1)(2)]	0	2	3	1	0	6
This location is within a High Crash Network Segment identified in the New Britain Safety Action Plan.						

[(1)]Source: CT-REDV Red Light Violation Tool.

[(2)]The number of red light violation crashes may be higher. Crashes may not be classified as red light violation crashes if fault cannot be assigned.



Violation Study:

A Red Light Violation Study was conducted in December 2025. The study period was 15 hours from 6:00 AM to 9:00 PM. The study identified the violations below.

Approach	No. Violations[(3)]
Northbound – Harry Truman Overpass	87
Southbound – Martin Luther King Drive	30
Eastbound – East Main Street	23
Westbound – East Main Street	63
Intersection Total	203

[(3)]Traffic violation data captured by National Data & Surveying Services (NDS).

Location 14A, 14B, 14C, 14D – Martin Luther King Dr & Harry Truman Overpass (CT 71) at East Main St (CT 174)

This data reflects vehicles that violated the red light. The data does not include vehicles that stopped past the stop bar or vehicles the made a right turn on red.

Traffic Speed Data:

Roadway	Posted Speed Limit	50th Percentile Speed(4)	85th Percentile Speed(4)
Martin Luther King Drive	30 MPH	25.8 MPH	33.9 MPH
Harry Truman Overpass	30 MPH	25.4 MPH	30.5 MPH
E Main Street / Myrtle Street	25 MPH	25.0 MPH	28.9 MPH

Traffic Volume Data:

Roadway	Classification	Average Daily Traffic(4)
Martin Luther King Drive, north of intersection	Urban Minor Arterial	13,900 vehicles
Harry Truman Overpass, south of intersection	Urban Principal Arterial	15,000 vehicles
E Main Street, east of intersection	Urban Minor Arterial	14,900 vehicles
E Main Street, west of intersection	Urban Minor Arterial	13,300 vehicles

(4)Source: CTDOT Traffic Monitoring Station Viewer.

Roadway Geometry & Characteristics

The intersection of Martin Luther King Drive, the Harry Truman Overpass, and East Main Street is located in Downtown New Britain. The CT Route 71 corridor (Stanley Street and Martin Luther King Drive) serves as a major north–south arterial through the city, connecting to Farmington, Newington, and West Hartford to the north, and the Town of Berlin to the south. The CT Route 174 corridor (East Main Street) is a primary east–west arterial that traverses much of the city and connects to the Town of Newington.

The northbound Harry Truman Overpass approach includes two through lanes, a dedicated left-turn lane, and a right-turn lane. The southbound approach (Martin Luther King Drive) provides one through lane, a shared through/right-turn lane, and a left-turn lane. East Main Street, on both the eastbound and westbound approaches, includes two through lanes, a channelized right-turn lane, and a left-turn lane.

The southbound, eastbound, and westbound approaches are generally flat. The northbound Harry Truman Overpass has a moderate downgrade approaching the intersection. East Main Street is tangent through the intersection, while CT Route 71 features a large-radius horizontal curve just south of the intersection. The overall intersection is skewed at approximately 45 degrees.

Surrounding land uses include a concentration of residential and commercial development. Several mid-rise apartment buildings are located at the northeast corner, while a large shopping plaza occupies the northwest corner. Access to the CTfastrak Downtown New Britain Station is located approximately 800 feet south along the Harry Truman Overpass.

Sidewalks are provided along both sides of all approaches. While not fully compliant with current ADA standards, the intersection includes sidewalk ramps, pedestrian push buttons, and pedestrian signals at

all four corners. Pedestrian crossing distances are relatively long, with the longest crossing measuring approximately 90 feet.

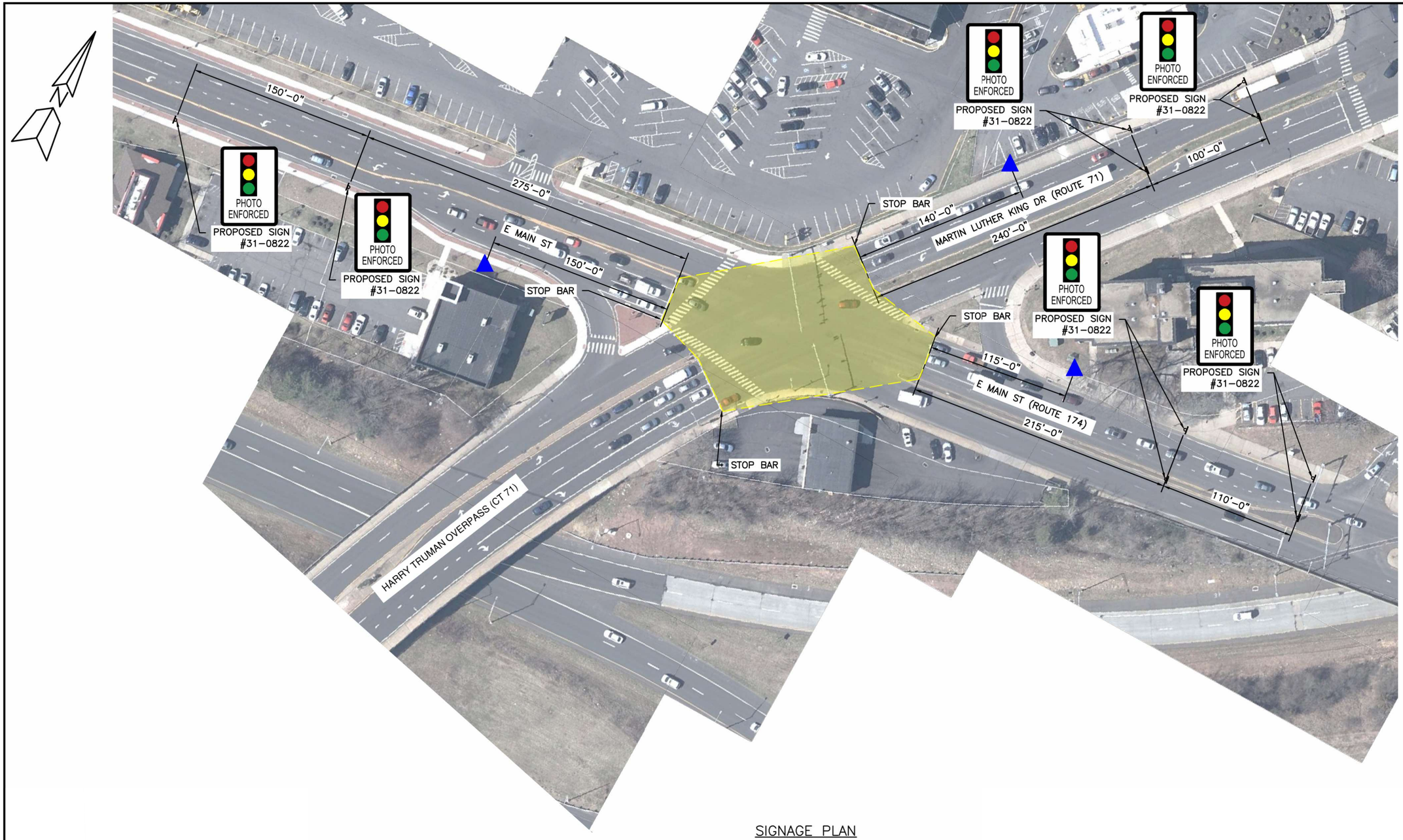
The traffic signal is owned and maintained by the State. It operates with full quad phasing and includes an exclusive pedestrian phase.

Traffic Calming & Safety Measures Already Implemented

Martin Luther King Drive and the Harry Truman Overpass (CT Route 71), along with East Main Street to the east, are state-owned roadways, limiting the City's ability to independently implement geometric or design changes.

In 2021, the City of New Britain completed a Complete Streets project along the City-owned portion of East Main Street (eastbound approach). This project reduced lane widths and overall roadway width while widening sidewalks. Traffic signage and pavement markings were also upgraded.

Location 14A, 14B, 14C, 14D – Martin Luther King Dr & Harry Truman Overpass (CT 71) at East Main St (CT 174)



LEGEND

PHOTO ENFORCED — MUTCD NO. R10-18a
CTDOT NO. 31-0822

ATESD SYSTEM

ENFORCEMENT AREA

SIGNAGE PLAN
1" = 80'-0"

ATESD LOCATION AEP 14A, 14B, 14C, AND 14D

REVISION LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	7/21/26	SC

altumint
AUTONOMOUS VISUAL INTELLIGENCE

CONTRACT NO. —
ENGINEER S. CREEL
DATE 2/18/26
DRAWN C. LATTING
APPROVAL —
APPROVAL

NEW BRITAIN, CONNECTICUT
FIXED RED LIGHT ENFORCEMENT PLAN
MLK DR & HT OPAS @ E MAIN ST
SIGNAGE PLAN

SIZE B | DRAWING NO. NBCT-RLE-003-4 | REV A
SCALE: 1" = 80'-0" | SHEET 4 OF 13

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9
	NONE	1	2 2	3	4 4 9	5	6 6	7	8 8	
	FLASH	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL	GRN CL CL
1	◄R	◄— ◄Y ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R
2	R	R R R	G Y R	R R R	R R R	R R R	R R R	R R R	R R R	R R R
3	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄— ◄Y ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R
4	R	R R R	R R R	G Y R	R R R	R R R	R R R	R R R	R R R	R R R
5	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄— ◄Y ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R
6	R	R R R	R R R	R R R	R R R	R R R	G Y R	R R R	R R R	R R R
7	◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄R ◄R ◄R	◄— ◄Y ◄R	◄R ◄R ◄R	◄R ◄R ◄R
8	R	R R R	R R R	R R R	R R R	R R R	R R R	R R R	G Y R	R R R
9	R	R R R	R R R	R R R	G Y R	R R R	R R R	R R R	R R R	R R R
P1	OFF	◄ DW					WØ ◄		DW ►	
P2	OFF	◄		DW		DW				WØ ◄ DW ►

	MIN GRN	5	15	5	10	5	15	5	10	
	WALK						7			7
	PED CLR						7			21
	VEH EXT	2	4	1.5	3	2	4	2	3	
	MAX 1	25	45	25	35	25	45	25	35	
	MAX 2	25	45	25	35	25	45	25	35	
	YELLOW	3.1	4.1	3.3	3.8	3.0	4.1	3.3	3.8	4.0
	RED	1.0	5.0	3.5	1.4	1.0	5.0	4.0	1.4	0.0
	ADD INIT									
	MAX INIT									
	TBR									
	TTR									
	MIN GAP									
	MODE	NON-LOCK	MIN RECALL	NON-LOCK	LOCK	NON-LOCK	MIN RECALL	NON-LOCK	LOCK	NON-LOCK
	INT START		THIS PHASE				THIS PHASE			

INTERVALS

COUNTDOWN PEDESTRIAN SIGNAL

FACE #

DETECTORS				SYSTEM LOC	COORDINATION TYPE: NONE					
IDENT	SIZE (WXL)	TURNS	MODE	MASTER	PROGRAM			CYCLE	OFFSET	
					FUNCTION	TIME	DAYS		SEC	%
D1	1.8 m X 12.6 m	VIDEO 360	PRESENCE		FLASH	NONE				
D2	5.0 m X 6.0 m	VIDEO 360	PRESENCE		MAX 1	ALL TIMES				
D3	1.8 m X 15.5 m	VIDEO 360	PRESENCE		MAX 2	FUTURE				
D4	5.7 m X 13.1 m	VIDEO 360	PRESENCE							
D5	1.8 m X 12.8 m	VIDEO 360	PRESENCE							
D6	8.7 m X 5.6 m	VIDEO 360	PRESENCE							
D7	1.8 m X 10.9 m	VIDEO 360	PRESENCE							
D8	5.8 m X 13.2 m	VIDEO 360	PRESENCE							

SIGN LEGEND

- (B) EXISTING 31-1526 (KEEP RT.)
- (C) EXISTING 31-1526Z (KEEP RT.)
- (D) EXISTING 31-0117 (LT. LA. MUST TN. LT.)
- (E) EXISTING 31-0118 (RT. LA. MUST TN. RT.)
- (F) EXISTING 31-0523Z (YIELD)
- (G) EXISTING 31-0117Z (LT. LA. MUST TN. LT.)
- (H) EXISTING 31-0118Z (RT. LA. MUST TN. RT.)
- (J) EXISTING POLE MTD. ON LUMINAIRE 31-0118 (RT. TN. MUST TN. RT.)

NOTES:

STATE TO MAINTAIN PAVEMENT MARKINGS AND SIGNS ON ROUTE 71 AND ROUTE 174 AND ALL STOP BARS.

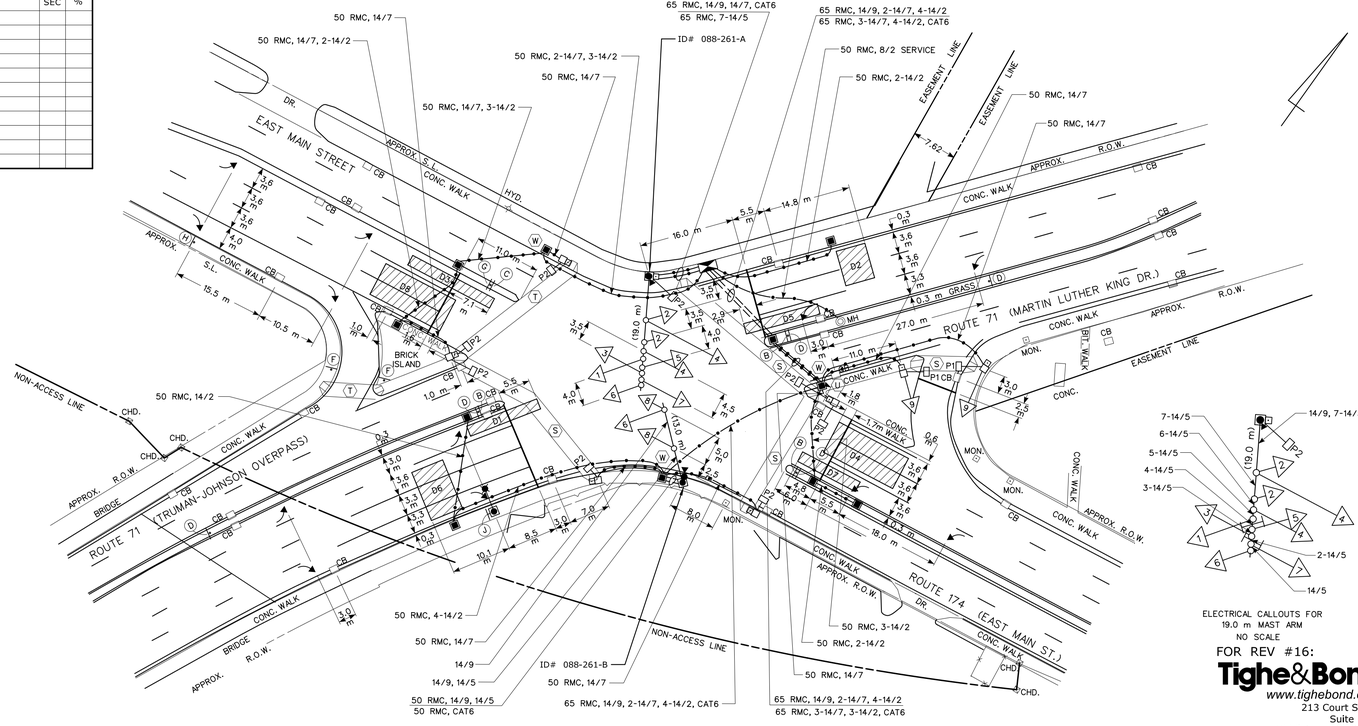
CITY TO MAINTAIN PAVEMENT MARKINGS AND SIGNS ON EAST MAIN STREET.

- (S) BAR TYPE CROSSWALK (0.4 m - 0.4 m X 2.4 m MIN.) - STATE MAINTAINED
- (T) BAR TYPE CROSSWALK (0.4 m - 0.4 m X 2.4 m MIN.) - CITY MAINTAINED
- (U) VIDEO REPEATER INSTALLED IN HANDHOLE
- (W) 30" X 30" HANDHOLE

	SHAFT		ARM	MIN. EQUIVALENT END LOAD		
	LENGTH	B.C.	LENGTH	FORCE (N)	AREA (sq. m)	YEAR INSTALLED
ID# 088-261-A	6400 mm	560 mm	19 000 mm	2000	3.7	2003
ID# 088-261-B	6400 mm	510 mm	13 000 mm	1300	3.3	2003

MAST ARM SHALL HAVE AN ADJUSTABLE ARM PER TYPICAL SHEET.

ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY USE OF ADJUSTABLE BRACKETS.



TECHNICAL NOTES

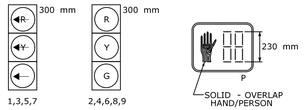
STANDARD OVERLAP SKIP FEATURES APPLY
P1 TO CALL PHASE 6.
P2 TO CALL PHASE 9.

OFFICE RECORD

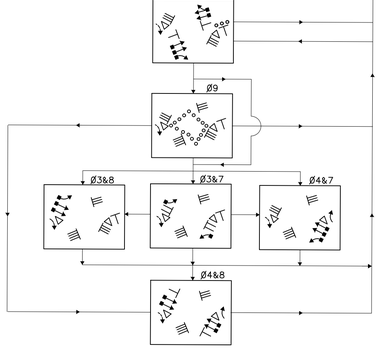
REV # 16 TIR # N/A SM # 101663 SIGNAL REVISED: 6/17/2019
REVISED TIMINGS UNDER STATE PROJECT NO. 171-398.

REV # 17 TIR # N/A SM # N/A SIGNAL REVISED: 08/31/2022
TRAFFIC & ELECT. DES: TRAFFIC SIGNALS UNIT
REVISED PEDESTRIAN SIGNAL INDICATIONS UNDER STATE PROJECT NO. 0171-0449.

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS AND TUNNEL VISORS.



ELECTRICAL CALLOUTS FOR 19.0 m MAST ARM
NO SCALE

FOR REV #16:
Tighe&Bond
www.tighebond.com
213 Court Street
Suite 1100
Middletown, CT 06457
(860) 704-4760

CLEARANCE INTERVALS DESIGNED BY: TIGHE & BOND

ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV # 17 INTERSECTION #088-261

ENERGY BY - CITY	ADDRESS #
MAINT LEVEL 5	SERVICE - MANHOLE
	UNMETERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R RED
Y YELLOW
G GREEN
◄R RED ARROW
◄Y YELLOW ARROW
◄— GREEN ARROW
WØ WALK/ PED. CLR
D.W. DON'T WALK
FL. FLASHING

PROPOSED WOOD SPAN POLE
EXISTING WOOD SPAN POLE
PROPOSED STEEL SPAN POLE
EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE
EXISTING UTILITY POLE
PEDESTAL MOUNTING
PEDESTRIAN PUSH BUTTON & SIGN
DIRECTIONAL ARW. FOR PUSH BUTTON

TRAFFIC SIGNAL FACE
PEDESTRIAN SIGNAL FACE
DET. LEADS IN SAW CUT
PROPOSED RMC (RIGID METAL CONDUIT)
EXISTING RMC (RIGID METAL CONDUIT)
AUXILIARY TERMINATION CABINET
AUXILIARY EQUIPMENT CABINET
VIDEO DETECTION ZONE

PROPOSED CONTROLLER
EXISTING CONTROLLER
LOOP DETECTOR
SD SYSTEM DETECTOR
MAGNETIC DETECTOR
OPTICAL DETECTOR
VIDEO DETECTOR
AUDIO DETECTOR

SIDEWALK RAMP
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSMITTER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 71 (MARTIN LUTHER KING DR AND TRUMAN-JOHNSON OVERPASS) AT ROUTE 174 (EAST MAIN ST) AND EAST MAIN ST

DATE PLOTTED : 12/9/2022 C:\Users\huangvl\State of Connecticut\0171-0449 - Design\Traffic\Contract_Plans\As-Bullts\VLH\New Britain\088-261\017_TR_ASSET_088_261.dgn

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED SCALE 1:500

TOWN: NEW BRITAIN

PROJECT NO.

DRAWING NO.

SHEET NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

Supporting Documents

City of New Britain
ATESD Ordinance

ARTICLE VIII. AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES

Sec. 15-150. Use of automated traffic enforcement safety devices.

Pursuant to the authority granted in G.S. § 14-307c, the City of New Britain (the "city") hereby authorizes the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones, and other places within the boundaries of New Britain, Connecticut, provided that the locations of such devices will be identified in a plan submitted to and approved by the Connecticut Department of Transportation, and Common Council.

(Res. No. 36814-2, 6-20-25)

Sec. 15-151. Definitions.

The following words, terms, and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Automated traffic enforcement safety device shall mean a device designed to detect and collect evidence of alleged traffic violations by recording images that capture the number plate, date, time, and location of a motor vehicle that exceeds the posted speed limit by ten (10) or more miles per hour or fails to stop such vehicle when facing a steady red signal on a traffic control signal.

Automated traffic enforcement safety device operator shall mean a person who is trained and certified to operate an automated traffic enforcement safety device.

Number plate shall mean any sign or marker furnished by the commissioner of motor vehicles on which is displayed the registration number assigned to a motor vehicle by the commissioner.

Owner shall mean any person holding title to a motor vehicle or having the legal right to register the same.

Pedestrian safety zone means an area designated by the Office of State Traffic Administration or the traffic authority of the city pursuant to G.S. § 14-307a.

Personally identifiable information shall mean information created or maintained by the city or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway.

School zone means an area designated by the Office of State Traffic Administration or the traffic authority of the city pursuant to G.S. § 14-212b.

Traffic authority, traffic control sign and *traffic control signal* shall all have the same meanings as provided in G.S. § 14-297.

Vendor shall mean a person who provides services to the city under this article; operates, maintains, leases, or licenses an automated traffic enforcement safety device; or is authorized to review and assemble the recorded images captured by an automated traffic enforcement safety device and forward such recorded images to the city.

(Res. No. 36814-2, 6-20-25)

Sec. 15-152. Vendors.

The city may enter into agreements with vendors for the design, installation, operation, or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fees may not be contingent on the number of citations issued or fines paid pursuant to this article.

(Res. No. 36814-2, 6-20-25)

Sec. 15-153. Operation of automated traffic enforcement safety device.

All automated traffic enforcement safety devices shall be operated by an automated traffic enforcement safety device operator.

(Res. No. 36814-2, 6-20-25)

Sec. 15-154. Violations.

The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:

(1) Exceeds the posted speed limit by ten (10) or more miles per hour and such operation is detected by an automated traffic enforcement safety device; or

(2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an automated traffic enforcement safety device.

Automated traffic enforcement safety devices shall be used solely for identifying violations of this article.

For the first thirty (30) days after a location is equipped with an operational automated traffic enforcement safety device, the owner of a motor vehicle that allegedly violates this article that is detected by such device shall receive a written warning instead of a citation.

(Res. No. 36814-2, 6-20-25)

Sec. 15-155. Citations.

Whenever an automated traffic enforcement safety device detects and produces recorded images of a motor vehicle allegedly committing a violation of this article, a sworn member or employee of the city's police department or an employee of the city, as designated by the traffic authority, shall review and approve the recorded images provided by such device. If, after such review, such member or employee determines that there are reasonable grounds to believe that a violation occurred, such member or employee may issue, by first class mail, a citation to the owner of such motor vehicle.

A citation under this article shall include the following:

(1) The name and address of the owner of the motor vehicle;

(2) The number plate of the motor vehicle;

(3) The violation charged;

(4) The location of the automated traffic enforcement safety device and the date and time of the violation;

(5) A copy of or information on how to view, through electronic means, the recorded images that captured the alleged violation;

(6) A statement or electronically generated affirmation by the member or employee who viewed the recorded images and determined that a violation occurred;

(7) Verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to G.S. § 14-307c;

(8) The amount of the fine imposed and how to pay such fine; and

(9) The right to contest the violation and request a hearing pursuant to section 15-158 of this article.

In the case of an alleged violation involving a motor vehicle registered in Connecticut, the citation shall be sent by first class mail not later than thirty (30) days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the department of motor vehicles. In the case of an alleged violation involving a motor vehicle registered in another jurisdiction, the citation shall be sent by first class mail not later than thirty (30) days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.

A citation shall be invalid unless mailed to an owner not later than sixty (60) days after the alleged violation.

(Res. No. 36814-2, 6-20-25)

Sec. 15-156. Penalties for offenses.

The city shall impose a fine against the owner of a motor vehicle that commits a violation of this article.

The fine for a violation of this article shall be fifty dollars ($50.00). If, at the time of a violation, a prior fine issued in accordance with this section is unsettled or uncontested, the fine shall be seventy-five dollars ($75.00). These fines shall be imposed against the owner of the motor vehicle committing a violation of this article.

Payment of a fine and any associated fees may be made by electronic means.

A reasonable fee per citation, not to exceed fifteen dollars ($15.00), may be imposed for the costs associated with the electronic processing of the payment of a fine.

Any funds received by the city from fines imposed pursuant to this article shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices within New Britain, Connecticut, and may not be used for any other purpose except those enumerated above.

(Res. No. 36814-2, 6-20-25)

Sec. 15-157. Towing and immobilization of motor vehicles against which there are outstanding citations.

Whenever any vehicle shall be found parked in violation of this article, in addition to the issuance of a citation, such vehicle may be removed under the direction of the police department to an authorized garage in the city, and such removal shall be at the risk of the owner.

Whenever any vehicle is found parked upon the streets and public grounds of the city and where there are three (3) or more citations issued for a violation of this article upon such vehicle or against the owner of such vehicle, which are delinquent, unpaid, otherwise unsettled and uncontested, then a member of the police department may place or direct a person or persons so authorized by the chief of police to place an immobilization device upon such vehicle or, in the alternative, the member of the police department may remove and convey such vehicle by means of towing or otherwise, to a city lot, or he may order such person or persons so authorized

by the chief of police to remove and convey such vehicle by means of towing, or otherwise, to an authorized garage.

Once an immobilization device has been placed upon a parked vehicle, said device may not be removed or otherwise tampered with by anyone who has not been authorized to do so.

The owner of any vehicle impounded or otherwise rendered immobile by application of a mechanical device shall have the right to contest impoundment or immobilization in accordance with section 15-157 by application on forms prescribed by the commissioner of motor vehicles within ten (10) days from the date of the notice provided the owner in accordance with section 15-77.

(Res. No. 36814-2, 6-20-25)

Sec. 15-158. Appeals.

Any owner issued a fine for violating the provisions of this article may appeal to a citation hearing officer in accordance with chapter 1, section 1-17, Citation Hearing Procedure, of the Code and G.S. § 7-152c.

(Res. No. 36814-2, 6-20-25)

Sec. 15-159. Defenses.

The defenses available to the owner of a motor vehicle that is alleged to have committed a violation of this article shall include, but need not be limited to, any one (1) or more of the following:

(1) The operator was driving an emergency vehicle in accordance with the applicable provisions of G.S. § 14-283.

(2) The traffic control signal was inoperative, which is observable on the recorded images.

(3) The violation was necessary for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images.

(4) The violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images.

(5) The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in G.S. § 7-294a, and had not yet been recovered prior to the time of the violation.

(6) The automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to the applicable provisions of G.S. § 14-307c.

(Res. No. 36814-2, 6-20-25)

Sec. 15-160. Disclosure of personally identifiable information.

No personally identifiable information shall be disclosed by the city or a vendor to any person or entity, including any law enforcement unit, except where the disclosure is made in connection with the charging, collection, and enforcement of the fines imposed pursuant to this article.

No personally identifiable information shall be stored or retained by the city or a vendor unless such information is necessary for the charging, collection, and enforcement of the fines imposed pursuant to this article.

The city or a vendor shall destroy all personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of this article not later than thirty (30) days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.

Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in G.S. § 1-200, except no personally identifiable information may be disclosed.

(Res. No. 36814-2, 6-20-25)

Sec. 15-161. G.S. section 14-307c.

To the extent of applicability, the provisions in G.S. § 14-307c that are necessary to further and/or effectuate this article are hereby incorporated and adopted in toto, herein.

(Res. No. 36814-2, 6-20-25)

Supporting Documents

City of New Britain ATESD
Public Hearing & Information Meeting

- **Public Hearing Notices**
- **Key Presentation Slides**
- **Meeting Minutes**

NEW BRITAIN HERALD
PO BOX 229
WILLIMANTIC CT 06226
(860)423-8466ext

ORDER CONFIRMATION

Salesperson: Maryleen Romero Viveros Printed at 12/29/25 14:37 by mvive-cm

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Acct #: 12116 Ad #: 221671 Status: New CHOLD

NEW BRITAIN PUBLIC WORKS
CLAUDIA
27 WEST MAIN ST
NEW BRITAIN CT 06051

Start: 01/02/2026 Stop: 01/02/2026
Times Ord: 1 Times Run: ***
LEG 3.00 X 33.00 Words: 128
Total LEG 99.00
Class: 0005 LEGAL NOTICES
Rate: LEG Cost: 229.68
Affidavits: 1
Ad Descrpt: JASON OUTLAW

Contact: CLAUDIA
Phone: (860)826-3391
Fax#:
Email:
Agency:

Descr Cont: AD#221671
Given by: *
P.O. #:
Created: mvive 12/29/25 14:24
Last Changed: mvive 12/29/25 14:31

COMMENTS:
COPIED from AD 221668

PUB	ZONE	EDT	TP	RUN DATES
CTC	A	95	S	01/02

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jason Outlaw

Name (print or type) Name (signature)

(CONTINUED ON NEXT PAGE)

NEW BRITAIN HERALD
PO BOX 229
WILLIMANTIC CT 06226
(860)423-8466ext

ORDER CONFIRMATION (CONTINUED)

Salesperson: Maryleen Romero Viveros Printed at 12/29/25 14:37 by mvive-cm

Acct #: 12116 Ad #: 221671 Status: New CHOLD CHOI

You are invited to a

NOTICE OF PUBLIC HEARING

Automated Traffic Enforcement Safety Devices (ATESD)

TO BE HELD ON January 15, 2026 at 6:30 PM

AT the New Britain Police Station Community Room 10 Chestnut Street, New Britain, CT

Automated Traffic Enforcement Safety Devices (ATESD) use cameras to enforce speeding and red-light violations with the goal of improving public safety, changing driver behavior, and reducing crashes. The City of New Britain will hold a Public Hearing and Information Session regarding the City's ATESD Plan. Visit NewBritainCT.gov/ATESD for more information. To obtain further information, provide input or request language assistance contact Carl Gandza, Engineering Project Manager, at (860) 612-5006 or visit the City's website at www.NewBritainCT.gov.

This location is ADA accessible.

PLEASE JOIN US ON January 15, 2026

NEW BRITAIN HERALD
PO BOX 229
WILLIMANTIC CT 06226
(860)423-8466ext

ORDER CONFIRMATION

Salesperson: Maryleen Romero Viveros Printed at 12/29/25 14:53 by mvive-cm

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Acct #: 12116 Ad #: 221674 Status: New

NEW BRITAIN PUBLIC WORKS
CLAUDIA
27 WEST MAIN ST
NEW BRITAIN CT 06051

Start: 01/02/2026 Stop: 01/02/2026
Times Ord: 1 Times Run: ***
LEG 3.00 X 34.00 Words: 177
Total LEG 102.00
Class: 0005 LEGAL NOTICES
Rate: LEG Cost: 236.64
Affidavits: 1
Ad Descrpt: JASON OUTLAW
Descr Cont: AD#221674
Given by: *
P.O. #:
Created: mvive 12/29/25 14:45
Last Changed: mvive 12/29/25 14:53

Contact: CLAUDIA
Phone: (860)826-3391
Fax#:
Email:
Agency:

COMMENTS:
COPIED from AD 221671

PUB	ZONE	EDT	TP	RUN DATES
CTC	A	95	S	01/02

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jason Outlaw

Name (print or type) Name (signature)

(CONTINUED ON NEXT PAGE)

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WILLIMANTIC CT 06226
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ORDER CONFIRMATION (CONTINUED)

Salesperson: Maryleen Romero Viveros Printed at 12/29/25 14:53 by mvive-cm

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Acct #: 12116 Ad #: 221674 Status: New

Usted está invitado a un
AVISO DE AUDIENCIA PÚBLICA

Dispositivos de Seguridad para el Control Automatizado del Tráfico (ATESD)

SE LLEVARÁ A CABO EL 15 de enero de 2026 a las 6:30 PM EN el Salón Comunitario de la Estación de Policía de New Britain 10 Chestnut Street, New Britain, CT

Los Dispositivos de Seguridad para el Control Automatizado del Tráfico (ATESD) utilizan cámaras para sancionar el exceso de velocidad y las violaciones de luz roja con el objetivo de mejorar la seguridad pública, cambiar el comportamiento de los conductores y reducir los choques. La ciudad de New Britain llevará a cabo una Audiencia Pública y una Sesión de Información con respecto al Plan ATESD de la ciudad. Visite NewBritainCT.gov/ATESD para obtener más información. Para obtener más información, proporcionar comentarios o solicitar asistencia lingüística, comuníquese con Carl Gandza, Gerente de Proyectos de Ingeniería, al (860) 612-5006 o visite el sitio web de la ciudad en www.NewBritainCT.gov.

Esta ubicación es accesible según la Ley de Estadounidenses con Discapacidades (ADA)

POR FAVOR ACOMPÁÑENOS EL
15 de enero de 2026

NEW BRITAIN HERALD
PO BOX 229
WILLIMANTIC CT 06226
(860)423-8466ext

ORDER CONFIRMATION

Salesperson: Maryleen Romero Viveros Printed at 12/29/25 14:23 by mvive-cm

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Acct #: 12116 Ad #: 221668 Status: New CHOLD

NEW BRITAIN PUBLIC WORKS
CLAUDIA
27 WEST MAIN ST
NEW BRITAIN CT 06051

Start: 01/02/2026 Stop: 01/02/2026
Times Ord: 1 Times Run: ***
LEG 3.00 X 39.00 Words: 140
Total LEG 117.00
Class: 0005 LEGAL NOTICES
Rate: LEG Cost: 271.44
Affidavits: 1
Ad Descrpt: JASON OUTLAW

Contact: CLAUDIA
Phone: (860)826-3391
Fax#:
Email:
Agency:

Descr Cont: AD#221668
Given by: *
P.O. #:
Created: mvive 12/29/25 14:13
Last Changed: mvive 12/29/25 14:23

COMMENTS:
COPIED from AD 216062

PUB	ZONE	EDT	TP	RUN DATES
CTC	A	95	S	01/02

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jason Outlaw

Name (print or type) Name (signature)

(CONTINUED ON NEXT PAGE)

NEW BRITAIN HERALD
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WILLIMANTIC CT 06226
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ORDER CONFIRMATION (CONTINUED)

Salesperson: Maryleen Romero Viveros Printed at 12/29/25 14:23 by mvive-cm

Acct #: 12116 Ad #: 221668 Status: New CHOLD CHOI

Zapraszamy na

ZAWIADOMIENIE O PUBLICZNYM WYSLUCHANIU

Zautomatyzowane urzadzenia do kontroli bezpieczenstwa ruchu drogowego
(Automated Traffic Enforcement Safety Devices ATESD)

KTÓRE ODBEDZIE SIE 15 stycznia 2026 r. o godz. 18:30
W Komisariacie Policji w New Britain Sala Spoleczna
10 Chestnut Street, New Britain, CT

Zautomatyzowane urzadzenia do kontroli bezpieczenstwa ruchu drogowego (ATESD) wykorzystuja kamery do kontroli przekraczania predkosci oraz przejazdu na czerwonym swietle. Ich celem jest poprawa bezpieczenstwa publicznego, zmiana zachowan kierowców oraz zmniejszenie liczby wypadków.

Miasto New Britain zorganizuje publiczne wysluchanie oraz spotkanie informacyjne dotyczace miejskiego planu ATESD.

Aby uzyskac wiecej informacji, prosimy odwiedzic strone:
NewBritainCT.gov/ATESD

W celu uzyskania dodatkowych informacji, przekazania uwag lub zgloszenia potrzeby pomocy jezykowej, prosimy o kontakt z Carl Gandza, Kierownikiem Projektu Inzynieryjnego, pod numerem **(860) 612-5006**, lub odwiedzic strone miasta: www.NewBritainCT.gov.

To miejsce jest przystosowane dla osób z niepelnosprawnosciami (ADA).

ZAPRASZAMY 15 STYCZNIA 2026 R.

CITY OF NEW BRITAIN
"INDUSTRY FILLS THE HIVE AND ENJOYS THE HONEY"

STAFF | QUICK LINKS | SITE MAP

HOW DO I... | GOVERNMENT | CITY SERVICES | VISIT | DOCUMENTS | NEWS | CONTACT

HOME › CITY SERVICES › PUBLIC WORKS › VISION ZERO NEW BRITAIN › AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD) PROGRAM

- City Services
- Assessor +
- Building Department +
- Community Services +
- Corporation Counsel +
- Finance +
- Health +
- Human Resources +
- Human Rights +
- Parking Ticket +
- Parks and Recreation +
- Planning & Development +
- Public Safety +
- Public Works −
  - Divisions +
  - Refuse & Recycling +
  - Programs & Services +
  - Winter Storm Operations
  - Fees, Permits & Licensing
  - New Britain's Complete Streets +
  - Capital Projects
  - Documents & Reports
  - Maps, GIS
  - Vision Zero New Britain −

Automated Traffic Enforcement Safety Devices (ATESD) Program



VISION ZERO
newbritain

Automated Traffic Enforcement Safety Devices (ATESDs)

Automated Traffic Enforcement Safety Devices (ATESDs) use cameras to enforce speeding and red-light violations with the goal of improving public safety, changing driver behavior, and reducing crashes. They are recognized by the Federal Highway Administration (FHWA) as a Proven Safety Countermeasure.

Public Hearing will be held on Thursday, January 15, 2026 at 6:30 PM in the New Britain Police Headquarters Community Room.

Through the 2025 Community Survey conducted as part of our Vision Zero New Britain efforts, residents overwhelmingly identified excessive speeding and failure to follow the rules of the road as the most significant factors contributing to traffic crashes in New Britain. Residents also cited increased enforcement and the use of speed and red-light camera enforcement as the most effective strategy for reducing crashes.

In response, the City has taken a comprehensive look at why crashes are occurring on our streets and what actions can be taken to improve safety. One of the primary ways communities across Connecticut are making their streets safer is through the use of Automated Traffic Enforcement Safety Devices (ATESDs). New Britain is now exploring the use of ATESDs as a tool to help address high-speed and high-crash locations throughout the City.

You can read more about the program below and in the FAQs section. Here are a few key points:

New Britain, Connecticut 39h

NOTICE OF PUBLIC HEARING

City of New Britain
Automated Traffic Enforcement Safety Devices (ATESD)

Thursday, January 15, 2026 at 6:30 PM
New Britain Police Station Community Room
10 Chestnut Street



Automated Traffic Enforcement Safety Devices (ATESD) use cameras to enforce speeding and red-light violations with the goal of improving public safety, changing driver behavior, and reducing crashes.

The City of New Britain will hold a Public Hearing and Information Session regarding the City's Automated Traffic Enforcement Safety Devices (ATESD) Plan.

More information is also available on the City's ATESD webpage. NewBritainCT.gov/ATESD

VISION ZERO newbritain

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newbritainct 39h

NOTICE OF PUBLIC HEARING

City of New Britain
Automated Traffic Enforcement Safety Devices (ATESD)

Thursday, January 15, 2026 at 6:30 PM
New Britain Police Station Community Room
10 Chestnut Street



Automated Traffic Enforcement Safety Devices (ATESD) use cameras to enforce speeding and red-light violations with the goal of improving public safety, changing driver behavior, and reducing crashes.

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More information is also available on the City's ATESD webpage. NewBritainCT.gov/ATESD

VISION ZERO newbritain

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD)

PUBLIC HEARING

JANUARY 15, 2026

VISION ZERO
newbritain

Agenda

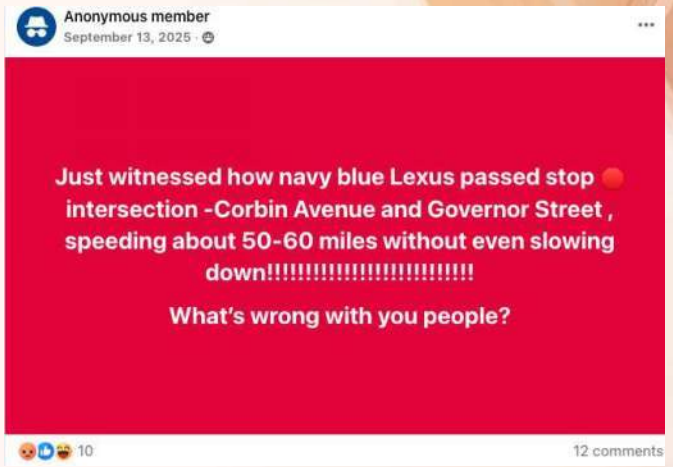
- Vision Zero & Safety Action Plan
- Altumint, City's ATESD Vendor
- Potential ATESD locations
  - Based on Crash Data
- Questions

Presenters

- Mark E. Moriarty, PE, Director of Public Works
- Carl (CJ) Gandza, Traffic Operations Manager
- Captain John Pisavage, NBPD
- Lieutenant JD Krolikowski, NBPD
- Jason Norton, Altumint
- Sam Crawley, Alumint

Social Media Posts on Speeding and Crashes in New Britain











New Britain City Council – Examples of Recent Traffic Safety Related Petitions (Since Sept. 2025)

PETITIONS

1. Ald. [redacted] or the appropriate department to conduct a traffic study at the corner of Stanley Street and Pleasant Street to see if a four-way stop is needed. Residents have complained of speeding cars on Stanley Street and several near misses at the intersection.
   Petition

PETITIONS

1. Alderperson [redacted] for the Department of Public Works install a "Slow Children Playing" sign at both ends of Eastwick Court.
   Petition

2. Alderperson [redacted] for the New Britain Police Department to enforce traffic regulations on West Street, at the intersection of Willow Street. Residents have complained of congestion in the area and motorist not stopping at the stop sign at this intersection. There is a concern for pedestrian safety in this area, as Smalley Academy is in the vicinity.
   Petition

PETITIONS

1. Alderman [redacted] for the NBPD traffic division to conduct a traffic study and speed enforcement on Barbour Road. Residents say there is a need for warnings and enforcement to reduce vehicles going at high speeds.
   Petition

2. Alderman [redacted] for the Department of Public Works to install a Stop sign at the corner of Dorman Rd and Miriam Rd.
   Petition

3. Alderman [redacted] for the NBPD and/or other departments to conduct an overall traffic analysis of the Lewis Rd and Miriam Road area
   Petition

Vision Zero New Britain Initiative

1. New Britain began a Vision Zero initiative to address on-going city-wide traffic safety issues

2. **Vision Zero** is an evidence-based strategy used to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The overarching goal of Vision Zero is to reduce traffic fatalities to zero by treating them as preventable.

3. A bi-partisan **Vision Zero Task Force** has overseen VZNB made up of stake-holders including Council members, critical City departments, Board of Education, community organizations, and others.

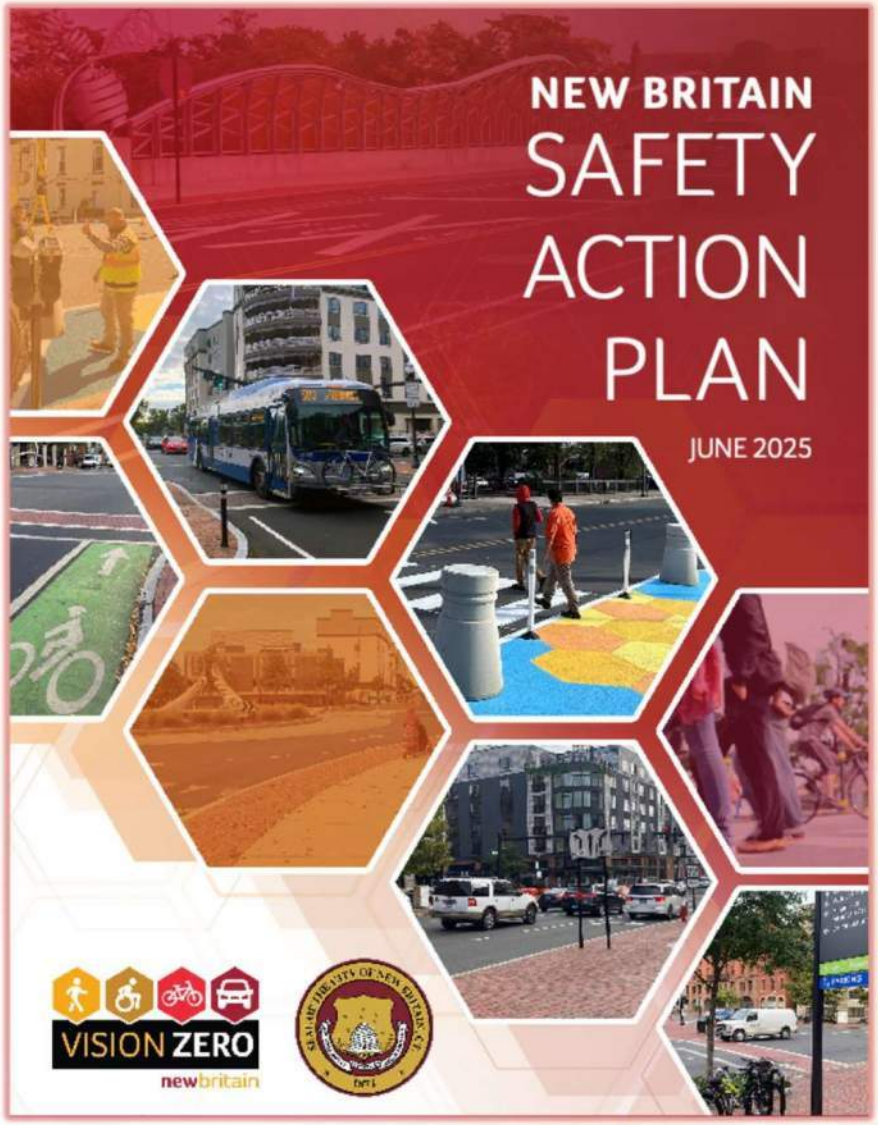
4. For more information: https://www.newbritainct.gov/services/public-works/vision-zero



City’s Vision Zero Goal:



On October 31, 2024 the City's Vision Zero Task Force developed a draft Vision Zero Goal, and on December 11, 2024 it was adopted through a resolution by the New Britain City Council



1. New Britain was awarded a FHWA “Safe Streets for All Grant” in 2023

2. This grant allowed us to do a “deep dive” **Safety Action Plan** into where & why crashes, serious injuries, and fatalities happen in New Britain

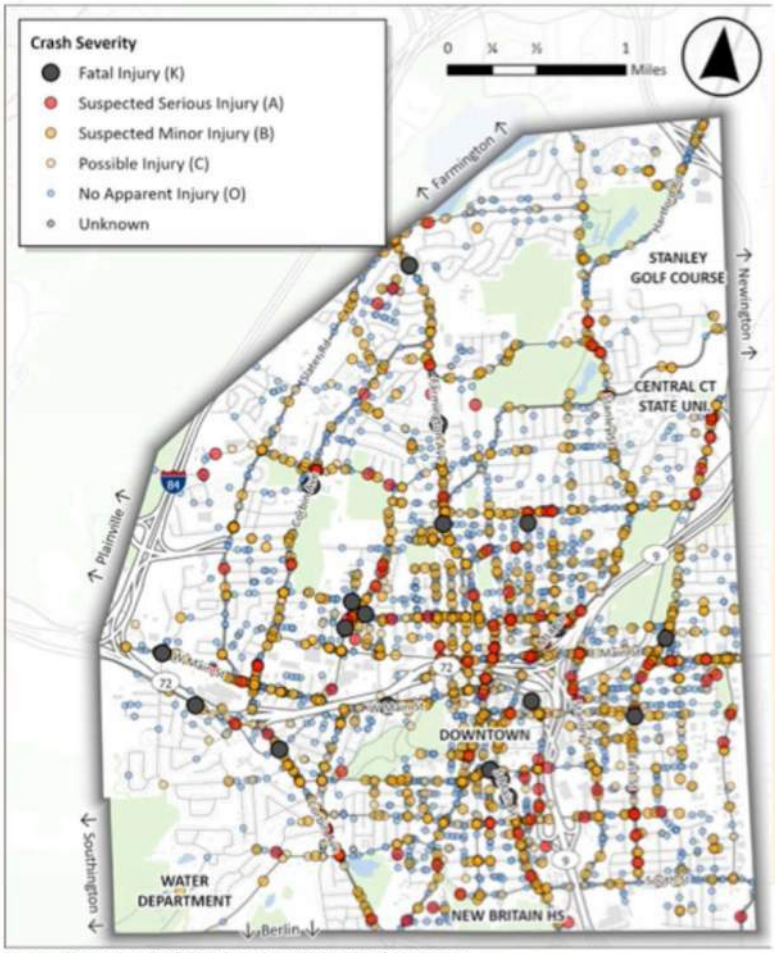
3. The **Safety Action Plan** also identified projects and strategies to eliminate future crashes, injuries, and fatalities

4. The plan is **data driven**

5. For more information:
https://www.newbritainct.gov/services/public-works/vision-zero

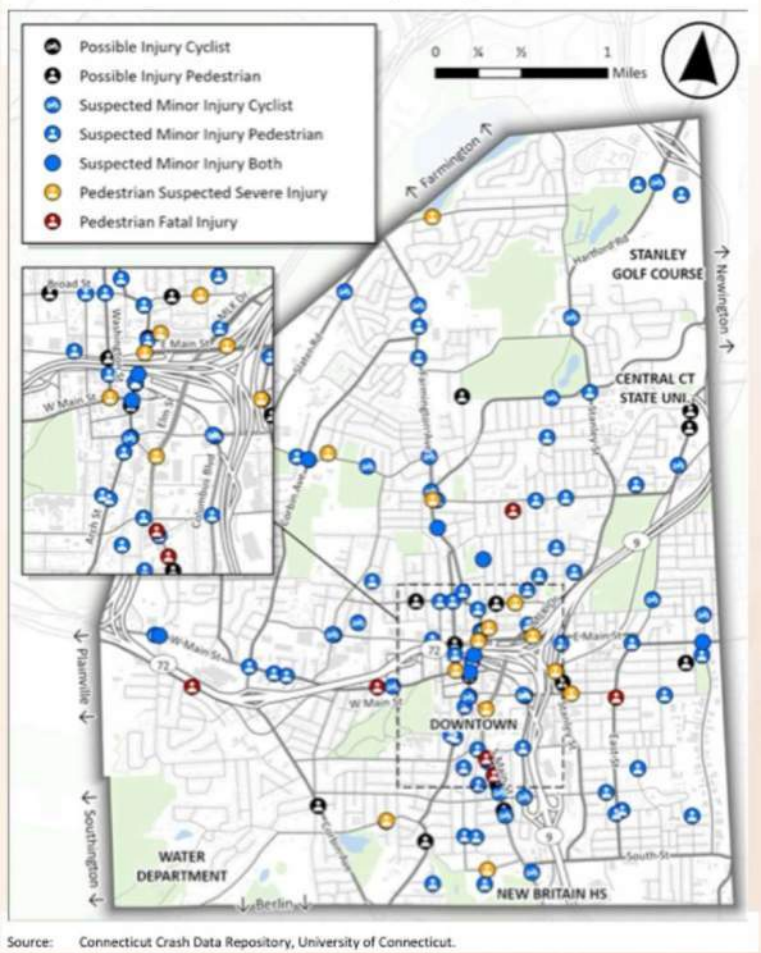
New Britain's Safe Streets for All (SS4A) Safety Action Plan

FIGURE 1 MAP OF ALL CRASHES IN NEW BRITAIN, CONNECTICUT BY SEVERITY, 2019-2023



Source: Connecticut Crash Data Repository, University of Connecticut.

FIGURE 23 PEDESTRIAN AND BICYCLIST CRASHES (2021-2023)



Source: Connecticut Crash Data Repository, University of Connecticut.

CRASH, SERIOUS INJURY AND FATAL CRASH LOCATIONS

(2019 -2023)

New Britain's Safe Streets for All (SS4A) Safety Action Plan

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%

NEW BRITIAN CRASH EMPHASIS AREA

(Not Including Highways)



Community Outreach & Engagement









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

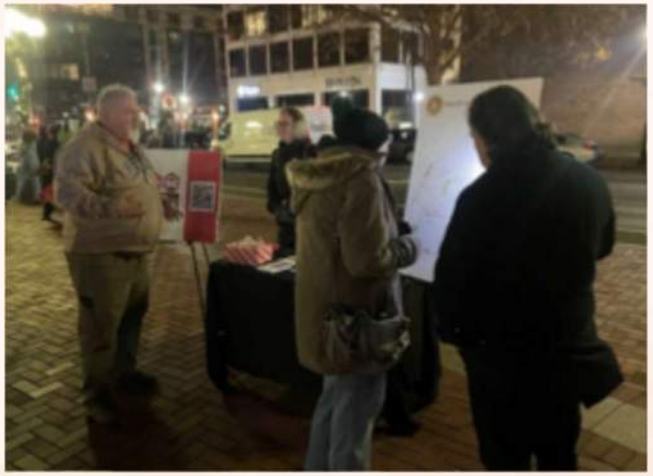
Hunger Action Team Meeting
FEBRUARY 18, 2025

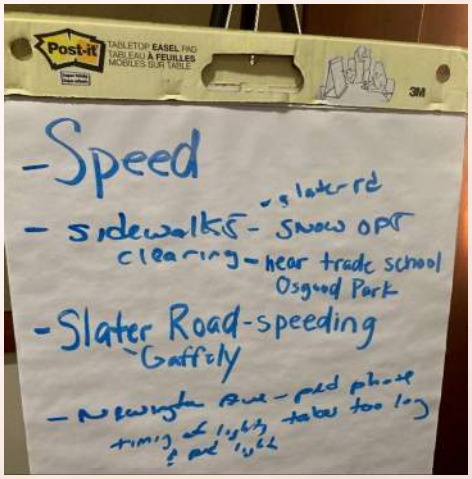
Lunch and Learn event at the New Britain Senior Center
MARCH 11, 2025

New Britain Recovers Meeting
MARCH 18, 2025

Safety Action Plan - Community Outreach & Engagement





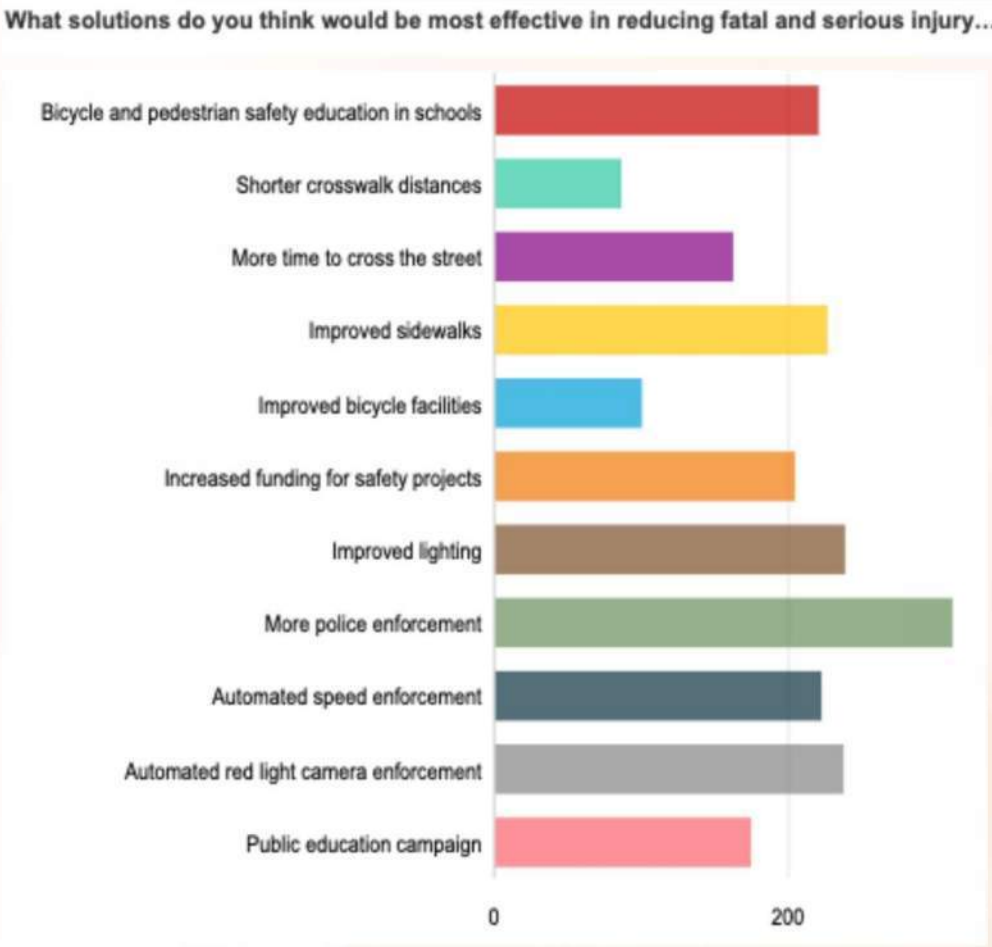








Vision Zero New Britain Community Survey - 508 People Responded



Answers	Count	Percentage
Bicycle and pedestrian safety education in schools	220	43.31%
Shorter crosswalk distances	86	16.93%
More time to cross the street	162	31.89%
Improved sidewalks	226	44.49%
Improved bicycle facilities	100	19.69%
Increased funding for safety projects	204	40.16%
Improved lighting	238	46.85%
More police enforcement	311	61.22%
Automated speed enforcement	222	43.7%
Automated red light camera enforcement	237	46.65%
Public education campaign	174	34.25%

Vision Zero New Britain Community Survey
Highly Ranked Emphasis Areas

1. More Police Enforcement – 61.2%
2. Automated Red-Light Camera Enforcement – 46.7%
3. Automated Speed Camera Enforcement – 43.7%
4. Improved Sidewalks - 44.5%
5. Bicycle and Pedestrian Education Safety in Schools – 43.3%
6. Increased Funding for Safety Projects – 40.2%

Increased Red Light & Speed Camera Enforcement (46.7% and 43.7%)

Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running.

Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities.

AAA | Advocates for Highway Safety | Governors Highway Safety Association | IIHS-HLDI | National Safety Council

Increased Red Light & Speed Camera Enforcement (46.7% and 43.7%)

As of 1/7/2026 – ATESDs Approved and/or Implemented in 11 Connecticut Municipalities with many more in process

- Beacon Falls - Approved November 24, 2025
- Fairfield - Approved December 11, 2025
- Greenwich - Approved July 7, 2025
- Marlborough - Approved May 16, 2025
- Middletown - Approved May 23, 2025
- Milford - Approved October 17, 2025
- New Haven - Approved October 17, 2025
- Stratford - Approved September 23, 2025
- Washington - Approved December 8, 2024
- Wethersfield - Approved July 15, 2025
- Stamford - Approved January 5, 2026
- Hamden - under OSTA review



Communities in CT that have implemented ATESDs are touting their success slowing people down and increasing safety in their communities

THE PROBLEM

Pedestrian Safety when Drivers Speed





USDOT-FHA PROVEN SAFETY COUNTERMEASURES

*"**Safe Speeds** is a core principle of the **Safe System Approach** since humans are less likely to survive high-speed crashes. Enforcing safe speeds has been challenging; however, with more information and tools communities can make progress in reducing speeds.*

***Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods** of enforcement, engineering measures, and education to alter the social norms of speeding.*

SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold."



U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures

Speed Safety Cameras

Safe Speeds is a core principle of the Safe System Approach since humans are less likely to survive high-speed crashes. Enforcing safe speeds has been challenging; however, with more information and tools communities can make progress in reducing speeds. Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding. SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold.

Safety Benefits:

Fixed units can reduce crashes on urban principal arterials up to:

54% for all crashes.[4]

48% for injury crashes.[4]

P2P units can reduce crashes on urban expressways, freeways, and principal arterials up to:

37% for fatal and injury crashes.[2]

Mobile units can reduce crashes on urban principal arterials up to:

20% for fatal and injury crashes.[5]

In New York City, fixed units reduced speeding in school zones up to 63% during school hours.[6]

For more information on this and other FHWA Proven Safety Countermeasures, please reference the:
Speed Safety Camera Program Planning and Operations Guide.

The contents of this Fact Sheet do not have the force and effect of law and are not meant to bind the public in any way. This Fact Sheet is intended only to provide clarity regarding existing requirements under the law or agency policies.

FHWA-SA-21-070

Applications

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

SSCs can be deployed as:

- **Fixed units**—a single, stationary camera targeting one location.
- **Point-to-Point (P2P) units**—multiple cameras to capture average speed over a certain distance.
- **Mobile units**—a portable camera, generally in a vehicle or trailer.

The table below describes suitable circumstances for SSC deployment.[1]

Considerations

- SSCs can produce a crash reduction upstream and downstream, thus generating a spillover effect.[2]
- Public trust is essential for any type of enforcement. With proper controls in place, SSCs can offer fair and equitable enforcement of speeding, regardless of driver age, race, gender, or socio-economic status. SSCs should be planned with community input and equity impacts in mind.
- Using both overt (i.e., highly visible) and covert (i.e., hidden) enforcement may encourage drivers to comply with limits everywhere, not only at sites they are aware are enforced.
- Agencies should conduct evaluations regularly to determine if SSCs are accomplishing safety goals and whether changes in strategy, scheduling, communications, or public engagement are necessary.
- Agencies should conduct a legal and policy review to determine if SSCs are authorized within a jurisdiction and how the authorization and other traffic laws will affect a SSC program.
- Agencies should develop an SSC program plan with consideration of the USDOT SSC guidelines for planning, public involvement, stakeholder coordination, implementation, maintenance, evaluation, etc.[1]

Considerations for Selection	Fixed	P2P	Mobile
Problems are long-term and site-specific.	X	X	—
Problems are network-wide, and shift based on enforcement efforts.	—	—	X
Speeds at enforcement site vary largely from downstream sites.	—	X	X
Overt enforcement is legally required.	X	X	X
Sight distance for the enforcement unit is limited.	X	X	—
Enforcement sites are multilane facilities.	X	X	—

1 Speed Safety Camera Program Planning and Operations Guide. FHWA. (2023).
2 (CMF ID: 2718) Montella et al. "Effects on speed and safety of point-to-point speed enforcement systems". Accident Analysis and Prevention, Vol. 75, (2015). Note that this is an international study.
3 Speed Enforcement Camera Systems Operational Guidelines. NHTSA. (2008).
4 (CMF ID: 2915-2920) Shin et al. "Evaluation of the Scottsdale Loop 101 automated speed enforcement demonstration program." Accident Analysis and Prevention, Vol. 41, (2009).
5 (CMF ID: 7582) Li et al. "A Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Roads." Presented at the 94th Annual Meeting of the Transportation Research Board, Paper No. 15-1563, Washington, D.C., (2015). Note that this is an international study.
6 Automated Speed Enforcement Program Report 201-6-2017. New York City DOT, (2018).

ZERO BY 2050 GOAL

More than 4,500 crashes over last three years



Source: UCONN Connecticut Crash Data Repository

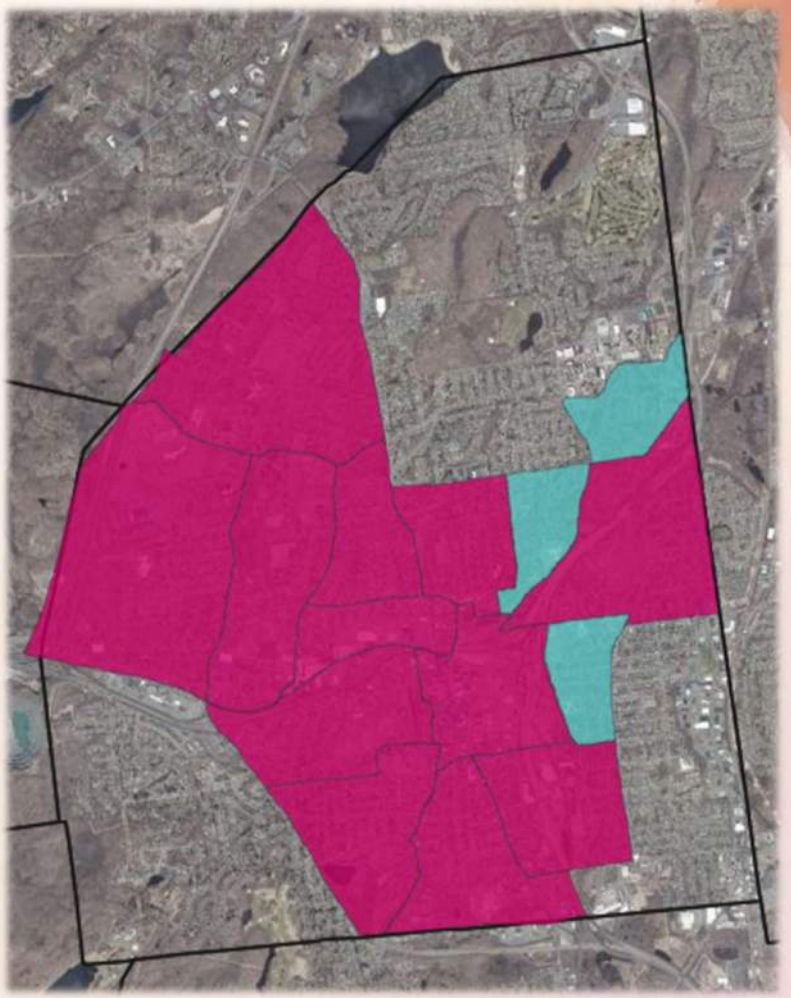
Potential Enforcement Camera Locations

- There are many locations that enforcement cameras are justifiable
- As part of our Safety Action Plan we first looked at Speed Cameras in School Zones
- This was done to help understand the CTDOT ATESD Guidelines for QCTs in a practical application
- Crash & Speed Data were reviewed to identify other locations

ATESD Locations and Equity

ATESD Qualified Census Track (QTC) limitations

- No more than two ATESD locations within a Qualified Census Tract (QCT)
- No more than one ATESD within a QCT that is 1/4 square mile or less
- If an ATESD is on the border of a QCT then it must be associated with the QCT
- ATESDs can not be over concentrated at or near the border of a neighboring municipality
- CTDOT may reject any proposed ATESD locations if it is determined that the overall distribution of ATESDs throughout the municipality violates the principles of equity described in Public Act 23-116



*New Britain has 15 QCT

A Look at ATESDs in School Zones

- New Britain had 765 crashes in School Areas from 2021-2023

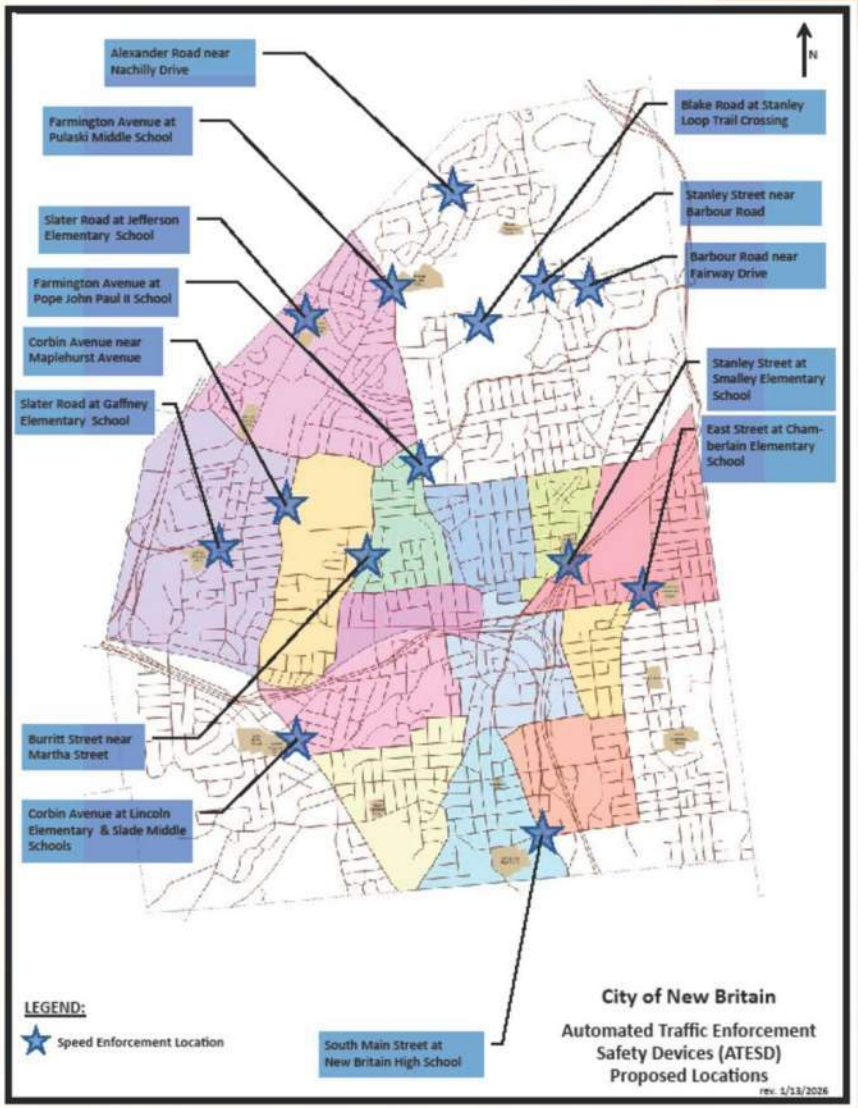
- Children are more vulnerable to vehicle crashes for several reasons. They are often less cautious than adults and often smaller, making them harder to spot while driving. Additionally, their smaller size increases the risk of not surviving a crash





Proposed Speed Enforcement Locations

Speed Enforcement Locations	
Alexander Road	near Nachilly Drive
Babour Road	near Fairway Drive
Blake Road	at Stanley Loop Trail Crossing
Burritt Street	near Martha Street
Corbin Avenue	**at Slade Middle & Lincoln Elementary Schools**
Corbin Avenue	near Maplehurst Avenue
East Street	**at Chamberlain Elementary School**
Farmington Avenue	**at Pulaski Middle School**
Farmington Avenue	**at Pope John Paull II School**
Slater Road	**at Jefferson Elementary School**
Slater Road	**at Gaffney Elementary School**
South Main Street	**at New Britain High School**
Stanley Street	**at Smalley Elementary School**
Stanley Street	near Barbour Road

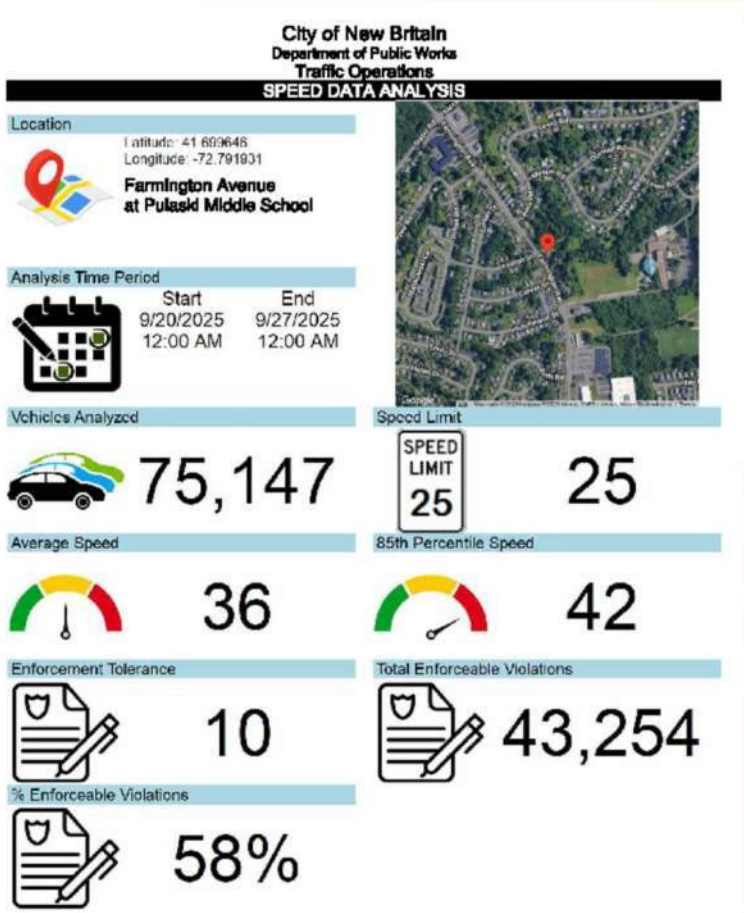


Proposed Speed Enforcement Locations

Location		Posted Speed Limit (MPH)	Average Speed (MPH)	85th Percentile Speed (MPH)	24 hr Volume (Vehicles)	Violations Per Day[1]	Percent Violations[1]
Alexander Road	near Nachilly Drive	25	32.7	38.7	3,368	1,160	34.4%
Babour Road	near Fairway Drive	25	33.4	39.2	2,833	984	34.7%
Blake Road	at Stanley Loop Trail Crossing	25	36.0	41.6	4,530	2,779	61.3%
Burritt Street	near Martha Street	25	32.7	38.0	6,098	1,937	31.8%
Corbin Avenue	**at Slade Middle & Lincoln Elementary Schools**	25	28.3	35.4	15,872	3,093	19.5%
Corbin Avenue	near Maplehurst Avenue	25	36.7	42.0	7,482	4,896	65.4%
East Street	**at Chamberlain Elementary School**	25	27.0	32.2	7,850	513	6.5%
Farmington Avenue	**at Pulaski Middle School**	25	32.5	38.4	10,885	4,009	36.8%
Farmington Avenue	**at Pope John Paull II School**	25	28.7	34.4	8,107	1,155	14.2%
Slater Road	**at Jefferson Elementary School**	25	35.6	40.8	4,105	2,442	59.5%
Slater Road	**at Gaffney Elementary School**	25	29.6	35.6	10,513	2,148	20.4%
South Main Street	**at New Britain High School**	25	24.4	31.4	11,111	714	6.4%
Stanley Street	**at Smalley Elementary School**	30	35.9	41.6	10,187	2,479	24.3%
Stanley Street	near Barbour Road	30	30.3	37.2	11,181	850	7.6%

[1]Based on 10 or more MPH over the posted speed limit.

Proposed Speed Enforcement Locations


City of New Britain
Department of Public Works
Traffic Operations
SPEED DATA ANALYSIS

Location
Latitude: 41.699646
Longitude: -72.791931
Farmington Avenue
at Pulaski Middle School

Analysis Time Period
Start 9/20/2025 12:00 AM
End 9/27/2025 12:00 AM

Vehicles Analyzed
75,147

Speed Limit
SPEED LIMIT 25
25

Average Speed
36

85th Percentile Speed
42

Enforcement Tolerance
10

Total Enforceable Violations
43,254

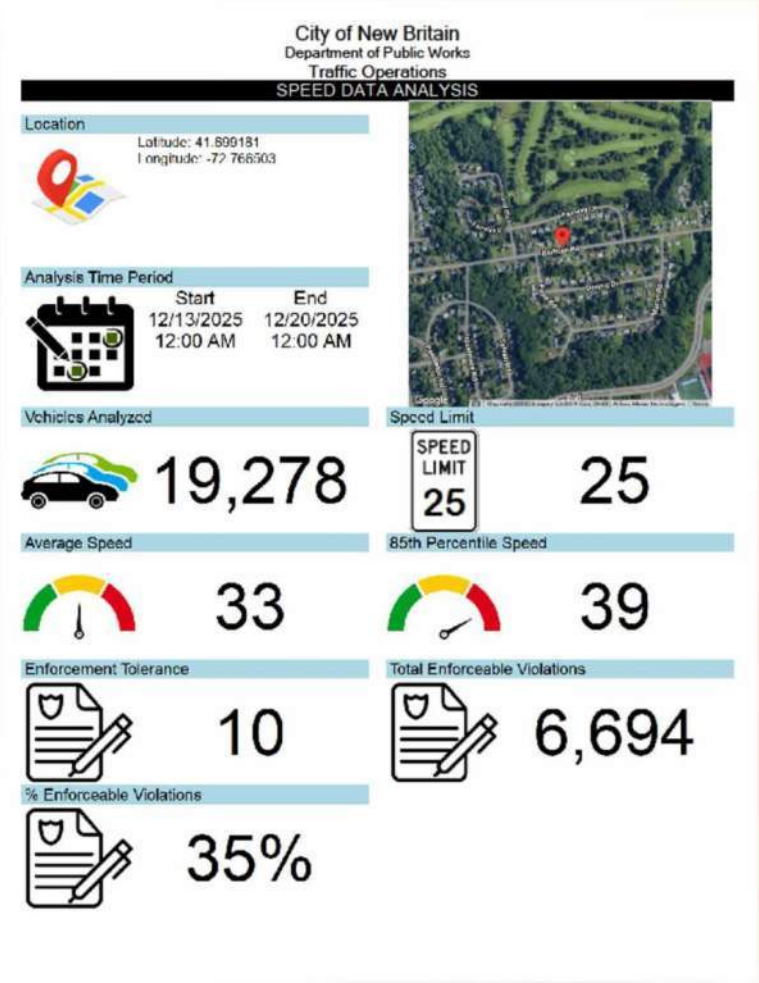
% Enforceable Violations
58%

<u>Farmington Avenue @ Pulaski Middle School</u>

- Data collected over one week period
- School Zone
- Data shown was collected before Driver Feedback “Your Speed” sign was installed
- Violations were reduced to 37% after the Driver Feed Back Sign was installed



Proposed Speed Enforcement Locations


City of New Britain
Department of Public Works
Traffic Operations
SPEED DATA ANALYSIS

Location
Latitude: 41.699181
Longitude: -72.766503

Analysis Time Period
Start: 12/13/2025 12:00 AM
End: 12/20/2025 12:00 AM

Vehicles Analyzed: 19,278

Speed Limit: SPEED LIMIT 25 — 25

Average Speed: 33

85th Percentile Speed: 39

Enforcement Tolerance: 10

Total Enforceable Violations: 6,694

% Enforceable Violations: 35%

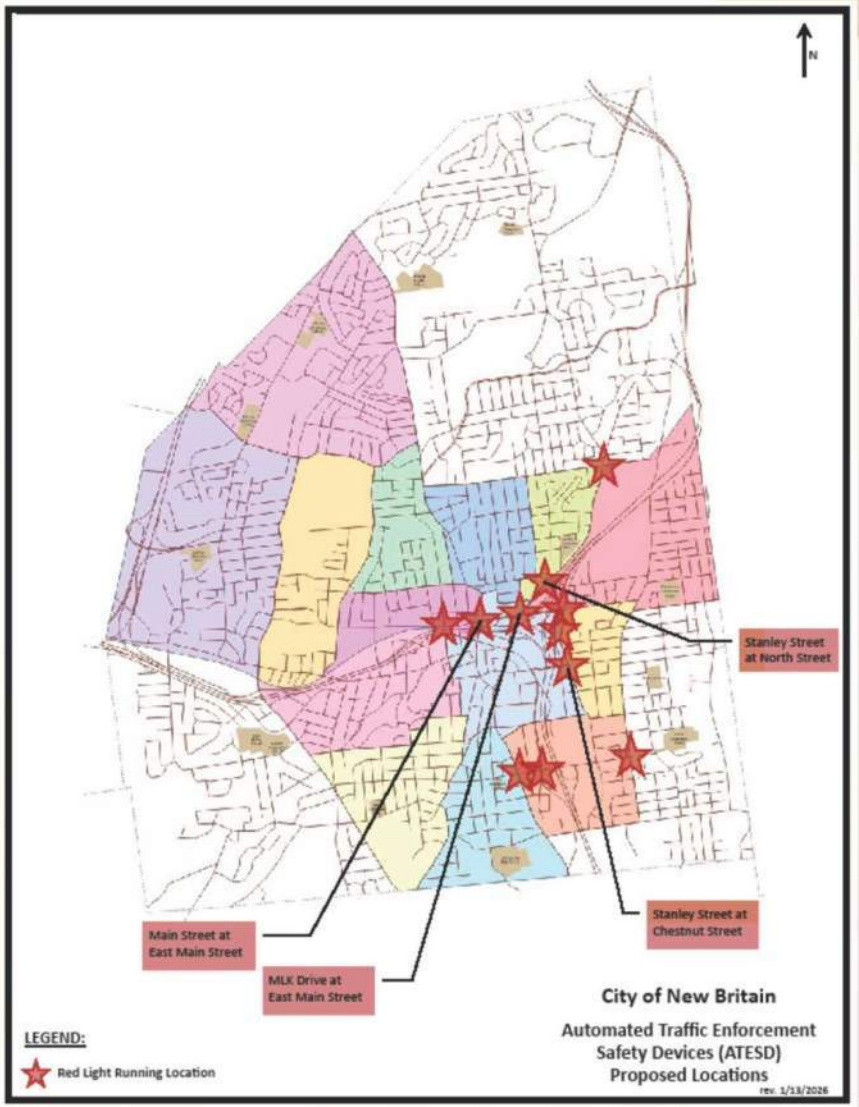
Barbour Road

- Data collected over one week
- Data collected at the recently installed Driver Feedback “Your Speed” Sign



Proposed Red Light Enforcement Locations

Locations
CT 72 Eastbound Ramps @ Harry Truman Overpass (CT 71)
East Street @ Ellis Street
Main Street @ East Main Street & Myrtle Street
Martin Luther King Drive & Stanley Street (CT 71) @ North Street
Stanley Street @ CTfastrak
Myrtle Stret @ High Street
Stanley Street @ Chestnut Street
East Main Street (CT 174) @ Stanley Street
MLK Dr & Harry Truman Overpass (CT 71) @ East Main Street (CT 174)
South Main Street (CT 71) @ Ellis Street
Ellis Street @ Columbus Blvd & CT 9 Southbound Ramps
Stanley Street (CT 71) @ Allen Street (CT 175)



Proposed Red Light Enforcement Locations

Location	Total Number of Intersection Crashes[2]	Red Light Violation Related Crashes[2]	Percent Red Light Violation Crashes
CT 72 Eastbound Ramps @ Harry Truman Overpass (CT 71)	21	8	38%
East Street @ Ellis Street	12	7	58%
Main Street @ East Main Street & Myrtle Street[3]	21	7	33%
Martin Luther King Drive & Stanley Street (CT 71) @ North Street[3]	39	7	18%
Stanley Street @ CTfastrak	6	6	100%
Myrtle Street @ High Street	15	6	40%
Stanley Street @ Chestnut Street[3]	17	6	35%
East Main Street (CT 174) @ Stanley Street	26	6	23%
MLK Dr & Harry Truman Overpass (CT 71) @ East Main Street (CT 174)[3]	36	6	17%
South Main Street (CT 71) @ Ellis Street	17	5	29%
Ellis Street @ Columbus Blvd & CT 9 Southbound Ramps	18	5	28%
Stanley Street (CT 71) @ Allen Street (CT 175)	23	5	22%

[2]Based on three years of data (2020-2023).
[3]Additional data is being collected for this location.
Source: Connecticut Red Light Violation Tool - Created by the Connecticut Transportation Safety Research Center in partnership with the Connecticut Department of Transportation.

Proposed Red Light Enforcement Locations

Main Street @ East Main Street & Myrtle Street

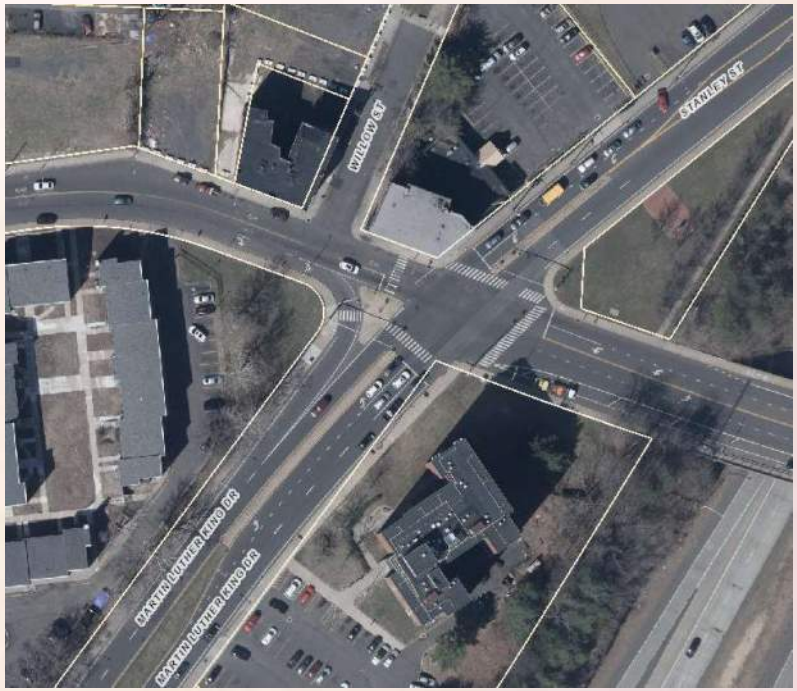
- 21 Crashes at the intersection over three years
- 7 Crashes (33%) were determined Red Light Violation related
- Violation Data was collected for one day from 6:00 AM to 9:00 PM (15 hours)
- 706 motorists stopped past the stop bar in the crosswalk
- 445 motorists did not stop at all

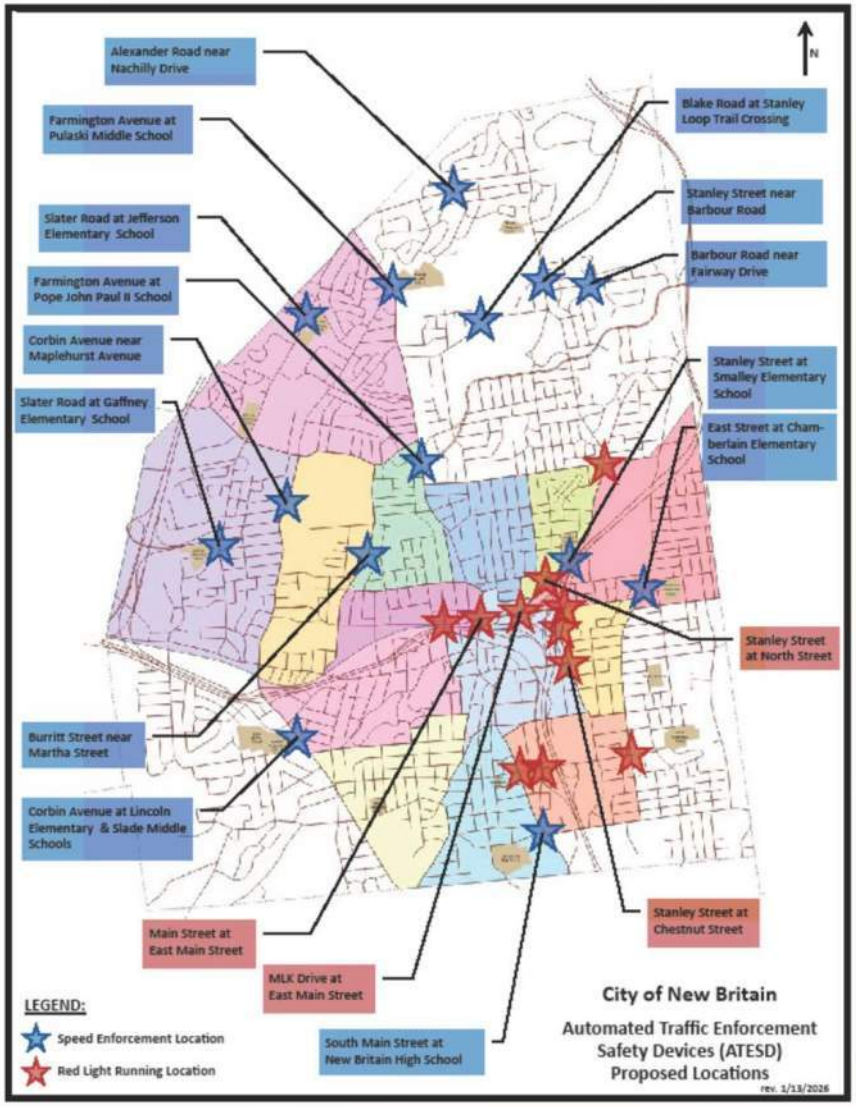


Proposed Red Light Enforcement Locations

Martin Luther King Drive & Stanley St (CT 71) @ North St

- 39 Crashes at the intersection over three years
- 7 Crashes (18%) were determined Red Light Violation related
- Additional Red Light Violation Data is being collected





Proposed ATESD Locations

How ATESD study locations were selected

- Data driven
- School Zone focused
- NBPD and public comments, verified by data collection
- Avoid moving speeding issues to parallel Streets

ATESD Program Key Points

- All violations are reviewed by a City of New Britain police officer before being issued
- There will be a 30-day warning period
- No images of the driver will be captured
- Vehicle owners will receive a citation via mail
- The fine for a first violation is $50 and subsequent violations $75
- A $15 processing fee for each citation will be collected
- All revenue must go towards roadway safety improvements in New Britain
- All personally identifiable information will be deleted after the violation is adjudicated


STATE OF CONNECTICUT

Substitute House Bill No. 5917

Public Act No. 23-116

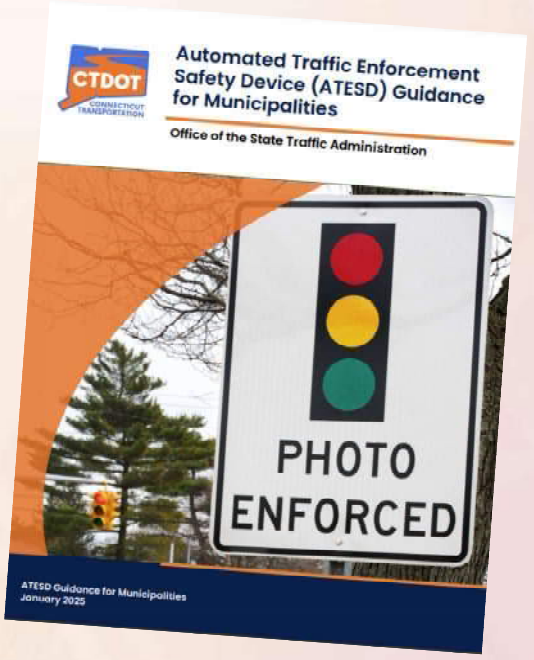
AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

Next Steps

- ATESD Plan Requires Common Council Approval
- Office of State Traffic Administration (OSTA) Review & Approval
- If Approved, Spring/Summer Rollout
- Planned Phased Implementation
- 30 Day Warning Period

Stay informed:
NewBritainCT.gov/ATESD





The goal of the ATESD Program is improving public safety, changing driver behavior, and reducing crashes.

VISION ZERO
newbritain

Questions & Comments

City of New Britain

Automated Traffic Enforcement Safety Device (ATESD)

Public Hearing & Information Session

Meeting Minutes

Date/Time: January 15, 2026 – 6:30 PM
Location: City of New Britain, Police Department
Community Room
10 Chestnut Street
New Britain, CT 06051

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1. Call to Order

The public hearing on the proposed Automated Traffic Enforcement Safety Device (ATESD) program was called to order by **Mark Moriarty, Public Works Director**. The purpose of the hearing was to present information regarding proposed automated speed enforcement and red-light camera locations, review supporting safety data, and receive public comment.

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2. Introductions

City staff, representatives of the New Britain Police Department, traffic engineering staff, and representatives from the City's ATESD vendor, Altumint, were introduced.

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3. Overview of Traffic Safety Concerns and Vision Zero Initiative

Mr. Moriarty presented an overview of traffic safety conditions within the City of New Britain, noting:

- Approximately 1,200 traffic crashes occur annually within the City.
- Speeding and red-light running were identified as frequent contributing factors.
- A significant percentage of serious and fatal crashes involve drivers under 25 years of age.

The City's adoption of the Vision Zero framework was reviewed. Vision Zero treats traffic crashes as preventable and establishes long-term safety goals, including:

- A 50% reduction in traffic fatalities and serious injuries by 2035.
- The elimination of traffic fatalities by 2045.

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4. Traffic Safety Action Plan and Data Review

City staff summarized findings from a five-year crash data analysis (2019–2023), which included:

- Identification of high-crash corridors and intersections.
- Analysis showing approximately 50% of crashes occur at intersections.
- Identification of school zones as high-risk areas for speeding-related crashes.

Community engagement efforts included public meetings, surveys, and outreach to school crossing guards and neighborhood groups. Automated enforcement was identified as one of the most frequently requested safety countermeasures by residents.

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5. Police Department Report

A representative of the New Britain Police Department reported:

- A 27% increase in traffic enforcement activity compared to the prior year.
- More than 5,200 traffic enforcement actions conducted.
- Staffing limitations restrict the ability to conduct sustained enforcement at all locations.

Automated enforcement was described as a supplemental tool to enhance traffic safety.

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6. Vendor Presentation – Altumint

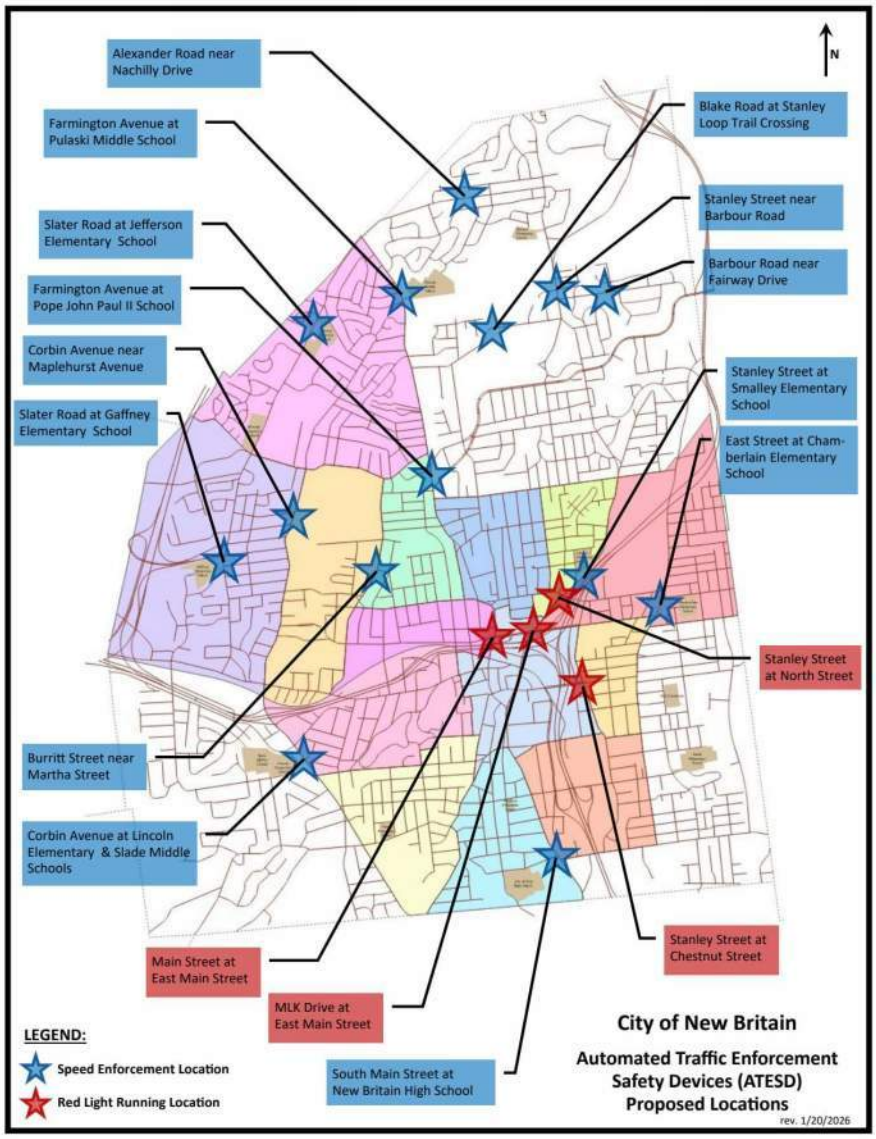
Representatives from Altumint presented an overview of the automated enforcement program, noting:

- Programs operate on a cost-neutral basis to taxpayers.
- All enforcement locations are publicly disclosed and clearly signed.
- Violations are reviewed by vendor staff and must be approved by a New Britain police officer prior to issuance.
- No images of drivers are captured; only rear vehicle images and license plates.
- Personal identifying information is deleted in compliance with state statute.
- Data from other jurisdictions shows substantial reductions in violations following implementation.

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7. Proposed Speed Camera Locations

City engineering staff presented the following speed enforcement and red light camera locations. Each location was selected based on crash history, speed data, and compliance with state requirements:



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8. Program Requirements and Enforcement Parameters

City engineering staff reviewed statutory and operational requirements of the program, including:

- A 30-day warning period prior to issuance of citations.
- Speed enforcement activation thresholds set at 11 miles per hour or more above the posted limit (or higher, depending on roadway conditions).

- Citations issued to the registered vehicle owner, as required by state law.
- Fine amounts capped at $50 for a first violation and $75 for subsequent violations, plus a $15 processing fee.
- Revenue restricted by statute for use on traffic safety improvements and may not be deposited into the general fund.

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9. Public Comment and Questions

Members of the public asked questions regarding:

- Due process and owner liability
- Vendor compensation
- Privacy protections
- Program effectiveness
- State limitations on automated enforcement types

City staff, police representatives, and the vendor responded to all questions.

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10. Next Steps

City staff outlined the next steps, which include:

- Submission of the program for City Council approval.
- Submission to the State Office of Traffic Administration for review and approval.
- Anticipated phased implementation, beginning with a limited number of locations, pending approvals.

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11. Adjournment

The public hearing concluded following completion of public comment and responses to questions.

Supporting Documents

City of New Britain Common Council
ATESD Plan & Location Approval

REGULAR MEETING OF THE COMMON COUNCIL
JANUARY 28, 2026

Mayor Bobby Sanchez called the Regular Meeting of the Common Council to order at 8:00 p.m. on Wednesday, the 28th day of January, 2026 in the Common Council Chambers, City Hall.

Thirteen members were present at roll call: Ald. McNamara, Scott, Simpson, Smedley, Malinowski, Gibson, Dilernia, Santiago, Barbosa, Vargas, Centeno, Ortiz-Luna, and Borrero.

One member was absent at roll call: Ald. Maldonado (excused)

Invocation was given by City Clerk, Veronica T. DeLandro: Let us bow our heads,
In the wake of this recent snowstorm, we pause with gratitude—for the first responders (police and fire), public works crews, utility workers, and all who labored long hours to keep our community safe and moving. We give thanks to neighbors who checked on neighbors, for patience shown during hardship, and for the resilience that carried us through challenging days. As we gather this evening to do the people's work, may we be guided by wisdom, cooperation, and compassion. May the discussions be thoughtful, the decisions fair, and the actions rooted in the common good. Grant us clarity as we address the needs before us, humility to listen to one another, and resolve to lead with integrity. May this body continue to serve a sense of purpose, mindful that even in difficult seasons, our community is strengthened when we work together. Let us all say…Amen.

The pledge to the flag was led by Mayor Bobby Sanchez.

Ald. Santiago moved to accept and adopt the Consent Agenda, seconded by Ald. McNamara. Roll call vote – all members present voted in favor. Approved by Mayor Bobby Sanchez on January 28, 2026.

CONSENT AGENDA

CITY CLERK

370051 RE: CLAIMS FOR INJURIES AND/OR PROPERTY DAMAGE

To His Honor, the Mayor, and the Common Council of the City of New Britain: the undersigned beg leave to report the following:

CLAIMANTS NAME

- Foster Jr., Reginald

Veronica T. DeLandro
Interim Town & City Clerk

Ald. Santiago moved to go into executive session with the Mayor, Council members, Mary Pokorski and Jessica Gerratana, seconded by Ald. Hargraves. Executive Session began at 8:04pm.

Ald. Santiago moved to return back from executive session, seconded by Ald. Ortiz-Luna. So voted. Returned to regular business at 8:26pm

REPORTS OF BOARDS, COMMISSIONS, DEPARTMENTS AND LEGISLATIVE COMMITTEES

OFFICE OF CORPORATION COUNSEL

370052 RE: ROSA LEE KLANESKI VS. CITY OF NEW BRITAIN POLICE DEPARTMENT

To His Honor, the Mayor, and the Common Council of the City of New Britain: the undersigned beg leave to report the following:

A report on the status of the above-referenced case will be presented to the Common Council in executive session during its regular meeting on Wednesday, January 28, 2026.

John F. Diakun
City Attorney

Ald. Santiago moved to receive, seconded by Ald. Simpson. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

HUMAN RESOURCES DEPARTMENT

37045-1 RE: COMMON COUNCIL PETITION REQUEST MADE BY ALDPERSONS SMEDLEY, MALINOWSKI, DILERNIA, HARGRAVES, AND GIBSON REGARDING THE POSITION OF SUPERINTENDENT OF PUBLIC WORKS UTILITIES.

To His Honor, the Mayor, and the Common Council of the City of New Britain: the undersigned beg leave to report the following:

The Superintendent of Public Works Utilities position (Examination 1608) is fully funded in the FY26 budget and does not represent an additional position. There is no record of the City entering into a Memorandum of Understanding with Local 818 regarding the removal of this position upon the former Superintendent's retirement. Additionally, there is no written agreement with Local 818 indicating that the Superintendent of Utilities position would be eliminated.

Linda Guard
Director

Ald. Smedley moved to receive, seconded by Ald. Malinowski. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

HUMAN RESOURCES DEPARTMENT

37046-1 RE: COMMON COUNCIL PETITION REQUEST MADE BY ALDPERSONS SMEDLEY, MALINOWSKI, DILERNIA, HARGRAVES, AND GIBSON REGARDING THE APPOINTMENT OF INTERIM TOWN CLERK.

To His Honor, the Mayor, and the Common Council of the City of New Britain: the undersigned beg leave to report the following:

The process for appointing the interim acting Town Clerk was consistent with past standard practices, and also based on her demonstrated skill set for the position.

The interim appointment is intended to remain in effect until the Town Clerk's position is permanently filled and any permanent appointment to the position will be handled in compliance with all applicable civil service rules, procedures and council approval requirements. Ms. DeLandro's address was verified by documents required by form I-9. Ms. DeLandro currently resides in New Britain.

The civil service examination process for Examination 1594 is presently under review and pending further evaluation.

Linda Guard
Director

Ald. Smedley moved to receive, seconded by Ald. Barbosa. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

HUMAN RESOURCES DEPARTMENT

37026-1 RE: COMMON COUNCIL PETITION REQUEST MADE BY ALDPERSONS SMEDLEY, MALINOWSKI, DILERNIA, HARGRAVES, AND GIBSON REGARDING 90-DAY HIRING FREEZE.

To His Honor, the Mayor, and the Common Council of the City of New Britain: the undersigned beg leave to report the following:

All department heads were allowed to supply requests justifying the need to fill any vacant position. Positions were only allowed to proceed if this justification demonstrated a critical operational necessity as outlined in the hiring freeze order.

There were no job offers made outside of this review process, and any offers made prior to or during the freeze were evaluated under the same criteria.

Linda Guard
Director

Ald. Smedley moved to receive, seconded by Ald. Santiago. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

NEW BUSINESS

RESOLUTIONS

37053 RE: AUTHORIZATION TO RENEW AGREEMENT WITH SIEMENS INDUSTRY, INC. FOR 1 YEAR FOR THE PSTC DIVISION

To His Honor, the Mayor, and the Common Council of the City of New Britain**:** the undersigned begs leave to recommend the adoption of the following:

WHEREAS, the City of New Britain has made an investment in the police station with its complex technical and software systems; and

WHEREAS, the City of New Britain contracted with Siemens Industry, Inc. for the past six years to maintain the building's camera and access control system and are satisfied with their services provided by Siemens Industry, Inc.; and

WHEREAS, Siemens is a certified Genetec Dealer that has the ability to work on the system efficiently and effectively, that no other dealer around has been able to accommodate such services. Siemens has submitted a contract proposal which includes a Genetic software service agreement, as well as a preventative maintenance program; and

WHEREAS, the proposed term of the agreement shall be for a renewal period of one (1) year at an annual cost of $22,519.00;

WHEREAS, funding for this is available in the Support Services PSTC Division Maintenance Contracts Account number 001213001-5434; and

WHEREAS, this agreement is in the best interests of the Public Safety Telecommunications Department and the City of New Britain; and

NOW, THEREFORE, BE IT RESOLVED that the Purchasing Agent is hereby authorized to issue a purchase order for $22,519.00 for the renewal of the Agreement with Siemens Industry, Inc.

Ald. Francisco Santiago	Ald. John McNamara
Ald. Dottie DiLernia	Ald. Robert Smedley

Ald. Santiago moved to accept and adopt, seconded by Ald. Smedley. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

37054 RE: AUTHORIZATION TO ISSUE A PURCHASE ORDER FOR ONE YEAR OF AVAYA PHONE LICENSES WITH CAROUSEL INDUSTRIES FOR THE PSTC DIVISION

To His Honor, the Mayor, and the Common Council of the City of New Britain**:** the undersigned begs leave to recommend the adoption of the following:

WHEREAS, the City of New Britain has a VOIP (Voice over IP) System that is maintained by the PSTC Division of Support Services and are currently under contract with Carousel Industries of North America, LLC that requires Avaya licenses for our phone system to operate; and

WHEREAS, Avaya Inc. is on the State Contract with Contract #95ITZ0006MB; and

WHEREAS, the City of New Britain has contracted with Carousel Industries of North America and are an Authorized Reseller of Avaya Licenses that are critical to our VOIP infrastructure and functionality; and

WHEREAS, Carousel Industries provided a proposal for one year of license subscription for our VOIP system, for the entire City's Phone network, at a one year price of $64,349.38; and

WHEREAS, funding for this is available in the Support Services PSTC Division Maintenance Contracts Account number 001213001-5434; and

WHEREAS, Carousel Industries is a reseller of Avaya, will utilize their State Contract, and are the only ones with the ability to work on the system, as well as a provide maintenance; and

NOW, THEREFORE, BE IT RESOLVED that the Purchasing Agent is hereby authorized to issue a purchase order for $64,349.38 to Carousel Industries of North America for the one (1) year subscription of Avaya phone licenses.

Ald. Francisco Santiago
Ald. Dottie DiLernia
Ald. John McNamara
Ald. Robert Smedley

Ald. Simpson moved to accept and adopt, seconded by Ald. Barbosa. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

37055 RE: WILLOW BROOK PARK DISCUSS THROWING CAGE AT WILLOW BROOK PARK SPORTS COMPLEX FOR THE NEW BRITAIN RECREATION AND COMMUNITY SERVICES DEPARTMENT

To His Honor, the Mayor, and the Common Council of the City of New Britain**:** the undersigned begs leave to recommend the adoption of the following:

WHEREAS, in accordance with City Code of Ordinances, Chapter 2, Article VIII, Division 1, Section 2-538 (a), a purchase order was requested for the following under the Sourcewell Cooperative Purchasing Plan that the City of New Britain is registered with:

Supplier	Item	Qty.	Total Price
Ben Shaffer Recreation Lake Hopatcong, NJ.	Discus Throw Cage	1	$16,041.32

WHEREAS, The New Britain Recreation and Community Services Department, requested the purchase of a new discus throwing cage at Willow Brook Park Sports Complex; and

WHEREAS, The new cage will replace an existing chain link cage that is currently in disrepair and unsafe. Given its unsafe condition, and wanting to build on our shared history of successful collaboration, the Connecticut Interscholastic Athletic Conference (CIAC) has agreed to reimburse all expenses associated with the project as a token of their appreciation for our continued partnership in hosting future track and field championship meets at Veterans Stadium; and

WHEREAS, Ben Shaffer Recreation has provided a quote of $16,041.32 for the new Discus Throw Cage to the Recreation and Community Services Department. The price that they provided for the new discus throw cage is the Sourcewell Cooperative Purchasing contract price; and

WHEREAS, Funding for this purchase is in the Recreation and Community Services Department's City's account number 283420112-5659, Donations Operating Materials and Supplies fund; and

NOW, THEREFORE, BE IT RESOLVED, That the Purchasing Agent is hereby authorized to issue a purchase order to Ben Shaffer Recreation of Lake Hopatcong, NJ. for $16,041.32 for the purchase and installation of a Discuss Throw Cage at the Willow Brook Park Sports Complex for the New Britain Recreation and Community Services Department utilizing the Sourcewell Cooperative Purchasing Contract Award #050924-JAY.

Ald. Francisco Santiago	Ald. John McNamara	Ald. Maldonado
Ald. Luz Ortiz-Luna	Ald. Wilma Barbosa	Ald. Scott

Ald. Ortiz-Luna moved to accept and adopt, seconded by Ald. Smedley. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

37056 **RE: AUTOMATED TRAFFICE ENFORCEMENT SAFETY DEVICE (ATESD) LOCATIONS**

To His Honor, the Mayor, and the Common Council of the City of New Britain**:** the undersigned begs leave to recommend the adoption of the following:

WHEREAS, utilizing a Federal Highway Administration (FHWA) Safe Streets for All (SS4A) grant, the City of New Britain developed a comprehensive Safety Action Plan, which included a five-year analysis of crash data from 2019 through 2023, the identification of safety countermeasures, projects, and strategies to prevent fatal and serious-injury crashes, and extensive public outreach to engage the community on traffic safety concerns and potential solutions; and

WHEREAS, the development of the City's Safety Action Plan was overseen by the City's Vision Zero Task Force, which included key City staff and community stakeholders and incorporated robust public outreach and engagement; and

WHEREAS, in December 2024, the New Britain Common Council adopted a Vision Zero goal for the City, "To reduce fatal and serious-injury crashes by 50 percent by 2035 and to eliminate traffic-related fatalities and serious injuries by 2045"; and

WHEREAS, one of the primary recommendations of the City's Safety Action Plan was the implementation of Automated Traffic Enforcement Safety Devices (ATESDs) to reduce speed- and red-light-related crashes; and

WHEREAS, on June 11, 2025, the New Britain Common Council approved an amendment to the City's Code of Ordinances authorizing the use of Automated Traffic Enforcement Safety Devices (ATESDs) within the City; and

WHEREAS, in December 2024, the New Britain Common Council authorized the Public Works Department to enter into a contract with Altumint, Inc. of Lanham, Maryland, to provide Automated Traffic Enforcement Safety Device services; and

WHEREAS, city-wide crash and speed data were collected, reviewed, and analyzed to determine appropriate locations for the installation of ATESDs; and

WHEREAS, on January 15, 2026, a public hearing on the City's Automated Traffic Enforcement Safety Device (ATESD) program was held in the Community Room at the New Britain Police Department Headquarters and included detailed information regarding the City's ATESD safety initiative; and

WHEREAS, prior to submitting an application to the Office of State Traffic Administration (OSTA) for approval, the New Britain Common Council must approve the proposed ATESD locations; and

WHEREAS, upon approval of the proposed ATESD locations by both the Common Council and OSTA, the ATESDs will be installed and activated in a phased implementation beginning in the spring and summer of 2026;

NOW, THEREFORE, BE IT RESOLVED, that the City of New Britain Police Common Council hereby approves the following Automated Traffic Enforcement Safety Devices (ATESD) locations.

Automated Speed Enforcement Locations (14):

1. Alexander Road, near Nachilly Drive
2. Barbour Road, Near Fairway Drive
3. Blake Road at Stanley Loop Trail Crossing
4. Burritt Street, near Martha Street
5. Corbin Avenue, near Steele Street (Slade Middle & Lincoln Elementary Schools)
6. Corbin Avenue, near Maplehurst Avenue
7. East Street, near Sunrise Avenue (Chamberlain Elementary School)
8. Farmington Avenue at Pulaski Middle School
9. Farmington Avenue at Pope John Paull II School
10. Slater Road at Jefferson Elementary School
11. Slater Road at Gaffney Elementary School
12. South Main Street, near Mill Street (New Britain High School)
13. Stanley Street, near Talcott Street (Smalley Elementary School)
14. Stanley Street, near Barbour Road

Automated Red Light Enforcement Locations (4):

1. Main Street @ East Main Street & Myrtle Street
2. Martin Luther King Drive & Stanley Street (CT 71) @ North Street
3. Stanley Street @ Chestnut Street
4. Martin Luther King Dr & Harry Truman Overpass (CT 71) @ East Main St (CT 174)

Ald. Francisco Santiago

Ald. John McNamara

Ald. Robert Smedley

Ald. Matthew Malinowski

Ald. McNamara moved to accept and adopt, seconded by Ald. Ortiz-Luna. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

37056 RE: ALTERNATIVES ANALYSIS & NEPA/CEPA REVIEW

To His Honor, the Mayor, and the Common Council of the City of New Britain**:** the undersigned begs leave to recommend the adoption of the following:

WHEREAS, at the September 24, 2025, City Council meeting, a resolution was passed allocating $200,000 to the Route 174 Reconstruction Project as part of Fiscal Year 2024-2025 Budget Transfers; and

WHEREAS, Fuss & O'Neill is a Manchester, Connecticut-based consulting engineering firm that has successfully provided engineering services to the City on a number of projects most notably including the Beehive Bridge; and

WHEREAS, in 2022, the City hired Fuss & O'Neill consulting engineers to perform a Needs and Deficiencies Study for the intersection of Route 174 and East Street; and

WHEREAS, based on the 2022 Needs and Deficiencies Study and the City's 2025 Safety Action Plan, the intersection of Route 174 and East Street was found to be deficient in several areas, including geometric alignment and Level of Service for intersection capacity, and was also identified as a high-crash corridor with a number of serious injuries occurring in close proximity to this intersection; and

WHEREAS, on Monday, August 25, 2025, the City met with several high-ranking officials from the Connecticut Department of Transportation (CTDOT) to discuss the next steps to address the issues associated with the Route 174 and East Street intersection and advance the project toward construction funding; and

WHEREAS, the City is in the process of preparing a FHWA "Better Utilizing Investment to Leverage Development" (BUILD) Grant for funding for the design and construction of the Route 174 Intersection Realignment Project, and needs technical assistance in a number of areas; and

WHEREAS, Fuss & O'Neill consulting engineers submitted a proposal for grant assistance to perform this work for a fee of $25,000; and

WHEREAS, Funding is available for this purchase in the Public Works Department's account number 255315049-5454; and

NOW, THEREFORE, BE IT RESOLVED, that the City is hereby authorized to hire Fuss & O'Neill for a fee of $25,000 for work associated providing BUILD grant assistance for the Route 174 Realignment Project.

Ald. Francisco Santiago Ald. John McNamara

Ald. Robert Smedley Ald. Matthew Malinowski

Ald. Scott moved to accept and adopt, seconded by Ald. Barbosa. So voted. Approved by Mayor Bobby Sanchez on February 5, 2026.

UNFINISHED BUSINESS
December 10, 2025 thru

37039 RESOLUTION Re: Addition of AKRF, Inc. to the Professional On-Call Engineering Servies List, Public Bid 4157.

TABLED 1/14/2026

There being no further business to come before the Council, Ald. Santiago moved to adjourn, seconded by Ald. Ortiz-Luna. So voted. Meeting adjourned at **9:40 p.m.**

ATTEST: Veronica T. DeLandro, Interim Town & City Clerk

Supporting Documents

City of New Britain
Safety Action Plan

NEW BRITAIN
SAFETY ACTION PLAN

JUNE 2025











VISION ZERO
newbritain

SEAL OF THE CITY OF NEW BRITAIN, CT.
INDUSTRIA IMPLET ALVEARE ET MELLE FRUITUR
1871

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.

TABLE OF CONTENTS

Executive Summary 2

Leadership Commitment and Goal Setting 8

- Vision Zero Task Force and Goal Setting 9
- Data Sources and Methodology 11
- Key Action Underway 16
  - Pedestrian and Bicyclist Deep-Dive 18
  - Examining New Britain's Crash Emphasis Areas 22
  - Data Trends Over Time 23

Policy and Process Changes 26

Engagement and Collaboration 32

- Public Involvement and Community Outreach 33
  - Community Survey Findings 34
  - Vulnerable User Audit 35
- Ongoing Engagement 37

Strategy and Project Selection 38

- High Crash Network Locations 39
- Improving Infrastructure to Improve Behavior 46
  - Deploying Concurrent Pedestrian Phasing 48
- Strategies to Deploy Countermeasures 52
- Concepts 54
- Priority Intersections Detailed Countermeasures 60
- Priority Segments Detailed Countermeasures 71

Implementation Plan 82

- SMART Implementation Plan 83

EXECUTIVE SUMMARY

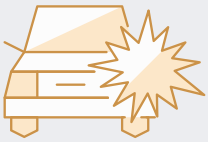


In December 2024, the City of New Britain formally committed to a Vision Zero Goal. Vision Zero is a strategy to eliminate all traffic fatalities and sever injuries, while increasing safe, healthy, equitable mobility for all.

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,



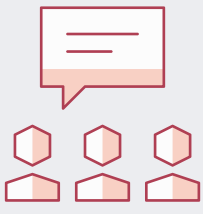
nearly 6,000 CRASHES were recorded in New Britain.



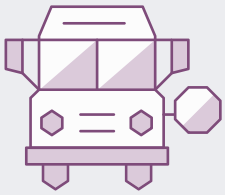
Nearly HALF of all CRASHES occurred at **INTERSECTIONS.**



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

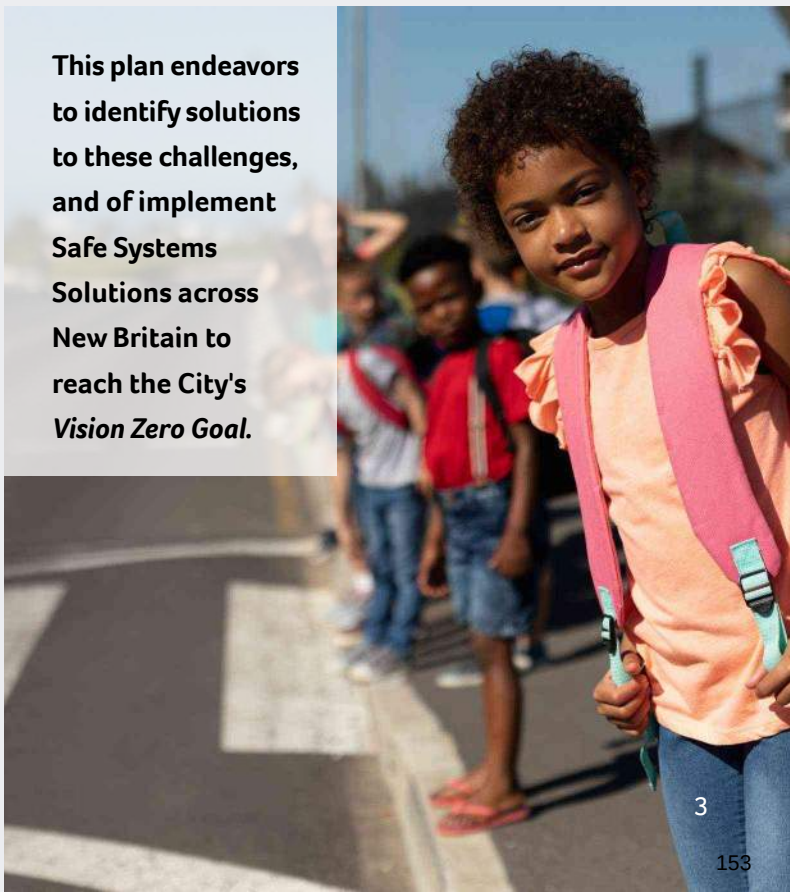


Across **7** COMMUNITY EVENTS and a SURVEY reaching **over 500** CITIZENS, just **31%** of City residents **described feeling safe driving in New Britain,** and less than **20%** said the **same about walking and biking.**



Speed related crashes were identified in **at least 15** SCHOOL ZONES across the City, and even at newly reconstructed, well-marked intersections, unsafe behavior was observed across all modes of travel.

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.*



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:**

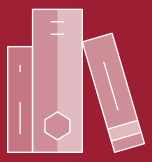
"**REDUCE** fatal and serious injury crashes by **50%** by 2035 to reach Vision Zero by 2045."

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.

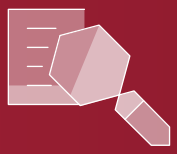
The City's 2013 Complete Streets Master Plan advanced the study of planning and maintaining a livable environment that is supportive of all transportation modes. Since then, **more than $75 Million has been invested in key projects to improve bicycle connectivity, revitalize underused parcels, and install 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:



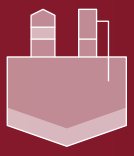
EDUCATION and **ENCOURAGEMENT** opportunities for motorists, bicyclists, and pedestrians on safe roadway usage.



EVALUATION opportunities to close remaining data gaps and safety challenges.



ENFORCEMENT recommendations to support and implement policies.



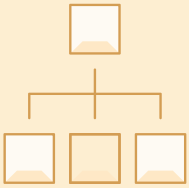
ENGINEERING physical changes to the City's roadways.

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:

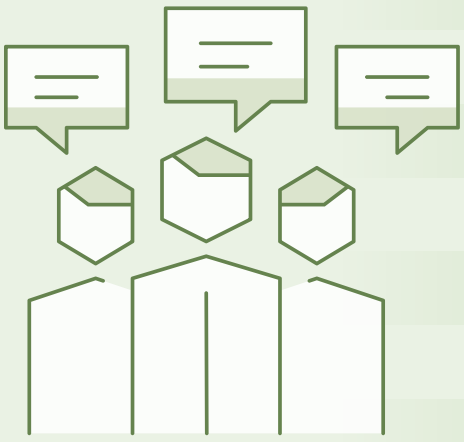
- **A goal with a specified percentage reduction by a target date** (e.g., "Reduce traffic deaths by 50% in 10 years").
- **Achieving full Vision Zero by a certain date** (e.g., "Reach zero deaths and serious injuries by 2050").
- **A hybrid of the two** (e.g., "Reduce fatal and serious injury crashes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

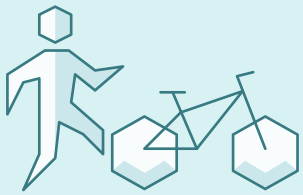
Other non-traffic data sources included the American Community Survey, Connecticut Environmental Justice Screening Tool, Climate and Economic Justice Screening Tool, and the Social Vulnerability Index.

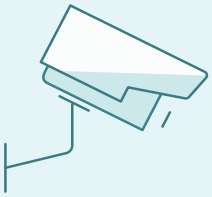
The data analysis helped lay the foundations for the



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.

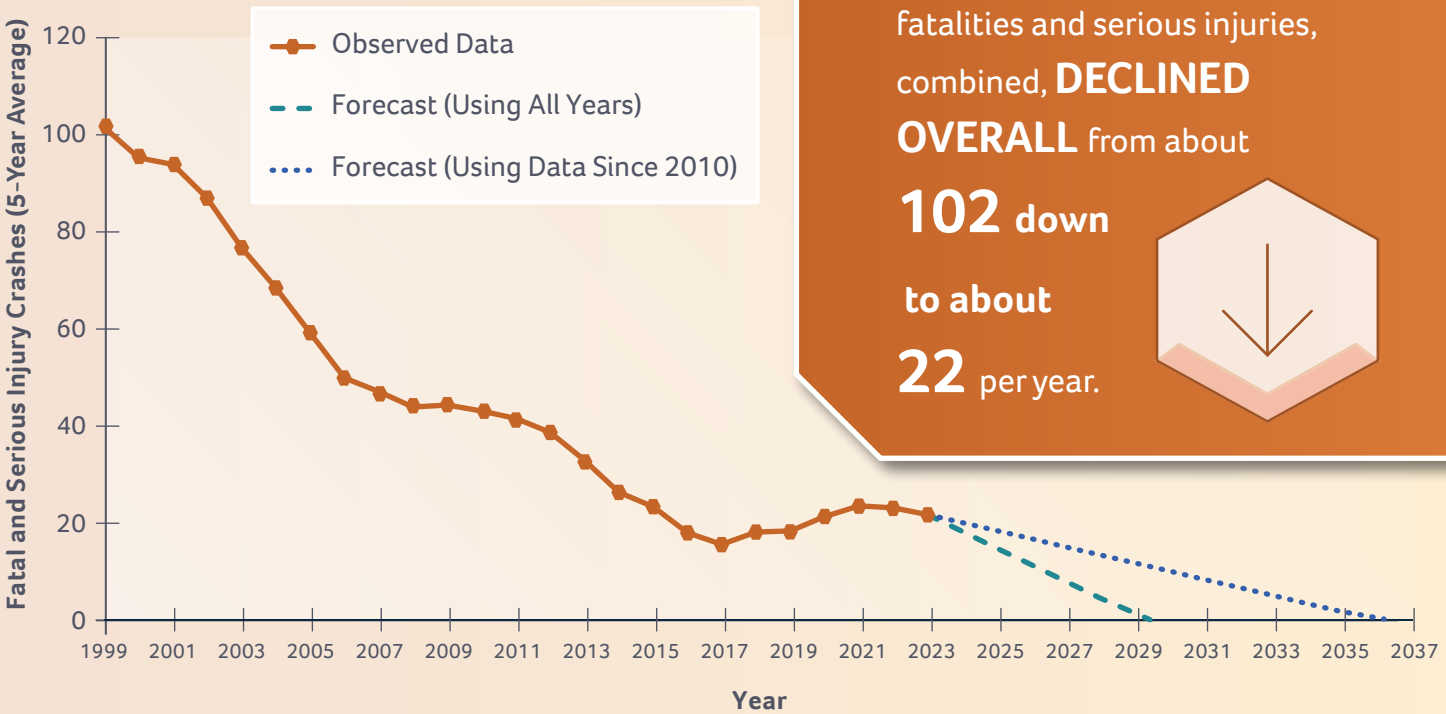
The Historical Trends Analysis of crashes in New Britain reviewed crash data from 2019 to 2023. **Unless otherwise noted, all figures, charts, summary, and discussion in this report do NOT include any crashes on Interstates, freeways, or expressways**[1] (CT-9, CT-72, and I-84). This distinction is intended to ensure that all proposed actions are focused on facilities which the City has jurisdiction to directly implement safety improvements.

LEADERSHIP COMMITMENT AND GOAL SETTING



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.

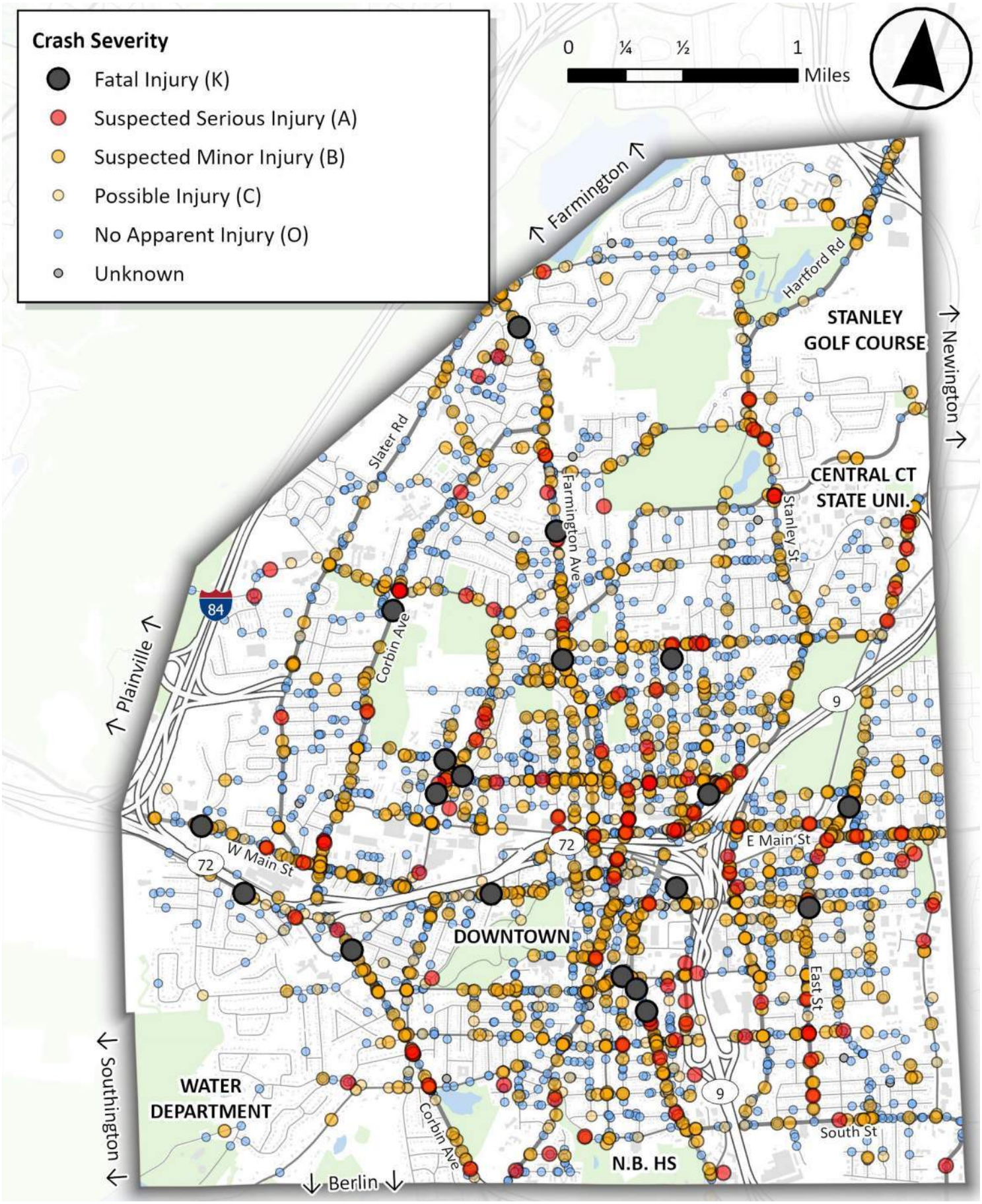
CRASH TREND PROJECTION OVER TIME (1999-2050)



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

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 **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats for transportation safety. The findings of this activity will be used to develop safety projects around the city. ***Check out the results below!***



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

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

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

VISION ZERO newbritain



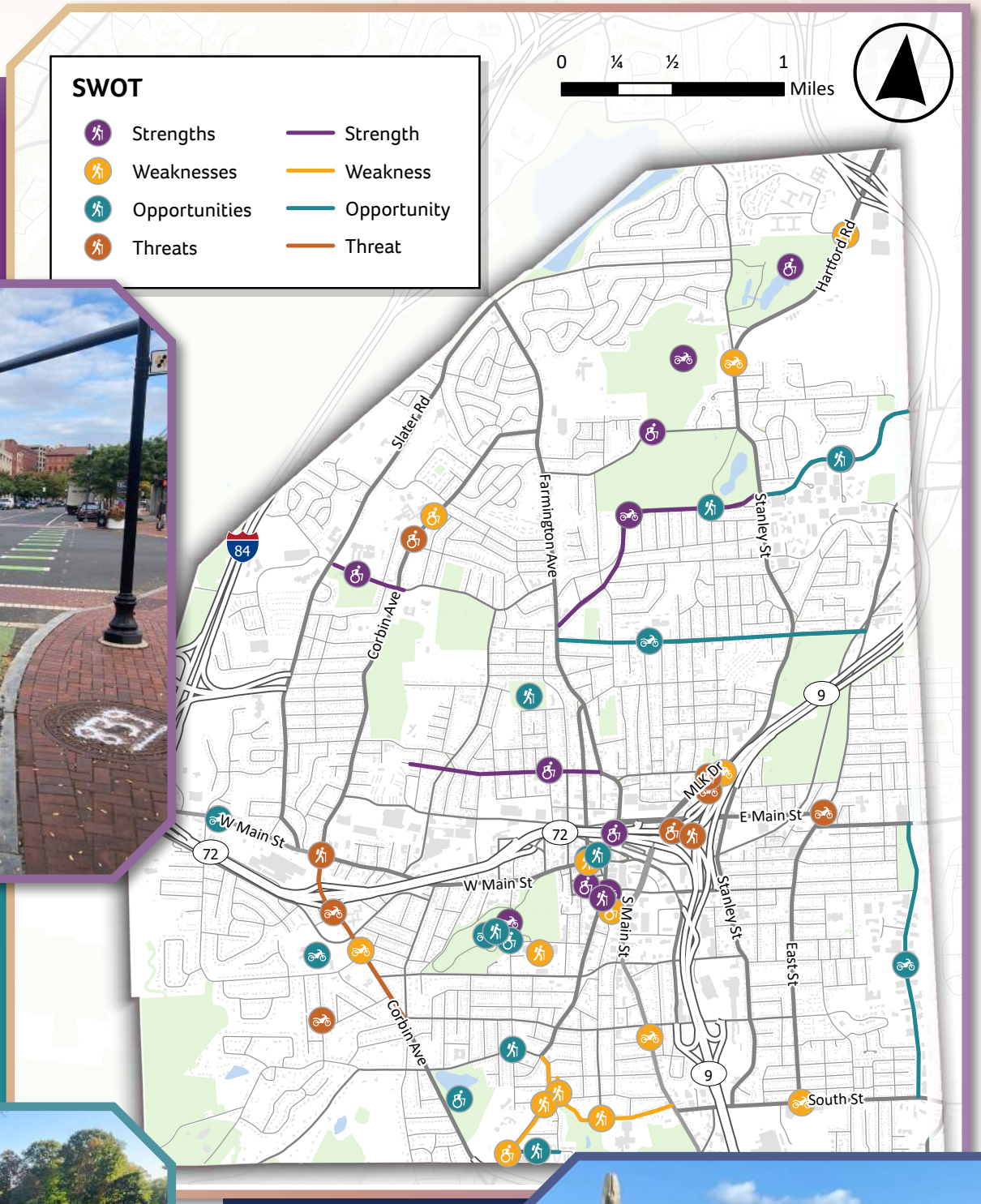
The map below shows the complete SWOT analysis for rolling, walking, and biking in New Britain. The icon symbols correspond to travel mode—**walking, biking,** or **rolling**—while the colors indicate the presence of a **S**trength, **W**eakness, **O**pportunity, or **T**hreat identified by the Task Force.

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

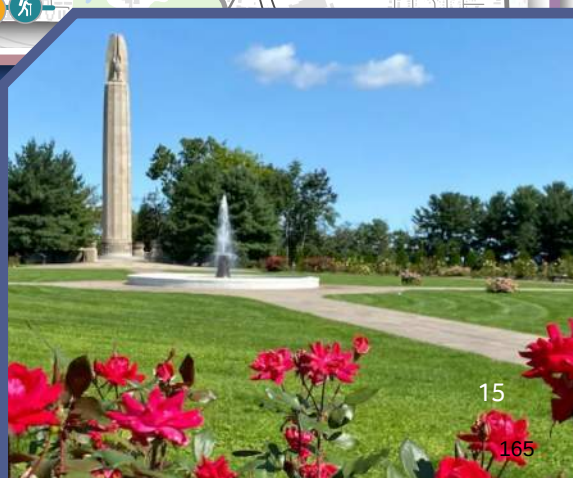


ADA compliant trails and bike lanes at Stanley Quarter Park makes it accessible for all users.





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.

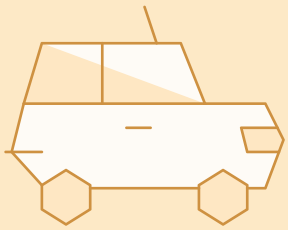


EXISTING CRASH TRENDS

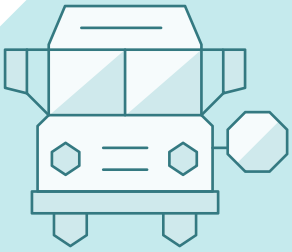


5,991 CRASHES
recorded in New Britain **BETWEEN 2019** and **2023**
generated an estimated total cost of
$794.4M, of which **45.7%** **($363.5M)**
is attributable to **FATAL** and **SEVERE CRASHES** alone.

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.



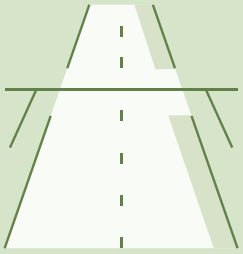
About **85%** of CRASHES involve **PERSONAL VEHICLES** such as a passenger car, SUV, or pick-up truck.



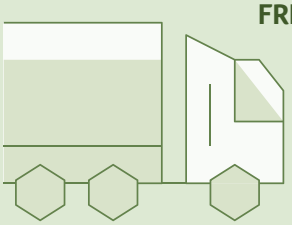
23% of CRASHES between 2021 and 2023 occurred within a **1/4 MILE** of a **SCHOOL**



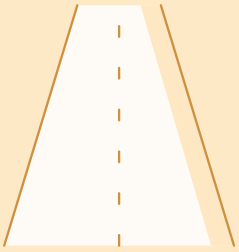
Between **8 PM to 6 AM,** almost **3%** of CRASHES result in a FATALITY or SERIOUS INJURY, which is **50% HIGHER** than all other hours of the day.



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.

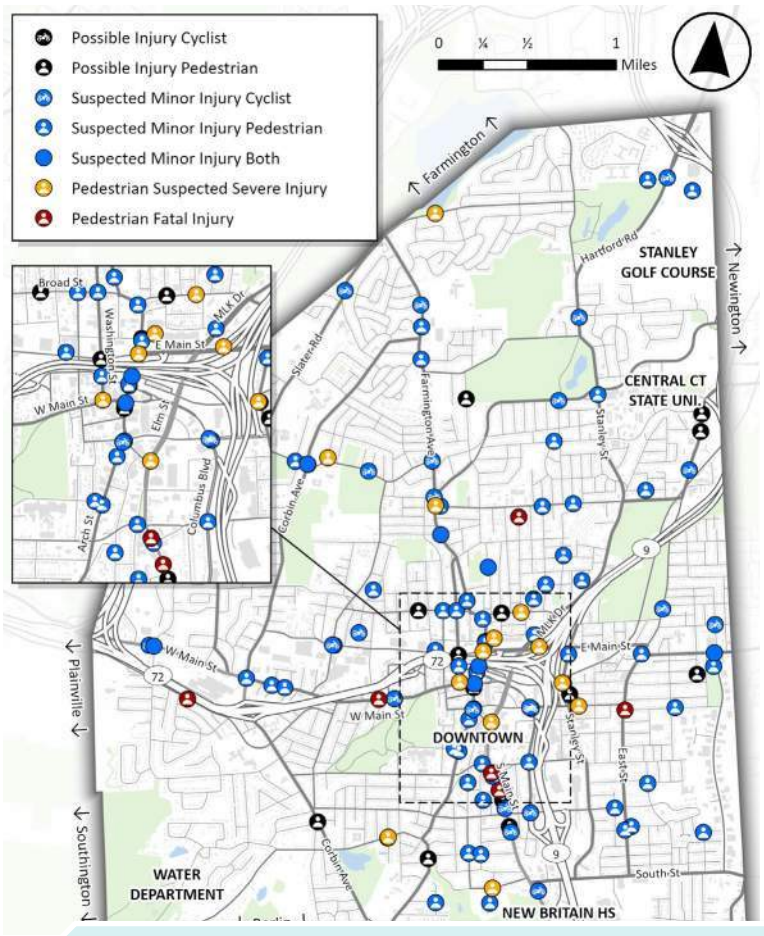
Pedestrian and Bicyclist Deep-Dive

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.

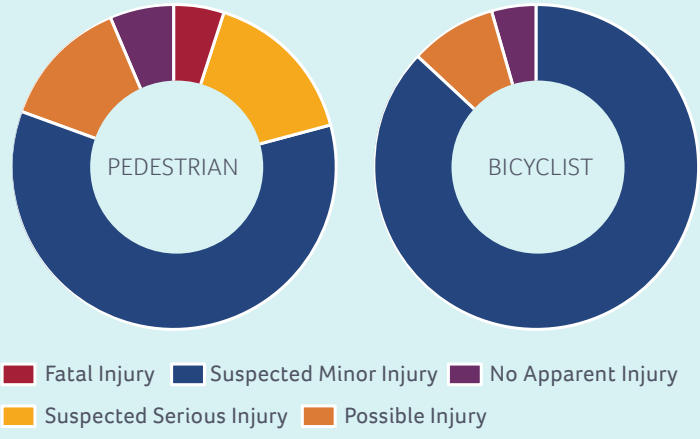
Key highlights from the deep-dive include:

- **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

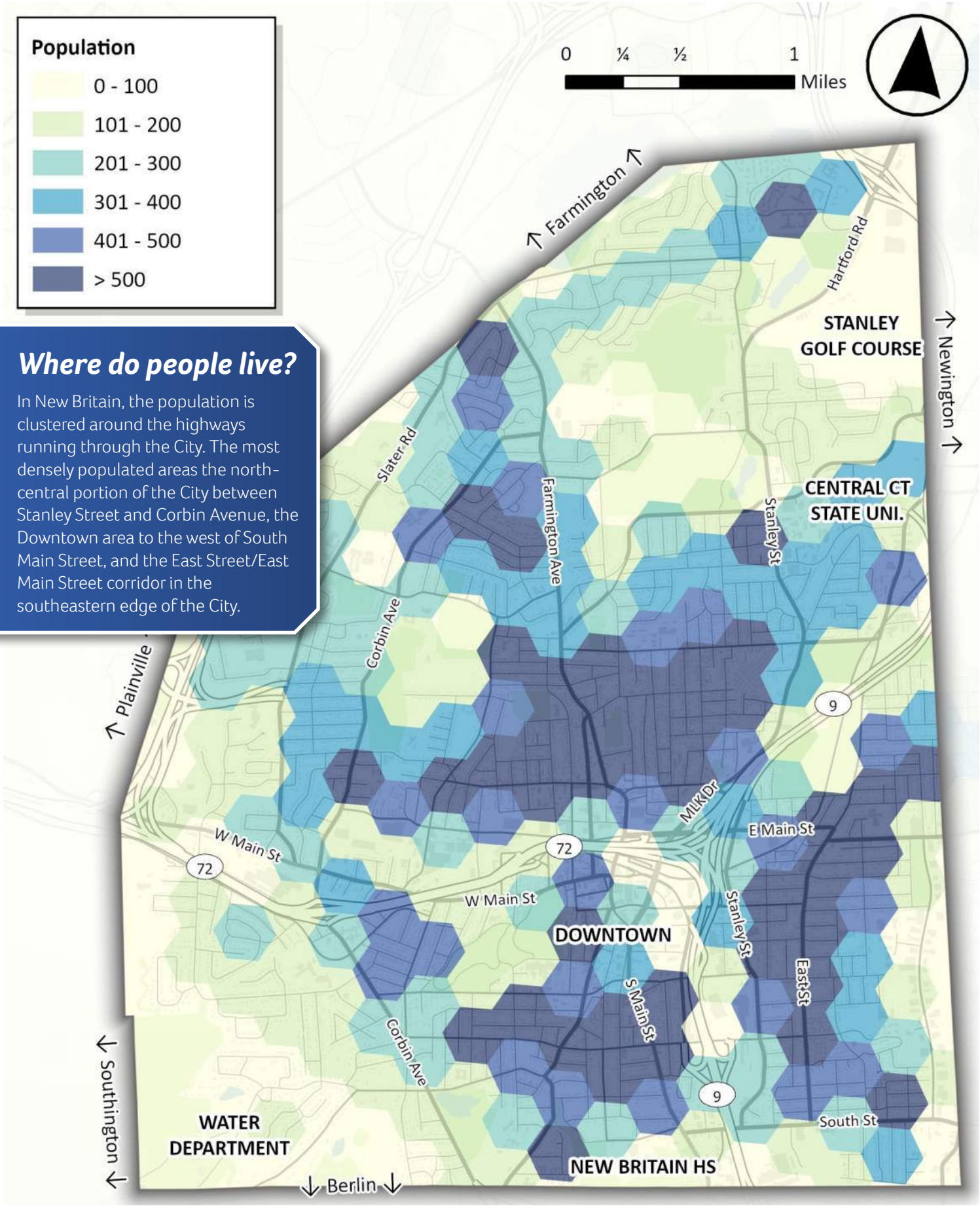
MORE THAN **4** **PEDESTRIAN CRASHES**

FOR EVERY CYCLIST CRASH in New Britain.





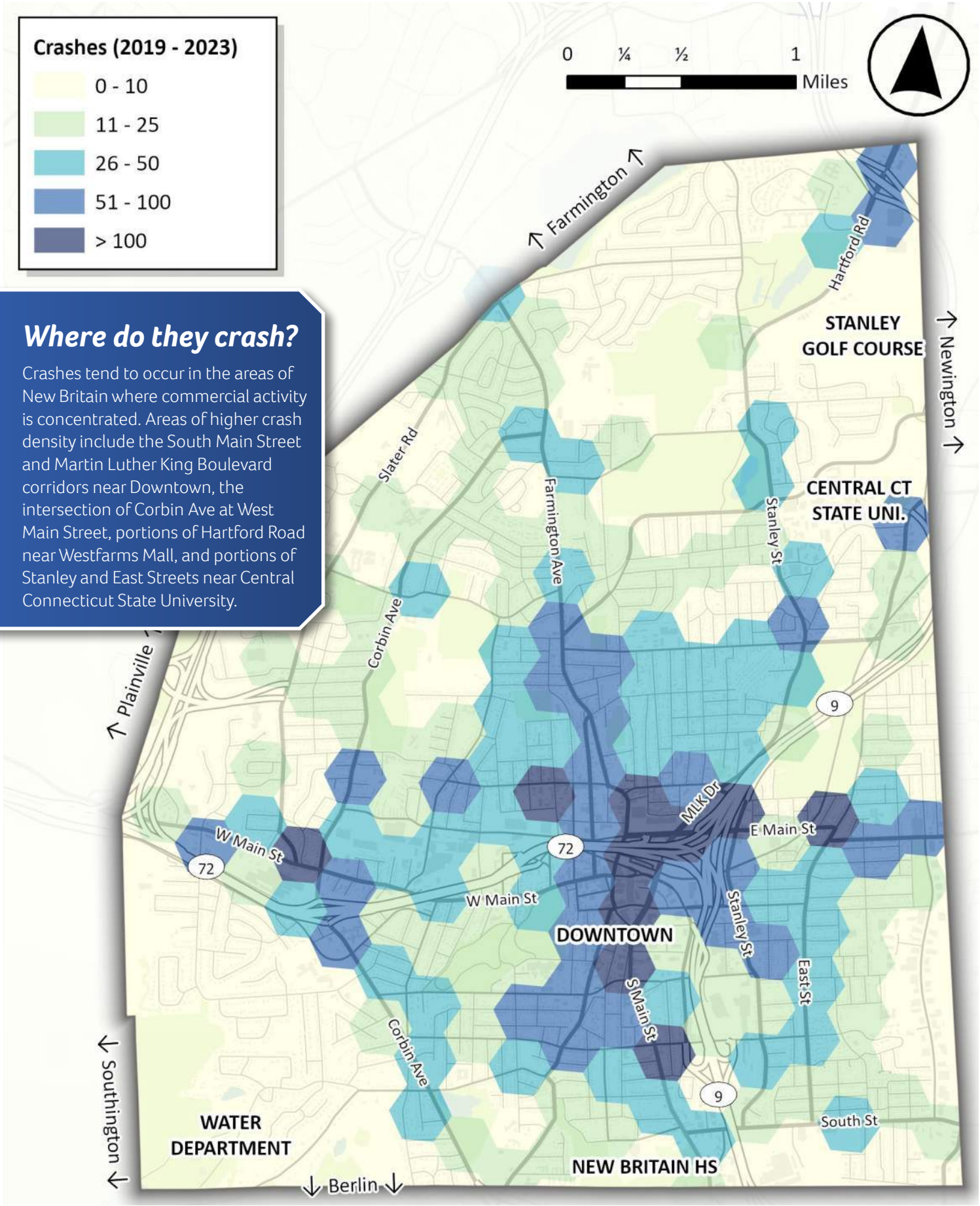
GEOGRAPHIC CRASH DISTRIBUTION IN NEW BRITAIN, CONNECTICUT *(2019-2023)*



Where do people live?

In New Britain, the population is clustered around the highways running through the City. The most densely populated areas the north-central portion of the City between Stanley Street and Corbin Avenue, the Downtown area to the west of South Main Street, and the East Street/East Main Street corridor in the southeastern edge of the City.

POPULATION DISTRIBUTION IN NEW BRITAIN, CONNECTICUT *(2020)*



Examining New Britain's Crash Emphasis Areas

The Capital Region Council of Governments (CRCOG), the metropolitan planning organization in the Hartford region, last updated a Regional Transportation Safety Plan in 2023. As part of this plan, CRCOG 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.



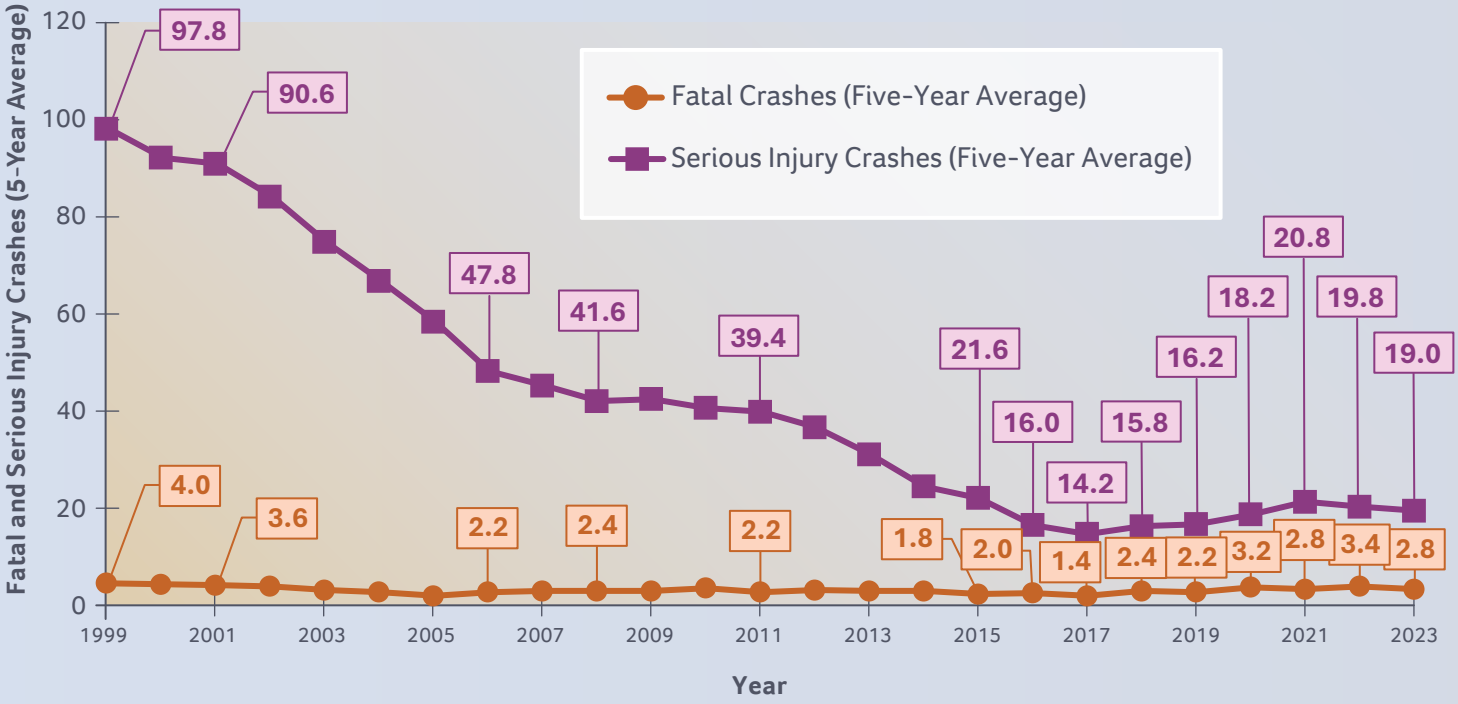
Emphasis Area	**All Crashes** (2019-2023)			**Fatal and Serious Injury Crashes** (2019-2023)		
	Crashes	% of Total in New Britain	% of Total in CT	Crashes	% of Total in New Britain	% of Total in CT
Intersections	2,675	44.7%	39.9%	71	48.0%	39.9%
Roadway Departures	1,851	30.9%	16.3%	39	26.4%	22.3%
Aggressive 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.

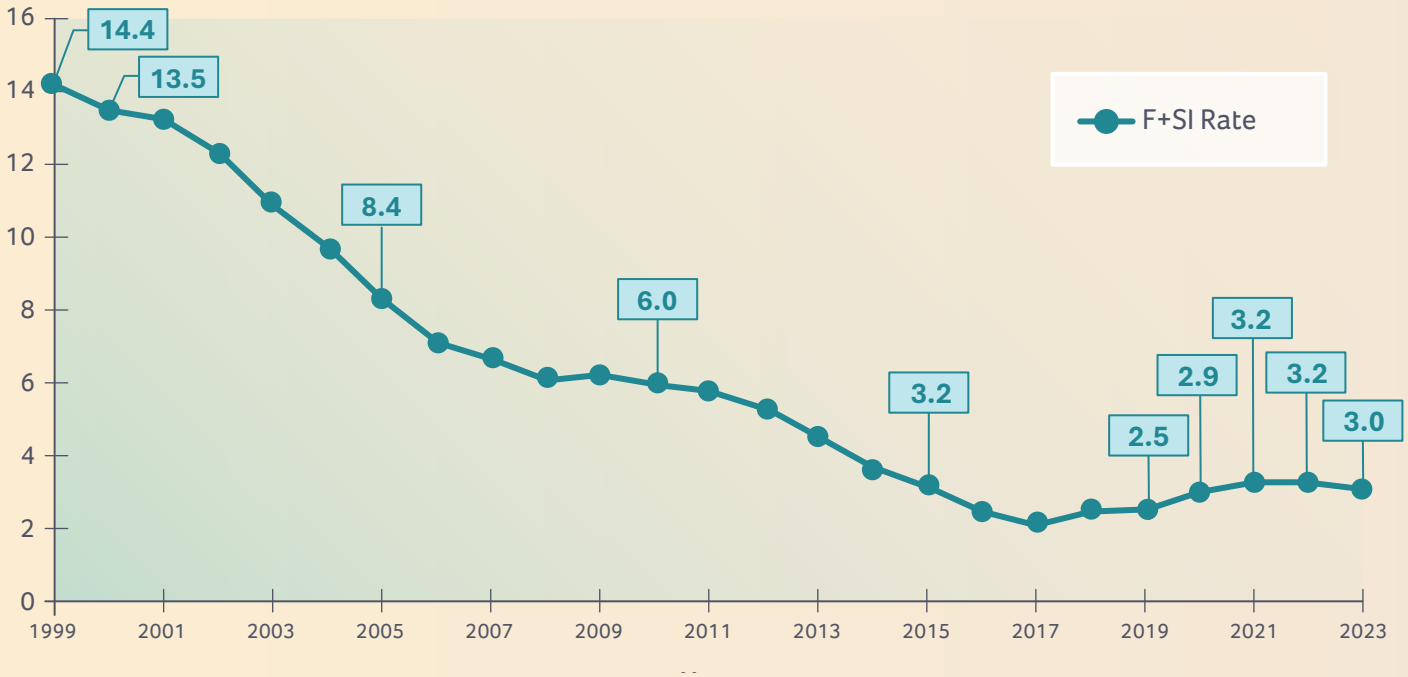
LONG-TERM FATALITY AND SERIOUS INJURY TREND (1999-2023)



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.




DOLLAR STORE
501c
EMERGENCY SNOW ROUTE
NO PARKING
TOW ZONE



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 (CRCOG) 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.



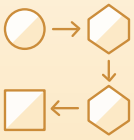


POLICIES

Laws, rules, standards, regulations, and guidance to guide ongoing efforts to evaluate, engineer, and encourage adherence to Safe Systems approaches

What to Do

Develop Complete Streets Policy



PROCESSES

Proedural mechanisms to inform decisons that shape the design, enforcement, and improvement of implementing policies and programs

How to Do It

Audit Road Safety and Enforce Rules



PROGRAMS

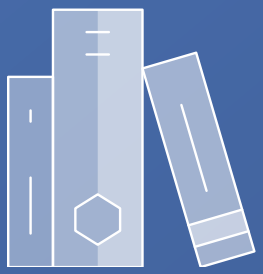
Delivery of strategic investment, projects, educational initiatives, connmunity events, and enhancements to build and maintain a Safe environment

Make it Happen

Improve Roads and Educate 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



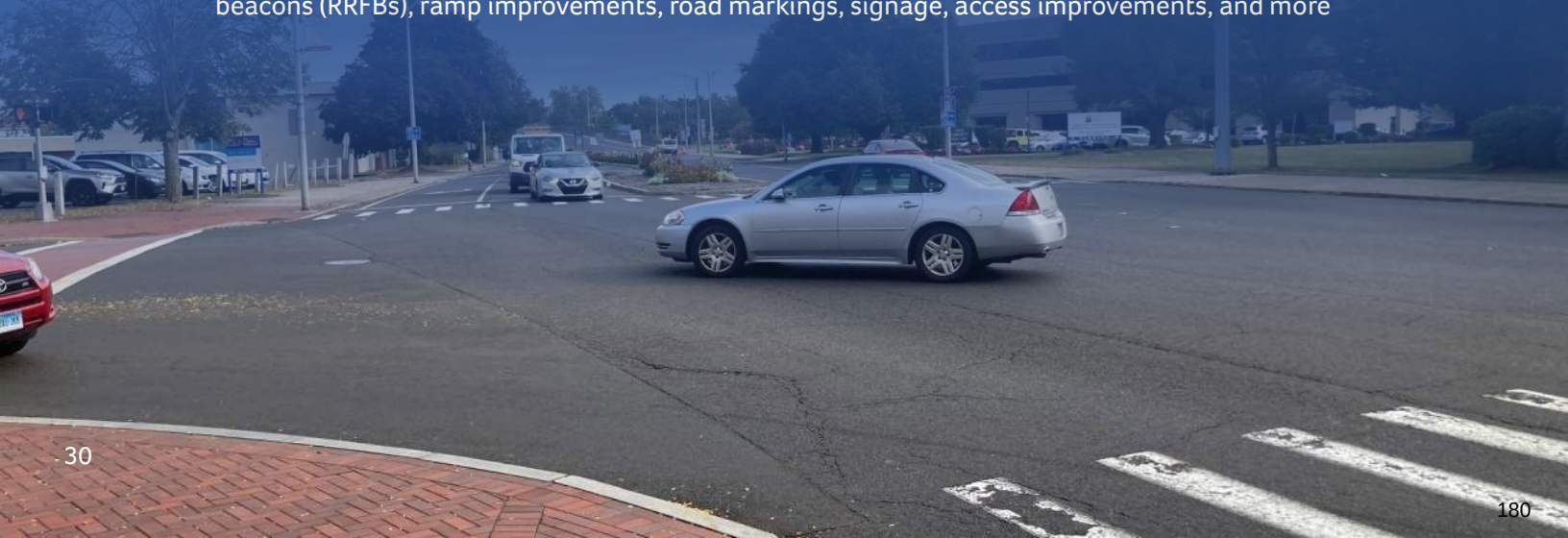
1. Continue tracking crash data to identify high crash locations and document progress towards Vision Zero
2. Update report to the 2013 Bicycle Connectivity and Traffic Calming Plan
3. Develop a Comprehensive Citywide Sidewalk Study to help identify gaps, priority areas, and future investment needs to 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




JASKO
Chestnut St
Main St
510
A24
CTTRANSIT

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.



Crossing Guard Holiday Luncheon



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



508

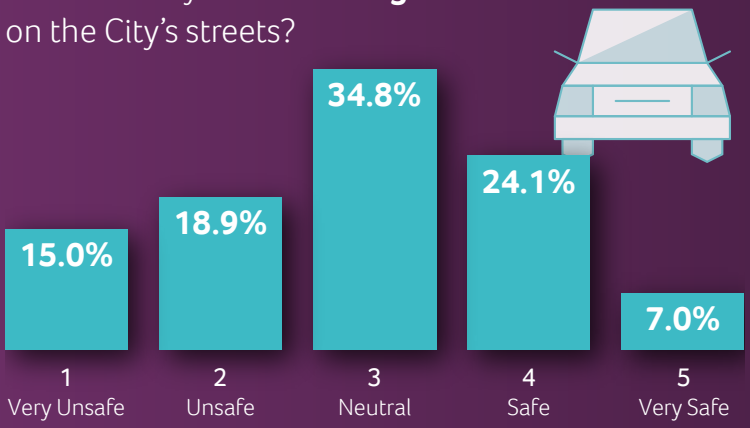
SURVEY RESPONSES

Community Survey Findings

- Majority of participants reported **driving and walking as their main modes** of transportation.
- **People using active transportation** (walking, biking, wheeling, etc.) **feel more unsafe on the City's streets and sidewalks** compared to drivers.
- **Over 70 percent of participants have been or know someone who has been involved in a traffic crash** or near miss incident in New Britain in the past five years.
- Majority of **participants would like safety projects to be prioritized** around New Britain schools.
- **Driver behavior,** such as excessive speeding, was identified as the **top factor contributing to traffic crashes.**
- The **top solutions** identified by participants were **more police enforcement, improved lighting,** and **automated red light camera enforcement.**
- Participants **identified several roads and intersections in New Britain as unsafe,** including West Main Street (especially west of Corbin Avenue), Corbin Avenue, Slater Road, Farmington Avenue, and the intersections of Stanley Street and Blake Road, Corbin Avenue and West Main Street, and North Street and Martin Luther King Drive.

*"On Corbin Ave, Slater Road, West Main Street, Stanley Street, I find that a lot more **DRIVERS ARE IGNORING THE SPEED LIMIT AND TRAFFIC LIGHTS** in the City."*

How safe do you feel **driving** on the City's streets?

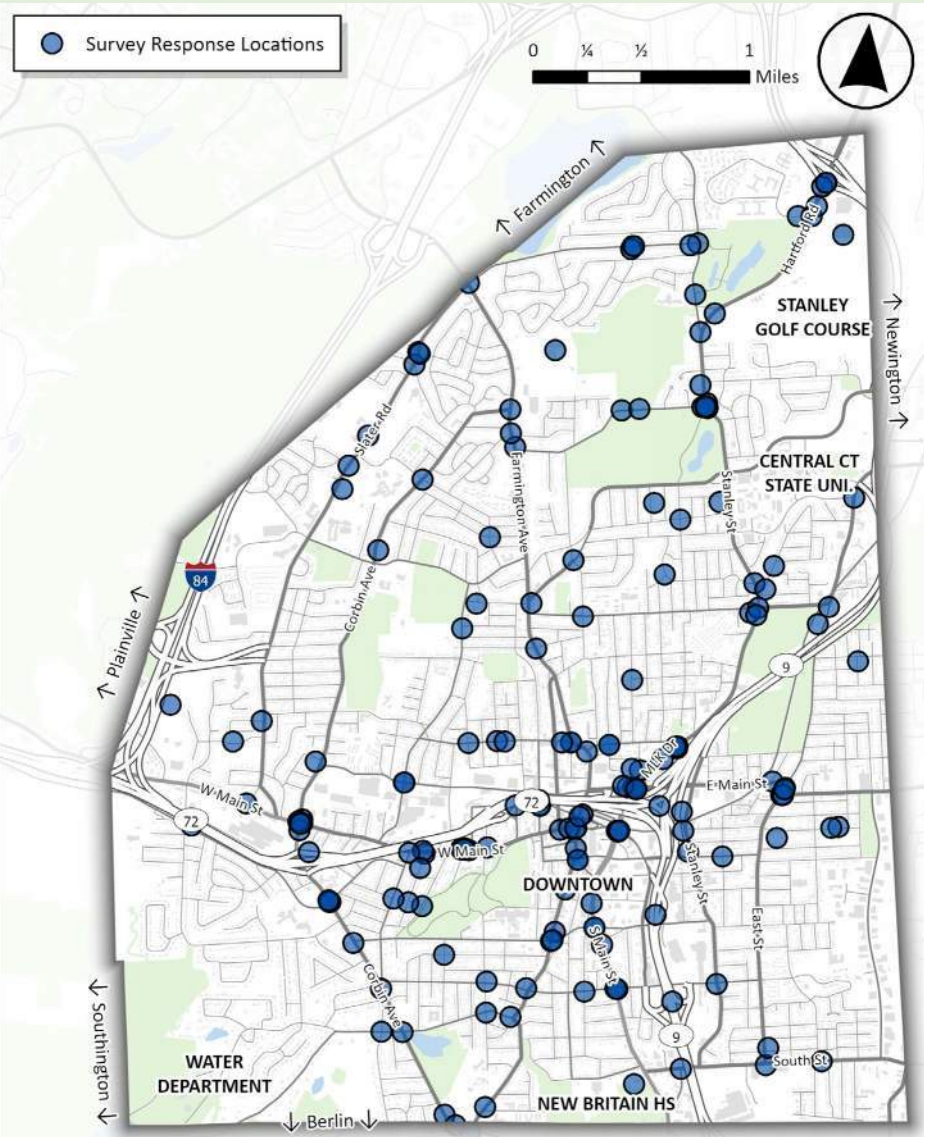


*"The intersections of Steele Street and Corbin Ave and Blackrock Ave and Corbin Ave, especially during school days. **CARS ARE FLYING BY RED LIGHTS AND CROSSING GUARDS ARE DISREGARDED.** Signs do nothing to control. Cameras that give out tickets will work once people realize there is some kind of enforcement."*

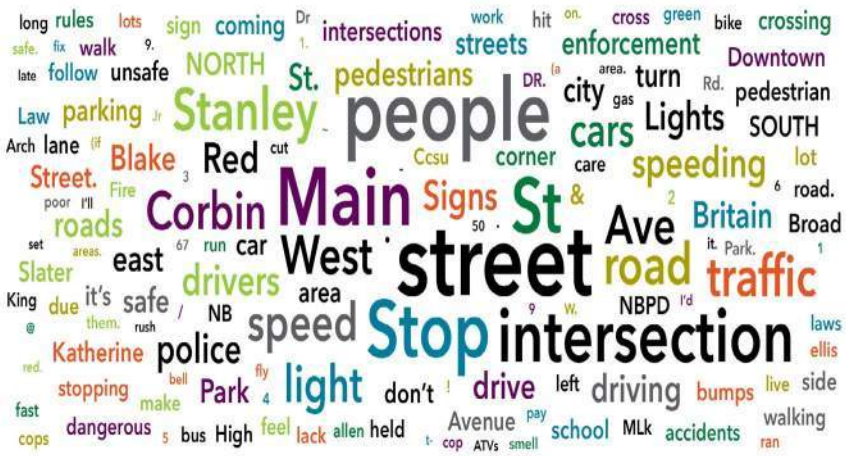
How safe do you feel **walking** or **biking** on the City's streets?



VISION ZERO NEW BRITAIN SURVEY RESPONSE LOCATIONS



WORD CLOUD DEVELOPED FROM SURVEY RESPONSES

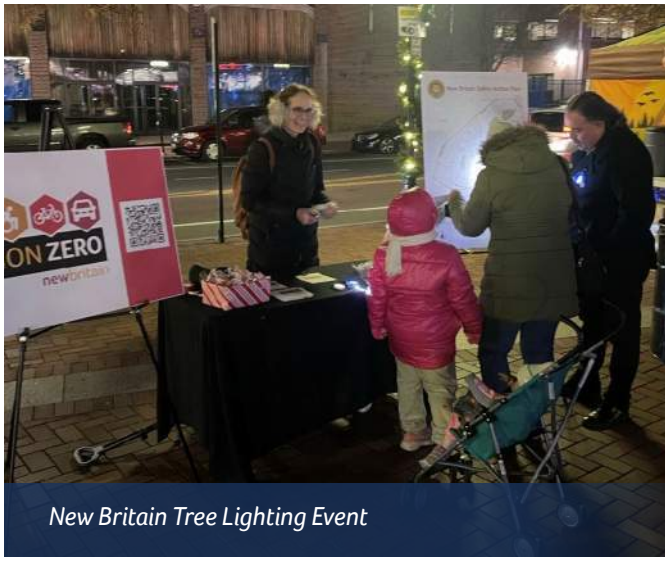


Vulnerable User Audit

- On September 19, 2024 the Project Team conducted a **Downtown Vulnerable User Audit.** The Project Team played a short video for the Task Force showing footage of intersections from city cameras and pointing out several safety issues and compliance violations as examples of behavior to keep an eye out for in the field.
- The Project Team and Vision Zero Task Force then split into three teams and noted behavior of both vulnerable road users and drivers. All three groups noted pedestrian and bicyclist compliance with travel laws to be lacking, with the group concluding that more education would be needed to change road user behavior.

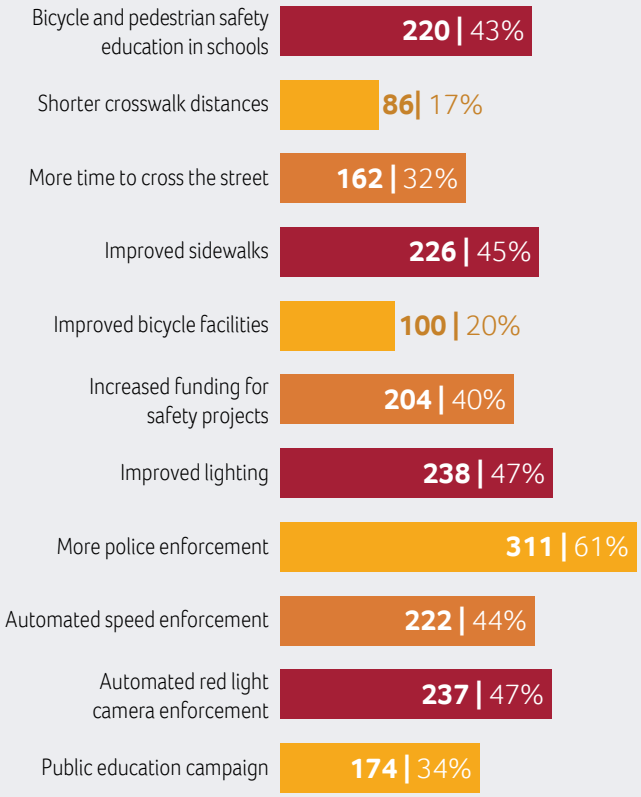


Backpack Give Away at the New Britain House of Pizza



New Britain Tree Lighting Event

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.

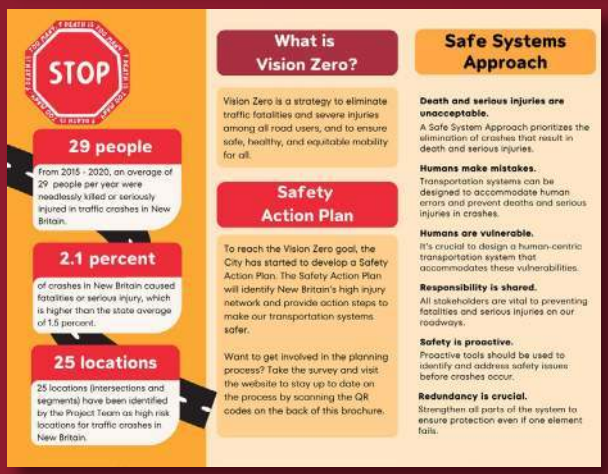












ONGOING ENGAGEMENT

- 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



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?

Quantitative Factors



Points were tallied for fatal and serious injury crashes and VRU crashes, the total number of crashes and VRU crashes, and the crash rate and VRU crash rate (crashes per 100M VMT).

Qualitative Factors



Points were tallied for high-priority locations from the CRCOG Regional Transportation Safety Plan, speed data from CDOT, and potential ATESD locations.

Community and Town Input



Feedback was incorporated from public engagement events, the Vision Zero Task Force, and the Town to determine high crash network locations.

Policy Intersections



High scoring intersections and corridors were identified as **High Crash Network** locations and assigned strategic countermeasures.


NO
PARKIN
ANY
TIME
ARCH STREET
IS GETTING
SAFER!

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

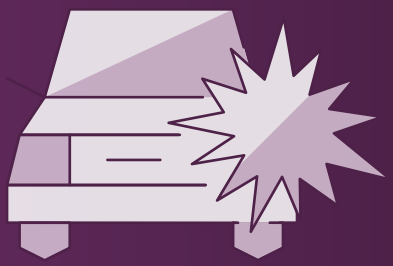
IMPROVING INFRASTRUCTURE TO IMPROVE BEHAVIOR

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.

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 crashe**s during that time period.



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

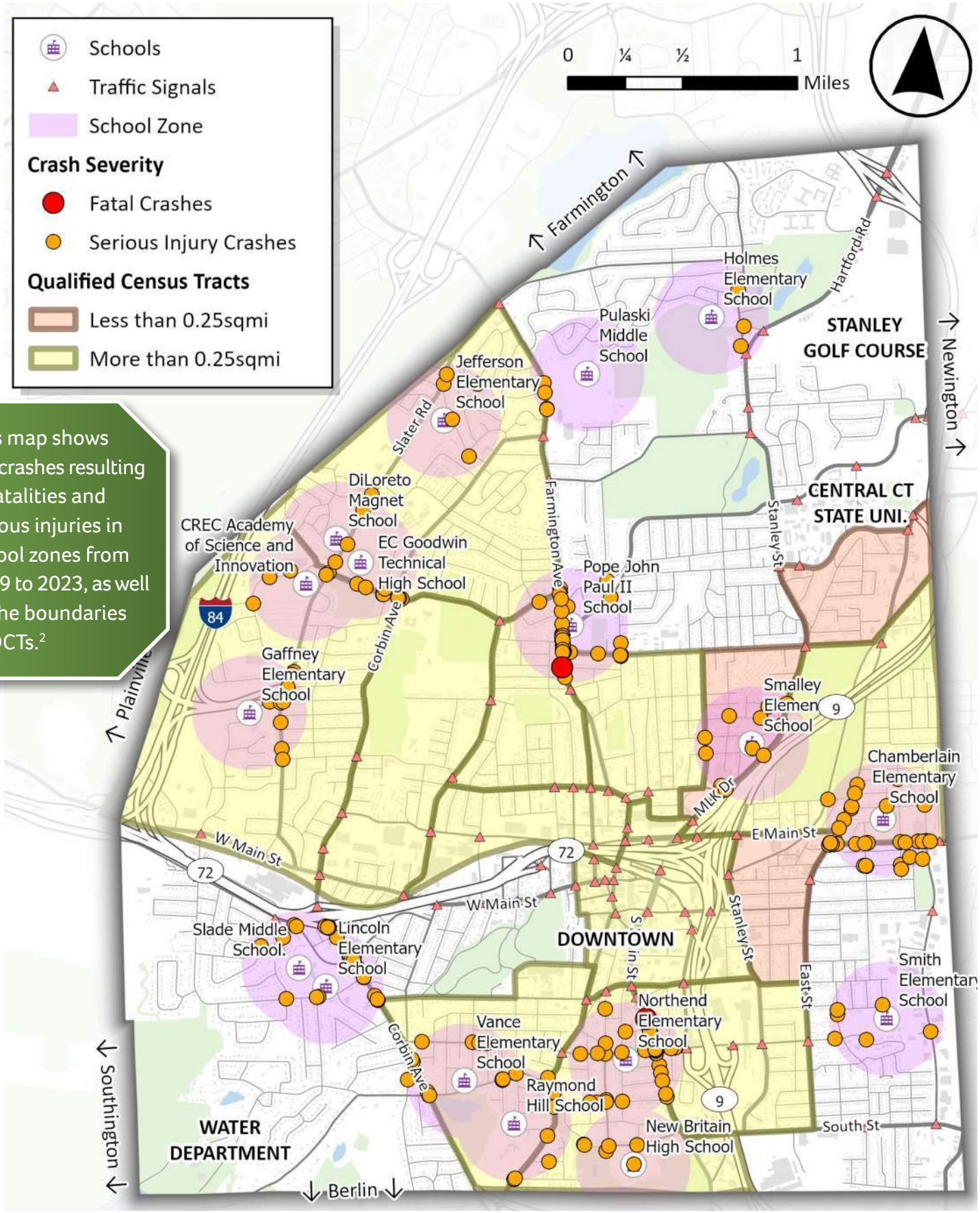
- There were two fatal crashes – one near **Pope John Paul II School** and another near **Northend Elementary School.**
- The highest density of serious injury crashes was seen near **Pope John Paul II School, Chamberlain Elementary School, and Northend Elementary School.**
- The majority of the speeding 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.

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.**

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

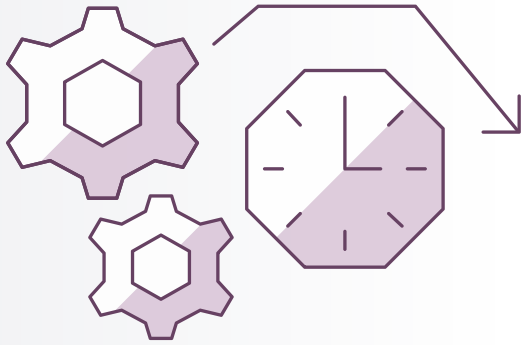
- **Crossing Movement:** 33% of electric scooter riders were observed crossing outside of crosswalks or bike lanes.
- **Traffic Signals:** Just 17% of scooter/skateboard users were observed waiting for and crossing with the pedestrian signals (83% did not).
- **Concurrent Movement:** 33% of scooter/skateboard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

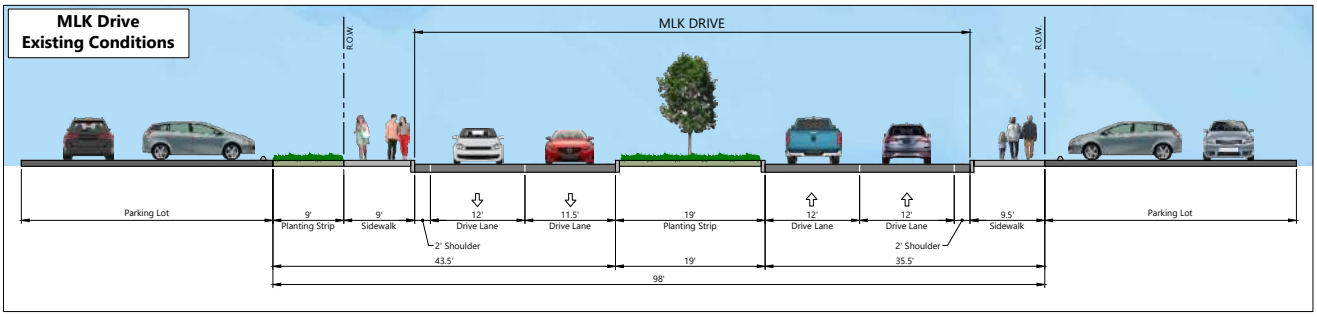
CONCEPTS

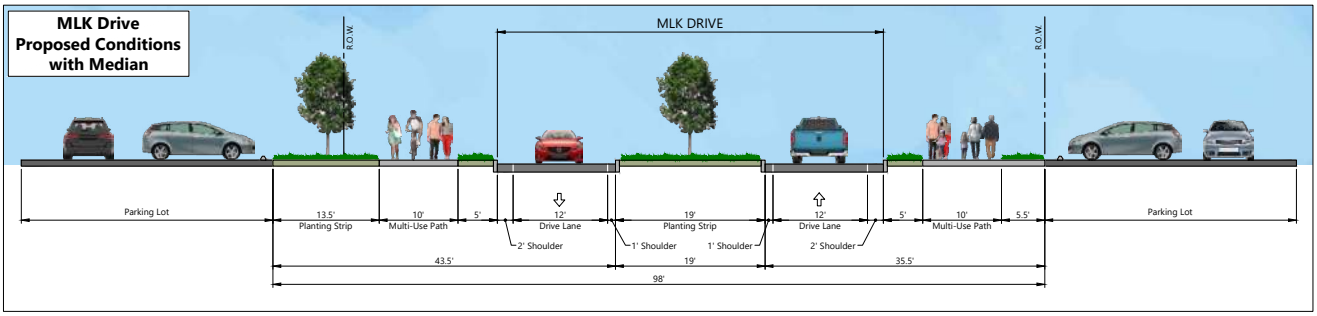
The City selected two locations from the High Crash Network to develop improvement concepts to make infrastructure changes supporting the City's Vision Zero Goals. Detailed improvement concepts were created for:

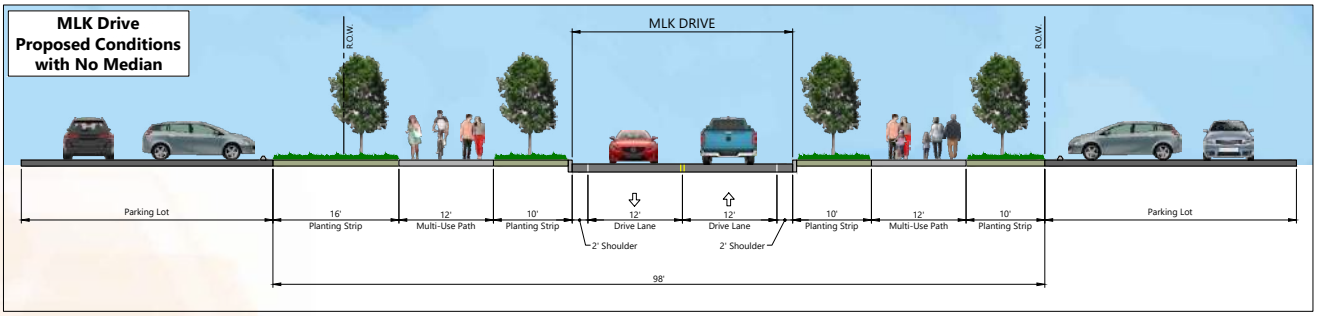
1 **Martin Luther King Drive (CT-71) from East Main Street to North Street/Stanley Street,** including the intersections with East Main Street, Winter Street, and North Street/ Stanley Street

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.

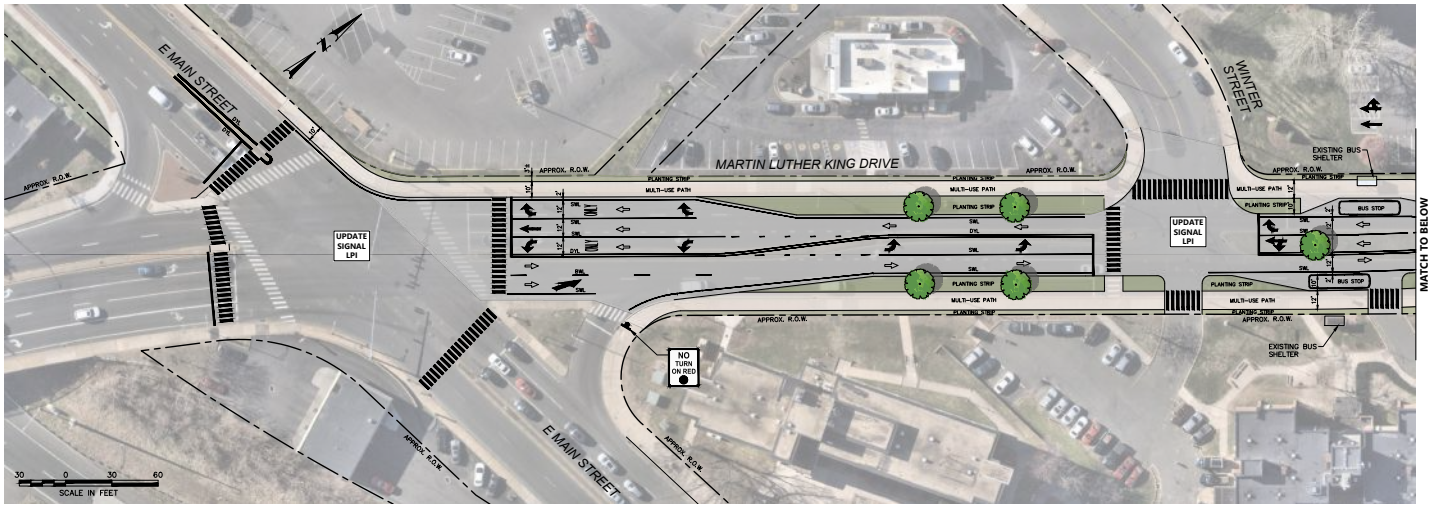




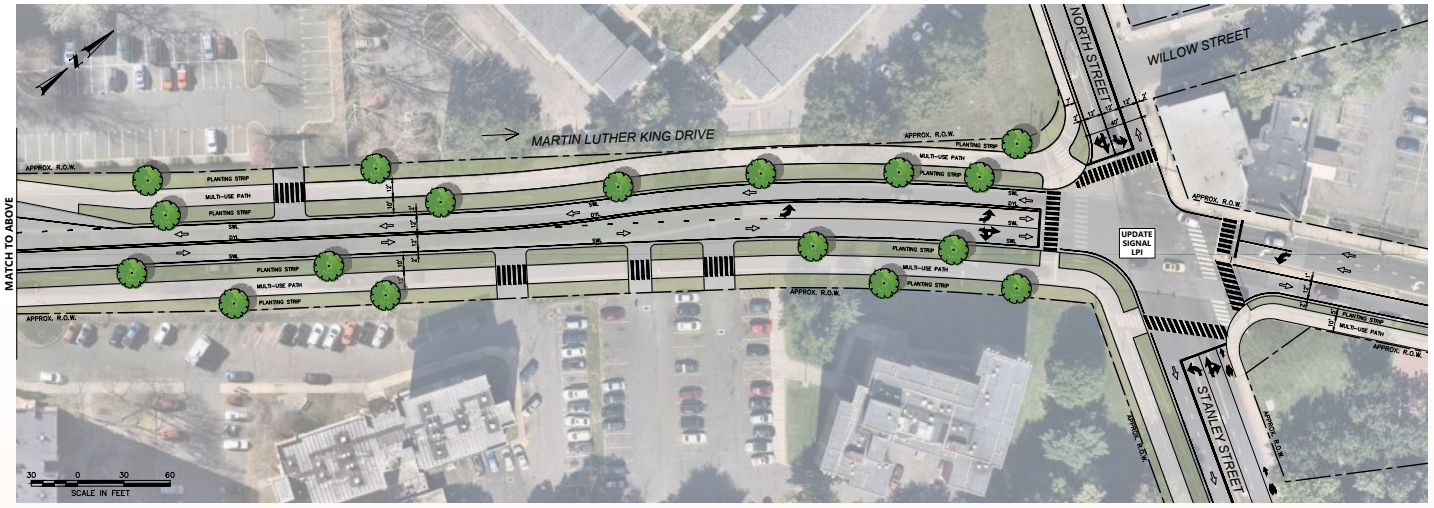


LOCATION #1, VERSION 1 – *NO MEDIAN*

MLK Drive from East Main Street to Winter Street



MLK Drive from Winter Street to North Street/Stanley Street



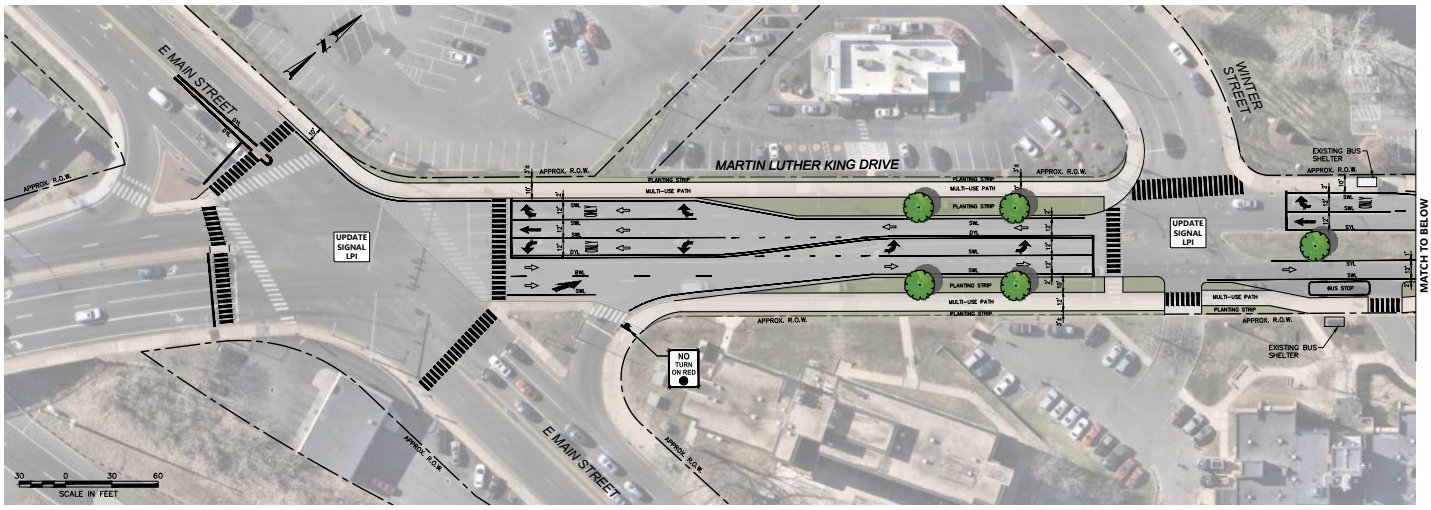
This concept removes the center median entirely to create a narrower cross-section with a two-lane road in the middle. This gives even more space for the two multi-use paths and vegetated space along the road.

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.

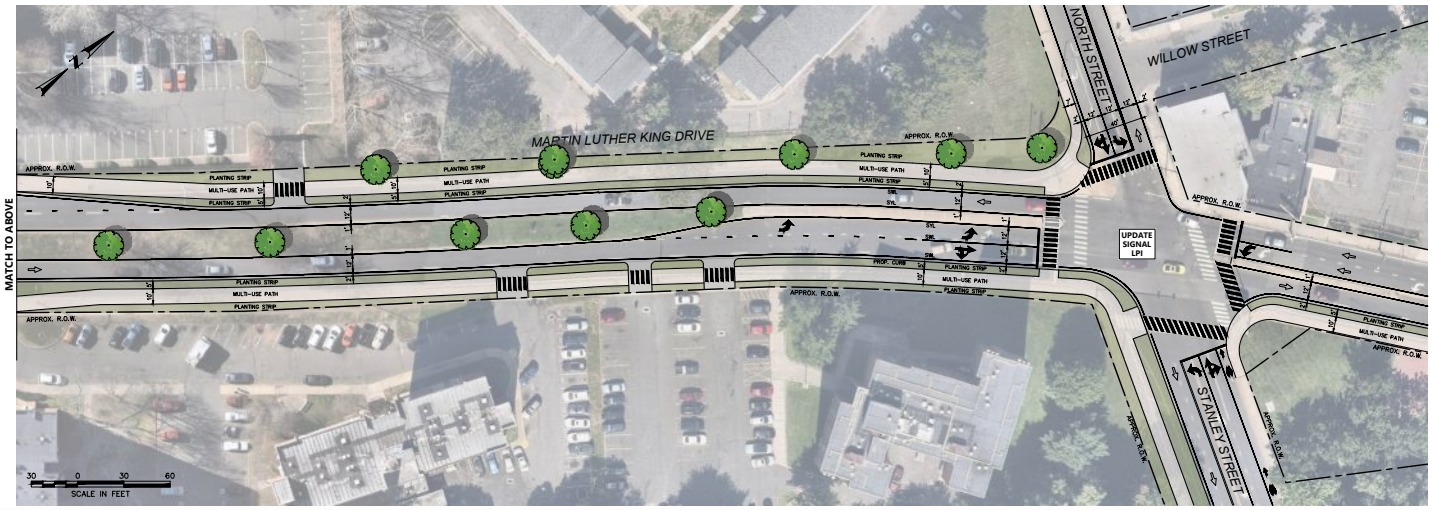
Concept Cost Estimate:
$5.5 million

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



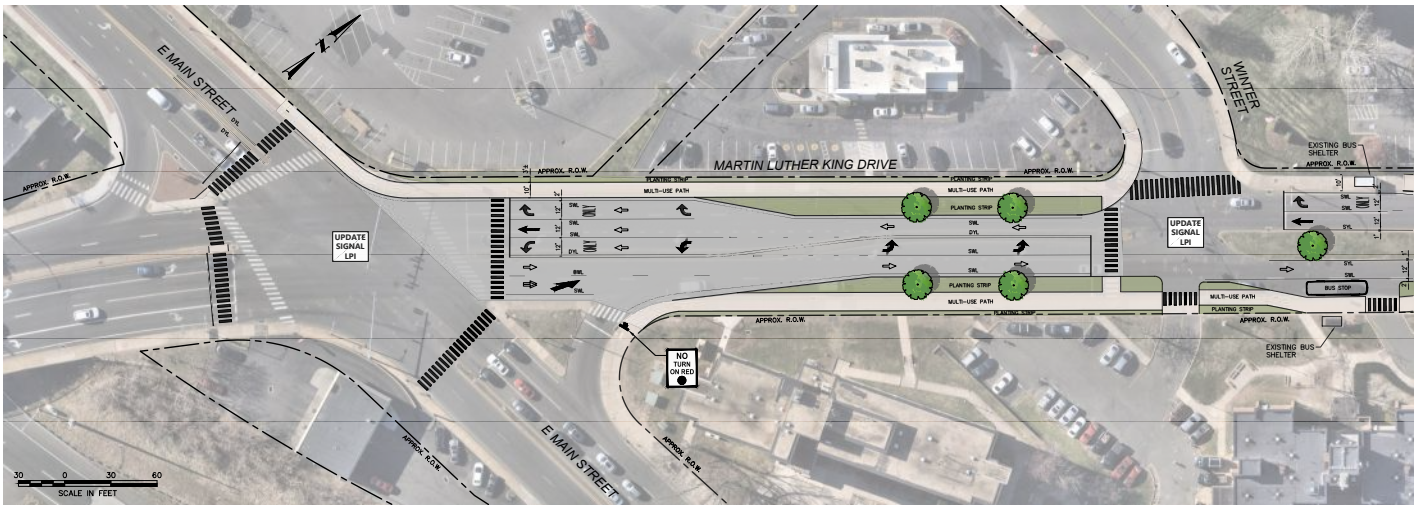
The road diet involves reducing the number of through lanes from four to two. At Winter Street, the signal would be upgraded with an LPI. In this concept, the road diet on MLK Drive leaves the existing center median intact. The curb lines on either side of the road are brought into the roadway to reduce 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.

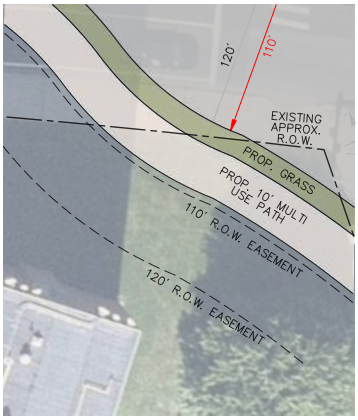
Concept Cost Estimate:
$4.5 million

LOCATION #1, VERSION 3 – *WITH MEDIAN AND ROUNDABOUT*

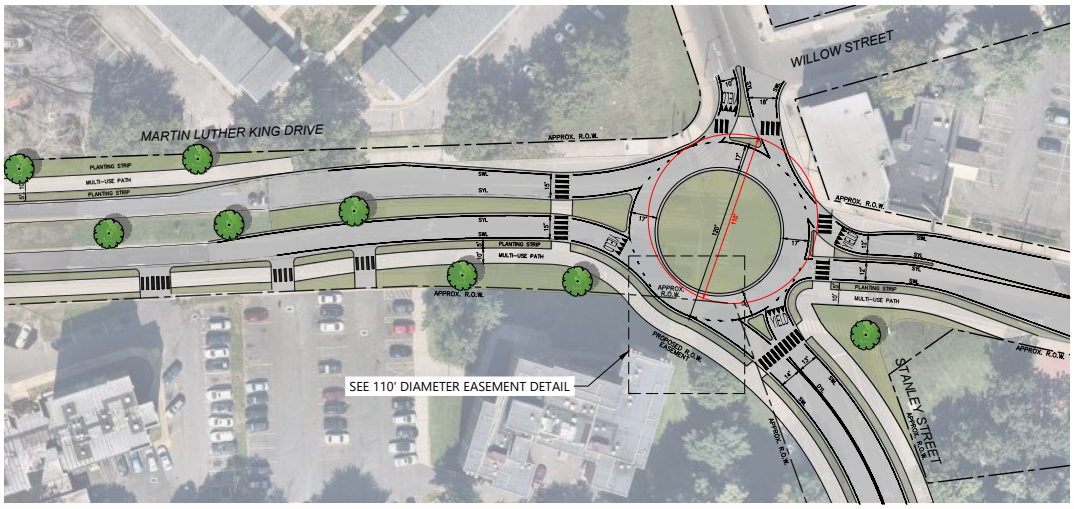
MLK Drive from East Main Street to Winter Street



MLK Drive from Winter Street to North Street/Stanley Street



110' DIAMETER EASEMENT DETAIL
1" = 10'
SCALE IN FEET



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

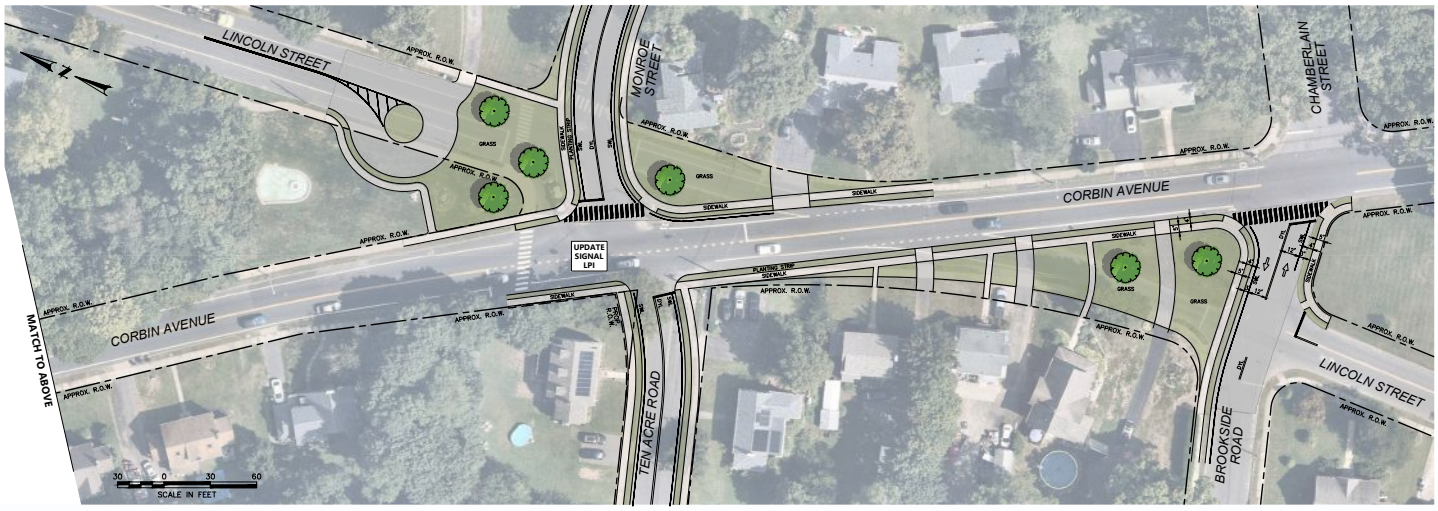
$500K for updating 2 signals for LPI and road diet

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.

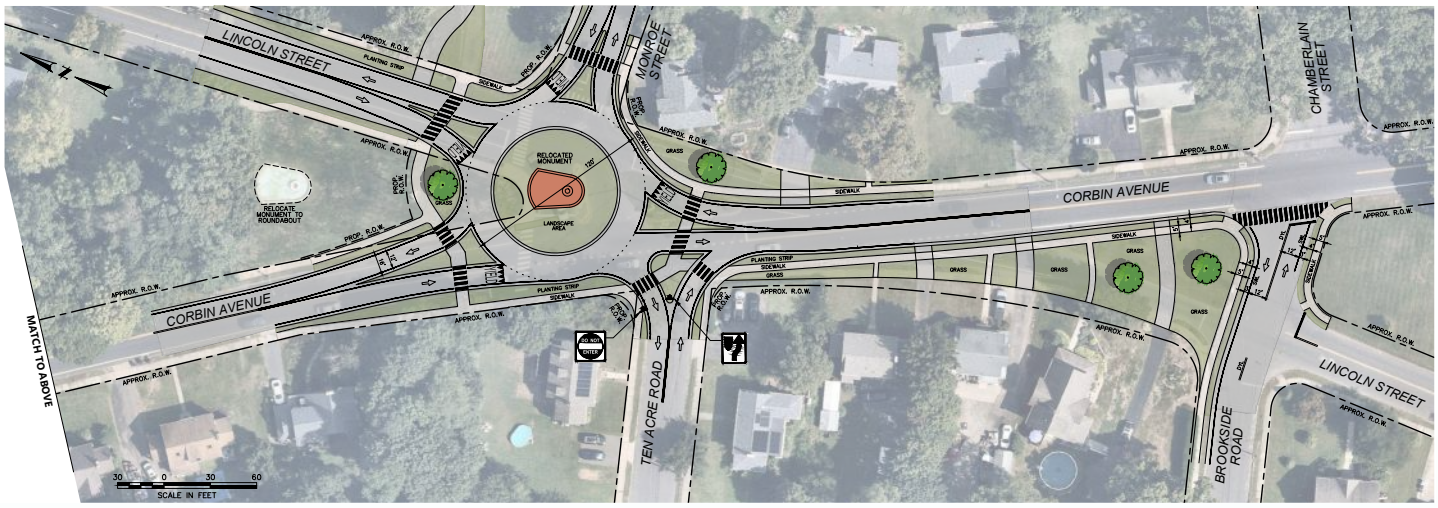
Concept Cost Estimate:
$2 million

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 is 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 cross-walks 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 3,7000 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 a 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 east-bound 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 s 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 Newington 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.


From Horse
to Horsepower
New Britain Historic Walking Trail

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

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 pedestrians 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


Chestnut St
Main St

NEW BRITAIN

SAFETY ACTION PLAN

VISION ZERO

newbritain

Supporting Documents

Capitol Region Council of Governments Regional Transportation Safety Plan (City of New Britain Section)

Please reference this link for the complete Regional Transportation Safety Plan Capitol Region Connecticut

Regional Transportation Safety Plan 2020

Updated May 2025

Capitol Region Connecticut



U.S. Department of Transportation
Federal Highway Administration

CRCOG CAPITOL REGION COUNCIL OF GOVERNMENTS
Working together for a better region.



CITY OF NEW BRITAIN

2016 U.S. Census Population Estimate: 72,558
Area: 13 square miles
Population Density: 5,455 per square mile
2016 Vehicle Miles Traveled (VMT): 335,628,085
2016 VMT per Capita: 4,626
Setting: Urban
Date of Meeting with Town: December 13, 2018
Town and Regional Representatives: Carl Gandza (NB Traffic), Rob Trottier (NB Engineering), Steven King (NB Police Department), Mark Moriarty (NB Director of Public Works), Devon Lechtenberg (CRCOG)
Data-Identified High Frequency Crash Corridors: Allen Street (from Farmington Avenue to CT-71-Stanley Street); Broad Street (from Burritt Street to High Street); North Street (from Main Street to CT-71-Stanley Street); South Main Street (from Chestnut Street to Veterans Dr); Ellis Street (from Greenwood Street to East Street); CT-175-East Street (from CT-9 to Newington Tower)
Data-Identified High Crash Intersections: Hartford Road and CT-9-NB Ramps; Osgood Avenue and Corbin Avenue; Corbin Avenue and W Main Street; Corbin Avenue and CT-72 Ramps; Main Street and Myrtle Street/ East Main Street; Main Street and Lafayette Street; E Main Street and Martin Luther King Dr; CT-71-Stanley Street and North Street; Stanley Street and E Main Street; Stanley Street and Pleasant Street; Stanley Street and Ellis Street
Bike and Pedestrian Fatal and Injury Crashes: 184
Total Number of Crashes Involving Injuries or Fatalities, 2015-2017: 1,523



Source: VN Engineers

Overview

New Britain is a city located in southwestern CRCOG. It is bordered by Berlin to the south, Newington to the east, Farmington to the north and Plainville to the west.

City Input

The City of New Britain is progressive in its approach to safety and securing funding to further their various complete streets projects and other city-wide traffic improvements. One concern the City has is how to pursue funding for projects that are partially or exclusively on State-owned roads. They have had success with LRARP funding in the past, but this source does not include State-owned roadways. New Britain has a high rate of auto pedestrian crashes. They are looking for education and outreach methods and programs. The City has older infrastructure that doesn't accommodate heavy volumes of traffic. Congestion, distracted driving, and speeding are concerns for the City.

CT-71 (Stanley Street) and Hartford Road
Stanley Street (to the south) and Hartford Road are CT-71, while Stanley Street to the north of the intersection is a City street. There are a high number of near crashes. A Road Safety Audit (RSA) was performed for this intersection as part of Phase I of the Community Connectivity Program. The City would like to T-up this intersection and remove the confusing channelizing islands on Stanley Street (CT-71). In conjunction with geometry revisions to this intersection, Firehouse Lane can be closed (eliminated) at Hartford Road and become an access driveway to the firehouse.

CT-372 (Corbin Avenue), Lincoln Street, 10 Acre Road, and Monroe Street
There are many near crashes. Confusing geometry with a mix of signalized and stop controlled intersections. There is a flow issue on Monroe Street. A short spur traveling north from Corbin Avenue is parallel with Corbin Avenue which is redundant and creates more conflict points. The city could consider adding a left-turn pocket on Lincoln Street southbound approach.

CT-71 (Stanley Street) and Ellis Street
Signalized intersection provides access from the CT-9 ramps and Stanley Street which is a north-south corridor in the City. They are both classified as local roads so the City will pursue LRARP funding when available. There was a fatality at this intersection. The current controller has issues with trucks from Ellis Street to Stanley Street traveling through this intersection frequently. The radius is not adequate for heavy truck turning movements.

CT-372 (Corbin Avenue) and CT-555 (West Main Street)
This is a signalized intersection near the CT-72 ramps with high frequency crashes and high traffic volume. Capacity is an issue. The high number of curb cut and driveways close to the intersection are concerns. The City owns Corbin Avenue north of intersection which they have repaved and updated pavement markings. CT-372 North (Corbin Ave) has high left turn volume.

CT-71 (Martin Luther King Drive) and East Main Street
This is a signalized intersection with the second highest traffic volume intersection in City. Three of the four approaches are State roads. Adjacent to CT-9 southbound exit to Downtown New Britain. The City has a LOTCIP Project in design for Complete Streets improvements on the East Main Street eastbound approach. Traffic queues up on East Main Street east of intersection.

Main Street, East Main Street, and Myrtle Street
The City has a LOTCIP project to implement Complete Streets improvements at this intersection. The improvements include lane reductions, curb extensions, bike lanes and other pedestrian improvements.

Main Street and Lafayette Street
The City has a LRARP project to implement Complete Streets improvements at this intersection. The improvements include curb extensions and signalizing the intersection with exclusive pedestrian phase.

CT-71 (Martin Luther King Drive) and Stanley Street
The Police have been monitoring this intersection. Speed and distraction are the issues.

East Street, East Main Street, and CT-174 (Newington Avenue)
This is an offset intersection with heavy east-west volume and sight distance is limited. There is No Turn on Red from Newington Avenue, but motorists ignore this.

South Main Street and Ellis Street
This intersection is near CT-9 northbound and southbound ramps. Bottlenecking and heavy truck traffic are problematic. The State is redesigning the signal.

South Main Street Corridor
This corridor has high traffic volume and high turning movements. There are No Turn on Red lane pockets. Another concern is the poor illumination and high pedestrian traffic.

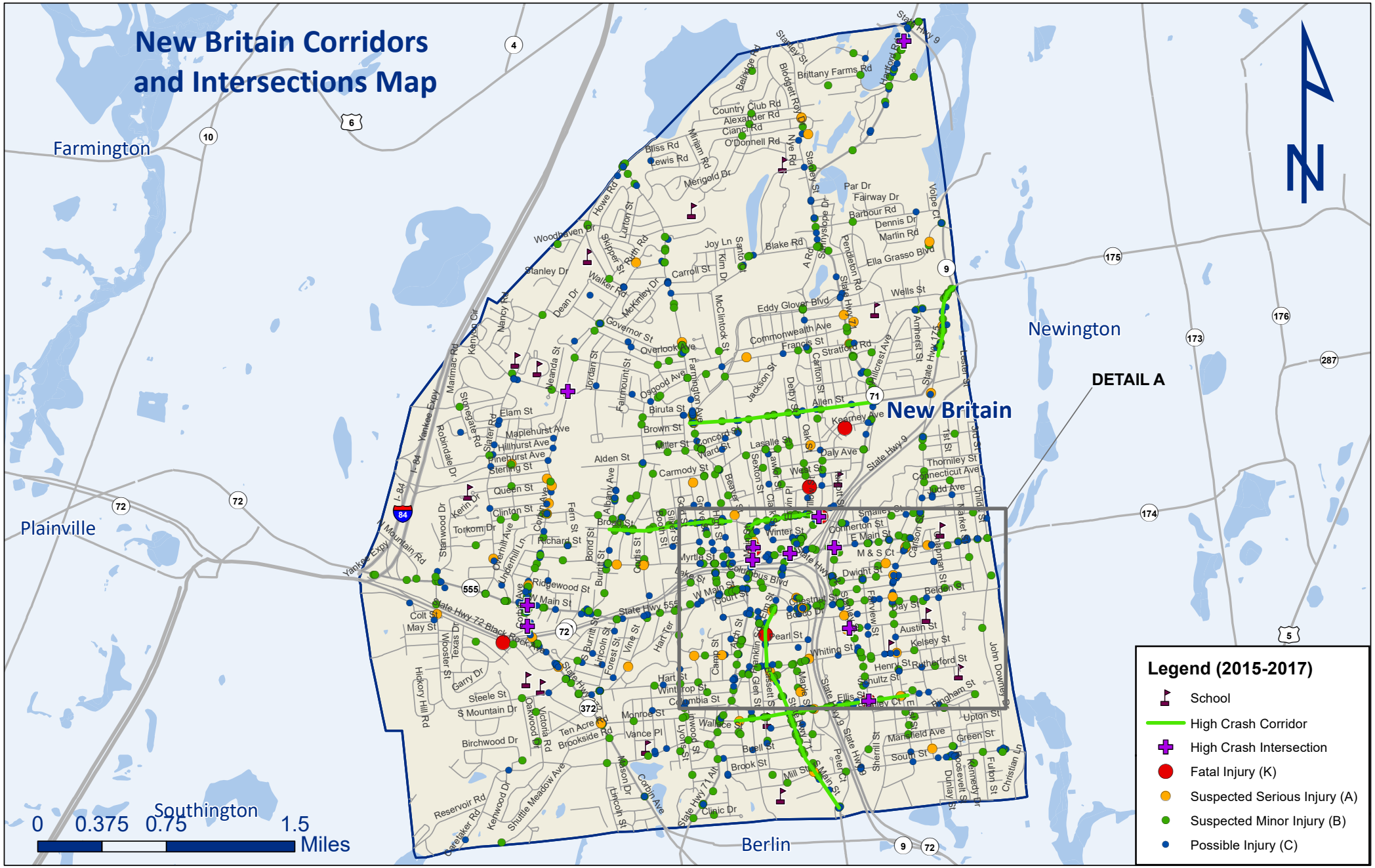
Stanley Street and Pleasant Street
This is a two way stop controlled intersection near Guida's Dairy. There is conflict between trucks and passenger vehicles due to narrow cross section and high truck travel.

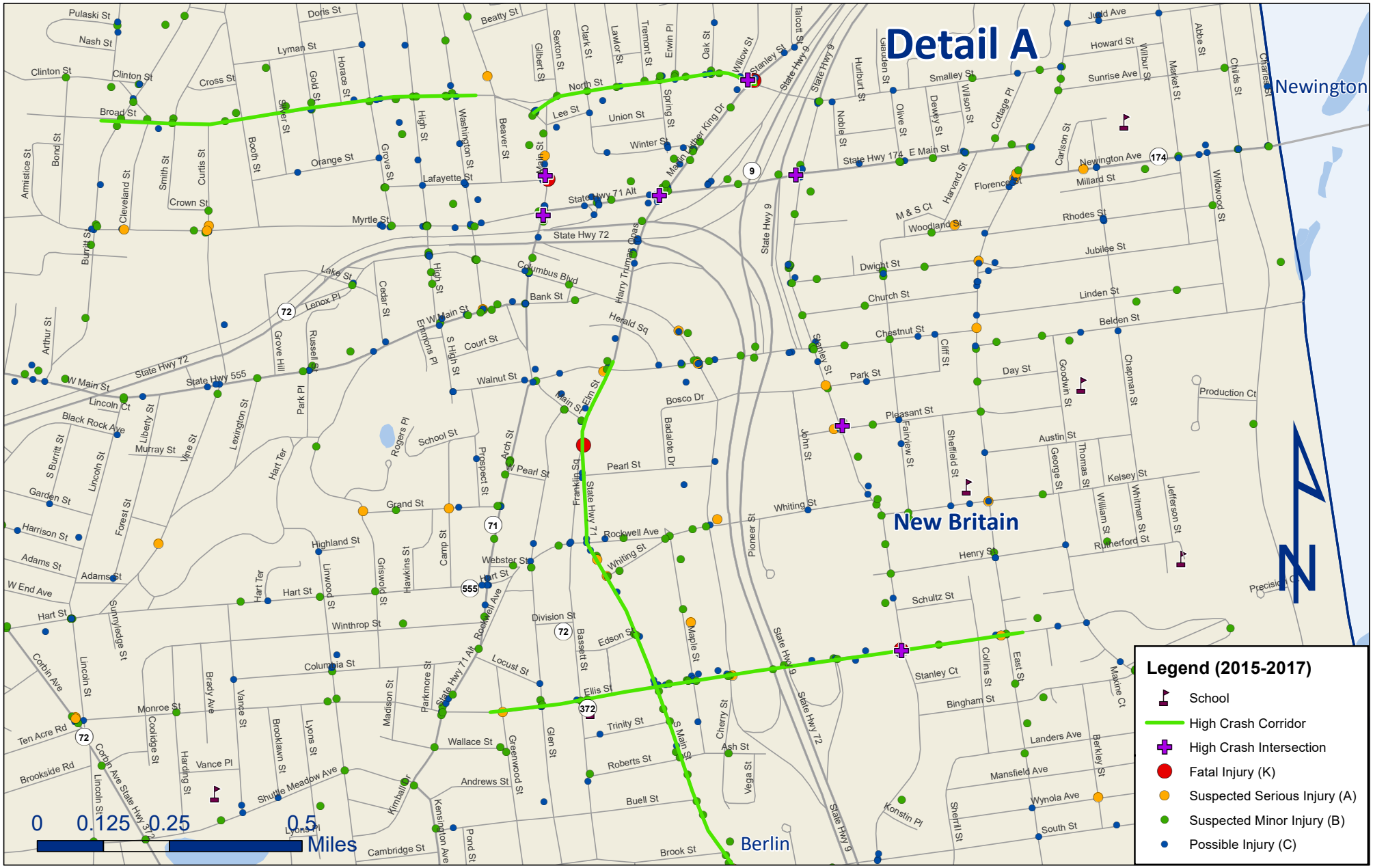
Osgood Avenue and Corbin Avenue
This intersection was repaved. It's a highly pedestrianized area, near the Hospital for Special Care and CREC school.

New Britain Total Crashes by Severity

Crash Severity	2015	2016	2017
Fatal Injury (K)	2	6	3
Suspected Serious Injury (A)	23	20	20
Suspected Minor Injury (B)	215	207	266
Possible Injury (C)	216	276	269
Total Injury Crashes	456	509	558

216


New Britain Corridors and Intersections Map
Farmington
Newington
DETAIL A
New Britain
Plainville
Southington
Berlin
0 0.375 0.75 1.5
Miles
Legend (2015-2017)
School
High Crash Corridor
High Crash Intersection
Fatal Injury (K)
Suspected Serious Injury (A)
Suspected Minor Injury (B)
Possible Injury (C)


Detail A
Newington
New Britain
Berlin
0 0.125 0.25 0.5 Miles
Legend (2015-2017)
School
High Crash Corridor
High Crash Intersection
Fatal Injury (K)
Suspected Serious Injury (A)
Suspected Minor Injury (B)
Possible Injury (C)

Field Site Inventory

CT-372 (Corbin Avenue) and CT-555 (West Main Street)

This is a signalized four-way intersection in a commercial corridor. The City owns Corbin Avenue north of the intersection, north, east, and south of the signal is state owned. CT-72 on- and off-ramps are about a quarter mile south of the intersection on Corbin Avenue. This contributes to heavier traffic flow. There are left turn lanes on all approaches and exclusive right turns on westbound West Main Street and southbound Corbin Avenue.

There are excessive curb cuts at the gas stations on southwest, northwest, and northeast corners. Driveways are located too close to the intersection which may contribute to the crashes here. Front-to-rear crashes are reportedly common at the signal. In addition, the crosswalks are faded.

Recommendations:

- Prohibit right turn on red.
- High visibility crosswalks.
- Retroreflective back plates.
- Corridor Access Management-work with business owners to eliminate, reduce or reconfigure driveways.

CT-71 (Hartford Road) at Stanley Street

CT-71 at Stanley Street is a 3-legged, severely skewed, signalized intersection adjacent to an apartment complex, Stanley Golf Course and a City fire station. Due to the severe skew, the intersection is extremely elongated, has confusing approach lane geometry and raised islands for lane channelization.

The CT-71 northbound approach consists of an exclusive left-turn lane and a through lane. The CT-71 southbound approach consists of general-purpose lane and right-turn pocket set back from the stop bar to address the skew. The Stanley Street approach consists of a travel lane with accommodations for a U-turn to access CT-71 northbound between two raised islands.

Recommendations:

- Realign the intersection by shortening the intersection.
- As part of this potential project, the intersection of Firehouse Lane and CT-71 can be eliminated and used as an access drive to the Fire Station.



Corbin Avenue south of West Main Street


CT-71 and Stanley Street

Countermeasure Considerations

Intersection or Corridor	Issues	Countermeasures	Estimated Cost
CT-372 (Corbin Avenue) and CT-555 (West Main Street)	Pedestrian safety	High-visibility crosswalks	Low
	High curb cuts	Corridor access management	Low-Medium
	Front-to-rear crashes	Traffic signal retroreflective backplates	Low-Medium
		Prohibit right turn on red	Low
Martin Luther King Drive and Stanley Street	Speeding	Watch for Me CT campaign	Low
	Distracted drivers	Install dynamic speed feedback signs on Stanley Street	Low
		High-visibility enforcement	Low-Medium
CT-372 (Corbin Avenue), Lincoln Street, 10 Acre Road, and Monroe Street	Confusing intersection	Consider adding a left-turn pocket on Lincoln Street southbound approach	Medium
		Analyze intersection geometry	Low
South Main Street Corridor	High turning movements	Corridor access management	Medium
	Poor illumination	Roadway illumination	Medium
	Pedestrian traffic	High-visibility crosswalks	Low
		Pedestrian refuges	Medium
CT-71(Martin Luther King Drive/Stanley Street) and Stanley Street	Confusing geometry	Realign the intersection by shortening the intersection	Medium
		Eliminate Firehouse Lane and CT-71 (Martin Luther King Drive/Stanley Street) intersection (make driveway for emergency vehicles)	Low

Supporting Documents

City of New Britain Common Council Approval of the City's Vision Zero Goal

36676 **RESOLUTION**

Doc ID: 007050390002 Type: CCM
File 36676

Item # RE: Vision Zero New Britain Goal

To Her Honor, the Mayor, and the Common Council of the City of New Britain:
the undersigned beg leave to recommend the adoption of the following:

WHEREAS, The City of New Britain, in conjunction with the Capitol Region Council of Governments (CRCOG), was the sub-recipient of federal assistance grant funds originating from the U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) under the Safe Streets and Roads for All (SS4A) program; and

WHEREAS, The grant award to the City of New Britain is for $350,000 and the project has an eighty percent (80%) federal and twenty percent (20%) municipal split; and

WHEREAS, The SS4A funds are being used to develop a comprehensive Safety Action Plan to identify projects and strategies that will reduce fatalities and serious injuries at high crash locations in New Britain using a Safe Systems Approach that will address the safety of all road users including those who walk, bike, drive and ride transit; and

WHEREAS, the City has established a Vision Zero Task Force which includes the Mayor, employees from several City Departments and the Board of Education, multiple City Council members, and bicycle and pedestrian advocates that has been working with the City's consultant, Cambridge Systematics, in our Vision Zero efforts; and

WHEREAS, The City's Vision Zero Task Force has met regularly since June 13, 2024, and documentation about the Vision Zero Task Force's work to date can be found on the Vision Zero New Britain webpage on the City's website; and

WHEREAS, SS4A funded Safety Action Plans have a "Leadership Commitment and Goal Setting" requirement and must established a goal through an official public act (e.g. policy or resolution) and by a high-ranking official (e.g. Mayor or City Council) that makes a commitment to an eventual goal of zero roadway fatalities and serious injuries; and

WHEREAS, At its October 31st meeting, the City's Vision Zero task Force worked together to unanimously establish a Vision Zero Goal for the City that states, "Reduce fatal and serious injury crashes by 50% by 2035 to reach Vision Zero by 2045.", and

NOW, THEREFORE, BE IT RESOLVED, the City is hereby establishing its Vision Zero Goal to "Reduce fatal and serious injury crashes by 50% by 2035 to reach Vision Zero by 2045."

Alderperson Iris Sanchez

Alderperson Sharon Beloin Saavedra

Alderperson Jerrell Hargraves

Alderperson Nate Simpson

Alderperson Alden Russell

No. 36676 Rec'd 12/11/2024
(Above For Town Clerk's Use Only)

RESOLUTION

Re:

VISION ZERO NEW BRITAIN GOAL

Ald. Sanchez moved to accept and adopt, seconded by Ald. Beloin-Saavedra. So voted.

City Clerk.

APPROVED

Mayor

December 12 2024

Supporting Documents

School Zone Documentation for City Roadways

CITY OF NEW BRITAIN
NEW BRITAIN, CONNECTICUT

REPORT OF: THE BOARD OF POLICE COMMISSIONERS

To Her Honor, the Mayor, and the Common Council of the City of New Britain:
the undersigned beg leave to report the following:

ITEM #: Proposed School Zones

Date: May 14th, 2025

As the Vision Zero Task Force continues to look for opportunities to increase pedestrian safety on the roadways, one tool available are Automatic Traffic Enforcement Safety Devices (ATESD) a.k.a. speed enforcement cameras. In the realm of traffic safety, pedestrians are commonly referred to as vulnerable users as they are not afforded the protection of a vehicle when a crash occurs, however the most vulnerable of users are the children that walk to and from school. In the ultimate interest of increasing the safety for this class of vulnerable users, proposed school zones were developed in collaboration between Public Works Traffic Operations and the New Britain Police Department Traffic Safety Bureau.

The implementation of the proposed school zones will allow for additional enforcement funding opportunities in these areas which will increase officer presence and driver compliance, ultimately decreasing the hazard to the vulnerable users. Additionally, it will meet the requirement for the installation of the ATESD in these zones which will aid in maintaining driver compliance through these areas.

The recommendation is to approve the proposed school zones.

The board voted to approve the recommendation made by Sergeant Capowski to approve the school zones.

Megan Middleton

_____
Megan Middleton
Clerk of the Board

Form TC 15

EST. 1871

CITY OF NEW BRITAIN

POLICE DEPARTMENT
SERGEANT ADAM CAPOWSKI

WWW.NEWBRITAINCT.GOV

2

To: Board of Police Commissioners
Subject: Proposed School Zones
Date: May 14, 2025

As the Vision Zero Task Force continues to look for opportunities to increase pedestrian safety on the roadways, one tool available are Automatic Traffic Enforcement Safety Devices (ATESD) a.k.a. speed enforcement cameras. In the realm of traffic safety, pedestrians are commonly referred to as vulnerable users as they are not afforded the protection of a vehicle when a crash occurs, however the most vulnerable of users are the children that walk to and from school. In the ultimate interest of increasing the safety for this class of vulnerable users, proposed school zones were developed in collaboration between Public Works Traffic Operations and the New Britain Police Department Traffic Safety Bureau.

The implementation of the proposed school zones will allow for additional enforcement funding opportunities in these areas which will increase officer presence and driver compliance, ultimately decreasing the hazard to the vulnerable users. Additionally, it will meet the requirement for the installation of the ATESD in these zones which will aid in maintaining driver compliance through these areas.

The recommendation is to approve the proposed school zones.

Respectfully,

#435

Sergeant Capowski #435

10 CHESTNUT STREET• NEW BRITAIN, CT 06051 • PHONE (860) 826-3000 - FAX (860) 223-9300

Proposed New Britain School Zones

School Zones provide a safer environment for students walking and biking to school. Children are more vulnerable to vehicle crashes for several reasons. They are often less cautious than adults and often smaller, making them harder to spot while driving. Additionally, their smaller size increases the risk of not surviving a crash. Creating School Zones and installing the associated signage provide awareness to motorists driving near schools where younger vulnerable users may be present. School Zones also allow for stricter fines for infractions and additional enforcement.

In addition to the enforcement and public awareness benefits, Local Traffic Authority (LTA)/Office of State Traffic Administration (OSTA) approved School Zones are required to install Automated Traffic Enforcement Safety Devices (ATESD) within school zones. Installing ATESDs, or speed enforcement cameras, in school zones is recommendation from the City's Vision Zero Task Force. ATESDs are a proven tool to change driver behavior and reduce crashes and the severity of crashes.

Public Works Traffic Operations and New Britain Police Department Traffic Division are proposing the following School Zones.

Proposed School Zones			
Roadway	**Start**	**End**	**Adjacent School**
East Street	Connecticut Avenue	Woodland Street	Chamberlain Elementary School
Newington Avenue*	East Street	Wildwood Street	Chamberlain Elementary School
Sunrise Avenue	East Street	Market Street	Chamberlain Elementary School
Slater Road	Village Green Drive	Candlewood Lane	DiLoreto Elementary & Middle School/CREC Academy of Science & Innovation
Alton Brooks Way	1200' west of Osgood Avenue	Osgood Avenue	DiLoreto Elementary & Middle School/CREC Academy of Science & Innovation
Osgood Avenue	Alton Brooks Way	Neanda Street	EC Goodwin Technical High School
Slater Road	Clinton Street	Sterling Street	Gaffney Elementary School
Goodwin Street	Austin Street	Belden Street	HALS Academy/Early Learning Center
Stanley Street	Firehouse Lane	Huber Street	Holmes Elementary School

27 WEST MAIN STREET ▪ ROOM 501 - NEW BRITAIN, CT 06051 ▪ PHONE (860) 826-3350
FAX (860) 826-3353

Slater Road	750' southwest of Woodhaven Dr	Scarlett Drive	Jefferson Elementary School
Horseplain Road	Ronald Road	Slater Road	Jefferson Elementary School
Corbin Avenue*	Elbridge Road	Black Rock Avenue	Lincoln Elementary School & Slade Middle School
Steele Street	Round Hill Road	Corbin Avenue	Lincoln Elementary School & Slade Middle School
Mill Street	Pond Street	South Main Street	New Britain High School
Brook Street	Greenwood Street	South Main Street	New Britain High School
Glen Street	Mill Street	200' north of Brook Street	New Britain High School
Ellis Street	Glen Street	South Main Street	Northend Elementary School
Trinity Street	Bassett Street	South Main Street	Northend Elementary School
South Main Street*	700' south of South Street	400' north of Ellis Street	Northend Elementary School/New Britain High School
Bassett Street	Roberts Street	Edson Street	Northend Elementary School/New Britain High School
Farmington Avenue	Allen Street	Osgood Avenue	Pope John Paul School (temporary CSDNB school)
Eddy Glover Blvd	Farmington Avenue	300' east of Worthington Street	Pope John Paul School (temporary CSDNB school)
Farmington Avenue	Corbin Avenue	Lewis Road	Pulaski Middle School
Stanley Street*	North Street	700' northeast of Talcott Street	Smalley Elementary School
Talcott Street	Stanley Street	West Street	Smalley Elementary School
West Street	Willow Street	Short Street	Smalley Elementary School
Short Street	West Street	Peck Street	Smalley Elementary School
Rutherford Street	Rocky Hill Avenue	Jefferson Street	Smith Elementary School
Rocky Hill Avenue	425' south of Ellis Street	Kelsey Street	Smith Elementary School
Ellis Street	Rocky Hill Avenue	700' east of Rocky Hill Avenue	Smith Elementary School
Shuttle Meadow Avenue	Corbin Avenue	plot	Vance Elementary School
Harding Street	Shuttle Meadow Avenue	Monroe Street	Vance Elementary School
Vance Street	Shuttle Meadow Avenue	Monroe Street	Vance Elementary School
Vance Place	Harding Street	Vance Street	Vance Elementary School
*Office of State Traffic Administration approval required for State roads.			

The NBPD Traffic Division and NBPW Traffic Operations considered a number of factors in selecting the Proposed School Zones. Roadway classification, traffic volume, speed and proximity to schools were some of the factors considered. The Consolidated School District provided walking zones/areas for each of the schools. These walking areas, along with the proposed School Zones are shown on Figure 1.

The LTA can approve School Zones on City streets. The City must request OSTA review and approval for all School Zones on State roads. The attached figures show all the proposed School Zones for each New Britain elementary, middle and high schools. The image on the right (Shuttle Meadow Av near Vance Elementary School) shows the required school zone sign assembly at the start of each School Zone. An "END SCHOOL ZONE" sign is also required at the end of each School Zone.



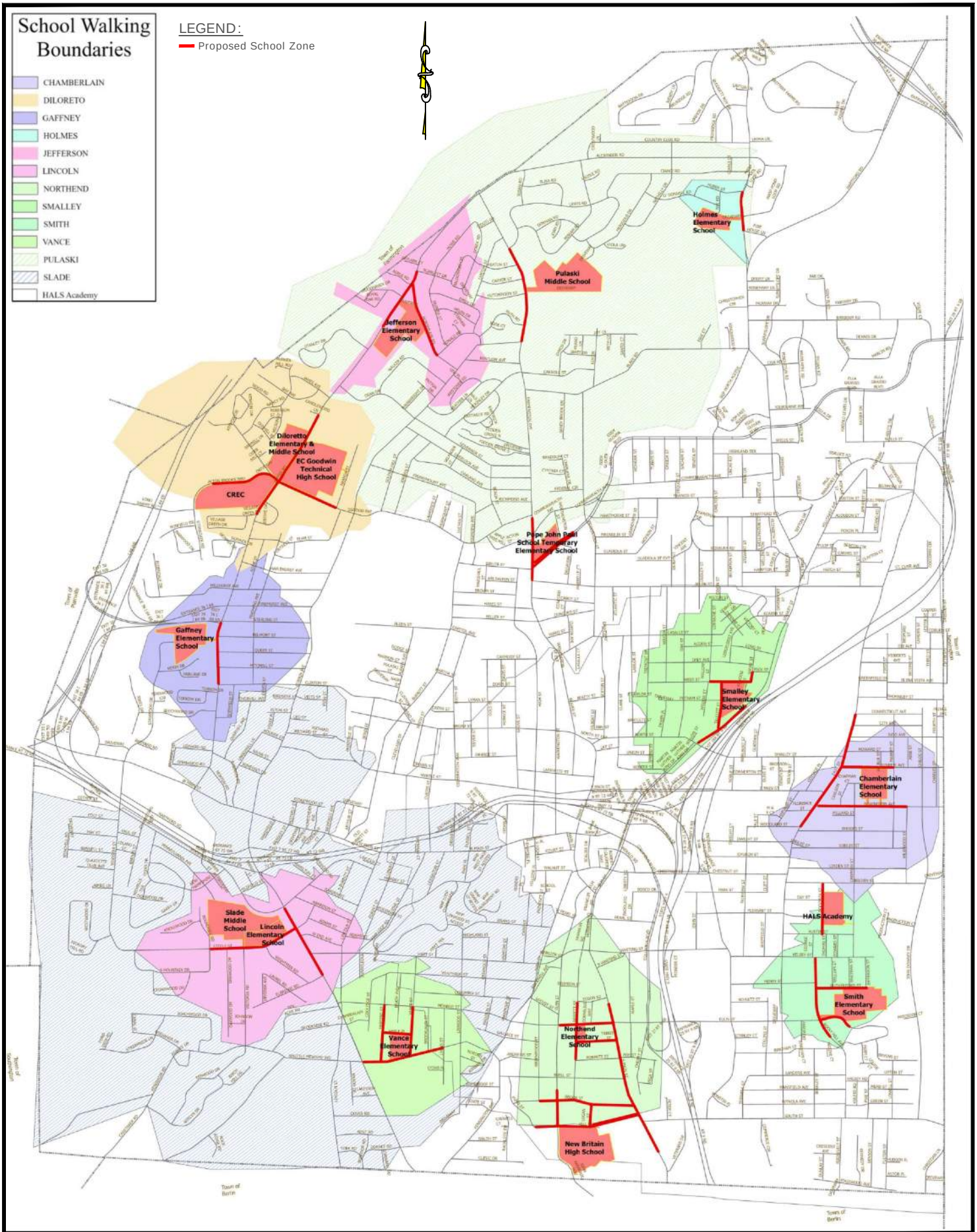
The City's Traffic Operations Crew will install and maintain all required signage on City streets. In addition to the school zone signage, the City has school crossing signage installed for all mid-block crossings within the proposed school zones.

The photo below (Farmington Av at Pulaski Middle School) is an example of mid-block crossing within a school zone.



Public Works Traffic Operations and New Britain Police Department Traffic Division request LTA approval of the School Zones listed above. If approved, Traffic Operations will begin installing the appropriate signs on City streets and request OSTA approval for School Zones on State roads.

Please feel free to contact CJ Gandza at 860.612.5006 or Carl.Gandza@NewBritainCT.gov with any questions.



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: NOT TO SCALE

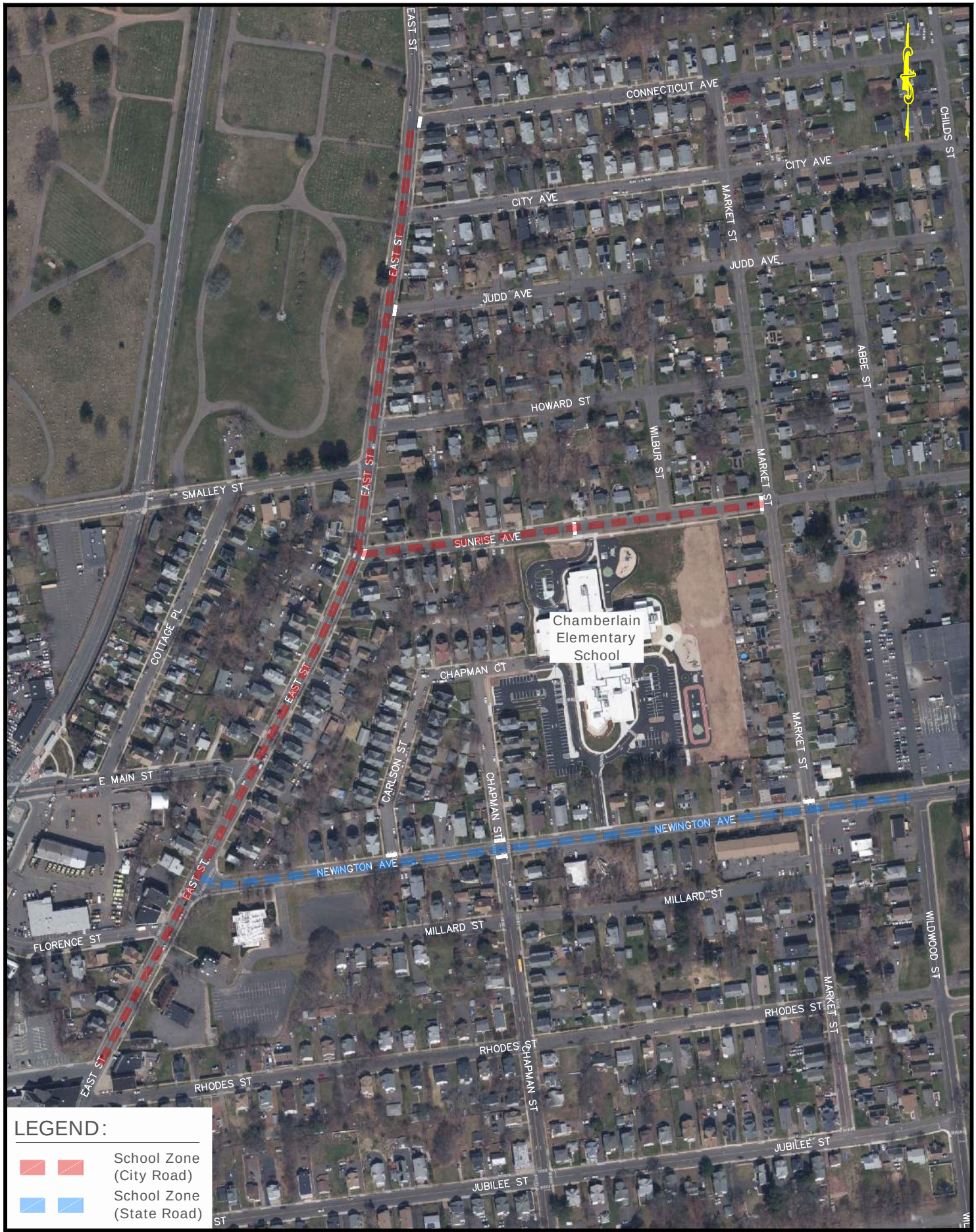
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5/15/2025

City of New Britain School Zones

Elementary & Middle School Walking Zones

Figure 1



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/7/2025

City of New Britain School Zones

Chamberlain Elementary School

East St, Newington Av, Sunrise Av



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale:
1" = 250'
0 125 250

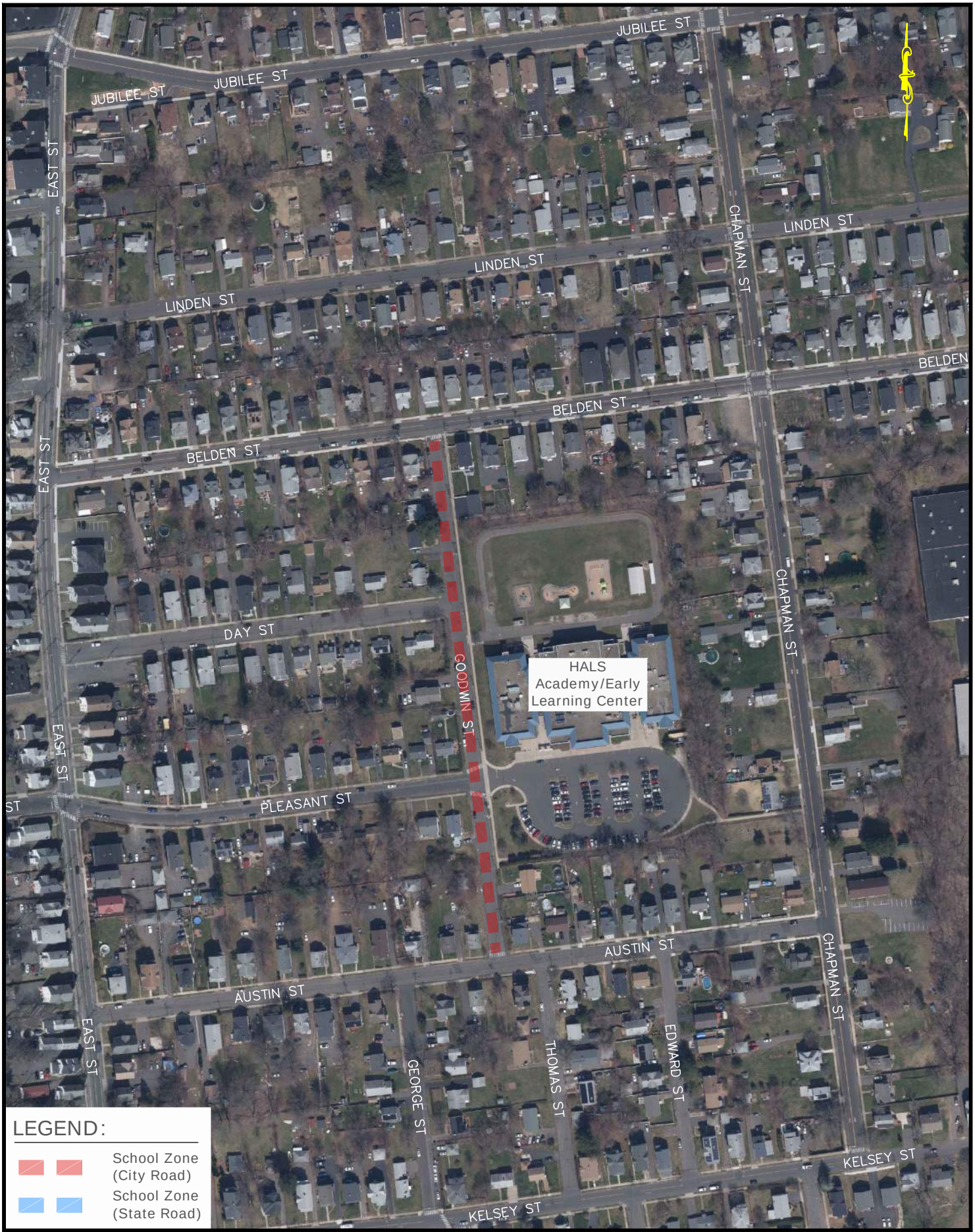
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5/8/2025

City of New Britain School Zones

Gaffney Elementary School

Slater Rd



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale:
1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

HALS Academy / Early Learning Center

Goodwin St



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Holmes Elementary School

Stanley St



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Jefferson Elementary School

Slater Rd, Horseplain Rd



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Northend Elementary School

Ellis St, Bassett St, Trinity St, South Main St



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Pope John Paul School

Farmington Av, Eddy Glover Blvd



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Smalley Elementary School

Stanley St, Talcott St, West St, Short St



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Smith Elementary School

East St, Newington Av, Sunrise Av



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

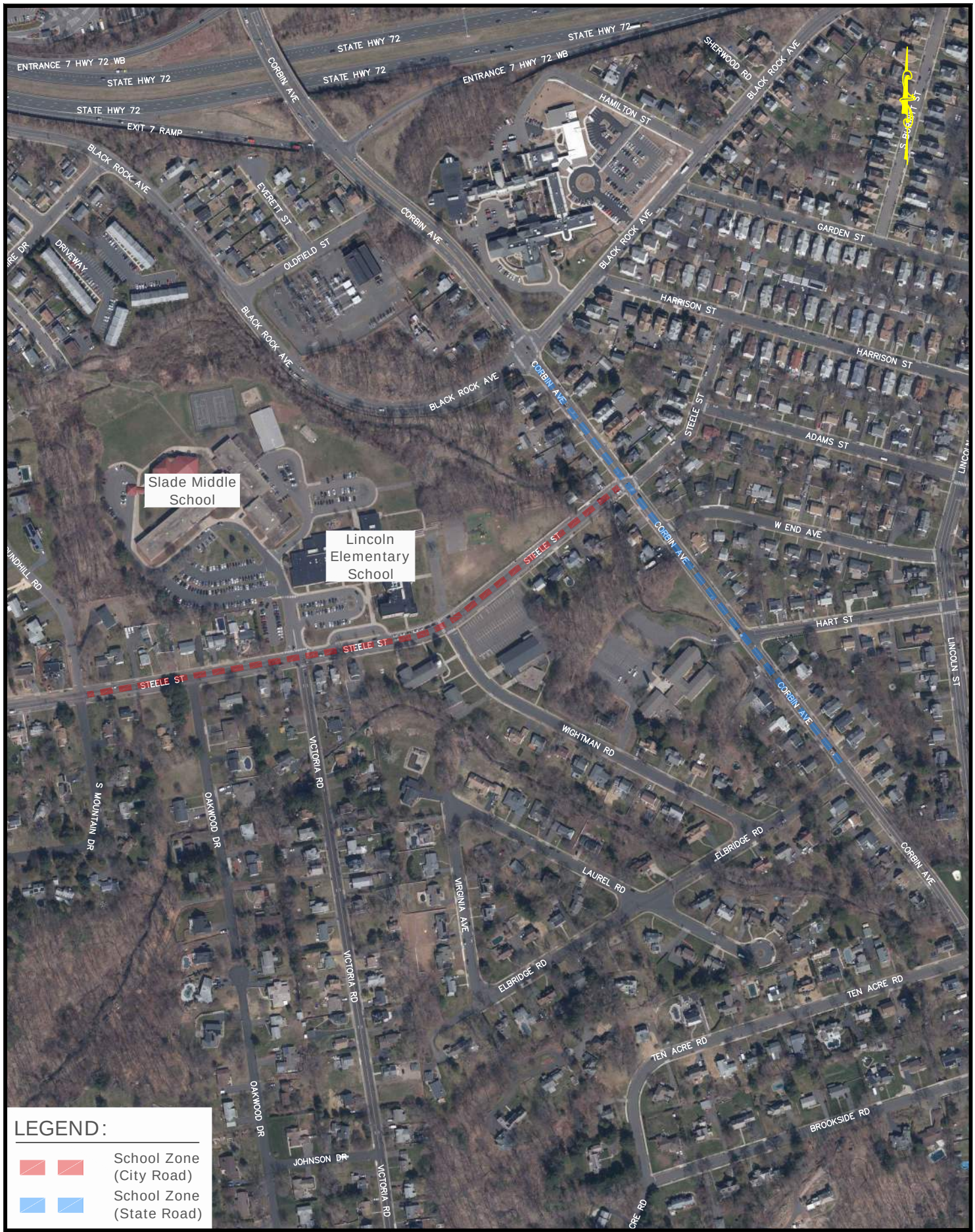
-

5/8/2025

City of New Britain School Zones

Vance Elementary School

Shuttle Meadow Av, Vance St, Vance Pl, Harding St



LEGEND:

- School Zone (City Road)
- School Zone (State Road)

TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Lincoln Elementary & Slade Middle School

Steele St, Corbin Av



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

DiLoreto Elementary / School EC Goodwin HS / CREC

Slater Rd, Osgood Av, Alton Brooks Way



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

Pulaski Middle School

Farmington Av



TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

Scale: 1" = 250'
0 125 250

-

5/8/2025

City of New Britain School Zones

New Britain High School

S Main St, Mill St, Brook St, Logan St, Glen St

Supporting Documents

School Zone Documentation for State Roadways

EST. 1871

CITY OF NEW BRITAIN

TRAFFIC OPERATIONS
DEPARTMENT OF PUBLIC WORKS

WWW.NEWBRITAINCT.GOV

May 30, 2025

Mr. Joseph Ouellette
Executive Director
Office of State Traffic Administration
CT Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Re: OSTA School Zones Approval Request

Dear Mr. Ouellette:

On May 20, 2025, the Police Commission approved the request to establish School Zones at multiple locations throughout the City. The following locations are on State highways.

Requested School Zones on State Highways

State Highway	From*	To*	Adjacent School
CT 174 (Newington Avenue)	East Street	Wildwood Street	Chamberlain Elementary School
CT 372 (Corbin Avenue)	Elbridge Road	Black Rock Avenue	Lincoln Elementary School & Slade Middle School
CT 71 (South Main Street)	700' south of South Street	400' north of Ellis Street	Northend Elementary School & New Britain High School
CT 71 (Stanley Street)	North Street	700' northeast of Talcott Street	Smalley Elementary School

*Note, school zones apply to both directions of travel.

The City of New Britain hereby request the Office of State Traffic Administration review and approve the above School Zones on State highways. If approved, please confirm CTDOT will install/revise the proper signage. At this time, the City is not requesting a reduced speed limit within the proposed school zones.

For your reference, the following items are attached:

- Report from the Board of Police Commissioners to Mayor and the Common Council of the City of New Britain

27 WEST MAIN STREET ▪ ROOM 501 - NEW BRITAIN, CT 06051 ▪ PHONE (860) 826-3350
FAX (860) 826-3353

- Report for Proposed New Britain School Zones with NBPD Traffic Sergeant Adam Capowski recommendation to approve

Please feel free to contact me at 860.612.5006 or Carl.Gandza@NewBritainCT.gov if you have any questions.

Sincerely,

Carl J. Gandza

Digitally signed by Carl J. Gandza
DN: C=US, E=Carl.Gandza@NewBritainCT.gov, O=City of New Britain, CN=Carl J. Gandza
Date: 2025.05.30 09:14:44-04'00'

Carl J. Gandza

Traffic Operations Manager

cc: Chief Matthew Marino, NBPD
Sergeant Adam Capowski, NBPD

Carl Gandza <carl.gandza@newbritainct.gov>

RE: For Review: School Zone Requests - (state rd., no reduction - traffic engr.)

1 message

Pothering, Ryan J <Ryan.Pothering@ct.gov> Tue, Nov 18, 2025 at 3:45 PM
To: Carl Gandza <carl.gandza@newbritainct.gov>
Cc: "Zabolotnyi, Oleh" <Oleh.Zabolotnyi@ct.gov>

Hi CJ,

Since the school zones do not have a reduction in the speed limit, OSTA review is no longer required. I'll give Greg Palmer in Traffic Engineering a nudge.

--Ryan

Ryan J. Pothering, P.E. (He/Him)

Transportation Supervising Engineer

Connecticut Department of Transportation

Office of the State Traffic Administration

Phone: 860-594-2779

ryan.pothering@ct.gov

From: Carl Gandza <carl.gandza@newbritainct.gov>
Sent: Tuesday, November 18, 2025 3:20 PM
To: Pothering, Ryan J <Ryan.Pothering@ct.gov>
Cc: DOT.TrafficEngineering <DOT.TrafficEngineering@ct.gov>; Zabolotnyi, Oleh <Oleh.Zabolotnyi@ct.gov>; Padlo, Pat <Pat.Padlo@ct.gov>; Kozikowski, Eric <Eric.Kozikowski@ct.gov>
Subject: Re: For Review: School Zone Requests - (state rd., no reduction - traffic engr.)

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Ryan,

Good afternoon. I am following up on the City's request to establish School Zones on State Highways. When do you expect to have a response ready?

Thanks,
CJ

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

On Wed, Aug 27, 2025 at 10:33 AM Padlo, Pat <Pat.Padlo@ct.gov> wrote:

> Good Morning,
>
> By way of this email, this request is being sent to the Department's Division of Traffic Engineering for their review and response regarding the implementation of a regulatory School Zone on Route 174 (Newington Avenue), Route 732 (Corbin Avenue), Route 71 (South Main Street and Stanley Street) in the vicinity of Chamberlain Elementary School, Lincoln Elementary School & Slade Middle School, Northend Elementary School & New Britain High School, and Smalley Elementary School respectively.
>
> Please see the email thread below. OSTA will excuse ourselves from this review.
>
> In addition, OSTA has noticed that the application materials include a school zone map for the entire city. Please check if any of the established school zones require OSTA review. school-zone-checklist.pdf
>
> If you have any questions, don't hesitate to contact me.
>
> ## Pat Padlo, P.E, PTOE, RSP1
>
> **Transportation Engineer 3**
>
> Connecticut Department of Transportation
>
> Office of the State Traffic Administration
>
> Phone: 860-594-2770

Pat.Padlo@CT.Gov



From: Koziel, Jennifer L. <Jennifer.Koziel@ct.gov>
Sent: Friday, July 18, 2025 3:35 PM
To: Padlo, Pat <Pat.Padlo@ct.gov>
Cc: Ouellette, Joseph P. <Joseph.Ouellette@ct.gov>; Pothering, Ryan J <Ryan.Pothering@ct.gov>
Subject: FW: School Zone Request - New Britain

JobLog ID 11404

From: Pothering, Ryan J <Ryan.Pothering@ct.gov>
Sent: Friday, July 18, 2025 3:22 PM
To: Padlo, Pat <Pat.Padlo@ct.gov>
Cc: Koziel, Jennifer L. <Jennifer.Koziel@ct.gov>
Subject: FW: School Zone Request - New Britain

Request for four school zones on State roads in New Britain.

Please have a draft TIR up to me for review no later than **9/12**.

Jen, can you create one joblog entry for this request?

From: Ouellette, Joseph P. <Joseph.Ouellette@ct.gov>
Sent: Thursday, July 17, 2025 12:41 PM
To: Pothering, Ryan J <Ryan.Pothering@ct.gov>
Subject: FW: School Zone Request - New Britain

Pls assign. I did not assign and job or OSTA numbers.

From: Carl Gandza <carl.gandza@newbritainct.gov>
Sent: Thursday, July 17, 2025 12:03 PM

To: DOT OSTA <DOT.OSTA@ct.gov>; Ouellette, Joseph P. <Joseph.Ouellette@ct.gov>
Subject: Fwd: School Zone Request - New Britain

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

I am resending this request.

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

---------- Forwarded message ---------
From: **Carl Gandza** <carl.gandza@newbritainct.gov>
Date: Fri, May 30, 2025 at 9:26 AM
Subject: School Zone Request - New Britain
To: DOT.TrafficEngineering@ct.gov <dot.trafficengineering@ct.gov>, DOT.OSTA@ct.gov <dot.osta@ct.gov>
Cc: Adam Capowski <adam.capowski@newbritainct.gov>, Matthew Marino <matthew.marino@newbritainct.gov>

Good morning.

The City of New Britain is requesting OSTA establish four School Zones on State Highways within the City of New Britain. A formal request is attached.

Please let me know if you have any questions or require additional information.

Thank you,

CJ

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

Carl Gandza <carl.gandza@newbritainct.gov>

RE: For Review: School Zone Requests - (state rd., no reduction - traffic engr.)

1 message

Kozikowski, Eric <Eric.Kozikowski@ct.gov> Fri, Nov 21, 2025 at 8:29 AM
To: "carl.gandza@newbritainct.gov" <carl.gandza@newbritainct.gov>
Cc: "Kabilo, Kristjana" <Kristjana.Kabilo@ct.gov>, "Flannery, Eamon P." <Eamon.Flannery@ct.gov>

Good morning Mr. Gandza,

Traffic Engineering has reviewed your recommendations for the school zone signage in New Britain, and we'll be moving forward with the sign installation process based on the layout agreed upon.

We are currently finalizing the service memos/work orders to then initiate the field work. If anything changes during the approval process, we will notify you. Otherwise, we'll proceed as discussed and keep you updated as the work progresses.

Please let us know if you need anything further in the meantime.

Thank you,

ERIC KOZIKOWSKI

Transportation Engineer Trainee

Connecticut Department of Transportation

Division of Traffic Engineering - Traffic Operations

Phone: 860-594-2782

eric.kozikowski@ct.gov

From: Carl Gandza <carl.gandza@newbritainct.gov>
Sent: Wednesday, November 19, 2025 7:07 AM
To: Kozikowski, Eric <Eric.Kozikowski@ct.gov>
Cc: DOT.TrafficEngineering <DOT.TrafficEngineering@ct.gov>; Zabolotnyi, Oleh <Oleh.Zabolotnyi@ct.gov>; Padlo, Pat <Pat.Padlo@ct.gov>; Kabilo, Kristjana <Kristjana.Kabilo@ct.gov>; Pothering, Ryan J <Ryan.Pothering@ct.gov>
Subject: Re: For Review: School Zone Requests - (state rd., no reduction - traffic engr.)

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Great. Thank you Eric.

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

On Tue, Nov 18, 2025 at 3:50 PM Kozikowski, Eric <Eric.Kozikowski@ct.gov> wrote:

> Good afternoon Mr. Gandza,
>
> The Division of Traffic Engineering is finalizing its review and will provide a response by the end of the week.
>
> Thank you,
>
> **ERIC KOZIKOWSKI**
>
> **Transportation Engineer Trainee**
>
> Connecticut Department of Transportation
>
> Division of Traffic Engineering - Traffic Operations
>
> Phone: 860-594-2782
>
> eric.kozikowski@ct.gov
>
> ---
>
> **From:** Carl Gandza <carl.gandza@newbritainct.gov>
> **Sent:** Tuesday, November 18, 2025 3:20 PM
> **To:** Pothering, Ryan J <Ryan.Pothering@ct.gov>

Cc: DOT.TrafficEngineering <DOT.TrafficEngineering@ct.gov>; Zabolotnyi, Oleh <Oleh.Zabolotnyi@ct.gov>; Padlo, Pat <Pat.Padlo@ct.gov>; Kozikowski, Eric <Eric.Kozikowski@ct.gov>
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Ryan,

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Thanks,
CJ

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

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> Please see the email thread below. OSTA will excuse ourselves from this review.
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> In addition, OSTA has noticed that the application materials include a school zone map for the entire city. Please check if any of the established school zones require OSTA review. school-zone-checklist.pdf
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> If you have any questions, don't hesitate to contact me.

Pat Padlo, P.E, PTOE, RSP1

Transportation Engineer 3

Connecticut Department of Transportation

Office of the State Traffic Administration

Phone: 860-594-2770

Pat.Padlo@CT.Gov



From: Koziel, Jennifer L. <Jennifer.Koziel@ct.gov>
Sent: Friday, July 18, 2025 3:35 PM
To: Padlo, Pat <Pat.Padlo@ct.gov>
Cc: Ouellette, Joseph P. <Joseph.Ouellette@ct.gov>; Pothering, Ryan J <Ryan.Pothering@ct.gov>
Subject: FW: School Zone Request - New Britain

JobLog ID 11404

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Cc: Koziel, Jennifer L. <Jennifer.Koziel@ct.gov>
Subject: FW: School Zone Request - New Britain

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I am resending this request.

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

---------- Forwarded message ---------
From: **Carl Gandza** <carl.gandza@newbritainct.gov>
Date: Fri, May 30, 2025 at 9:26 AM
Subject: School Zone Request - New Britain
To: DOT.TrafficEngineering@ct.gov <dot.trafficengineering@ct.gov>, DOT.OSTA@ct.gov <dot.osta@ct.gov>
Cc: Adam Capowski <adam.capowski@newbritainct.gov>, Matthew Marino <matthew.marino@newbritainct.gov>

Good morning.

The City of New Britain is requesting OSTA establish four School Zones on State Highways within the City of New Britain. A formal request is attached.

Please let me know if you have any questions or require additional information.

Thank you,

CJ

Carl J. Gandza
Traffic Operations Manager
Engineering Project Manager
City of New Britain - Public Works
27 West Main Street, New Britain, CT 06051
860-612-5006

Supporting Documents

Traffic Volume & Speed Data

Slade Middle and Lincoln Elementary Schools

New Britain, CT: Corbin Avenue

Slade Middle School: School Start: 8:10 AM, School End: 2:50 PM

Lincoln Elementary School: School Start: 8:55 AM, School End: 3:35 PM

National Data & Surveying Services (NDS) conducted speed studies at Slade Middle and Lincoln Elementary Schools on Corbin Avenue Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	15,209	2,803	18.4
11/11/25	15,231	3,505	23.0
11/12/25	16,139	3,101	19.2
11/13/25	16,534	2,960	17.9
11/14/25	16,249	3,098	19.1

5 Day Total Vehicle Count: 79,362

5 Day Total Speeding Violations Recorded: 15,467

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	28.3
50th Percentile Speed	29.4
85th Percentile Speed	35.4
Max Speed	59

Chamberlain Elementary School

New Britain, CT: East Street

School Start: 8:55 AM, School End: 3:35 PM

National Data & Surveying Services (NDS) conducted speed studies at Chamberlain Elementary School on East Street Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	7,645	861	11.3
11/11/25	7,060	470	6.7
11/12/25	7,924	504	6.4
11/13/25	8,118	426	5.2
11/14/25	8,502	302	3.6

5 Day Total Vehicle Count: 39,249

5 Day Total Speeding Violations Recorded: 2,563

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	27.0
50th Percentile Speed	27.2
85th Percentile Speed	32.2
Max Speed	52

Pulaski Middle School

New Britain, CT: Farmington Avenue

School Start: 8:10 AM, School End: 2:50 PM

National Data & Surveying Services (NDS) conducted speed studies at Pulaski Middle School on Farmington Avenue Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	10,320	3,115	30,2
11/11/25	10,401	4,355	41.9
11/12/25	10,847	4,826	44.5
11/13/25	11,271	4,127	36.6
11/14/25	11,586	3,624	31.3

5 Day Total Vehicle Count: 54,425

5 Day Total Speeding Violations Recorded: 20,047

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	32.5
50th Percentile Speed	32.6
85th Percentile Speed	38.4
Max Speed	59

Pope John Paul II School

New Britain, CT: Farmington Avenue

School Start: 8:55 AM, School End: 3:35 PM

National Data & Surveying Services (NDS) conducted speed studies at Pope John Paul II School on Farmington Avenue Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	7,812	849	10.9
11/11/25	7,357	1,124	15.3
11/12/25	8,161	1,100	13.5
11/13/25	8,404	1,354	16.1
11/14/25	8,799	1,337	15.2

5 Day Total Vehicle Count: 40,533

5 Day Total Speeding Violations Recorded: 5,764

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	28.7
50th Percentile Speed	28.8
85th Percentile Speed	34.4
Max Speed	59

Jefferson Elementary School

New Britain, CT: Slater Road

School Start: 8:55 AM, School End: 3:35 PM

National Data & Surveying Services (NDS) conducted speed studies at Jefferson Elementary School on Slater Road Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	3,879	2,337	60.2
11/11/25	3,263	1,924	60.0
11/12/25	4,475	2,974	66.5
11/13/25	4,426	2,778	62.8
11/14/25	4,483	2,195	49.0

5 Day Total Vehicle Count: 20,526

5 Day Total Speeding Violations Recorded: 12,208

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	35.6
50th Percentile Speed	35.8
85th Percentile Speed	40.8
Max Speed	59

Gaffney Elementary School

New Britain, CT: Slater Road

School Start: 8:55 AM, School End: 3:35 PM

National Data & Surveying Services (NDS) conducted speed studies at Gaffney Elementary School on Slater Road Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	10,487	2,245	21.4
11/11/25	8,603	1,859	21.6
11/12/25	10,874	2,036	18.7
11/13/25	11,123	2,015	18.1
11/14/25	11,477	2,584	22.5

5 Day Total Vehicle Count: 52,564

5 Day Total Speeding Violations Recorded: 10,739

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	29.6
50th Percentile Speed	30.2
85th Percentile Speed	35.6
Max Speed	58

New Britain High School

New Britain, CT: S. Main Street

School Start: 7:30 AM, School End: 2:15 PM

National Data & Surveying Services (NDS) conducted speed studies at New Britain High School on S. Main Street Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH **School Zone Speed Limit: 25 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	10,327	678	6.6
11/11/25	9,332	640	6.9
11/12/25	12,162	549	4.5
11/13/25	12,192	745	6.1
11/14/25	11,554	957	8.3

5 Day Total Vehicle Count: 55,567

5 Day Total Speeding Violations Recorded: 3,569

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	24.4
50th Percentile Speed	25.2
85th Percentile Speed	31.4
Max Speed	49

Smalley Elementary School

New Britain, CT: Stanley Street

School Start: 8:10 AM, School End: 2:50 PM

National Data & Surveying Services (NDS) conducted speed studies at Smalley Elementary School on Stanley Street Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 30 MPH **School Zone Speed Limit: 30 MPH**

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	9,948	1,955	19.7
11/11/25	9,759	2,793	28.6
11/12/25	10,394	2,066	19.9
11/13/25	10,767	2,519	23.4
11/14/25	10,068	3,061	30.4

5 Day Total Vehicle Count: 50,936

5 Day Total Speeding Violations Recorded: 12,394

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	35.9
50th Percentile Speed	36.0
85th Percentile Speed	41.6
Max Speed	69

Alexander Road near Nachilly Drive

New Britain, CT: Alexander Road

City of New Britain Department of Public Works Traffic Operations conducted speed studies at Alexander Road near Nachilly Drive Wednesday 12/17/2025 through Friday 12/19/2025.

This report was completed given the speed and time limit parameters of:

Speed Limit:25 MPH

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
12/17/25	3,231	1,234	38.2
12/18/25	3,341	1,167	35.0
12/19/25	3,533	1,080	30.6

3 Day Total Vehicle Count: 10,105

3 Day Total Speeding Violations Recorded: 3,481

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	32.7
50th Percentile Speed	32.7
85th Percentile Speed	38.7
Max Speed	78

Barbour Road near Fairway Drive

New Britain, CT: Barbour Road

City of New Britain Department of Public Works Traffic Operations conducted speed studies at Barbour Road near Fairway Drive Monday 12/15/2025 through Friday 12/19/2025.

This report was completed given the speed and time limit parameters of:

Speed Limit: 25 MPH

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
12/15/2025	2,615	911	34.8
12/16/2025	2,618	1,050	40.1
12/17/2025	2,723	1,068	39.2
12/18/2025	2,893	986	34.1
12/19/2025	3,318	905	27.3

5 Day Total Vehicle Count: 14,167

5 Day Total Speeding Violations Recorded: 4,920

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	33.4
50th Percentile Speed	33.4
85th Percentile Speed	39.2
Max Speed	87

Blake Road near Stanley Loop Trail Crossing

New Britain, CT: Blake Road

National Data & Surveying Services (NDS) conducted speed studies at Blake Road near Stanley Loop Trail Crossing Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Speed Limit: 25 MPH

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	4,263	2,431	57.0
11/11/25	4,229	2,671	63.2
11/12/25	4,660	2,921	62.7
11/13/25	4,773	2,963	62.1
11/14/25	4,724	2,907	61.5

5 Day Total Vehicle Count: 22,649

5 Day Total Speeding Violations Recorded: 13,893

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	36.0
50th Percentile Speed	35.8
85th Percentile Speed	41.6
Max Speed	59

Burritt Street near Martha Street

New Britain, CT: Burritt Street

National Data & Surveying Services (NDS) conducted speed studies at Burritt Street near Martha Avenue Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Speed Limit:25 MPH

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	5,576	1,915	34.3
11/11/25	4,821	1,687	35.0
11/12/25	5,382	1,896	35.2
11/13/25	5,552	1,998	36.0
11/14/25	5,857	2,188	37.4

5 Day Total Vehicle Count: 27,188

5 Day Total Speeding Violations Recorded: 9,684

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	32.7
50th Percentile Speed	33.0
85th Percentile Speed	38.0
Max Speed	59

Corbin Avenue near Maple Hurst Avenue

New Britain, CT: Corbin Avenue

National Data & Surveying Services (NDS) conducted speed studies at Corbin Avenue near Maple Hurst Avenue Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Speed Limit:25 MPH

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	7,238	4,096	56.6
11/11/25	6,616	4,593	69.4
11/12/25	7,463	5,307	71.1
11/13/25	7,804	5,160	66.1
11/14/25	8,289	5,325	64.2

5 Day Total Vehicle Count: 37,410

5 Day Total Speeding Violations Recorded: 24,481

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	36.7
50th Percentile Speed	36.4
85th Percentile Speed	42.0
Max Speed	64

Stanley Street near Barbour Road

New Britain, CT: Stanley Street

National Data & Surveying Services (NDS) conducted speed studies at Stanley Street near Barbour Road Monday 11/10/2025 through Friday 11/14/2025.

This report was completed given the speed and time limit parameters of:

Speed Limit: 30 MPH

During the specified dates, the traffic courts were as follows:

Date	Vehicle Count	Speeders	% Speeding
11/10/25	10,669	794	7.4
11/11/25	10,968	1,034	9.4
11/12/25	11,296	880	7.8
11/13/25	11,596	789	6.8
11/14/25	11,377	752	6.6

5 Day Total Vehicle Count: 55,906

5 Day Total Speeding Violations Recorded: 4,249

Note: Speeding is defined as any recorded speed at 10 MPH over the designated speed limit.

Average Speed	32.1
50th Percentile Speed	32.2
85th Percentile Speed	37.2
Max Speed	59

Supporting Documents

Red Light Violation Study Data

Prepared by National Data & Surveying Services

Red Light Violation Study

Location	Street Name	Date	Hours	Approach	Total Violations by Lane							Total Violation by Type			Notes
					1	2	3	4	5	6	Total	Stop Bar	Crosswalk	Car Ran Red Light	
001	Main St (NS) & Myrtle St/E Main St (EW)	01/12/2026	6 AM - 9 PM	SB	123	46					169	51	118	45	Lane Geometry for Lane 1 is SL, Lane 2 is ST
											0				
002	Main St (NS) & Myrtle St/E Main St (EW)	01/12/2026	6 AM - 9 PM	NB	110	121	0				231	92	139	90	Lane Geometry for Lane 1 is NL, Lane 2 is NT, Lane 3 is NR
											0				
003	Main St (NS) & Myrtle St/E Main St (EW)	01/12/2026	6 AM - 9 PM	WB	73	98	1				172	84	88	52	Lane Geometry for Lane 1 is WL, Lane 2 is WT, Lane 3 is WR
											0				
004	Main St (NS) & Myrtle St/E Main St (EW)	01/12/2026	6 AM - 9 PM	EB	46	219					265	102	163	81	Lane Geometry for Lane 1 is EL, Lane 2 is ET
											0				
005	Stanley St/SR 71/Martin Luther King Dr (NS) & Stanley St/North St (EW)	01/12/2026	6 AM - 9 PM	WB	35	49					84	28	56	20	Lane Geometry for Lane 1 is WL, Lane 2 is WT
											0				
006	Stanley St/SR 71/Martin Luther King Dr (NS) & Stanley St/North St (EW)	01/12/2026	6 AM - 9 PM	SB	46	58					104	31	73	28	Lane Geometry for Lane 1 is SL, Lane 2 is ST
											0				
007	Stanley St/SR 71/Martin Luther King Dr (NS) & Stanley St/North St (EW)	01/12/2026	6 AM - 9 PM	EB	66	0					66	33	33	33	Lane Geometry for Lane 1 is ET, Lane 2 is ER
											0				
008	Stanley St/SR 71/Martin Luther King Dr (NS) & Stanley St/North St (EW)	01/12/2026	6 AM - 9 PM	NB	74	49	53				176	69	107	46	Lane Geometry for Lane 1 is NL, Lane 2 is NT, Lane 3 is NT
											0				
009	Stanley St (NS) & Chestnut St (EW)	01/12/2026	6 AM - 9 PM	SB	74	0					74	28	46	23	Lane Geometry for Lane 1 is SL, Lane 2 is ST
											0				
010	Stanley St (NS) & Chestnut St (EW)	01/12/2026	6 AM - 9 PM	WB	81						81	33	48	31	Lane Geometry for Lane 1 is WT
											0				
011	Stanley St (NS) & Chestnut St (EW)	01/12/2026	6 AM - 9 PM	EB	101	134	6				241	103	138	99	Lane Geometry for Lane 1 is EL, Lane 2 is ET and Lane 3 is ER
											0				
012	Stanley St (NS) & Chestnut St (EW)	01/12/2026	6 AM - 9 PM	NB	113						113	36	77	33	Lane Geometry for Lane 1 is NT
											0				
013	SR 71/Martin Luther King Dr/Harry Truman Opas (NS) & SR 174/E Main St (EW)	01/12/2026	6 AM - 9 PM	SB	39	39	21				99	45	54	30	Lane Geometry for Lane 1 is SL, Lane 2 & 3 is ST
											0				
014	SR 71/Martin Luther King Dr/Harry Truman Opas (NS) & SR 174/E Main St (EW)	01/12/2026	6 AM - 9 PM	WB	42	46	17				105	105	0	63	Lane Geometry for Lane 1 is WL, Lane 2 & 3 is WT
											0				
015	SR 71/Martin Luther King Dr/Harry Truman Opas (NS) & SR 174/E Main St (EW)	01/12/2026	6 AM - 9 PM	EB	63	34	16				113	50	63	23	Lane Geometry for Lane 1 is EL, Lane 2 & 3 is ET
											0				
016	SR 71/Martin Luther King Dr/Harry Truman Opas (NS) & SR 174/E Main St (EW)	01/12/2026	6 AM - 9 PM	NB	92	24	30	0			146	60	86	87	Lane Geometry for Lane 1 is NL, Lane 2 & 3 is NT, Lane 4 is NR
											0				
114	SR 71/Martin Luther King Dr/Harry Truman Opas (NS) & SR 174/E Main St (EW)	01/12/2026	6 AM - 9 PM	WB	1,156						1,156	571	585	500	Lane Geometry for Lane 1 is WR
											0				

NOTE: Counts for "Car Ran Red Light" violations are not included in the totals by lane.

Legend	
NB	Northbound
NL	North Left
NT	North Thru
NR	North Right
NU	North U-Turn
SB	Southbound
SL	South Left
ST	South Thru
SR	South Right
SU	South U-Turn
EB	Eastbound
EL	East Left
ET	East Thru
ER	East Right
EU	East U-Turn
WB	Eastbound
WL	West Left
WT	West Thru
WR	West Right
WU	West U-Turn

Stop Bar the rear tire of the vehicle must completely pass over the stop bar
Crosswal the front bumper of the vehicle must enter into the crosswalk
No Mark the front bumper must enter into the nearest cross-traffic lane

City of New Britain
Automated Traffic Enforcement Safety Device Municipal Plan

ATESD Municipal Plan Contact Information

City of New Britain ATESD Plan Preparer Contact:

Carl J. Gandza

Traffic Operations Manager |Engineering Project Manager
City of New Britain – Department of Public Works

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