AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD) PLAN

Draft

CITY OF NEW HAVEN, CT

Submission Date: October 10, 2025

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Introduction

In October 2023, the CT State Legislature and Governor Ned Lamont enacted Public Act No. 23-116 ("Public Act"), allowing the use of Automated Traffic Enforcement Safety Devices (ATESDs), which granted the City of New Haven authority to install Automated Red light and Speed Cameras to deter Red light running and Speeding.

The legislation allows municipalities to install ATESDs at: Traffic Control Signals, for Red light running; and Speed cameras in School zones, Pedestrian Safety Zones and other locations for Speeding. The legislation also grants municipalities responsibility for establishing ordinances allowing installation of ATESDs, site selection for device installations, and establishing protocols for maintenance and enforcement. More importantly, the legislation requires municipalities to submit an ATESD Plan ("Plan") to the Connecticut Department of Transportation's (CTDOT) Office of State Traffic Administration (OSTA) for review and approval before implementation.

This report provides a detailed overview of New Haven's Plan, identifying the ATESD locations including selection criteria and justification considerations in alignment with OSTA guidelines issued in January 2024 and the Public Act. This report also summarizes the legislative process to develop enabling ordinance, stakeholder engagement and authorizing the final device locations.

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Background

New Haven is a growing coastal city in Connecticut, home to Yale University, Yale New Haven Hospital, and Southern Connecticut State University. The 2020 Census indicated a population of 134,023, making it the state's third-largest city. New Haven's 237-mile street network connects a dense and diverse minority-majority population spread over nearly 20 square miles. The city is blessed with several large and historic legacy parks, 1.75 miles of the 84-mile Farmington Canal Trail, and numerous dynamic mixed-use neighborhood commercial corridors. Most residents live within a short walk, bike, or bus ride from significant open space, cultural, and economic assets.

As per the University of Connecticut's (UCONN) Connecticut Crash Data Repository, between 2020 and 2022, there were nearly 20,000 crashes recorded in New Haven, including 58 fatal and 256 serious injury crashes. During this period, tragically 27 pedestrians and bicyclists were killed and 61 were seriously injured (see **Exhibit A**).

- Intersection and Intersection-related crashes accounted for nearly 45% (8,716 crashes) of all crashes recorded in the 3-year period. Red light running crashes accounted for almost 8% (654 crashes) of Intersection and Intersection-related crashes. Of these, one involved a fatal injury and 12 were recorded as serious injury crashes.

- 717 (4% of all crashes) speeding or speeding-related crashes occurred during this same three-year period. Of these, 13 were fatal injury crashes and 19 were serious injury crashes.

While these numbers may appear low relative to other types of crashes, documented crash data does not fully capture the severity of the problem. For instance, at the intersection of Orange Street and MLK Jr. Boulevard, based on data collected by the City using traffic cameras, nearly 230 Red light violations were recorded over a 5-hour period. Recorded and observed data demonstrate that Speeding and Red light violations are major concerns that require interventions to deter risky driving behavior. While the City's New Haven Police Department (NHPD) has made significant progress in recent years to limit poor driving behavior such as Speeding, Red light running, and Driving under the influence (DUI), its efforts are limited due to resource availability.

Furthermore, to address safety and mobility, in 2019, the City of New Haven embarked on Safe Routes for All (SRFA), a multi-year and multi-phase planning effort that in 2022 resulted in the first City-wide Active Transportation and Safety Action Plan. Building upon existing policies, plans, standards and key strategies that align with Vision Zero principles (Engineering, Enforcement, Education and Encouragement and Equity) and following a series of smaller-scale corridor safety plans and improvement projects, the Plan put forth a comprehensive and ambitious set of recommendations to eliminate fatal and serious injuries for pedestrians, bicyclists and transit users by 2032. This plan aligns with the Vision Zero goals and commitment by the South Central Region Council of Governments (SCRCOG) as part of the Regional Safety Action Plan for advancing safety (see **Exhibit F**).

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As the City's qualifying comprehensive Safety Action Plan, the SRFA Plan applies a Safe-Systems and Equity-focused approach to making system-wide improvements, especially in the City's historically disadvantaged neighborhoods and Disadvantaged Census Tracts identified within US DOT's Equitable Transportation Community Explorer (ETC) Tool. The SRFA Plan aims to implement a range of proven Federal Highway Administration's (FHWA) safety countermeasures in alignment with the USDOT's National Roadway Safety Strategy and the principles of a Safe Systems Approach, to achieve Safer speeds with improved enforcement, including the installation of ATESDs.

City of New Haven's ATESD Planning Philosophy

Fundamentally, New Haven's approach to planning and implementing the ATESD program revolves around the values and principles of Vision Zero and Safe Systems approach by prioritizing human life and recognizing that human error is inevitable. Recognizing this essential goal and considering the ethos of equity, we aim to reduce the risk of crashes and their severity using automated enforcement tools to levels where impacts are survivable and threats are minimized; while at the same time, improving driving behavior. Therefore,

our entire approach to the program phases including site selection and justification are guided by the following interconnected rules:

- Reducing Injuries and Zero Deaths: Eliminating fatalities and reducing injuries including permanent bodily damage is critical because every one-mph increase in speed increases the likelihood of injury, even if a motorist is not exceeding the speed limit by ten or more mph. With higher speeds, there is a greater likelihood of injury and fatality. Thus, there is a need to reduce vehicle speeds as much as reasonable in dense, urban areas in accordance with FHWA guidelines and Safe Systems Principles[1,2,3]. ***In short, "Speed limit" by definition, should be the maximum speed not a minimum.***

- Kinetic energy: ***Reducing overall Kinetic energy which is directly proportional to both a vehicle's mass and its velocity, is important to consider as well.*** Because there is a higher proportion of large vehicles on our streets- even in low volume conditions- now than in the past, it is even more important than ever to reduce speeding particularly in urban areas where there are a high number of vulnerable road users.
    - For example, an SUV going 21 mph has more kinetic energy than a sedan going 25mph given the SUV's heavier mass. Thus, it is more important than ever to reduce vehicle speeds as heavier vehicles get added to the mix (including the increased proportion of electric vehicles, which are generally heavier than their internal-combustion-engine counterparts due to battery weight).[4, 5, 6]

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- Alignment with Connecticut General Statute: Chapter 248 of Vehicle Highway Use Section 14-218 states that "…*Any speed in excess of a speed limit established in accordance with this section or section 14-307a, other than speeding as provided for in section 14-219, shall be prima facie evidence that such speed is not reasonable, but the fact that the speed of a vehicle is lower than such speed limit shall not relieve the operator from the duty to decrease speed when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions.*" [7]
    - While Public Act No. 23-116 only allows an ATESD to issue a violation to the owner of a motor vehicle if the person operating such motor vehicle exceeds the posted speed limit by ten or more miles per hour, ***we still consider any speed over the posted Speed limit is unacceptable and potentially dangerous- especially for vulnerable road users from a traffic safety perspective.***

[1] FHWA-HRT-17-098
[2] Fundamentals of the Safe System Approach | Vision Zero Network
[3] Safe System Approach for Speed Management
[4] Speed, Kinetic Energy, and the Safe Systems Approach to Safer Roadways - Institute of Transportation Engineers
[5] Kinetic energy management in road traffic injury prevention: a call for action - PMC
[6] Safe Systems and Kinetic Energy
[7] Connecticut General Statute, Chapter 248- Vehicle Highway Use

- Improving Driver Compliance: By reducing the risk of running red lights and bringing driver speeds more in line with the speed limit, which is the target speed.
    - While the goal of ATESD program is NOT to make revenue, ***we believe that these devices can serve as a deterrence for all motorists including those that are speeding but not exceeding the speed limit by ten or more mph.***

- Land Use, Density and Other Factors: As the third largest city by population (2020 Census Population of 134,023) and the second-densest city based on area (7109 residents per square mile) in the State, New Haven has consistently ranked as one of most accessible and pedestrian-bike friendly cities with a sizeable population relying on walking (12%), biking (2%), transit (7%) and other non-auto modes (2%) to commute to work. Poor driving behavior and/or compliance create significant risks to such groups, considering the disproportionate rates of impact on them. For instance, of the 58 fatal crashes and 239 serious injury crashes between 2020 and 2022, nearly 40% (23) of fatal and 26% (63) of serious injury crashes involved pedestrians alone.
    - Keeping in view that all city neighborhoods comprise important activity centers such as Schools, Community Centers, Hospitals and Clinics, Retirement homes, Restaurants, Businesses and other high-density land uses, ATESDs in such targeted areas ("Other Zones") will be beneficial and effective in boosting safety. Therefore, ***identification and selection of appropriate ATESD locations was based on a holistic view that evaluated a range of factors such as land use, zoning, geometry, risk/exposure (speed severity index) and most importantly, community input, and not based on basic site selection requirements- identified in OSTA guidance and required by Statute***- such as crashes, speeds, speeding and red-light related recorded violations and equity.

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- Percentile Speeds: Finally, the selection and justification of the locations, primarily that propose Speed Cameras, was based on local safety needs and community input and not solely tied to quantitative metrics such as number. of vehicles going over the posted speed limit, 85th percentile speeds or other related measures. Current practices for setting speed limits or installing Speed Cameras based on percentile speeds sometimes ignore the need to consider context sensitive methods that account for adjacent land use, density, active transportation users and their needs, crash history etc. In a dense-urban context, such as New Haven, percentile-based methods are particularly flawed because they are based on outdated 1940s-era research-conducted on two-lane rural highways, devoid of multimodal activity- and inapplicable in urban settings with vibrant streets, pedestrians/bicyclists, access driveways, on-street parking etc. That is one of the reasons, the latest (11th) edition of Manual of Uniform Traffic Control Devices (MUTCD) explicitly discourages using the 85th-percentile method to set speed limits (or making speed-related decisions) in all urban and suburban contexts without considering factors such as roadway environment, roadway characteristics, geographic context, crashes and other speed-related variables such as Pace and Median (50th percentile) speeds.

- ***As described in Exhibit C, there are locations where the 85th percentile speed is not 10mph-over the posted speed limit but where the 90th or 95th percentile speeds are. These may still equate to hundreds (daily) or thousands (monthly, yearly) of motorists in violation- which is not only unacceptable but also exceptionally dangerous.*** For example, along Kimberley Avenue (posted speed limit of 25mph), as per supplemental data collected by New Haven, 95th percentile speeds are between 36mph to 38mph which translates to approximately 500 motorists per day driving at least ten mph over the posted speed limit. This example demonstrates that although the number of vehicles traveling over the ATESD limit appears to be low compared to the AADT, they still present a significant risk to roadway users over the program duration.

ATESD Planning Process

This section provides a summary of the Plan Development and Adoption process (See Figure below) along with an overview of the Enabling ordinance allowing the installation of ATESDs in New Haven, the Stakeholder and Community engagement process for adoption of the City ordinance, and related ATESD Plan.

Early in the planning process, City staff reviewed the text of Public Act 23-116 along with OSTA guidelines published thereafter to understand the requirements of the law and DOT procedures. During this step, City staff developed a summary of the various requirements- for policy makers and the Vision Zero Working Group (WG) identifying the State Statute and CTDOT prerequisites and allowable factors.

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1) Vision Zero Working Group

To assist with planning, a Vision Zero Working Group (WG) was created comprising Community leaders, Local Alders, Non-Profit and Advocacy groups (National Association for the Advancement of Colored People (NAACP), Safe Streets Coalition, etc.), and City Departments (Information Technology, Engineering, Transportation, Traffic and Parking (TT&P), Police, and Economic Development Administration). This diverse group was tasked with creating an ATESD framework focused primarily on equity and fair program implementation.

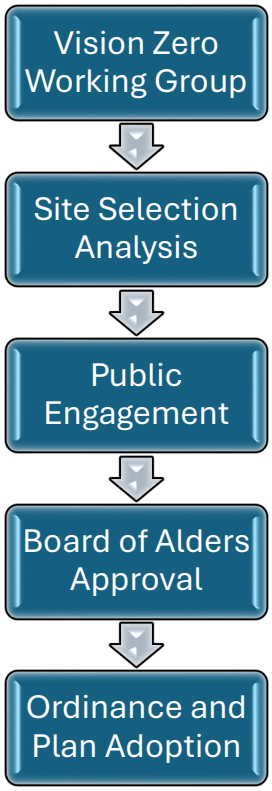


Figure 1. ATESD Planning Process

Through a series of monthly workshops- between October 2023 and February 2024- the WG assisted City staff in identifying and finalizing a draft list of potential locations city-wide for ATESD installation and developing the enabling ordinance and related ATESD Plan for Resident and Board of Alders (BOA) approvals. During the program lifecycle, the WG will be involved in overseeing and supporting City staff to ensure compliance with City ordinance, evaluating program efficacy and comprehending lessons learned.

2) Site Selection

While site selection was primarily based on the requirements of the State statute and published OSTA guidelines the **City also considered various other qualitative factors (discussed in earlier section *City of New Haven's ATESD Planning and Safety Philosophy*)** and quantitative metrics applicable only to dense-urban, local conditions to drive overall site selection decision-making including, but not limited to adjacent land use, density, active transportation users and their needs, crash history including fatalities, serious injuries, severity index, roadway geometry, and community input. These included the following:

Selection considerations	Red Light Camera	Speed Camera
Traffic considerations	• No. of Red Light Violation Crashes, including the minimum number of crashes • Ongoing or planned signal upgrade projects (within the 12-month period) • Age and Condition of Signal and Controller	• Speed and AADT data • Allowance in type of Zone: School zones, Pedestrian and Other locations. *Note: All Speed camera devices are proposed in Other locations*
Equity considerations	• Concentration of sites city-wide • Qualified Census Tracts (QCT) and No. of allowable devices in a QCT, depending on the size of the Census tract	
Other City considerations	• Total number of Crashes, including Fatal and Serious injury crashes • Motor Vehicle stops for Red Light running • Field evaluations • Real-world, near-miss Red Light running data	• Major land uses - 0.25 mile buffer radius • Total no of Crashes • Speeding-related crashes • Fatal and Serious injury crashes (KSI index/exposure) • Motor Vehicle stops for Speeding. • Roadway Geometry

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	from Video detection cameras. • Roadway Geometry • Community input	• Community input

3) Board of Alders Approved ATESD Locations

After data analysis, a preliminary list of 40 ATESD sites (20 Red Light Camera and 20 Speed Camera zones) was created and presented to the WG for further review during the Workshops. After discussion and consensus, the WG shortlisted the following locations (11 Red Light Camera and 8 Speed Camera zones) (see Exhibits B and C). Note: This Plan does not include submissions for Speed Camera locations along 1. Derby Avenue, 2. Kimberly Avenue, 3. George Street and 5. Blatchley Avenue. The City may decide to submit them as part of amendment to the Current plan or as a separate plan at a later date.

ATESD Type	Locations	Device Census Tract#	QCT (Y/N)
Red Light	1. MLK Jr. Blvd./N. Frontage Road at Church Street	1401.01	No
	2. College Street at George Street	1401.01	No
	3. Ella T. Grasso Blvd. (Rte. 10) at Derby Avenue (Rte. 34)	**1408**	**Yes**
	4. Quinnipiac Avenue at East Grand Avenue	1426.01	No
	5. Whalley Avenue (Rte. 63) at East Ramsdell Street/Ramsdell Street	**1412**	**Yes**
	6. Orange Street at Edwards Street	1420	No
	7. Ella T. Grasso Blvd. (Rte. 10) at Washington Avenue/Spring Street	**1405**	**Yes**
	8. Quinnipiac Avenue (Rte. 103) at Foxon Blvd. (Rte. 80)	1426.01	No
	9. Prospect Street at Highland Street	1418	No
	10. I-95 South Off-Ramp/Main Street Annex at Woodward Avenue	**1427**	**Yes**
	11. South Frontage Road at Park Street	**1403**	**Yes**
Speed	1. Derby Avenue (not included in this plan)	**1408**	**Yes**
	2. Kimberly Avenue (not included in this plan)	1404	No
	3. George Street (not included in this plan)	1401.01	No
	4. Fountain Street	**1412**	**Yes**
	5. Blatchley Avenue (not included in this plan)	**1423**	**Yes**
	6. Sherman Parkway	**1415**	**Yes**
	7. Townsend Avenue	1428	No
	8. Route 80	1426.01	No

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4) Public engagement

The ATESD Plan, consisting of the WG-approved 19 ATESD locations (11 Red Light and 8 Speed Camera) along with the Draft Ordinance establishing the use of ATESD was presented for public comment at two (2) meetings during which public oral and written testimonies were recorded (see **Exhibit D**).

1. City Plan Commission (CPC) Meeting (April 2024)
    a. https://www.newhavenct.gov/government/boards-commissions/boards-commissions-listed/city-plan-commission/-folder-582#docan1823_2681_1393

2. Joint Legislative/Public Safety Committee meeting (April 2024)
    a. https://newhaven-ct.legistar.com/MeetingDetail.aspx?ID=1189374&GUID=67527F1A-0D9C-41D6-BF0E-4AE9923A545A&Options=info|&Search=
    b. https://www.youtube.com/live/-2PP2UFuKbQ?si=Ft8VzbcUtZ-GAn_3

Additional records at the public meeting are available on the following media sources:

- BOA committee gives the green light to traffic cameras (Yale Daily News)- https://yaledailynews.com/blog/2024/04/18/board-of-alders-committee-gives-the-green-light-to-traffic-cameras
- Traffic Camera Plan Advances (New Haven Independent)- https://www.newhavenindependent.org/article/alders_advance_traffic_light_plan
- City Plan Greenlights Red-Light Cameras (New Haven Independent)- https://www.newhavenindependent.org/article/behavior_change_cameras

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TT&P staff were also present at all meetings to answer questions and address comments from legislative staff, policy makers, and the public. After the meetings, both the CPC and Joint Legislative/Public Safety Committee voted overwhelmingly in favor of approving the Plan.

5) Ordinance and ATESD Plan Adoption

Following the CPC and Joint Legislative/Public Committee meetings, the 19 ATESD locations and the enabling Ordinance were forwarded for the BOA approval and vote. At the May 6, 2024 BOA meeting, the Alders voted resoundingly in favor of an Ordinance amendment authorizing the use of ATESD in the City and the accompanying Resolution adopting the ATESD Plan. Subsequently, both were signed by the Mayor on June 3, 2024 (**see Exhibit E**). More information on the Ordinance and Plan adoption can be found at the links provided below:

- Board of Alders meeting (May 2024)

  - https://newhaven-ct.legistar.com/MeetingDetail.aspx?ID=1195719&GUID=F0BEBF1D-38A0-4FEE-9762-43715D9847A2&Options=info|&Search=

- Alders Approve Traffic Cameras (New Haven Independent)- https://www.newhavenindependent.org/article/alders_greenlight_traffic_cameras
- New Haven alders OK red light and speed cameras — Here's where they may go- https://www.wtnh.com/news/connecticut/new-haven/new-haven-alders-ok-red-light-and-speed-cameras-heres-where-they-may-go/

6) Next Steps

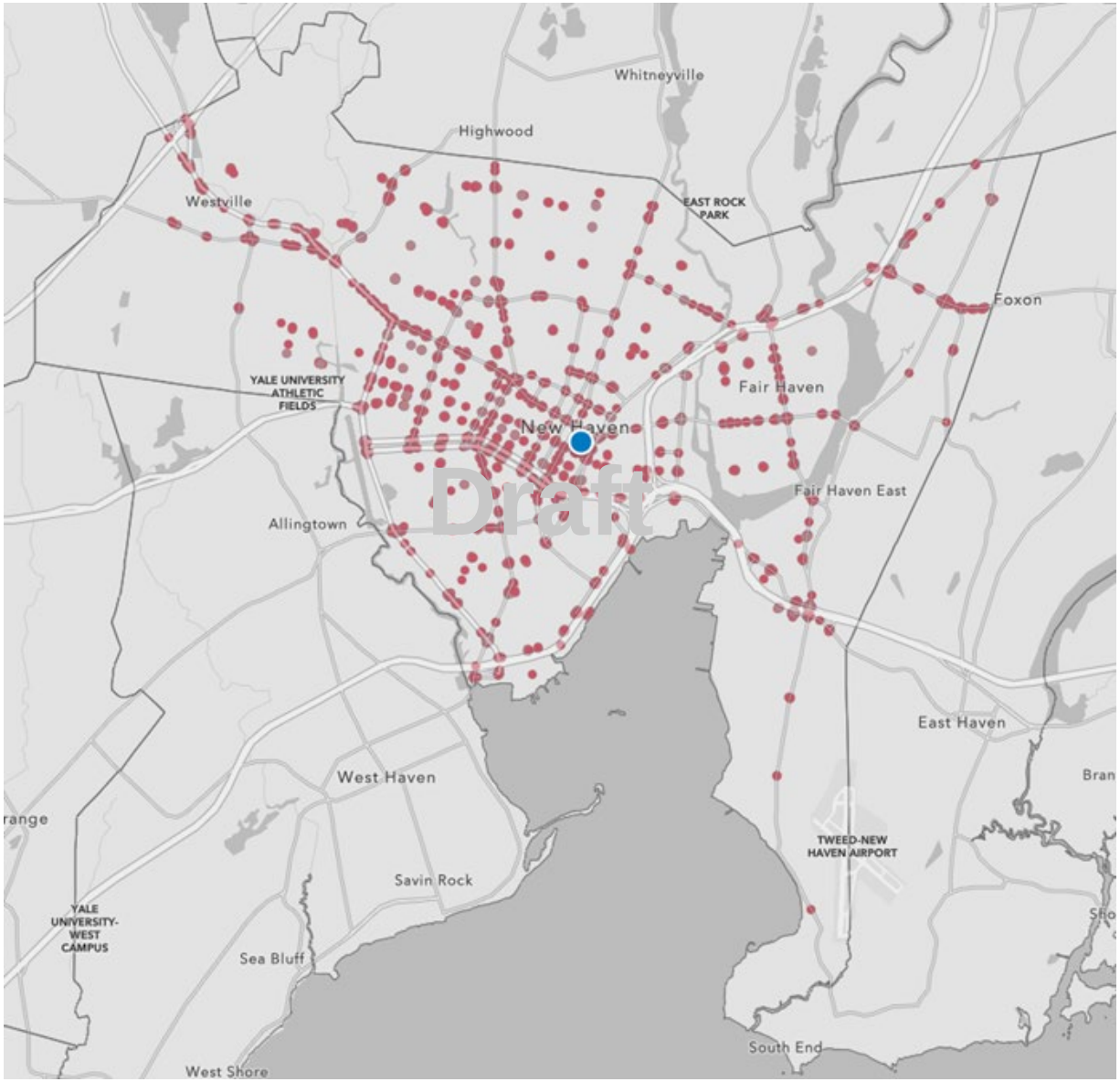
The City is currently in the process of finalizing an agreement with a vendor for implementation and management of the ATESD Program. Following vendor selection and internal procurement the City will implement the ATESD Program- subject to the ATESD Plan approval by OSTA- in accordance with City Ordinance and State Statute and DOT regulations.

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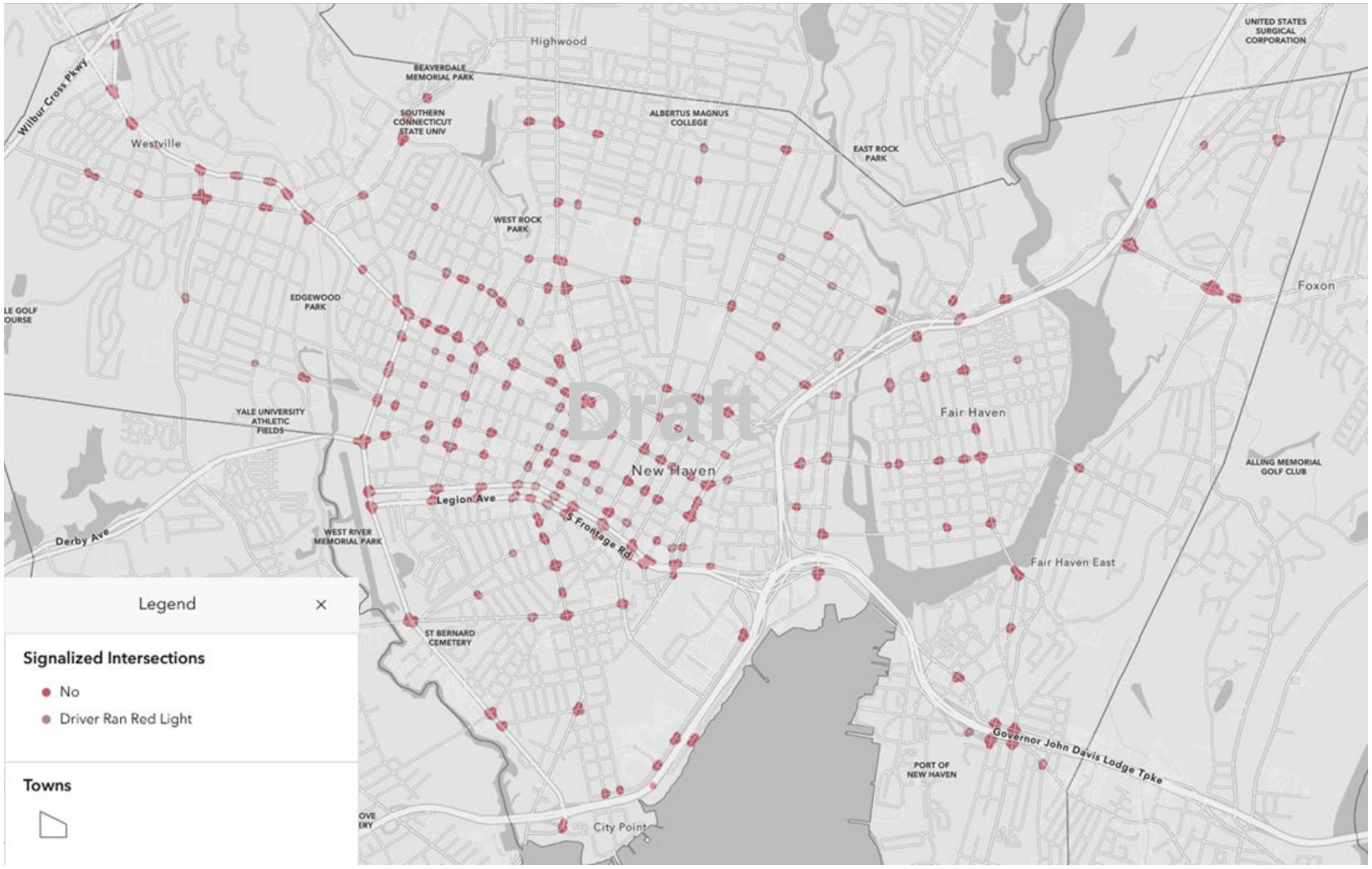
Exhibit A

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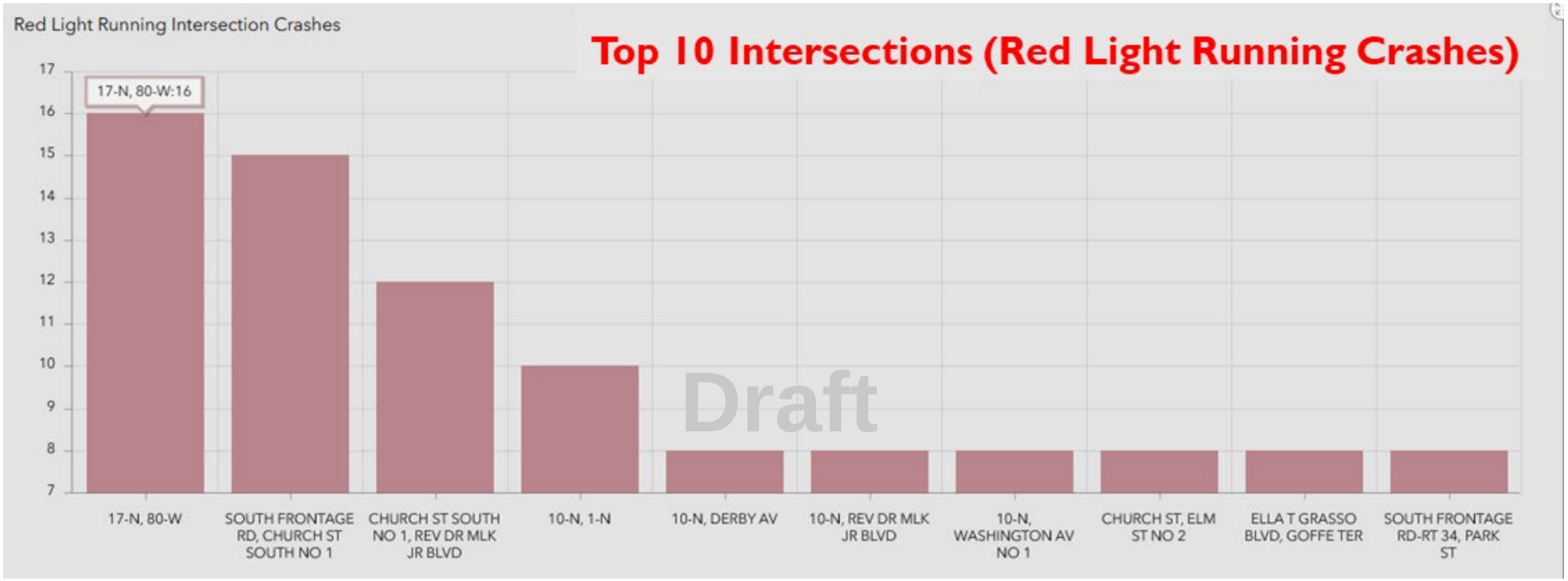
Signalized Intersection Crashes (2020-2022)



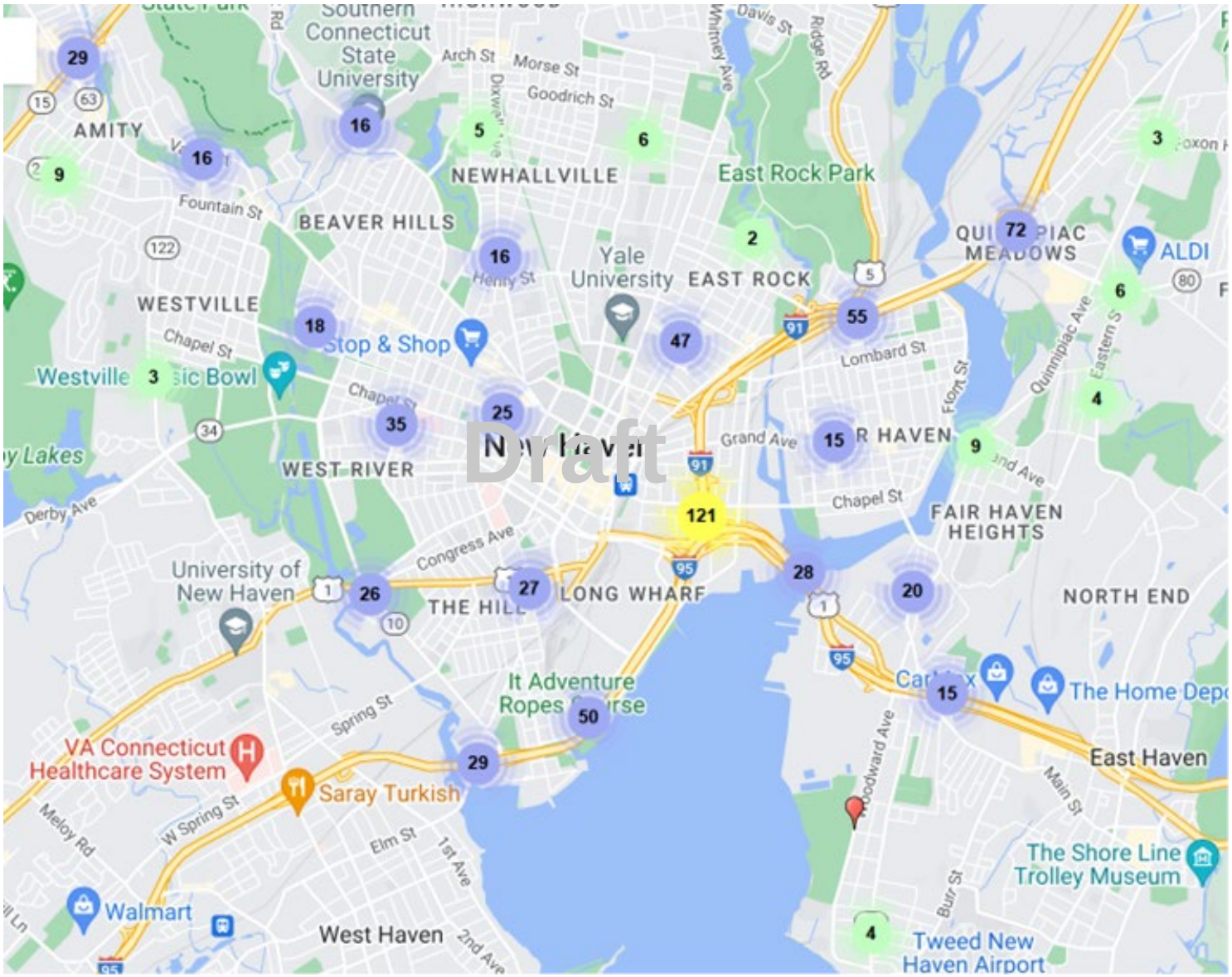
Red Light Crashes (2020-2022)



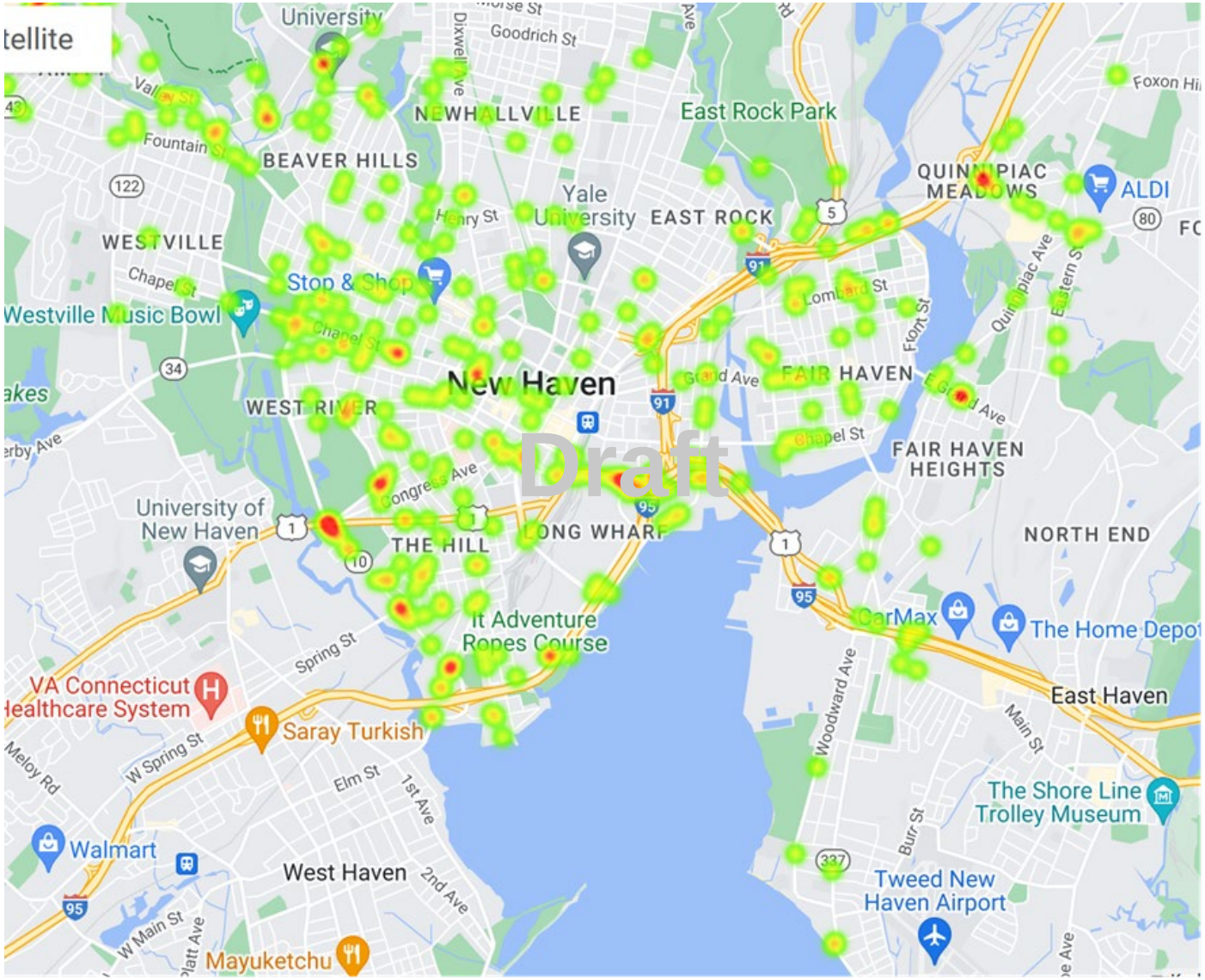
Top 10 Intersections (Red Light Running Crashes)



Speeding Crashes (2020-2022)



Speeding Crashes Hot Spots (2020-2022)



Speeding Fatal & Serious Injury Crashes (2020-2022)

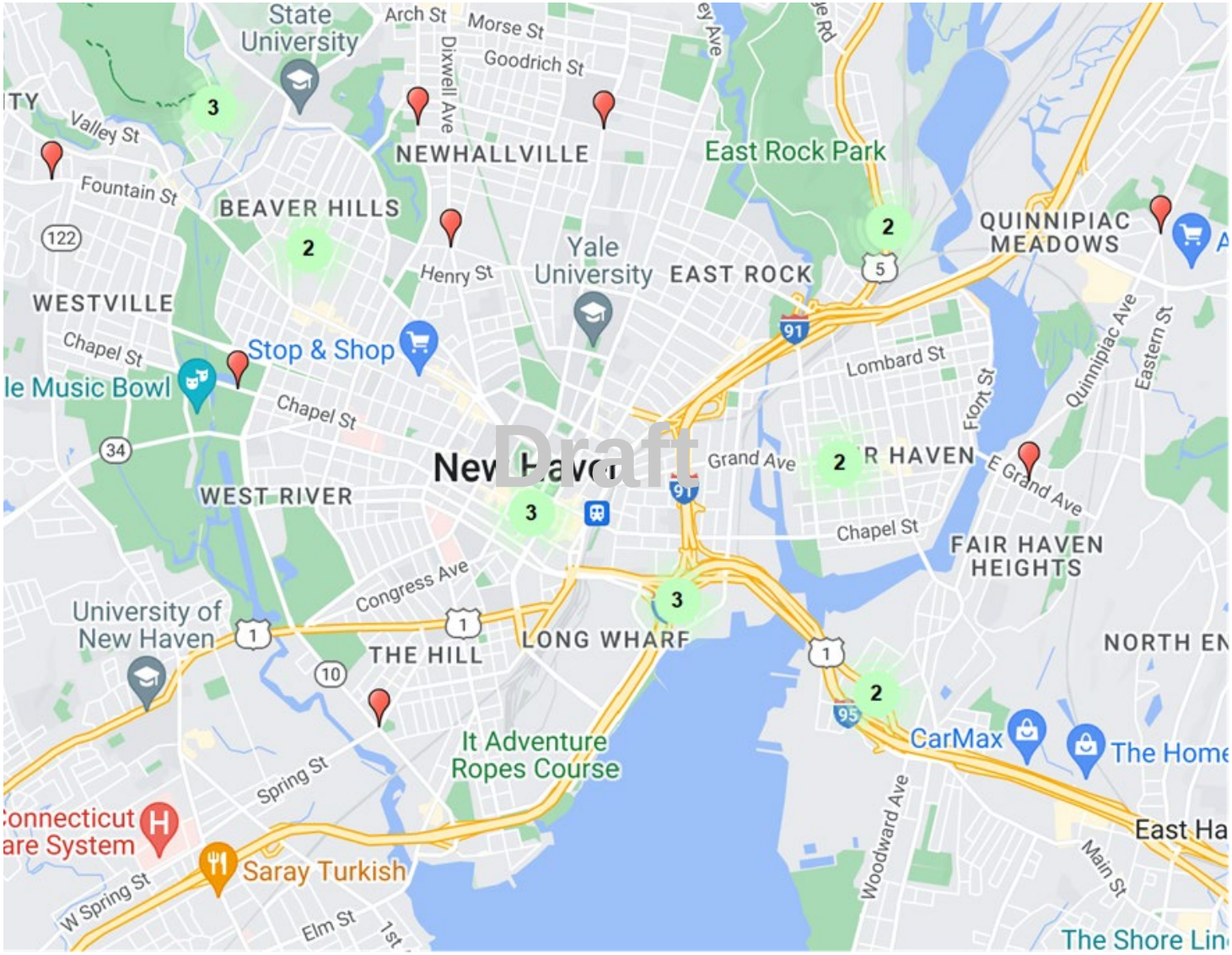


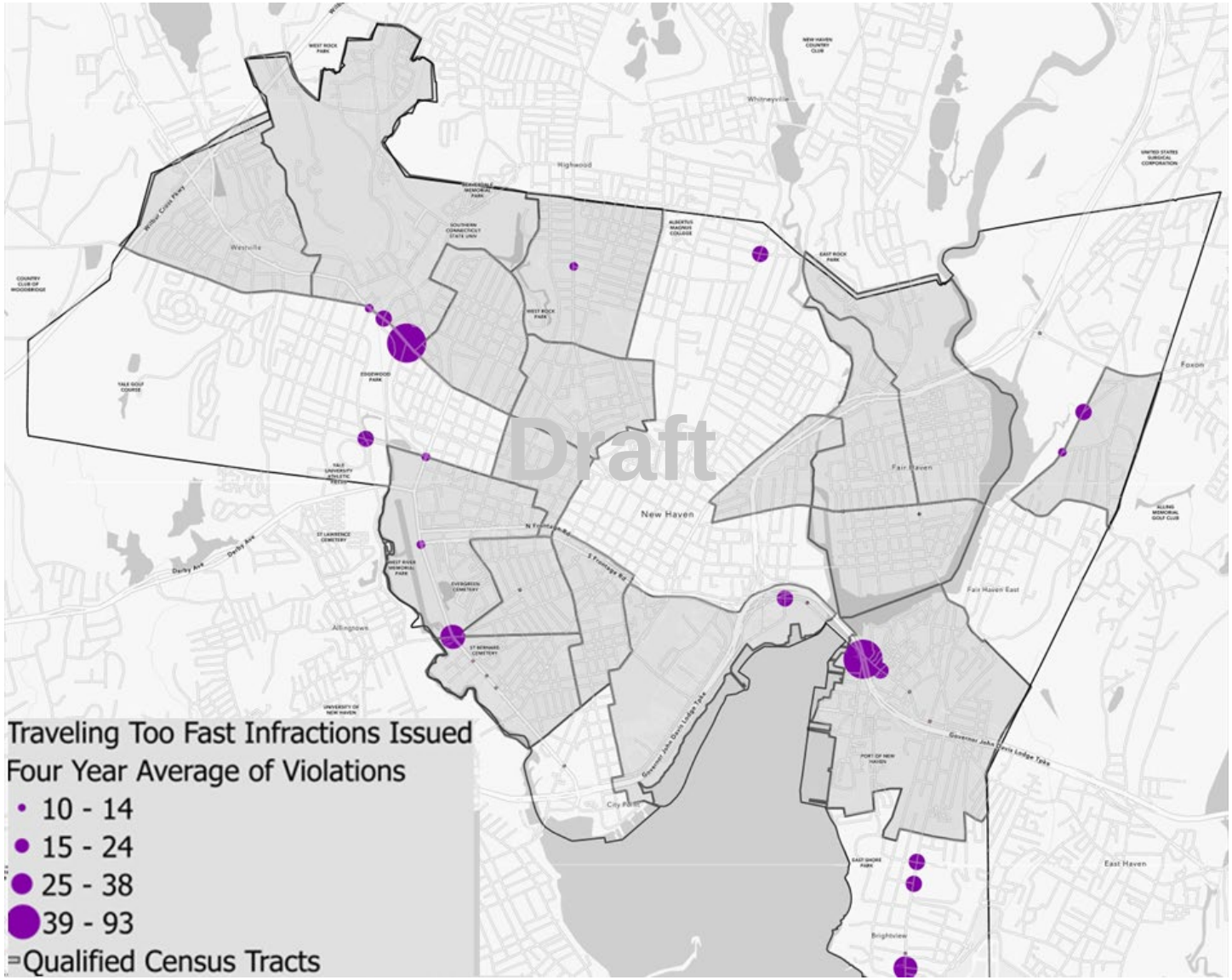
Exhibit B

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Motor Vehicle Stops - Red Light Running (2020-2023)



Motor Vehicle Stops- Speeding (2020-2023)



OID_	Year2	Charge	ArrChg	Street	lat	long	COUNT_CaseID
1	2023	TRAFFIC CONTROL SIGNALS	14-299	290 LIGHTHOUSE RD	41.25429	-72.8975	1
2	2022	TRAFFIC CONTROL SIGNALS	14-299	25 TOWNSEND AVE & LIGHTHOUSE RD	41.25782	-72.8914	1
3	2023	TRAFFIC CONTROL SIGNALS	14-299	25 TOWNSEND AVE & LIGHTHOUSE RD	41.25782	-72.8914	1
4	2021	TRAFFIC CONTROL SIGNALS	14-299	520 LIGHTHOUSE RD & TOWNSEND AVE	41.25782	-72.8914	1
5	2023	TRAFFIC CONTROL SIGNALS	14-299	1400 DEAN ST & ALDEN ST	41.26162	-72.8906	1
6	2021	TRAVELING UNREASONABLY FAST	14-218A	173 TOWNSEND AVE & BEECHER PL	41.26217	-72.8944	1
7	2022	TRAVELING UNREASONABLY FAST	14-218A	1680 DEAN ST & ALFRED ST	41.26555	-72.8916	1
8	2022	TRAVELING UNREASONABLY FAST	14-218A	357 TOWNSEND AVE	41.26646	-72.8966	2
9	2021	TRAVELING UNREASONABLY FAST	14-218A	378 TOWNSEND AVE & BURR ST	41.26713	-72.8969	2
10	2022	TRAVELING UNREASONABLY FAST	14-218A	378 TOWNSEND AVE & BURR ST	41.26713	-72.8969	5
11	2022	TRAVELING UNREASONABLY FAST	14-218A	1860 DEAN ST & BURR ST	41.26816	-72.8926	1
12	2021	TRAVELING UNREASONABLY FAST	14-218A	427 TOWNSEND AVE & CONCORD ST	41.26843	-72.8969	2
13	2021	TRAVELING UNREASONABLY FAST	14-218A	442 TOWNSEND AVE	41.26863	-72.897	5
14	2022	TRAVELING UNREASONABLY FAST	14-218A	442 TOWNSEND AVE	41.26863	-72.897	1
15	2023	TRAFFIC CONTROL SIGNALS	14-299	480 TOWNSEND AVE	41.26877	-72.897	1
16	2021	TRAVELING UNREASONABLY FAST	14-218A	1 LEY ST & TOWNSEND AVE	41.26889	-72.8969	1
17	2023	TRAVELING UNREASONABLY FAST	14-218A	1 LEY ST & TOWNSEND AVE	41.26889	-72.8969	3
18	2020	TRAVELING UNREASONABLY FAST	14-218A	442 TOWNSEND AVE & LEY ST	41.26889	-72.8969	9
19	2021	VIO 14-218A IN A SCHOOL ZONE	#N/A	442 TOWNSEND AVE & LEY ST	41.26889	-72.8969	3
20	2021	TRAVELING UNREASONABLY FAST	14-218A	442 TOWNSEND AVE & LEY ST	41.26889	-72.8969	89
21	2022	TRAVELING UNREASONABLY FAST	14-218A	442 TOWNSEND AVE & LEY ST	41.26889	-72.8969	49
22	2022	TRAFFIC CONTROL SIGNALS	14-299	442 TOWNSEND AVE & LEY ST	41.26889	-72.8969	1
23	2023	TRAVELING UNREASONABLY FAST	14-218A	442 TOWNSEND AVE & LEY ST	41.26889	-72.8969	6
24	2022	TRAVELING UNREASONABLY FAST	14-218A	480 TOWNSEND AVE & GIRARD AVE	41.26987	-72.8969	4
25	2021	TRAVELING UNREASONABLY FAST	14-218A	206 BURR ST & STUYVESANT AVE	41.27001	-72.8909	1
26	2021	TRAVELING UNREASONABLY FAST	14-218A	489 TOWNSEND AVE & POPE ST	41.27017	-72.8969	4
27	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	489 TOWNSEND AVE & POPE ST	41.27017	-72.8969	1
28	2021	TRAVELING UNREASONABLY FAST	14-218A	30 WOODWARD AVE	41.27022	-72.9009	1
29	2023	TRAVELING UNREASONABLY FAST	14-218A	500 TOWNSEND AVE	41.27022	-72.897	1
30	2020	TRAVELING UNREASONABLY FAST	14-218A	512 TOWNSEND AVE & STUYVESANT AVE	41.27068	-72.8969	1
31	2021	TRAVELING UNREASONABLY FAST	14-218A	512 TOWNSEND AVE & STUYVESANT AVE	41.27068	-72.8969	4
32	2023	TRAVELING UNREASONABLY FAST	14-218A	512 TOWNSEND AVE & STUYVESANT AVE	41.27068	-72.8969	1
33	2023	TRAVELING UNREASONABLY FAST	14-218A	523 TOWNSEND AVE	41.27107	-72.8968	1
34	2023	TRAVELING UNREASONABLY FAST	14-218A	529 TOWNSEND AVE	41.27122	-72.8968	1
35	2023	TRAVELING UNREASONABLY FAST	14-218A	535 TOWNSEND AVE	41.27136	-72.8968	1
36	2021	TRAVELING UNREASONABLY FAST	14-218A	541 TOWNSEND AVE & MORSE PL	41.27161	-72.8969	2
37	2022	TRAVELING UNREASONABLY FAST	14-218A	541 TOWNSEND AVE & MORSE PL	41.27161	-72.8969	1
38	2023	TRAVELING UNREASONABLY FAST	14-218A	541 TOWNSEND AVE & MORSE PL	41.27161	-72.8969	1
39	2021	TRAVELING UNREASONABLY FAST	14-218A	100 WOODWARD AVE	41.27179	-72.9008	1
40	2020	TRAVELING UNREASONABLY FAST	14-218A	553 TOWNSEND AVE	41.27188	-72.8968	1
41	2021	TRAVELING UNREASONABLY FAST	14-218A	339 FORT HALE RD	41.27199	-72.8946	1
42	2021	TRAFFIC CONTROL SIGNALS	14-299	339 SHERMAN AVE	41.27205	-72.8946	1

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43	2022	TRAVELING UNREASONABLY FAST	14-218A	200 FORT HALE RD & TOWNSEND AVE	41.27243	-72.8969	1
44	2023	TRAFFIC CONTROL SIGNALS	14-299	200 FORT HALE RD & TOWNSEND AVE	41.27243	-72.8969	1
45	2021	TRAVELING UNREASONABLY FAST	14-218A	413 TOWNSEND AVE & FORT HALE PARK RD	41.27243	-72.8969	2
46	2022	TRAVELING UNREASONABLY FAST	14-218A	575 TOWNSEND AVE & FORT HALE RD	41.27243	-72.8969	1
47	2023	TRAVELING UNREASONABLY FAST	14-218A	575 TOWNSEND AVE & FORT HALE RD	41.27243	-72.8969	2
48	2023	TRAFFIC CONTROL SIGNALS	14-299	575 TOWNSEND AVE & FORT HALE RD	41.27243	-72.8969	1
49	2023	TRAVELING UNREASONABLY FAST	14-218A	FORT HALE PARK RD & TOWNSEND AVE	41.27243	-72.8969	1
50	2023	TRAVELING UNREASONABLY FAST	14-218A	602 TOWNSEND AVE	41.27311	-72.8968	1
51	2023	TRAVELING UNREASONABLY FAST	14-218A	610 TOWNSEND AVE	41.27328	-72.8968	1
52	2021	TRAVELING UNREASONABLY FAST	14-218A	611 TOWNSEND AVE & HALL ST	41.27339	-72.8966	3
53	2022	TRAVELING UNREASONABLY FAST	14-218A	611 TOWNSEND AVE & HALL ST	41.27339	-72.8966	9
54	2023	TRAVELING UNREASONABLY FAST	14-218A	611 TOWNSEND AVE & HALL ST	41.27339	-72.8966	2
55	2023	TRAVELING UNREASONABLY FAST	14-218A	1 HALL ST & TOWNSEND AVE	41.27345	-72.8966	1
56	2021	TRAVELING UNREASONABLY FAST	14-218A	635 TOWNSEND AVE & HERVEY ST	41.27413	-72.8965	8
57	2022	TRAVELING UNREASONABLY FAST	14-218A	635 TOWNSEND AVE & HERVEY ST	41.27413	-72.8965	5
58	2023	TRAVELING UNREASONABLY FAST	14-218A	635 TOWNSEND AVE & HERVEY ST	41.27413	-72.8965	4
59	2023	TRAVELING UNREASONABLY FAST	14-218A	84 HERVEY ST & TOWNSEND AVE	41.27413	-72.8965	1
60	2023	TRAVELING UNREASONABLY FAST	14-218A	645 TOWNSEND AVE	41.27434	-72.8964	1
61	2022	TRAVELING UNREASONABLY FAST	14-218A	53 KNEELAND RD & HERVEY ST	41.27437	-72.8984	1
62	2023	TRAVELING UNREASONABLY FAST	14-218A	655 TOWNSEND AVE	41.27455	-72.8963	1
63	2021	TRAVELING UNREASONABLY FAST	14-218A	200 WOOD[illegible] AVE	41.27464	-72.9	1
64	2020	TRAVELING UNREASONABLY FAST	14-218A	661 TOWNS[illegible] & TOWNSEND TER	41.27468	-72.896	1
65	2021	TRAVELING UNREASONABLY FAST	14-218A	661 TOWNSEND AVE & TOWNSEND TER	41.27468	-72.896	4
66	2022	TRAVELING UNREASONABLY FAST	14-218A	661 TOWNSEND AVE & TOWNSEND TER	41.27468	-72.896	5
67	2023	TRAVELING UNREASONABLY FAST	14-218A	661 TOWNSEND AVE & TOWNSEND TER	41.27468	-72.896	4
68	2023	TRAFFIC CONTROL SIGNALS	14-299	661 TOWNSEND AVE & TOWNSEND TER	41.27468	-72.896	1
69	2021	TRAVELING UNREASONABLY FAST	14-218A	671 TOWNSEND AVE & RAYNHAM HILL DR	41.27485	-72.8962	2
70	2022	TRAVELING UNREASONABLY FAST	14-218A	671 TOWNSEND AVE & RAYNHAM HILL DR	41.27485	-72.8962	3
71	2023	TRAVELING UNREASONABLY FAST	14-218A	671 TOWNSEND AVE & RAYNHAM HILL DR	41.27485	-72.8962	5
72	2023	TRAVELING TOO FAST CONDITIONS	14-218A*	671 TOWNSEND AVE & RAYNHAM HILL DR	41.27485	-72.8962	1
73	2021	TRAVELING UNREASONABLY FAST	14-218A	231 WOODWARD AVE	41.27521	-72.8996	1
74	2021	TRAVELING UNREASONABLY FAST	14-218A	690 TOWNSEND AVE	41.2756	-72.8962	2
75	2021	TRAVELING UNREASONABLY FAST	14-218A	700 TOWNSEND AVE	41.27598	-72.8961	5
76	2023	TRAVELING UNREASONABLY FAST	14-218A	700 TOWNSEND AVE	41.27598	-72.8961	1
77	2022	TRAVELING UNREASONABLY FAST	14-218A	709 TOWNSEND AVE	41.27619	-72.8959	3
78	2021	TRAVELING UNREASONABLY FAST	14-218A	709 TOWNSEND AVE & RAYNHAM RD	41.27619	-72.8959	17
79	2022	TRAVELING UNREASONABLY FAST	14-218A	709 TOWNSEND AVE & RAYNHAM RD	41.27619	-72.8959	15
80	2022	SPEEDING INFRACTION-CARS ONLY	14-219(B)	709 TOWNSEND AVE & RAYNHAM RD	41.27619	-72.8959	1
81	2023	TRAVELING UNREASONABLY FAST	14-218A	709 TOWNSEND AVE & RAYNHAM RD	41.27619	-72.8959	62
82	2021	TRAVELING UNREASONABLY FAST	14-218A	738 TOWNSEND AVE	41.27703	-72.8959	2
83	2023	TRAFFIC CONTROL SIGNALS	14-299	752 TOWNSEND AVE	41.27736	-72.8958	1
84	2021	TRAVELING UNREASONABLY FAST	14-218A	327 WOODWARD AVE	41.27756	-72.8987	1
85	2023	TRAVELING UNREASONABLY FAST	14-218A	775 TOWNSEND AVE	41.27801	-72.8955	3

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86	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	775 TOWNSEND AVE	41.27801	-72.8955	1
87	2021	TRAVELING UNREASONABLY FAST	14-218A	775 TOWNSEND AVE & TUTTLE DR	41.27808	-72.8956	7
88	2022	TRAVELING UNREASONABLY FAST	14-218A	775 TOWNSEND AVE & TUTTLE DR	41.27808	-72.8956	15
89	2023	TRAVELING UNREASONABLY FAST	14-218A	775 TOWNSEND AVE & TUTTLE DR	41.27808	-72.8956	63
90	2022	TRAVELING UNREASONABLY FAST	14-218A	775 TOWNSEND AVE & TUTTLE ST	41.27808	-72.8956	6
91	2023	TRAVELING UNREASONABLY FAST	14-218A	775 TOWNSEND AVE & TUTTLE ST	41.27808	-72.8956	13
92	2023	TRAVELING UNREASONABLY FAST	14-218A	TOWNSEND AVE & TUTTLE DR	41.27808	-72.8956	1
93	2020	TRAVELING UNREASONABLY FAST	14-218A	TOWNSEND AVE & TUTTLS ST	41.27808	-72.8956	1
94	2021	TRAVELING UNREASONABLY FAST	14-218A	210 KNEELAND RD & TUTTLE ST	41.27826	-72.8971	1
95	2021	TRAVELING UNREASONABLY FAST	14-218A	349 WOODWARD AVE & TUTTLE ST	41.27843	-72.8985	1
96	2022	TRAVELING UNREASONABLY FAST	14-218A	349 WOODWARD AVE & TUTTLE ST	41.27843	-72.8985	3
97	2022	TRAVELING UNREASONABLY FAST	14-218A	365 WOODWARD AVE	41.27882	-72.8983	1
98	2022	TRAVELING UNREASONABLY FAST	14-218A	375 WOODWARD AVE	41.27912	-72.8982	1
99	2023	TRAVELING UNREASONABLY FAST	14-218A	70 SOUNDVIEW TER & LEROY TER	41.27929	-72.8939	1
100	2023	TRAVELING UNREASONABLY FAST	14-218A	840 TOWNSEND AVE	41.27986	-72.8953	1
101	2021	TRAVELING UNREASONABLY FAST	14-218A	400 WOODWARD AVE	41.27998	-72.898	3
102	2022	TRAVELING UNREASONABLY FAST	14-218A	418 WOODWARD AVE	41.28037	-72.8979	1
103	2021	TRAVELING UNREASONABLY FAST	14-218A	873 TOWNSEND AVE & UPSON TER	41.28049	-72.895	3
104	2022	TRAVELING UNREASONABLY FAST	14-218A	873 TOWNSEND AVE & UPSON TER	41.28049	-72.895	3
105	2023	TRAVELING UNREASONABLY FAST	14-218A	91 UPSON TER & TOWNSEND AVE	41.28049	-72.895	1
106	2021	TRAVELING UNREASONABLY FAST	14-218A	36 UPSON TER & KNEELAND RD	41.28071	-72.8963	1
107	2021	TRAVELING UNREASONABLY FAST	14-218A	880 TOWNSEND AVE	41.28072	-72.895	1
108	2023	TRAVELING UNREASONABLY FAST	14-218A	884 TOWNSEND AVE	41.28083	-72.895	1
109	2021	TRAVELING UNREASONABLY FAST	14-218A	441 WOODWARD AVE & UPSON TER	41.28094	-72.8976	3
110	2022	TRAVELING UNREASONABLY FAST	14-218A	441 WOODWARD AVE & UPSON TER	41.28094	-72.8976	1
111	2023	TRAVELING UNREASONABLY FAST	14-218A	441 WOODWARD AVE & UPSON TER	41.28094	-72.8976	2
112	2023	TRAVELING UNREASONABLY FAST	14-218A	902 TOWNSEND AVE	41.28133	-72.8948	1
113	2023	TRAVELING UNREASONABLY FAST	14-218A	916 TOWNSEND AVE	41.28171	-72.8947	2
114	2023	TRAVELING UNREASONABLY FAST	14-218A	928 TOWNSEND AVE	41.28203	-72.8946	1
115	2022	TRAVELING UNREASONABLY FAST	14-218A	489 WOODWARD AVE	41.28216	-72.897	1
116	2023	TRAVELING UNREASONABLY FAST	14-218A	944 TOWNSEND AVE	41.28247	-72.8944	2
117	2021	TRAFFIC CONTROL SIGNALS	14-299	20 ELLA T GRASSO BLVD & I 95 N ENT AT ELLA GRASSO BLVD RAMP	41.28249	-72.9336	1
118	2021	TRAVELING UNREASONABLY FAST	14-218A	500 WOODWARD AVE	41.28251	-72.897	1
119	2023	TRAFFIC CONTROL SIGNALS	14-299	1 ELLA T GRASSO BLVD & SEA ST	41.28253	-72.9316	9
120	2022	TRAFFIC CONTROL SIGNALS	14-299	130 SEA ST & ELLA T GRASSO BLVD	41.28253	-72.9316	1
121	2023	TRAFFIC CONTROL SIGNALS	14-299	130 SEA ST & ELLA T GRASSO BLVD	41.28253	-72.9316	6
122	2022	TRAVELING UNREASONABLY FAST	14-218A	503 WOODWARD AVE	41.28253	-72.8969	1
123	2023	TRAVELING UNREASONABLY FAST	14-218A	503 WOODWARD AVE	41.28253	-72.8969	3
124	2022	TRAVELING UNREASONABLY FAST	14-218A	504 WOODWARD AVE	41.28262	-72.897	1
125	2023	TRAVELING UNREASONABLY FAST	14-218A	950 TOWNSEND AVE	41.28263	-72.8943	2
126	2023	TRAFFIC CONTROL SIGNALS	14-299	60 HOWARD AVE & SEA ST	41.28278	-72.93	1
127	2021	TRAVELING UNREASONABLY FAST	14-218A	515 WOODWARD AVE	41.28285	-72.8968	2
128	2023	TRAFFIC CONTROL SIGNALS	14-299	ELLA T GRASSO BLVD & I 95 N ENT AT ELLA GRASSO BLVD RAMP	41.28307	-72.9346	1

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129	2023	TRAVELING UNREASONABLY FAST	14-218A	528 WOODWARD AVE	41.28326	-72.8968	1
130	2022	TRAVELING UNREASONABLY FAST	14-218A	534 WOODWARD AVE	41.28342	-72.8967	1
131	2022	TRAVELING UNREASONABLY FAST	14-218A	540 WOODWARD AVE	41.28358	-72.8966	1
132	2021	TRAVELING UNREASONABLY FAST	14-218A	544 WOODWARD AVE	41.28369	-72.8966	1
133	2023	TRAFFIC CONTROL SIGNALS	14-299	74 6TH ST	41.28391	-72.9305	1
134	2022	TRAVELING UNREASONABLY FAST	14-218A	554 WOODWARD AVE	41.28395	-72.8965	1
135	2023	TRAFFIC CONTROL SIGNALS	14-299	96 HOWARD AVE & 6TH ST	41.28399	-72.9303	1
136	2022	TRAVELING UNREASONABLY FAST	14-218A	1029 TOWNSEND AVE & PARK LN	41.28469	-72.8935	1
137	2021	TRAVELING UNREASONABLY FAST	14-218A	591 WOODWARD AVE	41.28488	-72.896	1
138	2022	TRAVELING UNREASONABLY FAST	14-218A	595 WOODWARD AVE	41.28499	-72.8959	1
139	2023	TRAVELING UNREASONABLY FAST	14-218A	601 WOODWARD AVE & PARK LN	41.28517	-72.8959	6
140	2023	TRAVELING UNREASONABLY FAST	14-218A	142 HOWARD AVE & 5TH ST	41.28526	-72.9307	1
141	2023	TRAFFIC CONTROL SIGNALS	14-299	142 HOWARD AVE & 5TH ST	41.28526	-72.9307	1
142	2023	TRAVELING UNREASONABLY FAST	14-218A	50 5TH ST & HOWARD AVE	41.28526	-72.9307	12
143	2023	TRAVELING UNREASONABLY FAST	14-218A	109 HOWARD AVE	41.28542	-72.9306	1
144	2022	TRAVELING UNREASONABLY FAST	14-218A	1 SARGENT DR & HALLOCK AVE	41.28546	-72.9293	1
145	2022	TRAVELING UNREASONABLY FAST	14-218A	246 KIMBERLY AVE	41.28553	-72.9362	1
146	2020	TRAFFIC CONTROL SIGNALS	14-299	103 HALLOCK AVE	41.2856	-72.9293	1
147	2021	TRAFFIC CONTROL SIGNALS	14-299	102 HALLOCK AVE	41.28569	-72.9295	1
148	2021	TRAVELING UNREASONABLY FAST	14-218A	1079 TOWNSEND AVE & FROST ST	41.28605	-72.8932	1
149	2020	TRAVELING UNREASONABLY FAST	14-218A	181 ELLA T GRASSO BLVD & KIMBERLY AVE	41.28631	-72.9361	2
150	2020	SPEEDING INFRACTION-CARS ONLY	14-219(B)	181 ELLA T GRASSO BLVD & KIMBERLY AVE	41.28631	-72.9361	1
151	2020	TRAFFIC CONTROL SIGNALS	14-299	181 ELLA T GRASSO BLVD & KIMBERLY AVE	41.28631	-72.9361	1
152	2021	TRAFFIC CONTROL SIGNALS	14-299	181 ELLA T GRASSO BLVD & KIMBERLY AVE	41.28631	-72.9361	6
153	2022	TRAFFIC CONTROL SIGNALS	14-299	181 ELLA T GRASSO BLVD & KIMBERLY AVE	41.28631	-72.9361	7
154	2023	TRAFFIC CONTROL SIGNALS	14-299	181 ELLA T GRASSO BLVD & KIMBERLY AVE	41.28631	-72.9361	8
155	2023	TRAFFIC CONTROL SIGNALS	14-299	230 KIMBERLY AVE	41.28631	-72.9361	1
156	2020	TRAFFIC CONTROL SIGNALS	14-299	230 KIMBERLY AVE & ELLA T GRASSO BLVD	41.28631	-72.9361	2
157	2021	TRAVELING UNREASONABLY FAST	14-218A	230 KIMBERLY AVE & ELLA T GRASSO BLVD	41.28631	-72.9361	1
158	2021	TRAFFIC CONTROL SIGNALS	14-299	230 KIMBERLY AVE & ELLA T GRASSO BLVD	41.28631	-72.9361	3
159	2022	TRAVELING UNREASONABLY FAST	14-218A	230 KIMBERLY AVE & ELLA T GRASSO BLVD	41.28631	-72.9361	1
160	2022	TRAFFIC CONTROL SIGNALS	14-299	230 KIMBERLY AVE & ELLA T GRASSO BLVD	41.28631	-72.9361	3
161	2023	TRAFFIC CONTROL SIGNALS	14-299	230 KIMBERLY AVE & ELLA T GRASSO BLVD	41.28631	-72.9361	4
162	2023	TRAFFIC CONTROL SIGNALS	14-299	241 KIMBERLY AVE	41.28633	-72.9362	1
163	2023	TRAFFIC CONTROL SIGNALS	14-299	193 HOWARD AVE & 4TH ST	41.28647	-72.931	1
164	2023	TRAFFIC CONTROL SIGNALS	14-299	140 MAIN ST ANX & PEAT MEADOW RD	41.28661	-72.8887	1
165	2023	TRAVELING UNREASONABLY FAST	14-218A	660 WOODWARD AVE	41.28668	-72.8955	1
166	2022	TRAVELING UNREASONABLY FAST	14-218A	663 WOODWARD AVE	41.2867	-72.8953	1
167	2020	TRAFFIC CONTROL SIGNALS	14-299	207 ELLA T GRASSO BLVD & PLYMOUTH ST	41.28716	-72.937	1
168	2022	TRAVELING UNREASONABLY FAST	14-218A	207 ELLA T GRASSO BLVD & PLYMOUTH ST	41.28716	-72.937	2
169	2023	TRAFFIC CONTROL SIGNALS	14-299	207 ELLA T GRASSO BLVD & PLYMOUTH ST	41.28716	-72.937	1
170	2021	TRAVELING UNREASONABLY FAST	14-218A	1 JOHN ST & WOODWARD AVE	41.2872	-72.8952	1
171	2022	TRAFFIC CONTROL SIGNALS	14-299	55 SARGENT DR	41.28731	-72.9258	1

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172	2020 TRAVELING UNREASONABLY FAST	14-218A	55 SARGENT DR & LONG WHARF DR	41.28731	-72.9258	1
173	2020 TRAFFIC CONTROL SIGNALS	14-299	55 SARGENT DR & LONG WHARF DR	41.28731	-72.9258	1
174	2021 TRAVELING UNREASONABLY FAST	14-218A	55 SARGENT DR & LONG WHARF DR	41.28731	-72.9258	1
175	2022 TRAFFIC CONTROL SIGNALS	14-299	55 SARGENT DR & LONG WHARF DR	41.28731	-72.9258	2
176	2023 TRAFFIC CONTROL SIGNALS	14-299	55 SARGENT DR & LONG WHARF DR	41.28731	-72.9258	1
177	2023 TRAFFIC CONTROL SIGNALS	14-299	SARGENT & LONG WHARF	41.28731	-72.9258	1
178	2023 TRAFFIC CONTROL SIGNALS	14-299	99 MAIN ST ANX & HUNTINGTON AVE	41.28749	-72.8897	1
180	2022 TRAFFIC CONTROL SIGNALS	14-299	199 HILLSIDE AVE & MAIN ST ANX	41.28794	-72.8903	1
181	2022 TRAFFIC CONTROL SIGNALS	14-299	75 MAIN ST ANX & HILLSIDE AVE	41.28794	-72.8903	1
182	2022 TRAFFIC CONTROL SIGNALS	14-299	153 KIMBERLY AVE & GRANT ST	41.28812	-72.9351	2
183	2023 TRAFFIC CONTROL SIGNALS	14-299	153 KIMBERLY AVE & GRANT ST	41.28812	-72.9351	1
184	2022 TRAFFIC CONTROL SIGNALS	14-299	3 LONG WHARF DR RM911	41.28831	-72.9274	1
185	2022 TRAFFIC CONTROL SIGNALS	14-299	47 MAIN ST ANX & BEACON AVE	41.28842	-72.891	2
186	2023 TRAFFIC CONTROL SIGNALS	14-299	47 MAIN ST ANX & BEACON AVE	41.28842	-72.891	1
187	2023 TRAFFIC CONTROL SIGNALS	14-299	30 GRANT ST & PLYMOUTH ST	41.28851	-72.9362	1
188	2021 TRAVELING UNREASONABLY FAST	14-218A	750 WOODWARD AVE & MAIN ST ANX	41.28864	-72.8948	4
189	2021 TRAFFIC CONTROL SIGNALS	14-299	750 WOODWARD AVE & MAIN ST ANX	41.28864	-72.8948	3
190	2022 TRAVELING UNREASONABLY FAST	14-218A	750 WOODWARD AVE & MAIN ST ANX	41.28864	-72.8948	2
191	2022 TRAFFIC CONTROL SIGNALS	14-299	750 WOODWARD AVE & MAIN ST ANX	41.28864	-72.8948	4
192	2023 TRAFFIC CONTROL SIGNALS	14-299	750 WOODWARD AVE & MAIN ST ANX	41.28864	-72.8948	4
193	2020 TRAFFIC CONTROL SIGNALS	14-299	1 MAIN ST ANX & WOODWARD AVE	41.28876	-72.8925	1
194	2021 TRAFFIC CONTROL SIGNALS	14-299	1 MAIN ST ANX & WOODWARD AVE	41.28876	-72.8925	1
195	2022 TRAFFIC CONTROL SIGNALS	14-299	1 MAIN ST ANX & WOODWARD AVE	41.28876	-72.8925	1
196	2023 TRAVELING UNREASONABLY FAST	14-218A	1 MAIN ST ANX & WOODWARD AVE	41.28876	-72.8925	1
197	2023 TRAFFIC CONTROL SIGNALS	14-299	1 MAIN ST ANX & WOODWARD AVE	41.28876	-72.8925	6
198	2020 TRAFFIC CONTROL SIGNALS	14-299	1179 TOWNSEND AVE & MAIN ST ANX	41.2888	-72.8926	1
199	2021 TRAVELING UNREASONABLY FAST	14-218A	1179 TOWNSEND AVE & MAIN ST ANX	41.2888	-72.8926	1
200	2021 TRAFFIC CONTROL SIGNALS	14-299	1179 TOWNSEND AVE & MAIN ST ANX	41.2888	-72.8926	1
201	2022 TRAFFIC CONTROL SIGNALS	14-299	1179 TOWNSEND AVE & MAIN ST ANX	41.2888	-72.8926	2
202	2023 TRAFFIC CONTROL SIGNALS	14-299	1179 TOWNSEND AVE & MAIN ST ANX	41.2888	-72.8926	4
203	2020 TRAFFIC CONTROL SIGNALS	14-299	13 MAIN ST ANX & TOWNSEND AVE	41.2888	-72.8926	1
204	2021 TRAVELING UNREASONABLY FAST	14-218A	13 MAIN ST ANX & TOWNSEND AVE	41.2888	-72.8926	1
205	2021 TRAFFIC CONTROL SIGNALS	14-299	13 MAIN ST ANX & TOWNSEND AVE	41.2888	-72.8926	1
206	2022 TRAFFIC CONTROL SIGNALS	14-299	13 MAIN ST ANX & TOWNSEND AVE	41.2888	-72.8926	1
207	2023 TRAFFIC CONTROL SIGNALS	14-299	MAIN ST ANX & TOWNSEND AVE	41.2888	-72.8926	3
208	2022 TRAVELING UNREASONABLY FAST	14-218A	MAIN ST ANX & WOODWARD AVE	41.28903	-72.8946	1
209	2022 TRAFFIC CONTROL SIGNALS	14-299	MAIN ST ANX & WOODWARD AVE	41.28903	-72.8946	2
210	2023 TRAVELING UNREASONABLY FAST	14-218A	MAIN ST ANX & WOODWARD AVE	41.28903	-72.8946	1
211	2022 TRAFFIC CONTROL SIGNALS	14-299	WOODWARD AVE & MAIN ST ANX	41.28903	-72.8946	1
212	2023 TRAFFIC CONTROL SIGNALS	14-299	WOODWARD AVE & MAIN ST ANX	41.28903	-72.8946	1
213	2022 TRAFFIC CONTROL SIGNALS	14-299	90 SARGENT DR	41.28912	-72.9242	2
214	2022 TRAFFIC CONTROL SIGNALS	14-299	421 GREENWICH AVE	41.28956	-72.9333	1
215	2022 TRAFFIC CONTROL SIGNALS	14-299	86 KIMBERLY AVE & 1ST ST	41.2898	-72.9341	1

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216	2022	TRAFFIC CONTROL SIGNALS	14-299	434 GREENWICH AVE & 1ST ST	41.28989	-72.9334	1
217	2021	TRAFFIC CONTROL SIGNALS	14-299	1217 TOWNSEND AVE & FORBES AVE	41.28994	-72.8923	1
218	2022	TRAFFIC CONTROL SIGNALS	14-299	1217 TOWNSEND AVE & FORBES AVE	41.28994	-72.8923	1
219	2023	TRAFFIC CONTROL SIGNALS	14-299	1217 TOWNSEND AVE & FORBES AVE	41.28994	-72.8923	1
220	2020	TRAFFIC CONTROL SIGNALS	14-299	470 FORBES AVE & TOWNSEND AVE	41.28994	-72.8923	1
221	2022	TRAVELING UNREASONABLY FAST	14-218A	470 FORBES AVE & TOWNSEND AVE	41.28994	-72.8923	1
222	2023	TRAFFIC CONTROL SIGNALS	14-299	230 LAMBERTON ST & ELLA T GRASSO BLVD	41.29002	-72.9404	2
223	2021	TRAVELING UNREASONABLY FAST	14-218A	326 ELLA T GRASSO BLVD & LAMBERTON ST	41.29002	-72.9404	2
224	2022	TRAVELING UNREASONABLY FAST	14-218A	326 ELLA T GRASSO BLVD & LAMBERTON ST	41.29002	-72.9404	4
225	2022	TRAFFIC CONTROL SIGNALS	14-299	74 KIMBERLY AVE	41.29007	-72.9338	1
226	2020	TRAVELING UNREASONABLY FAST	14-218A	329 HOWARD AVE & 1ST ST	41.2901	-72.9321	1
227	2023	TRAVELING UNREASONABLY FAST	14-218A	329 HOWARD AVE & 1ST ST	41.2901	-72.9321	1
228	2021	TRAFFIC CONTROL SIGNALS	14-299	423 FORBES AVE & WOODWARD AVE	41.29024	-72.8941	1
229	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	423 FORBES AVE & WOODWARD AVE	41.29024	-72.8941	1
230	2023	TRAFFIC CONTROL SIGNALS	14-299	423 FORBES AVE & WOODWARD AVE	41.29024	-72.8941	6
231	2022	TRAFFIC CONTROL SIGNALS	14-299	799 WOODWARD AVE & FORBES AVE	41.29024	-72.8941	2
232	2023	TRAFFIC CONTROL SIGNALS	14-299	799 WOODWARD AVE & FORBES AVE	41.29024	-72.8941	1
233	2022	TRAFFIC CONTROL SIGNALS	14-299	401 FORBES AVE	41.29041	-72.8951	1
234	2020	TRAVELING UNREASONABLY FAST	14-218A	111 SARGENT DR & CHURCH ST EXT	41.29047	-72.9229	1
235	2022	TRAFFIC CONTROL SIGNALS	14-299	111 SARGENT DR & CHURCH ST EXT	41.29047	-72.9229	3
236	2023	TRAVELING UNREASONABLY FAST	14-218A	111 SARGENT DR & CHURCH ST EXT	41.29047	-72.9229	2
237	2023	TRAFFIC CONTROL SIGNALS	14-299	111 SARGENT DR & CHURCH ST EXT	41.29047	-72.9229	2
238	2020	TRAFFIC CONTROL SIGNALS	14-299	156 LAMBERTON ST & WILSON ST	41.29053	-72.9379	1
239	2022	TRAVELING UNREASONABLY FAST	14-218A	60 KIMBERLY AVE & GREENWICH AVE	41.29059	-72.9336	1
240	2020	TRAVELING UNREASONABLY FAST	14-218A	1 BURWELL ST & TOWNSEND AVE	41.29085	-72.8921	1
241	2020	TRAVELING UNREASONABLY FAST	14-218A	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	1
242	2020	TRAVELING TOO FAST CONDITIONS	14-218A*	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	1
243	2020	TRAFFIC CONTROL SIGNALS	14-299	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	1
244	2021	TRAVELING UNREASONABLY FAST	14-218A	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	3
245	2022	TRAVELING UNREASONABLY FAST	14-218A	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	1
246	2022	TRAFFIC CONTROL SIGNALS	14-299	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	2
247	2023	TRAFFIC CONTROL SIGNALS	14-299	337 ELLA T GRASSO BLVD & WASHINGTON AVE	41.29089	-72.9415	2
248	2020	TRAVELING UNREASONABLY FAST	14-218A	768 WASHINGTON AVE & ELLA T GRASSO BLVD	41.29089	-72.9415	1
249	2023	TRAVELING UNREASONABLY FAST	14-218A	768 WASHINGTON AVE & ELLA T GRASSO BLVD	41.29089	-72.9415	2
250	2021	TRAFFIC CONTROL SIGNALS	14-299	32 KIMBERLY AVE & LAMBERTON ST	41.29119	-72.9333	2
251	2022	TRAFFIC CONTROL SIGNALS	14-299	32 KIMBERLY AVE & LAMBERTON ST	41.29119	-72.9333	3
252	2022	TRAFFIC CONTROL SIGNALS	14-299	60 LAMBERTON ST & KIMBERLY AVE	41.29119	-72.9333	6
253	2023	TRAFFIC CONTROL SIGNALS	14-299	60 LAMBERTON ST & KIMBERLY AVE	41.29119	-72.9333	1
254	2022	TRAFFIC CONTROL SIGNALS	14-299	371 HOWARD AVE & LAMBERTON ST	41.29134	-72.9324	1
255	2020	TRAFFIC CONTROL SIGNALS	14-299	I 95 S ENT AT MAIN ST ANNEX RAMP & I 95 S ENT AT ALBIA ST RAMP	41.2914	-72.9	1
256	2020	TRAVELING UNREASONABLY FAST	14-218A	330 FORBES AVE & KENDALL ST	41.29167	-72.896	1
257	2023	TRAFFIC CONTROL SIGNALS	14-299	330 FORBES AVE & KENDALL ST	41.29167	-72.896	3
258	2020	TRAFFIC CONTROL SIGNALS	14-299	424 ELLA T GRASSO BLVD & TRUMAN ST	41.29184	-72.9425	1

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259	2022	TRAVELING UNREASONABLY FAST	14-218A	424 ELLA T GRASSO BLVD & TRUMAN ST	41.29184	-72.9425	1
260	2023	TRAFFIC CONTROL SIGNALS	14-299	424 ELLA T GRASSO BLVD & TRUMAN ST	41.29184	-72.9425	1
261	2020	TRAVELING UNREASONABLY FAST	14-218A	238 PEAT MEADOW RD	41.29205	-72.8891	1
262	2023	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST EXT & SARGENT DR	41.29211	-72.9216	1
263	2022	TRAVELING UNREASONABLY FAST	14-218A	403 HOWARD AVE & CASSIUS ST	41.29213	-72.9327	1
264	2020	TRAVELING UNREASONABLY FAST	14-218A	66 BURWELL ST & PEAT MEADOW RD	41.29224	-72.8904	9
265	2022	TRAVELING UNREASONABLY FAST	14-218A	1 KIMBERLY AVE & HOWARD AVE	41.29229	-72.9327	4
266	2020	TRAVELING UNREASONABLY FAST	14-218A	449 ELLA T GRASSO BLVD & FRANK ST	41.29249	-72.9433	1
267	2021	TRAFFIC CONTROL SIGNALS	14-299	170 FULTON TER & KENDALL ST	41.29256	-72.8986	1
268	2023	TRAVELING UNREASONABLY FAST	14-218A	170 FULTON TER & KENDALL ST	41.29256	-72.8986	1
269	2022	TRAFFIC CONTROL SIGNALS	14-299	410 HOWARD AVE	41.29259	-72.9329	2
270	2022	TRAVELING UNREASONABLY FAST	14-218A	302 FORBES AVE & CHAMBERLAIN ST	41.29279	-72.8965	1
271	2022	SPEEDING INFRACTION-CARS ONLY	14-219(B)	302 FORBES AVE & CHAMBERLAIN ST	41.29279	-72.8965	1
272	2023	TRAVELING UNREASONABLY FAST	14-218A	302 FORBES AVE & CHAMBERLAIN ST	41.29279	-72.8965	1
273	2021	TRAVELING UNREASONABLY FAST	14-218A	470 ELLA T GRASSO BLVD	41.29285	-72.9438	1
274	2023	TRAFFIC CONTROL SIGNALS	14-299	54 CEDAR ST	41.29293	-72.9307	1
275	2023	TRAFFIC CONTROL SIGNALS	14-299	879 WOODWARD AVE & QUINNIPIAC AVE	41.29302	-72.8928	1
276	2022	SPEEDING INFRACTION-CARS ONLY	14-219(B)	483 ELLA T GRASSO BLVD & ADELINE ST	41.29306	-72.9439	2
277	2022	TRAFFIC CONTROL SIGNALS	14-299	483 ELLA T GRASSO BLVD & ADELINE ST	41.29306	-72.9439	1
278	2022	TRAFFIC CONTROL SIGNALS	14-299	447 HOWARD AVE & ROSETTE ST	41.29333	-72.933	1
279	2023	TRAFFIC CONTROL SIGNALS	14-299	447 HOWARD AVE & ROSETTE ST	41.29333	-72.933	1
280	2021	TRAVELING UNREASONABLY FAST	14-218A	252 FORBES AVE & FULTON ST	41.29356	-72.8977	1
281	2021	TRAFFIC CONTROL SIGNALS	14-299	252 FORBES AVE & FULTON ST	41.29356	-72.8977	2
282	2022	TRAFFIC CONTROL SIGNALS	14-299	252 FORBES AVE & FULTON ST	41.29356	-72.8977	2
283	2023	TRAVELING UNREASONABLY FAST	14-218A	252 FORBES AVE & FULTON ST	41.29356	-72.8977	5
284	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	513 ELLA T GRASSO BLVD	41.29409	-72.945	1
285	2022	TRAVELING UNREASONABLY FAST	14-218A	226 FORBES AVE & LAURA ST	41.29413	-72.8987	1
286	2023	TRAVELING UNREASONABLY FAST	14-218A	226 FORBES AVE & LAURA ST	41.29413	-72.8987	10
287	2020	TRAFFIC CONTROL SIGNALS	14-299	481 HOWARD AVE & SPRING ST	41.29421	-72.9332	1
288	2021	TRAVELING UNREASONABLY FAST	14-218A	481 HOWARD AVE & SPRING ST	41.29421	-72.9332	1
289	2021	TRAFFIC CONTROL SIGNALS	14-299	481 HOWARD AVE & SPRING ST	41.29421	-72.9332	2
290	2023	TRAFFIC CONTROL SIGNALS	14-299	50 SPRING ST & CEDAR ST	41.29452	-72.9311	1
291	2022	TRAVELING UNREASONABLY FAST	14-218A	189 FORBES AVE	41.29455	-72.8998	1
292	2020	TRAVELING UNREASONABLY FAST	14-218A	146 STILES ST & FORBES AVE	41.29463	-72.8998	1
293	2021	TRAVELING UNREASONABLY FAST	14-218A	146 STILES ST & FORBES AVE	41.29463	-72.8998	2
294	2023	TRAVELING UNREASONABLY FAST	14-218A	146 STILES ST & FORBES AVE	41.29463	-72.8998	1
295	2023	TRAFFIC CONTROL SIGNALS	14-299	146 STILES ST & FORBES AVE	41.29463	-72.8998	1
296	2020	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & STILES ST	41.29463	-72.8998	11
297	2020	SPEEDING INFRACTION-CARS ONLY	14-219(B)	184 FORBES AVE & STILES ST	41.29463	-72.8998	1
298	2021	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & STILES ST	41.29463	-72.8998	38
299	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	184 FORBES AVE & STILES ST	41.29463	-72.8998	1
300	2022	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & STILES ST	41.29463	-72.8998	9
301	2023	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & STILES ST	41.29463	-72.8998	11

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302	2023	TRAFFIC CONTROL SIGNALS	14-299	184 FORBES AVE & STILES ST	41.29463	-72.8998	2
303	2020	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & WHEELER ST	41.29463	-72.8998	7
304	2021	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & WHEELER ST	41.29463	-72.8998	7
305	2022	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & WHEELER ST	41.29463	-72.8998	7
306	2023	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE & WHEELER ST	41.29463	-72.8998	11
307	2023	TRAFFIC CONTROL SIGNALS	14-299	184 FORBES AVE & WHEELER ST	41.29463	-72.8998	2
308	2020	TRAVELING UNREASONABLY FAST	14-218A	245 UNION AVE & SPRING ST	41.2947	-72.9299	1
309	2020	TRAVELING UNREASONABLY FAST	14-218A	184 FORBES AVE	41.29478	-72.8999	1
310	2023	TRAFFIC CONTROL SIGNALS	14-299	580 ELLA T GRASSO BLVD	41.29484	-72.9461	1
311	2023	TRAFFIC CONTROL SIGNALS	14-299	1 EDDY ST & FRANK ST	41.29496	-72.9407	1
312	2020	TRAFFIC CONTROL SIGNALS	14-299	66 ADELINE ST	41.2952	-72.9416	1
313	2020	TRAVELING UNREASONABLY FAST	14-218A	197 BURWELL ST	41.29536	-72.8868	4
314	2021	TRAVELING UNREASONABLY FAST	14-218A	1 PRINTERS LN & ELLA T GRASSO BLVD	41.29538	-72.9466	2
315	2020	TRAVELING UNREASONABLY FAST	14-218A	600 ELLA T GRASSO BLVD & PRINTERS LN	41.29538	-72.9466	5
316	2021	TRAVELING UNREASONABLY FAST	14-218A	600 ELLA T GRASSO BLVD & PRINTERS LN	41.29538	-72.9466	6
317	2021	TRAFFIC CONTROL SIGNALS	14-299	600 ELLA T GRASSO BLVD & PRINTERS LN	41.29538	-72.9466	1
318	2023	TRAVELING UNREASONABLY FAST	14-218A	600 ELLA T GRASSO BLVD & PRINTERS LN	41.29538	-72.9466	12
319	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	600 ELLA T GRASSO BLVD & PRINTERS LN	41.29538	-72.9466	1
320	2023	TRAFFIC CONTROL SIGNALS	14-299	600 ELLA T GRASSO BLVD & PRINTERS LN	41.29538	-72.9466	3
321	2021	TRAFFIC CONTROL SIGNALS	14-299	527 HOWARD AVE & PUTNAM ST	41.29549	-72.9336	1
322	2021	TRAVELING TOO FAST CONDITIONS	14-218A*	450 LONG WHARF DR	41.29555	-72.9167	1
323	2022	TRAFFIC CONTROL SIGNALS	14-299	450 LONG WHARF DR & CANAL DOCK RD	41.29555	-72.9167	1
324	2023	TRAFFIC CONTROL SIGNALS	14-299	CANAL DOCK RD & LONG WHARF DR	41.29555	-72.9167	2
325	2022	TRAVELING UNREASONABLY FAST	14-218A	116 FORBES AVE	41.2956	-72.9012	2
326	2023	TRAVELING UNREASONABLY FAST	14-218A	116 FORBES AVE	41.2956	-72.9012	14
327	2021	TRAVELING UNREASONABLY FAST	14-218A	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	32
328	2022	TRAVELING UNREASONABLY FAST	14-218A	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	67
329	2022	SPEEDING INFRACTION-CARS ONLY	14-219(B)	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	2
330	2023	TRAVELING UNREASONABLY FAST	14-218A	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	186
331	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	6
332	2023	SPEEDING CAR 56-60 MPH	14-219(B)(1	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	1
334	2023	TRAFFIC CONTROL SIGNALS	14-299	116 FORBES AVE & WATERFRONT ST	41.29561	-72.9018	1
335	2021	TRAVELING UNREASONABLY FAST	14-218A	520 WATERFRONT ST & FORBES AVE	41.29561	-72.9018	1
336	2022	TRAVELING UNREASONABLY FAST	14-218A	520 WATERFRONT ST & FORBES AVE	41.29561	-72.9018	2
337	2020	TRAVELING UNREASONABLY FAST	14-218A	156 CHURCH ST S & UNION AVE	41.29621	-72.9284	1
338	2020	TRAFFIC CONTROL SIGNALS	14-299	156 CHURCH ST S & UNION AVE	41.29621	-72.9284	1
339	2023	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST S & UNION AVE	41.29621	-72.9284	1
340	2022	TRAFFIC CONTROL SIGNALS	14-299	559 HOWARD AVE & CARLISLE ST	41.29624	-72.9338	1
341	2022	TRAFFIC CONTROL SIGNALS	14-299	511 SARGENT DR & CANAL DOCK RD	41.29628	-72.9177	1
342	2020	TRAVELING UNREASONABLY FAST	14-218A	650 ELLA T GRASSO BLVD	41.29632	-72.9478	2
343	2023	TRAVELING UNREASONABLY FAST	14-218A	85 FORBES AVE	41.29634	-72.9025	2
344	2023	TRAFFIC CONTROL SIGNALS	14-299	CANAL DOCK RD & SARGENT DR	41.29637	-72.9178	1
345	2023	TRAVELING UNREASONABLY FAST	14-218A	73 FORBES AVE	41.29644	-72.9026	1

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346	2022	TRAFFIC CONTROL SIGNALS	14-299	74 FARREN AVE	41.29644	-72.8929	1
347	2020	TRAVELING UNREASONABLY FAST	14-218A	655 ELLA T GRASSO BLVD	41.29651	-72.9478	1
348	2020	TRAVELING UNREASONABLY FAST	14-218A	145 FULTON ST & FAIRMONT AVE	41.29659	-72.894	1
349	2020	TRAVELING UNREASONABLY FAST	14-218A	1 UNION AVE	41.29667	-72.9257	1
350	2020	TRAFFIC CONTROL SIGNALS	14-299	1 UNION AVE	41.29667	-72.9257	1
351	2021	TRAFFIC CONTROL SIGNALS	14-299	1 UNION AVE	41.29667	-72.9257	1
352	2022	TRAFFIC CONTROL SIGNALS	14-299	1 UNION AVE	41.29667	-72.9257	1
353	2021	TRAVELING UNREASONABLY FAST	14-218A	670 ELLA T GRASSO BLVD	41.29676	-72.9483	1
354	2022	TRAFFIC CONTROL SIGNALS	14-299	80 CHURCH ST S & S FRONTAGE RD	41.29681	-72.9288	3
355	2023	TRAFFIC CONTROL SIGNALS	14-299	80 CHURCH ST S & S FRONTAGE RD	41.29681	-72.9288	2
356	2020	TRAVELING UNREASONABLY FAST	14-218A	17 FORBES AVE	41.29686	-72.9033	2
357	2023	TRAFFIC CONTROL SIGNALS	14-299	160 FULTON ST & FARREN AVE	41.29697	-72.8927	1
358	2020	TRAFFIC CONTROL SIGNALS	14-299	97 FARREN AVE & FULTON ST	41.29697	-72.8927	1
359	2021	TRAFFIC CONTROL SIGNALS	14-299	97 FARREN AVE & FULTON ST	41.29697	-72.8927	2
360	2023	TRAFFIC CONTROL SIGNALS	14-299	97 FARREN AVE & FULTON ST	41.29697	-72.8927	2
361	2021	TRAVELING UNREASONABLY FAST	14-218A	1 FORBES AVE	41.29699	-72.9035	1
362	2022	TRAVELING UNREASONABLY FAST	14-218A	1 FORBES AVE & WATER ST	41.29699	-72.9035	2
363	2023	TRAVELING UNREASONABLY FAST	14-218A	1 FORBES AVE & WATER ST	41.29699	-72.9035	15
364	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	1 FORBES AVE & WATER ST	41.29699	-72.9035	1
365	2022	TRAFFIC CONTROL SIGNALS	14-299	593 HOWARD AVE	41.29721	-72.934	1
366	2020	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	8
367	2020	TRAFFIC CONTROL SIGNALS	14-299	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	1
368	2021	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	82
369	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	5
370	2022	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	19
371	2022	SPEEDING INFRACTION-CARS ONLY	14-219(B)	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	2
372	2023	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & COLUMBUS AVE	41.29746	-72.9489	6
373	2021	TRAVELING UNREASONABLY FAST	14-218A	620 COLUMBUS AVE & ELLA T GRASSO BLVD	41.29747	-72.9489	7
374	2022	TRAFFIC CONTROL SIGNALS	14-299	620 COLUMBUS AVE & ELLA T GRASSO BLVD	41.29747	-72.9489	3
375	2023	TRAVELING UNREASONABLY FAST	14-218A	620 COLUMBUS AVE & ELLA T GRASSO BLVD	41.29747	-72.9489	1
376	2021	TRAVELING UNREASONABLY FAST	14-218A	1 ORANGE AVE & ELLA T GRASSO BLVD	41.29747	-72.949	3
377	2021	TRAFFIC CONTROL SIGNALS	14-299	1 ORANGE AVE & ELLA T GRASSO BLVD	41.29747	-72.949	2
378	2020	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & ORANGE AVE	41.29747	-72.949	8
379	2021	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & ORANGE AVE	41.29747	-72.949	73
380	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	695 ELLA T GRASSO BLVD & ORANGE AVE	41.29747	-72.949	10
381	2022	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & ORANGE AVE	41.29747	-72.949	16
382	2022	TRAFFIC CONTROL SIGNALS	14-299	695 ELLA T GRASSO BLVD & ORANGE AVE	41.29747	-72.949	2
383	2023	TRAVELING UNREASONABLY FAST	14-218A	695 ELLA T GRASSO BLVD & ORANGE AVE	41.29747	-72.949	9
384	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR M L KING JR BLVD & S ORANGE ST	41.29747	-72.949	1
385	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR M L KING JR BLVD & SO ORANGE ST	41.29747	-72.949	3
386	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR M L KING JR BLVD & S ORANGE ST	41.29747	-72.949	1
387	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & S ORANGE ST	41.29747	-72.949	1
388	2023	TRAFFIC CONTROL SIGNALS	14-299	S ORANGE & MLK BLVD	41.29747	-72.949	1

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389	2023	TRAFFIC CONTROL SIGNALS	14-299	605 HOWARD AVE	41.29749	-72.9341	1
390	2020	TRAVELING UNREASONABLY FAST	14-218A	ELLA GRASSO BLVD & COLUMBUS AVE	41.29751	-72.9489	1
391	2023	TRAFFIC CONTROL SIGNALS	14-299	400 COLUMBUS AVE	41.29759	-72.941	1
392	2020	TRAFFIC CONTROL SIGNALS	14-299	133 PORTSEA ST FL01	41.2976	-72.9301	1
393	2020	TRAFFIC CONTROL SIGNALS	14-299	450 COLUMBUS AVE & WEST ST	41.29764	-72.9409	1
394	2021	TRAVELING UNREASONABLY FAST	14-218A	450 COLUMBUS AVE & WEST ST	41.29764	-72.9409	2
395	2022	TRAVELING UNREASONABLY FAST	14-218A	450 COLUMBUS AVE & WEST ST	41.29764	-72.9409	2
396	2022	TRAFFIC CONTROL SIGNALS	14-299	450 COLUMBUS AVE & WEST ST	41.29764	-72.9409	1
397	2023	TRAVELING UNREASONABLY FAST	14-218A	450 COLUMBUS AVE & WEST ST	41.29764	-72.9409	13
398	2023	TRAFFIC CONTROL SIGNALS	14-299	394 COLUMBUS AVE & WHITE ST	41.2977	-72.9386	1
399	2020	TRAFFIC CONTROL SIGNALS	14-299	370 WASHINGTON AVE & COLUMBUS AVE	41.29772	-72.9377	1
400	2022	TRAFFIC CONTROL SIGNALS	14-299	370 WASHINGTON AVE & COLUMBUS AVE	41.29772	-72.9377	2
401	2022	TRAFFIC CONTROL SIGNALS	14-299	360 COLUMBUS AVE & ARCH ST	41.29772	-72.9376	1
402	2023	TRAFFIC CONTROL SIGNALS	14-299	360 COLUMBUS AVE & ARCH ST	41.29772	-72.9376	1
403	2021	TRAVELING UNREASONABLY FAST	14-218A	600 COLUMBUS AVE & DAVENPORT AVE	41.29774	-72.9476	3
404	2023	TRAFFIC CONTROL SIGNALS	14-299	600 COLUMBUS AVE & DAVENPORT AVE	41.29774	-72.9476	1
405	2022	TRAFFIC CONTROL SIGNALS	14-299	310 COLUMBUS AVE & HALLOCK ST	41.29779	-72.9359	2
406	2023	TRAFFIC CONTROL SIGNALS	14-299	310 COLUMBUS AVE & HALLOCK ST	41.29779	-72.9359	2
407	2020	TRAFFIC CONTROL SIGNALS	14-299	262 COLUMBUS AVE & HOWARD AVE	41.29781	-72.9343	2
408	2021	TRAFFIC CONTROL SIGNALS	14-299	262 COLUMBUS AVE & HOWARD AVE	41.29781	-72.9343	2
409	2022	TRAFFIC CONTROL SIGNALS	14-299	262 COLUMBUS AVE & HOWARD AVE	41.29781	-72.9343	2
410	2023	TRAFFIC CONTROL SIGNALS	14-299	262 COLUMBUS AVE & HOWARD AVE	41.29781	-72.9343	1
411	2021	TRAFFIC CONTROL SIGNALS	14-299	621 HOWARD AVE & COLUMBUS AVE	41.29781	-72.9343	6
412	2022	TRAFFIC CONTROL SIGNALS	14-299	621 HOWARD AVE & COLUMBUS AVE	41.29781	-72.9343	2
413	2023	TRAFFIC CONTROL SIGNALS	14-299	621 HOWARD AVE & COLUMBUS AVE	41.29781	-72.9343	5
414	2021	TRAFFIC CONTROL SIGNALS	14-299	98 UNION AVE	41.2979	-72.9266	1
415	2021	TRAVELING UNREASONABLY FAST	14-218A	757 ELLA T GRASSO BLVD	41.29791	-72.9491	2
416	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	757 ELLA T GRASSO BLVD	41.29791	-72.9491	1
417	2023	TRAFFIC CONTROL SIGNALS	14-299	10 HALLOCK ST	41.29793	-72.9361	1
418	2021	TRAVELING UNREASONABLY FAST	14-218A	990 CONGRESS AVE & DAVENPORT AVE	41.29799	-72.9476	1
419	2020	TRAVELING UNREASONABLY FAST	14-218A	769 ELLA T GRASSO BLVD	41.29799	-72.9491	27
420	2020	SPEEDING INFRACTION-CARS ONLY	14-219(B)	769 ELLA T GRASSO BLVD	41.29799	-72.9491	1
421	2020	TRAFFIC CONTROL SIGNALS	14-299	769 ELLA T GRASSO BLVD	41.29799	-72.9491	1
422	2021	TRAVELING UNREASONABLY FAST	14-218A	769 ELLA T GRASSO BLVD	41.29799	-72.9491	21
423	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	769 ELLA T GRASSO BLVD	41.29799	-72.9491	2
425	2023	TRAVELING UNREASONABLY FAST	14-218A	271 QUINNIPIAC AVE & LANCRAFT ST	41.29807	-72.8903	1
426	2022	TRAVELING UNREASONABLY FAST	14-218A	245 COLUMBUS AVE	41.2981	-72.9329	1
427	2020	TRAVELING UNREASONABLY FAST	14-218A	789 ELLA T GRASSO BLVD	41.29811	-72.9491	4
428	2023	TRAFFIC CONTROL SIGNALS	14-299	149 CHURCH ST S & LAFAYETTE ST	41.29813	-72.9288	2
429	2021	TRAFFIC CONTROL SIGNALS	14-299	131 WEST ST	41.29817	-72.9414	1
430	2023	TRAFFIC CONTROL SIGNALS	14-299	210 CEDAR ST & COLUMBUS AVE	41.29817	-72.9321	1
431	2022	TRAFFIC CONTROL SIGNALS	14-299	214 COLUMBUS AVE & CEDAR ST	41.29817	-72.9321	2
432	2023	TRAFFIC CONTROL SIGNALS	14-299	214 COLUMBUS AVE & CEDAR ST	41.29817	-72.9321	1

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433	2020	TRAFFIC CONTROL SIGNALS	14-299	49 UNION AVE	41.29837	-72.9264	1
434	2022	TRAVELING UNREASONABLY FAST	14-218A	49 UNION AVE	41.29837	-72.9264	1
435	2022	TRAFFIC CONTROL SIGNALS	14-299	166 COLUMBUS AVE & LIBERTY ST	41.29844	-72.9307	1
436	2023	TRAFFIC CONTROL SIGNALS	14-299	166 COLUMBUS AVE & LIBERTY ST	41.29844	-72.9307	1
437	2021	TRAVELING UNREASONABLY FAST	14-218A	24 ARCH ST	41.29844	-72.9382	1
438	2023	TRAFFIC CONTROL SIGNALS	14-299	23 HALLOCK ST	41.29845	-72.9365	1
439	2023	TRAFFIC CONTROL SIGNALS	14-299	166 COLUMBUS AVE & ELLA T GRASSO BLVD	41.29846	-72.9302	1
440	2023	TRAFFIC CONTROL SIGNALS	14-299	25 HALLOCK ST	41.2985	-72.9366	1
441	2023	TRAFFIC CONTROL SIGNALS	14-299	1 EAST ST & LONG WHARF DR	41.29862	-72.9118	1
442	2021	TRAVELING UNREASONABLY FAST	14-218A	614 LONG WHARF DR & EAST ST	41.29862	-72.9118	1
443	2022	TRAVELING UNREASONABLY FAST	14-218A	614 LONG WHARF DR & EAST ST	41.29862	-72.9118	1
444	2023	TRAFFIC CONTROL SIGNALS	14-299	645 HOWARD AVE & MINOR ST	41.29862	-72.9345	2
445	2023	TRAFFIC CONTROL SIGNALS	14-299	158 FARREN AVE	41.29863	-72.8925	1
446	2022	TRAFFIC CONTROL SIGNALS	14-299	121 COLUMBUS AVE & CHURCH ST S	41.2987	-72.929	1
447	2023	TRAFFIC CONTROL SIGNALS	14-299	121 COLUMBUS AVE & CHURCH ST S	41.2987	-72.929	1
448	2023	TRAFFIC CONTROL SIGNALS	14-299	COLUMBUS AVE & CHURCH ST S	41.2987	-72.929	1
449	2020	TRAVELING UNREASONABLY FAST	14-218A	50 BREWERY ST & SARGENT DR	41.29891	-72.9189	1
450	2021	TRAFFIC CONTROL SIGNALS	14-299	565 SARGENT DR & BREWERY ST	41.29891	-72.9189	1
451	2020	TRAFFIC CONTROL SIGNALS	14-299	48 UNION AVE & COLUMBUS AVE	41.29894	-72.9259	1
452	2022	TRAFFIC CONTROL SIGNALS	14-299	1 S ORANGE ST & COLUMBUS AVE	41.29899	-72.9267	1
453	2021	TRAFFIC CONTROL SIGNALS	14-299	50 COLUMBUS AVE & S ORANGE ST	41.29899	-72.9267	1
454	2023	TRAFFIC CONTROL SIGNALS	14-299	50 COLUMBUS AVE & S ORANGE ST	41.29899	-72.9267	1
455	2022	TRAFFIC CONTROL SIGNALS	14-299	660 HOWARD AVE	41.29914	-72.9347	1
456	2023	TRAFFIC CONTROL SIGNALS	14-299	671 HOWARD AVE & WASHINGTON AVE	41.29931	-72.9347	2
457	2020	TRAFFIC CONTROL SIGNALS	14-299	36 UNION AVE & MEADOW ST	41.29935	-72.9255	2
458	2023	TRAFFIC CONTROL SIGNALS	14-299	RT 34 & S ORANGE	41.29949	-72.9269	1
459	2021	TRAFFIC CONTROL SIGNALS	14-299	738 CONGRESS AVE & REDFIELD ST	41.29958	-72.9414	1
460	2023	TRAFFIC CONTROL SIGNALS	14-299	738 CONGRESS AVE & REDFIELD ST	41.29958	-72.9414	1
461	2020	TRAVELING UNREASONABLY FAST	14-218A	351 QUINNIPIAC AVE & E FERRY ST	41.29969	-72.8899	1
462	2022	TRAFFIC CONTROL SIGNALS	14-299	700 CONGRESS AVE	41.29972	-72.9407	1
463	2022	TRAFFIC CONTROL SIGNALS	14-299	75 HALLOCK ST	41.29974	-72.938	1
464	2021	TRAFFIC CONTROL SIGNALS	14-299	800 ELLA T GRASSO BLVD	41.30001	-72.9502	1
465	2022	TRAFFIC CONTROL SIGNALS	14-299	800 ELLA T GRASSO BLVD	41.30001	-72.9502	1
466	2023	TRAFFIC CONTROL SIGNALS	14-299	640 CONGRESS AVE & ARCH ST	41.30007	-72.9397	1
467	2023	TRAFFIC CONTROL SIGNALS	14-299	100 S ORANGE ST & W WATER ST	41.30013	-72.9269	1
468	2021	TRAFFIC CONTROL SIGNALS	14-299	31 W WATER ST & S ORANGE ST	41.30013	-72.9269	1
469	2023	TRAVELING UNREASONABLY FAST	14-218A	20 E FERRY ST & PARDEE ST	41.30037	-72.8912	1
470	2020	TRAVELING UNREASONABLY FAST	14-218A	290 DAVENPORT AVE	41.30043	-72.9432	1
471	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	16 FORBES AVE	41.30047	-72.9082	1
472	2020	TRAVELING UNREASONABLY FAST	14-218A	26 FORBES AVE	41.30047	-72.9082	1
473	2022	TRAVELING UNREASONABLY FAST	14-218A	284 DAVENPORT AVE & WINTHROP AVE	41.30051	-72.9432	1
474	2021	TRAFFIC CONTROL SIGNALS	14-299	81 CHURCH ST S & AMISTAD ST	41.3006	-72.9296	1
475	2021	TRAFFIC CONTROL SIGNALS	14-299	INTERS CHURCH ST SOUTH & AMISTAD ST	41.30061	-72.9295	1

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476	2021	TRAFFIC CONTROL SIGNALS	14-299	539 CONGRESS AVE & DAGGETT ST	41.30067	-72.9378	1
477	2023	TRAFFIC CONTROL SIGNALS	14-299	539 CONGRESS AVE & DAGGETT ST	41.30067	-72.9378	1
478	2020	TRAFFIC CONTROL SIGNALS	14-299	235 FARREN AVE & E FERRY ST	41.30069	-72.892	1
479	2022	TRAFFIC CONTROL SIGNALS	14-299	14 WATER ST	41.30077	-72.9097	1
480	2023	TRAFFIC CONTROL SIGNALS	14-299	19 W WATER ST & UNION AVE	41.30077	-72.9243	1
481	2021	TRAVELING UNREASONABLY FAST	14-218A	50 WATER ST & HAMILTON ST	41.30077	-72.9101	1
482	2022	TRAVELING UNREASONABLY FAST	14-218A	50 WATER ST & HAMILTON ST	41.30077	-72.9101	2
483	2022	TRAFFIC CONTROL SIGNALS	14-299	50 WATER ST & HAMILTON ST	41.30077	-72.9101	1
484	2023	TRAVELING UNREASONABLY FAST	14-218A	50 WATER ST & HAMILTON ST	41.30077	-72.9101	1
485	2023	TRAFFIC CONTROL SIGNALS	14-299	300 FAIRMONT AVE & E FERRY ST	41.30079	-72.8921	1
486	2020	TRAVELING UNREASONABLY FAST	14-218A	1 WATER ST & EAST ST	41.30084	-72.9108	2
487	2021	TRAVELING UNREASONABLY FAST	14-218A	1 WATER ST & EAST ST	41.30084	-72.9108	6
488	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	1 WATER ST & EAST ST	41.30084	-72.9108	1
489	2022	TRAVELING UNREASONABLY FAST	14-218A	1 WATER ST & EAST ST	41.30084	-72.9108	1
490	2021	TRAFFIC CONTROL SIGNALS	14-299	101 EAST ST & WATER ST	41.30084	-72.9108	1
491	2022	TRAVELING UNREASONABLY FAST	14-218A	101 EAST ST & WATER ST	41.30084	-72.9108	2
492	2023	TRAVELING UNREASONABLY FAST	14-218A	101 EAST ST & WATER ST	41.30084	-72.9108	7
493	2023	TRAFFIC CONTROL SIGNALS	14-299	101 EAST ST & WATER ST	41.30084	-72.9108	2
494	2022	TRAVELING UNREASONABLY FAST	14-218A	30 WATER ST & EAST ST	41.30084	-72.9108	4
495	2023	TRAVELING UNREASONABLY FAST	14-218A	30 WATER ST & EAST ST	41.30084	-72.9108	10
496	2020	TRAVELING UNREASONABLY FAST	14-218A	26 FORBES AVE & EAST ST	41.30085	-72.9108	29
497	2020	SPEEDING INFRACTION-CARS ONLY	14-219(B)	26 FORBES AVE & EAST ST	41.30085	-72.9108	1
498	2020	TRAFFIC CONTROL SIGNALS	14-299	26 FORBES AVE & EAST ST	41.30085	-72.9108	1
499	2021	TRAVELING UNREASONABLY FAST	14-218A	26 FORBES AVE & EAST ST	41.30085	-72.9108	37
500	2022	TRAVELING UNREASONABLY FAST	14-218A	26 FORBES AVE & EAST ST	41.30085	-72.9108	20
501	2022	TRAFFIC CONTROL SIGNALS	14-299	26 FORBES AVE & EAST ST	41.30085	-72.9108	1
502	2023	TRAVELING UNREASONABLY FAST	14-218A	26 FORBES AVE & EAST ST	41.30085	-72.9108	10
503	2020	TRAVELING UNREASONABLY FAST	14-218A	26 FORBES AVE & WATER ST	41.30085	-72.9108	1
504	2023	TRAVELING UNREASONABLY FAST	14-218A	FORBES & EAST	41.30085	-72.9108	1
505	2023	TRAVELING UNREASONABLY FAST	14-218A	FORBES AVE & EAST ST	41.30085	-72.9108	1
506	2023	TRAFFIC CONTROL SIGNALS	14-299	FORBES ST & EAST ST	41.30085	-72.9108	1
507	2022	TRAFFIC CONTROL SIGNALS	14-299	257 DAVENPORT AVE & STEVENS ST	41.301	-72.9423	1
508	2021	TRAFFIC CONTROL SIGNALS	14-299	491 CONGRESS AVE & VERNON ST	41.30101	-72.9365	1
509	2021	TRAVELING UNREASONABLY FAST	14-218A	78 WATER ST & CHESTNUT ST	41.30107	-72.9155	2
510	2023	TRAVELING UNREASONABLY FAST	14-218A	WATER ST & CHESTNUT ST	41.30107	-72.9155	1
511	2022	TRAFFIC CONTROL SIGNALS	14-299	150 CHURCH ST S	41.30111	-72.9294	1
512	2023	TRAFFIC CONTROL SIGNALS	14-299	150 CHURCH ST S & TOWER LN	41.30111	-72.9294	1
513	2022	TRAFFIC CONTROL SIGNALS	14-299	LAFAYETTE ST & CHURCH ST S	41.30112	-72.9294	1
514	2022	TRAFFIC CONTROL SIGNALS	14-299	10 S FRONTAGE RD & OAK ST CONN ENT S ORANGE ST RAMP	41.30121	-72.927	2
515	2023	TRAVELING UNREASONABLY FAST	14-218A	10 S FRONTAGE RD & OAK ST CONN ENT S ORANGE ST RAMP	41.30121	-72.927	1
516	2023	TRAFFIC CONTROL SIGNALS	14-299	10 S FRONTAGE RD & OAK ST CONN ENT S ORANGE ST RAMP	41.30121	-72.927	1
517	2022	TRAFFIC CONTROL SIGNALS	14-299	1 STATE ST & UNION AVE	41.30123	-72.9244	1
518	2023	TRAFFIC CONTROL SIGNALS	14-299	1 STATE ST & UNION AVE	41.30123	-72.9244	1

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519	2022	TRAFFIC CONTROL SIGNALS	14-299	21 STATE ST & UNION AVE	41.30123	-72.9244	1
520	2021	TRAFFIC CONTROL SIGNALS	14-299	140 WATER ST & OLIVE ST	41.30132	-72.9207	2
521	2022	TRAFFIC CONTROL SIGNALS	14-299	140 WATER ST & OLIVE ST	41.30132	-72.9207	1
522	2023	TRAFFIC CONTROL SIGNALS	14-299	140 WATER ST & OLIVE ST	41.30132	-72.9207	4
523	2023	TRAFFIC CONTROL SIGNALS	14-299	235 DAVENPORT AVE	41.30135	-72.9418	1
524	2020	TRAFFIC CONTROL SIGNALS	14-299	418 CONGRESS AVE & HOWARD AVE	41.30135	-72.9353	1
525	2021	TRAFFIC CONTROL SIGNALS	14-299	418 CONGRESS AVE & HOWARD AVE	41.30135	-72.9353	2
526	2022	TRAFFIC CONTROL SIGNALS	14-299	418 CONGRESS AVE & HOWARD AVE	41.30135	-72.9353	3
527	2023	TRAVELING UNREASONABLY FAST	14-218A	418 CONGRESS AVE & HOWARD AVE	41.30135	-72.9353	1
528	2021	TRAFFIC CONTROL SIGNALS	14-299	745 HOWARD AVE & CONGRESS AVE	41.30135	-72.9353	4
529	2022	TRAFFIC CONTROL SIGNALS	14-299	745 HOWARD AVE & CONGRESS AVE	41.30135	-72.9353	9
530	2023	TRAFFIC CONTROL SIGNALS	14-299	745 HOWARD AVE & CONGRESS AVE	41.30135	-72.9353	3
531	2023	TRAFFIC CONTROL SIGNALS	14-299	200 S ORANGE ST & S FRONTAGE RD	41.30142	-72.9269	1
532	2022	TRAFFIC CONTROL SIGNALS	14-299	6 S FRONTAGE RD & S ORANGE ST	41.30142	-72.9269	5
533	2023	TRAFFIC CONTROL SIGNALS	14-299	6 S FRONTAGE RD & S ORANGE ST	41.30142	-72.9269	7
534	2020	TRAFFIC CONTROL SIGNALS	14-299	1 STATE ST N & WATER ST	41.30143	-72.9239	1
535	2021	TRAFFIC CONTROL SIGNALS	14-299	1 STATE ST N & WATER ST	41.30143	-72.9239	2
536	2022	TRAFFIC CONTROL SIGNALS	14-299	1 STATE ST N & WATER ST	41.30143	-72.9239	1
537	2021	TRAFFIC CONTROL SIGNALS	14-299	220 WATER ST & STATE ST N	41.30143	-72.9239	2
538	2022	TRAFFIC CONTROL SIGNALS	14-299	220 WATER ST & STATE ST N	41.30143	-72.9239	1
539	2023	TRAVELING UNREASONABLY FAST	14-218A	220 WATER ST & STATE ST N	41.30143	-72.9239	1
540	2023	TRAFFIC CONTROL SIGNALS	14-299	220 WATER ST & STATE ST	41.30143	-72.9239	1
541	2022	TRAFFIC CONTROL SIGNALS	14-299	STATE ST N & WATER ST	41.30143	-72.9239	2
542	2022	TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & S ORANGE ST	41.30145	-72.927	1
543	2023	TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & S ORANGE ST	41.30145	-72.927	3
544	2022	TRAFFIC CONTROL SIGNALS	14-299	S ORANGE ST & S FRONTAGE RD	41.30145	-72.927	1
545	2023	TRAFFIC CONTROL SIGNALS	14-299	S ORANGE ST & S FRONTAGE RD	41.30145	-72.927	2
546	2020	TRAFFIC CONTROL SIGNALS	14-299	230 WATER ST & STATE ST	41.30145	-72.9243	1
547	2022	TRAFFIC CONTROL SIGNALS	14-299	230 WATER ST & STATE ST	41.30145	-72.9243	1
548	2023	TRAFFIC CONTROL SIGNALS	14-299	230 WATER ST & STATE ST	41.30145	-72.9243	1
549	2020	TRAFFIC CONTROL SIGNALS	14-299	170 WATER ST & UNION ST	41.30145	-72.9229	1
550	2021	TRAFFIC CONTROL SIGNALS	14-299	170 WATER ST & UNION ST	41.30145	-72.9229	1
551	2023	TRAFFIC CONTROL SIGNALS	14-299	170 WATER ST & UNION ST	41.30145	-72.9229	5
552	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	1 ORCHARD ST & DAVENPORT AVE	41.30154	-72.9412	1
553	2020	TRAVELING UNREASONABLY FAST	14-218A	400 QUINNIPIAC AVE	41.3016	-72.8898	1
554	2023	TRAFFIC CONTROL SIGNALS	14-299	21 STATE ST & N FRONTAGE RD	41.30163	-72.9243	3
555	2023	TRAFFIC CONTROL SIGNALS	14-299	21 STATE ST & WATER ST	41.30163	-72.9243	2
556	2022	TRAFFIC CONTROL SIGNALS	14-299	300 S ORANGE ST & N FRONTAGE RD	41.30175	-72.9268	12
557	2023	TRAFFIC CONTROL SIGNALS	14-299	300 S ORANGE ST & N FRONTAGE RD	41.30175	-72.9268	44
558	2023	TRAFFIC CONTROL SIGNALS	14-299	MLK BLVD & S ORANGE	41.30175	-72.9268	1
559	2022	TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE RD & EXIT 1 RAMP	41.30175	-72.9268	76
560	2023	TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE RD & EXIT 1 RAMP	41.30175	-72.9268	26
561	2022	TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE RD & S ORANGE ST	41.30175	-72.9268	22

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562	2023 TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE RD & S ORANGE ST	41.30175	-72.9268	39
563	2023 TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE RD RD & COLLEGE ST	41.30175	-72.9268	1
564	2023 TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & N FRONTAGE RD	41.30175	-72.9268	4
565	2022 TRAFFIC CONTROL SIGNALS	14-299	REV MARTIN LUTHER KING BLD & S ORANGE ST	41.30175	-72.9268	1
566	2021 TRAFFIC CONTROL SIGNALS	14-299	180 LAFAYETTE ST & PRINCE ST	41.30177	-72.9302	1
567	2020 TRAFFIC CONTROL SIGNALS	14-299	360 CONGRESS AVE & CEDAR ST	41.30187	-72.9335	1
568	2021 TRAFFIC CONTROL SIGNALS	14-299	360 CONGRESS AVE & CEDAR ST	41.30187	-72.9335	1
569	2023 TRAFFIC CONTROL SIGNALS	14-299	360 CONGRESS AVE & CEDAR ST	41.30187	-72.9335	2
570	2023 TRAFFIC CONTROL SIGNALS	14-299	0 S FRONTAGE RD & CHURCH ST S	41.30217	-72.9287	1
571	2021 TRAFFIC CONTROL SIGNALS	14-299	160 S FRONTAGE RD & CHURCH ST S	41.30217	-72.9287	2
572	2022 TRAFFIC CONTROL SIGNALS	14-299	160 S FRONTAGE RD & CHURCH ST S	41.30217	-72.9287	2
573	2023 TRAFFIC CONTROL SIGNALS	14-299	160 S FRONTAGE RD & CHURCH ST S	41.30217	-72.9287	11
574	2022 TRAFFIC CONTROL SIGNALS	14-299	79 CHURCH ST S & S FRONTAGE RD	41.30217	-72.9287	1
575	2022 TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST S & S FRONTAGE RD	41.30217	-72.9287	2
576	2023 TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST S & S FRONTAGE RD	41.30217	-72.9287	3
577	2022 TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & CHURCH ST S	41.30217	-72.9287	13
578	2023 TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & CHURCH ST S	41.30217	-72.9287	5
579	2022 TRAFFIC CONTROL SIGNALS	14-299	1 COLLEGE ST & CONGRESS AVE	41.30218	-72.9325	3
580	2023 TRAFFIC CONTROL SIGNALS	14-299	1 COLLEGE ST & CONGRESS AVE	41.30218	-72.9325	1
581	2022 TRAFFIC CONTROL SIGNALS	14-299	260 CONGRESS AVE & COLLEGE ST	41.30218	-72.9325	1
582	2023 TRAFFIC CONTROL SIGNALS	14-299	260 CONGRESS AVE & COLLEGE ST	41.30218	-72.9325	2
583	2022 TRAFFIC CONTROL SIGNALS	14-299	COLLEGE ST & CONGRESS AVE	41.30218	-72.9325	1
584	2023 TRAFFIC CONTROL SIGNALS	14-299	26 ORCHARD ST	41.3022	-72.9417	1
585	2021 TRAVELING UNREASONABLY FAST	14-218A	23 VERNON ST	41.3023	-72.9371	1
586	2020 TRAFFIC CONTROL SIGNALS	14-299	171 STATE ST & WATER ST	41.30253	-72.9244	1
587	2022 TRAFFIC CONTROL SIGNALS	14-299	100 CONGRESS AVE & LAFAYETTE ST	41.30258	-72.9309	2
588	2022 TRAFFIC CONTROL SIGNALS	14-299	158 EAST ST & WOOSTER ST	41.30259	-72.9105	1
589	2021 TRAFFIC CONTROL SIGNALS	14-299	1 GEORGE ST & STATE ST	41.3026	-72.9244	1
590	2022 TRAFFIC CONTROL SIGNALS	14-299	1 GEORGE ST & STATE ST	41.3026	-72.9244	2
591	2023 TRAFFIC CONTROL SIGNALS	14-299	1 GEORGE ST & STATE ST	41.3026	-72.9244	1
592	2020 TRAFFIC CONTROL SIGNALS	14-299	181 STATE ST N & FAIR ST	41.3026	-72.9244	1
593	2020 TRAFFIC CONTROL SIGNALS	14-299	242 STATE ST & FAIR ST	41.3026	-72.9244	1
594	2020 TRAFFIC CONTROL SIGNALS	14-299	242 STATE ST & GEORGE ST	41.3026	-72.9244	3
595	2021 TRAFFIC CONTROL SIGNALS	14-299	60 FAIR ST & STATE ST N	41.3026	-72.9244	2
596	2022 TRAFFIC CONTROL SIGNALS	14-299	60 FAIR ST & STATE ST N	41.3026	-72.9244	1
597	2021 TRAFFIC CONTROL SIGNALS	14-299	99 FAIR ST & GEORGE ST	41.3026	-72.9244	1
598	2021 TRAVELING UNREASONABLY FAST	14-218A	101 EAST ST & FORBES AVE	41.30265	-72.9105	1
599	2023 TRAVELING UNREASONABLY FAST	14-218A	101 EAST ST & FORBES AVE	41.30265	-72.9105	4
600	2023 TRAFFIC CONTROL SIGNALS	14-299	42 UNION ST & FAIR ST	41.30266	-72.9228	2
601	2022 TRAFFIC CONTROL SIGNALS	14-299	35 FRANKLIN ST & I 95 N ENT AT WOOSTER ST RAMP	41.30266	-72.9146	3
602	2020 TRAFFIC CONTROL SIGNALS	14-299	35 FRANKLIN ST & WOOSTER ST	41.30273	-72.9147	1
603	2020 TRAFFIC CONTROL SIGNALS	14-299	1 CHURCH ST & N FRONTAGE RD	41.30278	-72.9282	1
604	2021 TRAFFIC CONTROL SIGNALS	14-299	1 CHURCH ST & N FRONTAGE RD	41.30278	-72.9282	2

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605	2022	TRAFFIC CONTROL SIGNALS	14-299	1 CHURCH ST & N FRONTAGE RD	41.30278	-72.9282	3
606	2023	TRAFFIC CONTROL SIGNALS	14-299	1 CHURCH ST & N FRONTAGE RD	41.30278	-72.9282	3
607	2022	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & CHURCH ST	41.30278	-72.9282	1
608	2022	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST & REV DR MARTIN LUTHER KING JR BLVD	41.30287	-72.9282	6
609	2023	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST & REV DR MARTIN LUTHER KING JR BLVD	41.30287	-72.9282	3
610	2021	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST S & N FRONTAGE RD	41.30287	-72.9282	2
611	2022	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST S & N FRONTAGE RD	41.30287	-72.9282	1
612	2023	TRAFFIC CONTROL SIGNALS	14-299	CHURCH ST S & N FRONTAGE RD	41.30287	-72.9282	2
613	2021	TRAFFIC CONTROL SIGNALS	14-299	1 CONGRESS AVE & S FRONTAGE RD	41.3029	-72.9302	2
614	2022	TRAFFIC CONTROL SIGNALS	14-299	1 CONGRESS AVE & S FRONTAGE RD	41.3029	-72.9302	1
615	2020	TRAFFIC CONTROL SIGNALS	14-299	170 S FRONTAGE RD & CONGRESS AVE	41.30291	-72.9302	2
616	2022	TRAFFIC CONTROL SIGNALS	14-299	170 S FRONTAGE RD & CONGRESS AVE	41.30291	-72.9302	3
617	2023	TRAFFIC CONTROL SIGNALS	14-299	170 S FRONTAGE RD & CONGRESS AVE	41.30291	-72.9302	7
618	2023	TRAVELING UNREASONABLY FAST	14-218A	120 RIVER ST & BLATCHLEY AVE	41.3031	-72.8986	1
619	2020	TRAFFIC CONTROL SIGNALS	14-299	1 ORANGE ST & GEORGE ST	41.30314	-72.9258	1
620	2021	TRAFFIC CONTROL SIGNALS	14-299	1 ORANGE ST & GEORGE ST	41.30314	-72.9258	1
621	2022	TRAFFIC CONTROL SIGNALS	14-299	1 ORANGE ST & GEORGE ST	41.30314	-72.9258	3
622	2023	TRAFFIC CONTROL SIGNALS	14-299	1 ORANGE ST & GEORGE ST	41.30314	-72.9258	7
623	2023	TRAFFIC CONTROL SIGNALS	14-299	201 S ORANGE ST & GEORGE ST	41.30314	-72.9258	2
624	2023	TRAFFIC CONTROL SIGNALS	14-299	58 GEORGE ST & ORANGE ST	41.30314	-72.9258	5
625	2023	TRAFFIC CONTROL SIGNALS	14-299	58 GEORGE ST & S ORANGE ST	41.30314	-72.9258	1
626	2021	TRAFFIC CONTROL SIGNALS	14-299	801 HOWARD AVE & DAVENPORT AVE	41.30321	-72.9364	1
627	2023	TRAFFIC CONTROL SIGNALS	14-299	96 DAVENPORT AVE & YORK ST	41.30322	-72.9364	1
628	2020	TRAFFIC CONTROL SIGNALS	14-299	YORK ST	41.30322	-72.9364	1
629	2023	TRAFFIC CONTROL SIGNALS	14-299	79 WINTHROP AVE	41.30334	-72.9448	1
630	2023	TRAFFIC CONTROL SIGNALS	14-299	73 ASYLUM ST FL01	41.30346	-72.9399	1
631	2022	TRAVELING UNREASONABLY FAST	14-218A	915 ELLA T GRASSO BLVD	41.30347	-72.9516	1
632	2023	TRAFFIC CONTROL SIGNALS	14-299	915 ELLA T GRASSO BLVD	41.30347	-72.9516	1
633	2022	TRAFFIC CONTROL SIGNALS	14-299	242 STATE ST & CROWN ST	41.30348	-72.9237	3
634	2021	TRAFFIC CONTROL SIGNALS	14-299	243 STATE ST & CROWN ST	41.30348	-72.9237	1
635	2022	TRAFFIC CONTROL SIGNALS	14-299	243 STATE ST & CROWN ST	41.30348	-72.9237	1
636	2020	TRAFFIC CONTROL SIGNALS	14-299	99 COLLEGE ST & S FRONTAGE RD	41.3035	-72.9314	1
637	2021	TRAFFIC CONTROL SIGNALS	14-299	99 COLLEGE ST & S FRONTAGE RD	41.3035	-72.9314	3
638	2021	TRAFFIC CONTROL SIGNALS	14-299	189 EAST ST & CHAPEL ST	41.30353	-72.9104	1
639	2022	TRAVELING UNREASONABLY FAST	14-218A	189 EAST ST & CHAPEL ST	41.30353	-72.9104	1
640	2022	TRAFFIC CONTROL SIGNALS	14-299	189 EAST ST & CHAPEL ST	41.30353	-72.9104	4
641	2023	TRAVELING UNREASONABLY FAST	14-218A	189 EAST ST & CHAPEL ST	41.30353	-72.9104	1
642	2022	TRAFFIC CONTROL SIGNALS	14-299	388 CHAPEL ST & EAST ST	41.30353	-72.9104	11
643	2023	TRAFFIC CONTROL SIGNALS	14-299	388 CHAPEL ST & EAST ST	41.30353	-72.9104	1
644	2023	TRAFFIC CONTROL SIGNALS	14-299	1 TEMPLE ST & REV DR MARTIN LUTHER KING JR BLVD	41.30355	-72.9296	1
645	2022	TRAFFIC CONTROL SIGNALS	14-299	132 N FRONTAGE RD & TEMPLE ST	41.30355	-72.9296	3
646	2023	TRAFFIC CONTROL SIGNALS	14-299	132 N FRONTAGE RD & TEMPLE ST	41.30355	-72.9296	10
647	2022	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & TEMPLE ST	41.30355	-72.9296	2

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648	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & TEMPLE ST	41.30355	-72.9296	9
649	2020	TRAFFIC CONTROL SIGNALS	14-299	88 YORK ST	41.30358	-72.9354	1
650	2020	TRAFFIC CONTROL SIGNALS	14-299	270 S FRONTAGE RD & COLLEGE ST	41.30361	-72.9314	4
651	2021	TRAFFIC CONTROL SIGNALS	14-299	270 S FRONTAGE RD & COLLEGE ST	41.30361	-72.9314	2
652	2022	TRAFFIC CONTROL SIGNALS	14-299	270 S FRONTAGE RD & COLLEGE ST	41.30361	-72.9314	7
653	2023	TRAFFIC CONTROL SIGNALS	14-299	270 S FRONTAGE RD & COLLEGE ST	41.30361	-72.9314	14
654	2023	TRAFFIC CONTROL SIGNALS	14-299	1 HAMILTON ST & CHAPEL ST	41.30361	-72.913	1
655	2022	TRAFFIC CONTROL SIGNALS	14-299	441 CHAPEL ST & HAMILTON ST	41.30361	-72.913	21
656	2022	TRAFFIC CONTROL SIGNALS	14-299	445 CHAPEL ST & HAMILTON ST	41.30361	-72.913	10
657	2023	TRAFFIC CONTROL SIGNALS	14-299	445 CHAPEL ST & HAMILTON ST	41.30361	-72.913	5
658	2022	TRAFFIC CONTROL SIGNALS	14-299	417 CHAPEL ST & S WALLACE ST	41.30365	-72.912	2
659	2023	TRAFFIC CONTROL SIGNALS	14-299	417 CHAPEL ST & S WALLACE ST	41.30365	-72.912	2
660	2021	TRAFFIC CONTROL SIGNALS	14-299	266 CHAPEL ST & JAMES ST	41.30367	-72.9025	1
661	2022	TRAFFIC CONTROL SIGNALS	14-299	266 CHAPEL ST & JAMES ST	41.30367	-72.9025	1
662	2023	TRAFFIC CONTROL SIGNALS	14-299	266 CHAPEL ST & JAMES ST	41.30367	-72.9025	2
663	2023	TRAFFIC CONTROL SIGNALS	14-299	50 JAMES ST & CHAPEL ST	41.30367	-72.9025	1
664	2022	TRAFFIC CONTROL SIGNALS	14-299	445 CHAPEL ST & FRANKLIN ST	41.30368	-72.9146	1
665	2022	TRAFFIC CONTROL SIGNALS	14-299	CHAPEL ST & FRANKLIN ST	41.30368	-72.9146	2
666	2022	TRAFFIC CONTROL SIGNALS	14-299	100 CHESTNUT ST & CHAPEL ST	41.30371	-72.9158	1
667	2022	TRAFFIC CONTROL SIGNALS	14-299	515 CHAPEL ST & CHESTNUT ST	41.30371	-72.9158	10
668	2023	TRAFFIC CONTROL SIGNALS	14-299	515 CHAPEL ST & CHESTNUT ST	41.30371	-72.9158	2
669	2023	TRAFFIC CONTROL SIGNALS	14-299	584 CHAPEL ST	41.30376	-72.9185	1
670	2020	TRAFFIC CONTROL SIGNALS	14-299	100 GEORGE ST & CHURCH ST	41.30379	-72.9274	2
671	2022	TRAFFIC CONTROL SIGNALS	14-299	120 GEORGE ST & CHURCH ST	41.30379	-72.9274	3
672	2023	TRAFFIC CONTROL SIGNALS	14-299	120 GEORGE ST & CHURCH ST	41.30379	-72.9274	3
673	2020	TRAFFIC CONTROL SIGNALS	14-299	14 CHURCH ST & GEORGE ST	41.30379	-72.9274	2
674	2022	TRAFFIC CONTROL SIGNALS	14-299	14 CHURCH ST & GEORGE ST	41.30379	-72.9274	6
675	2023	TRAFFIC CONTROL SIGNALS	14-299	14 CHURCH ST & GEORGE ST	41.30379	-72.9274	18
676	2022	TRAFFIC CONTROL SIGNALS	14-299	20 CHURCH ST	41.30383	-72.9274	1
677	2023	TRAVELING UNREASONABLY FAST	14-218A	85 FERRY ST	41.30391	-72.8942	1
678	2021	TRAFFIC CONTROL SIGNALS	14-299	1 OLIVE ST & WATER ST	41.30395	-72.9202	1
679	2020	TRAFFIC CONTROL SIGNALS	14-299	11 YORK ST & CEDAR ST	41.30398	-72.935	2
680	2020	TRAFFIC CONTROL SIGNALS	14-299	450 CEDAR ST & YORK ST	41.30398	-72.935	1
681	2023	TRAVELING UNREASONABLY FAST	14-218A	166 CHAPEL ST & BLATCHLEY AVE	41.30398	-72.8987	1
682	2023	TRAFFIC CONTROL SIGNALS	14-299	98 WINTHROP AVE & SYLVAN AVE	41.30399	-72.9455	3
683	2020	TRAFFIC CONTROL SIGNALS	14-299	35 ORANGE ST & CROWN ST	41.30413	-72.9253	1
684	2021	TRAFFIC CONTROL SIGNALS	14-299	70 CROWN ST & ORANGE ST	41.30413	-72.9253	1
685	2023	TRAFFIC CONTROL SIGNALS	14-299	0 REV DR MARTIN LUTHER KING JR BLVD & COLLEG	41.30427	-72.9309	1
686	2022	TRAFFIC CONTROL SIGNALS	14-299	266 N FRONTAGE RD & COLLEGE	41.30427	-72.9309	2
687	2020	TRAFFIC CONTROL SIGNALS	14-299	266 N FRONTAGE RD & COLLEGE ST	41.30427	-72.9309	82
688	2021	TRAFFIC CONTROL SIGNALS	14-299	266 N FRONTAGE RD & COLLEGE ST	41.30427	-72.9309	11
689	2022	TRAFFIC CONTROL SIGNALS	14-299	266 N FRONTAGE RD & COLLEGE ST	41.30427	-72.9309	8
690	2023	TRAFFIC CONTROL SIGNALS	14-299	266 N FRONTAGE RD & COLLEGE ST	41.30427	-72.9309	19

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691	2022	TRAFFIC CONTROL SIGNALS	14-299	COLLEGE ST & REV DR MARTIN LUTHER KING JR BLVD	41.30427	-72.9309	1
692	2023	TRAFFIC CONTROL SIGNALS	14-299	COLLEGE ST & REV DR MARTIN LUTHER KING JR BLVD	41.30427	-72.9309	6
693	2023	TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE & COLLEGE	41.30427	-72.9309	1
694	2023	TRAFFIC CONTROL SIGNALS	14-299	N FRONTAGE RD & COLLEGE ST	41.30427	-72.9309	2
695	2022	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & COLLEGE ST	41.30427	-72.9309	7
696	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & COLLEGE ST	41.30427	-72.9309	64
697	2022	TRAFFIC CONTROL SIGNALS	14-299	101 COLLEGE ST & S FRONTAGE RD	41.30429	-72.9308	4
698	2023	TRAFFIC CONTROL SIGNALS	14-299	101 COLLEGE ST & S FRONTAGE RD	41.30429	-72.9308	43
699	2020	TRAFFIC CONTROL SIGNALS	14-299	103 COLLEGE ST & N FRONTAGE RD	41.30431	-72.9308	3
700	2021	TRAFFIC CONTROL SIGNALS	14-299	100 UNION ST & CHAPEL ST	41.30431	-72.9216	1
701	2022	TRAFFIC CONTROL SIGNALS	14-299	100 UNION ST & CHAPEL ST	41.30431	-72.9216	1
702	2022	TRAFFIC CONTROL SIGNALS	14-299	200 GEORGE ST & TEMPLE ST	41.30433	-72.9287	1
703	2023	TRAFFIC CONTROL SIGNALS	14-299	70 TEMPLE ST & GEORGE ST	41.30433	-72.9287	2
704	2022	TRAFFIC CONTROL SIGNALS	14-299	GEORGE ST & TEMPLE ST	41.30433	-72.9287	1
705	2023	TRAFFIC CONTROL SIGNALS	14-299	GEORGE ST & TEMPLE ST	41.30433	-72.9287	1
706	2020	TRAVELING UNREASONABLY FAST	14-218A	997 ELLA T GRASSO BLVD	41.30433	-72.952	1
707	2022	TRAFFIC CONTROL SIGNALS	14-299	169 FERRY ST & CHAPEL ST	41.30434	-72.8945	1
708	2020	TRAFFIC CONTROL SIGNALS	14-299	61 CHAPEL ST & FERRY ST	41.30434	-72.8945	1
709	2021	TRAFFIC CONTROL SIGNALS	14-299	61 CHAPEL ST & FERRY ST	41.30434	-72.8945	1
710	2022	TRAFFIC CONTROL SIGNALS	14-299	61 CHAPEL ST & FERRY ST	41.30434	-72.8945	1
711	2023	TRAFFIC CONTROL SIGNALS	14-299	61 CHAPEL ST & FERRY ST	41.30434	-72.8945	1
712	2020	TRAFFIC CONTROL SIGNALS	14-299	99 FERRY ST & CHAPEL ST	41.30434	-72.8945	1
713	2023	TRAFFIC CONTROL SIGNALS	14-299	79 CHAPEL ST	41.30436	-72.895	1
714	2021	TRAFFIC CONTROL SIGNALS	14-299	40 OLIVE ST & WOOSTER ST	41.30442	-72.9202	1
715	2023	TRAFFIC CONTROL SIGNALS	14-299	56 SYLVAN AVE & ASYLUM ST	41.30458	-72.9406	1
716	2023	TRAFFIC CONTROL SIGNALS	14-299	16 PARK ST & SOUTH ST	41.30465	-72.9367	1
717	2020	TRAFFIC CONTROL SIGNALS	14-299	120 CROWN ST & CHURCH ST	41.30476	-72.9267	1
718	2021	TRAFFIC CONTROL SIGNALS	14-299	120 CROWN ST & CHURCH ST	41.30476	-72.9267	2
719	2022	TRAFFIC CONTROL SIGNALS	14-299	120 CROWN ST & CHURCH ST	41.30476	-72.9267	2
720	2020	TRAFFIC CONTROL SIGNALS	14-299	38 CHURCH ST & CROWN ST	41.30476	-72.9267	3
721	2022	TRAFFIC CONTROL SIGNALS	14-299	38 CHURCH ST & CROWN ST	41.30476	-72.9267	1
722	2023	TRAFFIC CONTROL SIGNALS	14-299	38 CHURCH ST & CROWN ST	41.30476	-72.9267	6
723	2023	TRAFFIC CONTROL SIGNALS	14-299	338 STATE ST & CHAPEL ST	41.30478	-72.9227	5
724	2020	TRAFFIC CONTROL SIGNALS	14-299	341 STATE ST & CHAPEL ST	41.30478	-72.9227	1
725	2021	TRAFFIC CONTROL SIGNALS	14-299	341 STATE ST & CHAPEL ST	41.30478	-72.9227	3
726	2022	TRAFFIC CONTROL SIGNALS	14-299	341 STATE ST & CHAPEL ST	41.30478	-72.9227	1
727	2023	TRAFFIC CONTROL SIGNALS	14-299	341 STATE ST & CHAPEL ST	41.30478	-72.9227	1
728	2020	TRAFFIC CONTROL SIGNALS	14-299	376 STATE ST & CHAPEL ST	41.30478	-72.9227	3
729	2021	TRAFFIC CONTROL SIGNALS	14-299	376 STATE ST & CHAPEL ST	41.30478	-72.9227	1
730	2022	TRAFFIC CONTROL SIGNALS	14-299	376 STATE ST & CHAPEL ST	41.30478	-72.9227	1
731	2021	TRAFFIC CONTROL SIGNALS	14-299	730 CHAPEL ST & STATE ST	41.30478	-72.9227	3
732	2022	TRAFFIC CONTROL SIGNALS	14-299	730 CHAPEL ST & STATE ST	41.30478	-72.9227	1
733	2020	TRAFFIC CONTROL SIGNALS	14-299	738 CHAPEL ST & STATE ST	41.30478	-72.9227	1

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734	2023	TRAFFIC CONTROL SIGNALS	14-299	STATE & CHAPEL ST	41.30478	-72.9227	1
735	2022	TRAFFIC CONTROL SIGNALS	14-299	20 YORK ST	41.30486	-72.9342	1
736	2020	TRAFFIC CONTROL SIGNALS	14-299	30 YORK ST & S FRONTAGE RD	41.30486	-72.9342	2
737	2021	TRAFFIC CONTROL SIGNALS	14-299	30 YORK ST & S FRONTAGE RD	41.30486	-72.9342	1
738	2022	TRAFFIC CONTROL SIGNALS	14-299	30 YORK ST & S FRONTAGE RD	41.30486	-72.9342	10
739	2023	TRAFFIC CONTROL SIGNALS	14-299	30 YORK ST & S FRONTAGE RD	41.30486	-72.9342	11
740	2022	TRAFFIC CONTROL SIGNALS	14-299	300 LAFAYETTE ST	41.30486	-72.9342	1
741	2023	TRAFFIC CONTROL SIGNALS	14-299	300 MUNSON ST & DIXWELL AVE	41.30486	-72.9342	1
742	2020	TRAFFIC CONTROL SIGNALS	14-299	300 S FRONTAGE RD & YORK ST	41.30486	-72.9342	7
743	2021	TRAFFIC CONTROL SIGNALS	14-299	300 S FRONTAGE RD & YORK ST	41.30486	-72.9342	6
744	2022	TRAVELING UNREASONABLY FAST	14-218A	300 S FRONTAGE RD & YORK ST	41.30486	-72.9342	1
745	2022	TRAFFIC CONTROL SIGNALS	14-299	300 S FRONTAGE RD & YORK ST	41.30486	-72.9342	24
746	2023	TRAFFIC CONTROL SIGNALS	14-299	300 S FRONTAGE RD & YORK ST	41.30486	-72.9342	12
747	2022	TRAFFIC CONTROL SIGNALS	14-299	889 HOWARD AVE & SYLVAN AVE	41.305	-72.9372	1
748	2023	TRAFFIC CONTROL SIGNALS	14-299	889 HOWARD AVE & SYLVAN AVE	41.305	-72.9372	1
749	2020	TRAFFIC CONTROL SIGNALS	14-299	161 COLLEGE ST & GEORGE ST	41.30503	-72.9303	1
750	2021	TRAFFIC CONTROL SIGNALS	14-299	161 COLLEGE ST & GEORGE ST	41.30503	-72.9303	1
751	2022	TRAFFIC CONTROL SIGNALS	14-299	161 COLLEGE ST & GEORGE ST	41.30503	-72.9303	1
752	2020	TRAFFIC CONTROL SIGNALS	14-299	273 GEORGE ST & COLLEGE ST	41.30503	-72.9303	1
753	2022	TRAFFIC CONTROL SIGNALS	14-299	273 GEORGE ST & COLLEGE ST	41.30503	-72.9303	1
754	2023	TRAFFIC CONTROL SIGNALS	14-299	273 GEORG[illegible] COLLEGE ST	41.30503	-72.9303	1
755	2023	TRAFFIC CONTROL SIGNALS	14-299	100 COLLEG[illegible] ST	41.30511	-72.9304	3
756	2020	TRAFFIC CONTROL SIGNALS	14-299	328 GEORG[illegible] & HIGH ST	41.30519	-72.9308	1
757	2023	TRAFFIC CONTROL SIGNALS	14-299	360 STATE ST	41.30529	-72.9224	1
758	2020	TRAFFIC CONTROL SIGNALS	14-299	120 TEMPLE ST & CROWN ST	41.3053	-72.9279	1
759	2021	TRAFFIC CONTROL SIGNALS	14-299	120 TEMPLE ST & CROWN ST	41.3053	-72.9279	3
760	2022	TRAFFIC CONTROL SIGNALS	14-299	120 TEMPLE ST & CROWN ST	41.3053	-72.9279	1
761	2020	TRAFFIC CONTROL SIGNALS	14-299	190 CROWN ST & TEMPLE ST	41.3053	-72.9279	1
762	2021	TRAFFIC CONTROL SIGNALS	14-299	190 CROWN ST & TEMPLE ST	41.3053	-72.9279	1
763	2022	TRAFFIC CONTROL SIGNALS	14-299	190 CROWN ST & TEMPLE ST	41.3053	-72.9279	1
764	2021	TRAFFIC CONTROL SIGNALS	14-299	78 CHURCH ST & CENTER ST	41.30533	-72.9263	1
765	2023	TRAFFIC CONTROL SIGNALS	14-299	78 CHURCH ST & CENTER ST	41.30533	-72.9263	1
766	2020	TRAFFIC CONTROL SIGNALS	14-299	120 ORANGE ST & CHAPEL ST	41.3054	-72.9243	1
767	2021	TRAFFIC CONTROL SIGNALS	14-299	807 CHAPEL ST & ORANGE ST	41.3054	-72.9243	2
768	2022	TRAVELING UNREASONABLY FAST	14-218A	215 EAST ST & IVES PL	41.30544	-72.9102	1
769	2022	TRAFFIC CONTROL SIGNALS	14-299	215 EAST ST & IVES PL	41.30544	-72.9102	1
770	2020	TRAVELING UNREASONABLY FAST	14-218A	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	20
771	2020	TRAFFIC CONTROL SIGNALS	14-299	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	1
772	2021	TRAVELING UNREASONABLY FAST	14-218A	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	26
773	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	2
774	2021	TRAFFIC CONTROL SIGNALS	14-299	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	1
775	2022	TRAVELING UNREASONABLY FAST	14-218A	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	2
776	2022	TRAFFIC CONTROL SIGNALS	14-299	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	3

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777	2023	TRAVELING UNREASONABLY FAST	14-218A	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	2
778	2023	TRAFFIC CONTROL SIGNALS	14-299	1011 ELLA T GRASSO BLVD & LEGION AVE	41.30544	-72.9526	1
779	2021	TRAVELING UNREASONABLY FAST	14-218A	800 LEGION AVE & ELLA T GRASSO BLVD	41.30544	-72.9526	2
780	2022	TRAVELING UNREASONABLY FAST	14-218A	941 HOWARD AVE & S FRONTAGE RD	41.30546	-72.9374	1
781	2022	TRAFFIC CONTROL SIGNALS	14-299	100 IVES PL & HAMILTON ST	41.30551	-72.9127	1
782	2023	TRAFFIC CONTROL SIGNALS	14-299	100 IVES PL & HAMILTON ST	41.30551	-72.9127	1
783	2022	TRAFFIC CONTROL SIGNALS	14-299	96 HAMILTON ST & IVES PL	41.30551	-72.9127	2
784	2023	TRAFFIC CONTROL SIGNALS	14-299	96 HAMILTON ST & IVES PL	41.30551	-72.9127	1
785	2020	TRAFFIC CONTROL SIGNALS	14-299	71 YORK ST & N FRONTAGE RD	41.30553	-72.9337	7
786	2021	TRAFFIC CONTROL SIGNALS	14-299	71 YORK ST & N FRONTAGE RD	41.30553	-72.9337	3
787	2022	TRAFFIC CONTROL SIGNALS	14-299	71 YORK ST & REV DR MARTIN LUTHER KING JR BLVD	41.30553	-72.9337	2
788	2023	TRAFFIC CONTROL SIGNALS	14-299	71 YORK ST & REV DR MARTIN LUTHER KING JR BLVD	41.30553	-72.9337	2
789	2022	TRAVELING UNREASONABLY FAST	14-218A	834 CHAPEL ST	41.30555	-72.9248	1
790	2021	TRAFFIC CONTROL SIGNALS	14-299	333 N FRONTAGE RD	41.30556	-72.9338	1
791	2020	TRAFFIC CONTROL SIGNALS	14-299	333 N FRONTAGE RD & YORK ST	41.30556	-72.9338	116
792	2021	TRAVELING UNREASONABLY FAST	14-218A	333 N FRONTAGE RD & YORK ST	41.30556	-72.9338	1
793	2021	TRAFFIC CONTROL SIGNALS	14-299	333 N FRONTAGE RD & YORK ST	41.30556	-72.9338	111
794	2022	TRAFFIC CONTROL SIGNALS	14-299	333 N FRONTAGE RD & YORK ST	41.30556	-72.9338	11
795	2023	TRAFFIC CONTROL SIGNALS	14-299	333 N FRONTAGE RD & YORK ST	41.30556	-72.9338	5
796	2022	TRAFFIC CONTROL SIGNALS	14-299	MLK & YORK	41.30556	-72.9338	1
797	2022	TRAFFIC CONTROL SIGNALS	14-299	REV DR MA[illegible] LUTHER KING JR BLVD & YORK ST	41.30556	-72.9338	19
798	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR MA[illegible]TIN LUTHER KING JR BLVD & YORK ST	41.30556	-72.9338	43
799	2020	TRAFFIC CONTROL SIGNALS	14-299	363 GEORGE ST & YORK ST	41.3056	-72.9315	2
800	2023	TRAFFIC CONTROL SIGNALS	14-299	363 GEORGE ST & YORK ST	41.3056	-72.9315	2
801	2020	TRAFFIC CONTROL SIGNALS	14-299	329 S FRONTAGE RD & PARK ST	41.30561	-72.9359	2
802	2021	TRAFFIC CONTROL SIGNALS	14-299	329 S FRONTAGE RD & PARK ST	41.30561	-72.9359	1
803	2022	TRAFFIC CONTROL SIGNALS	14-299	329 S FRONTAGE RD & PARK ST	41.30561	-72.9359	3
804	2023	TRAFFIC CONTROL SIGNALS	14-299	329 S FRONTAGE RD & PARK ST	41.30561	-72.9359	6
805	2020	TRAFFIC CONTROL SIGNALS	14-299	40 PARK ST & S FRONTAGE RD	41.30561	-72.9359	3
806	2022	TRAFFIC CONTROL SIGNALS	14-299	40 PARK ST & S FRONTAGE RD	41.30561	-72.9359	1
807	2023	TRAFFIC CONTROL SIGNALS	14-299	40 PARK ST & S FRONTAGE RD	41.30561	-72.9359	3
808	2020	TRAVELING UNREASONABLY FAST	14-218A	159 LLOYD ST	41.30564	-72.9005	1
809	2021	TRAVELING UNREASONABLY FAST	14-218A	710 LEGION AVE	41.30564	-72.9507	1
810	2020	TRAVELING UNREASONABLY FAST	14-218A	720 LEGION AVE & PORTER ST	41.30569	-72.9512	1
811	2023	TRAFFIC CONTROL SIGNALS	14-299	106 COURT ST & STATE ST	41.30582	-72.922	2
812	2020	TRAFFIC CONTROL SIGNALS	14-299	415 STATE ST & COURT ST	41.30582	-72.922	1
813	2021	TRAFFIC CONTROL SIGNALS	14-299	415 STATE ST & COURT ST	41.30582	-72.922	6
814	2023	TRAFFIC CONTROL SIGNALS	14-299	415 STATE ST & COURT ST	41.30582	-72.922	5
815	2023	TRAFFIC CONTROL SIGNALS	14-299	108 OLIVE ST & GREENE ST	41.30583	-72.9197	1
816	2021	TRAFFIC CONTROL SIGNALS	14-299	470 LEGION AVE & SHERMAN AVE	41.30589	-72.9469	1
817	2023	TRAFFIC CONTROL SIGNALS	14-299	135 WINTHROP AVE	41.30592	-72.9469	1
818	2022	TRAFFIC CONTROL SIGNALS	14-299	155 TEMPLE ST	41.30598	-72.9274	1
819	2021	TRAFFIC CONTROL SIGNALS	14-299	237 COLLEGE ST & CROWN ST	41.30598	-72.9296	2

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820	2023	TRAFFIC CONTROL SIGNALS	14-299	237 COLLEGE ST & CROWN ST	41.30598	-72.9296	2
821	2023	TRAFFIC CONTROL SIGNALS	14-299	240 CROWN ST & COLLEGE ST	41.30598	-72.9296	1
822	2020	TRAFFIC CONTROL SIGNALS	14-299	159 TEMPLE ST	41.30602	-72.9273	1
823	2020	TRAVELING UNREASONABLY FAST	14-218A	132 ORCHARD ST & LEGION AVE	41.30603	-72.9426	1
824	2020	TRAVELING UNREASONABLY FAST	14-218A	150 LEGION AVE & ORCHARD ST	41.30603	-72.9426	3
825	2020	TRAFFIC CONTROL SIGNALS	14-299	150 LEGION AVE & ORCHARD ST	41.30603	-72.9426	1
826	2021	TRAVELING UNREASONABLY FAST	14-218A	150 LEGION AVE & ORCHARD ST	41.30603	-72.9426	12
827	2023	TRAFFIC CONTROL SIGNALS	14-299	150 LEGION AVE & ORCHARD ST	41.30603	-72.9426	1
828	2023	TRAFFIC CONTROL SIGNALS	14-299	201 ORCHARD ST & LEGION AVE	41.30603	-72.9426	1
829	2020	TRAFFIC CONTROL SIGNALS	14-299	116 CHURCH ST & CHAPEL ST	41.30604	-72.9258	9
830	2021	TRAFFIC CONTROL SIGNALS	14-299	116 CHURCH ST & CHAPEL ST	41.30604	-72.9258	9
831	2022	TRAFFIC CONTROL SIGNALS	14-299	116 CHURCH ST & CHAPEL ST	41.30604	-72.9258	4
832	2023	TRAFFIC CONTROL SIGNALS	14-299	116 CHURCH ST & CHAPEL ST	41.30604	-72.9258	4
833	2020	TRAFFIC CONTROL SIGNALS	14-299	873 CHAPEL ST & CHURCH ST	41.30604	-72.9258	5
834	2021	TRAFFIC CONTROL SIGNALS	14-299	873 CHAPEL ST & CHURCH ST	41.30604	-72.9258	4
835	2022	TRAFFIC CONTROL SIGNALS	14-299	873 CHAPEL ST & CHURCH ST	41.30604	-72.9258	3
836	2023	TRAFFIC CONTROL SIGNALS	14-299	873 CHAPEL ST & CHURCH ST	41.30604	-72.9258	1
837	2020	TRAFFIC CONTROL SIGNALS	14-299	CHAPEL & CHURCH	41.30604	-72.9258	1
838	2023	TRAFFIC CONTROL SIGNALS	14-299	157 CHURCH ST	41.30606	-72.9258	1
839	2022	TRAVELING UNREASONABLY FAST	14-218A	1 LEGION AVE & HOWARD AVE	41.30608	-72.9376	1
840	2022	TRAFFIC CONTROL SIGNALS	14-299	1 LEGION AVE & HOWARD AVE	41.30608	-72.9376	1
841	2023	TRAFFIC CONTROL SIGNALS	14-299	1 LEGION AVE & HOWARD AVE	41.30608	-72.9376	1
842	2020	TRAVELING UNREASONABLY FAST	14-218A	1 LEGION AVE & HOWE ST	41.30609	-72.9376	8
843	2021	TRAVELING UNREASONABLY FAST	14-218A	1 LEGION AVE & HOWE ST	41.30609	-72.9376	5
844	2022	TRAFFIC CONTROL SIGNALS	14-299	1 LEGION AVE & HOWE ST	41.30609	-72.9376	1
845	2023	TRAFFIC CONTROL SIGNALS	14-299	1 LEGION AVE & HOWE ST	41.30609	-72.9376	1
846	2021	TRAFFIC CONTROL SIGNALS	14-299	340 S FRONTAGE RD & HOWARD AVE	41.3061	-72.9375	1
847	2023	TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & HOWARD AVE	41.3061	-72.9375	1
848	2022	TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & HOWE ST	41.3061	-72.9375	1
849	2023	TRAFFIC CONTROL SIGNALS	14-299	S FRONTAGE RD & HOWE ST	41.3061	-72.9375	1
850	2020	TRAVELING UNREASONABLY FAST	14-218A	90 LEGION AVE & WARD ST	41.30614	-72.9395	2
851	2021	TRAVELING UNREASONABLY FAST	14-218A	90 LEGION AVE & WARD ST	41.30614	-72.9395	1
852	2023	TRAFFIC CONTROL SIGNALS	14-299	1 HOWE ST & S FRONTAGE RD	41.30614	-72.9375	1
853	2020	TRAVELING UNREASONABLY FAST	14-218A	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	4
854	2020	TRAFFIC CONTROL SIGNALS	14-299	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	1
855	2021	TRAVELING UNREASONABLY FAST	14-218A	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	11
856	2021	TRAFFIC CONTROL SIGNALS	14-299	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	1
857	2022	TRAVELING UNREASONABLY FAST	14-218A	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	3
858	2022	TRAFFIC CONTROL SIGNALS	14-299	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	1
859	2023	TRAFFIC CONTROL SIGNALS	14-299	72 LEGION AVE & DWIGHT ST	41.30615	-72.9392	1
860	2023	TRAFFIC CONTROL SIGNALS	14-299	SOUTH FRONTAGE & DWIGHT STREET	41.30619	-72.9392	1
861	2020	TRAFFIC CONTROL SIGNALS	14-299	341 N FRONTAGE RD & PARK ST	41.30627	-72.9355	4
862	2021	TRAFFIC CONTROL SIGNALS	14-299	341 N FRONTAGE RD & PARK ST	41.30627	-72.9355	4

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863	2023	TRAFFIC CONTROL SIGNALS	14-299	341 N FRONTAGE RD & PARK ST	41.30627	-72.9355	2
864	2022	TRAFFIC CONTROL SIGNALS	14-299	341 REV DR MARTIN LUTHER KING JR BLVD	41.30627	-72.9355	2
865	2022	TRAFFIC CONTROL SIGNALS	14-299	341 REV DR MARTIN LUTHER KING JR BLVD & PARK ST	41.30627	-72.9355	1
866	2023	TRAFFIC CONTROL SIGNALS	14-299	341 REV DR MARTIN LUTHER KING JR BLVD & PARK ST	41.30627	-72.9355	11
867	2020	TRAFFIC CONTROL SIGNALS	14-299	70 PARK ST & N FRONTAGE RD	41.30628	-72.9355	3
868	2021	TRAFFIC CONTROL SIGNALS	14-299	70 PARK ST & N FRONTAGE RD	41.30628	-72.9355	1
869	2023	TRAVELING UNREASONABLY FAST	14-218A	70 PARK ST & REV DR MARTIN LUTHER KING JR BLVD	41.30628	-72.9355	1
870	2023	TRAFFIC CONTROL SIGNALS	14-299	70 PARK ST & REV DR MARTIN LUTHER KING JR BLVD	41.30628	-72.9355	2
871	2023	TRAFFIC CONTROL SIGNALS	14-299	230 COLLEGE ST	41.30629	-72.9295	1
872	2023	TRAFFIC CONTROL SIGNALS	14-299	100 YORK ST	41.30634	-72.9333	1
873	2020	TRAFFIC CONTROL SIGNALS	14-299	200 ORANGE ST	41.3064	-72.9236	1
874	2022	TRAFFIC CONTROL SIGNALS	14-299	200 ORANGE ST	41.3064	-72.9236	1
875	2022	TRAFFIC CONTROL SIGNALS	14-299	180 ORANGE ST & COURT ST	41.30642	-72.9235	1
876	2020	TRAFFIC CONTROL SIGNALS	14-299	240 FERRY ST	41.30655	-72.895	1
877	2021	TRAVELING UNREASONABLY FAST	14-218A	1041 ELLA T GRASSO BLVD & N FRONTAGE RD	41.30655	-72.9528	5
878	2021	TRAFFIC CONTROL SIGNALS	14-299	1041 ELLA T GRASSO BLVD & N FRONTAGE RD	41.30655	-72.9528	1
879	2022	TRAFFIC CONTROL SIGNALS	14-299	434 N FRONTAGE & ELLA T GRASSO BLVD	41.30655	-72.9528	1
880	2020	TRAFFIC CONTROL SIGNALS	14-299	434 N FRONTAGE RD & ELLA T GRASSO BLVD	41.30655	-72.9528	1
881	2022	TRAVELING UNREASONABLY FAST	14-218A	BLVD & FRNTG	41.30655	-72.9528	1
882	2020	TRAVELING UNREASONABLY FAST	14-218A	1041 ELLA T GRASSO BLVD & N FRONTAGE RD	41.30655	-72.9529	1
883	2022	TRAVELING UNREASONABLY FAST	14-218A	576 QUINN[illegible] AVE	41.30655	-72.8874	1
884	2020	TRAFFIC CONTROL SIGNALS	14-299	200 TEMPLE ST & CHAPEL ST	41.30658	-72.927	6
885	2021	TRAFFIC CONTROL SIGNALS	14-299	200 TEMPLE ST & CHAPEL ST	41.30658	-72.927	4
886	2022	TRAFFIC CONTROL SIGNALS	14-299	200 TEMPLE ST & CHAPEL ST	41.30658	-72.927	4
887	2023	TRAFFIC CONTROL SIGNALS	14-299	200 TEMPLE ST & CHAPEL ST	41.30658	-72.927	3
888	2020	TRAFFIC CONTROL SIGNALS	14-299	924 CHAPEL ST & TEMPLE ST	41.30658	-72.927	5
889	2021	TRAFFIC CONTROL SIGNALS	14-299	924 CHAPEL ST & TEMPLE ST	41.30658	-72.927	1
890	2022	TRAFFIC CONTROL SIGNALS	14-299	924 CHAPEL ST & TEMPLE ST	41.30658	-72.927	2
891	2023	TRAVELING TOO FAST CONDITIONS	14-218A*	924 CHAPEL ST & TEMPLE ST	41.30658	-72.927	1
892	2023	TRAFFIC CONTROL SIGNALS	14-299	924 CHAPEL ST & TEMPLE ST	41.30658	-72.927	4
893	2023	TRAFFIC CONTROL SIGNALS	14-299	118 HAMILTON ST & SAINT JOHN ST	41.3066	-72.9126	1
894	2020	TRAFFIC CONTROL SIGNALS	14-299	284 CROWN ST & HIGH ST	41.30664	-72.9312	1
895	2022	TRAFFIC CONTROL SIGNALS	14-299	284 CROWN ST & HIGH ST	41.30664	-72.9312	1
896	2020	TRAFFIC CONTROL SIGNALS	14-299	66 N FRONTAGE RD & CHURCH ST	41.30667	-72.9472	1
897	2020	TRAFFIC CONTROL SIGNALS	14-299	66 N FRONTAGE RD & CHURCH ST S	41.30667	-72.9472	2
898	2021	TRAFFIC CONTROL SIGNALS	14-299	66 N FRONTAGE RD & CHURCH ST S	41.30667	-72.9472	8
899	2022	TRAFFIC CONTROL SIGNALS	14-299	66 N FRONTAGE RD & CHURCH ST S	41.30667	-72.9472	5
900	2023	TRAFFIC CONTROL SIGNALS	14-299	66 N FRONTAGE RD & CHURCH ST S	41.30667	-72.9472	16
901	2023	TRAFFIC CONTROL SIGNALS	14-299	66 N FRONTAGE RDCHURCH ST S	41.30667	-72.9472	1
902	2022	TRAVELING UNREASONABLY FAST	14-218A	35 SHERMAN AVE & N FRONTAGE RD	41.30674	-72.9465	1
903	2023	TRAFFIC CONTROL SIGNALS	14-218A	REV DR MARTIN LUTHER KING JR BLVD & SHERMAN AVE	41.30677	-72.9465	1
904	2023	TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & SHERMAN AVE	41.30677	-72.9465	1
905	2020	TRAFFIC CONTROL SIGNALS	14-299	67 N FRONTAGE RD & CHURCH ST	41.30679	-72.9472	1

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906	2021 TRAFFIC CONTROL SIGNALS	14-299	67 N FRONTAGE RD & CHURCH ST	41.30679	-72.9472	1
907	2021 TRAFFIC CONTROL SIGNALS	14-299	130 OLIVE ST & SAINT JOHN ST	41.30681	-72.9194	1
908	2020 TRAFFIC CONTROL SIGNALS	14-299	259 FERRY ST & PIERPONT ST	41.30687	-72.895	1
909	2021 TRAFFIC CONTROL SIGNALS	14-299	259 FERRY ST & PIERPONT ST	41.30687	-72.895	1
910	2023 TRAFFIC CONTROL SIGNALS	14-299	259 FERRY ST & PIERPONT ST	41.30687	-72.895	1
911	2023 TRAFFIC CONTROL SIGNALS	14-299	88 PIERPONT ST & FERRY ST	41.30687	-72.895	1
912	2021 TRAFFIC CONTROL SIGNALS	14-299	9 HOWE ST & N FRONTAGE RD	41.30687	-72.9372	1
913	2023 TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & ORCHARD ST	41.30692	-72.9422	3
914	2023 TRAFFIC CONTROL SIGNALS	14-299	200 ORCHARD ST	41.30693	-72.9425	1
915	2021 TRAFFIC CONTROL SIGNALS	14-299	376 N FRONTAGE RD & ORCHARD ST	41.30693	-72.9425	1
916	2023 TRAFFIC CONTROL SIGNALS	14-299	ORCHARD ST & REV DR MARTIN LUTHER KING JR BLVD	41.30693	-72.9425	1
917	2023 TRAFFIC CONTROL SIGNALS	14-299	9 HOWE ST & REV DR MARTIN LUTHER KING JR BLVD	41.30695	-72.9372	1
918	2020 TRAFFIC CONTROL SIGNALS	14-299	201 ORCHARD ST & N FRONTAGE RD	41.30695	-72.9424	1
919	2021 TRAFFIC CONTROL SIGNALS	14-299	201 ORCHARD ST & N FRONTAGE RD	41.30695	-72.9424	1
920	2020 TRAFFIC CONTROL SIGNALS	14-299	352 N FRONTAGE RD & HOWE ST	41.30696	-72.9372	6
921	2021 TRAFFIC CONTROL SIGNALS	14-299	352 N FRONTAGE RD & HOWE ST	41.30696	-72.9372	3
922	2023 TRAFFIC CONTROL SIGNALS	14-299	352 N FRONTAGE RD & HOWE ST	41.30696	-72.9372	1
923	2022 TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & HOWE ST	41.30696	-72.9372	1
924	2023 TRAFFIC CONTROL SIGNALS	14-299	REV DR MARTIN LUTHER KING JR BLVD & HOWE ST	41.30696	-72.9372	1
925	2020 TRAFFIC CONTROL SIGNALS	14-299	1 ELM ST & STATE ST	41.30697	-72.9212	8
926	2021 TRAFFIC CONTROL SIGNALS	14-299	1 ELM ST & STATE ST	41.30697	-72.9212	13
927	2022 TRAFFIC CONTROL SIGNALS	14-299	1 ELM ST & STATE ST	41.30697	-72.9212	13
928	2023 TRAFFIC CONTROL SIGNALS	14-299	1 ELM ST & STATE ST	41.30697	-72.9212	10
929	2022 TRAFFIC CONTROL SIGNALS	14-299	498 STATE ST & ELM ST	41.30697	-72.9212	1
930	2023 TRAFFIC CONTROL SIGNALS	14-299	498 STATE ST & ELM ST	41.30697	-72.9212	3
931	2020 TRAFFIC CONTROL SIGNALS	14-299	568 STATE ST & ELM ST	41.30697	-72.9212	5
932	2021 TRAFFIC CONTROL SIGNALS	14-299	568 STATE ST & ELM ST	41.30697	-72.9212	2
933	2023 TRAVELING UNREASONABLY FAST	14-218A	286 EXCHANGE ST FL02	41.30698	-72.9002	1
934	2020 TRAFFIC CONTROL SIGNALS	14-299	110 PARK ST & GEORGE ST	41.30699	-72.935	1
935	2022 TRAFFIC CONTROL SIGNALS	14-299	110 PARK ST & GEORGE ST	41.30699	-72.935	1
936	2023 TRAFFIC CONTROL SIGNALS	14-299	30 DWIGHT ST & REV DR MARTIN LUTHER KING JR BLVD	41.30704	-72.9389	2
937	2022 TRAFFIC CONTROL SIGNALS	14-299	334 REV DR MARTIN LUTHER KING JR BLVD	41.30704	-72.9389	4
938	2020 TRAVELING UNREASONABLY FAST	14-218A	364 N FRONTAGE RD & DWIGHT ST	41.30704	-72.9389	1
939	2020 TRAFFIC CONTROL SIGNALS	14-299	364 N FRONTAGE RD & DWIGHT ST	41.30704	-72.9389	1
940	2022 TRAFFIC CONTROL SIGNALS	14-299	364 N FRONTAGE RD & DWIGHT ST	41.30704	-72.9389	2
941	2023 TRAFFIC CONTROL SIGNALS	14-299	364 N FRONTAGE RD & DWIGHT ST	41.30704	-72.9389	1
942	2022 TRAFFIC CONTROL SIGNALS	14-299	DWIGHT ST & N FRONTAGE RD	41.30704	-72.9389	1
943	2023 TRAFFIC CONTROL SIGNALS	14-299	193 BLATCHLEY AVE & EXCHANGE ST	41.30712	-72.8991	1
944	2020 TRAFFIC CONTROL SIGNALS	14-299	499 STATE ST & GRAND AVE	41.30713	-72.921	2
945	2021 TRAFFIC CONTROL SIGNALS	14-299	499 STATE ST & GRAND AVE	41.30713	-72.921	1
946	2022 TRAFFIC CONTROL SIGNALS	14-299	499 STATE ST & GRAND AVE	41.30713	-72.921	1
947	2022 TRAFFIC CONTROL SIGNALS	14-299	GRAND AVE & STATE ST	41.30713	-72.921	1
948	2023 TRAFFIC CONTROL SIGNALS	14-299	GRAND AVE & STATE ST	41.30713	-72.921	1

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949	2023	TRAFFIC CONTROL SIGNALS	14-299	620 QUINNIPIAC AVE	41.30715	-72.8871	1
950	2021	TRAFFIC CONTROL SIGNALS	14-299	980 GRAND AVE & ARTIZAN ST	41.30717	-72.9202	1
951	2023	TRAFFIC CONTROL SIGNALS	14-299	99 ARTIZAN ST & GRAND AVE	41.30717	-72.9202	1
952	2020	TRAFFIC CONTROL SIGNALS	14-299	95 YORK ST & GEORGE ST	41.30719	-72.9325	6
953	2021	TRAFFIC CONTROL SIGNALS	14-299	95 YORK ST & GEORGE ST	41.30719	-72.9325	1
954	2022	TRAFFIC CONTROL SIGNALS	14-299	95 YORK ST & GEORGE ST	41.30719	-72.9325	5
955	2023	TRAFFIC CONTROL SIGNALS	14-299	95 YORK ST & GEORGE ST	41.30719	-72.9325	3
956	2020	TRAFFIC CONTROL SIGNALS	14-299	123 YORK ST & CROWN ST	41.30721	-72.9325	2
957	2022	TRAFFIC CONTROL SIGNALS	14-299	320 CROWN ST & YORK ST	41.30721	-72.9325	2
958	2023	TRAFFIC CONTROL SIGNALS	14-299	101 E GRAND AVE & LEXINGTON AVE	41.30725	-72.8838	1
959	2022	TRAFFIC CONTROL SIGNALS	14-299	19 ELM ST	41.30725	-72.9218	1
960	2020	TRAFFIC CONTROL SIGNALS	14-299	1000 CHAPEL ST & COLLEGE ST	41.30729	-72.9287	13
961	2021	TRAFFIC CONTROL SIGNALS	14-299	1000 CHAPEL ST & COLLEGE ST	41.30729	-72.9287	7
962	2022	TRAFFIC CONTROL SIGNALS	14-299	1000 CHAPEL ST & COLLEGE ST	41.30729	-72.9287	2
963	2023	TRAFFIC CONTROL SIGNALS	14-299	1000 CHAPEL ST & COLLEGE ST	41.30729	-72.9287	7
964	2020	TRAFFIC CONTROL SIGNALS	14-299	299 COLLEGE ST & CHAPEL ST	41.30729	-72.9287	1
965	2021	TRAFFIC CONTROL SIGNALS	14-299	299 COLLEGE ST & CHAPEL ST	41.30729	-72.9287	8
966	2022	TRAFFIC CONTROL SIGNALS	14-299	299 COLLEGE ST & CHAPEL ST	41.30729	-72.9287	5
967	2023	TRAFFIC CONTROL SIGNALS	14-299	299 COLLEGE ST & CHAPEL ST	41.30729	-72.9287	14
968	2023	TRAFFIC CONTROL SIGNALS	14-299	COLLEGE ST & CHAPEL ST	41.30729	-72.9287	1
969	2023	TRAFFIC CONTROL SIGNALS	14-299	150 OLIVE S[illegible]RAND AVE	41.30736	-72.9192	3
970	2020	TRAFFIC CONTROL SIGNALS	14-299	940 GRAND AVE & OLIVE ST	41.30736	-72.9192	1
971	2021	TRAFFIC CONTROL SIGNALS	14-299	940 GRAND AVE & OLIVE ST	41.30736	-72.9192	2
972	2023	TRAFFIC CONTROL SIGNALS	14-299	940 GRAND AVE & OLIVE ST	41.30736	-72.9192	5
973	2021	TRAFFIC CONTROL SIGNALS	14-299	1020 CHAPEL ST	41.3074	-72.9292	1
974	2021	TRAFFIC CONTROL SIGNALS	14-299	149 YORK ST	41.30745	-72.9323	1
975	2022	TRAFFIC CONTROL SIGNALS	14-299	284 FERRY ST & EXCHANGE ST	41.30753	-72.8952	1
976	2023	TRAFFIC CONTROL SIGNALS	14-299	284 FERRY ST & EXCHANGE ST	41.30753	-72.8952	1
977	2021	TRAFFIC CONTROL SIGNALS	14-299	225 ORANGE ST & ELM ST	41.30758	-72.9226	2
978	2022	TRAFFIC CONTROL SIGNALS	14-299	225 ORANGE ST & ELM ST	41.30758	-72.9226	4
979	2023	TRAFFIC CONTROL SIGNALS	14-299	225 ORANGE ST & ELM ST	41.30758	-72.9226	10
980	2020	TRAFFIC CONTROL SIGNALS	14-299	55 ELM ST & ORANGE ST	41.30758	-72.9226	13
981	2021	TRAVELING UNREASONABLY FAST	14-218A	55 ELM ST & ORANGE ST	41.30758	-72.9226	1
982	2021	TRAFFIC CONTROL SIGNALS	14-299	55 ELM ST & ORANGE ST	41.30758	-72.9226	25
983	2022	TRAFFIC CONTROL SIGNALS	14-299	55 ELM ST & ORANGE ST	41.30758	-72.9226	28
984	2023	TRAFFIC CONTROL SIGNALS	14-299	55 ELM ST & ORANGE ST	41.30758	-72.9226	39
985	2021	TRAFFIC CONTROL SIGNALS	14-299	30 HOWE ST & GEORGE ST	41.3077	-72.9367	1
986	2022	TRAFFIC CONTROL SIGNALS	14-299	30 HOWE ST & GEORGE ST	41.3077	-72.9367	1
987	2023	TRAFFIC CONTROL SIGNALS	14-299	30 HOWE ST & GEORGE ST	41.3077	-72.9367	1
988	2022	TRAFFIC CONTROL SIGNALS	14-299	459 GEORGE ST & HOWE ST	41.3077	-72.9367	1
989	2023	TRAFFIC CONTROL SIGNALS	14-299	71 E GRAND AVE & LENOX ST	41.30774	-72.8851	1
990	2021	TRAFFIC CONTROL SIGNALS	14-299	830 GRAND AVE	41.30775	-72.9166	1
991	2020	TRAFFIC CONTROL SIGNALS	14-299	569 STATE ST & GROVE ST	41.30781	-72.9204	4

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992	2021	TRAFFIC CONTROL SIGNALS	14-299	569 STATE ST & GROVE ST	41.30781	-72.9204	6
993	2022	TRAFFIC CONTROL SIGNALS	14-299	569 STATE ST & GROVE ST	41.30781	-72.9204	1
994	2023	TRAFFIC CONTROL SIGNALS	14-299	569 STATE ST & GROVE ST	41.30781	-72.9204	3
995	2021	TRAVELING UNREASONABLY FAST	14-218A	311 EAST ST	41.30784	-72.9098	1
996	2021	TRAFFIC CONTROL SIGNALS	14-299	311 EAST ST	41.30784	-72.9098	1
997	2021	TRAFFIC CONTROL SIGNALS	14-299	366 CROWN ST & PARK ST	41.30789	-72.9343	1
998	2023	TRAFFIC CONTROL SIGNALS	14-299	155 PARK ST	41.30792	-72.9342	1
999	2020	TRAFFIC CONTROL SIGNALS	14-299	1071 CHAPEL ST & HIGH ST	41.30792	-72.9303	1
1000	2021	TRAFFIC CONTROL SIGNALS	14-299	1071 CHAPEL ST & HIGH ST	41.30792	-72.9303	3
1001	2022	TRAFFIC CONTROL SIGNALS	14-299	1071 CHAPEL ST & HIGH ST	41.30792	-72.9303	2
1002	2023	TRAFFIC CONTROL SIGNALS	14-299	1071 CHAPEL ST & HIGH ST	41.30792	-72.9303	3
1003	2021	TRAFFIC CONTROL SIGNALS	14-299	58 HIGH ST & CHAPEL ST	41.30792	-72.9303	1
1004	2022	TRAVELING UNREASONABLY FAST	14-218A	58 HIGH ST & CHAPEL ST	41.30792	-72.9303	1
1005	2022	TRAFFIC CONTROL SIGNALS	14-299	58 HIGH ST & CHAPEL ST	41.30792	-72.9303	1
1006	2023	TRAVELING UNREASONABLY FAST	14-218A	801 GRAND AVE & JEFFERSON ST	41.30793	-72.9159	1
1007	2023	TRAFFIC CONTROL SIGNALS	14-299	801 GRAND AVE & JEFFERSON ST	41.30793	-72.9159	5
1008	2022	TRAVELING UNREASONABLY FAST	14-218A	1103 ELLA T GRASSO BLVD & JUDSON AVE	41.30805	-72.9531	4
1009	2023	TRAVELING UNREASONABLY FAST	14-218A	1103 ELLA T GRASSO BLVD & JUDSON AVE	41.30805	-72.9531	2
1010	2021	TRAVELING UNREASONABLY FAST	14-218A	130 JUDSON AVE & ELLA T GRASSO BLVD	41.30805	-72.9531	1
1011	2020	TRAFFIC CONTROL SIGNALS	14-299	304 FERRY ST	41.30806	-72.8953	1
1012	2022	TRAVELING UNREASONABLY FAST	14-218A	110 JUDSON AVE & MILLER ST	41.30809	-72.9523	1
1013	2020	SPEEDING INFRACTION-CARS ONLY	14-219(B)	308 FERRY ST	41.30817	-72.8954	1
1014	2023	TRAFFIC CONTROL SIGNALS	14-299	308 FERRY ST	41.30817	-72.8954	1
1015	2023	TRAFFIC CONTROL SIGNALS	14-299	568 STATE ST & WALL ST	41.30819	-72.9203	1
1016	2020	TRAVELING UNREASONABLY FAST	14-218A	620 STATE ST & WALL ST	41.30819	-72.9203	2
1017	2020	TRAFFIC CONTROL SIGNALS	14-299	198 CHURCH ST & ELM ST	41.3082	-72.9241	13
1018	2021	TRAFFIC CONTROL SIGNALS	14-299	198 CHURCH ST & ELM ST	41.3082	-72.9241	19
1019	2022	TRAFFIC CONTROL SIGNALS	14-299	198 CHURCH ST & ELM ST	41.3082	-72.9241	23
1020	2023	TRAFFIC CONTROL SIGNALS	14-299	198 CHURCH ST & ELM ST	41.3082	-72.9241	61
1021	2020	TRAVELING UNREASONABLY FAST	14-218A	97 ELM ST & CHURCH ST	41.3082	-72.9241	1
1022	2020	TRAFFIC CONTROL SIGNALS	14-299	97 ELM ST & CHURCH ST	41.3082	-72.9241	101
1023	2021	TRAFFIC CONTROL SIGNALS	14-299	97 ELM ST & CHURCH ST	41.3082	-72.9241	261
1024	2022	TRAFFIC CONTROL SIGNALS	14-299	97 ELM ST & CHURCH ST	41.3082	-72.9241	104
1025	2023	TRAFFIC CONTROL SIGNALS	14-299	97 ELM ST & CHURCH ST	41.3082	-72.9241	83
1026	2020	TRAFFIC CONTROL SIGNALS	14-299	39 E GRAND AVE & QUINNIPIAC AVE	41.30825	-72.8862	1
1027	2023	TRAFFIC CONTROL SIGNALS	14-299	39 E GRAND AVE & QUINNIPIAC AVE	41.30825	-72.8862	3
1028	2021	TRAVELING UNREASONABLY FAST	14-218A	680 QUINNIPIAC AVE & E GRAND AVE	41.30825	-72.8862	1
1029	2021	TRAFFIC CONTROL SIGNALS	14-299	680 QUINNIPIAC AVE & E GRAND AVE	41.30825	-72.8862	2
1030	2022	TRAFFIC CONTROL SIGNALS	14-299	680 QUINNIPIAC AVE & E GRAND AVE	41.30825	-72.8862	3
1031	2023	TRAFFIC CONTROL SIGNALS	14-299	680 QUINNIPIAC AVE & E GRAND AVE	41.30825	-72.8862	4
1032	2023	TRAVELING TOO FAST CONDITIONS	14-218A*	725 GRAND AVE & FRANKLIN ST	41.30828	-72.9138	1
1033	2022	TRAFFIC CONTROL SIGNALS	14-299	255 BLATCHLEY AVE	41.30829	-72.8992	1
1034	2022	TRAFFIC CONTROL SIGNALS	14-299	719 GRAND AVE	41.30835	-72.9137	1

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1035	2022	TRAVELING UNREASONABLY FAST	14-218A	444 GRAND AVE & JOHN W MURPHY DR	41.30836	-72.9049	13
1036	2023	TRAVELING UNREASONABLY FAST	14-218A	444 GRAND AVE & JOHN W MURPHY DR	41.30836	-72.9049	2
1037	2021	TRAVELING UNREASONABLY FAST	14-218A	78 JOHN W MURPHY DR & GRAND AVE	41.30836	-72.9049	1
1038	2022	TRAVELING UNREASONABLY FAST	14-218A	JOHN W MURPHY DR & GRAND AVE	41.30836	-72.9049	5
1039	2023	TRAVELING UNREASONABLY FAST	14-218A	JOHN W MURPHY DR & GRAND AVE	41.30836	-72.9049	1
1040	2023	TRAVELING UNREASONABLY FAST	14-218A	410 GRAND AVE	41.30837	-72.9036	2
1041	2020	TRAVELING UNREASONABLY FAST	14-218A	419 GRAND AVE & HAVEN ST	41.30839	-72.9041	1
1042	2022	TRAFFIC CONTROL SIGNALS	14-299	419 GRAND AVE & HAVEN ST	41.30839	-72.9041	1
1043	2023	TRAVELING UNREASONABLY FAST	14-218A	419 GRAND AVE & HAVEN ST	41.30839	-72.9041	14
1044	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	419 GRAND AVE & HAVEN ST	41.30839	-72.9041	1
1045	2023	TRAVELING UNREASONABLY FAST	14-218A	55 HAVEN ST & GRAND AVE	41.30839	-72.9041	4
1046	2020	TRAFFIC CONTROL SIGNALS	14-299	1122 CHAPEL ST & YORK ST	41.30842	-72.9316	2
1047	2021	TRAFFIC CONTROL SIGNALS	14-299	1122 CHAPEL ST & YORK ST	41.30842	-72.9316	2
1048	2022	TRAVELING UNREASONABLY FAST	14-218A	1122 CHAPEL ST & YORK ST	41.30842	-72.9316	1
1049	2022	TRAFFIC CONTROL SIGNALS	14-299	1122 CHAPEL ST & YORK ST	41.30842	-72.9316	1
1050	2023	TRAFFIC CONTROL SIGNALS	14-299	1122 CHAPEL ST & YORK ST	41.30842	-72.9316	1
1051	2021	TRAFFIC CONTROL SIGNALS	14-299	181 YORK ST & CHAPEL ST	41.30842	-72.9316	1
1052	2022	TRAFFIC CONTROL SIGNALS	14-299	181 YORK ST & CHAPEL ST	41.30842	-72.9316	1
1053	2023	TRAFFIC CONTROL SIGNALS	14-299	181 YORK ST & CHAPEL ST	41.30842	-72.9316	1
1054	2023	TRAFFIC CONTROL SIGNALS	14-299	28 E GRAND AVE	41.30843	-72.8865	1
1055	2023	TRAVELING UNREASONABLY FAST	14-218A	382 GRAND AVE	41.30844	-72.9025	1
1056	2023	TRAFFIC CONTROL SIGNALS	14-299	382 GRAND AVE	41.30844	-72.9025	1
1057	2021	TRAFFIC CONTROL SIGNALS	14-299	210 JAMES ST & GRAND AVE	41.30845	-72.9032	1
1058	2022	TRAFFIC CONTROL SIGNALS	14-299	210 JAMES ST & GRAND AVE	41.30845	-72.9032	2
1059	2020	TRAVELING UNREASONABLY FAST	14-218A	396 GRAND AVE & JAMES ST	41.30845	-72.9032	1
1060	2023	TRAVELING UNREASONABLY FAST	14-218A	396 GRAND AVE & JAMES ST	41.30845	-72.9032	16
1061	2023	TRAFFIC CONTROL SIGNALS	14-299	396 GRAND AVE & JAMES ST	41.30845	-72.9032	2
1062	2020	TRAFFIC CONTROL SIGNALS	14-299	GRAND & JAMES ST	41.30845	-72.9032	1
1063	2023	TRAVELING UNREASONABLY FAST	14-218A	375 GRAND AVE & MALTBY PL	41.30852	-72.9021	1
1064	2023	TRAFFIC CONTROL SIGNALS	14-299	375 GRAND AVE & MALTBY PL	41.30852	-72.9021	1
1065	2021	TRAVELING UNREASONABLY FAST	14-218A	160 HAMILTON ST & GRAND AVE	41.30852	-72.9124	1
1066	2023	TRAVELING UNREASONABLY FAST	14-218A	160 HAMILTON ST & GRAND AVE	41.30852	-72.9124	1
1067	2021	TRAFFIC CONTROL SIGNALS	14-299	655 GRAND AVE & HAMILTON ST	41.30852	-72.9124	1
1068	2023	TRAVELING UNREASONABLY FAST	14-218A	655 GRAND AVE & HAMILTON ST	41.30852	-72.9124	2
1069	2023	TRAFFIC CONTROL SIGNALS	14-299	655 GRAND AVE & HAMILTON ST	41.30852	-72.9124	2
1070	2022	TRAFFIC CONTROL SIGNALS	14-299	121 ELM ST	41.30859	-72.9249	1
1071	2023	TRAVELING UNREASONABLY FAST	14-218A	240 LLOYD ST & GRAND AVE	41.3086	-72.901	1
1072	2023	TRAVELING UNREASONABLY FAST	14-218A	340 GRAND AVE & LLOYD ST	41.3086	-72.901	3
1073	2023	TRAFFIC CONTROL SIGNALS	14-299	340 GRAND AVE & LLOYD ST	41.3086	-72.901	1
1074	2023	TRAFFIC CONTROL SIGNALS	14-299	45 HOWE ST & CROWN ST	41.30861	-72.936	1
1075	2022	TRAFFIC CONTROL SIGNALS	14-299	351 GRAND AVE	41.30863	-72.9013	1
1076	2021	TRAFFIC CONTROL SIGNALS	14-299	324 GRAND AVE & SHELTER ST	41.30863	-72.9002	1
1077	2023	TRAFFIC CONTROL SIGNALS	14-299	324 GRAND AVE & SHELTER ST	41.30863	-72.9002	1

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1078	2023	TRAVELING UNREASONABLY FAST	14-218A	1166 CHAPEL ST	41.30869	-72.9331	1
1079	2020	TRAVELING UNREASONABLY FAST	14-218A	601 GRAND AVE & WALLACE ST	41.3087	-72.9111	1
1080	2023	TRAVELING UNREASONABLY FAST	14-218A	601 GRAND AVE & WALLACE ST	41.3087	-72.9111	2
1081	2021	TRAFFIC CONTROL SIGNALS	14-299	243 BLATCHLEY AVE & GRAND AVE	41.30871	-72.8993	1
1082	2022	TRAFFIC CONTROL SIGNALS	14-299	243 BLATCHLEY AVE & GRAND AVE	41.30871	-72.8993	2
1083	2020	TRAFFIC CONTROL SIGNALS	14-299	304 GRAND AVE & BLATCHLEY AVE	41.30871	-72.8993	1
1084	2021	TRAFFIC CONTROL SIGNALS	14-299	304 GRAND AVE & BLATCHLEY AVE	41.30871	-72.8993	2
1085	2022	TRAFFIC CONTROL SIGNALS	14-299	304 GRAND AVE & BLATCHLEY AVE	41.30871	-72.8993	2
1086	2023	TRAVELING UNREASONABLY FAST	14-218A	304 GRAND AVE & BLATCHLEY AVE	41.30871	-72.8993	1
1087	2023	TRAFFIC CONTROL SIGNALS	14-299	304 GRAND AVE & BLATCHLEY AVE	41.30871	-72.8993	2
1088	2020	TRAVELING UNREASONABLY FAST	14-218A	139 ELM ST & TEMPLE ST	41.30875	-72.9254	1
1089	2020	TRAFFIC CONTROL SIGNALS	14-299	139 ELM ST & TEMPLE ST	41.30875	-72.9254	12
1090	2021	TRAFFIC CONTROL SIGNALS	14-299	139 ELM ST & TEMPLE ST	41.30875	-72.9254	22
1091	2022	TRAFFIC CONTROL SIGNALS	14-299	139 ELM ST & TEMPLE ST	41.30875	-72.9254	17
1092	2023	TRAFFIC CONTROL SIGNALS	14-299	139 ELM ST & TEMPLE ST	41.30875	-72.9254	22
1093	2020	TRAVELING UNREASONABLY FAST	14-218A	280 TEMPLE ST & ELM ST	41.30875	-72.9254	1
1094	2020	TRAFFIC CONTROL SIGNALS	14-299	280 TEMPLE ST & ELM ST	41.30875	-72.9254	2
1095	2021	TRAFFIC CONTROL SIGNALS	14-299	280 TEMPLE ST & ELM ST	41.30875	-72.9254	8
1096	2022	TRAFFIC CONTROL SIGNALS	14-299	280 TEMPLE ST & ELM ST	41.30875	-72.9254	2
1097	2023	TRAFFIC CONTROL SIGNALS	14-299	280 TEMPLE ST & ELM ST	41.30875	-72.9254	5
1098	2021	TRAFFIC CONTROL SIGNALS	14-299	309 ORANG[illegible] & WALL ST	41.3088	-72.9217	4
1099	2022	TRAFFIC CONTROL SIGNALS	14-299	309 ORANG[illegible] ST & WALL ST	41.3088	-72.9217	3
1100	2023	TRAFFIC CONTROL SIGNALS	14-299	309 ORANGE ST & WALL ST	41.3088	-72.9217	1
1101	2020	TRAFFIC CONTROL SIGNALS	14-299	550 GRAND AVE	41.30881	-72.9099	1
1102	2022	TRAFFIC CONTROL SIGNALS	14-299	1 FILLMORE ST & GRAND AVE	41.30881	-72.8981	1
1103	2023	TRAFFIC CONTROL SIGNALS	14-299	273 GRAND AVE & FILLMORE ST	41.30881	-72.8981	1
1104	2022	TRAFFIC CONTROL SIGNALS	14-299	1177 CHAPEL ST & PARK ST	41.30885	-72.9336	1
1105	2020	TRAFFIC CONTROL SIGNALS	14-299	249 GRAND AVE & POPLAR ST	41.30887	-72.8971	2
1106	2021	TRAFFIC CONTROL SIGNALS	14-299	249 GRAND AVE & POPLAR ST	41.30887	-72.8971	2
1107	2023	TRAFFIC CONTROL SIGNALS	14-299	249 GRAND AVE & POPLAR ST	41.30887	-72.8971	1
1108	2021	TRAFFIC CONTROL SIGNALS	14-299	250 POPLAR ST & GRAND AVE	41.30887	-72.8971	1
1109	2023	TRAFFIC CONTROL SIGNALS	14-299	250 POPLAR ST & GRAND AVE	41.30887	-72.8971	1
1110	2021	TRAFFIC CONTROL SIGNALS	14-299	220 GRAND AVE	41.30887	-72.8962	1
1111	2022	TRAFFIC CONTROL SIGNALS	14-299	370 EAST ST & GRAND AVE	41.30888	-72.9098	1
1112	2023	TRAFFIC CONTROL SIGNALS	14-299	370 EAST ST & GRAND AVE	41.30888	-72.9098	2
1113	2020	TRAVELING UNREASONABLY FAST	14-218A	557 GRAND AVE & EAST ST	41.30888	-72.9098	1
1114	2021	TRAVELING UNREASONABLY FAST	14-218A	557 GRAND AVE & EAST ST	41.30888	-72.9098	8
1115	2022	TRAVELING UNREASONABLY FAST	14-218A	557 GRAND AVE & EAST ST	41.30888	-72.9098	6
1116	2023	TRAVELING UNREASONABLY FAST	14-218A	557 GRAND AVE & EAST ST	41.30888	-72.9098	6
1117	2023	TRAFFIC CONTROL SIGNALS	14-299	557 GRAND AVE & EAST ST	41.30888	-72.9098	1
1118	2023	TRAFFIC CONTROL SIGNALS	14-299	GRAND & EAST	41.30888	-72.9098	1
1119	2020	TRAFFIC CONTROL SIGNALS	14-299	235 GRAND AVE	41.30893	-72.897	1
1120	2023	TRAFFIC CONTROL SIGNALS	14-299	233 GRAND AVE	41.30894	-72.8969	1

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1121	2021	TRAFFIC CONTROL SIGNALS	14-299	211 GRAND AVE & FERRY ST	41.30898	-72.8955	1
1122	2022	TRAVELING UNREASONABLY FAST	14-218A	211 GRAND AVE & FERRY ST	41.30898	-72.8955	1
1123	2022	TRAFFIC CONTROL SIGNALS	14-299	211 GRAND AVE & FERRY ST	41.30898	-72.8955	7
1124	2023	TRAVELING UNREASONABLY FAST	14-218A	211 GRAND AVE & FERRY ST	41.30898	-72.8955	1
1125	2023	TRAFFIC CONTROL SIGNALS	14-299	211 GRAND AVE & FERRY ST	41.30898	-72.8955	2
1126	2022	TRAFFIC CONTROL SIGNALS	14-299	341 FERRY ST & GRAND AVE	41.30898	-72.8955	1
1127	2023	TRAFFIC CONTROL SIGNALS	14-299	341 FERRY ST & GRAND AVE	41.30898	-72.8955	4
1128	2022	TRAFFIC CONTROL SIGNALS	14-299	215 GRAND AVE	41.30899	-72.8961	1
1129	2023	TRAFFIC CONTROL SIGNALS	14-299	149 ELM ST	41.30902	-72.9259	1
1130	2021	TRAFFIC CONTROL SIGNALS	14-299	181 GRAND AVE & BRIGHT ST	41.30908	-72.8943	1
1131	2023	TRAFFIC CONTROL SIGNALS	14-299	181 GRAND AVE & BRIGHT ST	41.30908	-72.8943	1
1132	2020	TRAFFIC CONTROL SIGNALS	14-299	599 GEORGE ST & ORCHARD ST	41.3091	-72.9421	1
1133	2023	TRAFFIC CONTROL SIGNALS	14-299	1 GROVE ST & STATE ST	41.3092	-72.9195	1
1134	2021	TRAFFIC CONTROL SIGNALS	14-299	11 GROVE ST & STATE ST	41.3092	-72.9195	1
1135	2022	TRAFFIC CONTROL SIGNALS	14-299	1227 CHAPEL ST & HOWE ST	41.30929	-72.9356	1
1136	2023	TRAFFIC CONTROL SIGNALS	14-299	61 HOWE ST & CHAPEL ST	41.30929	-72.9356	1
1137	2022	TRAFFIC CONTROL SIGNALS	14-299	37 ATWATER ST	41.30932	-72.8922	1
1138	2023	TRAFFIC CONTROL SIGNALS	14-299	170 FRONT ST & GRAND AVE	41.30934	-72.8888	1
1139	2023	TRAVELING UNREASONABLY FAST	14-218A	121 GRAND AVE	41.30935	-72.892	1
1140	2022	TRAFFIC CONTROL SIGNALS	14-299	276 BLATCHLEY AVE	41.30939	-72.8995	1
1141	2021	TRAVELING UNREASONABLY FAST	14-218A	726 QUINNIPIAC AVE & CLIFTON ST	41.30941	-72.8848	1
1142	2021	TRAFFIC CONTROL SIGNALS	14-299	726 QUINNIPIAC AVE & CLIFTON ST	41.30941	-72.8848	2
1143	2023	TRAFFIC CONTROL SIGNALS	14-299	726 QUINNIPIAC AVE & CLIFTON ST	41.30941	-72.8848	1
1144	2020	TRAFFIC CONTROL SIGNALS	14-299	234 CHURCH ST & WALL ST	41.30943	-72.9232	3
1145	2021	TRAFFIC CONTROL SIGNALS	14-299	234 CHURCH ST & WALL ST	41.30943	-72.9232	6
1146	2022	TRAFFIC CONTROL SIGNALS	14-299	234 CHURCH ST & WALL ST	41.30943	-72.9232	9
1147	2023	TRAFFIC CONTROL SIGNALS	14-299	234 CHURCH ST & WALL ST	41.30943	-72.9232	10
1148	2020	TRAFFIC CONTROL SIGNALS	14-299	185 ELM ST & COLLEGE ST	41.30943	-72.927	81
1149	2021	TRAFFIC CONTROL SIGNALS	14-299	185 ELM ST & COLLEGE ST	41.30943	-72.927	114
1150	2022	TRAFFIC CONTROL SIGNALS	14-299	185 ELM ST & COLLEGE ST	41.30943	-72.927	31
1151	2023	TRAFFIC CONTROL SIGNALS	14-299	185 ELM ST & COLLEGE ST	41.30943	-72.927	54
1152	2020	TRAFFIC CONTROL SIGNALS	14-299	401 COLLEGE ST & ELM ST	41.30943	-72.927	14
1153	2021	TRAFFIC CONTROL SIGNALS	14-299	401 COLLEGE ST & ELM ST	41.30943	-72.927	9
1154	2022	TRAFFIC CONTROL SIGNALS	14-299	401 COLLEGE ST & ELM ST	41.30943	-72.927	6
1155	2023	TRAFFIC CONTROL SIGNALS	14-299	401 COLLEGE ST & ELM ST	41.30943	-72.927	18
1156	2023	TRAFFIC CONTROL SIGNALS	14-299	ELM STREET & COLLEGE STREET	41.30943	-72.927	1
1157	2023	TRAFFIC CONTROL SIGNALS	14-299	235 CHURCH ST	41.30946	-72.9231	1
1158	2021	TRAFFIC CONTROL SIGNALS	14-299	1265 CHAPEL ST & DWIGHT ST	41.3096	-72.937	1
1159	2022	TRAFFIC CONTROL SIGNALS	14-299	1265 CHAPEL ST & DWIGHT ST	41.3096	-72.937	1
1160	2023	TRAVELING UNREASONABLY FAST	14-218A	162 EASTERN ST & BOUCHET LN	41.30973	-72.8737	1
1161	2021	TRAFFIC CONTROL SIGNALS	14-299	115 SHERMAN AVE & GEORGE ST	41.30974	-72.9452	1
1162	2023	TRAFFIC CONTROL SIGNALS	14-299	115 SHERMAN AVE & GEORGE ST	41.30974	-72.9452	1
1163	2023	TRAFFIC CONTROL SIGNALS	14-299	701 GEORGE ST & SHERMAN AVE	41.30974	-72.9452	1

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1164	2020 TRAFFIC CONTROL SIGNALS	14-299	334 ORANGE ST & GROVE ST	41.30977	-72.921	2
1165	2021 TRAFFIC CONTROL SIGNALS	14-299	334 ORANGE ST & GROVE ST	41.30977	-72.921	5
1166	2022 TRAFFIC CONTROL SIGNALS	14-299	334 ORANGE ST & GROVE ST	41.30977	-72.921	2
1167	2023 TRAFFIC CONTROL SIGNALS	14-299	334 ORANGE ST & GROVE ST	41.30977	-72.921	1
1168	2021 TRAFFIC CONTROL SIGNALS	14-299	36 GROVE ST & ORANGE ST	41.30977	-72.921	1
1169	2022 TRAFFIC CONTROL SIGNALS	14-299	36 GROVE ST & ORANGE ST	41.30977	-72.921	1
1170	2023 TRAFFIC CONTROL SIGNALS	14-299	234 CHURCH ST	41.30982	-72.923	1
1171	2020 TRAFFIC CONTROL SIGNALS	14-299	700 STATE ST & AUDUBON ST	41.3099	-72.9185	1
1172	2023 TRAFFIC CONTROL SIGNALS	14-299	246 CHURCH ST	41.30993	-72.923	1
1173	2023 TRAFFIC CONTROL SIGNALS	14-299	248 CHURCH ST	41.30995	-72.9229	1
1174	2023 TRAFFIC CONTROL SIGNALS	14-299	330 TEMPLE ST & WALL ST	41.30997	-72.9245	2
1175	2021 TRAVELING UNREASONABLY FAST	14-218A	1128 ELLA T GRASSO BLVD & DERBY AVE	41.31008	-72.9534	3
1176	2021 TRAFFIC CONTROL SIGNALS	14-299	1128 ELLA T GRASSO BLVD & DERBY AVE	41.31008	-72.9534	2
1177	2022 TRAVELING UNREASONABLY FAST	14-218A	1128 ELLA T GRASSO BLVD & DERBY AVE	41.31008	-72.9534	1
1178	2023 TRAFFIC CONTROL SIGNALS	14-299	1128 ELLA T GRASSO BLVD & DERBY AVE	41.31008	-72.9534	1
1179	2021 TRAFFIC CONTROL SIGNALS	14-299	198 DERBY AVE & ELLA T GRASSO BLVD	41.31008	-72.9534	1
1180	2022 TRAFFIC CONTROL SIGNALS	14-299	198 DERBY AVE & ELLA T GRASSO BLVD	41.31008	-72.9534	1
1181	2022 TRAFFIC CONTROL SIGNALS	14-299	378 FERRY ST	41.3101	-72.8958	2
1182	2020 TRAFFIC CONTROL SIGNALS	14-299	32 BRIGHT ST FL01	41.31011	-72.8946	1
1183	2023 TRAVELING UNREASONABLY FAST	14-218A	268 JAMES ST & CLAY ST	41.31012	-72.9034	1
1184	2020 TRAFFIC CONTROL SIGNALS	14-299	100 HIGH ST & ELM ST	41.31014	-72.9287	3
1185	2021 TRAFFIC CONTROL SIGNALS	14-299	100 HIGH ST & ELM ST	41.31014	-72.9287	1
1186	2022 TRAFFIC CONTROL SIGNALS	14-299	100 HIGH ST & ELM ST	41.31014	-72.9287	6
1187	2023 TRAFFIC CONTROL SIGNALS	14-299	100 HIGH ST & ELM ST	41.31014	-72.9287	3
1188	2020 TRAFFIC CONTROL SIGNALS	14-299	200 ELM ST & HIGH ST	41.31014	-72.9287	17
1189	2021 TRAFFIC CONTROL SIGNALS	14-299	200 ELM ST & HIGH ST	41.31014	-72.9287	25
1190	2022 TRAFFIC CONTROL SIGNALS	14-299	200 ELM ST & HIGH ST	41.31014	-72.9287	18
1191	2023 TRAFFIC CONTROL SIGNALS	14-299	200 ELM ST & HIGH ST	41.31014	-72.9287	9
1192	2020 TRAFFIC CONTROL SIGNALS	14-299	ELM ST & GIGH ST	41.31014	-72.9287	1
1193	2021 TRAFFIC CONTROL SIGNALS	14-299	ELM STREET & HIGH STREET	41.31014	-72.9287	2
1194	2021 TRAFFIC CONTROL SIGNALS	14-299	1325 CHAPEL ST & DAY ST	41.31014	-72.9392	1
1195	2020 TRAFFIC CONTROL SIGNALS	14-299	278 CHURCH ST & GROVE ST	41.31042	-72.9225	5
1196	2021 TRAFFIC CONTROL SIGNALS	14-299	278 CHURCH ST & GROVE ST	41.31042	-72.9225	2
1197	2022 TRAFFIC CONTROL SIGNALS	14-299	278 CHURCH ST & GROVE ST	41.31042	-72.9225	4
1198	2023 TRAFFIC CONTROL SIGNALS	14-299	278 CHURCH ST & GROVE ST	41.31042	-72.9225	6
1199	2020 TRAFFIC CONTROL SIGNALS	14-299	80 GROVE ST & CHURCH ST	41.31042	-72.9225	1
1200	2021 TRAFFIC CONTROL SIGNALS	14-299	80 GROVE ST & CHURCH ST	41.31042	-72.9225	8
1201	2023 TRAFFIC CONTROL SIGNALS	14-299	80 GROVE ST & CHURCH ST	41.31042	-72.9225	4
1202	2020 TRAFFIC CONTROL SIGNALS	14-299	1 YALE AVE & DERBY AVE	41.31044	-72.9579	1
1203	2021 TRAVELING UNREASONABLY FAST	14-218A	1 YALE AVE & DERBY AVE	41.31044	-72.9579	1
1204	2022 TRAVELING UNREASONABLY FAST	14-218A	278 DERBY AVE & YALE AVE	41.31044	-72.9579	1
1205	2022 TRAFFIC CONTROL SIGNALS	14-299	278 DERBY AVE & YALE AVE	41.31044	-72.9579	2
1206	2021 TRAVELING UNREASONABLY FAST	14-218A	150 DERBY AVE & ELLSWORTH AVE	41.31045	-72.9515	1

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1207	2021	TRAFFIC CONTROL SIGNALS	14-299	1 WHITNEY AVE & GROVE ST	41.31048	-72.9226	1
1208	2022	TRAFFIC CONTROL SIGNALS	14-299	1 WHITNEY AVE & GROVE ST	41.31048	-72.9226	3
1209	2023	TRAFFIC CONTROL SIGNALS	14-299	1 WHITNEY AVE & GROVE ST	41.31048	-72.9226	2
1210	2021	TRAFFIC CONTROL SIGNALS	14-299	80 GROVE ST & WHITNEY AVE	41.31048	-72.9226	13
1211	2022	TRAFFIC CONTROL SIGNALS	14-299	80 GROVE ST & WHITNEY AVE	41.31048	-72.9226	2
1212	2023	TRAFFIC CONTROL SIGNALS	14-299	80 GROVE ST & WHITNEY AVE	41.31048	-72.9226	18
1213	2020	TRAFFIC CONTROL SIGNALS	14-299	794 GEORGE ST APTD	41.31056	-72.9496	1
1214	2022	TRAFFIC CONTROL SIGNALS	14-299	1375 CHAPEL ST	41.31057	-72.941	1
1215	2022	TRAVELING UNREASONABLY FAST	14-218A	50 EDGEWOOD AVE & HOWE ST	41.31062	-72.9345	1
1216	2021	TRAFFIC CONTROL SIGNALS	14-299	89 HOWE ST & EDGEWOOD AVE	41.31062	-72.9345	1
1217	2023	TRAFFIC CONTROL SIGNALS	14-299	320 ELM ST	41.31064	-72.9301	1
1218	2020	TRAFFIC CONTROL SIGNALS	14-299	332 ORCHARD ST & CHAPEL ST	41.31066	-72.9414	1
1219	2022	TRAFFIC CONTROL SIGNALS	14-299	332 ORCHARD ST & CHAPEL ST	41.31066	-72.9414	1
1220	2022	TRAFFIC CONTROL SIGNALS	14-299	1 BROADWAY & ELM ST	41.31067	-72.93	1
1221	2023	TRAFFIC CONTROL SIGNALS	14-299	1 BROADWAY & ELM ST	41.31067	-72.93	1
1222	2021	TRAFFIC CONTROL SIGNALS	14-299	248 ELM ST & YORK ST	41.31067	-72.93	2
1223	2022	TRAFFIC CONTROL SIGNALS	14-299	248 ELM ST & YORK ST	41.31067	-72.93	1
1224	2023	TRAFFIC CONTROL SIGNALS	14-299	248 ELM ST & YORK ST	41.31067	-72.93	1
1225	2021	TRAFFIC CONTROL SIGNALS	14-299	252 ELM ST & BROADWAY	41.31067	-72.93	1
1226	2022	TRAFFIC CONTROL SIGNALS	14-299	252 ELM ST & BROADWAY	41.31067	-72.93	1
1227	2023	TRAFFIC CONTROL SIGNALS	14-299	252 ELM ST & BROADWAY	41.31067	-72.93	1
1228	2020	TRAFFIC CONTROL SIGNALS	14-299	271 YORK ST & ELM ST	41.31067	-72.93	1
1229	2021	TRAFFIC CONTROL SIGNALS	14-299	271 YORK ST & ELM ST	41.31067	-72.93	1
1230	2022	TRAFFIC CONTROL SIGNALS	14-299	271 YORK ST & ELM ST	41.31067	-72.93	1
1231	2023	TRAFFIC CONTROL SIGNALS	14-299	135 DERBY AVE	41.31067	-72.9504	1
1232	2021	TRAFFIC CONTROL SIGNALS	14-299	324 POPLAR ST & CLAY ST	41.31068	-72.8975	1
1233	2020	TRAFFIC CONTROL SIGNALS	14-299	481 COLLEGE ST & WALL ST	41.3107	-72.9261	1
1234	2021	TRAFFIC CONTROL SIGNALS	14-299	481 COLLEGE ST & WALL ST	41.3107	-72.9261	2
1235	2022	TRAFFIC CONTROL SIGNALS	14-299	90 DERBY AVE & NORTON ST	41.31081	-72.9493	1
1236	2021	TRAFFIC CONTROL SIGNALS	14-299	371 ORANGE ST & AUDUBON ST	41.31084	-72.9202	1
1237	2022	TRAFFIC CONTROL SIGNALS	14-299	46 AUDUBON ST & ORANGE ST	41.31084	-72.9202	1
1238	2023	TRAVELING UNREASONABLY FAST	14-218A	120 JOHN W MURPHY DR & MARKET ST	41.31089	-72.9056	1
1239	2020	TRAFFIC CONTROL SIGNALS	14-299	1 CLAY ST & FERRY ST	41.31091	-72.8959	5
1240	2022	TRAFFIC CONTROL SIGNALS	14-299	1 CLAY ST & FERRY ST	41.31091	-72.8959	3
1241	2023	TRAFFIC CONTROL SIGNALS	14-299	1 CLAY ST & FERRY ST	41.31091	-72.8959	3
1242	2020	TRAFFIC CONTROL SIGNALS	14-299	400 FERRY ST & CLAY ST	41.31091	-72.8959	3
1243	2021	TRAFFIC CONTROL SIGNALS	14-299	400 FERRY ST & CLAY ST	41.31091	-72.8959	1
1244	2023	TRAVELING UNREASONABLY FAST	14-218A	400 FERRY ST & CLAY ST	41.31091	-72.8959	1
1245	2023	TRAFFIC CONTROL SIGNALS	14-299	400 FERRY ST & CLAY ST	41.31091	-72.8959	4
1246	2020	TRAFFIC CONTROL SIGNALS	14-299	120 GROVE ST & TEMPLE ST	41.31095	-72.9238	1
1247	2021	TRAFFIC CONTROL SIGNALS	14-299	120 GROVE ST & TEMPLE ST	41.31095	-72.9238	1
1248	2022	TRAFFIC CONTROL SIGNALS	14-299	120 GROVE ST & TEMPLE ST	41.31095	-72.9238	2
1249	2023	TRAFFIC CONTROL SIGNALS	14-299	120 GROVE ST & TEMPLE ST	41.31095	-72.9238	4

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1250	2021 TRAFFIC CONTROL SIGNALS	14-299	368 TEMPLE ST & GROVE ST	41.31095	-72.9238	2
1251	2021 TRAFFIC CONTROL SIGNALS	14-299	79 BROADWAY & TOWER PKY	41.311	-72.9303	1
1252	2021 TRAFFIC CONTROL SIGNALS	14-299	205 DWIGHT ST & EDGEWOOD AVE	41.31111	-72.9359	2
1253	2022 TRAFFIC CONTROL SIGNALS	14-299	205 DWIGHT ST & EDGEWOOD AVE	41.31111	-72.9359	2
1254	2023 TRAVELING UNREASONABLY FAST	14-218A	825 QUINNIPIAC AVE	41.31112	-72.8821	1
1255	2021 TRAFFIC CONTROL SIGNALS	14-299	288 YORK ST	41.31118	-72.9297	1
1256	2021 TRAFFIC CONTROL SIGNALS	14-299	65 BROADWAY	41.31119	-72.9305	1
1257	2020 TRAFFIC CONTROL SIGNALS	14-299	331 ELM ST & PARK ST	41.31127	-72.9317	1
1258	2023 TRAFFIC CONTROL SIGNALS	14-299	331 ELM ST & PARK ST	41.31127	-72.9317	2
1259	2021 TRAFFIC CONTROL SIGNALS	14-299	36 DERBY AVE & WINTHROP AVE	41.31127	-72.9472	1
1260	2023 TRAFFIC CONTROL SIGNALS	14-299	1469 CHAPEL ST & SHERMAN AVE	41.31129	-72.9446	2
1261	2021 TRAFFIC CONTROL SIGNALS	14-299	161 SHERMAN AVE & CHAPEL ST	41.31129	-72.9446	1
1262	2023 TRAFFIC CONTROL SIGNALS	14-299	161 SHERMAN AVE & CHAPEL ST	41.31129	-72.9446	1
1263	2020 TRAVELING UNREASONABLY FAST	14-218A	832 QUINNIPIAC AVE & RUNO TER	41.31134	-72.8819	1
1264	2023 TRAVELING UNREASONABLY FAST	14-218A	832 QUINNIPIAC AVE & RUNO TER	41.31134	-72.8819	1
1265	2020 TRAFFIC CONTROL SIGNALS	14-299	43 BROADWAY	41.31147	-72.9308	1
1266	2021 TRAFFIC CONTROL SIGNALS	14-299	750 STATE ST & BRADLEY ST	41.31149	-72.9162	1
1267	2023 TRAVELING UNREASONABLY FAST	14-218A	847 QUINNIPIAC AVE	41.31155	-72.8814	1
1268	2020 TRAFFIC CONTROL SIGNALS	14-299	1 DERBY AVE & CHAPEL ST	41.31157	-72.9458	1
1269	2021 TRAFFIC CONTROL SIGNALS	14-299	140 GROVE ST & HILLHOUSE AVE	41.31161	-72.9256	1
1270	2020 TRAFFIC CONTROL SIGNALS	14-299	170 GROVE ST & COLLEGE ST	41.31163	-72.9255	1
1271	2021 TRAFFIC CONTROL SIGNALS	14-299	170 GROVE ST & COLLEGE ST	41.31163	-72.9255	1
1272	2023 TRAFFIC CONTROL SIGNALS	14-299	170 GROVE ST & COLLEGE ST	41.31163	-72.9255	1
1273	2021 TRAFFIC CONTROL SIGNALS	14-299	531 COLLEGE ST & GROVE ST	41.31163	-72.9255	2
1274	2021 TRAFFIC CONTROL SIGNALS	14-299	1 PROSPECT ST & GROVE ST	41.31169	-72.9256	1
1275	2023 TRAFFIC CONTROL SIGNALS	14-299	1 PROSPECT ST & GROVE ST	41.31169	-72.9256	1
1276	2021 TRAFFIC CONTROL SIGNALS	14-299	200 GROVE ST & PROSPECT ST	41.31169	-72.9256	1
1277	2022 TRAFFIC CONTROL SIGNALS	14-299	200 GROVE ST & PROSPECT ST	41.31169	-72.9256	2
1278	2023 TRAFFIC CONTROL SIGNALS	14-299	84 CLINTON AVE	41.31177	-72.8911	1
1279	2023 TRAVELING UNREASONABLY FAST	14-218A	858 QUINNIPIAC AVE	41.31185	-72.8812	2
1280	2022 TRAFFIC CONTROL SIGNALS	14-299	121 HOWE ST & ELM ST	41.31192	-72.9335	1
1281	2021 TRAFFIC CONTROL SIGNALS	14-299	399 ELM ST & HOWE ST	41.31192	-72.9335	1
1282	2023 TRAFFIC CONTROL SIGNALS	14-299	399 ELM ST & HOWE ST	41.31192	-72.9335	1
1283	2021 TRAFFIC CONTROL SIGNALS	14-299	183 PINE ST	41.31194	-72.8982	1
1284	2023 TRAFFIC CONTROL SIGNALS	14-299	175 PINE ST & POPLAR ST	41.31194	-72.8978	1
1285	2023 TRAVELING UNREASONABLY FAST	14-218A	864 QUINNIPIAC AVE	41.31195	-72.881	1
1286	2021 TRAFFIC CONTROL SIGNALS	14-299	421 ORANGE ST & EXIT 3 RAMP	41.31202	-72.9192	1
1287	2022 TRAFFIC CONTROL SIGNALS	14-299	421 ORANGE ST & EXIT 3 RAMP	41.31202	-72.9192	2
1288	2022 TRAFFIC CONTROL SIGNALS	14-299	238 DWIGHT ST	41.31207	-72.9352	1
1289	2021 TRAFFIC CONTROL SIGNALS	14-299	36 TRUMBULL ST & ORANGE ST	41.31212	-72.9192	4
1290	2022 TRAFFIC CONTROL SIGNALS	14-299	36 TRUMBULL ST & ORANGE ST	41.31212	-72.9192	1
1291	2022 TRAFFIC CONTROL SIGNALS	14-299	421 ORANGE ST & TRUMBULL ST	41.31212	-72.9192	1
1292	2021 TRAFFIC CONTROL SIGNALS	14-299	65 CASTLE ST & JAMES ST	41.31212	-72.9021	1

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1293	2021	TRAVELING UNREASONABLY FAST	14-218A	1247 ELLA T GRASSO BLVD & IRVING ST	41.31212	-72.9525	1
1294	2023	TRAFFIC CONTROL SIGNALS	14-299	157 PINE ST & FERRY ST	41.31215	-72.8963	1
1295	2021	TRAFFIC CONTROL SIGNALS	14-299	451 FERRY ST & PINE ST	41.31215	-72.8963	1
1296	2023	TRAFFIC CONTROL SIGNALS	14-299	451 FERRY ST & PINE ST	41.31215	-72.8963	2
1297	2021	TRAVELING UNREASONABLY FAST	14-218A	1566 CHAPEL ST & NORTON ST	41.31221	-72.9486	1
1298	2021	TRAFFIC CONTROL SIGNALS	14-299	216 EDGEWOOD AVE & ORCHARD ST	41.31237	-72.9408	1
1299	2023	TRAVELING UNREASONABLY FAST	14-218A	890 QUINNIPIAC AVE	41.31242	-72.8803	1
1300	2021	TRAFFIC CONTROL SIGNALS	14-299	48 TRUMBULL ST & LINCOLN ST	41.31244	-72.9202	1
1301	2022	TRAFFIC CONTROL SIGNALS	14-299	48 TRUMBULL ST & LINCOLN ST	41.31244	-72.9202	1
1302	2023	TRAVELING UNREASONABLY FAST	14-218A	896 QUINNIPIAC AVE	41.31253	-72.8801	1
1303	2023	TRAVELING UNREASONABLY FAST	14-218A	95 ATWATER ST & PINE ST	41.31263	-72.893	1
1304	2022	TRAFFIC CONTROL SIGNALS	14-299	280 GROVE ST & TOWER PKY	41.31263	-72.9286	1
1305	2021	TRAFFIC CONTROL SIGNALS	14-299	400 YORK ST & GROVE ST	41.31263	-72.9286	1
1306	2020	TRAFFIC CONTROL SIGNALS	14-299	1612 CHAPEL ST & ELLSWORTH AVE	41.31264	-72.9504	1
1307	2023	TRAFFIC CONTROL SIGNALS	14-299	80 ATWATER ST FL03	41.31266	-72.893	1
1308	2023	TRAVELING UNREASONABLY FAST	14-218A	904 QUINNIPIAC AVE	41.31268	-72.8799	1
1309	2022	TRAFFIC CONTROL SIGNALS	14-299	240 EDGEWOOD AVE & BEERS ST	41.31275	-72.9419	1
1310	2020	TRAVELING UNREASONABLY FAST	14-218A	280 GROVE ST & ASHMUN ST	41.31282	-72.9285	1
1311	2020	TRAFFIC CONTROL SIGNALS	14-299	100 BROADWAY & HOWE ST	41.31282	-72.9329	1
1312	2023	TRAFFIC CONTROL SIGNALS	14-299	88 BROADWAY	41.31282	-72.9329	1
1313	2022	TRAFFIC CONTROL SIGNALS	14-299	199 HOWE ST & WHALLEY AVE	41.31286	-72.9328	1
1314	2023	TRAFFIC CONTROL SIGNALS	14-299	199 HOWE ST & WHALLEY AVE	41.31286	-72.9328	1
1315	2022	TRAFFIC CONTROL SIGNALS	14-299	2 WHALLEY AVE & HOWE ST	41.31286	-72.9328	1
1316	2023	TRAVELING UNREASONABLY FAST	14-218A	2 WHALLEY AVE & HOWE ST	41.31286	-72.9328	7
1317	2023	TRAFFIC CONTROL SIGNALS	14-299	2 WHALLEY AVE & HOWE ST	41.31286	-72.9328	4
1318	2023	TRAFFIC CONTROL SIGNALS	14-299	461 ELM ST & UNIVERSITY PL	41.31289	-72.9363	1
1319	2023	TRAFFIC CONTROL SIGNALS	14-299	105 BROADWAY & GOFFE ST	41.31291	-72.9322	1
1320	2023	TRAFFIC CONTROL SIGNALS	14-299	105 BROADWAY & TOWER PKY	41.31291	-72.9322	1
1321	2023	TRAFFIC CONTROL SIGNALS	14-299	DIXWELL AVE & BROADWAY	41.31291	-72.9322	1
1322	2023	TRAFFIC CONTROL SIGNALS	14-299	1 DIXWELL AVE & TOWER PKY	41.31302	-72.9322	1
1323	2022	TRAFFIC CONTROL SIGNALS	14-299	TOWER PKY & DIXWELL AVE	41.31302	-72.9322	1
1324	2023	TRAFFIC CONTROL SIGNALS	14-299	TOWER PKY & DIXWELL AVE	41.31302	-72.9322	1
1325	2020	TRAFFIC CONTROL SIGNALS	14-299	1281 ELLA T GRASSO BLVD & CHAPEL ST	41.31302	-72.9521	1
1326	2021	TRAVELING UNREASONABLY FAST	14-218A	1281 ELLA T GRASSO BLVD & CHAPEL ST	41.31302	-72.9521	6
1327	2021	TRAFFIC CONTROL SIGNALS	14-299	1281 ELLA T GRASSO BLVD & CHAPEL ST	41.31302	-72.9521	1
1328	2022	TRAVELING UNREASONABLY FAST	14-218A	1281 ELLA T GRASSO BLVD & CHAPEL ST	41.31302	-72.9521	2
1329	2021	TRAVELING UNREASONABLY FAST	14-218A	1654 CHAPEL ST & ELLA T GRASSO BLVD	41.31302	-72.9521	55
1330	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	1654 CHAPEL ST & ELLA T GRASSO BLVD	41.31302	-72.9521	1
1331	2023	TRAVELING UNREASONABLY FAST	14-218A	1654 CHAPEL ST & ELLA T GRASSO BLVD	41.31302	-72.9521	2
1332	2020	TRAFFIC CONTROL SIGNALS	14-299	68 TRUMBULL ST & WHITNEY AVE	41.31305	-72.9218	1
1333	2022	TRAFFIC CONTROL SIGNALS	14-299	68 TRUMBULL ST & WHITNEY AVE	41.31305	-72.9218	1
1334	2023	TRAFFIC CONTROL SIGNALS	14-299	68 TRUMBULL ST & WHITNEY AVE	41.31305	-72.9218	1
1335	2021	TRAFFIC CONTROL SIGNALS	14-299	90 WHITNEY AVE & TRUMBULL ST	41.31305	-72.9218	2

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1336	2022	TRAFFIC CONTROL SIGNALS	14-299	71 PROSPECT ST & CANAL ST	41.31305	-72.9251	1
1337	2021	TRAFFIC CONTROL SIGNALS	14-299	30 WHALLEY AVE	41.31311	-72.9334	2
1338	2023	TRAFFIC CONTROL SIGNALS	14-299	30 WHALLEY AVE	41.31311	-72.9334	1
1339	2023	TRAFFIC CONTROL SIGNALS	14-299	184 GRAFTON ST & FERRY ST	41.31316	-72.8965	1
1340	2021	TRAFFIC CONTROL SIGNALS	14-299	485 FERRY ST & GRAFTON ST	41.31316	-72.8965	1
1341	2023	TRAFFIC CONTROL SIGNALS	14-299	485 FERRY ST & GRAFTON ST	41.31316	-72.8965	3
1342	2022	TRAFFIC CONTROL SIGNALS	14-299	461 ORANGE ST & BRADLEY ST	41.31317	-72.9184	4
1343	2020	TRAFFIC CONTROL SIGNALS	14-299	403 JAMES ST	41.31318	-72.9038	1
1344	2021	TRAFFIC CONTROL SIGNALS	14-299	450 TEMPLE ST & TRUMBULL ST	41.31321	-72.9222	1
1345	2022	TRAVELING UNREASONABLY FAST	14-218A	1281 ELLA T GRASSO BLVD	41.31323	-72.9519	2
1346	2023	TRAVELING UNREASONABLY FAST	14-218A	930 QUINNIPIAC AVE	41.31325	-72.8794	5
1347	2021	TRAFFIC CONTROL SIGNALS	14-299	211 SHERMAN AVE & EDGEWOOD AVE	41.31327	-72.9438	2
1348	2022	TRAFFIC CONTROL SIGNALS	14-299	211 SHERMAN AVE & EDGEWOOD AVE	41.31327	-72.9438	1
1349	2020	TRAFFIC CONTROL SIGNALS	14-299	171 HUMPHREY ST & EAST ST	41.31336	-72.9093	1
1350	2021	TRAFFIC CONTROL SIGNALS	14-299	171 HUMPHREY ST & EAST ST	41.31336	-72.9093	1
1351	2022	TRAFFIC CONTROL SIGNALS	14-299	171 HUMPHREY ST & EAST ST	41.31336	-72.9093	1
1352	2023	TRAFFIC CONTROL SIGNALS	14-299	171 HUMPHREY ST & EAST ST	41.31336	-72.9093	1
1353	2023	TRAFFIC CONTROL SIGNALS	14-299	516 EAST ST & HUMPHREY ST	41.31336	-72.9093	1
1354	2022	TRAVELING UNREASONABLY FAST	14-218A	240 EASTERN ST	41.3134	-72.8739	2
1355	2022	TRAFFIC CONTROL SIGNALS	14-299	1 CLARK ST & STATE ST	41.31347	-72.9131	1
1356	2020	TRAVELING UNREASONABLY FAST	14-218A	1 HEMINGWAY ST & QUINNIPIAC AVE	41.31353	-72.879	1
1357	2020	TRAVELING UNREASONABLY FAST	14-218A	944 QUINNIPIAC AVE & HEMINGWAY ST	41.31353	-72.879	4
1358	2021	TRAVELING UNREASONABLY FAST	14-218A	944 QUINNIPIAC AVE & HEMINGWAY ST	41.31353	-72.879	5
1359	2022	TRAVELING UNREASONABLY FAST	14-218A	944 QUINNIPIAC AVE & HEMINGWAY ST	41.31353	-72.879	5
1360	2022	TRAFFIC CONTROL SIGNALS	14-299	944 QUINNIPIAC AVE & HEMINGWAY ST	41.31353	-72.879	1
1361	2023	TRAVELING UNREASONABLY FAST	14-218A	944 QUINNIPIAC AVE & HEMINGWAY ST	41.31353	-72.879	28
1362	2021	TRAFFIC CONTROL SIGNALS	14-299	21 LINCOLN ST	41.31354	-72.9193	1
1363	2023	TRAFFIC CONTROL SIGNALS	14-299	88 TRUMBULL ST & HILLHOUSE AVE	41.31356	-72.9236	1
1364	2020	TRAFFIC CONTROL SIGNALS	14-299	TRUMBULL ST & HILLHOUSE AVE	41.31356	-72.9236	1
1365	2021	TRAFFIC CONTROL SIGNALS	14-299	50 WHALLEY AVE & DWIGHT ST	41.31356	-72.9341	1
1366	2023	TRAVELING UNREASONABLY FAST	14-218A	50 WHALLEY AVE & DWIGHT ST	41.31356	-72.9341	3
1367	2023	TRAFFIC CONTROL SIGNALS	14-299	50 WHALLEY AVE & DWIGHT ST	41.31356	-72.9341	4
1368	2020	TRAVELING UNREASONABLY FAST	14-218A	944 QUINNIPIAC AVE	41.31361	-72.879	2
1369	2023	TRAFFIC CONTROL SIGNALS	14-299	507 FERRY ST & LIMERICK ST	41.31362	-72.8966	1
1370	2023	TRAVELING UNREASONABLY FAST	14-218A	23 UNIVERSITY PL	41.31365	-72.9372	1
1371	2022	TRAFFIC CONTROL SIGNALS	14-299	50 HEMINGWAY ST & 1ST AVE	41.31385	-72.8774	1
1372	2023	TRAVELING UNREASONABLY FAST	14-218A	50 HEMINGWAY ST & 1ST AVE	41.31385	-72.8774	1
1373	2022	TRAFFIC CONTROL SIGNALS	14-299	EDGEWOOD AVE & WINTHROP AVE	41.31386	-72.9461	1
1374	2023	TRAFFIC CONTROL SIGNALS	14-299	124 CLINTON AVE & PINE ST	41.31392	-72.8912	2
1375	2023	TRAVELING UNREASONABLY FAST	14-218A	139 HEMINGWAY ST & EASTERN ST	41.31401	-72.8754	1
1376	2023	TRAFFIC CONTROL SIGNALS	14-299	384 EDGEWOOD AVE	41.31402	-72.9475	1
1377	2021	TRAFFIC CONTROL SIGNALS	14-299	410 JAMES ST & LOMBARD ST	41.3141	-72.904	2
1378	2020	TRAFFIC CONTROL SIGNALS	14-299	602 LOMBARD ST & JAMES ST	41.3141	-72.904	1

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1379	2021 TRAFFIC CONTROL SIGNALS	14-299	602 LOMBARD ST & JAMES ST	41.3141	-72.904	1
1380	2023 TRAFFIC CONTROL SIGNALS	14-299	602 LOMBARD ST & JAMES ST	41.3141	-72.904	2
1381	2023 TRAFFIC CONTROL SIGNALS	14-299	232 CHATHAM ST & FERRY ST	41.31411	-72.8967	1
1382	2020 TRAFFIC CONTROL SIGNALS	14-299	525 FERRY ST & CHATHAM ST	41.31411	-72.8967	1
1383	2021 TRAFFIC CONTROL SIGNALS	14-299	525 FERRY ST & CHATHAM ST	41.31411	-72.8967	4
1384	2023 TRAFFIC CONTROL SIGNALS	14-299	525 FERRY ST & CHATHAM ST	41.31411	-72.8967	1
1385	2021 TRAFFIC CONTROL SIGNALS	14-299	198 HUMPHREY ST & STATE ST	41.31415	-72.912	2
1386	2020 TRAFFIC CONTROL SIGNALS	14-299	890 STATE ST & HUMPHREY ST	41.31415	-72.912	5
1387	2022 TRAFFIC CONTROL SIGNALS	14-299	HUMPHREY ST & STATE ST	41.31415	-72.912	2
1388	2023 TRAVELING UNREASONABLY FAST	14-218A	126 HEMINGWAY ST & RUSSELL ST	41.31421	-72.8747	1
1389	2023 TRAVELING UNREASONABLY FAST	14-218A	986 QUINNIPIAC AVE	41.31424	-72.8785	1
1390	2020 TRAFFIC CONTROL SIGNALS	14-299	235 SHERMAN AVE & MAPLE ST	41.31425	-72.9434	3
1391	2023 TRAFFIC CONTROL SIGNALS	14-299	235 SHERMAN AVE & MAPLE ST	41.31425	-72.9434	6
1392	2022 TRAFFIC CONTROL SIGNALS	14-299	1 SPERRY ST & WHALLEY AVE	41.31431	-72.9358	1
1393	2020 TRAFFIC CONTROL SIGNALS	14-299	95 WHALLEY AVE & SPERRY ST	41.31431	-72.9358	1
1394	2022 TRAFFIC CONTROL SIGNALS	14-299	95 WHALLEY AVE & SPERRY ST	41.31431	-72.9358	2
1395	2023 TRAFFIC CONTROL SIGNALS	14-299	95 WHALLEY AVE & SPERRY ST	41.31431	-72.9358	11
1396	2020 TRAFFIC CONTROL SIGNALS	14-299	195 CHATHAM ST & ROWE ST	41.31434	-72.8951	2
1397	2021 TRAFFIC CONTROL SIGNALS	14-299	57 ROWE ST & CHATHAM ST	41.31434	-72.8951	1
1398	2021 TRAFFIC CONTROL SIGNALS	14-299	130 WHITNEY AVE & BRADLEY ST	41.31435	-72.9214	1
1399	2023 TRAFFIC CONTROL SIGNALS	14-299	516 LOMBARD ST & MONROE ST	41.31444	-72.9017	2
1400	2021 TRAVELING UNREASONABLY FAST	14-218A	160 YALE AVE & CHAPEL ST	41.31457	-72.959	2
1401	2020 TRAVELING UNREASONABLY FAST	14-218A	1831 CHAPEL ST & YALE AVE	41.31457	-72.959	1
1402	2021 TRAVELING UNREASONABLY FAST	14-218A	1837 CHAPEL ST & YALE AVE	41.31457	-72.959	36
1403	2022 TRAVELING UNREASONABLY FAST	14-218A	1837 CHAPEL ST & YALE AVE	41.31457	-72.959	28
1404	2023 TRAVELING UNREASONABLY FAST	14-218A	1837 CHAPEL ST & YALE AVE	41.31457	-72.959	7
1405	2023 TRAFFIC CONTROL SIGNALS	14-299	431 BLATCHLEY AVE & LOMBARD ST	41.3146	-72.9007	1
1406	2021 TRAFFIC CONTROL SIGNALS	14-299	480 FOXON BLVD & OLD FOXON RD	41.3146	-72.9007	1
1407	2020 TRAFFIC CONTROL SIGNALS	14-299	480 LOMBARD ST & BLATCHLEY AVE	41.3146	-72.9007	1
1408	2022 TRAFFIC CONTROL SIGNALS	14-299	480 LOMBARD ST & BLATCHLEY AVE	41.3146	-72.9007	1
1409	2023 TRAFFIC CONTROL SIGNALS	14-299	480 LOMBARD ST & BLATCHLEY AVE	41.3146	-72.9007	2
1410	2023 TRAFFIC CONTROL SIGNALS	14-299	519 ORANGE ST & PEARL ST	41.31469	-72.9173	1
1411	2020 TRAVELING UNREASONABLY FAST	14-218A	810 FOREST RD & ROGER RD	41.31472	-72.9709	1
1412	2021 TRAFFIC CONTROL SIGNALS	14-299	450 LOMBARD ST & FILLMORE ST	41.31473	-72.8996	1
1413	2022 TRAFFIC CONTROL SIGNALS	14-299	450 LOMBARD ST & FILLMORE ST	41.31473	-72.8996	1
1414	2021 TRAFFIC CONTROL SIGNALS	14-299	408 LOMBARD ST & POPLAR ST	41.31491	-72.8986	1
1415	2022 TRAFFIC CONTROL SIGNALS	14-299	408 LOMBARD ST & POPLAR ST	41.31491	-72.8986	1
1416	2023 TRAFFIC CONTROL SIGNALS	14-299	408 LOMBARD ST & POPLAR ST	41.31491	-72.8986	2
1417	2021 TRAFFIC CONTROL SIGNALS	14-299	1331 ELLA T GRASSO BLVD & EDGEWOOD AVE	41.31497	-72.9511	1
1418	2021 TRAFFIC CONTROL SIGNALS	14-299	150 WHALLEY AVE	41.31505	-72.938	1
1419	2022 TRAFFIC CONTROL SIGNALS	14-299	150 WHALLEY AVE	41.31505	-72.938	1
1420	2023 TRAFFIC CONTROL SIGNALS	14-299	150 WHALLEY AVE	41.31505	-72.938	2
1421	2020 TRAFFIC CONTROL SIGNALS	14-299	352 LOMBARD ST & FERRY ST	41.31514	-72.897	18

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1422	2021 TRAFFIC CONTROL SIGNALS	14-299	352 LOMBARD ST & FERRY ST	41.31514	-72.897	4
1423	2022 TRAFFIC CONTROL SIGNALS	14-299	352 LOMBARD ST & FERRY ST	41.31514	-72.897	6
1424	2023 TRAFFIC CONTROL SIGNALS	14-299	352 LOMBARD ST & FERRY ST	41.31514	-72.897	18
1425	2020 TRAFFIC CONTROL SIGNALS	14-299	564 FERRY ST & LOMBARD ST	41.31514	-72.897	3
1426	2021 TRAFFIC CONTROL SIGNALS	14-299	564 FERRY ST & LOMBARD ST	41.31514	-72.897	1
1427	2023 TRAFFIC CONTROL SIGNALS	14-299	564 FERRY ST & LOMBARD ST	41.31514	-72.897	9
1428	2022 TRAFFIC CONTROL SIGNALS	14-299	39 SPERRY ST & DICKERMAN ST	41.31515	-72.9352	1
1429	2023 TRAFFIC CONTROL SIGNALS	14-299	169 WHALLEY AVE	41.3152	-72.9381	1
1430	2020 TRAFFIC CONTROL SIGNALS	14-299	265 SHERMAN AVE & ELM ST	41.31521	-72.943	7
1431	2021 TRAFFIC CONTROL SIGNALS	14-299	265 SHERMAN AVE & ELM ST	41.31521	-72.943	2
1432	2023 TRAFFIC CONTROL SIGNALS	14-299	265 SHERMAN AVE & ELM ST	41.31521	-72.943	5
1433	2020 TRAFFIC CONTROL SIGNALS	14-299	653 ELM ST & SHERMAN AVE	41.31521	-72.943	1
1434	2022 TRAFFIC CONTROL SIGNALS	14-299	653 ELM ST & SHERMAN AVE	41.31521	-72.943	1
1435	2023 TRAFFIC CONTROL SIGNALS	14-299	653 ELM ST & SHERMAN AVE	41.31521	-72.943	2
1436	2021 TRAVELING UNREASONABLY FAST	14-218A	1915 CHAPEL ST & W ROCK AVE	41.3153	-72.9623	9
1437	2022 TRAVELING UNREASONABLY FAST	14-218A	1915 CHAPEL ST & W ROCK AVE	41.3153	-72.9623	2
1438	2022 TRAFFIC CONTROL SIGNALS	14-299	99 SPERRY ST & GOFFE ST	41.31534	-72.935	1
1439	2021 TRAVELING UNREASONABLY FAST	14-218A	286 EASTERN ST & HEMINGWAY ST	41.31534	-72.8732	2
1440	2022 TRAVELING UNREASONABLY FAST	14-218A	286 EASTERN ST & HEMINGWAY ST	41.31534	-72.8732	7
1441	2022 TRAFFIC CONTROL SIGNALS	14-299	286 EASTERN ST & HEMINGWAY ST	41.31534	-72.8732	2
1442	2023 TRAVELING UNREASONABLY FAST	14-218A	286 EASTERN ST & HEMINGWAY ST	41.31534	-72.8732	4
1443	2021 TRAFFIC CONTROL SIGNALS	14-299	292 LOMBARD ST & ROWE ST	41.31538	-72.8954	2
1444	2023 TRAFFIC CONTROL SIGNALS	14-299	292 LOMBARD ST & ROWE ST	41.31538	-72.8954	1
1445	2023 TRAFFIC CONTROL SIGNALS	14-299	89 ROWE ST & LOMBARD ST	41.31538	-72.8954	1
1446	2022 TRAVELING UNREASONABLY FAST	14-218A	4 W ROCK AVE	41.31542	-72.9623	1
1447	2021 TRAFFIC CONTROL SIGNALS	14-299	WHITNEY AVE AND SACHEM ST	41.31544	-72.9209	1
1448	2020 TRAFFIC CONTROL SIGNALS	14-299	203 WHALLEY AVE & ORCHARD ST	41.31553	-72.9392	5
1449	2021 TRAFFIC CONTROL SIGNALS	14-299	203 WHALLEY AVE & ORCHARD ST	41.31553	-72.9392	6
1450	2022 TRAFFIC CONTROL SIGNALS	14-299	203 WHALLEY AVE & ORCHARD ST	41.31553	-72.9392	4
1451	2023 TRAFFIC CONTROL SIGNALS	14-299	203 WHALLEY AVE & ORCHARD ST	41.31553	-72.9392	28
1452	2020 TRAFFIC CONTROL SIGNALS	14-299	520 ORCHARD ST & WHALLEY AVE	41.31553	-72.9392	2
1453	2022 TRAFFIC CONTROL SIGNALS	14-299	520 ORCHARD ST & WHALLEY AVE	41.31553	-72.9392	2
1454	2023 TRAFFIC CONTROL SIGNALS	14-299	520 ORCHARD ST & WHALLEY AVE	41.31553	-72.9392	1
1455	2021 TRAVELING UNREASONABLY FAST	14-218A	1951 CHAPEL ST & CENTRAL AVE	41.31556	-72.9635	6
1456	2022 TRAVELING UNREASONABLY FAST	14-218A	1951 CHAPEL ST & CENTRAL AVE	41.31556	-72.9635	1
1457	2023 TRAFFIC CONTROL SIGNALS	14-299	1951 CHAPEL ST & CENTRAL AVE	41.31556	-72.9635	2
1458	2023 TRAFFIC CONTROL SIGNALS	14-299	230 CENTRAL AVE & CHAPEL ST	41.31556	-72.9635	2
1459	2021 TRAFFIC CONTROL SIGNALS	14-299	226 WHALLEY AVE	41.31559	-72.9396	1
1460	2022 TRAFFIC CONTROL SIGNALS	14-299	232 LOMBARD ST & ATWATER ST	41.31562	-72.8937	2
1461	2023 TRAFFIC CONTROL SIGNALS	14-299	232 LOMBARD ST & ATWATER ST	41.31562	-72.8937	1
1462	2021 TRAFFIC CONTROL SIGNALS	14-299	250 WHALLEY AVE	41.31568	-72.9398	1
1463	2023 TRAVELING UNREASONABLY FAST	14-218A	339 EASTERN ST	41.31574	-72.8729	1
1464	2021 TRAVELING UNREASONABLY FAST	14-218A	200 YALE AVE & WESTWOOD RD	41.31576	-72.9597	4

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1465	2022	TRAFFIC CONTROL SIGNALS	14-299	699 ELM ST	41.3158	-72.9445	1
1466	2022	TRAFFIC CONTROL SIGNALS	14-299	171 LOMBARD ST & CLINTON AVE	41.31587	-72.8921	1
1467	2023	TRAFFIC CONTROL SIGNALS	14-299	171 LOMBARD ST & CLINTON AVE	41.31587	-72.8921	1
1468	2023	TRAFFIC CONTROL SIGNALS	14-299	115 GOFFE ST & WEBSTER ST	41.31595	-72.9352	4
1469	2023	TRAFFIC CONTROL SIGNALS	14-299	394 WINTHROP AVE & ELM ST	41.31598	-72.9452	1
1470	2022	TRAFFIC CONTROL SIGNALS	14-299	711 ELM ST & WINTHROP AVE	41.31598	-72.9452	1
1471	2021	TRAVELING UNREASONABLY FAST	14-218A	543 EDGEWOOD AVE & PENDLETON ST	41.31602	-72.9536	1
1472	2022	TRAVELING UNREASONABLY FAST	14-218A	543 EDGEWOOD AVE & PENDLETON ST	41.31602	-72.9536	1
1473	2023	TRAFFIC CONTROL SIGNALS	14-299	91 MALTBY ST & LOMBARD ST	41.31608	-72.8906	1
1474	2023	TRAFFIC CONTROL SIGNALS	14-299	149 PROSPECT ST & SACHEM ST	41.31608	-72.9244	1
1475	2023	TRAVELING UNREASONABLY FAST	14-218A	68 SACHEM ST & PROSPECT ST	41.31608	-72.9244	1
1476	2021	TRAVELING UNREASONABLY FAST	14-218A	250 PECK ST & FERRY ST	41.31611	-72.8972	1
1477	2023	TRAFFIC CONTROL SIGNALS	14-299	471 JAMES ST & STATE ST	41.31613	-72.9043	1
1478	2020	TRAFFIC CONTROL SIGNALS	14-299	229 WHALLEY AVE & COUNTY ST	41.31613	-72.9401	5
1479	2021	TRAFFIC CONTROL SIGNALS	14-299	229 WHALLEY AVE & COUNTY ST	41.31613	-72.9401	2
1480	2023	TRAFFIC CONTROL SIGNALS	14-299	229 WHALLEY AVE & COUNTY ST	41.31613	-72.9401	2
1481	2023	TRAFFIC CONTROL SIGNALS	14-299	613 EAST ST & STATE ST	41.31615	-72.9089	1
1482	2022	TRAFFIC CONTROL SIGNALS	14-299	399 HUMPHREY ST & ORANGE ST	41.31616	-72.9162	3
1483	2021	TRAFFIC CONTROL SIGNALS	14-299	581 ORANGE ST & HUMPHREY ST	41.31616	-72.9162	3
1484	2022	TRAFFIC CONTROL SIGNALS	14-299	581 ORANGE ST & HUMPHREY ST	41.31616	-72.9162	7
1485	2023	TRAVELING UNREASONABLY FAST	14-218A	2048 CHAPEL ST & ALDEN AVE	41.31628	-72.967	3
1486	2023	TRAFFIC CONTROL SIGNALS	14-299	267 WHALLEY AVE & HUDSON ST	41.31634	-72.9414	3
1487	2022	TRAFFIC CONTROL SIGNALS	14-299	470 WHALLEY AVE	41.31635	-72.9043	1
1488	2020	TRAFFIC CONTROL SIGNALS	14-299	280 ENGLISH ST & FERRY ST	41.31647	-72.8973	1
1489	2022	TRAFFIC CONTROL SIGNALS	14-299	560 ORCHARD ST & DICKERMAN ST	41.3165	-72.9387	1
1490	2020	TRAFFIC CONTROL SIGNALS	14-299	200 NORTON ST & ELM ST	41.3165	-72.9466	1
1491	2021	TRAFFIC CONTROL SIGNALS	14-299	160 WHITNEY AVE & SACHEM ST	41.31658	-72.9204	1
1492	2022	TRAVELING UNREASONABLY FAST	14-218A	28 W PARK AVE & PENDLETON ST	41.31661	-72.9542	1
1493	2023	TRAFFIC CONTROL SIGNALS	14-299	354 SHERMAN AVE	41.31665	-72.9424	1
1494	2020	TRAFFIC CONTROL SIGNALS	14-299	293 WHALLEY AVE & SHERMAN AVE	41.31666	-72.9424	107
1495	2021	TRAFFIC CONTROL SIGNALS	14-299	293 WHALLEY AVE & SHERMAN AVE	41.31666	-72.9424	54
1496	2022	TRAFFIC CONTROL SIGNALS	14-299	293 WHALLEY AVE & SHERMAN AVE	41.31666	-72.9424	18
1497	2023	TRAVELING UNREASONABLY FAST	14-218A	293 WHALLEY AVE & SHERMAN AVE	41.31666	-72.9424	1
1498	2023	TRAFFIC CONTROL SIGNALS	14-299	293 WHALLEY AVE & SHERMAN AVE	41.31666	-72.9424	24
1499	2020	TRAFFIC CONTROL SIGNALS	14-299	299 SHERMAN AVE & WHALLEY AVE	41.31666	-72.9424	42
1500	2021	TRAFFIC CONTROL SIGNALS	14-299	299 SHERMAN AVE & WHALLEY AVE	41.31666	-72.9424	12
1501	2022	TRAFFIC CONTROL SIGNALS	14-299	299 SHERMAN AVE & WHALLEY AVE	41.31666	-72.9424	2
1502	2023	TRAFFIC CONTROL SIGNALS	14-299	299 SHERMAN AVE & WHALLEY AVE	41.31666	-72.9424	12
1503	2022	TRAVELING UNREASONABLY FAST	14-218A	1 W PARK AVE & EDGEWOOD AVE	41.31669	-72.9542	1
1504	2023	TRAFFIC CONTROL SIGNALS	14-299	299 WHALLEY AVE	41.31674	-72.9424	1
1505	2023	TRAFFIC CONTROL SIGNALS	14-299	209 NORTON ST	41.31679	-72.9464	1
1506	2020	TRAFFIC CONTROL SIGNALS	14-299	139 DIXWELL AVE & WEBSTER ST	41.31683	-72.9333	1
1507	2023	TRAFFIC CONTROL SIGNALS	14-299	139 DIXWELL AVE & WEBSTER ST	41.31683	-72.9333	2

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1508	2021	TRAFFIC CONTROL SIGNALS	14-299	85 WEBSTER ST & DIXWELL AVE	41.31683	-72.9333	1
1509	2022	TRAVELING UNREASONABLY FAST	14-218A	2121 CHAPEL ST & ALSTON AVE	41.31684	-72.9695	1
1510	2021	TRAFFIC CONTROL SIGNALS	14-299	320 WHALLEY AVE	41.31697	-72.9435	2
1511	2020	TRAVELING UNREASONABLY FAST	14-218A	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	4
1512	2020	TRAFFIC CONTROL SIGNALS	14-299	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	2
1513	2021	TRAVELING UNREASONABLY FAST	14-218A	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	22
1514	2021	TRAFFIC CONTROL SIGNALS	14-299	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	4
1515	2022	TRAVELING UNREASONABLY FAST	14-218A	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	26
1516	2022	TRAFFIC CONTROL SIGNALS	14-299	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	4
1517	2023	TRAVELING UNREASONABLY FAST	14-218A	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	14
1518	2023	TRAFFIC CONTROL SIGNALS	14-299	1098 QUINNIPIAC AVE & ESSEX ST	41.31701	-72.8765	2
1519	2023	TRAFFIC CONTROL SIGNALS	14-299	803 ELM ST & ELLSWORTH AVE	41.31704	-72.9483	1
1520	2020	TRAFFIC CONTROL SIGNALS	14-299	319 WHALLEY AVE & CARMEL ST	41.31705	-72.9435	2
1521	2021	TRAFFIC CONTROL SIGNALS	14-299	319 WHALLEY AVE & CARMEL ST	41.31705	-72.9435	2
1522	2023	TRAFFIC CONTROL SIGNALS	14-299	319 WHALLEY AVE & CARMEL ST	41.31705	-72.9435	5
1523	2021	TRAVELING UNREASONABLY FAST	14-218A	1098 QUINNIPIAC AVE	41.31714	-72.8765	5
1524	2020	TRAFFIC CONTROL SIGNALS	14-299	639 FERRY ST & FOX ST	41.31716	-72.8975	1
1525	2022	TRAFFIC CONTROL SIGNALS	14-299	639 FERRY ST & FOX ST	41.31716	-72.8975	1
1526	2023	TRAFFIC CONTROL SIGNALS	14-299	639 FERRY ST & FOX ST	41.31716	-72.8975	2
1527	2023	TRAFFIC CONTROL SIGNALS	14-299	616 ORANGE ST & BISHOP ST	41.31719	-72.9155	1
1528	2021	TRAFFIC CONTROL SIGNALS	14-299	321 WHALLEY AVE	41.3172	-72.9438	1
1529	2020	TRAFFIC CONTROL SIGNALS	14-299	52 BROWNELL ST	41.31727	-72.9516	1
1530	2020	TRAFFIC CONTROL SIGNALS	14-299	350 WHALLEY AVE & WINTHROP AVE	41.31743	-72.9446	9
1531	2021	TRAFFIC CONTROL SIGNALS	14-299	350 WHALLEY AVE & WINTHROP AVE	41.31743	-72.9446	4
1532	2022	TRAFFIC CONTROL SIGNALS	14-299	350 WHALLEY AVE & WINTHROP AVE	41.31743	-72.9446	13
1533	2023	TRAFFIC CONTROL SIGNALS	14-299	350 WHALLEY AVE & WINTHROP AVE	41.31743	-72.9446	13
1534	2020	TRAFFIC CONTROL SIGNALS	14-299	426 WINTHROP AVE & WHALLEY AVE	41.31743	-72.9446	1
1535	2023	TRAFFIC CONTROL SIGNALS	14-299	649 FERRY ST & DOVER ST	41.31745	-72.8976	3
1536	2022	TRAFFIC CONTROL SIGNALS	14-299	1 WILLOW ST & BLATCHLEY AVE	41.31751	-72.9014	1
1537	2022	TRAFFIC CONTROL SIGNALS	14-299	1225 STATE ST & BLATCHLEY AVE	41.31753	-72.9014	1
1538	2023	TRAFFIC CONTROL SIGNALS	14-299	1225 STATE ST & BLATCHLEY AVE	41.31753	-72.9014	1
1539	2020	TRAFFIC CONTROL SIGNALS	14-299	599 BLATCHLEY AVE & STATE ST	41.31753	-72.9014	1
1540	2023	TRAFFIC CONTROL SIGNALS	14-299	599 BLATCHLEY AVE & STATE ST	41.31753	-72.9014	1
1541	2020	TRAFFIC CONTROL SIGNALS	14-299	1421 ELLA T GRASSO BLVD & ELM ST	41.31755	-72.9498	1
1542	2022	TRAFFIC CONTROL SIGNALS	14-299	1421 ELLA T GRASSO BLVD & ELM ST	41.31755	-72.9498	1
1543	2023	TRAFFIC CONTROL SIGNALS	14-299	1421 ELLA T GRASSO BLVD & ELM ST	41.31755	-72.9498	1
1544	2021	TRAFFIC CONTROL SIGNALS	14-299	851 ELM ST & ELLA T GRASSO BLVD	41.31755	-72.9498	1
1545	2020	TRAVELING UNREASONABLY FAST	14-218A	280 YALE AVE & EDGEWOOD AVE	41.31758	-72.96	1
1546	2021	TRAVELING UNREASONABLY FAST	14-218A	280 YALE AVE & EDGEWOOD AVE	41.31758	-72.96	2
1547	2023	TRAFFIC CONTROL SIGNALS	14-299	280 YALE AVE & EDGEWOOD AVE	41.31758	-72.96	1
1548	2020	TRAVELING UNREASONABLY FAST	14-218A	723 EDGEWOOD AVE & YALE AVE	41.31758	-72.96	6
1549	2021	TRAVELING UNREASONABLY FAST	14-218A	723 EDGEWOOD AVE & YALE AVE	41.31758	-72.96	4
1550	2022	TRAFFIC CONTROL SIGNALS	14-299	723 EDGEWOOD AVE & YALE AVE	41.31758	-72.96	4

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1551	2022	TRAVELING UNREASONABLY FAST	14-218A	357 WHALLEY AVE	41.31759	-72.9448	1
1552	2023	TRAFFIC CONTROL SIGNALS	14-299	371 WHALLEY AVE	41.31776	-72.9452	1
1553	2022	TRAFFIC CONTROL SIGNALS	14-299	260 WHITNEY AVE & HUMPHREY ST	41.31781	-72.9198	1
1554	2021	TRAFFIC CONTROL SIGNALS	14-299	501 HUMPHREY ST & WHITNEY AVE	41.31781	-72.9198	1
1555	2023	TRAFFIC CONTROL SIGNALS	14-299	501 HUMPHREY ST & WHITNEY AVE	41.31781	-72.9198	1
1556	2021	TRAFFIC CONTROL SIGNALS	14-299	242 GOFFE ST & ORCHARD ST	41.31783	-72.9378	2
1557	2022	TRAFFIC CONTROL SIGNALS	14-299	242 GOFFE ST & ORCHARD ST	41.31783	-72.9378	3
1558	2023	TRAFFIC CONTROL SIGNALS	14-299	242 GOFFE ST & ORCHARD ST	41.31783	-72.9378	13
1559	2021	TRAFFIC CONTROL SIGNALS	14-299	630 ORCHARD ST & GOFFE ST	41.31783	-72.9378	1
1560	2022	TRAFFIC CONTROL SIGNALS	14-299	630 ORCHARD ST & GOFFE ST	41.31783	-72.9378	4
1561	2023	TRAFFIC CONTROL SIGNALS	14-299	630 ORCHARD ST & GOFFE ST	41.31783	-72.9378	2
1562	2023	TRAVELING UNREASONABLY FAST	14-218A	179 DIXWELL AVE & FOOTE ST	41.31788	-72.9336	3
1563	2023	TRAFFIC CONTROL SIGNALS	14-299	179 DIXWELL AVE & FOOTE ST	41.31788	-72.9336	2
1564	2023	TRAFFIC CONTROL SIGNALS	14-299	55 FOOTE ST	41.31788	-72.9336	1
1565	2023	TRAVELING UNREASONABLY FAST	14-218A	55 FOOTE ST & DIXWELL AVE	41.31788	-72.9336	1
1566	2021	TRAVELING UNREASONABLY FAST	14-218A	756 EDGEWOOD AVE & W ROCK AVE	41.31797	-72.9615	2
1567	2020	TRAFFIC CONTROL SIGNALS	14-299	230 NORTON ST & WHALLEY AVE	41.31798	-72.946	1
1568	2021	TRAFFIC CONTROL SIGNALS	14-299	230 NORTON ST & WHALLEY AVE	41.31798	-72.946	2
1569	2020	TRAFFIC CONTROL SIGNALS	14-299	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	22
1570	2021	TRAVELING UNREASONABLY FAST	14-218A	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	1
1571	2021	TRAFFIC CONTROL SIGNALS	14-299	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	1
1572	2022	TRAVELING UNREASONABLY FAST	14-218A	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	1
1573	2022	TRAFFIC CONTROL SIGNALS	14-299	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	17
1574	2023	TRAVELING UNREASONABLY FAST	14-218A	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	1
1575	2023	TRAFFIC CONTROL SIGNALS	14-299	383 WHALLEY AVE & NORTON ST	41.31798	-72.946	81
1576	2023	TRAFFIC CONTROL SIGNALS	14-299	79 LAWRENCE ST	41.31799	-72.9117	1
1577	2023	TRAVELING UNREASONABLY FAST	14-218A	1143 QUINNIPIAC AVE	41.3181	-72.8757	1
1578	2023	TRAFFIC CONTROL SIGNALS	14-299	280 CLINTON AVE & DOVER ST	41.31818	-72.8926	2
1579	2023	TRAFFIC CONTROL SIGNALS	14-299	99 DOVER ST & CLINTON AVE	41.31818	-72.8926	2
1580	2023	TRAFFIC CONTROL SIGNALS	14-299	418 WHALLEY AVE	41.31831	-72.9471	1
1581	2021	TRAVELING UNREASONABLY FAST	14-218A	790 EDGEWOOD AVE & CENTRAL AVE	41.31833	-72.9628	1
1582	2022	TRAFFIC CONTROL SIGNALS	14-299	790 EDGEWOOD AVE & CENTRAL AVE	41.31833	-72.9628	1
1583	2023	TRAFFIC CONTROL SIGNALS	14-299	790 EDGEWOOD AVE & CENTRAL AVE	41.31833	-72.9628	1
1584	2023	TRAFFIC CONTROL SIGNALS	14-299	268 GOFFE ST & COUNTY ST	41.3185	-72.9386	2
1585	2022	TRAFFIC CONTROL SIGNALS	14-299	86 COUNTY ST & GOFFE ST	41.3185	-72.9386	1
1586	2020	TRAFFIC CONTROL SIGNALS	14-299	358 SHERMAN AVE & PERCIVAL ST	41.3185	-72.9413	3
1587	2021	TRAFFIC CONTROL SIGNALS	14-299	358 SHERMAN AVE & PERCIVAL ST	41.3185	-72.9413	3
1588	2022	TRAFFIC CONTROL SIGNALS	14-299	358 SHERMAN AVE & PERCIVAL ST	41.3185	-72.9413	6
1589	2023	TRAFFIC CONTROL SIGNALS	14-299	358 SHERMAN AVE & PERCIVAL ST	41.3185	-72.9413	2
1590	2020	TRAFFIC CONTROL SIGNALS	14-299	300 ELLSWORTH AVE & WHALLEY AVE	41.31853	-72.9475	5
1591	2021	TRAFFIC CONTROL SIGNALS	14-299	300 ELLSWORTH AVE & WHALLEY AVE	41.31853	-72.9475	1
1592	2020	TRAFFIC CONTROL SIGNALS	14-299	431 WHALLEY AVE & ELLSWORTH AVE	41.31853	-72.9475	10
1593	2021	TRAFFIC CONTROL SIGNALS	14-299	431 WHALLEY AVE & ELLSWORTH AVE	41.31853	-72.9475	1

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1594	2022 TRAVELING UNREASONABLY FAST	14-218A	431 WHALLEY AVE & ELLSWORTH AVE	41.31853	-72.9475	1
1595	2022 TRAFFIC CONTROL SIGNALS	14-299	431 WHALLEY AVE & ELLSWORTH AVE	41.31853	-72.9475	5
1596	2023 TRAFFIC CONTROL SIGNALS	14-299	431 WHALLEY AVE & ELLSWORTH AVE	41.31853	-72.9475	23
1597	2022 TRAVELING UNREASONABLY FAST	14-218A	1 MIDDLETOWN AVE & FERRY ST	41.31873	-72.8975	1
1598	2023 TRAFFIC CONTROL SIGNALS	14-299	1 MIDDLETOWN AVE & FERRY ST	41.31873	-72.8975	13
1599	2023 TRAFFIC CONTROL SIGNALS	14-299	750 FERRY ST & MIDDLETOWN AVE	41.31873	-72.8975	1
1600	2021 TRAFFIC CONTROL SIGNALS	14-299	300 WHITNEY AVE & BISHOP ST	41.31874	-72.9193	1
1601	2021 TRAFFIC CONTROL SIGNALS	14-299	1112 STATE ST & I 91 S ENT AT WILLOW ST RAMP	41.31874	-72.8995	1
1602	2022 TRAVELING UNREASONABLY FAST	14-218A	840 EDGEWOOD AVE & MARVEL RD	41.31875	-72.9644	1
1603	2023 TRAVELING UNREASONABLY FAST	14-218A	1172 QUINNIPIAC AVE	41.31894	-72.8754	1
1604	2022 TRAFFIC CONTROL SIGNALS	14-299	672 ORCHARD ST & CHARLES ST	41.31898	-72.9369	1
1605	2023 TRAFFIC CONTROL SIGNALS	14-299	672 ORCHARD ST & CHARLES ST	41.31898	-72.9369	1
1606	2022 TRAVELING UNREASONABLY FAST	14-218A	131 W PARK AVE	41.31904	-72.9557	1
1607	2020 TRAFFIC CONTROL SIGNALS	14-299	1481 ELLA T GRASSO BLVD & WHALLEY AVE	41.31905	-72.9491	1
1608	2022 TRAFFIC CONTROL SIGNALS	14-299	1481 ELLA T GRASSO BLVD & WHALLEY AVE	41.31905	-72.9491	1
1609	2021 TRAFFIC CONTROL SIGNALS	14-299	206 DIXWELL AVE	41.31908	-72.934	1
1610	2020 TRAFFIC CONTROL SIGNALS	14-299	30 MIDDLETOWN AVE & EXIT 7 RAMP	41.31909	-72.8968	1
1611	2021 TRAFFIC CONTROL SIGNALS	14-299	30 MIDDLETOWN AVE & EXIT 7 RAMP	41.31909	-72.8968	2
1612	2022 TRAVELING UNREASONABLY FAST	14-218A	471 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	27
1613	2022 TRAFFIC CONTROL SIGNALS	14-299	471 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	3
1614	2023 TRAVELING UNREASONABLY FAST	14-218A	471 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	5
1615	2023 TRAFFIC CONTROL SIGNALS	14-299	471 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	7
1616	2020 TRAVELING UNREASONABLY FAST	14-218A	473 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	3
1617	2020 TRAFFIC CONTROL SIGNALS	14-299	473 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	3
1618	2021 TRAVELING UNREASONABLY FAST	14-218A	473 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	4
1619	2021 TRAFFIC CONTROL SIGNALS	14-299	473 WHALLEY AVE & ELLA T GRASSO BLVD	41.31912	-72.9491	2
1620	2023 TRAFFIC CONTROL SIGNALS	14-299	306 CLINTON AVE & BAILEY ST	41.31914	-72.8929	2
1621	2023 TRAFFIC CONTROL SIGNALS	14-299	42 MIDDLETOWN AVE & FAWN ST	41.31922	-72.8964	1
1622	2023 TRAFFIC CONTROL SIGNALS	14-299	1184 QUINNIPIAC AVE	41.31923	-72.8752	1
1623	2021 TRAFFIC CONTROL SIGNALS	14-299	1296 STATE ST	41.31923	-72.899	1
1624	2022 TRAFFIC CONTROL SIGNALS	14-299	300 GOFFE ST & HUDSON ST	41.31923	-72.9396	1
1625	2023 TRAFFIC CONTROL SIGNALS	14-299	300 GOFFE ST & HUDSON ST	41.31923	-72.9396	1
1626	2020 TRAFFIC CONTROL SIGNALS	14-299	516 WINTHROP AVE & PERCIVAL ST	41.31927	-72.9434	1
1627	2022 TRAVELING UNREASONABLY FAST	14-218A	1190 QUINNIPIAC AVE	41.31937	-72.8751	1
1628	2020 TRAFFIC CONTROL SIGNALS	14-299	1329 STATE ST & FERRY ST	41.31938	-72.8987	2
1629	2021 TRAFFIC CONTROL SIGNALS	14-299	1329 STATE ST & FERRY ST	41.31938	-72.8987	2
1630	2022 TRAFFIC CONTROL SIGNALS	14-299	1329 STATE ST & FERRY ST	41.31938	-72.8987	2
1631	2023 TRAFFIC CONTROL SIGNALS	14-299	1329 STATE ST & FERRY ST	41.31938	-72.8987	4
1632	2020 TRAFFIC CONTROL SIGNALS	14-299	235 DIXWELL AVE & CHARLES ST	41.31942	-72.934	1
1633	2022 TRAFFIC CONTROL SIGNALS	14-299	235 DIXWELL AVE & CHARLES ST	41.31942	-72.934	1
1634	2021 TRAFFIC CONTROL SIGNALS	14-299	150 NICOLL ST & EAGLE ST	41.31945	-72.9092	1
1635	2023 TRAVELING UNREASONABLY FAST	14-218A	70 FOXON ST & ESSEX ST	41.31959	-72.8722	1
1636	2021 TRAFFIC CONTROL SIGNALS	14-299	1 FOXON ST & QUINNIPIAC AVE	41.31959	-72.8748	1

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1637	2023	TRAFFIC CONTROL SIGNALS	14-299	1 FOXON ST & QUINNIPIAC AVE	41.31959	-72.8748	2
1638	2021	TRAVELING UNREASONABLY FAST	14-218A	1198 QUINNIPIAC AVE & FOXON ST	41.31959	-72.8748	1
1639	2021	TRAFFIC CONTROL SIGNALS	14-299	1198 QUINNIPIAC AVE & FOXON ST	41.31959	-72.8748	2
1640	2022	TRAVELING UNREASONABLY FAST	14-218A	1198 QUINNIPIAC AVE & FOXON ST	41.31959	-72.8748	1
1641	2022	TRAFFIC CONTROL SIGNALS	14-299	1198 QUINNIPIAC AVE & FOXON ST	41.31959	-72.8748	1
1642	2023	TRAVELING UNREASONABLY FAST	14-218A	1198 QUINNIPIAC AVE & FOXON ST	41.31959	-72.8748	1
1643	2020	TRAVELING UNREASONABLY FAST	14-218A	260 EDWARDS ST & WHITNEY AVE	41.31964	-72.9189	1
1644	2020	TRAFFIC CONTROL SIGNALS	14-299	322 WHITNEY AVE & EDWARDS ST	41.31964	-72.9189	1
1645	2023	TRAVELING UNREASONABLY FAST	14-218A	322 WHITNEY AVE & EDWARDS ST	41.31964	-72.9189	1
1646	2023	TRAFFIC CONTROL SIGNALS	14-299	322 WHITNEY AVE & EDWARDS ST	41.31964	-72.9189	1
1647	2023	TRAFFIC CONTROL SIGNALS	14-299	313 NORTON ST	41.31968	-72.9449	1
1648	2023	TRAFFIC CONTROL SIGNALS	14-299	521 WHALLEY AVE & BLAKE S	41.31977	-72.95	1
1649	2020	TRAVELING UNREASONABLY FAST	14-218A	517 WHALLEY AVE & BROWNELL ST	41.3198	-72.9502	2
1650	2022	TRAVELING UNREASONABLY FAST	14-218A	517 WHALLEY AVE & BROWNELL ST	41.3198	-72.9502	6
1651	2022	TRAFFIC CONTROL SIGNALS	14-299	517 WHALLEY AVE & BROWNELL ST	41.3198	-72.9502	2
1652	2023	TRAVELING UNREASONABLY FAST	14-218A	517 WHALLEY AVE & BROWNELL ST	41.3198	-72.9502	2
1653	2023	TRAFFIC CONTROL SIGNALS	14-299	517 WHALLEY AVE & BROWNELL ST	41.3198	-72.9502	1
1654	2023	TRAFFIC CONTROL SIGNALS	14-299	1495 ELLA T GRASSO BLVD	41.31982	-72.9491	1
1655	2020	TRAVELING UNREASONABLY FAST	14-218A	521 WHALLEY AVE & BLAKE ST	41.31985	-72.9503	1
1656	2020	TRAFFIC CONTROL SIGNALS	14-299	521 WHALLEY AVE & BLAKE ST	41.31985	-72.9503	1
1657	2023	TRAFFIC CONTROL SIGNALS	14-299	911 WHALL[illegible]E & BLAKE ST	41.31985	-72.9503	3
1658	2022	TRAVELING UNREASONABLY FAST	14-218A	WHALLEY A[illegible]E & [illegible]LAKE ST	41.31985	-72.9503	1
1659	2023	TRAVELING UNREASONABLY FAST	14-218A	WHALLEY AVE & BLAKE ST	41.31985	-72.9503	1
1660	2023	TRAFFIC CONTROL SIGNALS	14-299	WHALLEY AVE & BLAKE ST	41.31985	-72.9503	1
1661	2023	TRAFFIC CONTROL SIGNALS	14-299	1 FAWN ST & MIDDLETOWN AVE	41.31985	-72.8943	1
1662	2022	TRAFFIC CONTROL SIGNALS	14-299	345 GOFFE ST & SHERMAN AVE	41.31991	-72.9404	2
1663	2023	TRAFFIC CONTROL SIGNALS	14-299	345 GOFFE ST & SHERMAN AVE	41.31991	-72.9404	1
1664	2021	TRAFFIC CONTROL SIGNALS	14-299	345 GOFFE ST & SHERMAN PKY	41.31991	-72.9404	1
1665	2022	TRAFFIC CONTROL SIGNALS	14-299	345 GOFFE ST & SHERMAN PKY	41.31991	-72.9404	1
1666	2023	TRAFFIC CONTROL SIGNALS	14-299	345 GOFFE ST & SHERMAN PKY	41.31991	-72.9404	2
1667	2020	TRAFFIC CONTROL SIGNALS	14-299	404 SHERMAN AVE & GOFFE ST	41.31991	-72.9404	5
1668	2021	TRAFFIC CONTROL SIGNALS	14-299	404 SHERMAN AVE & GOFFE ST	41.31991	-72.9404	3
1669	2022	TRAFFIC CONTROL SIGNALS	14-299	404 SHERMAN AVE & GOFFE ST	41.31991	-72.9404	2
1670	2023	TRAFFIC CONTROL SIGNALS	14-299	404 SHERMAN AVE & GOFFE ST	41.31991	-72.9404	18
1671	2020	TRAFFIC CONTROL SIGNALS	14-299	80 WILLOW ST & MITCHELL DR	41.31991	-72.9062	1
1672	2022	TRAFFIC CONTROL SIGNALS	14-299	710 ORCHARD ST	41.32005	-72.9365	1
1673	2020	TRAFFIC CONTROL SIGNALS	14-299	1353 STATE ST & GRACE ST	41.32005	-72.898	16
1674	2021	TRAFFIC CONTROL SIGNALS	14-299	1353 STATE ST & GRACE ST	41.32005	-72.898	5
1675	2022	TRAFFIC CONTROL SIGNALS	14-299	1353 STATE ST & GRACE ST	41.32005	-72.898	7
1676	2023	TRAFFIC CONTROL SIGNALS	14-299	1353 STATE ST & GRACE ST	41.32005	-72.898	9
1677	2021	TRAFFIC CONTROL SIGNALS	14-299	350 CLINTON AVE & MIDDLETOWN AVE	41.32017	-72.8931	1
1678	2022	TRAFFIC CONTROL SIGNALS	14-299	70 MIDDLETOWN AVE & CLINTON AVE	41.32017	-72.8931	4
1679	2023	TRAFFIC CONTROL SIGNALS	14-299	70 MIDDLETOWN AVE & CLINTON AVE	41.32017	-72.8931	125

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1680	2023	TRAFFIC CONTROL SIGNALS	14-299	CLINTON AVE & MIDDLETOWN AVE	41.32017	-72.8931	12
1681	2021	TRAFFIC CONTROL SIGNALS	14-299	405 FOXON BLVD & EASTERN ST	41.32023	-72.8717	1
1682	2022	TRAFFIC CONTROL SIGNALS	14-299	405 FOXON BLVD & EASTERN ST	41.32023	-72.8717	1
1683	2023	TRAVELING UNREASONABLY FAST	14-218A	405 FOXON BLVD & EASTERN ST	41.32023	-72.8717	1
1684	2023	TRAFFIC CONTROL SIGNALS	14-299	405 FOXON BLVD & EASTERN ST	41.32023	-72.8717	1
1685	2023	TRAVELING UNREASONABLY FAST	14-218A	474 EASTERN ST & FOXON ST	41.32023	-72.8717	1
1686	2023	TRAVELING UNREASONABLY FAST	14-218A	80 FOXON ST & EASTERN ST	41.32023	-72.8717	2
1687	2023	TRAFFIC CONTROL SIGNALS	14-299	80 FOXON ST & EASTERN ST	41.32023	-72.8717	2
1688	2023	TRAFFIC CONTROL SIGNALS	14-299	1034 FOREST RD & EDGEWOOD AVE	41.32023	-72.97	1
1689	2021	TRAVELING UNREASONABLY FAST	14-218A	1228 QUINNIPIAC AVE	41.32024	-72.8745	1
1690	2022	TRAFFIC CONTROL SIGNALS	14-299	466 FOXON BLVD	41.32025	-72.8714	1
1691	2023	TRAFFIC CONTROL SIGNALS	14-299	466 FOXON BLVD	41.32025	-72.8714	1
1692	2022	TRAFFIC CONTROL SIGNALS	14-299	315 PROSPECT ST & EDWARDS ST	41.32025	-72.9233	1
1693	2023	TRAFFIC CONTROL SIGNALS	14-299	317 KIMBERLY AVE	41.32028	-72.9233	1
1694	2020	TRAVELING UNREASONABLY FAST	14-218A	543 WHALLEY AVE & HOBART ST	41.32041	-72.951	10
1695	2021	TRAVELING UNREASONABLY FAST	14-218A	543 WHALLEY AVE & HOBART ST	41.32041	-72.951	1
1696	2022	TRAVELING UNREASONABLY FAST	14-218A	543 WHALLEY AVE & HOBART ST	41.32041	-72.951	2
1697	2022	TRAFFIC CONTROL SIGNALS	14-299	543 WHALLEY AVE & HOBART ST	41.32041	-72.951	1
1698	2023	TRAVELING UNREASONABLY FAST	14-218A	543 WHALLEY AVE & HOBART ST	41.32041	-72.951	1
1699	2023	TRAFFIC CONTROL SIGNALS	14-299	543 WHALLEY AVE & HOBART ST	41.32041	-72.951	1
1700	2020	TRAFFIC CONTROL SIGNALS	14-299	325 PROSPECT ST & HILLSIDE PL	41.32043	-72.9233	2
1701	2022	TRAFFIC CONTROL SIGNALS	14-299	325 PROSPECT ST & HILLSIDE PL	41.32043	-72.9233	1
1702	2022	TRAFFIC CONTROL SIGNALS	14-299	255 LAWRENCE ST	41.32046	-72.9179	1
1703	2023	TRAVELING UNREASONABLY FAST	14-218A	80 MIDDLETOWN AVE & FRONT ST	41.32046	-72.8922	1
1704	2023	TRAFFIC CONTROL SIGNALS	14-299	80 MIDDLETOWN AVE & FRONT ST	41.32046	-72.8922	10
1705	2020	TRAVELING UNREASONABLY FAST	14-218A	356 WHITNEY AVE & LAWRENCE ST	41.32049	-72.9185	4
1706	2020	TRAVELING TOO FAST CONDITIONS	14-218A*	356 WHITNEY AVE & LAWRENCE ST	41.32049	-72.9185	2
1707	2021	TRAVELING UNREASONABLY FAST	14-218A	356 WHITNEY AVE & LAWRENCE ST	41.32049	-72.9185	1
1708	2023	TRAVELING UNREASONABLY FAST	14-218A	1 GOFFE TER & CRESCENT ST	41.32058	-72.9413	1
1709	2023	TRAFFIC CONTROL SIGNALS	14-299	1 GOFFE TER & CRESCENT ST	41.32058	-72.9413	1
1710	2022	TRAFFIC CONTROL SIGNALS	14-299	128 CARMEL ST & GOFFE ST	41.32058	-72.9413	1
1711	2022	TRAVELING UNREASONABLY FAST	14-218A	350 FOXON BLVD	41.32067	-72.8731	1
1712	2023	TRAFFIC CONTROL SIGNALS	14-299	FRONT ST & MIDDLETOWN AVE	41.32072	-72.891	1
1713	2022	TRAVELING UNREASONABLY FAST	14-218A	132 HUBINGER ST	41.32079	-72.9535	1
1714	2021	TRAVELING UNREASONABLY FAST	14-218A	105 COTTAGE ST & LIVINGSTON ST	41.32081	-72.9156	1
1715	2021	TRAVELING UNREASONABLY FAST	14-218A	198 W PARK AVE & ELDERT ST	41.32084	-72.9551	1
1716	2020	TRAFFIC CONTROL SIGNALS	14-299	113 HENRY ST & DIXWELL AVE	41.32085	-72.9344	1
1717	2021	TRAFFIC CONTROL SIGNALS	14-299	282 DIXWELL AVE & HENRY ST	41.32085	-72.9344	1
1718	2022	TRAVELING UNREASONABLY FAST	14-218A	282 DIXWELL AVE & HENRY ST	41.32085	-72.9344	1
1719	2022	TRAFFIC CONTROL SIGNALS	14-299	282 DIXWELL AVE & HENRY ST	41.32085	-72.9344	1
1720	2023	TRAVELING UNREASONABLY FAST	14-218A	282 DIXWELL AVE & HENRY ST	41.32085	-72.9344	1
1721	2023	TRAFFIC CONTROL SIGNALS	14-299	282 DIXWELL AVE & HENRY ST	41.32085	-72.9344	13
1722	2021	TRAFFIC CONTROL SIGNALS	14-299	128 HENRY ST	41.32086	-72.9344	1

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1723	2020	TRAFFIC CONTROL SIGNALS	14-299	1258 QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	3
1724	2021	TRAFFIC CONTROL SIGNALS	14-299	1258 QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	8
1725	2022	TRAVELING UNREASONABLY FAST	14-218A	1258 QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	3
1726	2022	TRAFFIC CONTROL SIGNALS	14-299	1258 QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	3
1727	2023	TRAVELING UNREASONABLY FAST	14-218A	1258 QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	10
1728	2023	TRAFFIC CONTROL SIGNALS	14-299	1258 QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	4
1729	2022	TRAVELING UNREASONABLY FAST	14-218A	347 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	1
1730	2022	TRAFFIC CONTROL SIGNALS	14-299	347 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	2
1731	2023	TRAVELING UNREASONABLY FAST	14-218A	347 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	4
1732	2023	TRAFFIC CONTROL SIGNALS	14-299	347 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	14
1733	2022	TRAVELING UNREASONABLY FAST	14-218A	348 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	3
1734	2022	TRAFFIC CONTROL SIGNALS	14-299	348 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	4
1735	2023	TRAVELING UNREASONABLY FAST	14-218A	348 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	1
1736	2023	TRAFFIC CONTROL SIGNALS	14-299	348 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	3
1737	2022	TRAFFIC CONTROL SIGNALS	14-299	349 FOXON BLVD & QUIN	41.32088	-72.874	1
1738	2020	TRAVELING UNREASONABLY FAST	14-218A	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	2
1739	2020	TRAFFIC CONTROL SIGNALS	14-299	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	27
1740	2021	TRAVELING UNREASONABLY FAST	14-218A	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	3
1741	2021	TRAFFIC CONTROL SIGNALS	14-299	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	35
1742	2022	TRAFFIC CONTROL SIGNALS	14-299	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	10
1743	2023	TRAVELING UNREASONABLY FAST	14-218A	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	1
1744	2023	TRAFFIC CONTROL SIGNALS	14-299	349 FOXON BLVD & QUINNIPIAC AVE	41.32088	-72.874	1
1745	2023	TRAVELING UNREASONABLY FAST	14-218A	QUINNIPIAC AVE & FOXON BLV	41.32088	-72.874	1
1746	2022	TRAVELING UNREASONABLY FAST	14-218A	QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	1
1747	2022	TRAFFIC CONTROL SIGNALS	14-299	QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	1
1748	2023	TRAVELING UNREASONABLY FAST	14-218A	QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	3
1749	2023	TRAFFIC CONTROL SIGNALS	14-299	QUINNIPIAC AVE & FOXON BLVD	41.32088	-72.874	1
1750	2021	TRAFFIC CONTROL SIGNALS	14-299	300 FOXON BLVD	41.32091	-72.8739	1
1751	2020	TRAFFIC CONTROL SIGNALS	14-299	740 ORCHARD ST & HENRY ST	41.32093	-72.936	1
1752	2023	TRAFFIC CONTROL SIGNALS	14-299	740 ORCHARD ST & HENRY ST	41.32093	-72.936	2
1753	2020	TRAVELING UNREASONABLY FAST	14-218A	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	3
1754	2020	TRAFFIC CONTROL SIGNALS	14-299	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	1
1755	2021	TRAVELING UNREASONABLY FAST	14-218A	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	3
1756	2022	TRAVELING UNREASONABLY FAST	14-218A	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	11
1757	2022	TRAFFIC CONTROL SIGNALS	14-299	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	1
1758	2023	TRAVELING UNREASONABLY FAST	14-218A	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	4
1759	2023	TRAFFIC CONTROL SIGNALS	14-299	575 WHALLEY AVE & PENDLETON ST	41.32096	-72.9518	5
1760	2023	TRAFFIC CONTROL SIGNALS	14-299	356 NORTON ST	41.32097	-72.9443	1
1761	2023	TRAFFIC CONTROL SIGNALS	14-299	22 GOFFE TER & WINTHROP AVE	41.32097	-72.9424	1
1762	2023	TRAFFIC CONTROL SIGNALS	14-299	1397 STATE ST & ROCK ST	41.32103	-72.8973	1
1763	2023	TRAVELING UNREASONABLY FAST	14-218A	211 W PARK AVE	41.32107	-72.955	1
1764	2023	TRAFFIC CONTROL SIGNALS	14-299	FOXON BLVD & ROSE	41.32112	-72.8637	1
1765	2021	TRAFFIC CONTROL SIGNALS	14-299	143 COTTAGE ST APTC3	41.32113	-72.9165	1

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1766	2023	TRAVELING UNREASONABLY FAST	14-218A	586 WHALLEY AVE & WHITTLESEY AVE	41.32114	-72.952	1
1767	2023	TRAFFIC CONTROL SIGNALS	14-299	586 WHALLEY AVE & WHITTLESEY AVE	41.32114	-72.952	1
1768	2022	TRAVELING UNREASONABLY FAST	14-218A	75 HENRY ST RM9	41.32121	-72.9329	1
1769	2023	TRAFFIC CONTROL SIGNALS	14-299	418 ELLSWORTH AVE & ANITA ST	41.32139	-72.9459	1
1770	2020	TRAFFIC CONTROL SIGNALS	14-299	130 MUNSON ST & WINCHESTER AVE	41.32152	-72.929	1
1771	2023	TRAFFIC CONTROL SIGNALS	14-299	267 WINCHESTER AVE & MUNSON ST	41.32152	-72.929	1
1772	2020	TRAFFIC CONTROL SIGNALS	14-299	388 NORTON ST & GOFFE TER	41.32152	-72.9439	1
1773	2023	TRAFFIC CONTROL SIGNALS	14-299	388 NORTON ST & GOFFE TER	41.32152	-72.9439	1
1774	2022	TRAFFIC CONTROL SIGNALS	14-299	60 GOFFE TER & NORTON PKY	41.32152	-72.9439	1
1775	2021	TRAFFIC CONTROL SIGNALS	14-299	229 HENRY ST & SHERMAN PKY	41.32157	-72.939	1
1776	2020	TRAVELING UNREASONABLY FAST	14-218A	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	1
1777	2020	TRAFFIC CONTROL SIGNALS	14-299	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	1
1778	2021	TRAVELING UNREASONABLY FAST	14-218A	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	1
1779	2022	TRAVELING UNREASONABLY FAST	14-218A	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	1
1780	2022	TRAFFIC CONTROL SIGNALS	14-299	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	1
1781	2023	TRAVELING UNREASONABLY FAST	14-218A	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	1
1782	2023	TRAFFIC CONTROL SIGNALS	14-299	460 SHERMAN PKY & HENRY ST	41.32157	-72.939	4
1783	2021	TRAVELING UNREASONABLY FAST	14-218A	26 WHITTLESEY AVE & YOUNG ST	41.32164	-72.9512	1
1784	2020	TRAVELING UNREASONABLY FAST	14-218A	617 WHALLEY AVE & HUBINGER ST	41.32174	-72.9528	2
1785	2021	TRAVELING UNREASONABLY FAST	14-218A	617 WHALLEY AVE & HUBINGER ST	41.32174	-72.9528	1
1786	2023	TRAVELING UNREASONABLY FAST	14-218A	617 WHALLEY AVE & HUBINGER ST	41.32174	-72.9528	5
1787	2022	TRAVELING UNREASONABLY FAST	14-218A	1288 QUINNIPIAC AVE & BARNES AVE	41.32178	-72.8734	1
1788	2022	TRAFFIC CONTROL SIGNALS	14-299	1288 QUINNIPIAC AVE & BARNES AVE	41.32178	-72.8734	1
1789	2023	TRAVELING UNREASONABLY FAST	14-218A	1288 QUINNIPIAC AVE & BARNES AVE	41.32178	-72.8734	1
1790	2023	TRAFFIC CONTROL SIGNALS	14-299	1288 QUINNIPIAC AVE & BARNES AVE	41.32178	-72.8734	1
1791	2022	TRAVELING UNREASONABLY FAST	14-218A	260 BARNES AVE & QUINNIPIAC AVE	41.32178	-72.8734	1
1792	2020	TRAFFIC CONTROL SIGNALS	14-299	315 FOXON BLVD	41.3218	-72.8765	1
1793	2021	TRAVELING UNREASONABLY FAST	14-218A	315 FOXON BLVD	41.3218	-72.8765	1
1794	2021	TRAFFIC CONTROL SIGNALS	14-299	315 FOXON BLVD	41.3218	-72.8765	1
1795	2022	TRAVELING UNREASONABLY FAST	14-218A	315 FOXON BLVD	41.3218	-72.8765	1
1796	2023	TRAVELING UNREASONABLY FAST	14-218A	315 FOXON BLVD	41.3218	-72.8765	4
1797	2023	TRAFFIC CONTROL SIGNALS	14-299	399 NORTON PKY	41.32188	-72.9436	1
1798	2022	TRAFFIC CONTROL SIGNALS	14-299	124 GOFFE TER & ELLSWORTH AVE	41.32207	-72.9455	1
1799	2020	TRAFFIC CONTROL SIGNALS	14-299	230 WILLOW ST & ORANGE ST	41.32208	-72.9117	1
1800	2020	TRAVELING UNREASONABLY FAST	14-218A	1 OSBORN AVE & WHALLEY AVE	41.32217	-72.9534	1
1801	2023	TRAVELING UNREASONABLY FAST	14-218A	1 OSBORN AVE & WHALLEY AVE	41.32217	-72.9534	1
1802	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	1 OSBORN AVE & WHALLEY AVE	41.32217	-72.9534	1
1803	2020	TRAVELING UNREASONABLY FAST	14-218A	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	12
1804	2020	TRAFFIC CONTROL SIGNALS	14-299	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	2
1805	2021	TRAVELING UNREASONABLY FAST	14-218A	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	12
1806	2022	TRAVELING UNREASONABLY FAST	14-218A	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	11
1807	2022	TRAFFIC CONTROL SIGNALS	14-299	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	1
1808	2023	TRAVELING UNREASONABLY FAST	14-218A	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	21

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1809	2023	TRAFFIC CONTROL SIGNALS	14-299	637 WHALLEY AVE & OSBORN AVE	41.32217	-72.9534	6
1810	2020	TRAFFIC CONTROL SIGNALS	14-299	223 ALDEN AVE	41.32226	-72.9643	1
1811	2021	TRAVELING UNREASONABLY FAST	14-218A	1307 QUINNIPIAC AVE	41.32233	-72.8729	1
1812	2022	TRAVELING UNREASONABLY FAST	14-218A	1307 QUINNIPIAC AVE	41.32233	-72.8729	1
1813	2022	TRAVELING UNREASONABLY FAST	14-218A	215 FOXON BLVD	41.32237	-72.8779	1
1814	2021	TRAFFIC CONTROL SIGNALS	14-299	225 FOXON BLVD	41.32237	-72.8779	1
1815	2023	TRAVELING UNREASONABLY FAST	14-218A	225 FOXON BLVD	41.32237	-72.8779	5
1816	2023	TRAFFIC CONTROL SIGNALS	14-299	225 FOXON BLVD	41.32237	-72.8779	1
1817	2022	TRAVELING UNREASONABLY FAST	14-218A	216 BARNES AVE	41.32244	-72.8757	1
1818	2023	TRAVELING UNREASONABLY FAST	14-218A	125 FOXON BLVD	41.32272	-72.8787	3
1819	2023	TRAVELING UNREASONABLY FAST	14-218A	30 OSBORN AVE & YOUNG ST	41.3228	-72.9525	1
1820	2020	TRAFFIC CONTROL SIGNALS	14-299	136 W ELM ST & ALDEN AVE	41.32281	-72.9642	1
1821	2023	TRAFFIC CONTROL SIGNALS	14-299	296 MUNSON ST & DIXWELL AVE	41.32283	-72.935	1
1822	2021	TRAVELING UNREASONABLY FAST	14-218A	351 DIXWELL AVE & MUNSON ST	41.32283	-72.935	1
1823	2022	TRAVELING UNREASONABLY FAST	14-218A	351 DIXWELL AVE & MUNSON ST	41.32283	-72.935	1
1824	2022	TRAFFIC CONTROL SIGNALS	14-299	351 DIXWELL AVE & MUNSON ST	41.32283	-72.935	2
1825	2023	TRAVELING UNREASONABLY FAST	14-218A	351 DIXWELL AVE & MUNSON ST	41.32283	-72.935	1
1826	2023	TRAFFIC CONTROL SIGNALS	14-299	351 DIXWELL AVE & MUNSON ST	41.32283	-72.935	3
1827	2021	TRAFFIC CONTROL SIGNALS	14-299	352 DIXWELL AVE & MUNSON ST	41.32283	-72.935	2
1828	2021	TRAVELING UNREASONABLY FAST	14-218A	280 W PARK AVE & WHALLEY AVE	41.32286	-72.9543	1
1829	2022	TRAVELING UNREASONABLY FAST	14-218A	280 W PARK AVE & WHALLEY AVE	41.32286	-72.9543	1
1830	2023	TRAVELING UNREASONABLY FAST	14-218A	280 W PARK AVE & WHALLEY AVE	41.32286	-72.9543	1
1831	2023	TRAFFIC CONTROL SIGNALS	14-299	280 W PARK AVE & WHALLEY AVE	41.32286	-72.9543	1
1832	2020	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	24
1833	2020	TRAFFIC CONTROL SIGNALS	14-299	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	1
1834	2021	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	121
1835	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	2
1836	2022	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	69
1838	2023	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	156
1839	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	2
1840	2023	TRAFFIC CONTROL SIGNALS	14-299	701 WHALLEY AVE & W PARK AVE	41.32286	-72.9543	1
1841	2020	TRAVELING UNREASONABLY FAST	14-218A	356 MUNSON ST & SHERMAN PKY	41.32296	-72.9379	1
1842	2021	TRAFFIC CONTROL SIGNALS	14-299	356 MUNSON ST & SHERMAN PKY	41.32296	-72.9379	4
1843	2022	TRAFFIC CONTROL SIGNALS	14-299	356 MUNSON ST & SHERMAN PKY	41.32296	-72.9379	1
1844	2023	TRAFFIC CONTROL SIGNALS	14-299	356 MUNSON ST & SHERMAN PKY	41.32296	-72.9379	1
1845	2020	TRAVELING UNREASONABLY FAST	14-218A	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	1
1846	2020	TRAFFIC CONTROL SIGNALS	14-299	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	1
1847	2021	TRAFFIC CONTROL SIGNALS	14-299	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	5
1848	2022	TRAVELING UNREASONABLY FAST	14-218A	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	1
1849	2022	TRAFFIC CONTROL SIGNALS	14-299	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	1
1850	2023	TRAVELING UNREASONABLY FAST	14-218A	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	2
1851	2023	TRAFFIC CONTROL SIGNALS	14-299	510 SHERMAN PKY & MUNSON ST	41.32296	-72.9379	1
1852	2022	TRAFFIC CONTROL SIGNALS	14-299	1435 STATE ST	41.32302	-72.8963	1

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1853	2023	TRAVELING UNREASONABLY FAST	14-218A	462 WHITNEY AVE & LINDEN ST	41.32306	-72.9172	1
1854	2022	TRAFFIC CONTROL SIGNALS	14-299	306 WILLOW ST & LIVINGSTON ST	41.32307	-72.9142	1
1855	2022	TRAVELING UNREASONABLY FAST	14-218A	1611 ELLA T GRASSO BLVD & GOFFE TER	41.3232	-72.9488	4
1856	2023	TRAVELING UNREASONABLY FAST	14-218A	1611 ELLA T GRASSO BLVD & GOFFE TER	41.3232	-72.9488	1
1857	2020	TRAFFIC CONTROL SIGNALS	14-299	27 SHELTON AVE	41.32325	-72.9344	1
1858	2022	TRAFFIC CONTROL SIGNALS	14-299	1465 STATE ST	41.32345	-72.8963	1
1859	2021	TRAVELING UNREASONABLY FAST	14-218A	63 OSBORN AVE & BLAKE ST	41.3235	-72.9515	1
1860	2022	TRAVELING UNREASONABLY FAST	14-218A	63 OSBORN AVE & BLAKE ST	41.3235	-72.9515	1
1861	2023	TRAVELING UNREASONABLY FAST	14-218A	63 OSBORN AVE & BLAKE ST	41.3235	-72.9515	1
1862	2022	TRAVELING UNREASONABLY FAST	14-218A	118 CRESCENT ST & WINTHROP AVE	41.32355	-72.9405	2
1863	2021	TRAVELING UNREASONABLY FAST	14-218A	300 W ROCK AVE & YALE AVE	41.32358	-72.9597	1
1864	2021	TRAFFIC CONTROL SIGNALS	14-299	300 W ROCK AVE & YALE AVE	41.32358	-72.9597	1
1865	2021	TRAVELING UNREASONABLY FAST	14-218A	280 ALDEN AVE & BURTON ST	41.32364	-72.9637	1
1866	2023	TRAVELING UNREASONABLY FAST	14-218A	1350 QUINNIPIAC AVE & KENNY DR	41.32369	-72.8721	2
1867	2020	TRAFFIC CONTROL SIGNALS	14-299	600 EASTERN ST & QUINNIPIAC AVE	41.32369	-72.8721	1
1868	2022	TRAVELING UNREASONABLY FAST	14-218A	600 EASTERN ST & QUINNIPIAC AVE	41.32369	-72.8721	1
1869	2020	TRAVELING UNREASONABLY FAST	14-218A	118 CRESCENT ST & MUNSON ST	41.32377	-72.9407	5
1870	2023	TRAFFIC CONTROL SIGNALS	14-299	310 WINCHESTER AVE	41.3238	-72.9284	1
1871	2021	TRAVELING UNREASONABLY FAST	14-218A	1 FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	1
1872	2021	TRAFFIC CONTROL SIGNALS	14-299	1 FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	1
1873	2023	TRAVELING UNREASONABLY FAST	14-218A	1 FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	5
1874	2023	TRAFFIC CONTROL SIGNALS	14-299	1 FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	1
1875	2020	TRAFFIC CONTROL SIGNALS	14-299	FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	1
1876	2021	TRAFFIC CONTROL SIGNALS	14-299	FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	2
1877	2022	TRAVELING UNREASONABLY FAST	14-218A	FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	1
1878	2023	TRAVELING UNREASONABLY FAST	14-218A	FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	3
1879	2023	SPEEDING INFRACTION-CARS ONLY	14-219(B)	FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	1
1880	2023	TRAFFIC CONTROL SIGNALS	14-299	FOXON BLVD & MIDDLETOWN AVE	41.32382	-72.8816	3
1881	2022	TRAVELING UNREASONABLY FAST	14-218A	MIDDLETOWN AVE & FOXON BLVD	41.32382	-72.8816	3
1882	2022	TRAFFIC CONTROL SIGNALS	14-299	MIDDLETOWN AVE & FOXON BLVD	41.32382	-72.8816	1
1883	2023	TRAVELING UNREASONABLY FAST	14-218A	MIDDLETOWN AVE & FOXON BLVD	41.32382	-72.8816	2
1884	2023	TRAFFIC CONTROL SIGNALS	14-299	MIDDLETOWN AVE & FOXON BLVD	41.32382	-72.8816	3
1885	2023	TRAVELING UNREASONABLY FAST	14-218A	66 GLEN RD & NORTON PKY	41.32382	-72.9426	1
1886	2020	TRAVELING UNREASONABLY FAST	14-218A	490 WHITNEY AVE & WILLOW ST	41.32383	-72.9169	1
1887	2023	TRAVELING UNREASONABLY FAST	14-218A	490 WHITNEY AVE & WILLOW ST	41.32383	-72.9169	1
1888	2023	TRAFFIC CONTROL SIGNALS	14-299	490 WHITNEY AVE & WILLOW ST	41.32383	-72.9169	2
1889	2020	TRAFFIC CONTROL SIGNALS	14-299	177 MIDDLETOWN AVE & FOXON BLVD	41.32392	-72.8849	1
1890	2021	TRAVELING UNREASONABLY FAST	14-218A	177 MIDDLETOWN AVE & FOXON BLVD	41.32392	-72.8849	1
1891	2021	TRAFFIC CONTROL SIGNALS	14-299	177 MIDDLETOWN AVE & FOXON BLVD	41.32392	-72.8849	1
1892	2023	TRAFFIC CONTROL SIGNALS	14-299	177 MIDDLETOWN AVE & FOXON BLVD	41.32392	-72.8849	2
1893	2021	TRAVELING UNREASONABLY FAST	14-218A	550 YALE AVE & CENTRAL AVE	41.32392	-72.9609	1
1894	2022	TRAVELING UNREASONABLY FAST	14-218A	740 WHALLEY AVE	41.32392	-72.9556	1
1895	2023	TRAFFIC CONTROL SIGNALS	14-299	190 MIDDLETOWN AVE	41.32415	-72.8846	1

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1896	2022	TRAVELING UNREASONABLY FAST	14-218A	1376 QUINNIPIAC AVE	41.32429	-72.8718	1
1897	2020	TRAVELING UNREASONABLY FAST	14-218A	1517 STATE ST & LYMAN ST	41.32433	-72.8964	1
1898	2020	TRAFFIC CONTROL SIGNALS	14-299	1517 STATE ST & LYMAN ST	41.32433	-72.8964	2
1899	2022	TRAFFIC CONTROL SIGNALS	14-299	1517 STATE ST & LYMAN ST	41.32433	-72.8964	1
1900	2023	TRAVELING UNREASONABLY FAST	14-218A	420 DIXWELL AVE & ARGYLE ST	41.32449	-72.9352	2
1901	2023	TRAFFIC CONTROL SIGNALS	14-299	420 DIXWELL AVE & ARGYLE ST	41.32449	-72.9352	7
1902	2021	TRAVELING UNREASONABLY FAST	14-218A	761 WHALLEY AVE & JEWELL ST	41.32457	-72.9563	10
1903	2023	TRAVELING UNREASONABLY FAST	14-218A	761 WHALLEY AVE & JEWELL ST	41.32457	-72.9563	2
1904	2023	TRAFFIC CONTROL SIGNALS	14-299	761 WHALLEY AVE & JEWELL ST	41.32457	-72.9563	3
1905	2020	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE	41.32465	-72.9563	2
1906	2020	SPEEDING INFRACTION-CARS ONLY	14-219(B)	701 WHALLEY AVE	41.32465	-72.9563	1
1907	2021	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE	41.32465	-72.9563	8
1908	2022	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE	41.32465	-72.9563	8
1909	2023	TRAVELING UNREASONABLY FAST	14-218A	701 WHALLEY AVE	41.32465	-72.9563	11
1910	2020	TRAFFIC CONTROL SIGNALS	14-299	247 CANNER ST & WHITNEY AVE	41.32468	-72.9165	1
1911	2020	TRAVELING UNREASONABLY FAST	14-218A	512 WHITNEY AVE & CANNER ST	41.32468	-72.9165	1
1912	2022	TRAVELING UNREASONABLY FAST	14-218A	512 WHITNEY AVE & CANNER ST	41.32468	-72.9165	11
1913	2022	TRAFFIC CONTROL SIGNALS	14-299	512 WHITNEY AVE & CANNER ST	41.32468	-72.9165	2
1914	2023	TRAVELING UNREASONABLY FAST	14-218A	512 WHITNEY AVE & CANNER ST	41.32468	-72.9165	2
1915	2023	TRAFFIC CONTROL SIGNALS	14-299	512 WHITNEY AVE & CANNER ST	41.32468	-72.9165	4
1916	2020	TRAFFIC CONTROL SIGNALS	14-299	PROSPECT S[illegible] DIVISION ST	41.32479	-72.9232	1
1917	2021	TRAVELING UNREASONABLY FAST	14-218A	777 WHALL[illegible]Y AV[illegible]	41.32498	-72.9568	2
1918	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	777 WHALLEY AVE	41.32498	-72.9568	1
1919	2021	TRAVELING UNREASONABLY FAST	14-218A	1 FITCH ST & WHALLEY AVE	41.32498	-72.9569	2
1920	2021	TRAFFIC CONTROL SIGNALS	14-299	1 FITCH ST & WHALLEY AVE	41.32498	-72.9569	1
1921	2022	TRAVELING UNREASONABLY FAST	14-218A	1 FITCH ST & WHALLEY AVE	41.32498	-72.9569	1
1922	2022	TRAFFIC CONTROL SIGNALS	14-299	1 FITCH ST & WHALLEY AVE	41.32498	-72.9569	1
1923	2023	TRAVELING UNREASONABLY FAST	14-218A	1 FITCH ST & WHALLEY AVE	41.32498	-72.9569	1
1924	2020	TRAVELING UNREASONABLY FAST	14-218A	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	17
1925	2020	TRAFFIC CONTROL SIGNALS	14-299	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	1
1926	2021	TRAVELING UNREASONABLY FAST	14-218A	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	31
1927	2021	SPEEDING INFRACTION-CARS ONLY	14-219(B)	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	1
1928	2022	TRAVELING UNREASONABLY FAST	14-218A	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	20
1929	2022	TRAFFIC CONTROL SIGNALS	14-299	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	3
1930	2023	TRAVELING UNREASONABLY FAST	14-218A	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	3
1931	2023	TRAFFIC CONTROL SIGNALS	14-299	777 WHALLEY AVE & FITCH ST	41.32498	-72.9569	5
1932	2023	TRAFFIC CONTROL SIGNALS	14-299	297 CANNER ST & SAINT RONAN ST	41.32517	-72.9186	1
1933	2023	TRAFFIC CONTROL SIGNALS	14-299	540 WHITNEY AVE	41.32533	-72.9163	1
1934	2021	TRAVELING UNREASONABLY FAST	14-218A	1426 QUINNIPIAC AVE	41.32545	-72.8712	1
1935	2022	TRAVELING UNREASONABLY FAST	14-218A	1711 ELLA T GRASSO BLVD & GLEN RD	41.32549	-72.9473	1
1936	2023	TRAVELING UNREASONABLY FAST	14-218A	1711 ELLA T GRASSO BLVD & GLEN RD	41.32549	-72.9473	6
1937	2020	TRAFFIC CONTROL SIGNALS	14-299	481 PROSPECT ST & CANNER ST	41.32557	-72.9228	1
1938	2020	TRAFFIC CONTROL SIGNALS	14-299	380 WINCHESTER AVE & DIVISION ST	41.3256	-72.9277	1

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1939	2021	TRAFFIC CONTROL SIGNALS	14-299	380 WINCHESTER AVE & DIVISION ST	41.3256	-72.9277	1
1940	2022	TRAVELING UNREASONABLY FAST	14-218A	1434 QUINNIPIAC AVE	41.32565	-72.871	1
1941	2020	TRAVELING UNREASONABLY FAST	14-218A	160 COLD SPRING ST & EVERIT ST	41.32568	-72.914	1
1942	2021	TRAFFIC CONTROL SIGNALS	14-299	61 GIBBS ST & SHELTON AVE	41.32575	-72.9336	1
1943	2021	TRAVELING UNREASONABLY FAST	14-218A	833 WHALLEY AVE	41.32577	-72.9583	1
1944	2020	TRAVELING UNREASONABLY FAST	14-218A	1440 QUINNIPIAC AVE	41.3258	-72.871	1
1945	2022	TRAVELING UNREASONABLY FAST	14-218A	400 W ROCK AVE & WHALLEY AVE	41.32586	-72.9586	1
1946	2020	TRAVELING UNREASONABLY FAST	14-218A	401 W ROCK AVE & WHALLEY AVE	41.32586	-72.9586	2
1947	2020	TRAVELING UNREASONABLY FAST	14-218A	829 WHALLEY AVE & W ROCK AVE	41.32586	-72.9586	1
1948	2021	TRAVELING UNREASONABLY FAST	14-218A	829 WHALLEY AVE & W ROCK AVE	41.32586	-72.9586	14
1949	2022	TRAVELING UNREASONABLY FAST	14-218A	829 WHALLEY AVE & W ROCK AVE	41.32586	-72.9586	13
1950	2023	TRAVELING UNREASONABLY FAST	14-218A	829 WHALLEY AVE & W ROCK AVE	41.32586	-72.9586	12
1951	2023	TRAVELING UNREASONABLY FAST	14-218A	836 WHALLEY AVE & W ROCK AVE	41.32586	-72.9586	1
1952	2020	TRAFFIC CONTROL SIGNALS	14-299	425 W ROCK AVE	41.32599	-72.9583	1
1953	2020	TRAVELING UNREASONABLY FAST	14-218A	469 DIXWELL AVE & W GIBBS ST	41.32603	-72.9351	1
1954	2021	TRAVELING UNREASONABLY FAST	14-218A	475 DIXWELL AVE & GIBBS ST	41.32603	-72.9351	1
1955	2021	TRAFFIC CONTROL SIGNALS	14-299	475 DIXWELL AVE & GIBBS ST	41.32603	-72.9351	1
1956	2021	TRAVELING UNREASONABLY FAST	14-218A	1 FOUNTAIN ST & WHALLEY AVE	41.32609	-72.959	1
1957	2021	TRAVELING UNREASONABLY FAST	14-218A	840 WHALLEY AVE & FOUNTAIN ST	41.32609	-72.959	3
1958	2023	TRAVELING UNREASONABLY FAST	14-218A	840 WHALLEY AVE & FOUNTAIN ST	41.32609	-72.959	1
1959	2023	TRAFFIC CONTROL SIGNALS	14-299	840 WHALL[illegible]E & FOUNTAI[illegible]ST	41.32609	-72.959	1
1960	2023	TRAVELING UNREASONABLY FAST	14-218A	40 SHEFFIEL[illegible] AV	41.32609	-72.9262	1
1961	2021	TRAFFIC CONTROL SIGNALS	14-299	569 WHITNE[illegible] AVE & COLD SPRING ST	41.32616	-72.9158	1
1962	2022	TRAVELING UNREASONABLY FAST	14-218A	569 WHITNEY AVE & COLD SPRING ST	41.32616	-72.9158	1
1963	2021	TRAFFIC CONTROL SIGNALS	14-299	847 WHALLEY AVE	41.32619	-72.959	1
1964	2021	TRAVELING UNREASONABLY FAST	14-218A	30 FOUNTAIN ST & CENTRAL AVE	41.32624	-72.96	1
1965	2022	TRAFFIC CONTROL SIGNALS	14-299	30 FOUNTAIN ST & CENTRAL AVE	41.32624	-72.96	1
1966	2021	TRAFFIC CONTROL SIGNALS	14-299	620 CENTRAL AVE & FOUNTAIN ST	41.32624	-72.96	1
1967	2021	TRAVELING UNREASONABLY FAST	14-218A	863 WHALLEY AVE & TOUR AVE	41.32634	-72.9593	2
1968	2022	TRAVELING UNREASONABLY FAST	14-218A	215 DIVISION ST	41.32641	-72.9316	1
1969	2020	TRAFFIC CONTROL SIGNALS	14-299	879 WHALLEY AVE & CENTRAL AVE	41.32644	-72.9598	2
1970	2022	TRAVELING UNREASONABLY FAST	14-218A	879 WHALLEY AVE & CENTRAL AVE	41.32644	-72.9598	1
1971	2022	TRAVELING UNREASONABLY FAST	14-218A	90 FOUNTAIN ST & PHILIP ST	41.32646	-72.9622	1
1972	2021	TRAVELING UNREASONABLY FAST	14-218A	94 FOUNTAIN ST & ALDEN AVE	41.32654	-72.9624	1
1973	2021	TRAVELING UNREASONABLY FAST	14-218A	228 CRESCENT ST & NORTON PKY	41.32659	-72.9409	3
1974	2022	TRAVELING UNREASONABLY FAST	14-218A	600 NORTON PKY & CRESCENT ST	41.32659	-72.9409	1
1975	2022	TRAVELING UNREASONABLY FAST	14-218A	CRESCENT ST & NORTON PKY	41.32659	-72.9409	10
1976	2023	TRAFFIC CONTROL SIGNALS	14-299	CRESCENT ST & NORTON PKY	41.32659	-72.9409	1
1977	2023	TRAVELING UNREASONABLY FAST	14-218A	1747 ELLA T GRASSO BLVD & DYER ST	41.32663	-72.9467	9
1978	2023	TRAFFIC CONTROL SIGNALS	14-299	591 WHITNEY AVE	41.32667	-72.9155	1
1979	2021	TRAVELING UNREASONABLY FAST	14-218A	276 DIVISION ST	41.32667	-72.9335	1
1980	2022	TRAVELING UNREASONABLY FAST	14-218A	130 FOUNTAIN ST & MCKINLEY AVE	41.32671	-72.9637	1
1981	2020	TRAVELING UNREASONABLY FAST	14-218A	699 SHERMAN PKY & HARDING PL	41.32674	-72.9368	1

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1982	2020	TRAFFIC CONTROL SIGNALS	14-299	699 SHERMAN PKY & HARDING PL	41.32674	-72.9368	1
1983	2021	TRAFFIC CONTROL SIGNALS	14-299	699 SHERMAN PKY & HARDING PL	41.32674	-72.9368	1
1984	2023	TRAVELING UNREASONABLY FAST	14-218A	699 SHERMAN PKY & HARDING PL	41.32674	-72.9368	2
1985	2020	TRAVELING UNREASONABLY FAST	14-218A	618 SHERMAN PKY & W DIVISION ST	41.32679	-72.9369	4
1986	2022	TRAVELING UNREASONABLY FAST	14-218A	618 SHERMAN PKY & W DIVISION ST	41.32679	-72.9369	1
1987	2023	TRAFFIC CONTROL SIGNALS	14-299	618 SHERMAN PKY & W DIVISION ST	41.32679	-72.9369	1
1988	2023	TRAFFIC CONTROL SIGNALS	14-299	300 W DIVISION ST & DIXWELL AVE	41.32684	-72.9351	1
1989	2020	TRAVELING UNREASONABLY FAST	14-218A	502 DIXWELL AVE & W DIVISION ST	41.32684	-72.9351	1
1990	2022	TRAFFIC CONTROL SIGNALS	14-299	502 DIXWELL AVE & W DIVISION ST	41.32684	-72.9351	3
1991	2023	TRAVELING UNREASONABLY FAST	14-218A	502 DIXWELL AVE & W DIVISION ST	41.32684	-72.9351	3
1992	2023	TRAFFIC CONTROL SIGNALS	14-299	502 DIXWELL AVE & W DIVISION ST	41.32684	-72.9351	1
1993	2021	TRAFFIC CONTROL SIGNALS	14-299	158 FOUNTAIN ST & BARNETT ST	41.32686	-72.9649	1
1994	2021	TRAVELING UNREASONABLY FAST	14-218A	176 FOUNTAIN ST & EMERSON ST	41.32688	-72.9653	2
1995	2021	TRAFFIC CONTROL SIGNALS	14-299	1 BARNES AVE & MIDDLETOWN AVE	41.32688	-72.8796	1
1996	2022	TRAVELING UNREASONABLY FAST	14-218A	340 MIDDLETOWN AVE & BARNES AVE	41.32688	-72.8796	1
1997	2022	TRAFFIC CONTROL SIGNALS	14-299	340 MIDDLETOWN AVE & BARNES AVE	41.32688	-72.8796	1
1998	2023	TRAVELING UNREASONABLY FAST	14-218A	340 MIDDLETOWN AVE & BARNES AVE	41.32688	-72.8796	1
1999	2021	TRAVELING UNREASONABLY FAST	14-218A	90 FITCH ST & ONYX ST	41.32689	-72.9549	2
2000	2023	TRAFFIC CONTROL SIGNALS	14-299	289 DIVISION ST FL01	41.32695	-72.9345	1
2001	2022	TRAVELING UNREASONABLY FAST	14-218A	506 DIXWELL AVE & DIVISION ST	41.32699	-72.9351	1
2002	2022	TRAFFIC CONTROL SIGNALS	14-299	506 DIXWELL AVE & DIVISION ST	41.32699	-72.9351	3
2003	2023	TRAVELING UNREASONABLY FAST	14-218A	506 DIXWELL AVE & DIVISION ST	41.32699	-72.9351	1
2004	2023	TRAFFIC CONTROL SIGNALS	14-299	506 DIXWELL AVE & DIVISION ST	41.32699	-72.9351	1
2005	2020	TRAVELING UNREASONABLY FAST	14-218A	1481 QUINNIPIAC AVE	41.32708	-72.8702	1
2006	2022	TRAVELING UNREASONABLY FAST	14-218A	1481 QUINNIPIAC AVE	41.32708	-72.8702	11
2007	2023	TRAVELING UNREASONABLY FAST	14-218A	1481 QUINNIPIAC AVE	41.32708	-72.8702	4
2008	2020	TRAVELING UNREASONABLY FAST	14-218A	50 FITCH ST	41.32712	-72.9544	3
2009	2021	TRAVELING UNREASONABLY FAST	14-218A	50 FITCH ST	41.32712	-72.9544	1
2010	2022	TRAVELING UNREASONABLY FAST	14-218A	228 CRESCENT ST	41.32715	-72.9411	21
2011	2021	TRAVELING UNREASONABLY FAST	14-218A	97 SHEFFIELD AVE 99	41.32717	-72.9256	1
2012	2021	TRAFFIC CONTROL SIGNALS	14-299	1286 FOREST RD & FOUNTAIN ST	41.32724	-72.9681	1
2013	2020	TRAVELING UNREASONABLY FAST	14-218A	1 DAYTON ST & FOUNTAIN ST	41.3273	-72.9685	1
2014	2023	TRAVELING UNREASONABLY FAST	14-218A	1500 QUINNIPIAC AVE & HEMINGWAY PL	41.32731	-72.87	3
2015	2023	TRAVELING UNREASONABLY FAST	14-218A	1781 ELLA T GRASSO BLVD	41.32734	-72.9462	1
2016	2021	TRAFFIC CONTROL SIGNALS	14-299	150 FITCH ST & BLAKE ST	41.32747	-72.9534	2
2017	2022	TRAVELING UNREASONABLY FAST	14-218A	158 FITCH ST & BLAKE ST	41.32747	-72.9534	1
2018	2022	TRAFFIC CONTROL SIGNALS	14-299	158 FITCH ST & BLAKE ST	41.32747	-72.9534	1
2019	2021	TRAVELING UNREASONABLY FAST	14-218A	288 BLAKE ST & FITCH ST	41.32747	-72.9534	1
2020	2021	TRAFFIC CONTROL SIGNALS	14-299	288 BLAKE ST & FITCH ST	41.32747	-72.9534	1
2021	2023	TRAVELING UNREASONABLY FAST	14-218A	52 HARDING PL & SHERMAN PKY	41.32751	-72.9362	1
2022	2021	TRAVELING UNREASONABLY FAST	14-218A	530 DIXWELL AVE & HARDING PL	41.32758	-72.9352	2
2023	2023	TRAVELING UNREASONABLY FAST	14-218A	530 DIXWELL AVE & HARDING PL	41.32758	-72.9352	3
2024	2023	TRAVELING UNREASONABLY FAST	14-218A	138 NEWHALL ST & STARR ST	41.32769	-72.929	1

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2025	2021 TRAFFIC CONTROL SIGNALS	14-299	500 BLAKE ST & VALLEY ST	41.3278	-72.9598	1
2026	2023 TRAFFIC CONTROL SIGNALS	14-299	500 BLAKE ST & VALLEY ST	41.3278	-72.9598	1
2027	2022 TRAVELING UNREASONABLY FAST	14-218A	590 WINCHESTER AVE & HAZEL ST	41.32785	-72.9269	1
2028	2023 TRAFFIC CONTROL SIGNALS	14-299	590 WINCHESTER AVE & HAZEL ST	41.32785	-72.9269	1
2029	2021 TRAVELING UNREASONABLY FAST	14-218A	1524 QUINNIPIAC AVE	41.32789	-72.8697	1
2030	2020 TRAFFIC CONTROL SIGNALS	14-299	106 DIAMOND ST & DYER ST	41.32795	-72.9504	1
2031	2023 TRAVELING UNREASONABLY FAST	14-218A	418 MIDDLETOWN AVE & FLINT ST	41.32796	-72.8783	1
2032	2023 TRAVELING UNREASONABLY FAST	14-218A	552 DIXWELL AVE & THOMPSON ST	41.3281	-72.9352	2
2033	2020 TRAVELING UNREASONABLY FAST	14-218A	642 WHITNEY AVE & HIGHLAND ST	41.32811	-72.9149	1
2034	2021 TRAVELING UNREASONABLY FAST	14-218A	642 WHITNEY AVE & HIGHLAND ST	41.32811	-72.9149	2
2035	2022 TRAFFIC CONTROL SIGNALS	14-299	642 WHITNEY AVE & HIGHLAND ST	41.32811	-72.9149	2
2036	2023 TRAFFIC CONTROL SIGNALS	14-299	642 WHITNEY AVE & HIGHLAND ST	41.32811	-72.9149	2
2037	2021 TRAVELING UNREASONABLY FAST	14-218A	1537 QUINNIPIAC AVE	41.3282	-72.8695	1
2038	2022 TRAVELING UNREASONABLY FAST	14-218A	1537 QUINNIPIAC AVE & ASSUMPTION ST	41.3282	-72.8695	1
2039	2023 TRAVELING UNREASONABLY FAST	14-218A	580 DIXWELL AVE	41.32824	-72.9352	1
2040	2021 TRAVELING UNREASONABLY FAST	14-218A	650 WHITNEY AVE	41.32827	-72.9149	1
2041	2020 TRAVELING UNREASONABLY FAST	14-218A	1543 QUINNIPIAC AVE	41.32834	-72.8693	1
2042	2020 TRAVELING UNREASONABLY FAST	14-218A	720 SHERMAN PKY & FORD ST	41.32835	-72.9375	1
2043	2021 TRAVELING UNREASONABLY FAST	14-218A	720 SHERMAN PKY & FORD ST	41.32835	-72.9375	3
2044	2022 TRAVELING UNREASONABLY FAST	14-218A	720 SHERMAN PKY & FORD ST	41.32835	-72.9375	7
2045	2023 TRAVELING UNREASONABLY FAST	14-218A	720 SHERMAN PKY & FORD ST	41.32835	-72.9375	3
2046	2020 TRAVELING UNREASONABLY FAST	14-218A	559 DIXWELL AVE & FORD ST	41.32837	-72.9351	5
2047	2021 TRAVELING UNREASONABLY FAST	14-218A	559 DIXWELL AVE & FORD ST	41.32837	-72.9351	7
2048	2022 TRAVELING UNREASONABLY FAST	14-218A	559 DIXWELL AVE & FORD ST	41.32837	-72.9351	5
2049	2023 TRAVELING UNREASONABLY FAST	14-218A	559 DIXWELL AVE & FORD ST	41.32837	-72.9351	8
2050	2023 TRAFFIC CONTROL SIGNALS	14-299	559 DIXWELL AVE & FORD ST	41.32837	-72.9351	1
2051	2021 TRAVELING UNREASONABLY FAST	14-218A	975 WHALLEY AVE & HARRISON ST	41.32839	-72.962	2
2052	2022 TRAVELING UNREASONABLY FAST	14-218A	975 WHALLEY AVE & HARRISON ST	41.32839	-72.962	1
2053	2022 TRAFFIC CONTROL SIGNALS	14-299	975 WHALLEY AVE & HARRISON ST	41.32839	-72.962	1
2054	2023 TRAFFIC CONTROL SIGNALS	14-299	975 WHALLEY AVE & HARRISON ST	41.32839	-72.962	2
2055	2021 TRAVELING UNREASONABLY FAST	14-218A	945 WHALLEY AVE & PHILIP ST	41.32839	-72.9618	1
2056	2020 TRAFFIC CONTROL SIGNALS	14-299	196 FITCH ST & DYER ST	41.32843	-72.9517	1
2057	2022 TRAVELING UNREASONABLY FAST	14-218A	278 CRESCENT ST & ELLSWORTH AVE	41.32844	-72.9418	3
2058	2022 TRAFFIC CONTROL SIGNALS	14-299	278 CRESCENT ST & ELLSWORTH AVE	41.32844	-72.9418	1
2059	2023 TRAFFIC CONTROL SIGNALS	14-299	992 WHALLEY AVE	41.32849	-72.9631	1
2060	2021 TRAVELING UNREASONABLY FAST	14-218A	1549 QUINNIPIAC AVE	41.3285	-72.8692	1
2061	2022 TRAVELING UNREASONABLY FAST	14-218A	1549 QUINNIPIAC AVE	41.3285	-72.8692	1
2062	2021 TRAFFIC CONTROL SIGNALS	14-299	420 BLAKE ST & STONE ST	41.32853	-72.9574	1
2063	2022 TRAVELING UNREASONABLY FAST	14-218A	710 SHERMAN PKY	41.32854	-72.9377	2
2064	2023 TRAVELING UNREASONABLY FAST	14-218A	710 SHERMAN PKY	41.32854	-72.9377	1
2065	2022 TRAVELING UNREASONABLY FAST	14-218A	1555 QUINNIPIAC AVE	41.32866	-72.8691	1
2066	2021 TRAFFIC CONTROL SIGNALS	14-299	1015 WHALLEY AVE	41.32871	-72.9638	1
2067	2023 TRAVELING UNREASONABLY FAST	14-218A	1560 QUINNIPIAC AVE	41.32879	-72.8692	1

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2068	2020	TRAVELING UNREASONABLY FAST	14-218A	1561 QUINNIPIAC AVE	41.32883	-72.869	1
2069	2022	TRAFFIC CONTROL SIGNALS	14-299	1051 WHALLEY AVE & EMERSON ST	41.32886	-72.9652	4
2070	2023	TRAFFIC CONTROL SIGNALS	14-299	1051 WHALLEY AVE & EMERSON ST	41.32886	-72.9652	7
2071	2021	TRAFFIC CONTROL SIGNALS	14-299	390 BLAKE ST & AUSTIN ST	41.32888	-72.9561	1
2072	2020	TRAVELING UNREASONABLY FAST	14-218A	BLAKE & AUSTIN ST	41.32888	-72.9561	1
2073	2022	TRAVELING UNREASONABLY FAST	14-218A	298 CRESCENT ST & FOURNIER ST	41.32899	-72.9424	2
2074	2022	TRAFFIC CONTROL SIGNALS	14-299	298 CRESCENT ST & FOURNIER ST	41.32899	-72.9424	1
2075	2021	TRAVELING UNREASONABLY FAST	14-218A	1159 WHALLEY AVE	41.32899	-72.9676	1
2076	2021	TRAFFIC CONTROL SIGNALS	14-299	224 SHELTON AVE & HAZEL ST	41.329	-72.9325	1
2077	2020	TRAVELING UNREASONABLY FAST	14-218A	1570 QUINNIPIAC AVE	41.32903	-72.869	1
2078	2021	TRAFFIC CONTROL SIGNALS	14-299	1150 WHALLEY AVE	41.32907	-72.9684	1
2079	2022	TRAFFIC CONTROL SIGNALS	14-299	270 HIGHLAND ST & SHEFFIELD AVE	41.32908	-72.9251	1
2080	2020	TRAVELING UNREASONABLY FAST	14-218A	1573 QUINNIPIAC AVE	41.32916	-72.8688	1
2081	2020	TRAVELING UNREASONABLY FAST	14-218A	1155 WHALLEY AVE & DAYTON ST	41.32919	-72.9686	4
2082	2021	TRAVELING UNREASONABLY FAST	14-218A	1155 WHALLEY AVE & DAYTON ST	41.32919	-72.9686	8
2083	2021	TRAFFIC CONTROL SIGNALS	14-299	1155 WHALLEY AVE & DAYTON ST	41.32919	-72.9686	1
2084	2022	TRAVELING UNREASONABLY FAST	14-218A	1155 WHALLEY AVE & DAYTON ST	41.32919	-72.9686	4
2085	2022	TRAFFIC CONTROL SIGNALS	14-299	1155 WHALLEY AVE & DAYTON ST	41.32919	-72.9686	1
2086	2023	TRAFFIC CONTROL SIGNALS	14-299	1155 WHALLEY AVE & DAYTON ST	41.32919	-72.9686	21
2087	2020	TRAVELING UNREASONABLY FAST	14-218A	80 DAYTON ST & WHALLEY AVE	41.32919	-72.9686	1
2088	2022	TRAVELING UNREASONABLY FAST	14-218A	358 CRESCENT ST & COLONY RD	41.32922	-72.9428	2
2089	2022	TRAVELING UNREASONABLY FAST	14-218A	1577 QUINNIPIAC AVE	41.32927	-72.8687	1
2090	2023	TRAVELING UNREASONABLY FAST	14-218A	1 HUNTINGTON ST & WHITNEY AVE	41.32943	-72.9142	1
2091	2020	TRAVELING UNREASONABLY FAST	14-218A	700 WHITNEY AVE & HUNTINGTON ST	41.32943	-72.9142	3
2092	2021	TRAVELING UNREASONABLY FAST	14-218A	700 WHITNEY AVE & HUNTINGTON ST	41.32943	-72.9142	5
2093	2022	TRAVELING UNREASONABLY FAST	14-218A	700 WHITNEY AVE & HUNTINGTON ST	41.32943	-72.9142	7
2094	2023	TRAVELING UNREASONABLY FAST	14-218A	700 WHITNEY AVE & HUNTINGTON ST	41.32943	-72.9142	8
2095	2023	TRAFFIC CONTROL SIGNALS	14-299	700 WHITNEY AVE & HUNTINGTON ST	41.32943	-72.9142	2
2096	2021	TRAVELING UNREASONABLY FAST	14-218A	260 HAZEL ST & DIXWELL AVE	41.32953	-72.9351	1
2097	2020	TRAVELING UNREASONABLY FAST	14-218A	600 DIXWELL AVE & HAZEL ST	41.32953	-72.9351	3
2098	2021	TRAVELING UNREASONABLY FAST	14-218A	600 DIXWELL AVE & HAZEL ST	41.32953	-72.9351	35
2099	2022	TRAVELING UNREASONABLY FAST	14-218A	600 DIXWELL AVE & HAZEL ST	41.32953	-72.9351	4
2100	2022	SPEEDING INFRACTION-CARS ONLY	14-219(B)	600 DIXWELL AVE & HAZEL ST	41.32953	-72.9351	1
2101	2023	TRAVELING UNREASONABLY FAST	14-218A	600 DIXWELL AVE & HAZEL ST	41.32953	-72.9351	7
2102	2022	TRAVELING UNREASONABLY FAST	14-218A	1594 QUINNIPIAC AVE	41.32959	-72.8687	1
2103	2020	TRAFFIC CONTROL SIGNALS	14-299	113 IVY ST FL03	41.32964	-72.9305	1
2104	2020	TRAVELING UNREASONABLY FAST	14-218A	1598 QUINNIPIAC AVE	41.32969	-72.8686	1
2105	2022	TRAVELING UNREASONABLY FAST	14-218A	1598 QUINNIPIAC AVE	41.32969	-72.8686	1
2106	2022	TRAVELING UNREASONABLY FAST	14-218A	99 PINE ROCK RD & ROGER WHITE DR	41.32977	-72.9481	1
2107	2022	TRAVELING UNREASONABLY FAST	14-218A	1607 QUINNIPIAC AVE	41.32987	-72.8684	1
2108	2021	TRAVELING UNREASONABLY FAST	14-218A	1671 QUINNIPIAC AVE	41.32987	-72.8684	1
2109	2023	TRAVELING UNREASONABLY FAST	14-218A	150 IVY ST & SHELTON AVE	41.32991	-72.9321	1
2110	2023	TRAVELING UNREASONABLY FAST	14-218A	258 SHELTON AVE & IVY ST	41.32991	-72.9321	1

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2111	2020 TRAVELING UNREASONABLY FAST	14-218A	617 DIXWELL AVE & W HAZEL ST	41.32994	-72.9352	1
2112	2021 TRAVELING UNREASONABLY FAST	14-218A	617 DIXWELL AVE & W HAZEL ST	41.32994	-72.9352	9
2113	2022 TRAVELING UNREASONABLY FAST	14-218A	617 DIXWELL AVE & W HAZEL ST	41.32994	-72.9352	4
2114	2023 TRAVELING UNREASONABLY FAST	14-218A	617 DIXWELL AVE & W HAZEL ST	41.32994	-72.9352	1
2115	2021 TRAFFIC CONTROL SIGNALS	14-299	80 HUNTINGTON ST & EDGEHILL RD	41.32999	-72.9173	1
2116	2022 TRAFFIC CONTROL SIGNALS	14-299	80 HUNTINGTON ST & EDGEHILL RD	41.32999	-72.9173	1
2117	2021 TRAVELING UNREASONABLY FAST	14-218A	300 W HAZEL ST & SHERMAN PKY	41.32999	-72.9379	1
2118	2021 TRAVELING UNREASONABLY FAST	14-218A	790 SHERMAN PKY & W HAZEL ST	41.32999	-72.9379	1
2119	2023 TRAVELING UNREASONABLY FAST	14-218A	790 SHERMAN PKY & W HAZEL ST	41.32999	-72.9379	4
2120	2020 TRAVELING UNREASONABLY FAST	14-218A	1625 QUINNIPIAC AVE	41.33029	-72.8682	1
2121	2023 TRAVELING UNREASONABLY FAST	14-218A	1899 ELLA T GRASSO BLVD & CRESCENT ST	41.33037	-72.9445	9
2122	2022 TRAVELING UNREASONABLY FAST	14-218A	CRESCENT ST & ELLA T GRASSO BLVD	41.33037	-72.9445	2
2123	2022 TRAFFIC CONTROL SIGNALS	14-299	CRESCENT ST & ELLA T GRASSO BLVD	41.33037	-72.9445	1
2124	2023 TRAVELING UNREASONABLY FAST	14-218A	CRESCENT ST & ELLA T GRASSO BLVD	41.33037	-72.9445	3
2125	2023 TRAFFIC CONTROL SIGNALS	14-299	112 W PROSPECT ST & WHALLEY AVE	41.33039	-72.9719	1
2126	2020 TRAVELING UNREASONABLY FAST	14-218A	1254 WHALLEY AVE & W PROSPECT ST	41.33039	-72.9719	6
2127	2023 TRAFFIC CONTROL SIGNALS	14-299	1254 WHALLEY AVE & W PROSPECT ST	41.33039	-72.9719	4
2128	2022 TRAFFIC CONTROL SIGNALS	14-299	530 MIDDLETOWN AVE & GANDO DR	41.33042	-72.8753	1
2129	2021 TRAVELING UNREASONABLY FAST	14-218A	740 WHITNEY AVE	41.33048	-72.9139	2
2130	2022 TRAVELING UNREASONABLY FAST	14-218A	740 WHITNEY AVE	41.33048	-72.9139	6
2131	2023 TRAVELING UNREASONABLY FAST	14-218A	59 E ROCK RD & EVERIT ST	41.33053	-72.912	1
2132	2023 TRAVELING UNREASONABLY FAST	14-218A	E ROCK RD & EVERIT ST	41.33053	-72.912	1
2133	2022 TRAFFIC CONTROL SIGNALS	14-299	636 DIXWELL AVE & IVY ST	41.33055	-72.9351	1
2134	2023 TRAFFIC CONTROL SIGNALS	14-299	636 DIXWELL AVE & IVY ST	41.33055	-72.9351	2
2135	2020 TRAVELING UNREASONABLY FAST	14-218A	120 E ROCK RD & WHITNEY AVE	41.33063	-72.9137	1
2136	2023 TRAFFIC CONTROL SIGNALS	14-299	120 E ROCK RD & WHITNEY AVE	41.33063	-72.9137	1
2137	2020 TRAVELING UNREASONABLY FAST	14-218A	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	14
2138	2020 TRAFFIC CONTROL SIGNALS	14-299	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	1
2139	2021 TRAVELING UNREASONABLY FAST	14-218A	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	21
2140	2021 TRAFFIC CONTROL SIGNALS	14-299	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	3
2141	2022 TRAVELING UNREASONABLY FAST	14-218A	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	26
2142	2022 TRAFFIC CONTROL SIGNALS	14-299	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	4
2143	2023 TRAVELING UNREASONABLY FAST	14-218A	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	7
2144	2023 TRAFFIC CONTROL SIGNALS	14-299	740 WHITNEY AVE & E ROCK RD	41.33063	-72.9137	1
2145	2020 TRAVELING UNREASONABLY FAST	14-218A	WHITNEY & EAST ROCK RD	41.33063	-72.9137	1
2146	2022 TRAFFIC CONTROL SIGNALS	14-299	300 FITCH ST & WINTERGREEN AVE	41.33063	-72.9503	1
2147	2023 TRAFFIC CONTROL SIGNALS	14-299	300 FITCH ST & WINTERGREEN AVE	41.33063	-72.9503	1
2148	2020 TRAFFIC CONTROL SIGNALS	14-299	200 HUNTINGTON ST & PROSPECT ST	41.33068	-72.9214	1
2149	2021 TRAFFIC CONTROL SIGNALS	14-299	200 HUNTINGTON ST & PROSPECT ST	41.33068	-72.9214	1
2150	2023 TRAFFIC CONTROL SIGNALS	14-299	646 DIXWELL AVE	41.33069	-72.9352	1
2151	2020 TRAFFIC CONTROL SIGNALS	14-299	648 DIXWELL AVE & W IVY ST	41.33077	-72.9352	1
2152	2023 TRAVELING UNREASONABLY FAST	14-218A	648 DIXWELL AVE & W IVY ST	41.33077	-72.9352	1
2154	2020 TRAVELING UNREASONABLY FAST	14-218A	799 SHERMAN PKY & W IVY ST	41.33084	-72.9379	3

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2155	2022 TRAVELING UNREASONABLY FAST	14-218A	799 SHERMAN PKY & W IVY ST	41.33084	-72.9379	1
2156	2020 TRAFFIC CONTROL SIGNALS	14-299	17 BASSETT ST	41.33084	-72.9265	1
2157	2023 TRAFFIC CONTROL SIGNALS	14-299	550 MIDDLETOWN AVE & CROSS ST	41.3309	-72.8747	2
2158	2023 TRAFFIC CONTROL SIGNALS	14-299	654 DIXWELL AVE	41.33092	-72.9352	1
2159	2021 TRAVELING UNREASONABLY FAST	14-218A	1290 WHALLEY AVE & DAVIS ST	41.33106	-72.9729	1
2160	2022 TRAVELING UNREASONABLY FAST	14-218A	1290 WHALLEY AVE & DAVIS ST	41.33106	-72.9729	2
2161	2022 TRAFFIC CONTROL SIGNALS	14-299	1290 WHALLEY AVE & DAVIS ST	41.33106	-72.9729	16
2162	2023 TRAVELING UNREASONABLY FAST	14-218A	1290 WHALLEY AVE & DAVIS ST	41.33106	-72.9729	1
2163	2023 TRAFFIC CONTROL SIGNALS	14-299	1290 WHALLEY AVE & DAVIS ST	41.33106	-72.9729	10
2164	2023 TRAVELING UNREASONABLY FAST	14-218A	200 FOXON HILL RD	41.33126	-72.8664	1
2165	2021 TRAVELING UNREASONABLY FAST	14-218A	1660 QUINNIPIAC AVE & FOXON HILL RD	41.33131	-72.8676	1
2166	2022 TRAVELING UNREASONABLY FAST	14-218A	1660 QUINNIPIAC AVE & FOXON HILL RD	41.33131	-72.8676	1
2167	2022 TRAFFIC CONTROL SIGNALS	14-299	1660 QUINNIPIAC AVE & FOXON HILL RD	41.33131	-72.8676	2
2168	2023 TRAFFIC CONTROL SIGNALS	14-299	1660 QUINNIPIAC AVE & FOXON HILL RD	41.33131	-72.8676	1
2169	2023 TRAFFIC CONTROL SIGNALS	14-299	1660 QUINNIPIAC AVE & SMITH AVE	41.33131	-72.8676	1
2170	2020 TRAFFIC CONTROL SIGNALS	14-299	250 FOXON HILL RD & QUINNIPIAC AVE	41.33131	-72.8676	1
2171	2023 TRAFFIC CONTROL SIGNALS	14-299	250 FOXON HILL RD & QUINNIPIAC AVE	41.33131	-72.8676	1
2172	2021 TRAFFIC CONTROL SIGNALS	14-299	776 WINCHESTER AVE & HUNTINGTON ST	41.33147	-72.9255	1
2173	2022 TRAFFIC CONTROL SIGNALS	14-299	776 WINCHESTER AVE & HUNTINGTON ST	41.33147	-72.9255	2
2174	2021 TRAFFIC CONTROL SIGNALS	14-299	256 FITCH ST & CRESCENT ST	41.33148	-72.9497	1
2175	2022 TRAVELING UNREASONABLY FAST	14-218A	256 FITCH S[illegible]RESCENT ST	41.33148	-72.9497	2
2176	2022 TRAFFIC CONTROL SIGNALS	14-299	256 FITCH S[illegible] & C[illegible]CENT ST	41.33148	-72.9497	2
2177	2022 TRAVELING UNREASONABLY FAST	14-218A	CRESCENT ST & FITCH ST	41.33148	-72.9497	1
2178	2022 TRAVELING UNREASONABLY FAST	14-218A	774 WHITNEY AVE & OGDEN ST	41.33157	-72.9133	5
2179	2022 TRAFFIC CONTROL SIGNALS	14-299	774 WHITNEY AVE & OGDEN ST	41.33157	-72.9133	1
2180	2021 TRAFFIC CONTROL SIGNALS	14-299	140 BASSETT ST & SHELTON AVE	41.33173	-72.9315	1
2181	2022 TRAFFIC CONTROL SIGNALS	14-299	140 BASSETT ST & SHELTON AVE	41.33173	-72.9315	1
2182	2021 TRAFFIC CONTROL SIGNALS	14-299	322 SHELTON AVE & BASSETT ST	41.33173	-72.9315	1
2183	2020 TRAVELING UNREASONABLY FAST	14-218A	1329 WHALLEY AVE	41.33176	-72.9739	1
2184	2021 TRAFFIC CONTROL SIGNALS	14-299	1349 WHALLEY AVE & ANTHONY ST	41.33191	-72.9742	1
2185	2022 TRAFFIC CONTROL SIGNALS	14-299	1349 WHALLEY AVE & ANTHONY ST	41.33191	-72.9742	1
2186	2023 TRAVELING UNREASONABLY FAST	14-218A	1349 WHALLEY AVE & ANTHONY ST	41.33191	-72.9742	1
2187	2020 TRAVELING UNREASONABLY FAST	14-218A	798 WHITNEY AVE & BURNS ST	41.33192	-72.9131	4
2188	2020 TRAVELING UNREASONABLY FAST	14-218A	842 SHERMAN AVE & WILLIS ST	41.33192	-72.9379	1
2189	2020 TRAFFIC CONTROL SIGNALS	14-299	842 SHERMAN AVE & WILLIS ST	41.33192	-72.9379	1
2190	2021 TRAVELING UNREASONABLY FAST	14-218A	842 SHERMAN AVE & WILLIS ST	41.33192	-72.9379	1
2191	2022 TRAFFIC CONTROL SIGNALS	14-299	15 GOODYEAR ST	41.33225	-72.9325	1
2192	2020 TRAVELING UNREASONABLY FAST	14-218A	224 BASSETT ST & DIXWELL AVE	41.3325	-72.9352	1
2193	2021 TRAFFIC CONTROL SIGNALS	14-299	224 BASSETT ST & DIXWELL AVE	41.3325	-72.9352	1
2194	2023 TRAVELING UNREASONABLY FAST	14-218A	224 BASSETT ST & DIXWELL AVE	41.3325	-72.9352	1
2195	2023 TRAFFIC CONTROL SIGNALS	14-299	224 BASSETT ST & DIXWELL AVE	41.3325	-72.9352	1
2196	2020 TRAVELING UNREASONABLY FAST	14-218A	708 DIXWELL AVE & BASSETT ST	41.3325	-72.9352	1
2197	2020 TRAFFIC CONTROL SIGNALS	14-299	708 DIXWELL AVE & BASSETT ST	41.3325	-72.9352	4

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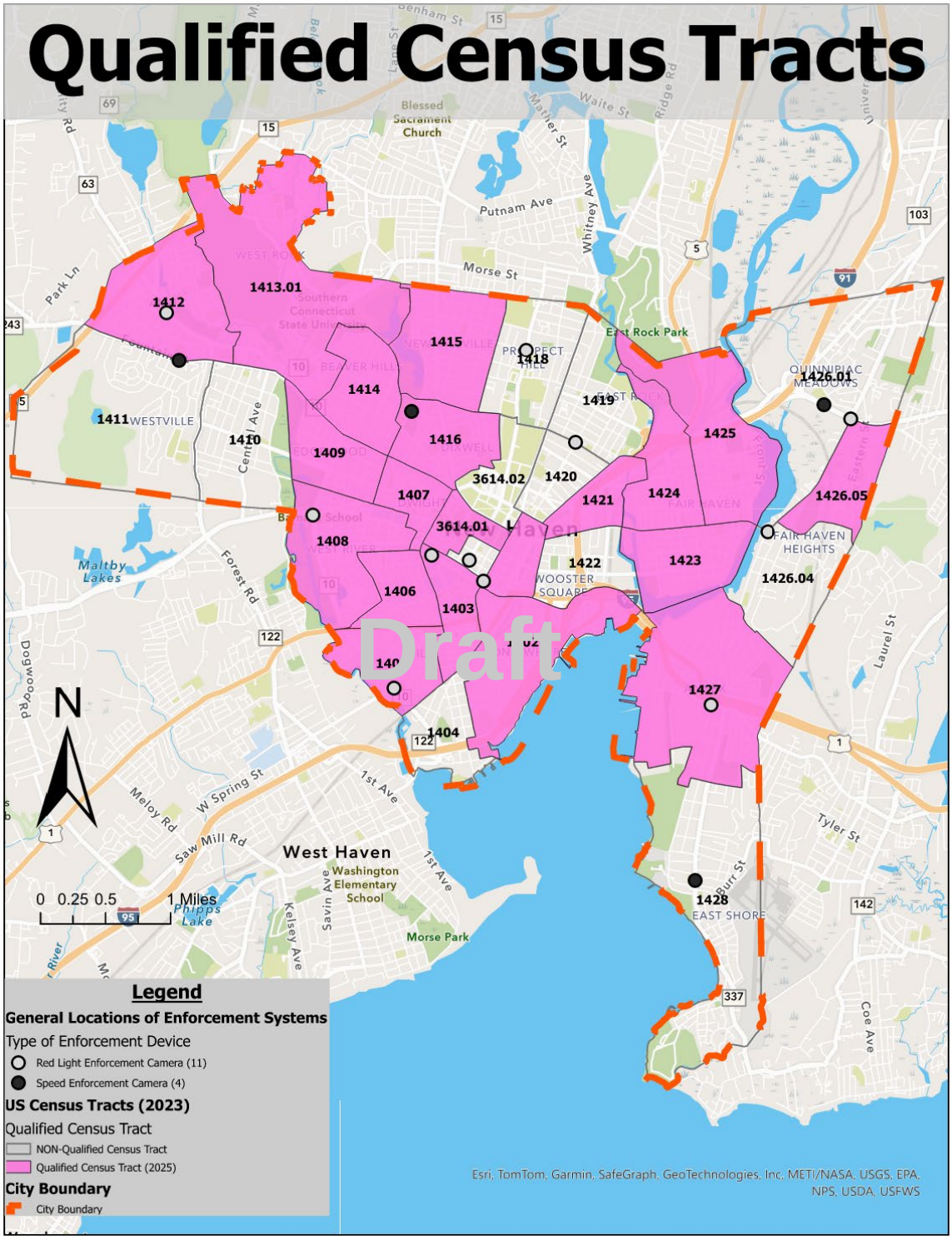
2198	2021	TRAFFIC CONTROL SIGNALS	14-299	708 DIXWELL AVE & BASSETT ST	41.3325	-72.9352	2
2199	2022	TRAVELING UNREASONABLY FAST	14-218A	708 DIXWELL AVE & BASSETT ST	41.3325	-72.9352	2
2200	2022	TRAFFIC CONTROL SIGNALS	14-299	708 DIXWELL AVE & BASSETT ST	41.3325	-72.9352	2
2201	2023	TRAFFIC CONTROL SIGNALS	14-299	708 DIXWELL AVE & BASSETT ST	41.3325	-72.9352	11
2202	2020	TRAFFIC CONTROL SIGNALS	14-299	1 E RAMSDELL ST & WHALLEY AVE	41.33252	-72.9751	2
2203	2020	TRAVELING UNREASONABLY FAST	14-218A	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	1
2204	2020	TRAFFIC CONTROL SIGNALS	14-299	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	6
2205	2021	TRAVELING UNREASONABLY FAST	14-218A	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	1
2206	2021	TRAFFIC CONTROL SIGNALS	14-299	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	1
2207	2022	TRAVELING UNREASONABLY FAST	14-218A	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	1
2208	2022	TRAFFIC CONTROL SIGNALS	14-299	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	2
2209	2023	TRAFFIC CONTROL SIGNALS	14-299	1369 WHALLEY AVE & E RAMSDELL ST	41.33252	-72.9751	7
2210	2021	TRAVELING UNREASONABLY FAST	14-218A	1373 WHALLEY AVE & RAMSDELL ST	41.33252	-72.9751	2
2211	2022	TRAVELING UNREASONABLY FAST	14-218A	1373 WHALLEY AVE & RAMSDELL ST	41.33252	-72.9751	1
2212	2023	TRAVELING UNREASONABLY FAST	14-218A	1373 WHALLEY AVE & RAMSDELL ST	41.33252	-72.9751	2
2213	2023	TRAFFIC CONTROL SIGNALS	14-299	WHALLEY AVE & RAMSDELL ST	41.33252	-72.9751	1
2214	2020	TRAVELING UNREASONABLY FAST	14-218A	859 SHERMAN AVE & BASSETT ST	41.33265	-72.9379	1
2215	2022	TRAVELING UNREASONABLY FAST	14-218A	859 SHERMAN AVE & BASSETT ST	41.33265	-72.9379	4
2216	2023	TRAFFIC CONTROL SIGNALS	14-299	859 SHERMAN AVE & BASSETT ST	41.33265	-72.9379	1
2217	2022	TRAVELING UNREASONABLY FAST	14-218A	1397 WHALLEY AVE & WESTERLEIGH RD	41.33308	-72.9755	1
2218	2022	TRAFFIC CONTROL SIGNALS	14-299	1397 WHALLEY AVE & WESTERLEIGH RD	41.33308	-72.9755	1
2219	2022	TRAVELING UNREASONABLY FAST	14-218A	737 DIXWELL AVE & DORMAN ST	41.33347	-72.9351	1
2220	2021	TRAFFIC CONTROL SIGNALS	14-299	1426 WHALLEY AVE	41.33367	-72.9761	1
2221	2020	TRAVELING TOO FAST CONDITIONS	14-218A*	396 SHELTON AVE FL02	41.33395	-72.9308	1
2222	2022	TRAVELING UNREASONABLY FAST	14-218A	720 MIDDLETOWN AVE & WESTMINSTER ST	41.33406	-72.8708	2
2223	2023	TRAFFIC CONTROL SIGNALS	14-299	138 E RAMSDELL ST & VALLEY ST	41.33437	-72.971	1
2224	2020	TRAVELING UNREASONABLY FAST	14-218A	415 VALLEY ST & E RAMSDELL ST	41.33437	-72.971	7
2225	2022	TRAVELING UNREASONABLY FAST	14-218A	415 VALLEY ST & E RAMSDELL ST	41.33437	-72.971	1
2226	2021	TRAVELING UNREASONABLY FAST	14-218A	1 AMITY RD & WHALLEY AVE	41.33452	-72.9766	1
2227	2021	TRAFFIC CONTROL SIGNALS	14-299	1475 WHALLEY AVE & AMITY RD	41.33452	-72.9766	1
2228	2022	TRAVELING UNREASONABLY FAST	14-218A	1475 WHALLEY AVE & AMITY RD	41.33452	-72.9766	2
2229	2022	TRAFFIC CONTROL SIGNALS	14-299	1475 WHALLEY AVE & AMITY RD	41.33452	-72.9766	1
2230	2023	TRAFFIC CONTROL SIGNALS	14-299	1475 WHALLEY AVE & AMITY RD	41.33452	-72.9766	2
2231	2022	TRAVELING UNREASONABLY FAST	14-218A	11 DAISY ST	41.3347	-72.9323	1
2232	2023	TRAFFIC CONTROL SIGNALS	14-299	1449 WHALLEY AVE	41.33474	-72.9768	1
2233	2021	TRAFFIC CONTROL SIGNALS	14-299	1455 WHALLEY AVE	41.33474	-72.9768	1
2234	2021	TRAFFIC CONTROL SIGNALS	14-299	1471 WHALLEY AVE	41.33474	-72.9768	1
2235	2022	TRAVELING UNREASONABLY FAST	14-218A	1471 WHALLEY AVE	41.33474	-72.9768	1
2236	2023	TRAVELING UNREASONABLY FAST	14-218A	788 DIXWELL AVE & ELIZABETH ST	41.33487	-72.9352	1
2237	2020	TRAVELING UNREASONABLY FAST	14-218A	450 VALLEY ST	41.33506	-72.9715	4
2238	2020	TRAVELING UNREASONABLY FAST	14-218A	451 VALLEY ST	41.33512	-72.9714	1
2239	2023	TRAVELING UNREASONABLY FAST	14-218A	1 CHERRY ANN ST & DIXWELL AVE	41.33547	-72.9352	1
2240	2023	TRAVELING UNREASONABLY FAST	14-218A	821 DIXWELL AVE & CHERRY ANN ST	41.33548	-72.9352	1

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2241	2023	TRAFFIC CONTROL SIGNALS	14-299	821 DIXWELL AVE & CHERRY ANN ST	41.33548	-72.9352	1
2242	2021	TRAFFIC CONTROL SIGNALS	14-299	131 FOWLER ST & AMITY RD	41.33562	-72.9777	1
2243	2022	TRAVELING UNREASONABLY FAST	14-218A	49 AMITY RD & FOWLER ST	41.33562	-72.9777	1
2244	2022	TRAVELING UNREASONABLY FAST	14-218A	100 POND LILY AVE	41.33991	-72.9741	1
2245	2020	TRAFFIC CONTROL SIGNALS	14-299	71 LODGE ST	41.34416	-72.9625	1
2246	2023	TRAFFIC CONTROL SIGNALS	14-299	36 JENNINGS WAY APTA	41.3482	-72.9538	1
2247	2023	TRAFFIC CONTROL SIGNALS	14-299	7 BOSLEY ST	41.34866	-72.9551	1

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Qualified Census Tracts (QCT) Map



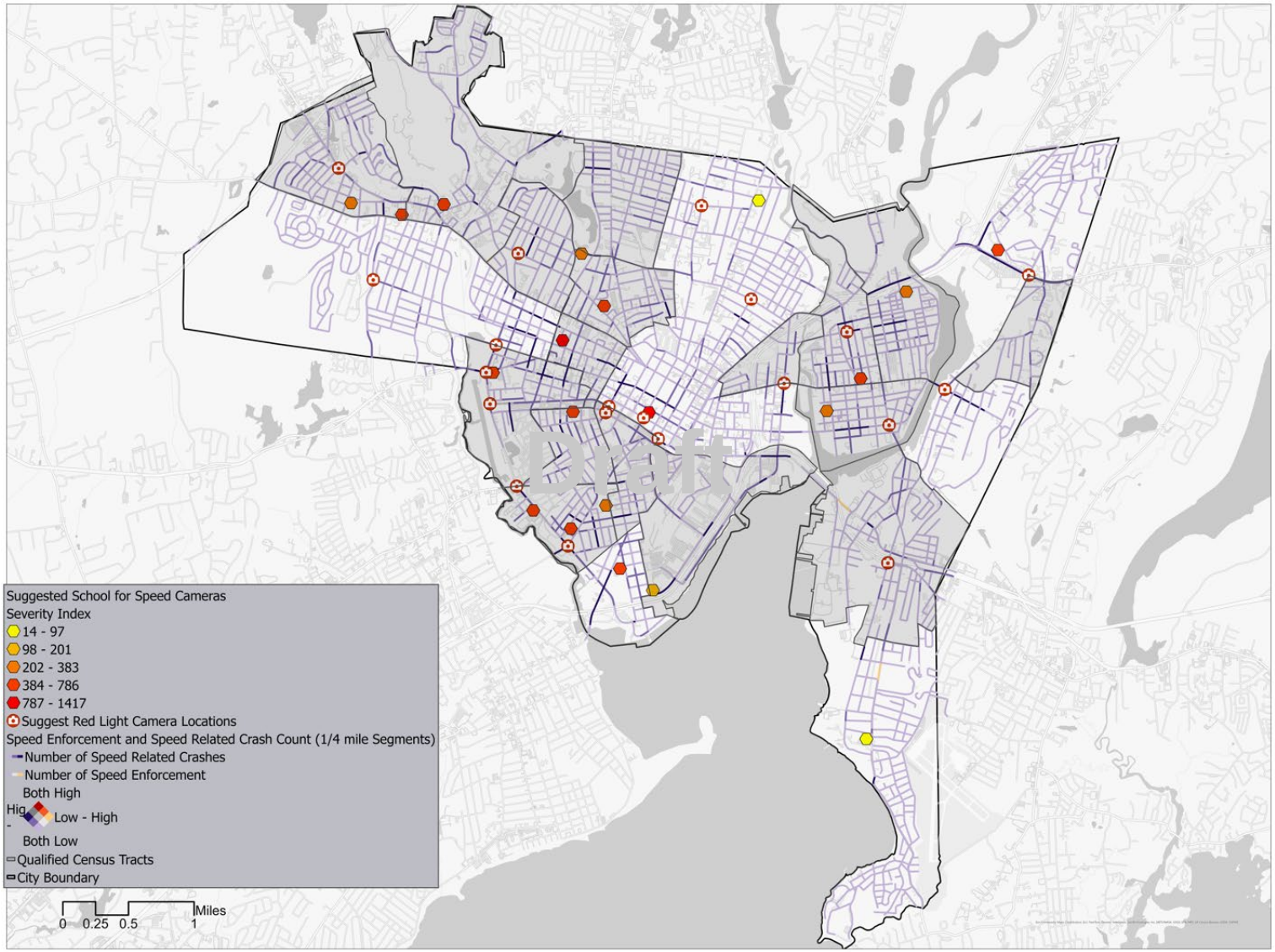
Severity Index - Speeding Crashes

Location	TotNumCrashes	SpdRelCrashes	SI	Fatal (Kill)	Injury of any type (Serious, Minor, Possible)	Property Damage Only	Possible Injury (C)	Suspected Minor Injury (B)	Suspected Serious Injury (A)	Rank Total crashes	Rank Speed crashes	Rank Fatal crashes	Rank SI crashes	Avg rank
Sherman Avenue/Edgewood Avenue	669	12	1171	2	240	427	189	35	16	2	3	2	1	2
Farnum Avenue	191	6	305	0	57	134	42	13	2	19	9	18	16	15.5
Derby Avenue/Ella T. Grasso Boulevard	444	14	715	1	130	313	115	10	5	3	1	7	7	4.5
Lexington Avenue	65	1	97	0	16	49	12	3	1	32	28	17	21	24.5
Kimberley Avenue/Ella T. Grasso Boulevard	431	10	660	1	109	321	70	27	12	4	4	7	1	4
Quinnipiac Avenue	40	0	64	0	12	28	7	4	1	34	35	16	20	26.25
Wilmont Road	31	1	57	0	13	18	11	2	0	34	27	16	29	26.5
Wilmont Road	18	0	20	0	1	17	1	0	0	36	34	16	29	28.75
Prospect Street/Canner Street	68	1	112	0	22	46	18	4	0	30	27	16	29	25.5
Bailey Street/Clinton Avenue	156	5	276	2	49	105	40	8	1	21	9	2	20	13
Chapel Street	118	1	172	0	27	91	15	11	1	25	26	15	20	21.5
College Street/George Street	1053	11	1417	2	171	880	133	28	10	1	3	2	1	1.75
Fountain Street/Davis Street/Whalley Avenue	139	2	239	2	39	98	30	8	1	22	19	2	19	15.5
Goffe Street	364	6	597	1	111	252	70	33	8	4	6	4	1	3.75
Willow Steet/Nash Street	170	2	281	1	50	119	38	10	2	17	18	4	12	12.75
Yale Avenue/Edgewood Avenue	29	0	41	0	6	23	4	1	1	27	27	11	17	20.5
Blake Street/Valley Street/Whalley Avenue	348	6	498	0	75	273	57	14	4	4	6	11	5	6.5
Grand Avenue/Ferry Street	435	3	652	1	103	331	80	19	4	2	15	4	5	6.5
Blatchley Avenue/Grand Avenue	393	5	632	1	114	278	95	12	7	2	6	4	2	3.5
Water Street/Union Street	327	4	475	0	74	253	57	15	2	4	10	9	9	8
Quinnipiac Avenue/Ferry Street	151	5	237	0	43	108	31	11	1	14	6	9	13	10.5
Legion Avenue/Orchard Street	336	9	53	0	99	237	80	15	4	2	3	9	4	4.5
Sherman Parkway/Goffe Street	171	5	27		52	119	39	10	3	11	5	9	6	7.75
Congress Avenue	238	2	38		67	170	50	16	1	7	11	4	11	8.25
James Street	168	3	28		58	110	45	11	2	10	10	8	7	8.75
Fournier Street	85	1	129	0	22	63	19	3	0	14	13	8	13	12
Shelton Avenue/Bassett Street	193	1	293	0	50	143	40	8	2	9	13	8	7	9.25
Blake Street/Fitch Street	117	2	201	0	42	75	30	6	6	11	10	8	2	7.75
Fountain Street/Davis Street/Whalley Avenue	266	7	452	2	82	182	61	18	3	5	4	2	5	4
Water Street	26	0	51	1	7	18	5	2	0	14	14	3	10	10.25
Townsend Avenue	44	1	77	1	11	32	8	3	0	13	11	3	10	9.25
Orange Street	335	4	482	1	68	266	59	7	2	2	6	3	5	4
Ella T. Grasso Boulevard	288	12	523	5	90	193	68	18	4	2	2	1	3	2
Hallock Avenue	91	4	145	0	27	64	22	4	1	8	5	3	5	5.25
Columbus Avenue/Howard Avenue/Washington	260	5	445	1	87	172	65	17	5	3	3	2	2	2.5
Middletown Avenue	486	9	786	0	150	336	123	25	2	1	2	2	3	2
S. Water Street	10	2	14	0	2	8	0	2	0	8	4	2	5	4.75
Washington Avenue/Ella T. Grasso Boulevard	275	13	487	2	95	178	70	17	8	1	1	1	1	1
Dixwell Avenue	136	2	220	0	42	94	30	8	4	4	3	1	1	2.25
Mitchell Drive/Orange Street	50	1	78	0	14	36	12	1	1	5	3	1	1	2.5
Whitney Avenue	143	0	227	0	42	101	35	7	0	3	4	1	2	2.5
Whitney Avenue	63	1	89	0	13	50	10	2	1	3	3	1	1	2
	224.3095238	4.261904762	354.5952	*Breakdowns by Crash Types*			*These 3 columns total for Col O*							
	199.7324983	3.946424082	299.1973											

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Calculation Notes: Severity Index (SI) = (12*Number of Fatals)+(3*Injury Crashes)+(1*Property Damage Only) Equivalent Property Damage Only (EPDO) = (541.7*Fatals)+(11.2*Injury Crashes)+(1*PDO) [Multipliers are derived as factor of estimated damage amount for crash class divided by estimated by damage amount for property damage only crashes ($7,400) these figures are based on 2010 FHWA amounts) Z scores are normalization process to remove units from numbers as technique to allow addition of different factors to develop indexs and/or composite scores) Z score is calculated (X-Mean of the Variable)/Standard Deviation. The composite is then

Preliminary List of 40 ATESD Sites



BOA Approved ATESD Sites

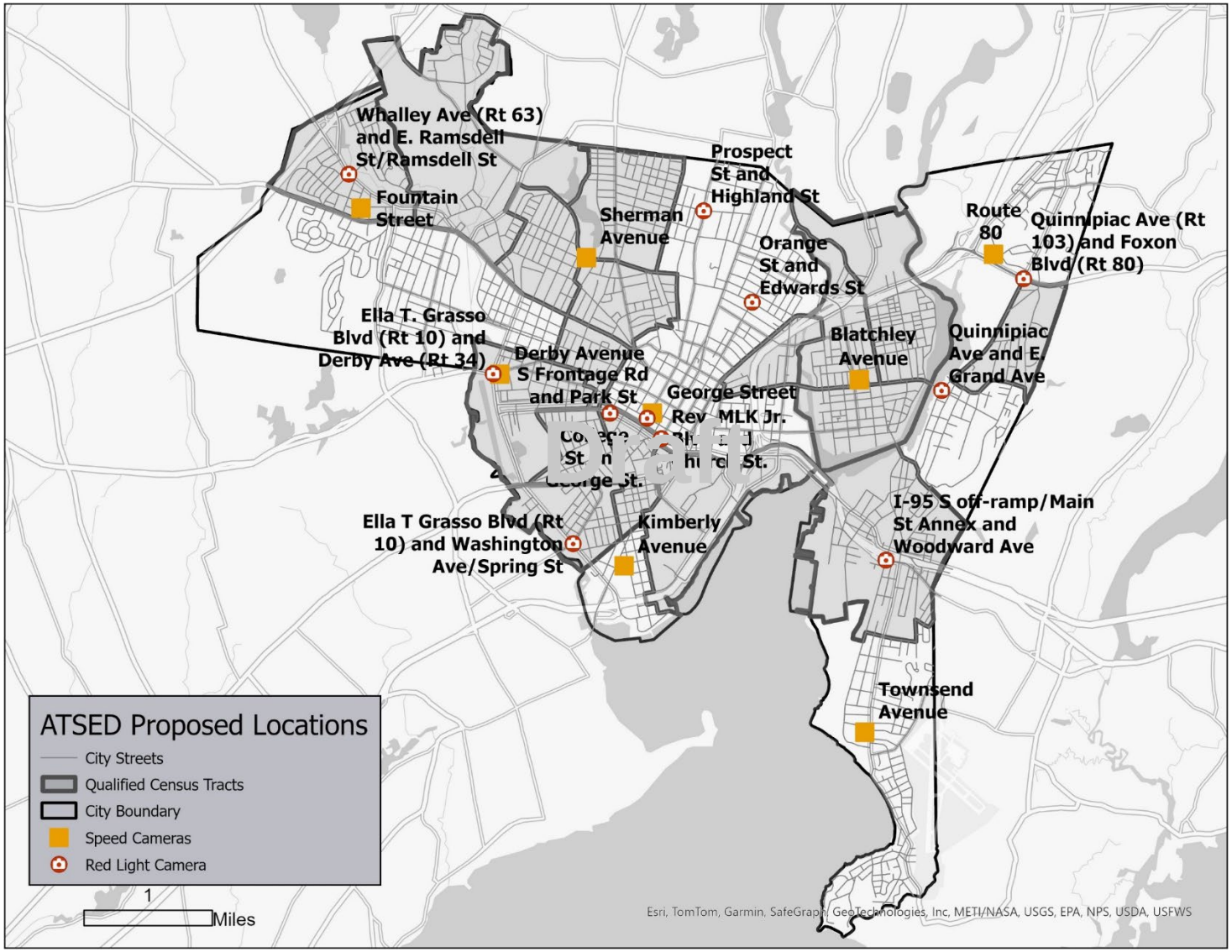


Exhibit C

Draft

Red Light Violation Camera Locations

1. MLK Jr. Blvd./N. Frontage Road at Church Street



Site Selection Justification

MLK Jr. Blvd./N. Frontage Road at Church Street: MLK Jr. Blvd./N. Frontage Road at Church Street is a four-legged intersection controlled by a traffic signal. MLK Jr. Blvd./N. Frontage Road is a westbound oriented one-way arterial roadway that serves as a major gateway into Downtown New Haven from various directions along I-91 and I-95. Church Street is a north-south oriented two-way arterial that runs through downtown New Haven connecting Downtown to the Union Station situated in the Hill Neighborhood. Within city limits, both roadways have a 25 mph posted speed limit. Both roadways connect to the Central Business District providing access to important activity centers such as the Yale New Haven Hospital, Yale University, the New Haven Green, City Hall and a large number of dense mixed-use establishments including retail, apartments and restaurants.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were significant number of crashes (more than 70) recorded at the intersection between 2020 and 2022 including one (1) fatal injury crash. Of the total crashes, 12 were red-light running related (16%). More recently, in 2024, there were two additional crashes- one fatal and one serious injury crash- with at least one of them directly related to a red-light running violation. In one crash, a bicyclist was killed in a collision with a garbage truck and in the other a pedestrian was injured as part of a secondary impact, when a vehicle running red-light collided with another vehicle.

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2. Residents, Businesses, Safety advocates and other stakeholders have regularly expressed major concerns with red-light running across the city and at this intersection, especially with MLK Jr. Blvd./N. Frontage Road serving as a major entry-point for all I-91/I-95 traffic into Downtown and with its proximity to Downtown residences, businesses, medical centers, shopping, restaurants etc. As reflected in the recorded red-light crashes at the intersections, nearly 1 in 6 crashes involved vehicles running a red-light.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to unsafe driving conditions. Approaching the intersection in the westbound direction, MLK Jr. Blvd./N. Frontage Road has 4 lanes at the intersection with wide 12.5' wide lanes. Additionally, it carries more than 20,000 vpd with majority of traffic during the AM commuter peak period. Combined with a downslope roadway grade, peak period congestion, off-peak period speeding and other behavioral factors (distracted/impaired driving, inattentiveness etc.) the problem of red-light compliance is further intensified. Other factors such as the transition from high-speed highway environment to dense-urban environment also considerably impacts overall safety, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 16 red-light running-related violations issued at this intersection. While the City's New Haven Police

Site Selection Justification
Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts. 5. The intersection is divided between two Census tracts with one of them classified as a Qualified Census Tract (# 1403) and the other as a non-Qualified Census Tract (# 1401.01). In both census tracts, nearly 1 in 3 residents do not own a vehicle (23-29%) and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, in the QCT residents experience a high rate of poverty (nearly 35.7%). Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, installation of a Red Light Camera at the intersection of MLK Jr. Blvd./N. Frontage Road at Church Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

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Supporting Information	
Intersection Roadway Description	Roadway Classification: • MLK Jr. Blvd./N. Frontage Road: Other Principal Arterial • Church Street: Other Principal Arterial Roadway orientation: • MLK Jr. Blvd./N. Frontage Road: West • Church Street: North-South # of Lanes/Lane Geometry: • MLK Jr. Blvd./N. Frontage Road Westbound approach: 1 exclusive Left-turn lane, 3 Through lanes and 1 exclusive Right turn lane • Church Street Northbound approach: 1 exclusive Left Turn lane and 2 Through lanes • Church Street Southbound approach: 1 shared Through-Left turn lane and 1 Through lane Speed Limit at intersection: • MLK Jr. Blvd./N. Frontage Road: 25 mph

	• Church Street: 25mph
Zoning	• Business District
Crashes (2020-2022)	Total Crashes: 72 Serious Injury Crashes: 0 Fatal Crashes: 1 Red light related Crashes: 12
Volumes (AADT)	MLK Jr. Blvd./N. Frontage Road: 20,100 vpd (2021 data) Church Street: Northbound, Southbound Combined: 7,800 vpd (2021 data)
Census Tract(s) #	• # 1401.01 (Device Installation Census Tract) ○ In Qualified Census Tract? No ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 13.7% ○ Total Occupied Housing Units: 682 ▪ Units with No vehicle available- 195 (29%) ▪ Units with 1 vehicle available- 422 (62%) ▪ Units with 2 vehicles available- 50 (7%) ▪ Units with 3 vehicles available- 15 (2%) ▪ Units with 4 or more vehicles available- 0 (0%) • # 1403 ○ In Qualified Census Tract? Yes ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 35.7% ○ Total Occupied Housing Units: 660 ▪ Units with No vehicle available- 151 (23%) ▪ Units with 1 vehicle available- 274 (42%) ▪ Units with 2 vehicles available- 162 (25%) ▪ Units with 3 vehicles available- 73 (11%) ▪ Units with 4 or more vehicles available- 0 (0%)

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OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes

Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

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RAMP PRE-EMPT 1

MOVEMENT DIAGRAM

PRE-EMPT 1 | PRE-EMPT 2 | PRE-EMPT 2 | PRE-EMPT 3

NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 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
FACE # 1	Y				G →	Y-Y→	R	R	R	R	R	R	R							R	R	R	R	R	R
2	Y				G	Y	R	R	R	R	R	R	R							R	R	R	R	R	R
3	←Y				←	←Y	←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
7	R				R	R	R	R	R	R	G	Y	R							←R	←R	R	R	R	R
8	R				R	R	R	R	R	R	R	R	R							R	R	R	G	Y	R
P3	OFF				←	DW	→	WØ		DW													DW		
P4	OFF				←	DW	→		WØ(13)		DW										DW		WØ(13)	DW	
					←YIELD																				
MIN					10	3.3	2.2	7	17	4	0	6	3	1						5	3	0	6	3	1
MAX					50	5	4	10	20	4	2	30	5	3						30	5	3	30	5	3
INTERVALS MIN GRN					15							10								5			10		
WALK								7 (10)				5 (10)											5 (10)		
PED CLR								17 (3)		COUNTDOWN PEDESTRIAN SIGNAL		16 (3)		COUNTDOWN PEDESTRIAN SIGNAL									16 (3)		COUNTDOWN PEDESTRIAN SIGNAL
VEH EXT					3							3								3			3		
MAX 1					30							20								10			20		
MAX 2					30							20								10			20		
YELLOW						3.3			4				3.6								3.6			3.6	
RED							2.2			0			1.4									0.1			1.4
ADD INIT										ADVANCED ACCESSIBLE PEDESTRIAN SIGNAL			ADVANCED ACCESSIBLE PEDESTRIAN SIGNAL												ADVANCED ACCESSIBLE PEDESTRIAN SIGNAL	
MAX INIT																									
TBR																									
TTR																									
MIN GAP																									
MODE		OFF			MIN RECALL			NON-LOCK			NON-LOCK			OFF			OFF			NON-LOCK			NON-LOCK		
INT START					THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	TURNS	MODE
D1	6' x 50'	VIDEO	PRESENCE
D2	6' x 50'	VIDEO	PRESENCE
D2A	6' x 50'	VIDEO	PRESENCE
D2B	6' x 50'	VIDEO	PRESENCE
D2C	6' x 50'	VIDEO	PRESENCE
D4	6' x 50'	VIDEO	PRESENCE
D4A	6' x 50'	VIDEO	PRESENCE
D7	6' x 50'	VIDEO	PRESENCE
D8	6' x 50'	VIDEO	PRESENCE
D8A	6' x 50'	VIDEO	PRESENCE
BD1	3' x 50'	VIDEO	PRESENCE
BD7	6' x 32'	VIDEO	PRESENCE
SD1-SD15	6' x 6'	VIDEO	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	NONE	
PATTERN 1	0600-0900	M-F
PATTERN 2	ALL OTHER TIMES	
PATTERN 3	0900-1500	M-F
PATTERN 4	1500-1900	M-F
PATTERN 5	1000-1600	SA-SU
MAX 1	ALL OTHER TIMES	
MAX 2	FUTURE	

COORDINATION TYPE- NEW HAVEN ATMS (14)

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
100	0	0	37 37	28 28	35 35				9 9	26 26
100	0	0	33 33	28 28	39 39				13 13	26 26
100	0	0	33 33	28 28	39 39				13 13	26 26
100	0	0	30 30	28 28	42 42				21 21	21 21
100	0	0	35 35	28 28	37 37				12 12	25 25

PERMIS PERIOD: Ø SEC

SYSTEM LOC: MASTER CITY HALL

TECHNICAL NOTES

1. STANDARD OVERLAP SKIP FEATURES APPLY.
2. MANUAL AND INTERVAL ADVANCE PHASE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.
3. COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.
4. TIMING SHOWN REFLECT FREE OPERATION, ACTUAL PHASE SPLITS TO BE DETERMINED BY THE COORDINATION PROGRAM.
5. PHASE SPLITS SHOWN REPRESENT PRELIMINARY COORDINATION DATA.
6. PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
7. PHASES 4 & 8 ON TO OMIT PHASES 4 & 7.
8. PHASE 7 TO DRIVE FACE 7 ←↑ & ← ONLY.
9. PHASE 4 TO DRIVE FACE 7 R, Y & G.
10. AUDIBLE WALK INDICATION SHALL BE PERCUSSIVE TONE.
11. RAMP PRE-EMPT 1 TO BE CALLED BY INT. #322 (ORANGE ST)
12. BD1 TO CALL PHASES 4 & 8. BD7 TO CALL PHASES 4 & 7.
13. PHASES 4, & 8 TO DRIVE CONCURRENT P4 PEDESTRIAN PHASE.
14. ADAPTIVE SIGNAL CONTROL SOFTWARE WILL DI[illegible]TE THE CYCLES, SPLITS AND OFFSETS.

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

ENERGY BY- CITY	METER # -
MAINT LEVEL	SERVICE POLE- UI ELECTRIC MH

INTERSECTION # 304

OFFICE RECORD

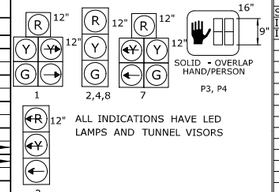
REVISION #

STC # SM # N/A

SIGNAL REVISED:
SIGNAL REVISED PER CITY PROJ. NO. 16-161-01
INSTALL RAMP PRE-EMPTION CONNECTED TO INT. #322.

METERED SERVICE

SIGNAL FACES



PRE-EMPTION SETTINGS

	RAMP (RR 1) PRE-EMPT 1	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO	NO
DET. LOCK	YES	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	5	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	17	17	17	17
HOLD GREEN	20	15	15	15
HOLD YELLOW	3.3	3.3	3.6	3.6
HOLD RED	2.2	2.2	1.4	1.4
HOLD PHASE	2	2	4&7	8
EXIT PHASE	2	4&7	8	2
EXIT CALL	NONE	NONE	NONE	NONE

CITY SIGNAL

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN
REV DR M L KING JR BLVD
AT CHURCH STREET

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER	WSP USA INC.	NOVEMBER 2018
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT AND SIGNING ARE EXISTING EXCEPT AS NOTED.

CONTRACTOR TO MAKE MODIFICATIONS IN CONTROLLER FOR PHASINGS AND TIMINGS AS SHOWN.

CONTRACTOR TO PROVIDE RAMP PRE-EMPTION 1 FORCE OFF PHASE CONNECTED TO INTERSECTION #322.

CONTRACTOR TO PROVIDE CONCURRENT PEDESTRIAN PHASE P4 AS SHOWN.

THE CONTRACTOR SHALL STAKE OUT ALL R.O.W. PRIOR TO EXCAVATION. ALL WORK, INCLUDING ALL FOUNDATIONS, ARE TO BE WITHIN THE EXISTING R.O.W.

ALL REMOVED SIGNS (STOP SIGNS, POST MOUNTED "NO TURN ON RED SIGNS", AND REDUNDANT SIGNING) REMAIN CITY OF NEW HAVEN PROPERTY AND SHALL BE DELIVERED TO CITY OF NEW HAVEN TRAFFIC AND PARKING LOCATED AT 42 MIDDLETOWN AVENUE, NEW HAVEN, CONNECTICUT. CONTACT MR. JOHN BLANDO AT (203)-946-8080.

THE CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" AT 1-800-922-4455 48 HOURS PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES TWO WEEKS PRIOR TO INSTALLATION.

THE CONTRACTOR SHALL NOTIFY CITY OF NEW HAVEN TRANSPORTATION, TRAFFIC & PARKING 48 HOURS PRIOR TO START OF WORK. CONTACT MR. BIJAN NOTGHI AT (203)-946-8069.

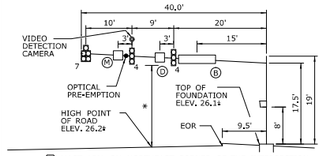
THE CONTRACTOR WILL BE REQUIRED TO TRIM TREE BRANCHES AT EACH APPROACH TO OBTAIN CLEAR SIGHT LINE TO THE SIGNAL HEADS. TREE BRANCHES SHALL BE TRIMMED BACK TO THE CURB LINE FOR A MINIMUM OF 300 FT BACK FROM EACH STOP BAR. THIS WORK SHALL BE PAID UNDER ITEM NO. 0201001 "CLEARING AND GRUBBING".

THE CONTRACTOR SHALL REPLACE IN KIND ALL DISTURBED AREAS (CURBING, SIDEWALK, STAMPED CONCRETE ETC.) ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT. THE LIMIT OF WORK ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT SHALL BE A MINIMUM OF TEN (10) FEET BEYOND DISTURBED AREAS IN ALL DIRECTIONS UNLESS OTHERWISE SPECIFIED. THE SIDEWALK SHALL BE RESTORED WITHIN 48 HOURS OF DISTURBANCE. THIS SHALL BE PAID FOR UNDER THE ASSOCIATED CONTRACT ITEM.

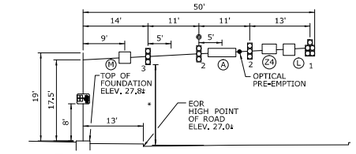
FOR FIBER OPTIC CABLE INFORMATION SEE COMMUNICATIONS INTERCONNECT PLANS.

CABLE LEGEND
VC = VIDEO DETECTOR CABLE - POLYETHYLENE JACKED CONDUIT RATED POWER CABLE
SC = ILLUMINATED STREET SIGN CABLE - 14/7

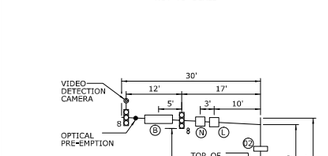
REPRESENTATIVE	UTILITY	TELEPHONE
DEAN MURATORI	COMCAST OF CONNECTICUT, INC.	(203) 732-0146
RAYMOND SOMA	FIBER TECHNOLOGIES NETWORK, LLC	(860) 643-4365
RAY PUZEMIS	FRONTIER COMMUNICATIONS	(203) 771-4014
LUIGI DIMONACO	GNHWPCA	(203) 466-4182
FRED ARNOLD	UNITED ILLUMINATING COMPANY	(203) 499-3922
THOMAS CHIZINSKI	THE SOUTHERN CONNECTICUT GAS COMPANY	(203) 795-7868
LARRY MARCIK	SO. CENT. CT. REGIONAL WATER AUTHORITY	(203) 401-6214
GIOVANNI ZINN	CITY OF NEW HAVEN	(203) 946-8101
JEFF PESCOSOLIDO	CITY OF NEW HAVEN - PUBLIC WORKS	(203) 946-7700
FRANK MAURO	LEVEL 3 COMMUNICATIONS	(516) 535-2214



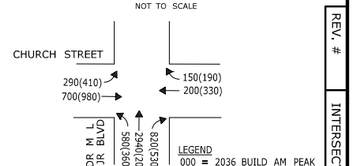
(R) MAST ARM ON NORTHEAST CORNER OF THE INTERSECTION CHURCH STREET NB APPROACH
NOT TO SCALE



(Q) MAST ARM ON SOUTHWEST CORNER OF THE INTERSECTION REV DR M L KING JR BLVD WB APPROACH
NOT TO SCALE



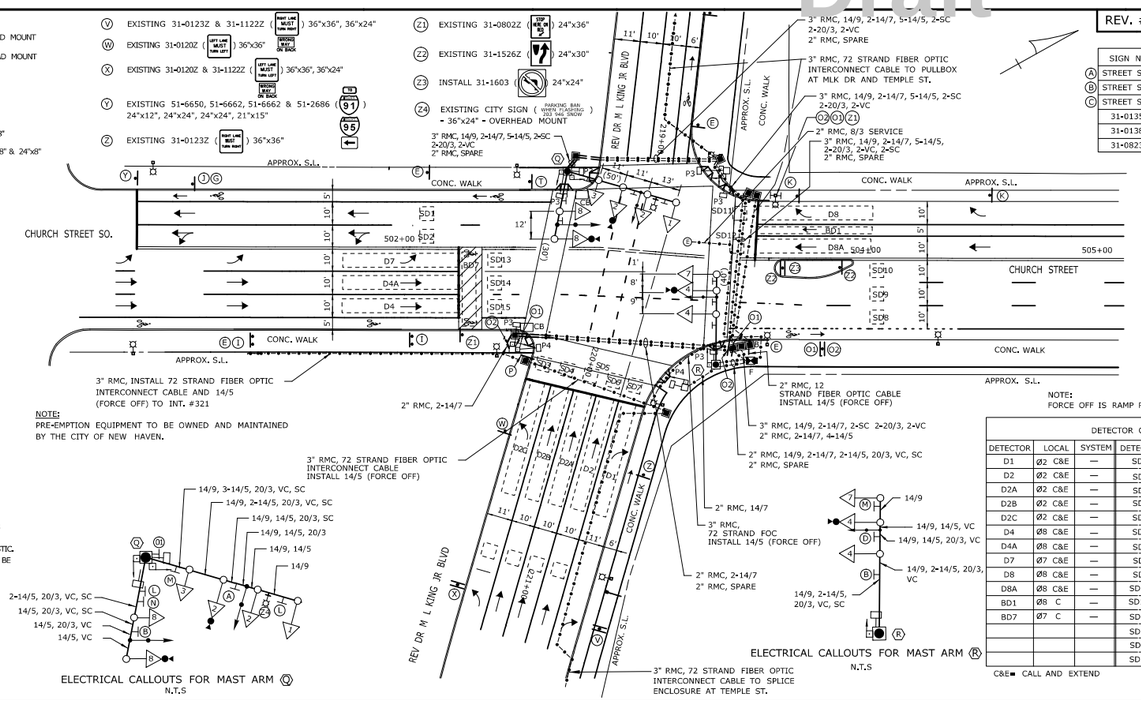
(Q) MAST ARM ON SOUTHWEST CORNER OF THE INTERSECTION CHURCH STREET SB APPROACH
NOT TO SCALE



* DISTANCE BETWEEN ROAD AND SIGNAL HEAD SHALL BE 16' TO 18'

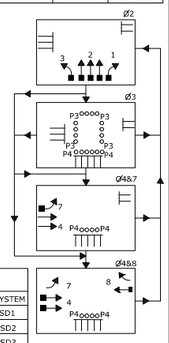
CROSS SECTION IS PERPENDICULAR TO MAST ARM. CONTRACTOR TO VERIFY MAST ARM INFORMATION INCLUDING CROSS SECTIONS AND DIMENSIONS, PRIOR TO SUBMISSION OF WORKING DRAWINGS. ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY THE USE OF ADJUSTABLE BRACKETS. EOR = EDGE OF ROAD

SIGN LEGEND:
(A) EXISTING ILLUMINATED Church St → / ← Church St So - OVERHEAD MOUNT
(B) EXISTING ILLUMINATED Rev Dr M L King Jr Blvd - OVERHEAD MOUNT
(C) EXISTING ILLUMINATED Church Street - OVERHEAD MOUNT
(D) EXISTING 31-1604Z (NO RIGHT TURN) 24"x24"
(E) EXISTING 31-0564Z ( ) 24"x18"
(F) EXISTING 31-0564Z & 31-XXXXZ ( ) 24"x18" & 24"x8"
(G) EXISTING 31-0564Z & 31-XXXXZ ( ) 24"x18" & 24"x8"
(I) EXISTING 31-0370Z ( ) 42"x30"
(J) EXISTING 31-0295Z ( ) 36"x30"
(K) EXISTING 31-0223Z ( ) 30"x30"
(L) EXISTING 31-0823Z (NO TURN ON RED) - OVERHEAD MOUNT 24"x24"
(M) EXISTING 31-0135Z (ONLY) - OVERHEAD MOUNT 30"x36"
(N) EXISTING 31-0138Z (ONLY) - OVERHEAD MOUNT 30"x36"
(O1) 31-1177Z (ONE WAY →) 36"x12"
(O2) 31-1188Z (ONE WAY ←) 36"x12"
(P) EXISTING 31-1120Z (ONLY) 36"x36"
(T) EXISTING 51-6650, 51-6662, 51-6662 & 51-2690 (91) EXISTING 24"x12", 24"x24", 24"x24", 21"x15" 95
(V) EXISTING 31-0123Z & 31-1122Z ( ) 36"x36", 36"x24"
(W) EXISTING 31-0120Z ( ) 36"x36"
(X) EXISTING 31-0120Z & 31-1122Z ( ) 36"x36", 36"x24"
(Y) EXISTING 51-6650, 51-6662, 51-6662 & 51-2686 (91) 24"x12", 24"x24", 24"x24", 21"x15"
(Z) EXISTING 31-0123Z ( ) 36"x36"
(Z1) EXISTING 31-0802Z ( ) 24"x36"
(Z2) EXISTING 31-1526Z ( ) 24"x30"
(Z3) INSTALL 31-1603 ( ) 24"x24"
(Z4) EXISTING CITY SIGN ( ) - 36"x24" - OVERHEAD MOUNT



NOTE:
PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE CITY OF NEW HAVEN.

NOTE:
FORCE OFF IS RAMP PRE-EMPTION.



DETECTOR CHART

DETECTOR	LOCAL	SYSTEM	DETECTOR	LOCAL	SYSTEM
D1	Ø2 C&E	—	SD1	—	SD1
D2	Ø2 C&E	—	SD2	—	SD2
D2A	Ø2 C&E	—	SD3	—	SD3
D2B	Ø2 C&E	—	SD4	—	SD4
D2C	Ø2 C&E	—	SD5	—	SD5
D4	Ø8 C&E	—	SD6	—	SD6
D4A	Ø8 C&E	—	SD7	—	SD7
D7	Ø7 C&E	—	SD8	—	SD8
D8	Ø8 C&E	—	SD9	—	SD9
D8A	Ø8 C&E	—	SD10	—	SD10
BD1	Ø8 C	—	SD11	—	SD11
BD7	Ø7 C	—	SD12	—	SD12
			SD13	—	SD13
			SD14	—	SD14
			SD15	—	SD15

C&E= CALL AND EXTEND

SIGNING AND PAVEMENT MARKING NOTES:
1. WHITE CROSSWALKS SHALL BE 12" WHITE STRINGER TYPE WITH 10'-0" SPACING BETWEEN STRINGERS.
2. WHITE STOP BAR SHALL BE 24" WIDE.
3. CITY ROADWAYS: WHITE SKIP LINES SHALL BE 9'LINE AND 15'GAP. GUIDE LINES SHALL BE 3'LINE AND 5'GAP.
4. ALL CROSSWALKS, PAVEMENT ARROWS, LEGENDS, AND STOP BARS ON CITY ROADWAYS SHALL BE THERMOPLASTIC. ALL OTHER CITY ROADWAY PAVEMENT MARKINGS SHALL BE EPOXY RESIN TYPE I MARKINGS.
5. ALL SIGNS AND PAVEMENT MARKINGS TO BE MAINTAINED BY THE CITY OF NEW HAVEN
6. SEE SPM PLANS FOR ADDITIONAL SIGNING AND PAVEMENT MARKINGS.

MAST ARM DATA			
ID	POLE LENGTH	ARM LENGTH	YEAR INSTALLED
(Q)	19'	50', 30'	2013
(R)	19'	40'	2013

ELECTRICAL CALLOUTS FOR MAST ARM (Q)
N.T.S

ELECTRICAL CALLOUTS FOR MAST ARM (R)
N.T.S

REV. #	INTERSECTION # 304

MAST MOUNTED SIGN INFORMATION

SIGN NO.	THICKNESS	WIDTH	HEIGHT	WEIGHT#
(A) STREET SIGN	1.25 IN	75 IN	27 IN	60 LBS
(B) STREET SIGN	1.25 IN	99 IN	20 IN	80 LBS
(C) STREET SIGN	1.25 IN	75 IN	20 IN	60 LBS
31-0135Z	0.80 IN	24 IN	24 IN	16 LBS
31-0138Z	0.80 IN	24 IN	24 IN	16 LBS
31-0823Z	0.80 IN	24 IN	24 IN	16 LBS

LEGEND:
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL SPAN POLE
- EXISTING STEEL SPAN POLE
- UV UI VAULT
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- ACCESSIBLE PEDESTRIAN SIGNAL
- INCIDENT MANAGEMENT CAMERA (IMC)
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL HEAD
- LOOP DETECTOR
- PROPOSED PULLBOX
- DETECTED MOVEMENT
- SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- AUDIBLE PEDESTRIAN SIGNAL
- ELECTRIC MANHOLE
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- FIBER OPTIC SPLICE ENCLOSURE
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- CABLE CLOSURE
- OVERHEAD SIGN
- EXISTING LAMP POST
- VIDEO DETECTOR
- STRAIN INSULATOR
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- APPROXIMATE VIDEO DETECTOR AIMING ZONE
- SERVICE METER
- BLUE LIGHT AND SIGN

TRAFFIC CONTROL SIGNAL LAYOUT

CADD FILE NAME: 02_092XXX_TCS-04.dgn
DATE PLOTTED: 11/15/2018
SCALE - 1"=30'
ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED

CITY SIGNAL

CITY OF NEW HAVEN
REV DR M L KING JR BLVD AT CHURCH STREET

NO.	DATE	INIT.	DESCRIPTION
			REVISIONS

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: DOWNTOWN CROSSING PHASE 2 ORANGE STREET GATEWAY

TOWN: NEW HAVEN	CITY PROJECT NO.: 16-161-01
DRAWING TITLE: TRAFFIC SIGNAL PLAN SHEET	DRAWING NO.: TCS-04
	SHEET NO.: 21.05

REV. # | INTERSECTION # 304

Draft

11/15/2018 3:23:51 PM
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2. College Street at George Street



Site Selection Justification

College Street and George Street: College Street and George Street is a four-legged intersection controlled by a traffic signal. College Street is a westbound oriented one-way minor arterial roadway that connects Downtown to the Hill Neighborhood. George Street is an eastbound oriented one-way minor arterial roadway that runs through Downtown connecting Dwight and West River Neighborhoods to parts of the Hill Neighborhood and Union Station. Both roadways have a 25 mph posted speed limit and connect to the Central Business District providing access to important activity centers such as the Cooperative Arts and Humanities High School, Yale New Haven Hospital, Yale University, the New Haven Green, City Hall and a large number of dense mixed-use establishments including retail, apartments and restaurants.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 14 total crashes recorded at the intersection between 2020 and 2022. Of the total crashes, nearly 30% were red-light running related (4 crashes). While there were no recorded fatal or serious injury crashes at this intersection during the measurement period or thereafter, the high rate of red-light related crashes presents high risks for pedestrians, bicyclists and other vulnerable road users- considering it is adjacent to a High School, Yale University and Yale New Haven Hospital that have high number of students, staff and visitors walking/biking.

Draft

2. Residents, Businesses, Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially with George Street serving as a connection to both I-91 and I-95 during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to Downtown residences, businesses, medical centers, shopping and institutions of higher learning also presents significant risks for shoppers, restaurant goers, students, professionals and other groups. This risk is reflected in the recorded red-light crashes at the intersections i.e. nearly 1 in 3 crashes involved vehicles running a red-light.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. Approaching the intersection in the eastbound direction, George Street has very wide travel lanes (14' each). Factored in with a downslope grade and straight alignment it is not only prone to speeding but also red-light running. Other behavioral factors such as distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 6 red-light running-related violations that were issued at this intersection. While the City's New

Site Selection Justification
Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts. 5. The intersection is part of a non-Qualified Census Tract (#1401.01). In this census tract, nearly 1 in 3 residents do not own a vehicle (29%) and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Exposure to traffic violations creates potential risks for residents who live and work in this Census tract, especially for those who rely on alternative modes of transportation for safe access. In summary, installation of a Red Light Camera at the intersection of George Street and College Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Supporting Information	
Intersection Roadway Description	Roadway Classification: • College Street: Minor Arterial • George Street: Minor Arterial Roadway orientation: • College Street: South • George Street: East # of Lanes/Lane Geometry: • College Street Southbound approach: 1 shared Through-Left turn lane and 1 Through lane • George Street Eastbound approach: 1 Through lane and 1 shared Through-Right turn lane Speed Limit at intersection: • College Street: 25 mph • George Street: 25 mph
Zoning	• Business District
Crashes (2020-2022)	Total Crashes: 14 Serious Injury Crashes: 0

Draft

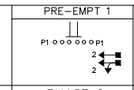
	Fatal Crashes: 0 Red light related Crashes: 4
Volumes (AADT)	College Street: 3,700 vpd (2024 data) George Street: 7,800 vpd (2024 data)
Census Tract(s) #	• # 1401.01 (Device Installation Census Tract) ○ In Qualified Census Tract? No ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 13.7% ○ Total Occupied Housing Units: 682 ▪ Units with No vehicle available- 195 (29%) ▪ Units with 1 vehicle available- 422 (62%) ▪ Units with 2 vehicles available- 50 (7%) ▪ Units with 3 vehicles available- 15 (2%) ▪ Units with 4 or more vehicles available- 0 (0%)

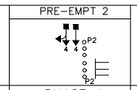
Draft

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

J

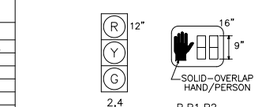
NTOR			PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
	FLASH		GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
2	Y					G	Y	R	R	R	R	R	R	R												
4	R					R	R	R	R	R	R	G	Y	R												
P	OFF					◄	DW	►	Wø	◄	DW	►	DW													
P1	OFF					Wø	◄	DW	►	Wø	◄	DW	►	DW												
P2	OFF					◄	DW	►	Wø	◄	DW	►	Wø	◄	DW	►										
							◄YIELD►																			
MIN						10	3	1	7	14	4	0	6	3	1											
MAX						40	5	3	10	17	4	0	50	5	3											
MIN GRN						15			7				10													
WALK						7			14③				7													
PED CLR						14③	COUNTDOWN PEDESTRIAN SIGNAL			COUNTDOWN PEDESTRIAN SIGNAL			14③	COUNTDOWN PEDESTRIAN SIGNAL											
VEH EXT						3							3													
MAX 1						25							40													
MAX 2						25							40													
YELLOW							3.9			4				3.8												
RED								1.4			0				1.5											
ADD INIT							ADVANCED ACCESSIBLE PEDESTRIAN SIGNAL			ADVANCED ACCESSIBLE PEDESTRIAN SIGNAL				ADVANCED ACCESSIBLE PEDESTRIAN SIGNAL												
MAX INIT																										
TBR																										
TTR																										
MIN GAP																										
MODE			OFF			MIN RECALL			NON-LOCK			NON-LOCK			OFF			OFF			OFF			OFF		
INT START						THIS PHASE																				

PRE-EMPT 1 

PRE-EMPT 2 

ENERGY BY– CITY | METER # – | INTERSECTION # 229
MAINT LEVEL 5 | SERVICE – UI ELECTRIC MH "E"
METERED SERVICE

SIGNAL FACES



2,4 P,P1,P2

ALL INDICATIONS TO HAVE L.E.D. LAMPS.

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET LOCK	YES	YES
DELAY	0	0
ALT MIN GRN	5	5
ALT YELLOW	PARENT	PARENT
ALT RED	PARENT	PARENT
ALT PED CLR	PARENT	PARENT
HOLD GREEN	15	15
HOLD YELLOW	3.9	3.8
HOLD RED	1.4	1.5
HOLD PHASE	2	4
EXIT PHASE	4	2
EXIT CALL	NONE	NONE

CITY SIGNAL

OFFICE RECORD

STC # SM #
SIGNAL REVISED
SIGNAL REVISED UNDER PROJECT 092-629.
NEW TRAFFIC SIGNAL EQUIPMENT INSTALLED AND CONNECTED TO THE CITY'S COMPUTERIZED CENTRAL SYSTEM.

1/28/2025
CURB, SIGNAGE, AND STRIPING LAYOUT REVISED TO REFLECT EXISTING CONDITIONS.

AS–BUILT

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING
TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN
GEORGE STREET AT
COLLEGE STREET

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

DETECTORS

IDENT	SIZE (WXL)	DELAY/EXT	MODE
D2	6' x 50'	0	VIDEO DETECTION
D2A	6' x 50'	0	VIDEO DETECTION
D4	6' x 50'	0	VIDEO DETECTION
D4A	6' x 50'	0	VIDEO DETECTION
SD1–SD4	6' x 6'	0	VIDEO DETECTION

PROGRAM

FUNCTION	T I M E	DAYS
FLASH	NONE	
PATTERN 1	0600–0900	M–F
PATTERN 2	ALL OTHER TIMES	DAILY
PATTERN 3	0900–1500	M–F
PATTERN 4	1500–1900	M–F
PATTERN 5	1000–1600	SA–SU
MAX 1	ALL OTHER TIMES	DAILY
MAX 2	FUTURE	

COORDINATION TYPE– CENTRAL SYSTEM

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC/% ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8
90	8	9	28	31	25	28	27	41		
80	9	11	28	35	25	31	27	34		
80	9	11	28	35	25	31	27	34		
90	8	9	28	31	25	28	27	41		
80	11	14	28	35	25	31	27	34		

PERMIS PERIOD ø	PERMIS PERIOD SEC	SYSTEM LOC MASTER
		CITY HALL

TECHNICAL NOTES

1. STANDARD OVERLAP SKIP FEATURES APPLY.
2. MANUAL AND INTERVAL ADVANCE PHASE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.
3. ③ COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.
4. PEDESTRIAN PUSH BUTTONS TO ACTUATE PHASE 3 ONLY.
5. TIMING SHOWN REFLECT FREE OPERATION. ACTUAL PHASE SPLITS TO BE DETERMINED BY THE COORDINATION PROGRAM.
6. PHASE SPLITS SHOWN REPRESENT PRELIMINARY COORDINATION DATA.
7. PRE–EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

PHASE 3 – AUDIBLE WALK INDICATION SHALL BE PERCUSSIVE TONE
PHASE 2 – SPEECH WALK MESSAGE – "GEORGE ST. WALK SIGN ON TO CROSS GEORGE ST."
PHASE 4 – SPEECH WALK MESSAGE – "COLLEGE ST. SIGN ON TO CROSS COLLEGE ST."

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

Draft

CONSTRUCTION NOTES

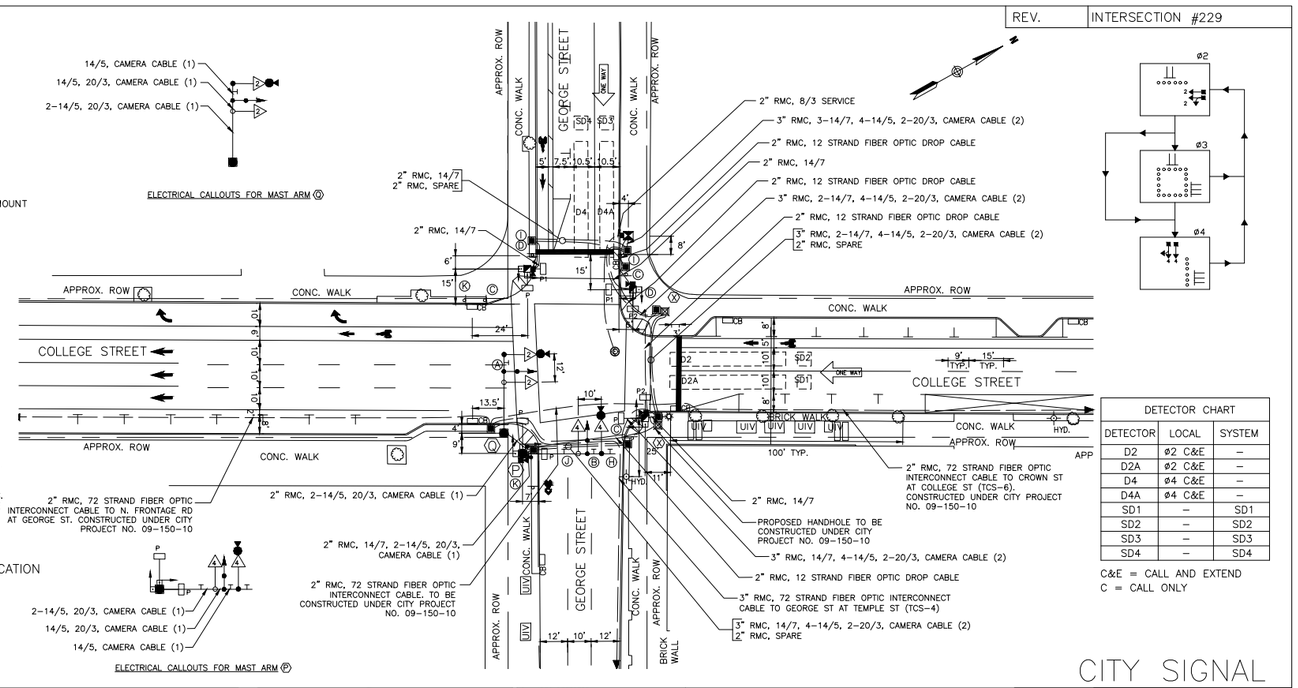
ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING.

AS–BUILT PLANS WERE PREPARED BASED ON INFORMATION PROVIDED BY CTDOT INSPECTOR. VHB HAS NOT VERIFIED THE LOCATION OF ANY EQUIPMENT DEPICTED ON THE PLAN.

Ⓧ HANDHOLE ELIMINATED PER CTDOT MARKUPS.

AS–BUILT

SIGN LEGEND
- Ⓐ GEORGE STREET – OVERHEAD MOUNT
- Ⓑ COLLEGE STREET – OVERHEAD MOUNT
- Ⓒ 31–1177Z (ONE WAY →) 36" X 12" / 31–1188Z (ONE WAY ←) 36" X 12"
- Ⓓ 31–1119Z (DO NOT ENTER) 30" X 30"
- Ⓗ 31–1603Z ( ) 30" X 30"
- Ⓘ 31–0801Z (STOP HERE ON RED) 24" X 36" / 31–0505 ( ) 12" X 18"
- Ⓙ 31–0823Z (NO TURN ON RED) 24" X 24" – OVERHEAD MOUNT
- Ⓚ 41–4840Z ( ) 24" X 24" / ( ) 18" X 24"



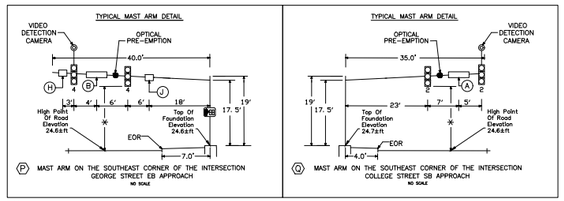
PAVEMENT MARKING NOTES:
1. WHITE CROSSWALKS SHALL BE 12" WHITE STRINGER TYPE WITH 10'–0" SPACING BETWEEN STRINGERS.
2. WHITE STOP BAR SHALL BE 24" WIDE.
3. CITY ROADWAYS: WHITE SKIP LINES SHALL BE 9' LINE AND 15' GAP. GUIDE LINES SHALL BE 3' LINE AND 5' GAP.
4. ALL CROSSWALKS, PAVEMENT ARROWS, LEGENDS, AND STOP BARS ON CITY ROADWAYS SHALL BE THERMOPLASTIC. ALL OTHER CITY ROADWAY PAVEMENT MARKINGS SHALL BE EPOXY RESIN TYPE I MARKINGS.
5. ALL PAVEMENT MARKINGS TO BE MAINTAINED BY THE CITY OF NEW HAVEN.

MAST ARM DESIGN CRITERIA PER SPECIFIC LOCATION

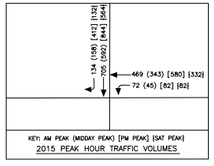
ID	SHAFT HEIGHT	ARM LENGTH
Ⓟ	19'	40'
Ⓠ	19'	35'

DETECTOR CHART		
DETECTOR	LOCAL	SYSTEM
D2	ø2 C&E	–
D2A	ø2 C&E	–
D4	ø4 C&E	–
D4A	ø4 C&E	–
SD1	–	SD1
SD2	–	SD2
SD3	–	SD3
SD4	–	SD4

C&E = CALL AND EXTEND
C = CALL ONLY



✳ DISTANCE BETWEEN ROAD AND SIGNAL HEAD SHALL BE 16' TO 18'.
CROSS SECTION IS PERPENDICULAR TO MAST ARM.
CONTRACTOR TO VERIFY MAST ARM INFORMATION PRIOR TO ORDERING MAST ARMS, PER SPECIAL PROVISIONS.
ALL MAST ARM MOUNTED TRAFFIC SIGNALS ARE FIXED MOUNTED TO THE ARM BY THE USE OF ADJUSTABLE BRACKETS.
OPTICAL PRE–EMPTION EQUIPMENT AND STREET SIGNS TO BE FIELD LOCATED.
EOR = EDGE OF ROADWAY



NO.	DATE	INIT.	DESCRIPTION
			REVISIONS

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: COMPUTERIZED TRAFFIC CONTROL SIGNAL SYSTEM – G.C.C.

TOWN: NEW HAVEN
PROJECT NO.: 92–629
DRAWING TITLE: GEORGE STREET AT COLLEGE STREET
DRAWING NO.: TCS–5
SHEET NO.: 15B

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME: College @ George.dwg
DATE PLOTTED: Jan 28, 2025
SCALE – 1"=30'

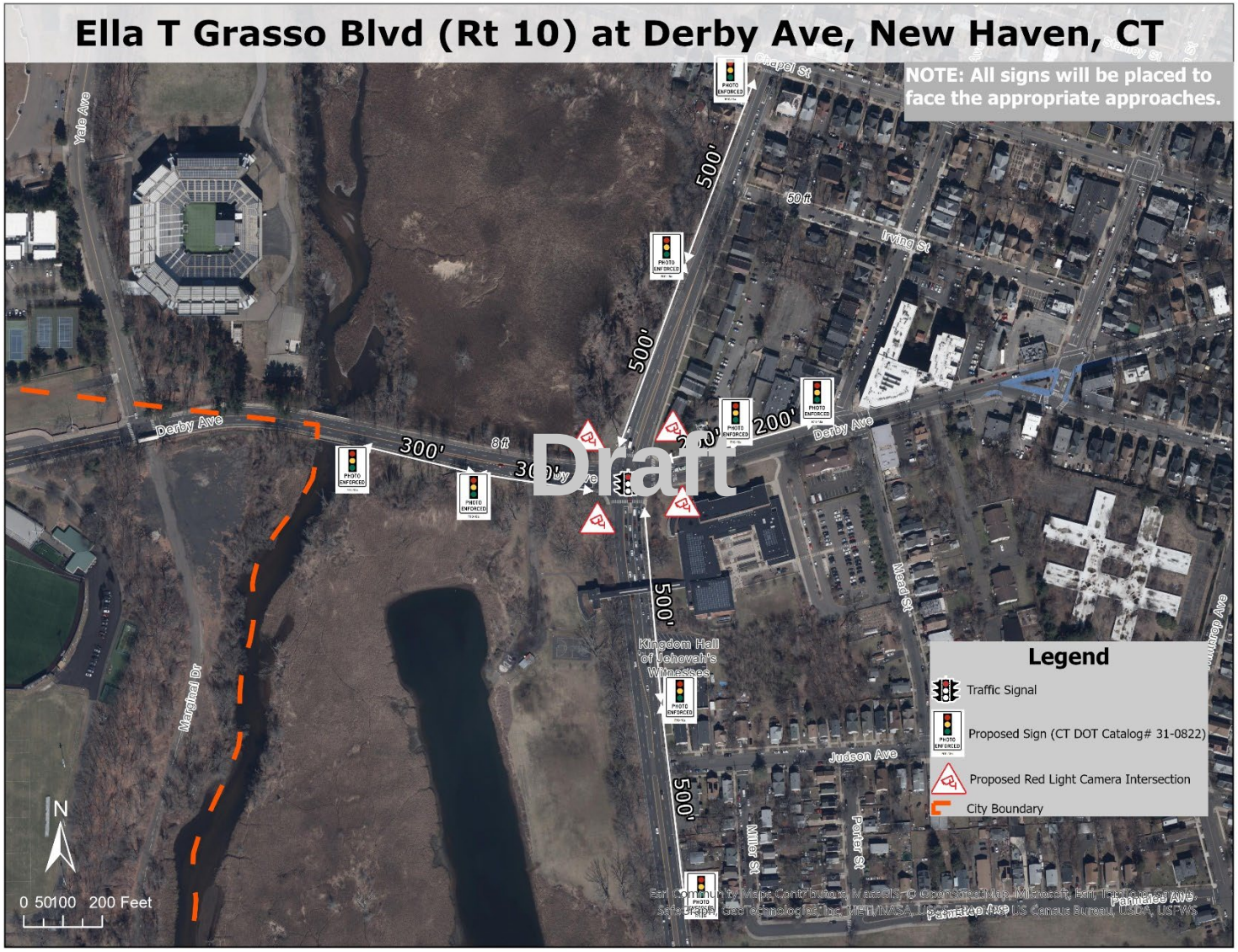
CITY OF NEW HAVEN
GEORGE STREET AT
COLLEGE STREET

REV. | INTERSECTION #229

LEGEND:
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL MAST ARM
- EXISTING STEEL SPAN POLE
- BOLLARD
- EXISTING PTZ CAMERA
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- UI VAULT
- TRAFFIC SIGNAL FACE
- P PEDESTRIAN SIGNAL HEAD
- ACCESSIBLE PEDESTRIAN SIGNAL
- LOOP DETECTOR
- PTZ CAMERA CONTROLLER
- SD DETECTED MOVEMENT SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- FIBER OPTIC CONDUIT
- FIBER OPTIC SPLICE ENCLOSURE
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- CABLE CLOSURE
- OVERHEAD SIGN
- ELECTRIC MANHOLE
- VIDEO DETECTOR
- SERVICE METER
- EXISTING LAMP POST
- APPROXIMATE VIDEO DETECTOR AIMING ZONE
- VIBROTACTILE ARROW DIRECTION

REV. | INTERSECTION #229

3. Ella T. Grasso Blvd. (Rte. 10) at Derby Avenue (Rte. 34)



Site Selection Justification

Ella T. Grasso Blvd. (Rte. 10) and Derby Avenue (Rte. 34): Ella T. Grasso Blvd. (Rte. 10) and Derby Avenue (Rte. 34) is a four-legged intersection controlled by a traffic signal. Derby Avenue (Rte. 34) is an east-west oriented arterial roadway that connects New Haven to West Haven, Orange, Derby and other towns in Naugatuck Valley. The roadway primarily serves morning and evening commuter travelers to and from towns west of New Haven. In the eastbound direction, the roadway is classified as a 4-lane principal arterial with a 35 mph speed limit. In the westbound direction, the roadway is a 4-lane minor arterial with a 25 mph speed limit. Ella T. Grasso Blvd. (Rte. 10) is a north-south arterial roadway that connects I-95 to New Haven and continues up to the Town of Hamden in the north. In the northbound direction it has a posted speed limit of 35 mph, while in the southbound direction it has a posted speed limit of 25 mph. Both roadways provide vital connections to important activity centers such as the Yale Athletic Fields, West River Memorial Park, Barnard Environmental Studies Magnet School, Residential properties, Community Centers, Food pantries, etc.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 55 total crashes recorded at the intersection between 2020 and 2022 including two (2) serious injury crashes. Of the total crashes, 8 crashes were recorded as red-light running-related (15%). While there were no recorded fatal injury crashes at this intersection during the measurement period or thereafter, the high rate - nearly 1 in 7 crashes- of red-light related crashes presents high risks for pedestrians, bicyclists and other vulnerable road users- considering it is adjacent to a High School with students walking, biking and taking transit to school.

Draft

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially both roadways serving as major commuter connections to both I-91 and I-95 during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to a High School, Residences, Community Centers and Parks presents significant risks for these groups. This risk is reflected in the recorded red-light crashes at the intersection i.e. nearly 1 in 7 vehicles were found to be in violation.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. In both eastbound and westbound directions along Derby Avenue (Rte. 34) there is a significant vertical grade west of West River Memorial Park that allows vehicles to speed. This is further exacerbated due to poor sight lines approaching the intersection in the westbound direction due to a sharp horizontal curve. In the north-south directions along Ella T. Grasso Blvd. (Rte. 10) similar issues persist. Other factors such as the transition from suburban to dense-urban environment, narrow shoulders, wide

Site Selection Justification
lanes, speeding, limited lighting and streetscaping, lack of active transportation facilities and sidewalks and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users. 4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 4 red-light running-related violations that were issued at the intersection. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts. 5. The intersection is part of a Qualified Census Tract (# 1408). In this census tract, nearly half (47%) of the residents in the area do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, nearly 1 in 3 residents in the Census tract (32.4%) are living below the poverty level. Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, the installation of a Red Light Camera at the intersection of Ella T. Grasso Blvd. (Rte. 10) and Derby Avenue (Rte. 34) will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Draft

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Ella T. Grasso Blvd. (Rte. 10): Other Principal Arterial • Derby Avenue (Rte. 34): Minor Arterial, Other Principal Arterial Roadway orientation: • Derby Avenue/Rte. 34: East-West • Ella T. Grasso Blvd. (Rte. 10): North-South # of Lanes/Lane Geometry: • Derby Avenue (Rte. 34) Eastbound approach: 1 exclusive Left-turn lane, 1 Through lane and 1 exclusive Right-turn lane

	• Derby Avenue Westbound approach: 1 Through lane, 1 shared Through-Left turn lane • Ella T. Grasso Blvd. (Rte. 10) Northbound approach: 2 exclusive Left-turn lanes, 1 Through lane and 1 Through-Right turn lane • Ella T. Grasso Blvd. (Rte. 10) Northbound approach: 1 exclusive Left-turn lane, 1 Through lane and 1 Through-Right turn lane Speed Limit at intersection: • Derby Avenue (Rte. 34): 35 mph (west leg of intersection), 25 mph (east leg) • Ella T. Grasso Blvd. (Rte. 10): 35 mph (south leg of intersection), 25 mph (north leg)
Zoning	• Residential, Park
Crashes (2020-2022)	Total Crashes: 55 Serious Injury Crashes: 2 Fatal Crashes: 0 Red light related Crashes: 8
Volumes (AADT)	Ella T. Grasso Blvd. (Rte. 10): 14,700- 26,300 vpd (2024 data) Derby Avenue (Rte. 34): 7,000- 20,000 vpd (2024 data)
Census Tract(s) #	• # 1408 (Device Installation Census Tract) ○ In Qualified Census Tract? Yes ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 32.4% ○ Total Occupied Housing Units: 1,600 ▪ Units with No vehicle available: 757 (47%) ▪ Units with 1 vehicle available: 549 (34%) ▪ Units with 2 vehicles available: 228 (14%) ▪ Units with 3 vehicles available: 56 (4%) ▪ Units with 4 or more vehicles available: 10 (1%)

Draft

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes

Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

Draft

MOVEMENT DIAGRAM

NTOR		FLASH	PHASE 1			PRE-EMPT 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PRE-EMPT 2			PHASE 6			PHASE 7			PHASE 8			PHASE 9		
			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
FACE #	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	Y	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	R	R	R	G	Y	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	◀R	◀R	◀G	◀Y	◀R				◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R	◀R
	6	Y	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	◀G	◀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	Y	R	R	R				R	R	R	R →	R ◀Y	R	R	R	R	R	R	R				G	Y ①	R ②	R	R	R	R	R	R	R	R	R	R
	P	OFF	◀			◀ YIELD PT									◀ DW							◀ YIELD PT									W∅	◀ DW		▶
	MIN.		3	3.0	1.0	10	3.0	1.0	7	3.0	1.0	8	3.0	1.0	3	3.0	1.0	10	3.0	1.0	7	3.0	1.0	8	3.0	1.0	7	25	4.0	0					
	MAX.		30	5.0	3.0	45	5.0	3.0	35	5.0	3.0	45	5.0	3.0	30	5.0	3.0	45	5.0	3.0	35	5.0	3.0	45	5.0	3.0	10	28	4.0	0					
INTERVALS	MIN GRN		3			10			7			8			3			10			7			8						7					
	WALK																													25 ④			COUNTDOWN PEDESTRIAN SIGNAL		
	PED CLR																																		
	VEH EXT		2.5			2.5			2.5			2.5			2.5			2.5			2.5			2.5											
	MAX 1		6			27			10			26			6			27			10			26											
	MAX 2		14			18			19			18			14			18			19			18											
	YELLOW			3.3			3.3			3.3			3.3			3.3			3.3			3.3			3.3				4						
	RED				0.1			3.1			0.1			2.7			0.1			3.1			0.1			2.7			0					
	ADD INI																																		
	MAX INT																																		
	TBR																																		
	TTR																																		
	MIN GAP																																		
MODE			NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK			MIN RECALL			NON-LOCK			NON-LOCK			NON-LOCK								
INI START						THIS PHASE												THIS PHASE																	

ENERGY BY- CITY | METER # - | INT# 425
MAINTENANCE LEVEL- 5 | SERVICE POLE- U.I.# 2464 | STATE LOC# 92-202
METERED SERVICE

SIGNAL FACES

300mm 300mm 300mm

1,3,5,7 2,4,6,8 9

400mm 230mm

SOLID-OVERLAP HAND/PERSON

P

ALL INDICATIONS TO HAVE L.E.D. LAMPS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	25	25
HOLD GREEN	15	15
HOLD YELLOW	3.3	3.3
HOLD RED	3.1	3.1
HOLD PHASE	2	4
EXIT PHASE	2&6	2&6
EXIT CALL	NONE	NONE

TOWN SIGNAL

OFFICE RECORD

STC #	SM #
SIGNALS REVISED	
INSTALLED ALL NEW EQUIPMENT UNDER	
PROJECT 92-488	
SIGNAL POLES, VIDEO DETECTION CAMERAS, AND	
FIBER OPTIC INTERCONNECT DESIGNED BY VHB.	
AS BUILT DRAWN: 2/17/2016	

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & CONSTRUCTION
DIVISION OF TRAFFIC ENGINEERING
TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN
ROUTE 34 (DERBY AVENUE) AT
ROUTE 10 (E.T.G. BOULEVARD)

REV #	TRAFFIC		ELECTRICAL	
		DATE		DATE
ENGINEER	TRANSCORE ITS, INC.			
DRAFTER				
CHECKED BY	PHS	6/30/06	PHS	6/30/06
SUBMITTED BY	PHS	6/30/06	PHS	6/30/06
APPROVED BY				
DATE				

DETECTORS

IDENT	SIZE (WXL)	DELAY/EXT	MODE
D1	1.3 x 15	0	VIDEO DETECTION
D2	2.1 x 15	0	VIDEO DETECTION
D3	1.8 x 15	0	VIDEO DETECTION
D4	1.5 x 15	0	VIDEO DETECTION
D5	1.5 x 15	0	VIDEO DETECTION
D6	1.9 x 15	0	VIDEO DETECTION
D7	1.5 x 15	0	VIDEO DETECTION
D8	1.8 x 15	0	VIDEO DETECTION
SD1-3	1.5 x 3	0	VIDEO DETECTION
SD4,5	2.4 x 3	0	VIDEO DETECTION
SD6,7	2.1 x 3	0	VIDEO DETECTION
SD8-10	1.5 x 3	0	VIDEO DETECTION
SD11-15	1.8 x 3	0	VIDEO DETECTION
SD16	2.7 x 3	0	VIDEO DETECTION
SD17,18	1.9 x 3	0	VIDEO DETECTION
SD19	1.3 x 3	0	VIDEO DETECTION
SD20	2.4 x 3	0	VIDEO DETECTION
SD21	1.6 x 3	0	VIDEO DETECTION

PROGRAM

FUNCTION	TIME	DAYS
FLASH	NONE	DAYS
PATTERN 1	0600-0900	DAILY
PATTERN 2	0900-1500	DAILY
PATTERN 3	1500-1900	DAILY
MAX 1	ALL OTHER TIMES	
MAX 2	FUTURE	

COORDINATION TYPE- CENTRAL SYSTEM

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC/% ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	ø9	PERMIS PERIOD ø	SEC
100	0	0	8/8	24/24	10/10	22/22	8/8	24/24	10/10	22/22	36/36		
90	0	0	9/10	16/18	15/17	14/15	9/10	16/18	15/17	14/15	36/40		
100	45	50	13/13	17/17	17/17	17/17	13/13	17/17	17/17	17/17	36/36		

SYSTEM LOC: MASTER 200 ORANGE STREET

TECHNICAL NOTES

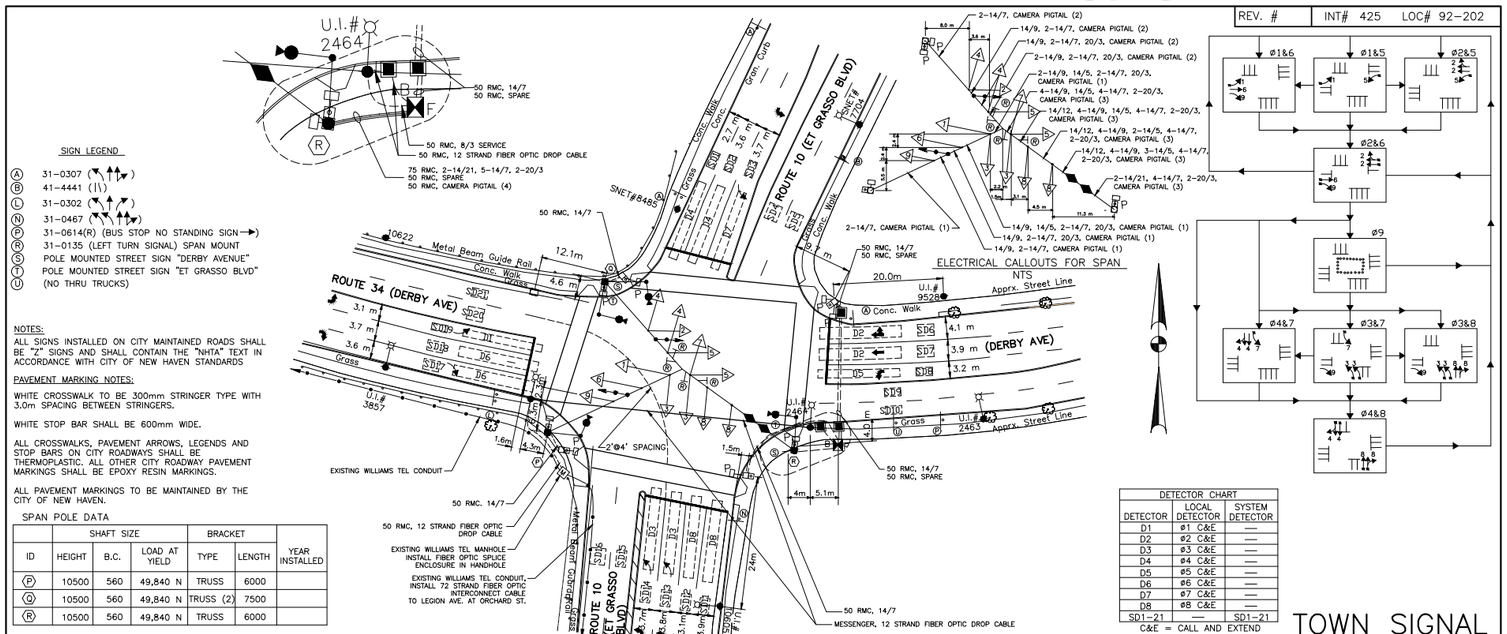
1. STANDARD OVERLAP SKIP FEATURES APPLY
2. PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
3. MANUAL AND INTERVAL ADVANCE PHASE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL
④ COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.
5. TIMING SHOWN REFLECT FREE OPERATION. ACTUAL PHASE SPLITS TO BE DETERMINED BY THE COORDINATION PROGRAM.
6. PHASE SPLITS SHOWN REPRESENT PRELIMINARY COORDINATION DATA.
① TO BE Y→IF PHASE 3 IS NEXT
② TO BE R→IF PHASE 3 IS NEXT

LEGEND:
R RED, Y YELLOW, G GREEN
◀R RED ARROW, ◀Y YELLOW ARROW, ◀— GREEN ARROW
W∅ WALK/ PED. CLR, D.W. DON'T WALK, FL. FLASHING

CONSTRUCTION NOTES

1. ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING.
2. THIS AS-BUILT PLAN DEPICTS THE APPROXIMATE LOCATION OF TRAFFIC SIGNAL EQUIPMENT BASED ON THE DESIGN PLANS AND MARKUPS PROVIDED BY THE INSPECTOR. VHB HAS NOT SURVEYED THE LOCATION OF TRAFFIC SIGNAL EQUIPMENT.

Draft



SPAN POLE DATA	SHAFT SIZE			BRACKET		
ID	HEIGHT	B.C.	LOAD AT YIELD	TYPE	LENGTH	YEAR INSTALLED
(P)	10500	560	49,840 N	TRUSS	6000	
(Q)	10500	560	49,840 N	TRUSS (2)	7500	
(R)	10500	560	49,840 N	TRUSS	6000	

REVISIONS			
NO.	DATE	INIT.	DESCRIPTION

REV. # | INT# 425 | STATE LOC# 92-202

AS-BUILT PLAN

CONNECTICUT
DEPARTMENT OF TRANSPORTATION
PROJECT TITLE: INSTALLATION OF TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

TOWN:	NEW HAVEN
DRAWING TITLE:	ROUTE 34 (DERBY AVENUE) AT ROUTE 10 (E.T.G. BOULEVARD)
PROJECT NO.:	92-488
DRAWING NO.:	TCS-18
SHEET NO.:	37B

4. Quinnipiac Avenue at East Grand Avenue



Site Selection Justification

Quinnipiac Avenue at East Grand Avenue: Quinnipiac Avenue at East Grand Avenue is a four-legged intersection controlled by a traffic signal. East Grand Avenue is an east-west minor arterial/local roadway that connects Downtown New Haven to the Fair Haven Heights neighborhood. The roadway primarily serves as a local connection to Downtown through the Fair Haven neighborhood. Quinnipiac Avenue is a north-south minor arterial roadway that provides critical connections to Rt. 80 and I-91 in the north and I-95 in the south. Both roadways have posted speed limits of 25 mph and provide vital connections to important activity centers such as the Grand Avenue Special Services District, Fair Haven High School, Residential properties, Community Centers, etc.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 17 total crashes recorded at the intersection between 2020 and 2022 including one (1) serious injury crash. Of the total crashes, 4 crashes were recorded as red-light running-related (27%). While there were no recorded fatal injury crashes at this intersection during the measurement period or thereafter, the high rate- more than 1 in 4 crashes- of red-light related crashes presents high risks for pedestrians, bicyclists and other vulnerable road users- considering it is adjacent high-density land uses.

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially both roadways serving as major connections to Downtown New Haven and major interstates such as I-91 and I-95 during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to important land uses of high-density presents significant risks for roadway users accessing adjacent activity centers. This risk is reflected in the recorded red-light crashes at the intersection i.e. more than a quarter of vehicles were found to be in violation of red-light running during crash investigations.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. Along East Grand Avenue in the westbound direction, there is a significant down slope grade that allows vehicles to speed, potentially requiring a longer deceleration time to come to complete stop at the intersection during the red phase. In the eastbound direction, the grade is relatively flat but the presence of wide lanes (16' wide) creates conditions for speeding and red-light running. Along Quinnipiac Avenue, in both directions, there is also a significant vertical grade that slopes downwards allowing vehicles to speed and potentially run the red-light. Other factors such as limited lighting and streetscaping, lack of active transportation facilities and sidewalks and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 5 red-light running-related violations that were issued at the intersection. While the City's New Haven

Draft

Site Selection Justification
Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts. 5. The intersection is part of two non-Qualified Census Tracts (# 1426.01 and #1426.04). In both these census tracts, 13-15% of the residents in the area do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. While this number is relatively small, the high prevalence of red-light related crashes negatively affects both drivers and non-drivers in these census tracts. Additionally, in Census Tract #1426.04, more than 1 in 5 residents (20.1%) are living below the poverty level. Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that may not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, installation of a Red Light Camera at the intersection of Quinnipiac Avenue at East Grand Avenue will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Draft

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Quinnipiac Avenue: Minor Arterial • East Grand Avenue: Minor Arterial, Local Roadway orientation: • Quinnipiac Avenue: North-South • East Grand Avenue: East-West # of Lanes/Lane Geometry: • East Grand Avenue Eastbound approach: 1 exclusive Left-turn lane, 1 shared Through-Right turn lane • East Grand Avenue Westbound approach: 1 shared Left-Through-Right turn lane • Quinnipiac Avenue Northbound approach: 1 shared Left-Through-Right turn lane • Quinnipiac Avenue Southbound approach: 1 shared Left-Through-Right turn lane Speed Limit at intersection:

Supporting Information	
	• Quinnipiac Avenue: 25 mph • East Grand Avenue: 25 mph
Zoning	• Residential, Business, Park
Crashes (2020-2022)	Total Crashes: 17 Serious Injury Crashes: 1 Fatal Crashes: 0 Red light related Crashes: 4
Volumes (AADT)	Quinnipiac Avenue: 5,700 vpd (2024 data) Grand Avenue: 6,900 vpd (2024 data) East Grand Avenue: 2,100 vpd (2024 data)

Census Tract(s) #	• # 1426.01 (Device Installation Census Tract)
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 9.8%
	  ○ Total Occupied Housing Units: 2,[illegible]
	  ▪ Units with No vehicle available: 339 (15%)
	  ▪ Units with 1 vehicle available: 1,040 (45%)
	  ▪ Units with 2 vehicles available: 639 (28%)
	  ▪ Units with 3 vehicles available: 247 (11%)
	  ▪ Units with 4 or more vehicles available: 23 (1%)
	• # 1426.04
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2023 American Community Survey 5-Year Estimates): 20.1%
	  ○ Total Occupied Housing Units: 1,093
	  ▪ Units with No vehicle available: 141 (12.9%)
	  ▪ Units with 1 vehicle available: 459 (42%)
	  ▪ Units with 2 vehicles available: 340 (31.1%)
	  ▪ Units with 3 vehicles available: 153 (14%)

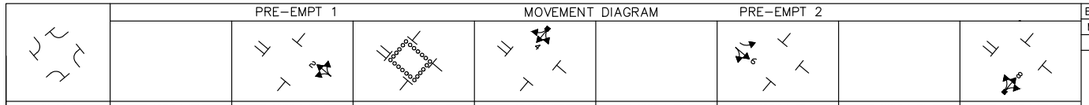
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OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

Draft

MOVEMENT DIAGRAM

PRE-EMPT 1 | PRE-EMPT 2



PHASE TIMING

NTOR		FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL
FACE #	2	R				G	Y	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
	6	R				R	R	R	R	R	R	R	R	R				G	Y	R				R	R	R
	8	R				R	R	R	R	R	R	R	R	R				R	R	R				G	Y	R
	P	OFF				DW			W⌀			DW						DW						DW		
							YIELD		POINT																	
		MIN.				8	4.0	2.0	5/11	0.1	0	8	3.0	2.0				8	4.0	2.0				8	3.0	2.0
		MAX.				45	5.0	3.0	8/18	1.0	1.0	57	5.0	3.0				45	5.0	3.0				57	5.0	3.0
INTERVALS		MIN GRN				15			7	COUNTDOWN PEDESTRIAN SIGNAL		10						15						10		
		WALK							11																	
		PED CLR																								
		VEH EXT				3						3						3						3		
		MAX 1				35						46						35						46		
		MAX 2				34						47						34						47		
		YELLOW					4.0			4.0			4.0						4.0						4.0	
		RED						1.6			0			1.6						1.6						1.6
		ADD INIT																								
		MAX INIT																								
		TBR																								
		TTR																								
		MIN GAP																								
		MODE		OFF			MAX. RECALL			NON-LOCK			NON-LOCK			OFF			MAX. RECALL				OFF			NON-LOCK	
		INT START					THIS PHASE												THIS PHASE							

DETECTORS

IDENT	SIZE (WXL)	DELAY/EXT	MODE
D2	6' x 50'	0	PRESENCE
D4	6' x 50'	0	PRESENCE
D6	6' x 50'	0	PRESENCE
D8	6' x 50'	0	PRESENCE
SD1	6' x 6'	0	PRESENCE
SD2	6' x 12'	0	PRESENCE
SD3	6' x 6'	0	PRESENCE
SD4	6' x 12'	0	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	NONE	
PATTERN 1	0600-0900	DAILY
PATTERN 2	ALL OTHER TIMES	DAILY
PATTERN 3	1500-1900	DAILY
PATTERN 4	1900-0130	DAILY

COORDINATION TYPE- CENTRAL SYSTEM

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC/% Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
110	45	41	41/37	18/16	51/47			41/37		51/47
90	22	24	31/34	18/20	41/46			31/34		41/46
110	84	76	40/37	18/16	52/47			40/37		52/47
60	42	70	20/34	20/33	20/33			20/34		20/33

PERMIS PERIOD: Ø | SEC

SYSTEM LOC: MASTER

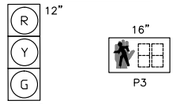
TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
THE SIGNAL SHALL BE INTERCONNECTED TO THE SIGNAL ON GRAND AVENUE AND FRONT STREET VIA SPREAD SPECTRUM RADIO ANTENNA.
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.
COUNTDOWN DISPLAYS SHALL NOT BE USED DURING THE WALK INTERVALS OR DURING THE YELLOW INTERVAL OF A CONCURRENT VEHICULAR PHASE.
MANUAL AND INTERVAL ADVANCES ARE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL.

LEGEND:
R RED, Y YELLOW, G GREEN
-R- RED ARROW, -Y- YELLOW ARROW, -G- GREEN ARROW
W⌀ WALK/ PED. CLR, D.W. DON'T WALK, FL. FLASHING

ENERGY BY— TOWN | METER # —
MAINT LEVEL 2 | SERVICE POLE— UICO. 4980
METERED SERVICE

SIGNAL FACES



ALL INDICATIONS SHALL HAVE LED LAMPS.

PROVIDE TUNNEL VISORS ON ALL SIGNAL FACES.

PEDESTRIAN SIGNALS TO HAVE COUNTDOWN TIMERS.

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	11	11
HOLD GREEN	15	15
HOLD YELLOW	4.0	4.0
HOLD RED	2.0	2.0
HOLD PHASE	2	6
EXIT PHASE	4 & 8	4 & 8
EXIT CALL	NONE	NONE

INTERSECTION # 1
OFFICE RECORD

STC # | SM #

SIGNAL REVISED UNDER PROJECT 92-585

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING
TRAFFIC CONTROL SIGNAL

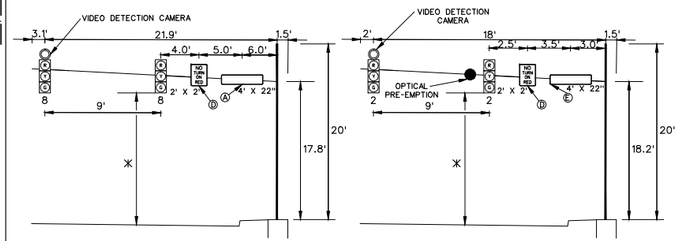
EAST GRAND AVENUE AT QUINNIPIAC AVENUE
CITY OF NEW HAVEN
TRAFFIC SIGNAL

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

Luchs CONSULTING ENGINEERS

CONSTRUCTION NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF NEW HAVEN AND THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION.
2. ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.
3. STAKE ALL R.O.W. PRIOR TO EXCAVATION. ALL WORK, INCLUDING FOUNDATIONS ARE TO BE WITHIN THE EXISTING R.O.W. EXCEPT AS NOTED.
4. ALL REMOVED TRAFFIC SIGNAL EQUIPMENT (POLES, CONTROLLER/CABINET, DETECTORS AND SIGNAL HEADS) AND SIGNS (STOP SIGNS, POST MOUNTED "NO TURN ON RED" SIGNS AND REDUNDANT SIGNING) REMAIN CITY OF NEW HAVEN PROPERTY AND SHALL BE DELIVERED TO CITY OF NEW HAVEN TRAFFIC AND PARKING LOCATED AT 42 MIDDLETOWN AVENUE , NEW HAVEN, CONNECTICUT. CONTACT MR. JOHN BLANDO AT (203) 946-8080.
5. TRIMMING OF TREE BRANCHES WILL BE REQUIRED FOR EACH APPROACH A MINIMUM OF 500' BACK FROM EACH STOP BAR FOR A CLEAR VIEW OF THE PROPOSED SIGNALS. THIS WORK SHALL BE PAID FOR UNDER "CLEARING AND GRUBBING".
6. INSTALL HANDHOLES APPROX. 1' BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
7. SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS AND HANDHOLES WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE FIELD LOCATED TO PROVIDE A FREE PATH OF NOT LESS THAN 3'. ANY PROPOSED REVISIONS TO THE LOCATIONS OF THE APPURTENANCES SHOWN ON THE PLAN MUST BE SUBMITTED FOR REVIEW AND APROVAL BY THE NEW HAVEN DIVISION OF TRAFFIC AND PARKING PRIOR TO INSTALLATION.
8. THE TOP OF MAST ARM AND PEDESTAL FOUNDATIONS WITHIN SIDEWALK AREAS ARE TO BE LEVEL WITH AND ADJACENT TO THE SIDEWALK, IN EARTH AREAS, MAST ARM AND PEDESTAL FOUNDATIONS TO HAVE A 3" REVEAL.
9. THE CONTROLLER SHALL BE A 2070 TYPE, THE CONTROLLER CABINET AND CONTROLLER FOUNDATION SHALL CONFORM TO THE DETAILS HEREIN.
10. THE OPTICAL DETECTOR AND VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS/HER DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL/VIDEO DETECTOR AND THE CONTROLLER CABINET.
11. THE CONTRACTOR SHALL INSTALL 96" RISER ON MAST ARMS BEHIND THE SIGNAL HEADS SHOWN ON THE PLAN FOR INSTALLING VIDEO DETECTION CAMERAS.
12. ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT HIS EXPENSE.
13. THE CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" AT 1-800-922-4455 48 HOURS PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES TWO WEEKS PRIOR TO INSTALLATION.
14. THE CONTRACTOR SHALL NOTIFY THE CITY OF NEW HAVEN TRAFFIC & PARKING 48 HOURS PRIOR TO START OF THE WORK. CONTACT MR. BIJAN NOTGHI AT (203) 946-8069.
15. TWO WEEKS PRIOR TO INSTALLATION CONTACT UTILITY REPRESENTATIVES:
    UI - MR. ROBERT JUDD (203) 926-5296
    AT&T - MR. MICHAEL LOGGINS (203) 238-7407
16. (P) INSTALL 8' ALUMINUM PEDESTAL, PEDESTRIAN SIGNAL, PUSH BUTTON AND SIGN AT THE BACK OF SIDEWALK.
    (W) INSTALL TYPE I HANDHOLE. ALL OTHERS TYPE II.
17. ALL STEEL MAST ARMS, PEDESTRIAN SIGNAL POLES, ANCHOR BOLT COVERS, HANDHOLE COVERS, POST CAPS AND END CAPS SHALL BE PAINTED TRAFFIC SIGNAL GREEN.



MAST ARM "F" NOT TO SCALE | MAST ARM "G" NOT TO SCALE
MAST ARM "H" NOT TO SCALE | MAST ARM "I" NOT TO SCALE

MAST ARM

NOTES:
1. * DISTANCE BETWEEN ROAD AND SIGNAL HEAD SHALL BE 16' TO 18'.
2. CROSS SECTION IS IN LINE WITH MAST ARM.
3. CONTRACTOR TO VERIFY MAST ARM INFORMATION PRIOR TO ORDERING MAST ARMS, PER SPECIAL PROVISIONS.
4. ALL MAST ARM MOUNTED TRAFFIC SIGNALS AND SIGNS ARE FIX MOUNTED TO THE ARM BY USE OF ADJUSTABLE BRACKETS.
5. MAST ARMS SHALL CONFORM TO 2001 AASHTO STANDARD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGN, LUMINAIREES AND TRAFFIC SIGNALS.
6. MAST ARM LENGTH TO BE MEASURED FROM BACK OF FOUNDATION.

Draft

SIGN LEGEND

(A) MAST ARM MOUNTED - EAST GRAND AVE. (INTERNALLY ILLUMINATED)
(B) POST MOUNTED 31-0802 (STOP HERE ON RED)
(C) POST MOUNTED 31-0282
(D) MAST ARM MOUNTED 31-0823 (NTOR)
(E) MAST ARM MOUNTED - QUINNIPIAC AVE. (INTERNALLY ILLUMINATED)

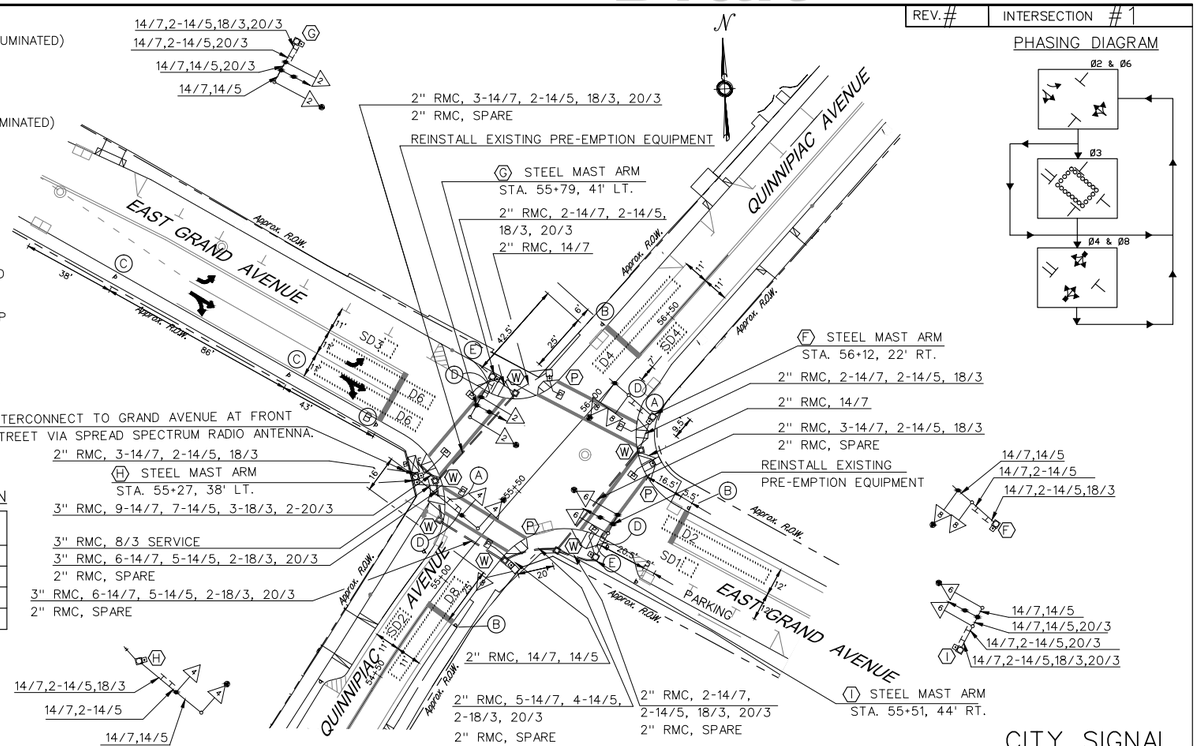
PAVEMENT MARKING NOTES

1. WHITE CROSSWALKS SHALL BE 12" WHITE STRINGER TYPE WITH 10'-0" SPACING BETWEEN STRINGERS.
2. WHITE STOP BAR SHALL BE 24" WIDE.
3. CITY ROADWAYS: WHITE SKIP LINES SHALL BE 9' LINE AND 15' GAP. GUIDE LINES SHALL BE 3' LINE AND 5' GAP.
4. ALL CROSSWALKS, PAVEMENT ARROWS, LEGENDS AND STOP BARS ON CITY ROADWAYS SHALL BE THERMOPLASTIC. ALL OTHER CITY ROADWAY PAVEMENT MARKINGS SHALL BE EPOXY RESIN TYPE I MARKINGS.
5. ALL PAVEMENT MARKINGS TO BE MAINTAINED BY THE CITY OF NEW HAVEN.

DETECTOR CHART		
DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D2	Ø2	X
D4	Ø4	X
D6	Ø6	X
D8	Ø8	X
SD1		SD1
SD2		SD2
SD3		SD3
SD4		SD4

MAST ARM INFORMATION

TYPE	SHAFT HEIGHT	ARM LENGTH	LOAD CASE
(F)	20'	25'	25-1W
(G)	20'	20'	25-1W
(H)	20'	35'	35-1W
(I)	20'	20'	20-1W



CITY SIGNAL

REV.# | INTERSECTION # 1

LEGEND:
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
TRAFFIC SIGNAL FACE; PEDESTRIAN SIGNAL HEAD; AUDIBLE PEDESTRIAN SIGNAL; LOOP DETECTOR
MAGNETIC DETECTOR; SD SYSTEM DETECTOR; OPTICAL DETECTOR; PROPOSED CONTROLLER
EXISTING CONTROLLER; PROPOSED HANDHOLE; EXISTING HANDHOLE; PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C. (RIGID METAL CONDUIT); CABLE CLOSURE; DET. LEADS IN SAW CUT; CAMERA DETECTOR
APPROX. DETECTOR AIMING ZONE; VIDEO DETECTOR; STRAIN INSULATOR; AUXILIARY TERMINATION CABINET; AUXILIARY EQUIPMENT CABINET

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME:
DATE PLOTTED:
SCALE - 1"=30'
ALL DIMENSIONS IN FEET

EAST GRAND AVENUE AT QUINNIPIAC AVENUE
CITY OF NEW HAVEN
TRAFFIC SIGNAL

NO.	DATE	INIT.	DESCRIPTION
			REVISIONS

CONNECTICUT DEPARTMENT OF TRANSPORTATION
PROJECT TITLE: EAST GRAND AVENUE AT QUINNIPIAC AVENUE TRAFFIC SIGNAL

TOWN: NEW HAVEN | PROJECT NO.: 92 - 585
DRAWING TITLE: | DRAWING NO.: TRAF-1
SHEET NO.: 95

REV.# | INTERSECTION #1

Q:\PROJECTS\23040\DESIGN\TRAFFIC\FINAL\GRAND-SIGNAL.DWG

5. Whalley Avenue at Ramsdell Street



Site Selection Justification

Whalley Avenue (Rte. 63) at East Ramsdell Street/Ramsdell Street: Whalley Avenue (Rte. 63) at East Ramsdell Street/Ramsdell Street is a four-legged intersection controlled by a traffic signal. Whalley Avenue (Rte.63) is a two-way, north-south principal arterial roadway that runs through Westville, Amity, Dwight and Beaver Hills Neighborhoods into Downtown New Haven and connects to the Towns of Woodbridge and Hamden north-west of the city. As a commuter route, it provides a direct connection to Rte. 15, which is a limited access highway serving as an alternative route to I-95 and I-91. East Ramsdell Street/Ramsdell Street is a two-way, east west collector/local roadway running through the Amity neighborhood providing local connections to Fountain Street (Rte. 243) and Valley Street. Both roadways have posted speed limits of 25 mph within city limits and provide vital connections to important activity centers such as Westville center shops, restaurants and small businesses, Grand Avenue Special Services District, Mauro-Sheridan Interdistrict Magnet and Davis Street Magnet Schools, Mitchell Branch Library, Southern Connecticut State University, West Rock Park, Residential homes and worship centers such as Congregation Beth El - Keser Israel.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 34 total crashes recorded at the intersection between 2020 and 2022 including two (2) fatal and one (1) serious injury crashes. One of the fatal crashes involved a pedestrian killed in a collision with a motor vehicle. Of the total crashes, 2 crashes were recorded as red-light running-related (6%). While the portion of red-light related crashes appears relatively low, the high rate and nature of fatal crashes indicates red-light running factors at play including speeding (nearly 10% of vehicles traveling were recorded going over the posted speed limit daily) and distracted driving.

Draft

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially along Whalley Avenue (Rte. 63) as it is a commuter roadway serving as a major connector to New Haven via Rte. 15 during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to important land uses of high-density presents significant risks for roadway users accessing adjacent activity centers.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. Along Whalley Avenue (Rte. 63) approaching the intersection in the westbound direction, there is a significant vertical down slope grade that allows vehicles to speed, potentially requiring a longer deceleration time to come to complete stop during the red phase. Ramsdell Avenue in the northbound direction also has similar geometric features that present the risk of red-light running. Other compounding factors such as transition from a suburban to city environment, straight roadway alignment, limited

Site Selection Justification
lighting and streetscaping, lack of active transportation facilities and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users. 4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 11 red-light running-related violations that were issued at the intersection. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts. 5. The intersection is within a Qualified Census Tract (#1412). 16% of the residents in the area do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. While this number is relatively low compared to other QCTs city-wide, the high prevalence of red-light related crashes negatively affects both drivers and non-drivers in this census area. Additionally, more than 1 in 5 residents (24.3%) are living below the poverty level in the census tract. Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that may not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, installation of a Red Light Camera at the intersection of Whalley Avenue (Rte. 63) at East Ramsdell Street/Ramsdell Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Draft

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Whalley Avenue (Rte. 63): Other Principal Arterial • East Ramsdell Street/Ramsdell Street: Major Collector, Local Roadway orientation: • Whalley Avenue (Rte. 63): East-West • East Ramsdell Street/Ramsdell Street: North-South # of Lanes/Lane Geometry: • Whalley Avenue (Rte. 63) Eastbound approach: 1 exclusive Left-turn lane, 1 Through lane and 1 shared Through-Right turn lane

Supporting Information	
	• Whalley Avenue (Rte. 63) Westbound approach: 1 shared Left-Through lane and 1 shared Through-Right turn lane • Ramsdell Street Northbound approach: 1 shared Left-Through-Right turn lane • East Ramsdell Street Southbound approach: 1 shared Left-Through lane and 1 exclusive Right-turn lane Speed Limit at intersection: • Whalley Avenue (Rte. 63): 25 mph • East Ramsdell Street/Ramsdell Street: 25 mph
Zoning	• Residential, Business, Park
Crashes (2020-2022)	Total Crashes: 34 Serious Injury Crashes: 1 Fatal Crashes: 2 Red light related Crashes: 2
Volumes (AADT)	Whalley Avenue (Rte. 63): 22,3[illegible] vpd (2024 data) Ramsdell Street: 3,100 vpd (20[illegible]4 data)
Census Tract(s) #	• # 1412 (Device Installation Census Tract) ○ In Qualified Census Tract? Yes ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 24.3% ○ Total Occupied Housing Units: 1,699 ▪ Units with No vehicle available: 272 (16%) ▪ Units with 1 vehicle available: 702 (41%) ▪ Units with 2 vehicles available: 528 (31%) ▪ Units with 3 vehicles available: 113 (7%) ▪ Units with 4 or more vehicles available: 84 (5%)

Draft

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes

Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

Draft

	PRE-EMPTION 1	MOVEMENT DIAGRAM				PRE-EMPTION 2		
NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8

FACE #	FLASH	PHASE 1 GRN	PHASE 1 CL	PHASE 1 CL	PHASE 2 GRN	PHASE 2 CL	PHASE 2 CL	PHASE 3 GRN	PHASE 3 CL	PHASE 3 CL	PHASE 4 GRN	PHASE 4 CL	PHASE 4 CL	PHASE 5 GRN	PHASE 5 CL	PHASE 5 CL	PHASE 6 GRN	PHASE 6 CL	PHASE 6 CL	PHASE 7 GRN	PHASE 7 CL	PHASE 7 CL	PHASE 8 GRN	PHASE 8 CL	PHASE 8 CL
1	Y	←G	←Y G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R				R	R	R
2	Y	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R				R	R	R
3	R	R	R	R	R	R	R	←G	←Y G	G	R	R	R	R	R	R	R	R	R				G	Y	R
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R				R	R	R
5	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R				R	R	R
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R				R	R	R
7	R	R →	R Y→	R	R	R	R	R	R	R	G	Y①	R②	R	R	R	R	R	R				R	R	R
8	R	R	R	R	R	R	R	G	G	G	R	R	R	R	R	R	R	R	R				G	Y	R
P	OFF	←					DW →				WØ			←		DW →							←		DW →
MIN		4	3	1	10	3	1	3	3	1	4	3	1	7 19	4	0	10	3	1				3	3	1
MAX		15	6	2	50	6	2	45	6	2	35	6	2	7 30	6	2	50	6	2				45	6	2
					← YIELD PT												← YIELD PT								

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GRN	5	15	4	5	7	15		4
WALK					26			
PED CLR								
VEH EXT	1		1	1				1
MAX 1	8	40	8	27		40		27
MAX 2	8	40	8	27		40		27
YELLOW	3.0	3.6	3.0	3.0	4	3.6		3.0
RED	1.0	1.7	1.0	1.6	0	1.7		1.6
ADD INIT								
MAX INIT								
TBR								
TTR								
MIN GAP								
MODE	NON-LOCK	MAX RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MAX RECALL	OFF	NON-LOCK
INT START	THIS PHASE					THIS PHASE		

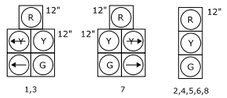
ENERGY BY- CITY | METER # -

MAINT LEVEL | SERVICE POLE- UI 12573

INTERSECTION #092-266

METERED SERVICE

SIGNAL FACES



PEDESTRIAN SIGNAL FACE HAVE COUNTDOWN TIMER

ALL INDICATIONS HAVE LED LAMPS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	PARENT	PARENT
HOLD GREEN	20	20
HOLD YELLOW	PARENT	PARENT
HOLD RED	PARENT	PARENT
HOLD PHASE	2	6
EXIT PHASE	4	4
EXIT CALL	NONE	NONE

OFFICE RECORD

REVISION #4

STC #092-0907-02 SM #N/A

SIGNAL REVISED : 11/14/11

REPLACED SIGNAL EQUIPMENT, ADDED PED PHASE, EMERGENCY PRE-EMPTION AND N.T.O.R. FOR ROUTE 63 N.B. UNDER STATE PROJECT 92-547.

AS-BUILT PLAN DRAWN 12/19/11

1/29/2025

YELLOW, RED, AND PED CLEARANCE TIMES OPTIMIZED.

CITY SIGNAL

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN
ROUTE 63 (WHALLEY AVE.) AT
RAMSDELL AND EAST RAMSDELL STREETS

REV #4	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER	CSB	3-07	ABB	3-07
DRAFTER	RC	5-06	RC	4-07
CHECKED BY	LNC	4-07	RMW	4-07
SUBMITTED BY	TLF	4-12-07	MJG	4-12-07
APPROVED BY	Charles S. Harlow		Michael J. Garvle	
DATE	4-16-07		4-16-07	

ORIGINAL SIGNED

DETECTORS

IDENT	SIZE (WXL)	DELAY/EXT	MODE
D1	VIDEO 6X50	0	PRESENCE
D4	VIDEO 6X50	0	PRESENCE
D4A	VIDEO 6X50	0	PRESENCE
D8	VIDEO 8X50	0	PRESENCE
SD2	VIDEO 6X10	0	PRESENCE
SD2A	VIDEO 6X10	0	PRESENCE
SD4	VIDEO 6X10	0	PRESENCE
SD6	VIDEO 6X10	0	PRESENCE
SD6A	VIDEO 6X10	0	PRESENCE
SD8	VIDEO 8X10	0	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	NONE	DAILY
PATTERN 1	0700-0900	M-F
PATTERN 2	ALL OTHER TIMES	DAILY
PATTERN 3	0900-1500	M-F
PATTERN 4	1500-1800	M-F
PATTERN 5	1000-1800	SA-SU
MAX 1	FUTURE	

COORDINATION TYPE- CENTRAL SYSTEM

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS SEC / % φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
90	88	98	9 / 10	37 / 41	9 / 10	35 / 39	37 / 41		35 / 39	
80	46	58	10 / 12	40 / 50	10 / 13	20 / 25	40 / 50		20 / 25	
80	46	58	10 / 11	40 / 51	10 / 13	20 / 25	40 / 51		20 / 28	
90	82	91	10 / 11	46 / 51	9 / 10	25 / 28	46 / 51		25 / 28	
90	78	87	9 / 10	43 / 48	9 / 10	29 / 32	43 / 48		29 / 32	

PERMIS PERIOD: φ | SEC

SYSTEM LOC: MASTER 200 ORANGE STREET

ZONE

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

PHASE 2 ON OMIT PHASE 1.

PHASE 3 TO ALWAYS PRECEDE PHASE 4.

① TO BE Y→ IF PHASE 1 IS NEXT.

② TO BE R →IF PHASE 1 IS NEXT.

A CIRCUIT SHALL BE INSTALLED IN THE CONTROLLER TO DISABLE MANUAL CONTROL AND INTERVAL ADVANCE DURING THE PEDESTRIAN PHASE CLEARANCE INTERVAL.

TIMINGS SHOWN REFLECT FREE OPERATION. ACTUAL TIMINGS TO BE DETERMINED BY ICCLU.

SIGNAL MAY DOUBLE CYCLE IF PEDESTRIAN TIMING CALLED DURING PATTERNS 1,2,3,4 & 5.

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

Draft

NOTES:

STATE TO MAINTAIN ALL STOP BARS AND ALL PAVEMENT MARKINGS ON ROUTE 63.

CITY OF NEW HAVEN TO MAINTAIN ALL OTHER PAVEMENT MARKINGS ON CITY STREETS.

SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.

STATE TO MAINTAIN ALL SIGNS ON ROUTE 63 AND STOP SIGNS ON WESTERLEIGH RD AND ANTHONY STREET.

PER-EMPTION EQUIPMENT OWNED & MAINTAINED BY CITY OF NEW HAVEN.

(S) BAR TYPE CROSSWALK (16" x 16" x 8' MIN.)-STATE MAINTAINED

(T) BAR TYPE CROSSWALK (16" x 16" x 8' MIN.)-TOWN MAINTAINED

SIGN LEGEND:

(A) MAST ARM MOUNTED 31-0135 ( )

(B) MAST ARM MOUNTED 31-0823 (NTOR)

(C) 31-0307 ( )

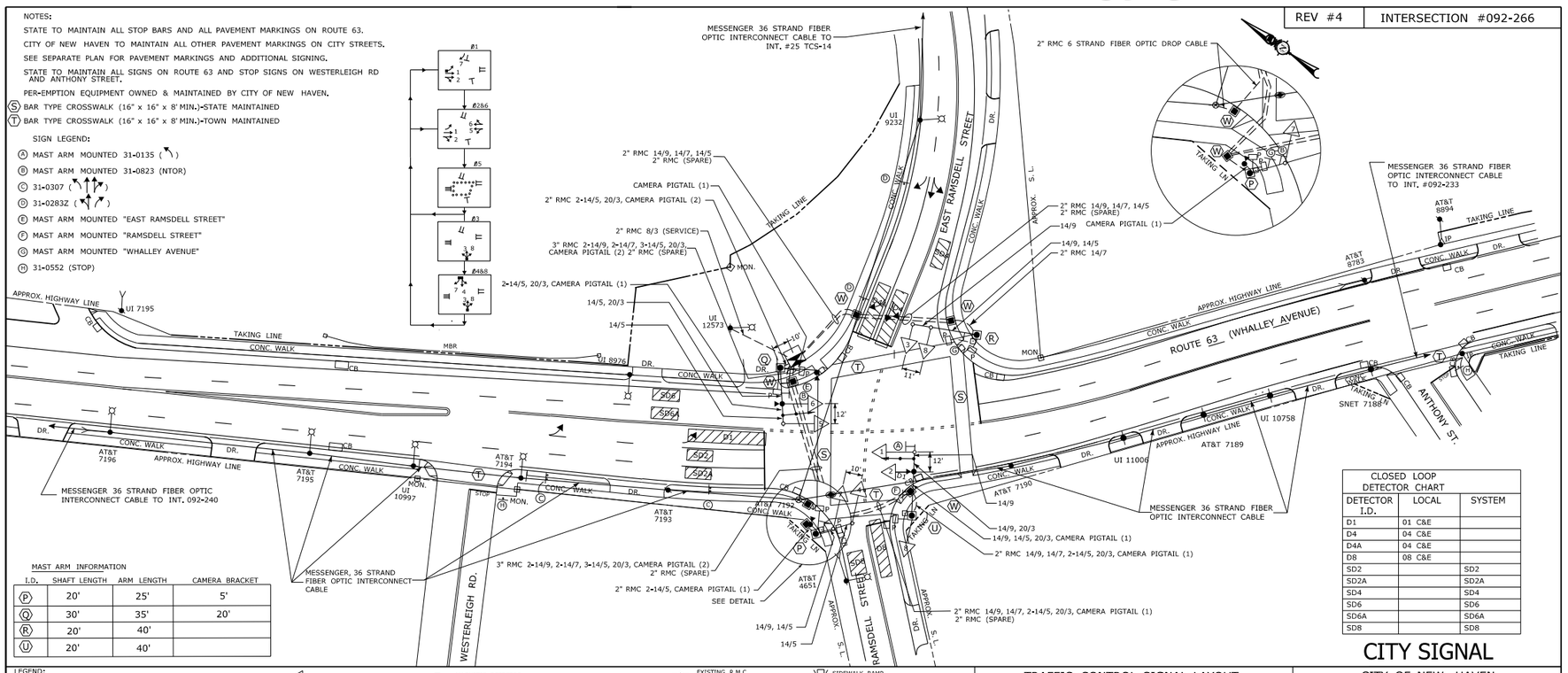
(D) 31-0283Z ( )

(E) MAST ARM MOUNTED "EAST RAMSDELL STREET"

(F) MAST ARM MOUNTED "RAMSDELL STREET"

(G) MAST ARM MOUNTED "WHALLEY AVENUE"

(H) 31-0552 (STOP)



MAST ARM INFORMATION

I.D.	SHAFT LENGTH	ARM LENGTH	CAMERA BRACKET
(P)	20'	25'	5'
(Q)	30'	35'	20'
(R)	20'	40'	
(U)	20'	40'	

CLOSED LOOP DETECTOR CHART

DETECTOR I.D.	LOCAL	SYSTEM
D1	01 C&E	
D4	04 C&E	
D4A	04 C&E	
D8	08 C&E	
SD2		SD2
SD2A		SD2A
SD4		SD4
SD6		SD6
SD6A		SD6A
SD8		SD8

CITY SIGNAL

LEGEND:

- 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
- TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL FACE
- AUDIBLE PEDESTRIAN SIGNAL
- LOOP DETECTOR
- MAGNETIC DETECTOR
- SD SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- CABLE CLOSURE
- DET. LEADS IN SAW CUT
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- SIDEWALK RAMP
- SONIC DETECTOR
- VIDEO DETECTOR
- FIBER OPTIC SPLICE ENCLOSURE
- AREA OF VIDEO DETECTION

TRAFFIC CONTROL SIGNAL LAYOUT

CADD FILE NAME: TR_MSH_TCS_092_266_004.dgn

DATE PLOTTED: 2/6/2012

SCALE - 1" = 40'

CITY OF NEW HAVEN
ROUTE 63 (WHALLEY AVE.) AT
RAMSDELL AND EAST RAMSDELL STREETS

6. Orange Street at Edwards Street



Orange Street at Edwards Street: Orange Street at Edwards Street is a four-legged intersection controlled by a traffic signal. Orange Street is a two-way, north-south minor arterial roadway that runs primarily through the East Rock neighborhood and serves as a connection to Downtown New Haven in the south and the Town of Hamden in the north. It also provides a connection to I-91 ramps through its intersection with Willow Street. Edwards Street is a two-way, east west, major collector roadway that connects State Street to the Yale campus in the Prospect Hill Historic Neighborhood. With its link to State Street, it also provides a connection to and from I-91. Both roadways have posted speed limits of 25 mph and provide vital connections to important activity centers such as Yale University, Orange Street and State street markets, restaurants and small businesses, Residential homes and various places of worship.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 7 total crashes recorded at the intersection between 2020 and 2022. Of the total crashes, nearly half of the crashes (3 crashes, 43%) were attributed to red-light running. While there were no recorded fatal injury crashes at this intersection during the measurement period or thereafter, the extremely high rate- nearly 1 in 2 crashes- of red-light related crashes presents high risks for pedestrians, bicyclists and other vulnerable road users- considering it is adjacent high-density land uses.

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection. Considering the adjacent land-uses and the high number of pedestrians and bicyclists who navigate the intersection all day, high numbers of red-light running vehicles present significant risks for these groups.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. Edwards Avenue approaching the intersection in both directions is a straight roadway on a flat grade that encourages vehicles to speed leading to red-light running, especially during the off-peak hours. Other compounding factors such limited lighting, lack of dedicated off-street active transportation infrastructure and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 3 red-light running-related violations that were issued around the intersection. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts.

Draft

5. The intersection is within two non-Qualified Census Tracts (#1419 and #1420). In #1420, 1 in 3 residents do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. The high prevalence of red-light related crashes negatively affects both drivers and non-drivers in these non-QCTs.

In summary, installation of a Red Light Camera at the intersection of Orange Street at Edwards Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Orange Street: Minor Arterial • Edwards Street: Major Collector Roadway orientation: • Orange Street: North-South • Edwards Street: East-West # of Lanes/Lane Geometry: • Edwards Street Eastbound approach: 1 shared Left-Through-Right turn lane • Edwards Street Westbound approach: 1 shared Left-Through-Right turn lane • Orange Street Northbound approach: 1 shared Left-Through-Right turn lane • Orange Street Southbound approach: 1 shared Left-Through-Right turn lane Speed Limit at intersection: • Orange Street: 25 mph • Edwards Street: 25 mph
Zoning	• Residential
Crashes (2020-2022)	Total Crashes: 7 Serious Injury Crashes: 0 Fatal Crashes: 0 Red light related Crashes: 3
Volumes (AADT)	Orange Street: 5,900 vpd (2024 data)

Draft

Supporting Information	
	Edwards Street: 6,900 vpd (2024 data)

Census Tract(s) #	• #1420 (Device Installation Census Tract)
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 14.1%
	  ○ Total Occupied Housing Units: 1,628
	  ▪ Units with No vehicle available: 515 (32%)
	  ▪ Units with 1 vehicle available: 734 (45%)
	  ▪ Units with 2 vehicles available: 311 (19%)
	  ▪ Units with 3 vehicles available: 37 (2%)
	  ▪ Units with 4 or more vehicles available: 31 (2%)
	• #1419
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 25.5%
	  ○ Total Occupied Housing Units: 2,430
	  ▪ Units with No vehicle available: 408 (17%)
	  ▪ Units with 1 vehicle available: 1,259 (52%)
	  ▪ Units with 2 vehicles available: 621 (26%)
	  ▪ Units with 3 vehicles available: 110 (5%)
	  ▪ Units with 4 or more vehicles available: 12 (0%)

Draft

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

NONE

PRE-EMPT 1 | PRE-EMPT 2 | MOVEMENT DIAGRAM

			PHASE 1	PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8		
		FLASH	GRN	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL
FACE #	2	Y		G	Y	R	R	R	R	R	R	R												
	4	R		R	R	R	R	R	R	G	Y	R												
	6	Y		G	Y	R	R	R	R	R	R	R												
	8	R		R	R	R	R	R	R	G	Y	R												
	P3	OFF		←DW→			W⌀			←DW→														
	MIN			7	3.0	1.0	4/8	4	0	5	3.0	1.0												
	MAX			35	5.0	3.0	8/15	4	1	25	5.0	3.0												
INTERVALS	MIN GRN			15						5														
	WALK						7																	
	PED CLR						14																	
	VEH EXT									1.0														
	MAX 1			30						21														
	MAX 2			30						21														
	YELLOW				3.2			4.0			3.2													
	RED					1.1			0.0			1.4												
	ADD INI																							
	MAX INT																							
	TBR																							
	TTR																							
	MIN GAP																							
MODE			OFF	MAX RECALL			NON-LOCK			NON-LOCK			OFF			OFF			OFF			OFF		
INI START				THIS PHASE																				

YIELD POINT

DETECTORS			
IDENT	SIZE (WXL)	TURNS	MODE
D4	4.3mx1.8m	3	PRESENCE
D4A	2.4mx1.8m	3	PRESENCE
D4B	SPVD	–	PRESENCE
D8	5.2mx1.8m	3	PRESENCE
D8A	3.4mx1.8m	3	PRESENCE
D8B	SPVD	–	PRESENCE

PROGRAM			COORDINATION TYPE- SERIES 2000 TCS														PERMIS PERIOD	
FUNCTION	TIME	DAYS	CYCLE	PHASE SPLITS SEC/%								OFFSET					0	SEC
				⌀1	⌀2	⌀3	⌀4	⌀5	⌀6	⌀7	⌀8	SEC	%					
FLASH	2300-0600	DAILY																
PATTERN 1	0600-0900	DAILY	70	31	44	16	23	23	33			48	69					
PATTERN 2	ALL OTHER TIMES	DAILY	60	27	45	16	27	17	28			32	53					
PATTERN 3	1500-1900	DAILY	70	32	46	16	23	22	31			30	43					
PATTERN 4	1900-2300	DAILY	50	20	40	16	32	14	28			2	4					

SYSTEM LOC: MASTER 209 ORANGE STREET

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION.

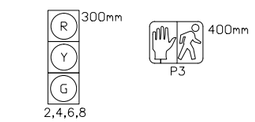
D4B, D8B EXTENSION TO BE SET AT 2.0 SECONDS IN CONTROLLER.

ENERGY BY- CITY | METER # – | INTERSECTION #

MAINT. LEVEL 2 | SERVICE POLE- UI 1029

METERED SERVICE

SIGNAL FACES



PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	14	14
HOLD GREEN	15	15
HOLD YELLOW	PARENT	PARENT
HOLD RED	PARENT	PARENT
HOLD PHASE	2	4
EXIT PHASE	4	2
EXIT CALL	NONE	NONE

CITY SIGNAL

LEGEND

R RED	PROPOSED CONTROLLER
Y YELLOW	EXISTING CONTROLLER
G GREEN	PROPOSED HANDHOLE
RED ARROW	EXISTING HANDHOLE
YELLOW ARROW	PROPOSED (R.M.C.) RIGID METAL CONDUIT
GREEN ARROW	EXISTING (R.M.C.) RIGID METAL CONDUIT
W⌀ WALK/ FL. D.W.	CABLE CLOSURE
D.W. DON'T WALK	FIBER OPTIC CABLE CLOSURE
FL. FLASHING	DET. LEADS IN SAW CUT
PROPOSED WOOD SPAN POLE	AUXILIARY TERMINATION CABINET
EXISTING WOOD SPAN POLE	AUXILIARY EQUIPMENT CABINET
PROPOSED STEEL SPAN POLE	AUDIBLE PEDESTRIAN SIGNAL
EXISTING STEEL SPAN POLE	OVERHEAD SIGN
PROPOSED UTILITY POLE	FIRE HYDRANT
EXISTING UTILITY POLE	SPVD ANTENNA
PEDESTAL MOUNTING	
PEDESTRIAN PUSH BUTTON & SIGN	
TRAFFIC SIGNAL FACE	
PEDESTRIAN SIGNAL FACE	
LOOP DETECTOR	
MAGNETIC DETECTOR	
SD SYSTEM DETECTOR	
OPTICAL DETECTOR	

OFFICE RECORD

STC # | SM #

SIGNAL REVISED
INSTALLED ALL NEW EQUIPMENT UNDER PROJECT
092-542.

1/29/2025
YELLOW, RED, AND PED CLEARANCE TIMES OPTIMIZED.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN

ORANGE STREET AT EDWARDS STREET

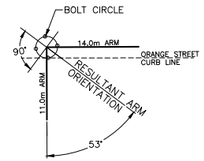
	TRAFFIC	ELECTRICAL
	DATE	DATE
ENGINEER	TRANSCORE ITS, INC. BERLIN, CT.	
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

Draft

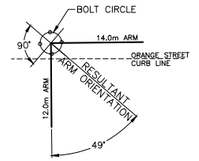
CONSTRUCTION NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF NEW HAVEN AND THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION.
2. ALL TRAFFIC SIGNAL EQUIPMENT IS NEW EXCEPT AS NOTED.
3. STAKE ALL R.O.W. PRIOR TO EXCAVATION.
4. REPLACE ENTIRE SECTION OF SIDEWALK DAMAGED DUE TO INSTALLATION OF CONDUIT, HANDHOLE OR FOUNDATION.
5. REPLACE DOUBLE YELLOW CENTERLINES APPROXIMATELY 70 METERS ON ORANGE STREET AND 35 METERS ON EDWARDS STREET. INSTALL STOP BARS AND CROSSWALKS.
6. REMOVE ALL POST MOUNTED "NO TURN ON RED" SIGNS WITHIN THE LIMITS OF PLAN.
7. REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER AND INTERCONNECT, STEEL POLES AND WOOD POLES. ALL SIGNAL EQUIPMENT WHICH IS REMOVED REMAINS THE PROPERTY OF THE CITY OF NEW HAVEN AND SHALL BE RETURNED TO A LOCATION, TO BE DESIGNATED, WITHIN THE CITY.
8. TRIMMING OF TREE BRANCHES WILL BE REQUIRED FOR EACH APPROACH A MINIMUM OF 100m BACK FROM EACH STOP BAR FOR A CLEAR VIEW OF THE PROPOSED SIGNALS.
9. INSTALL HANDHOLES APPROX. 0.3m BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
10. SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS AND HANDHOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE FIELD LOCATED TO PROVIDE A FREE PATH OF NOT LESS THAN 1.0 METERS.
11. CABINET DOOR TO OPEN FIELD SIDE.

Ⓒ ORIENT ANCHOR BOLTS SO THEY ARE SQUARE WITH THE END LOAD RESULTANT OF THE TWIN MAST ARMS. THE RESULTANT IS 53° OFF A PERPENDICULAR TO THE ORANGE STREET CURB LINE.



Ⓓ ORIENT ANCHOR BOLTS SO THEY ARE SQUARE WITH THE END LOAD RESULTANT OF THE TWIN MAST ARMS. THE RESULTANT IS 49° OFF A PERPENDICULAR TO THE ORANGE STREET CURB LINE.



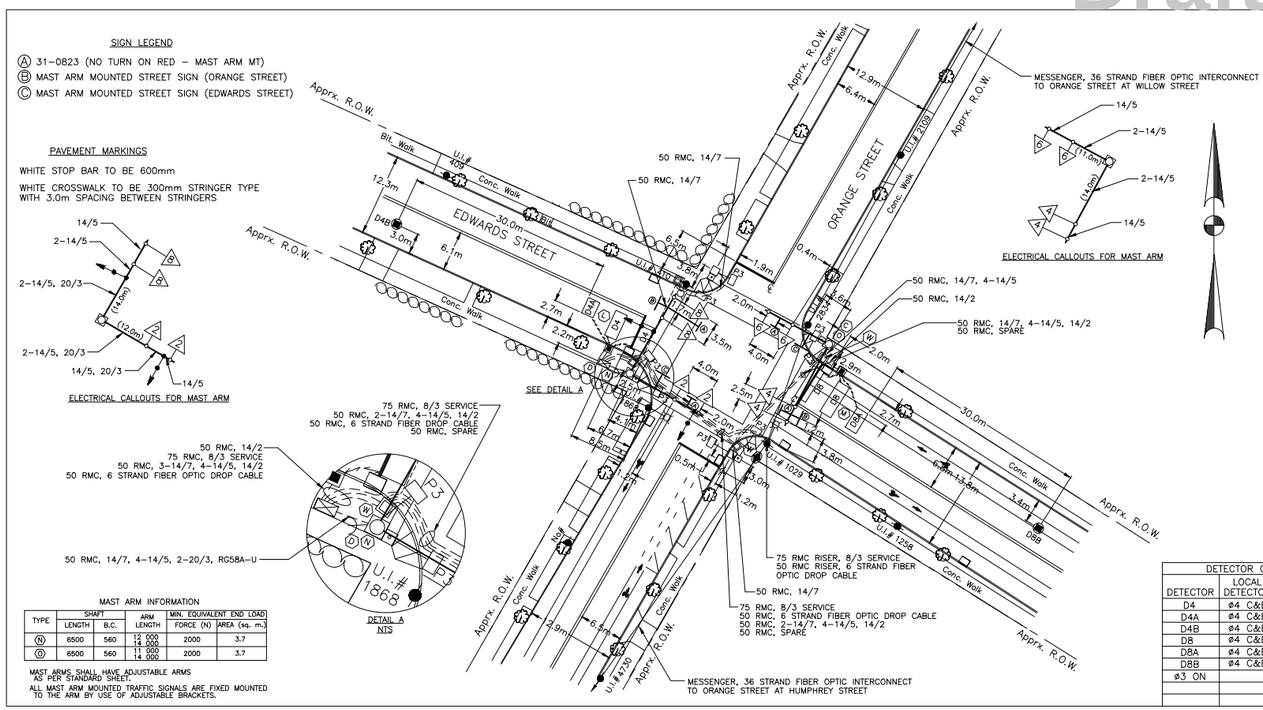
Ⓛ EXISTING LOOP DETECTORS. D4A TO BE SPLICED IN SERIES WITH ONE OF THE D4 LOOPS. THE REMAINING D4 LOOP TO BE SPLICED IN PARALLEL TO SERIES LOOPS.

Ⓜ EXISTING LOOP DETECTORS TO BE SPLICED IN PARALLEL.

Ⓦ INSTALL 760 X 760 CONCRETE HANDHOLE. ALL OTHERS TYPE II.

REPRESENTATIVE	UTILITY	TELEPHONE
RON ORIS	SOUTHERN CT. GAS	(203) 795-7796
ROBERT SPEARS	SO. CENT. CT. REGIONAL WATER AUTH.	(203) 401-2539
JOHN O'KEEFE	COMCAST CABLE	(203) 401-2265
GENE LAGOR	UNITED ILLUMINATING	(203) 926-4431
SUE PADDOCK	S.N.E.T.	(203) 238-5620
JACQUES KRESSMANN	CITY OF NEW HAVEN-CHIEF OF CONST.	(203) 946-8103
MICK BYRNE	AT&T	(860) 509-9985

REV. # 3 | INTERSECTION #

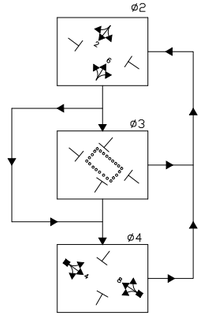


MAST ARM INFORMATION

TYPE	SHAFT		ARM	MIN. EQUIVALENT END LOAD	
	LENGTH	B.C.	LENGTH	FORCE (N)	AREA (sq. m.)
Ⓝ	6500	560	12 000 14 000	2000	3.7
Ⓞ	6500	560	11 000 14 000	2000	3.7

MAST ARMS SHALL HAVE ADJUSTABLE ARMS AS PER STANDARD SHEET.

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



DETECTOR CHART		
DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D4	⌀4 C&E	
D4A	⌀4 C&E	
D4B	⌀4 C&E	SD1
D8	⌀4 C&E	
D8A	⌀4 C&E	
D8B	⌀4 C&E	SD2
⌀3 ON		SD8

CITY SIGNAL

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY. OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL LAYOUT

CITY OF NEW HAVEN

ORANGE STREET AT EDWARDS STREET

SCALE 1:400 — ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

REV. # 3 | INTERSECTION #

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING & HIGHWAY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

F.H.W.A. REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO	YEAR	ROUTE NO.	SHEET NO.
1	CONN.	NEW HAVEN	CM-000R(035)	92-542	2000	N/A	28

7. Ella T. Grasso Blvd. (Rte. 10) and Washington Avenue



Site Selection Justification

Ella T. Grasso Blvd. (Rte. 10) and Washington Avenue: Ella T. Grasso Blvd. (Rte. 10) and Washington Avenue is a four-legged intersection controlled by a traffic signal. Washington Avenue is a Northeast-Southwest oriented minor arterial roadway that traverses through the Hill neighborhood connecting New Haven to the Town of West Haven. The roadway primarily serves morning and evening commuter trips to and from West Haven. In both the eastbound and westbound directions, the posted speed limit along Washington Avenue is 25 mph. Ella T. Grasso Blvd. (Rte. 10) is a Northwest-Southeast (turning north-south) oriented arterial roadway that connects I-95 to New Haven and continues up to the Town of Hamden in the north. In both the northbound and southbound directions, the posted speed limit along Ella T. Grasso Blvd. (Rte. 10) is 35 mph. Both roadways provide vital connections to important activity centers such as the West River Memorial Park, Truman School, Washington Playgrounds Park, Residential homes etc.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 48 total crashes recorded at the intersection between 2020 and 2022 including 3 serious injury crashes. Of the total crashes, nearly 1 in 6 crashes (8 crashes, 17%) were attributed to red-light running. However, since 2022, there have been two (2) fatal and one (1) serious injury crashes at this intersection. One of the fatal crashes and the serious injury crash involved red-light running. In the other fatal crash, a pedestrian was tragically killed in a collision with a motor vehicle. This most recent data further highlights the extreme risks pedestrians, bicyclists and other vulnerable road users face navigating this intersection.

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2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially with Ella T. Grasso Blvd. (Rte. 10) Ella T. Grasso Blvd. (Rte. 10) serving as major commuter connections to and from I-95 during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to a School and adjacent playground, nearby Residential homes present significant risks for residents and visitors in the area. This risk is reflected in the recorded red-light crashes at the intersection i.e. nearly 1 in 6 vehicles were found to be in violation.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. In Northeast-Southwest directions along Washington Avenue there the roadway has a straight alignment with relatively-flat gradient and wide travel lanes (15' each) that allow vehicles to speed and potentially run red lights. In the Northwest-Southeast directions along Ella T. Grasso Blvd. (Rte. 10) similar issues persist. This is further exacerbated due to lack of traffic calming, poor lighting and streetscaping and other factors such as the transition from suburban to dense-urban environment, speeding, lack of

Site Selection Justification
active transportation facilities or sidewalks. Additionally, behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further amplify the safety risks, especially for vulnerable road users. 4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 9 red-light running-related violations that were issued at the intersection. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts. 5. The intersection is part of a Qualified Census Tract (#1405). In this census tract, nearly 1 in 5 (21%) residents do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, nearly 1 in 4 residents in the Census tract (25.7%) are living below the poverty level. Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, installation of a Red Light Camera at the intersection of Ella T. Grasso Blvd. (Rte. 10) and Washington Avenue will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Draft

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Ella T. Grasso Blvd. (Rte. 10): Other Principal Arterial • Washington Avenue: Minor Arterial Roadway orientation: • Ella T. Grasso Blvd. (Rte. 10): Northwest-Southeast • Washington Avenue: Northeast-Southwest # of Lanes/Lane Geometry: • Ella T. Grasso Blvd. (Rte. 10) Southeast-bound approach: 1 exclusive Left-turn lane, two (2) Through lanes, 1 exclusive Right-turn lane

Supporting Information	
	• Ella T. Grasso Blvd. (Rte. 10) Northwest-bound approach: 1 exclusive Left-turn lane, 1 Through lane and 1 shared Through-Right turn lane • Washington Avenue Northeast-bound approach: 1 exclusive Left-turn lane and 1 shared Through-Right turn lane • Washington Avenue Southwest-bound approach: 1 shared Left-Through-Right turn lane Speed Limit at intersection: • Ella T. Grasso Blvd. (Rte. 10): 35 mph • Washington Avenue: 25 mph
Zoning	• Residential, Parks
Crashes (2020-2022)	Total Crashes: 48 Serious Injury Crashes: 3 Fatal Crashes: 0 Red light related Crashes: 8
Volumes (AADT)	Ella T. Grasso Blvd. (Rte. 10): 1[illegible],[illegible]00 vpd (20[illegible]4 data) Washington Avenue: 5,500 vpd (2[illegible]2 data)
Census Tract(s) #	• #1405 (Device Installation Census Tract) o In Qualified Census Tract? Yes o Poverty Rate (2021 American Community Survey 5-Year Estimates): 25.7% o Total Occupied Housing Units: 1,162 ▪ Units with No vehicle available: 247 (21%) ▪ Units with 1 vehicle available: 503 (43%) ▪ Units with 2 vehicles available: 259 (22%) ▪ Units with 3 vehicles available: 130 (11%) ▪ Units with 4 or more vehicles available: 23 (2%)

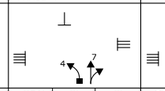
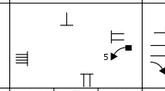
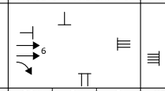
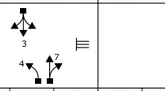
Draft

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes

Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

Draft

MOVEMENT DIAGRAM

NTOR	PHASE 1	PHASE 2 PRE-EMPT 1	PHASE 3	PHASE 4	PHASE 5	PHASE 6 PRE-EMPT 1	PHASE 7 PRE-EMPT 2	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	GRN	CL	CL
FACE #	1	R	←	~~↓~~	R	R	R	R				R	R	R	R	R	R	R	R	R	R	R	R						
	2	Y	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	R	R	R	R	R	R	G	Y	R						
	4	R	R	R	R	R	R	R				← G	~~↓~~ G ①	G ②	R	R	R	R	R	R	G	Y	R						
	5	R	R	R	R	R	R	R				R	R	R	←	~~↓~~	R	R	R	R	R	R	R						
	6	Y	R	R	R	R	R	R				R	R	R	R	R	R	G	Y	R	R	R	R						
	7	R	R	R	R	R	R	R				G	G	G	R	R	R	R	R	R	G	Y	R						
	8	R	R	R	R	R	R	R				R	R	R	R	R	R	R	R	R	G	Y	R						
							← YIELD PT.												← YIELD PT.										

INTERVALS																													
	MIN GRN	5			15						5			5			15			7									
	WALK																			16									
	PED CLR																			1									
	VEH EXT	2									2			2						2.5									
	MAX 1	12			30						6			15			30			25									
	MAX 2	12			30						6			15			30			25									
	YELLOW		3.0			4.3						3.3			3.0			4.3			3.3								
	RED			2.2			1.0						2.1			2.2			1.0			2.1							
	ADD INIT																												
	MAX INIT																												
	TBR																												
	TTR																												
	MIN GAP																												
MODE		LOCK			MAX RECALL			OFF			NON-LOCK			LOCK			MAX RECALL			NON-LOCK			OFF						
INT START					THIS PHASE												THIS PHASE												

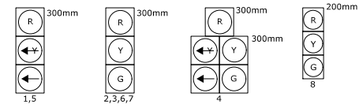
DETECTORS				SYSTEM LOC	COORDINATION TYPE: CLOSED LOOP					
IDENT	SIZE (WXL)	TURNS	MODE	MASTER 092-273	PROGRAM FUNCTION	PROGRAM TIME	PROGRAM DAYS	CYCLE	OFFSET SEC	OFFSET %
D1	1.8 x 1.8	3	PRESENCE	092-201	FLASH	NONE				
D4	1.8 x 1.8	3	PRESENCE	092-279		SEE TECH NOTES				
D5	1.8 x 1.8	3	PRESENCE	092-315						
D7	1.8 x 1.8	3	PRESENCE							
D7A	4.2 x 1.8	3	PRESENCE							
D7B	5.9 x 1.8	3	PRESENCE							
SD	1.8 x 1.8	3	PRESENCE							

TECHNICAL NOTES
STANDARD OVERLAP SKIP FEATURES APPLY
① TO BE "Y" IF PHASE 7 IS SKIPPED
② TO BE "R" IF PHASE 2 IS SKIPPED
DETECTOR D4 TO CALL AND EXTEND PHASE 4 AND EXTEND PHASE 7
TIMINGS SHOWN REFLECT FREE OPERATION.
ACTUAL COORDINATION INFORMATION TO BE DETERMINED BY THE CLOSED LOOP LOCAL COORDINATION UNIT.

OFFICE RECORD		
REV # 14	TIR # N/A	SM # 100816
REVISED TIMINGS UNDER PROJECT #173-454		

SIGNAL REVISED: 05/21/2019

SIGNAL FACES



ALL INDICATIONS HAVE LED LAMPS

FACES 1,5 & 8 HAVE TUNNEL VISORS ON ALL LENSES AND 7° CUT LOUVERS ON RED LENS.

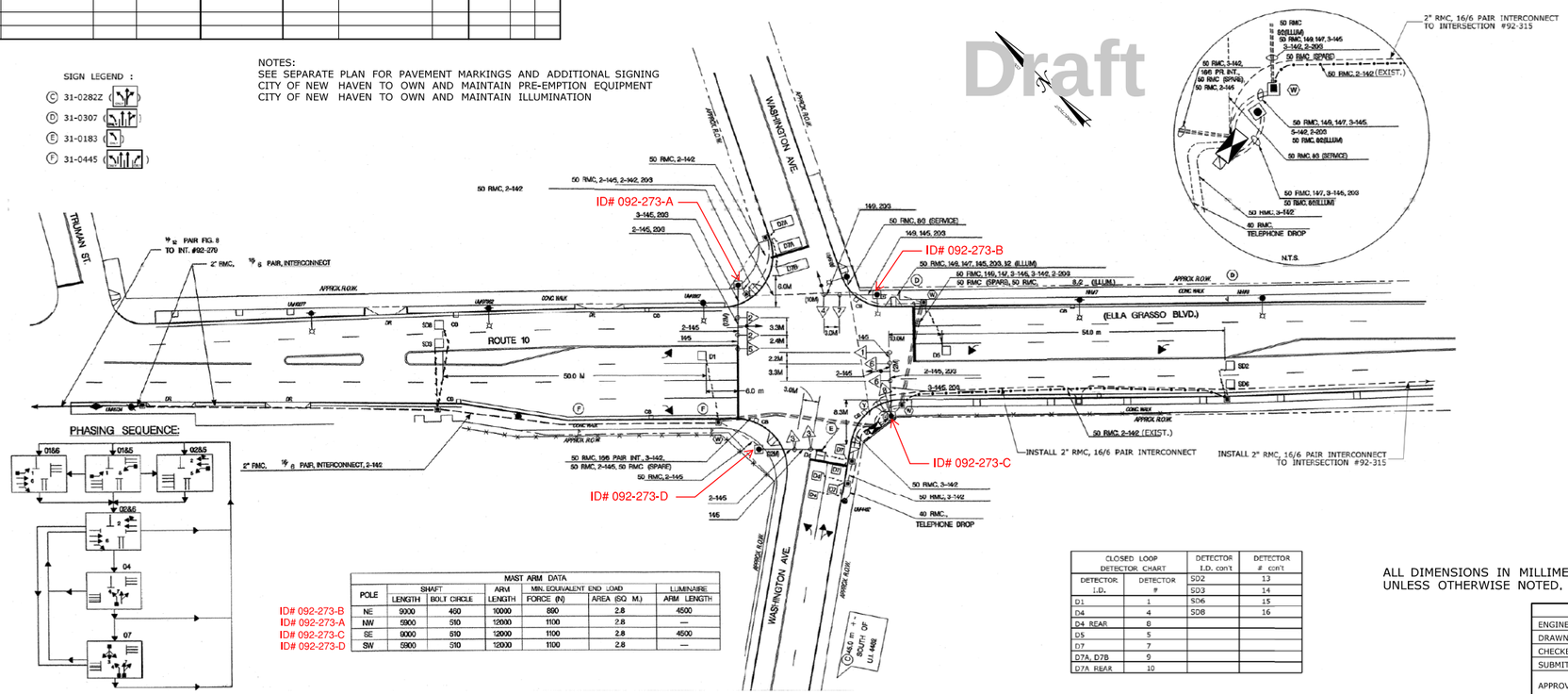
PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.	NO	NO
HOLD GREEN	15	15
HOLD YELLOW	4.3	3.3
HOLD RED	1.0	2.1
HOLD PHASE	2+6	7
EXIT PHASE	4	1+5
EXIT CALL	NONE	NONE

SIGN LEGEND :
- Ⓒ 31-0282Z
- Ⓓ 31-0307
- Ⓔ 31-0183
- Ⓕ 31-0445

NOTES:
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING
CITY OF NEW HAVEN TO OWN AND MAINTAIN PRE-EMPTION EQUIPMENT
CITY OF NEW HAVEN TO OWN AND MAINTAIN ILLUMINATION

Draft



MAST ARM DATA							
	POLE	SHAFT LENGTH	SHAFT BOLT CIRCLE	ARM LENGTH	MIN. EQUIVALENT END LOAD FORCE (N)	MIN. EQUIVALENT END LOAD AREA (SQ. M.)	LUMINAIRE ARM LENGTH
ID# 092-273-B	NE	9000	450	10000	890	2.8	4500
ID# 092-273-A	NW	5900	510	12000	1100	2.8	—
ID# 092-273-C	SE	9000	510	12000	1100	2.8	4500
ID# 092-273-D	SW	5900	510	12000	1100	2.8	—

CLOSED LOOP DETECTOR CHART		DETECTOR I.D. con't	DETECTOR # con't
DETECTOR I.D.	DETECTOR #	SD2	13
		SD3	14
D1	1	SD6	15
D4	4	SD8	16
D4 REAR	8		
D5	5		
D7	7		
D7A, D7B	9		
D7A REAR	10		

ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

BETA ENGINEERING SUCCESS TOGETHER

CLEARANCE INTERVALS DESIGNED BY: BETA GROUP, INC.

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 # 14 INTERSECTION # 092-273

ENERGY BY - CITY | METER # - 015023169

MAINT LEVEL - 5 | SERVICE POLE - U.I. #5186

METERED SERVICE

NO.	DATE	REVISION DESCRIPTION

LEGEND:
- R RED
- Y YELLOW
- G GREEN
- ◄R► RED ARROW
- ◄Y► YELLOW ARROW
- ◄G► 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

DATA PLOTTED : 7/8/2020 \\DOT-SDCENG07V\CTDOT_Projects$\0173-0454\Traffic\3 - FINAL DESIGN\92 - New Haven\As-Builts\TR_TCS_092_273_014.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 10 (ELLA GRASSO BLVD.) AT WASHINGTON AVENUE

SCALE 1mm = 500mm

CITY: NEW HAVEN

PROJECT NO. 173-454

DRAWING NO.

SHEET NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

8. Quinnipiac Avenue (Rte. 103) at Foxon Blvd. (Rte. 80)



Site Selection Justification

Quinnipiac Avenue (Rte. 103) at Foxon Blvd. (Rte. 80): Quinnipiac Avenue (Rte. 103) at Foxon Blvd. (Rte. 80) is a four-legged intersection controlled by a traffic signal. Foxon Blvd. (Rte. 80) is an east-west oriented principal arterial roadway that connects New Haven to the Town of East Haven. The roadway primarily serves as a local connection to Downtown traversing through the Fair Haven neighborhood. Quinnipiac Avenue (Rte. 103) is a north-south oriented minor arterial roadway that provides critical connections to I-91 and to the Town of North Haven. Within the project area, both roadways have posted speed limits of 35 mph and provide vital connections to important activity centers such as the Walmart, Lowes and various retail establishments, Ross Woodward Middle School, Residential properties, Community Centers, etc.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 83 total crashes recorded at the intersection between 2020 and 2022 including one (1) serious injury crash. Of the total crashes, 4 crashes were recorded as red-light running-related (5%). While there were no fatalities recorded at the intersection between 2020 and 2022, along Foxon Blvd. (Rte. 80), more recently in 2025, there was a pedestrian struck and killed in a car collision. Prior to that, in 2024, there was a fatal crash involving a 22-year old involved in a drag racing incident.

Draft

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially both roadways serving as major connections to I-91 and adjacent towns, during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to important land uses of high-density presents significant risks for roadway users accessing adjacent activity centers. This risk is reflected not only in the total number of crashes, fatal and serious injuries, but also in the number of red-light crashes at the intersection.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also create unsafe conditions adjacent to the intersection. Along Foxon Blvd. (Rte. 80) in the eastbound direction, there is a significant horizontal curve approaching the I-91 ramps that supports speeding and potentially, red-light running. Additionally, the presence of variable wide travel lanes in some sections approaching the intersections (14' wide), limited traffic calming, transition area from suburban arterial to city streets environment, excess capacity during off-peak hours also creates factors leading to red-light running. Quinnipiac Avenue, in both directions, is a relatively-lower volume corridor with 12' travel lanes. However, the straight roadway alignment, lack of streetscaping or traffic calming cause risky driving behavior. Other factors such as the lack of active transportation facilities and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 31 red-light running-related violations that were issued at the intersection. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts.

5. The project area encompasses two Census tracts (# 1426.01 and #1426.05) with one of them classified as a Qualified Census Tract (# 1426.05). In the QCT, more than 2 in 5 residents do not own a vehicle (41%) and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, residents in this census area experience high poverty rates with more than 1 out of 5 (21.2 %) residents living below the poverty level. Exposure to high speeds creates disproportionate impacts on low-income communities that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access.

In summary, the installation of a Red Light Camera at the intersection of Quinnipiac Avenue (Rte. 103) at Foxon Blvd. (Rte. 80) will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Draft

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Foxon Blvd. (Rte. 80): Other Principal Arterial • Quinnipiac Avenue (Rte. 103): Minor Arterial Roadway orientation: • Foxon Blvd. (Rte. 80): East-West • Quinnipiac Avenue (Rte. 103): North-South # of Lanes/Lane Geometry: • Foxon Blvd. (Rte. 80) Eastbound approach: 1 exclusive Left-turn lane, two (2) Through lanes, 1 exclusive Right-turn lane • Foxon Blvd. (Rte. 80) Westbound approach: 1 exclusive Left-turn lane, 1 Through lane and 1 shared Through-Right turn lane

Supporting Information	
	• Quinnipiac Avenue (Rte. 103) Northbound approach: 1 exclusive Left-turn lane and 1 shared Through-Right turn lane • Quinnipiac Avenue (Rte. 103) Southbound approach: 1 exclusive Left-turn lane and 1 shared Through-Right turn lane Speed Limit at intersection: • Foxon Blvd. (Rte. 80): 35 mph • Quinnipiac Avenue (Rte. 103): 35 mph
Zoning	• Business, Residential
Crashes (2020-2022)	Total Crashes: 83 Serious Injury Crashes: 1 Fatal Crashes: 0 Red light related Crashes: 4
Volumes (AADT)	Foxon Blvd. (Rte. 80): 23,330- 27,100 (2021 data) Quinnipiac Avenue (Rte. 103): 6,800 vpd (2021 data)

Census Tract(s) #	• #1426.01 (Device Installation Census Tract)
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 9.8%
	  ○ Total Occupied Housing Units: 2,288
	  ▪ Units with No vehicle available: 339 (15%)
	  ▪ Units with 1 vehicle available: 1,040 (45%)
	  ▪ Units with 2 vehicles available: 639 (28%)
	  ▪ Units with 3 vehicles available: 247 (11%)
	  ▪ Units with 4 or more vehicles available: 23(1%)
	• # 1426.05
	  ○ In Qualified Census Tract? Yes
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 21.2%
	  ○ Total Occupied Housing Units: 2,206
	  ▪ Units with No vehicle available: 908 (41%)
	  ▪ Units with 1 vehicle available: 861 (39%)

Draft

Supporting Information	
	▪ Units with 2 vehicles available: 395 (18%) ▪ Units with 3 vehicles available: 35 (2%) ▪ Units with 4 or more vehicles available: 7 (0%)

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

Draft

MOVEMENT DIAGRAM

	NTOR	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9
		1	2 2		7 9 3	5	6 9	4 7 3 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~~		
2	Y	R R R	G Y R	R R R	R R R	R R R	R R R	R R R		
3	R	R R R	R R R	R R R	←R ~~Y~~ R R	R R R	R R R	G Y R		
4	R	R R R	R R R	R R R	R R R	R R R	R R R	G Y R		
5	~~R~~	~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~	← ~~Y~~ ~~R~~	~~R~~ ~~R~~ ~~R~~	~~R~~ ~~R~~ ~~R~~		
6	Y	R R R	R R R	R R R	R R R	R R R	G Y R	R R R		
7	R	R R R	R R R	R R R	←R ~~Y~~ R R	R R R	R R R	G Y R		
8	R	R R R	R R R	R R R	R R R	R R R	G Y R	G Y R		
9	Y	R R R	R R R	R R R	R → ③ R ~~Y~~ → ④ R	G Y → ③ R → ④	R R R	R R R		
P	OFF	← DW	← YIELD PT.	WØ ← DW			YIELD PT.	←		

INTERVALS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9
MIN GRN	5	19	7 ① 22 ② ACCESSIBLE PEDESTRIAN SIGNAL	5	5	19	9		
WALK									
PED CLR									
VEH EXT	1.5	2.5		1.5	1.5	2.5	1.5		
MAX 1	15	65		15	15	65	25		
MAX 2	15	65		15	15	65	25		
YELLOW	3.0	4.5	4.0	3.0	3.0	4.5	4.1		
RED	1.8	1.0	0.0 COUNTDOWN PEDESTRIAN SIGNAL	1.0	1.8	1.0	2.2		
ADD INIT									
MAX INIT									
TBR									
TTR									
MIN GAP									
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL	NON-LOCK	OFF	OFF
INIT START		THIS PHASE				THIS PHASE			

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY

(1) PERCUSSIVE TONE ONLY DURING WALK INTERVAL.

(2) COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CHANGE INTERVAL.

TIMINGS SHOWN INDICATE FREE OPERATION. ACTUAL TIMINGS TO BE DETERMINED BY CLOSED LOOP LOCAL COORDINATION UNIT.

ARTERY PHASE DETECTORS TO BE NON-ACTUATING DURING COORDINATION.

PHASE 4 TO DRIVE FACES 3 & 7 ← AND ~~←~~ ~~Y~~ ONLY.

PHASE 7 TO DRIVE FACES 3 & 7 G,Y,R.

DETECTORS D3 AND D7 TO EXTEND ONLY DURING PHASE 7

(3) TO BE Y IF PHASE 3 OR PHASE 7 IS NEXT

(4) TO BE R IF PHASE 3 OR PHASE 7 IS NEXT

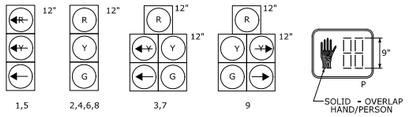
MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CHANGE INTERVAL.

OFFICE RECORD

REV # 23 TIR # N/A SM # N/A SIGNAL REVISED: 1/11/2022

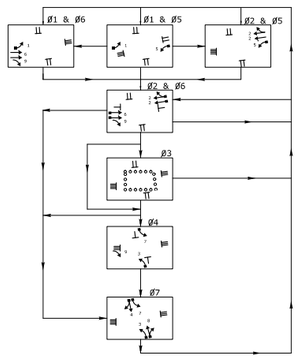
SIGNAL REPLACED UNDER PROJECT 0173-0468.

SIGNAL FACES



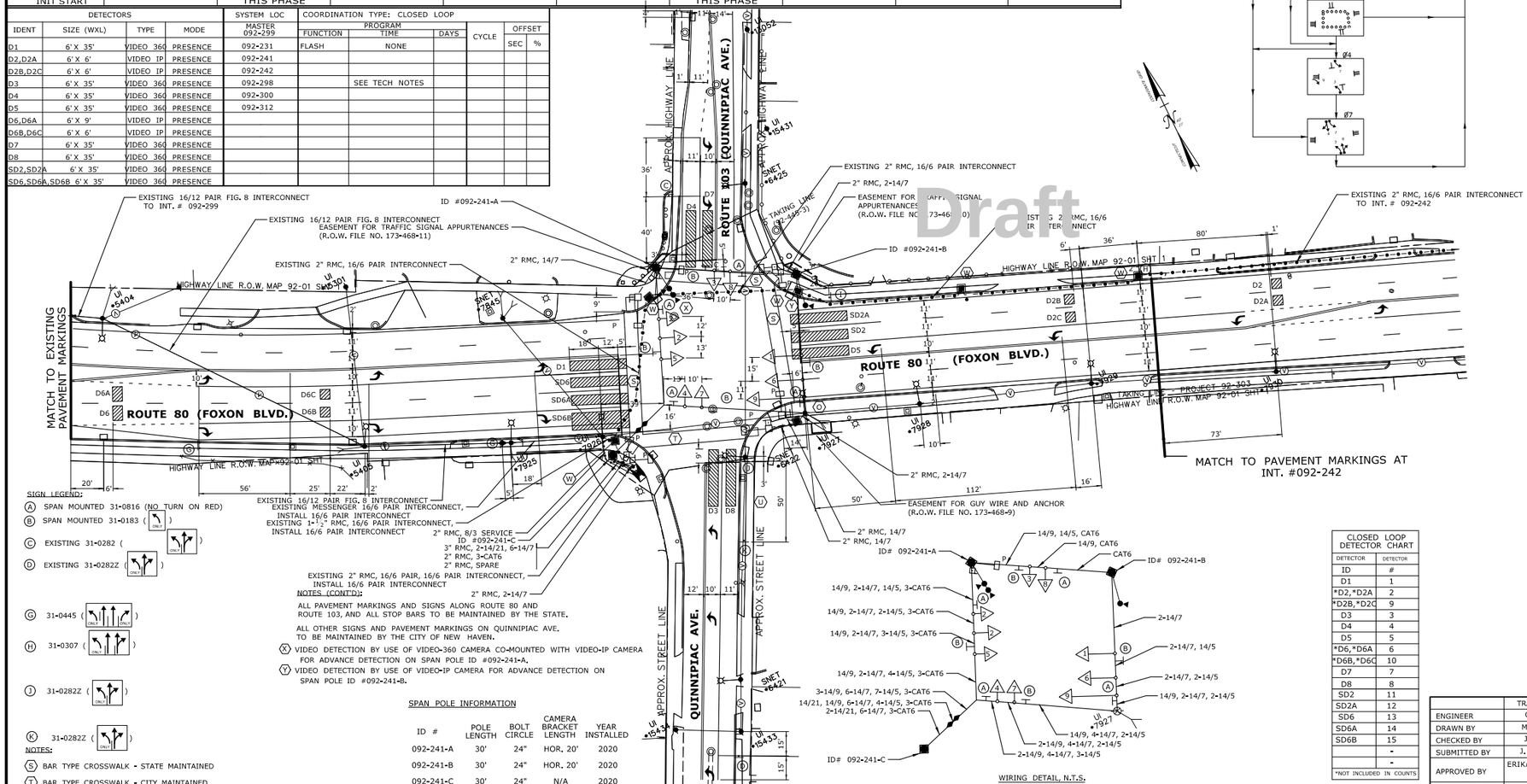
ALL INDICATIONS HAVE LED LAMPS.

ALL VEHICULAR SIGNAL FACES HAVE BACKPLATES WITH YELLOW RETRO-REFLECTIVE BORDER.



DETECTORS			
IDENT	SIZE (WXL)	TYPE	MODE
D1	6' X 35'	VIDEO 360	PRESENCE
D2,D2A	6' X 6'	VIDEO IP	PRESENCE
D2B,D2C	6' X 6'	VIDEO IP	PRESENCE
D3	6' X 35'	VIDEO 360	PRESENCE
D4	6' X 35'	VIDEO 360	PRESENCE
D5	6' X 35'	VIDEO 360	PRESENCE
D6,D6A	6' X 9'	VIDEO IP	PRESENCE
D6B,D6C	6' X 6'	VIDEO IP	PRESENCE
D7	6' X 35'	VIDEO 360	PRESENCE
D8	6' X 35'	VIDEO 360	PRESENCE
SD2,SD2A	6' X 35'	VIDEO 360	PRESENCE
SD6,SD6A,SD6B	6' X 35'	VIDEO 360	PRESENCE

SYSTEM LOC	COORDINATION TYPE: CLOSED LOOP				
MASTER 092-299	PROGRAM			CYCLE	OFFSET
	FUNCTION	TIME	DAYS		SEC %
092-231	FLASH	NONE			
092-241					
092-242					
092-298		SEE TECH NOTES			
092-300					
092-312					



SIGN LEGEND:

(A) SPAN MOUNTED 31-0816 (NO TURN ON RED)

(B) SPAN MOUNTED 31-0183 (ONLY)

(C) EXISTING 31-0282 (ONLY)

(D) EXISTING 31-0282Z (ONLY)

(G) 31-0445 (ONLY ONLY)

(H) 31-0307 (ONLY)

(J) 31-0282Z (ONLY)

(K) 31-0282Z (ONLY)

NOTES:

(S) BAR TYPE CROSSWALK - STATE MAINTAINED

(T) BAR TYPE CROSSWALK - CITY MAINTAINED

NOTES (CONTD):

ALL PAVEMENT MARKINGS AND SIGNS ALONG ROUTE 80 AND ROUTE 103, AND ALL STOP BARS TO BE MAINTAINED BY THE STATE.

ALL OTHER SIGNS AND PAVEMENT MARKINGS ON QUINNIPIAC AVE. TO BE MAINTAINED BY THE CITY OF NEW HAVEN.

(X) VIDEO DETECTION BY USE OF VIDEO-360 CAMERA CO-MOUNTED WITH VIDEO-IP CAMERA FOR ADVANCE DETECTION ON SPAN POLE ID #092-241-A.

(Y) VIDEO DETECTION BY USE OF VIDEO-IP CAMERA FOR ADVANCE DETECTION ON SPAN POLE ID #092-241-B.

SPAN POLE INFORMATION

ID #	POLE LENGTH	BOLT CIRCLE	CAMERA BRACKET LENGTH	YEAR INSTALLED
092-241-A	30'	24"	HOR. 20'	2020
092-241-B	30'	24"	HOR. 20'	2020
092-241-C	30'	24"	N/A	2020

WIRING DETAIL, N.T.S.

CLOSED LOOP DETECTOR CHART	
DETECTOR ID	DETECTOR #
D1	1
*D2,*D2A	2
*D2B,*D2C	9
D3	3
D4	4
D5	5
*D6,*D6A	6
*D6B,*D6C	10
D7	7
D8	8
SD2	11
SD2A	12
SD6	13
SD6A	14
SD6B	15
	-
	-

*NOT INCLUDED IN COUNTS

NO.	DATE	REVISION DESCRIPTION

LEGEND:

R, Y, G RED, YEL, GRN
←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
PROPOSED 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

VC VIDEO CAMERA CABLE
CABLE CLOSURE
WIRELESS SENSOR
WIRELESS RECEIVER
WIRELESS TRANSCEIVER
GUY WIRE
PROPOSED HANDHOLE
EXISTING HANDHOLE

DATE PLOTTED : 2/2/2022 X:\0173-0468\Traffic\Signals\As-Builts\TR_MSH_092_241_023.dgn

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 80 (FOXON BOULEVARD) AT ROUTE 103 (QUINNIPIAC AVENUE) AND QUINNIPIAC AVENUE

SCALE 1" = 40'

	TRAFFIC DESIGN	ELECTRICAL DESIGN
ENGINEER	C. WATRAS	M. JULIANO
DRAWN BY	M. CLOUTIER	M. JULIANO
CHECKED BY	J. LOCKABY	Z. CHAUDHRY
SUBMITTED BY	J. OUELLETTE	J. KULJIS
APPROVED BY	ERIKA B. LINDEBERG	TRACY L. FOGARTY
APPROVED DATE	5/16/19	9/26/18

REV # 23 INTERSECTION # 092-241

ENERGY BY - CITY ADDRESS #

MAINT LEVEL 1 SERVICE POLE UI 7926

METERED SERVICE

TOWN: NEW HAVEN

PROJECT NO.

DRAWING NO.

SHEET NO.

DRAWING TITLE: TRAFFIC CONTROL SIGNAL PLAN

Draft

9. Prospect Street at Highland Street



Site Selection Justification

Prospect Street at Highland Street: Prospect Street at Highland Street is a four-legged intersection controlled by a traffic signal. Highland Street is an east-west oriented minor local roadway that connects the East Rock neighborhood to the Prospect Hill Historic District neighborhood. The roadway primarily serves as a local connection within New Haven. Prospect Street is a north-south oriented minor arterial roadway that connects Yale University Science Hill campus to the Prospect Hill Historic District neighborhood. Both roadways have posted speed limits of 25 mph and provide vital connections to important various educational institutions such as Yale University, Albertus Magnus College, The Foote School, The Connecticut Agricultural Experiment Station, Highville Charter School, Edgerton Park and Residential homes and apartments.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 6 total crashes recorded at the intersection between 2020 and 2022 with no serious injury or fatal crashes. Of the total crashes, 5 crashes were recorded as red-light running-related (83%). While there were no recorded fatal injury crashes at this intersection during the measurement period or thereafter, the high rate- more than 4 out of 5 crashes- of red-light related crashes indicates a very high risks for pedestrians, bicyclists and other vulnerable road users- considering it is adjacent to high activity land uses.

Draft

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially with Prospect Street serving as a connection to the Town of Hamden during commuter peak hours. Additionally, the intersection's proximity to important land uses of high activity presents significant risks for roadway users, especially non-motorists. This risk is reflected in the recorded red-light crashes at the intersection i.e. 83% of crashes were red-light running-related.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also create unsafe conditions adjacent to the intersection. Both roadways have significant roadway downward slopes approaching and departing the intersection that allows vehicles to speed, potentially requiring a longer deceleration time to come to complete stop during the red phase. Other factors such as limited lighting, lack of active transportation facilities and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. While there were no reported red-light running-related stops at the intersection, there were 2 stops at the nearby intersection

of Prospect Street and Huntington Avenue. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts.

1. The intersection is part of a non-Qualified Census Tract (# 1418). In the non-QCT 14% of residents did not own a motor vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. While the poverty level in this census tract is relatively lower compared to other parts of the City the risk exposure to speeding remains significant considering the high number of non-motorists that navigate within the area and the high percentage of red-light related crashes.

In summary, installation of a Red Light Camera at the intersection of Prospect Street at Highland Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Draft

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Prospect Street: Minor Arterial • Highland Street: Local Roadway orientation: • Highland Street East-West • Prospect Street: North-South # of Lanes/Lane Geometry: • Highland Street Eastbound approach: 1 Shared Through Lane • Highland Street Westbound approach: 1 Shared Through Lane • Prospect Street Northbound approach: 1 Shared Through Lane • Prospect Street Southbound approach: 1 shared through Lane Speed Limit at intersection: • Prospect Street: 25mph • Highland Street: 25mph

Supporting Information	
Zoning	• Residential
Crashes (2020-2022)	Total Crashes: 6 Serious Injury Crashes: 0 Fatal Crashes: 0 Red light related Crashes: 5
Volumes (AADT)	Prospect Street: 4,600 (2021) Highland St: 3,140 (Streetlight Data latest 3 years)
Census Tract(s) #	• #1418 (Device Installation Census Tract) ○ In Qualified Census Tract? No ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 9.8% ○ Total Occupied Housing Units: 1,793 ▪ Units with No vehicle available: 244 (14%) ▪ Units with 1 vehicle available: 477 (27%) ▪ Units with 2 vehicles available: 54 (3%) ▪ Units with 4 or more vehicles available: 26 (1%)

Draft

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

MOVEMENT DIAGRAM

NTOR		FLASH	PHASE 1 GRN	CL	CL	PHASE 2 GRN	CL	CL	PHASE 3 GRN	CL	CL	PHASE 4 GRN	CL	CL	PHASE 5 GRN	CL	CL	PHASE 6 GRN	CL	CL	PHASE 7 GRN	CL	CL	PHASE 8 GRN	CL	CL
FACE #	2	Y				0	Y	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
	6	Y				R	R	R	R	R	R	R	R	R				G	Y	R				R	R	R
	8	R				R	R	R	R	R	R	R	R	R				R	R	R				G	Y	R
	P	OFF				←DW→			W3	←DW→		←DW→						←DW→						←DW→		
						←YELD PT→												←YELD PT→								
MIN						7	3.0	1.0	7 8	4	0	5	3.0	1.0				7	3.0	1.0				5	3.0	1.0
MAX						40	5.0	5.0	10 11	4	0	25	5.0	5.0				40	5.0	5.0				25	5.0	5.0
INTERVALS	MIN GRN					15						5						15						5		
	WALK								7	COUNTDOWN																
	PED CLR								8 ④	PEDESTRIAN																
	VEH EXT					2.0				SIGNAL		2.0						2.0						2.0		
	MAX 1					27						15						27						15		
	MAX 2					27						15						27						15		
	YELLOW						3.2			4			3.2						3.2						3.2	
	RED							1.0			0			1.3						1.0						1.3
	ADD INI																									
	MAX INT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			OFF			MIN RECALL			NON-LOCK			NON-LOCK			OFF			MIN RECALL			OFF			NON-LOCK		
INI START						THIS PHASE												THIS PHASE								

DETECTORS

IDENT	SIZE (WXL)	DELAY/EXT	MODE
D2	4.3mX15m	0	PRESENCE
D4	3.4mX15m	0	PRESENCE
D6	2.3mX15m	0	PRESENCE
D8	3.4mX15m	0	PRESENCE
SD1	4.3mX3.0m	0	PRESENCE
SD2	4.0mX3.0m	0	PRESENCE
SD3,SD4	3.4mX3.0m	0	PRESENCE
SD5	2.3mX3.0m	0	PRESENCE
SD6	4.6mX3.0m	0	PRESENCE
SD7,SD8	3.4mX3.0m	0	PRESENCE

PROGRAM — COORDINATION TYPE– CENTRAL SYSTEM

FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS / SEC/ % ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8
FLASH	FUTURE	DAILY											
PATTERN 1	0600–0900	DAILY	75	35	58	39/52	19/25	17/23		39/52		17/23	
PATTERN 2	0900–1500	DAILY	75	20	33	33/44	19/25	23/31		33/44		23/30	
PATTERN 3	1500–1900	DAILY	75	3	5	36/51	19/25	18/24		36/51		18/24	
PATTERN 4	1900–0600	DAILY	70	11	22	32/46	19/27	19/27		32/46		19/27	
MAX 1	ALL OTHER TIMES												
MAX 2	FUTURE												

PERMIS PERIOD: ø SEC

SYSTEM LOC: 200 GEORGE STREET — MASTER

TECHNICAL NOTES

1. STANDARD OVERLAP SKIP FEATURES APPLY
2. PRE–EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
3. MANUAL AND INTERVAL ADVANCE PHASE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN CLEARANCE INTERVAL
4. COUNTDOWN ONLY DURING FLASHING PEDESTRIAN CLEARANCE INTERVAL.
5. TIMING SHOWN REFLECT FREE OPERATION. ACTUAL PHASE SPLITS TO BE DETERMINED BY THE COORDINATION PROGRAM.
6. PHASE SPLITS SHOWN REPRESENT PRELIMINARY COORDINATION DATA.

LEGEND: R RED, Y YELLOW, G GRN; ◄R RED ARROW, ◄Y YELLOW ARROW, ◄G GRN ARROW; W3 WALK/ FED CLR, D.W. DON'T WALK FLASHING

ENERGY BY– CITY | METER # –
MAINT. LEVEL 5 | SERVICE POLE– UI 3146
METERED SERVICE

SIGNAL FACES

R 300mm, Y, G; 400mm × 230mm SOLID–OVERLAP HANDY/PERSON P

2,4,6,8

ALL INDICATIONS HAVE L.E.D. LAMPS

PRE–EMPTION SETTINGS

	PRE–EMPT 1	PRE–EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
AT. MIN. GRN	5	5
AT. YELLOW	PARENT	PARENT
AT. RED	PARENT	PARENT
AT. PED. CLR.	8	8
HOLD GREEN	15	15
HOLD YELLOW	3.2	3.2
HOLD RED	1.0	1.0
HOLD PHASE	2	6
EXIT PHASE	2,5	2,6
EXIT CALL	NONE	NONE

TOWN SIGNAL

INTERSECTION #305

OFFICE RECORD

S/C # | SM #

SIGNAL REVISED
INSTALLED ALL NEW EQUIPMENT UNDER PROJECT #092–564.
SIGNAL POLES, VIDEO DETECTION CAMERAS AND FIBER OPTIC INTERCONNECT DESIGNED BY VHB.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN

PROSPECT STREET AT HIGHLAND STREET

REV #	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAFTER		
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

TRANSCORE ITS, INC.

CONSTRUCTION NOTES

ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.

THE CONTRACTOR SHALL STAKE OUT ALL R.O.W. PRIOR TO EXCAVATION. ALL WORK, INCLUDING ALL FOUNDATIONS ARE TO BE WITHIN THE EXISTING R.O.W. EXCEPT AS NOTED.

INSTALL 2070 CONTROLLER IN A CITY OF NEW HAVEN CABINET ON A 990mm x 838mm CONTROLLER FOUNDATION AS SHOWN ON THE PLAN. CABINET DOOR ACCESSING THE FRONT PANEL OF THE CONTROLLER TO OPEN AWAY FROM THE ROADWAY.

ALL REMOVED TRAFFIC SIGNAL EQUIPMENT (POLES, CONTROLLER/CABINET, AND SIGNAL HEADS) AND SIGNS (STOP SIGNS, POST MOUNTED "NO TURN ON RED SIGNS, AND REDUNDANT SIGNING) REMAIN CITY OF NEW HAVEN PROPERTY AND SHALL BE DELIVERED TO CITY OF NEW HAVEN TRAFFIC AND PARKING LOCATED AT 42 MIDDLETOWN AVENUE, NEW HAVEN, CONNECTICUT. CONTACT MR. JOHN BLANDO AT (203)–946–8080.

ALL HANDHOLES ARE 760mm X 760mm. CONTRACTOR SHALL INSTALL HANDHOLES APPROXIMATELY 0.3m BEHIND THE BACK OF CURB UNLESS OTHERWISE NOTED.

THE CONTRACTOR SHALL NOTIFY CITY OF NEW HAVEN TRANSPORTATION, TRAFFIC & PARKING DEPARTMENT 48 HOURS PRIOR TO START OF WORK. CONTACT MR. BIJAN NOTGHI AT (203)–946–8069.

THE CONTRACTOR SHALL REPLACE DOUBLE YELLOW CENTERLINES APPROXIMATELY 70 METERS ON PROSPECT STREET AND 35 METERS ON HIGHLAND STREET. NEW STOP BARS, CROSSWALKS, AND LEGENDS SHALL ALSO BE INSTALLED AS SHOWN ON PLANS. THE NEW PAVEMENT MARKINGS TO MATCH THE EXISTING PAVEMENT MARKINGS. ALL CONFLICTING PAVEMENT MARKINGS TO BE REMOVED.

THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS WHERE DIRECTED BY THE CITY IN ORDER TO INSTALL NEW PAVEMENT MARKINGS AS SHOWN ON THE PLANS, UTILIZING NON–DESTRUCTIVE METHODS ACCEPTED BY THE CITY AND CT DOT.

TRAFFIC SIGNAL APPURTENANCES (CONTROLLERS, SPAN POLES, PEDESTALS, AND HANDHOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE FIELD LOCATED BY THE CONTRACTOR TO PROVIDE A FREE PATH OF NOT LESS THAN 1.0 METERS. ANY PROPOSED REVISIONS TO THE LOCATIONS OF THE APPURTENANCES SHOWN ON THE PLANS MUST BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF NEW HAVEN DEPARTMENT OF TRAFFIC AND PARKING PRIOR TO INSTALLATION.

ALL SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT HIS EXPENSE.

THE CONTRACTOR WILL BE REQUIRED TO TRIM TREE BRANCHES AT EACH APPROACH TO OBTAIN CLEAR SIGHTLINE TO THE SIGNAL HEADS. TREE BRANCHES SHALL BE TRIMMED BACK TO THE CURB LINE FOR A MINIMUM OF 100 METERS BACK FROM EACH STOP BAR. THIS WORK SHALL BE PAID FOR UNDER ITEM NO. 0952001A "SELECTIVE CLEARING AND THINNING".

THE CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS THAT CONFLICT WITH THE PROPOSED SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER ITEM NO. 1206023A "REMOVAL AND RELOCATION OF EXISTING SIGNS".

THE CONTRACTOR SHALL REPLACE IN KIND ALL DISTURBED AREAS (CURBING, SIDEWALK, ETC.) ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT. THE LIMIT OF WORK ASSOCIATED WITH THE CONSTRUCTION OF SIGNAL EQUIPMENT SHALL BE A MINIMUM OF THREE (3) METERS BEYOND DISTURBED AREAS IN ALL DIRECTIONS UNLESS OTHERWISE SPECIFIED. THE SIDEWALK SHALL BE RESTORED WITHIN 48 HOURS OF DISTURBANCE.

ALL DISTURBED LANDSCAPE AREA SHALL BE RESTORED TO ORIGINAL CONDITION.

THE TOP OF STEEL SPAN POLE AND PEDESTAL FOUNDATIONS WITHIN SIDEWALK AREAS ARE TO BE LEVEL WITH AND ADJACENT TO THE SIDEWALK. IN EARTH AREAS, STEEL SPAN POLE AND PEDESTAL FOUNDATIONS TO HAVE A 75mm REVEAL.

THE OPTICAL DETECTOR AND VIDEO DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR HIS/HER DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR/VIDEO DETECTOR AND THE CONTROLLER CABINET.

~~(U) VIDEO DETECTION CAMERAS SHALL BE STRAPPED TO THE SIDE OF THE STEEL SPAN POLE (U) AT THE HEIGHT RECOMMENDED BY THE VIDEO DETECTION CAMERA MANUFACTURER. SEE DETAIL SHEETS FOR A TYPICAL INSTALLATION OF VIDEO DETECTION ON THE SIDE OF THE POLE.~~

A VERTICAL CLEARANCE OF 4.9 TO 5.5 METERS OVER ROADWAY PAVEMENT IS REQUIRED FOR ALL SIGNALS.

CONTRACTOR SHALL INSTALL 50mm RISERS WITH STAND–OFFS ON SERVICE POLE FOR ELECTRICAL SERVICE AND FIBER OPTIC COMMUNICATION CABLE.

TRAFFIC SIGNAL CABLE CLOSURE SHALL BE INSTALLED ON THE SPAN +/– 1.5 METERS FROM THE CURB LINE.

CONTRACTOR SHALL REMOVE AND REPLACE ALL ACCESSIBLE CURB RAMPS AS SHOWN ON PLAN.

(X) CONVERT GRASS TO PAVED SIDEWALK.

(Y) CONTRACTOR SHALL INSTALL 6000mm PEDESTAL AND FOUNDATION AT NW AND SE CORNERS OF THE INTERSECTION FOR INSTALLATION OF VIDEO DETECTION AS SHOWN ON THE PLAN. VIDEO DETECTION CAMERA SHALL BE STRAPPED TO THE SIDE OF THE PEDESTAL AT THE HEIGHT RECOMMENDED BY THE VIDEO DETECTION CAMERA MANUFACTURER. SEE DETAIL SHEETS FOR A TYPICAL INSTALLATION OF VIDEO DETECTION AT THE SIDE OF THE POLE/PEDESTAL.

(Z) CONTRACTOR SHALL RELOCATE CABLE CLOSURE TO SW CORNER OF SPAN WIRE AND SIGNAL WIRING REVISED. SIGNAL WIRING SHALL BE INSTALLED IN 50 MM RVC CONDUITS ACROSS HIGHLAND STREET. PROPOSED THREE (3) 50 MM RNC AND WIRING SHALL BE INSTALLED ACROSS PROSPECT STREET TO PROPOSED HANDHOLE AT NORTHEAST CORNER.

THE CONTRACTOR SHALL TELEPHONE "CALL BEFORE YOU DIG" AT 1–800–922–4455 48 HOURS PRIOR TO ANY EXCAVATION. THE CONTRACTOR SHALL CONTACT UTILITY REPRESENTATIVES AND TOWN AGENCIES TWO WEEKS PRIOR TO EXCAVATION.

REPRESENTATIVE		TELEPHONE
DEAN MURATORI	COMCAST CABLEVISION OF NEW HAVEN	(850) 613–3070
RAYMOND SOMA	FIBER TECHNOLOGIES NETWORK, LLC	(850) 643–4365
WALT MOONE	AT&T	(203) 238–5149
LUIGI DIMONACO	GNHWPCA	(203) 466–4182
ROBERT JUDD	UNITED ILLUMINATING COMPANY	(203) 926–5296
E.W. ANDRUSKIAEC, JR. (JAY)	THE SOUTHERN CONNECTICUT GAS COMPANY	(203) 795–7781
LARRY MARCHI	SO. CENT. CT. REGIONAL WATER AUTHORITY	(203) 401–6214
SEBOUH ASADOURIAN	CITY OF NEW HAVEN – STREET LIGHTS	(203) 946–6091
HOWARD WEISSBERG	CITY OF NEW HAVEN – PUBLIC WORKS	(203) 946–7700

11/30/16
Rev C.M

THIS SHEET CORRECTED

NO	DATE	INT.	DESCRIPTION
5	10/12/12	MA	RELOCATE CABLE CLOSURE TO SW CORNER OF SPAN WIRE
			INSTALL CONDUIT ACROSS PROSPECT ST TO HANDHOLE AT
			NE CORNER. REMOVE FIBER AND SERVICE TO UI 3146
			INSTALL SPLICE ENCLOSURE ADJACENT TO UI 3146
4	9/27/12	MA	REMOVE SPAN POLE (V). ATTACH SPAN WIRE TO UI POLE
			# 6073. INSTALL PEDESTAL AND PEDESTRIAN SIGNALS
			AT NE CORNER
3	8/20/12	MA	REMOVE TRUSS ARM & CAMERAS FROM SPAN POLE (Q)
			AND INSTALL VIDEO CAMERAS ON PEDESTALS AT
			NW AND SE CORNERS
2	8/10/11	MA	REVISE TRUSS ARM (EXTENSION BRACKET) LENGTH
			ON SPAN POLE (Q)
1	6/10/11	DS	PLACE VIDEO CAMERAS ON EXTENSION BRACKET

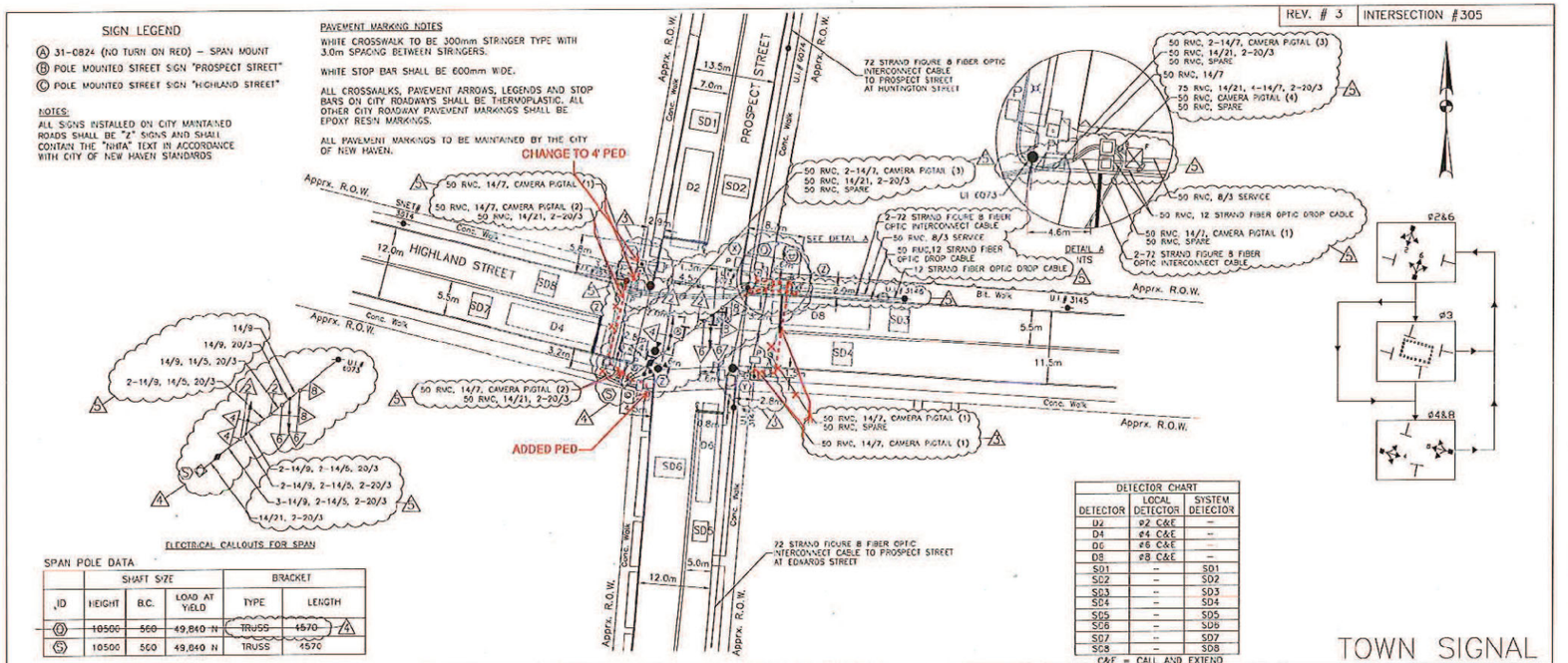
REVISIONS

REV. # 3 | INTERSECTION #305

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: INSTALLATION OF TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

TOWN: NEW HAVEN
DRAWING TITLE: PROSPECT STREET AT HIGHLAND STREET
PROJECT NO.: 92 564
DRAWING NO.: TCS–3
SHEET NO.: 22E



SPAN POLE DATA

ID	SHAFT SIZE HEIGHT	B.C.	LOAD AT YIELD	BRACKET TYPE	LENGTH
~~(U)~~	~~10500~~	~~560~~	~~49,840 N~~	~~TRUSS~~	~~4570~~
(S)	10500	560	49,840 N	TRUSS	4570

DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D2	#2 C&E	–
D4	#4 C&E	–
D6	#6 C&E	–
D8	#8 C&E	–
SD1	–	SD1
SD2	–	SD2
SD3	–	SD3
SD4	–	SD4
SD5	–	SD5
SD6	–	SD6
SD7	–	SD7
SD8	–	SD8

C&E = CALL AND EXTEND

LEGEND:
PROPOSED WOOD SPAN POLE; EXISTING WOOD SPAN POLE; PROPOSED STEEL MAST ARM; EXISTING STEEL SPAN POLE; BOLLARD
EXISTING PTZ CAMERA; PROPOSED UTILITY POLE; EXISTING UTILITY POLE; PEDESTAL MOUNTING; PEDESTRIAN PUSH BUTTON & SIGN
UI VAULT; TRAFFIC SIGNAL FACE; PEDESTRIAN SIGNAL HEAD; AUDIBLE PEDESTRIAN SIGNAL; LOOP DETECTOR
PTZ CAMERA CONTROLLER; DETECTOR MOVEMENT; SYSTEM DETECTOR; OPTICAL DETECTOR; PROPOSED CONTROLLER
EXISTING CONTROLLER; PROPOSED HANDHOLE; EXISTING HANDHOLE; PROPOSED RVC (1/2/3 METAL CONDUIT); FIBER OPTIC CONDUIT
FIBER OPTIC SPLICE ENCLOSURE; EXISTING RVC (1/2/3 METAL CONDUIT); CABLE CLOSURE; DET. LEADS IN SAW CUT; OVERHEAD SIGN
VIDEO DETECTOR; EXISTING LAMP POST; APPROXIMATE VIDEO DETECTOR AIMING ZONE; BACK OF PROPOSED CONTROLLER; FRONT OF PROPOSED CONTROLLER

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME: (Attext(0,Attext))
DATE PLOTTED: (Attext(0,Attext))
SCALE – 1:400
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

TOWN SIGNAL
CITY OF NEW HAVEN
PROSPECT STREET AT HIGHLAND STREET

Draft

10. Main Street Annex at Woodward Avenue



Site Selection Justification

Main Street Annex/Main Street at Woodward Avenue/I-95 Southbound: Main Street Annex/Main Street at Woodward Avenue is a four-legged intersection controlled by a traffic signal. Main Street Annex is an east-west oriented arterial roadway that connects I-95 directly to the New Haven Annex neighborhood. The roadway serves as an important connection to the East Shore neighborhood that hosts the Tweed New Haven Airport. Woodward Avenue is a north-south oriented minor arterial roadway that provides critical connections to I-95. Both roadways have posted speed limits of 25 mph and provide vital connections to important activity centers such as the Tweed New Haven Airport, Nathan Hale School, Lighthouse Point and East Shore Parks and Residential Homes.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 47 total crashes recorded at the intersection between 2020 and 2022 including one (1) serious injury crash. Of the total crashes, 7 crashes were recorded as red-light running-related (15%). While there were no recorded fatal injury crashes at this intersection during the measurement period or thereafter, the high rate of red-light related crashes presents high risks for pedestrians, bicyclists and other vulnerable road users- considering it is adjacent high-density land uses.

2. Safety advocates and other stakeholders have regularly expressed major concerns with red-light violations across the city and at this intersection, especially both roadways serving as major connections to I-95 during the AM and PM Peak commuter periods. Additionally, the intersection's proximity to important land uses of high-density presents significant risks for roadway users accessing adjacent activity centers. This risk is reflected in the recorded red-light crashes at the intersection i.e. nearly 15% of vehicles were found to be in violation of red-light running during crash investigations.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also create unsafe conditions adjacent to the intersection. Along Main Street in the eastbound direction, there is a significant horizontal grade that allows vehicles to speed around the corner coming off the Interstate, potentially requiring a longer deceleration time to come to complete stop during the red phase. Along Woodward Avenue, in the northbound direction, there is also a significant down up slope approaching the intersection requiring vehicles to speed to navigate the green phase which could in turn lead to red-light running. Other factors such as limited lighting, poor pavement marking, inadequate signage and streetscaping, lack of active transportation facilities and sidewalk coverage and behavioral dynamics such distracted/impaired driving, inattentiveness etc. can further exacerbate the safety risks, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 10 red-light running-related violations that were issued at the intersection. While the City's New

Draft

Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts.

5. The intersection is part of a Qualified Census Tract (#1427). In this census tract, nearly 1 in 4 (24.5%) residents do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, nearly 1 in 3 residents in the Census tract (32.5%) are living below the poverty level. Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access.

In summary, installation of a Red Light Camera at the intersection of Prospect Street at Highland Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Supporting Information	
Intersection Roadway Description	Roadway Classification: • Main Street Annex: Minor Arterial • Woodward Avenue: Local Road/Minor Arterial Roadway Orientation: • Main Street Annex): East-West • Woodward Avenue: North-South # of Lanes/Lane Geometry: • Main Street Annex Eastbound Approach: 1 exclusive Left-turn lane, 1 Through lane and 1 shared Through-Right turn lane • Main Street Annex Westbound Approach: 1 exclusive Left-turn lane, 1 Through lane and 1 shared Through-Right turn lane • Woodward Avenue Northbound Approach: 1 exclusive Left-turn lane and 1 shared Through-Right turn lane • Woodward Avenue Southbound Approach: 1 exclusive Left-turn lane and 1 shared Through-Right turn lane

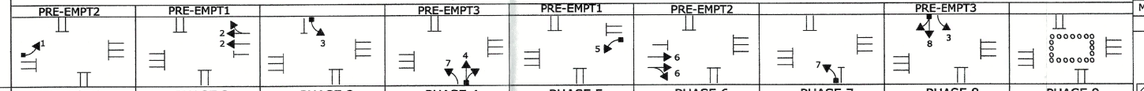
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Supporting Information	
Zoning	• Residential
Crashes (2020-2022)	Total Crashes: 47 Serious Injury Crashes: 1 Fatal Crashes: 0 Red light related Crashes: 7
Volumes (AADT)	Main St Annex (east of Woodward Ave): 13,600 (2024) Main St Annex (off-ramp of I-95): 6,400 (2023) Main St Annex (on-ramp to I-95): 11,000 (2023) Woodward Avenue: 7,100 (2024)
Census Tract(s) #	• # 1427 (Device Installation Census Tract) ○ In Qualified Census Tract? Yes ○ Poverty Rate (2023 American Community Survey 5-Year Estimates): 32.5% ○ Total Occupied Housing Units: 2,483 ▪ Units with No vehicle available: 608 (24.5%) ▪ Units with 1 vehicle available:1,185 (47.7%) ▪ Units with 2 vehicles available: 443 (17.8%) ▪ Units with 3 vehicles available: 247 (9.9%)

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OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

MOVEMENT DIAGRAM



NTOR		PHASE 1			PHASE 2			PHASE 3			PHASE 4			PHASE 5			PHASE 6			PHASE 7			PHASE 8			PHASE 9		
	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
FACE # 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	Y	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	←R	←YR	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
4	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
5	R	R	R	R	R	R	R	R	R	R	R	R	R	←	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R
6	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	←R	←YR	R	R	R	R	R	R	R
7	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
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
P	OFF	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WØ	DW	DW
						←	YIELD	POINT										←	YIELD	POINT								
MIN		5.0	3.0	1.0	15	3	1	5.0	3.0	1.0	7.0	3.0	1.0	5.0	3.0	1.0	15	3.0	1.0	5.0	3.0	1.0	7.0	3.0	1.0	7/14	4	0
MAX		20	5.0	2.0	50	6	3	20	5.0	2.0	50	6.0	2.5	20	5.0	2.0	50	6.0	3.0	20	5.0	2.0	50	6.0	2.5	7/25	4	0
INTERVALS MIN GRN		5			15			5			7			5			15			5			7			7		
WALK																										22		
PED CLR																												
VEH EXT		2						2			2			2						2			2					
MAX 1		9			20			9			25			9			20			9			25					
MAX 2		9			20			9			25			9			20			9			25					
YELLOW			4.0			4.0			3.4			3.4			4.0			4.0			3.4			3.4			4		
RED				1.0			2.0			1.0			2.4			1.0			2.0			1.0			2.4			0
ADD INIT																											COUNTDOWN		
MAX INIT																											PEDESTRIAN		
TBR																											SIGNAL		
MIN GAP																													
TTR																												
MODE		NON-LOCK			MAX RECALL THIS PHASE			NON-LOCK			NON-LOCK			NON-LOCK			MAX RECALL THIS PHASE			NON-LOCK			NON-LOCK			NON-LOCK		
INT START																												

DETECTORS

IDENT	SIZE (WXL)	MODE
D1,SD1	CAMERA DETECTION	PRESENCE
D2	CAMERA DETECTION	PRESENCE
D2A,D2B, D2C	CAMERA DETECTION	PRESENCE
D3	CAMERA DETECTION	PRESENCE
D4A	CAMERA DETECTION	PRESENCE
D4B,D4C	CAMERA DETECTION	PRESENCE
D5,SD5	CAMERA DETECTION	PRESENCE
D6A,D6B D6C,D6D	CAMERA DETECTION	PRESENCE
D7,SD7	CAMERA DETECTION	PRESENCE
D8	CAMERA DETECTION	PRESENCE
D8A	CAMERA DETECTION	PRESENCE

PROGRAM

FUNCTION	TIME	DAYS
FLASH	NONE	
PATTERN1	0600-0900	DAILY
PATTERN2	ALL OTHER TIMES	DAILY
PATTERN3	1500-1900	DAILY

NEW HAVEN ATMS

CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS / SEC / %								
			ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	ø9
85	8	9	9 / 11	25 / 29	10 / 12	32 / 37	9 / 11	25 / 29	10 / 12	32 / 37	9 / 11
75	7	9	9 / 12	21 / 28	9 / 12	27 / 36	9 / 12	21 / 28	9 / 12	27 / 36	9 / 12
90	5	6	9 / 10	27 / 30	12 / 13	33 / 37	9 / 10	27 / 30	12 / 13	33 / 37	9 / 10

PERMISSIVE PERIOD: ø SEC

SYSTEM LOC: MASTER 200 ORANGE STREET

TECHNICAL NOTES

STANDARD OVERLAP SKIP FEATURES APPLY
PHASES 3 & 7 TO DRIVE FACES 3 & 7 ←Y- AND ←— ONLY
PHASES 4 & 8 TO DRIVE FACES 3 & 7 R, Y, AND G
PRE-EMPTION TO BE INOPERATIVE DURING FLASHING OPERATION
(A) WALK AND PED CLEARANCE TIMES ARE FOR THE EXCLUSIVE PED PHASE.
STOP AND WALK FEATURE ENABLED DURING COORDINATION AND ANY UNUSED TIME TO BE REALLOCATED TO PHASES 2&6.

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

ENERGY BY- CITY | METER # - | INTERSECTION #092-257
MAINT LEVEL N/A | SERVICE POLE- UICO #9268

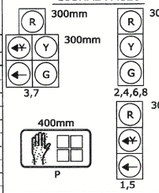
METERED SERVICE

OFFICE RECORD

REVISION NO. 11
STC #092-0810-03 SM #N/A
SIGNAL REVISED : 1/29/09
TRANSFERED OWNERSHIP TO CITY OF NEW HAVEN.
UPDATED SIGNAL EQUIPMENT IN PROJECT NO. 092-533.
AS-BUILT PLAN DRAWN 6/09.

1/29/2025
YELLOW, RED, AND PED CLEARANCE TIMES UPDATED ON SIGNAL PLAN TO REFLECT ACTUAL OPTIMIZED FIELD TIMINGS.
9/9/2025
TIR FOR REVISION OF PHASE 4 AND 8 RED INTERVAL TIMINGS OUTSIDE OF PRVIOUSLY APPROVED MIN-MAX RANGE.

SIGNAL FACES



ALL INDICATIONS TO BE L.E.D. LAMPS
FACES 1 & 5 TO HAVE TUNNEL VISORS ON ALL LENSES AND 7^ 5 VANE CUT -OFF RIGHT LOUVERS ON RED LENS
PEDESTRIAN SIGNAL FACES TO HAVE COUNTDOWN TIMERS

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	0	0	0
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	PARENT	PARENT	PARENT
HOLD GREEN	15	15	15
HOLD YELLOW	PARENT	PARENT	PARENT
HOLD RED	PARENT	PARENT	PARENT
HOLD PHASE	2 & 5	1 & 6	4 & 8
EXIT PHASE	2 & 6	2 & 6	1 & 5
EXIT CALL	NONE	NONE	NONE

CITY SIGNAL

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING

TRAFFIC CONTROL SIGNAL

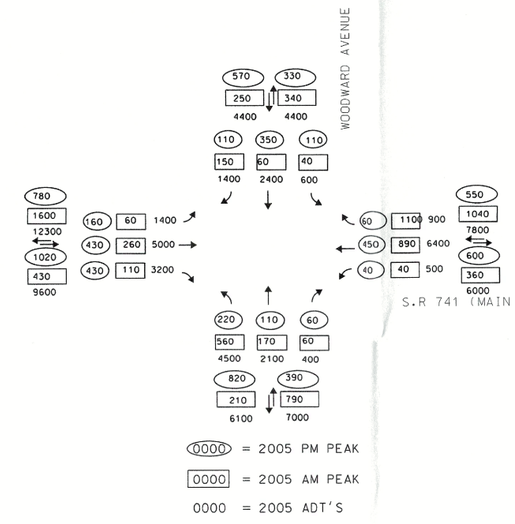
CITY OF NEW HAVEN
S.R. 741 (MAIN STREET) AT WOODWARD AVE.
AND I-95 N.B. OFF RAMP & S.B. ON RAMP

REV #11	TRAFFIC DATE	ELECTRICAL DATE
ENGINEER		
DRAFTER	Close, Jensen & Miller, P.C.	9/03
CHECKED BY		
SUBMITTED BY		
APPROVED BY		
DATE		

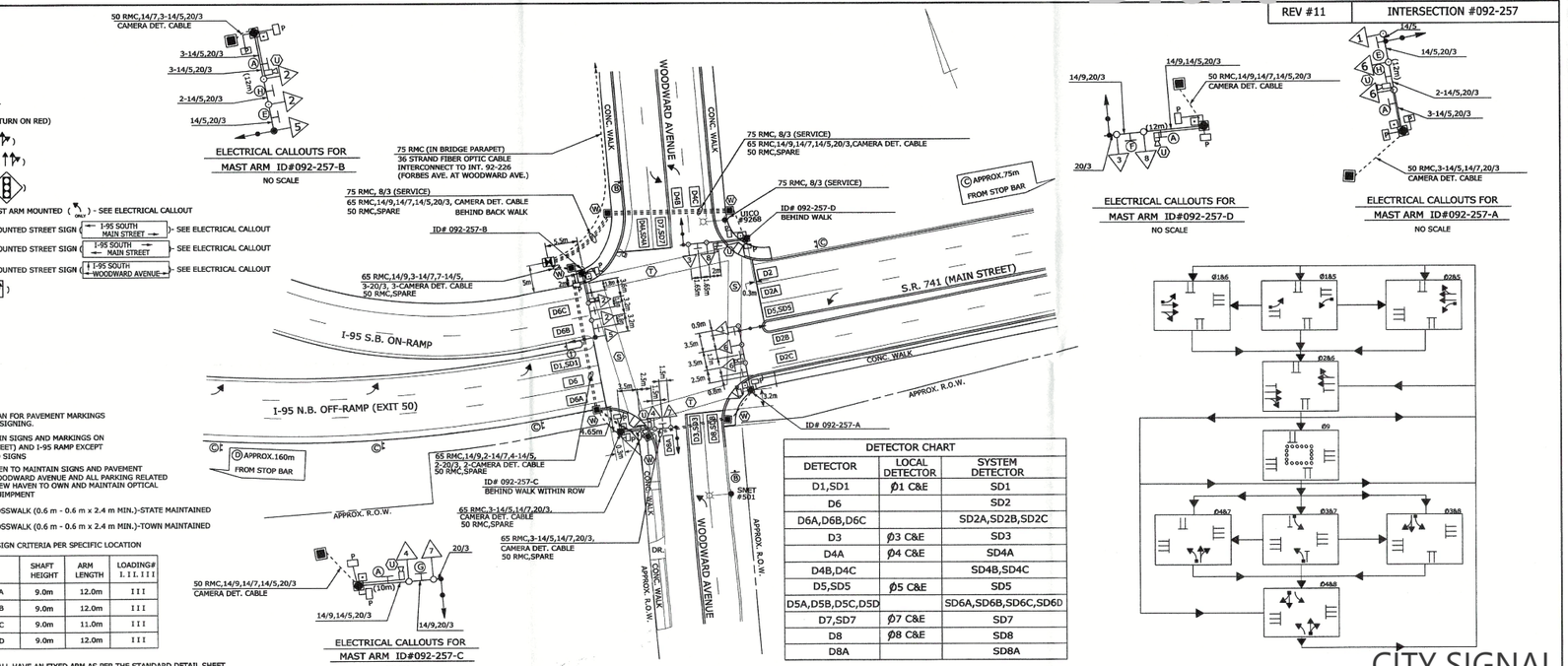
CONSTRUCTION NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF NEW HAVEN AND THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARDS.
2. ALL TRAFFIC SIGNAL EQUIPMENT IS NEW.
3. STAKE ALL R.O.W. PRIOR TO EXCAVATION.
4. REPLACE THE ENTIRE SECTION OF SIDEWALK DAMAGED DUE TO INSTALLATION OF CONDUIT, HANDHOLE OR FOUNDATION.
5. INSTALL HANDHOLES APPROX. 0.3m BEHIND CURB OR EDGE OF ROAD UNLESS OTHERWISE SPECIFIED.
6. INSTALL ADVANCED TRANSPORTATION CONTROLLER, MODEL 2070L ON SPECIAL NEW HAVEN FOUNDATION.
7. INSTALL CONCRETE SIDEWALK ON BOTH SIDES OF CONTROLLER CABINET.
8. SIGNAL APPURTENANCES (MAST ARMS, SPAN POLES, PEDESTALS AND HANDHOLES) WHEN IN OR ADJACENT TO SIDEWALKS SHALL BE FIELD LOCATED TO PROVIDE A FREE PATH OF NOT LESS THAN 1.0 METERS.
9. PRE-EMPTION IS TO OPERATE THROUGH THE INTERNAL PRE-EMPTION OF THE SIGNAL CONTROLLER.
10. OPTICAL DETECTOR LOCATIONS ARE FOR ILLUSTRATION ONLY. EXACT LOCATIONS SHALL BE DETERMINED BY THE MANUFACTURER OR THEIR DESIGNATED REPRESENTATIVE. DETECTOR CABLES ARE TO BE INSTALLED CONTINUOUS BETWEEN EACH OPTICAL DETECTOR AND THE CABINET,
11. TWO WEEKS PRIOR TO INSTALLATION CONTACT:
SNET REPRESENTATIVE: BOB POST AT TEL. (203) 553-0091.
U.I. REPRESENTATIVE: GEORGE ANDERSON AT TEL. (203) 499-3208.
12. REMOVE ALL ABANDONED TRAFFIC SIGNAL EQUIPMENT INCLUDING, BUT NOT LIMITED TO FOUNDATIONS, HANDHOLES, CONDUIT RISERS & CABLE, MESSENGER & INTERCONNECT STEEL POLES AND WOOD POLES.
13. CONTRACTOR SHALL VERIFY LOCATION OF UNDERGROUND STORM SEWER NEAR PROPOSED FOUNDATION OF MAST ARM I.D.# 092-257-A PRIOR TO EXCAVATION.

(J) INSTALL CAMERA VIDEO DETECTOR ON 5m CAMERA ARM.
5m CAMERA ARM SHALL BE INSTALLED ON 9m MAST ARM POLE.
(W) INSTALL 760m x 760m HANDHOLE, ALL OTHERS TYPE II.



STC APPROVED PLAN



SIGN LEGEND

(A) 31-0823 (NO TURN ON RED)
(B) 31-0282 (↖ ↗)
(C) 31-0307 (↖ ↑ ↗)
(D) 41-0848
(E) 31-0135 MAST ARM MOUNTED (max) - SEE ELECTRICAL CALLOUT
(F) MAST ARM MOUNTED STREET SIGN (I-95 SOUTH / MAIN STREET) - SEE ELECTRICAL CALLOUT
(G) MAST ARM MOUNTED STREET SIGN (I-95 SOUTH → / MAIN STREET) - SEE ELECTRICAL CALLOUT
(H) MAST ARM MOUNTED STREET SIGN (I-95 SOUTH / WOODWARD AVENUE) - SEE ELECTRICAL CALLOUT
(I) 31-1536

NOTE:
SEE SEPARATE PLAN FOR PAVEMENT MARKINGS AND ADDITIONAL SIGNING.
STATE TO MAINTAIN SIGNS AND MARKINGS ON SR 741 (MAIN STREET) AND I-95 RAMP EXCEPT PARKING RELATED SIGNS
CITY OF NEW HAVEN TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON WOODWARD AVENUE AND ALL PARKING RELATED SIGNS. CITY OF NEW HAVEN TO OWN AND MAINTAIN OPTICAL PRE-EMPTION EQUIPMENT
(S) BAR TYPE CROSSWALK (0.6 m - 0.6 m x 2.4 m MIN.)-STATE MAINTAINED
(T) BAR TYPE CROSSWALK (0.6 m - 0.6 m x 2.4 m MIN.)-TOWN MAINTAINED

MAST ARM DESIGN CRITERIA PER SPECIFIC LOCATION

ID#	SHAFT HEIGHT	ARM LENGTH	LOADING# I. I I. I I I
092-257-A	9.0m	12.0m	I I I
092-257-B	9.0m	12.0m	I I I
092-257-C	9.0m	11.0m	I I I
092-257-D	9.0m	12.0m	I I I

* MAST ARM SHALL HAVE AN FIXED ARM AS PER THE STANDARD DETAIL SHEET
* TRAFFIC SIGNALS TO BE FIXED MOUNTED TO MAST ARM BY USE OF ADJUSTABLE BRACKETS

DETECTOR CHART		
DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D1,SD1	ø1 C&E	SD1
D6		SD2
D6A,D6B,D6C		SD2A,SD2B,SD2C
D3	ø3 C&E	SD3
D4A	ø4 C&E	SD4A
D4B,D4C		SD4B,SD4C
D5,SD5	ø5 C&E	SD5
D5A,D5B,D5C,D5D		SD6A,SD6B,SD6C,SD6D
D7,SD7	ø7 C&E	SD7
D8	ø8 C&E	SD8
D8A		SD8A

LEGEND:
PROPOSED WOOD SPAN POLE; EXISTING WOOD SPAN POLE; PROPOSED STEEL MAST ARM; EXISTING STEEL SPAN POLE
PROPOSED UTILITY POLE; EXISTING UTILITY POLE; PEDESTAL MOUNTING; PEDESTRIAN PUSH BUTTON & SIGN
TRAFFIC SIGNAL FACE; PEDESTRIAN SIGNAL FACE; AUDIBLE PEDESTRIAN SIGNAL; LOOP DETECTOR
CAMERA VIDEO DETECTOR; MAGNETIC DETECTOR; SD SYSTEM DETECTOR; OPTICAL DETECTOR; PROPOSED CONTROLLER
EXISTING CONTROLLER; PROPOSED HANDHOLE; EXISTING HANDHOLE; PROPOSED R.M.C. (RIGID METAL CONDUIT)
EXISTING R.M.C (RIGID METAL CONDUIT); CABLE CLOSURE; DET. LEADS IN SAW CUT; AUXILIARY TERMINATION CABINET; AUXILIARY EQUIPMENT CABINET
SIDEWALK RAMP; SONIC DETECTOR; FIBER OPTIC CABLE CLOSURE

CADD FILE : P:\projects\092_0533\INT.-092-257.dgn

TRAFFIC CONTROL SIGNAL LAYOUT
DATE PLOTTED: 7/31/2009
SCALE - 1:500
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.

CITY OF NEW HAVEN
S.R. 741 (MAIN STREET) AT WOODWARD AVE.
AND I-95 N.B. OFF RAMP & S.B. ON RAMP

NO.	DATE	INIT.	DESCRIPTION
1.	9/3/08	VHB,INC.	REVISED COORDINATION SPLIT TIMINGS

REVISIONS

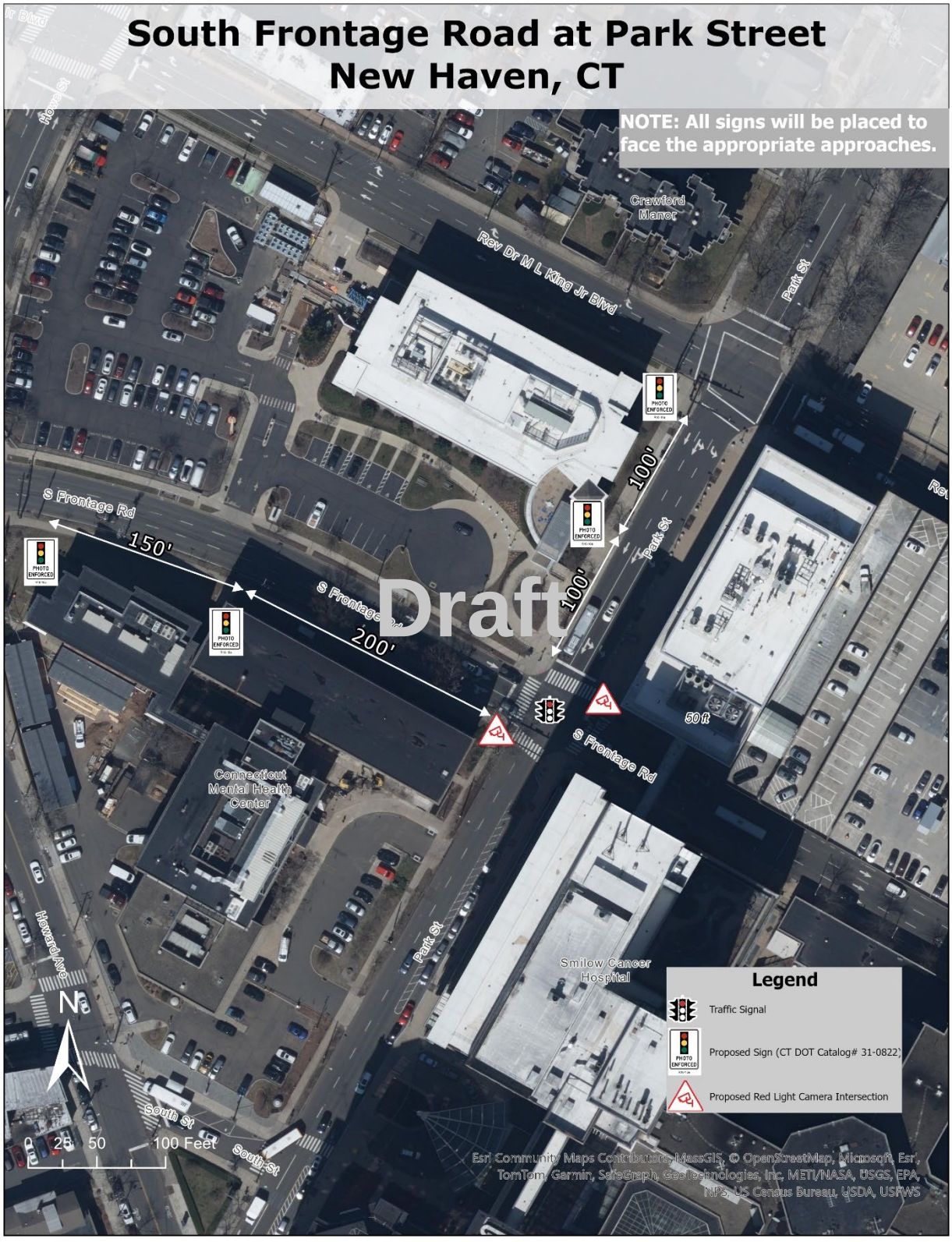
CONNECTICUT DEPARTMENT OF TRANSPORTATION
PROJECT TITLE: NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENTS I-95 CONTRACT C

TOWN: NEW HAVEN	PROJECT NO.: 92-533
DRAWING TITLE: TRAFFIC SIGNAL PLAN SHEET	DRAWING NO.: TRA-003
	SHEET NO.: 145-1A

REV #11 | INTERSECTION #092-257

Draft

11. South Frontage Road at Park Street



Site Selection Justification

South Frontage Road at Park Street: South Frontage Road at Park Street is a four-legged intersection controlled by a traffic signal. South Frontage Road is an eastbound one-way arterial roadway that serves as a major gateway into Downtown New Haven from towns west of the City. Park Street is a north-south two-way arterial that runs through downtown New Haven connecting the Downtown to Yale New Haven Hospital in the Hill neighborhood. Within city limits, both roadways have a 25 mph posted speed limit. Both roadways connect to the Central Business District providing access to important activity centers such as the Yale New Haven Hospital, Yale University, the New Haven Green, City Hall and a large number of dense mixed-use establishments including retail, apartments, and restaurants.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified at the intersection:

1. There were 27 total crashes recorded at the intersection between 2020 and 2022 including one (1) serious injury crash. Of the total crashes, 8 were red-light running related (30%). The serious injury crash involved a motor vehicle that ran through a red light. More recently, in 2023, there was one additional serious injury crash involving a pedestrian at the intersection.

2. Residents, Businesses, Safety advocates and other stakeholders have regularly expressed major concerns with red-light across the city and at this intersection, especially with S. Frontage Road serving as a major route for all traffic entering Downtown via Route 34/Derby Avenue and due to the intersection's proximity to Downtown residences, businesses, medical centers, shopping etc. As reflected in the recorded red-light crashes at the intersections, nearly 1 in 3 vehicles were found to be in violation.

3. Existing Roadway/Intersection geometry- and alignment-related deficiencies and traffic conditions also potentially contribute to an unsafe environment. Approaching the intersection in the eastbound direction South Frontage Road has 3 lanes at the intersection carrying nearly 10,000 vpd with majority of traffic during the PM commuter peak period. Combined with a rolling roadway grade, peak period congestion, off-peak period speeding and other behavioral factors (distracted/impaired driving, inattentiveness etc.) the problem of red-light compliance is further intensified. Other factors such as horizontal curves and transition from high-speed highway environment to dense-urban environment also considerably impact overall safety, especially for vulnerable road users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 1,400 traffic control-related moving vehicle violations city-wide. Of the total, there were 7 red-light running-related violations issued at the intersection. While the City's New Haven Police Department (NHPD) traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority. The installation of a red-light camera at this intersection will greatly enhance overall traffic enforcement efforts.

Draft

5. The intersection is within a Qualified Census Tract (# 1401.01). In this census tract, nearly 1 in 4 residents do not own a vehicle (23%) and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, in the QCT residents experience a very high rate of poverty (nearly 35.7%). Exposure to traffic risks creates a disproportionate impact on low-income residents in this census tract that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access.

In summary, installation of a Red Light Camera at the intersection of South Frontage Road at Park Street will reduce red-light running-related crashes and improve overall roadway safety. The implementation of Red-light Cameras will also address neighborhood concerns around red-light running due to poor driving behavior and other factors.

Supporting Information	
Intersection Roadway Description	Roadway Classification: • South Frontage Road: Other Principal Arterial • Park Street: Minor Arterial Roadway orientation: • South Frontage Road: East-West • Park Street: North-South # of Lanes/Lane Geometry: • South Frontage Road Eastbound approach: Two (2) Through lanes, 1 shared Through-Right turn lane • Park Street Southbound approach: 1 exclusive Left-turn lane, 1 shared Through-Left turn lane and 1 Through lane Speed Limit at intersection: • South Frontage Road Eastbound approach: 25 mph • Park Street Southbound approach: 25 mph
Zoning	• Business, Residential
Crashes (2020-2022)	Total Crashes: 27 Serious Injury Crashes: 1 Fatal Crashes: 0 Red light related Crashes: 8
Volumes (AADT)	• South Frontage Road: 9,800 vpd (2024 data)

Draft

Supporting Information	
	• Park Street: 4,100 vpd (2024 data)
Census Tract(s) #	• # 1403 (Device Installation Census Tract) ○ In Qualified Census Tract? Yes ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 35.7% ○ Total Occupied Housing Units: 660 ▪ Units with No vehicle available: 151 (23%) ▪ Units with 1 vehicle available: 274 (42%) ▪ Units with 2 vehicles available: 162 (25%) ▪ Units with 3 vehicles available: 73 (11%) ▪ Units with 4 or more vehicles available: 0 (0%)

OSTA Criteria Checklist	
Have at least two crashes during a recent three-year period occurred where an operator failed to stop at a red traffic signal indication?	Yes
Is there a Signal Plan on file?	Yes
Has the signal plan of record been approved by OSTA?	Yes
Have the traffic signal change intervals been optimized in accordance with Chapter 6 of the CTDOT Traffic Control Signal Design Manual?	Yes

Draft

	PRE-EMPT 1	PRE-EMPT 2	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
NTOR				P2 P2 2	P4 P2 P2 P3 P4 P3 P3 P3	P4 4 P4				

		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 #	2	R				R	R	R	R	R	R	R	R	R												
	4	Y				G	Y	R	R	R	R	G	Y	R												
	P2	OFF				①WØ	①DW	DW	WØ	DW	DW	DW	DW	DW												
	P3	OFF				DW	DW	DW	WØ	DW	DW	DW	DW	DW												
	P4	OFF				DW	DW	DW	WØ	DW	DW	⑤WØ	①DW	DW												
							→YIELD PT.																			
									W/FLDW																	
	MIN					15	3	0.5	4/10	4	0	14	3	0.5												
	MAX					60	5	2	10/25	4	0	30	5	2												
INTERVALS	MIN GRN					20						18														
	WALK					7			7			7														
	PED CLR					14			14			14														
	VEH EXT											3														
	MAX 1					50						15														
	MAX 2					55						25														
	YELLOW						3.5			4			3.3													
	RED							1.0			0			1.3												
	ADD INIT						COUNTDOWN PEDESTRIAN SIGNAL			COUNTDOWN PEDESTRIAN SIGNAL			COUNTDOWN PEDESTRIAN SIGNAL														
	MAX INIT																									
	TBR																									
	TTR																									
	MIN GAP																									
MODE			OFF			MAX. RECALL			NON-LOCK			NON-LOCK			OFF			OFF			OFF			OFF		
INT START						THIS PHASE																				

DETECTORS

IDENT	SIZE (WXL)	DELAY/EXT	MODE
SD2	10' X 10'	0	PRESENCE
SD2A	10' X 10'	0	PRESENCE
SD2B	10' X 10'	0	PRESENCE
D4	8' X 50'	0	PRESENCE
D4A	8' X 50'	0	PRESENCE
D4B	8' X 50'	0	PRESENCE
SD4	10' X 10'	0	PRESENCE
SD4A	10' X 10'	0	PRESENCE
SD4B	10' X 10'	0	PRESENCE

PROGRAM

COORDINATION TYPE– CENTRAL SYSTEM

FUNCTION	TIME	DAYS	CYCLE	OFFSET SEC	OFFSET %	PHASE SPLITS ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	SEC/%
FLASH	FUTURE													
PATTERN 1	0600-1000	M-F	90	47	52	39	43	21	23	30	34			
PATTERN 2	1000-1400	M-F	90	47	52	39	43	21	23	30	34			
PATTERN 3	1400-2000	M-F	90	9	10	45	50	21	23	24	27			
PATTERN 4	ALL OTHER TIMES	DAILY	75	35	47	31	41	21	28	23	31			

PERMISSIVE PERIOD: ø | SEC

SYSTEM LOC

MASTER	
092-540	
092-283	
092-284	
092-285	
092-261	
092-401	

TECHNICAL NOTES

STANDARD OVERLAP FEATURES APPLY, EXCEPT FOR PEDESTRIAN SIGNALS.

① PEDESTRIAN INDICATIONS TO BE SOLID "DONT WALK" DURING PRE-EMPTION.

1. PRE-EMPTION TO BE INOPERATIVE DURING FLASH OPERATION.
2. MANUAL AND INTERVAL ADVANCE TO BE DISCONNECTED DURING PHASE 3 PEDESTRIAN INTERVAL.
3. PEDESTRIAN PUSH BUTTONS TO ACTUATE PHASE 3 ONLY.
4. Ø2 AND Ø4 MIN GREEN MUST EQUAL SUM OF WALK AND PEDESTRIAN CLEARANCE INTERVALS.
5. PEDESTRIAN CLEARANCE TIME FOR ALL PHASES MUST BE THE SAME.
6. COUNTDOWN DISPLAYS SHALL NOT BE USED DURING THE WALK INTERVAL NOR DURING THE YELLOW CHANGE INTERVAL OF A CONCURRENT VEHICULAR PHASE.

* ALL ALT. PED. CLR. TIME MUST EQUAL ACTUAL PHASE PED CLR TIME.

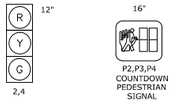
LEGEND:
R RED, Y YELLOW, G GREEN
◄R RED ARROW, ◄Y YELLOW ARROW, ◄— GREEN ARROW
WØ WALK/PED. CLR, D.W. DON'T WALK, FL. FLASHING

ENERGY BY– CITY | METER # – | INTERSECTION 092–261
MAINT LEVEL – NORMAL | SERVICE POLE – UI #1986
METERED SERVICE

OFFICE RECORD

JOB #	SM #
SIGNAL REVISED. SIGNAL PLAN REDRAWN. NEW TRAFFIC SIGNAL EQUIPMENT INSTALLED AND CONNECTED TO COMPUTERIZED CENTRAL SYSTEM	
1/29/2025	
YELLOW, RED, AND PED CLEARANCE TIMES OPTIMIZED.	

SIGNAL FACES



ALL INDICATIONS SHALL BE LED

PRE-EMPTION SETTINGS

	PRE-EMPT 1	PRE-EMPT 2
PRIORITY	NO	NO
DET. LOCK	YES	YES
DELAY	0	0
ALT. MIN. GRN	5	5
ALT. YELLOW	PARENT	PARENT
ALT. RED	PARENT	PARENT
ALT. PED. CLR.*	14	14
HOLD GREEN	15	15
HOLD YELLOW	PARENT	PARENT
HOLD RED	PARENT	PARENT
HOLD PHASE	2	4
EXIT PHASE	2	2
EXIT CALL	NONE	NONE

CITY SIGNAL

AS BUILT

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUR. OF ENGINEERING & HWY OPERATIONS
DIVISION OF TRAFFIC ENGINEERING
TRAFFIC CONTROL SIGNAL

CITY OF NEW HAVEN
SOUTH FRONTAGE ROAD
AT PARK STREET

REV #	TRAFFIC	ELECTRICAL
	DATE	DATE
ENGINEER	Tighe&Bond	
DRAFTER	Middletown, Connecticut	
CHECKED BY		
SUBMITTED BY	Jan. 2010	
APPROVED BY		
DATE		

Draft

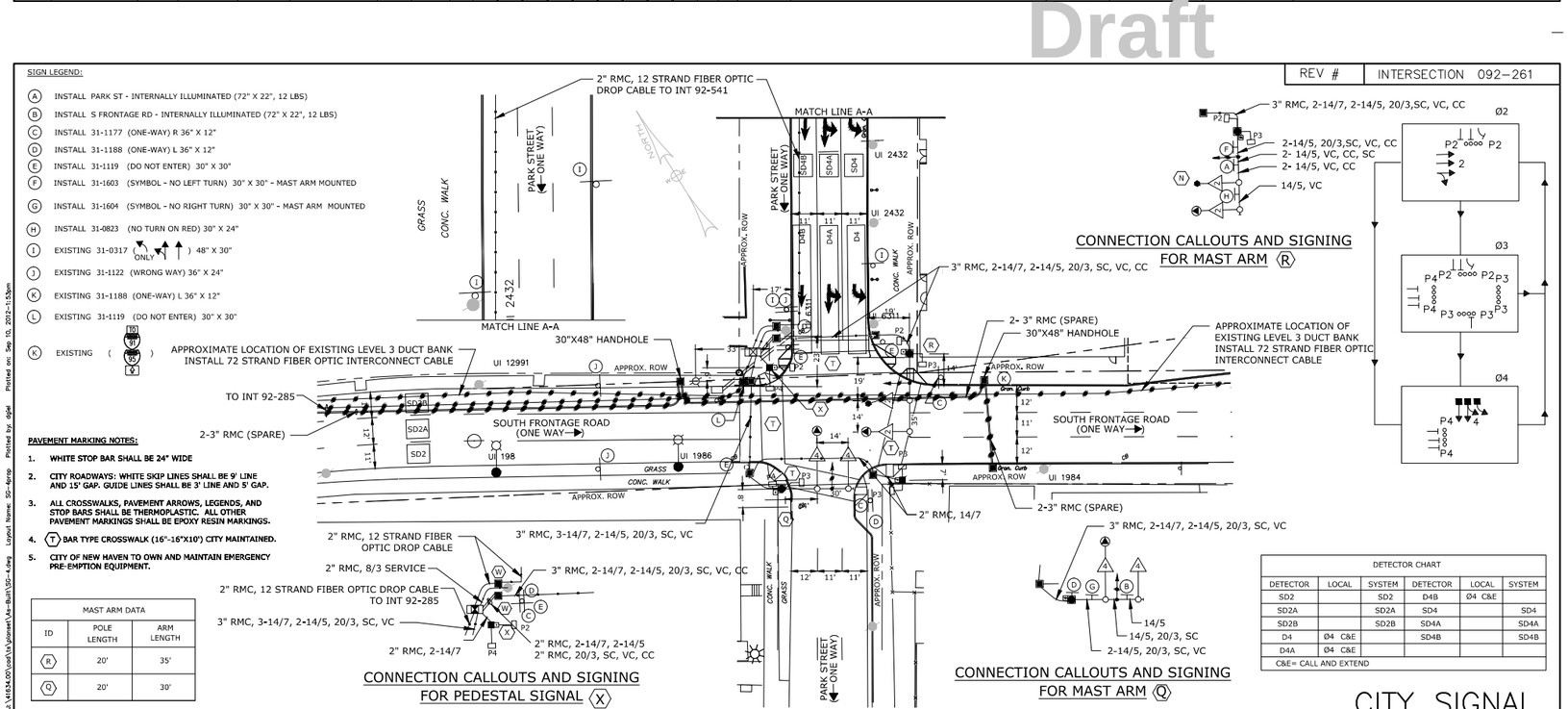
SIGN LEGEND:

(A) INSTALL PARK ST - INTERNALLY ILLUMINATED (72" X 22", 12 LBS)
(B) INSTALL S FRONTAGE RD - INTERNALLY ILLUMINATED (72" X 22", 12 LBS)
(C) INSTALL 31-1177 (ONE-WAY) R 36" X 12"
(D) INSTALL 31-1188 (ONE-WAY) L 36" X 12"
(E) INSTALL 31-1119 (DO NOT ENTER) 30" X 30"
(F) INSTALL 31-1603 (SYMBOL – NO LEFT TURN) 30" X 30" – MAST ARM MOUNTED
(G) INSTALL 31-1604 (SYMBOL – NO RIGHT TURN) 30" X 30" – MAST ARM MOUNTED
(H) INSTALL 31-0823 (NO TURN ON RED) 30" X 24"
(I) EXISTING 31-0317 (ONLY) 48" X 30"
(J) EXISTING 31-1122 (WRONG WAY) 36" X 24"
(K) EXISTING 31-1188 (ONE-WAY) L 36" X 12"
(L) EXISTING 31-1119 (DO NOT ENTER) 30" X 30"
(K) EXISTING (SD SD2A SD2) APPROXIMATE LOCATION OF EXISTING LEVEL 3 DUCT BANK INSTALL 72 STRAND FIBER OPTIC INTERCONNECT CABLE

PAVEMENT MARKING NOTES:

1. **WHITE STOP BAR SHALL BE 24" WIDE**
2. **CITY ROADWAYS: WHITE SKIP LINES SHALL BE 9' LINE AND 15' GAP. GUIDE LINES SHALL BE 3' LINE AND 5' GAP.**
3. **ALL CROSSWALKS, PAVEMENT ARROWS, LEGENDS, AND STOP BARS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS SHALL BE EPOXY RESIN MARKINGS.**
4. (Y) **BAR TYPE CROSSWALK (16'-16'X10') CITY MAINTAINED.**
5. **CITY OF NEW HAVEN TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.**

MAST ARM DATA		
ID	POLE LENGTH	ARM LENGTH
(R)	20'	35'
(Q)	20'	30'



CONNECTION CALLOUTS AND SIGNING FOR PEDESTAL SIGNAL (X)

CONNECTION CALLOUTS AND SIGNING FOR MAST ARM (R)

CONNECTION CALLOUTS AND SIGNING FOR MAST ARM (Q)

DETECTOR CHART					
DETECTOR	LOCAL	SYSTEM	DETECTOR	LOCAL	SYSTEM
SD2		SD2	D4B	Ø4 C&E	
SD2A		SD2A	SD4		SD4
SD2B		SD2B	SD4A		SD4A
D4	Ø4 C&E		SD4B		SD4B
D4A	Ø4 C&E				
C&E= CALL AND EXTEND					

CITY SIGNAL

CITY OF NEW HAVEN
SOUTH FRONTAGE ROAD
AT PARK STREET

LEGEND:
- PROPOSED WOOD SPAN POLE
- EXISTING WOOD SPAN POLE
- PROPOSED STEEL MAST ARM
- EXISTING STEEL SPAN POLE
- PROPOSED UTILITY POLE
- EXISTING UTILITY POLE
- PEDESTAL MOUNTING
- PEDESTRIAN PUSH BUTTON & SIGN
- P — TRAFFIC SIGNAL FACE
- PEDESTRIAN SIGNAL HEAD
- AUDIBLE PEDESTRIAN SIGNAL
- LOOP DETECTOR
- DETECTED MOVEMENT
- SD SYSTEM DETECTOR
- OPTICAL DETECTOR
- PROPOSED CONTROLLER
- EXISTING CONTROLLER
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- PROPOSED R.M.C. (RIGID METAL CONDUIT)
- FIBER OPTIC SPLICE ENCLOSURE
- EXISTING R.M.C. (RIGID METAL CONDUIT)
- CABLE CLOSURE
- DET. LEADS IN SAW CUT
- OVERHEAD SIGN
- VIDEO DETECTOR
- STRAIN INSULATOR
- AUXILIARY TERMINATION CABINET
- AUXILIARY EQUIPMENT CABINET
- D — APPROXIMATE DETECTOR AIMING ZONE

TRAFFIC CONTROL SIGNAL LAYOUT
CADD FILE NAME: SG-4.dwg
DATE PLOTTED: Sep 10, 2012
SCALE - 1" = 30'
ALL DIMENSIONS IN FEET UNLESS OTHERWISE NOTED

REV #	INTERSECTION 092–261

NO.	DATE	INIT.	DESCRIPTION
			REVISIONS

PROJECT TITLE: TRAFFIC CONTROL SIGNAL SYSTEM
DRAWING TITLE: TRAFFIC SIGNAL PLAN SHEET
PROJECT NO.:
DRAWING NO.:
SHEET NO.: SG-4

REV. | INTERSECTION 092–261

Tighe & Bond Inc. z:\41634.00\cad\x\planset\As-Built\SG-4.dwg Layout Name: SG-4proj Plotted by: dgist Plotted on: Sep 10, 2012–1:53pm

CONSTRUCTION NOTES

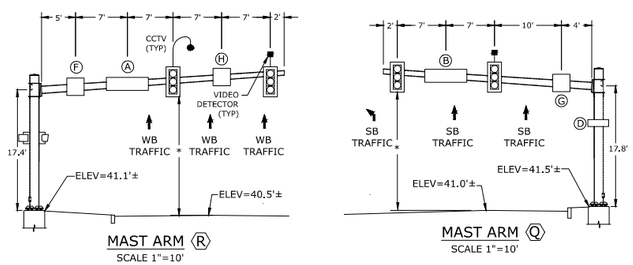
ALL TRAFFIC SIGNAL EQUIPMENT IS EXISTING.

(W) TYPE I HANDHOLE 30"x30". ALL OTHERS TYPE II.

REPRESENTATIVE	UTILITY	TELEPHONE
STEVE CODY	COMCAST CABLEVISION OF NEW HAVEN	(203) 401-2224
JULIE S. ADAMS	FIBER TECHNOLOGIES NETWORK, LLC	(585) 697-5100
FRANK BERTUCA	SBC, LLC	(203) 238-5657
LUIGI DIMONACO	GNHWPCA	(203) 466-4182
BOB JUDD	UNITED ILLUMINATING COMPANY	(203) 926-5296
JAMES F. LUSKAY	ALGONQUIN GAS TRANSMISSION COMPANY	(860) 635-0800
E.V. ANDRUSKIWEC, JR. (JAY)	THE SOUTHERN CONNECTICUT GAS COMPANY	(203) 795-7781
STEVE DURDY	SO. CENT. CT. REGIONAL WATER AUTHORITY	(203) 401-2583
SEBOUH ASADOURIAN	CITY OF NEW HAVEN	(203) 946-6091
JOHN PROKOP	CITY OF NEW HAVEN - PUBLIC WORKS	(203) 946-7700
FRANK MAURO	LEVEL 3 COMMUNICATIONS	(516) 535-2214

AS BUILT

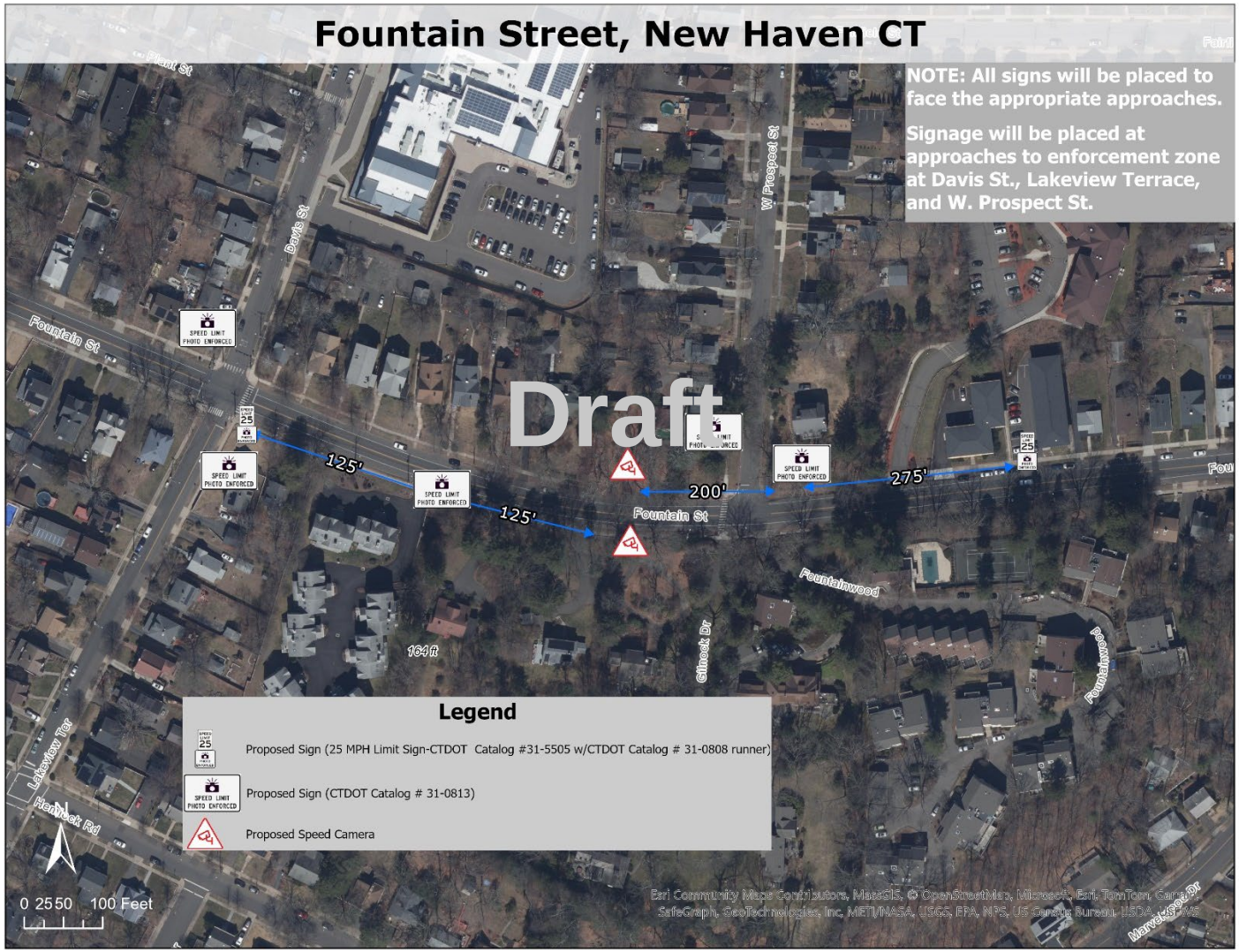
TYPICAL MAST ARM DETAIL



* DISTANCE BETWEEN PAVEMENT AND SIGNAL HEAD SHALL BE BETWEEN 16' AND 18'. CONTRACTOR TO VERIFY MAST ARM INFORMATION BEFORE ORDERING MAST ARMS.

Speed Camera Locations

1. Fountain Street



Site Selection Justification

Fountain Street (Route 243): Within the project area, Fountain Street (Route 243) is a one-way east-west oriented arterial roadway that connects Woodbridge to the Westville village center. It is classified as a 2-lane minor arterial with speed limits ranging between 25 mph and 30 mph. The roadway traverses through dense residential neighborhoods comprising of important activity centers such as the Mauro-Sheridan Interdistrict Magnet School, Davis Street Magnet School, St. Aedan Church of Blessed Michael McGivney Parish and Multiple restaurants and businesses.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified:

1. There were nearly 140 crashes recorded within the project area between 2020 and 2022 including one (2) fatal crashes and one (1) serious injury crash. Of the total, there were 2 speeding-related crashes recorded within the project area.

2. Important stakeholders, including residents and businesses, have expressed major concerns with speeding in the area, especially with the roadway serving as a major commuter thoroughfare connecting sub-urban Woodbridge to urban Westville while running adjacent to two major schools, residential properties and businesses including restaurants, cafes and other shops. Fountain Street is a minor arterial roadway with speed limits ranging between 25 mph and 30 mph. However, based on data collected by the City, in the eastbound direction, more than 90% of vehicles per day (nearly 3,900 vpd) were measured traveling over 30 mph. More importantly, nearly 1,700 vehicles per day (40%) were measured to be traveling 10 miles over 30 mph limit. In the westbound direction, nearly 40% of vehicles per day (nearly 1,500 vpd) were measured traveling over the 25 mph speed limit. On an average day, in this opposite direction, nearly 500 vehicles per day (16%) were measured to be traveling 10 miles over the 25 mph speed limit.

3. Existing Roadway geometry and alignment creates unsafe conditions prone to speeding. For instance, in the eastbound direction, there is a significant vertical grade (down-slope) that contributes to speeding. Conversely in the westbound direction, there is a significant vertical grade (up slope) that forces drivers to accelerate and increase risk for vulnerable road users. All of this combined with the straight roadway alignment, poor sight lines, inadequate lighting and streetscaping and lack of traffic calming all contribute to the problem.

4. Between 2020 and 2022, the New Haven Police Department issued more than 800 speeding-related moving vehicle violations city-wide. During this period, in the project area, there were 10 speeding-related violations issued by the New Haven Police Department (NHPD). While the NHPD's traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority.

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Site Selection Justification
5. The project area encompasses two types of Census tracts with different socio-economic demographics. A portion of Fountain Street lies in a Qualified Census Tract (# 1412) with nearly 16% who do not own a vehicle and rely on alternative modes of transportation including walking, biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, residents in this census area experience the additional burden of poverty with nearly 1 in 4 (24.3%) residents living below the poverty level. Exposure to high speeds creates disproportionate impacts on low-income communities that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. Another portion of Fountain Street lies in a non-Qualified Census Tract (#1411) with only 8% who do not own a vehicle and rely on alternative modes of transportation. The poverty level in this census tract is also relatively lower but the risk exposure to speeding remains significant considering the high number of non-motorists that navigate within the area. In summary, the installation of Speed Cameras along Fountain Street will reduce speeds, improve compliance and increase overall traffic safety. The implementation of Speed Cameras will also address stakeholder concerns around speeding due to poor driving behavior, inferior geometric conditions, while reducing the burden on local law enforcement.

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Supporting Information	
Roadway Description	Roadway Classification: Minor Arterial Roadway Orientation: East-West # of Lanes/Lane Geometry: 2 lanes Typical Speed Limit: 25 mph • 30 mph west of Lakeview Terrace / Davis St • 25 mph east of Lakeview Terrace / Davis St
Zoning	Residential
Crashes (2020-2022)	0.25 mi Enforcement Radius Buffer • Total Crashes: 139 • Serious Injury Crashes: 1 • Fatal Crashes: 2 • Speeding- related Crashes: 2
Volumes (AADT)	7,300 vpd (2024 data)
Speeds (mph)	Eastbound:

Supporting Information	
	• 50th Percentile: 38.9 mph (2024 data) • 85th Percentile: 45.7 mph (2024 data) • Number of vehicles exceeding Speed Limit (30 mph): 3,847 vehicles (91%) • Number of vehicles exceeding 40 mph: 1,699 vehicles (40%) Westbound: • 50th Percentile: 22.2 mph (2024 data) • 85th Percentile: 39.7 mph (2024 data) • Number of vehicles exceeding Speed Limit (25 mph): 1,482 vehicles (38%) • Number of vehicles exceeding 35 mph: 494 vehicles (16%)
Census Tract(s) #	• # 1412 (Device Installation Census Tract) ○ In Qualified Census Tract? Yes ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 24.3% ○ Total Occupied Housing Units: 1,699 ▪ Units with No vehicle available: 272 (16%) ▪ Units with 1 vehicle available: 701 (41%) ▪ Units with 2 vehicles available: 528 (31%) ▪ Units with 3 vehicles available: 113 (7%) ▪ Units with 4 or more vehicles available: 84 (5%) • # 1411 ○ In Qualified Census Tract? No ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 6.1% ○ Total Occupied Housing Units: 1,081 ▪ Units with No vehicle available: 85 (8%) ▪ Units with 1 vehicle available: 328 (30%) ▪ Units with 2 vehicles available: 496 (46%) ▪ Units with 3 vehicles available: 132 (12%) ▪ Units with 4 or more vehicles available: 40 (4%)
Speed Zone Type	Other

Draft

2. Sherman Parkway



Site Selection Justification

Sherman Parkway: Within the project area, Sherman Parkway is a north-south oriented roadway that connects New Haven to the town of Hamden. It is classified as a 2-lane arterial road with a posted speed limit of 25 mph speed. The roadway traverses through dense residential neighborhoods- Dwight, West River, Edgewood, Dixwell, Beaver Hills and Newhallville- that comprise important activity centers such as the De Gale and Bowen Fields, Beaver Pond Park, James Hillhouse High School, NXTHVN Art Center, various places of worship, Q House Community Center, Residential homes, Multiple restaurants and small businesses.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified:

1. There were nearly 171 crashes recorded within the project area between 2020 and 2022 including 3 serious injury crashes. Overall, there were 5 speeding-related crashes recorded within the project area.

2. Important stakeholders, including residents, businesses, community organizations have expressed major concerns with speeding in the area, especially with the roadway serving as a major connection to and from Hamden running adjacent to residential homes, multiple schools, residential homes and small businesses including restaurants and shops. Sherman Parkway is a minor arterial with a posted speed limit of 25 mph. However, based on data collected by the City, in the northbound direction, nearly all (97%) of vehicles daily (nearly 3,500 vpd) were measured traveling over the speed limit. More importantly, nearly 1 in 3 vehicles daily (more than 1,600vp) were measured to be traveling 10 miles over the speed limit. In the southbound direction, more than half (54%) of vehicles daily (more than 1,500 vpd) were measured traveling over the speed limit. On an average day, in this direction, nearly 600 vehicles per day (13%) were measured to be traveling 10 miles over the speed limit.

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3. Existing Roadway geometry and alignment creates unsafe conditions prone to speeding. For instance, in both directions, especially north of the intersection with Munson Street (controlled by a traffic signal) the roadway has no traffic controls (except on the side streets), flat grade with unobstructed mainline sight lines, limited parking utilization, inadequate streetlighting and streetscaping. All these contribute significantly to the speeding problem along the roadway.

4. Between 2020 and 2022, the New Haven Police Department issued more than 800 speeding-related moving vehicle violations city-wide. During this period, in the project area, there were 13 speeding-related violations issued by the New Haven Police Department (NHPD). While the NHPD's traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority.

5. The project area encompasses two Census tracts with both of them classified as Qualified Census Tracts. Both census tracts have a large segment of the population who do not own a vehicle (33-35%) and rely on alternative modes of transportation including walking,

Site Selection Justification
biking and transit to access important services such as jobs, medical needs, shopping etc. Additionally, residents in this census area experience the highest rates of poverty with nearly 1 out of 3 (29.8-31.3 %) residents living below the poverty level. Exposure to high speeds creates disproportionate impacts on low-income communities that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, the installation of Speed Cameras along Sherman Parkway will reduce speeds, improve compliance and increase overall traffic safety. The implementation of Speed Cameras will also address stakeholder concerns around speeding due to poor driving behavior, inferior geometric conditions, while reducing the burden on local law enforcement.

Supporting Information	
Roadway Description	Roadway Classification: Minor Arterial Roadway Orientation: North-South # of Lanes/Lane Geometry: 2 lanes Speed Limit: 25 mph
Zoning	Park, Residential
Crashes (2020-2022)	0.25 mi Enforcement Radius Buffer • Total Crashes: 171 • Serious Injury Crashes: 3 • Fatal Crashes: 0 • Speeding- related Crashes: 5
Volumes (AADT)	10,400 vpd (2024 data)
Speeds (mph)	Northbound: • 50th Percentile: 31.2 mph (2024 data) • 85th Percentile: 37.2 mph (2024 data) • Number of vehicles exceeding Speed Limit (25 mph): 5,802 vehicles (97%) • Number of vehicles exceeding 35 mph: 1,622 vehicles (27%) Southbound: • 50th Percentile: 23.6 mph (2024 data) • 85th Percentile: 31.1 mph (2024 data)

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Supporting Information	
	• Number of vehicles exceeding Speed Limit (25 mph): 2,467 vehicles (54%) • Number of vehicles exceeding Speed Limit 35 mph: 582 vehicles (13%)

Census Tract(s) #	• # 1415 (Device Installation Census Tract)
	  ○ In Qualified Census Tract? Yes
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 31.3%
	  ○ Total Occupied Housing Units: 2,507
	  ▪ Units with No vehicle available: 834 (33%)
	  ▪ Units with 1 vehicle available: 1,216 (49%)
	  ▪ Units with 2 vehicles available: 253 (10%)
	  ▪ Units with 3 vehicles available: 143 (6%)
	  ▪ Units with 4 or more vehicles available: 61 (2%)
	• # 1416
	  ○ In Qualified Census Tract? Yes
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 29.8%
	  ○ Total Occupied Housing Units: 1,59
	  ▪ Units with No vehicle available: 560 (35%)
	  ▪ Units with 1 vehicle available: 777 (49%)
	  ▪ Units with 2 vehicles available: 117 (7%)
	  ▪ Units with 3 vehicles available: 124 (8%)
	  ▪ Units with 4 or more vehicles available: 21 (1%)

Speed Zone Type	Other

Draft

3. Townsend Avenue



Site Selection Justification

Townsend Avenue (Route 337): Within the project area, Townsend Avenue (Route 337) is a north-south oriented roadway that connects New Haven directly to I-95. It is classified as a 2-lane arterial road with a posted speed limit of 25 mph speed. The roadway traverses through the East Shore and Annex neighborhoods of the City and comprises of important activity centers such as the Tweed New Haven Airport, East Shore and Lighthouse Point Parks, Nathan Hale School, St. Bernadette Church, Residential homes, Restaurants and Small businesses.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified:

1. There were nearly 44 crashes recorded within the project area between 2020 and 2022 including one (1) fatal crash that involved a 15-year old pedestrian. Overall, there was one (1) speeding-related crash recorded within the project area. However, as the speed data highlights the risk of speeding related fatal and serious injury crashes is extremely severe.

2. Important stakeholders, including residents, businesses, community organizations have expressed major concerns with speeding in the area, especially with the roadway serving as a major connection to and from I-95 while running adjacent to residential homes, a school, parks, small businesses including restaurants and shops. Townsend Avenue is a minor arterial with a posted speed limit of 25 mph. However, based on data collected by the City, in both directions, nearly all (86-94%) of vehicles daily (nearly 3,700-4,700 vpd) were measured traveling over the posted speed limit. More importantly, depending on the direction, nearly half of vehicles daily (more than 1,800-2500 vpd) were measured to be traveling 10 miles over the speed limit.

3. Existing Roadway geometry and alignment creates unsafe conditions prone to speeding. For instance, in both directions, the roadway has very limited traffic signals, flat grade with unobstructed mainline sight lines, wide shoulders with limited parking utilization, inadequate streetlighting and streetscaping and no traffic calming (except the raised crosswalk installed recently adjacent to Nathan Hale High School to address the speeding issue). All these contribute significantly to the speeding problem along the roadway.

4. Between 2020 and 2022, the New Haven Police Department issued more than 800 speeding-related moving vehicle violations city-wide. During this period, in the project area, there were a remarkable amount of speeding-related (187 speeding-related violations) issued by the New Haven Police Department (NHPD). Regardless, the problem persists. While the NHPD's traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority.

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Site Selection Justification
5. The project area is in a non-Qualified Census Tracts. The majority of the residents own at least one vehicle (96%). The poverty rate is also relatively low (5.9%0 when compared to other parts of the City. However, speeding exposure to high speeds is a major risk considering the high volumes, and reliance and use of automobiles for daily needs and services. In summary, the installation of Speed Cameras along Townsend Avenue will reduce speeds, improve compliance and increase overall traffic safety. The implementation of Speed Cameras will also address stakeholder concerns around speeding due to poor driving behavior, inferior geometric conditions, while reducing the burden on local law enforcement.

Supporting Information	
Roadway Description	Roadway Classification: Minor Arterial Roadway Orientation: North-South # of Lanes/Lane Geometry: 2 lanes Speed Limit: 25 mph
Zoning	Residential
Crashes (2020-2022)	0.25 mi Enforcement Radius Buffer • Total Crashes: 44 • Serious Injury Crashes: 0 • Fatal Crashes: 1 • Speeding- related Crashes: 1
Volumes (AADT)	8,400 vpd (2024 data)
Speeds (mph)	Northbound: • 50th Percentile: 35.0 mph (2024 data) • 85th Percentile: 42.3 mph (2024 data) • Number of vehicles exceeding Speed Limit (25 mph): 3,692 vehicles (86%) • Number of vehicles exceeding 35 mph: 1,817 vehicles (42%) Southbound: • 50th Percentile: 35.3 mph (2024 data) • 85th Percentile: 43.0 mph (2024 data) • Number of vehicles exceeding Speed Limit (25 mph): 4,706 vehicles (94%)

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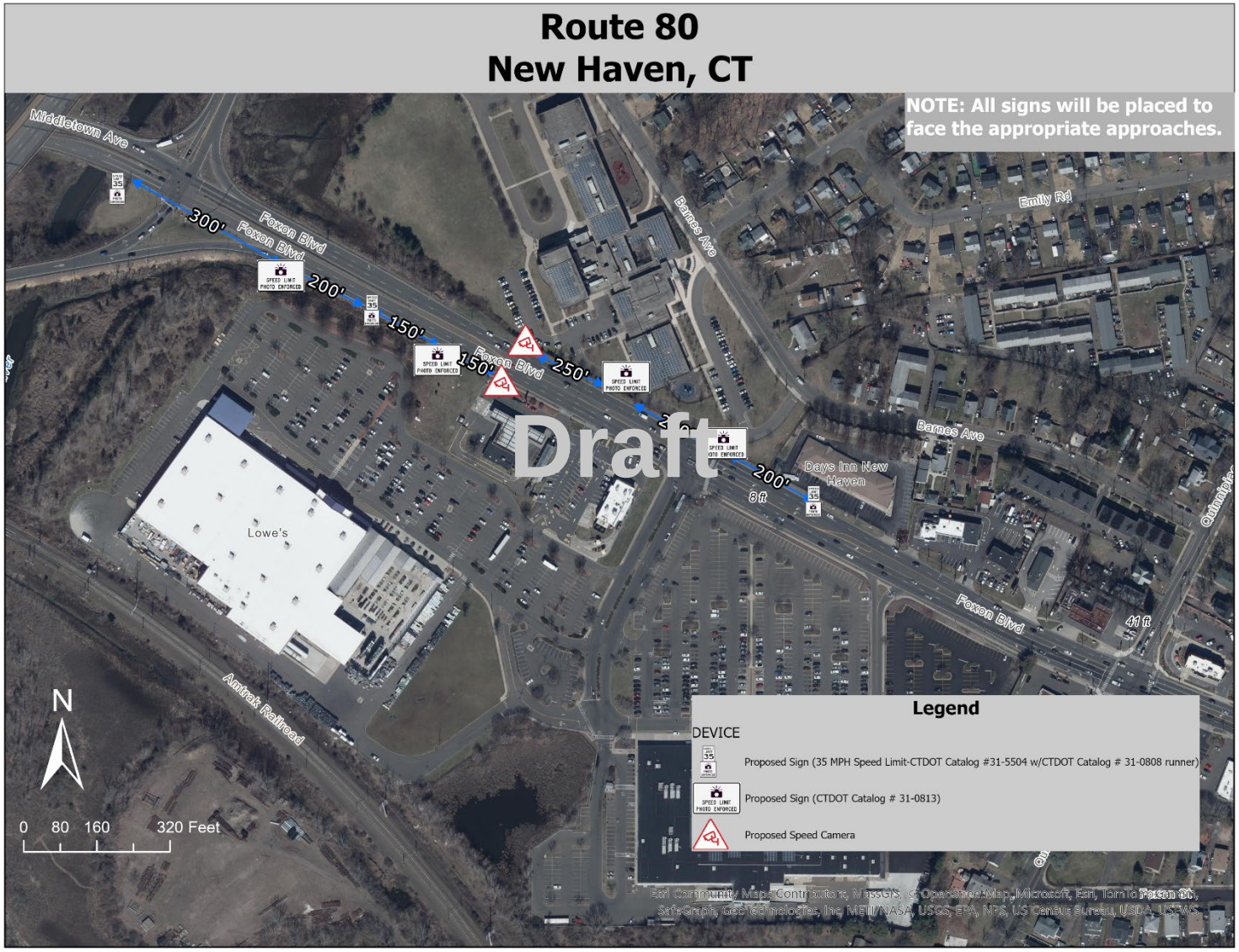
Supporting Information	
	• Number of vehicles exceeding 35 mph: 2,509 vehicles (50%)

Census Tract(s) #	• # 1428 (Device Installation Census Tract)
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 5.9%
	  ○ Total Occupied Housing Units: 1,912
	  ▪ Units with No vehicle available: 70 (4%)
	  ▪ Units with 1 vehicle available: 841 (44%)
	  ▪ Units with 2 vehicles available: 675 (35%)
	  ▪ Units with 3 vehicles available: 263 (14%)
	  ▪ Units with 4 or more vehicles available: 63 (3%)

Speed Zone Type	Other

Draft

4. Foxon Boulevard (Route 80)



Site Selection Justification

Foxon Boulevard (Route 80): Within the project area, Foxon Boulevard (Route 80) is an east-west oriented roadway that connects I-91 and New Haven to the town of North Haven. It is classified as a 2-lane arterial road with a posted speed limit of 35 mph. The roadway traverses through a mix of industrial, retail/shopping and residential neighborhoods with important activity centers such as Walmart, Lowes, Quinnipiac Ridge Nature Preserve and Bishop Woods Bird Sanctuary, Ross Woodward High School, Bella Vista Senior Citizen Center, Residential homes, Gas Stations, multiple restaurants and small businesses.

Based on a comprehensive review and analysis of the roadway data and conditions, the following issues and deficiencies were identified:

1. There were nearly 500 crashes recorded within the project area between 2020 and 2022 including 2 serious injury crashes. Overall, there were 9 speeding-related crashes recorded within the project area. While there were no fatalities recorded between 2020 and 2022, more recently in 2025, there was pedestrian struck and killed in a car collision. Prior to that, in 2024, there was a fatal crash involving a 22-year old involved in a drag racing incident.

2. Important stakeholders, including residents, businesses, community organizations have expressed major concerns with speeding in the area, especially with the roadway experiencing excessive speeding during weekday off-peak and weekend late night/early morning periods with low volumes. Foxon Boulevard (Route 80) is a principal arterial with a posted speed limit of 35 mph. However, based on data collected by the City, in both directions, nearly half or more than half (40-50%) of vehicles daily (nearly 5,700-6500 vpd) were measured traveling over the speed limit. More importantly, nearly 900-1000 vpd (6-8%) of vehicles daily- in both directions- were measured to be traveling 10 miles over the speed limit.

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3. Existing Roadway geometry and alignment creates unsafe conditions prone to speeding. For instance, in both directions, especially west of the intersection with Walmart Driveway (controlled by a traffic signal) the roadway has a flat grade with unobstructed mainline sight lines, inadequate streetlighting and streetscaping. Combined with low volumes during the weekday off-peak and weekend late night/early morning periods and poor driver compliance speeding poses a significant risk to other roadway users.

4. Between 2020 and 2022, the New Haven Police Department issued more than 800 speeding-related moving vehicle violations city-wide. During this period, in the project area, there were 10 speeding-related violations issued by the New Haven Police Department (NHPD). While the NHPD's traffic enforcement unit has made significant progress in recent years to limit poor driving behavior, they still face considerable constraints due to limited resources and competing needs such as preventing crime that take priority.

5. The project area encompasses two Census tracts with one of them classified as a Qualified Census Tract (# 1426.05). In the QCT, more than 2 in 5 residents do not own a vehicle (41%) and rely on alternative modes of transportation including walking, biking and transit to

Site Selection Justification
access important services such as jobs, medical needs, shopping etc. Additionally, residents in this census area experience high poverty rates with more than 1 out of 5 (21.2 %) residents living below the poverty level. Exposure to high speeds creates disproportionate impacts on low-income communities that do not have access to reliable transportation and need to depend on using alternative modes of transportation for safe access. In summary, the installation of Speed Cameras along Foxon Boulevard will reduce speeds, improve compliance and increase overall traffic safety. The implementation of Speed Cameras will also address stakeholder concerns around speeding due to poor driving behavior, inferior geometric conditions, while reducing the burden on local law enforcement.

Supporting Information	
Roadway Description	Roadway Classification: Other Principal Arterial Roadway Orientation: East-West # of Lanes/Lane Geometry: 4 lanes Speed Limit: 35 mph
Zoning	Residential, Business
Crashes (2020-2022)	0.25 mi Enforcement Radius Buffer • Total Crashes: 486 • Serious Injury Crashes: 2 • Fatal Crashes: 0 • Speeding- related Crashes: 9
Volumes (AADT)	27,100 vpd (2021 data)
Speeds (mph)	Eastbound: • 50th Percentile: 35 mph (Streetlight Data latest 3 years) • 85th Percentile: 43 mph (Streetlight Data latest 3 years) • Number of vehicles exceeding Speed Limit (35 mph): 6,450 vehicles (50%) • Number of vehicles exceeding 45 mph: 975 vehicles (8%) Westbound: • 50th Percentile: 32 mph (Streetlight Data latest 3 years) • 85th Percentile: 41 mph (Streetlight Data latest 3 years)

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Supporting Information	
	• Number of vehicles exceeding Speed Limit (35 mph): 5,680 vehicles (40%) • Number of vehicles exceeding 45 mph: 850 vehicles (6%)

Census Tract(s) #	• # 1426.01 (Device Installation Census Tract)
	  ○ In Qualified Census Tract? No
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 9.8%
	  ○ Total Occupied Housing Units: 2,288
	  ▪ Units with No vehicle available: 339 (15%)
	  ▪ Units with 1 vehicle available: 1,040 (45%)
	  ▪ Units with 2 vehicles available: 639 (28%)
	  ▪ Units with 3 vehicles available: 247 (11%)
	  ▪ Units with 4 or more vehicles available: 23 (1%)
	• # 1426.05
	  ○ In Qualified Census Tract? Yes
	  ○ Poverty Rate (2021 American Community Survey 5-Year Estimates): 21.2%
	  ○ Total Occupied Housing Units: 1,206
	  ▪ Units with No vehicle available: 908 (41%)
	  ▪ Units with 1 vehicle available: 861 (39%)
	  ▪ Units with 2 vehicles available: 395 (18%)
	  ▪ Units with 3 vehicles available: 35 (2%)
	  ▪ Units with 4 or more vehicles available: 7 (0%)

Speed Zone Type	Other

Draft

Exhibit D

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City Plan Commission (CPC) Meeting Agenda and Minutes

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MINUTES FOR MEETING 1649
A REGULAR MEETING AND PUBLIC HEARING OF THE
NEW HAVEN CITY PLAN COMMISSION
Wednesday, April 17, 2024 at 6:00 PM
WEB-BASED MEETING HOSTED ON ZOOM

To view meeting materials, and recording, visit:
https://cityplancommission.newhavenct.gov/pages/april-17-2024-cpc-meeting?preview=true

I. ROLL CALL

Commissioners present: Chair Leslie Radcliffe, Commissioner Joshua Van Hoesen, Vice Chair Ernest Pagan, Commissioner Joy Gary, Commissioner Alder Adam Marchand (joined the meeting at 8:40 pm, after item 1649-12), Commissioner Carl Goldfield (left the meeting at 8:40pm, after item 1649-12) ex-officio Commissioner City Engineer Giovanni Zinn

City staff present: Director Laura Brown, Planner Fatima Cecunjanin, Attorney Roderick Williams, Donnell Hilton, Sandeep Aysola, Anastasia Mixsell

Chair Leslie Radcliffe opened the meeting at 6:06 PM

II. SITE PLAN REVIEW

1649-01 **15 COLBY COURT.**
MBLU: 437 1275 01300
Owner/Applicant: Art Builders LLC; **Agent:** Benjamin Trachten, Trachten Law Firm LLC

Site Plan Review
Demolition of existing building and construction of a four-unit residential building with parking in the RM-1 zone.

Passed over.

1649-02 **297 DIXWELL AVENUE.**
MBLU: 221 0412 01000
Owner/Applicant: Nita and Mansi LLC; **Agent**: Benjamin Trachten, Trachten Law Firm

Site Plan Review
Construction of a two-story mixed-use building with three residential units and commercial space on the ground floor, in the BA zone.

Assistant Director of Comprehensive Planning Esther Rose-Wilen introduced the item, provided planning considerations summarized from the staff report, and noted that all site plan review requirements have been met.

Attorney Benjamin Trachten provided additional context for the project. There will be three 1-bedroom apartments with commercial use on the ground floor.

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Engineer John Gabel presented the site and civil plans. There is a new stormwater system proposed in the rear of the building which will accommodate the 100-year storm event, and calculations have been provided in the report. There is a trash area in the back with three containers for trash and three for recyclables. Per section 29, the applicant received relief to have 0 parking. There is bike parking in the back with capacity for 8 bikes. There is no exterior lighting proposed other than lighting required by building code. Per section 60.2, the applicant is meeting reflective heat ordinance requirements because there are concrete walkways which makes it compliant with this section.

Attorney Trachten noted that there are also floor plans and elevations included in the application materials.

Engineer John Gabel presented the elevations, showing the access doors, and views from the building from the front, rear, and sides.

Attorney Ben Trachten summarized the construction staging for the project.

Commissioners discussed:

- Whether there will be a basement in the building. Applicant responded that there is a basement that will be used for retail storage.
- Whether there is a planned use for the commercial space. Concern over commercial spaces not being sustainable given recent trends. Applicant responded that this will be a relocation of the package store across the street and that this is as of right. The building and business will also be owner-occupied.

Vice Chair Ernest Pagan moved to approve item 1649-02 at 6:28 PM. 5-0 in favor.

1649-03 **708 ORANGE STREET.**
MBLU: 221 0412 01000
Owner/Applicant: East Rock Enterprises, LLC **Agent:** Benjamin Trachten, Trachten Law Firm

Site Plan Review:
Conversion of an existing multifamily from eight dwelling units to fourteen dwelling units, in the RM-2 zone.

Assistant Director of Comprehensive Planning Esther Rose-Wilen introduced the item, provided planning considerations summarized from the staff report, and noted that all site plan review requirements have been met.

Attorney Benjamin Trachten provided additional context for the project. The property falls within the Strong Market zone of the Inclusionary Zoning (IZ) ordinance which triggers IZ compliance for 10 or more units. The only IZ bonus being utilized here is reduced parking. Unit 6, located on the first floor, will be the IZ-designated unit. Site work will include a stormwater management system. A construction phasing plan and parking for construction crew will be provided at the building permit stage.

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Engineer John Gabel presented the site and civil plans. Roofed bike parking will be located at the rear and front of the building. A 100-year storm event was considered for stormwater management, and roof leaders have been directed to the front. Exterior lighting requirement does not apply, however there are two lights being proposed that meet building code requirements. The walkways and back patio are concrete and meet reflective heat requirements. The trash bins will be screened and located at the back of the building.

Ex Officio Giovanni Zinn had questions about the stormwater management system which were addressed by the applicant.

Chair Radcliffe requested to see the floor plans and hear further explanation of FAR and how the units will fit into the existing building. Chair Radcliffe also wanted to know what the average square footage of each unit type is.

Engineer Gabel presented the floor plans and Attorney Trachten spoke to FAR and the approximate square footage of each unit type. Mr. Trachten also noted that the IZ density bonus is not being used and that units meet FAR requirements.

Vice Chair Ernest Pagan moved to approve item 1649-03 at 6:43 PM. 5-0 in favor.

1649-04 **169 EAST STREET.**
MBLU: 203 0547 00201
Owner: Foundry Square, LLC; **Applicant/Agent**: Benjamin Trachten, Trachten Law Firm

Flood Damage Prevention Ordinance Variance
To convert the subject structure into a cannabis retailer and maintain the foundation and electrical panels below the Base Flood Elevation.

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record.

Planner Fatima Cecunjanin provided the following planning considerations:

- In September 2023, the applicant was approved for adult use cannabis at this location. It was later flagged that a portion of the parking lot sits in the Special Flood Hazard Area in Zone AE which triggers the FDPO.
- The AE Zone, according to FEMA, is an area subject to inundation by the 1% annual chance flood event, where the base flood elevation (or elevation of surface water resulting from a flood) has been determined at 12'.
- Per the New Haven Zoning Ordinance Section 56 (g) and the City of New Haven Flood Damage Prevention Ordinance, Section 6.5, the applicant is seeking flood damage prevention variances to move forward with converting a portion of the existing building into a cannabis retailer.
- these variances include maintaining building mechanicals and utilities in the basement, below the base flood elevation plus two, and generally other standards within the FDPO relating to substantial improvements, which are listed in the staff report.

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- City Plan discovered that this building is in the Historic Resource Inventory, which allows the CPC to grant variances for reconstruction, rehab or restoration of historic structures in the special flood hazard area.
- City staff are recommending approval of the requested variances with the two conditions:
    - The applicant shall either move all building utility connections stipulated in Section 5.3.2.3.2 of the FDP Ordinance to above the BFE +2, OR the applicant shall dry-flood-proof the basement before issuance of Certificate of Occupancy or Certificate of Approval with dry proofing plans submitted with the Building Permit application.
    - At the time of application for a building permit, a FEMA Elevation Certificate shall be filed with the building official.

Attorney Benjamin Trachten provided additional context for this application including changes to the FDPO that were made soon after the Special Permit for this application was approved which caused this project to trigger FDPO requirements. Mr. Trachten showed pictures of the utilities that the FDPO requires to be relocated to above BFE +2. Trachten also summarized the hardship, which is also detailed in the application, including the unique location of the site and the fact that the SFHA just touches a portion of the lot.

Kebra Smith-Bolden, the developer of the adult use cannabis retailer, spoke about promoting community wellness, as well as the ideal location of this building for a cannabis retailer. Smith-Bolden also emphasized that strict enforcement of this ordinance would make it nearly impossible to open the cannabis retailer.

Commissioners discussed:

- Concern over the electrical panels staying in the basement and question as to oversight of this approval. Attorney Trachten assured the commissioners that there is oversight from multiple authorities, including FEMA, City Plan, and the Building Official, over dry flood proofing procedures.
- Support for the dry flood proofing of the basement to protect utilities.

Commissioner Joshua Van Hoesen moved to approve item 1649-04 at 7:09 PM. 5-0 in favor.

^1649-05 **165, 223, 243, 285, 301 PROSPECT STREET; 320, 340, 360 EDWARDS STREET; 180, 256, 260 WHITNEY AVENUE; 21 SACHEM STREET.**
YALE SCIENCE HILL PARKING LOT.
MBLUs: 245 0363 00100; 245 0363 00200; 245 0363 00201; 245 0363 00300; 245 0363 00400; 245 0363 00500; 245 0363 00501; 245 0363 00600; 245 0363 00800; 245 0363 00900; 245 0363 01100; 245 0363 01200; 245 0363 01201; 245 0363 01300
Owner/Applicant: Yale University; **Agent:** Stephen Brown, Yale University

Site Plan Review
For the construction of a new parking structure, installation of additional portions of a geothermal system, demolition of certain existing structures including the Pierson-Sage Parking Garage and the Wright Lab West and Wright Lab Connector portions of Wright Laboratory, and associated site improvements on a portion of Yale University's Science Hill block, in the RH-2 Zone (includes PDU 105). (Block bounded by Prospect Street, Edwards Street, Whitney Avenue and Sachem Street).

Passed over.

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III. PUBLIC HEARINGS (Begin at 7pm)

^1649-06 **165, 223, 243, 285, 301 PROSPECT STREET; 320, 340, 360 EDWARDS STREET; 180, 256, 260 WHITNEY AVENUE; 21 SACHEM STREET.**
YALE SCIENCE HILL PARKING LOT.
MBLUs: 245 0363 00100; 245 0363 00200; 245 0363 00201; 245 0363 00300; 245 0363 00400; 245 0363 00500; 245 0363 00501; 245 0363 00600; 245 0363 00800; 245 0363 00900; 245 0363 01100; 245 0363 01200; 245 0363 01201; 245 0363 01300
Owner/Applicant: Yale University; **Agent:** Stephen Brown, Yale University

Class C Soil Erosion and Sediment Control Review
For the construction of a new parking structure, installation of additional portions of a geothermal system, demolition of certain existing structures including the Pierson-Sage Parking Garage and the Wright Lab West and Wright Lab Connector portions of Wright Laboratory, and associated site improvements on a portion of Yale University's Science Hill block, in the RH-2 Zone (includes PDU 105). (Block bounded by Prospect Street, Edwards Street, Whitney Avenue and Sachem Street).

Passed over.

1649-07 **PETITION TO AMEND THE NEW HAVEN ZONING MAP t**o Change the Zoning Designation of 48 Grant Street #1 from IL (Light Industrial) to RM2 (Residential) 48 Grant Street #1; Map 273, Block 0019, Lot 01001

Submitted by: Atlantic Capital Investments LLC.

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record and provided planning considerations for this zoning map amendment.

The applicant, CEO of Atlantic Capital Investments, Allen McCollum, provided additional context for the zone change.

Assistant Director Rose-Wilen described the use table for the IL and RM-2 zones and how they differ. Assistant Director Rose-Wilen also noted that no written testimony was submitted.

Chair Radcliffe opened the public hearing at 7:20 PM.

Public Testimony:
- Attorney Benjamin Trachten spoke in support of the application and the benefit to the community the zone change and resulting housing will have.

The applicant and owner provided closing remarks and stated that something will be able to be developed if the zone change is approved.

Chair Radcliffe closed the public hearing at 7:26pm.

Commissioners discussed:
- Support for the zone change
- Support for the creation of additional housing that this zone change would allow
- Support for this area in the Hill neighborhood being revitalized

DRAFT

Commissioner Joshua Van Hoesen moved item 1649-07 with a favorable recommendation at 7:30pm. 5-0 in favor.

IV. PROPERTY AQCUISITION AND DISPOSITION REFERRALS

1649-08 **21 HAVEN STREET.-Esther**
MBLU: 174 0747 00500

Disposition of sliver lot at 21 Haven Street to adjacent owner occupant. The property will be used as driveway and side-yard area.

Submitted by: Evan Trachten, LCI

Commissioner Joshua Van Hoesen moved to recommend approval of item 1649-08 at 7:35 PM. 5-0 in favor.

1649-09 **54 GREENWOOD STREET.-Fatima**
MBLUS: 314 0155 01800

Disposition of a sliver lot to a local non-profit to be utilized as a side-yard area.

Submitted by: Evan Trachten, LCI

Vice Chair Ernest Pagan moved to recommend approval of item 1649-09 at 7:42 PM. 5-0 in favor.

1649-10 **400 LEGION AVENUE.-Fatima**
MBLUS: 314 0155 01500

Disposition of a sliver lot to a non-profit to be utilized as a side-yard area.

Submitted by: Evan Trachten, LCI

Vice Chair Ernest Pagan moved to recommend approval of item 1649-10 at 7:45 PM. 5-0 in favor.

V. BOARD OF ALDERS REFERRALS

1649-12 **ORDINANCE OF THE NEW HAVEN BOARD OF ALDERS** establishing the use of Automated Traffic Enforcement Safety Devices in the City of New Haven pursuant to the authority granted in Public Act 23-116, an Act implementing the recommendations of the Vision Zero Council.

Submitted by: Sandeep Aysola, Director of Transportation, Traffic and Parking.

This item was moved up on the agenda.

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record.

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Director of Transportation, Traffic and Parking (TTP) Sandeep Aysola presented the item. Director Aysola described what ATESD is and the enabling legislation for the ordinance. It catches people going 10 mph over the speed limit and anyone passing through a red-light. Ordinance mirrors the state statute word for word. OSTA provided guidance from a technical perspective. Devices can only be installed at traffic intersections and school zones. Equity- statute limits amount of cameras per census tract. In equity neighborhoods, there can be only one or two devices per size of census tract. There was a public hearing on April 16th. There is a hearing process similar to traffic stops. Described site selection for devices and equity considerations.

Commissioners discussed:

- Concern about equity
- Concern over the technology not being able to cite unregistered vehicles. Director Aysola clarified that this is an issue currently, even without this technology.
- Question as to whether the devices are able to record its surroundings. Director Aysola confirmed the state statute languages, which states that the devices can only be used for speed and red light camera enforcement.
- Question as to what happens if a person is cited but does not pay the $50 fine. Director Aysola said that there is no escalation of fees associated with this legislation, meaning that the fine does not double or triple if not paid on time. If the fine is not paid within 30 days, the violator can be brought to civil judgement.
- Concern about there not being strict enough enforcement for the violations, and that violators will not be brought to court over a $50 fine.
- Question as to whether a picture is taken of unregistered cars that speed or run a red light. Director Aysola confirmed that a picture is taken of unregistered cars, and kept for 30 days.

Commissioner Carl Goldfield moved to recommend approval of item 1649-12 at 8:38pm. 5-0 in favor.

1649-14 Request for Amendment of Central/Science Campus Overall Parking Plan.

Submitted by: Yale University

This item was moved up on the agenda.

Attorney Joseph Hammer presented the item. This is to amend the overall parking plan.

Commissioners discussed:

- Question as to whether the amendment is to reduce the number of spaces from the OPP
- To what extent has univ thought of future demand in light of wfh phenomenon? Stephen Brown answered- yale has considered this- in 2022, the utilization rate was 80%; numbers assume that rate. Number has gone down from the 80%
- 175 net reduction in parking spots
- Concern that there is not a more significant parking reduction given wfh and hybrid

Alder marchand noted that he will have the opportunity to vote on this again. He recommends to add the recommendation that BOA considers wfh issue.

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Draft

Commissioner Joshua Van Hoesen moved to recommend approval of item1649-14 at 8:56 PM. 5-0 in favor.

1649-13 **RESOLUTION OF THE BOARD OF ALDERS OF THE CITY OF NEW HAVEN** approving the Parks & Public Works Department to apply for and accept up to $200,000 from the Connecticut Department of Energy and Environmental Protection Urban Forest Equity Grant Program.

Submitted by: Annie Mixsell, Tree System Coordinator

This item was moved up on the agenda.

Annie Mixsell, the City's Tree System Coordinator presented the item. Mixsell explained that this is a match waiver grant. The money will be used for environmental justice communities and to fund a full-time special fund technician job. The duties of the technician would be plant health care, watering and mulching. Mixsell met with URI and members of parks friend group. The grant will also reinstate the youth at work program's summer and school year session and grant money will be allocated to the supervisor and youth stewarding the forest program.

Commissioner Joshua Van Hoesen moved to recommend approval of item 1649-13 at 9:02 PM. 5-0 in favor.

1649-11 **RESOLUTION OF THE NEW HAVEN BOARD OF ALDERS** authorizing the City of New Haven to apply for and accept a grant from the Connecticut Department of Economic and Community Development in the amount of $516,400 and to partner with Lost in New Haven Inc. to support environmental remediation of the property located at 80 Hamilton Street for development of a museum.

Submitted by: Economic Development Administration

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record and provided planning considerations from the staff report.

Vice Chair Ernest Pagan moved to recommend approval of item 1649-11 at 9:06 PM. 5-0 in favor.

VI. BOARD OF ZONING APPEALS REFERRALS-Nate

1649-15 **12 FERRY STREET**
MBLU: 084 0994 01600
Owner: East Ferry Street, LLC. **Applicant:** Benjamin Trachten

Coastal Site Plan Review
For the construction of a structure consisting of 7 dwelling units. Zone: RM-2. BZA file 24-37-CAM.

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record.

Planner Donnell Hilton presented the item. Noted that applicant will be using IZ which allows them to increase density and reduce parking requirements. Planner Hilton described the BZA public

DRAFT

hearing where there was no opposition to application. L shaped parcel on Ferry St. The lot provides 1 parking space. This site is in the CAM area but remote from the water and is not along the coastline. The site is about 150 feet from Quinnipiac River. TTP indicated no impacts to traffic or parking patterns.

Commissioners discussed:
- Distance to water

Commissioner Joshua Van Hoesen moved to recommend approval of item 1649-15 at 9:11 PM. 5-0 in favor.

1649-16 **51 MALTBY PLACE**
MBLU: 172 0752 03100
Owner: Ramon Gonzalez. **Applicant:** Benjamin Trachten

Coastal Site Plan Review and Special Exception
Special Exception to permit 0 off-street parking spaces where 1 is required. Coastal Site Plan review for the creation of an additional dwelling unit in an existing 2-family structure. Zone: RM-2. BZA files 24-28-S, 24-29-CAM.

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record.

Planner Donnell presented the item and described the public hearing at the BZA meeting. The owner lives in the abutting property. The site is removed from waterfront, at approximately 1,000 feet from the Mill River and no impacts to water courses are anticipated. TTP reports no impacts to traffic or parking patterns.

Commissioners discussed:
- No discussion

Commissioner Joshua Van Hoesen moved to recommend approval of item 1649-16 at 9:15 PM. 5-0 in favor.

1649-17 **63 HAMILTON STREET**
MBLU: 202 0554 00700
Owner: Wooster Lofts LLC. **Applicant:** Benjamin Trachten

Coastal Site Plan Review and Special Exception
Special Exception to allow 0 loading spaces where 1 is required. Coastal Site Plan review for the construction of a structure consisting of up to 64 residential dwelling units. Zone: IL. BZA fileS 24-31-S, 24-32-CAM.

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record.

Planner Donnell presented the item and described the public hearing at the BZA meeting. The site is an underutilized vacant lot in IL zone. The site is in the coastal zone but remote from water at around 500 feet from the Mill River and is fully paved. At the BZA meeting, the applicant stated

DRAFT

that the lot currently serves no purpose and would be better utilized by affordable units using IZ. TTP indicated no impacts to traffic or parking patterns, though they are still in planning stages so their full report is yet to be completed.

Commissioners discussed:

- Question as to whether it falls into IZ zone or is it opt-in? Assistant Director Rose-Wilen confirmed that this is located in the Strong Area therefore any development with over 10 units must comply with IZ. IZ does not cover loading spaces or bike parking.

Assistant Director Rose-Wilen noted that this will need to come before CPC in the future for SPR

Commissioner Alder Adam Marchand moved to recommend approval of item 1649-17 at 9:28 PM. 5-0 in favor.

1649-18 **100 ATWATER STREET**
MBLU: 161 0784 00800
Owner: DVASH CT LLC. **Applicant:** Benjamin Trachten

Special Exception
Special Exception to permit 0 off-street parking spaces where 1 is required to allow for an additional dwelling unit within an existing 2-family structure. Zone: RM-2. BZA file 24-33-S

Assistant Director of Comprehensive Planning Esther Rose-Wilen read the item into the record.

Planner Donnell presented the item and described the public hearing at the BZA meeting. TTP reports no impacts to traffic or parking patterns. There was no opposition from the public to this application.

Commissioners discussed:

- Question as to whether there is off street parking in area. Planner Hilton confirmed there is off-street parking in the vicinity.

Commissioner Joshua Van Hoesen moved to recommend approval of item 1649-18 at 9:32 PM. 5-0 in favor.

VII. ADMINISTRATIVE APPROVALS

1608-02A2 **WINCHESTER GREEN (PDD 49)**
MBLUs: 256 0393 00102; 256 0393 00107; 256 0393 00106; 256 0393 00100; 256 0393 00103; 256 0393 00105; 256 0393 00104.
Owner/Applicant: SPDC TRACT A, LLC; SPDC TRACT E, LLC; Science Park Development Corporation, SPDC TRACT D, LLC; **Agent:** Carolyn Kone

Administrative Site Plan Review
Minor modifications to an approved site plan in PDD 49.

VIII. MINUTES OF MEETINGS

DRAFT

Meeting:

- Meeting #1647, February 21, 2024

Commissioner Joshua Van Hoesen moved to approve the minutes for meeting #1647 at 9:34 PM.

- Meeting #1648, March 20, 2024

Commissioner Alder Adam Marchand moved to approve the minutes for meeting #1648 at 9:37 PM.

Commissioner Alder Adam Marchand moved to adjourn at 9:37 PM.

NOTE:
Next Regular Meeting of the City Plan Commission:
Wednesday, May 15, 2024 at 6:00 PM (Submission deadline: April 18, 2024 by 12:00 PM)

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Draft

Joint Legislative/Public Safet Committee Meeting Agenda and Public Testimony

Draft

City of New Haven

Meeting Agenda

Joint Legislation/Public Safety Committee

165 Church Street
New Haven, CT 06510
(203) 946-6483 (phone)
(203) 946-7476 (fax)
cityofnewhaven.com

Tuesday, April 16, 2024 | **7:00 PM** | **Board of Alders Chamber**

Meeting can be viewed on Board of Alders YouTube.

(New Haven Board of Alders Notice) Joint Legislation and Public Safety Committee of the New Haven Board of Alders will meet in-person at 7:00 PM on Tuesday, April 16, 2024 in the Board of Alders Chamber located at 165 Church Street New Haven, 2nd Floor, to hear and act upon the following:

24) OR-2024-0014 ORDINANCE OF THE NEW HAVEN BOARD OF ALDERS ESTABLISHING THE USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN PURSUANT TO THE AUTHORITY GRANTED IN PUBLIC ACT 23-116, AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL

Draft

This item is on file and available for public inspection in the Office of Legislative Services, 165 Church Street, New Haven, CT. Per order: Hon. Richard Furlow and Hon. Brian Wingate, Co-Chairs: Attest: Hon. Michael Smart, City Clerk.

If you need an accessibility related accommodation, please contact (203) 946 - 7651 (voice) or (203) 946-8582 (TTY). In accordance with the City of New Haven Covid-19 policies, masks are now optional.

Public may send comments to publictestimony@newhavenct.gov.

April 16, 2024

Testimony submitted to the Joint Legislation/Public Safety Committee of the New Haven Board of Alders re: OR-2024-14 (establishing the use of automated traffic enforcement safety devices in the City of New Haven)

We appreciate the recognition of the New Haven Board of Alders that traffic safety should be a top priority and the efforts of the Transportation, Traffic and Parking Department to bring down the number of crashes and injuries. Red light and speed cameras have the potential to make City streets safer, and AAA Northeast supports authorizing their use in New Haven and the hiring of staff to manage the program.

As we testified last year in front of the state legislature's Transportation Committee, AAA is supportive of red light and speed cameras, which research shows can improve safety outcomes – provided they are administered thoughtfully, fairly, and equitably, and supplemented with engineering measures, educational campaigns, and traditional law enforcement efforts. However, we have also seen examples of poorly implemented camera programs that served more as a municipal revenue generator than a genuine safety initiative and undermined support for automated enforcement generally.

For that reason, AAA has worked with road safety partners, including Advocates for Highway and Auto Safety, the Governors Highway Safety Association, the Insurance Institute for Highway Safety, and the National Safety Council, to create an automated enforcement checklist that sets best practices for local governments. Many of the suggestions have been incorporated in the state legislation, but we would recommend including several more in the local ordinance:

Draft

Empower the Automated Traffic Enforcement Safety Devices Working Group to meet regularly: Section 29-143 of OR-2024-14 makes reference to the "ATESD Working Group as designated by the City." This Working Group should be directed to meet quarterly to ensure that any trends in the camera program are quickly noted. While we are not necessarily recommending a prescriptive approach to who must be a part of this group, the checklist suggests that municipalities "consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts."

Require or encourage the use of video: Section 29-138 of OR-2024-14 describes an automated traffic safety enforcement device as "recording images that capture the number plate, date, time, and location of a motor vehicle" that is speeding or runs a red light. We would amend this to require that video be captured as well, to provide the best evidence to skeptical drivers that their violations did indeed occur. Mobile speed cameras may not be able to provide video, but video is generally an option for stationary cameras. Red light cameras inherently require video if they are placed at locations where right-on-red is allowed, since a car could legally be in the intersection when the light is red if they have previously stopped for the signal.

Evaluate the cameras' effectiveness frequently and publicly: Section 29-143 of OR-2024-14 requires the Transportation, Traffic and Parking Department to biannually "provide the ATESD Working Group…with a written report that gauges the effectiveness of the ATESD Program." This is a smart provision: state law requires municipalities to submit a report to CTDOT 18 months after the devices become operational, but that's a long time to wait to see data from the cameras. While 6 months is too soon to make a final determination of whether a camera is effective, it's an appropriate time to analyze preliminary data. To align with the recommendation that the

Statement on traffic safety cameras

mark neuro <markneuro203@gmail.com>

Tue 4/16/2024 3:44 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

You don't often get email from markneuro203@gmail.com. Learn why this is important

Please be cautious

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in support of authorizing the use of automated traffic cameras — they will enhance road safety, and to some degree, ensure compliance with traffic laws, which are not currently enforced. Although speeding in New Haven seems to be ubiquitous, I feel most strongly about using traffic light cameras. Daily, I see vehicles going through red lights in New Haven; sometimes multiple cars going serially through the same red light. As demonstrated elsewhere, cameras serve as an effective tool in deterring red light running, a behavior that poses significant risks to both motorists and pedestrians, and disrupts traffic flow.

Traffic light cameras provide an objective means of monitoring intersections, capturing real-time violations, and issuing citations to offenders. This not only promotes accountability among drivers, but also frees up law enforcement resources to focus on other critical tasks. The argument against traffic cameras because they deny one "due process" seems somewhat misguided given the issuance of parking tickets and the use of toll road cameras. Additionally, the argument that cameras are an invasion of privacy is a decade too late, given the ubiquity of public facing cameras in our modern society. Lastly, the objectivity of using cameras, when placed equitably, obviates the argument that they are biased against some communities.

In conclusion, the authorization of traffic light cameras is a necessary step towards enhancing road safety, enforcing traffic laws, and promoting responsible driving habits. By leveraging technology to monitor intersections and hold violators accountable, we can work towards creating safer and more efficient roadways for everyone.

Mark Yeckel

New Haven resident

Draft

Working Group meet quarterly, we would suggest that these reports be conducted quarterly as well – and be required (though not limited) to include the number of violations at each intersection on a weekly or monthly basis, and speed data (either average speed or the percentage of cars traveling above certain speed thresholds) for speed camera locations. These reports should also be made public on the City's website.

Authorize open data: OR-2024-14 should explicitly authorize the creation of an open data portal that lists the date, time, and location of each violation; the speed of the vehicle; the applicable speed limit; and the vehicle's state of registration. This will allow safety advocates to analyze trends in camera enforcement and uncover particularly unsafe roads or times of day where additional measures may be needed to maximize safety while protecting the privacy of drivers.

Allow for hearings online or by mail: Section 29-141 of OR-2024-14 delineates the appeal process for a camera fine. In our view, given that camera tickets can be received weeks after the offense and that violators may be from out-of-state or the other side of the state, online hearings and hearings-by-mail should also be allowed, so that personal appearance is not required to contest a ticket.

Don't budget for camera revenue in FY 2025: The proposed budget laudably creates a new *Vision Zero* revenue account that includes fine revenue from automated enforcement cameras. The account includes $700,000 in projected revenue into this account for FY 2025. AAA Northeast is supportive of creating a separate revenue account for camera fines that is dedicated to traffic safety-related expenses as a way to ensure that the program remains focused on safety rather than revenue. However, we would caution against expecting that revenue in the coming fiscal year. The vendor contracting process and camera installation process may take longer than expected, and we have seen examples of municipalities expecting revenue and not getting it. Nearly a decade ago, Albany (NY) began a red light camera program and budgeted $1.9 million of revenue for 2016, but ended up with no revenue; while the structure of the contract impacted that result, there are many ways that revenue can fall short of anticipated. Ultimately, the goal of the program should be to earn no money because no violations are issued. While we recognize that it is not typical budgeting practice to allocate zero dollars of revenue even when fines are expected to be issued, a conservative approach is wise for the first few years of the program – and it would be ideal if budgeted revenue was consistently zero or at least less than the actual revenue, so that effective deterrence of violations does not impose a budgetary hardship on the City.

Draft

Thank you for your time and consideration. Please do not hesitate to contact me if I can provide any additional information related to automated enforcement or other traffic safety measures.

Alec Slatky
Managing Director, Public and Government Affairs
AAA Northeast
2276 Whitney Ave
Hamden, CT 06518
(401) 200-0513
aslatky@aaanortheast.com

Voicing Support For Speeding and Red Light Cameras

Christopher Cadden <cadden.cs@gmail.com>

Tue 4/16/2024 2:27 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Please be cautious

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Chris Cadden and I have lived in and around New Haven for the past 10 years. I'm writing today to voice my support for the Speeding and Red Light cameras proposed by the mayor.

In my time living in New Haven I have almost been hit on my bicycle and as a pedestrian at several of the intersections set forth in the proposal due to reckless drivers. These include Orange/Edwards, Prospect/Highland, and College/George.

I would also suggest the intersection of Whitney and Huntitngton as a potential site for a Red Light Camera. I lived in that area for about a year and saw people daily turn right on red during crosswalks in front of Worthington Hooker School and nearly hit several pedestrians. I find it unconscionable that people would drive so dangerously aroun I a c hool.

Draft

I now have two young children, with a third on the way and I would like to see more enforcement of traffic laws across New Haven. I would feel more comfortable as a pedestrian, cyclist, and a father if I knew people who blew through red lights would face real consequences for their actions. New Haven clearly does not have the resources to enforce traffic laws by other means, and this seems like a step in the right direction to making our city a safer place to live for those not travelling in cars.

Thank you for taking the time to go through my feedback.

Chris Cadden
138 Mansfield St
Apt 2
New Haven, CT, 06511

Written Testimony in Support of Legislation for Red Light and Speed Cameras in New Haven

Amanda Levi <amanda.levi@yale.edu>

Tue 4/16/2024 2:20 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Please be cautious

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Dear Members of the Alder Legislation and Public Safety Committees,

My name is Amanda Levi, and I am a resident of New Haven. I am writing to express my strong support for the proposed legislation to authorize the use of red light and speed cameras in our city. This initiative is not only a matter of improving traffic management but also a crucial step toward safeguarding our community.

In recent years, New Haven has experienced tragic consequences due to vehicles excessively speeding and disregarding red lights. Since 2019, our community has mourned the loss of 94 lives in crashes involving motor vehicles, including 48 pedestrians and 4 cyclists. These numbers are not just statistics; they represent our family members, friends, and neighbors whose lives were cut short. The proposed locations for the cameras have been selected based on stringent criteria, and I trust that their implementation will be both thoughtful and effective.

Draft

The need for automated traffic enforcement is evident. Traditional police enforcement is not only resource-intensive but often fails to yield long-term behavioral changes and carries the risk of bias and escalation. In contrast, the automated system focuses purely on the infraction, recorded impartially. This method has proven effective in other cities like New York, where automated enforcement significantly reduced repeat offenses. Moreover, the proposed system includes numerous safeguards to ensure privacy and fairness, such as limits on the number of cameras in economically disadvantaged areas, strict data handling protocols, and a requirement that all camera locations be approved by the CT DOT. Additionally, any revenue generated will be reinvested into our city's transportation infrastructure, further contributing to public safety and mobility improvements.

While I understand some residents have reservations about automated enforcement, I believe the proposed guardrails adequately address these concerns, balancing enforcement with fairness and privacy protection.

Lastly, I would like to highlight the disproportionate impact of traffic violence on Black Americans. Our commitment to equity should make us particularly attentive to solutions that can alleviate these disparities. Red light and speed cameras are a step in the right direction, offering a fair and unbiased enforcement mechanism that will contribute to the safety of all New Haven residents.

Thank you for considering my testimony. I urge the committees to move forward with this legislation, reinforcing our shared commitment to a safer and more equitable New Haven.

Sincerely,

Amanda Levi
89 Nicoll Street, Floor 2
New Haven, CT 06511

Draft

Red Light & Speed Cameras in New Haven

Jordanna Packtor <jordanna.k.packtor@gmail.com>

Tue 4/16/2024 2:07 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alder Legislation & Public Safety Committees,

I am writing to express my strong support in favor of installing red light and speed cameras at the designated locations in New Haven.

I have lived here for three decades and witnessed dozens of drivers run red lights with impunity and hundreds speed 10 or more miles above the speed limit. I have a two-year-old and a four-year-old, and even though I practice extreme precaution while walking and biking around New Haven, it feels increasingly difficult to navigate as a pedestrian, especially as anti-social driving trends worsen.

Currently, we do not have the police resources to consistently enforce safe driving practices; moreover, having an automated ticketing system would reduce negative police-civilian interactions and ensure accountability for traffic violators. While [illegible] city will continue to improve roadways, alternative methods of public transportation, and traffic patterns, this is a crisis that cannot wait for longer term solutions. Thankfully, there are numerous guardrails in place to both protect privacy *and* keep people safe.

Draft

I ask the committees to imagine that they live and walk and bike in these neighborhoods; to imagine that their children will come of age living and walking and biking in these neighborhoods. I hope that the committees will do the right thing and install these safety measures.

Sincerely,
Jordanna Packtor

Red Light / Speed Camera Legislation

William Kurtz <william.v.kurtz@gmail.com>

Tue 4/16/2024 1:45 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

You don't often get email from william.v.kurtz@gmail.com. Learn why this is important

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Dear Alders,

I am strongly **IN SUPPORT** of legislation enabling automated enforcement of speed limit and red-light violations in the city of New Haven. While I live in Hamden, I visit New Haven several times a week, often by bicycle. I also spend about two hours a week driving around the city delivering groceries to homebound residents as a volunteer for FISH, and the amount of reckless and inattentive driving I witness weekly is staggering. In my opinion, speed and red light cameras will go a long way towards reducing these problems and making New Haven streets safer for all.

Thank you,

William Kurtz
109 Wakefield St.
Hamden CT 06517

Draft

Support for red light and speed cameras

Elise Granata <elisegranata@gmail.com>

Tue 4/16/2024 1:32 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

You don't often get email from elisegranata@gmail.com. Learn why this is important

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Good afternoon all! Hope you are taking care and enjoying this gorgeous day.

My name is Elise Granata, and I've been a New Haven resident in the Edgewood neighborhood for five years after growing up nearby. I'm currently on the board of the Bradley Street Bicycle Co-op where I also lead several working groups around fundraising, strategy, and volunteer development.

I'm an avid cyclist and pedestrian, and also drive around town several times a week. Whether I'm on foot, on my bike, or in a car, I am constantly terrified of drivers running red lights. On the short ride from Edgewood to East Rock, it is a near guarantee that at least one car will run a red light. It makes me feel unsafe and on edge moving around New Haven no matter the time of day or place, and for good reason – since 2019, 94 people have been killed in crashes involving a motor vehicle in town — 48 of those killed were pedestrians, and 4 were people on bicycles.

Draft

This issue places everyone in danger when simply moving around our town.

While the longer term solutions include better design of our roads themselves, we need something in the short term to save lives and make getting around New Haven a desirable, safe activity. The answer is not police, as this is an inefficient and often biased way of penalizing drivers.

For now, approving the 19 red light cameras will support behavior change and show that the city is committed to creating safer conditions for anyone using our streets.

Thank you for your support on this. Let me know if you'd like to talk this through any further.

All my best,
Elise

In support of OR-2024 – 0014

Kai Addae <addaekai@gmail.com>
Tue 4/16/2024 11:38 AM
To:Public Testimony <PublicTestimony@newhavenct.gov>;Eli Sabin <elisabinward7@gmail.com>

Please be cautious
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Dear Alder Sabin and the Board of Alders,

I am writing in strong support of the ordinance to establish red light and speed cameras in New Haven and implement the recommendations of the vision zero council.

Evidence shows that that speed and red light cameras:

- **Reduce fatalities:** In a metastudy of automated speed cameras, they reduced the number of people killed or seriously injured by as much as 50 percent, wit
- **Effectively deter speeding and red-light running:** During NYC's use of speed cameras in school zones from 2014-17, 81% of drivers who received a ticke
- **And are widely used:** Over 340 U.S. communities in 22 states use speed cameras, red-light cameras, or both.

The state legislature has done an incredible job of crafting a policy for use of automated speed enforcement that is equitable, data-driven, and respects the privacy of residents, and I deeply urge the board of alders to support this ordinance and make our streets safer!

Warmly,
Kai Addae
Pearl Street, Ward 7

Draft

AUTOMATED SPEED AND RED-LIGHT CAMERAS IN NEW HAVEN

Gerald Gaab <geraldgaab@sbcglobal.net>

Thu 4/11/2024 3:10 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Alders,

My name is Gerald Gaab and I reside at 391 Temple Street in New Haven. I have been a resident of New Haven for the past 34 years.

New Haven, much like many U.S. cities, has a serious problem with traffic violence. Speeding and red-light running is regularly killing people. I am in full support of the installation of automated speed and red-light cameras in New Haven in order to help reduce the carnage.

Automated enforcement systems to address speeding and red-light running are in use across the United States. Many states have established laws allowing for the implementation of technologies to address one or both of these high-risk behaviors. The need for the use of these technologies in New Haven should be self-evident, given the fact that 94 people have been killed in crashes involving motor vehicles since 2019. Forty-eight of those causalities were pedestrians and 4 were bicyclists.

The establishment of automated speed management and red-light programs in New Haven is supported by a demonstrated need through problem identification. These systems must be used to support traditional law enforcement, given the very limited police resources available to do so. I.e., the New Haven Police Department has been understaffed for many years. It is self-evident that -- even if given full staffing -- law enforcement officers simply can't be everywhere at a given time. The automated systems can provide valuable supplemental support for traffic enforcement and could be deployed at locations where enforcement may be unsafe or impractical for officers to make traffic stops, as well.

Draft

Therefore, it is incumbent for all of us to support these programs in both concept and with the necessary funding to ensure their proper implementation. I hope that you will support these programs in order to make the streets of New Haven safer.

Sincerely,

Gerald Gaab

Red Light & Speed Cameras

Jeremy Erdreich <jcerdreich@gmail.com>

Fri 4/12/2024 11:31 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

You don't often get email from jcerdreich@gmail.com. Learn why this is important

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This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are writing to support the legislation enabling red light and speed cameras in New Haven.

As new residents in New Haven, my husband and I have enjoyed walking and biking through this city's beautiful neighborhoods. We have also become very aware of cars speeding and running red lights on a regular basis. We've lived in New York City and have noticed the difference this technology makes for everyone's safety.

We wholeheartedly urge the City to adopt this legislation. We are 100% comfortable with all the safeguards in place to prevent discrimination, abuse or privacy invasion.

Best,

Jeremy Erdreich + Larry Slater
630 Chapel Street Apt 542

Draft

Jeremy C. Erdreich, LEED AP
Metropolitan LLC
Erdreich Architecture PC
Birmingham/New Haven
205-427-2704
www.metropolitanllc.com
www.erdreicharchitecture.com
www.constructbirmingham.com

Red light and speed cameras

Mary Barnes <mfnjhbarnes@gmail.com>

Sat 4/13/2024 3:33 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

You don't often get email from mfnjhbarnes@gmail.com. Learn why this is important

Please be cautious

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to encourage you to implement the proposed red light and speed cameras throughout New Haven as soon as possible. As a city resident who drives or walks through many neighborhoods, I am appalled at the number of drivers who totally ignore traffic lights. It is not unusual for drivers to drive through lights, often at high speeds, even though they have plenty of time to stop. Some drivers stop, get tired of waiting for the light to turn green, and proceed through the red light even if they have to pass one or two cars ahead, often veering into the oncoming lanes.

New Haven doesn't have enough policemen to properly control this traffic issue to better ensure the safety of drivers, pedestrians, and cyclists. Cameras are color blind and the proposed locations are distributed throughout New Haven so there are no target neighborhoods.

Cameras should save lives, change driving behavior, and reduce driving speed and red light violations. Please install the cameras NOW and make New Haven a safer city for drivers and pedestrians.

Draft

Thank you for considering our comments.
Mary and Jim Barnes
54 Lincoln St.

Dear Alders,

My name is **Carmen Pajarillo**, and I live at **7 Hughes Place**. I am writing this letter to voice my **support** for the proposed New Haven legislation for red light and speed cameras as well as the 19 proposed locations.

Red light cameras offer a critical solution to the alarming number of fatalities resulting from traffic collisions for our city, with a staggering 94 deaths since 2019. Implementing such measures is a crucial step towards enhancing traffic safety and calming chaotic roadways. It's essential for New Haven to recognize that the primary cause of traffic-related harm to pedestrians often stems from inadequate transportation infrastructure and design. Thus, red light cameras can provide a proactive approach to addressing this issue in our city, potentially saving countless lives in the process.

I also endorse this legislation for its equitable and non-profit-oriented strategy. The proposal incorporates several safeguards: restricting cameras to economically-disadvantaged areas, requiring reinstallation every three years, and limiting data capture to license plates. Its aim is not revenue generation but rather implement behavioral change in driving habits. With these protective measures in mind, we can equitably implement this program and save lives.

Finally, I would like to copy and paste a personal experience that I have previously written about in support for the financial budget for this program.

Draft

In February 2024, while cycling from YNHH after a clinical rotation on York St, I narrowly avoided a potentially life-threatening collision when a motorist ran a red light and nearly struck me. This incident underscores the urgent need for enhanced safety measures at this intersection and throughout our city.

Unfortunately, my experience is not an isolated incident. It serves as a stark reminder of the dangers faced by cyclists, pedestrians, and motorists alike on our streets. As members of the New Haven community, we have a collective responsibility to prioritize traffic safety and implement measures to protect the lives and well-being of all residents.

I am also deeply troubled by the current "unqualified" status of the South Frontage and York intersection for red light cameras. Despite its known hazards, this intersection does not meet the city's criteria for intervention, leaving countless individuals vulnerable to potential harm. **I understand that in my letter above, I have praised this program's equity-driven approach. This sentiment does not change, as I fully support New Haven analyzing this program's implementation in low-socioeconomic/ racial/ethnic minority neighborhoods. My concern is that this necessity of two collisions related to redlight running in the past three years is reactionary instead of preventative – there are many redlight running near-misses that go undocumented, and New Haveners should not have to suffer in order for the city to instill preventative change.**

It is unacceptable that our city's safety protocols necessitate tragedy before action is taken. We cannot afford to wait for further accidents or injuries to prompt change. We must act decisively and allocate resources to address this pressing issue.

Thank you for your attention to this matter, and I look forward to your swift action in addressing these concerns.

Carmen Pajarillo

Draft

John Pescatore
242 Bradley Street
New Haven, CT 06510

Dear New Haven Board of Alders,

Traffic violence has been a significant problem for a long time in New Haven. Speeding and red light running kills people on a regular basis around our city.

In this budget we have the opportunity to take advantage of a system that has been adopted successfully for decades in cities around the country and the world, automated traffic enforcement. Having police issue traffic citations is a poor use of their time, and opens up the possibility of biased policing and escalation, so even if we could afford to hire 100 more police officers, that would not be a good solution.

What we can do instead is follow in the footsteps of 340 other U.S. communities that use automated traffic enforcement, including our neighbor New York City. In New York, there are 2500 speeding cameras and 150 red light cameras, which they started implementing in 1994. The majority of tickets are issued to people who are visiting but don't live in NYC, but locals get the benefit of safer streets and infrastructure improvements from the revenue. We could have the same system here. In New York, over 50% of drivers who received a ticket from a speed camera did not receive a second one, and speeding violations at camera locations dropped by 70%.

Draft

The automated enforcement legislation that was passed by the State legislature was written by New Haven delegates with the input of many advocacy groups, including the NAACP. It makes sure that the implementation is equitable by only allowing cameras where there is a history of crashes, not allowing more than 1 or 2 devices in any census tract, making sure that data is deleted after a short period of time and that faces are not captured by the cameras. The first ticket someone gets will always be a warning, and there will be signs and meetings to let people know where the devices will be implemented. The goal of this program is to make the city safer, so revenue from speeding and red light running tickets, which are much less expensive than if they were issued by a police officer, will go towards making the streets safer in the area where the tickets were issued. Additionally, the efficacy and equity of the program will be monitored by the State, and the City will need to reapply for each location every 3 years.

I hope that you will support this program, so that we can work to make the streets of New Haven Safer!

Kindly submitted,



John Pescatore

April 16, 2024

Dear Members of the New Haven Board of Alders:

As a pediatric emergency medicine physician, I have seen firsthand the devastating toll of motor vehicle crashes in our community. The urgency of this issue compels me to write to you, urgently requesting your support for the mayor's proposal to install red light and speed cameras in New Haven.

Motor vehicle crashes are a significant issue in our state, particularly in New Haven. Since 2019, we have seen over 32,000 crashes, resulting in 94 deaths and numerous injuries. This year alone, we have already experienced 422 crashes. These statistics underscore the urgent need for change. The installation of red light and speed cameras, as proposed by the mayor, could significantly improve our streets' safety, which are currently designed primarily for cars and their speeds, posing risks to other road users like pedestrians and cyclists.

We do not have the police resources for the consistent traffic enforcement needed to change driver behaviors such as speeding or red lights. Additionally, traffic enforcement by the police increases the risks of bias and escalation during the encounter.

State law enabling municipalities to enact their automated enforcement ordinances includes necessary guardrails to protect privacy and prevent cameras from having a disparate impact on communities of color. It is important to note that this legislation has the full support of all State New Haven delegation members, further underscoring its legitimacy and importance.

Draft

The cameras are not just a solution, they are a proven method to change behavior, reducing speed and red-light violations. As New York City has demonstrated, automated enforcement does change behavior; more than half of all drivers in New York City who received a first violation never received another, and speeding violations at camera locations dropped by 70%. This is a strategy that works, and we need it in New Haven.

Sincerely

Kirsten Bechtel MD
New Haven CT

http://pediatrics.yale.edu/people/kirsten_bechtel.profile

Support for the Traffic Safety Cameras Plan

Anne Peters <annepeters@msn.com>

Mon 4/15/2024 11:52 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Please be cautious

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Dear Alder Legislation and Public Safety Committees,

I have been both a pedestrian and a motorist in New Haven for many years, first as someone who worked in this city and, more recently, as a resident. While New Haven has done a lot in recent years to make the streets safer for both pedestrians and motorists, there continues to be a problem with motorists running red lights and speeding on certain streets. The Traffic Safety Cameras Plan has potential to mitigate the problem and I would therefore like to see the Plan implemented and succeed.

To succeed, the city will have commit the financial, managerial and technical resources to properly operate the program, including the maintenance of the equipment, the processing of citations and the handling of appeals. Residents of New Haven also need to trust that the program is enforced fairly and equitably.

Draft

In that regard, I have some questions about the issuance of citations and the appeals that I hope will be answered through the public hearing process and/or in the posted materials, including:

- Will the net fees collected by the city, after deducting the 3rd party O&M costs, cover the cost of operating the program, including any added staff, equipment, software, hearings on appeals, etc.?
- How difficult will it be for the city to comply with the requirement that a citation be mailed not more than 30 days after ascertaining the identity of the owner and not later than 60 days after the incident?
    - Will the city hire and train additional, dedicated staff to review the images (rather than add the task of reviewing images to existing job descriptions)?
    - How quickly can CT DOT provide information about the identity and address of an owner?
    - How quickly can other states provide the name and address of the owner of a car registered out of state?

- How difficult will it be for car owners who believe they have been cited in error to obtain the information needed to vacate the citation?
    - Will the Traffic Camera photos be readily, publicly available (not simply through a written FOIA request that may not yield copies of the photos quickly)?
    - Will the camera maintenance and calibration records be readily, publicly available?
- Will the city devote additional resources to citing motorists whose license plates are not legible? And, can this be done in an equitable manner that does not target one part of the community over another?

Thank you for your consideration. I look forward to learning more about this proposal, and to seeing this and other traffic safety and traffic calming programs adopted in town.

Respectfully,

Margaret Anne Peters
223 Bradley Street, New Haven CT 06510
annepeters@msn.com

Draft

We live, and have lived for 50 years, at 415 Orange Street on the SE corner of Orange and Trumbull streets, at the base of I-91's Exit 3. During this time there have been at least two fatalities, countless injuries, and property damage on 3 of the 4 corners of the intersection. At this extraordinarily busy intersection vehicles speed, run red lights, make U-turns, and drive through walk lights.

The most recent fatality occurred in the middle of the night in December 2022. We believe the case remains unsolved: there were no witnesses. A box truck collided with the side of a Volvo. The truck was stopped by a street tree, bouncing back into the street. The Volvo was stopped by backing into the large green traffic light pole and remained up on the sidewalk. Our house shook and limbs were thrown off the tree at our house, even cracking a window. The passenger in the Volvo did not survive. Without the cameras, we don't know who was speeding or who ran a red light.

Draft

We are a block away from both [illegible] and the New Academy. We are flummoxed as to why our intersection was not included for this pilot program. We urge you to quickly adopt this initial plan and to expand the program to include this dangerous intersection for red light/speed limit cameras at the earliest opportunity.

There is virtually no enforcement of traffic violations at this intersection. Lives are at stake. People need to slow down and to respect the traffic laws. They are not doing it now. They will not do it on their own. Red-light/speed limit cameras are a step in the right direction.

Sincerely,
Elaine Piraino-Holevoet and Donald F. Holevoet

To: New Haven Alder Legislation and Public Safety Committees
From: Thomas Broderick, Trumbull
Re: Support for red light and speed cameras
Date: April 15, 2024

To the New Haven Alder Legislation and Public Safety Committees,

My name is Thomas Broderick, and I am writing in strong support of the legislation enabling red light and speed cameras in New Haven. Although I am not a New Haven resident (I live in Trumbull), I am submitting this testimony because I am a frequent New Haven visitor. The city is my favorite in the state, and my wife and I love to visit its world-class museums, beautiful parks, incredible restaurants, transportation nodes, and local shops. Red Light and speed cameras—along with changes to the built environment—will make the city safer for pedestrians, bikers, drivers, and visitors, and I sincerely hope you pass the legislation authorizing them..

Draft

Traffic violence has killed dozens in New Haven since 2019, and altering the built environment to slow down cars and increase safety for those outside of vehicles takes time, and New Haven cannot afford to wait. Fortunately, the evidence is strong in favor of red light and speed cameras; for example, over half of all New York City drivers that received an automated ticket never received another, indicating they changed their behavior.

Why am I writing in support of these measures as a non-resident? When I visit New Haven I help its economy by spending money there, but I also impose costs on its residents. Trumbull is a car-centric suburb, and my wife and I typically drive to New Haven, and our car pollutes the city's air (through both exhaust and particulate matter), alters its built environment and land-use by incentivizing wide roads and too much parking, and runs the risk of injuring a

pedestrian or cyclist as we drive to our destination. The very least New Haven's residents should expect is that they can walk and bike safely around their own city, and I should expect to receive a consequence should I speed, run a red light, or drive dangerously within its limits. Additionally, I will benefit as a visitor because it will be safer to drive within the city (red light running is remarkably dangerous whether you are in or out of a car), and it will be safer for me to walk around once I park.

Red light and speed cameras are an evidence-based part of the solution to traffic violence, and the city should take every step it can to ameliorate that violence. This policy is a win-win for residents and visitors like myself. Thank you for your time, consideration, and dedicated public service to one of the best small cities in the United States.

Sincerely,

Draft

Thomas Broderick
Trumbull

Support of speed and red light cameras

Daphne Geismar <daphne.geismar@gmail.com>

Mon 4/15/2024 4:47 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

You don't often get email from daphne.geismar@gmail.com. Learn why this is important

Please be cautious

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to testify that I am in support of speed and red light cameras in New Haven. The frequency with which cards speed and run red lights is extremely dangerous. Cameras are the best deterrent at this time to change behavior.

Thank you,

Daphne Geismar
159 Bradley Street
New Haven CT 06511

Draft

Dear Committee members,

My name is Elias Estabrook. I live at 380 Winthrop Ave in New Haven.

I would like to submit my testimony in favor of the ORDINANCE OF THE NEW HAVEN BOARD OF ALDERS ESTABLISHING THE USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN PURSUANT TO THE AUTHORITY GRANTED IN PUBLIC ACT 23-116, AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

I want to live in a city where people travel along our streets and sidewalks without the same level of fear of crashes at high speeds that might happen. I think we'll improve the well-being of your constituents if kids can get to and from school more safely. I see the students walking through my neighborhood in the mornings and afternoons, I know they could be at risk when they cross an intersection.

I trust that the State's Public Act was carefully crafted by legislators, like Senator Gary Winfield, who are sensitive to the history and continued trends of unjust and problematic policing in our country. I think that the required protocols will help to make sure that automated traffic enforcement affects driving behavior, but does not have any significant, negative impacts on our New Haven community.

Draft

At the Ward 24 Democratic Committee meeting this March, I observed that pedestrian safety and traffic calming was the #2 issue raised by several committee members. They shared my concern about speeding through intersections and injuries to drivers and pedestrians along fast roads like Whalley Ave and Ella T. Grasso Blvd. Housing was the #1 issue raised.

These 19 automated enforcement locations are a good start. Continuing to improve traffic safety, by using automated enforcement, redesigned streets, and other measures, will require more resources. It's not going to be cheap. But it will be worth the lives saved, worth the greater feeling of freedom, and worth the mental health and cardiovascular health improvements. So I think it's important that the City and our community press on large entities like Yale University and Yale-New Haven Hospital to increase their contributions.

Thank you for your time and consideration.

I support automated enforcement with speed and red light cameras

Robert Narracci <rnarracci@gmail.com>

Tue 4/16/2024 10:18 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>
Cc:Eli Sabin <WARD7@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

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To Whom it May Concern,

I vigorously support the bias-free use of automated enforcement with speed and red light cameras throughout the city and welcome them in my neighborhood of East Rock.
Traffic calming is a major issue for me and I look forward to the city proceeding with their implementation.

Robert Narracci
678 Orange Street
New Haven, CT
06511

Draft

Support for red light cameras in New Haven

jenniferobriggs@gmail.com <jenniferobriggs@gmail.com>
Tue 4/16/2024 11:27 AM
To:Public Testimony <PublicTestimony@newhavenct.gov>

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Please be cautious
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To whom it may concern my husband, Derek Briggs and I, Jennifer Briggs wish to submit written testimony in support of red light cameras in New Haven

- Vehicles routinely speed on roads across the city and frequently run red lights. 8 vehicles went through 3 red lights when I was on Route 80 recently, if they knew there were cameras they might slow down.

- This behavior has tragic consequences. Since 2019, 94 people have been killed in crashes involving a motor vehicle in New Haven—48 of those killed were pedestrians, and 4 were people on bicycles. I live just off Trumbull Street and cars are so focused on getting through lights they don't stop on the pedestrian crossings. If they knew there were cameras perhaps they would slow down for the junction of Trumbull and Orange.

- The root cause of this traffic violence is decades of poor city and road design. But, even under the best circumstances, addressing street design, housing density and affordability, zoning, and other root causes will take many years. Until then, we need to take immediate steps to protect people who have no choice but to walk, bike, and drive on dangerous streets. I moved here 20 years ago from the UK where they have cameras on buildings, traffic lights and highways and speed is enforced successfully with city wide limits being 25mph and in some areas 15mph. We need to make New Haven a safer place to walk and cycle and drive

- We do not have the police resources for the consistent traffic enforcement needed to change behavior, nor is it particularly effective. Police enforcement also creates risks of bias and escalation.

Thank you
Jennifer and Derek Briggs

10 Lincoln Street
New Haven, CT
06511
+1 203-804-6532 C

Draft

Speed and red light cameras

Paul Garlinghouse <garlinghouselaw@yahoo.com>

Tue 4/16/2024 11:36 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alders of the City of New Haven,

I am a bicycle rider, pedestrian and motorist who has lived in New Haven for 25 years. I am also an attorney with a strong commitment to civil rights. The speeding and red light running I observe daily as I walk bike or drive around New Haven is out of control. While many motorists will chafe at the invasion of privacy rights they perceive from these cameras, I urge you to weigh in the balance the death and injury that these reckless driving habits wreak. Please vote in favor of the cameras.

Paul A. Garlinghouse, Esq.
746 Quinnipiac Avenue

Draft

NHCM - Strong Support for Speed and Red Light Cameras

Chris Schweitzer <cschweitzer@newhavenleon.org>

Tue 4/16/2024 5:16 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Hi,
On behalf of the New Haven Climate Movement we strongly support red light cameras as a way to decrease road danger and enable car free families the opportunity to get to school/ work with less chance of injury death.

The climate emergency demands a significant shift in public road use to a model that is safer, healthier, and more equitable.

Thank you.
Chris Schweitzer
New Haven Climate Movement

Draft

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New Haven/Leon Sister City Project works to promote social justice, education and sustainable development in Nicaragua and Connecticut. For more information see www.newhavenleon.org; www.facebook.com/newhavenleon; email nh@newhavenleon.org; or call (203) 479-0298.

Red light / speed cameras

Alex Kleiner <alex.m.kleiner@gmail.com>

Wed 4/10/2024 8:57 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Hello,

My name is Alex Kleiner and I live in the East Rock neighborhood. I grew up in New Haven and am a local business owner and parent of two young children. I have witnessed many instances of unsafe driving in the city, including the running of red lights. I am highly supportive of the plan to install red light and speed cameras in general, and specifically in the 19 locations identified in the proposed plan. There is strong supporting evidence to indicate the installation of these devices would make our streets safer for everyone.

Thank you,
Alex

Alex Kleiner
203-824-3308
38 Lincoln St,
New Haven, CT 06511

Draft

Frontage road and York Street

Clark, Brian <brian.j.clark@yale.edu>

Wed 4/10/2024 9:47 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Please be cautious

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Hi,

I have worked at YNHH for about 10 years, in my time there, at least 3 people have been killed at the York and Frontage intersection. It is one of the first things I tell my trainees about when I orient them. I fully support the placement of a red light camera there as a deterrent to running the red light. However, I would implore you to also consider the placement of speed bumps/humps before the intersection in both directions to prevent people from going a speed that would make it difficult to stop for the red lights. It seems like this would be an additional low-cost intervention that could save multiple lives.

Thank you

Brian Clark

Draft

Please support funding for red light/speed cameras

Melinda Tuhus <melinda.tuhus@gmail.com>

Thu 4/4/2024 6:11 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>
Cc:Adam Marchand <WARD25@newhavenct.gov>;Sal DeCola <WARD18@newhavenct.gov>;Rose Santana <WARD13@newhavenct.gov>;Jeanette Morrison <WARD22@newhavenct.gov>;Tyisha Walker-Myers <WARD23@newhavenct.gov>;Evette Hamilton <WARD24@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Richard Furlow <WARD27@newhavenct.gov>;Ron Hurt <WARD3@newhavenct.gov>;Honda Smith <WARD30@newhavenct.gov>;Sal Punzo <WARD17@newhavenct.gov>

Some people who received this message don't often get email from melinda.tuhus@gmail.com. Learn why this is important

Please be cautious

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April 4, 2024

Dear Alders Marchand (Chair), DeCola (Vice Chair), Ferraro-Santana, Morrison, Walker-Myers, Hamilton, Festa, Furlow, Hurt, H. Smith, and Punzo.

My name is Melinda Tuhus. I live in Hamden but have been bike commuting into New Haven for the past 36 years. I am now an elder and, post-the Covid shutdown, have encountered the most dangerous drivers in all the time I've lived here. I am literally afraid to ride on many of the streets where I used to fearlessly "take the lane," as is my right if I don't feel safe on the edge of the roads. The increase in fatalities of pedestrians and cyclists back up my justified fear.

Draft

In this budget we have the opportunity to take advantage of a system that has been adopted successfully for decades in cities around the country and the world, automated traffic enforcement. Having police issue traffic citations is a poor use of their time, and opens up the possibility of biased policing and escalation, so even if we could afford to hire 100 more police officers, that would not be a good solution. What we can do instead is follow in the footsteps of 340 other U.S. communities that use automated traffic enforcement, including our neighbor New York City. In New York, there are 2500 speeding cameras and 150 red light cameras, which they started implementing in 1994. The majority of tickets are issued to people who are visiting but don't live in NYC, but locals get the benefit of safer streets and infrastructure improvements from the revenue. We could have the same system here. In New York, 81% of drivers who received a ticket from a speed camera did not receive a second one, and speeding was reduced by over 60 percent.

The automated enforcement legislation that was passed by the State legislature was written by New Haven lawmakers with the input of many advocacy groups, including the NAACP. It makes sure that the implementation is equitable by only allowing cameras where there is a history of crashes, not allowing more than 1 or 2 devices in any census tract, making sure that data is deleted after a short period of time and that faces are not captured by the cameras. The first ticket someone gets will always be a warning, and there will be signs and meetings to let people know where the devices will be implemented. The goal of this program is to make the city safer, so revenue from the speeding and red light running tickets, which are much less expensive than if they were issued by a police officer, will go towards making the streets safer in the area where the tickets were issued. Additionally, the efficacy and equity of the program will be monitored by the State, and the City will need to reapply for each location every 3 years.

I hope that you will support this program, so that we can work to make the streets of New Haven Safer!

Sincerely,

Melinda Tuhus
103 Carmalt Rd.
Hamden, CT 06517

Draft

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN

Christopher Mordecai <chris@restorationrealtyllc.com>

Tue 4/9/2024 1:17 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

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Dear Public Safety and Legislation Committees:
My name is Chris Mordecai, and I reside on Orange St. I write to express my concern regarding the urgent need for stronger traffic safety measures on Willow St. Pedestrian and traffic safety issues have persisted for decades on Willow.

I grew up in New Haven and spent significant time all over our neighborhood. Even as someone who does not live on Willow Street, Willow stands out as having consistent speeding and reckless driving. It is an exit and entry for the highway and with no speed tables/deterrents, drivers are not prompted to slow down and may be attempting to beat the traffic lights.

Including Willow Street on the list of candidates for red-light and/or speed cameras would make the neighborhood streets safer for everyone - walkers, cyclists, and drivers. I think it is especially important considering the many families who live on Willow, and its proximity to the Worthington Hook[illegible] School and Ea[illegible] Rock Community Magnet School.

Draft

From what I understand, the decision to install a red-light camera is based on prior car accidents linked to running of the red lights. While I understand there may be statutory requirements for red-light cameras, reasonable observations will likely show that Willow would benefit from a speed camera or other speed deterrents. The current state of traffic safety in the Willow St. corridor is unacceptable, and immediate action is needed to prevent further accidents.

I hear of accidents on Willow St., I have seen them, and just recently, there was an accident on Willow and Orange.

To deter drivers from putting neighborhood safety at risk, I strongly advocate for the implementation of:

- Speed tables on Willow Street, specifically between Orange St and Livingston St, and near Foster St and Nicoll St.
- Speed cameras with clear signage to deter reckless driving.
- Increased enforcement of existing parking and traffic safety laws.
- Measures to prevent double parking on the street.
- Improvements to the uneven sidewalks on Willow St as they are a liability to the City. Our City should be more walking friendly, which helps lower traffic and improves safety by having more eyes on the street.

I understand that emergency vehicles may use Willow, but I believe that the safety measures above will prevent accidents and prevent people from being harmed.

I appreciate your attention to this matter. Please feel free to reach out with any questions.

Sincerely,
Chris Mordecai

Testimony on USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN

Grace D <graceedann@gmail.com>

Tue 4/9/2024 12:18 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

Some people who received this message don't often get email from graceedann@gmail.com. Learn why this is important

Please be cautious

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To whom it may concern,

My name is Grace Dann, and I reside at 276 Willow St, New Haven. As an avid walker, driver, and an expectant parent, I write to express my concern regarding the urgent need for stronger traffic safety measures on our street. Pedestrian and traffic safety issues have persisted for years on Willow Street.

I have spent significant time walking and driving around the neighborhood, including on Whitney Avenue, Edwards Street, Livingston Street, and Willow Street. Willow Street stands out in the neighborhood as having consistent speeding and reckless driving. It is an exit and entry corridor for the highway and as there are no speed tables/deterrents, drivers are not prompted to slow down and may be attempting to beat the traffic lights. The stretch between Orange and Livingston feels especially unsafe as drivers speed to make the lights and often don't slow down for pedestrians trying to exit and enter their cars after parking on the street.

Draft

Including Willow Street on the list of candidates for red-light and/or speed cameras would make the neighborhood streets safer for everyone - walkers, cyclists, and drivers. I think it is especially important considering the many families who live on Willow Street and its proximity to the Worthington Hooker School.

From what I understand, the decision to install a red-light camera is based on prior car accidents linked to running of the red lights. While I understand there may be statutory requirements for red-light or speed cameras, reasonable observations will likely show that Willow would benefit from a speed camera or other speed deterrents. The current state of traffic safety in the Willow St. corridor is unacceptable, and immediate action is needed to prevent further accidents.

To deter drivers from putting neighborhood safety at risk, I strongly advocate for the implementation of:

- Speed tables on Willow Street, specifically between Orange St and Livingston St, and near Foster St and Nicoll St.
- Speed cameras with clear signage to deter reckless driving.
- Increased enforcement of parking fines.
- Measures to prevent double parking on the street.
- Improvements to the uneven sidewalks on Willow St as they are a liability to the City. Our City should be more walking friendly, which helps lower traffic, helps our health, and improves safety by having more eyes on the street.

We appreciate your attention to this matter. Please do not hesitate to reach out with any questions.

Sincerely,
Grace Dann
276 Willow Street

Testimony re: USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN

Yoon Lee <lee@roomunity.com>

Mon 4/8/2024 11:11 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>
Cc:Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

[You don't often get email from lee@roomunity.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Please be cautious
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,
My name is Yoon Lee, and I reside at 276 Willow St, New Haven. I am writing to express my deep concern regarding the urgent need for stronger traffic safety measures in our neighborhood.

I strongly believe in the judgment of the alderpeople in Ward 9 and Ward 10. I also strongly believe that most neighbors acknowledge Willow St as a more urgent need of traffic calming, than Edwards St. We hope the decision does not have to come down to either or. But the number of car accidents on Willow St., while not meeting the statutory requirement that the State may have for red light cameras, certainly imply that clearly-marked speeding camera can only deter and slow down the traffic.

Draft

This is a street that affects schoolchildren. Willow Street is near Wilbur Cross High School, and prominently on most routes to East Rock Community Magnet School.

I have spoken to 10 neighbors thus far, and all neighbors believe that Willow Street seems to have the most speeding. We do not need an expensive consulting study, but rather, need to trust our Alderpeople, who are elected for their judgment and neighborhood reach.

I have one of many examples of lack of street safety on Willow Street, a street with no speed table, as far as I know. On February 6th, a severe accident involving three cars occurred on Willow Street, resulting in the total loss of two vehicles. One of these vehicles belonged to my downstairs neighbor, a family with a young child. Thankfully, they were not in the car at the time, but the incident could have easily resulted in a tragic outcome.

This is not the first time our community has faced such dangers. The previous owner of 276 Willow St. shared a heartbreaking story of

losing multiple pets to traffic accidents on this very street and the persistent speeding on this street for decades. These incidents serve as a stark reminder of the risks posed to both human and animal life in our area.

I understand that the City has chosen Edwards and Orange Streets for red light camera enforcement device based on prior accidents. However, many neighbors all over East Rock and I believe there is a more urgent need regarding the safety needs of Willow Street. Having lived on both Edwards and Willow Streets and observed the traffic behavior, I can attest that Willow Street experiences a higher rate of speeding and reckless driving, posing a greater risk to residents and pedestrians. The fact that the highway exit is on Willow Street, unfortunately inspires drivers to speed through the red lights to "make the light" to get on the highway.

As a taxpayer, resident, and citizen, I urge the City to reconsider the location and prioritize or at least include Willow Street for red light and speed camera measures. The current state of traffic safety in the Willow-Orange St corridors is unacceptable, and immediate action is needed to prevent further incidents.

I strongly advocate for the implementation of the following measures:

Draft

Speed tables on Willow Street, specifically between Orange St and Livingston St, and near Foster St. and closer to East Rock Community Magnet School.
Speed cameras with clear signage to deter reckless driving.
Increased enforcement of parking fines.
Improvements to the crumbling and heaving sidewalks on Willow St and Orange St. The sidewalks are a liability to the City. The condition is discriminatory towards the elderly and the less able-bodied. Our City should be more walking friendly, which helps everyone's health and keeps the streets safer as well

We appreciate your attention to this matter and look forward to working together to ensure the safety and well-being of our neighborhood.

Best,
Yoon Lee
276 Willow Street

Exhibit E

Draft

Draft

ATESD Ordinance

City of New Haven

Signature Copy

Ordinance: OR-2024-0014

165 Church Street
New Haven, CT 06510
(203) 946-6483 (phone)
(203) 946-7476 (fax)
cityofnewhaven.com

File Number: OR-2024-0014

ORDINANCE OF THE NEW HAVEN BOARD OF ALDERS ESTABLISHING THE USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN PURSUANT TO THE AUTHORITY GRANTED IN PUBLIC ACT 23-116, AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL

WHEREAS, speeding and red-light running are significant problems in New Haven with respect to roadway safety and traffic violations;

WHEREAS, studies have shown that both speeding and collisions involving red light violations have a significantly large impact on fatal and serious injury motor vehicle accidents, with particularly destructive effects on economically and socially disadvantaged communities;

Draft

WHEREAS, both driving behaviors can be greatly mitigated by improved enforcement;

WHEREAS, automated traffic enforcement is one such enforcement tool that can be utilized by the City of New Haven (the "City") to reduce the prevalence of excessive speed and the running of red lights, thereby improving roadway safety for all users;

WHEREAS, the State of Connecticut on June 27, 2023, enacted Public Act No. 23-116, providing in section 11 thereof that "any municipality may authorize the use of automated traffic enforcement safety devices ("ATESD") at locations within school zones, pedestrian safety zones and other places in such municipality, provided (1) the municipality adopts an ordinance in accordance with the provisions of this section, and (2) the locations of such devices are identified in a plan approved by the Department of Transportation pursuant to section 17 of this act;"

WHEREAS, the City's vision of significantly reducing and eventually eliminating serious roadway injuries and deaths, known as "Vision Zero" aligns with the City's long-term safety vision plan ("Safe Routes for All") and the United States Department of Transportation's National Roadway Safety Strategy; and

WHEREAS, it is in the interest of the City to create an ATESD program as a tool for more effectively prioritizing those enforcement resources and strategies that have the greatest impact on traffic safety, while keeping equity and fair distribution of the program throughout the City at the forefront;

WHEREAS, by adopting the ordinance and ultimately implementing an ATESD program, the City will move closer to fulfilling the goal of eliminating deaths and serious injuries resulting from motor vehicle collisions;

WHEREAS, the City's ATESD program shall be implemented, administered, and overseen by the City's Transportation, Traffic and Parking Department;

WHEREAS, the Department of Transportation, Traffic and Parking staff have formulated a draft operations plan for an ATESD program in collaboration with residents and other stakeholders; and

WHEREAS, the "new ordinance" (as defined below) expressly contains the various requirements of Public Act 23-116, including stipulating the conditions under which a motor vehicle may be cited for speeding or running a red light and the associated fine as well as various operational protocols such as permissible uses of the technology, privacy, alleged violation adjudication and available recourse for appeal all as set forth in the new ordinance or companion operational plan; AND

WHEREAS, the ATESD Program Operations Plan approved in LM-2023-0334, is hereby approved for submission to the Connecticut Department of Transportation.

NOW, THEREFORE, BE IT ORDAINED that there shall be permitted within the City the use of ATESD pursuant to the authority granted in Public Act 23-116, an act implementing the recommendations of the Vision Zero Council in accordance with an amendment to Chapter 29 of the New Haven Code of Ordinances, in the form attached hereto (the "new ordinance") as follows

Draft

This Ordinance was Adopted As Amended by the Board of Aldermen on 5/20/2024.

Attest, City Clerk _____ **Date** 5/6/2024

Signed, City Clerk _____ **Date** 5/31/2024

Signed, Mayor _____ **Date** 6/3/2024

ATESD Plan Resolution

Draft

City of New Haven

165 Church Street
New Haven, CT 06510
(203) 946-6483 (phone)
(203) 946-7476 (fax)
cityofnewhaven.com

Signature Copy

Resolution: LM-2024-0334

File Number: LM-2024-0334

RESOLUTION OF THE NEW HAVEN BOARD OF ALDERS APPROVING THE CITY OF NEW HAVEN'S AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD) PLAN FOR SUBMISSION TO AND APPROVAL BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT) IN ACCORDANCE WITH AN AMENDMENT TO CHAPTER 29 OF THE NEW HAVEN CODE OF ORDINANCES AND PURSUANT TO THE AUTHORITY GRANTED IN PUBLIC ACT 23-116, AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

WHEREAS, speeding and red-light running are significant problems in New Haven with respect to roadway safety and traffic violations; and

WHEREAS, studies have shown that both speeding and collisions involving red light violations have a significantly large impact on fatal and serious injury motor vehicle accidents, with particularly destructive effects on economically and socially disadvantaged communities; and

Draft

WHEREAS, both driving behaviors can be greatly mitigated by improved enforcement; and

WHEREAS, automated traffic enforcement is one such enforcement tool that can be utilized by the City of New Haven (the "City") to reduce the prevalence of excessive speed and the running of red lights, thereby improving roadway safety for all users; and

WHEREAS, The City's vision of significantly reducing and eventually eliminating serious roadway injuries and deaths, known as "Vision Zero" aligns with the City's long-term safety vision plan ("Safe Routes for All") and the United States Department of Transportation's National Roadway Safety Strategy; and

WHEREAS, the State of Connecticut on June 27, 2023 enacted Public Act No. 23-116,

providing in section 11 thereof that "any municipality may authorize the use of automated traffic enforcement safety devices ("ATESD") at locations within school zones, pedestrian safety zones and other places in such municipality, provided (1) the municipality adopts an ordinance in accordance with the provisions of this section, and (2) the locations of such devices are identified in a plan approved by the Department of Transportation pursuant to section 17 of this act"; and

WHEREAS, on April 16, 2024, at a joint meeting of the Public Safety Committee and the Legislation Committee, the Committees unanimously voted in favor of adopting an ATESD ordinance in accordance with Public Act 23-116; and

WHEREAS, it is in the interest of the City to create an ATESD program as a tool for more effectively prioritizing those enforcement resources and strategies that have the greatest impact on traffic safety, while keeping equity and fair distribution of the program throughout the City at the forefront; and

Draft

WHEREAS, by adopting the plan and ultimately implementing an ATESD program, the City will move closer to fulfilling the goal of eliminating deaths and serious injuries resulting from motor vehicle collisions; and

WHEREAS, the City's ATESD program shall be implemented, administered, and overseen by the City's Transportation, Traffic and Parking Department; and

NOW THEREFORE BE IT RESOLVED, by the Board of Alders for the City of New Haven, the Automated Traffic Enforcement Safety Devices (ATESD) Plan is hereby approved pursuant to the authority granted in Public Act 23-116, An Act Implementing The Recommendations Of The Vision Zero Council in accordance with an amendment to Chapter 29 of the New Haven Code of Ordinances.

This Resolution was Passed by the Board of Alders on 5/20/2024.

Attest, City Clerk _____ **Date** 5/6/2024

Signed, City Clerk _____ **Date** 5/31/2024

Signed, Mayor _____ **Date** 6/3/2024

Draft

Exhibit F

Draft

Safe Routes for All (SRFA) Active Transportation Plan

Draft



Citywide Active Transportation Plan

Draft

FINAL DRAFT

June 2022

Thanks, Everyone!

Thank you to the hundreds of New Haven residents, the City of New Haven, and the Community Alliance for Research & Engagement for participating in, and helping create, this Citywide Plan.

Project Team

City of New Haven, Department of Transportation, Traffic, & Parking (TT&P)

City of New Haven, Engineering Department

Community Alliance for Research & Engagement (CARE)

Street Plans

Draft

A special thanks to the Safe Routes For All Steering Committee, which provided review and guidance to the project team at regular intervals along the way and substantially amplified the project team's outreach efforts.

Image Credit (Cover): Street Plans

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Draft

A Letter from the Mayor



Dear New Haven Residents,

Decades ago, policy makers in cities around the country—including New Haven—built a transportation system primarily designed for one type of user: automobile drivers. This model is outdated and in need of change. Locally, we're making progress towards reorienting away from this model and our Safe Routes for All Plan builds on that work. Our Safe Routes for All Plan moves beyond infrastructure designed for only cars and prioritizes safety and accessibility for everyone who is on the go—including bikers, walkers, skaters, scooters. Active transportation has numerous benefits including health, equity, and fiscal impact. And, as someone who bikes and walks throughout this city, I'm excited about the impact of these investments.

Draft

Planning for Safe Routes for All was led by our Transportation, Traffic and Parking (TT&P) Department and our project partner, Community Alliance for Research and Engagement (CARE). It's the result of years of community input, data collection, and analysis of what other communities around the country are doing. While there is more work to do, this plan, when implemented, will be a huge step in the right direction for our city. The plan consists of three main components: (1) Walk New Haven (2) Ride New Haven (3) Bike New Haven. Taken together, these three components combined form the backbone of our active transportation plan.

- **Walk New Haven** includes things like enhanced crosswalks, curb ramps, tactile pads, and sidewalks of adequate width to make walking in the Elm city safer. The plan takes an intersection-by-intersection look at the city and creates custom plans to address hotspots.
- **Ride New Haven** aims to complement CTransit's operations with enhanced transit infrastructure. These upgrades include changes to bus shelters, bus-only lanes, wayfinding and route information, and beautification and placemaking at bus stops.
- **Bike New Haven** evaluates our existing network and infrastructure and proposes upgrades and expansion of the network by looking to best practices currently in use by cities around the country. The proposal calls for a five fold increase in the total mileage of protected bike lanes.

Taken together, these changes will catapult New Haven from a 1960s era infrastructure system built for cars, to a modern, vibrant, system built for people.

Warm wishes,
Mayor Justin Elicker, New Haven, CT

Executive Summary

The City of New Haven, the Community Alliance for Research and Engagement (CARE), and Street Plans are delighted to put forth New Haven's first Citywide Active Transportation Plan, a blueprint for the City to build supportive infrastructure for walking, riding transit, and biking in the coming years. To skip to the Plan's priority recommendations, view the table starting in the Appendix on pg. 129.

In the following pages, readers will find varying scales of recommendations. They are based on existing data and conditions analyses, review of previous plans and studies, and public feedback. The document includes both Citywide policy and infrastructural recommendations based on best practices to inspire and give the City direction on implementation. Priority recommendations are centered around the City's Priority Neighborhoods, defined on pg. 10, to create an equitable implementation framework.

After an introduction, existing conditions evaluation, and public outreach summary, the document is divided into three mode chapters: **Walk New Haven, Ride New Haven, and Bike New Haven**. Within each mode chapter are analyses of the existing challenges facing residents, recommendations for improving the experience of traveling by that mode in the City, and detailed drawings (11 total throughout the document) of proposed safety improvements for spot locations. While based on sound initial analysis and expertise, these drawings are illustrative, and provide one set of improvements per location. Further engineering, design, and public engagement will be necessary to verify the feasibility of each set of improvements before moving into a more detailed technical design and construction phase.

Draft

The document concludes with an Action Plan and Funding Recommendations to give the City options for how to translate what's in the Plan to the streets of New Haven. Central to the Action Plan is the creation of a Plan Implementation Task Force, an entity conceived of by the Department of Transportation, Traffic, & Parking (TT&P). This entity will be created primarily to move Plan recommendations from the paper to the pavement, and bring the community along in the process to track project implementation and maintain transparent public communication channels.

The recommendations in the Action Plan are dependent on the availability of resources and capacity within the City. Knowing that all projects in the Citywide Active Transportation Plan may not be implemented, and on the same time scale, the City can use the Action Plan to align Plan implementation with routine milling and repaving, increases in department funding, new development, pilot projects, and capital projects to steadily work toward making New Haven a better place to walk, ride transit, and bike for all.



01 Introduction

Draft

Image Credit: Street Plans

What is Active Transportation?

Active transportation includes all forms of transportation that rely on human power.

Biking, walking, rollerblading, scooting, etc. are all ways of getting around our urban areas that don't rely on a motor. These transportation options are critical for those who don't have cars, prefer to make their commutes more active, or want to safely and leisurely enjoy their streets and public spaces.

WHY PLAN FOR ACTIVE TRANSPORTATION?

Draft

Most cities in the United States are designed around private automobile ownership, with capital investments often prioritized for things like road widenings so that people travelling in cars might move swiftly and conveniently between destinations. But what about everyone else who is too young, too old, or simply doesn't need or can't drive to access local parks, commercial districts, places of worship, or school?



Image Credit: Street Plans

This Citywide Active Transportation Plan offers the City of New Haven an opportunity to re-prioritize its investments, and the City is committed to doing so for the following reasons:

- **Active transportation infrastructure is essential public infrastructure.** Every New Haven resident has a right to connect safely and efficiently to jobs, schools, parks, social opportunities, entertainment, and other city services without needing to own/operate a car.

- **Active transportation is healthy.** Residents living in areas with more active transportation have lower obesity rates and other ailments than areas without infrastructure that supports active transportation.

- **Active transportation can advance equity.** American urban planning has an autocentric, technocratic, and racist and discriminatory history that continues to impact neighborhoods primarily inhabited by Black, Indigenous, and People of Color (BIPOC). Today, these neighborhoods tend to receive less public and private investment in public infrastructure, including walking, biking, and transit amenities.

- **Active transportation is fiscally responsible.** Less cars on the road means spending less on road maintenance, parking facilities, emergency and public safety services, and health care. Active transportation improvements can also boost tourism and generate other economic activity. For residents, not needing to own one or more cars means saving thousands of dollars per year that would otherwise go to car payments, gas, maintenance, repairs, and insurance.

More and more communities are adopting policies and plans to advance active transportation, acknowledging the myriad of benefits, and in most cases the urgent need, to transform streets that work for people of all ages and abilities. According to Smart Growth America's Complete Streets Policies Inventory, more than 1,600 (2021) communities nationwide, including New Haven, have adopted Complete Streets policies as a framework for future street design. While these policies are but one tool to advance active transportation, they are an important acknowledgement that streets are essential infrastructure that must not only move people but serve a variety of other social, economic, and environmental functions.

The capacity for streets to serve multiple purposes was even more apparent during the COVID-19 pandemic. According to the National League of Cities and Bloomberg Philanthropies' COVID-19: Local Action Tracker, municipal responses focused on mobility and transit accounted for 49% of the total actions tracked. These actions include ensuring safer travel, dining, socializing, protesting, and voting, highlighting just how much of our daily life can take place in the streets.

Draft



Image Credit: Info New Haven

In times of crisis, and everything in between, streets serve a much broader purpose than moving people and goods alone; they are the armature for livable communities of all types and scales.

About the Plan

This is New Haven's first Citywide Plan to advance active transportation.

Led by the Department of Transportation, Traffic, & Parking, in partnership with the Community Alliance for Research and Engagement (CARE), this Plan is a blueprint for action. It is a way for the City to translate years of feedback and community conversations into infrastructure improvements that will touch every Elm City neighborhood.

Not only does the Plan identify specific capital improvements for the near-term, but it also gives the City a roadmap to operationalize and streamline future active transportation projects. This will help ensure that active transportation improvements remain a priority, are more efficiently translated from the paper to the pavement in the future, and are more responsive to community input.

This Plan is a result of years of outreach, data collection, and analysis. In the following pages, readers will find a summary of the public input given to the project team, and how this is reflected in priorities for biking, walking, and riding CT*transit*. The Plan puts forth priority projects and recommendations for guiding the City in implementing active transportation improvements that mutually reinforce a safer and more accessible city no matter how you move about town.

Although the Plan includes many strong, aspirational recommendations in the Plan, it should be noted that further community engagement, design, and engineering will be required for implementation.

Draft



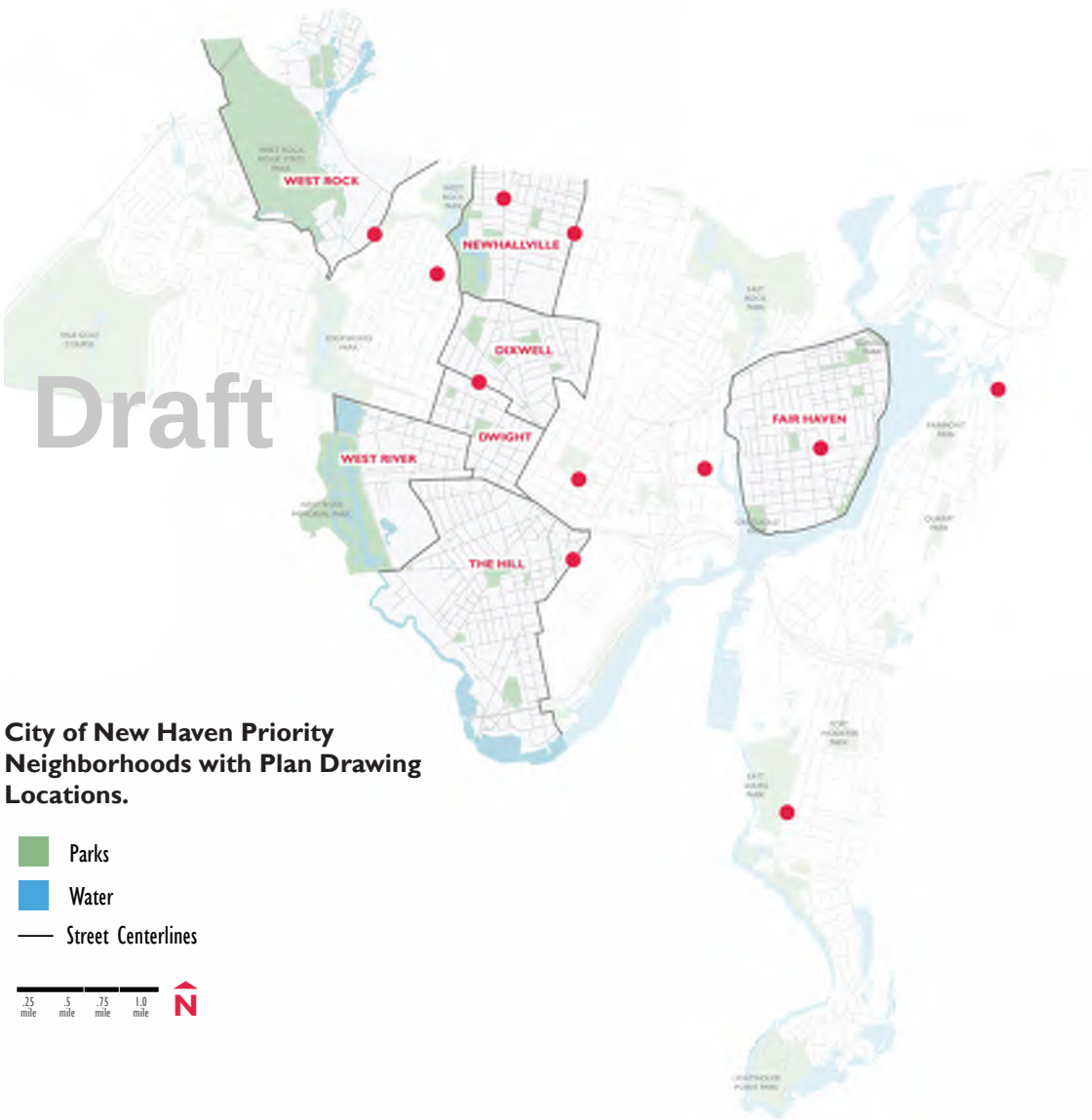
Image Credit: Street Plans

Across all three mode chapters, 11 locations (mapped on the following page) are visualized with conceptual proposals for areas of the City that are deficient in active transportation infrastructure and are located within the Plan's Priority Neighborhoods (also defined on the following page). The design proposals address a variety of conditions with a range of infrastructure types that may be appropriate in many other places around New Haven.

Priority Neighborhoods are historically defined low-income communities and communities of color, and include Dixwell, Dwight, Fair Haven, Newhallville, The Hill, West River, and West Rock.

These Priority Neighborhoods historically and currently endure disproportionate economic, social, and health disparities, and have been the focus of community and social programs by organizations like CARE to address such inequities. In New Haven overall, 49% of residents are low-income, compared with 23% statewide. Disparities in income, life expectancy, and health, widen further in these neighborhoods, which are predominantly communities of color (see map on pg. 11). The gap in life expectancy is nearly 12 years between these neighborhoods and other New Haven neighborhoods. For example, Newhallville is 67% low-income residents with a life expectancy of 72 while Westville is only 20% low-income with a life expectancy of 84 (DataHaven, 2019). Residents of the Priority Neighborhoods also have higher rates of chronic disease like diabetes, high blood pressure, and heart disease (CARE, Health in New Haven, 2018) and are less likely to own cars. Lack of equitable access to active transportation facilities contributes to the disparity.

These factors necessitate a focused approach for prioritizing improvements outlined within this Plan, and provide the overall framework for equitable distribution of active transportation funding and priority projects found in the following pages.

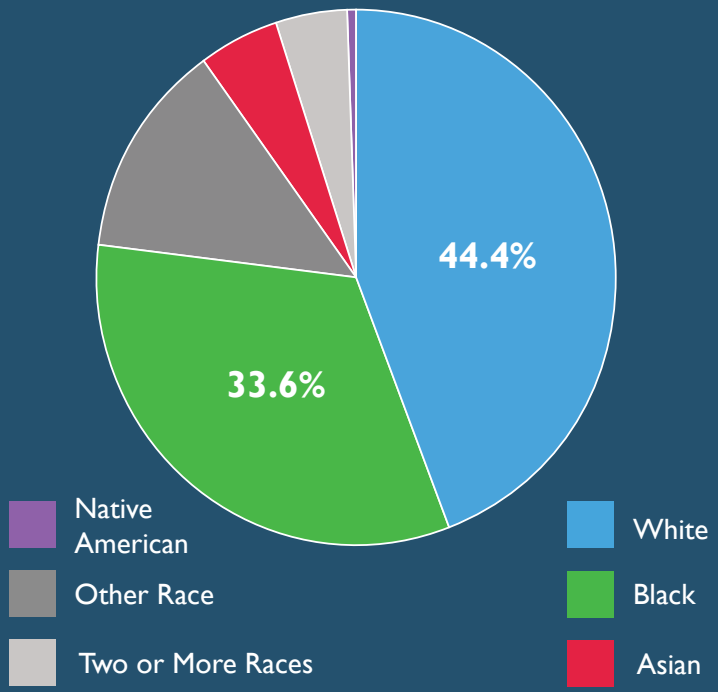


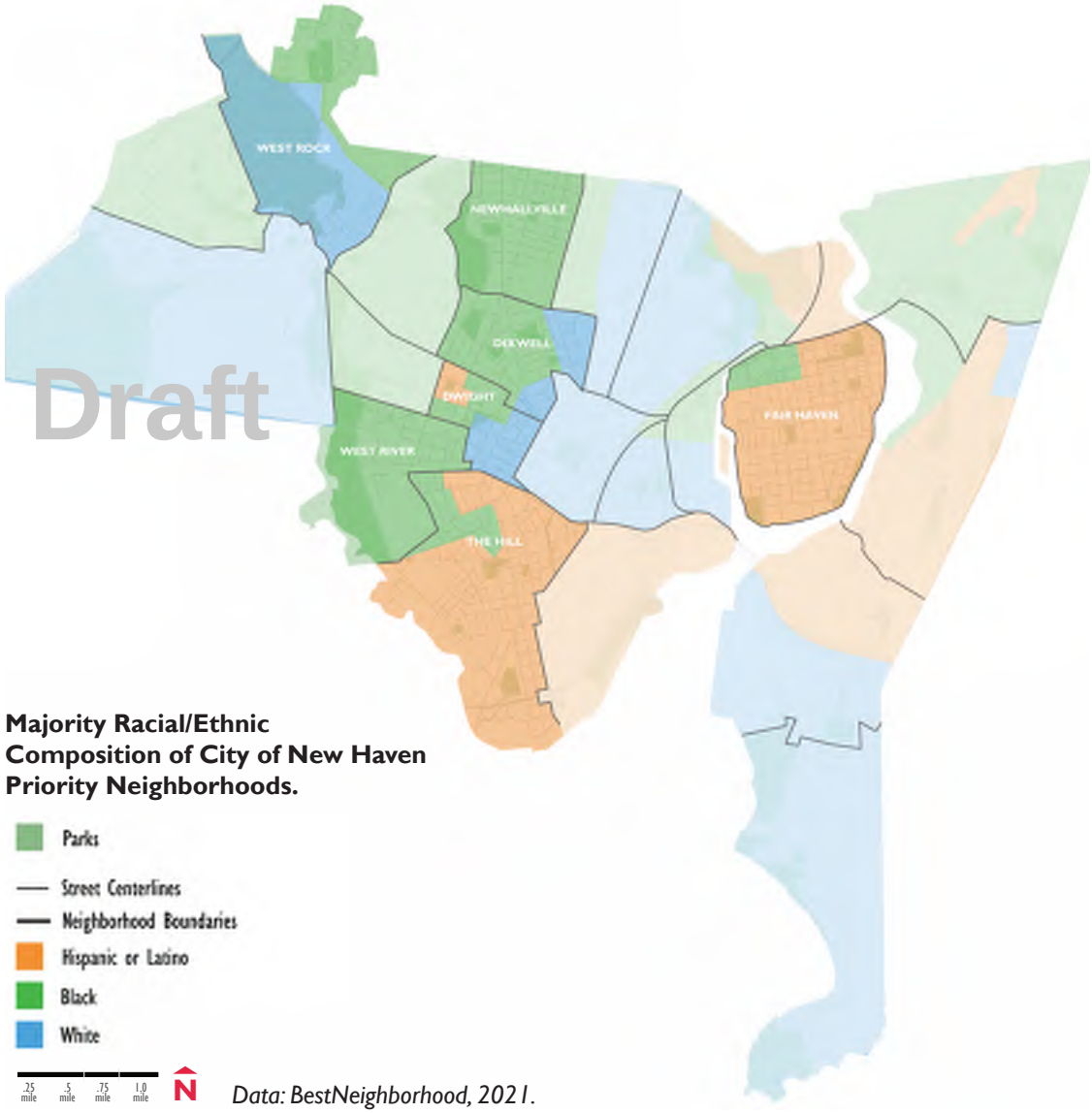
City of New Haven Priority Neighborhoods with Plan Drawing Locations.

WHO LIVES IN NEW HAVEN?

The map at right illustrates the majority race or ethnicity per neighborhood in the City of New Haven. Priority Neighborhoods appear in bolder colors.

According to the Census Bureau's July 2021 population estimates, the racial composition of New Haven is below, with **31% of the population identifying as Hispanic or Latin ethnicity:**





Majority Racial/Ethnic Composition of City of New Haven Priority Neighborhoods.

Data: BestNeighborhood, 2021.

Designing Safe Routes for All

Safe routes for all is a framework to approach the design of New Haven's streets, and the prioritization of roadway projects. Providing safe routes for all means that every New Haven resident, regardless of age, ability, or income, has a variety of safe ways to access leisure and employment destinations in the City. Residents need to be able to go about their lives without experiencing reckless driving, a lack of a crosswalk or curb ramp at a CT*transit* stop, a disconnected sidewalk network, or the absence of bicycle facilities.

To accommodate all ages, abilities, and incomes, streets must:

Be designed to accommodate disproportionately affected users. This includes the elderly, the mobility, sensory, or mentally impaired, BIPOC, and individuals from low-income communities.

Incorporate design cues to influence user behavior. To retrofit streets currently designed to primarily move motor vehicles with design interventions like curb extensions, raised crossings, and on-street parking.

Offer a variety of transportation options in a connected network. All New Haven residents should be able to choose their preferred mode of transportation for a given trip and not be restricted by a lack of infrastructure or unsafe conditions. Transportation options should be connected to form a network that allows users to seamlessly travel between neighborhoods and across the City.

Draft



Image Credit: Street Plans

Extend to all corners of a City. Safe streets must reach the city's priority neighborhoods so low-income and/or communities of color have equitable access to jobs, recreation, education, and social activities.

Acknowledge that safety is not always just about concrete. Beyond traffic safety, safe streets improvements should be responses to all the ways that New Haven residents feel unsafe, including lack of lighting, aging infrastructure, or crime.



Image Credit: Street Plans

02 Getting Around New Haven

Draft



Image Credit: Street Plans

The Current Experience



The Elm City is ready to become united by an interconnected network of active transportation infrastructure.

New Haven is ready for this Plan. The city's 2010 Complete Streets Policy and Design Manual; the Vision 2025 Comprehensive Plan Transportation Chapter (2015); and the recent 2019 Move New Haven Transit Mobility Study all provide an important starting point for the City's first Active Transportation Plan. Recent outcomes of this foundational work include building the state's first protected bike lane, initiating traffic-calming projects on many of the city's heavily trafficked corridors, improving pedestrian and bicycle connectivity, and initiating one of the country's leading highway removal projects.

Ongoing data collection and project tracking document New Haven's progress but also highlight where there is more work to be done. In this regard, the ongoing use of online tools like SeeClickFix and the City's online Project Request Form helps city staff pinpoint where citizens want to see safety and access improvements made. In addition to City action, New Haven has an active community advocacy sector that regularly promotes and advocates for active transportation improvements including the delivery of the *The Elm City Cycling Bike & Pedestrian Plan* (2013), the *New Haven Bike Vision* (2021), and *New Haven to West Haven: An Intercity Cycling Report* (2018).

The Citywide Active Transportation Plan is an opportunity to take stock of the current experience of biking, walking, and riding transit in New Haven, and lay out an action plan for delivering timely improvements, using key recent projects like the Crescent Street and Edgewood Avenue cycle tracks as a springboard for citywide improvements.

HOW NEW HAVEN MOVES

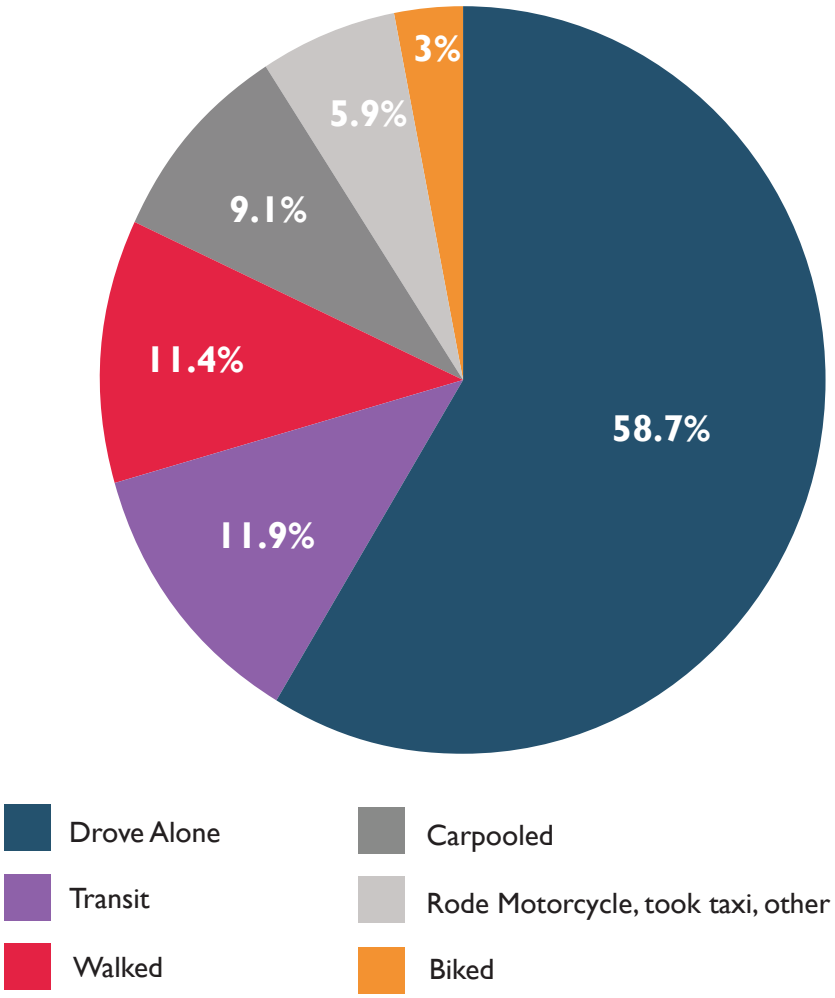
Nearly 60% of New Haven residents travel to work alone in a vehicle. As of 2019, 12% ride transit, 11% walk, 9% carpool or utilize rideshare, and approximately and 3% bicycle (U.S. Census Bureau, ACS 5-year Estimates). While the current cycling rate may seem low, it is three times the national average. It also shows a great potential for growth as a more connected network of safe and comfortable bikeways are built.

The City of New Haven has the highest transit mode share in the region. According to the 2019 Move New Haven Transit Mobility Study, 29% of the City's households are zero-car households, meaning nearly 1 in 3 households rely on transit, carpooling/rideshare, walking, or biking to move around the region. These statistics emphasize how crucial a functioning transit and active transportation system is for New Haven residents. While New Haven does well compared to most municipalities in the United States, many improvements are needed to ensure that job centers and essential services are available to all, especially car-less individuals and households.

It should be noted that the COVID-19 pandemic impacted travel patterns, with long-term effects still unknown. At a high-level initial data reveals a shift away from transit to driving as well as more walking and bicycling. If this trend holds, more people could be at risk if safe infrastructure upgrades aren't made.

PLAN GOAL: Increase the bicycle mode share to 10% by 2032, and the walking mode share to 15%.

Draft



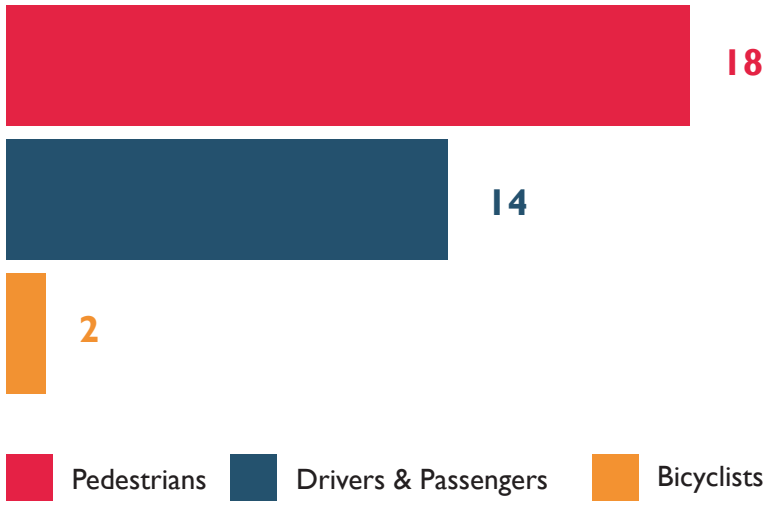
Percentage of New Haven Travelers by Transportation Mode, 2019.
Data: American Census Bureau, ACS 5-Year Estimate

SAFETY & SECURITY

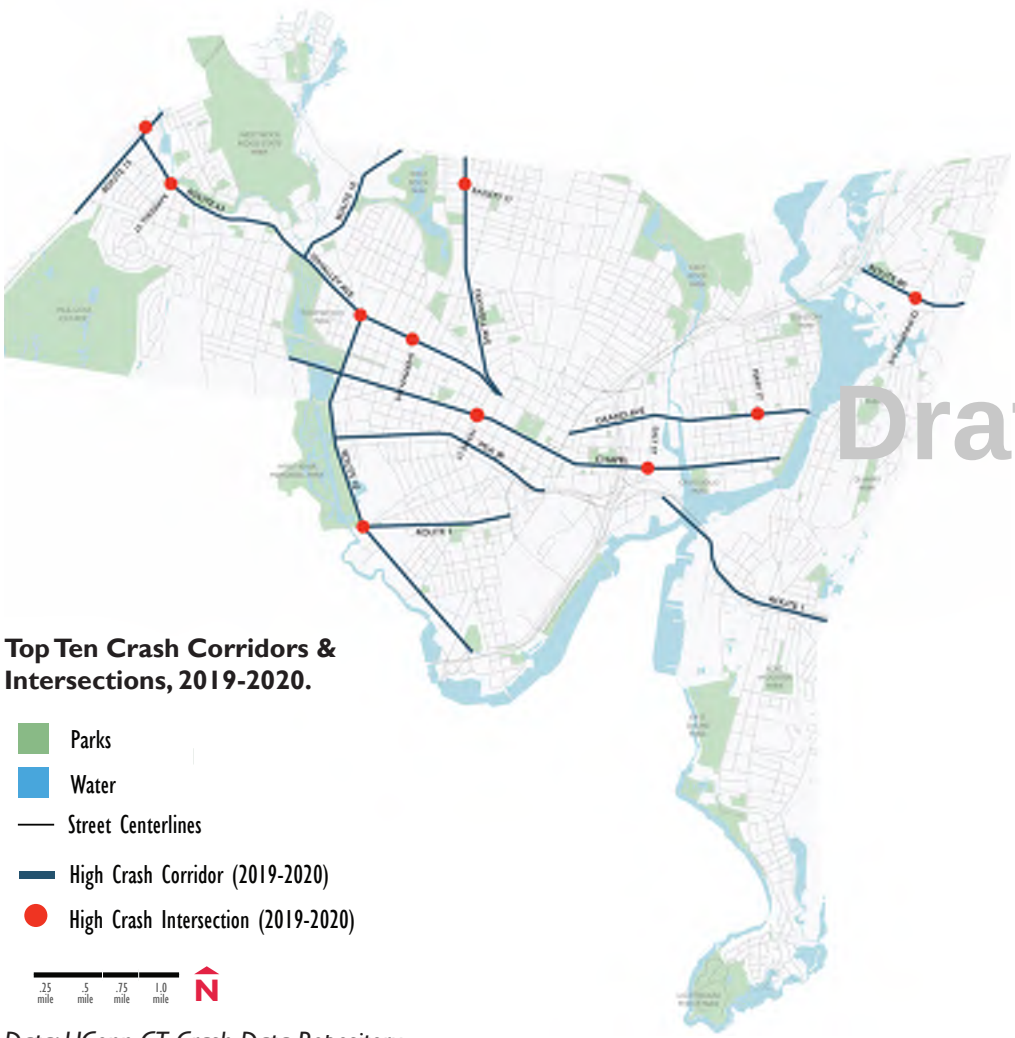
Traffic crashes are a leading cause of death in the United States for people aged 1-54, according to the Centers for Disease Control and Prevention (CDC). Understandly, fear of such collisions is the largest deterrent to walking or biking as a primary means of transportation.

Since 2019, collisions in New Haven involving pedestrians made up approximately 3% of the total traffic crashes overall, but over 50% of total fatalities. Statistics like these emphasize the vulnerability of those who walk or bike.

Draft



Number of Crash Fatalities in New Haven by Mode, 2019 - 2021.
Data: UCONN CT Crash Data Repository



Top Ten Crash Corridors & Intersections, 2019-2020.

Data: UConn CT Crash Data Repository

The top ten corridors and intersections with the most traffic crashes in 2019 and 2020 are mapped at left. Many of the most dangerous corridors are also primary east-west arterials through the City, making inter-neighborhood travel in these directions particularly dangerous for more vulnerable travelers, like those walking and cycling.

Although crash data may change the top ten corridors each year, it is recommended that improvements be focused along the illustrated corridors where possible given additional analysis conducted in the creation of this Plan.

Additional layers of crash analysis, like roadway contributing factors and the severity of crashes by type, informed design decisions and Plan recommendations (see Appendix).

PLAN GOAL: Reduce annual bicycle and pedestrian fatalities to 0 by 2032.

Draft

EQUITY & ACCESS

According to the nationally recognized organization People for Bikes' 2021 Places for Bikes City Ratings, New Haven's Network Score is below the average score for other mid-size cities. This Network Score is an assessment of how well the City's existing bicycle network gets its residents to six primary destinations: Neighborhoods, Opportunity, Essential Services, Recreation, Retail, and Transit. Access to transit scores the lowest, with a 4 out of 100, and access to opportunity and recreation scores the highest (28 and 26 out of 100, respectively).

For those without a car, these challenges of connectivity and acce[ss] become even greater, impacting people of color more significantl[y]. According to a 2014 study produced by DataHaven, 21% and 26% of Black and Latino households, respectively, do not own cars, compared to 10% of white households. For Black and Latino residents in New Haven today, underemployment is correlated with less car ownership. The Greater New Haven Community Index illustrates that the City of New Haven has become the region's primary job center, with most regions losing commuters daily, and New Haven gaining them. Access to these jobs within New Haven is as critical as ever to maintain employment for low income and non-white communities.

In a society that prioritizes cars and repeatedly institutes land use policies that favor driving, a lack of car ownership can be extremely detrimental to upward economic mobility. Although active transportation is vastly better for health and climate, for example, there is no mechanism to reward car-less households and individuals for not worsening the impacts of increased greenhouse gas emissions. Moreover, existing infrastructure and transit service does not currently work for all.

Draft



Image Credit: Street Plans

PLAN GOAL: Close the gap between the rates of those with and without a car, in New Haven by 10% by 2032 to improve access to employment and services.

HEALTH

In the United States, physical inactivity is a major contributor to the rise in prevalence of ailments like heart disease, obesity, diabetes, and other chronic conditions. Due to this, institutions like the CDC say that strategies to promote exercise and activity, like the provision of walking, cycling and transit infrastructure, are essential to the health of our communities.

Nationwide studies have documented statistically significant relationships between bicycling and conditions like diabetes and obesity. When health and travel data were cross-examined in all 50 U.S. states in a 201[illegible] study in the American Journal of Public Health, communities with highe[illegible] rates of active travel were found to have considerably less instances of diabetes.

Draft

As of 2017, according to DataHaven's 2019 Community Wellbeing Index, the City of New Haven's hospitalization rates for chronic conditions like diabetes, asthma, and heart disease are worsening at the highest rate in the region. The prevalence of asthma in New Haven's school district (14.7%) is the highest of all other school districts in the region, as well as the statewide prevalence rate of 14.3%.

Making it safer for kids to walk and bike to school, for adults to access their jobs on bike, and for all residents to more easily access recreational opportunities could substantially impact the health of the City's residents in the coming years.

PLAN GOAL: Reduce the prevalence of asthma in New Haven's school district to below the statewide average by 2032.



Image Credit: CARE

Existing Plan Review & Summary

The project team reviewed a total of 17 previous plans and studies relevant to active transportation in New Haven.

What this should reinforce to readers is that the City of New Haven has been planning for and implementing active transportation improvements since as early as 2004, with the Plan for Greenways & Cycling Systems. This plan discussed not only how to create off-street routes for bicyclists through parks and other trails, but it also incorporates the street network in the proposed greenway designs.

Draft

A connected network of on- and off-street active transportation infrastructure has been in the works for almost two decades.

Below are the plans and studies included in the literature review:

- 2004 Plan for Greenways & Cycling Systems
- 2008 Route 10 Corridor Study
- 2009 Downtown Bicycle & Pedestrian Gap Analysis
- 2010 Whalley Avenue Corridor Study
- Elm City Cycling 2013 Bike & Pedestrian Plan
- 2013 Hill to Downtown Community Plan
- 2014 Two-Way Conversion Report
- 2015 Park New Haven Mobility Study (Medical District)
- 2015 Comprehensive Plan - Vision 2025
- 2016 Wooster Square Planning Study
- 2017 Fair Haven Mobility Study
- 2017 Newhallville Mobility Study
- 2018 Union Ave. Road Diet & Cycle Track Analysis
- 2018 New Haven to West Haven: An Intercity Cycling Report
- 2019 Long Wharf Responsible Growth Plan
- 2019 Move New Haven Transit Mobility Study
- 2021 New Haven Bike Vision

Only three previous plans are at the Citywide scale. While most are for different corridors or city subareas, certain priorities and recommendations are more consistent throughout.

1. **Previous plans repeatedly call for continuous East-West and North-South bicycle connections through and outside of the City.**
2. **Mobility studies have been conducted in only two of the Priority Neighborhoods, with other areas of focus being Downtown and Wooster Square.**
3. **Connections to proposed greenways are repeated priorities of existing plans and studies.**
4. **All existing plans and studies place emphasis on protected bicycle facilities, traffic calming solutions, and expanding neighborhood greenways.**
5. **Multiple plans call for two-way conversions, especially in the Downtown core, as crucial mobility and placemaking improvements.**

Additional findings are on the following page, organized by active transportation mode.



BIKE NEW HAVEN

Chapel, College, Elm, Grove, Orange, State ,Water, and York Streets; Congress, Edgewood, Forbes, Grand, Howard, Whalley, and Whitney Avenues; and MLK Jr Boulevard are corridors that are repeated across the plans for dedicated and/or protected bicycle infrastructure. An emphasis is placed on delivering protected facilities where feasible, with neighborhood greenways and traffic calming interventions as supportive recommendations

Implementing an interconnected network of greenways is also repeated in multiple studies.

WALK NEW HAVEN

Pedestrian improvements are put forth broadly through neighborhood greenway, traffic calming, Complete Streets, and one-way to two-way street conversion recommendations.

Specific interventions like Leading Pedestrian Intervals (LPIs), raised crossings, shared or slow streets, no right turns on red, curb extensions, and new and improved sidewalks are presented in individual plans. For example, the 2015 Comprehensive Plan calls for new sidewalks along the city's "connector streets," and within Newhallville, Dixwell, and The Hill. Neighborhood greenways, traffic calming, and other references to specific interventions are discussed in Newhallville, Fair Haven, and Downtown's individual plans, and in the corridor studies.

RIDE NEW HAVEN

One plan in particular focuses on transit improvements. The 2019 Move New Haven Transit Mobility Study put forth potential transit supportive options to strengthen and modernize the CTtransit New Haven bus system. Recommendations include dedicated bus lanes, new BRT routes, signalization improvements, bus stop consolidations, and shelter improvements.

BRT routes are proposed along Dixwell and Grand Avenues between Putnam (Hamden) and Ferry Streets, and along Congress and Whalley Avenues between the City of West Haven and Blake Street in New Haven. Several of the corridors proposed for dedicated bus lanes are also corridors that were repeatedly proposed for dedicated and/or protected bicycle infrastructure, like Church, Elm, and State Streets, and Whalley Avenue.

Draft

With the most recent Move New Haven Transit Mobility Study, and goNewHavengo initiative, there is a more recent push to implement projects that enable people to more comfortably walk, bike, ride, and roll through the City. Current efforts to install Citywide LPIs, construction of the Edgewood Avenue cycle track, and the redesign of the Yale Avenue and Chapel Street intersection, are moving the needle forward.

The Citywide Active Transportation Plan not only builds upon previously identified projects, but also helps the City of New Haven prioritize which of those and newly identified projects can help achieve an equitable, well-distributed, connected bicycle, pedestrian, and transit network for all residents.

Today: A Day on the Move

This Plan is about helping people get to where they need to go, and enjoying the journey along the way.



Image Credit: Street Plans

Draft

Nora, a 60 year old resident, takes care of her elderly mother in West River, who is in a wheelchair. For the most part, there are services and amenities within walking distance to where her mother lives. Her favorite place to go to once a week is the Wilson Library in The Hill.

Her mother lives just over a mile away from the library, and it takes about the same amount of time to take the bus as it does to walk, so she likes taking advantage of the opportunity to get some exercise while pushing her mother. However, even though it's a doable distance, the walk isn't exactly pleasant. Sidewalks at main intersections in West River in particular are not in good condition, and they always get really nervous crossing North Frontage Road and Legion Avenue.

After they get across the major arterials, they walk down Ward Street/Daggett Street, which is sometimes littered with trash.

She thinks to herself that she could take her mother to enjoy the library much more often if the infrastructure to support their walk and roll were improved. For now, they'll stick to once a week visits.



Alvaro, a 42 year old Fair Haven resident whose car is in the shop, doesn't have a bike because he doesn't feel like there are enough facilities around where he lives to help him bike safely.

He has a doctor's appointment at Yale's Orchard Avenue Medical Center in the afternoon, and has to pick his daughter up from extracurricular activities at Clinton Avenue School shortly thereafter, so he checks the bus schedule. The fastest route on one bus will take him 33 minutes along Lombard Street, State Street, and Chapel Street, but his trip on the way back could be longer because of afternoon traffic.

He sets out to walk to the nearest bus stop, but almost misses it because the stop is so inconspicuous. There's no shelter, seating, or prominent wayfinding. Sure enough, after his appointment, traffic on Chapel Street and State Street going through downtown makes him late to pick up his daughter.

He wishes there was a way to expedite bus service during rush hour, and make the entire experience of riding transit more pleasant.

Draft



Mary, a 34 year old resident, just got a bike so that she could enjoy more active outings with her two children, who each got bikes for Christmas. She doesn't feel comfortable letting them bike alone yet. She'd feel most comfortable biking with them in protected bike lanes, or within large parks, neither of which are in her immediate vicinity living in Amity.

One Saturday, she looks up a map of the city's bike network to see if there are any safe routes that could get them to Edgewood Park. Disappointed, she realizes that there is not any dedicated infrastructure, or even shared lane markings, to guide her family to the park.

In addition to it being hilly in her neighborhood, there are multiple high-speed arterials between them and the park that would feel too scary to bike on, or across.

They end up zigzagging through the calmer residential streets, taking a less direct route to the park. She recalls thinking that improvements could even be made to these streets to make it more clear that they're low stress biking routes. Nearing the end of their park visit, she had forgotten how they got there, and instead they rode on the sidewalks along the busier streets to get home.

03 Public Input

Draft

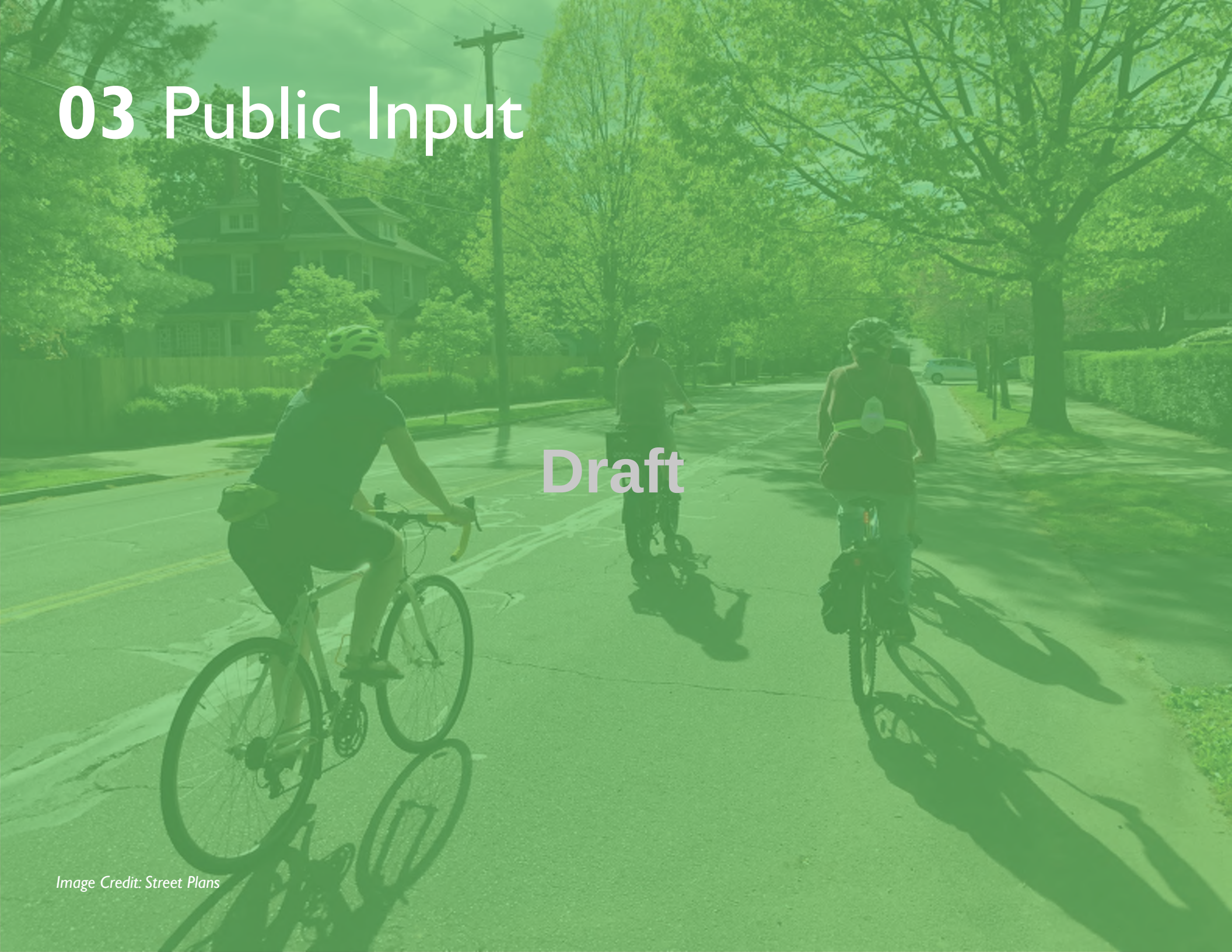


Image Credit: Street Plans

Public Outreach Summary

The Citywide Active Transportation Plan employed a variety of digital and on-the-ground strategies to engage New Haven safely and effectively.

Plan public engagement began in the summer of 2019, with a June public meeting and subsequent installation of pedestrian Quick Build projects in each of the City's Priority Neighborhoods. The Quick Build methodology, also known as Tactical Urbanism, is a way of delivering improvements to streets and public spaces made with resident participation in a less expensive, more inclusive, and faster manner than typical capital projects. These temporary projects deliver projects on a faster timeline than permanent capital projects, and also allow communities to evaluate how they function before much larger investments are made in long-term infrastructure. The intention behind kicking off the planning process with the Quick Build projects was to demonstrate from the outset what kinds of projects could be included in the Plan, and to also use the planning process as a way to expeditiously deliver improvements while the plan was drafted.

Draft

Temporary pedestrian enhancements were installed in August and September 2019 at the following six intersections throughout the City:

- **Dixwell:** Dixwell Avenue & Shelton Avenue; Dixwell Avenue & Munson Street
- **Dixwell-Dwight:** Whalley Avenue & Orchard Street
- **Fair Haven:** Houston Street & Chapel Street; Ferry Street & River Street; Ferry Street & Chapel Street



Image Credit: Street Plans

- **Newhallville:** Bassett Street & Dixwell Avenue
- **The Hill-West River:** Winthrop Avenue & Sylvan Avenue & Auburn Street
- **West Rock:** Wintergreen Avenue & Springside Avenue

The project team designed and installed a total of 28 artistic curb extensions, completed one bus stop enhancement, one protected bike lane, and numerous new crosswalks across the six intersections.



In **Dixwell**, five curb extensions made pedestrians more visible, shortened crossing distances and tightened curb radii to slow the turning speeds of vehicles. A short segment of protected bike lane was also included.



In **Newhallville**, four curb extensions shortened pedestrian crossing distances and tightened curb radii to slow the turning speeds of vehicles. A bus stop on Dixwell Avenue was enhanced with an artistic pavement treatment.



In **Dixwell-Dwight**, three curb extensions shortened pedestrian crossing distances and tightened curb radii to slow the turning speeds of vehicles.

Draft



In **The Hill-West River**, five curb extensions shortened pedestrian crossing distances and tightened curb radii to slow the turning speeds of vehicles.



In **Fair Haven**, eight curb extensions shortened pedestrian crossing distances and tightened curb radii to slow the turning speeds of vehicles. An underutilized portion of asphalt that had been used as an informal parking lot was reclaimed for pedestrian space.



In **West Rock**, three curb extensions shortened pedestrian crossing distances and tightened curb radii to slow the turning speeds of vehicles. Additional artistic asphalt treatments were added to bring attention to the intersection.

Image Credits (All): Street Plans

THE HILL-WEST RIVER
46% CROSSING DISTANCE REDUCTION

WEST ROCK
40% CROSSING DISTANCE REDUCTION

FAIR HAVEN
38% CROSSING DISTANCE REDUCTION

NEWHALLVILLE
34% CROSSING DISTANCE REDUCTION

DIXWELL
25% CROSSING DISTANCE REDUCTION

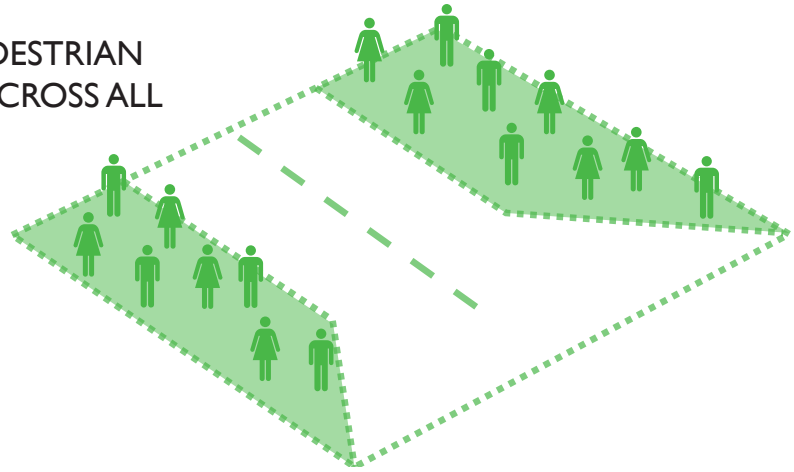
DIXWELL-DWIGHT
22% CROSSING DISTANCE REDUCTION



Draft **34%** CROSSING DISTANCE REDUCTION ACROSS ALL SITES

19,492

RECLAIMED PEDESTRIAN SQUARE FEET ACROSS ALL SITES



Public outreach for Phase II of the plan resumed in March 2021 with the first public workshop, when COVID-19 vaccinations were more widely available to New Haven residents. From that point until the unveiling of the plan draft, in partnership with CARE, the project team utilized the following tactics to reach New Haven residents for feedback on the state of active transportation in their City:

- **Public Workshops (Virtual and In-Person)**
- **Steering Committee Meetings**
- **Handlebar & Walkabout Surveys**
- **Safe Routes for All SeeClickFix Platform**
- **Additional Community Conversations**

Draft

PUBLIC WORKSHOP #1

WHAT WE DID

The first public workshop for the Safe Routes for All Citywide Active Transportation Plan was hosted virtually in English on March 24, 2021. 53 participants joined the project team for a 90-minute introduction to the project, review of the Phase I Quick Build installations, and an interactive live mapping feedback exercise using the City's Veoci platform. Following a presentation from the consultant, the participants and project team representatives were broken up into Zoom Breakout Rooms. Within each Breakout Room, participants were instructed to take a few minutes to input any feedback into the Veoci 3/24 Meeting Map Form (image at right). In the form, participants were asked to add geolocated intersections or segments of streets where they'd like to see active transportation improvements, and to elaborate on the specific challenges they experience there.



The meeting map form asked participants to specify whether they were leaving feedback for an intersection or street, what the challenge there was, and to elaborate in an open format question.

After participants added their feedback, Breakout Room leaders shared the map that illustrated all of the entries, and facilitated a discussion about specific inputs.

During the workshop, participants entered a total of 197 inputs, either specific corridors or intersections of concern.

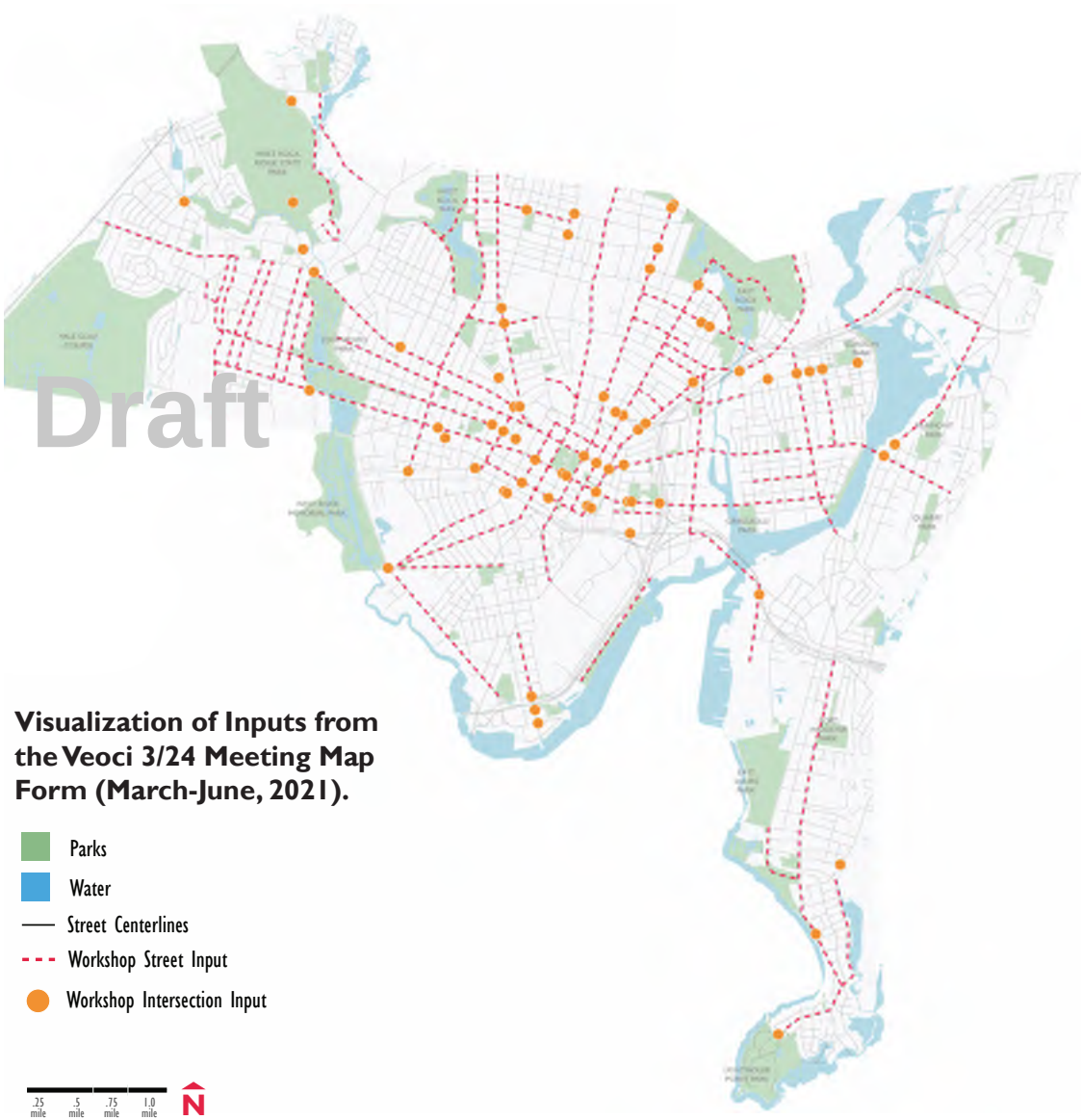
Following the workshop, the link to fill out the Veoci Map Form was posted on the Safe Routes for All website for additional entries, for those who could not attend the initial public engagement. 32 more entries were added to the map between the workshop and when its link was replaced with the SRFA SeeClickFix link in June.

The same workshop was executed entirely in Spanish on March 31, 2021. A separate Map Form in Spanish was created to collect live responses during the workshop. 3 participants entered a total of 11 inputs, leaving feedback for 9 corridors and 3 intersections.

WHAT WE LEARNED

From March-June, the two Veoci maps recorded a total of 240 entries. Of those 240 entries:

- **Chapel Street, Whitney Avenue, Elm Street, and Orange Street** were mentioned most frequently. Whalley Avenue, Trumbull Street, and State Street all tied for being the fifth most-mentioned problematic corridor.
- **Whitney Avenue & Cliff Street, S Frontage Road & York Street, State Street & Trumbull Street, and Elm Street & York Street** were the most frequently mentioned intersections of concern.
- **Speeding cars and a lack of bicycle infrastructure** were the more prominent concerns from the English workshop, whereas a lack of



Visualization of Inputs from the Veoci 3/24 Meeting Map Form (March-June, 2021).

crosswalks or adequate sidewalks was most mentioned in the Spanish workshop.

- **Requests for separated bicycle facilities** dominated the English workshop's bicycle-specific feedback inputs. Concerns of dooring and of cars parking in existing, unprotected lanes were also frequent.

The consultant team used the inputs and conversation from the first workshop to help create the the Handlebar & Walkabout Survey routes in April and May, to experience the challenges communicated in the workshop on the ground. This feedback also formed the foundation of the bike network and pedestrian priority projects, reiterating problematic corridors and intersections from the existing plan review, and bringing to the attention of the consultant team new areas of focus.

Draft

PUBLIC WORKSHOP #2

WHAT WE DID

The project team held multiple workshops for the Draft Plan review from Tuesday, September 28th to Thursday, September 30th. On Tuesday and Thursday, the team delivered virtual presentations of the Plan via Zoom. On Wednesday, September 29th, the team interacted with community members in person at Scantlebury Park to seek feedback on the Draft recommendations and drawings.

WHAT WE LEARNED

Approximately 30 residents joined the project team to review large-format printed boards of the Draft Plan. Workshop participants filled out worksheets, including any comments or questions per board. The boards were broken up according to the mode chapters in the Draft Plan.



Image Credit: Street Plans

The most common feedback heard from participants was that the timelines for some of the draft recommendations were not ambitious enough, and that residents were ready for improvements to be implemented on a faster time scale. The project team recorded and discussed each piece of feedback given, and collected digital feedback for the first two weeks of October through the Plan website.

STEERING COMMITTEE MEETINGS

WHAT WE DID

The project team brought together a group of both City department staff and representatives from active transportation advocacy/ action groups for the Citywide Active Transportation Plan Steering Committee, a body that provided the project team feedback and direction at regular touch points during the planning process, and helped involve their networks in public engagement events. The Steering Committee was comprised of 26 individuals, representing the following entities within the City of New Haven:

- Transportation, Traffic, & Parking Department (TT&P)
- Traffic Authority
- Parking Authority
- Parks Department
- Department of Arts, Culture, & Tourism
- Board of Education (BOE)
- Disability Commission
- New Haven Free Public Library (NHPL)
- CARE REACH Steering Committee
- Safe Streets Coalition of New Haven
- Elm City Cycling
- Bradley Street Bicycle Coop
- New Haven Adult Education Center
- ICE the Beef
- SPORT Academy
- The Devil's Gear

Draft

The Steering Committee also included several residents not officially affiliated with any of the above entities.

The first Steering Committee meeting was hosted virtually on Zoom by the project team a week before the first workshop. In addition to a project overview and description of the Committee roles, the meeting included a similar feedback exercise as the first workshop. All participants were divided into Breakout Rooms, and instructed to discuss the challenges and opportunities for active transportation in New Haven by mode: biking, walking, and riding transit.

The second Steering Committee meeting was held during the first week of June, primarily to recap the April and May Handlebar Surveys, and to discuss the rest of the plan schedule. The Steering Committee provided feedback on ways to better engage more residents over the summer in preparation for the Draft Plan unveiling.

WHAT WE LEARNED

Below are highlights from the first Steering Committee meeting, categorized by mode:

Walking

- Better lighting is needed on most streets.
- Education for all road users could improve safety for all.
- Speeding and traffic calming is a deterrent to walking on most streets.
- Bicyclists having to ride on the sidewalks creates conflicts with pedestrians.
- Crosswalks need to be more clearly marked, and the

pedestrian signal crossing times are often too brief.
- Dixwell, Grand, and Whalley Avenues should be pedestrian priority corridors.
- Residents want a safer connection from Middletown Avenue and Front Avenue to Walgreens and Walmart at Foxon Boulevard and Quinnipiac Avenue.

Biking

- Whalley Avenue has high ridership, but feels very unsafe.
- Not enough bike lanes can take a bicyclist very far, the network is too disconnected.
- Getting over the Tomlinson Bridge and into the Port is unsafe.
- More access to biking education is needed.
- People would feel much safer with more protected routes.
- More people would like to bike, but they don't want to share the road with cars.
- Safer biking routes to school are needed.
- Residents sometimes push back against installation of new bike lanes.

Riding Transit

- Bus stops need more amenities, like seating, shade, and wayfinding.
- Union Station and Chapel Street are locations of the confluence of multiple modes. These areas can be made safer.
- Residents want the buses to be faster and more reliable. Buses get delayed in traffic having to share lanes with cars.
- Bus stops are too close together, buses stop too frequently.
- Many bus stops are missing sidewalks.
- Wayfinding could be clearer and more legible.

Draft

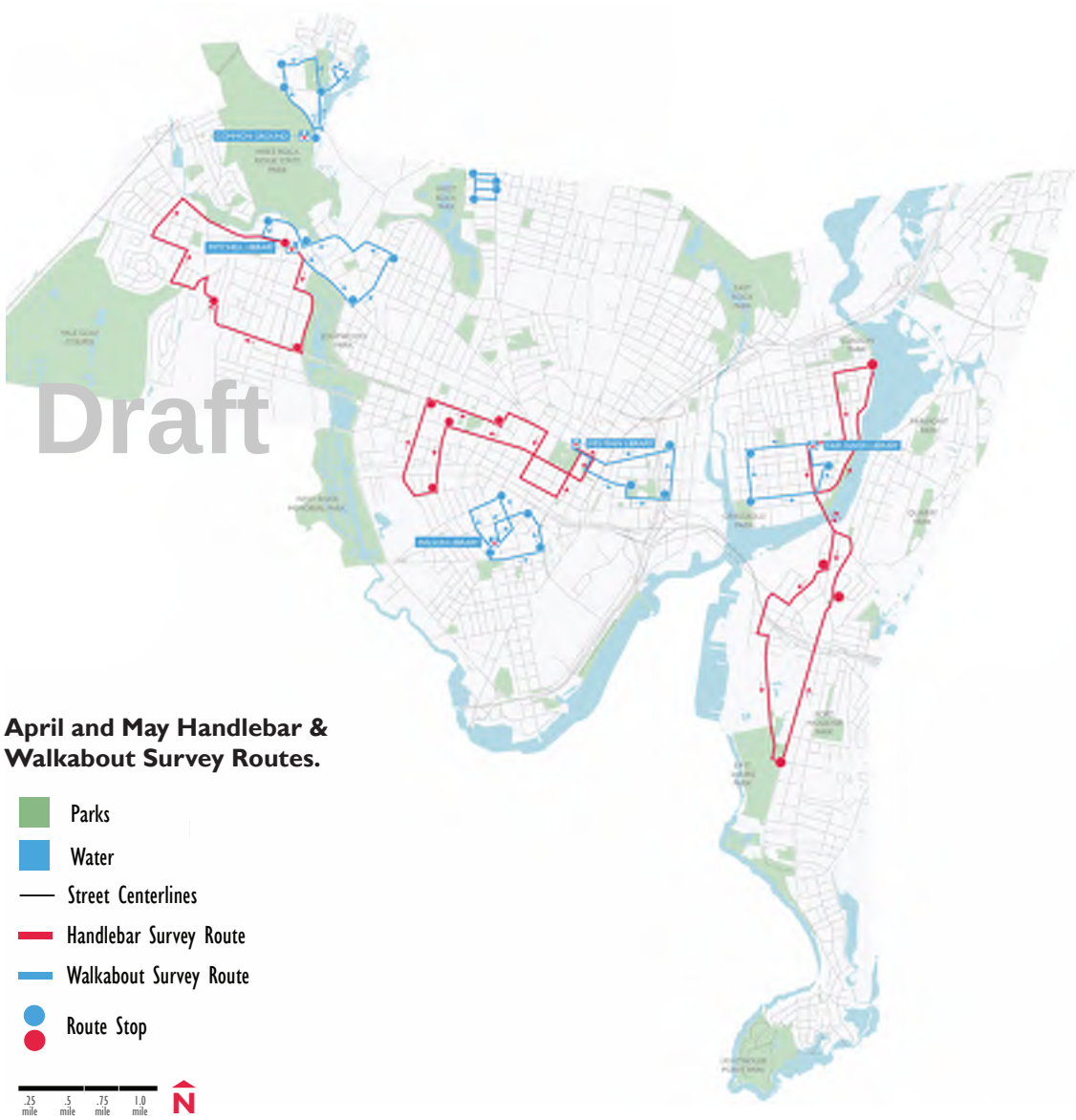
The third Steering Committee meeting was held on September 14th, 2021, and was intended to be the first presentation of any of the Draft Plan to people in the community outside the internal project team. The project team presented to 15 Steering Committee members, and received feedback on the initial detailed drawings, as well as how well the Plan will set the City up for successful implementation.

HANDLEBAR & WALKABOUT SURVEYS

WHAT WE DID

The project team hosted Handlebar (biking) & Walkabout Surveys at 11:00am and 2:00pm on Saturday, April 17th, 4:00pm on Wednesday, April 28th, 4:00pm on Thursday, May 13th, and 11:00am and 2:00pm on Saturday, May 15th. An additional date on Thursday, April 15th was cancelled due to inclement weather. The project team distributed information about the ground surveys via the project's Facebook page, flyers to the Community Management Teams (CMTs), and notices to the Steering Committee. Members of the community joined the consultants in surveying the experience of biking and walking along predetermined routes. Along the rides and walks, the groups discussed and scored the conditions along different street segments using worksheets that the consultant team had prepared. Across all four days of surveys:

- **70 total community members were engaged.**
- **9 different walking and biking routes were surveyed.**
- **29 different streets, within 13 different neighborhoods, were scored.**
- **22+ miles of New Haven were covered!**



April and May Handlebar & Walkabout Survey Routes.

Survey sheets were created in both English and Spanish, and were filled out during the rides and walks, and submitted to the project team upon route completion. The routes devised for each date were done so based on feedback from the first public workshops and Steering Committee meeting. The City's free public libraries were used as the meeting points from which participants set out on the rides and walks, and the project team made sure to ride and/or walk through each of the Priority Neighborhoods. Additional rides and walks had been scheduled and predetermined, but did not receive participation from the community (eg. in Newhallville).

WHAT WE LEARNED

At right is a map of all 27 Walkabout Survey street segments scored on April 17th, April 28th, May 13th, and May 15th. Street segments were scored on a scale of 1-4 across six different questions, for a maximum total score of 24. Wintergreen Avenue, Columbus Avenue, Lafayette Street, Bassett Street, Sherman Parkway, Elizabeth Street, Dixwell Avenue, Pond Street, and Dorman Street all received the lowest average scores (an indication of unfavorable walking conditions).

Dixwell Avenue, Sherman Parkway, and Bassett Street in Newhallville received the lowest average walking scores of 6.

Hamilton Street in The Mill River District received the highest average walking score of 21.6.



At right is a map of all the 16 Handlebar Survey (biking) street segments scored on April 17th, May 13th, and May 15th.

All but two biking street segments ended up with average scores below 15.

Woodward Avenue received the highest average score of 17, and Whalley Avenue received the lowest average score of 6.17.

What was particularly notable to the project team was that none of the Walkabout and Handlebar Survey scores of the same street were scored the same. For example, Chapel Street for bicyclists scored below 10, whereas for pedestrians it didn't score so low. The segment of Whalley Avenue through Downtown Westville and along the north edge of Edgewood Park scored favorably, but not for bicyclists.

Street segments that were more comfortable for pedestrians are ideal priority corridors for bicycle improvements, as the high pedestrian score is an indication that the land use and other amenities provide a good foundation for a Complete Street.



"We're able to get involved and work on the things we care about. That's what I love about living in New Haven."

Draft


NEW HAVEN INDEPENDENT

Valley Independent Sentinel La Voz Hispana

Cyclists, Pedestrians Track Trouble Spots

by ZSHEKINAH COLLIER | Apr 19, 2021 10:04 am

(5) Comments | Commenting has been closed | E-mail the Author

Posted to: Transportation, Downtown, Edgewood, The Hill, Learn / Act


NEW HAVEN INDEPENDENT

Valley Independent Sentinel La Voz Hispana

Where The Sidewalk Mends

by ISAAC YU | May 14, 2021 10:58 am

(2) Comments | Commenting has been closed | E-mail the Author

Posted to: Transportation, Westville, Whalley

"New Haven is flat, and it's relatively dense. It should be a world-class bike city, and I would love to see us lead on that."



On Saturday morning, April 17th, participants biked over four miles through parts of Downtown, Dwight, The Hill, and West River. Walking surveys took participants two miles through Downtown, The Hill, River District, and Wooster Square.



On Saturday afternoon, April 17th, participants walked two miles through The Hill.

Draft



On Thursday, May 13th, participants biked over four miles through parts of Westville and Amity. Walking surveys took participants over two miles through Beaver Hills, West Rock, and Westville.



On Saturday, May 15th, participants biked over four miles through parts of Westville and Amity in the morning, and approximately five miles through East Shore, Fair Haven, and The Annex in the afternoon. Additional participants joined a Fair Haven walking route in the afternoon.

Image Credits (All): Street Plans

SAFE ROUTES FOR ALL SEECLICKFIX PLATFORM

WHAT WE DID

The Citywide Active Transportation Plan project team utilized the existing SeeClickFix platform for digital feedback, collecting responses from the platform prior to the start of Phase II, and eventually creating a Plan category to streamline inputs during Phase II.

122 entries between July 2020 and May 2021 were collected, plus 21 additional entries in June 2021, and 15 in July 2021 for a total of 158 entries.

Of those 158 entries:

- **Chapel Street and High Street** were mentioned most frequently. Edgewood Avenue, Elm Street, Ella T Grasso Boulevard, Long Wharf Drive, Peat Meadow Road, and State Street all tied for the third most-mentioned corridor for feedback.
- **Whitney Avenue & Cliff Street** was the most mentioned intersection of concern, and multiple intersections that were a part of the SeeClickFix feedback overlapped with that from the workshops: Chapel Street & Yale Avenue, S Frontage Road & York Street, Edgewood Avenue & Howe Street, Lincoln Street & Trumbull Street, and Rowe Street & Peck Street.
- **The need for speed bumps and other traffic calming, lack of sidewalks, distracted drivers, and crashes** were repeatedly mentioned in the feedback.

Draft

ADDITIONAL COMMUNITY CONVERSATIONS

WHAT WE DID

In addition to the project team's organized public engagement activities, ongoing outreach and community conversations occurred at the outset and throughout the planning process.

On Friday, January 8th, the project team engaged Alder Abby Roth, Yale's Environmental Health and Safety Department, and Yale's Traffic Safety Subcommittee for a walk audit of the Medical District. The group surveyed Cedar, George, Park, and York Streets, and Howard Avenue and MLK Jr Boulevard. The group discussed desired changes to York Street, as well as improvements to the intersection with S Frontage Road. The CARE team employed a number of different strategies from July-September 2021 to get the word out about the second public workshop, including a physical presence at existing community events and canvassing to distribute postcards and door hangers about the second public workshop. CARE used similar routes as the Walkabout Surveys to distribute materials about the second public workshop in Beaver Hills, Dixwell Fair Haven, Newhallville, The Hill, and the Mill River District. Volunteers from the Safe Streets Coalition and the Steering Committee joined them in the outreach.

The Draft Citywide Active Transportation Plan document was made available to the public on November 1, 2021, and the project team sought feedback on the full document for four weeks. During these four weeks, the project team received a handful of comments submitted online, as well as comments from the project's Steering Committee. Public feedback was incorporated into the Draft Plan in December 2021 and January 2022.

How Feedback Shaped the Plan

What We Heard

Active transportation improvements are often only implemented in certain neighborhoods rather than, distributed throughout the City.

More protected bike lanes are needed to make more residents feel comfortable riding their bikes, and to minimize bicyclist injuries and fatalities on the streets.

Communities of color and residents whose first language is not English feel as though conversations about safe streets are not welcoming to them.

Moving and storing motor vehicles seem to be the priority in New Haven, as is evident by the disproportionate number of pedestrian and bicyclist deaths in 2020 alone.

Draft

What We Did

The Plan includes analysis, outreach, and recommendations for the entire City, with emphasis on where improvements are needed most, especially in the Priority Neighborhoods.

The Newly Proposed Bikeways included in this Plan increase the street mileage of existing and in-construction protected bike lanes by almost five times Citywide.

The Action Plan included in this Plan proposes a City-led quarterly roundtable for the discussion of, and creation of active items to advance, how streets can be holistically safer for communities in New Haven.

The Plan puts forth an ambitious goal of reducing annual bicycle and pedestrian deaths to 0 by 2032, and the Action Plan includes recommendations for shifting attitudes toward streets from just thoroughfares for vehicles, to places of rest, gathering, and social and cultural programming.

04 Walk New Haven

Draft



Image Credit: Street Plans

Designing Streets for Walking



The number of people struck and killed in the United States has been steadily increasing each year since 2010.

Adequate infrastructure to support pedestrians of all ages, races, and abilities includes things like traffic-calmed streets, enhanced crosswalks, ADA-compliant curb ramps, pedestran safety islands, street trees, and sidewalks of adequate width. Of utmost importance is the interconnectivity between this infrastructure, which enables pedestrians to walk without concern for sidewalks that dead-end or that an intersection can't be crossed because of a lack of curb ramps.

Draft

Multiple other factors contribute to the experience of being on foot in a city that doesn't just involve concrete, paint, and landscaping, like lighting, active storefronts, places to sit, street vendors, etc. For women, Black, and Hispanic individuals, just setting out on foot can be threatening for reasons other than the lack of the elements stated above.

To have all residents feel comfortable and safe walking in their city is a complex feat indeed, but ensuring basic infrastructure like sidewalks, crosswalks, curb ramps, and pedestrian signals are up to best practice standards, and are present where they're needed most is a good place to start. These improvements also often contribute to the economic vitality of cities and districts. According to a 2018 study for the Transportation Research Board, walkability is directly correlated to things like decreased commercial vacancies, inreased retail sales, and increased home value.

Of course, treatments for safe bicycling and for increasing bicycle and pedestrian access to transit can also make for safer walking, as certain treatments often improve street safety for all users, including drivers.

According to the Vision Zero Network, only 40 communities nationwide have adopted Vision Zero strategies, initiatives that aim to eliminate traffic fatalities and severe injuries. A Vision Zero Community is defined as one that meets the following minimum criteria:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in a clear time frame.
- Key departments (including transportation, public health, and Mayors' offices) are leading.

New Haven's Complete Streets Policy and Design Manual (2010) commits the City to Vision Zero. With the recommendations in this Plan, the Vision Zero framework can be activated to deliver the projects that need to be implemented to reach zero annual fatalities by 2032.

Walking in New Haven

Within the City of New Haven are dense pockets of walkability, where services are accessible on foot, and walking feels pleasant and safe. However, these pockets are just that: disconnected areas that may be internally walkable, but are otherwise surrounded by fragmented land use, waterways, and unwelcoming transportation infrastructure (highways, rail lines, etc.).

That said, the City has made a lot of progress in recent years to track necessary pedestrian improvements, and involve the public in the process. GIS data has kept track of the sidewalk and pavement condition since 2012, although the most recent dataset is 2016. The City's SeeClickFix platform has also taken requests directly from the public for Complete Streets projects, and is continuously working on pedestrian improvements.

Other projects, like raised intersections and the woonerf planned for Orange Street, indicate a more progressive direction in pedestrian infrastructure design.

Recently, legislation passed the Connecticut State Senate and House of Representatives that includes provisions like increased fines for distracted driving, and greater local control of City speed limits, which will enable pedestrian-specific street designations like slow zones and neighborhood greenways.

The analysis performed as a part of this Citywide Active Transportation Plan provides the City with updated data at the City scale, identifying not just which areas or neighborhoods of the City are in most need of improvements, but also which intersections to prioritize in response to safety and public concerns.

Draft



Image Credit: Adam Weber Photo

Design recommendations in this plan will bolster the enforcement provisions included in the recent legislation for a multi-pronged approach to improving pedestrian safety Citywide.

EXISTING CHALLENGES

The following challenges make walking in New Haven challenging or feel unsafe.

1. There are over 200 intersections that are in need of upgraded sidewalks and/ or crosswalks; ADA-compliant curb ramps, and pedestrian signal heads are also needed in many locations.

2. Pedestrian crashes and fatalities are re-occuring across the City along a relatively small number of corridors and intersections.

3. While basic physical design improvements to intersections are crucial, operational improvements are also needed to make crossings at large intersections more comfortable.

4. Accessing transit by foot can be uncomfortable in many parts of the City, especially in lower density neighborhoods where the sidewalk network is incomplete.

KEY RECOMMENDATIONS

Four key recommendations for immediate improvements to the pedestrian network in the City of New Haven are below:

1. Consult the Intersection Database before undertaking routine maintenance and / or intersection upgrades projects and cross-reference with Priority Neighborhoods for equitable distribution.

2. Prioritize street safety investments at the top 10 most dangerous intersections for pedestrians (see pg. 49) by 2027.

3. Adjust pedestrian signal timing at intersection legs with four or more travel lanes to provide more time to cross; Prioritize Leading Pedestrian Intervals (LPIs) at high crash intersections.

4. Prioritize pedestrian improvements wherever Bus Stop Type #1 is found (see pg. 72), especially when found at any of the locations identified in the Intersection Database.

Draft

The Intersection Database

The consultant team analyzed the conditions of all 1,566 intersections in the City of New Haven.

Using a combination of on-the-ground analysis, aerial imagery, and Google Street View (2019-2020), the consultant team reviewed the following elements at every intersection in New Haven:

- The presence of **pedestrian signals** at signalized intersections
- The **condition of the sidewalks** leading up to (approximately) 30' from the intersection along each leg)
- The **number of crosswalks**
- The **condition of the crosswalks**, if present
- The **crosswalk type** (transverse vs. continental)
- The **number of curb ramps and tactile warning pads** (If the curb ramp does meet the asphalt or does not appear to be ADA-compliant it was not counted
- The **presence of bikeway facilities** at the intersection (bike lanes, bike boxes, two-stage turn boxes, crossbike markings, bikeway signals etc.)

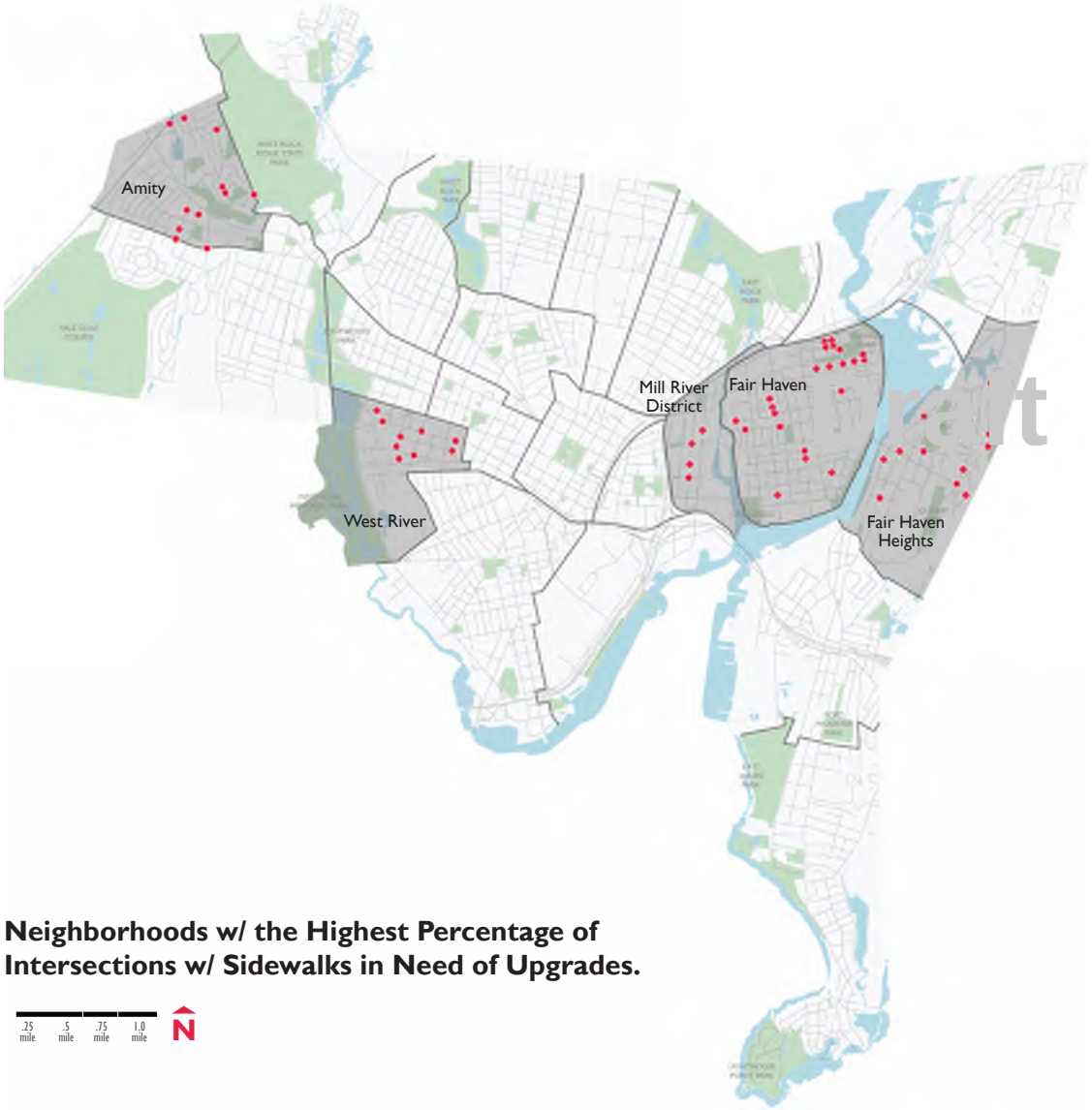
Overall this intersection database is a snapshot in time and is meant to be a living document, as regular updates will need to be made to maintain its usefulness. It should be noted that the database was cross-referenced with the most recent repaving projects (2019) and sidewalk projects (2020) dataset. Additionally, although most Street View imagery is sourced from 2019 or 2020, there were intersections that did not have updated imagery and therefore the condition observed may not be as current.

Draft

To analyze the condition of each intersection element, the consultant team used a scale of Needs Upgrades, Moderate, Good, and Excellent. For sidewalks, a rating of Needs Upgrades meant that the sidewalk would be difficult to traverse in a wheelchair, or contained severe cracks or heaving from tree roots, etc. Sidewalks that were rated as Excellent were mostly those that looked very new or recently constructed.

For the condition of crosswalks, a rating of Needs Upgrades was given to those that had extremely faded striping (to where less than 50% of the crosswalk markings were visible), and/or if the asphalt contained any large cracks or potholes that create tripping hazards. Again, most of the Excellent crosswalks looked to be a part of relatively recent repaving / re-striping project.

The intersection database provides a current snapshot of street conditions that impact the pedestrian experience. It was used to inform priority projects and recommendations included in this Plan. While the data and priorities will change in the coming years, the ongoing collection of data should continue and help the City allocate limited city resources to neighborhoods and/or corridors that are most in need of improvements.



Neighborhoods w/ the Highest Percentage of Intersections w/ Sidewalks in Need of Upgrades.

SIDEWALKS AT INTERSECTIONS

According to the Intersection Database, the neighborhoods listed below have the highest concentration of intersections (64 in total) with at least one approaching sidewalk that needs to be improved. The percentage of intersections per neighborhood in need of repair is also included for each neighborhood.

1. **Fair Haven Heights - 24%**
2. **The Mill River District - 21%**
3. **West River - 21%**
4. **Fair Haven - 16%**
5. **Amity -15%**

Of these neighborhoods, two (Fair Haven, West River) are also Priority Neighborhoods, which underscores the need for investment in these historically underserved areas.

It is important to note that only existing sidewalks were evaluated as a part of the intersection database. Many intersection legs throughout the City are in fact missing sidewalks. This means a four-way intersection may only have sidewalks on three sides, making it difficult to safely

or efficiently traverse the intersection. In Amity, for example, 20% of intersections also lack at least one approaching sidewalk. In Fair Haven Heights, 13% of intersections have no approaching sidewalks at all.

Although the land use context of these two example neighborhoods is lower density and more more car-oriented, the lack of basic pedestrian infrastructure limits mobility, especially for children, aging adults, caretakers, and/ or people with physical disabilities.

CROSSWALKS AT INTERSECTIONS

Draft

The top five neighborhoods with intersections that are missing marked crosswalks are listed below. They range from Quinnipiac Meadows, where crosswalks are not present at 86% of intersections, to Westville, which lacks crosswalks at just over a third of its intersections.

1. **Quinnipiac Meadows - 86%**
2. **East Shore - 71%**
3. **The Annex - 69%**
4. **Fair Haven Heights - 68%**
5. **Westville - 37%**

537 intersections, or 34% of intersections Citywide, do not have crosswalks.*

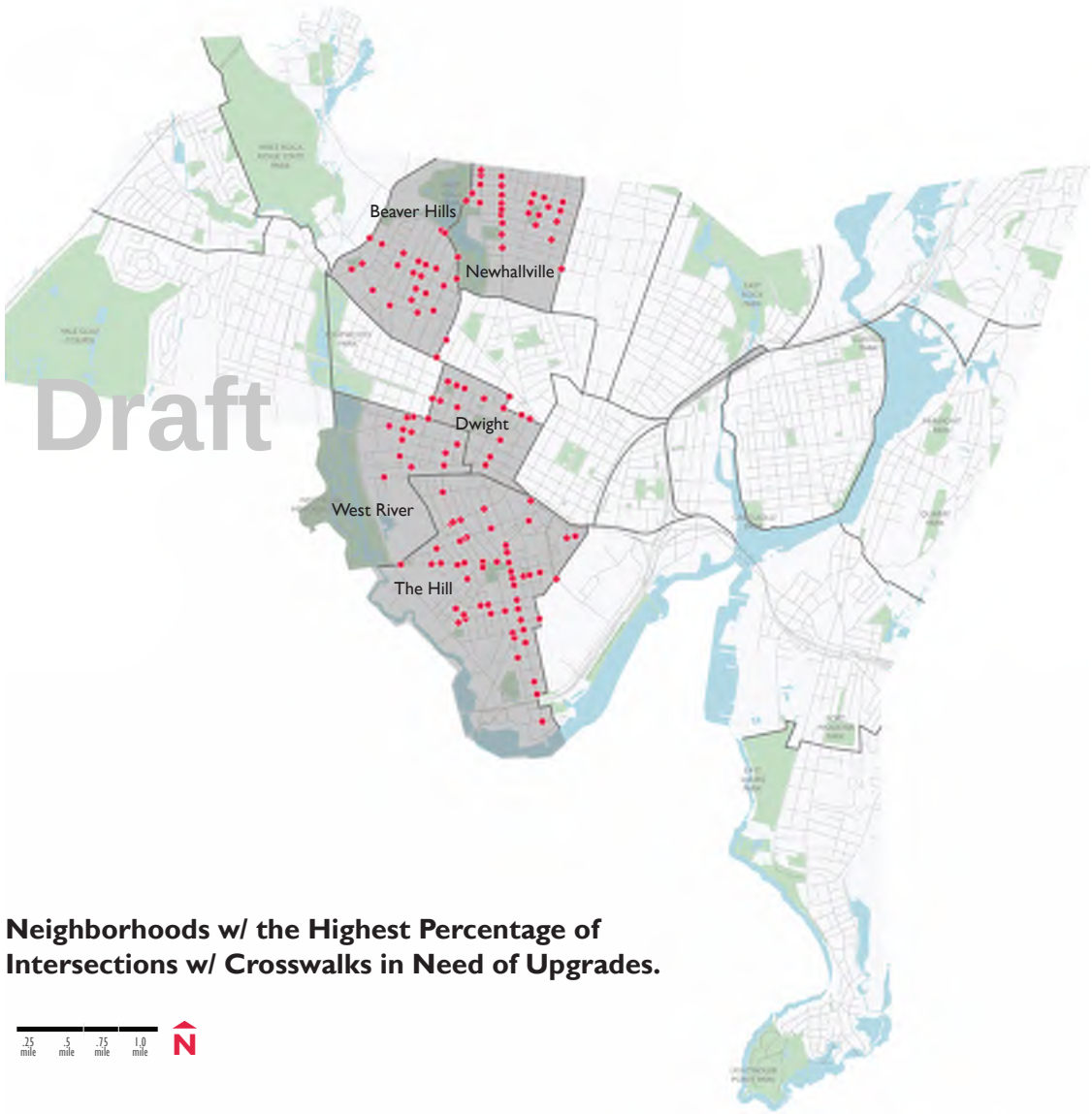
** Intersections withouth crosswalks should undergo additional analysis, as there may not be demand or feasibility for a crosswalk at every intersection (i.e. missing sidewalks).*

While none of the neighborhoods listed at left are categorized as Priority Neighborhoods, Fair Haven Heights does appears in the top five locations lacking sidewalks and crosswalks. Worth noting, too, is that a lack of crosswalks may be attributed to the lack of sidewalks. Many of the neighborhoods listed here feature industrial land uses and/ or were developed at a time when sidewalks were not commonly built.

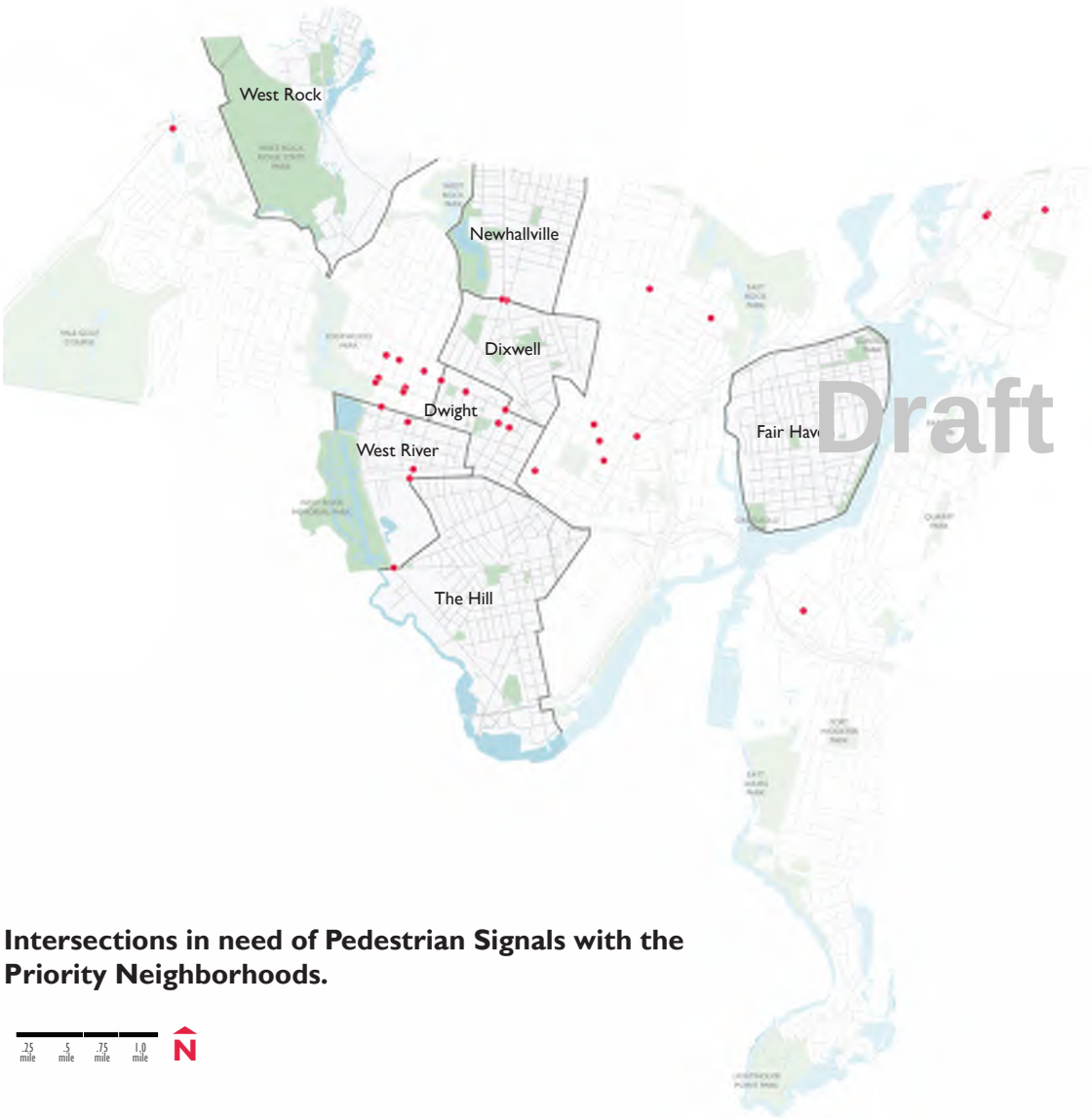
The neighborhoods highlighted on the map at right have the highest concentrations of intersections with at least one crosswalk in need of re-striping. About a third of the intersections in each neighborhood have at least one crosswalk that needs to be re-striped/resurfaced.

1. **Dwight** 33%
2. **The Hill** 33%
3. **Newhallville** 33%
4. **Beaver Hills** 32%
5. **West River** 29%

Four of the five neighborhoods where crosswalk re-striping is needed most are Priority Neighborhoods. West River appears in the top five for both sidewalks and crosswalks that are in need of maintenance / repair. **In total, 136 crosswalks would benefit from maintenance.**



Neighborhoods w/ the Highest Percentage of Intersections w/ Crosswalks in Need of Upgrades.



Intersections in need of Pedestrian Signals with the Priority Neighborhoods.

PEDESTRIAN SIGNAL HEADS

The map at left depicts signalized intersections that are also missing pedestrian signals. Of these intersections, four are where crosswalks also need to be re-striped (Sherman Avenue & MLK Jr Boulevard, Elm Street & Dwight Street, Elm Street & Orchard Street, and Derby Avenue & Winthrop Avenue). One of the intersections is also one that needs sidewalk repair (Whalley Avenue & Pond Lily Avenue).

There are additional signalized intersections throughout the City that are missing pedestrian signals, but these intersections either do not have crosswalks or sidewalks.

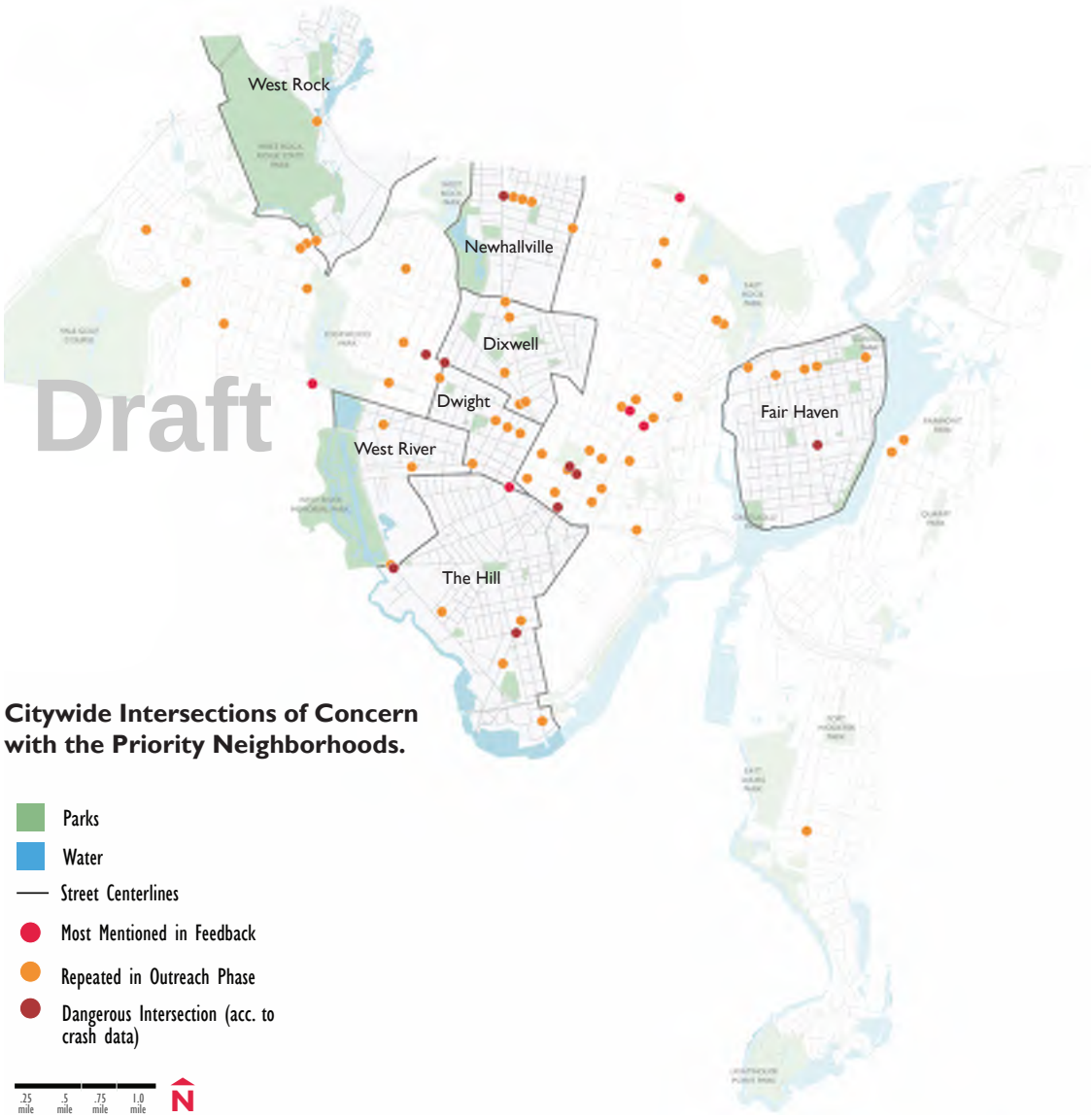
A total of 31 signalized intersections that have crosswalks need pedestrian signal heads Citywide.

Priority Intersections

Additional intersections of concern emerged through the planning process. Those mapped at right are the sites of the most pedestrian crashes and/or were repeatedly mentioned as unsafe or uncomfortable throughout the Plan's public outreach process. According to the UConn CT Crash Data Repository, the following ten intersections experienced the most pedestrian crashes since 2019.

1. **Dixwell Ave & Bassett St**
2. **Whalley Ave & Winthrop Ave**
3. **Whalley Ave & Norton St**
4. **Whalley Ave & Sherman Ave**
5. **Ella T Grasso Blvd & Columbus Ave**
6. **Temple St & Chapel St**
7. **Church St & Chapel St**
8. **Church St & MLK Jr Blvd**
9. **Kimberly Ave & Lamberton St**
10. **Grand Ave & Ferry St**

Suggested improvements for these intersections are included in the Project Bank (see pg. 132 of the Appendix), which can be cross-referenced with the Intersection Database and proposed bikeway improvements to arrive at more holistic safety and accessibility solutions.



Citywide Intersections of Concern with the Priority Neighborhoods.

In addition to the high pedestrian crash intersections, five additional intersections were mentioned the most across all feedback platforms:

Chapel Street & Yale Avenue. This intersection is currently slated for a peanut roundabout, with imminent improvements to pedestrian safety. The crossing distances are currently very wide, and pedestrians feel exposed to speeding cars. Cars are often not compliant with the flashing signal.

Recommendation: Move forward with the intersection improvements as designed by the City of New Haven.

Cliff Street & Whitney Avenue. Public feedback expressed repeated desires for at least a crosswalk at this intersection. Pedestrians currently desire a safer and more direct crossing to St. Thomas' Episcopal Church and Day School, as well as to Edgerton Park. Crossing Whitney Avenue feels too dangerous.

Recommendation: Improve the existing crosswalk across Cliff Street with enhanced crosswalk markings, and add a crosswalk across Whitney Avenue north of Cliff Street with a median pedestrian refuge. Improve the approaching sidewalk on the north side of Cliff Street on the west side of the street.

Orange Street & Trumbull Street. Pedestrians cite that cars start traveling faster between Whitney Avenue and State Street, since Trumbull Street takes them straight to I-91. This makes crossing Trumbull Street seem unsafe, and is difficult to accommodate for pedestrians. At this intersection, crossing distances are long, and the curb radius for cars coming off of I-91 to make a right turn on Orange Street is wide.

Recommendation: Update the two existing crosswalks with enhanced crosswalk markings. Add curb extensions to the northeast and northwest corners of the intersection to shorten the crossing distances and tighten up the turning radii. Consider a Leading Pedestrian Interval (LPI) to allow pedestrians a head start.

Draft

York Street & S Frontage Road. Wide crossings and vehicular speeds across S Frontage Rd. make this a difficult intersection for pedestrians to cross comfortably. This intersection is the location of three traffic-related deaths in the last 12 years, the most recent in October of 2020, which marked the 13th pedestrian or bicyclist death in the City that year.

Recommendation: Move forward with the raised crossings planned for this intersection, funded by the state's Local Transportation Capital Improvement Program. Properly integrate the protected bike lane west of the intersection to shorten the crossing distance on that north-south crosswalk. Consider an all-way pedestrian crossing signal for this intersection.

State Street & Trumbull Street. Drivers accelerate through this intersection to get onto the I-91 ramp, and the crossing is wide enough so that pedestrians need to hurry across the street before the signal turns. A wide radius at the on-ramp for cars heading north on State St. allows drivers to take the turn at unsafe speeds. It can also be difficult to cross the street to access the restaurants and services if parked on the opposite side of the street.

Recommendation: The on-ramp to I-91 can be narrowed, with curb extensions on either side of the crosswalk across the on-ramp to slow the speeds of turning cars and shorten the crossing distance. Across State Street, a median pedestrian refuge can replace the left-turn pocket to provide protection for crossing pedestrians. All existing crosswalks should be re-striped, and the two transvers crosswalks upgraded with enhanced markings. Analyze and consider pedestrian signals at this intersection.

Draft

Streets as Places

Streets are more than thoroughfares for movement. Underutilized asphalt can be transformed into dynamic, programmable community space.

In addition to elevating the New Haven's streets to better support active transportation, there are opportunities to program streets so that they expand social, cultural, and economic activity. Doing so is not new to the City. Prior to the pandemic New Haven permitted curbside parklets to enliven city streets through the provision of outdoor patio space for local restaurants. In 2020, New Haven's Outdoor Dining Initiative responded to the COVID-19 pandemic by partially or fully closing streets segments to support safe dining and social gathering.

Orange Street between Crown Street and Center Street, dubbed Orange Street Promenade, was fully closed to cars to accommodate tables, chairs, benches, and asphalt art. This block is one of the two blocks on Orange Street that may be transformed into a slow, shared, curbless street that allows pedstrians and vehicles to mix safely. Another block Downtown, College Street between Chapel Street and Crown Street, was converted to accommodate a shared use path. In Westville, Central Avenue between Fountain Street and Whalley Avenue was fully closed to cars, and received a bright asphalt art treatment to welcome people.

These responsive transformations now provide a great proof of concept for exploring their incremental transformation to permanence.

Draft



Image Credit: Street Plans

In addition to outdoor dining, the City should support neighborhood organizations and businesses who desire and deserve similar changes to the streetscape so that the economic, social, and public health benefits are distributed more equitably. At the center of this expansion should be a committment to creating enjoyable public spaces in neighborhoods that do not require patronizing a business and where public space is the most scarce. Initial recommendations for doing so may be found on the following page.

1. Test a temporary pedestrian plaza on Monroe Street between Clay Street and Blatchley Avenue in Fair Haven. This segment of Monroe Street is not essential to traffic flow in the area, and can provide a place for respite along the busy Blatchley Avenue. Seek inspiration from New York City's Plaza Program.

2. Consider converting DePalma Court into shared space to serve as an extension of the Wooster Square, further linking the businesses along Wooster Street, Paul Russo Memorial Park, and the neighborhood's namesake publi space.

3. Take the next step on Central Avenue in Westville by using more permanent materials to create an interim, lasting public space that can be effecively programmed and stewarded by a local partner.

4. Leveraging lessons learned by the global Open Streets movement, pilot a re-occurring car-free route(s) that temporarily gives streets over to people walking, cycling, running, skating, scooting etc. With strong nodes of supporting programming, Open Streets could become a platform for the City's education, policy, and communication initiatives. They also help cities build support for a long-term paradigm shift towards more sustainable modes of travel. See the following page for a few potential Open Streets routes.

Draft



Image Credit: Downtown Atlanta

Atlanta's Broad Street Boardwalk is a one-block, interim pedestrian plaza constructed with wood decking. The plaza is flush with the curb, and contains both movable and stationary seating elements. Programming and use of the space will guide the City of Atlanta toward a permanent design.

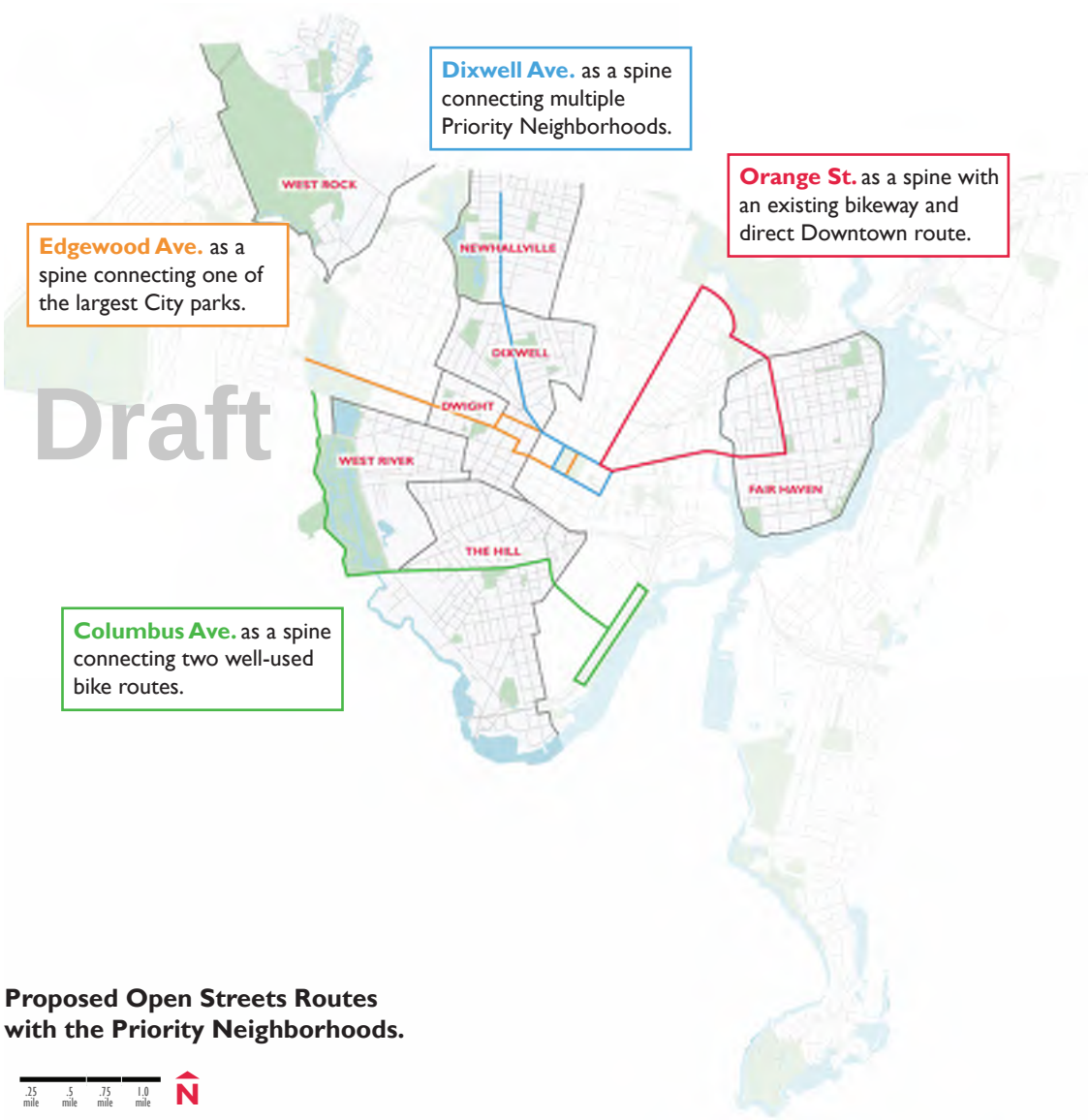
For a city the size of New Haven, Open Streets routes should be approximately 3 miles in length.

Route design depends on a multitude of factors, but generally, should do one or more of the following:

- Includes a clear "spine," a street where local residents already visit or travel along with regularity.
- Connect neighborhoods of varying socio-economic demographics, capturing a large number of residents within a 5 to 15-minute travel time to the route.
- Align with existing attractions like libraries, community centers, parks, popular public spaces, or bustling commercial districts.

Open Streets programs that are not planned as one-off events, but are rather scheduled as predictable opportunities for residents to be physically and socially active, are found to be the most successful. Thus, advance advertising of multiple dates per season is ideal to create predictability and more widespread momentum and enthusiasm. It also aids logistical planning and provides economies of scale for all outreach and marketing efforts.

At right are three possible routes proposed by the project team. Each of these routes could be implemented in the same year, as they touch on different areas of the City and would engage a wide variety of residents.



Proposed Open Streets Routes with the Priority Neighborhoods.

Detailed Drawings

This chapter includes four detailed plan view and section drawings featuring pedestrian, bike, and transit improvements, with an emphasis on pedestrian improvements in Priority Neighborhoods.

The drawings are illustrative, and seek to apply national best practices for enhanced walking infrastructure. Upon Plan adoption, further design and engineering will determine how each project is constructed, and final design may not exactly replicate the conceptual drawings included herein.

Draft

1 Dixwell Ave & Bassett St

WHY? This is one of the most dangerous intersections for pedestrians and bicyclists in New Haven. It also located within Priority Neighborhood. The Move New Haven Study also identifies Dixwell Avenue as a future Bus Rapid Transit (BRT) route, so pedestrian traffic at this intersection could substantially increase in the coming years.

2 Hemingway St & Eastern St

WHY? This intersection is one of many without crosswalks in Fair Haven Heights, a neighborhood that also currently lacks any dedicated bikeways. It was also drawn to ensure representation of a variety of contexts throughout the city.

3 Union Ave @ Union Station

WHY? This location was identified in previous City studies for both pedestrian and bicycle improvements, and is in a Priority Neighborhood.

4 Winchester Ave & Highland St

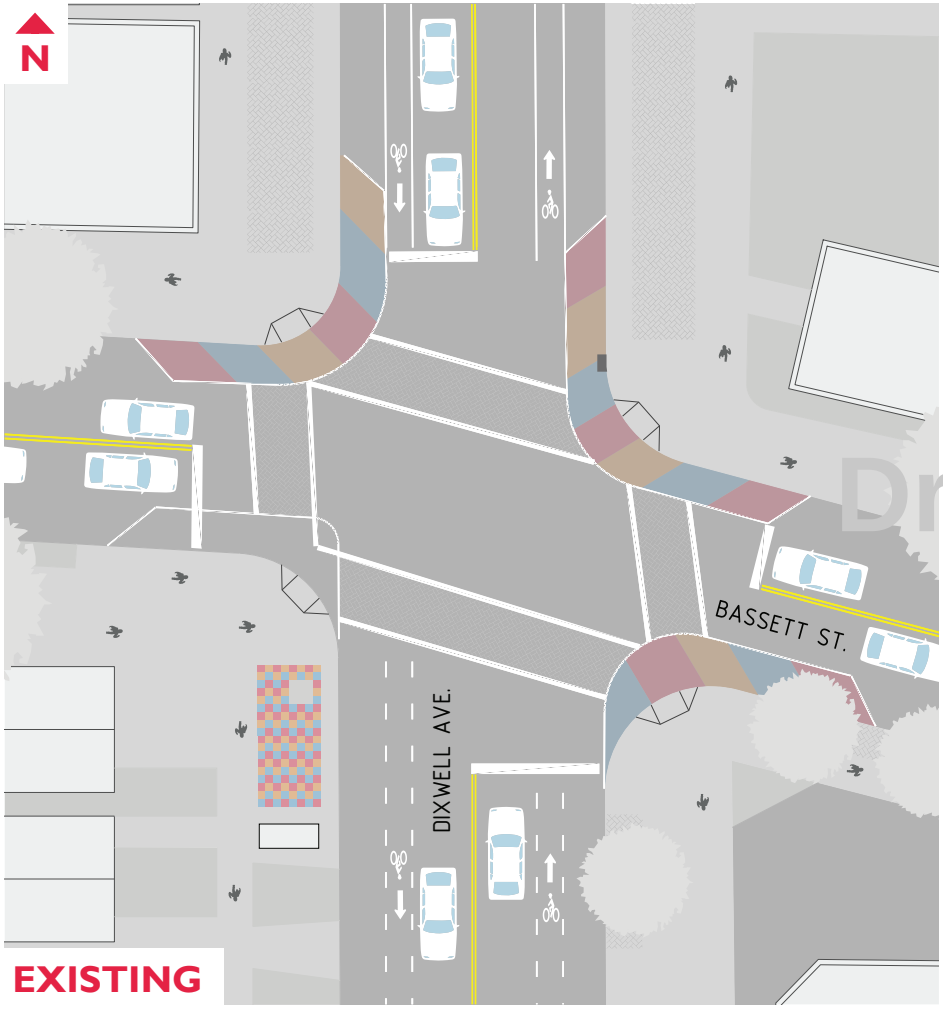
WHY? This location includes traffic volume and speed management strategies that can be replicated on other streets experiencing challenges like speeding and cut-thru traffic. It is also located within a Priority Neighborhood.



Detailed Drawings #1-4 Locations.

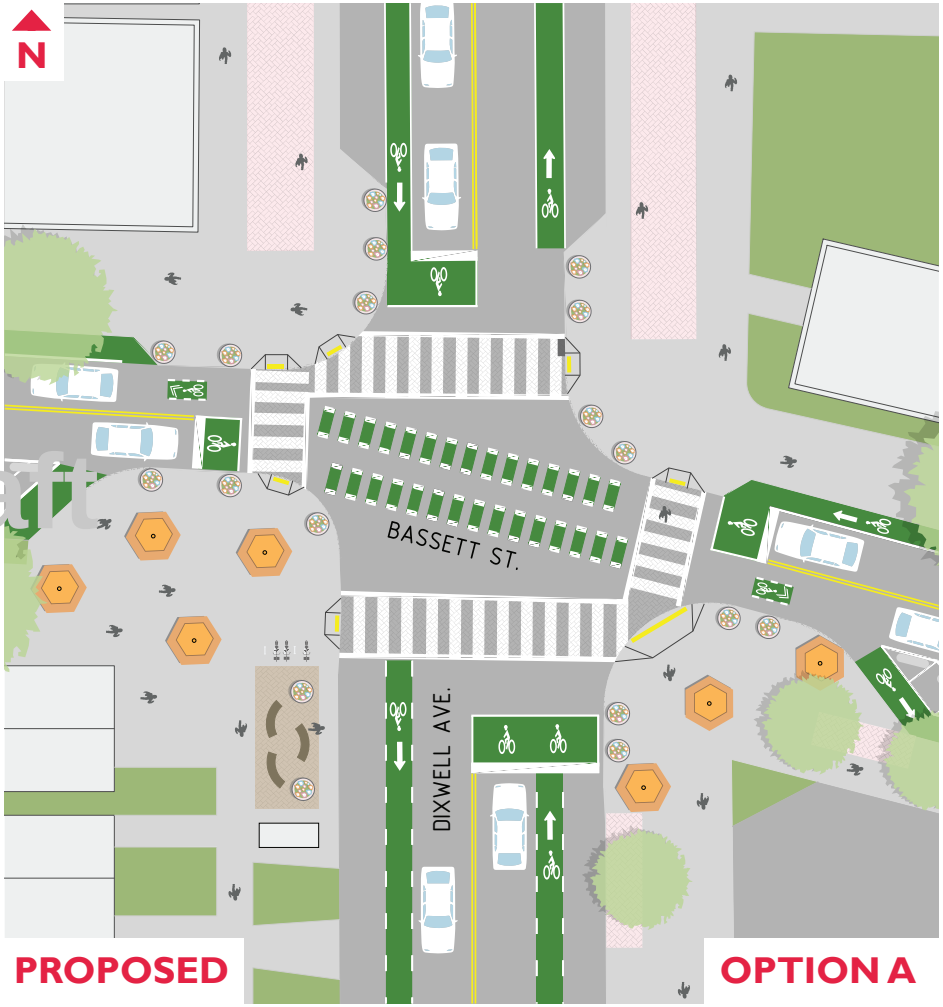
1. Dixwell Avenue & Bassett Street

All proposed designs are conceptual, and are subject to further design and engineering study.



EXISTING

As one of the more dangerous intersections for bicyclists and pedestrians, and as an intersection along a future proposed Bus Rapid Transit (BRT) route, Dixwell Avenue and Bassett Street could benefit from a number of bicycle and pedestrian improvements, some of which were trialed as part of the 2019 Safe Routes for All pilot projects.



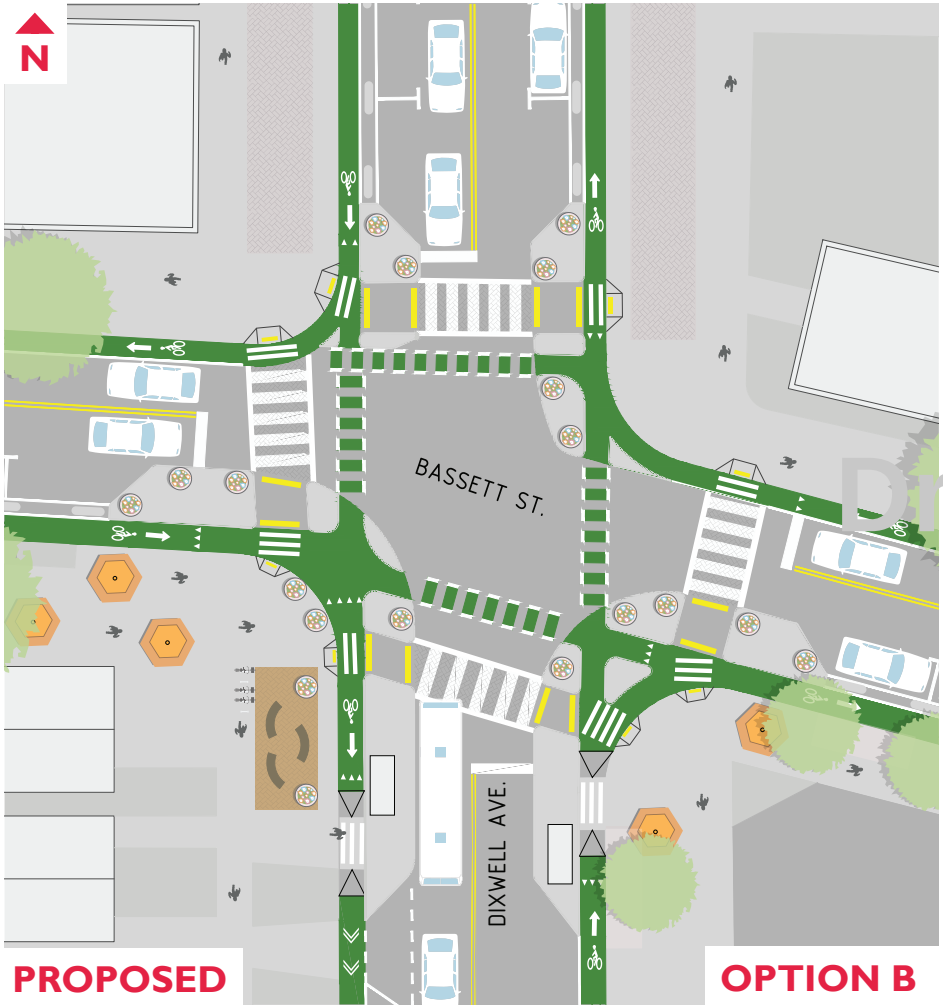
PROPOSED OPTION A

Along Bassett Street, **an eastbound parking-protected bike lane and a westbound bike lane** offer new bikeways, while also reducing the travel lane size to maintain speeds approaching the intersection. The previously piloted curb extensions are made permanent, and the temporary bus stop enhancement is enhanced further with more permanent seating, bike parking, and planters.

Draft

1. Dixwell Avenue & Bassett Street

All proposed designs are conceptual, and are subject to further design and engineering study.



PROPOSED **OPTION B**

A second alternative design for this intersection features **a protected intersection.** This design maintains the shorter crossing distances and tighter curb radii, and also adds protection for bicyclists, substantially limiting the interaction between people driving and people bicycling and walking.

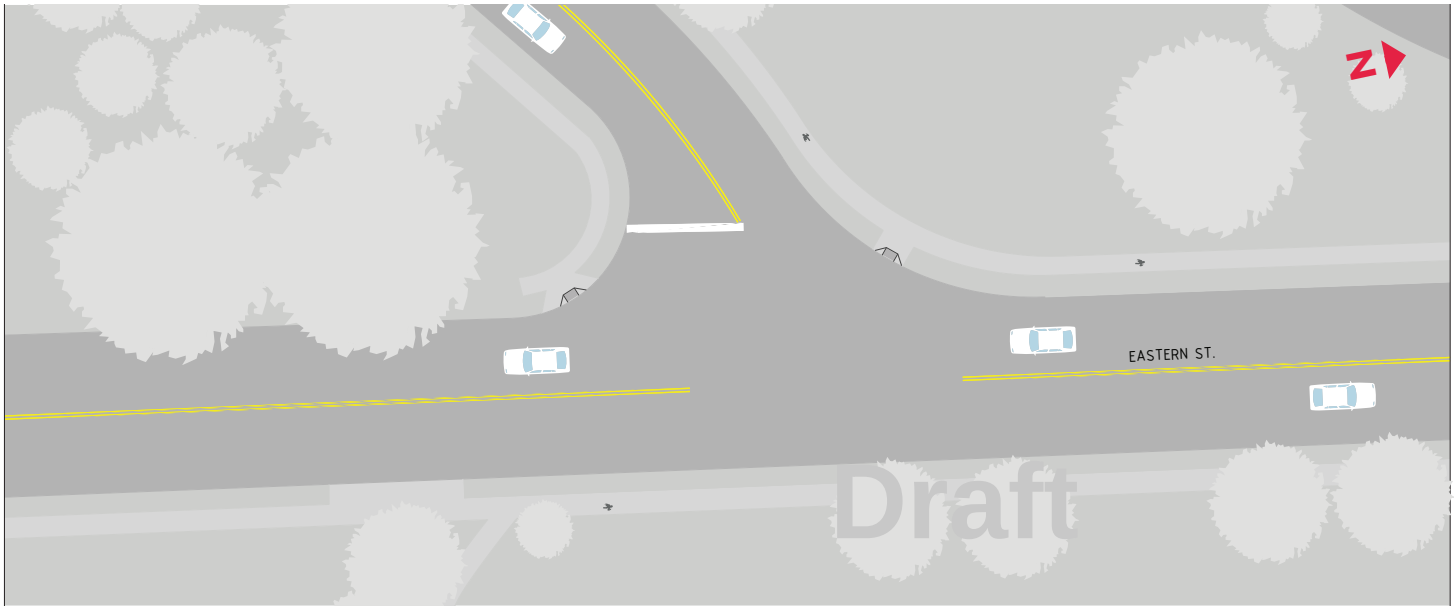


Image Credit: John Greenfield

Protected intersections, like the Chicago example shown above, reduce the exposure of people cycling and walking with vehicular traffic, particularly where people driving make right turns.

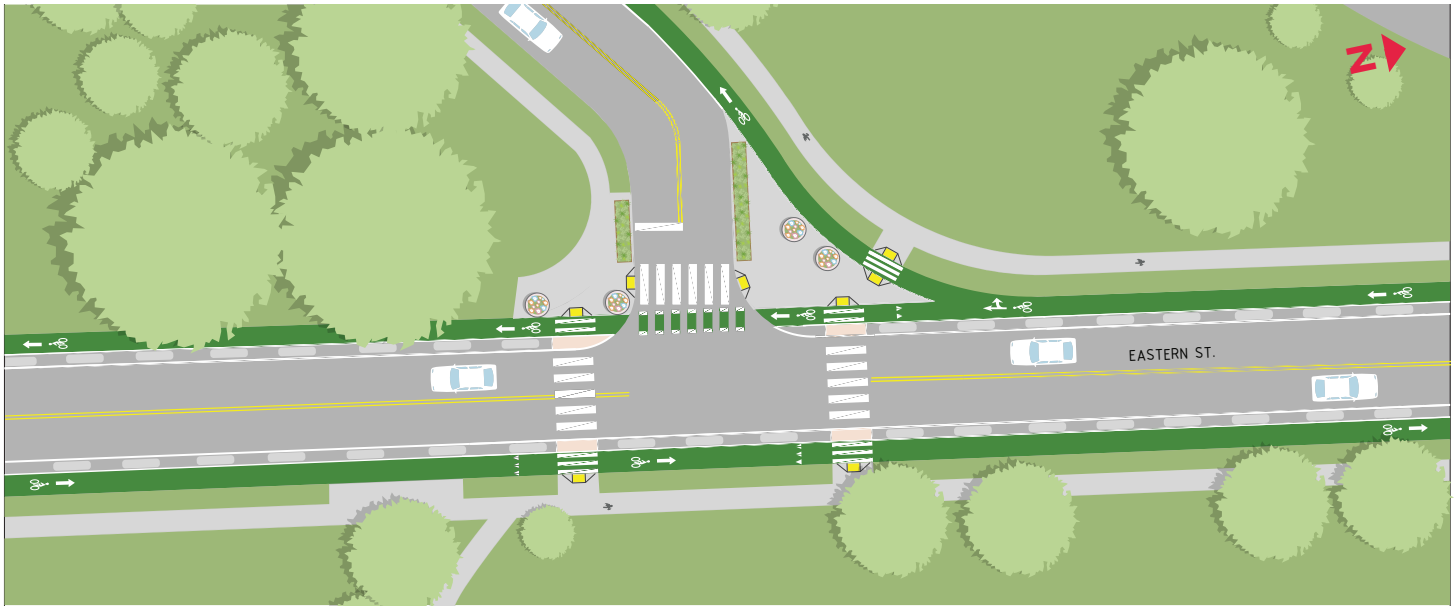
2. Hemingway Street & Eastern Street

All proposed designs are conceptual, and are subject to further design and engineering study.



EXISTING

This intersection currently lacks several basic pedestrian safety elements to support comfortable crossing adjacent to the Bella Vista and Eastview Terrace towers. The sidewalk on the west side of the street abruptly ends just south of the intersection, and there are no crosswalks to access the path to the Bella Vista towers.



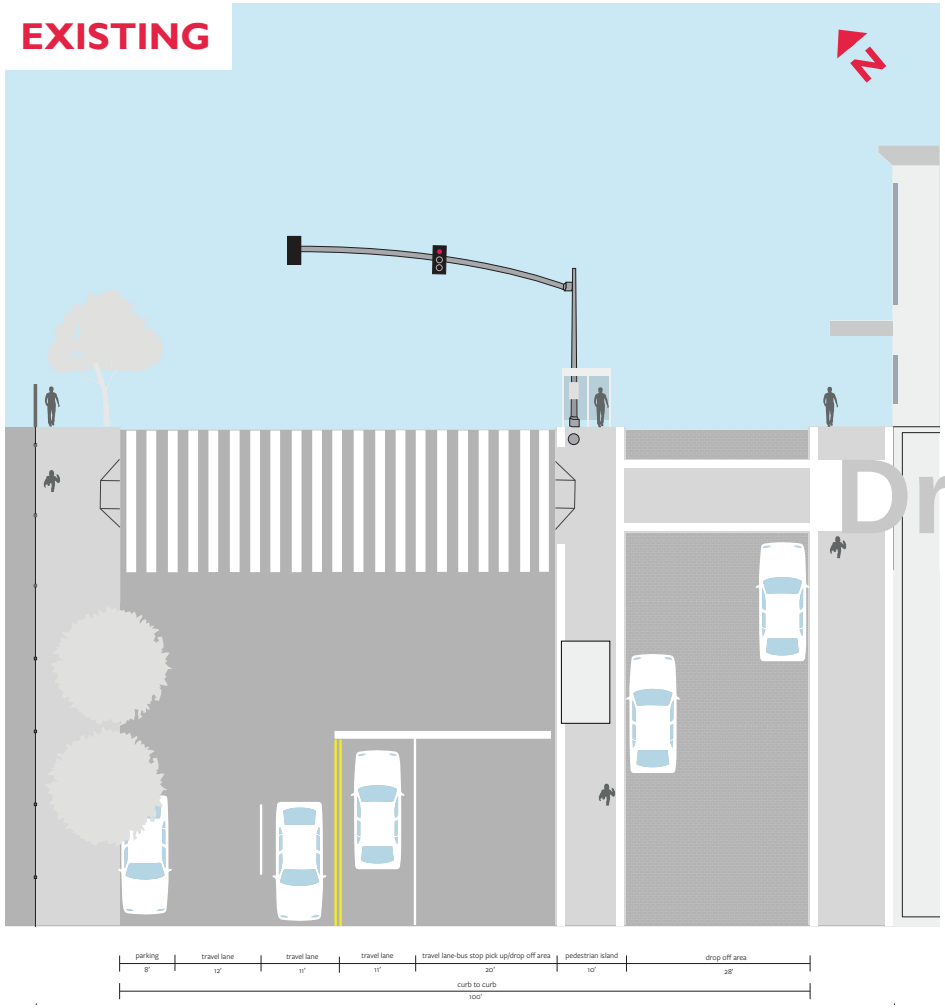
PROPOSED

The plan proposes **curb extensions** to narrow the crossing distance and correct the sweeping vehicular geometry along Hemingway Street, as well as provides **new crosswalks** on all three legs of the intersection. The proposed **protected bike lanes on Eastern Street** also help shorten the pedestrian crossing distance, as the 3' bike lane buffer provides a queuing area for pedestrians on both sides of the street.

3. Union Avenue at Union Station

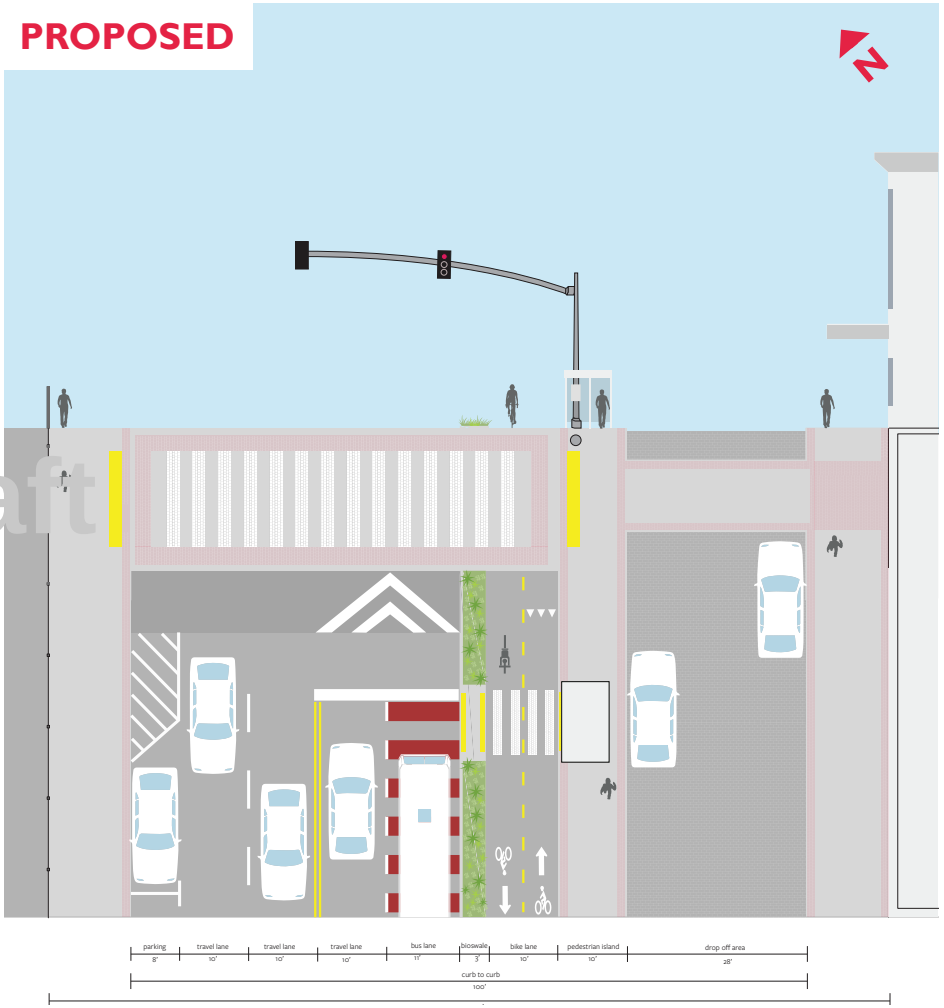
All proposed designs are conceptual, and are subject to further design and engineering study.

EXISTING



A wide crosswalk at Union Station currently provides a designated place for larger crowds of pedestrians entering and exiting the station. However, station access improvements can be made to the station across and along Union Avenue.

PROPOSED

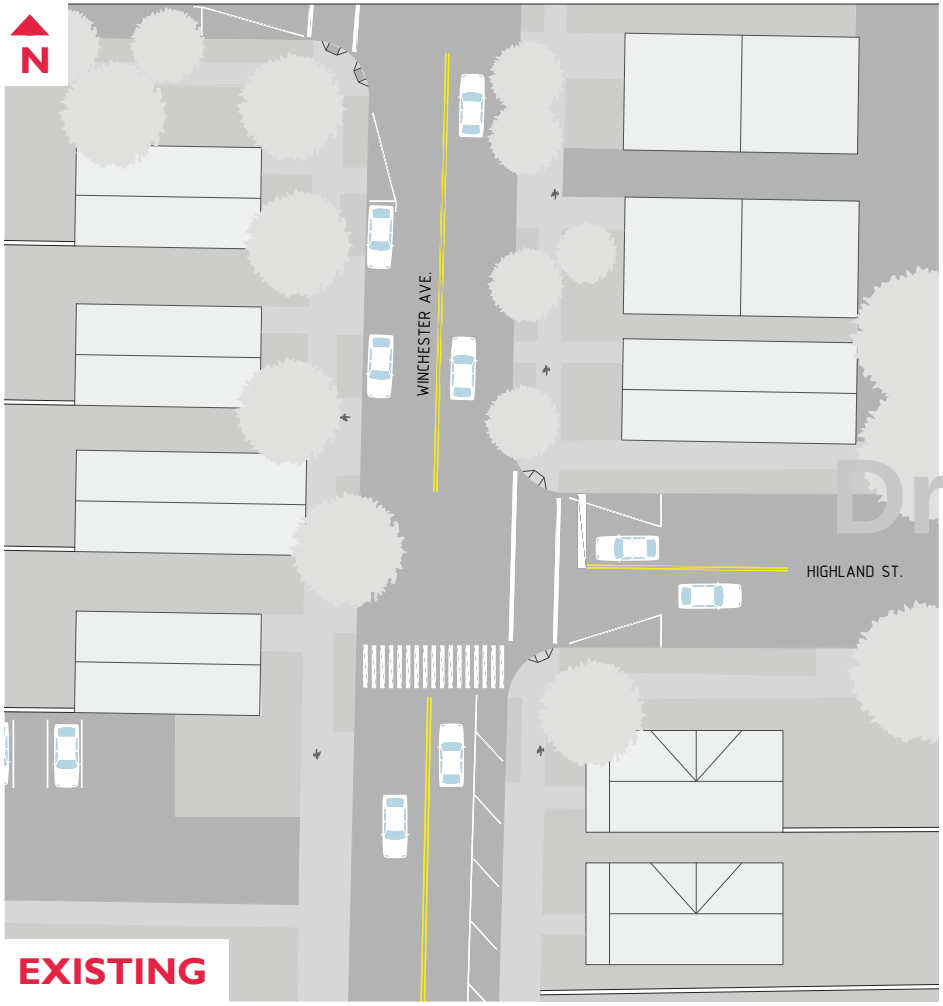


A **protected, two-way bike lane** (curb height) is proposed for Union Avenue, consistent with recommendations made in the 2018 Union Avenue Road Diet & Cycle Track Analysis. **A raised crossing** that matches the brick inlay pattern is proposed at the crossing, as well as the addition of wider tactile warning pads to aid pedestrian detection.

Draft

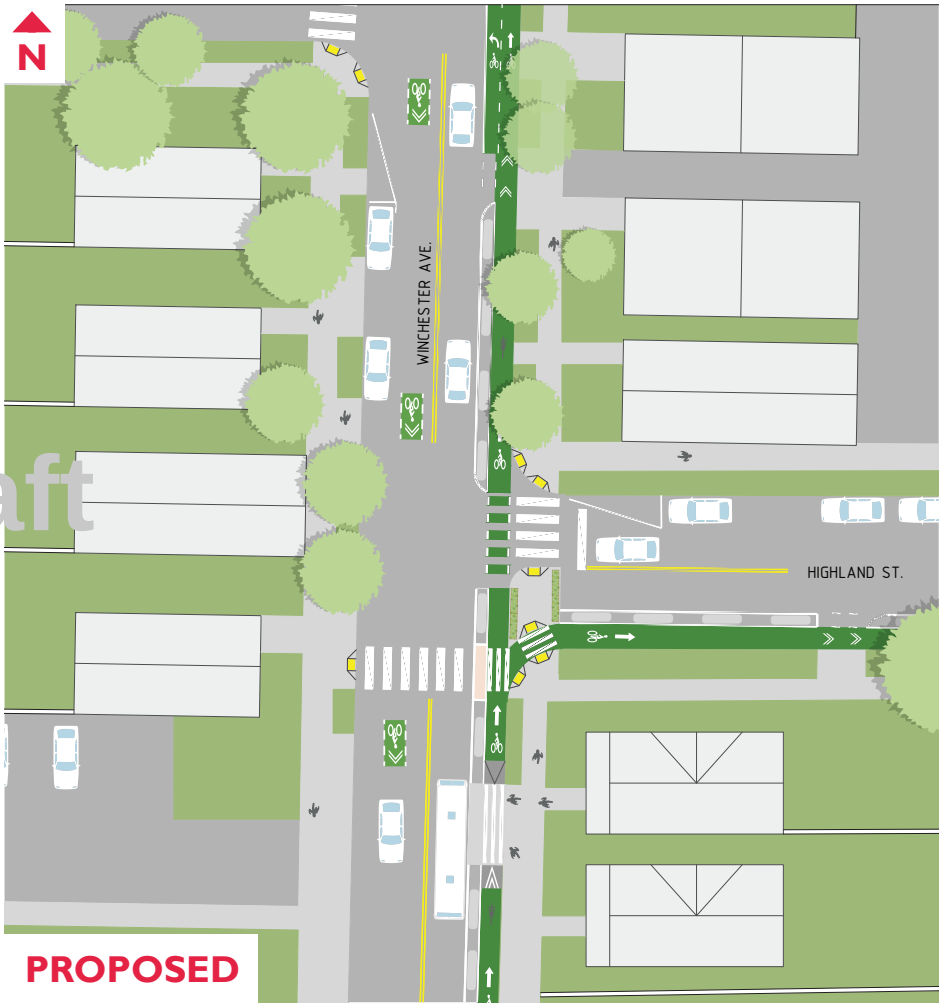
4. Winchester Avenue & Highland Street

All proposed designs are conceptual, and are subject to further design and engineering study.



EXISTING

Winchester Avenue is a continuous north-south connector street linking Yale, Newhallville, and Prospect Hill. It also is adjacent to Albertus Magnus College, and is a pleasant, tree-lined street mostly lined with multi-family housing.



PROPOSED

In addition to **proposed bikeways and a bus island** for more efficient boarding/alighting, multiple pedestrian improvements are proposed for the intersection. **An additional crosswalk, an enhanced crosswalk, curb extensions/shorter crossings, and improved curb ramps** will help pedestrians navigate the intersection, plus **a diverter** eliminates turning traffic onto Highland Street.

Draft

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05 Ride New Haven

Draft



Image Credit: Street Plans

Elm City Tactical Transit

CT*transit*'s New Haven system is "providing adequate coverage, but not necessarily good service."

According to the City's 2019 Move New Haven Transit Mobility Study, the current bus system needs modernization. While current bus routes are aligned well with planned development, bus headways, system efficiency, and user experience can be improved.

Specifically, the Plan emphasizes that "an incremental transition of the CTtransit New Haven system" is important for the City to remain economically vibrant and competitive.

Draft

The Study identifies four routes that are currently the most effective in the system (212, 238, 243, 265), on which to focus three key recommendations:

- Upgrade the four most effective routes listed above to bus rapid transit service (BRT)
- Develop cross-town routes to improve transit service in and out of Downtown New Haven
- Improve traffic flow alongside the New Haven Green and upgrade the user experience at this City's central transit hub.

To support BRT improvements the Study identifies both service and infrastructure features, like dedicated bus lanes, queue jump lanes, mini-hubs, Transit Signal Priority, and smart card payment systems. Specific cross-town routes are also recommended with improvements to the management of bus stops at the Green.



Image Credit: Street Plans

Although a phased approach is mentioned, the Study does not explicitly recommend undertaking an iterative pilot or "Quick-Build" approach to project delivery. Thus, the rest of this Plan section outlines how select bus improvements can be delivered in the short-term to inform and support long-term, lasting transit investments that help deliver the City's transportation, climate, and economic development goals.

Following national best practices, **the City of New Haven has the opportunity to utilize the Tactical Transit methodology to fast-track the Move New Haven Plan**, while also expanding public outreach during the process.

According to a 2019 publication funded by the federal Transportation Research Board (TRB) called *Fast-Tracked: A Tactical Transit Study* a project is considered a Tactical Transit project if it:

- Is implemented on a much faster timeline than a typical capital project;
- Uses flexible and/or low-cost materials;
- Is executed with a much smaller budget than a typical capital transit project (~ $1,00,000 or less);
- Is relatively short in duration, but supports a long-term investment plan;
- Is used to accelerate implementation of transportation infrastructure; or
- Some or all of the above.

The Tactical Transit report includes profiles 10 profile projects that tested dedicated bus lanes. One example, along Massachusetts Avenue in the Town of Arlington, Massachusetts, included a month-long pilot of a dedicated bus lane, Transit Signal Priority, queue jump lanes, and the temporary relocation of a bus stop.

SPOTLIGHT: BOSTON, MA





From demonstration project, to pilot project, to permanent dedicated bus lane, this project used multiple iterations to arrive at a permanent project.

In 2017, the City of Boston initiated a two-day test of a peak-hour, shared bus-bike lane, on a route identified in its Go Boston 2030 comprehensive mobility planning effort (picture at left). Six months later, the City chose to implement a four-week pilot project of the same bus lane to expand public outreach, and evaluate the potential future bus lanes. With positive data resulting from the pilot project, like a 20-25% decrease in bus travel times, the City immediately proceeded to install the permanent lane (pictured above).

Image Credits: Fast-Tracked: A Tactical Transit Study

SPOTLIGHT: LOS ANGELES, CA





In an underserved neighborhood in Los Angeles, a placemaking and transit accessibility project helped riders bike and walk safely to/from the bus stop, and enjoy their experience of waiting for the bus.

Led by urban design nonprofit LA Más, with a grant from New York City-based foundation TransitCenter, GoAve 26 was a multi-faceted pilot project that addressed community desires for placemaking and improved first-last mile connections in Northeast Los Angeles. The organization collaborated with local artists to install sidewalk and vertical art, wayfinding signage, and public space enhancements along a quarter-mile stretch segment of Avenue 26, adjacent to a Metro station and along multiple bus lines.

Image Credits: Fast-Tracked: A Tactical Transit Study

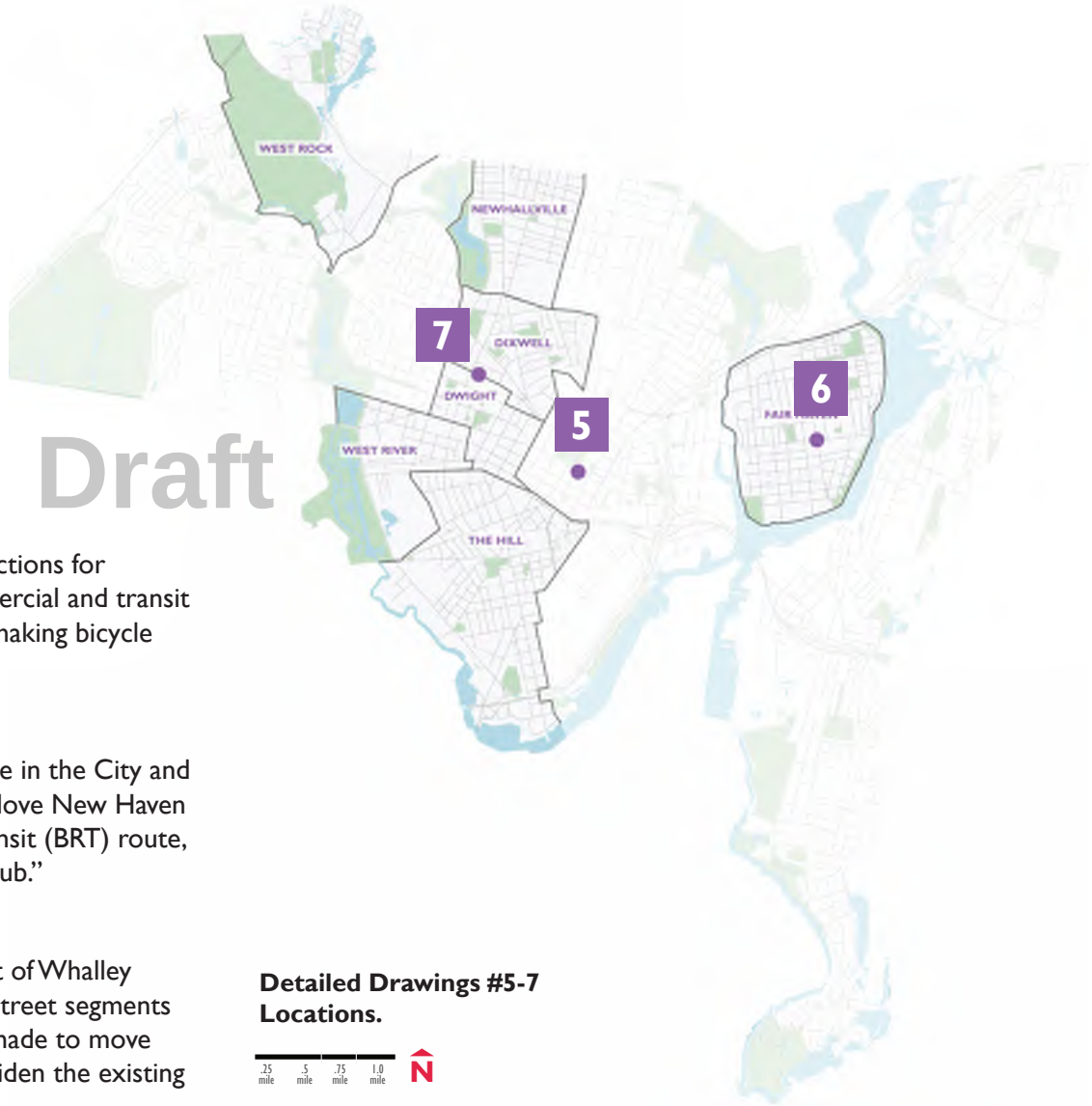
Based on the success and learnings of the pilot phase, permanent improvements were made one year later. The tactical transit approach therefore served as a foundation for exploring additional BRT routes and other bus service improvements, including bus boarding platforms and dedicated bus lanes.

The City of New Haven has the opportunity to learn from other successful Tactical Transbit projects by using a temporary or interim design approach to implementing the Move New Haven Transit Mobility Study. Doing so would help improve mobility in the near term while also providing a way for affected community groups, bus operators, and CT*transit*/City Staff to weigh in on the temporary changes before increased investment is made in more permanent infrastructure or operational changes to the bus network.

Detailed Drawings

This chapter includes illustrative plan view drawings that show potential bus, bike and pedestrian improvements along three key corridors identifed in the Move New Haven study. The map at right includes the location of each as well the relationship to the City's Priority Neighborhoods. The following pages outlines a Tactical Transit and more permanent infrastructure vision for each location. Upon Plan adoption, further design and engineering will determine how each project is constructed, and may not exactly replicate the drawings included herein.

Draft



Detailed Drawings #5-7 Locations.

5 Chapel St & Church St

WHY? This is one of New Haven's most dangerous intersections for bicyclists and pedestrians. It's also a major downtown commercial and transit activity node. Balancing the prioritization of bus traffic, and making bicycle and pedestrian improvements is a priority for this location.

6 Grand Ave & Ferry St

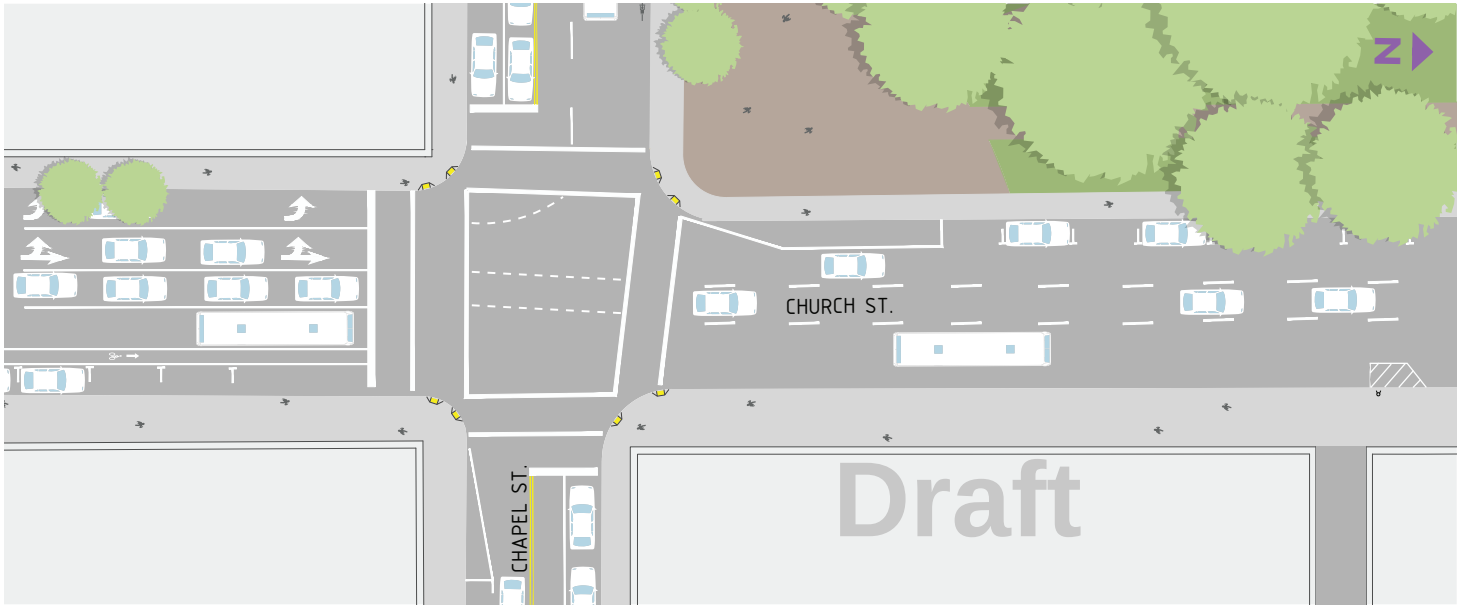
WHY? This intersection is also one of the most crash-prone in the City and is located within Fair Haven, a Priority Neighborhood. The Move New Haven Study also identifies Grand Avenue as a future Bus Rapid Transit (BRT) route, calling for this specific intersection to become a BRT "mini hub."

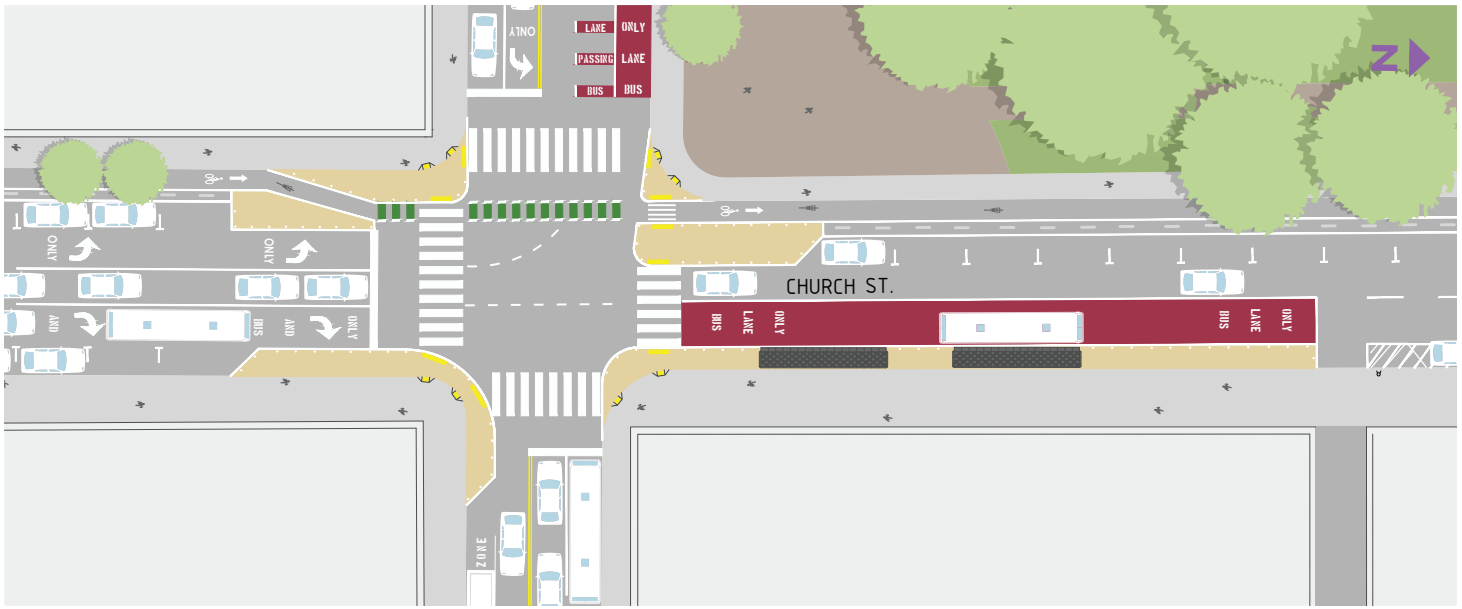
7 Whalley Ave @ Stop & Shop

WHY? The Move New Haven Study proposed this segment of Whalley Avenue for dedicated bus lanes. It is also one of the widest street segments in the entire City, which means a variety of changes can be made to move more people safely and more efficiently without having to widen the existing right-of-way.

5. Chapel Street & Church Street

All proposed designs are conceptual, and are subject to further design and engineering study.





EXISTING

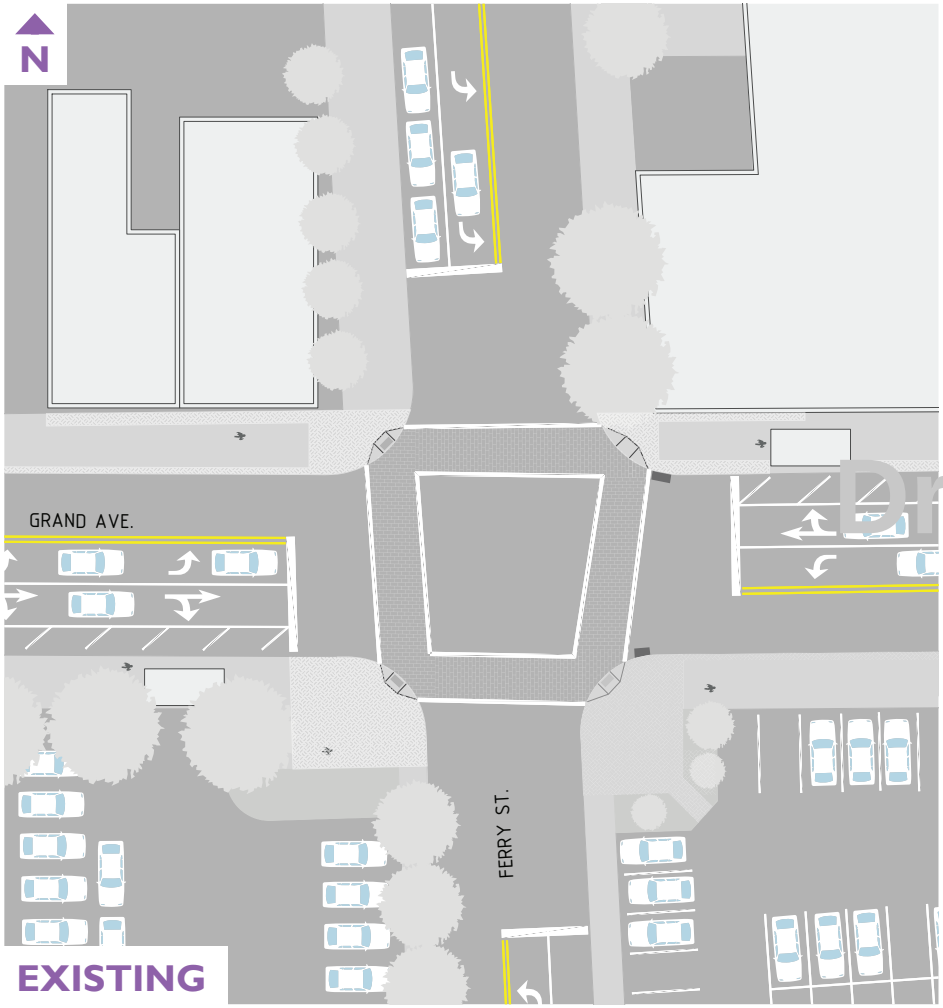
Chapel Street & Church Street is consistently one of the most dangerous intersections for people walking in the City. The number of travel lanes along Church Street provide a near-term opportunity to introduce dedicated transit infrastructure with supportive boarding/alighting and walking/cycling improvements that support and respond to future BRT investments and eventual two-way street conversions.

TACTICAL

A Quick-Build transformation includes **painted curb extensions, peak hour transit lane on Church Street, temporary bus boarding islands, and a protected bike lane**. Curbside bus lanes are highlighted with red surface treatments and pavement markings. Westbound bicycle traffic would be directed to an interim protected facility on Crown Street until Elm Street's two-way conversion.

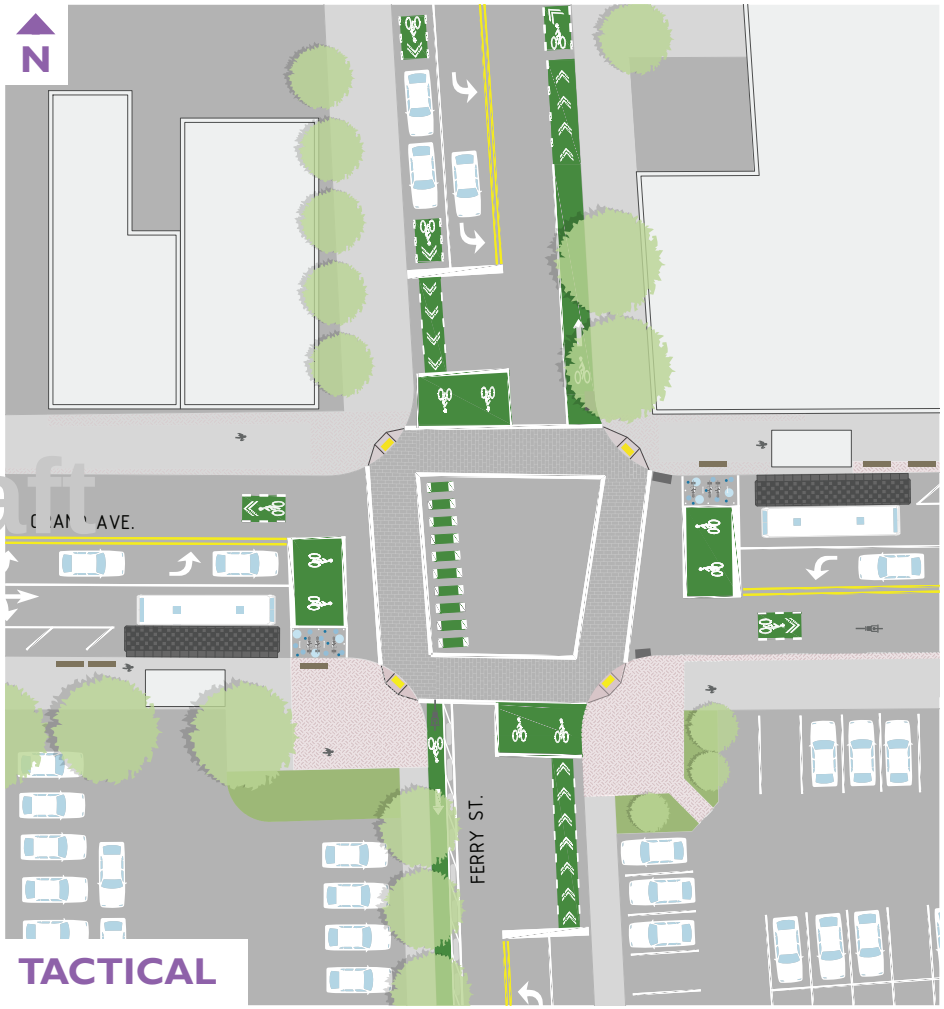
6. Grand Avenue & Ferry Street

All proposed designs are conceptual, and are subject to further design and engineering study.



EXISTING

This intersection is currently one of the most dangerous for bicyclists and pedestrians. Shared lane markings on Grand Avenue do not offer comfort for more timid bicyclists, and there are currently no bikeways on Ferry Street. The near side traffic signals at Ferry Street cause confusion for crossing pedestrians.



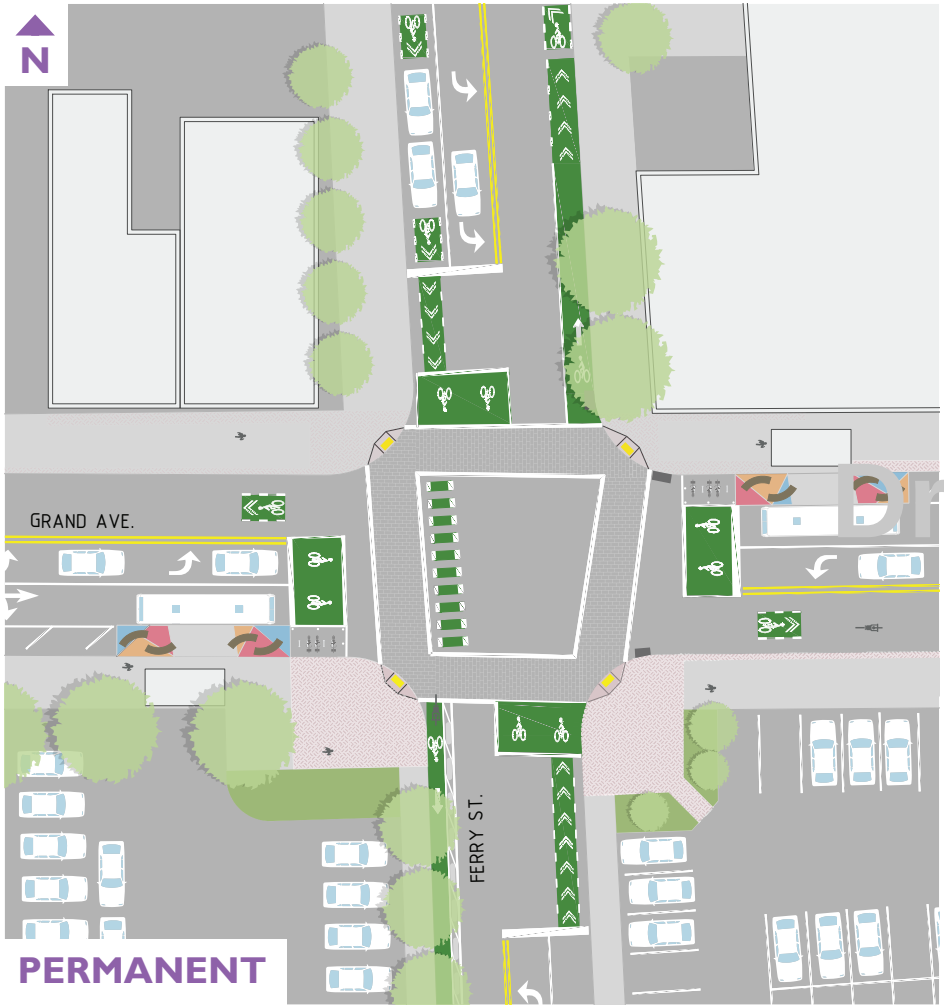
TACTICAL

In addition to **bikeways and bicycle intersection treatments**, **temporary bus boarding islands** are proposed for the current bus stops at the intersection to facilitate efficient boarding. **Temporary bicycle corrals** are also proposed, as well as **Tactical Transit benches.**

Draft

6. Grand Avenue & Ferry Street

All proposed designs are conceptual, and are subject to further design and engineering study.



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In an interim or permanent condition, **the bus boarding islands can be made more durable with concrete**, with the addition of more robust seating and furniture to improve the experience of waiting for the bus. Interactive art elements are also proposed for the bus stops.

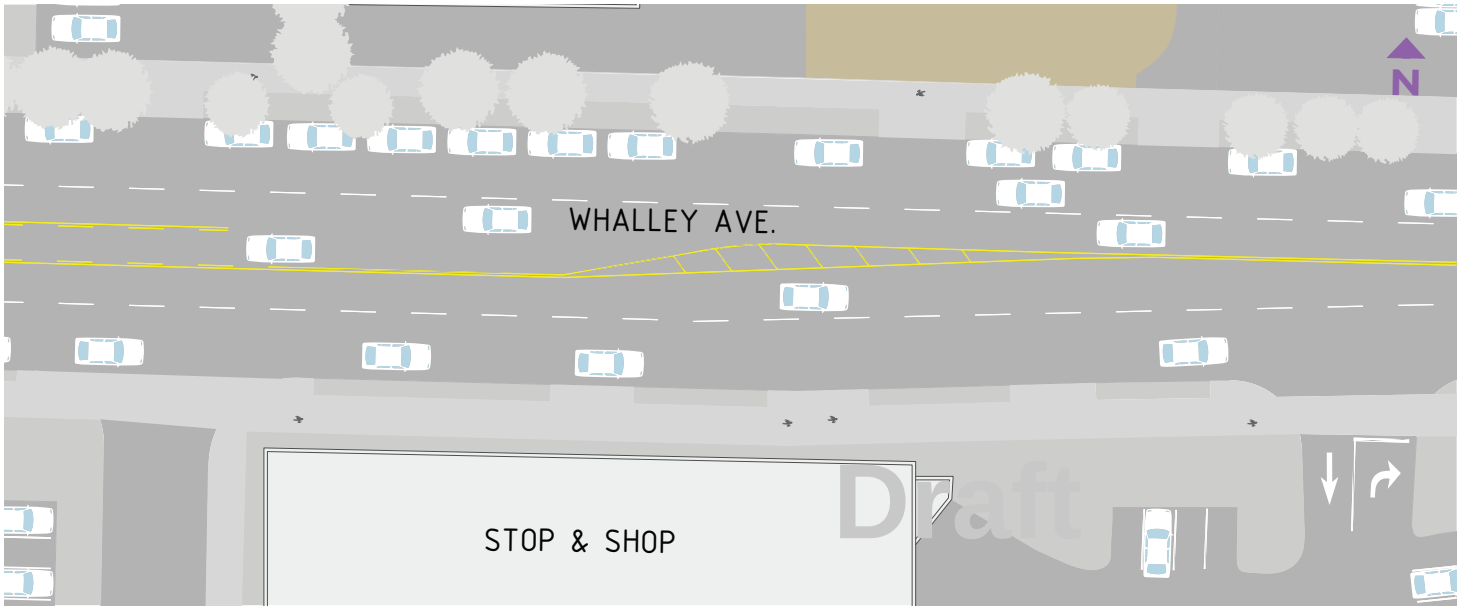


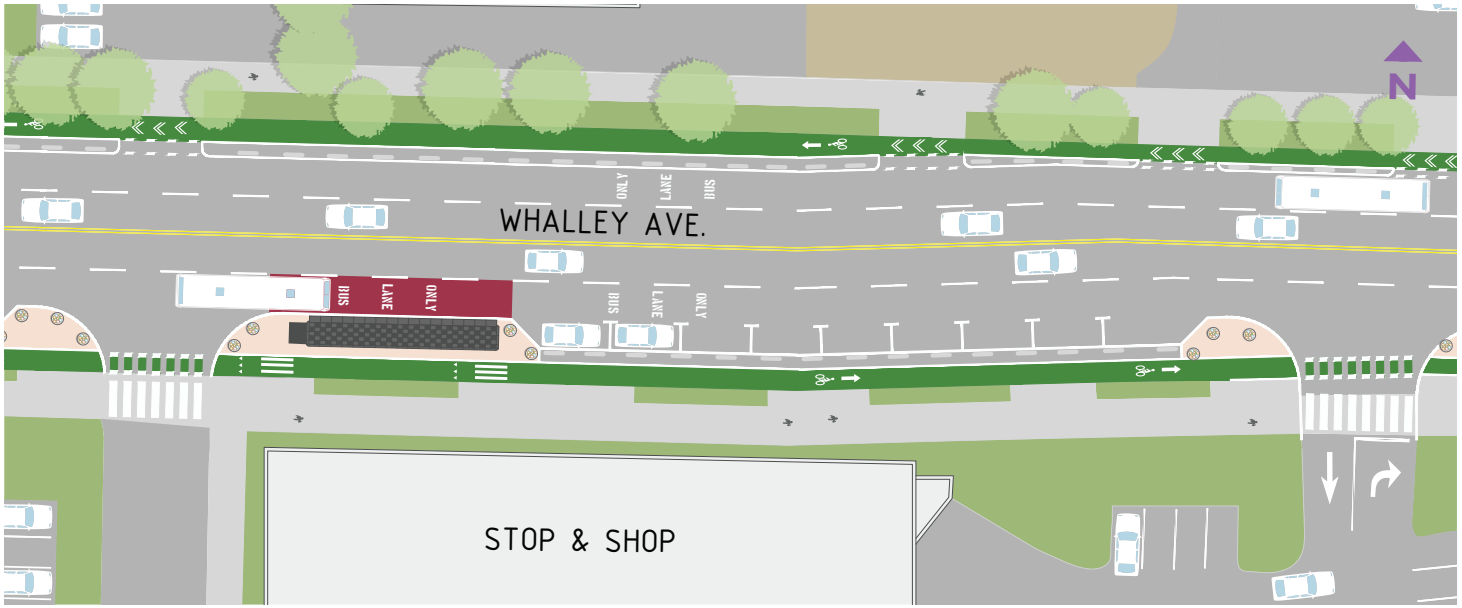
Image Credit: Ad Hoc Industries

In Everett, MA, BRT enhancements like platform-level boarding were tested, combined with artist installations at select bus shelters.

7. Whalley Avenue @ Stop & Shop

All proposed designs are conceptual, and are subject to further design and engineering study.





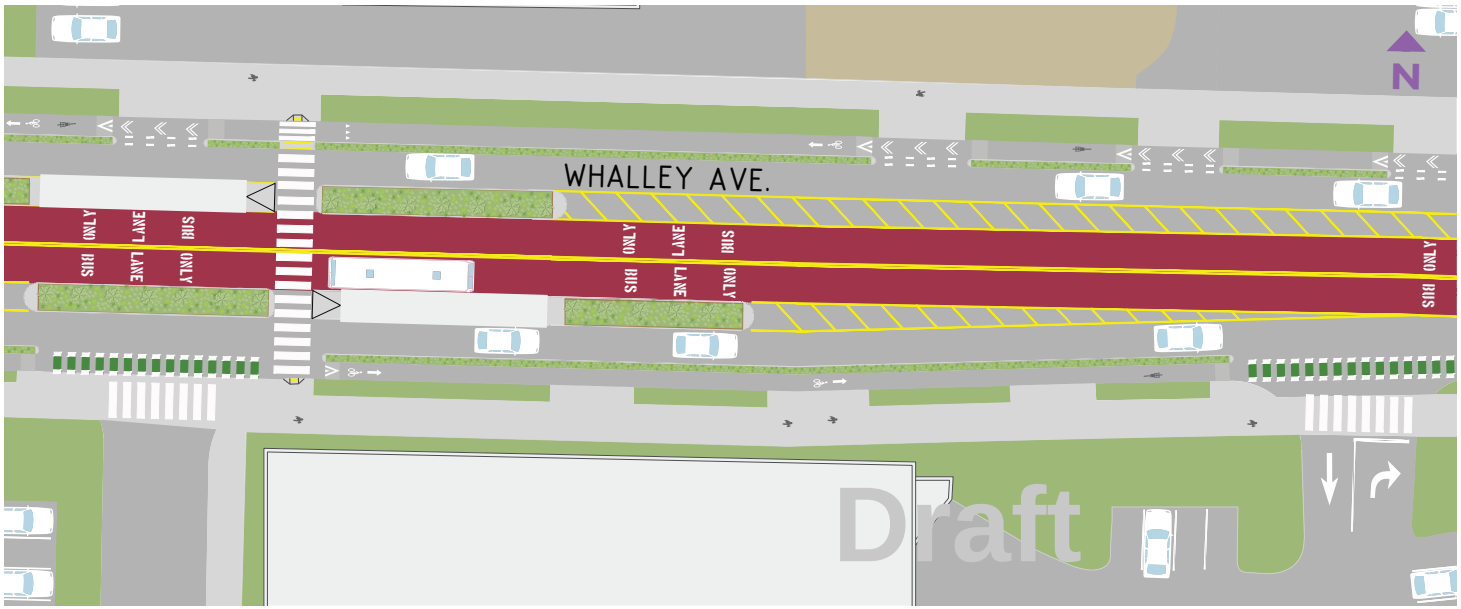
EXISTING

Whalley Avenue between Orchard Street and Sperry Street is 72' curb-to-curb, with two travel lanes, left-turn lanes, and on-street on both sides. The on-street parking in this segment of Whalley Avenue is less necessary, and often not fully used given the abundance of off-street parking. The width of the road encourages high travel speeds, and is dangerous and intimidating for people walking and cycling.

TACTICAL

A Tactical re-configuration of Whalley Avenue converts one parking lane and two travel lanes into **bus lanes, curb extensions, and protected bike lanes.** This approach would streamline vehicular travel to one travel lane in each direction, with left-turn lanes where needed. The addition of dedicated bus lanes is consistent with the Move New Haven Transit Mobility Study.

7. Whalley Avenue @ Stop & Shop



PERMANENT

In the long-term, **center running transit lanes with boarding platforms** are implemented. **A crosswalk is added** for pedestrian station access. Both bus stops are moved to be aligned with the crosswalk. The **protected bike lanes remain, but are at curb level**, with planting strips separating people cycling and those driving and walking.

All proposed designs are conceptual, and are subject to further design and engineering study.

Bus Stop Typology

Public amenities at bus stops are mentioned in the Move New Haven Transit Mobility Study, but recommendations are concentrated around the New Haven Green.

As a part of this Plan, the consultant team analyzed the condition of existing bus stops along the four priority routes in the Move New Haven Study, plus an additional bus route in each neighborhood so as to create an index of bus stop types across the City. In all, six bus stop types were identified and organized in the following pages by those with the least features to those with the most. General recommendations for near-term Tactical Transit improvements are also included, which may be pursued by CT*transit* and the City of New Haven alongside institutional, business, and local community partners.

Draft

1



Features: Sign post.

Near-Term Improvements: Compacted gravel path, coroplast route maps/information affixed to poles with zipties, Tactical Transit benches, lighting, boarding platform, placemaking elements.

In the rural corners of the City, some bus stops are without crosswalks or accessible surfaces to access them.

SPOTLIGHT: ATLANTA, GA





The MARTA Army in Atlanta, GA works with the Metropolitan Atlanta Rapid Transit Authority (MARTA) to organize citizen-led initiatives for basic improvements to bus stops like route signage and trash cans.

With their Adopt-a-Stop and Operation CleanStop initiatives, the MARTA Army raises money, solicits volunteers, and collaborates with the regional transit agency to post updated route schedules at bus stops around Metropolitan Atlanta, and as of 2019, installed trash cans at over 100 bus stops along the MARTA bus network.

Image Credits: Fast-Tracked: A Tactical Transit Study

2



Features: Sign post and sidewalk.

Near-Term Improvements: Sidewalk decals, coroplast route maps/information affixed to poles with zipties, Tactical Transit benches, placemaking elements.

3



Features: Sign post, sidewalk, partially enclosed shelter, trash receptacle.

Near-Term Improvements: Wayfinding and route information, seating, placemaking elements.

Shelters along Grand Avenue (bottom), for example, provide some protection from the elements, but seating and wayfinding are still lacking.

SPOTLIGHT: CINCINNATI, OH





In addition to successfully advocating for and implementing the city's first pilot bus lane on Main Street in Downtown Cincinnati, the Better Bus Coalition raises funds to install tactical benches at the 150+ bus stops within the network that lack seating.

The benches that the Better Bus Coalition makes are simply constructed, and easily installed. Made out of wood, they're firmly on the short-term duration of the Tactical Transit spectrum. However, it was the visibility from the tactical benches project that afforded the Coalition the opportunity to advocate for even longer-term projects, like the pilot dedicated bus lane.

Image Credits: Fast-Tracked: A Tactical Transit Study

Draf

4



Features: Sign post, partially enclosed shelter with bench, trash receptacle.

Near-Term Improvements: Wayfinding and route signage/information, placemaking elements.

5



Amenities: Sign post, enclosed shelter, trash receptacle, placemaking elements (sidewalk mural).

Near-Term Improvements: Wayfinding/route information, and seating.

At Dixwell Avenue and Bassett Street (above), an enclosed shelter lacks seating.

Draft

6



Amenities: Enclosed shelter, trash receptacle, seating, signage, route map, placemaking elements (shelter design).

Near-Term Improvements: Wayfinding.

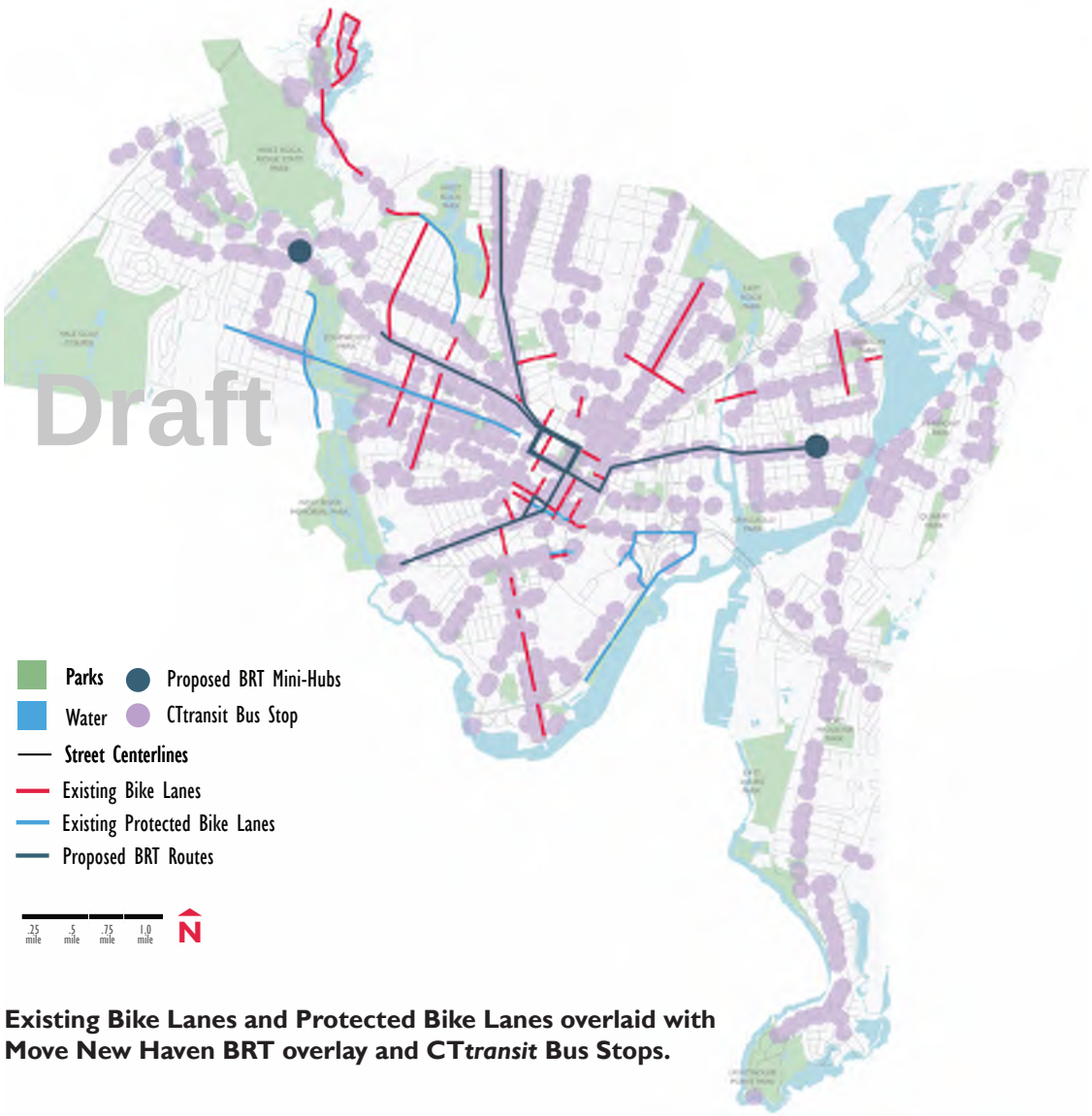
Bikes & Buses

The map at right depicts BRT overlay features (routes and mini-hubs) recommended in the Move New Haven Study, existing CT*transit* bus stops, and existing dedicated bikeways (conventional and protected bike lanes).

Currently, dedicated bikeway facilities provide direct access to approximately 12% of the total bus stops within CT*transit*'s network, meaning that a facility is either on the street segment adjacent to the bus stops, or meets an intersection with bus stops.

There are no dedicated facilities that would currently take bicyclists directly to the proposed BRT mini-hubs along Whalley and Grand Avenues, and only 13 existing facility segments intersect the proposed BRT segments.

Approximately 12% of New Haven bus stops are connected to the city's existing bikeway network.



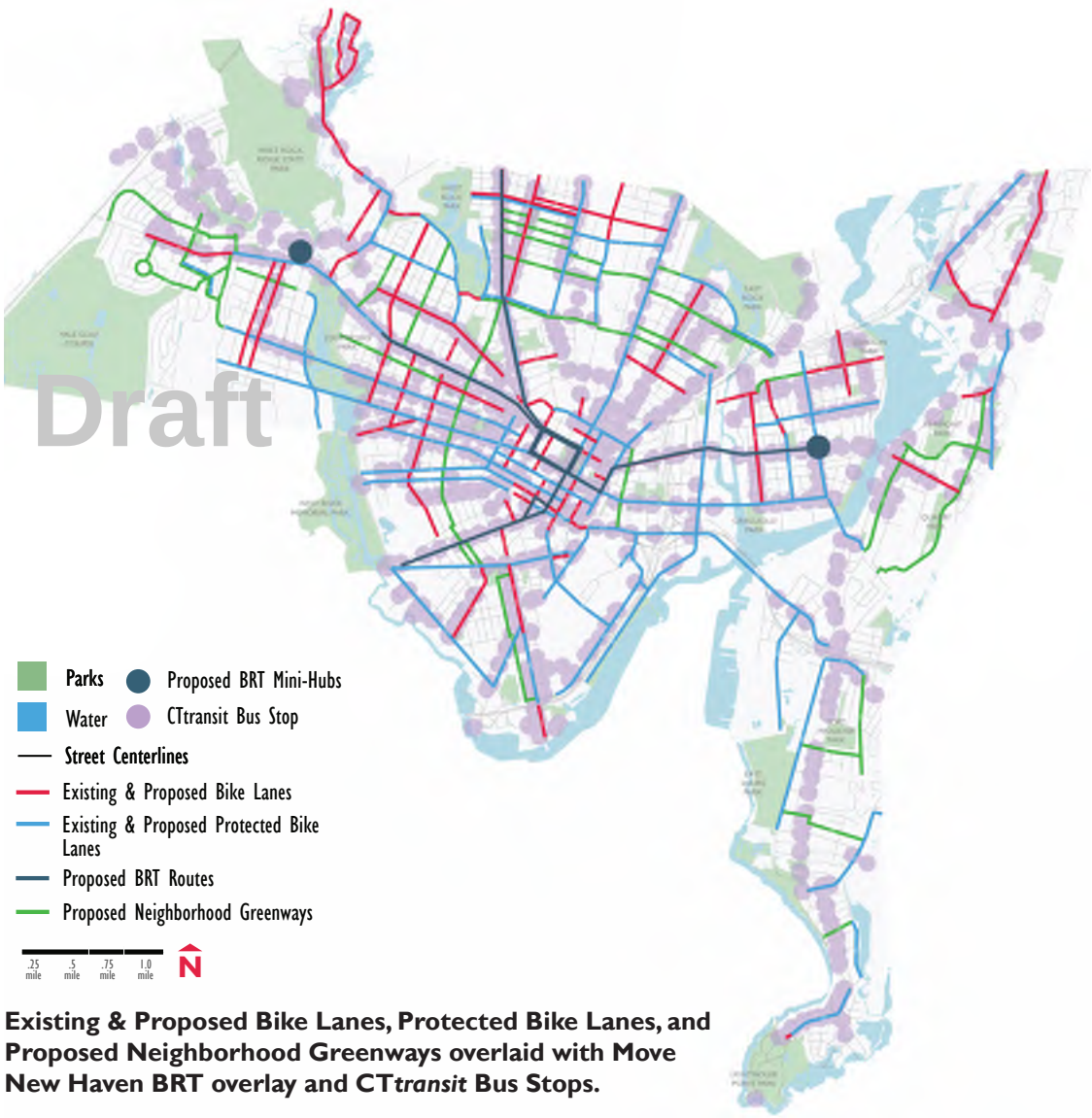
Existing Bike Lanes and Protected Bike Lanes overlaid with Move New Haven BRT overlay and CT*transit* Bus Stops.

If implemented as shown, New Haven's high capacity transit routes and hubs will become more accessible by bicycle. More dedicated bike lanes, especially protected bike lanes, will intersect key transit corridors, especially along Dixwell Avenue in Newhallville and Grand Avenue in Fair Haven. Proposed protected bikeways will run along all corridors identified for BRT that radiate from Downtown (Congress, Dixwell, Grand, and Whalley Avenues), offering the opportunity to transform these streets into true high-capacity, safe and complete Streets.

The proposed dedicated bikeway network will connect cyclists to approximately 85% of the City's bus stops, more than seven times the existing network connectivity. In addition, neighborhood greenways will offer additional, low-stress ways for neighborhood residents to walk and bike to/from the proposed BRT lines and the many destinations they'll serve.

As a result, neighborhoods previously devoid of dedicated or protected bikeways and frequent bus service will benefit from increased active transportation infrastructure to/from the regional CT*transit* network.

Approximately 85% of New Haven bus stops will be connected to the city's proposed, dedicated bikeway network.



Existing & Proposed Bike Lanes, Protected Bike Lanes, and Proposed Neighborhood Greenways overlaid with Move New Haven BRT overlay and CT*transit* Bus Stops.

As transit improvements transform the City of New Haven's streets in the future, special attention should be paid to how to integrate existing and proposed bikeways so as to not compromise safety, comfort, and service.

For the corridors where dedicated bus lanes or BRT lanes are proposed, and where these overlap with bicycle facilities, bus stop treatments that integrate bikeways will be critical to maintain accessibility and safety for both modes of travel.

Draft

Where protected or curbside bike lanes intersect with bus stops, in-lane bus boarding/alighting could be accomplished using bus boarding islands that are designed to minimize conflicts both modes. This would require the addition of pedestrian crossing markings across the bike lane, and a raised platform facilitate boarding/alighting. Such treatments are proposed in this Plan to Whalley Avenue at the Stop & Shop (see page 70) and Union Avenue at Union Station (see page 59).

Where there is not enough right-of-way to separate bikes and buses when dedicated bus lanes are desired, shared bus-bike lanes may be considered along routes with lower bus frequency. While this combined treatment typically attracts confident cyclists, it still offers a dedicated place for cycling separate from vehicular travel lanes.



Image Credit: Nicole Crescenzi



Image Credit: BikePortland

06 Bike New Haven

Draft



Image Credit: Street Plans

Best Practices for Safe Biking



Shared lane markings ("sharrows") are the most prominent bikeway type in the City of New Haven's existing network, but the number of protected bike lanes is growing.

Research conducted by Roger Geller, Bicycle Coordinator for the City of Portland, Oregon, identifies four general types of bicyclists, of which the majority seek more comfort and safety. "Riding a bicycle should not require bravery. Yet, all too often, that is the perception among cyclists and non-cyclists alike," says Geller. Although treatments like shared lane markings are essential to mark neighborhood greenways, for example, and alert that cars that bicyclists will share the travel lane in select contexts, they do not provide the level of safety and comfort needed to encourage the vast majority of people to ride.

Countless studies reinforce that dedicated bicycle infrastructure, especially protected lanes, not only increase bicycle ridership, but also increase street safety for other street users. For example, cities like Austin, Portland, San Francisco, Washington, DC, and Salt Lake City have all experienced substantial increases in ridership on corridors that received protected bike lanes, up to an increase of 171% (NACTO, 2016). Bicycle lanes have also been shown to have positive economic impacts, specifically on retail sales and commercial vacancies. In Salt Lake City's Downtown, for example, the addition of bike lanes and other pedestrian improvements along Broadway resulted in an 8.8% increase in sales along the corridor. A study conducted in Portland also confirmed that consumer spending by those using active modes of travel is competitive with consumers who arrive to retail in a motor vehicle. Finally, quality, safe bicycle infrastructure dignifies biking, and removes the stigma of not owning a car. This is especially important for low-income communities, and to create a transportation network that is inclusive and accessible for everyone. The City of New Haven is actively augmenting its protected bike lane network, with projects like the Edgewood Avenue and Yale Avenue bike lanes. The City has also identified additional corridors for protected bikeways, which are integrated into this Plan.

Draft

Cities with high bicycling rates tend to have lower crash rates for all users.

A 2014 study conducted by People for Bikes revealed that people of color and the lowest-income households are the most dependent on bicycling for transportation.

The average protected bike lane sees bike counts increase 75% in its first year.

Bikeway Glossary

Below are definitions of the bikeway types referred to in this chapter, in the order of most protected from vehicular traffic to the least.

SHARED USE PATHS

Off-street paths are physically separated from motorized vehicular traffic by an open space or barrier and are designed to accommodate walking, jogging, and other forms of active mobility and recreation. Generally located in parks, along waterfronts or linear rights-of-way such as rail lines, shared use paths limited motor vehicle interactions except at street crossings. Accordingly, shared use paths are a critical part of an urban bike network because they provide the safest and most pleasurable riding experience for people of all ages and abilities.

Draft

Farmington Canal Trail



Image Credit: Street Plans

PROTECTED BIKE LANES

Bike lanes that are separated from traffic via a minimum 2' buffer that includes some form of vertical barrier (delineator posts, concrete curbing, parked vehicles etc.), or are at the sidewalk level separated from vehicular traffic by at least 2' of sidewalk space. Protected bike lanes may be designed to allow bi-directional travel but where such facilities exist special care must be taken to mitigate conflicts at intersections.

Crescent Street



Image Credit: Street Plans

BUFFERED BIKE LANES

Bike lanes that are separated from moving and/or parked vehicular traffic by a striped buffer that does not include vertical barriers. This bikeway type is often recommended where separation from the travel lane is desired, but frequent intersections or curb cuts make more continuous protection challenging. The striped buffer(s) may be placed between the bike lane and the adjacent vehicular travel lane, and/or between the bike lane and on-street parking. The latter may reduce instances of dooring as more space is provided between opening car doors and the bike lane.

Draft

Sherman Parkway



Image Credit: Street Plans

CONVENTIONAL BIKE LANES

Conventional bike lanes consist of two parallel stripes that designate a linear (and lateral) space for people to bicycle. Bike lanes are typically located curbside or between an on-street parking lane and vehicular travel lane.

Orange Street



Image Credit: Street Plans

CONTRAFLOW BIKE LANES

Some bike lanes may be designed to allow cyclists to travel against the predominant direction of vehicular traffic. Such "contraflow" bicycle lanes allow continuous travel along a desired corridor where the direction of vehicle traffic flow may alternate or to link popular destinations or other bikeways where "wrong-way" cycling is commonly observed on the street or sidewalk. Contraflow lanes may be protected and/or part of a neighborhood greenway route. Such lanes may introduce additional conflicts with motor vehicles so additional safety measures may be required.

High Street



Image Credit: Street Plans

Draft

NEIGHBORHOOD GREENWAY

A signed, marked, and traffic-calmed local route for bicyclists and pedestrians that often parallels higher-volume arterial streets or connects residents to destinations (schools, commerical districts, parks, etc.) within or at the edge of the neighborhood. By introducing elements like enhanced shared lane markings, bicycle/pedestrian wayfinding signs, traffic diverters, protected crossings, and other design features, neighborhood greenways aim to reduce vehicular traffic trips to less than 1,500 per day and manage motor vehicle travel speeds to 15 miles per hour or less.

Burlington, Vermont



Image Credit: City of Burlington

SHARED LANE MARKINGS

Pavement markings that indicate to people operating motor vehicles that they should expect the presence of bicycles in the middle of the travel lane. Shared lane markings are appropriate on very low-speed or low volume streets such as neighborhood greenways or in instances where a connection needs to be made along a short stretch of narrow street between two more prominent bikeway facilities. Shared lane markings can be enhanced with green markings and / or oversized to be more visually prominent.

Key West, Florida



Draft

Image Credit: Street Plans

Existing Network

Approximately 37 miles of New Haven's street network (15%) has dedicated bicycle infrastructure or shared lane markings.

Including shared use paths, there are approximately 47 miles of designated cycling routes in the City.



Street Mileage of Existing Bikeways by Type.



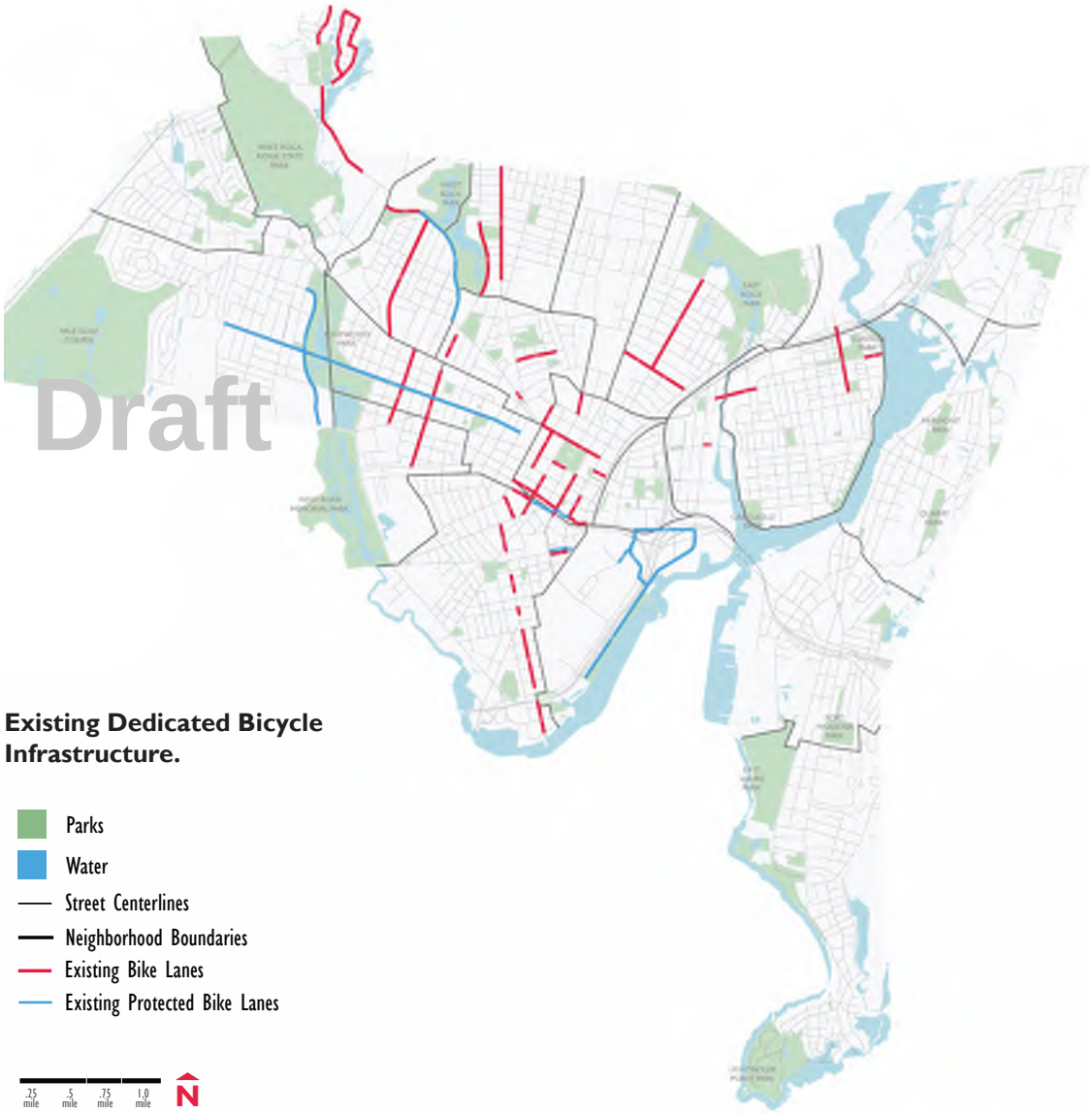
Existing Bikeways.

Currently, on-street bicycle infrastructure is present along 15% of the City's entire street network.

Existing conventional bike lanes and protected bike lanes, cover 8% of the City's street network (~20 miles).

Thus, there is a strong need to expand and upgrade the existing network, focusing new investment on the neighborhoods most deficient in bicycling infrastructure.

The streets of Amity, East Shore, Fair Haven Heights, Prospect Hill, Quinnipiac Meadows, and Wooster Square currently lack dedicated bicycling infrastructure. While infrastructure touches the edges of these neighborhoods, these large gaps make it difficult to travel by bike through large parts of the City.



Existing Dedicated Bicycle Infrastructure.

EXISTING NETWORK CHALLENGES

The following challenges make bicycling in New Haven challenging or feel unsafe.

1. Most conventional bike lane are located in the "door zone," between on-street parking and the travel lane, which puts bicyclists at risk.

2. Intersection treatments, like bike boxes, are concentrated in the downtown. The rest of the network lacks infrastructure to support bicyclists' approach, queueing, and turning at intersections.

3. There are currently 47 designated bikeway segments in New Haven, but only 17 (out of 1,556) intersections where two bikeways meet.

4. Many existing streets with shared lane markings are faded, and need to be re-painted/upgraded to a more robust facility type.

5. On-street bikeways connect park trails, drives, or other shared use paths in only six locations across four neighborhoods (Dixwell, Downtown, East Rock, and Long Wharf).

KEY RECOMMENDATIONS

Recommendations for improvements to the bikeways network in the City of New Haven are below:

1. Add protected bike lanes wherever feasible, especially along the most City's dangerous corridors (see pg.17). To minimize parking loss, use "floating parking" to protect cyclists.

2. Incorporate bike boxes, two-stage turn boxes, bike signals, and protected intersections in conjunction with "no right turn on red" and Leading Pedestrian Intervals (LPI's) at intersections, especially where existing/new bikeway facilities intersect.

3. Focus on expanding network connectivity when selecting new bikeway projects; Pay special attention to building out continuous "trunkline" east-west and north-south routes.

4. Enhance all existing shared lane markings with green-backed "super sharrows." Introduce neighborhood greenways with traffic calming as low-stress alternatives to dedicated bikeways.

5. Add dedicated bike lanes where feasible to directly connect to more parks, schools, commercial centers, and transit; Emphasize on-street connectivity to park trails and drives.

Draft

Proposed Network

The proposed bicycle network increases New Haven's protected bike lane miles from 8 to 39 miles, a nearly 400% increase.

The Citywide Active Transportation Plan Proposed Network is designed to greatly increase safety and connectivity across the whole City. A number of factors were considered and analyzed to determine the bike way network's placement and type. These include but are not limited to crash history, existing street width and configuration, land use/key destinations, on-street parking capacity, and the feasibility for near-term implementation.

Draft

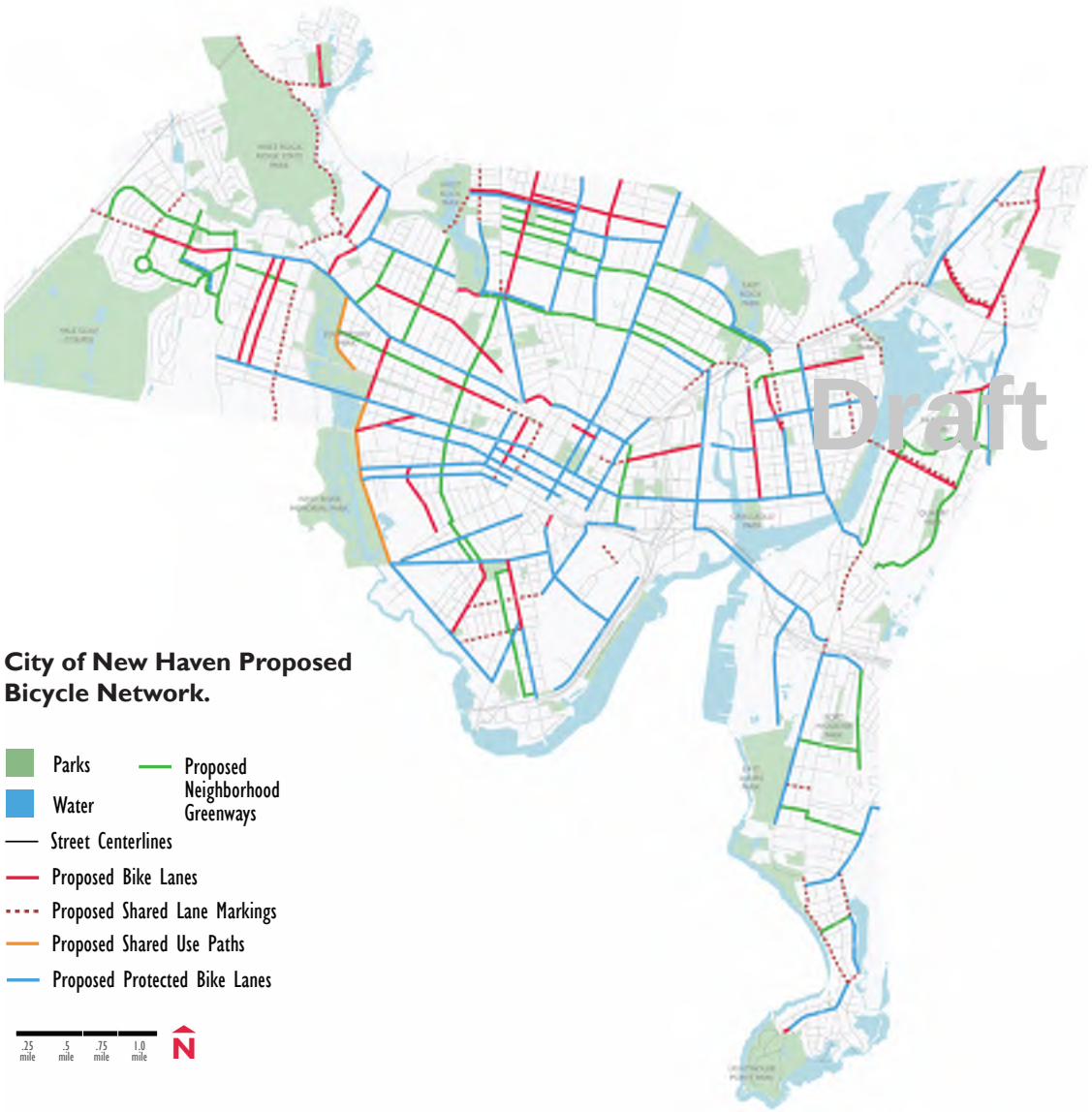
The result is a network that will almost triple the City's current bikeway mileage from 47 miles to 128 miles, including 39 miles of new protected bike lanes and upgrades to 9 miles of existing facilities. The 90 miles of newly proposed bikeways also includes the addition of 20 miles of neighborhood greenways, a facility type not currently found in New Haven. Most importantly, 41% of the proposed network is slated for Priority Neighborhoods. Neighborhoods most deficient in on-street bikeway facilities, such as the The Hill and Fair Haven, will receive an additional 8 and 7 miles, respectively, of new bikeways under the proposed plan.

Note, the proposed bikeway network includes all active City projects that are either under construction, will be imminently constructed, have been allocated funding, or are currently in the design phase. The project details (eg. bikeway type) for these segments may change, but are included in the the proposed Plan and reflect the City of New Haven's aspirations to become a great city for cycling.



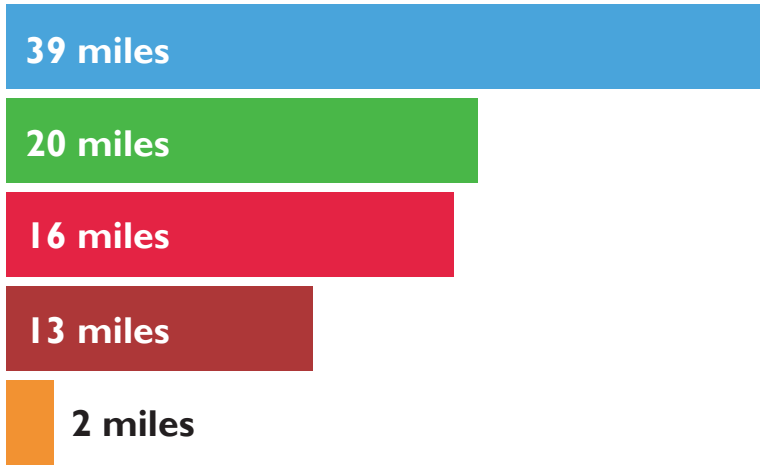
Image Credit: Street Plans

41% of the proposed network mileage is slated for Priority Neighborhoods.

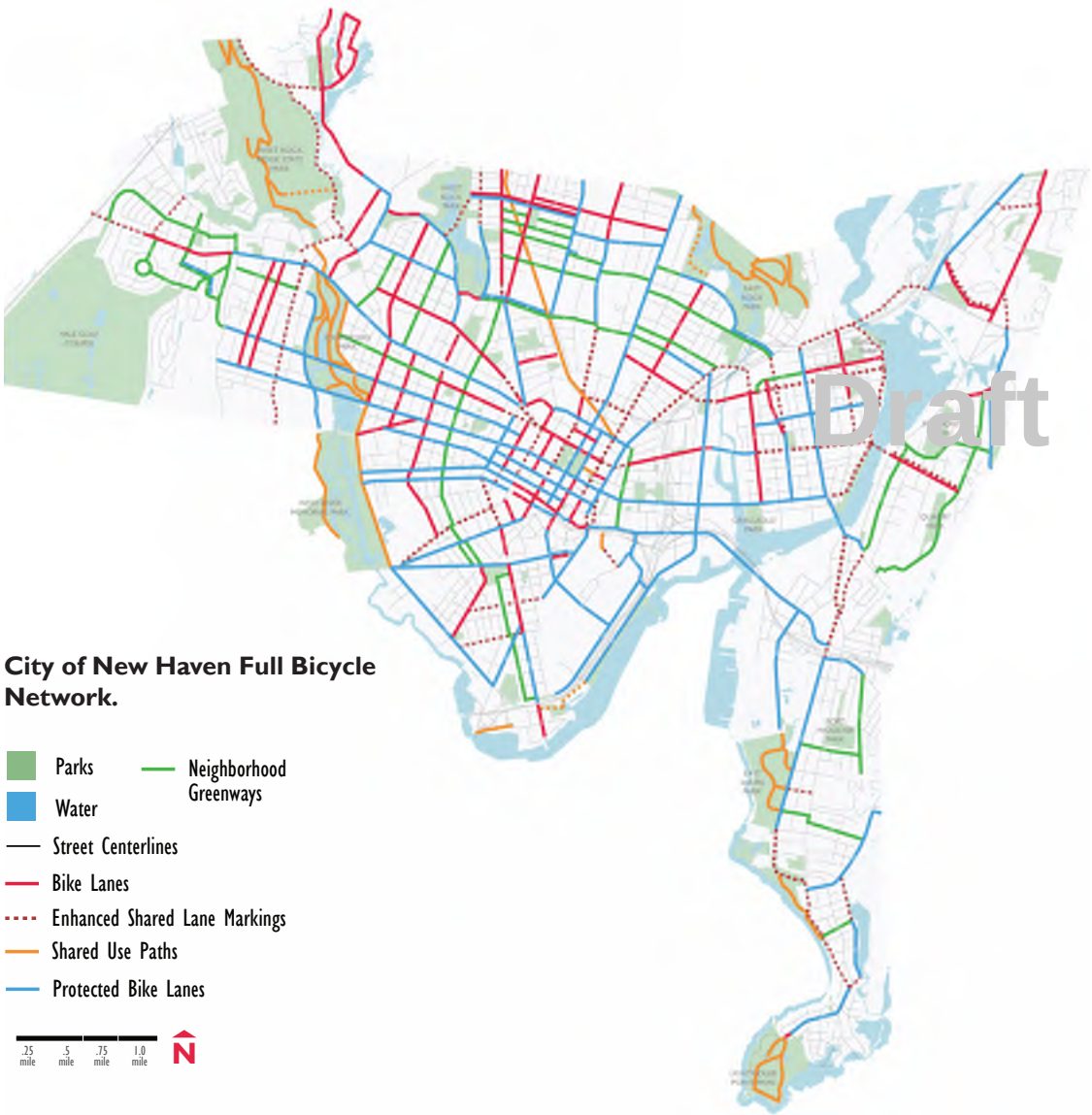


City of New Haven Proposed Bicycle Network.

NEWLY PROPOSED BIKEWAYS



Street Mileage of Proposed Bikeways by Type.
The Proposed Network adds a total of 90 new and enhanced miles of bikeways to the City's existing network. The majority of which are protected bike lanes. Along with these additions, the Plan recommends upgrading all existing shared lane markings with so-called "super sharrows" or to a more robust facility type.



City of New Haven Full Bicycle Network.

PROPOSED BICYCLE NETWORK

47 MILES OF EXISTING BIKEWAYS, **PLUS**

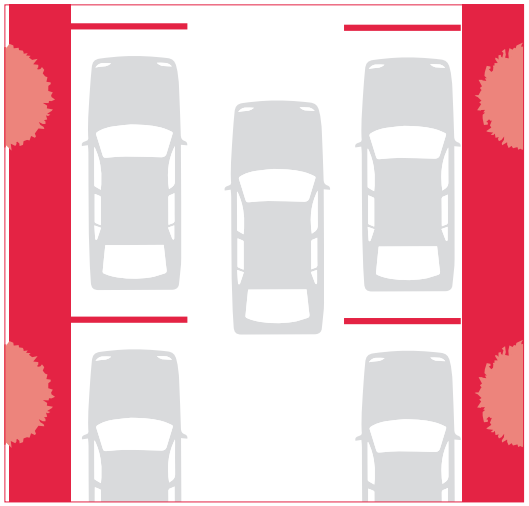
90 MILES OF NEWLY PROPOSED BIKEWAYS, **MINUS**

9 MILES OF UPGRADED BIKEWAYS, **EQUALS**

128 MILE BIKEWAY NETWORK

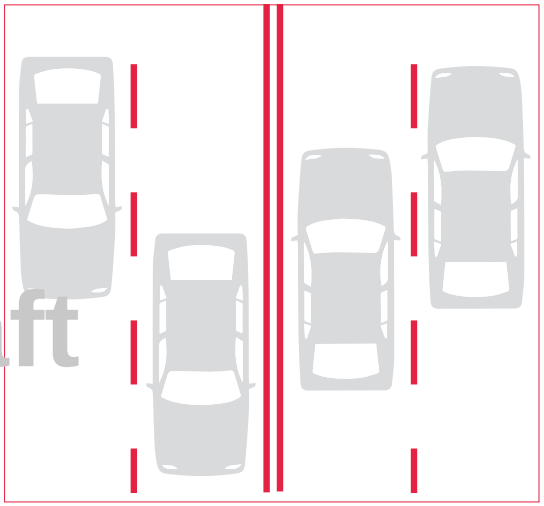
Excluding shared use paths, the Proposed Network allocates bikeways to 52% of the City's street network. The 9 miles of network upgrades consist primarily of replacing existing shared lane markings with a more robust facility. The proposed network (by type) includes: **47 street miles of protected bikeways, 20 street miles of neighborhood greenways, 28 street miles of bike lanes, 30 miles of enhanced shared lane markings, and 12 miles of shared use paths.**

IMPLEMENTATION SPOTLIGHT: TRADING SPACES, SAFER PLACES

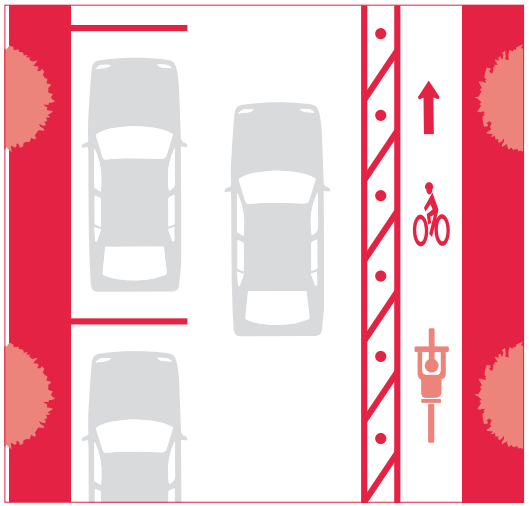


The proposed 128-mile bikeway network requires re-allocating existing parking space along just 6% of the City's street mileage.

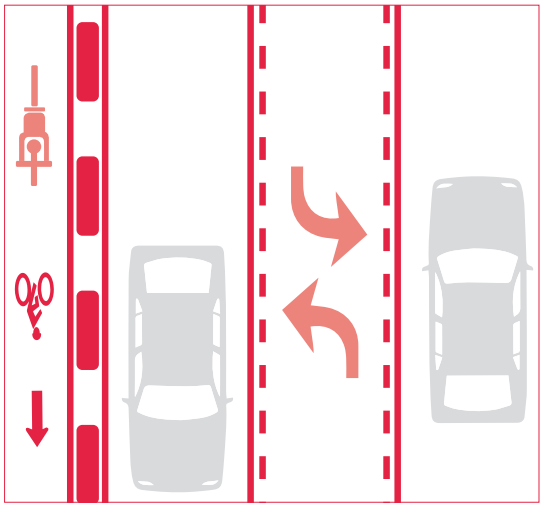
Draft



The proposed network requires road diets on just 3% of the City's streets.



In the vast majority of instances where spatial re-allocation is required, parking would be replaced on one side of the street only.

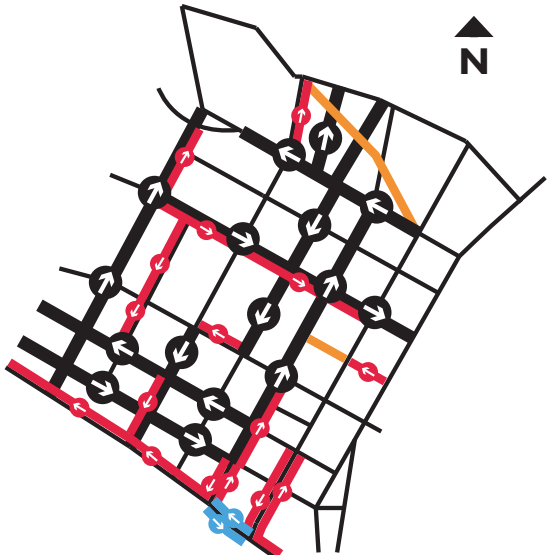


Reducing the number of vehicular travel lanes to accommodate the proposed bikeway network (and pedestrian and transit upgrades) is recommended on seven different corridors throughout the City.

DOWNTOWN SPOTLIGHT: 2-WAY CONVERSIONS

The full bicycle network proposed in this plan responds to the City's current street network. However, areas like downtown New Haven may experience significant changes in the coming years as one- to two-way street conversions impact the configuration of existing and proposed bikeways. The diagrams below show how the bike network evolves according to the short-term and long-term two-way conversions outlined in the 2014 Two-Way Conversion Study. While some trade-offs may ultimately occur in each phase of the network's conversion, the overall intent of providing protected, safe bikeway connectivity to and through Downtown is essential to building out the Full Network.

EXISTING



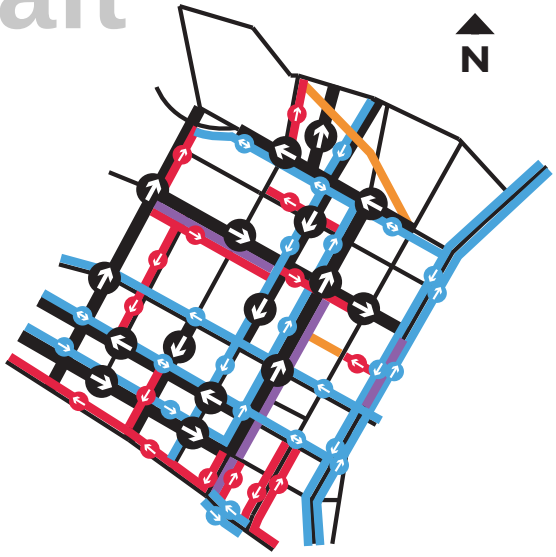
Shared Use Path
Bike Lane
Protected Bike Lane

The diagram at left illustrates the existing bikeway network in Downtown, with the roadway segments included in the 2014 report planned for one- to two-way conversion.

The thicker black lines are those street segments proposed for two-way vehicle traffic in the 2014 study.

Draft

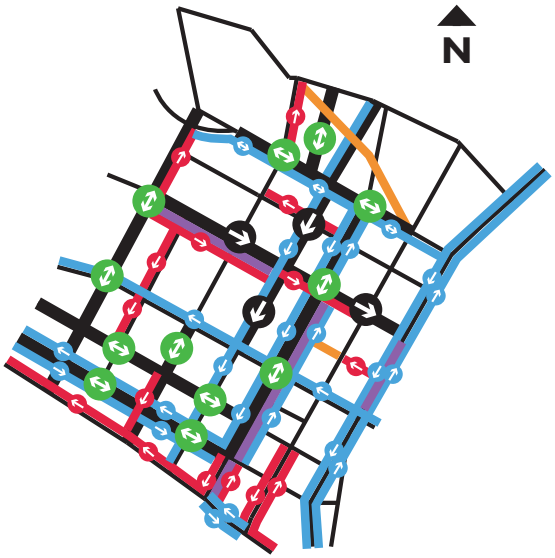
EXISTING W/ PROPOSED BIKEWAY NETWORK



Shared Use Path
Bike Lane
Protected Bike Lane
Dedicated Bus Lane

Most of the bikeways proposed for downtown New Haven are protected and configured so that people cycling travel in the direction of vehicular travel. The one exception is Grove Street, where the bike lane is bi-directional. In this interim condition, where many streets remain one-way, the existing bike lane on Church Street between George and Chapel Streets would become protected, and shift to the west side of the street.

SHORT-TERM ONE-WAY STREET CONVERSIONS



Shared Use Path
Bike Lane
Protected Bike Lane
Dedicated Bus Lane

OVERVIEW

In this scenario, the short-term conversions in the 2014 Report are illustrated in green: Hillhouse Avenue, Grove Street, Church Street, George Street, Crown Street, College Avenue, and York Street.

Directional protected bike lanes are proposed for George and Church Streets upon conversion, and the two-way protected bike lane on Grove Street is maintained.

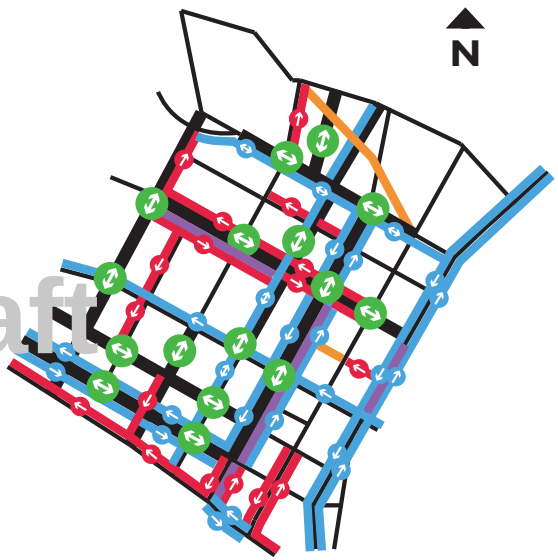
If converted to two-way traffic, the interim two-way facility on Crown Street would be removed.

CONSIDERATIONS

- To accommodate directional protected bike lanes on both Church and George Streets, parking would have to be removed.
- On Church Street, the northbound bus lane and curbside boarding areas remain.

Draft

LONG-TERM ONE-WAY STREET CONVERSIONS



Shared Use Path
Bike Lane
Protected Bike Lane
Dedicated Bus Lane

OVERVIEW

Upon the conversion of Elm and Temple Streets (in green), bike lanes in both directions are proposed for Elm Street, and southbound protected bike lane on Temple Street becomes a two-way protected bike lane.

Temple Street would be converted into a transit- and bike-only street

.CONSIDERATIONS

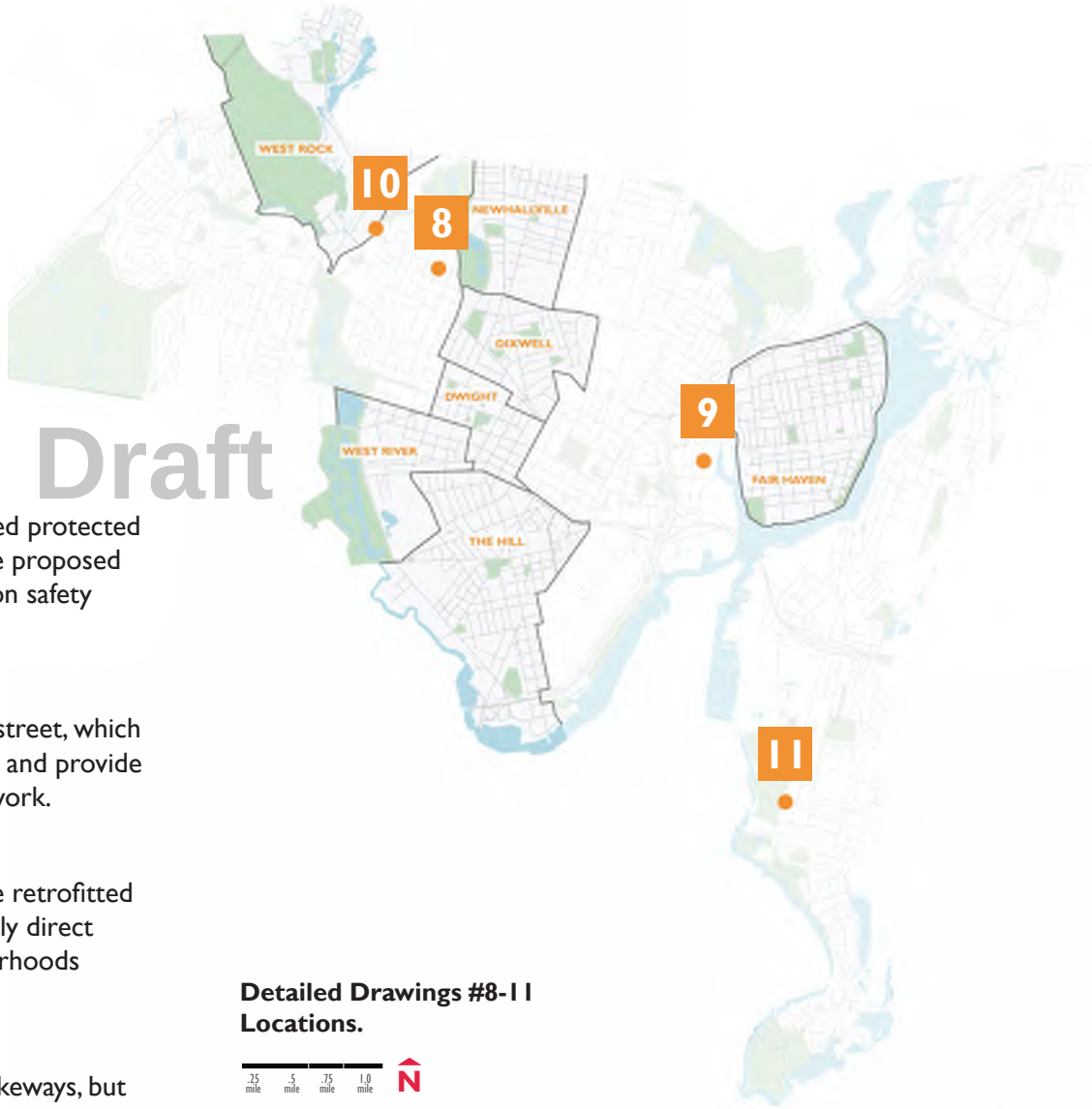
- If bus lanes were to be implemented on Elm Street in both directions upon the two-way conversion, parking may have to be removed to accommodate bike lanes in both directions, one travel lane in each direction, and the bus lanes.

Detailed Drawings

This chapter includes five detailed plan view and section drawings featuring pedestrian, bike, and transit improvements, with an emphasis on a number of proposed bikeways. At right are the locations of the four drawings, with the City's Priority Neighborhoods.

The drawings are illustrative, depicting how bicycle design best practices can be applied to specific locations in New Haven. Following Plan adoption, further outreach, design, and engineering will be required and determine the details of how each project is constructed.

Draft



Detailed Drawings #8-11 Locations.

8 Dyer St & Ellsworth Ave

WHY? This intersection features the confluence of proposed protected bike lanes and a neighborhood greenway, a new bikeway type proposed in the Plan. Dyer Street is also in need of multiple intersection safety upgrades.

9 East St

WHY? The City has proposed a conceptual design for this street, which would connect to the Long Wharf Drive protected bike lane and provide a key north-south connection in the protected bikeway network.

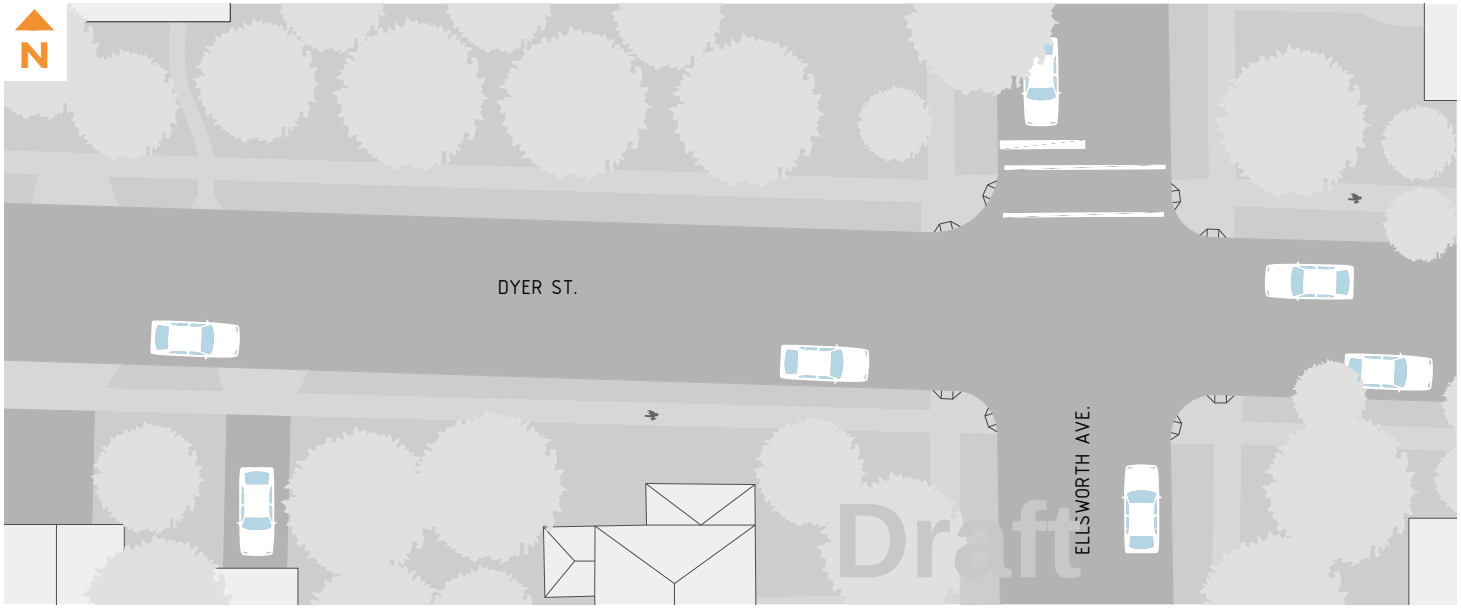
10 Fitch St

WHY? This is a state road that has the available space to be retrofitted to accommodate protected bikeways. It also provides the only direct connection to West Rock from Beaver Hills and the neighborhoods south of Whalley Ave.

11 Woodward Ave & Raynham Rd

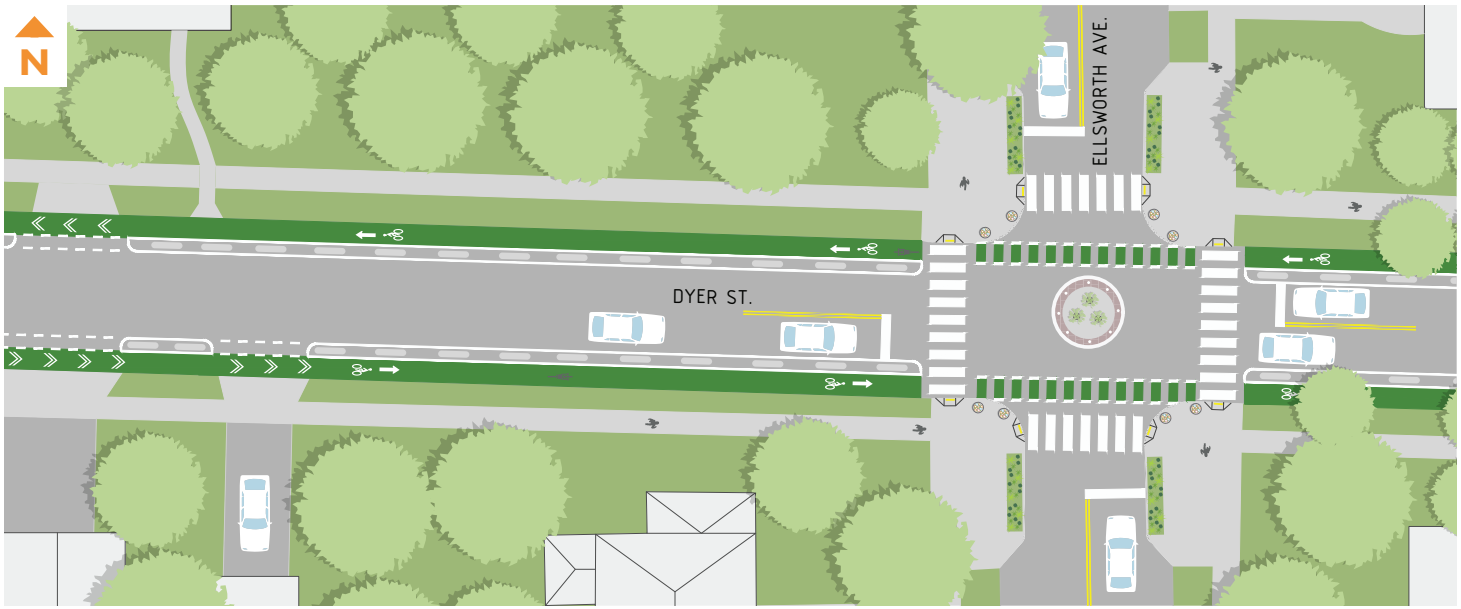
WHY? East Shore currently does not have any dedicated bikeways, but it has multiple trails and park entrances that can be better connected and made more accesssible to adjacent neighborhoods.

8. Dyer Street & Ellsworth Avenue



EXISTING

Dyer Street offers great connections through the Beaver Hills neighborhood, linking residents to the existing Crescent Street protected, two-way bike lane, as well as to key thoroughfares with essential services like Whalley Avenue. As with many residential streets, traffic calming can improve the experience of travel for all modes.

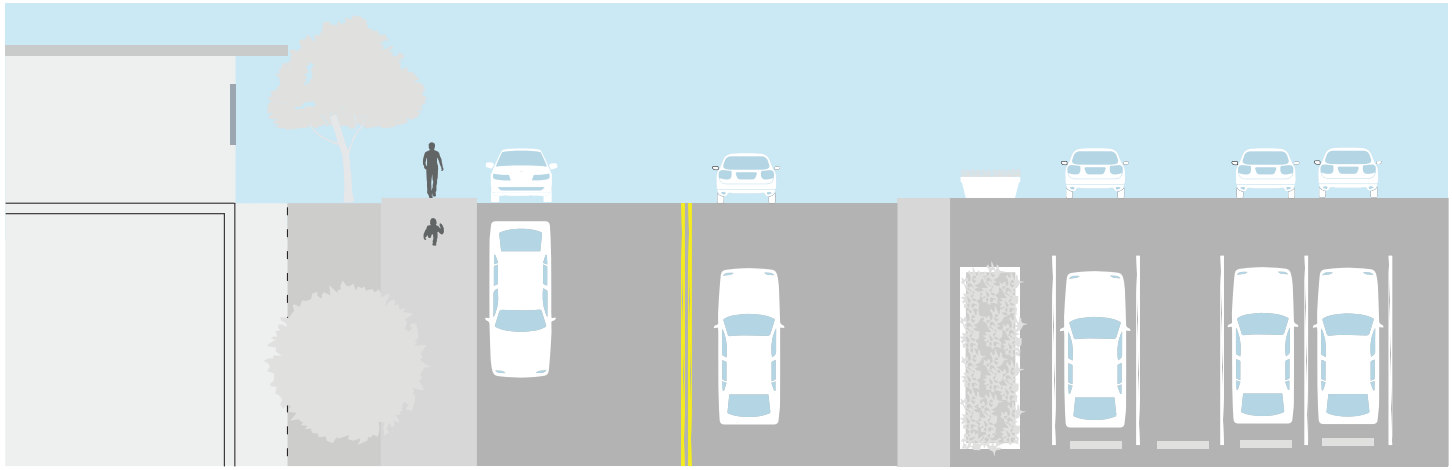


PROPOSED

Protected bike lanes are proposed to connect the existing Crescent Street bikeway to the proposed Fitch Street bikeway. These bike lanes intersect with the proposed **Ellsworth Avenue, neighborhood greenway, which** connects the Crescent Street bikeway through the neighborhood to Whalley Avenue. Curb extensions with rain gardens, neighborhood traffic circles and other measures calm and reduce cut-thru traffic.

All proposed designs are conceptual, and are subject to further design and engineering study.

9. East Street

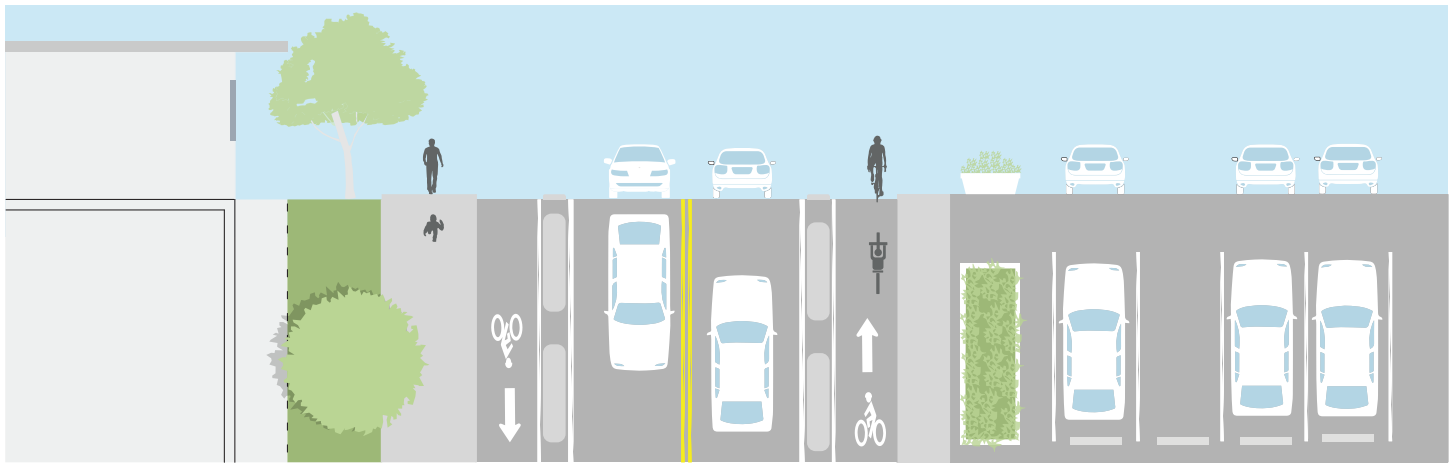


parking	travel lane	travel lane	parking
8’	12’	12’	8’

Draft

EXISTING

East Street is 40’ wide with 12’ lanes, and underutilized parking lanes on both sides of the street. This street has the potential to provide a crucial north-south connection through The Mill River District, linking the protected two-way bike lane on Long Wharf Drive with East Rock.



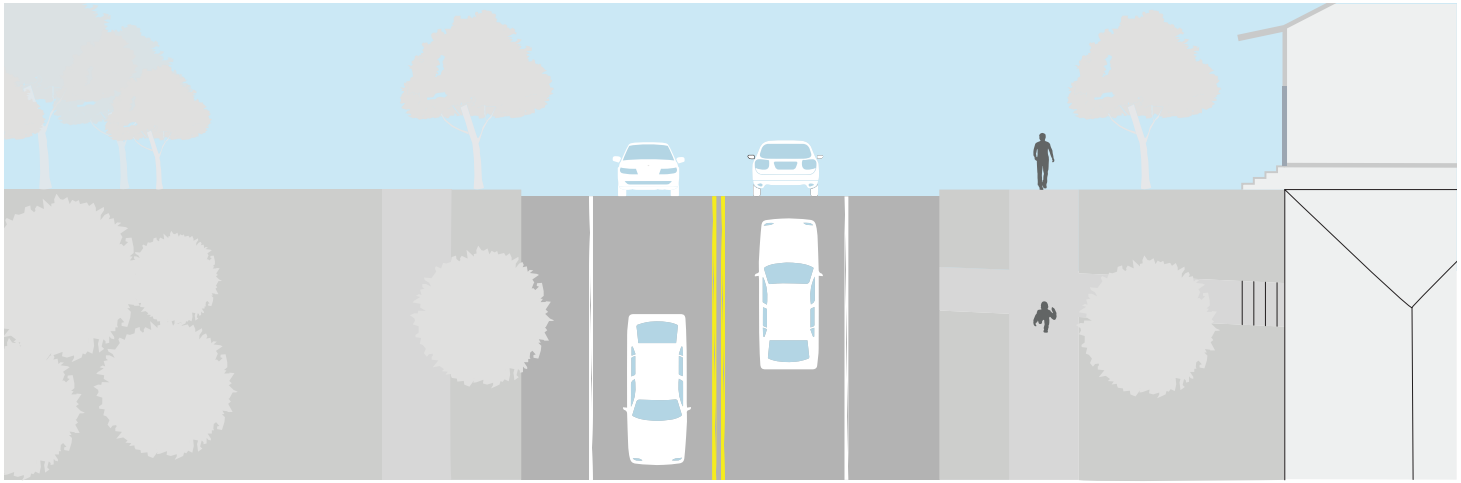
bike lane		travel lane	travel lane		bike lane
6’	3’	11’	11’	3’	6’

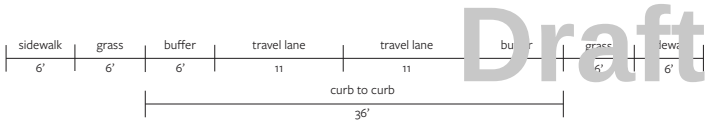
PROPOSED

The Plan proposes reducing the travel lanes by a foot, and replacing the on-street parking with **protected bike lanes** for the majority of the length of the corridor. This bikeway would intersect with two other proposed bikeways on Chapel Street and Grand Avenue, and link Long Wharf to State Street and the neighborhood greenway on Lawrence Street.

All proposed designs are conceptual, and are subject to further design and engineering study.

10. Fitch Street

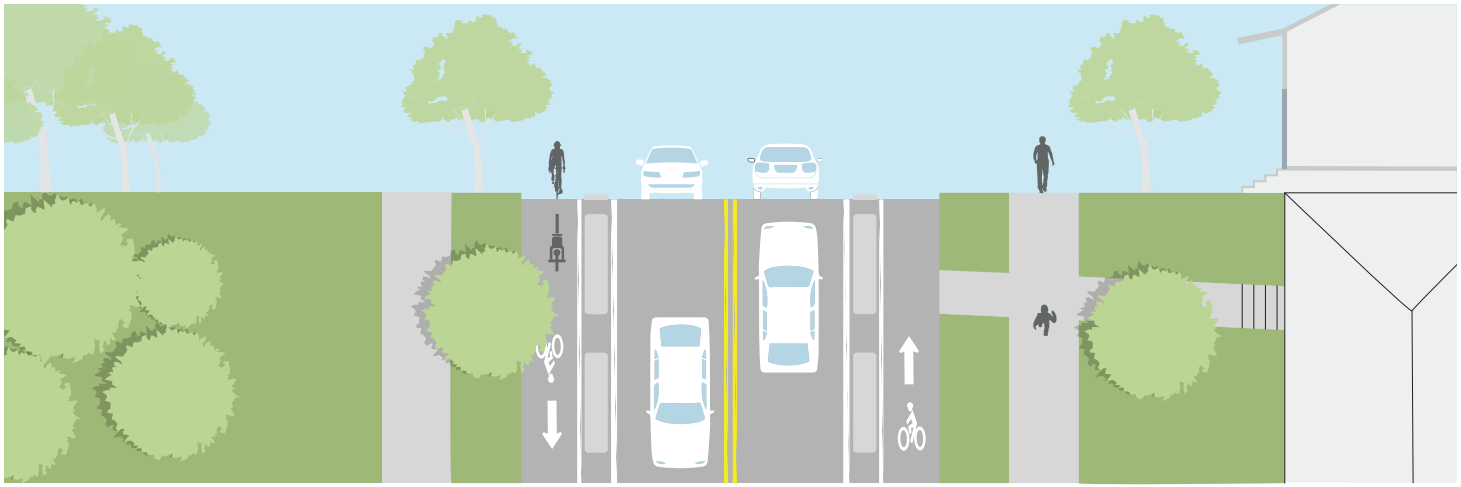


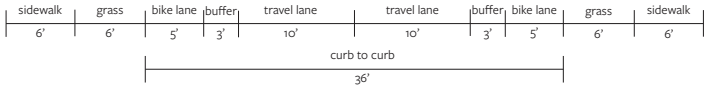


Draft

EXISTING

Fitch Street's shoulder and underutilized, permit-only parking lane are opportunities to re-allocate underutilized asphalt for a protected bikeway. The corridor is an important route from Whalley Avenue into West Rock, and offers a direct connection to SCSU's campus.





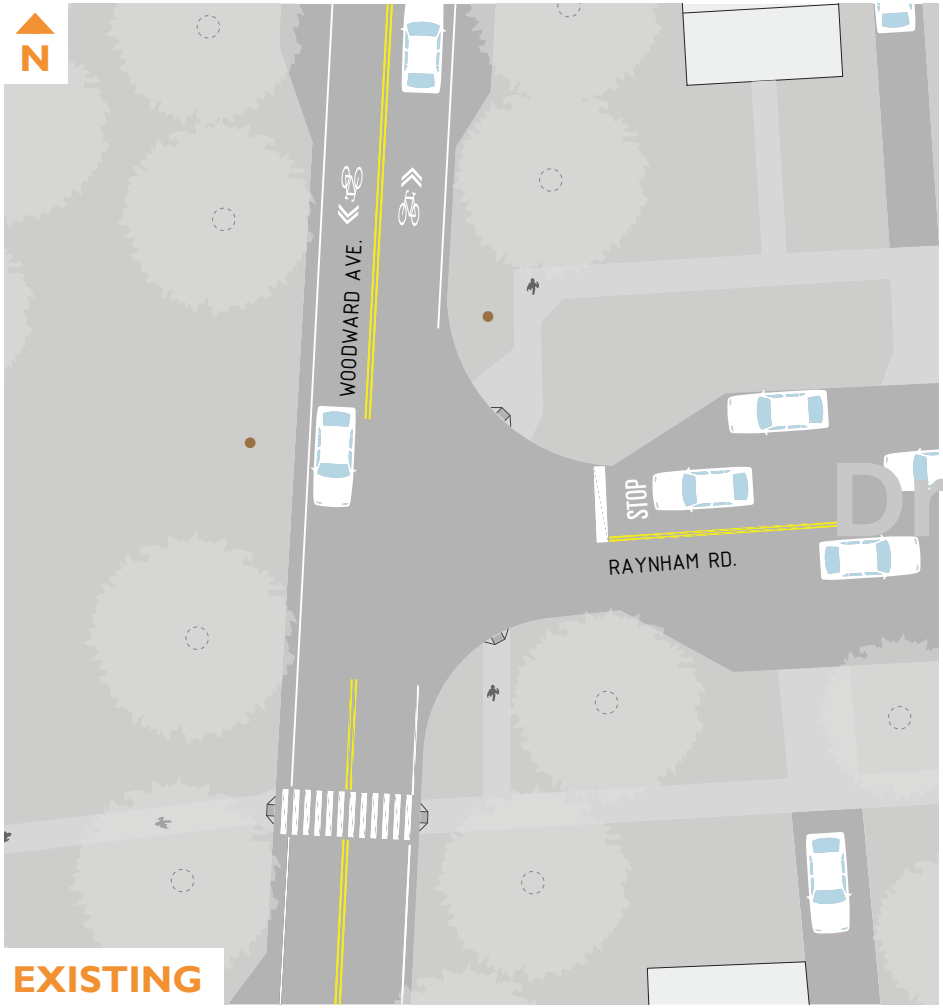
PROPOSED

The Plan proposes adding **protected bike lanes** along Fitch Street, which would offer a direct connection to Edgewood Park and the shared use paths therein, and a dedicated cycling route north of Whalley Avenue into West Rock. With this proposed connection, a bicyclist could one day travel from Long Wharf to West Rock using entirely protected and dedicated cycling infrastructure.

All proposed designs are conceptual, and are subject to further design and engineering study.

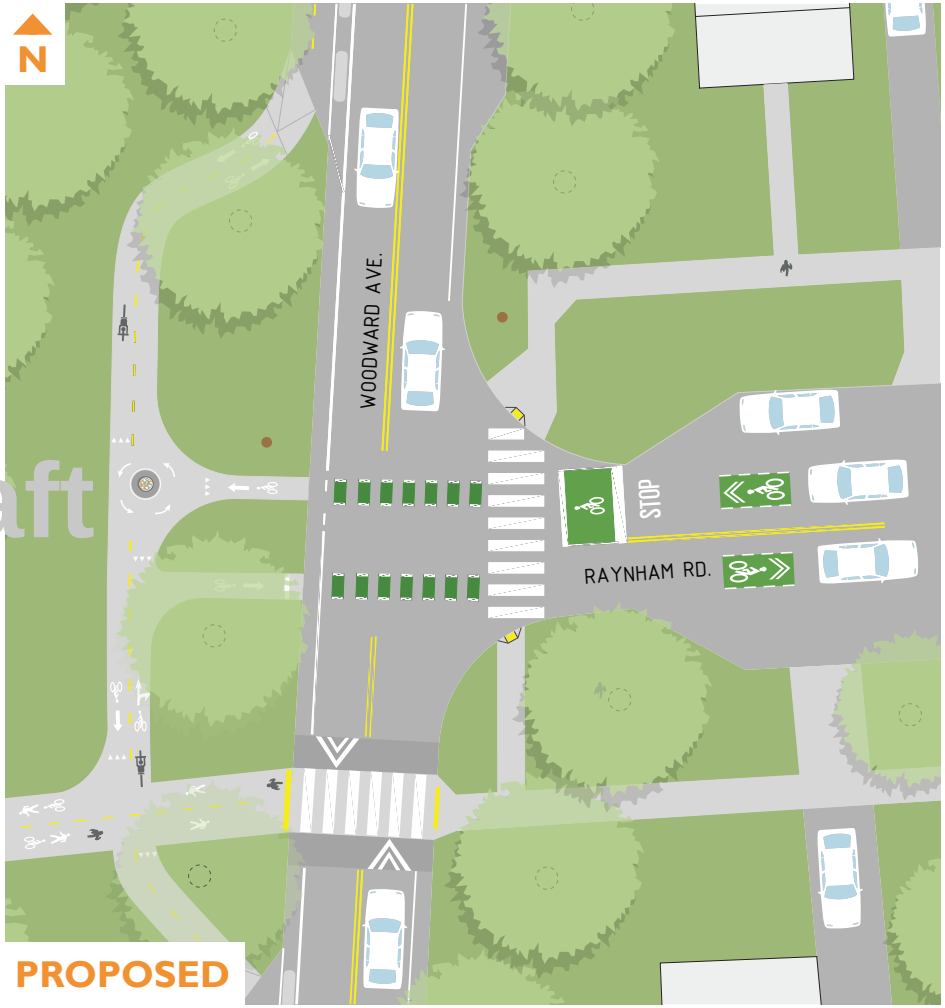
11. Woodward Avenue & Raynham Road

All proposed designs are conceptual, and are subject to further design and engineering study.



EXISTING

Woodward Avenue is a pleasant, tree-lined street offering direct access to East Shore Park. Currently, faded shared lane markings hardly make it a comfortable ride for all ages and abilities, although it has great potential to be a primary cycling route.



PROPOSED

A proposed, **protected two-way bike lane and pedestrian improvements** at Raynham Road increase the safety of biking on Woodward Avenue and the comfortability of connecting with the existing path connecting into East Shore Park. This facility could increase likelihood of both leisurely and commuting bicycle trips from East Shore and The Annex.

Project Evaluation

In the table below are 11 criteria that can be used to evaluate each newly proposed bikeway segment recommended in this Plan. 31 total points may be earned, with up to 3 points awarded per category. The criteria does not replace detailed segment-level analysis, but can be used by the City as an evaluation tool to help prioritize bikeway improvements as resources and opportunities are available.

Network Connectivity	2: Proposed segment connects to two or more existing bikeways. 1: Proposed segment connects to one existing bikeway.
Bikeway Continuity	3: Proposed bikeway allows for over 2 miles of continuous cycling, protected or dedicated, through New Haven. 2: Proposed bikeway allows for 1 mile of continuous cycling, protected or dedicated, through New Haven.
Existing Bikeway Improvement	3: Proposed bikeway is an upgrade to an existing bikeway. 2: Part of the proposed bikeway upgrades an existing bikeway.
Bikeway Type	3: Proposed bikeway is protected. 2: Proposed bikeway is buffered. 1: Proposed bikeway is dedicated and/or includes significant traffic calming.
Neighborhood Equity	3: Proposed bikeway is within a Priority Neighborhood, and a neighborhood previously deficient in on-street facilities. 2: Proposed bikeway is within a Priority Neighborhood. 1: Proposed bikeway is within a neighborhood previously deficient in on-street facilities.
Proximity to Schools/Parks/ Greenways	3: Proposed bikeway passes by a school or park entrance, or an existing Greenway. 2: Proposed bikeway is one block or closer to a school or park entrance, or existing Greenway. 1: Proposed bikeway is three blocks or closer to a school or park entrance, or existing Greenway.
Proximity to Commercial Centers/Essential Services	3: Proposed bikeway passes through a commercial district with essential services (pharmacy, grocery, healthcare etc.). 2: Proposed bikeway is within one block or closer to a commercial center or an essential service(s). 1: Proposed bikeway is three blocks or closer to a commercial center or essential service.
Safety	2: Proposed bikeway provides protection on a dangerous corridor for bicyclists. 1: Proposed bikeway provides a dedicated space for bicyclists on a dangerous corridor for bicyclists.
Transit	3: Proposed bikeway passes by a bus stop or rail station. 2: Proposed bikeway is within two blocks of a bus stop or rail station. 1: Proposed bikeway intersects a bus route corridor.
Feasibility	3: Proposed bikeway uses existing roadway width with no center line changes. 2: Proposed bikeway uses existing roadway width with minimal striping changes. 1: Proposed bikeway requires excavation and/or significant removal of existing striping.
Parking Removal	3: Proposed bikeway does not require parking removal. 2: Proposed bikeway requires partial parking removal. 1: Proposed bikeway requires both sides of on-street parking to be removed.

Draft

High Opportunity Corridors

Applying the criteria outlined on the previous page resulted in the following top 10 highest scoring newly proposed bikeway segments. Four out of the first five proposed segments listed below would include physical protection along the most bicycle crash-prone corridors.

SEGMENT	BIKEWAY TYPE	SCORE	COST	NOTES
Chapel Street	Westbound Protected Bike Lane	27	$$	This is the only proposed protected segment that goes through multiple Priority Neighborhoods, and through a neighborhood currently without dedicated bikeways.
Columbus Avenue	Eastbound Protected Bike Lane	26	$$	The proposed protected bike lane mostly uses the existing shoulder, simplifying implementation.
Chapel Street	Westbound Bike Lane	26	$	The proposed segment requires no parking removal.
Dixwell Avenue	Southbound Protected Bike Lane	24	$$	The proposed bike lane is also on a corridor slated for BRT in the Move New Haven Study.
Whalley Avenue	Protected Bike Lanes	24	$$$$	Protected bike lanes within the existing curbs fit on a portion of this segment, but would need to be at sidewalk level further northwest along the corridor, which increases cost.
Fitch Street	Protected Bike Lanes	23	$$$	The proposed bike lanes mostly repurposes an existing shoulder, simplifying implementation.
Ella T Grasso Blvd	Two-Way Protected Bike Lane (sidewalk level)	22	$$$	The stretch of Ella T Grasso Blvd. between Kimberly Avenue and Columbus Avenue is the worst segment for all traffic crashes in the City.
Forbes Avenue	Two-Way Protected Bike Lane	21	$$$	This segment would be a key piece of the Harborside Trail.
Ella T Grasso Blvd	Conventional Bike Lanes	19	$	The proposed bike lanes provide dedicated space for bicyclists along a dangerous corridor, and are a key piece of a north-south route between Beaver Hills and The Hill.
Union Avenue	Two-Way Protected Bike Lane	18	$$$	The City has a draft conceptual plan for the corridor, which passes right by Union Station.

Draft

07 Implementation

Draft



Image Credit: Street Plans

Future: A Day on the Move

Five years after the adoption of the Citywide Active Transportation Plan, aspects of Mary, Nora, and Alvaro's travel are already improved.



Image Credit: Chat Travieso

(Future) The City has been running a contest for placemaking enhancements at bus stops, like the above that artist Chat Travieso installed in the Bronx, New York City.

Draft

West River was in need of several pedestrian signal heads, and numerous improvements to sidewalks and crosswalks at intersections. Nora now has almost an entirely improved walking route between West River and The Hill. Most notably, the intersection improvements along Sherman Avenue at North Frontage Road and Legion Avenue make the walk much easier. The protected bike lanes along both of these intersecting streets actually help make her feel more safe crossing with her mother. As long as they pay attention to any oncoming bicyclists, the crossing distances are actually shorter!

Finally, the installation of Leading Pedestrian Intervals (LPIs) provide Nora and her mom a headstart while crossing. which is important as pushing the wheelchair up to a normal walking speed takes extra time. Nora feels safer and more more visible to turning traffic at these key intersections and overall enjoys the positive mental and physical health benefits walking with her mom provides.



Now that the City and its partners at CT*transit* have been making improvements to the bus stops in his neighborhood, Alvaro finds it much more pleasant to ride the bus. He particularly enjoys the (shorter) wait at at the intersection of Grand Avenue & Ferry Street, which has become one of the City's bus rapid transit hubs. He feels particularly happy that he was able to provide a his input to a local artist from his neighborhood on what kind of asphalt art should be installed to demarcate the new bike corrals that always brighten his day. And now that there is better bike parking and more bike lanes in his neighborhood, he's considering getting a bike to make the trip to and from the bus even shorter.

The BRT service on Grand Avenue cuts his cross-town transit trips almost in half, and he's enthusiastic that the addition of dedicated bus lanes on Whalley Avenue will improve his daily trips even more.

Draft



Mary now has multiple safe options for cycling to and from Edgewood Park using dedicated and protected infrastructure. When biking with her kids, she much prefers using the dedicated and protected protected bikeways on Fountain Street and Whalley Avenue. When she's looking for more exercise, she'll take a longer route, utilizing more of the neighborhood greenways through Westville, which allows her to access the park from a different location.

It's now possible for her to use and understand the merits of these different routes because the City's bicycle network is available online and includes a user-friendly interactive map showing where all the bikeways are, the direction of travel, and whether or not they're protected. As a result, Mary now rides her bike more to run errands, rather than just for leisure and exercise because it's easier and safer for her to not just get to commercial corridors like Whalley Avenue, but she can now also access all the great things that downtown New Haven has to offer.

Action Plan

This section includes key recommendations for plan implementation across five areas.

Building infrastructure that supports active transportation is a key part of this Citywide Active Transportation Plan. However, there are myriad additional ways to create safer routes for all. This Action Plan includes recommendations across the following five categories:

1. **Equity**
2. **Engineering**
3. **Evaluation**
4. **Education & Encouragement**
5. **Enforcement**

Draft

Consistent with the Plan's framework, this section begins with actions that can be taken to advance the equitable implementation of active transportation projects.

The recommendations in the Action Plan are not all meant to be acted upon simultaneously, but rather provide options for implementing the Citywide Active Transportation Plan as various resources and opportunities are created or arise.



Image Credit: Street Plans

While most of the recommendations in the following pages will be led by Transportation, Traffic, & Parking (TT&P), some will require cross-collaboration with, and leadership from, additional City departments. Recommendations that involve legislative changes at the state should also be approached collaboratively with other departments and the Plan's Implementation Task Force.

Equity

Allocate a fixed amount of budget each fiscal year for pedestrian, transit access, and bicycle improvements in the City's Priority Neighborhoods.

Guided by the analysis in the Plan, the City of New Haven can ensure that Priority Neighborhoods are consistently receiving improvements by obtaining and setting aside funding that cannot be used elsewhere in the City.

ACTIONS:

- Approximate a range of costs for priority active transportation improvements to be implemented annually, and remain steadfast in building out pieces of the bicycle Full Network, Tactical Transit improvements, and pedestrian improvements in the Priority Neighborhoods.
- Work with Alders and community members on an ongoing basis to tailor active transportation project type and design to the local context/need.

OUTCOMES:

- Implementation of three (3) active transportation projects per Priority Neighborhood per year.
- 50% of each annual active transportation project budget allocated for use only in Priority Neighborhoods.

Work together with New Haven's advocacy community to establish annual policy and legislative goals that improve transportation equity.

There are a number of advocacy groups and community champions working to make their community members' voices heard in the City of New Haven. Joint initiatives in direct partnership with the Plan's Implementation Task Force (see Evaluation, Recommendation #1) could help make advocacy efforts more effective, and allow the City to be more responsive.

Draft

ACTIONS:

- At the recommendation of the Implementation Task Force, bring together the multiple coalitions and organizations working on safe streets in the City of New Haven for a quarterly roundtable.
- Ensure diverse representation in the coalition, including the City's Disability Commission, and the creation of an equitable decision-making structure.
- Establish a priority action item each year, like a piece of legislation that requires action from state government. As an example, the first piece of legislation could ban police from stopping drivers for low-level traffic violations, which studies show target Black drivers at disproportionately higher rates. Cities like Philadelphia and Pittsburgh, PA have enacted such measures.
- Work with the roundtable group to regularly audit Plan implementation to ensure the focus remains on the Priority Neighborhoods.

OUTCOME:

- One (1) piece of legislation passed at the state level within the next five years that improves street safety for the City's low-income population and People of Color.

Document existing challenges specifically for the disabled and elderly communities in New Haven, and implement projects to increase ability equity.

Many of the mobility challenges documented through the Citywide Active Transportation Plan's public outreach process present even more complex challenges for the elderly and/or disabled people. Further action should be taken to ensure that improvements are addressing the challenges faced by these groups of people.

Draft

ACTIONS:

- Task the Disability Commission, as representatives of the Plan Implementation Task Force, with leading a Citywide outreach effort to map the highest populations of elderly and disabled residents.
- Conduct a series of Walk & Roll Audits with these communities in the locations with the highest density of affected residents. For disabled residents who cannot participate comfortably, audits can be live streamed/recorded with participants providing feedback where they notice unique mobility challenges.
- Document any problem areas in addition to intersections identified in the Plan, including bus stops that could be made more accessible.



Image Credit: Youth Safety Council of Vermont

- Use the documentation to focus on improvements in these areas. Repeat the Walk & Roll Audits and update the documentation annually.

OUTCOME:

- Implementation of three (3) active transportation projects per year that are direct responses to vulnerable populations' feedback.

Track and mitigate any potential displacement impacts associated with new and upgraded active transportation projects.

Draft

The Citywide Active Transportation Plan's public engagement, analysis, and recommendations focused from the start on equity, with the Priority Neighborhoods as the focus. The planning process identified and engaged stakeholders who may be most affected by the Plan recommendations, documented racial inequities and their causes through the use of the Priority Neighborhoods as the framework, and includes proposals to reduce the inequitable provision of active transportation improvements throughout the City of New Haven.

In this Action Plan, recommendations intend to provide alternative strategies to reduce potentially harmful impacts of Plan implementation, like further isolation of disadvantaged populations, polarizing policing tactics, increased real estate burden, and others. Through the Plan's Implementation Task Force, efforts to ensure the sustainability of these strategies, and to closely track metrics of success, will be taken. Active transportation improvements can have unintended, negative impacts on the communities they intend to serve. Sometimes, new infrastructure can result in negative, unintended real estate consequences that force low-income people and communities of color out of the neighborhoods in which the infrastructure is being installed. In order to ensure that these consequences do not disproportionately affect the City's Priority Neighborhoods, the following steps should be taken.

ACTIONS:

- Collect and analyze median household income and property value data in Priority Neighborhoods where active transportation improvements are slated to be installed.
- Track the same data for the first three years to assess if substantial changes to affordability are detected.
- Assemble a task force to re-visit Community Benefit Agreements and other ways to mitigate unintended consequences; refer to Race Forward's 10-point Impact Assessment Guide for corridor-scale transportation improvements projects (see pg. 128).

OUTCOME:

- Community Benefit Agreements that help maintain Priority Neighborhood affordability while also increasing active transportation infrastructure.

Ensure that information about active transportation improvements is available to residents with all native languages other than English.

It can be difficult to engage all residents of a City in a public process, educational campaign, or other communications efforts when large

portions of the population do not speak English as their first language. To make sure all residents feel included and informed, resources must be made regularly available in other predominant languages.

ACTIONS:

- Create fully translated pages on the City of New Haven's website within the Transportation, Traffic, & Parking Department (TT&P). Specifically, translate the Alternative Transportation Options and Initiatives pages to Spanish.
- Review census data for the next two most frequently spoken native languages in the City for webpage translation.
- Track documents and project information that is distributed in multiple languages.
- Ensure that any public information in a Priority Neighborhood is being distributed in the languages spoken by residents in those neighborhoods.
- Send project and other City communications to neighborhood organizations that represent non-native English-speaking populations.

OUTCOME:

- Official City outreach and information communications regarding active transportation planning and implementation activities are routinely translated to all native languages found within impacted neighborhood(s).
- Increased participation at public meetings, and discourse with City officials, by residents of non-native English-speaking populations.



Image Credit: CARE

Draf

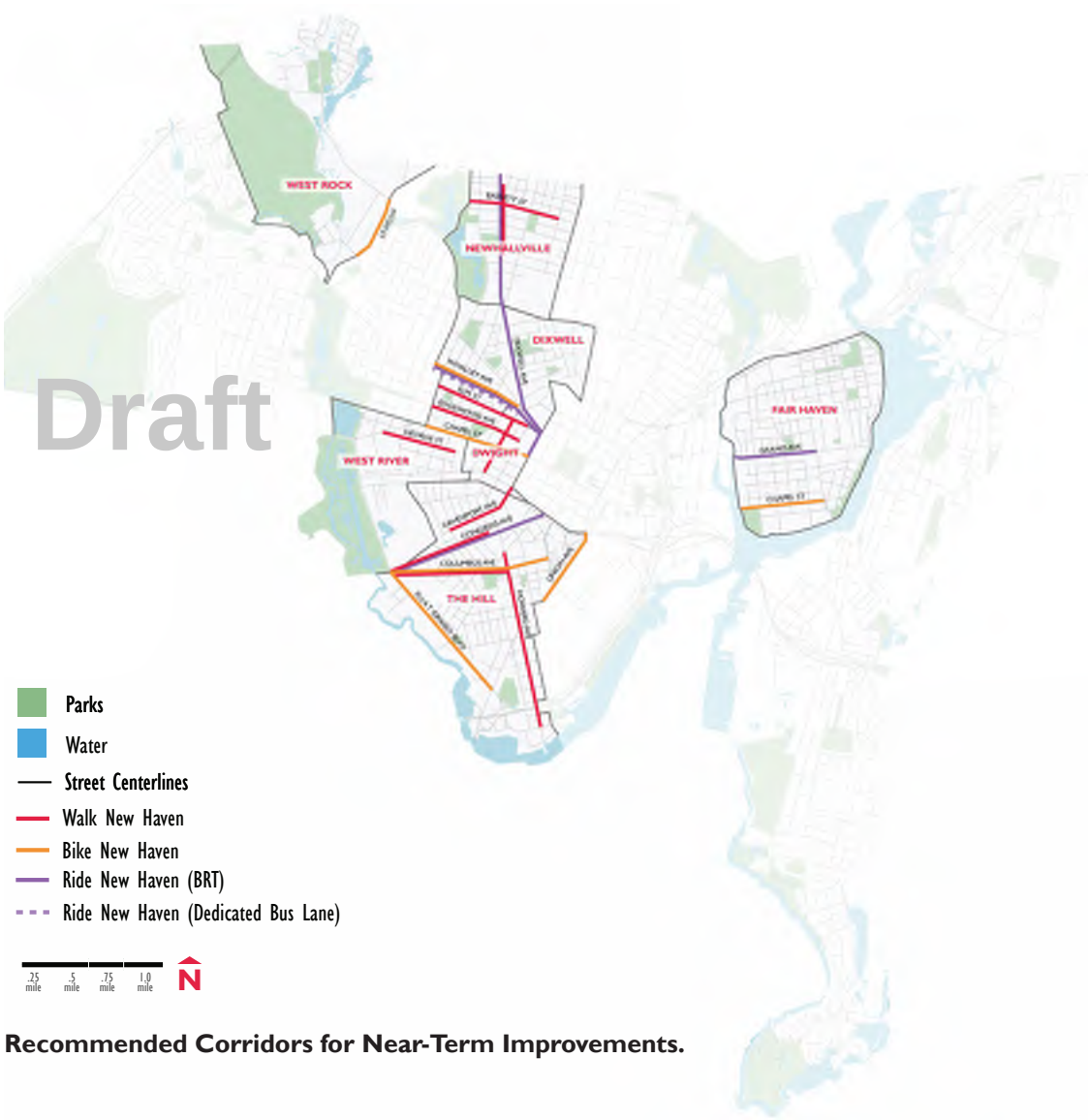
Engineering

Implement pedestrian, bicycle, and/or transit improvements along one (1) entire corridor segment from the map at right every year for the next ten years.

While this Plan is structured by mode (walking, transit, bicycling) there is a significant opportunity for the City to optimize funding and resources to achieve improvements to multiple modes of transportation simultaneously. At right is a map of corridor segments that illustrate the following, within the Priority Neighborhoods:

- Segments of corridors with a minimum of five intersections in need of improvements, derived from the Intersection Database, Priority Intersections, or both.
- High opportunity bicycle corridors.
- Corridors identified as BRT routes or for dedicated bus lanes within the 2019 Move New Haven Study. These include the current high ridership transit corridors.

Corridors with project serving multiple modes should be prioritized for near-term funding and implementation.



Recommended Corridors for Near-Term Improvements.

WALK NEW HAVEN: Segments within Priority Neighborhoods with a minimum of five intersections in need of improvements, informed by the Intersection Database, Priority Intersections, or both.

- **Bassett Street** between Fournier St and Newhall St
- **Columbus Avenue** between Howard Ave and Ella T Grasso Blvd
- **Congress Avenue** between Vernon St and Davenport Ave
- **Davenport Avenue** between S Frontage Rd and Kossuth St
- **Dixwell Avenue** between Pond St and Harding Pl
- **Elm Street** between Park St and Sherman Ave
- **Edgewood Avenue** between Park St and Sherman Ave
- **George Street** between Waverly St and Derby Ave
- **Howe Street** between Whalley Avenue and N Frontage Rd
- **Howard Avenue** between Washington Ave and Sea St

BIKE NEW HAVEN: Segments of the High Opportunity Corridors that are within Priority Neighborhoods.

- **Chapel Street** between Ferry St and the Mill River, and York St and Sherman Ave
- **Fitch Street** between Blake St and Wintergreen Ave
- **Columbus Avenue** between Church St S and Ella T Grasso Blvd
- **Ella T Grasso Boulevard** between Kimberly Ave and Columbus Ave
- **Union Avenue** between Water St and Liberty St
- **Whalley Avenue** between Howe St and Carmel St

RIDE NEW HAVEN: Segments of BRT Routes and Dedicated Bus Lanes identified in the Move New Haven Study that are within Priority Neighborhoods.

- **Congress Avenue** between S Frontage Rd and Ella T Grasso Blvd
- **Dixwell Avenue** between York St and Elizabeth St
- **Grand Avenue** between Ferry St and the Mill River
- **Whalley Avenue/Broadway** between York St and Carmel St

Draft

Implement half of the proposed bikeway network in this Plan by 2032.

The Plan includes 90 miles of newly proposed and upgraded bikeways. With the existing and facilities under construction, the Full Network totals 128 street miles of facilities. Steadily building out half of the network over 10 years is both necessary and achievable, and can start with the high opportunity corridor segments.

OUTCOME:

- 48 miles (approximately 5 miles per year) of newly proposed and/or upgraded bikeway facility implementation by 2032.

Make pedestrian signal heads with Leading Pedestrian Intervals (LPIs) standard policy at signalized intersections Citywide.

Leading Pedestrian Intervals (LPIs) typically allow pedestrians a 3-7 second "head start" to cross the street before the signal turns green for vehicles traveling in the same direction or turning onto an intersecting street. This strategy improves pedestrian visibility, and reinforces the pedestrian right-of-way during a walk signal. According to a study conducted by the federal Transportation Research Board, LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at intersections where they are installed.

Draft

ACTIONS:

- Require that any new or updated signals Citywide contain LPIs. This is a relatively low cost adjustment to signal timing where new or improved signals are already planned to be installed or maintained. The City of Seattle enacted such a policy in 2019, and San Francisco and New York City are national frontrunners with high percentages of LPI intersections citywide.
- Install LPIs concurrently with banning right turns on red where feasible.
- Use the Intersection Database and Priority Intersections in this Plan to guide LPI installation, prioritizing the Priority Neighborhoods.

OUTCOME:

- 30% of intersections (approx. 500) Citywide include LPI signal timing by 2032.

Improve transit-bike integration by installing more long-term bike parking at bus stops and BRT hubs.

Providing convenient bicycle parking at bus stops along the bikeway network can reduce travel time, reduce car usage, and increase transit ridership. However, bike theft, vandalization, and prolonged exposure to inclimate weather are often a major concern for cyclists.

ACTIONS:

- Add bicycle parking corrals, shelters, and/or other long-term bicycle parking infrastructure at key bus stops along bus routes with existing, dedicated bicycle infrastructure. Current examples include Dixwell Avenue, Edgewood Avenue, Orange Street, and Wintergreen Avenue.
- As newly proposed bikeway and BRT segments are built, simultaneously add long-term bike parking along routes within the bus network, especially at BRT hubs.

OUTCOMES:

- Installation of 100 new short-term bike racks (like u-racks) along Dixwell Avenue, Edgewood Avenue, Orange Street, and Wintergreen Avenue by 2027.
- Installation of 10 long-term bike storage facilities (like sheltered bike parking or the Oonee Mini secure bike parking) along Dixwell Avenue and Edgewood Avenue by 2027. Limit the maximum duration that a bicyclist can utilize any secure facilities.

Leverage grants and additional resources to augment City staff for individual project delivery, analysis, and monitoring.

Based on the City of Austin, TX model, the City of New Haven should consider retaining an on-call consultant over multiple years to help implement the detailed project work necessary to move projects from conceptual design to construction. The City should also consider additional staff to assist with tasks like GIS mapping and project tracking to monitor Plan implementation. Include relevant hires and an on-call consultant on the Plan Implementation Task Force.

Draft

ACTIONS:

- Create a scope of work for technical assistance for up to five projects per year.
- The retained consultant would participate in the Plan Implementation Task Force meetings, and provide support to Traffic, Transportation & Parking staff.

OUTCOMES:

- A consultant under contract for Plan implementation in 2023.
- Additional City staff for Plan monitoring and project tracking in 2023.

Pass a proclamation committing the City of New Haven to Vision Zero.

The Vision Zero Network is a community of cities nationwide who have committed to zero annual traffic fatalities through actions like Complete Streets design interventions, policies like speed management, and other best practices to reduce preventable tragedies in the roadway. This Citywide Active Transportation Plan is a great first step in getting there. However, the City can use this Plan to operationalize Vision Zero, and move toward this ambitious goal in the years to come.

ACTIONS:

- Have the Mayor issue a proclamation committing to Vision Zero.
- Have the Board of Alders pass a Vision Zero resolution.
- Reference the SRFA Citywide Active Transportation Action Plan in the proclamation and resolution to establish this document as the basis to achieve Vision Zero.

OUTCOMES:

- Issue a Mayoral Vision Zero proclamation by September 2022.
- Pass a Vision Zero resolution by December 2022.
- Zero traffic fatalities by 2032.

Evaluation

Create an Implementation Task Force dedicated to cross-referencing current and planned active transportation projects with the Plan recommendations and analysis.

To give the Plan the best chance to move from the paper to the pavement, it has to be consistantly stewarded, with project tracking and active public conversation. The City can take the lead on forming an internal group of staff, supplemented by selected members of the community, to create a diverse group of experts and leaders to maintain the Plan as the ultimate blueprint for improvements.

Draft

ACTIONS:

- Select staff from departments like Transportation, Traffic, and Parking (TT&P), City Planning, Public Works, Engineering, Disability Services, and Parks & Trees.
- Refer to the Citywide Active Transportation Plan's Steering Committee for potential members to join the Implementation Task Force. Consider a stipend for members of the public to join, or donations to organizations they represent.
- Create committees within the Task Force responsible for ushering various components of the Plan forward, whether it's the planning and design of projects, public communication and outreach, or Tactical Transit project implementation.
- Publish an annual Plan implementation update that is publicly available and circulated to the CMTs, Alders, etc.

OUTCOMES:

- Annual, publicly available and disseminated information regarding Plan implementation.
- Ongoing engagement from multiple organizations like the Safe Streets Coalition, the New Haven Coalition for Active Transportation, and Elm City Cycling in working together on targeted active transportation projects, guided by the Plan.

Adopt and internalize the Intersection Database as a working repository to track project implementation and need citywide.

ACTIONS:

- Translate the Intersection Database information into GIS shapefiles; update annually for internal project tracking.
- Review neighborhoods' Database information annually to track the evolving state of the intersections and update the information.
- Allocate staff time to manage the Database through TT&P. Assign management of the Database to Yale or other recent college graduate interns based on staff capacity.

OUTCOMES:

- A more current and frequently updated (every six months) database of Citywide intersection conditions.
- No more than 10% of the total intersections in the City's Priority Neighborhoods in need of improvements annually. Currently, 57% of the total intersections in the Priority Neighorhoods are in need of improvements in at least one of

the following Intersection Database categories (Poor Sidewalks, Poor Crosswalks, No Crosswalks, No Curb Ramps, No Pedestrian Signal), with 11% in need of improvements across two or more categories.

Collect student travel information at the schools used in the Safe Routes to School studies to establish baseline data.

Active transportation infrastructure reaches an adequate stage when it can support children independently riding their bikes or walking safely to school. Building off of the Safe Routes to School studies already conducted, the City can establish baseline travel data to help prioritize where newly proposed bikeways and intersection improvements should be prioritized, and to gauge their impact once built.

Draft

ACTIONS:

- Select 10 schools to monitor for one week when school is in session. Collect bicycle and pedestrian counts, as well as the number of students that are dropped off in their vehicles.
- Where the highest numbers of students are being driven to school, explore further how far from the school they live with intercept or email surveys. Note where students live within a mile from their school, but are being driven, to inform the build-out of the Full Network and intersection improvements.



Image Credit: Action for Healthy Kids

OUTCOME:

- An increase of 25% in students who live within one mile, and bike and walk to, school out of the 10 selected schools within five years.

Collect and systematize pedestrian and bicycle count data on select corridors to establish a baseline to track trends over time.

Collecting updated, local data on bicycle and pedestrian travel ca
further help the City prioritize improvements, and measure the i
of improvements made over time.

Draft



Image Credit: Eco-Counter

ACTIONS:

- Using sensors that can collect data 24/7, execute bike and pedestrian counts in the City's Priority Neighborhoods and other areas of the City with high foot traffic. Start with corridors identified in the Engineering section.
- Move the sensors around to the corridors as needed based on the desired duration of the data collection period.
- Where sensors cannot be installed, engage volunteers or allocate City staff time to collect data manually at least once a year.
- Publish the data in an annual Implementation Task Force report.

OUTCOME:

- A database of data with annual trend reports to inform future active transportation projects.

Education & Encouragement

Develop and disseminate more information about the City's growing bicycle and pedestrian network.

When trips on foot and by bike don't have to be pre-planned, people are more likely to take them. Making bicycling and walking information more accessible will help New Haven residents and visitors remember and better understand what is available to them.

ACTIONS:

- Print bicycle network maps to install at bus stops, starting with those along corridors identified in the Engineering section for bike parking improvements.
- Install pedestrian wayfinding in other areas of the City than Downtown to encourage travel on foot. Focus wayfinding content on neighborhood and Citywide destinations, and include distance and average travel time to each destination.
- Ensure these maps are available online for download by residents and visitors.

OUTCOMES:

- Installation of bicycle network maps at all Bus Stop Types #3-6 by 2024.
- Installation of one network of pedestrian wayfinding signs per Priority Neighborhood each year.

Partner with community groups, non-profit organizations, and schools to execute programming for bike and pedestrian safety education.

Active transportation events are ideal platforms for engaging residents in conversations about safe streets, and for bringing bicycle and pedestrian network information into communities.

ACTIONS:

- Using the Streets as Places section as guidance, conduct regular programming to either build out temporary spaces, or activate streets, to create more opportunities for education.
- Establish partnerships with universities, schools, non-profits, and bike shops to tailor education to individual communities and unique community challenges.
- Include driver education in any programming focused on education.

OUTCOMES:

- Repeat successful events from past Bike Months year-round, especially in the Priority Neighborhoods.
- Execute 1-2 additional active transportation events, aside from those that occur during Bike Month each year, at a minimum of three schools per year.

Draft

Create a Tactical Transit request and volunteer form to engage residents in improvements to their bus stops.

With so many bus stops Citywide, the majority of which could use simple improvements to the experience of riding and waiting for the bus, why not empower residents to take improvements into their own hands? Literally!

ACTIONS:

- Create a Tactical Transit Request form to live on the Plan's website, or wherever the City is regularly posting Plan updates.
- Instead of the form being a request for the City to do something, it would be a request for permission from the City for a resident to make their own Tactical Transit improvements to their bus stop, according to a set of guidelines prepared by the City.
- The City, in coordination with CT*transit*, could provide materials like laminated route maps for residents to pick up and place up on their own.

OUTCOME:

- Tactical improvements to an additional 25 bus stops per year for the first three years, beyond any City projects driven by Plan recommendations.

Draft



Image Credit: Reconnect Rochester

Build on successful, previous Open Streets events to build a Program that sustains annual events.

Open Streets events are opportunities for community members to experience a different side of their streets, and to see how much more connected they could be to their city on foot, bikes, rollerblades, etc. if streets were truly designed for the most vulnerable user. New Haven is no stranger to Open Streets events, but to date these have been more opportunistic, rather than included as a part of a broader Open Streets Program.

Draft

ACTIONS:

- Call on the Implementation Task Force to formulate a put together an Open Streets Program, using resources like the Open Streets Project to get started with the basics, and using the routes proposed in the Plan as a basis.
- Think about the long-term life of an Open Streets Program in how the routes are structured and decided upon. Consistent with the Plan, ensure that multiple Open Streets routes make for multiple events per year, touching on different Priority Neighborhoods each time.
- Partner with community organizations and champions to help spread the word about the program well in advance.

OUTCOME:

- Creation of an annual Open Streets Program, and execution of a minimum of three separate routes/events, by 2024.



Image Credit: Bike Walk Macon

Enforcement

Pass legislation to legalize the "Idaho Stop" law.

The Idaho Stop law legalizes bicyclists not coming to a complete stop at stop signs, and enables bicyclists to continue using their momentum to bike efficiently. While it makes it easier for bicyclists to travel uninterrupted, it also manages expectations for cars upon the intersection approach. Rather than be frustrated that a bicyclist doesn't stop at a stop sign, drivers can anticipate and expect that the bicyclist won't stop.

Draft

ACTIONS:

- Designate the Plan Implementation Task Force as the lead entity for the effort.
- Research best practices and usage of the law to understand its impacts in cities of similar context to help communicate the law and its benefits in a way that the general public can understand and get behind.
- Usher a draft of the legislation, authored by the Implementation Task Force and advocacy coalition, through the state level.
- Work with the Police Department to help educate and stop enforcing existing laws for cyclists.

OUTCOME:

- An enacted Idaho Stop law by 2026.



Image Credit: Flickr

Implement "slow zones" in residential areas Citywide with the highest documentation of speeding.

Catching speeders in real-time takes a lot of resources and staff time, and the benefits often don't outweigh the costs. However, speeding in the City of New Haven, especially on residential streets, is a well-documented problem. The Citywide Active Transportation Plan recommendations will help alleviate this, like the implementation of neighborhood greenways, road diets, and bike lanes that reduce travel lane widths, but sometimes enforcement is also needed as a supporting strategy.

Draft

ACTIONS:

- Identify where in the City the most complaints for speeding are, and where the highest documented speeds are. Other areas of focus could be around the streets recommended in the Streets as Places section.
- Rather than add police to neighborhoods, designate these areas and the surrounding few blocks as "slow zones". Develop a slow zone toolkit, which includes strategies like flashing speed feedback signs, signage and pavement markings, and physical traffic calming interventions.
- Choose an initial 2 or 3 high-speed corridors to test the toolkit. Ahead of time, establish an evaluation protocol to measure the effectiveness of the zones. After a month or so, re-evaluate to see how the zones are performing, and where they could be replicated at other locations Citywide.

OUTCOME:

- 0 serious traffic injuries or fatalities in neighborhood slow zones by 2027.

Install more "smart" street lights with emergency call capacity.

Active transportation infrastructure addresses a large component of street safety by design, but there are multiple other factors that make a street safe for residents of different ages, genders, races, and abilities. In New Haven, gun violence and other crime, and lack of lighting, are issues that impact whether not streets and entire neighborhoods feel safe.

ACTIONS:

- Using gun violence and crime data from New Haven law enforcement, identify pockets of the City that have the highest level of street crime and prioritize them for "smart" light installation.
- Monitor the new street lights for performance and to assess maintenance issues, and to answer any questions from neighbors on how to use them.
- Specifically track any new instances of gun violence or crime, and law enforcement responsiveness, to gauge the efficacy of the lights, to possibly expand throughout the City.

OUTCOME:

- Lowered crime and faster law enforcement responsiveness.



Image Credit: NYC DOT

Audit traffic stops and citations annually to ensure these actions do not cause undue harm to communities of color and low-income communities.

Jaywalking, running red lights, and speeding are all traffic violations that can indeed endanger all users of a street. However, the citations for these violations can cause disproporationate harm to members of disadvantaged communities, and/or be motivated by racial or income bias.

Draft

ACTIONS:

- See the local legislation suggested in Equity Action #2 to proactively reduce the potential harm of traffic stops to disproportionately affected communities. Laws enacted in cities like Philadelphia and Minneapolis recategorize certain traffic violations and prohibit traffic stops for things like expired tags or licenses.
- Review citations given for the above offenses, and analyze them for patterns like the race of the offender and the neighborhood in which the citation was given. Over time, if patterns arise that indicate more stops tend to be made in Priority Neighborhoods, for example, investigate potential biases and the nature of these stops to mitigate future bias.
- Lobby the state legislature to offer alternative penalties for low-income violators. Rather than enforce cash penalties and fines, traffic safety and education courses could be provided at no charge. Or, cash penalties could be enforced on a sliding scale proportionate with household income.

- If traffic violations are high in areas lacking in certain active transportation infrastructure, prioritize those areas for improvement. For example, jaywalking often occurs where pedestrians feel it's most convenient, or safest, to cross the street. If crosswalks are not adequate, or do not reach destinations like bus stops or commercial services directly, consider making changes to reduce instances of jaywalking.

OUTCOME:

- Reduced disparity between annual citations for low-level traffic violations given to low-income, Black, and/or Hispanic individuals vs. white individuals.

Expand bans on right turns on red traffic signals.

Right turns on red significantly increase the risk of pedestrian crashes, and banning them is a relatively low cost intervention for a substantial benefit.

ACTIONS:

- Analyze where the City already bans right turns on red to see if this is adequately put in place in Priority Neighborhoods, and at intersections of concern outlined in the Plan.
- Where feasible, couple bans on right turns on red signals with other measures to increase compliance and safety, like LPIs, curb extensions, flashing No Right Turn on Red signs, and raised crossings.

OUTCOME:

- Zero pedestrian fatalities as a result of right turns on red annually by 2027.

Build on the recently passed state legislation H.B. 5429 to expand protections for pedestrians, and reduce the policing of pedestrians.

The new pedestrian safety laws that took effect on October 1, 2021 as a part of H.B. 5429 require drivers to yield to pedestrians if they indicate they are going to cross the street, not just if they are already within a marked crossing. However, this still only protects pedestrians who intend to, or are already in, crosswalks. Pedestrians should be protected no matter where they are in the roadway, including if they are what is labeled as "jaywalking".

ACTIONS:

- Expand upon H.B. 5429 locally to require drivers to yield to pedestrians who are crossing the street *anywhere*. This would effectively remove punishments for jaywalking, and encourage drivers to constantly be more attentive to, and anticipate, pedestrian behavior.
- In the meantime, monitor jaywalking citations to ensure that they are not disproportionately delivered to, and negatively impact, low-impact and communities of color.

OUTCOME:

- No jaywalking citations starting in 2024.

Draft

Funding Recommendations

Little can be translated from the paper to the pavement without the budgetary resources to do so. Below are recommendations for ensuring adequate resources for active transportation projects.

Active transportation projects have a myriad of benefits, spanning public safety to economic development to environmental health. Resources to fund active transportation projects can therefore come from a myriad of different sources. Consistent attention paid to this variety of resources is necessary to pounce on opportunities as they arise.

Draft

Allocate more Capital funding to active transportation projects, prioritizing those in the Priority Neighborhoods.

Of course cities have to work within budget constraints, but manipulating the budget so that it prioritizes active transportation projects is ultimately what will move the needle on Plan implementation. Each year, a minimum amount of money for Capital projects should be earmarked for things like new bikeways, bus stop improvements, and intersection enhancements based on the priority projects identified that year.

Augment the Capital budget with more federal, state, and other grants.

Just 10% of New Haven's 2021-2022 approved budget for capital projects came from federal grants, while 20% came from state grants. Make it a primary role of the Implementation Task Force to consistently search for and target grants to augment the City's annual Capital budget.

State grant programs for active transportation projects include the Connecticut Department of Transportation's Community Connectivity Grant Program, and the state's Department of Energy and Environmental Protection's Recreational Trails Grant Program.

Federal grant programs that could also fund active transportation projects include the Transportation Alternatives program, the Congestion Mitigation and Air Quality Improvement program, and the Surface Transportation Block Grant Program. The federal Environmental Protection Agency's Smart Growth Implementation Assistance Program provides technical assistance to grant winners for policy analysis and public participatory processes that enhance public health and protect environmental resources.

New federal grant programs like Safe Streets and Roads for All (SS4A) provide opportunities to fund both planning and implementation of projects identified in plans.

Foundations like TransitCenter, and regional sources like Capitol Region Council of Governments, can fund a variety of Tactical Transit projects.

Work with other City departments to allocate funding for active transportation projects.

In the Board of Alders approved 2021-2022 budget, Public Works/ Engineering received 3.25% of the City's total budget, while Public Safety received 13.72%. Active transportation projects are just much about engineering as they are public safety. Seek opportunities to work across the following departments to pool resources: City Plan, Disability Services, Engineering, Health, Livable City Initiative, Public Works, and Transportation, Traffic, & Parking.

Draft

Use every new development in New Haven as an opportunity to advance the Citywide Active Transportation Plan, or generally support active transportation.

Infill development within the City provides great opportunity to make spot enhancements to intersections and bus stops, and add newly proposed bikeways. Consistently cross-reference proposed developments with the Citywide Plan to take advantage of privately funded improvements.

Strategically prioritize projects like paving and milling to work toward Plan implementation.

Active transportation projects and improvements identified in the Plan don't all need to rely on separate funding. Other capital projects can be expanded to include Plan implementation where appropriate.



Image Credit: Street Plans

Appendix

MAP A | EXISTING BICYCLE NETWORK W/ STREET LABELS **125**

MAP B | PROPOSED BICYCLE NETWORK W/ STREET LABELS **126**

GRAPHICS A-B | ADDITIONAL CRASH ANALYSIS **127**

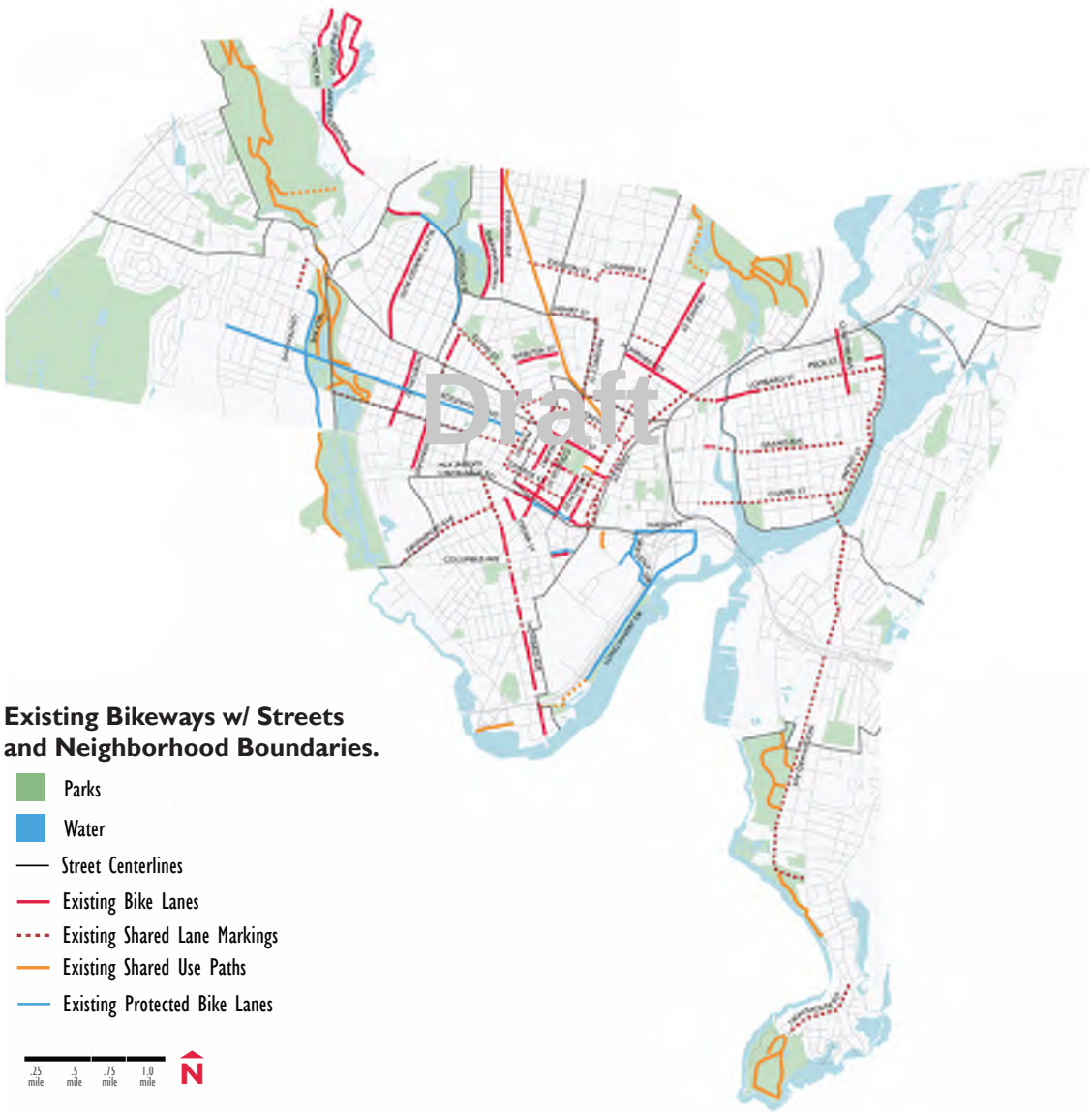
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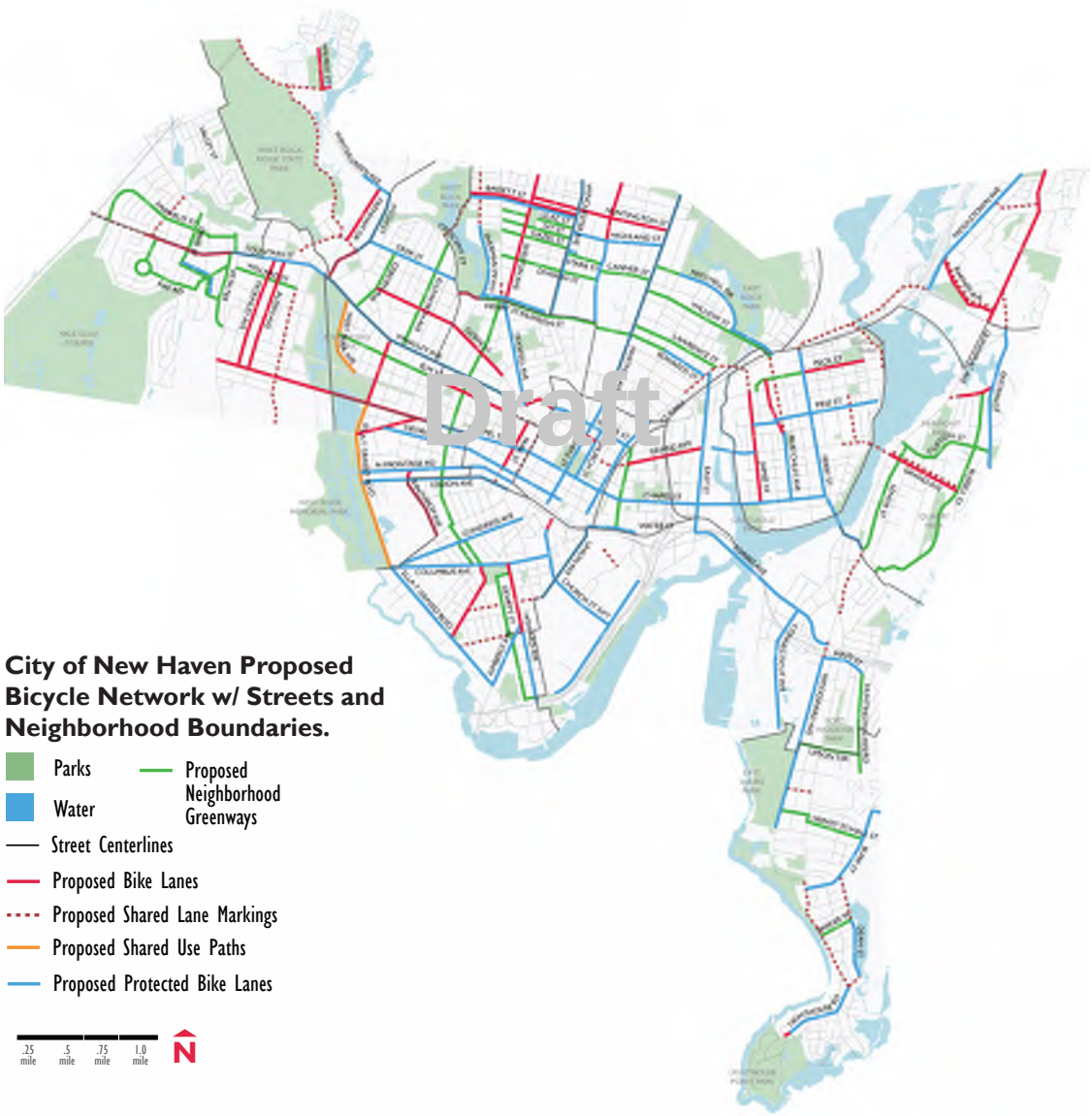
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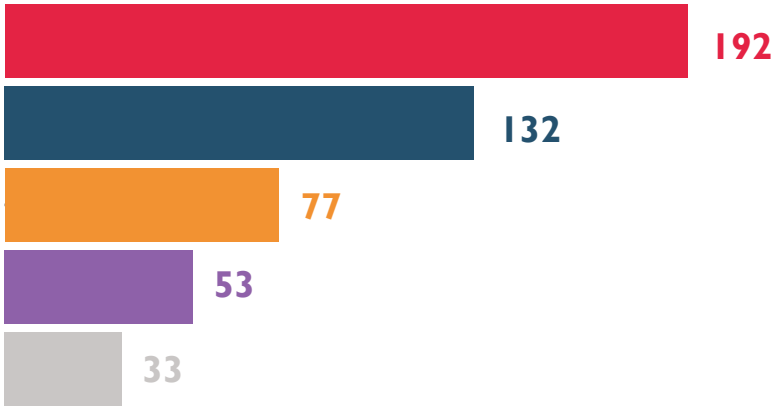
Map A


Draft
Existing Bikeways w/ Streets and Neighborhood Boundaries.
Parks
Water
Street Centerlines
Existing Bike Lanes
Existing Shared Lane Markings
Existing Shared Use Paths
Existing Protected Bike Lanes
.25 mile
.5 mile
.75 mile
1.0 mile
N

Map B


Draft
City of New Haven Proposed Bicycle Network w/ Streets and Neighborhood Boundaries.
Parks
Water
Proposed Neighborhood Greenways
Street Centerlines
Proposed Bike Lanes
Proposed Shared Lane Markings
Proposed Shared Use Paths
Proposed Protected Bike Lanes
.25 mile
.5 mile
.75 mile
1.0 mile
N

Graphics A-B



Graphic A. Crashes involving the Top Five Crash Contributing Factors (Roadway), 2020-2022.

Data: UCONN CT Crash Data Repository

Out of the 11,659 crashes between 1/1/2020 and 5/31/2022, the top five roadway contributing factors are attributed to only 4% of the total crashes. Due to limitations with the data source, contributing factors cannot be geolocated per crash, or matched to a specific crash type.

	Pedestrian-Involved Crashes	Bicyclist-Involved Crashes	Motor Vehicle, Fixed Object, or Other
Fatal Injury	18	3	18
Suspected Serious Injury	44	12	123
Suspected Minor Injury	85	35	502
Possible Injury	150	48	2,419
No Apparent Injury	42	22	8,138
	339	120	11,200

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Graphic B. Crash Severity by Crash Type, 2020-2022.

Data: UCONN CT Crash Data Repository

The above table contains crash-level data for crashes involving pedestrians and bicyclists, and crashes between two motor vehicles, fixed objects, or other crash types between 1/1/2020 and 5/31/2022. Due to limitations with the data source, the above incidents cannot be geolocated.

*At the time of this analysis, crash reports for 2019 were not available, making the time period of this data slightly different than that originally used in the Plan.

Checklist

1. IDENTIFYING STAKEHOLDERS
• Populations that may be most affected by the Plan's recommendations are those within the Priority Neighborhoods, used as the equitable framework throughout the Plan.
2. ENGAGING STAKEHOLDERS
• Public engagement Plan events primarily took place within the Priority Neighborhoods. • The Plan's Steering Committee includes community leaders representing Priority Neighborhood interests. • Included in the Engineering Action Plan, the Plan's Implementation Task Force includes representatives from not just the Priority Neighborhoods, but also members of the City's Disability Commission. • The Plan was reviewed by Charles Brown, founder and principal of Equitable Cities, to ensure strong equity analysis and recommendations.
3. IDENTIFYING AND DOCUMENTING RACIAL INEQUITIES
• Racial inequities were identified and documented through the process of establishing the Priority Neighborhoods. • The Plan's existing conditions analyses for Equity & Access and Health include additional analysis on transportation inequities and their harmful impacts.
4. EXAMINING THE CAUSES
• Causes of racial inequity in transportation were examined by Plan partners CARE in the establishment of the Priority Neighborhoods as a Plan equity framework.
5. CLARIFYING THE PURPOSE
• Plan recommendations include explicit outcomes regarding improving equitable access to transportation improvements.
6. CONSIDERING ADVERSE IMPACTS
• The Action Plan considers adverse impacts of transportation improvements with recommendations for mitigation.
7. ADVANCING EQUITABLE IMPACTS
• The Action Plan includes a recommendation for a Plan Implementation Task Force, which will track the distribution and impact of active transportation projects to ensure positive impacts on racial equity and inclusion.
8. EXAMINING ALTERNATIVES OR IMPROVEMENTS
• The Action Plan includes multiple recommendations for minimizing harmful impacts of transportation improvements on disadvantaged populations.
9. ENSURING VIABILITY AND SUSTAINABILITY
• All Plan recommendations have been reviewed by the City and have been deemed realistic. The Implementation Task Force will pursue funding for Plan implementation.
10. IDENTIFYING SUCCESS INDICATORS
• All Plan recommendations regarding equity include explicit successs metrics, goals, or outcomes.

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Race Forward's Racial Equity Impact Assessment Guide & Plan Actions.

2009. The Center for Racial Justice Innovation.

Table A

PAGE #	RECOMMENDATION
THE CURRENT EXPERIENCE	
pgs. 15-19	Increase the bicycle mode share to 10% by 2032, and the walking mode share to 15%.
	Reduce annual bicycle and pedestrian fatalities to 0 by 2032.
	Close the gap between the rates of those with and without a car, in New Haven by 10% by 2032 to improve access to employment and services.
	Reduce the prevalence of asthma in New Haven's school district to below the statewide average by 2032.
WALK NEW HAVEN	
pg. 43	Consult the Intersection Database before undertaking routine maintenance and / or intersection upgrades projects and cross-reference with priority neighborhoods for equitable distribution.
	Prioritize street safety investments at the top 10 most dangerous intersections for pedestrians (see pg. 49) by 2027.
	Adjust pedestrian signal timing at intersection legs with four or more travel lanes to provide more time to cross; Prioritize Leading Pedestrian Intervals (LPIs) at high crash intersections.
	Prioritize pedestrian improvements wherever Bus Stop Type #1 is found (see pg. 72), especially when found at any of the locations identified in the Intersection Database.
BIKE NEW HAVEN	
pg. 86	Add protected bike lanes wherever feasible, especially along the most City's dangerous corridors (see pg.17). To minimize onparking loss, use "floating parking" to protect cyclists.
	Incorporate bike boxes, two-stage turn boxes, bike signals, and protected intersections in conjunction with "no right turn on red" and Leading Pedestrian Intervals (LPI's) at intersections, especially where existing/new bikeway facilities intersect.
	Focus on expanding network connectivity when selecting new bikeway projects; Pay special attention to building out continuous "trunkline" east-west and north-south routes.
	Enhance all existing shared lane markings with green-backed "super sharrows." Introduce neighborhood greenways with traffic calming as low-stress alternatives to dedicated bikeways.
	Add dedicated bike lanes where feasible to directly connect to more parks, schools, commercial centers, and transit; Emphasize on-street connectivity to park trails and drives.

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PAGE #	RECOMMENDATION
ACTION PLAN	
EQUITY	
pg. 104	Allocate a fixed amount of budget each fiscal year for pedestrian, transit access, and bicycle improvements in the City's Priority Neighborhoods.
	Work together with New Haven's advocacy community to establish annual policy and legislative goals that improve transportation equity.
pg. 105	Document existing challenges specifically for the disabled and elderly communities in New Haven, and implement projects to increase ability equity.
pg. 106	Track and mitigate any potential displacement impacts associated with new and upgraded active transportation projects.
	Ensure that information about active transportation improvements is available to residents with all native languages other than English.
ENGINEERING	
pg. 108	Implement pedestrian, bicycle, and/or transit improvements to one entire corridor segment from the map at right every year for the next ten years.
pg. 109	Implement half of the proposed bikeway network in this Plan by 2032.
pg. 110	Make pedestrian signal heads with Leading Pedestrian Intervals (LPIs) standard policy at signalized intersections Citywide.
	Improve transit-bike integration by installing more long-term bike parking at bus stops and BRT hubs.
pg. 111	Leverage grants and additional resources to augment City staff for individual project delivery, analysis, and monitoring.
	Pass a proclamation committing the City of New Haven to Vision Zero.
EVALUATION	
pg. 112	Create an Implementation Task Force dedicated to cross-referencing current and planned active transportation projects with the Plan recommendations and analysis.
	Adopt and internalize the Intersection Database as a working repository to track project implementation and need citywide.
pg. 113	Collect student travel information at the schools used in the Safe Routes to School studies to establish baseline data.
pg. 114	Collect and systematize pedestrian and bicycle count data on select corridors to establish a baseline to track trends over time.
EDUCATION & ENCOURAGEMENT	
pg. 115	Develop and disseminate more information about the City's growing bicycle and pedestrian network.
	Partner with community groups, non-profit organizations, and schools, to execute programming for bike and pedestrian safety education.
pg. 116	Create a Tactical Transit request and volunteer form to engage residents in improvements to their bus stops.
pg. 117	Build on successful, previous Open Streets events to build a Program that sustains annual events.
ENFORCEMENT	
pg. 118	Pass legislation to legalize the "Idaho Stop" law.

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pg. 119	Implement "slow zones" in residential areas Citywide with the highest documentation of speeding.
	Install more "smart" street lights with emergency call capacity.
pg. 120	Audit traffic stops and citations annually to ensure these actions do not cause undue harm to communities of color and low-income communities.
pg. 121	Expand bans on right turns on red traffic signals.
	Build on the recently passed state legislation H.B. 5429 to expand protections for pedestrians, and reduce the policing of pedestrians.
FUNDING RECOMMENDATIONS	
pg. 122	Allocate more Capital funding to active transportation projects, prioritizing those in the Priority Neighborhoods.
	Augment the Capital budget with more federal, state, and other grants.
pg. 123	Work with other City departments to allocate funding for active transportation projects.
	Use every new development in New Haven as an opportunity to advance the Citywide Active Transportation Plan, or generally support active transportation.
	Strategically prioritize projects like paving and milling to work toward Plan implementation.

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Table B

INTERSECTION DATABASE	PRIORITY INTERSECTIONS	PROPOSED BIKEWAYS	DETAILED DRAWINGS
AMITY			
Amity	N/A	Anthony St. Neighborhood Greenway	N/A
		Dayton St. Neighborhood Greenway	
		Fairfield St./Seneca Rd. Neighborhood Greenway	
		Ramsdell St. Enhanced Shared Lane Markings	
ANNEX			
Annex	N/A	Connecticut Avenue Protected Bike Lanes	N/A
		Ferry St. Protected Bike Lanes	
		Forbes Ave. Two-way Protected Bike Lane	
		Huntington Rd/Ave. Neighborhood Greenway	
		Main St. Two-way Protected Bike Lane	
		Quinnipiac Ave. Shared Lane Markings	
		Woodward Ave. Two-Way Protected Bike Lane	
BEAVER HILLS			
Beaver Hills		Dyer St. Protected Bike Lanes	Dyer St. & Ellsworth Ave.
	Ella T. Grasso Blvd. & Glen Rd Traffic Calming		
	Ellsworth Ave. & Whalley Ave. Traffic Calming & LPI	Ellsworth Ave. Neighborhood Greenway	
		Goffe Ter. Bike Lane	
		Osborn Ave. Neighborhood Greenway	

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	Whalley Ave. & Winthrop Ave. (*high pedestrian crash intersection) High Visibility Crosswalk Markings & LPI	Whalley Ave. Protected Bike Lane	
DIXWELL			
Dixwell	Broadway & Tower Pkwy. Improved Crosswalks & Pedestrian Wayfinding		
	Dixwell Ave. & Henry St. Bike Intersection Treatments	Dixwell Ave. Protected Bike Lane	
	Dixwell Ave. & Shelton Ave. Curb Extensions & Pedestrian Wayfinding (2019 Quick Build)		
	Goffe St. & Webster St. Curb Extensions & Bike Intersection Treatments	Goffe St. Bike Lane	
		Orchard St. Neighborhood Greenway	
		Tower Pkwy. Bike Lane	
	Whalley Ave. & Sherman Ave. (*high pedestrian crash intersection) Curb Extensions & LPI	Whalley Ave. Protected Bike Lane	Whalley Ave. @ Stop 'n' Shop
	Whalley Ave. & Howe St. Pedestrian Wayfinding		
	Whalley Ave. & Orchard St. (2019 Quick Build)		
DOWNTOWN			
Downtown	Chapel St. & High St. High Visibility Crosswalk Markings	Chapel St. Protected Bike Lane	
	Chapel St. & Church St. (*high pedestrian crash intersection)	Church St. Protected Bike Lane	Chapel St. & Church St.
	Chapel St. & State St. High Visibility Crosswalk Markings & LPI (2017 Concept)		
	Chapel St. & Temple St. (*high pedestrian crash intersection) Curb Extensions & High Visibility Crosswalk Markings		
	Church St. & Elm St. Traffic Calming		
	Church St. & MLK Jr. Blvd. (*high pedestrian crash intersection) High Visibility Crosswalk Markings & LPI		
	Crown St. & State St. High Visibility Crosswalk Markings & LPI		

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	Elm St. & Orange St. Curb Extensions & Bike Lane Intersection Treatments		
	George St. & High St. Crosswalks & Pedestrian Signals	George St. Protected Bike Lane	
	George St. & Temple St. High Visibility Crosswalk Markings & LPI	Temple St. Protected Bike Lane	
		Grove St. Two-Way Protected Bike Lane	
	Orange St. & Trumbull St. (see pg. 50)		
	State St. & Trumbull St. (see pg. 51)	State St. Protected Bike Lanes	
		York St. Enhanced Shared Lane Markings	
		Wall St. Contra-Flow Bike Lane	
DWIGHT			
Dwight	Dwight St. & Edgewood Ave. Curb Extensions & Crosswalk Re-Alignment	Chapel St. Protected Bike Lane	N/A
	Dwight St. & N. Frontage Rd. LPI	Elm St. Bike Lane & Enhanced Shared Lane Markings	
	Edgewood Ave. & Howe St. Pedestrian Signals	George St. Protected Bike Lane	
	Edgewood Ave. & Park St. Curb Extensions (2017 Concept)	MLK Jr. Blvd. Protected Bike Lane	
	Elm St. & Sherman Ave. High Visibility Crosswalk Markings & Pedestrian Signals	Orchard St. Neighborhood Greenway	
		Park St. Bike Lane & Enhanced Shared Lane Markings	
EAST ROCK			
East Rock	Bradley St. & Orange St. Raised Intersection		N/A
	Cold Spring St. & Orange St. Traffic Calming	Cold Spring St. Protected Bike Lane & Neighborhood Greenway	
	Cold Spring St. & Whitney Ave. Crosswalks		
		Edwards St. Protected Bike Lane & Neighborhood Greenway	
	Hine Pl. & State St. Improved Crosswalks & Pedestrian Crossing Signage		
		Lawrence St. Neighborhood Greenway	

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	Lincoln St. & Trumbull St. Curb Extensions		
		Mitchell Dr. Protected Bike Lane	
	Nash St. & Willow St. Traffic Calming	Willow St. Neighborhood Greenway with Protected Bike Lanes	
	Nicoll St. & Willow St. Traffic Calming		
		State St. Enhanced Shared Lane Markings	
EAST SHORE			
East Shore		Burr St. Protected Bike Lanes	
		Dean St. Protected Bike Lanes	
	Fort Hale Rd. & Townsend Ave. Crosswalks & Park Access		
		Hervey St./Hall St. Neighborhood Greenway	
		Lighthouse Rd. Protected Bike Lanes	
		Parker Pl. Neighborhood Greenway	
		Raynham Rd. Enhanced Shared Lane Markings	Raynham Rd. & Woodward Ave.
		Townsend Ave. Enhanced Shared Lane Markings	
		Upson Terrace Neighborhood Greenway	
		Woodward Ave. Two-Way Protected Bike Lane	
EDGEWOOD			
Edgewood		Chapel St. Bike Lane	N/A
	Edgewood Ave. & Ellsworth Ave. Four-Way Stop		
		Ella T. Grasso Blvd. Bike Lanes	
		Elm St. Neighborhood Greenway	
		West Park Ave. Shared Use Path	

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FAIR HAVEN			
Fair Haven	Blatchley Ave. & Peck St. Neighborhood Traffic Circle	Blatchley Ave. Protected Bike Lanes & Enhanced Shared Lane Markings	
	Blatchley Ave. & Clay St. (2017 Concept)		
	Chapel St. & Ferry St. (2019 Quick Build)	Chapel St. Protected Bike Lane	
		Clinton Ave. Enhanced Shared Lane Markings	
	Downing St. & Peck St. Neighborhood Traffic Circle	Peck St. Bike Lanes & Neighborhood Greenway	
	Ferry St. & Peck St. Curb Extensions	Ferry St. Protected Bike Lane	
	Ferry St. & Grand Ave. (*high pedestrian crash intersection)		Ferry St. & Grand Ave.
		Front St. Enhanced Shared Lane Markings	
		Grand Ave. Protected Bike Lanes & Enhanced Shared Lane Markings	
	James St. & State St. Exclusive Pedestrian Signal	James St. Bike Lane	
		Monroe St. Bike Lanes	
	Peck St. & Rowe St. Neighborhood Traffic Circle		
		Pine St./Market St. Two-Way Protected Bike Lane	
FAIR HAVEN HEIGHTS			
Fair Haven Heights	Clifton St. & Quinnipiac Ave. Traffic Calming	Clifton St. Neighborhood Greenway	
		Eastern St. Protected Bike Lanes	Eastern St. & Hemingway St.
	E. Grand Ave. & Quinnipiac Ave. Curb Extensions & Exclusive Pedestrian Signal	E. Grand Ave. Bike Lane	
		Hemingway St. Bike Lane & Enhanced Shared Lane Markings	
		Lenox St. Neighborhood Greenway	
		Russell St. Neighborhood Greenway	

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HILL			
Hill	Barclay St. & Frank St. Crosswalks & Additional Stop Sign		
		Church St. S. Protected Bike Lanes & Bike Lanes	
	Congress Ave./Davenport Ave./Columbus Ave (2017 Concept)	Congress Ave. Protected Bike Lane	
	College Ave. & Columbus Ave. (2017 Concept)		
	Columbus Ave. & Ella T. Grasso Blvd. (*high pedestrian crash intersection) Bike Intersection Treatments & LPI	Columbus Ave. Protected Bike Lane	
		Ella T Grasso Blvd. Two-Way Protected Bike Lane	
	Howard Ave. & Sea St. Neighborhood Traffic Circle	Howard Ave. Protected Bike Lanes & Bike Lanes	
	Kimberly Ave. & Grant St. Crosswalks	Kimberly Ave. Two-Way Protected Bike Lane	
	Kimberly Ave. & Howard Ave. Curb Extensions & Intersection Realignment		
	Kimberly Ave. & Lamberton St. (*high pedestrian crash intersection) High Visibility Crosswalk Markings & LPI	Lamberton St. Enhanced Shared Lane Markings	
		Orchard St./Kossuth St./White St. Neighborhood Greenway	
		Portsea St./Dewitt St./Greenwich Ave. Neigborhood Greenway	
	S Frontage Rd. & York St. (see pg. 51)	S Frontage Rd. Protected Bike Lane	
		Spring St. Enhanced Shared Lane Markings	
		Union Ave. Two-Way Protected Bike Lane	Union Ave. @ Union Station
		Washington Ave. Bike Lane	
LONG WHARF			
Long Wharf	N/A	Brewery St. Enhanced Shared Lane Markings	N/A
		Church St. S Ext. Protected Bike Lane	
		Sargent Drive Protected Two-Way Bike Lane	

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MILL RIVER			
Mill River	N/A	Chapel St. Protected Bike Lane	
		East St. Protected Bike Lane	East St.
		Grand Ave. Bike Lanes	
NEWHALLVILLE			
Newhallville	Bassett St. & Dixwell Ave. *high pedestrian crash intersection)	Bassett St. Bike Lane & Protected Bike Lane	Bassett St. & Dixwell Ave.
	Bassett St. & Goodyear St. Raised Crosswalks		
	Bassett St. & Shelton Ave. High Visibility Crosswalk Markings & LPI		
	Bassett St. & Watson St. Raised Crosswalks		
		Division St. Neighborhood Greenway	
		Fournier St. Enhanced Shared Lane Markings	
		Hazel St. Neighborhood Greenway	
		Huntington St. Bike Lane	Winchester Ave. & Highland St.
		Ivy St. Neighborhood Greenway	
		Lilac St./Brewster St. Neighborhood Greenway	
		Shelton Ave. Bike Lane	
		Sherman Pkwy. Protected Bike Lane & Enhanced Shared Lane Markings	
PROSPECT HILL			
Prospect Hill		Canner St. Neighborhood Greenway	
	Cliff St. & Whitney Ave. (see pg. 50)		
		Division St. Neighborhood Greenway	
		Edwards St. Neighborhood Greenway	
	Highland St. & Whitney Ave.	Highland St. Protected Bike Lane	
	Highland St. & Winchester Ave.		Highland St. & Winchester Ave.
		Huntington St. Buffered Bike Lane	

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		Prospect St. Bike Lane & Protected Bike Lane	
		Starr St. Neighborhood Greenway w/ Contra-Flow Bike Lane	
		Whitney Ave. Two-Way Protected Bike Lane	
		Winchester Ave. Protected Bike Lane	
QUINNIPIAC MEADOWS			
Quinnipiac Meadows	N/A	Barnes Ave. Bike Lane & Enhanced Shared Lane Markings	N/A
		Cranston St. Enhanced Shared Lane Markings	
		Eastern St. Enhanced Shared Lane Markings	
		Middletown Ave. Protected Bike Lanes & Enhanced Shared Lane Markings	
		Quinnipiac Ave. Bike Lanes	
WESTVILLE			
Westville		Alden Ave. Bike Lane	N/A
	Blake St. & Whalley Ave. Curb Extensions & New Crosswalk (2017 Concept)		
	Blake St. & Valley St. Curb Extensions		
		Central Ave. Enhanced Shared Lane Markings	
	Chapel St. & Yale Ave. (see pg. 50)	Chapel St. Bike Lane	
	Conrad Dr. & Ray Rd. Traffic Calming		
	Edgewood Way & Forest Ave. Curb Extensions	Edgewood Way/Vista Ter. Neighborhood Greenway	
		Fountain St. Protected Bike Lanes, Bike Lanes, & Enhanced Shared Lane Markings	
		Lowin Ave. Neighborhood Greenway	
		Maplewood Rd./Hemlock Rd./Laurel Rd. Neighborhood Greenway w/ Contra-Flow Lanes	
		McKinley Ave. Bike Lanes	
		Ray Rd./Marvelwood Dr./Brooklawn Cir. Neighborhood Greenway	

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		Willard St. Neighborhood Greenway	
	Yale Ave. & West Rock Ave. Traffic Calming		
WEST RIVER			
West River	Derby Ave. & George St. High Visibility Crosswalk Markings & Curb Extensions	Derby Ave. Bike Lanes	N/A
	N Frontage Rd. & Sherman Ave. LPI	Ella T Grasso Blvd. Shared Use Path	
		George St. Protected Bike Lane	
		N Frontage Rd. Protected Bike Lane	
		Orchard St. Enhanced Shared Lane Markings	
		S Frontage Rd. Protected Bike Lane	
	Winthrop Ave. & Sylvan Ave. (2019 Quick Build)	Winthrop Ave. Bike Lane	
WEST ROCK			
West Rock	Blake St. & West River Trail Raised Crosswalk	Blake St. Enhanced Shared Lane Markings	Fitch St.
		rookside Ave. Bike Lane Extensions & Enhanced Shared Lane Markings	
		Farnham Ave. Buffered Bike Lanes	
		Fitch St. Protected Bike Lanes	
		Wilmot Rd. Bike Lane Extensions	
	Springside Ave. & Wintergreen Ave. Curb Extensions (2019 Quick Build)	Springside Ave./Wintergreen Ave. Enhanced Shared Lane Markings	
		Wintergreen Ave. Protected Two-Way Bike Lane	
WOOSTER SQUARE			
Wooster Square	Brewery St. & Water St. Bike Intersection Treatments		N/A
		Chapel St. Protected Bike Lane	
	Grand Ave. & Olive St. High Visibility Crosswalk Markings & LPI	Grand Ave. Bike Lane & Enhanced Shared Lane Markings	
		Olive St. Neighborhood Greenway	
		Water St. Two-Way Protected Bike Lane	

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South Central Regional Council of Governments (SCRCOG) Safety Action Plan

Draft







South Central Regional Council of Governments

Safety Action Plan

Draft

July 2023



Prepared For:

South Central Regional Council of Governments

127 Washington Avenue

4th Floor West

North Haven, CT 06473

Draft

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Action Plan Stakeholders and Task Force Members

SCRCOG Transportation Committee & Transportation Technical Committee Members

SCRCOG - Laura Francis
SCRCOG - James Rode
SCRCOG - Rebecca Andreucci
Bethany – First Selectwoman Paula Cofrancesco
Branford – First Selectman James Cosgrove
East Haven - Mayor Joseph Carfora
Guilford - Matthew Hoey
Hamden - Mayor Lauren Garrett, Stephen White, Jim Mesner
Madison - John Iennaco
Meriden - Brian Ennis, Emile Pierides
Milford - Justin Rosen, Proxy for Mayor Blake
New Haven - Giovanni Zinn
North Branford - Michael Downes
North Haven - Andrew Bevilacqua, Proxy for First Selectman Freda
Orange - Robert Brinton
Wallingford - Mayor William Dickinson, Alison Kapushinski
West Haven - Abdul Quadir
Woodbridge - Karen Crosby

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Ronald Smith, Deputy Chief, Woodbridge Police Department

1. Introduction

The South Central Regional Council of Governments (SCRCOG) manages federal transportation funds for various regional transportation modes including transit, highways, non-motorized travel, and other means serving both freight and people in the south central region of Connecticut. Figure 1 illustrates SCRCOG's member municipalities.

To achieve safer transportation for all its users, SCRCOG has developed this Safety Action Plan. This plan provides updates to the 2017 Regional Transportation Safety Plan by analyzing 2017-2021 crash data and applying this information to identify countermeasures that can improve safety at cited high frequency crash corridors and intersections.

For the years 2017 to 2021, a total of 266 fatal crashes were reported on roadways within SCRCOG's jurisdiction. Figure 2 summarizes the frequency of reported fatal and injury crashes. SCRCOG has committed to advancing roadway safety through its zero-goal resolution as guided through this Action Plan. Transportation network improvements that address walking, biking, transit and driving, are strategically prioritized. This action plan includes input from each of SCRCOG's fifteen individual communities and from SCRCOG staff to ensure the region's overall interests are also incorporated into the report.

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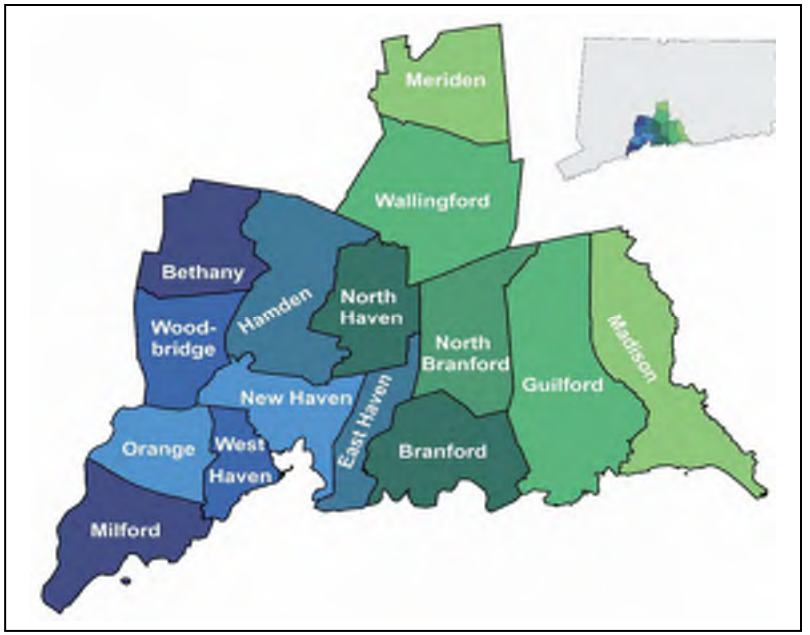


Figure 1: SCRCOG Administrative Boundary

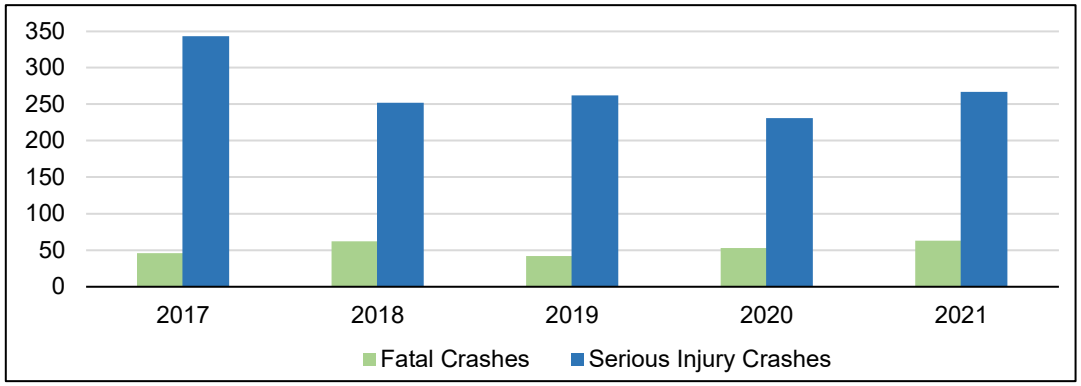


Figure 2: SCRCOG Crash Trends (2017 - 2021)

The plan is data-driven, multimodal, and multidisciplinary. It outlines effective measures and goals to reduce potential future crashes by using a systemic approach which better positions the region to compete for safety funds. The action plan was developed in coordination with SCRCOG staff and local stakeholders to provide equitable distribution of funding for the region's communities.

2. Regional Overview

The South Central Region of CT encompasses a diverse area covering 370 square miles. Its population is over 570,000[1]. It extends west to east from the City of Milford to the Town of Madison, and north to south from the City of Meriden to the City of New Haven with the latter centrally located along Long Island Sound. The fifteen municipalities in the region include four cities and eleven towns.

SCRCOG is a designated Metropolitan Planning Organization (MPO) for federally mandated transportation planning purposes. Within the south-central region, the areas surrounding the I-91 and I-95 corridors and the Route 1, 5, 10 and 80 corridors are primarily commercial and industrial. Branford, East Haven, Hamden, Meriden, Milford, New Haven, Wallingford, and West Haven all have areas of high-density residential use. High-density residential use is defined as four to eight dwelling units per acre. Figure 3 provides general statistics of the region.

In recent years, Connecticut has made significant investment in regional infrastructure with major projects from the Pearl Harbor Memorial Bridge to the New Haven-Hartford-Springfield (NHHS) Rail line, bike and pedestrian improvements, and coastal infrastructure improvements. In addition, SCRCOG has increased housing density with the implementation of several multi-family housing units and transit-oriented development (TOD) projects. Such developments are opening new housing opportunities for current and future residents.

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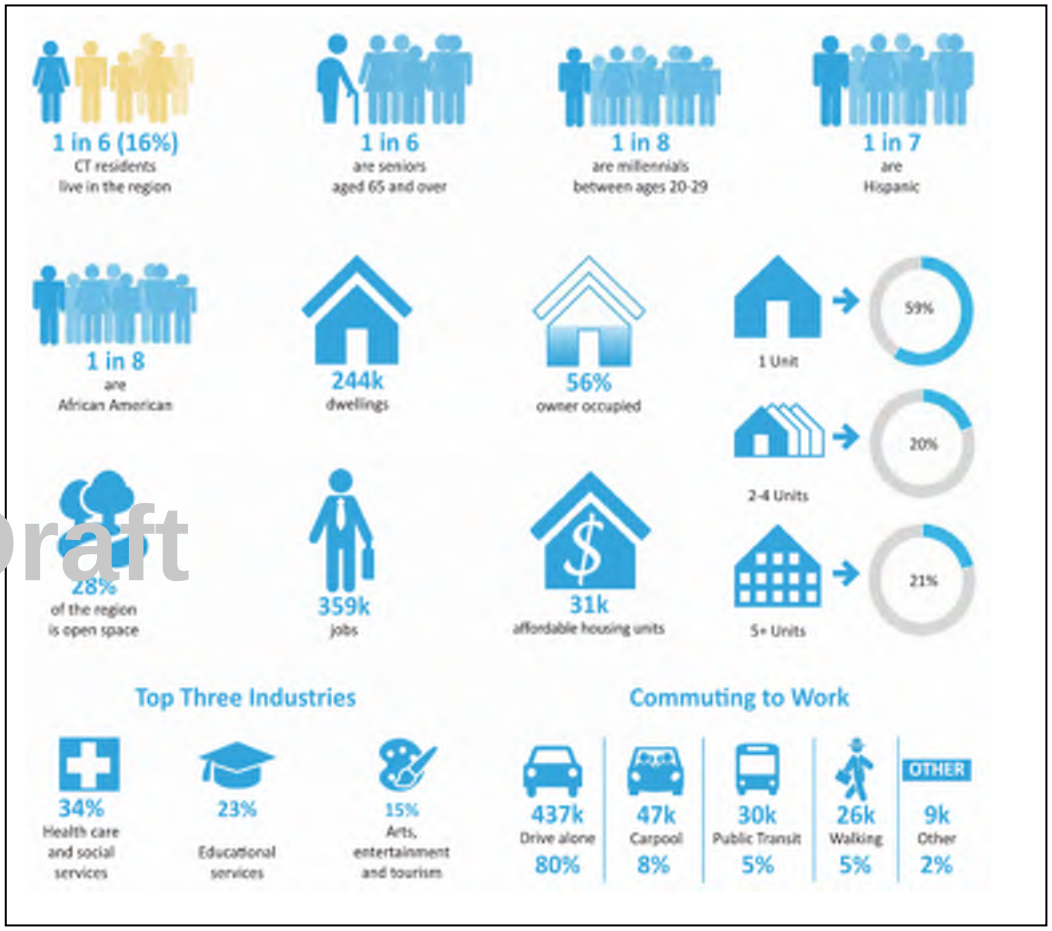
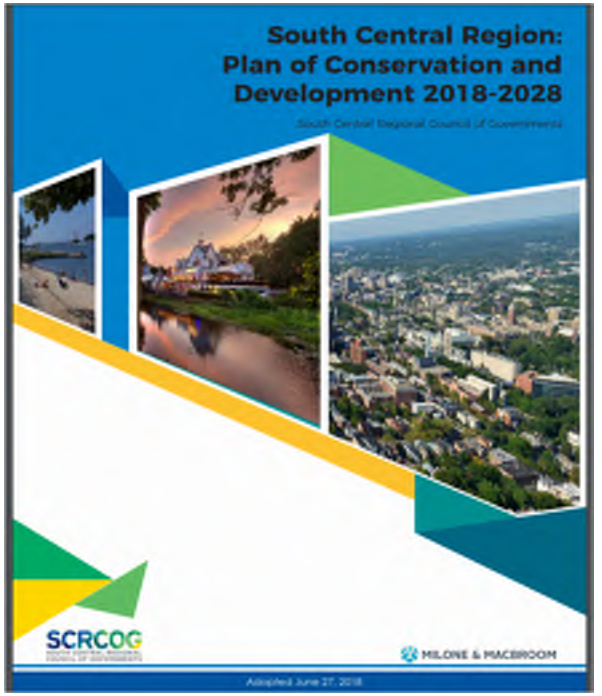


Figure 3: SCROG Overview Based on U.S. Census 2010
(Source: Plan of Conservation & Development 2018-2028)

[1] South Central Region: Plan of Conservation & Development 2018-2028. https://scrcog.org/wp-content/uploads/2018/07/2018-07-SCRCOG-POCD-report-online.pdf

2.1 Transportation Network

The region of south central Connecticut is home to a dynamic network of transportation alternatives. Interstates 91 and 95 and State Routes 1, 5, and 15 provide a substantial major arterial network for auto users. In addition, Metro-North, Shore Line East, and Amtrak lines operating parallel to Interstate 95 and Route 1 provide commuting alternatives. Tweed New Haven Airport located in the member municipalities of New Haven and East Haven provides commercial air service to both Connecticut and adjacent states. The Port of New Haven, the busiest port between New York and Boston and the largest deep-water port in the State of Connecticut[2], provides freight services for the region.



Source: South Central Region POCD, 2018-2028.

CTtransit, the bus service owned by the Connecticut Department of Transportation, provides bus service to the Region with 15 fixed routes, one intercity express, and two shuttle services. Phase 2 of this study, funded through CRCOG, provides a toolbox of enhancements to support and modernize bus systems along core routes in the greater New Haven area. The Move New Haven Transit Mobility Study provides "potential transit supportive options to strengthen and modernize the CTtransit New Haven bus system" [3].

In compliance with the Americans with Disabilities Act (ADA) of 1990, CTtransit provides paratransit services in all areas with local fixed route bus services for people with disabilities. There are 11 service providers that offer ADA and paratransit services throughout the state[4]. Within SCRCOG region, paratransit options are served by Greater New Haven Transit District, Milford Transit District and North-East Transportation Company.

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Greenways and recreational trails provide multimodal transportation options for both residents and visitors in the region. The Farmington Canal Heritage Trail, the Quinnipiac River Greenway, Woodbridge Greenway Trails, Milford Greenway System, West River Watershed, and the Shoreline Greenway Trail are all popular greenways located in the region. In addition, the East Coast Greenway, which links 15 states and 450 cities and towns for 3,000 miles from Maine to Florida, also passes through south central CT. According to the most recent SCRCOG Plan of Conservation and Development[5], there has been significant investment to construct formal bike and pedestrian facilities in this planning district.

SCRCOG transportation network is depicted in Figure 4.

[2] City of New Haven, https://www.newhavenct.gov/government/departments-divisions/port-authority, April 10, 2023

[3] Move New Haven Transit Mobility Study, 2019. https://portal.ct.gov/-/media/DOT/documents/dpolicy/MoveNewHavenStudyFinalReportFINAL09272019.pdf

[4] ADA and Paratransit Services. https://portal.ct.gov/DOT/Publictrans/Bureau-of-Public-Transportation/Paratransit-service

[5] South Central Region: Plan of Conservation & Development 2018-2028. https://scrcog.org/wp-content/uploads/2018/07/2018-07-SCRCOG-POCD-report-online.pdf

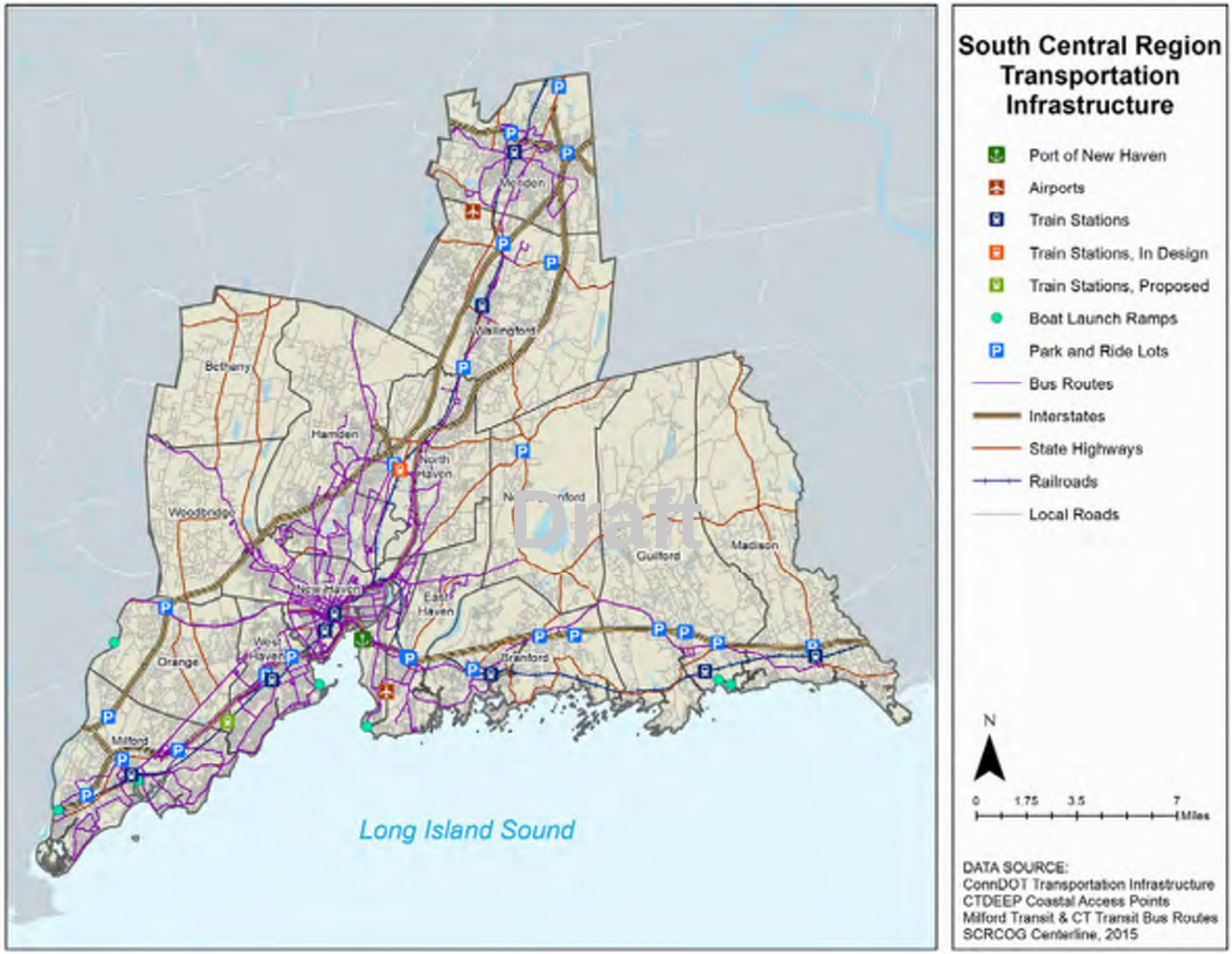


Figure 4: SCRCOG Transportation Network (*Source: Plan of Conservation & Development 2018-2028*)

2.2 Equity

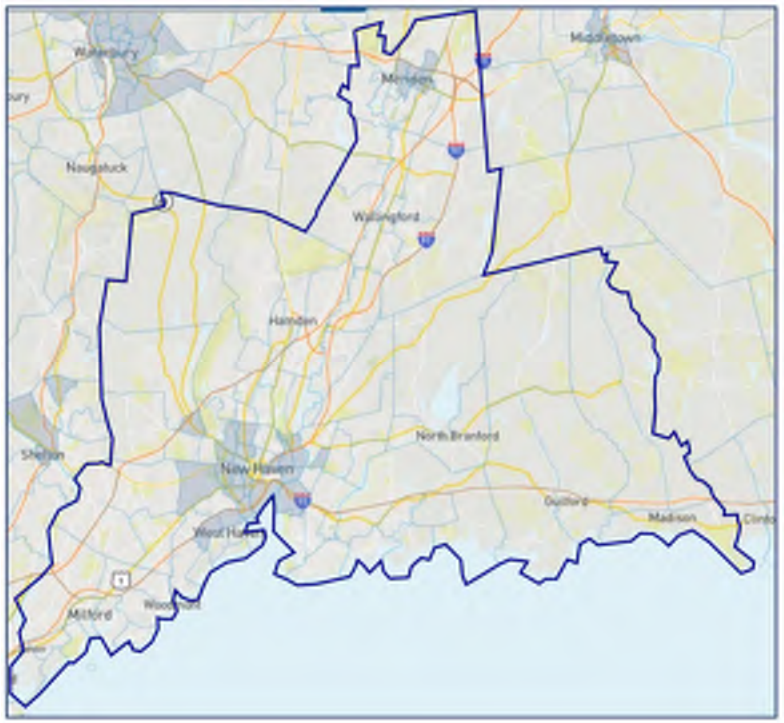
Climate and Economic Justice Screening Tool (CEJST)

This update of the RTSP incorporates equity into its analysis to ensure historically marginalized communities are prioritized. The CEJST[6] was utilized to identify these communities that have traditionally been marginalized, underserved, and overburdened by climate change, pollution, and environmental hazards. The Justice40 Initiative aims to mitigate the underinvestment in disadvantaged areas and to provide at least 40% of the resources from federal grants, programs, and initiatives to these communities. The CEJST uses geospatial mapping based on the following eight categories of burden to systematically identify disadvantaged communities:

1. Climate Change
2. Energy
3. Health
4. Housing
5. Legacy Pollution
6. Transportation
7. Water and Wastewater
8. Workforce Development

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An area is identified as "disadvantaged" on the CEJST map if it is (1) at or above the threshold for one or more environmental, climate, or other burdens, and (2) at or above the threshold for an associated socioeconomic burden[7]. A census tract that is encircled by disadvantaged areas and is at or above the 50th percentile for low income is also designated a disadvantaged community. Based on this tool, the disadvantaged communities within SCRCOG's jurisdiction are in Meriden, West Haven and New Haven as shown in Figure 5. According to the 2020 Census Demographic Data[8], 20% of SCRCOG's population lives within disadvantaged census tracts which furthers the region's resolve to remedy this inequity as outlined in this Action Plan.



Disadvantaged Communities in SCRCOG

- Total of 28 disadvantaged census tracts
- 21% of the population lives within disadvantaged census tracts
- 9 out of 28 tracts includes Transportation burden.

Figure 5: SCRCOG Disadvantage Census Tracts
(*Source: Climate & Economic Justice Screening Tool*)

[6] Climate and Economic Justice Screening Tool Map. https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5

[7] Climate and Economic Justice Screening Tool Methodology: https://screeningtool.geoplatform.gov/en/methodology#7.43/50.328/-99.897

[8] 2020 Census Demographic Data Map Viewer https://mtgis-portal.geo.census.gov/arcgis/apps/MapSeries/index.html?appid=2566121a73de463995ed2b2fd7ff6eb7

Environmental Justice Communities in Connecticut

Historically, some Connecticut communities have been subjected to higher negative impacts from one or more environmental hazards, socio-economic burdens, or both. The CT Environmental Justice Program is seeking to remedy this by prioritizing funding within environmental justice communities. Borrowing the definition from the United States Environmental Protection Agency (EPA) which defines environmental justice as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies"[9].

An environmental Justice community is defined by the Connecticut General Statutes as:

1. a distressed municipality, as designated by the Connecticut Department of Economic and Community Development (DECD), OR

2. defined census block groups where 30% of the population is living below 200% of the federal poverty level.[10]

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Each year, the DECD compiles and publishes a list of Distressed Municipalities that includes the state's most economically distressed municipalities. Figure 6 illustrates SCRCOG distressed municipalities and environmental justice blocks based on 2022 data.

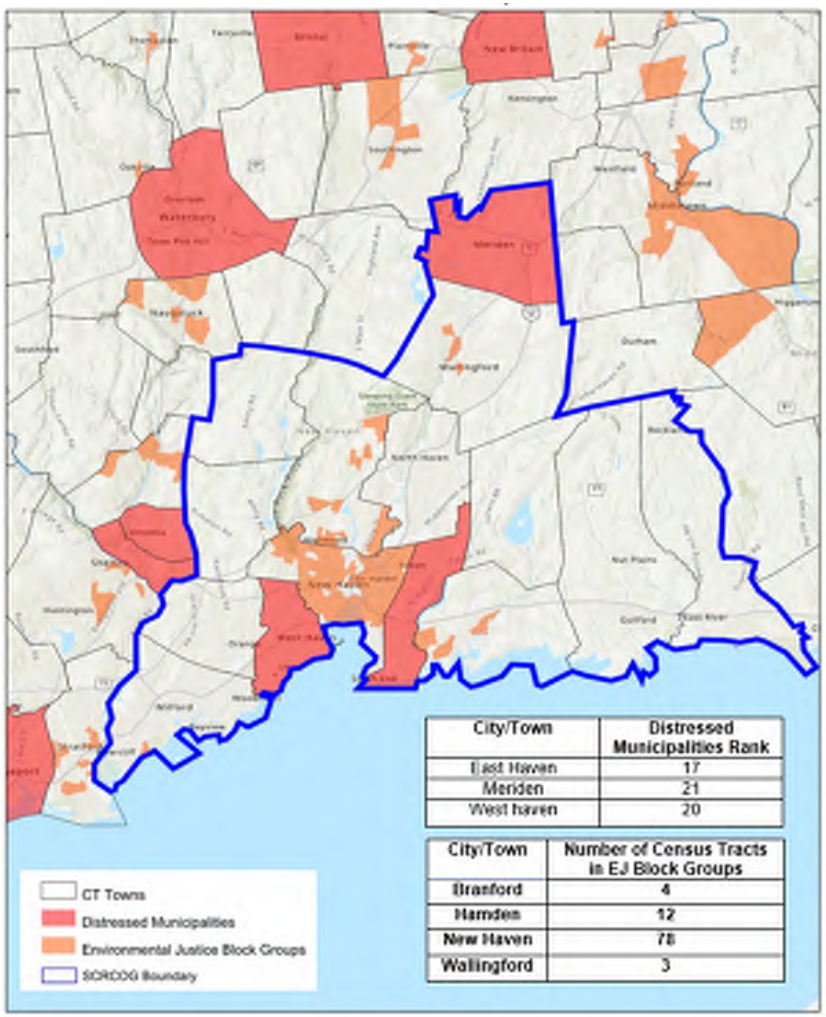


Figure 6: SCRCOG 2022 Environmental Justice Communities (*Source: https://ctdeep.maps.arcgis.com/apps/webappviewer/index.html?id=d04ec429d0a4477b9526689dc7809ffe*)

[9] US Environmental Protection Agency. https://www.epa.gov/environmentaljustice

[10] CT DECD Environmental Justice Communities. https://portal.ct.gov/DEEP/Environmental-Justice/Environmental-Justice-Communities

2.3 Climate Change, Resiliency and Sustainability

In 2018, the Connecticut Institute for Resilience and Climate Adaptation (CIRCA)[11] launched the "Resilient CT" project. Even though this project initially focused on areas impacted by Superstorm Sandy in New Haven and Fairfield Counties, it later expanded to cover the whole state. In collaboration with state agencies, regional councils of governments, and municipalities, CIRCA's goal is to mitigate the impacts of climate change by augmenting the resilience of vulnerable communities.

As a part of that initiative, SCRCOG participated in two workshops to help identify Resilience Opportunity Areas (ROAR) and to develop potential regional adaptations. Resilient CT defines ROAR as "a Resilience Opportunity Area representing the intersection of climate-induced flooding and heat risks with vulnerable populations and planning priorities." Heat, flooding, and precipitation solutions can include projects in housing, transportation, critical infrastructure, and ecological systems.

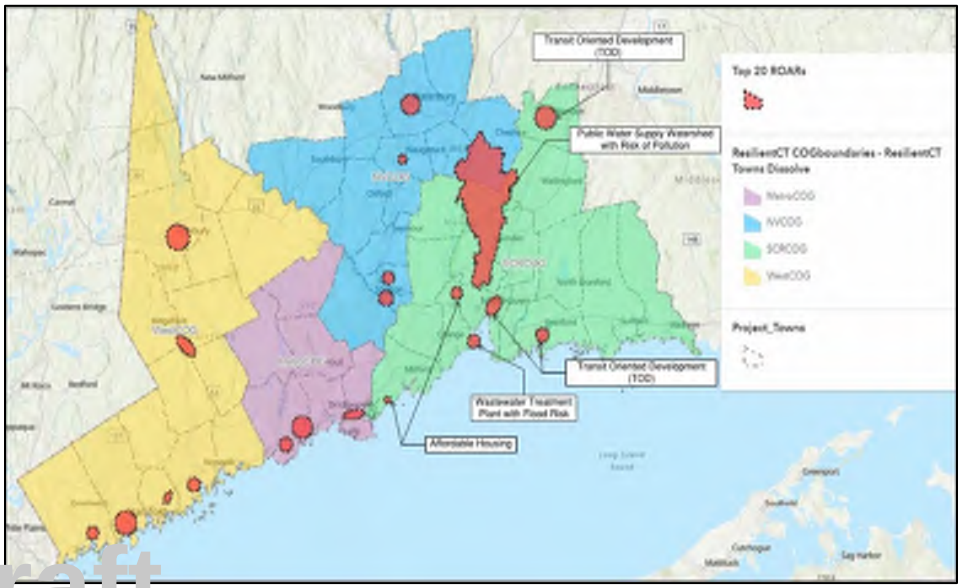


Figure 7: ROARs within CT, SCRCOG Region is in Green.

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Photo 1: Dune restoration Project, Milford, CT (Source: CIRCA)

Figure 7 shows the top 20 ROARs in Connecticut and describes the type of projects within SCRCOG. Currently, phase III of Resilient Connecticut is active that will build on Phase II ROARS with detailed analysis and will take the infrastructure components to 30% conceptual design. Seven projects are selected for this phase and two of these selected projects are within SCRCOG. One of the projects is in Branford that will address flooding from the Branford River by providing underground detention to reduce drainage-related flooding. The other one is in Fair Haven that will focus on developing strategies to mitigate flooding, extreme heat and other impacts to community assets and transportation corridors. Other Resiliency Efforts within SCRCOG Region includes-

- Meriden Green - a 14-acre flood control/park and economic development project.
- SCRCOG Regional Framework for Coastal Resilience.

[11] Resilient CT. https://resilientconnecticut.uconn.edu, May 04, 2023.

3. Safety Overview

This report's findings are based on the SCRCOG Region's 2019-2021 injury and fatal crash data collected from the University of Connecticut's Crash Data Repository (CTCDR) website[12]. This data was used to identify the overall trends which are further discussed in this chapter. The high injury network identified in Chapter 6 is based on the safety analysis performed using the Connecticut Roadway Safety Management system (CRSMS)[13].

This report is a collaborative effort between the SCRCOG staff and representatives from SCRCOG's member municipalities that formed an advisory task force for this plan. SCRCOG staff and the municipal representatives provided local and historical insights into the crash data analysis and into the selection of countermeasures. The data gathered and included in this study represents fatal and injury crashes that occurred on both local and state roads. Property damage only crashes and incidents on limited access highways, were excluded. The collective historical insight into local safety issues and the collected crash data provided a comprehensive overview of the Region's transportation system. Table 1 documents the crash numbers by municipality.

Table 1: Municipal Crash Rates

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Town name	Total Fatal & Injury Crashes (2019 - 2021)	2021 Population (Based on US Census Population Totals 2020-2021)	Crash Rate (Crashes/10k population)
Bethany	97	5,288	61.14
Branford	353	2,8176	41.76
East Haven	423	2,7804	50.71
Guilford	187	2,2031	28.29
Hamden	1214	6,0923	66.42
Madison	165	1,7619	31.22
Meriden	1171	6,0517	64.50
Milford	908	5,2390	57.77
New Haven	4852	13,5081	119.73
North Branford	182	13,498	44.94
North Haven	749	24,169	103.30
Orange	706	14,246	165.19
Wallingford	762	44,194	57.47
West Haven	1,132	55,294	68.24
Woodbridge	251	9,045	92.50

The Connecticut Crash Data Repository (CTCDR)

- *Enables users to query, analyze and export the data for research and informational purposes.*
- *Data is based on the information from the crash report recorded by the law enforcement officer.*
- *Does not categorize crashes by the emphasis areas identified in Connecticut SHSP.*

Connecticut Roadway Safety Management System (CRSMS)

- *Enables users to conduct the six-step highway safety management process as described in the HSM.*
- *As of May 2023, only includes crashes until December 2021 for performing Network Screening.*
- *Labels crashes based on the emphasis areas identified in Connecticut SHSP.*

[12] https://www.ctcrash.uconn.edu/

[13] Connecticut Roadway Safety Management System https://crsms.uconn.edu/dashboard

3.1 Crash Trends

Level of Injury

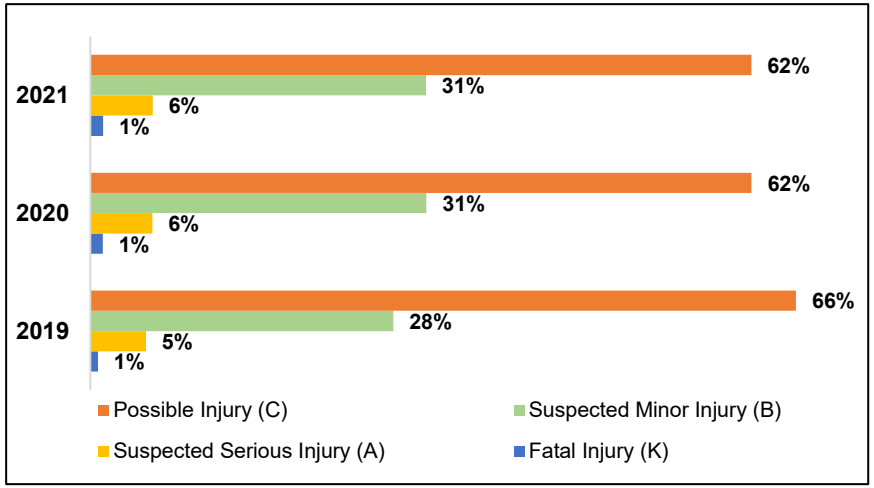


Figure 8: Level of Injury by Year

In 2019, there were a total of 4,916 injury and fatal crashes within the south central region followed by 3,834 injury and fatal crashes in 2020. The decrease in crashes is attributed to pandemic related travel patterns. In 2021, the total injury and fatal crashes increased to 4,402. Figure 8 provides the annual breakdown of crashes by level of injury. The distribution of the level of injuries stayed consistent even during the pandemic.

Driver Age

Figure 9 shows distribution of crashes by driver age. Documented crash reports include the age of each driver involved in the incident. The most prevalent age groups for injury crashes within the SCRCOG region are 25 to 34 years old (25.5%) and 35 to 44 years old (18.2%). Drivers younger than 25 years old total 18.8% of the involved drivers and 9.7% of involved drivers are classified as older drivers (age 65+).

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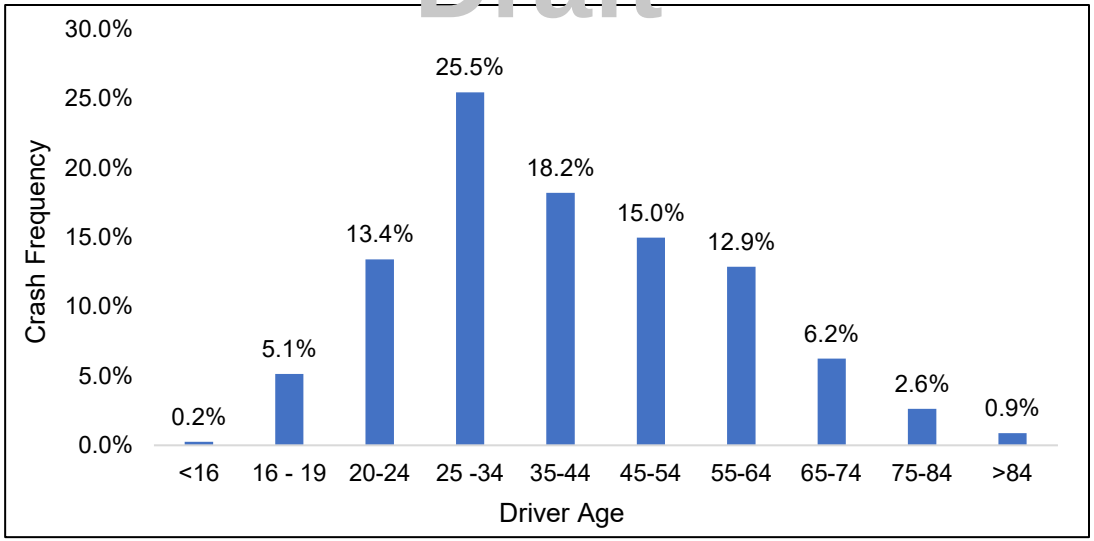


Figure 9: Crash Distribution by Driver's Age

Crash Type

Figure 10 shows the summary of the crashes by crash type. The predominant crash type for injury crashes is front to rear or rear-end crashes (35.4%), followed by angle crashes (30.8%). The third highest-crash type is fixed object (12%) collisions. Crashes involving pedestrians, bicyclists, and motorcyclists account for 5.3%, 1.1% and 1.1% of crashes respectively.

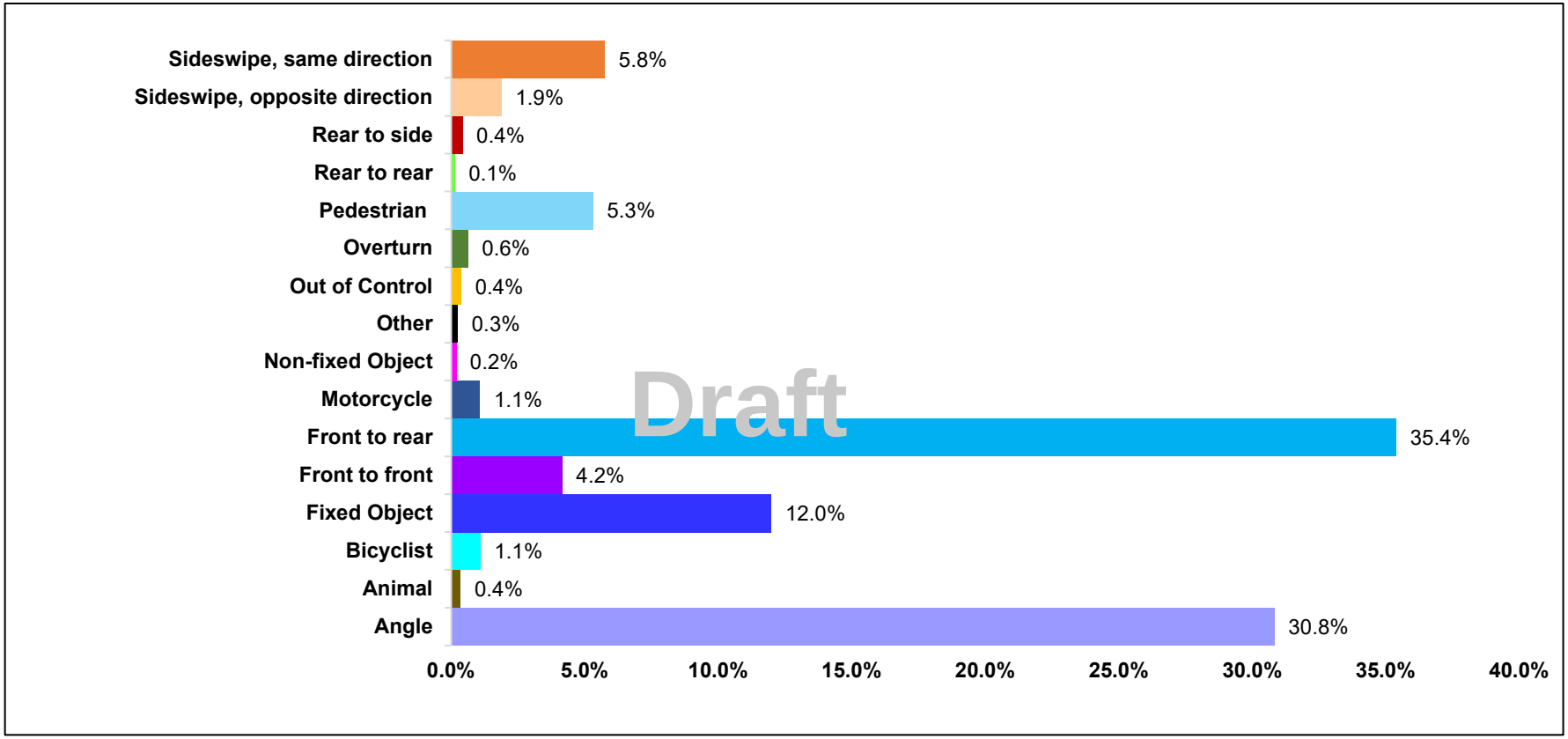


Figure 10: Distribution of Crashes by Crash Types

Figure 11 shows all motor vehicle crashes resulting in injury or fatality within the study period.

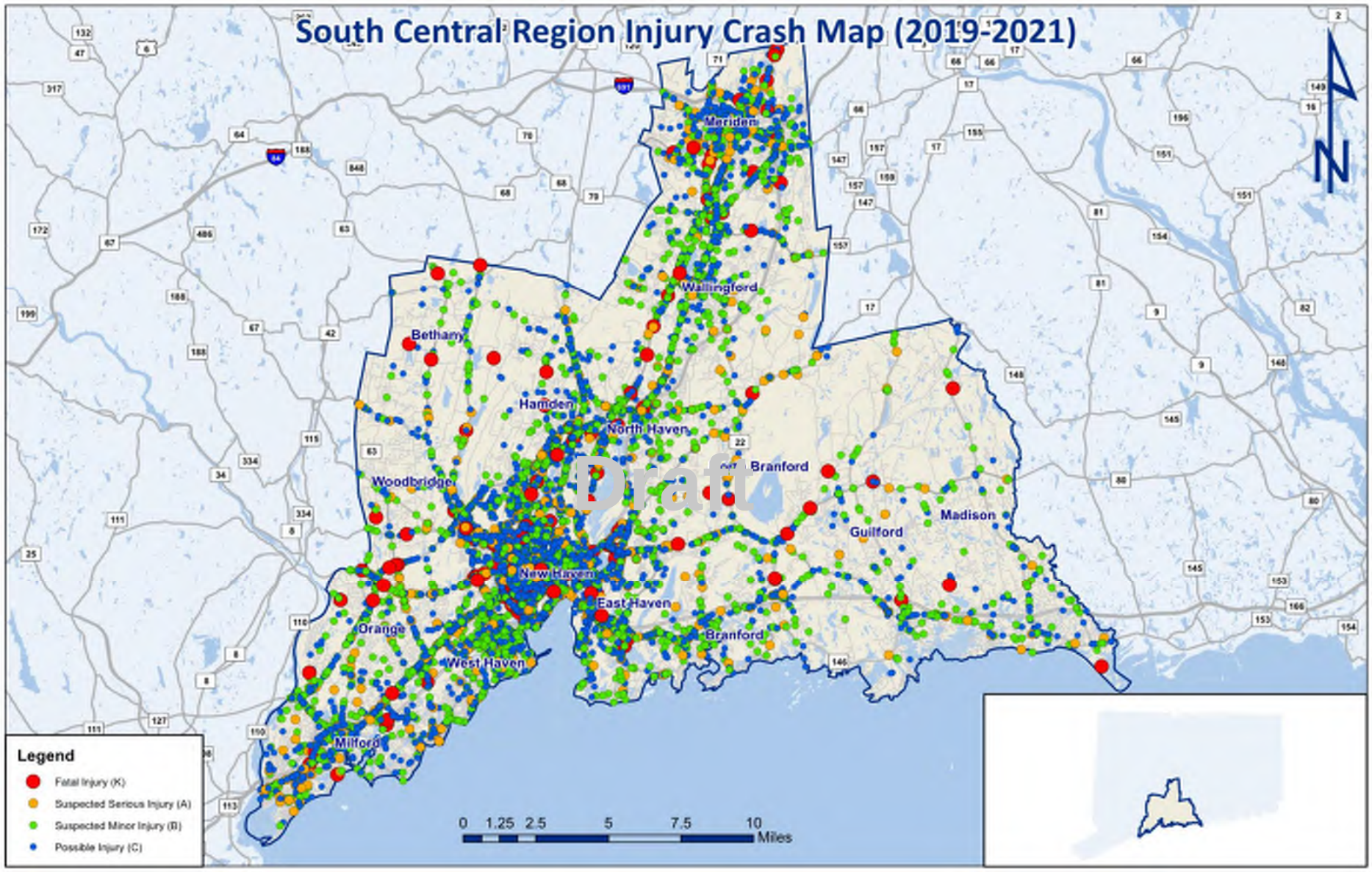


Figure 11: All Fatal and Injury Crashes within SCRCOG (2019 -2021)

3.2 Non-Motorized Road Users

Between 2019 and 2021, there were 845 injury crashes involving non-motorized road users. Non-motorized crashes were identified through the "first harmful event" column and the crash diagrams included in the dataset from the Connecticut Crash Data Repository. Figure 12 summarizes bicycle and pedestrian crashes by year and by severity.

Among these crashes, 17% were related to bicyclists and 83% were related to pedestrians. Furthermore, despite lower volumes of vehicle traffic during the pandemic in 2020, non-motorized road user crashes increased consistently from 2019 to 2021. Even though pedestrian and bicycle crashes only make up for 6.4% of total injury crashes in the south central region, the consequences involving pedestrians and bicyclists were more severe than motor vehicle crashes. This is shown in Figure 13. Pedestrian crashes proportionately result in more fatal injuries than any other crash type emphasizing the urgency for non-motorized user safety improvements.

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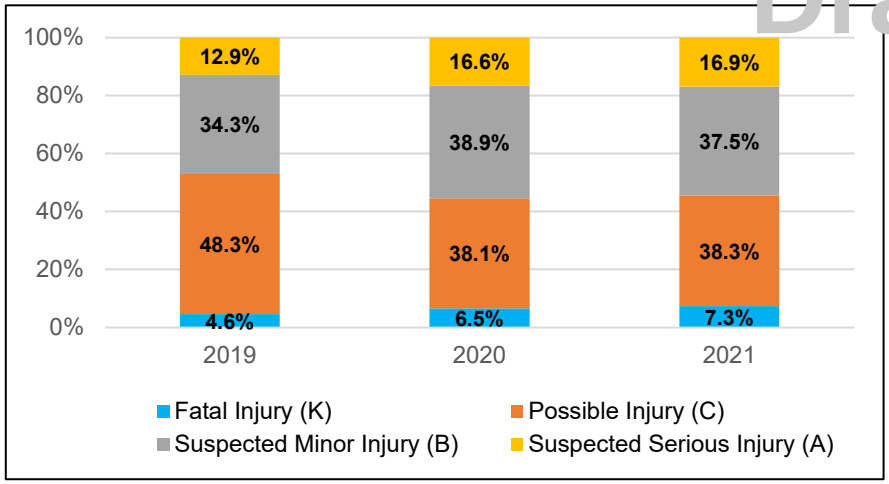


Figure 12: Non-Motorized Crashes by Year

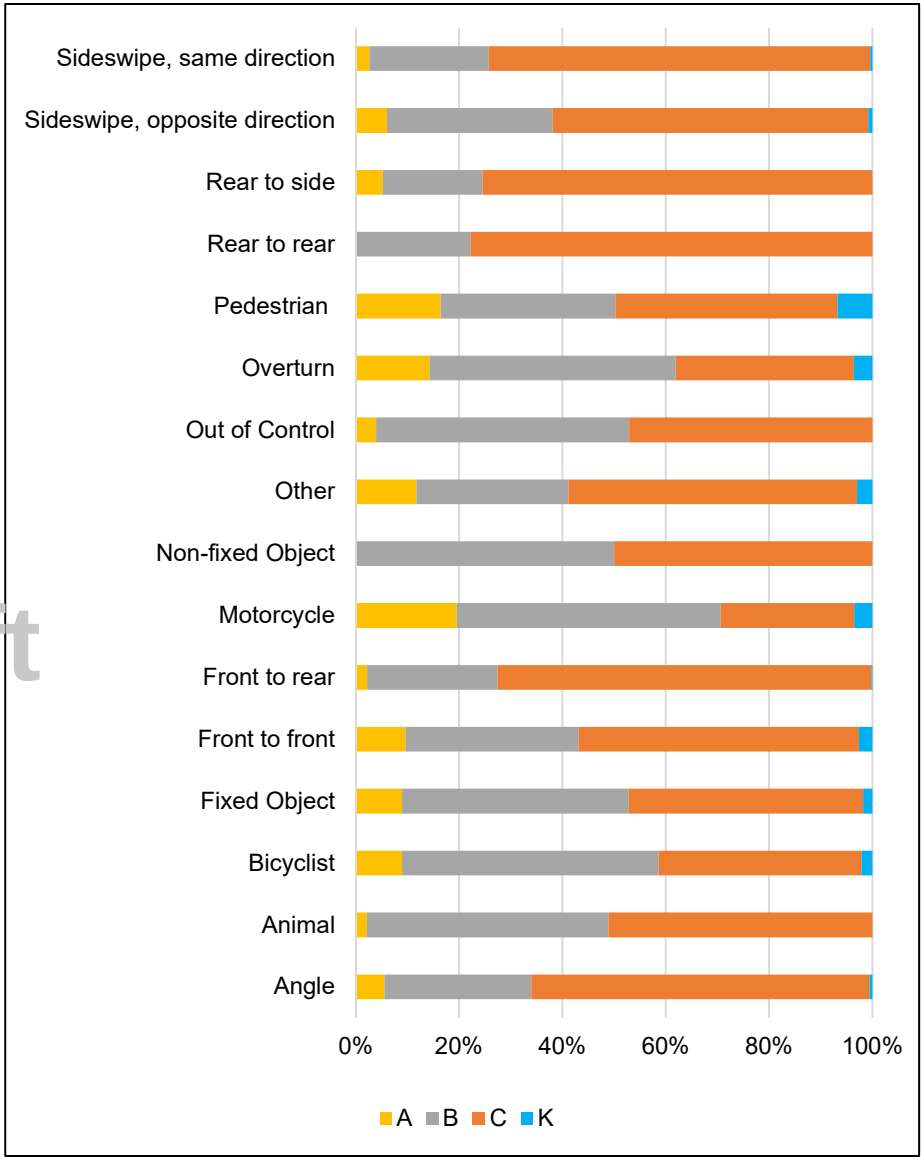


Figure 13: Level of Injury for All Crash Types

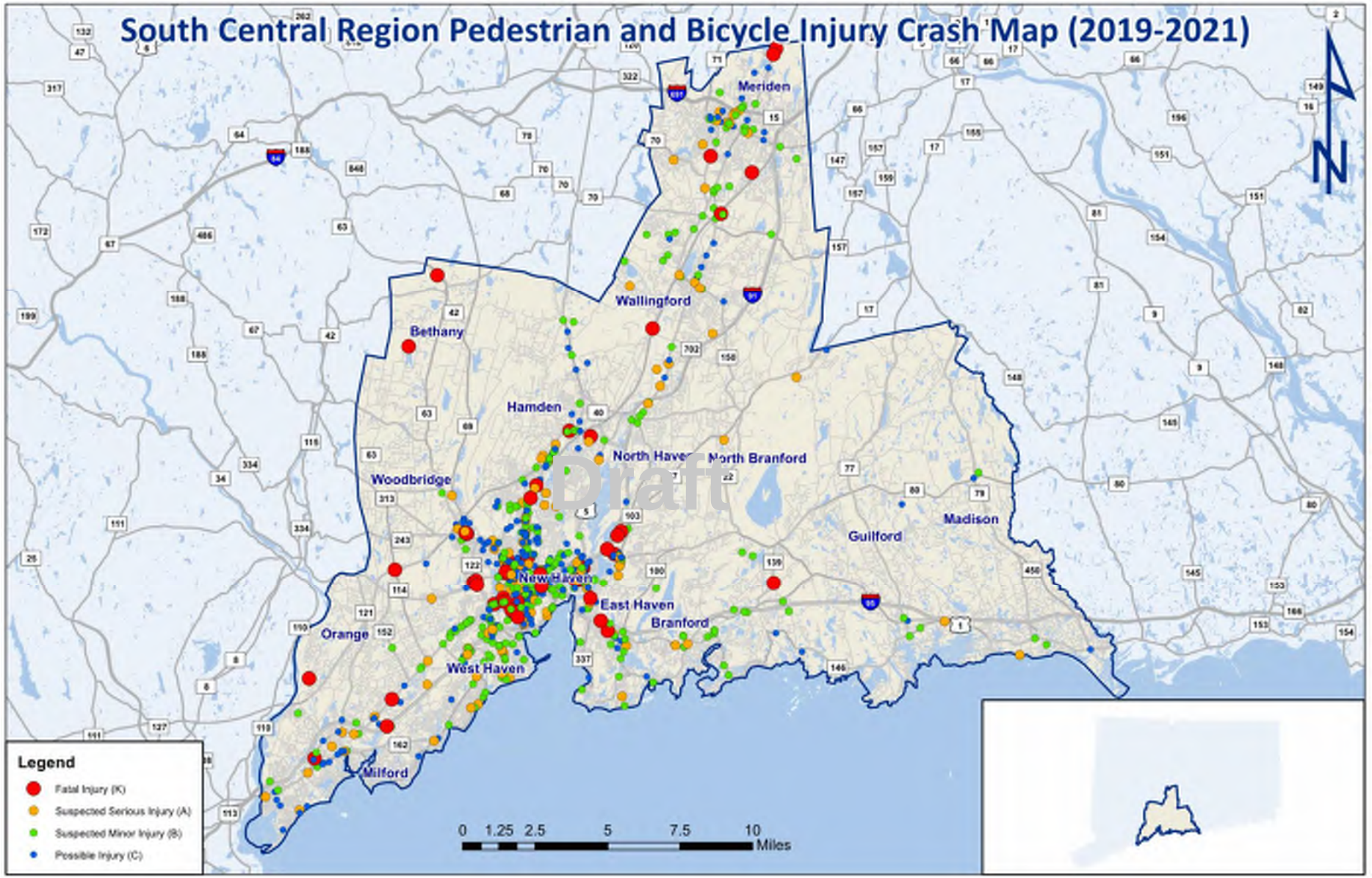


Figure 14: Pedestrian and Bicycle Fatal and Injury Crashes within SCRCOG (2019 – 2021)

4. Existing Efforts

The SCRCOG Action Plan is a coordinated effort between SCRCOG and a taskforce comprised of stakeholders from member municipalities. The strategies and recommendations documented in this plan are aligned with the following planning efforts and guidelines completed and publicly adopted by the state, SCRCOG and/or local entities.

4.1 Statewide Planning Efforts

Connecticut Strategic Highway Safety Plan (SHSP)[14]

The Strategic Highway Safety Plan (SHSP) is a statewide, data-driven, comprehensive, multidisciplinary transportation safety plan integrating the 4Es of safety — education, enforcement, engineering, and emergency response. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas to reduce traffic fatalities and serious injuries on all public roads.

The SHSP is focused on three Emphasis Areas—Behavior, Infrastructure, and Pedestrian—and identifies proven strategies, approaches, and policies that will be implemented to move toward zero deaths. Connecticut's commitment is to achieve a 15% reduction or more based on the five-year rolling average of fatalities and serious injuries from 2022 to 2026. The performance-based strategies are based on five measures: fatalities, fatality rate, serious injuries, serious injury rate and non-motorized fatalities and serious injuries.

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Emphasis Areas

Infrastructure EA
- *Roadway Departure*
- *Intersections*

Behavior EA
- *Impaired*
- *Unrestrained*
- *Aggressive*
- *Motorcycle*
- *Distracted*

Pedestrian EA

2019 CT Active Transportation Plan

Goal #1
Improve Pedestrian and Bicyclist Safety

Goal #2
Enhance Mobility for Pedestrians and Bicyclists

Goal #3
Utilize Resources to Achieve Meaningful Improvements

Connecticut Active Transportation Plan[15]

The Connecticut Active Transportation Plan was completed in 2019 with a purpose of highlighting past efforts and guiding the State to design and construct a transportation system that would be safer and more accessible for all. Their vision is to foster and improve walking, bicycling, and other active transportation modes, so that all persons, regardless of ability, age or income can safely do so throughout the entire state.

[14] Connecticut Strategic Highway Safety Plan, 2021. https://portal.ct.gov/DOT/Bureau-of-Policy/Strategic-Highway-Safety-Plan

[15] Connecticut Active Transportation Plan 2019. http://www.ctbikepedplan.org/

4.2 SCRCOG Planning Efforts

Metropolitan Transportation Plan 2023 - 2050[16]

The South Central Regional Metropolitan Transportation Plan (MTP) outlines how the region plans to invest in the transportation system from 2023-2050. The report contains short-term and long-term strategies/actions to foster development of an integrated intermodal transportation system. This is a performance-based effort that incorporates performance measures to evaluate outcomes. According to the MTP, the region's transportation lacks efficiency and reliability and requires supplemental funding through enhancements and initiatives. The plan states there is a need for more interagency discussion and coordination and echoes the region's vision to expand transit-oriented development (TOD) through selective investments.

MTP Overarching Goals

- *Explore opportunities to increase travel options.*
- *Maximize access to funding through the BIL.*
- *Connect transportation policy and planning decisions to strategies approved in the RPOCD.*
- *Strengthen partnerships with state and federal transportation agencies.*
- *Effectively coordinate and communicate with land use agencies within the region.*



Bicycle and Pedestrian Plan Update

In 2017, SCRCOG published an updated pedestrian and bicycle plan[17] that highlighted the need to accommodate and bolster active transportation in the south central region. The plan focused on improving safe walking and bicycling, establishing an equitable network of transportation, enhancing the links between various modes of transportation, and creating a network that makes community facilities, businesses, and neighborhoods more available and accessible for people of all ages, abilities, and income levels. Its vision is the following:

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- *Collect and assess the existing conditions in the region as well as update the bicycle and pedestrian related goals for the future,*
- *Ensure that the region stays on track to create a safer and more balanced transportation network, accessible for all users regardless of age, physical capacity, or income.*
- *Review the progress made in the last ten years, as well as the shifting needs, concerns, and desires of each of the fifteen municipalities, and*
- *Provide the region with a prioritized list of areas that are in need of bicycle and pedestrian improvements, so that spending on such improvements can be appropriately distributed.*

[16] SCRCOG Metropolitan Transportation Plan 2019 – 2045. https://scrcog.org/wp-content/uploads/2021/01/SCRCOG_MTP_Final_4_24_19.pdf Downloaded April 2023.

[17] SCRCOG Bicycle and Pedestrian Plan Update. https://scrcog.org/wp-content/uploads/2019/08/SCRCOG_BikePedPlanUpdate_2017.pdf Downloaded April 2023.

Regional Transportation Safety Plan[18]

The South Central Regional Transportation Safety Plan (RTSP) is in alignment with the CT SHSP and serves as a road map and strategy to help the region and all fifteen municipalities collaborate with the State in reducing fatalities and injuries and increasing safety awareness. The RTSP uses a similar methodology to the State plan, but is less expansive in size, reflecting the needs of the individual communities and the region as a whole. SCRCOG's member municipalities provided local and historical insights into the crash data analysis. This included a synopsis of current and upcoming state and local projects, historically challenging traffic sites that are not always reflected in the data, and input on the selection of safety countermeasures. In order to ensure stakeholder input, representatives from the four E's of transportation safety; engineering, enforcement, education, and emergency response were engaged.

4.3 Local Planning Efforts

West Haven Bicycle and Pedestrian Plan

The City of West Haven is currently updating the Bicycle and Pedestrian Plan and evaluating the current walking and biking conditions in the city. The plan identifies known deficiencies and provides bike and pedestrian infrastructure recommendations along prioritized corridors. The end goal of the plan is to create the infrastructure and culture which permits people of all ages and abilities to walk and bike safely and comfortably throughout West Haven. The highlighted goals are:

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1. *To improve safety conditions for pedestrians and bicyclists.*
2. *To increase transportation choice by promoting additional modes of travel.*
3. *To enhance connections between different areas of the city.*
4. *To provide access for residents of all ages, abilities, and income levels.* [19]

Madison Complete Streets

In 2018, Madison adopted a Complete Streets Policy that provides a written annual report documenting the progress with Complete Streets investments, pedestrian and bicycle facilities, transit improvements, ADA accommodations, traffic calming, maintenance and crashes involving non-motorized users. This annual reporting and evaluation ensure that the town remains dedicated to their goal of "gradually transforming Madison from a community that disproportionally encourages automobile travel to one that invests in transportation infrastructure equitably across all modes to the benefit of all members of the community and its visitors, while maintaining the charm and appeal of a small town".[20]

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[18] SCRCOG Regional Transportation Safety Plan, 2018. https://public.3.basecamp.com/p/dxDK1CRZauJHbg9A9mF31yz6 Downloaded April 2023.

[19] West Haven Bicycle and Pedestrian Plan. https://www.cityofwesthaven.com/307/Current-Recent-Planning-Initiatives Downloaded April 2023.

[20] Town of Madison Complete Street Policy. https://www.madisonct.org/DocumentCenter/View/1920/Complete-Streets-Policy---Adopted-May-29-2018-?bidId= Downloaded April 2023.

Madison Bike and Walk Master Plan[21]

In 2018, Madison's Bicycle and Pedestrian Advisory Committee was formed by the town to assist in creating a long-range master plan for biking and walking. To date, the organization has completed several road safety assessments and Safe Routes to School assessments and has hosted multiple bike and walk events.



Photo 3: Source: https://www.guilfordsafestreets.org/

Guilford Safe Streets

In March 2020, the Safe Streets Task Force adopted a Complete Streets resolution "to improve safety, mobility options, and connectivity, while preserving and enhancing Guilford's scenic, historic, and environmental resources".[22] Building upon this resolution, in March 2023, the task force published the Guilford Safe Streets Report. The report includes details on their public engagement efforts, a sidewalk and ADA ramp inventory, and recommendations for infrastructure and typologies, neighborhood-specific recommendations, and implementation guidelines. The report is not an action plan but an overarching document to guide the town in how best to proceed to make mobility improvements.

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Photo 2: Source: https://www.madisonct.org/885/Bicycle-and-Pedestrian-Advisory-Committe

Connectivity Master Plan for the Woodbridge Business District

In February of 2023, the Town of Woodbridge adopted a pedestrian based Connectivity Master Plan for the Woodbridge Business District[23]. The purpose of the plan is to strengthen pedestrian and bicycle linkages throughout the Woodbridge Business District including strategies for traffic calming. The goal of the plan is to encourage alternate modes of transportation, reduce traffic related injuries and fatalities, attract new and unique businesses, enhance neighborhoods, and make the Woodbridge Business District a vibrant destination.

[21] Town of Madison.https://www.madisonct.org/885/Bicycle-and-Pedestrian-Advisory-Committe . Downloaded April 2023.

[22] Guilford Safe Streets https://www.guilfordsafestreets.org/ Downloaded April 2023.

[23] Town of Woodbridge https://www.woodbridgect.org/DocumentCenter/View/5919/FINAL-Woodbridge-Connectivity-Study-Report-1 . Downloaded June 2023.

New Haven Active Transportation Plan[24]

New Haven published the Active Transportation Plan in 2022, to guide the city in constructing critical infrastructure for walking, biking, and transit use. This plan lists recommendations based on public input, crash data and previous studies, and emphasizes the city's Priority Neighborhoods to ensure more equity in future transportation investments. There are three primary sections of the report divided into walking, biking and transit riding. The section titled "Walk New Haven" was based on a city-wide intersection inventory and prioritization of locations based on both crash data and public input. Four concept plans for intersection improvements were included in the plan. For bus travel, the plan referenced the 2019 Move New Haven Transit Mobility Study to identify priority corridors and make site-specific recommendations. In addition, the report suggests various bus stop features to be considered. There is also a section that evaluates the current bicycle system and recommends certain upgrades, including the expansion of the transit network.



Photo 4: Source: http://saferoutesforall.com/

New Haven Complete Streets[25]

In 2010, the City of New Haven adopted a Complete Street Design Manual to develop and promote a safe transportation network accessible for all users. Its purpose was to guide the incorporation of complete streets into design and planning efforts to foster a sustainable and economically thriving community with a better quality of life. The guiding principles for this plan are identified as:

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- Safety & slow vehicle speeds
- Connectivity
- Human health
- Livability
- Context
- Equity
- Aesthetics
- Economic Development
- Environment

[24] Citywide Active Transportation Plan, 2022. http://saferoutesforall.com/gallery/ Downloaded April 2023.

[25] City of New Haven Complete Streets Design Manual, 2010. https://www.newhavenct.gov/home/showpublisheddocument/2368/637744814502330000. Downloaded April 2023.

5. Safety Commitment and Vision Zero

Vision Zero is the strategy to eliminate traffic fatalities and severe injuries on all roadways. To achieve the goal of zero deaths on roadways, USDOT recommends a Safe Systems approach[26], which is considered more human centric. The Safe Systems approach is predicated on the fact that people make errors in judgement and action. Therefore, to mitigate the severity of crashes, there must be system-wide practices, policies, and designs with multiple safeguards, not just one. This strategy necessitates a supporting safety culture that prioritizes safety in road system investment and more equitably distributes the burden of responsibility beyond just the roadway user.

In June 2023, the Connecticut General Assembly passed "HB 5917- An Act Implementing the Recommendations of The Vision Zero Council"[27]. This legislation is aimed at reducing the number of traffic fatalities in Connecticut to zero.



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Figure 15: Safe Systems Approach (Source: USDOT)

Principles of Safe Systems Approach

1. Deaths and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.

Elements of Safe Systems Approach

1. Safe Road Users.
2. Safe Vehicles.
3. Safe Speeds.
4. Safe Roads.
5. Post-Crash Care.

[26] Zero Death and Safe Systems. https://highways.dot.gov/safety/zero-deaths

[27] https://www.cga.ct.gov/asp/cgabillstatus/cgabillstatus.asp?selBillType=Bill&bill_num=HB5917&which_year=2023

5.1 SCRCOG Vision Zero Resolution

In May 2023, the SCRCOG's 15-member Policy Board approved a Vision Zero resolution found in Appendix A. This vision zero resolution represents the region's commitment to the reduction of serious and fatal injury crashes using systemic, proven measures and the safe systems approach. SCRCOG's dedication puts the onus on each municipality and the region to make measurable strides in creating and maintaining a culture of safety that "places safety first and foremost" in transportation design, investment, and decision making.

5.2 Safety Commitment of Member Municipalities

Madison

The Town of Madison's Bicycle and Pedestrian Advisory Committee (BPAC)[28] has conducted a series of planning and programming efforts to promote participation and enthusiasm for walking and biking. These events include:

- Kids Open Parking Lot Bike Event April 22, 2023
- Bike/Walk Safety Ice Cream Initiative Summer, 2022
- Bike Safety Rodeo May 21, 2022
- Walk to School Day at Ryerson Elementary Octobe[illegible] 2021
- Community Crosswalks - an effort to bring a creative and fun aspect to established crosswalk sites throughout the Town.

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Photo 5: Source: https://www.madisonct.org/946/BPAC-Happenings



Photo 6: Source: http://www.newhavenbikemonth.com/

New Haven

The City of New Haven has coordinated with various organizations to promote biking throughout the city and to demonstrate that biking is a sustainable and viable transportation and recreation option.

- New Haven Bike Month[1] is an organization of community members who promote the month long celebration of all things bicycle, including rides, events, and bicycle repair workshops.

[28] Town of Madison.https://www.madisonct.org/885/Bicycle-and-Pedestrian-Advisory-Committe . Downloaded April 2023.

- goNewHavengo is a coalition of volunteers that promote sustainable transportation options in New Haven and arrange events like the CarFreeChallenge, parklet design competitions, and other bicycle loving events.
- The Safe Streets Coalition of New Haven[29] is composed of local bike and pedestrian advocates who are helping to create a transportation system that prioritizes safety, equity, and the environment. In October 2020, they presented the City of New Haven with draft language for a commitment to Vison Zero within their city limits. To date, this resolution has not been approved by the city.

Meriden

The City of Meriden, guided by the Meriden Linear Trail Advisory Committee[30], has prioritized the development of miles of non-motorized trails within the city limits. Since 2006, the city has created the Quinnipiac River Gorge Trail, the Hanover Pond Trail, Harbor Brook Trail, and the Downtown Linear Trail, and has begun working on future trail connections that link to neighboring communities. This network of non-motorized connectivity is situated in a disadvantaged community where there was historical underdevelopment and under investment. The City of Meriden has demonstrated its commitment to equitable expansion of its non-motorized netw[illegible]

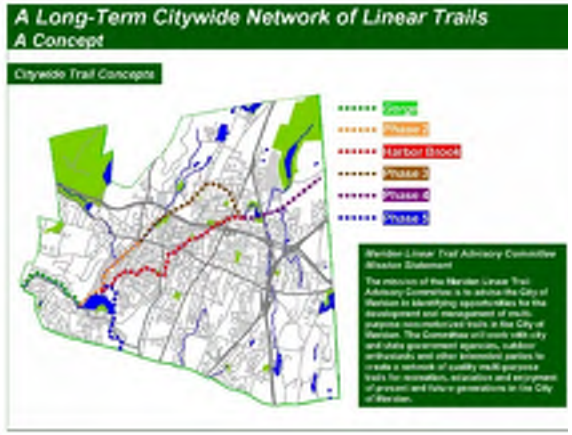


Photo 7: Source: https://www.meridenct.gov/visit/meriden-linear-trails/



Photo 8: Source: https://www.thequinnipiacriver.com/sites/default/files/media/RecTrails_WA3_Alt_6-2-16_0.pdf

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Wallingford

The Town of Wallingford has also been expanding its non-motorized connectivity by providing its residents with a safe alternative to walking and biking on or near the roadway. The city completed Phase 3 of the Quinnipiac River Linear Trail[31] in 2016. This trail is a popular walking and biking destination for residents and visitors alike extending for more than 1.25 miles. The next goal for the Town is to expand the trail north and south to connect with trails in North Haven and Meriden. The Town has already received grant funds to create a path connecting the trail to the Wallingford Senior Center, further enhancing linkage to the downtown area, and providing direct access for those residents.

[29] https://www.safestreetsnewhaven.org/
[30] https://www.meridenct.gov/visit/meriden-linear-trails/
[31] https://www.wallingfordct.gov/government/boards-commissions-committees/quinnipiac-river-linear-trail-advisory-committee/

Hamden

In March 2023, SCRCOG performed a comprehensive inventory and evaluation at the 11 at-grade crossing of the Farmington Canal Heritage Trail[32] within the town of Hamden. As part of this project, existing deficiencies were identified through a field inventory of existing traffic control devices and pavement markings, and collection of various traffic data including speeds, volume counts, crashes, and the review of sight lines. Based on the findings, a range of countermeasures were proposed to increase safety for trail users that includes advanced warning signs, raised crosswalks, rectangular rapid flashing beacons (RRFBs), pedestrian refuge islands, and curb extensions.

Woodbridge

The Town of Woodbridge revised its Greenway plan[33] in late 2022 to help meet the town goals, as described in the Plan of Conservation & Development of building a connected community, by identifying walking paths to major town locations, reducing traffic and promoting healthy lifestyles. The major town locations include playgrounds, ball fields, public library, town hall, community center, and most significantly the business district, itself the focus of increased walkability and traffic moderation. The town maintains pathway connections to 5 surrounding towns, with the recent preservation of land along the West River enabling a future connection from the town's most trafficked area into New Haven and the pedestrian pathways being completed there.

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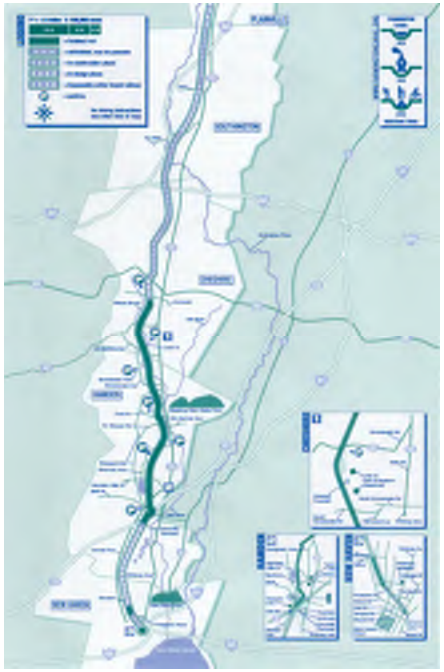


Photo 9: Source: https://www.farmingtoncanal.org/Maps.htm

[32] https://scrcog.org/wp-content/uploads/2023/05/Farmington-Canal-Trail-Crossings-Evaluation-Study-Report.pdf

[33] https://www.woodbridgect.org/DocumentCenter/View/5945/v-2022-11-Woodbridge-Greenway-Description--Plan

6. Safety Analysis

Safety Analysis Methodology

Study Period: *2019-2021*

Type of Crashes: *Fatal and Injury Crashes Only*

Performance Measure: *Equivalent Property Damage Only*

Screening Method: *Simple Ranking (for intersections)*
Sliding Window (for corridors)

This action plan uses robust data driven methodology to identify locations within the SCRCOG Region that experience high crash frequency. The crash data included in this report consisted of only injury and fatal crashes that occurred between January 1, 2019, and December 31, 2021. Limited access highways were excluded from the analysis. This report identifies 100 corridors and intersections with the highest fatal and injury crashes in the region and 40 locations with the highest number and severity of non-motorized vehicle crashes.

The safety analysis was conducted using the Connecticut Roadway Safety Management System (CRSMS)[34] developed by the University of Connecticut Transportation Safety Research Center. This web-based toolbox allows the user to identify high crash locations based on methodologies documented in the Highway Safety Manual (HSM)[35]. This toolbox currently includes all state and town-owned roadways and state-owned intersections.

6.1 Analysis Methodology

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Performance Measure

The CRSMS toolbox provides multiple FHWA recognized performance measures to utilize in the safety analysis. For this action plan, “Equivalent Property Damage Only” (EPDO) and “Average Crash Frequency” methods were used. This method calculates a score for each site based on crash frequency and severity by assigning weighting factors to crashes. EPDO attaches greater numerical value to crashes resulting in a fatality (K) or a serious injury (A), a lesser number to crashes resulting in a moderate (B) or possible injury (C), and the least value to property damage only crashes (O). The EPDO score is weighted to the per mile per year unit for segments and per year for intersections and is then adapted for ranking sites. The monetary consequences of crashes are determined using the Consumer Price Index (CPI) and Employment Cost Index (ECI) released by the U.S. Bureau of Labor Statistics (BLS) and updated annually. These values are integrated in the CRSMS system and used automatically if EPDO is selected as the performance measure. Table 2 shows the crash cost weight assigned to each level of severity.

Table 2: EPDO Score Calculation

Severity	Description	Weight Factor	Crash Cost
K	Fatal	574	$6,415,389
A	Suspected Serious Injury	30	$338,576
B	Suspected minor Injury	11	$123,646
C	Possible Injury	6	$69,541
O	Property Damage Only	1	$11,186

[34] Connecticut Roadway Safety Management System https://crsms.uconn.edu/dashboard

[35] AASHTO Highway Safety Manual. https://www.highwaysafetymanual.org/Pages/default.aspx

Screening Method

Simple Ranking

The simple ranking method is the simplest approach to rank sites based on crash frequency. This method was used to rank the high crash intersections for this report. Once an EPDO score is calculated for all intersections, this method ranks the intersections based on the value of the performance measure.

Sliding Window

For identifying high crash corridors, a sliding window method was used for this report. In this method, a window of a specified length is moved along the roadway segment with a specified incremental length. This process continues until it reaches the end of a continuous set of roadway segments. For each segment, ranking is based on the window that has the highest EPDO score. For this analysis, 0.2 miles window length was selected with a 0.1-mile increment.

6.2 High Injury Network

Roadway Segments

Appendix B includes the top 100 segments within the SCRCOG region, in order of highest to lowest EPDO score. Table 3 lists the top 100 high crash segments by municipality. As expected, high crash segments are more frequent with higher population density. 65% of the top 100 high crash segments are on state-owned roadways and the remaining 35% are on municipal-owned roadways.

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Table 3: High Crash Segments by Town

Municipality	Number of High Crash Segments		Total	Municipality	Number of High Crash Segments		Total
	State Road	Town Road			State Road	Town Road	
Bethany	3	2	5	New Haven	19	21	40
Branford	0	0	0	North Branford	4	1	5
East Haven	2	2	4	North Haven	3	0	3
Guilford	0	0	0	Orange	2	1	3
Hamden	11	2	13	Wallingford	2	1	3
Madison	1	0	1	West Haven	11	0	11
Meriden	2	3	5	Woodbridge	2	0	2
Milford	3	2	5	–	–	–	–

Figure 17 shows the distribution of segments by facility type. Evidently, the segments are primarily in urban areas with urban undivided 4 or more lanes, urban undivided 2 lanes, and urban arterial 2 lanes as the most common ones.

Once the high crash segments were identified, they were added to the diagnosis module of the CRSMS toolbox. The diagnosis module includes detailed information on crashes, vehicles, and persons so that the program users can identify the crash trends and contributing factors. An analysis of the crashes occurring within the top 100 segments revealed that the majority of crashes occur during clear weather conditions and during daylight hours.

Among the 805 crashes occurring on these 100 segments, 9.3% were fatal crashes (K), 7.2% crashes were suspected serious injury (A), 25.2% were suspected minor injury (B), and 58.3% were possible injury crashes.

Figure 16 shows the crash trends observed at the high crash segments. The CRSMS toolbox provides additional information regarding the emphasis areas identified by CTDOT in the Strategic Highway Safety Plan (SHSP).[36]

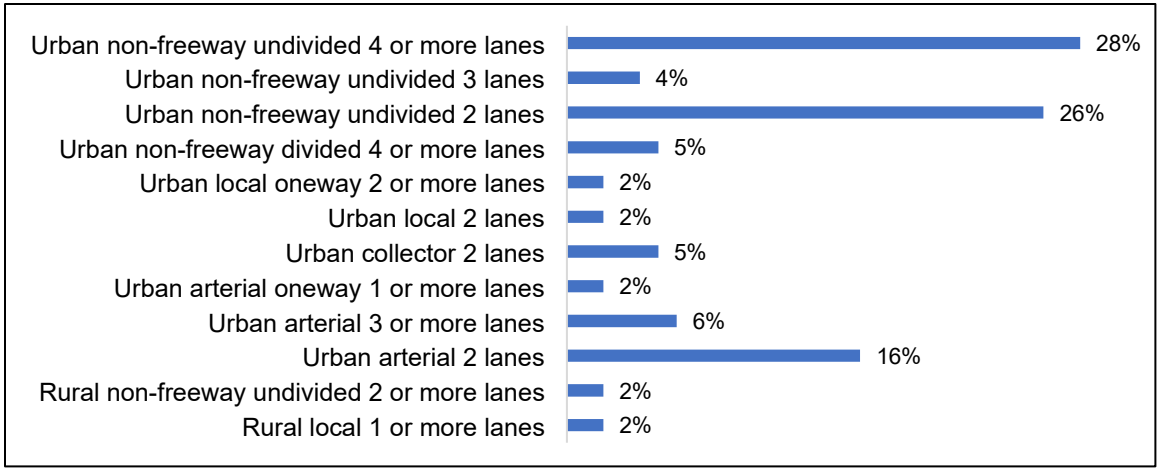


Figure 17: High Injury Crash Segments by Facility Type

The top two contributors for the segment crashes were aggressive driving and young drivers. The top two crash types were identified as front to rear crashes and angle crashes. For both crash types, the most common level of injury was possible injury (C). 61% of the crashes within the high injury crash segments happened on state routes, 14% happened on US routes, and 25% on local roads.

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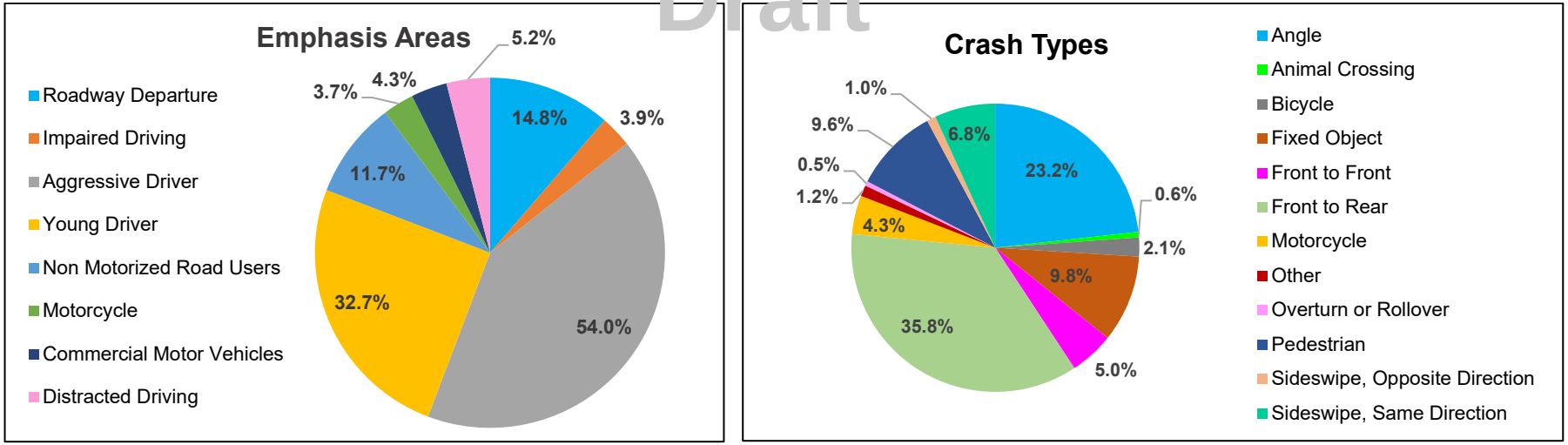


Figure 16: Crash Trends in Top 100 High Injury Roadway Segments

[36] Connecticut Strategic Highway Safety Plan, 2021. https://portal.ct.gov/DOT/Bureau-of-Policy/Strategic-Highway-Safety-Plan

Further investigation revealed that certain crashes tend to contribute to a higher level of injury compared to others. For example, motorcycle crashes are only 4.3% of all injury crashes but 34% of the motorcycle* crashes resulted in fatalities and 31% resulted in serious injuries. Similarly, 42% of the pedestrian crashes resulted in fatalities. Figure 18 shows some additional crash trends that emerged after further investigation of individual crash types and contributing factors.

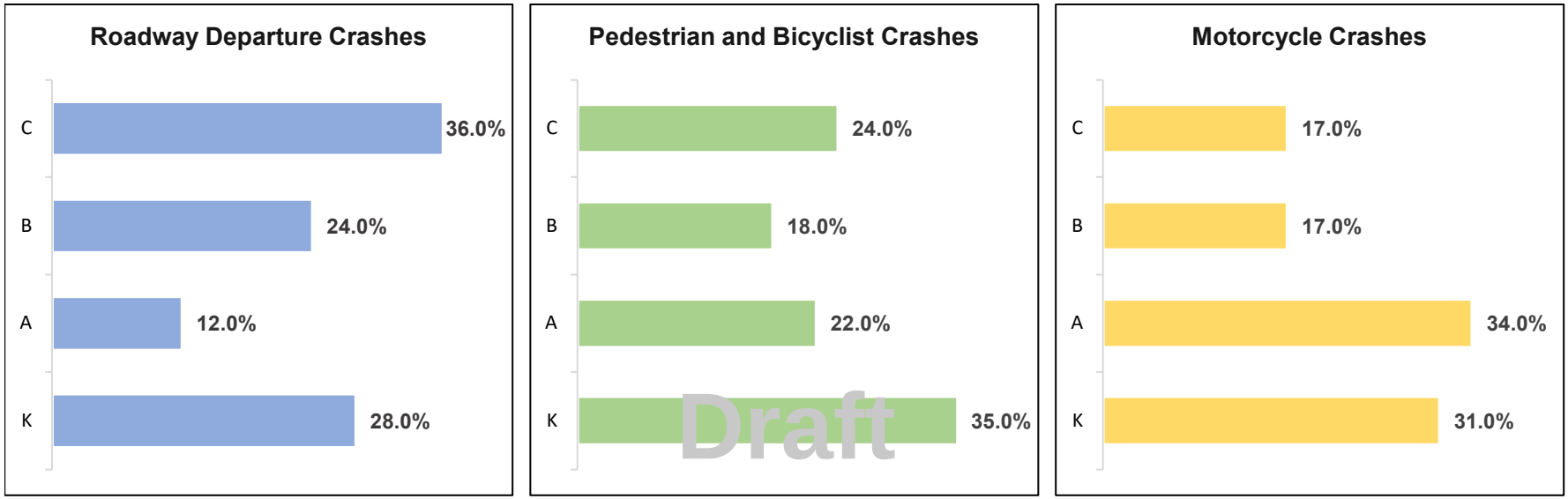


Figure 18: Additional Crash Trends Related to Injury

Figure 19 shows the locations of the high crash segments. 37 out of the 100 segments fall within disadvantaged communities as defined by the Climate and Economic Justice Screening Tool (CEJST).[37]

[37] Climate and Economic Justice Screening Tool. https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5
* Motorcycle crashes involve motorcycles, mopeds, and scooters.

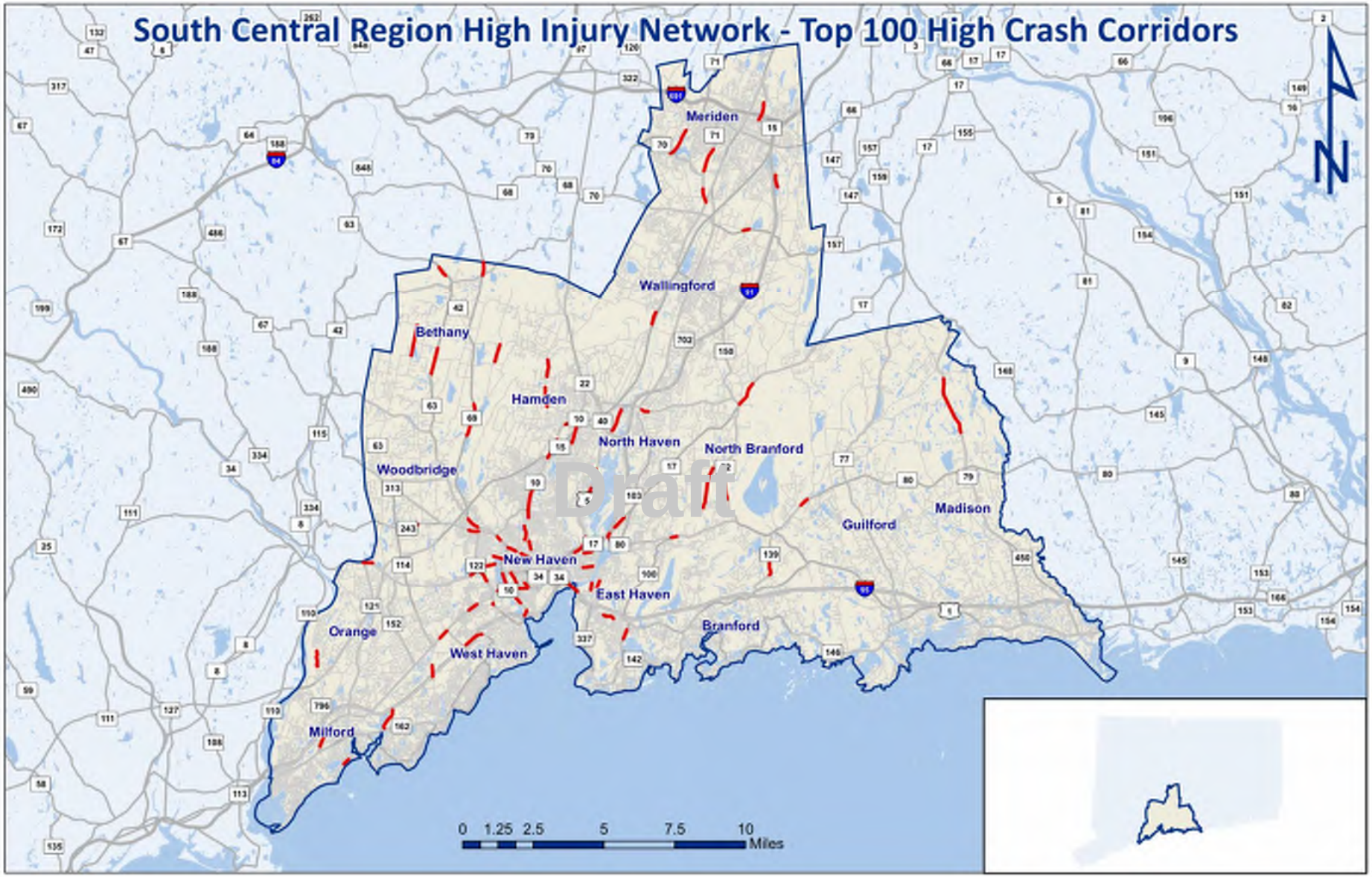


Figure 19: SCRCOG High Injury Network (Roadway Segments)

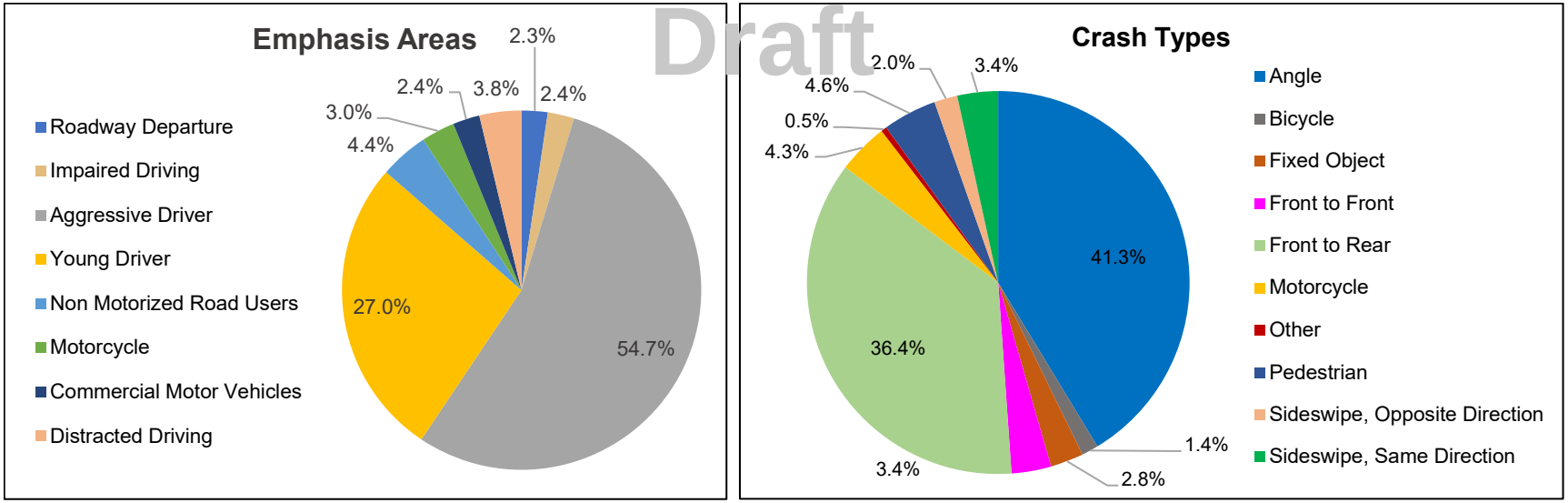
Intersections

Appendix C includes the top 100 high crash intersections within the SCRCOG region from 2019-2021. Table 4 lists the top 100 high crash intersections by town. Since the CRSMS toolbox only includes state-owned intersections, municipal-owned intersections were automatically excluded from this analysis. 82% of the top 100 high crash intersections at state-owned locations are signalized and the remaining 18% are unsignalized.

Table 4: High Crash Intersections by Town

Municipal Name	Number of High Crash Intersections	Municipal Name	Number of High Crash Intersections
Bethany	0	New Haven	33
Branford	5	North Branford	1
East Haven	2	North Haven	7
Guilford	1	Orange	8
Hamden	8	Wallingford	6
Madison	1	West Haven	13
Meriden	6	Woodbridge	3
Milford	6	–	–

Among the 1,074 crashes occurring at these 100 state-owned intersections, 1.4% were fatal (K), 7.5% were suspected serious injury (A), 24.1% were suspected minor injury (B), and 66.9% were possible injury. The top two contributors for the intersection crashes are the same as segment crashes: aggressive driving and young driver related crashes as shown in Figure 20. The top two crash types were identified as front to rear crashes and angle crashes.



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Figure 20: Crash Trends at Top 100 High Crash Intersections

Additional examination showed that 39% of motorcycle* crashes result in serious injury even though motorcycle crashes are only 4.3% of all injury crashes occurring at intersections. Figure 21 shows some additional crash trends that emerged after further investigation of individual crash types and contributing factors.

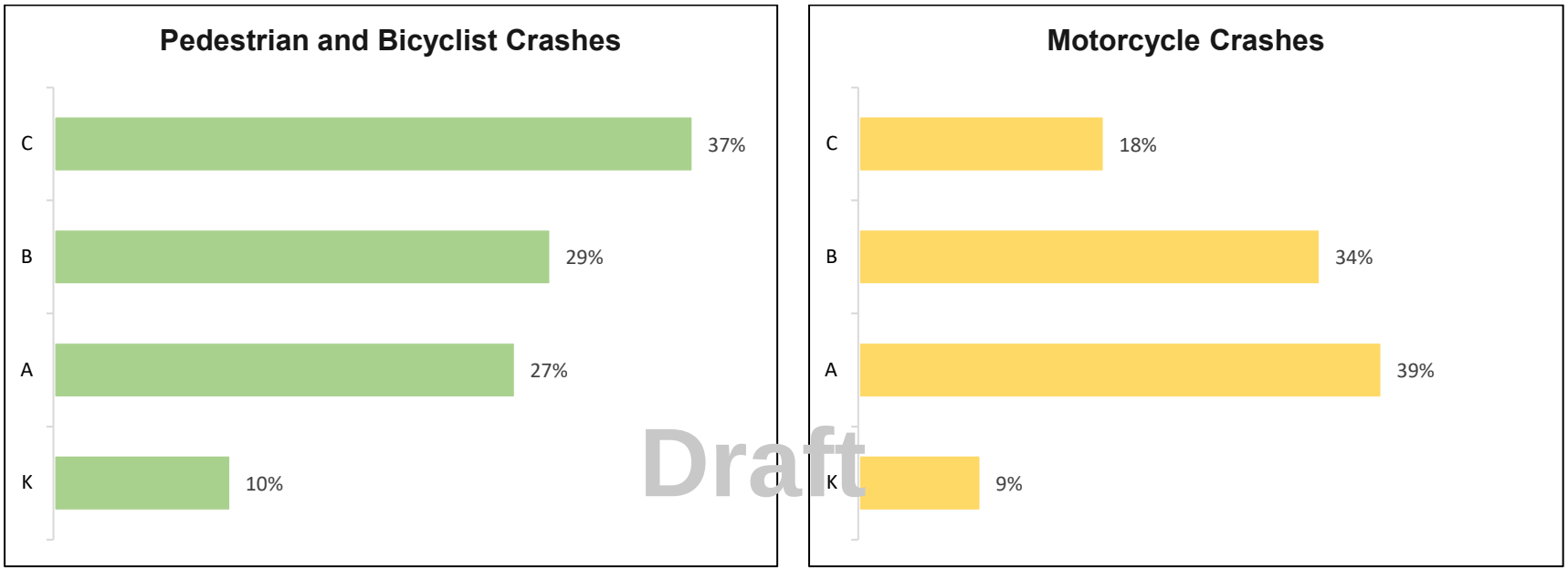


Figure 21: Additional Crash Trends at Intersections

Figure 22 shows the locations of the high crash intersections. 39 out of the 100 intersections fall within disadvantaged communities as defined by the Climate and Economic Justice Screening Tool (CEJST)[38].

[38] Climate and Economic Justice Screening Tool. https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5
* Motorcycle crashes involve motorcycles, mopeds, and scooters.

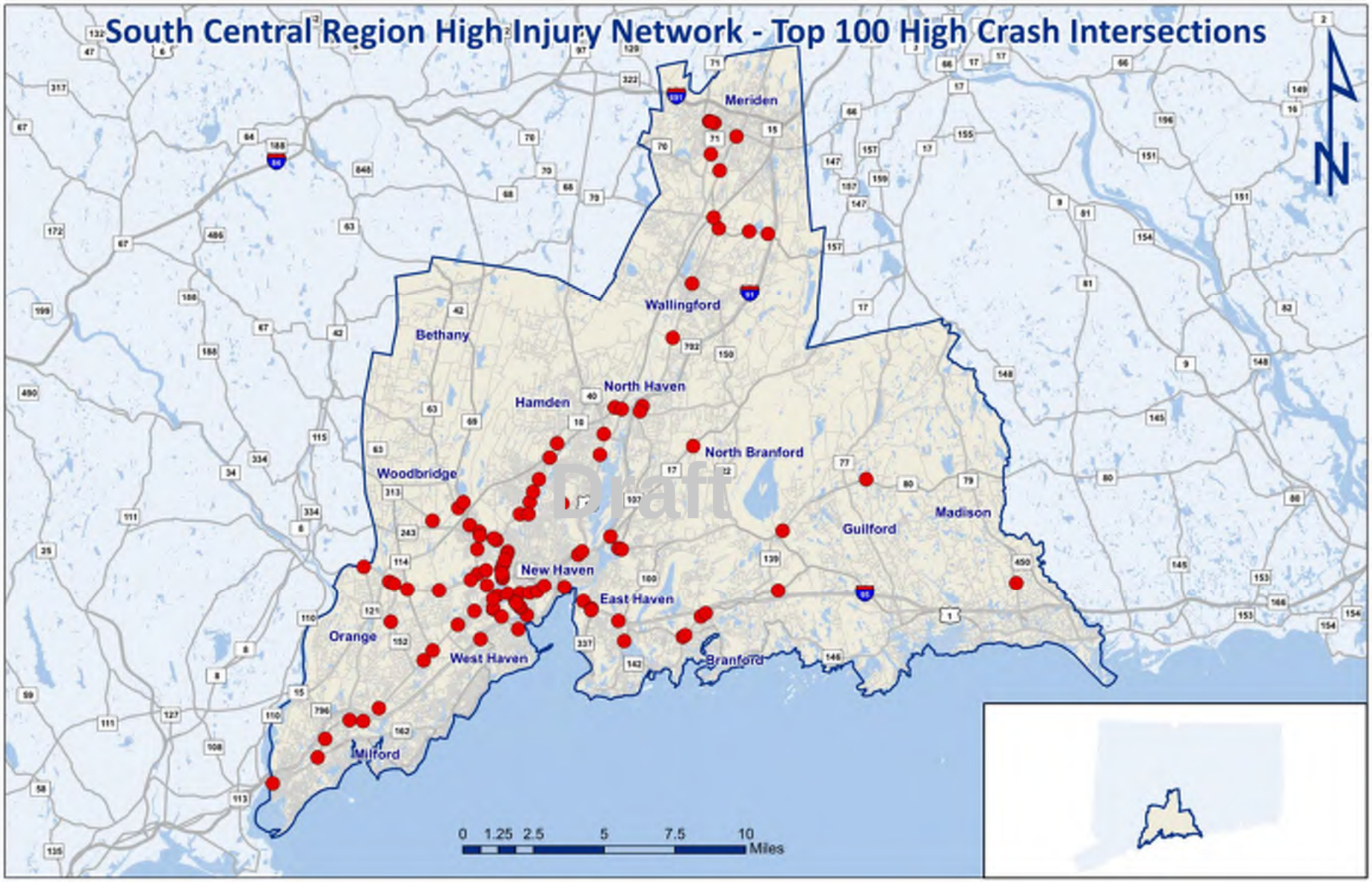


Figure 22: SCRCOG High Injury Network (Intersections)

Pedestrian and Bicyclist Related Crash Locations

The methodology for identifying locations with high pedestrian and bicycle crash frequency and severity was same as determining the high crash roadway segments and intersections. Using the CRSMS toolbox, high crash segments and intersections were identified that experiences higher pedestrian and bicycle crashes. Then the list was combined, and the top 40 locations were ranked based on the EPDO score. Appendix D identifies these 40 locations in order of highest to lowest EPDO score. Table 5 lists the top 40 high crash location for non-motorized crashes by municipality.

Within the SCRCOG region, pedestrian and bicycle crashes are more likely to occur on roadway segments than at intersections. Among the top 40 crash locations, there were only 5 intersections considered at high risk for non-motorized road users and the remaining locations were along various roadway segments.

Pedestrians and bicyclists are vulnerable road users and susceptible to higher level of injuries compared to motor vehicle users as seen in Figure 23. 45% of the pedestrian injury crashes occurring at the top 40 high risk locations from 2019-2021 were fatal. 24% of the crashes were serious injury crashes. These statistics demonstrate how pedestrians and bicycle crashes result in more injuries compared to motorized vehicle crashes. Another factor in these crashes is illumination. According to the crash data from 2019-2021 36% of the pedestrian crashes happened on dark but lighted roadway segments.

Figure 24 displays the sites of the data-identified high crash locations. Half of the 40 locations occurred within disadvantaged communities as defined by the Climate and Economic Justice Screening Tool (CEJST).[39]

Table 5: High Pedestrian and Bicyclist Crash Locations by Town

Town Name	Number of High Crash Locations	Town Name	Number of High Crash Locations
Bethany	2	New Haven	19
Branford	0	North Branford	1
East Haven	1	North Haven	0
Guilford	0	Orange	1
Hamden	5	Wallingford	1
Madison	0	West Haven	5
Meriden	3	Woodbridge	0
Milford	2	–	–

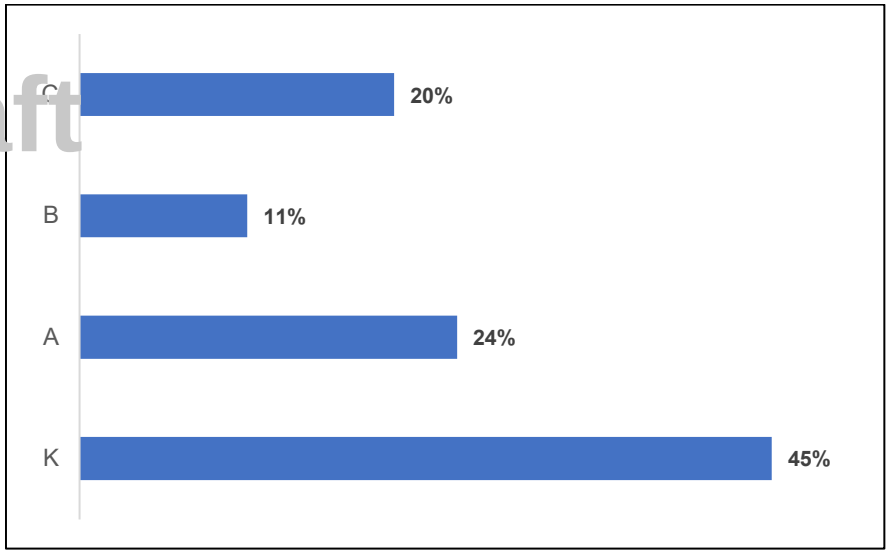


Figure 23: Non-Motorized Crashes by Level of Injury

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[39] Climate and Economic Justice Screening Tool. https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5

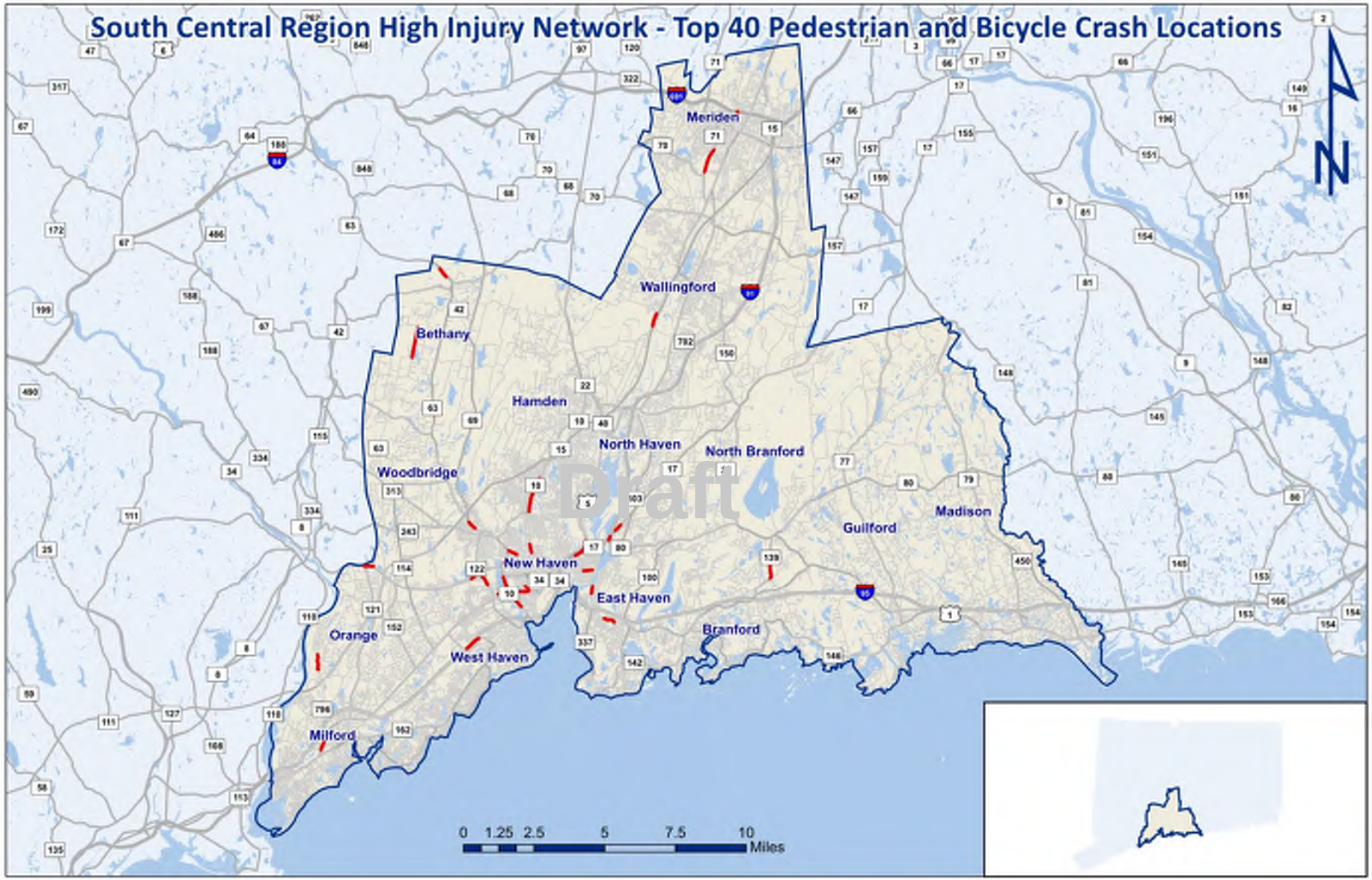


Figure 24: SCRCOG High Injury Network (Pedestrian & Bicyclists)

6.3 Crashes within Disadvantaged Communities

The high injury network identified in the previous section comprises of 100 roadway segments, 100 intersections and 40 pedestrian and bicycle crash locations. Within this network, 37 roadway segments, 39 intersections and 20 pedestrian and bicycle crash locations fall within disadvantaged communities, as defined by the Climate and Economic Justice Screening Tool (CEJST)[40]. According to the 2020 census data, 4% of SCRCOG's total area is designated as disadvantaged and 20% of SCRCOG's population live in these communities.

47% of the total injury crashes within the high injury network happened in disadvantaged communities. Even though the disadvantaged communities comprise of a small portion of SCRCOG, 32% of all fatal crashes and 45% of all serious injury crashes happened within these communities.

Figure 25 shows a comparison between disadvantaged and non-disadvantaged communities. It is evident that the pedestrians and bicyclists in disadvantaged communities are more vulnerable as 57% of pedestrian injury crashes and 63% of bicyclist injury crashes occurred in these communities. These statistics reinforce the notion that equity is an important part of road safety, and it should be considered while allocating available funding.

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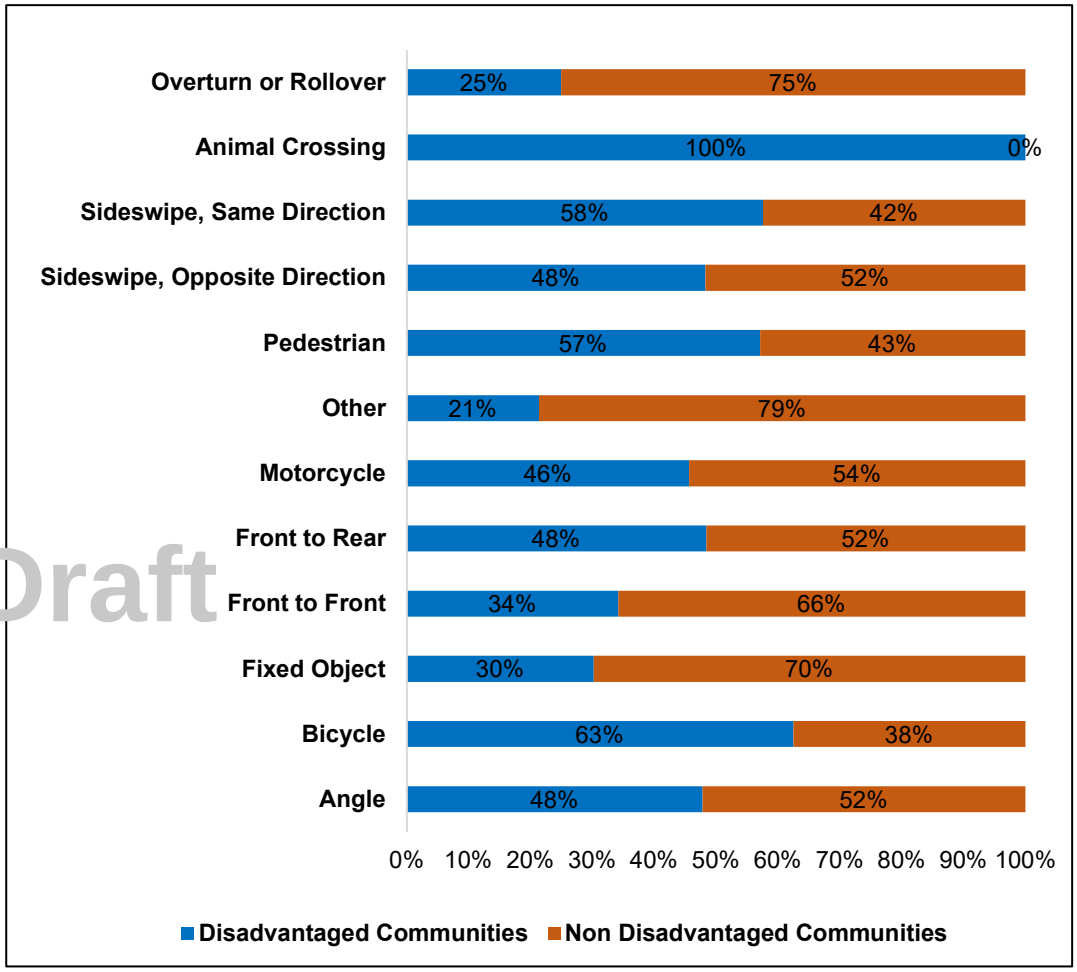


Figure 25: Comparison between disadvantaged and non-disadvantaged communities

[40] Climate and Economic Justice Screening Tool. https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5

7. Potential Countermeasures

This chapter identifies potential countermeasures to mitigate crashes at locations identified in the previous chapter. Various resources (CMF Clearing House, Proven Safety Countermeasures by (USDOT) were referenced to provide applicable and low-cost solutions to mitigate crashes and improve safety. Based on the safety analysis, the contributing factors behind the crashes could be attributed to both physical infrastructure and road-user behavior.

Crash Contributing Factors

- Failure to yield right of way.
  - Unaware of intersection
  - Poor visibility of sign/signal
  - Misjudgment of the gap in traffic
- Aggressive Driving.
  - Speeding
  - Red light running
  - Following too closely
  - Improper lane change
- Vehicles not yielding to pedestrians/bicyclists.
- Roadway departure.
- Crossing without crosswalk.
- Conflict with vehicles coming out/turning into the driveways.
- Driving under influence.
- Distracted driving.
- Drowsy Driving.

Table 6 provides possible engineering countermeasures for reducing crashes at intersections and roadway segments. The effectiveness of these countermeasures depends on crash type, level of severity, roadway type, AADT, etc. Before implementing any of these strategies, detailed investigation of the selected locations will be required to ensure that they are feasible and context sensitive. While selecting countermeasures, low to medium cost options were prioritized instead of high-cost remedies to offer roadway owners viable and affordable solutions to improve roadway safety.

Table 7 provides potential strategies to mitigate the behavioral components that contribute to crashes. Factors such as speeding, aggressive driving, impaired/drowsy driving etc. require behavior modifications to reduce crash frequency and severity. Infrastructure alone is not sufficient to improve safety. Initiatives to raise public awareness, bolster and expand driver education to address behavior related safety issues, and increased law enforcement can increase users' awareness regarding risky driving and its negative consequences.

Non-infrastructure countermeasures can modify behaviors that contribute to crashes by demonstrating safe behavior, reinforcing safety messaging, including potentially fatal results from the risky driving practices and can increase the percentages of responsible roadway users.

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Table 6: Potential Engineering Countermeasures

Countermeasure		Target Crashes	Severity	Roadway Type	Effectiveness	Reference
Rumble Strip	Install centerline rumble strips	Head On, Sideswipe	All	Not Specified	26% to 49%	https://www.cmfclearinghouse.org/study_detail.php?stid=207
		Head On, Sideswipe	K,A,B,C	Not Specified	35% to 64%	
	Install shoulder rumble strip	All	K,A,B,C	Principal Arterial Other, Freeways and Expressways	6% to 20%	
		All	K,A,B,C	Not Specified	5% to 44%	
		Run Off Road	All	Principal Arterial Other, Freeways and Expressways	6% to 33%	
		Run Off Road	All	Not Specified	16% to 44%	
		Run Off Road	K,A,B,C	Principal Arterial Other Freeways and Expressways	7% to 23%	
		Run Off Road	K,A,B,C	Not Specified	15% to 57%	
	Install edgeline rumble strip	Run Off Road	K,A,B,C	Principal Arterial Other, Freeways and Expressways	25% to 29%	
		Run Off Road	K,A,B,C	Not Specified	25% to 43%	
Clear Zone	Flatten side slope from 1V:3H to 1V:4H	Single-Vehicle	All	Minor Arterial	8%	https://www.cmfclearinghouse.org/study_detail.php?stid=23
	Flatten side slope from 1V:4H to 1V:6H	Single-Vehicle	All	Minor Arterial	12%	
	Increase distance to roadside features from 3.3 ft to 16.7 ft	All	All	All	22%	https://www.cmfclearinghouse.org/study_detail.php?stid=14
	Increase distance to roadside features from 16.7 ft to 30 ft	All	All	All	44%	
	Remove or relocate Roadside fixed objects outside of Clear Zone	Fixed Object	All	Not Specified	98%	https://www.cmfclearinghouse.org/study_detail.php?stid=180

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Countermeasure		Target Crashes	Severity	Roadway Type	Effectiveness	Reference
Access Management	Reduce driveway density	All	Injury	Minor Arterial	25-31%	https://www.cmfclearinghouse.org/study_detail.php?stid=14
Lighting	Provide highway lighting	All	K	All	69%	https://www.cmfclearinghouse.org/study_detail.php?stid=14
		Nighttime	A,B,C	All	28%	
	Provide intersection illumination	All	K	Not Specified	77%	
		All	A,B,C	Not Specified	50%	
		Nighttime	A,B,C	Not Specified	38%	
		Vehicle-Pedestrian	K	Not Specified	78% to 82%	
		Vehicle-Pedestrian	A,B,C	Not Specified	59%	
Friction	Install high friction surface treatment	Run Off Road	All	Not Specified	43% to 77%	https://www.cmfclearinghouse.org/study_detail.php?stid=599
		Wet Road	All	Not Specified	71% to 90%	
	Increased pavement friction	All	All	All	57%	https://www.cmfclearinghouse.org/study_detail.php?stid=23
		Wet Road	All	All	57%	
		Single-Vehicle	All	All	30%	
Barriers	Install cable barrier and guardrail	All	All	Not Specified	57%	https://www.cmfclearinghouse.org/study_detail.php?stid=651
		All	K,A,B,C	Not Specified	70%	
	Install median barrier	All	K	Principal Arterial Other	43%	https://www.cmfclearinghouse.org/study_detail.php?stid=14
		All	A,B,C	Principal Arterial Other	30%	
	Install roadside barrier	Run Off Road	K,A,B,C	Not Specified	51%	https://www.cmfclearinghouse.org/study_detail.php?stid=400
Parking	Prohibit on-street parking	All	K,A,B,C	Principal Arterial Other	22%	https://www.cmfclearinghouse.org/study_detail.php?stid=297
Traffic Calming	Area-wide or corridor-specific traffic calming	All	A,B,C	All	11%	https://www.cmfclearinghouse.org/study_detail.php?stid=14
	Install transverse rumble strips as traffic calming device	All	All	Local	34%	
		All	A,B,C	Local	36%	

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Countermeasure		Target Crashes	Severity	Roadway Type	Effectiveness	Reference
Signs and Markings	Install chevron signs on horizontal curves	Head on, Run off road, Sideswipe	All	All	22%	https://www.cmfclearinghouse.org/study_detail.php?stid=160
	Install oversized chevron signs	All	K,A,B,C	Not Specified	15%	https://www.cmfclearinghouse.org/study_detail.php?stid=482
		Nighttime	All	Not Specified	11% to 44%	
	Advance static curve warning signs	All	A,B,C	Not Specified	30%	
	Install combination horizontal alignment/ advisory speed signs	All	A,B,C	Not Specified	13%	
	Install dynamic speed feedback sign	All	All	Not Specified	5% to 7%	https://www.cmfclearinghouse.org/study_detail.php?stid=418
		Single-Vehicle	All	Not Specified	5%	
	Install in-lane curve warning pavement markings	All	All	Not Specified	29% to 35%	https://www.cmfclearinghouse.org/study_detail.php?stid=564
		All	K,A,B,C	Not Specified	23% to 31%	
		Run Off Road	All	Not Specified	23% to 26%	
	Install edge lines (Tangents & Curves)	All	All		15.20%	https://www.cmfclearinghouse.org/study_detail.php?stid=583
		All	K,A,B,C		19.30%	
	Provide "Stop Ahead" pavement markings	All	K,A,B,C	Not Specified	69% to 86%	https://www.cmfclearinghouse.org/study_detail.php?stid=494
		Angle	K,A,B,C	Not Specified	71% to 88%	
		Rear End	K,A,B,C	Not Specified	86% to 96%	
	Install advanced yield or stop markings and signs	Rear End, Sideswipe	All	Minor Arterial	20%	https://www.cmfclearinghouse.org/study_detail.php?stid=487
		Vehicle/Pedestrian	All	Minor Arterial	25%	
	Introduce painted left-turn channelization	All	All	Not Specified	33%	https://www.cmfclearinghouse.org/study_detail.php?stid=33
		Rear End, Sideswipe	All	Not Specified	39%	
	Implement systemic signing and marking improvements at stop-controlled intersections	All	K,A,B,C	All	10%	https://www.cmfclearinghouse.org/study_detail.php?stid=492
		Nighttime	K,A,B,C	All	15%	
		Angle	All	All	6% to 17%	
	Implement systemic signing and visibility improvements at signalized intersections	All	K,A,B,C	All	9% to 25%	
		Nighttime	All	All	4% to 12%	
		Angle	All	All	12% to 35%	

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Countermeasure		Target Crashes	Severity	Roadway Type	Effectiveness	Reference
Turn Lanes	Introduce raised/curb left-turn channelization	All	All	Not Specified	13%	
		Rear End, Sideswipe	All	Not Specified	25%	
	Improve left-turn lane offset to create positive offset	All	All	Not Specified	34%	https://www.cmfclearinghouse.org/study_detail.php?stid=389
		All	K,A,B,C	Not Specified	36%	
		Left Turn	All	Not Specified	38%	
		Rear end	All	Not Specified	32%	
	Installation of left-turn lanes on both major road approaches	All	All	Minor Arterial	33%	https://www.cmfclearinghouse.org/study_detail.php?stid=24
	Provide a right-turn lane on both major-road approaches	All	K,A,B,C	Minor Arterial	17% to 41%	
	Provide a left-turn lane on one major-road approach	All	All	Minor Arterial	7% to 18%	
	Provide a right-turn lane on one major-road approach	All	All	Not Specified	4% to 14%	
		All	K,A,B,C	Not Specified	9% to 23%	
	Improve angle of channelized right turn lane	All	All	Not Specified	44%	https://www.cmfclearinghouse.org/study_detail.php?stid=466
		Right Turn, Other	All	Not Specified	60%	
Signal Phasing	Change left-turn phase from permissive to protected/permissive or permissive/protected phasing on one or more approaches	Left Turn	K,A,B,C	Not Specified	16%	https://www.cmfclearinghouse.org/study_detail.php?stid=297
	Change from permissive only to flashing yellow arrow protected/permissive left turn	Left Turn	K,A,B,C	Not Specified	41%	https://www.cmfclearinghouse.org/study_detail.php?stid=422
	Increase all red clearance interval	All	K,A,B,C	Not Specified	14%	
		Rear End	All	Not Specified	20%	
	Increase total change interval (remains less than ITE recommended practice)	All	K,A,B,C	Not Specified	34%	
		Rear End	All	Not Specified	15%	
		Angle	All	Not Specified	16%	
	Increase yellow change interval	Rear End	All	Not Specified	7%	

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Countermeasure		Target Crashes	Severity	Roadway Type	Effectiveness	Reference
Visibility	Improve signal visibility	All	K,A,B,C	Not Specified	29%	https://www.cmfclearinghouse.org/study_detail.php?stid=247
	Increase retro reflectivity of STOP signs	All	K,A,B,C	All	6% to 9%	https://www.cmfclearinghouse.org/study_detail.php?stid=388
	Install new fluorescent curve signs or upgrade existing curve signs to fluorescent sheeting	Head on, Nighttime, Non-intersection, Run off road, Sideswipe	All	All	34%	
	Install dynamic signal warning flashers	All	All	Not Specified	19%	https://www.cmfclearinghouse.org/study_detail.php?stid=290
		Angle	All	Not Specified	26%	
		Rear End	All	Not Specified	21%	
	Install a combination of chevron signs, curve warning signs, and/or sequential flashing beacons	All	All	Principal Arterial Other Freeways and Expressways	25% to 58%	https://www.cmfclearinghouse.org/study_detail.php?stid=102
		Angle, Fixed object, Sideswipe, Head on, Rear End, Single vehicle	All	Principal Arterial Other Freeways and Expressways	13% to 38%	
		Run Off Road	All	Principal Arterial Other Freeways and Expressways	24% to 56%	
				Principal Arterial Other Freeways and Expressways		
	Add retroreflective sheeting to signal backplates	All	All	Not Specified	15%	https://www.cmfclearinghouse.org/study_detail.php?stid=85
Pedestrians & Bicycles	Add exclusive pedestrian phasing	Vehicle/Pedestrian	All	Not Specified	35%	https://www.cmfclearinghouse.org/study_detail.php?stid=330
	Increase length of signal phases to allow pedestrians more crossing time	Vehicle/Pedestrian	All	Not Specified	51%	https://www.cmfclearinghouse.org/study_detail.php?stid=579
	Install pedestrian countdown timer	Rear End	All	Not Specified	13%	
		Vehicle/Pedestrian	All	Not Specified	9%	

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Countermeasure		Target Crashes	Severity	Roadway Type	Effectiveness	Reference
Pedestrians & Bicycles Contd.)	Install a pedestrian hybrid beacon (PHB or HAWK)	Vehicle/Pedestrian	All	All	37% to 46%	https://www.cmfclearinghouse.org/study_detail.php?stid=611
			K,A,B,C	All	25% to 45%	
		Rear End	All	All	12% to 22%	
			K,A,B,C	All	29% to 36%	
		Angle	All	All	13% to 29%	
			K,A,B,C	All	22% to 45%	
	Install raised median with or without marked crosswalk (uncontrolled)	All	All	Minor Arterial	26%	
		Rear End, Sideswipe	All	Minor Arterial	26%	
		Vehicle/Pedestrian	All	Minor Arterial	32%	
	Install rectangular rapid flashing beacon (RRFB)	Vehicle/Pedestrian	All	Minor Arterial	47%	
	Install sidewalk	Vehicle/Pedestrian	All	All	40%	https://www.cmfclearinghouse.org/study_detail.php?stid=665
	Presence of a pedestrian crosswalk at midblock locations	Vehicle/Pedestrian	All	Not Specified	18%	https://www.cmfclearinghouse.org/study_detail.php?stid=656
	Median treatment for ped/bike safety	Vehicle/Bicycle, Vehicle/Pedestrian	K	Not Specified	86%	https://www.cmfclearinghouse.org/study_detail.php?stid=502
	Presence of median	Vehicle/Bicycle	All	Not Specified	3%	https://www.cmfclearinghouse.org/study_detail.php?stid=223
	Install bicycle boulevard	Vehicle/Bicycle	All	Not Specified	63%	https://www.cmfclearinghouse.org/study_detail.php?stid=221
	Install cycle tracks, bike lanes, or on-street cycling	Vehicle/Bicycle	A,B,C	Not Specified	8% to 94%	https://www.cmfclearinghouse.org/study_detail.php?stid=274
	Provide protected left-turn phase	Vehicle/Bicycle	All	Not Specified	31%	https://www.cmfclearinghouse.org/study_detail.php?stid=585
	Leading pedestrian intervals	Vehicle/Pedestrian	All	All	9% to 46%	https://www.cmfclearinghouse.org/study_detail.php?stid=559

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Table 7: Potential Strategies to Improve Road-User Behavior

Concern	Behavioral Countermeasure	References
Drowsy Driving	Support the DPS to provide evidence-based awareness and educational message strategies that address why drowsy driving is risky, how motorists can prevent drowsy driving, signs and symptoms of drowsy driving, and strategies for dealing with drowsiness as a driver. Investigate drowsy driving legislation and potential for changing awareness and attitudes towards drowsy driving. Identify high risk drivers for drowsy driving. The National Sleep Foundation has a Drowsy Driving Prevention Week in November to help reduce the number of drowsy-driving related crashes in the United States. Campaign materials are provided for this campaign event through the National Highway Traffic Safety Administration (NHTSA). The US DOT Traffic Safety Marketing provides a Fact Sheet, Sample News Release, and an educational sheet that address drowsy driving prevention.	https://www.nhtsa.gov/risky-driving/drowsy-driving
		https://www.cdc.gov/sleep/features/drowsy-driving.html
		https://www.thensf.org/drowsy-driving-prevention/
		https://www.fmcsa.dot.gov/driver-safety/sleep-apnea/drowsy-driving-quiz
		https://www.ntsb.gov/Advocacy/safety-alerts/Documents/SA-061.pdf
		https://www.thensf.org/drowsy-driving-prevention/
Speeding	"When Speeding Kills" marketing campaign materials are provided by the Connecticut Department of Transportation to encourage safe travel speeds in Connecticut. Alternative campaign materials that share the message "Stop Speeding before it Stops You" are provided by the USDOT's Traffic Safety Marketing (TSM) website. Banner Ads, media, logos, radio ads, television ads, and web videos for speed campaigns are provided by the US DOT Traffic Safety Marketing and NHTSA.	https://www.nhtsa.gov/risky-driving/speeding#issue-%20consequences
		https://icsw.nhtsa.gov/newtsm/tk-speeding/
		https://www.trafficsafetymarketing.gov/get-materials/speed-prevention/speeding-wrecks-lives
		https://www.trafficsafetymarketing.gov/get-materials/speed-prevention/speeding-wrecks-lives/speeding-slows-you-down-enforcement
Older Driver Safety	Older driver campaigns focus on providing resources for older drivers, their families, caregivers, medical providers, and law enforcement to educate how age and medical conditions can affect driving, how to assess older driver safety issues, and other transportation options in case an older driver's mobility is threatened when they are no longer recommended to drive a motor vehicle. NHTSA provides information for what to do if an individual has concerns about an older driver's ability to drive and what the proper licensing procedures are for older drivers. The US DOT Traffic Safety Marketing webpage provides marketing resources for the DriveWell campaign that focuses on older driver safety and mobility.	https://www.trafficsafetymarketing.gov/get-materials/older-drivers
		https://www.nhtsa.gov/older-drivers/keeping-our-older-drivers-safe-road
		https://www.cdc.gov/injury/features/older-driver-safety/index.html

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Concern	Behavioral Countermeasure	References
Younger Driver Safety	Crashes are the leading cause of teen deaths, according to NHTSA. Public education campaigns that focus on younger driver safety highlight how to properly prepare younger drivers and their families for the responsibility of driving. NHTSA uses crash trends, safety messages, and various resources to discuss teen driver licensing requirements and key risk factors for younger drivers including illegal use of alcohol, seat belt use, and distracted driving. NHTSA also highlights the importance of influence that parents, educators, coaches, and other trusted adults have on younger drivers and their behaviors. The US DOT's Traffic Safety Marketing webpage provides posters that communities can share on social media that are specifically marketed towards younger driver safety.	https://www.nhtsa.gov/book/countermeasures/countermeasures-work/young-drivers https://www.nhtsa.gov/road-safety/teen-driving https://www.cdc.gov/niosh/motorvehicle/topics/youngdrivers/default.html https://www.trafficsafetymarketing.gov/get-materials/teen-safety/national-teen-driver-safety-week
Drunk Driving	The USDOT and the National Highway Traffic Safety Administration (NHTSA) provide marketing campaign materials for year- round education such as "Buzzed Driving is Drunk Driving" or "Drive Sober or Get Pulled Over". The United States Department of Transportation issue encourages the use of their "No Refusal Toolkit" which is an enforcement strategy that allows jurisdictions to obtain search warrants for blood samples from drivers suspected of drinking who refuse breath tests. The US DOT website explains that this program should be publicized to let the public know that the chance of being caught and facing the consequences of drunk driving are high. Banner ads, media, logos, radio ads, television ads, and web videos for drunk driving campaigns are provided by the US DOT Traffic Safety Marketing and NHTSA. NHTSA also provides a yearly Communications Calendar that the organization uses to encourage communities to share campaign material by topic at specific times of the year as an increased awareness strategy.	https://www.cdc.gov/transportationsafety/impaired_driving/strategies.html https://www.nhtsa.gov/campaign/drive-sober-or-get-pulled-over https://www.nhtsa.gov/campaign/buzzed-driving https://www.nhtsa.gov/risky-driving/drunk-driving https://www.trafficsafetymarketing.gov/get-materials/drunk-driving https://www.cdc.gov/transportationsafety/impaired_driving/strategies.html
Motorcycle Safety	NHTSA's motorcycle safety message focuses on all road users sharing the road, motorcyclists making themselves visible, the use of DOT-compliant helmets, and riding sober. NHTSA provides information on the safest road behaviors. Banner ads, media, logos, radio ads, television ads, and web videos for motorcycle safety campaigns are provided by the US DOT Traffic Safety Marketing and NHTSA. NHTSA also provides a yearly Communications Calendar that the organization uses to encourage communities to share campaign material by topic at specific times of the year as an increased awareness strategy.	https://www.trafficsafetymarketing.gov/get-materials/motorcycle-safety https://www.nhtsa.gov/road-safety/motorcycles https://msf-usa.org/

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Concern	Behavioral Countermeasure	References
Distracted Driving	NHTSA describes distracted driving as any activity that diverts the attention of the driver from driving, including using electronic devices, eating and drinking, talking to people in your vehicle, changing the station on the radio, entertainment/navigation systems, etc. NHTSA provides resources on its website to educate Americans on the dangers of distracted driving. NHTSA provides suggestions for how teens, parents, employers, and educators can get involved with preventing distracted driving and how to make your voice heard to educate your community. USDOT provides Traffic Safety Marketing focused on combating distracted driving through television ads that are available to every community. Banner Ads, media, logos, radio ads, television ads, and web videos for distracted driving campaigns are provided by the US DOT Traffic Safety Marketing and NHTSA. NHTSA also provides a yearly Communications Calendar that the organization uses to encourage communities to share campaign material by topic at specific times of the year as an increased awareness strategy.	https://www.nhtsa.gov/risky-driving/distracted-driving
		https://www.cdc.gov/transportationsafety/distracted_driving/index.html
		https://www.iihs.org/topics/distracted-driving
		https://www.nsc.org/road/safety-topics/distracted-driving/distracted-driving-home
		https://www.nhtsa.gov/campaign/distracted-driving
		https://www.trafficsafetymarketing.gov/get-materials/distracted-driving
		https://www.transportation.gov/mission/performance/distracted-driving-campaign
Pedestrian Safety	The Watch for Me CT campaign is run by the Connecticut Department of Transportation in partnership with the Connecticut Children's Medical Center Injury Prevention Center. This shares a message of responsibility for everyone on Connecticut roads, including pedestrians and bicyclists. The Watch for Me CT website provides facts about pedestrian crashes, pedestrian laws, and safety tips. The Watch for Me CT website also includes tips for drivers and campaign materials. NHTSA's pedestrian safety webpage provides pedestrian safety related research, tips, curriculum and programs that can be shared in any community to discuss pedestrian safety. The US DOT's Traffic Safety Marketing website provides campaign materials such as banner ads, media, logos, radio ads, television ads, and web videos for pedestrian campaigns used throughout the Country. NHTSA also provides a yearly Communications Calendar that the organization uses to encourage communities to share campaign material by topic at specific times of the year as an increased awareness strategy.	https://watchformect.org/
		https://portal.ct.gov/DOT/Commissions/Share-the-Road-CT/Share-the-Road-CT
		https://safety.fhwa.dot.gov/local_rural/pedcampaign/
		https://www.trafficsafetymarketing.gov/get-materials/pedestrian-safety
		https://www.nhtsa.gov/pedestrian-safety/how-pedestrians-can-walk-safely

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Concern	Behavioral Countermeasure	References
Bicyclist Safety	The Watch for Me CT campaign is run by the Connecticut Department of Transportation in partnership with the Connecticut Children's Medical Center Injury Prevention Center. They share a message of responsibility for everyone on Connecticut roads, including pedestrians and bicyclists. The Watch for Me CT website provides facts about bicyclist crashes, bicyclist laws, and safety tips. The Watch for Me CT website also includes tips for drivers and campaign materials. NHTSA's bicyclist safety webpage provides bicyclist safety related research, tips, curriculum and programs that can be shared in any community to discuss bicyclist safety. The US DOT's Traffic Safety Marketing website provides campaign materials such as banner Ads, media, logos, radio ads, television ads, and web videos for bicyclist campaigns used throughout the Country. NHTSA also provides a yearly Communications Calendar that the organization uses to encourage communities to share campaign material by topic at specific times of the year as an increased awareness strategy.	https://watchformect.org/
		https://www.nhtsa.gov/road-safety/bicycle-safety
		https://www.nhtsa.gov/bicycle-safety/learn-bike-safely
		https://portal.ct.gov/-/media/DOT/documents/dprogserv/SRTS/CTSRTSCTKEduc7505PromoteBikeSafetypdf.pdf
		https://helmets.org/campaign.htm
NHTSA Communications Calendar: https://www.trafficsafetymarketing.gov/calendars		

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8. Funding

Funding Program	Eligible Applicants	Guidelines
Local Transportation Capital Improvement Program (LoTCIP)	Municipalities within a COG are eligible for funding by submitting project proposals to the COG who ranks, selects, and submits to CTDOT.	Provides money to municipalities for transportation capital improvement projects. Eligible projects include reconstruction, pavement rehabilitation, sidewalks, and multi-use trails. All projects must be located on federally eligible roadways (except for multi-use trails). The municipality pays 100% of project design costs (considered local share) and 100% LOTCIP State-funded construction phase. https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design-Local-Roads-LOTCIP
Transportation Rural Improvement Program (TRIP)	Only municipalities with fifty percent or more of their population living in rural areas are eligible to apply for the current solicitation.	Funds municipal transportation improvements in rural municipalities. Eligible projects include roadway, signal, and structural and bridge safety improvements on a eligible roadways (minor rural collector road or greater). Additionally, on- and off-road bicycle facilities, sidewalks, and multi-use trails for pedestrian and cyclist accessibility are eligible anywhere within a rural boundary. https://portal.ct.gov/dot/pp_bureau/trip
Section 5310 Grant Program	Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation.	Intended to improve mobility for seniors and individuals with disabilities. Eligible applicants are state and local governments, non-profit organizations, and transit districts. https://portal.ct.gov/DOT/Publictrans/Bureau-of-Public-Transportation/Section-5310-Program-Enhanced-Mobility-for-Seniors-and-Individuals-with-Disabilities
Congestion Mitigation Air Quality Improvement Program (CMAQ)	State's Metropolitan Transportation Organizations (MPOs) and the Rural Councils of Governments (COGs).	Funds a wide range of projects that address traffic congestion and air quality, including transit facility improvements, bicycle paths, and alternative-fuel vehicle purchases. https://portal.ct.gov/-/media/DOT/documents/dplansprojectsstudies/other/CTDOT_CMAQ_GUIDE_11302020.pdf
Community Connectivity Program (CCGP)	Municipalities that have entered into a Master Municipal Agreement for Construction Activities with the Department are eligible to apply for grants under this program. Other entities must request sponsorship from the Connecticut Municipality where the project is proposed.	Provides assistance for conducting Road Safety Audits of priority pedestrian and bicycle corridors and intersections, as well as funding for capital improvements that improve bicycle and pedestrian safety. https://portal.ct.gov/DOT/PP_Intermodal/CTConnectivity/CT-Connectivity-CCGP
Safe Streets for All (SS4A) Grant	Counties, cities, towns, transit agencies, and other special districts that are political subdivisions of a State, Metropolitan planning organizations (MPOs) and federally recognized Tribal governments are eligible to apply for this grant.	Provides fundings for regional, local, and tribal initiatives through the Bipartisan Infrastructure Law (BIL) to prevent roadway deaths and serious injuries. Funding is provided through two types of grants; Planning and Demonstration Grants that helps to develop, complete, or supplement a comprehensive safety action plan and Implementation Grants that provide assistance to implement projects and strategies identified in an Action Plan to address a roadway safety problem.

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Funding Program	Eligible Applicants	Guidelines
Transportation Alternatives (TA) Set-Aside Program	Local Governments, Regional Transportation Authority, Transit Agency, Natural Resource of Public Land Agency, School District, Tribal Government, Nonprofit Entity Responsible for Administration of Local Transportation Safety Programs, Local or Regional Government Agency Responsible for Transportation or Recreational Trails.	Projects eligible for TA funding are similar to those eligible under the former TAP, and include those defined as transportation alternatives; including small-scale transportation projects such as bicycle and pedestrian facilities, recreation trails, safe route to schools projects, historic preservation, vegetation management, and environmental mitigation. https://portal.ct.gov/DOT/Office-of-Engineering/Highway-DesignLocal-RoadsTransportation-Alternatives-MultiUse-Trail-Program-Trail-Maintenance
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program	State and local levels, including municipalities, Tribal governments, and counties.	RAISE Grants are for investments in surface transportation that will have a significant local or regional impact. Funding is for projects that improve safety, economic strength and global competitiveness, equity, and climate and sustainability consistent with DOT's strategic goal.https://www.transportation.gov/sites/dot.gov/files/2023-02/RAISE%202023%20NOFO%20Amendment2.pdf
Thriving Communities Program	Local, state, or Tribal governments including pueblos or villages, Metropolitan planning organizations, Transit agencies, Other political subdivisions of state or local governments.	Thriving Communities provide two years of no-cost intensive technical assistance to under-resourced and disadvantaged communities to help identify, develop, and deliver transportation projects that strengthen communities. https://www.transportation.gov/grants/thriving-communities
Small Town Economic Assistance Program (STEAP)	STEAP funds are issued by the State Bond Commission and can only be used for capital projects.	This program funds economic development, community conservation and quality of life projects for localities that are ineligible to receive Urban Action bonds (CGS Section 4-66c).https://portal.ct.gov/OPM/Bud-Other-Projects/STEAP/STEAP_Home
Local Capital Improvement Program (LoCIP)	Any town, city, borough, consolidated town and city or consolidated town and borough.	This program distributes formula-based entitlement funds to municipalities to reimburse the cost of eligible local capital improvement projects such as road, bridge or public building construction activities. https://portal.ct.gov/OPM/IGPP/Grants/LoCIP/Local-Capital-Improvement-Program-LoCIP-HOME-PAGE
Connecticut Recreational Trails Grant Program	Eligible sponsors include private organizations; municipalities; federal, state and regional agencies and other government entities such as tribal.	Grants to be used for planning/design, trail corridor acquisition, construction, construction administration, maintenance equipment, amenities and publications/outreach related to bikeways, multi-use trails (including motorized) and water trails (blue ways). https://portal.ct.gov/DEEP/Business-and-Financial-Assistance/Grants-Financial-Assistance/Recreation---Grants-and-Financial-Assistance

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9. Strategies & Project Selection

Completion of the South Central Regional Council of Governments Regional Transportation Safety Plan is just one step towards improving roadway safety both locally and statewide. To ensure that these countermeasures are implemented CTDOT and SCRCOG's member municipalities will work cooperatively to implement appropriate measures. The SCRCOG and member municipalities have provided their local and regional knowledge, input, and strategies to this safety plan. Throughout the implementation of this plan, SCRCOG will be dedicated to assisting in bringing these strategies to fruition.

Table 8 identifies potential strategies that would address the identified safety concerns within SCRCOG jurisdiction. These strategies could be evaluated for each location in the high injury network identified in Chapter 6 and implemented as necessary. Priorities among the strategies and project locations would be decided in collaboration with the member municipalities, CTDOT, and based on availability of funding. Each member municipality can put together a list of projects using the information provided in this report and based on their priority.

Table 8: Potential Projects

Type	Project/Strategies	Cost	Timeframe
Engineering	Install rumble strips	Low	6-12 months
	Flatten side slope	Medium to High	12 – 18 months
	Remove or relocate roadside objects	Low to Medium	6-12 months
	Corridor Access Management	Low to Medium	> 18 months
	Install or improve roadway lighting	Medium	6-12 months
	Improve pavement friction	Low to Medium	12 – 18 months
	Install barriers and guardrails	Medium to High	12 – 18 months
	Traffic calming	Low to medium	12 – 18 months
	Install and/or update signs and pavement markings to improve driver awareness	Low	6 -12 months
	Signalized intersection improvement		
	Lane geometry	Low to High	12 – 18 months
	Signal timing	Medium to High	12 – 18 months
	Signal phasing	Medium to High	12 – 18 months
	Retroreflective backplates	Low	6 -12 months
	Unsignalized intersection improvement		
	Lane geometry	Low to High	6-12 months
	Sight distance improvement	Low	6-12 months

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Type	Project/Strategies	Cost	Timeframe
Engineering (Contd.)	Evaluate conversion to signalized or all way stop control intersection	Medium to High	12-18 months
	Evaluate and improve retro reflectivity of all signs and delineators	Low to medium	> 18 months
	Install crosswalk and/or update existing crosswalk	Medium to High	12-18 months
	Install signs and pavement markings for safe movement of pedestrians	Low to high	6-12 months
	Implement Leading Pedestrian Interval (LPI) at signalized intersections	Medium to High	> 18 months
	Install pedestrian signal head and countdown timer	Low to Medium	6-12 months
	Install bicycle lane or shared use lane	Low to High	12-18 months
	Determine gaps in the sidewalk network and build a connected network	High	> 18 months
	Road Safety Audits	Low	> 18 months
Education	Develop education and awareness program to address drowsy driving	Low to Medium	6-12 months
	Develop education and awareness program to address driving under influence	Low to Medium	6-12 months
	Develop education and awareness program to address distracted driving	Low to Medium	6-12 months
	Develop education and awareness program for vulnerable road users	Low to Medium	6-12 months
Enforcement	High feasibility enforcement	Low to Medium	6-12 months
Policy/Guideline	Develop a complete street guideline	Low	6-12 months
	Update the existing Pedestrian & Bicycle Safety Plan	Low	6-12 months
	Develop a freight plan and include a safety component	Low	6-12 months
Evaluation	Conduct before and after studies to assess effectiveness of selected strategies	Low to Medium	> 18 months

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10. Measuring Progress

10.1 Evaluation

The SCRCOG RTSP evaluation process will follow the CT SHSP required adherence to the 2016 FHWA Guidance on Strategic Highway Safety Plans and the FAST Act. SCRCOG will update their safety goals based on the following questions:

- Are strategies current and relevant to ongoing data trends?
- Are strategies being incorporated into local, regional, and state projects?
- Has equity been ensured?
- Is the fatal and injury crash data aligning with the state's goal of a 15% reduction in serious and fatal injury crashes?
- Does the annual state safety reporting reflect the RTSP performance objectives?

Reporting should include information on which strategies are being implemented, what has been accomplished, the progress of performance measures, best practices, and any lessons learned.

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10.2 Performance Measures

The SCRCOG will evaluate the safety trends based on the following performance measures:

- Number of fatal and serious injury crashes
    - Total crashes
    - Pedestrian and bicyclist crashes
    - Aggressive driving related crashes
- Number of fatal and serious injury crashes in disadvantaged communities

10.3 Updating the RTSP

The Regional Transportation Safety Plan is a living document congruent with the CT SHSP. Federal regulations require an update for the SHSP every five years, and this Regional Transportation Safety Plan could follow this same update process, ensuring federal compliance. The regional plan will adhere to the same mandates, with updates reflecting the most current federal surface transportation legislation.


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APPENDIX A

SCRCOG Vision Zero Resolution

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SCRCOG
SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

Resolution
To a Commitment to the Goal of Zero Traffic Deaths Following the Principles of Vision Zero

WHEREAS, crashes resulting in roadway deaths and serious injuries are preventable and not an inevitable result of the transportation system; and

WHEREAS, the South Central Regional Council Of Governments (SCRCOG) and its member municipalities strive to create a region that provides safe mobility for all; and

WHEREAS, a commitment to Vision Zero is a commitment to the value and life of the residents of and visitors to the South Central Planning Region; and

WHEREAS, the State of Connecticut has created a cross-agency Vision Zero Council to examine ways to improve roadway safety throughout the State, tasked with developing a statewide Vision Zero implementation plan and presenting data and targets to the Legislature for their consideration; and

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WHEREAS, the number of fatalities and serious injuries in the region is a public health issue that must and can be addressed to ensure the wellbeing and benefit of our communities; and

WHEREAS, Vision Zero is a data-driven strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all; and

WHEREAS, improvements to roadway safety, especially for non-motorized users, aligns with the various Metropolitan Transportation Plans, Regional Safety Action Plan, and governing policies of the CT DOT;

WHEREAS, Vision Zero uses a safe systems approach to traffic engineering that recognizes that humans make mistakes, and that transportation infrastructure should account for those mistakes; and

WHEREAS, Vision Zero road safety goals are accomplished through a combination of engineering, education, emergency response, and enforcement measures; and

WHEREAS, preventing crashes within the region requires a comprehensive response from all municipalities, the SCRCOG, and the CTDOT, that looks at transportation planning, design, policy, enforcement, education, and communication in order to most greatly impact the flaws within our transportation system.

Now, Therefore, Be It Resolved By the Council of Governments:

127 Washington Avenue, 4th Floor West, North Haven, CT 06473

www.scrcog.org **T** (203) 234-7555 **F** (203) 234-9850 camento@scrcog.org

Vision Zero efforts will take into account equity and ensure that the most vulnerable roadway users receive the necessary attention to ensure their safety and mobility; and that ongoing public engagement will be a critical component of development and implementation of this plan, gathering input from residents, users of the roadway system, safety advocates, and municipal staff. SCRCOG and its member municipalities commit to zero traffic deaths and serious injuries by or before the year 2060. SCRCOG will monitor the progress of traffic safety measures and implementation and continually suggest improvements in moving to accomplish the Vision Zero commitment.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **May 24, 2023.**

Date May 24, 2023 *By:* _____

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First Selectwoman Peggy Lyons *Secretary*
South Central Regional Council of Governments

APPENDIX B

SCRCOG High Injury Network - Top 100 High Crash Roadway Segments

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Rank	Primary Town	Route Number	Road Name	Start Milepost	From	End Milepost	To	Type Code	Facility Type	Segment Length	Injury Crashes	EPDO Score	Disadvantaged Community
1	New Haven	CT-10	Ella T. Grasso blvd	0.84	Frank St	1.29	Orange Ave	SR	Urban non-freeway undivided 4 or more lanes	0.45	25	2968	Yes
2	New Haven	N/A	Chapel St	1.68	Orange St	1.77	Church St	TR	Urban arterial 2 lanes	0.09	3	2189	No
3	West Haven	CT-34	Derby Ave	20.7	Elizabeth St	21.16	740 Ft North of Forrest R	SR	Urban non-freeway divided 4 or more lanes	0.46	17	2053	Yes
4	New Haven	CT-10	Ella T. Grasso blvd	0.62	Lamberton St	0.84	Frank St	SR	Urban non-freeway undivided 4 or more lanes	0.22	3	2045	Yes
5	North Branford	CT-139	Branford Rd	0.86	School Ground Rd	1.33	Enterprise Dr.	SR	Urban non-freeway undivided 2 lanes	0.47	4	1950	No
6	New Haven	CT-10	Whalley Ave	3.24	W Park Ave	3.38	Jewel St	SR	Urban non-freeway divided 4 or more lanes	0.14	6	1519	Yes
7	New Haven	CT-17	Middeltown Ave	0.26	Foxon Blvd	0.41	Barnes Ave	SR	Urban non-freeway undivided 3 lanes	0.15	3	1302	No
8	New Haven	CT-80	Foxon Blvd	0.26	Days Inn New Haven	0.57	Eastern St	SR	Urban non-freeway undivided 4 or more lanes	0.31	37	1260	Yes
9	New Haven	CT-63	Whalley Ave	0.9	W Prospect St	1.22	USPS Driveway	SR	Urban non-freeway undivided 4 or more lanes	0.32	16	1255	Yes
10	New Haven	CT-80	Foxon Blvd	0.15	800 ft East of Rt 17	0.26	Days Inn New Haven	SR	Urban non-freeway undivided 4 or more lanes	0.11	11	1193	No
11	West Haven	CT-162	Sawmill Rd	9.03	Meloy Rd	9.46	Allings Crossing Rd	SR	Urban non-freeway undivided 4 or more lanes	0.43	22	1188	No
12	Hamden	CT-10	Dixwell Ave	5.54	Putnum Ave	5.87	Lexington St	SR	Urban non-freeway undivided 4 or more lanes	0.33	27	1167	No
13	New Haven	N/A	Whalley Ave	0	Ella T Gross Blvd (CT-10)	0.26	Winthrop Ave	TR	Urban arterial 3 or more lanes	0.26	11	1115	Yes
14	Hamden	CT-10	Dixwell Ave	5.39	3rd St	5.54	Putnum Ave	SR	Urban non-freeway undivided 4 or more lanes	0.15	7	1112	No
15	West Haven	CT-162	Sawmill Rd	8.92	I-95 Ramps	9.03	Meloy Rd	SR	Urban non-freeway undivided 4 or more lanes	0.11	2	1093	Yes
16	New Haven	N/A	Daggett St	0	Washington Ave	0.18	Congress Ave	TR	Urban local oneway 2 or more lanes	0.18	3	1085	Yes
17	New Haven	N/A	Dixwell Ave	1.26	W Ivy St	1.51	Pond St	TR	Urban arterial 2 lanes	0.25	15	1085	Yes
18	East Haven	N/A	Main St	0.42	Padre Pl	0.76	Columbus Ave	TR	Urban arterial 2 lanes	0.34	11	1083	No
19 (1)	East Haven	CT-142	Hemingway Ave	0.26	Main St	0.57	Pennsylvania Ave	SR	Urban non-freeway undivided 4 or more lanes	0.31	9	1082	No
19 (2)	Orange	N/A	Marsh Hill Rd	0.42	West Campus Drive	0.82	Edison Rd	TR	Urban arterial 3 or more lanes	0.4	8	1082	No
21	New Haven	N/A	Grand Ave	0.34	Atwater St	0.64	Filmore St	TR	Urban arterial 2 lanes	0.3	14	1077	Yes
22	New Haven	N/A	Rev Dr. MLK. Jr Blvd	0.07	S Orange St	0.37	College St	TR	Urban arterial oneway 1 or more lanes	0.3	13	1075	No
23	Hamden	CT-10	Dixwell Ave	8.37	Thompson St	8.49	Evergreen Ave	SR	Urban non-freeway undivided 4 or more lanes	0.12	8	1073	No
24	New Haven	N/A	Winthrop Ave	0	Davenport Ave	0.42	Legion Ave (Rt-34)	TR	Urban arterial 2 lanes	0.42	6	1067	Yes
25 (1)	New Haven	N/A	Rev Dr. MLK. Jr Blvd	0.37	College St	0.54	York St	TR	Urban arterial oneway 1 or more lanes	0.17	4	1065	No
25 (2)	New Haven	N/A	Dixwell Ave	1.51	Pond St	1.59	Cher Ann St	TR	Urban arterial 2 lanes	0.08	3	1065	Yes
27 (1)	New Haven	N/A	Farren Ave	0.18	Fulton St	0.42	Edgerly St	TR	Urban arterial 2 lanes	0.24	11	1057	Yes
27 (2)	New Haven	N/A	Sherman Ave/Parkway	0.25	Munson St	0.76	W Hazel St	TR	Urban arterial 3 or more lanes	0.51	8	1057	Yes
29	New Haven	CT-63	Whalley Ave	0.77	350 Ft West of Dayton St	0.9	W Prospect St	SR	Urban non-freeway undivided 4 or more lanes	0.13	2	1055	Yes
30	New Haven	US-1	Forbes Ave	48.91	I-95 Overpass	49.57	Waterfront St	SR	Urban non-freeway undivided 4 or more lanes	0.66	8	1053	Yes
31	New Haven	N/A	Grand Ave	0.3	E Pearl St	0.34	Atwater St	TR	Urban arterial 2 lanes	0.04	2	1047	Yes
32 (1)	New Haven	N/A	Whalley Ave	0.26	Winthrop Ave	0.32	Carmel St	TR	Urban arterial 3 or more lanes	0.06	3	1045	Yes
32 (2)	Meriden	CT-15	Berlin Turnpike	66.89	N Broad St (CT-5)	68.02	N Colony Rd	SR	Urban non-freeway divided 4 or more lanes	1.13	19	1045	No
32 (3)	West Haven	CT-34	Derby Ave	21.16	740 Ft North of Forrest Rd	21.48	Tryon St	SR	Urban non-freeway undivided 4 or more lanes	0.32	5	1045	Yes
35 (1)	East Haven	N/A	Main St	0.76	Columbus Ave	0.83	Hughes St	TR	Urban arterial 2 lanes	0.07	2	1043	No
35 (2)	West Haven	CT-122	Forrest Rd	1.46	Hugo St	1.94	Winfred St	SR	Urban non-freeway undivided 2 lanes	0.48	7	1043	Yes
37	New Haven	CT-10	Ella T. Grasso blvd	1.29	Orange Ave	1.95	Legion Ave (Rt-34)	SR	Urban non-freeway undivided 4 or more lanes	0.66	33	1037	Yes
38	North Haven	US-5	State St	4.86	250 ft North of Devine St	5.69	Broadway	SR	Urban non-freeway undivided 2 lanes	0.83	6	1027	No
39	Meriden	CT-71	Old Colony Rd	1.5	Gypsy Ln	2.36	Flower St	SR	Urban non-freeway undivided 2 lanes	0.86	12	1022	No
40	Hamden	N/A	Shepard Ave	2.22	Rocky Top Road	2.83	Fans Rock Rd	TR	Urban arterial 2 lanes	0.61	3	1017	No
41	West Haven	CT-122	Forrest Rd	1.94	Winfred St	2.06	Florence St	SR	Urban non-freeway undivided 2 lanes	0.12	4	1013	Yes
42	Wallingford	N/A	S. Turnpike Rd	1.34	Toelles Rd	1.78	Mansion Rd	TR	Urban arterial 2 lanes	0.44	5	1012	No
43 (1)	New Haven	N/A	Dixwell Ave	0.36	Foote St	0.67	Shelton Ave	TR	Urban arterial 2 lanes	0.31	6	1007	Yes
43 (2)	West Haven	CT-34	Derby Ave	21.48	Tryon St	21.65	Yale Ave	SR	Urban non-freeway undivided 4 or more lanes	0.17	3	1007	Yes
43 (3)	Milford	SR-737	E Broadway	0.55	Surf Ave	0.79	Seaside Ave	SR	Urban non-freeway undivided 2 lanes	0.24	2	1007	No
46	New Haven	N/A	Middeltown Ave	0	Edward B. Grant Way	0.55	Fawn St	TR	Urban arterial 2 lanes	0.55	12	1005	No
47	New Haven	US-1	Water St	46.89	Downes St	47.31	Washington Ave	SR	Urban non-freeway undivided 2 lanes	0.42	5	997	Yes
48	Bethany	CT-69	New Haven Road	8.95	Cheshire Road (CT-42)	9.42	Cook Rd	SR	Urban non-freeway undivided 2 lanes	0.47	5	993	No
49 (1)	Milford	SR-708	Old Gate Ln	0	I-95 NB Off-Ramp	0.22	450 ft. South of Woodmoı	SR	Urban non-freeway undivided 4 or more lanes	0.22	4	987	No
49 (2)	Orange	CT-34	Derby Ave	16.58	Grassy Hill Rd	17.11	Baldwin Rd	SR	Urban non-freeway divided 4 or more lanes	0.53	11	987	No
49 (3)	New Haven	CT-17	Middeltown Ave	0.83	Cross St	1.17	Cranston St	SR	Urban non-freeway undivided 2 lanes	0.34	6	987	No
52 (1)	Wallingford	CT-68	Barnes Rd	15.79	Barnes Rd	15.99	N Farms Rd	SR	Urban non-freeway divided 4 or more lanes	0.2	3	985	No

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Rank	Primary Town	Route Number	Road Name	Start Milepost	From	End Milepost	To	Type Code	Facility Type	Segment Length	Injury Crashes	EPDO Score	Disadvantaged Community
52 (2)	Bethany	CT-63	Amity Rd	10.45	Toll Gate Rd	10.83	Little Beacon	SR	Urban non-freeway undivided 2 lanes	0.38	3	985	No
52 (3)	North Branford	CT-80	Foxon Blvd	7.65	White Wood Ln	7.96	Stout Rd	SR	Urban non-freeway undivided 2 lanes	0.31	3	985	No
52 (4)	Milford	N/A	Old Gate Ln	0.05	Old Gate Ln	0.8	I-95 NB Off-Ramp	TR	Urban arterial 2 lanes	0.75	8	985	No
56 (1)	New Haven	N/A	Chapel St	3.14	Ellsworth Ave	3.61	Yale Ave	TR	Urban collector 2 lanes	0.47	3	977	No
56 (2)	Meriden	N/A	N Wall St	0	Wall St	0.65	Westfield Rd	TR	Urban collector 2 lanes	0.65	4	977	No
56 (3)	New Haven	CT-17	Middeltown Ave	0.69	Ellis St	0.83	Cross St	SR	Urban non-freeway undivided 2 lanes	0.14	1	977	No
59 (1)	North Haven	SR-707	Whitney Ave	2.88	Hartley St	3.09	Buell St	SR	Urban non-freeway undivided 4 or more lanes	0.21	3	975	No
59 (2)	Woodbridge	CT-243	Ansonia Rd	3.59	Mihaven Rd	3.96	Tumbelbrook Rd	SR	Urban non-freeway undivided 2 lanes	0.37	3	975	No
59 (3)	New Haven	CT-243	Fountain St	5.82	Maplewood Rd	6.17	Vista Ter	SR	Urban non-freeway undivided 2 lanes	0.35	2	975	Yes
59 (4)	North Branford	N/A	Totoket Rd	1.82	Mill Rd	3.3	Augur Rd Ext	TR	Urban collector 2 lanes	1.48	2	975	No
59 (5)	Hamden	US-5	State St	3.29	Olds St	3.71	Skiff St	SR	Urban non-freeway undivided 2 lanes	0.42	6	975	No
59 (6)	North Branford	CT-17	Middeltown Ave	7.06	Clintonville Rd	7.95	Maltby Ln	SR	Urban non-freeway undivided 2 lanes	0.89	6	975	No
59 (7)	Hamden	SR-707	Whitney Ave	3.09	Buell St	3.43	Millbrook Rd	SR	Urban non-freeway undivided 4 or more lanes	0.34	7	975	No
66 (1)	Milford	US-1	Boston Post Rd	37.58	West Ave	37.96	Clark St	SR	Urban non-freeway undivided 4 or more lanes	0.38	4	967	No
66 (2)	New Haven	N/A	Peck St	0	Ferry St	0.26	Clinton Ave	TR	Urban local oneway 2 or more lanes	0.26	2	967	Yes
66 (3)	Hamden	US-5	State St	3.08	Daniel Rd	3.29	Olds St	SR	Urban non-freeway undivided 2 lanes	0.21	2	967	No
66 (4)	Hamden	US-5	State St	2.23	Fernwood Rd	2.62	Foote St	SR	Urban non-freeway undivided 2 lanes	0.39	2	967	No
66 (5)	New Haven	N/A	Chapel St	2.95	Winthrop Ave	3.14	Ellsworth Ave	TR	Urban collector 2 lanes	0.19	2	967	Yes
66 (6)	Meriden	N/A	Oregon Rd	0	River Rd	1.01	Brownstone Rd	TR	Urban collector 2 lanes	1.01	5	967	No
66 (7)	Woodbridge	CT-69	Litchfield Tpk	3.05	Dillon Rd	4.21	Morris Rd	SR	Urban non-freeway undivided 2 lanes	1.16	4	967	No
66 (8)	Wallingford	CT-71	Old Colony Rd	0.32	S Broad St	0.86	Atwater St	SR	Urban non-freeway undivided 2 lanes	0.54	4	967	No
74 (1)	Hamden	N/A	Shepard Ave	1.13	Sherman Ave	1.82	W Shepard Ave	TR	Urban arterial 2 lanes	0.69	4	957	No
74 (2)	North Branford	CT-22	Forrest Rd	9.09	Neubigs Way	9.96	Old Forest Rd	SR	Urban non-freeway undivided 2 lanes	0.87	5	957	No
74 (3)	Bethany	CT-63	Amity Rd	6.75	Look Hill Road	7.7	Peck Rd	SR	Rural non-freeway undivided 2 or more lanes	0.95	3	957	No
74 (4)	North Haven	CT-22	Clintonville Rd	2.77	Woodside Dr	3.02	Centerbrook Rd	SR	Urban non-freeway undivided 2 lanes	0.25	1	957	No
74 (5)	Madison	CT-79	Durham Rd	7.46	Hathaway Rd	9.53	Cross Rd	SR	Rural non-freeway undivided 2 or more lanes	2.07	2	957	No
74 (6)	Bethany	N/A	Pole Hill Rd	0.16	Schaffer Rd	1.26	Ellis Rd	TR	Rural local 1 or more lanes	1.1	1	957	No
74 (7)	Bethany	N/A	Downs Rd	1.55	Carmel Rd	2.18	Hoadley Rd	TR	Rural local 1 or more lanes	0.63	1	957	No
74 (8)	East Haven	CT-80	Foxon Rd	2.37	N High St	2.59	Mountain View Ter	SR	Urban non-freeway undivided 2 lanes	0.22	1	957	No
74 (9)	Meriden	N/A	Reserch Parkway	1.11	Pond View Dr	1.55	Corporate Ct	TR	Urban arterial 2 lanes	0.44	2	957	No
74 (10)	Milford	N/A	Herbert St	0	Wheelers Farm Rd	0.46	Newton St	TR	Urban local 2 lanes	0.46	1	957	No
74 (11)	New Haven	N/A	Lexington Ave	0	Russell St	0.34	Revere St	TR	Urban local 2 lanes	0.34	2	957	No
85	Hamden	CT-10	Dixwell Ave	5.06	Dunkin Driveway	5.39	3rd St	SR	Urban non-freeway undivided 4 or more lanes	0.33	25	337	No
86	West Haven	US-1	Boston Post Rd	45	Peabody St	45.35	SmyrnaSt	SR	Urban non-freeway undivided 4 or more lanes	0.35	16	283	No
87	New Haven	US-5	State St	0.17	Willow St	0.74	Lyman St	SR	Urban non-freeway undivided 2 lanes	0.57	28	268	Yes
88 (1)	Hamden	CT-10	Dixwell Ave	4.99	Arch St	5.06	Dunkin Driveway	SR	Urban non-freeway undivided 3 lanes	0.07	6	267	No
88 (2)	New Haven	N/A	Whalley Ave	0.5	Country St	0.76	Sperry St	TR	Urban arterial 3 or more lanes	0.26	16	267	Yes
90	West Haven	CT-162	Sawmill Rd	8.78	Exxon Driveway	8.81	Storage Driveway	SR	Urban non-freeway undivided 3 lanes	0.03	3	256	Yes
91	New Haven	CT-80	Foxon Blvd	0.11	1000 ft East of Rt 17	0.15	800 ft East of Rt 17	SR	Urban non-freeway undivided 4 or more lanes	0.04	5	247	No
92	West Haven	CT-122	1st Ave	0.32	Alling St Ext.	0.58	Ruden St	SR	Urban non-freeway undivided 3 lanes	0.26	15	244	No
93	New Haven	CT-80	Foxon Blvd	0.57	Eastern St	0.73	Old Foxon Rd	SR	Urban non-freeway undivided 4 or more lanes	0.16	1	237	Yes
94	West Haven	US-1	Boston Post Rd	46.26	Front Ave	46.64	Ella T Grasso Blvd	SR	Urban non-freeway undivided 4 or more lanes	0.38	23	233	Yes
95	Hamden	CT-10	Dixwell Ave	7.01	Rt-15 Ramps	7.71	Skiff St	SR	Urban non-freeway undivided 4 or more lanes	0.7	41	232	No
96	Orange	US-1	Boston Post Rd	43.58	Lindy St	43.93	Bull Hill Ln	SR	Urban non-freeway undivided 4 or more lanes	0.35	13	225	No
97	New Haven	N/A	Whalley Ave	0.76	Sperry St	0.86	Dwight St	TR	Urban arterial 3 or more lanes	0.1	4	220	Yes
98	New Haven	US-5	State St	0.04	James St	0.17	Willow St/Blatchley Ave	SR	Urban non-freeway undivided 2 lanes	0.13	3	218	Yes
99	Hamden	CT-10	Dixwell Ave	5.87	Lexington St	6.22	Pershing St	SR	Urban non-freeway undivided 4 or more lanes	0.35	21	215	No
100	New Haven	SR-745	Kimberly Ave	1.03	I-95	1.21	Ella T Grasso Blvd	SR	Urban non-freeway undivided 2 lanes	0.18	12	214	Yes

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APPENDIX C

SCRCOG High Injury Network - Top 100 High Crash Intersections

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Rank	Primary Town	Road Number 1	Road Name 1	Road Number 2	Road Name 2	Facility Type	Signalized	Injury Crashes	EPDO Score	Disadvantaged Community?
1	New Haven	CT-63	Whalley Ave	-	E Ramsdell St	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	17	422.33	Yes
2	New Haven	CT-10	Ella T Graso Blvd	SR-745	Kimberly Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	32	284.67	Yes
3	New Haven	CT-10	Ella T Graso Blvd	-	Lamberton St	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	8	216.67	Yes
4	Milford	US-1	Boston Post Rd	CT-162	Bridgeport Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	4	215.00	No
5	North Haven	US-5	Washington Ave	-	Franklin St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	6	211.00	No
6	West Haven	US-1	Boston Post Rd	-	Front Ave.	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	7	206.67	No
7	Orange	CT-34	Derby Ave	-	Mapledale Rd.	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	3	205.00	No
8	Hamden	CT-10	Dixwell Ave	-	4th St./Woodin St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	7	203.33	No
9 (1)	Hamden	CT-10	Dixwell Ave	-	Collins St.	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	4	202.33	No
9 (2)	East Haven	CT-142	Hemingway Ave	-	Tyler St.	Urban Multi-Lane 4-Leg Sign Controlled Intersections	No	4	202.33	No
11	Hamden	CT-10	Dixwell Ave	-	Saint James St.	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	3	197.00	No
12	Guilford	CT-80	Killingworth Rd.	-	S Hoop Pole Rd.	Urban 2-Lane 4-Leg Sign Controlled Intersections	No	2	193.33	No
13 (1)	Woodbridge	CT-63	Amity Rd	-	Landin St.	Urban 2-Lane 3-Leg Sign Controlled Intersections	No	1	191.33	No
13 (2)	North Branford	CT-80	Foxon Rd	-	Sea Hill Rd.	Urban 2-Lane 3-Leg Sign Controlled Intersections	No	1	191.33	No
15	New Haven	CT-80	Foxon Blvd.	CT-103	Quinnipiac Ave.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	41	104.67	No
16	New Haven	CT-10	Ella T Graso Blvd	US-1	Boston Post Rd/Columbus Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	29	74.67	Yes
17	New Haven	US-1	Forbes Ave.	-	Fulton St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	16	61.00	Yes
18	West Haven	CT-122	1st Ave.	-	Campbell Ave.	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	15	57.67	No
19	New Haven	CT-10	Ella T Graso Blvd	-	Washington Ave.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	19	54.33	Yes
20 (1)	New Haven	CT-10	Ella T Graso Blvd	CT-34	Derby Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	25	51.67	Yes
20 (2)	West Haven	CT-34	Derby Ave	CT-122	Forrest Rd.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	20	51.67	Yes
22	Orange	CT-34	Derby Ave	CT-114	Racebrook Rd.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	19	51.33	No
23	New Haven	CT-80	Foxon Blvd.	-	Eastern St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	20	49.67	Yes
24 (1)	New Haven	US-1	Forbes Ave.	-	Townsend Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	19	49.33	Yes
24 (2)	New Haven	CT-10	Ella T Graso Blvd	-	Whalley Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	14	49.33	Yes
26	New Haven	US-1	Columbus Ave.	-	Thorn St.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	13	48.67	Yes
27	North Haven	US-5	State St.	-	Sackett Point Rd.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	13	47.33	No
28	New Haven	CT-10	Ella T Graso Blvd	-	Adeline St.	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	17	47.00	Yes
29	Milford	US-1	Boston Post Rd	-	Cedarhurst Ln.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	18	44.33	No
30	North Haven	US-5	Washington Ave	CT-22	Clintonville Rd.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	13	44.00	No
31	New Haven	US-1	Columbus Ave.	-	Howard Ave.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	15	43.00	Yes
32	New Haven	US-5	State St.	-	Willow St./Blatchley Ave.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	16	41.67	Yes
33	New Haven	CT-63	Whalley Ave	CT-10	Fitch St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	41.33	Yes
34	New Haven	US-1	Forbes Ave./Water St.	-	East St./Long Wharf Dr.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	14	41.00	Yes
35	Wallingford	US-5	S/N Colony St.	CT-150	Quinnipiac St.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	12	40.33	No
36 (1)	New Haven	CT-10	Ella T Graso Blvd	CT 34	Legion Ave	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	15	39.67	Yes
36 (2)	New Haven	US-1	Columbus Ave.	-	Church Street S.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	11	39.67	Yes
38	Milford	US-1	Boston Post Rd	CT-121	North St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	39.33	No
39 (1)	Wallingford	CT-68	Barnes Rd.	-	N Main St. Ext.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	15	38.33	No
39 (2)	New Haven	CT-10	Ella T Graso Blvd	-	Chapel St.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	18	38.33	Yes
39 (3)	West Haven	SR-745	1st Ave.	-	Elm St.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	11	38.33	Yes
42	West Haven	CT-122	Campbell Ave.	-	Ruden St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	38.00	No
43	New Haven	CT-122	Forrest Rd.	-	Edgewood Ave.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	14	36.00	No
44	Branford	US-1	W Main St.	CT-142	Short Beach Rd.	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	5	35.67	No
45	Wallingford	US-5	N Colony Rd.	-	Yale Ave.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	34.67	No
46	Meriden	CT-71	Old Colony Rd.	-	Hall Ave.	Urban 2-Lane 3-Leg Signalized Intersections	Yes	5	34.00	No
47	New Haven	CT-10	Ella T Graso Blvd	-	Elm St.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	9	33.00	Yes
48	North Haven	CT-17	Middletown Ave.	-	Rimmon Rd.	Urban 2-Lane 4-Leg Sign Controlled Intersections	No	9	32.67	No
49	West Haven	CT-162	Sawmill Rd.	-	Greta St./Voss Rd.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	12	32.33	Yes
50	West Haven	US-1	Boston Post Rd	-	Fairfax St.	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	11	32.00	Yes
51 (1)	New Haven	SR-741/CT-337	Townsend AVE	-	Main St Annex	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	15	31.67	Yes
51 (2)	Orange	US-1	Boston Post Rd	CT-114	Racebrook Rd.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	11	31.67	No
51 (3)	Meriden	CT-71	W Main St.	-	Lewis Ave/Linsley Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	11	31.67	Yes
51 (4)	Wallingford	CT-68	Barnes Rd.	-	N Farms Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	7	31.67	No

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Rank	Primary Town	Road Number 1	Road Name 1	Road Number 2	Road Name 2	Facility Type	Signalized	Injury Crashes	EPDO Score	Disadvantaged Community?
55	Orange	CT-34	Derby Ave	-	Dogwood Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	31.33	No
56	West Haven	US-1	Boston Post Rd	CT-122	Forrest Rd/Campbell Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	12	30.67	Yes
57 (1)	Meriden	CT-71	W Main St.	-	N 3rd St/Windsor Ave	Urban 2-Lane 4-Leg Signalized Intersections	Yes	11	30.00	Yes
57 (2)	Branford	US-1	E Main St	-	School Ground Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	7	30.00	No
59	North Haven	CT-22	Bishop St	SR-725	Hartford Tpke	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	9	29.67	No
60 (1)	West Haven	CT-122	Forrest Rd	-	David St	Urban 2-Lane 4-Leg Sign Controlled Intersections	No	9	29.33	Yes
60 (2)	Orange	CT-34	Derby Ave	CT-152	Orange Center Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	9	29.33	No
60 (3)	Milford	US-1	Broidgeport Ave	-	Rivercliff Rd	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	5	29.33	No
63 (1)	Orange	US-1	Boston Post Rd	-	S Lambert Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	12	29.00	No
63 (2)	North Haven	SR-717	Dixwell Ave	-	Hartford Tpke	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	12	29.00	No
65 (1)	West Haven	CT-122	1st Ave.	-	Spring St	Urban 2-Lane 4-Leg Signalized Intersections	Yes	10	28.33	No
65 (2)	Woodbridge	CT-313	Rimmon Rd	-	Johnson Rd	Urban 2-Lane 4-Leg Sign Controlled Intersections	No	6	28.33	No
67 (1)	New Haven	CT-10	Ella T Graso Blvd	-	Edgewood Ave.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	14	27.67	Yes
67 (2)	Milford	US-1	Boston Post Rd	-	Locust St	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	9	27.67	No
69 (1)	West Haven	CT-34	Derby Ave	-	Elizabeth St	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	8	27.33	Yes
69 (2)	New Haven	US-1	Water St	US-5	State St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	8	27.33	No
71	Orange	CT-34	Boston Post Rd	CT-121	Grassy Hill Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	11	27.00	No
72	Meriden	US-5	S Broad St.	-	Green Rd/Gypsy Ln	Urban 2-Lane 4-Leg Signalized Intersections	Yes	5	26.00	No
73 (1)	Branford	SR-740	Cedar St	US-1	N Main St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	12	25.67	No
73 (2)	East Haven	SR-735	Kimberly Ave	-	Forbes Pl.	Urban 2-Lane 4-Leg Sign Controlled Intersections	No	8	25.67	No
73 (3)	Meriden	CT-71	W Main St.	-	N 2nd St.	Urban 2-Lane 4-Leg Sign Controlled Intersections	No	4	25.67	No
76 (1)	New Haven	CT-63	Whalley Ave	CT-122	Dayton St	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	11	25.33	Yes
76 (2)	Branford	US-1	W Main St.	SR-794	Branford Conn	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	7	25.33	No
76 (3)	Wallingford	CT-68	Barnes Rd.	-	Northrop Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	7	25.33	No
79 (1)	Milford	US-1	Boston Post Rd	-	W Main St/Plains Rd	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	25.00	No
79 (2)	Branford	US-1	N Main St.	-	Ivy St.	Urban 2-Lane 4-Leg Signalized Intersections	Yes	6	25.00	No
81 (1)	West Haven	US-1	Boston Post Rd	-	Meloy Rd	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	9	24.67	No
81 (2)	Wallingford	SR-702	Wharton Brook Conn	US-5	S Colony Rd	Urban 2-Lane 4-Leg Signalized Intersections	Yes	9	24.67	No
83	Hamden	CT-10	Dixwell Ave	-	Connolly Pkwy	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	8	24.33	No
84	New Haven	CT-10	Ella T Graso Blvd	SR-706	N Frontage Rd	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	8	24.00	Yes
85 (1)	New Haven	CT-17	Middeltown Ave	-	Barnes Ave	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	11	23.67	No
85 (2)	Hamden	CT-10	Arch St	-	Fairview Ave/Fitch St	Urban 2-Lane 4-Leg Signalized Intersections	Yes	7	23.67	No
85 (3)	Meriden	US-5	Broad St	-	Charles St	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	7	23.67	Yes
88 (1)	North Haven	CT-22	Bishop St	US-5	State St.	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	10	23.33	No
88 (2)	New Haven	CT-122	Forrest Rd/Dayton St	CT-243	Fountain St	Urban 2-Lane 4-Leg Signalized Intersections	Yes	10	23.33	Yes
88 (3)	Hamden	-	Arch St/Morse St	CT-10	Dixwell Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	6	23.33	No
91 (1)	New Haven	CT-10	Ella T Graso Blvd	-	Judson Ave	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	9	23.00	Yes
91 (2)	Orange	CT-152	Orange Center Rd	-	Old Grassy Hill Rd	Urban 2-Lane 3-Leg Sign Controlled Intersections	No	5	23.00	No
93	New Haven	CT-10	Ella T Graso Blvd	-	Frank St.	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	7	22.00	Yes
94 (1)	Hamden	CT-10	Dixwell Ave	-	Skiff St	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	8	22.67	No
94 (2)	West Haven	CT-34	Derby Ave	-	Central Ave	Urban Multi-Lane 3-Leg Signalized Intersections	Yes	8	22.67	Yes
96 (1)	New Haven	US-5	State St.	-	Ferry St	Urban 2-Lane 4-Leg Signalized Intersections	Yes	11	22.00	Yes
96 (2)	New Haven	CT-63	Whalley Ave	-	W Rock Ave	Urban Multi-Lane 4-Leg Signalized Intersections	Yes	7	22.00	No
98 (1)	Hamden	SR-707	Whitney Ave	-	Eli Rd	Urban Multi-Lane 3-Leg Sign Controlled Intersections	No	6	21.67	No
98 (2)	Woodbridge	CT-69	Litchfield Trpk	-	Bradley Rd	Urban 2-Lane 4-Leg Signalized Intersections	Yes	6	21.67	No
100	Madison	CT-79	Durham Rd	-	Green Hill Rd	Urban 2-Lane 4-Leg Signalized Intersections	Yes	5	21.00	No

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APPENDIX D

SCRCOG High Injury Network - Top 40 Pedestrian and Bicycle Crash Locations

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Rank	Type	Primary Town	Route Number	Road Name	Start Milepost	From	End Milepost	To	Type Code	Facility Type	Injury Crashes	EPDO Score	Disadvantaged Community
1	Corridor	New Haven	CT-10	Ella T. Grasso blv	0.84	Frank St	1.29	Comunbus Ave	SR	Urban non-freeway undivided 4 or more lanes	7	2938	Yes
2	Corridor	New Haven	N/A	Chapel St	1.68	Orange St	1.77	Church St	TR	Urban arterial 2 lanes	2	2167	No
3 (1)	Corridor	New Haven	CT-10	Ella T. Grasso blv	0.62	Lamberton St	0.84	Frank St	SR	Urban non-freeway undivided 4 or more lanes	1	1913	Yes
3 (2)	Corridor	West Haven	CT-34	Derby Ave	20.7	Elizabeth St	21.16	740 Ft North of Fort	SR	Urban non-freeway divided 4 or more lanes	2	1913	Yes
5	Corridor	New Haven	CT-17	Middeltown Ave	0.26	Foxon Blvd	0.41	Barnes Ave	SR	Urban non-freeway undivided 3 lanes	1	1276	No
6	Corridor	New Haven	N/A	Daggett St	0	Washington Ave	0.18	Congress Ave	TR	Urban local oneway 2 or more lanes	1	1063	Yes
7	Corridor	New Haven	CT-63	Whalley Ave	0.9	W Prospect St	1.22	USPS Driveway	SR	Urban non-freeway undivided 4 or more lanes	3	1057	Yes
8	Corridor	West Haven	CT-162	Sawmill Rd	8.92	I-95 SB On and Off Ran	9.21	I-95 NB On and Off	SR	Urban non-freeway undivided 4 or more lanes	3	1025	Yes
9 (1)	Corridor	New Haven	N/A	Grand Ave	0.34	Atwater St	0.64	Filmore St	TR	Urban arterial 2 lanes	3	1017	Yes
9 (2)	Corridor	West Haven	CT-162	Sawmill Rd	9.21	I-95 NB On and Off Ran	9.46	Allings Crossing Rd	SR	Urban non-freeway undivided 4 or more lanes	1	1017	No
11 (1)	Corridor	New Haven	CT-80	Foxon Blvd	0.15	800 ft East of Rt 17	0.57	Eastern St	SR	Urban non-freeway undivided 4 or more lanes	2	1007	Yes
11 (2)	Corridor	New Haven	N/A	Whalley Ave	0	Ella T Gross Blvd (CT-1	0.32	Carmel St	TR	Urban arterial 3 or more lanes	2	1007	Yes
11 (3)	Corridor	West Haven	CT-122	Forrest Rd	1.46	Hugo St	1.94	Winfred St	SR	Urban non-freeway undivided 2 lanes	2	1007	Yes
14	Corridor	New Haven	N/A	Farren Ave	0.18	Fulton St	0.42	E Ferry St	TR	Urban arterial 2 lanes	3	977	Yes
15	Corridor	Hamden	CT-10	Dixwell Ave	5.54	Putnum Ave	5.87	Lexington St	SR	Urban non-freeway undivided 4 or more lanes	3	975	No
16 (1)	Corridor	Hamden	CT-10	Dixwell Ave	5.39	3rd St	5.54	Putnum Ave	SR	Urban non-freeway undivided 4 or more lanes	2	967	No
16 (2)	Corridor	New Haven	N/A	Chapel St	2.95	Winthrop Ave	3.23	CT-10	TR	Urban collector 2 lanes	2	967	Yes
16 (3)	Corridor	New Haven	N/A	Dixwell Ave	0.36	Foote St	0.67	Shelton Ave	TR	Urban arterial 2 lanes	2	967	Yes
19 (1)	Corridor	New Haven	CT-10	Ella T. Grasso blv	1.29	Orange Ave	1.95	Legion Ave (Rt-34)	SR	Urban non-freeway undivided 4 or more lanes	3	957	Yes
19 (2)	Corridor	East Haven	N/A	Main St	0.42	Padre Pl	0.83	Hughes St	TR	Urban arterial 2 lanes	1	957	No
19 (3)	Corridor	New Haven	CT-17	Middeltown Ave	0.69	Ellis St	1.17	Cranston St	SR	Urban non-freeway undivided 2 lanes	2	957	No
19 (4)	Corridor	Meriden	CT-71	Old Colony Rd	1.5	Gypsy Ln	2.36	Flowe St	SR	Urban non-freeway undivided 2 lanes	2	957	No
23 (1)	Corridor	Milford	N/A	Herbert St	0.0	Wheelers farms Rd	0.3	Hollis Dr	TR	Urban local 2 lanes	1	957	No
23 (2)	Corridor	New Haven	US-1	Water St	46.89	Downes St	47.31	Washington Ave	SR	Urban non-freeway undivided 2 lanes	1	957	Yes
23 (3)	Corridor	Bethany	N/A	Pole Hill Rd	0.16	Schaffer Rd	1.26	Falls Rd	TR	Rural local 1 or more lanes	1	957	No
23 (4)	Corridor	Milford	US-1	Boston Post Rd	37.58	West Ave	37.96	Clark St	SR	Urban non-freeway undivided 4 or more lanes	1	957	No
23 (5)	Corridor	Orange	CT-34	Derby Ave	16.58	Grassy Hill Rd	17.11	Baldwin Rd	SR	Urban non-freeway divided 4 or more lanes	1	957	No
23 (6)	Corridor	Meriden	CT-15	Berlin Turnpike	66.89	N Broad St (CT-5)	68.02	N Colony Rd	SR	Urban non-freeway divided 4 or more lanes	2	957	No
23 (7)	Corridor	Wallingford	N/A	S. Turnpike Rd	1.34	Toelles Rd	1.78	Mansion Rd	TR	Urban arterial 2 lanes	1	957	No
23 (8)	Corridor	Bethany	CT-63	Amity Rd	10.45	Toll Gate Rd	10.83	Little Beacon	SR	Urban non-freeway undivided 2 lanes	1	957	No
23 (9)	Corridor	North Branford	CT-139	Branford Rd	0.86	School Ground Rd	1.33	Enterprise Dr.	SR	Urban non-freeway undivided 2 lanes	1	957	No
32 (1)	Intersection	New Haven	CT-63	Whalley Ave	-	Ramsdell St	-	-	-	Urban Multi-Lane 4-Leg Signalized Intersections	2	193	Yes
32 (2)	Intersection	New Haven	CT-10	Ella T. Grasso blv	-	Lamberton St	-	-	-	Urban Multi-Lane 4-Leg Signalized Intersections	2	193	Yes
34 (1)	Intersection	Hamden	CT-10	Dixwell Ave	-	Saint James St.	-	-	-	Urban Multi-Lane 3-Leg Sign Controlled Intersections	1	191	No
34 (2)	Intersection	West Haven	US-1	Boston Post Rd	-	Front Ave.	-	-	-	Urban Multi-Lane 3-Leg Signalized Intersections	1	191	Yes
34 (3)	Intersection	Hamden	CT-10	Dixwell Ave	-	Collins St.	-	-	-	Urban Multi-Lane 3-Leg Sign Controlled Intersections	1	191	No
37	Corridor	New Haven	US-5	State St	0.04	James St	0.74	Lyman St	SR	Urban non-freeway undivided 2 lanes	4	150	Yes
38	Corridor	New Haven	N/A	Chapel St	1.58	State St	1.68	Orange St	TR	Urban arterial 3 or more lanes	2	137	No
39	Corridor	Hamden	CT-10	Dixwell Ave	5.06	Dunkin Driveway	5.39	3rd St	SR	Urban non-freeway undivided 4 or more lanes	5	128	No
40	Corridor	Meriden	N/A	Center St	0.65	I-691 On-Ramp	0.73	I-691 Off Ramp	TR	Urban local 2 lanes	1	125	Yes

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