

Stamford VISION ZERO

ACTION PLAN

**Safety for all starts
with smart design
and action!**



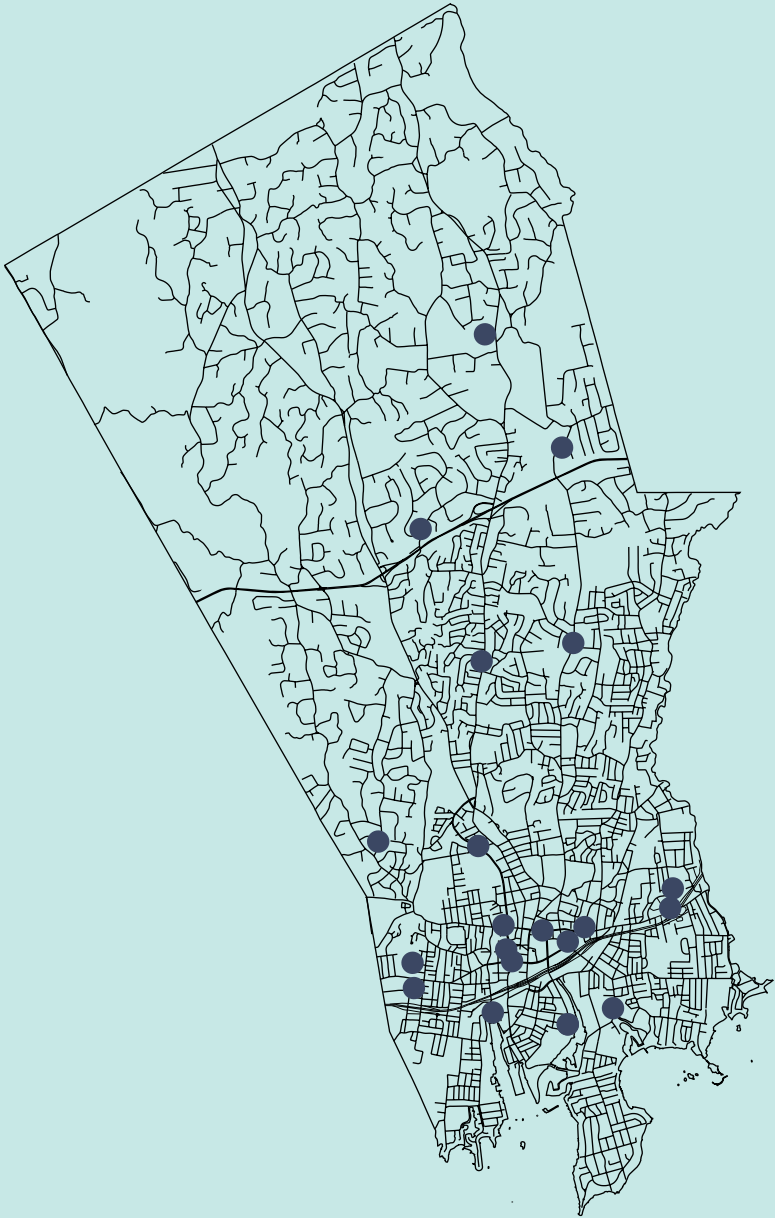
**Zero Roadway
Fatalities by
2032!**



IN MEMORY OF THE LIVES LOST

2019 - 2023

One life lost is one too many



- Nishawn Tolliver
- Kymoni Pollock
- Nancy Flores
- Diego Ubillus
- Erwin Reich
- Michael Bajus
- Oscar Reyes
- 17-Year Old Minor
- Lauren Orlando
- Elena Laos
- Ronald Molina
- John Santoro
- Gene Lepre
- Giovanni Vega Benis
- Yuliana Arias Lozano
- John Robert Salley
- Marcela Parra
- Julio Alexander Marconi Cahueque
- Hector Ricardo Rivera-Salazar
- Tommie Jackson
- Marie Jean-Charles
- Cesar Cabrera-Guzman

ACKNOWLEDGEMENTS

From the on-set, Stamford’s Vision Zero Action Plan was created by residents and for residents of Stamford. This plan would not have been possible without the significant engagement and dialogue between the residents of Stamford and the Vision Zero team.

The Vision Zero Task Force is a diverse group of City employees, stakeholders, and Stamford residents who came together and spent countless hours working on this plan. This plan and Stamford’s Vision Zero program is a result of their hard work.

- Mayor Caroline Simmons
- Luke Battenwieser, Transportation Planner, Transportation, Traffic & Parking Department
- Frank W. Petise, P.E, Bureau Chief, Transportation, Traffic & Parking Department
- Jianhong Wang, PE, PTOE, RSP1, Traffic Engineer, Transportation, Traffic & Parking Department
- Lou DeRubeis, Director, Office of Public Safety, Health, and Welfare
- Sgt. Jeffrey Booth, Stamford Police Department
- Joseph Gaudett, Director, 911 Emergency Communications Center
- Frank Lagoe, Public Safety Analyst, Office of Public Safety, Health, and Welfare
- Janeene Freeman, Special Assistant to the Mayor, Director of Partnerships and Community Engagement, Office of the Mayor
- Aaron Miller, Special Assistant to the Mayor for Communications, Office of the Mayor
- Brittany Dube, Emergency Response Specialist, Stamford Health and Human Services Department
- Joseph Kennedy, Safety, Compliance & Employee Relations Manager for Stamford Public Schools, Stamford Board of Education
- Ashley Ley, AICP, D-20, Stamford Board of Representatives
- Jim Grunberger, D-18, Stamford Board of Representatives
- Jennifer Godzeno, AICP, Chair, Stamford Planning Board
- David Kooris, AICP, President (Past), Stamford Downtown
- Phil Magalnick, Co-Chair, Stamford ADA Advisory Council
- Aris Ristau, Director of Operations, UCONN Stamford
- Lt. Patrick Mickens, UCONN Stamford
- William Wright, Member, People Friendly Stamford

We’d also like to thank our consultant team at Street Plans, Sam Schwartz/TYLin, and Greenwoods Associates.

- Mike Lydon, Principal at Street Plans
- Dana Wall, Senior Project Manager at Street Plans
- John Gonzalez, Project Manager at Street Plans
- Veronica Rivas Plaza, Senior Project Designer at Street Plans
- Kelly McGuinness, AICP, Senior Transportation Planner I at TYLin
- Siddharth Shah, Senior Urban Planner at TYLin
- David W. Woods, PhD, FAICP, PP, Executive Vice President at GreenWoods Associates

BE A VISION ZERO HERO!

A LETTER FROM THE MAYOR

Dear Stamford Residents,

Three years ago, I had the privilege of being sworn in as the Mayor of Stamford. On my first day, I outlined a vision to build a city that is more equitable, inclusive, innovative, and a place where everyone can thrive. One of my key priorities in achieving this vision is improving and investing in our infrastructure and creating safer streets for us all.

To that end, I am proud that Stamford is the first municipality in Connecticut to adopt the Vision Zero initiative with an executive order that I signed in September 2022. Our aim is to ultimately eliminate traffic deaths and severe injuries on Stamford's streets by 2032.

Our Vision Zero Task Force, led by our Transportation, Traffic & Parking Department, has been guiding the development of our Vision Zero Action Plan for the last year. Our Action Plan is the result of thousands of community interactions where we heard directly from residents about their concerns related to roadway safety. We have heard loud and clear that you want to walk, bike, take transit, and drive safely on our streets.

Based on data and inspired by the residents of Stamford, this Action Plan outlines 57 recommendations for policy, operational, and legislative changes along with 15 specific roadway corridor recommendations to improve roadway safety.

Achieving our Vision Zero goal will require all of us working together, and I'm inspired by the dedication of Stamford's residents to create a safer, more connected community.

I want to thank our Vision Zero Task Force members, our City Transportation team, and most importantly all of you for helping craft this plan. I'm looking forward to working alongside all of you to bring this plan to life.

Sincerely,

Caroline Simmons

Mayor



TABLE OF CONTENTS

01	OVERVIEW	2
	Introduction	4
	Safe System and Design Principles	5
	Purpose of the Action Plan	6
	Planning History	7
	Glossary	10
02	ANALYSIS & ENGAGEMENT	12
	Crash Data Analysis	14
	Maps	18
	Existing Policies	21
	Public Engagement Summary	23
03	RECOMMENDATIONS	26
	Policy Actions	
	Collaborate & Engage	28
	Analyze & Adapt	33
	Redesign & Implement	36
04	PRIORITY PROJECTS	46
	Segment Identification	48
	Project Map	49
	Priority Project Table	50
	Quick - Build Toolkit	52
	Physical Design Recommendations	57
05	CONCLUSION	72
	Summary	74
	Timeline	75

This is an Action Plan to make Stamford safer for everyone, no matter how you get around.

01

OVERVIEW

WHAT IS VISION ZERO?

Preventing Tragedies and Creating Healthier, More Livable Streets

Vision Zero is a proactive strategy to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for everyone. Originally launched in Sweden in the 1990s, Vision Zero has proven highly successful across Europe and is now being adopted by major U.S. cities. It focuses on the idea that traffic deaths are not inevitable but preventable through smart planning, design, and enforcement.

Each year, over **42,000 people – the population of a small city – are needlessly killed on American streets and thousands more are injured**. These are often referred to as “accidents,” but the reality is that traffic collisions can be prevented. For too long, we’ve accepted these tragedies as part of modern life, but Vision Zero challenges that notion by treating traffic safety as a public health issue.

In Stamford, Connecticut, Vision Zero is crucial as it **aims to address the rising concerns of traffic safety** in a growing and urbanizing city. Stamford’s busy streets see a mix of pedestrians, cyclists, and drivers, making it essential to take a preventative approach to protect people. Implementing Vision Zero strategies – like redesigning streets, improving crosswalks, and calming traffic – can save lives, reduce injuries, and foster a sense of freedom and safety in the community.

Connecticut’s Safe Systems Approach emphasizes designing roadways to anticipate human error and reduce crash severity, prioritizing safety for all road users. This strategy aligns with Vision Zero goals by integrating safer road design, speed management, and equitable safety measures, especially in high-risk areas, to prevent fatalities and serious injuries.

Cities Leading the Way: U.S. Communities Committed to Vision Zero:

Alameda, Albuquerque, Alexandria, Anchorage, Ann Arbor, Arlington, Atlanta, Austin, Bethlehem, Berkeley, Boston, Boulder, Cambridge, Charlotte, Columbus, Denver, Denver Regional Council of Governments, Durham, Eugene, Fremont, Ft. Lauderdale, Harrisburg, Hillsborough County, Houston, Jersey City, Kirkwood, La Mesa, Laredo, Lancaster, Los Angeles, Louisville, Macon, Madison, Minneapolis, Monterey, Montgomery County, New York City, Oregon Metro, Orlando, Philadelphia, Portland, Richmond, Sacramento, San Diego, San Francisco, San Jose, San Luis Obispo, Santa Barbara, Seattle, Somerville, **Stamford**, Tampa, Tempe, Washington DC, Watsonville, West Palm Beach.

SAFE SYSTEMS PRINCIPLES

The State of Connecticut Department of Transportation (CT DOT) has adopted the Safe Systems Approach to make roads safer and reduce serious injuries and deaths. This method focuses on five key areas: safe people, safe vehicles, safe speeds, safe roads, and good care after crashes. It recognizes that people make mistakes and designs roads to reduce the chances of those mistakes causing severe harm. This includes slowing down traffic, keeping different types of road users (like cars and bikes) separate, and providing clear signs and signals to warn about dangers. The goal is to create a safer system for everyone by working together and prioritizing safety.



PURPOSE OF THE ACTION PLAN

Top 5 Ideas

The purpose of this Plan is to identify policies, practices, and priority projects that align behind the City of Stamford's goal of achieving zero serious injuries and traffic fatalities by 2032. This document is intended to serve as a continuous roadmap as the Plan's recommendations are adopted or advanced. Accordingly, this is a living document that will be revised as progress is made and data continuously collected and analyzed.

There are 57 initiatives recommended, however five stand out because of their potential transformative safety impacts.



Stamford is one of 60 American Cities boldly taking on the challenge of achieving zero traffic fatalities within its transportation system.

Structure

The remainder of this plan begins with an overview of Stamford's transportation and street planning and implementation efforts to date; presents a summary of findings from an analysis of the City's recent five-year crash history; and describes the public engagement efforts undertaken to support the development of this Action Plan. All 57 policies and practice recommendations follow, broken into three main categories:

- Collaborate + Engage
- Analyze + Adapt
- Redesign + Implement

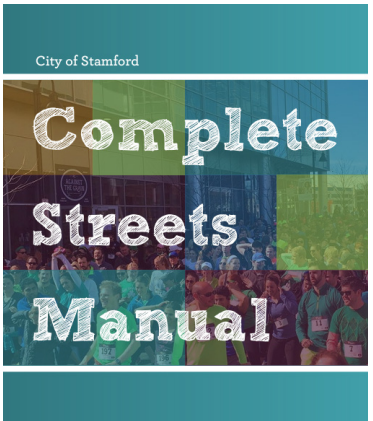
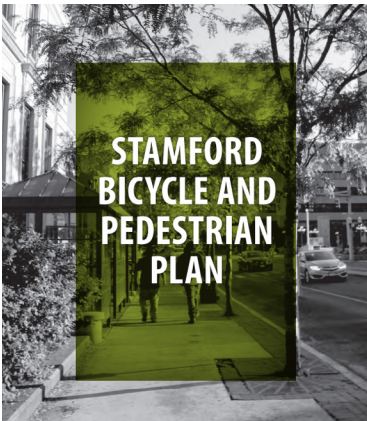
Finally, high-level recommendations for the top 15 High-Injury Network segments are proposed for each corridor, matching traffic-calming and operations tools out of Stamford's existing Complete Streets toolbox to the existing conditions.

The report concludes with a proposed implementation timeline, a City commitment to Vision Zero Goals; and an Appendix with all case study research and more detailed information regarding all public engagement activities.

PLANNING HISTORY

Planning Studies

- Stamford Bicycle & Pedestrian Plan
- Stamford Citywide Parking Study
- Stamford Bus & Shuttle Study
- Glenbrook & Springdale Transit-Oriented Development Feasibility Study
- Veterans Memorial Park/Atlantic Square Master Plan
- Long Ridge Road-High Ridge Road Corridor Study
- Stamford Transportation Study Master Plan
- West Side Transportation Study
- Stamford Neighborhood Traffic Calming Master Plan
- Stamford Complete Streets Manual
- Stillwater Avenue Corridor Study



1

Fund Vision Zero improvements

2

Prioritize work along the High Injury Network

3

Prioritize Fixit Stamford requests for unsafe roads

4

Reduce Speed Limits

5

Create Pedestrian Safety Zones

Existing Projects

The City of Stamford is focused on delivering safe, multi-modal transportation options for all residents and visitors. In recent years, the City has either partnered or led the creation of more than 20 neighborhood, corridor, and citywide planning documents informing more than 50 projects that are advancing with some level of additional planning, more detailed design, or that have reached the implementation phase. In total, approximately \$80 million dollars worth of street safety projects have received capital or grant funding, or are in pursuit of additional funding to bring these projects to life. This past and current work was reviewed and helped inform the recommendations included within the Vision Zero Action Plan. Seven highlights of this past work include:

Stamford Bicycle and Pedestrian Plan



The Mill River Greenway Project, part of the Stamford Bicycle and Pedestrian Plan, will enter Phase II with the construction of a 2,300-foot, 12-foot-wide illuminated trail designed to enhance pedestrian and cyclist access along the Mill River.

Washington Boulevard Roadway Safety Study



Stamford worked with CT DOT to improve Washington Boulevard's safety through a Road Safety Audit, state-funded redesigns for Main and Richmond Hill intersections, and Quick-Build enhancements at Broad Street, Main Street, Richmond Hill Avenue, and North State Street.

Lower Summer Street Pedestrian Improvements



The Lower Summer Street Promenade project widened sidewalks, added street lamps and string lights, new landscaping, and raised a portion of the street to be level with the sidewalk. Construction began in 2023 using state and city funds and wrapped in summer 2024.

Atlantic Street Reconstruction



In the design phase, the I-95 Exit 8 relocation shifts Atlantic Street's focus to a pedestrian, bicyclist, and transit hub. Planned improvements include a raised intersection, separated bike lanes, curb extensions, bus shelters, bike racks, and streetscape enhancements.

Broad Street Roadway Safety Improvements



In the design phase, the Broad at Atlantic Street intersection, ranked second for crashes, will undergo safety improvements funded by CTDOT. The project focuses on curb extensions, crosswalks, and encouraging walking, biking, and transit, prioritizing vulnerable users and zero-car households.

Pepper Ridge Neighborway Planning Project



This project, still in the planning phase, aims to improve neighborhood livability with better walking and biking paths, traffic calming, and safety upgrades along a corridor connecting five schools. Permanent traffic-calming and sidewalk improvements are planned for 2025 and 2026.

Greenwich Avenue Safety Improvements



The goal of this recently completed (2024) state funded project is to reduce congestion by retrofitting three different streets with walking and biking paths, traffic calming, and roadway safety improvements. At the core of the project is Stamford's first roundabout.

GLOSSARY

Key Terms for Safer Streets and Communities

Arterial: A major roadway designed to deliver high-capacity traffic flow, connecting neighborhoods, cities, or regions, often balancing mobility with access to adjacent properties.

Complete Streets: A design approach that ensures streets are accessible and safe for all users, including pedestrians, cyclists, motorists, and transit riders of all ages and abilities.

Crash Analysis: The systematic study of traffic crash data to identify patterns, risk factors, and high-crash locations, guiding safety improvements.

Crash Severity: The extent of harm resulting from a traffic crash, categorized by property damage, minor injuries, serious injuries, or fatalities.

CTDOT (Connecticut Department of Transportation): The state agency responsible for planning, developing, and managing transportation systems and infrastructure in Connecticut.

GIS (Geographic Information System): A technology for capturing, analyzing, and displaying spatial data, commonly used in transportation planning to map crash locations and analyze risk factors.

HIN (High-Injury Network): A mapping tool identifying streets or intersections with the highest concentration of severe or fatal traffic crashes, used to focus safety interventions.

KSI (Killed or Seriously Injured): A metric used to quantify the number of fatalities and severe injuries resulting from traffic crashes, helping prioritize safety measures.

LPI (Leading Pedestrian Interval): A traffic signal feature that gives pedestrians a head start to cross the street before vehicles receive a green light, improving visibility and safety.

Micromobility: Small, lightweight vehicles such as bicycles, e-bikes, and scooters, often used for short trips and increasingly integrated into urban transportation networks.

MUTCD (Manual on Uniform Traffic Control Devices): A federal guide that sets standards for traffic signs, signals, and pavement markings to ensure consistency and safety on roadways.

Pedestrian-Oriented Design: Urban planning and design that prioritize pedestrian safety and comfort, often involving features like wider sidewalks, crosswalks, and traffic-calming measures.

PSI (Pedestrian Safety Index): A measure that evaluates the safety of pedestrian environments based on factors like crash data, traffic volume, and roadway design. Safe Systems Approach: A traffic safety framework that acknowledges human errors and vulnerabilities, focusing on system design and management to minimize the severity of crashes.

TT&P (Transportation, Traffic & Parking): Stamford's municipal department focused on traffic management, transportation planning, and parking infrastructure,

Traffic Calming: Measures like speed humps, bump outs, and roundabouts that slow vehicle speeds and improve safety for pedestrians and other road users.

Traffic Signal Optimization: Adjustments to traffic signal timing and coordination to enhance the flow of people driving, walking, and/or cycling; reduce congestion; and improve safety for all.

Vision Zero: A strategy aimed at eliminating all traffic-related fatalities and serious injuries while ensuring safe mobility for everyone.

Let's dive into the data and hear from the community voices informing Stamford's vision for safer streets.



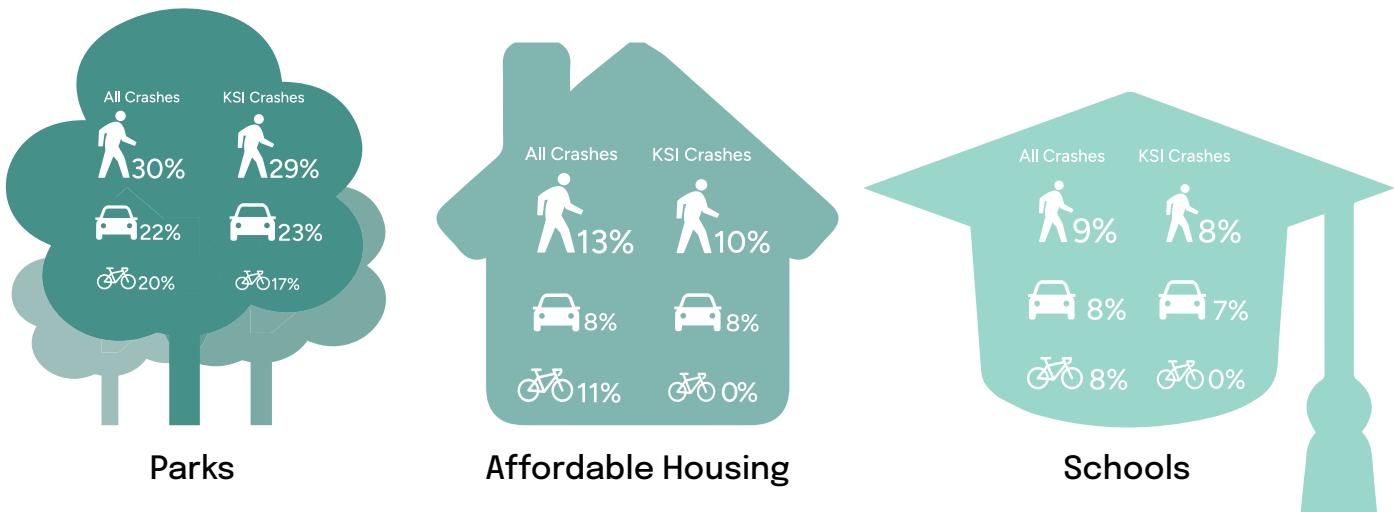
02

ANALYSIS & ENGAGEMENT

DATA ANALYSIS

Crash Location Trends

Daily Destinations



Parks, affordable housing, and schools are likely to generate trips by vulnerable road users, such as bicyclists, pedestrians, and children. Understanding traffic safety trends in these areas is critical.

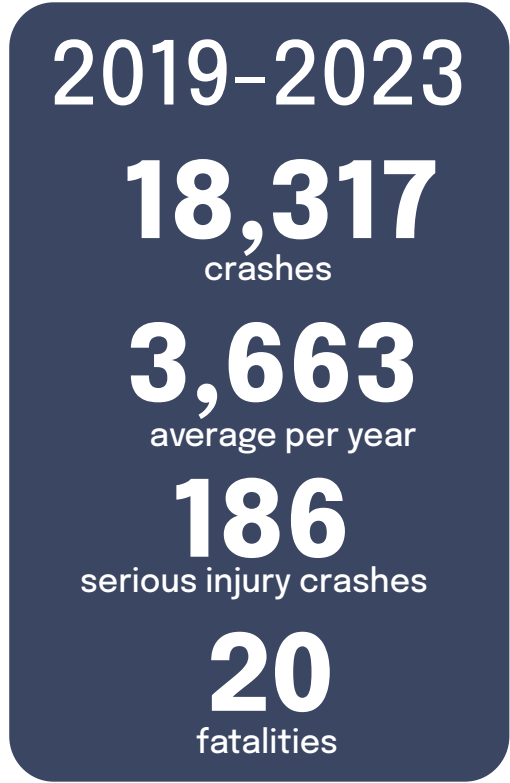
For these land use types, we see a higher portion of pedestrian crashes and **KSI** than conflicts with motorists or bicyclists. Between **2019** and **2023**, **29%** of pedestrian-related **KSI** crashes occurred near a parks, **10%** near affordable housing, and **8%** near schools. The impact to pedestrians near these land uses is most pronounced around parks, where the portion of crashes and **KSI** for pedestrians is substantially higher than other modes.

Intersection Crash Trends



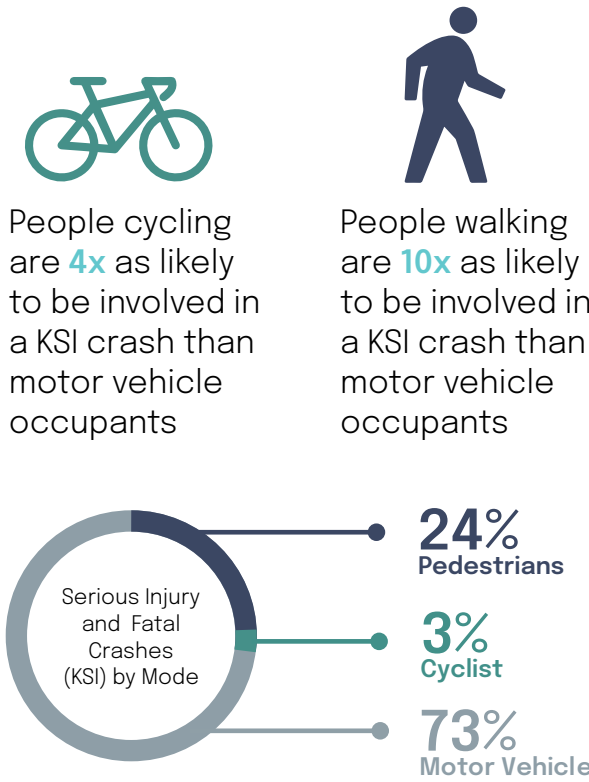
Motor Vehicle Crash Data

Total Crashes



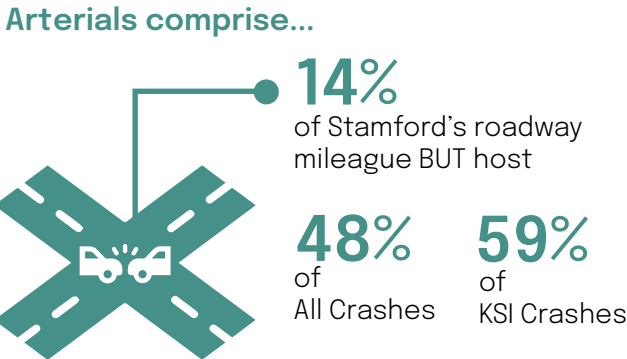
Between **2019** and **2023**, the City of Stamford, CT, reported **206** KSI crashes, averaging about **41** per year over the five-year period. This total includes **37** serious injuries and **4** fatalities annually.

KSI Crash By Mode

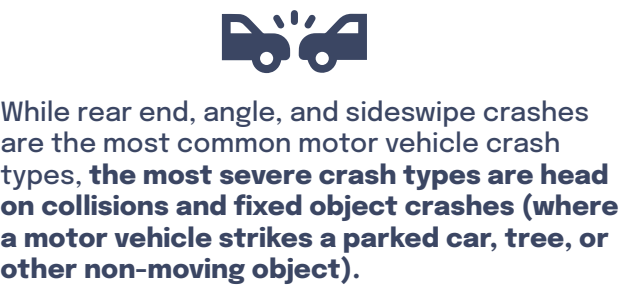


While bicyclists and pedestrians comprise just **3%** of crashes during this time period, they represent **27%** of serious injuries and fatalities (**24%** as pedestrians and **3%** as bicyclists).

Segment Crash Comparison

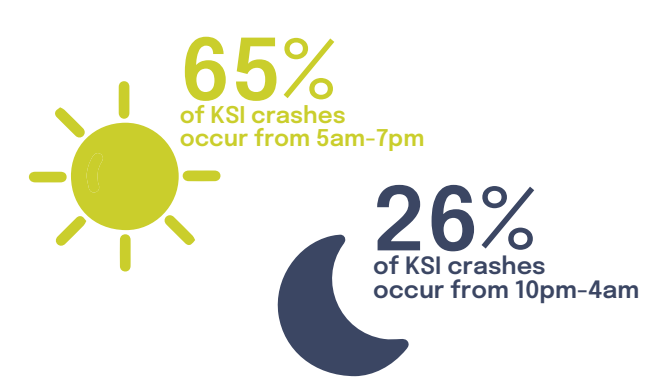


Motor Vehicle Crash Type Comparison



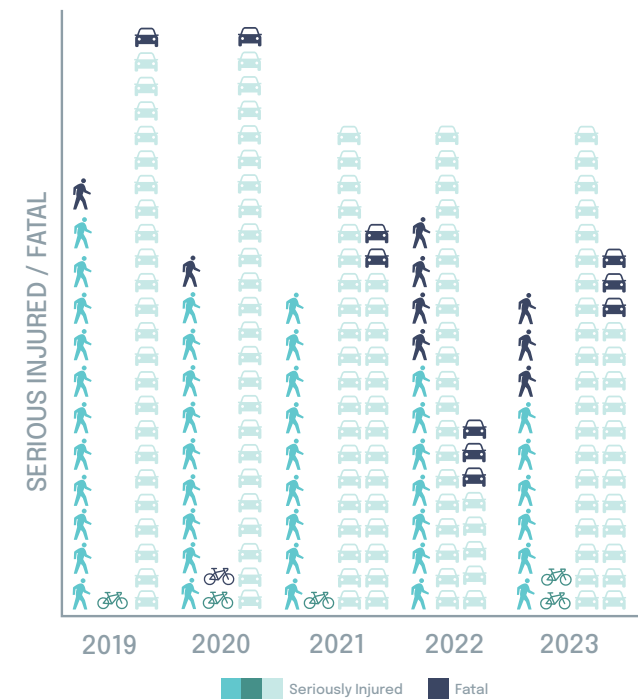
Vulnerable Users

KSI Crash By Time of Day



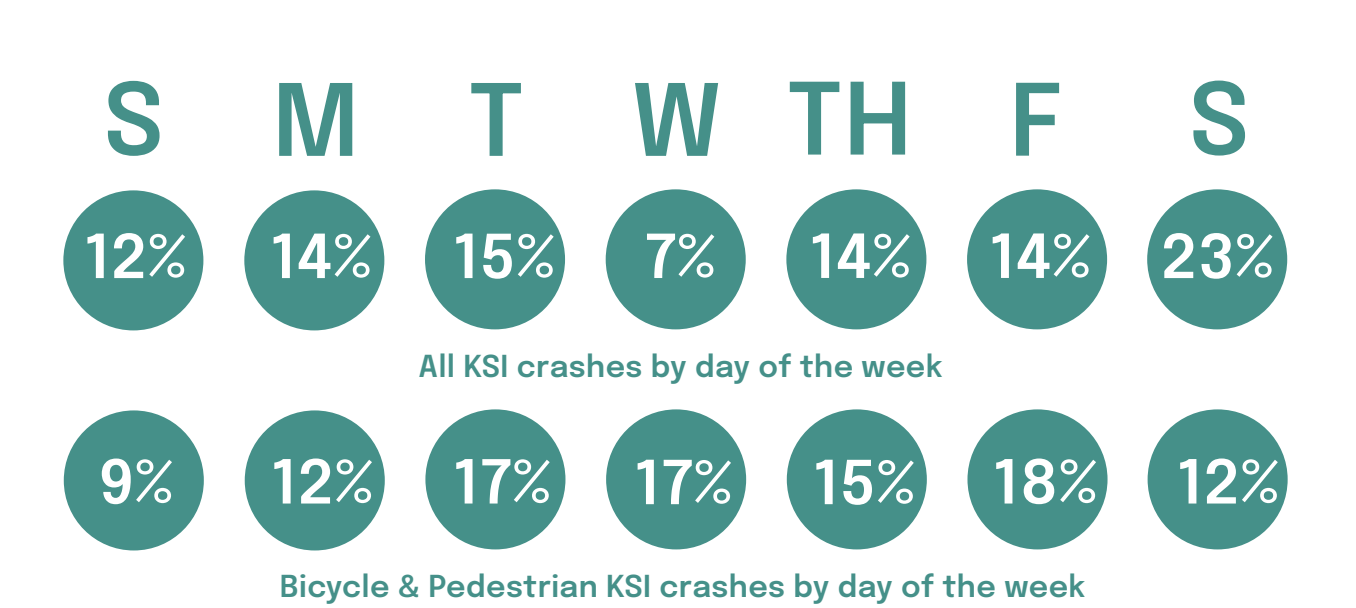
Trends in the time of day and day of the week when crashes are prevalent can be used to develop evidence-based regulations, optimize resource allocation, and inform infrastructure planning as well as heighten emergency response preparedness during peak crash times.

KSI By Mode

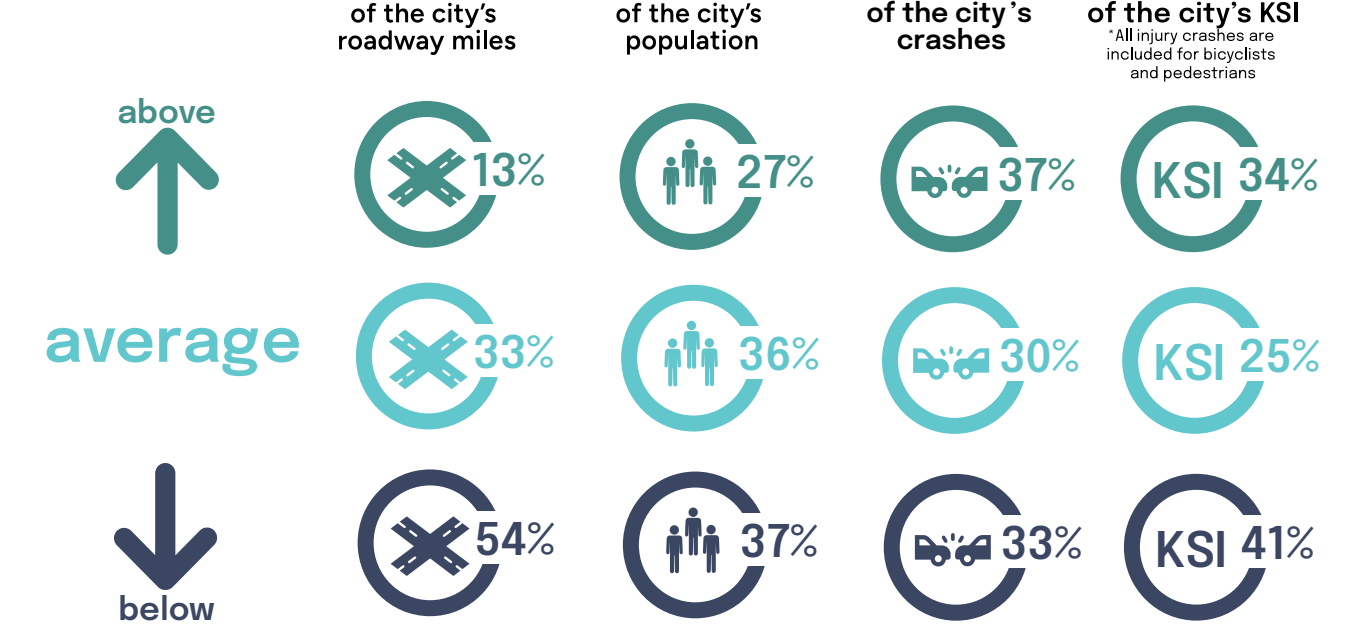


Each bike, pedestrian, or car icon represents one KSI involving a user of that mode.

KSI Crashes By Day Of The Week

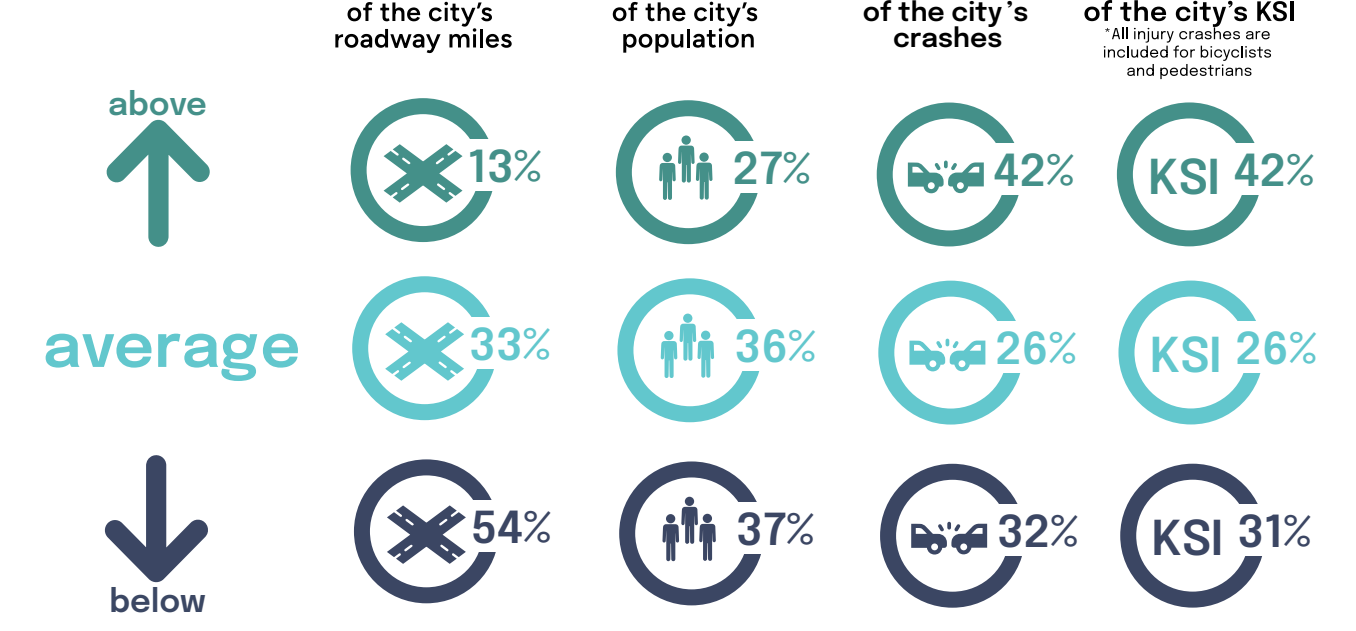


Census Tract Equity Assessment: All Crashes



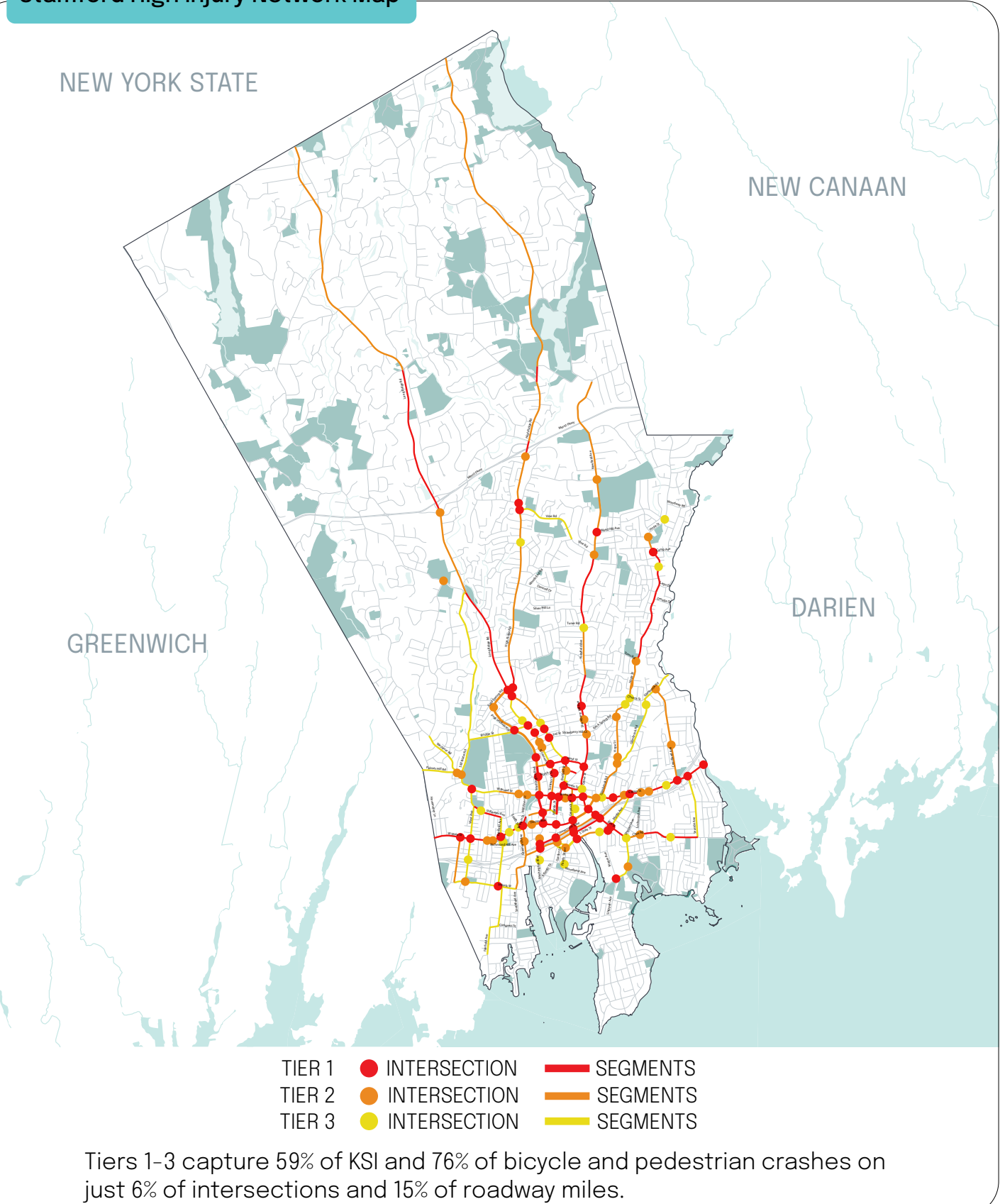
Stamford census tracts with greater equity needs experience more crashes than average relative to their population and road miles. This analysis helps prioritize safety measures in high-need areas. The trend is stronger for bicycle and pedestrian crashes, with a higher share of crashes and KSI occurring in these tracts compared to others.

Census Tract Equity Assessment: Bicycle & Pedestrian Crashes

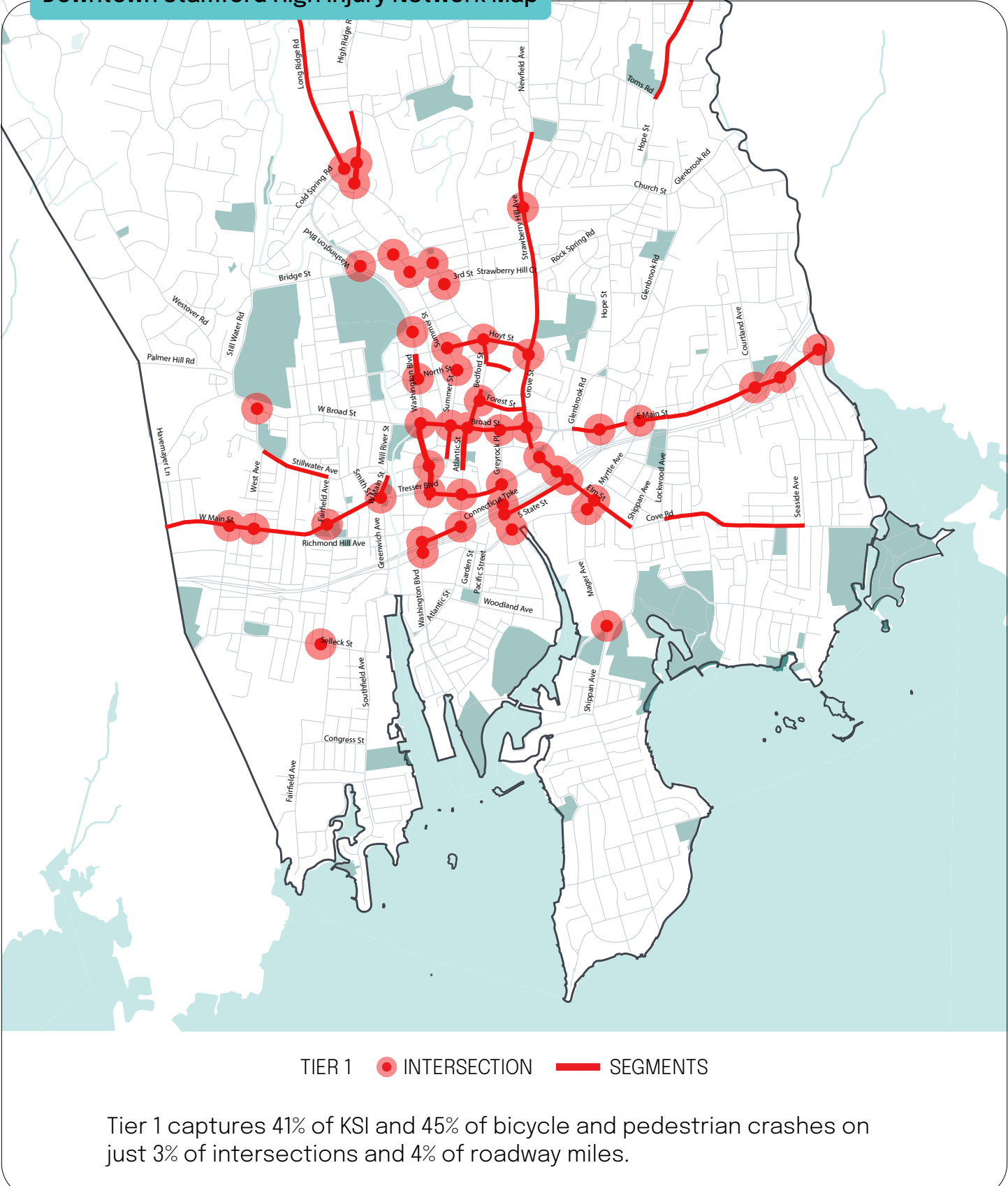


MAPS

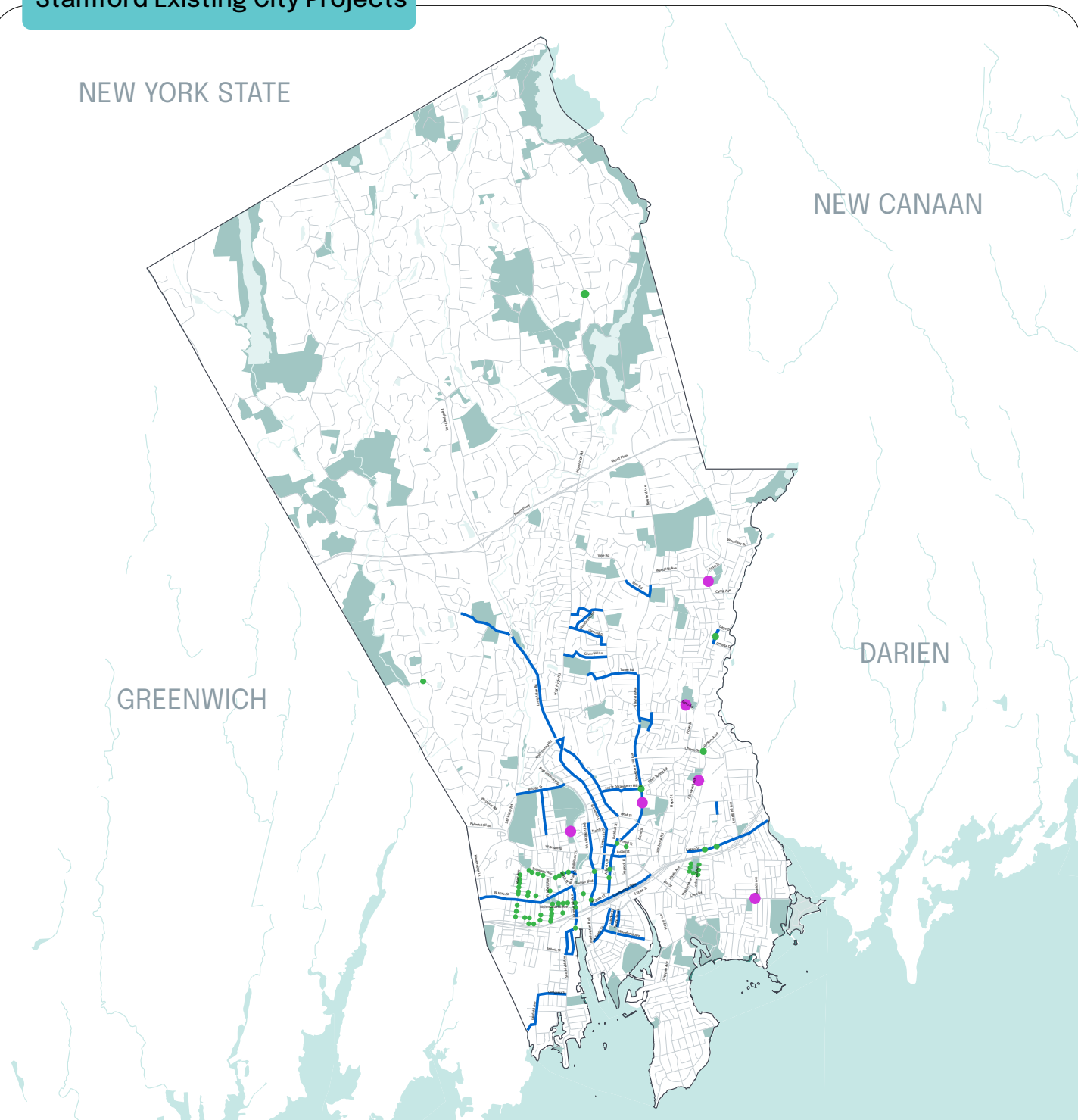
Stamford High Injury Network Map



Downtown Stamford High Injury Network Map



Stamford Existing City Projects



● SPEED SAFETY CAMARAS ● INTERSECTION IMPROVEMENTS* — CORRIDOR IMPROVEMENTS*

*The City of Stamford currently has a number of important intersection and corridor safety improvement projects planned. The project specifics and related implementation timelines is subject to available funding.

EXISTING POLICIES

Policy and Process Assessment

A crucial component of any Vision Zero Action Plan is an existing policy and process assessment. The purpose is to identify how current government practices, systems, and rules contribute to improving transportation safety outcomes. An analysis of these frameworks helps uncover gaps that need improvement, such as procedure, design standards, or prioritization methods.

The team conducted an assessment of Stamford’s current policies, plans, guidelines, and standards (e.g., manuals) with the goal of identifying opportunities to improve transportation safety citywide. This multifaceted assessment involved collaboration and participation from key staff leaders across various City departments.

A **Safe Systems Policy Inventory** was conducted to benchmark the City’s existing transportation safety policies. The team conducted a literature review and compiled a wide range of potential policies, comparing them to Stamford’s current policies and their level of implementation (e.g., consistently followed, inconsistently applied, or not followed). By identifying gaps and inconsistencies, City staff was able to pinpoint opportunities for modifying existing policies or adopting new ones to enhance transportation safety.

A **Policy Needs Assessment Survey** accompanied the inventory and was distributed to various City departments. Respondents provided input on what processes they felt hindered transportation safety initiatives, as well as what resources, codified policies, or guidelines could enable

their department to make streets safer for everyone. Represented departments included Transportation, Traffic, and Parking; Fleet Management; Emergency Communications; and Stamford Public Schools.

A **Policy Workshop** brought together City representatives for an in-depth discussion of the findings from the survey and policy inventory. This collaborative session provided valuable insights into the challenges and gaps in existing transportation safety policies and served as a foundational step for shaping the recommendations outlined in this Action Plan.



The core team gathered to discuss key policy findings and collaborate on shaping recommendations for improving transportation safety.

EXISTING POLICIES

Several key themes emerged from the assessment:

Policy Codification: Many processes are in place, but few are formally codified, such as crosswalk and signal timing development.

Technical Guidance: While most departments agree that current safety policies support Vision Zero, participants identified a need for technical assistance in training, data collection, and engagement.

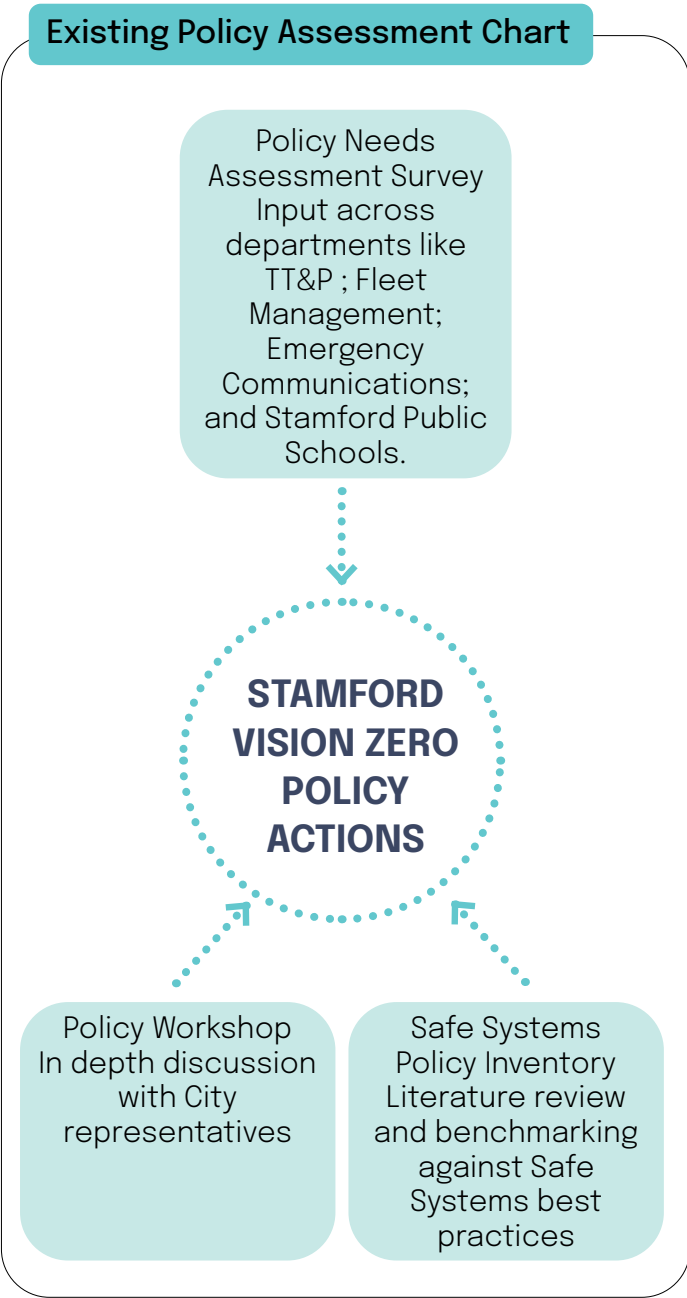
Compliance: The City’s Complete Streets policy lacks consistent enforcement, up-to-date design guidelines, and a compliance checklist.

Collaboration Opportunities: Intra-departmental communication, collaboration, and data sharing could be improved.

Filling in the Gaps: Official policies aligned with the Safe Systems approach are missing for key areas like crosswalk design, traffic signal timing, fleet procurement, staff training, and inclusive engagement.

The information gleaned from the assessment informed the development of strategies and actions found in this Plan, such as standardizing the Complete Streets checklist, creating a Traffic Safety Project Public Participation Plan, incorporating safety features in repaving projects, launching a Vision Zero curriculum for City employees, and establishing an

interagency Fatal Crash Response team to collect and review crash data. The policy and process assessment ensures that the recommendations included herein are grounded in a thorough understanding of the City’s policy landscape and effectively address key opportunities for improvement.



PUBLIC ENGAGEMENT SUMMARY

Bringing the Plan to the People

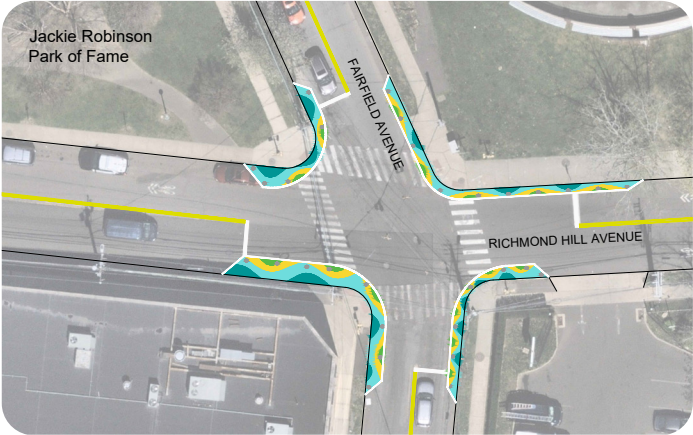
For the Action Plan, the City hosted and/or joined a set of 10 engagement events of various sizes and formats over the course of nine months to tap into residents’ expertise on local traffic safety issues, and keep the community informed of the Plan’s progress. Due to the varied land use contexts within the City, and the high number of distinct neighborhoods each with their own safety concerns, the City prioritized a nimble engagement event format called “Feet in the Street: Vision Zero Roaming Studio”. These pop-ups provided a regular cadence of touchpoints over the course of seven months, while milestone events anchored the outreach at strategic moments in the Plan’s development. Central to the outreach strategy was a strong Vision Zero brand. The pop-up “kit of parts” featured a branded tablecloth, umbrella, and Plan “swag” (like bumper stickers) to encourage passersby to participate and engage with the project team.

Public engagement for the Vision Zero Action Plan began in April 2024 with Roaming Studio pop-ups in Downtown and Springdale as a lead-up to the Kick-Off Workshop on May 7th. Additional engagement events included a Demonstration Project and a Draft Recommendations Open House. Digital engagement supplemented in-person events throughout the entire public engagement process. An embedded feedback map on the Vision Zero webpage enabled residents to identify problematic corridors and hotspots, and propose solutions. The webpage was launched in March 2024 to start generating interest in the Plan, and advertise the upcoming events.



As a “rendering in real time” of proposed design interventions, and to augment public engagement at the 19th Annual Stamford Health and Human Services Department at the Yerwood Center, the project team installed a Demonstration Project at the intersection of Fairfield and Richmond Hill Avenues on Saturday, September 28th. In advance of the event, the City striped three temporary curb extensions and installed delineator posts. On Saturday, the project team and volunteers outlined and painted a design in each curb extension to emphasize them as pedestrian spaces, and bring the Vision Zero brand into the street!

During Family Day, the project team referred to the Demonstration Project as an example of the type of geometric improvements that could be made to intersections along the High-Injury Network to reduce pedestrian crossing distances, increase pedestrian visibility, and slow the turning movements of vehicles.



At the Kick-Off Workshop, the project team delivered a brief presentation before facilitating an icebreaker exercise, followed by table rotations to view the case studies, High-Injury Network, and other analysis.



At Arts & Crafts on Bedford, passersby indicated preferences for various safe streets strategies, like bike facilities, traffic calming, and education, by dropping a pom-pom in the corresponding jar.

3000+
community member
engagements

All social media engagements, online map interactions, email blasts, public engagement interactions/attendees, and meetings attendees were tallied for a total of 3000+ residents who directly engaged with the Action Plan and/or project team.

On the Vision Zero Action Plan webpage, community members used an interactive map to identify intersections and corridor segments with challenges to traffic safety, like speeding, lack of adequate crossings, and failure of drivers to yield to pedestrians.

150+
map
comments

9 additional
meetings and
presentations

The project team presented to the Glenbrook, Cove, East Side, and Hubbard Heights Neighborhood Associations, as well as the Zoning Board, Planning Board, Parks & Recreation Commission, and the Board of Representatives Transportation Committee.



Volunteers joined the project team on Saturday, September 28th to paint an asphalt art design in three new curb extensions on the West Side to demonstrate intersection safety design component.



While the demonstration project was being installed, the City popped up at the Yerwood Center's Family Day to share the Plan's draft recommendations with event attendees.

Here is the game plan
to make our streets
safer and more
inclusive for everyone!



03

RECOMMENDATIONS

POLICY ACTIONS

Collaborate & Engage

Create a culture of safety within government and across Stamford’s citizenry that incorporates Vision Zero into everyday practices.

Strategy 1 Embed Vision Zero and traffic safety as policy across City of Stamford departments.

Action	Responsibility	Timeline to initiate	Performance Measure
1.1.1 - Create a Vision Zero curriculum and train City staff responsible for planning, designing, building, and maintaining Stamford’s public infrastructure.	TTP, LUB, Highways, Engineering	Year 1	Conduct an annual Vision Zero and Complete Streets update and training for City staff.
1.1.2 - Incorporate the Vision Zero goal into all City plans and plan updates (e.g., comprehensive plan, community health plan, and more).	TTP, LUB	Ongoing	The Vision Zero goal is incorporated into all City plans.
1.1.3 - Incorporate Vision Zero as a performance criterion for the Capital Budget.	TTP, OPM	Year 1	Vision Zero criteria added as a performance measure in the Capital Budget.
1.1.4 - Continue to fund Vision Zero Projects in the City’s Annual Capital Budget.	TTP, OPM, LUB	Ongoing	Request and receive a minimum of \$500,000 in City funds for the Vision Zero Implementation Account annually.
1.1.5 - Incorporate Vision Zero outcomes into all City Capital Projects and Private Developments using the Project Review Form.	TTP, LUB, Engineering, Highways	Ongoing	All new capital projects and private developments integrate Vision Zero.

1.1.6 - Require contracting and procurement processes to prioritize firms who demonstrate expertise in implementing Vision Zero practices within project design and delivery are prioritized.	TTP, Purchasing	Year 4	Vision Zero criteria added to the contracting and procurement process for design consultants.
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Strategy 2 Educate and engage Stamford residents about transportation safety.

Action	Responsibility	Timeline to initiate	Performance Measure
1.2.1 - Develop and implement a comprehensive education campaign to educate the public on Vision Zero and roadway safety treatments.	TTP, PD, Health and Human Services Department	Year 1	Implement an annual high-visibility outreach and education campaigns in different neighborhoods and across various media informing residents, visitors, and employees of Vision Zero practices.
1.2.2 - Collaborate with the Stamford Board of Education to integrate Vision Zero principles into student safety/health and driver education curriculum.	TTP, BOE	Year 4	Traffic safety is part of the health curriculum in every public school; all driver education courses include a primer on Vision Zero principles.

Strategy 3 Create community engagement procedures that are inclusive, equitable, and consistent, allowing Stamford residents to participate in traffic safety projects in a meaningful way.

Action	Responsibility	Timeline to initiate	Performance Measure
1.3.1 - Shift the Vision Zero Task Force meeting cadence to quarterly meetings and empower the Task Force to oversee the stewardship and implementation of the Vision Zero Action Plan.	TTP	Year 2	A TTP Public Participation Plan is developed and applied to all ongoing TTP project initiatives.

1.3.2 - Create a Traffic Safety Project Public Participation Plan (PPP), a strategic framework designed to guide how the TTP department engages with the community throughout the planning, development, and implementation of projects. This plan will include stakeholder identification, standard engagement methods and channels, standard feedback and input collection, and a timeline of communication, outreach, and evaluation.	TTP	Year 2	A TTP Public Participation Plan is developed and applied to all ongoing TTP project initiatives.
1.3.3 - Develop and deploy standard pedestrian-oriented information signage at all new Quick- Build and roadway project locations. The signs should describe the project's key features and include a QR code linking to the City of Stamford Vision Zero page and/ or a relevant project survey.	TTP	Year 1	Standard sign template created and deployed at all Project locations.
1.3.4 - Develop an informational Vision Zero webpage describing different transportation safety treatments, their benefits, and where in Stamford they are most appropriate.	TTP	Year 1	Complete web page build-out; update as relevant.

1.3.5 - Develop a cohesive Vision Zero Communications Strategy for official City social media posts, press releases, and website pages; ensure that “accident” is replaced with “crash,” and humanizing language is used to reinforce the core tenets of Vision Zero.	TTP, PD, Mayor’s Office	Year 1	Complete and apply communications strategy.
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Strategy 4 Enhance Stamford’s Vehicle Fleet to follow Vision Zero best practices.

Action	Responsibility	Timeline to initiate	Performance Measure
1.4.1 - Evaluate all current City Fleet vehicles for safety equipment improvements, including presence of speed and rear guards, blind spot mirrors, side and back-up mirrors, and autonomous driving assistance systems like autonomous emergency braking (AEB) and intelligent speed adaptation (ISA).	TTP, Vehicle Maintenance	Year 3	25% of City vehicles are evaluated each year for four years.
1.4.2 - Update the City’s vehicle procurement policy to require safety equipment on all new vehicles, including telematics detecting unsafe behaviors (speed, harsh acceleration, braking). Safety technologies should mitigate severe crash risk for pedestrians and align with proven standards like European NCAP.	TTP, Vehicle Maintenance	Year 2	Update procurement policy so that all new City vehicles are equipped with safety improvements including vehicle telematics.

1.4.3 - Develop a “City Employee Public Driver Report Card” that uses the results of vehicle telematics that detect unsafe behaviors (speed, harsh acceleration, harsh braking etc.) to discourage improper driving behavior and improve safety for those outside of fleet vehicles.	TTP, Risk Management	Year 4	Creation of a City Employee Public Driver Report Card.
1.4.4 - Create a Vision Zero curriculum and conduct training for all new City employees on Vision Zero principles; offer Defensive Driving training for any current employee, and require training for all fleet vehicle operators.	TTP, HR, Risk Management	Year 2	Include Vision Zero curriculum in employee onboarding process.



Analyze & Adapt

Develop a strategic, continuous data-supported approach to improve transportation safety.

Strategy 1 Increase the City’s understanding of the underlying causes of crashes and enable the City to swiftly and effectively address transportation safety issues.

Action	Responsibility	Timeline to initiate	Performance Measure
2.1.1 - Establish a Fatal Crash Response team to review fatal crash sites and recommend short-term safety fixes and long-term measures. Define a timeline that aligns with Police Department investigation procedures.	TTP, PD, EMS, CTDOT (when on State-owned roadways)	Year 1	Fatal Crash Response review is conducted for every fatal crash, determining appropriate short- and long-term engineering interventions.
2.1.2 - Develop Project Assessment and Evaluation Guidelines that focus on evaluating the effectiveness of completed Vision Zero projects in achieving safety goals. The evaluation should include a comparison of pre- and post-implementation data for traffic fatalities, injuries, and vehicle speeds, with a particular focus on vulnerable road users such as people walking and cycling.	PD, EMS, TTP, PSHW	Year 1	A project assessment is conducted for every project.
2.1.3 - Conduct monthly meetings with TTP, Police, and Public Safety to review crash trends, enforcement measures, and roadway safety projects.	TTP, PD, PSHW	Year 1	Meet monthly to align and coordinate traffic safety initiatives.

2.1.4 - Develop a clear communication protocol between the Police Department and TTP when vulnerable user crashes occur.	TTP, PD	Year 1	Protocol adopted and applied.
2.1.5 - Concentrate transportation safety enforcement activities at the location, time of day, day of week, and month of year when it matters most. Review such trends on a monthly basis and adjust as needed.	PD	Year 1	Overall reduction in crashes, including during times of peak risk.
2.1.6 - Develop parking enforcement protocols focused on safety based violations.	TTP, PD	Year 1	Protocol adopted and applied.

Strategy 2 Develop proactive transportation safety practices

Action	Responsibility	Timeline to initiate	Performance Measure
2.2.1 - Prioritize the development and implementation of transportation safety projects along the HIN and within Pedestrian Safety Zones, not just in response to localized complaints.	TTP, Mayor's Office, Engineering	Year 1	Initiate two new transportation safety projects along the HIN each year.
2.2.2 - Prioritize responding to and acting upon Fixit Stamford Requests for traffic investigations, signage and pavement markings, traffic signal, sidewalks, crosswalks, and street lights for roads located along the HIN.	TTP, Highways, Operations, Mayor's Office	Year 1, Ongoing	Implement policy change so Fixit Stamford complaint responses help reduce Killed or Serious Injury (KSI) crashes along the HIN.

Strategy 3 Continue to provide accessible and transparent data resources for the public and for programmatic evaluation.

Action	Responsibility	Timeline to initiate	Performance Measure
2.3.1 - Expand on the existing Vision Zero Crash dashboard to include Vision Zero Projects and initiatives; use public GIS inventory of all safety features to enable the evaluation of countermeasures, maintenance planning, asset management, Action Plan Implementation.	TTP	Year 2	The Vision Zero dashboard is expanded to include active projects and initiatives.
2.3.2 - Publish annual Vision Zero Reports detailing progress against the strategies and actions set forth in this Action Plan; include updates regarding crash data, enforcement data, and the installation of specific transportation safety projects and initiatives.	TTP, PD, PSHW	Year 1	Annual Vision Zero Reports are published.
2.3.3 - Conduct a Vision Zero Action Plan update four years into the program; it should analyze implementation progress, update crash trends, and develop new recommendations.	TTP, Vision Zero Task Force, PD	Year 4	Develop a four year update to the Vision Zero Action Plan.

Redesign & Implement

Redesign streets to reduce speed and conflicts, and improve safety, accessibility, and roadway operations.

Strategy 1 Reduce vehicle speeds to reduce harm.

Action	Responsibility	Timeline to initiate	Performance Measure
3.1.1 - Appropriately implement citywide speed limits to mitigate harm Create a Citywide base speed limit of 25 MPH on all municipal roads. <ul style="list-style-type: none">• Create 20 MPH zones supported by target design speed interventions in all school zones, along non-arterial roads fronting active parks, and within defined Pedestrian Safety Zones (PSZ).• Where appropriate, work with the Connecticut Department of Transportation to lower speed limits along State Owned Roadways.	TTP	Year 2	Implementation of new speed limits.
3.1.2 - Expand the Speed Safety Camera Program enabled by City ordinance on April 1, 2024. In addition to school zones, the cameras may also be placed in Pedestrian Safety Zones and along the HIN.	TTP	Year 3	Locations with speed cameras experience a reduction in speeding and serious injury crashes.

3.1.3 - Integrate safety features such as improved crosswalks and incorporating traffic calming measures (e.g., raised crosswalks, bump outs, road diets, bike lanes, chicanes, and speed humps) on roads on the HIN or within a Pedestrian Safety Zone when they are being repaved.	TTP, Highways	Year 1	Develop a workflow with the Highways Department and implement safety enhancements when repaving a road on the HIN or within a Pedestrian Safety Zone.
3.1.4 - Develop a neighborhood traffic calming process and schedule to construct safety features such as improved crosswalks and incorporating traffic calming measures (e.g., raised crosswalks, bump outs, road diets, bike lanes, chicanes, and speed humps).	TTP, Engineering	Year 2	Creation of a Neighborhood Traffic-Calming request program and annual tracking of projects requested and delivered.



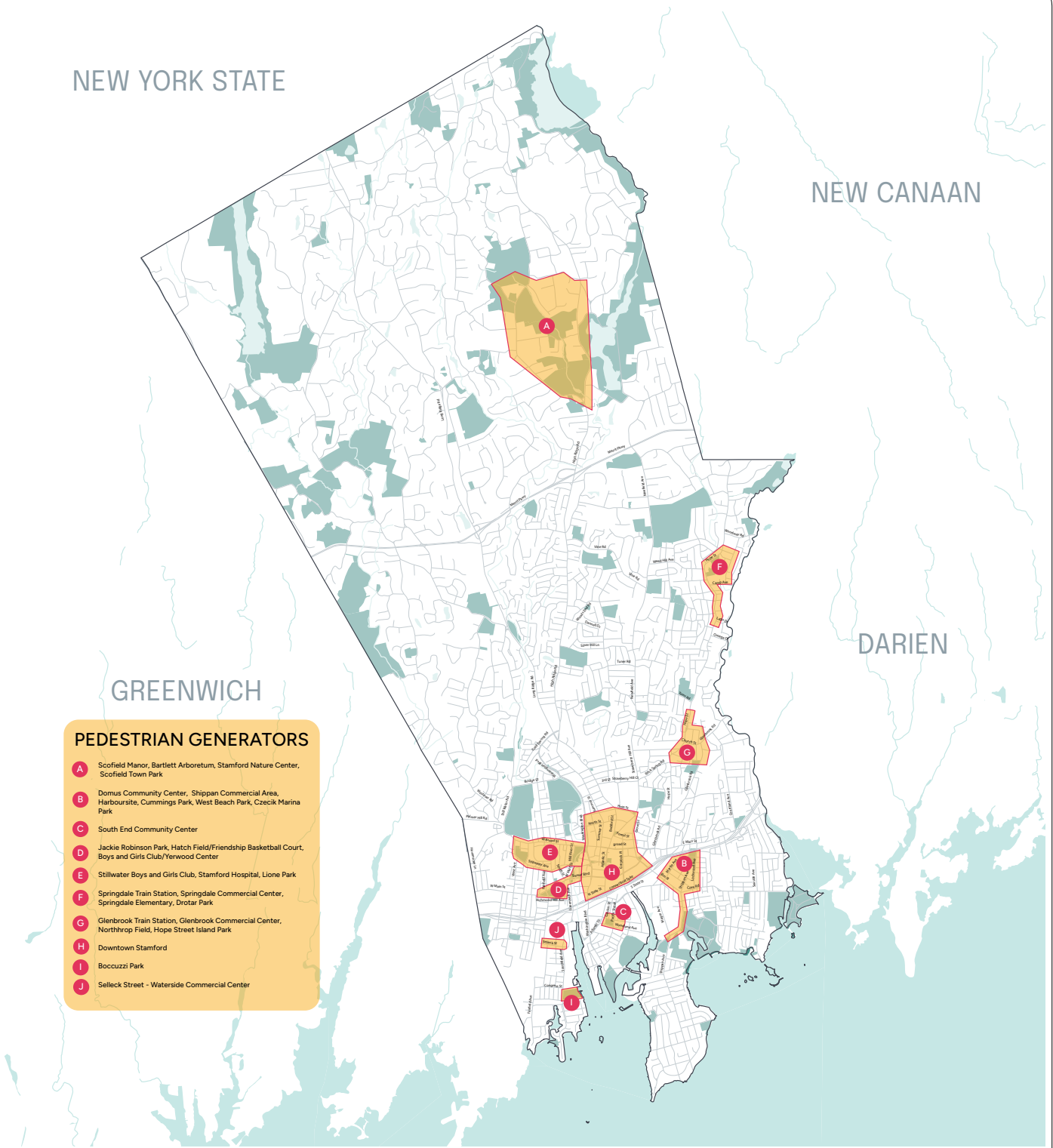
Strategy 2 Prioritize pedestrian safety and walkability along the City’s street network.

Action	Responsibility	Timeline to initiate	Performance Measure
3.2.1 - Pass a resolution giving the City the ability to create Pedestrian Safety Zones. <ul style="list-style-type: none">• Prioritize Downtown Stamford, commercial areas, parks, and around transit facilities.• Implement traffic-calming improvements (speed humps, bump-outs, median islands), speed limit reductions, crosswalk enhancements, ADA accessibility enhancements, and other safety tools in designated PSZs.• Standardize traffic signal enhancements such as:• Leading Pedestrian Interval, No-Turn-On-Red, Concurrent Pedestrian Phasing, Protected Left Turns, and Pedestrian Phase Recall.	TTP	Year 1	Resolution approved by the Board of Representatives; Designate and implement 1 Pedestrian Safety Zone each year.
3.2.2 - Prioritize the repainting of high-visibility crosswalks at the following locations: <ul style="list-style-type: none">• Tier 1 - 3 HIN segments and intersections• Pedestrian Safety Zones• School Zones• Park access points• Bus stops	TTP	Year 1, Ongoing	Complete the priority project list each year.

https://www.cga.ct.gov/current/pub/chap_249.htm#sec_14-307a

<https://casetext.com/statute/general-statutes-of-connecticut/title-14-motor-vehicles-use-of-the-highway-by-vehicles-gasoline/chapter-249-traffic-control-and-highway-safety/part-i-traffic-control/section-14-307a-establishing-a-pedestrian-safety-zone>

Pedestrian Safety Zone Map



In 2021, the State of Connecticut passed a General Statue allowing municipalities to establish Pedestrian Safety Zones in their downtown district or community centers. Connecticut municipalities may implement these zones to reduce crashes and encourage walking as a safe mode of transportation. This authorizes the City of Stamford to deploy both automatic traffic safety devices and other traffic safety tools within these zones.

3.2.3 - Align recommendations and implementation of ADA Transition Plan based on proximity to adjacent crosswalks, location on the Tier 1 - 3 HIN, and common destinations that generate walking trips, such as parks, commercial districts, and schools.	TTP	Year 2	Implement ADA Transition Plan to align with HIN Locations.
3.2.4 - Enhance existing and newly proposed crosswalks along the HIN through increased signage and lighting, RRFBs, Quick-Build materials, and the capital reconstruction of bump-outs, pedestrian refuge islands, and raised intersections or crosswalks.	TTP	Year 2	Complete crosswalk signage -audit; complete all enhancements -5 new Quick-Build crosswalk enhancements installed annually. -5 capital construction crosswalk enhancement projects installed annually.
3.2.5 - Reconstruct and/or build new ADA compliant sidewalks every year; Use the Tier 1 - 3 HIN, established equity criteria, and the forthcoming ADA Transition Plan to select project locations.	TTP, Highways, Engineering	Year 1, Ongoing	Rebuild/build 2 miles of ADA compliant sidewalks annually.
3.2.6 - Refine and enforce a safe, accessible, and consistent pedestrian pathway work zone policy.	TTP, Engineering, Citations	Year 2	100% citywide work zone compliance.
3.2.7 - Enhance street lighting at crosswalks by increasing wattage and the overall presence of lights, prioritizing Tier 1 -3 HIN segments and Pedestrian Safety Zone locations.	TTP, Engineering,	Year 2	Update 25% of street lights with higher wattage/lumen LED bulbs at all crosswalks annually until complete.

3.2.8 - Implement the Leading Pedestrian Interval (LPI) at all signalized crosswalks.	TTP	Year 2	Implement LPI at 25% of all pedestrian signals annually until complete.
3.2.9 - Build upon recommendations of the upcoming ADA Transition Plan by coordinating transportation safety upgrades with accessibility upgrades.	TTP, Engineering, Highways	Year 3, Ongoing	Complete ADA Transition upgrades each year per the ADA Transition Plan.

Strategy 3 Enhance bicycle and bus travel

Action	Responsibility	Timeline to initiate	Performance Measure
3.3.1 - Reference the Stamford Bicycle and Pedestrian Master Plan to develop bikeway infrastructure along the HIN; coordinate intersection enhancements with other projects occurring along the HIN (bike boxes, queue boxes, bike signals, crossbike markings etc.)	TTP	Year 2	Install 2 miles of new or upgraded bikeways annually.
3.3.2 - Expand a full spectrum of short to long-term bike parking infrastructure citywide, with a strong focus on the intersection of the HIN, transit stations, parks, and commercial areas, and existing and proposed bikeway network; leverage land use development to further expand bike parking delivery.	TTP	Year 1	50 new bicycle parking spaces are installed each year.

3.3.3 - Conduct a bus stop location audit to ensure CT Transit bus stops are within 250' of a marked crosswalk	TTP, CTTransit	Year 4	Pedestrian accessibility is improved at 20% of bus stops each year by installing new crosswalks and/or moving existing bus stops to existing crosswalks.
3.3.4 - Enhance existing bus stop locations with permanent safety and accessibility improvements along the HIN, such as sidewalks, bus boarding islands, shelters, accessibility, bike parking, signage, public art, etc.	TTP, CTTransit	Year 2, Ongoing	At least 5 bus stops receive accessibility/safety improvements annually.

Strategy 4 Enhance Intersection Safety

Action	Responsibility	Timeline to initiate	Performance Measure
3.4.1 - Within Pedestrian Safety Zones and at strategic intersections along the HIN, implement pedestrian recall for all crosswalk legs, LPI, No Turn on Red, and target short cycle lengths.	TTP	Year 2	Implement signal measures as part of the implementation of Pedestrian Safety Zones.
3.4.2 - Increase the safety of left-turning vehicles through hardened centerlines, protected left turns, flashing yellow arrows, and yield to pedestrian signage at intersections located within HIN and Pedestrian Safety Zones.	TTP	Year 1	Left-turn safety treatments are installed annually at 25% of all HIN intersections and within designated Pedestrian Safety Zones.

3.4.3 - Analyze use of automated enforcement for redlight running in other CT municipalities; If appropriate for Stamford, implement automated camera enforcement for redlight running.	TTP	Year 4	Monitor and research use of redlight cameras in Connecticut; develop an implementation plan for Stamford if application is deemed appropriate.
3.4.4 - Develop an alternative intersection control policy that considers roundabouts, all-way stops, and other methods at intersections with a history of high vehicle speeds or left-hand, right-angle (T-bone), and head-on crashes. Prioritize assessment at locations on the HIN with a history of these types of crashes.	TTP	Year 4	The development and application of an alternative intersection control policy for high-speed and HIN/ PSZ crash locations.
3.4.5 - Install pedestrian signals at all signalized intersections with crosswalks.	TTP	Year 2	The installation of pedestrian signals at 20% of all traffic signals until completed.
3.4.6 - Develop a prioritized work plan for how and when signals are modified outside of Pedestrian Safety Zones. The prioritization framework will prioritize such factors as the HIN, and crash data.	TTP	Year 4	The development of traffic signal modification work plan.

Strategy 5 Apply contextually appropriate transportation safety interventions

Action	Responsibility	Timeline to initiate	Performance Measure
3.5.1 - Implement contextually appropriate transportation safety treatments along the HIN, including the reassignment of travel or parking lanes in order to advance bikeway infrastructure, increased lighting, adequate crosswalk spacing, wider sidewalks, and targeted traffic-calming measures.	TTP, Engineering	Year 1	Focus design, community outreach, and project delivery pipeline for Quick-Build to permanent street transformations for the top 15 HIN segments identified within this plan, and at other locations where opportunities arise.
3.5.2 - Implement WestCOG Traffic-Calming Toolkit matching rural, suburban, and urban land use and street types with context-appropriate traffic-calming measures. Apply specific traffic-calming measures applicable to these areas of the City.	TTP	Year 4	Application of Traffic Calming Toolkit applicable to various land-use types in Stamford.
3.5.3 - Implement rural road safety treatments such as rumble strips, enhanced curve warning signage, edgelines, and lighting among other best practices.	TTP	Year 3	Monitor current pilot usage of rural road safety tools already installed in Stamford and expand use as warranted.

Strategy 6 Update standards, policies, and manuals to support Vision Zero

Action	Responsibility	Timeline to initiate	Performance Measure
3.6.1 - Standardize the existing Complete Streets policy with a Complete Streets Checklist to ensure consistent evaluation and implementation of transportation safety designs, including those in the City of Stamford Complete Streets Manual. This tool will be used to collect data and information about the status of the street and surroundings, as well as the details of the project during the initial stages of the design phase, with a goal of identifying specific improvements that can be incorporated into the project to prioritize the needs of vulnerable users.	TTP, LUB, Engineering, Highways	Year 1	The development of a Complete Streets Checklist.
3.6.2 - Periodically update the City of Stamford Complete Streets Ordinance and Manual to include new design and operational tools in support of Vision Zero, including countermeasures included as part of this Action Plan.	TTP	Year 2	Update Complete Streets Program with best practices such as NACTO and Smart Growth America.
3.6.3 - Shift the City’s traffic-calming policy and practice to be based on harm mitigation, moving away from spot projects to systemic traffic-calming initiatives based on the HIN and PSZs.	TTP, PD	Year 2	The new policy is developed and adopted, removing the application of the 85th percentile rule.

These 15 priority projects will transform Stamford and save lives.



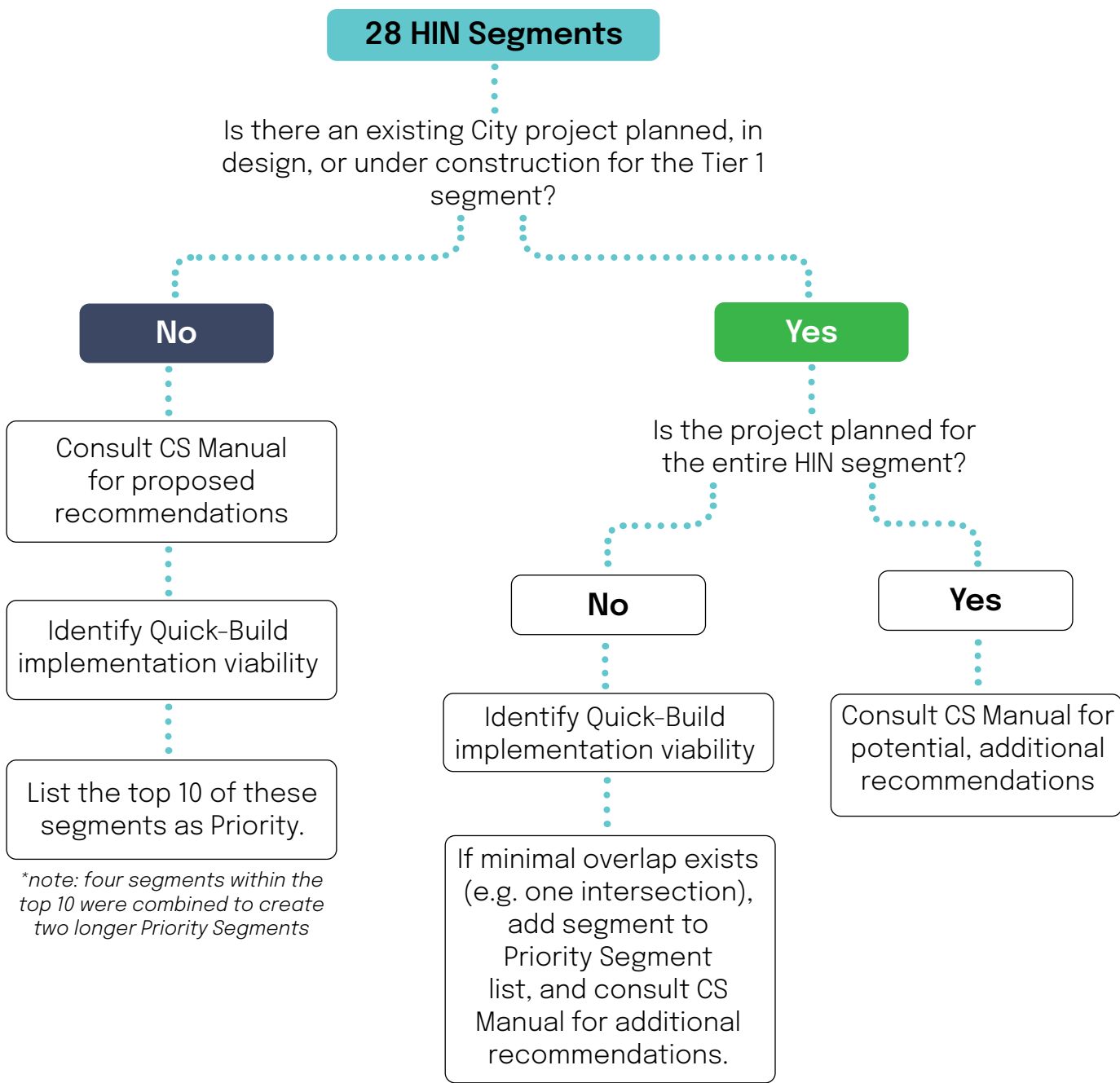
04

PRIORITY PROJECTS

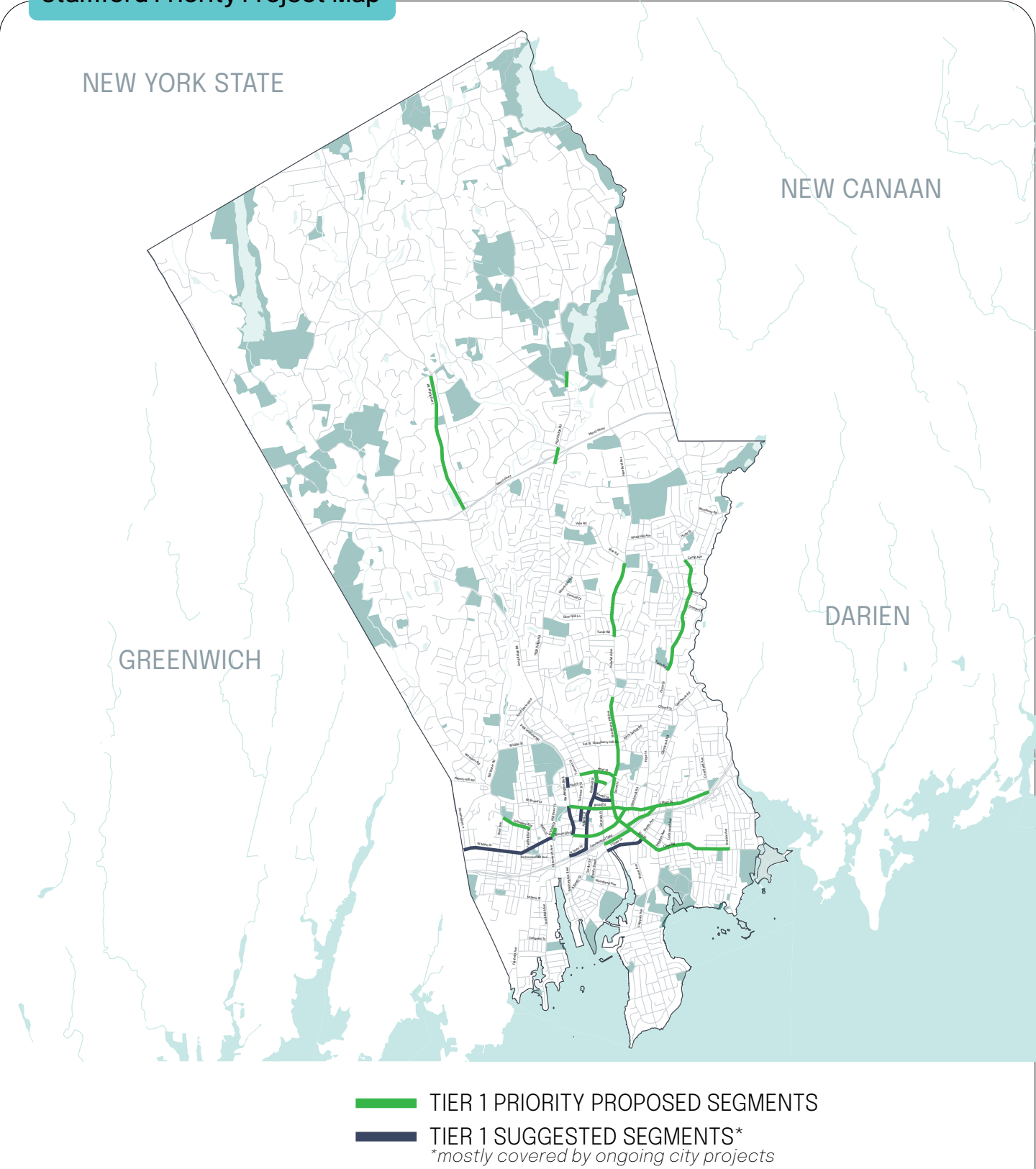
PRIORITY SEGMENT IDENTIFICATION

Priority Project Identification

To identify the Top 15 Priority Segments, the project team started with all 28 Tier 1 High-Injury Network corridor segments. First, segments without an active or planned City project were then further identified evaluated as potential, additional Priority Segments.



Stamford Priority Project Map



PRIORITY PROJECT TABLE

Segments	Corridor Context	KSI	Bike/ Ped Crashes	HIN Rank	Overlap with City Project	Complete Streets Recommendations	Quick Build Candidate?
1. Stillwater Ave West Ave to Fairfield Ave	Urban Corridor	3	6	1	N	Speed Table w/ Pedestrian Crossing, Mid-Block Crosswalk, Protected Bike Lane, Curb Extensions, Bus Stop Amenities	Y
2. West Main St Mill River St/Smith St to Tresser Blvd	Urban Corridor	1	1	3	N	Curb Extensions, Sidewalk Widening (w/ removal of parking), Mid-Block Crosswalk	Y
3. North St Bedford St to Prospect St	Urban Corridor	1	1	5	N	Protected Bike Lane; Mid-Block Crosswalk, Bikeway Intersection Treatments	Y
4. Broad St Washington Blvd to East Main St	Urban Corridor	2	43	7	Y	Curb Extensions, Raised Crosswalks, Shared Bus-Bike Lane	Y
5. Tresser Blvd Washington Blvd to Broad St	Urban Corridor	2	9	8	N	Street Trees, Cycle Track (w/ lane reduction), Pedestrian Refuge Median	Y
6. High Ridge Rd Interlaken Rd to Merritt Pkwy NB Off-Ramp, Segment 1: Interlaken Rd to Scofieldtown Rd	Suburban Residential Corridor	1	0	11	N	Shared Use Lane Markings, Travel Lane Width Reduction, Chicane, Sidewalks; b) High-Visibility Crosswalks; Sidewalks	Y
Segment 2: b) Wire Mill Rd to Merritt Pkwy NB Off-Ramp	Suburban Commerical Corridor	1	0	12	N	Pedestrian Median Refuge, Curb Extensions	Y
7. Cove Rd Seaside Ave to Shippan Ave	Suburban Residential Corridor	1	0	11	N	Shared Use Lane Markings, Travel Lane Width Reduction, Chicane, Sidewalks; b) High Visibility Crosswalks; Sidewalks	Y

Segments	Corridor Context	KSI	Bike/ Ped Crashes	HIN Rank	Overlap with City Project	Complete Streets Recommendations	Quick Build Candidate?
8. Grove St/ Elm St Hoyt St to Shippan Ave Segment 1: Hoyt St to East Main St (Grove St)	Urban Corridor	1	16	14	N	Pedestrian Median Refuge, Parking- Protected Bike Lane, Sidewalk Widening, Mid- Block Crosswalks	Y
Segment 2: East Main St to N State St	Urban Corridor	1	11	17	N	Pedestrian Median Refuge, Parking- Protected Bike Lane, Sidewalk Widening, Mid- Block Crosswalks	Y
9. South State St Canal St to Elm St	Urban Corridor	1	1	16	N	Travel Lane Width Reduction	Y
10. Newfield Ave Turner Rd to Vine Rd	Suburban Residential Corridor	2	3	18	N	Protected Bike Lanes, Curb Extensions, High- Visibility Crosswalk	Y
11. Hope St Toms Rd to Camp Ave	Suburban Corridor	3	5	19	Y	Raised Mid-Block Crossings, Protected Bike Lane, Chicanes, High- Visibility Crosswalk	Y
12. Long Ridge Rd Merritt Pkwy NB Off-Ramp to Chestnut Hill Rd	Suburban Residential Corridor	4	0	21	N	Shared Use Lane Markings, Travel Lane Width Reduction, High- Visibility Crosswalk, Curb Extension	Y
13. Hoyt St Summer St to Strawberry Hill Ave	Urban Corridor	0	16	23	N	Buffered Bike Lane, Mid-Block Crosswalk	Y
14. East Main St Broad St to City Border Segment 1: Glenbrook Rd to N State St	Urban Corridor	0	9	24	N	Street Trees, Medians	Y
Segment 2: Myrtle Ave to City Border	Suburban Commercial Corridor	5	23	9	Y	Protected Bike Lanes, Bikeway Intersection Treatments, Street Trees, Median, Curb Extension, Pedestrian Refuge Island	Y
15.Strawberry Hill Ave Hoyt Street to Upland Road	Suburban Residential Corridor	1	0	11	N	Shared Use Lane Markings, Travel Lane Width Reduction, Chicane, Sidewalks; b) High-Visibility Crosswalks; Sidewalks	Y

QUICK-BUILD TOOLKIT

From Pixel to Pavement

The design components in the following pages are featured in the 15 Priority Segments, and can be applied to other High-Injury Network intersections and corridors. To advance Plan implementation, and evaluate capital projects, 17/19 of the components can be installed in the interim using the Quick-Build methodology.



Quick-Build

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project type builds towards the next, using incremental steps to deliver a capital project intended to create long-term change.

Project Type (time interval • relative cost)	DEMONSTRATION (1 day - 1 month • \$)	PILOT (1 month - 1+ year • \$\$)	INTERIM DESIGN (1 - 5+ years • \$\$\$)	LONG-TERM/CAPITAL (20 - 50+ years • \$\$\$\$)
Project Leaders	Anyone (city, non-profit, business owner, students etc.)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
Project Permission	Sanctioned or unsanctioned	Sanctioned	Sanctioned	Sanctioned
Materials + Maintenance	Very low-cost, typically low-durability. May be borrowed, easily made, or purchased; no maintenance required	Relatively low-cost, but semi-durable materials to maximize design flexibility while minimizing maintenance needs	Low and moderate cost materials, designed to balance design flexibility, performance outcomes, and maintenance	High-cost, permanent materials that cannot be adjusted easily; maintenance needs vary tremendously
Public Involvement	Optional before project implementation, Recommended during brief project lifespan	Required, frequent before implementation and frequent during evaluation period	Recommended, frequent before implementation, required during initial evaluation period, optional thereafter	Required before implementation, recommended during implementation and initial evaluation period, optional thereafter
Flexibility of Design	High: organizers expect project to be adjusted and removed within a short timeline, typically one week or weekend	High: proponents expect project to be adjusted; it may be removed if it does not meet goals upon initial evaluation	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Data Collection / Evaluation	Qualitative: optional Quantitative: optional	Qualitative: required Quantitative: required	Qualitative: recommended Quantitative: required	Qualitative: optional Quantitative: recommended

Terms and diagram format based on PeopleForBike’s “Quick Builds for Better Streets,” which defines the pilot / interim time intervals above as “quick build” projects. To access Quick Builds for Better Streets, visit: bit.ly/QuickBuildsReport (Images: Street Plans).

ADVISORY BIKE LANE

Advisory bike lanes define a preferred space for bicyclists in an otherwise shared roadway condition. This means that cars may drive in the advisory bike lane, as it is not a dedicated bicycle facility, but provides a clearer placement and path for bicyclists where there are no markings to alert drivers of bicyclists’ presence.

BIKE INTERSECTION TREATMENTS

“Crossbike” markings designate the continuation of a bicycle facility across an intersection or any areas of potential conflict from cross-traffic such as driveways or bicycle thru lanes. They also help reinforce cyclists’ and motorists’ lateral placement through the intersection, making cycling facilities visible where people bicycling are most vulnerable.

BUS STOP AMENITIES

Bus stop amenities can take many forms, but often times the largest barrier to increasing ridership is a lack of comfort waiting for and riding the bus. Elevating the experience of riding the bus through the provision of seating, shade and protection from other elements, greenery, and public art can make a big difference. Bus stop parklets, for example, can accomplish this and potentially address speed and reliability issues by functioning as boarding platforms.

CURB EXTENSION

Curb extensions, often called “bump outs,” increase the amount of pedestrian space available at intersections or mid-block crossings. The shortened crossing distance reduces pedestrian exposure to moving vehicular traffic, and smaller curb radii can encourage slower vehicle turning speeds for increased safety.

QUICK-BUILD



Image: City of Burlington



Image: Street Plans



Image: Street Plans



Image: Street Plans

CAPITAL



Image: Alta Planning + Design



Image: Seattle Bike Blog



Image: National Complete Streets Coalition



Image: Richard Drdul

HIGH-VISIBILITY CROSSWALK

High-visibility crosswalks use contrasting pavement treatments to significantly increase the visibility of a crosswalk to oncoming vehicular traffic. These should be applied to controlled and uncontrolled intersections with vehicular and pedestrian conflicts, areas with high volumes of foot traffic, mid-block locations, and across high-volume roads.

LANE REDUCTION

Lane reductions (often called “road diets”), typically convert four-lane roads to three-lane roads, with two travel lanes and a center turn lane. Road diets provide opportunities to install transit or bicycle facilities, widen sidewalks, and remove excess travel lanes to reduce vehicle speeds and unsafe maneuvers.

LANE WIDTH REDUCTION

Where proper consideration has been given to accommodating large vehicles, narrowing travel lanes has been shown to manage vehicle speeds, thus potentially reducing the severity of crashes. In most urban areas, 10-foot lanes are appropriate, and do not negatively impact a roadway’s capacity to manage congestion.

MEDIAN

Center medians are used to visually or physically narrow travel lane widths to manage vehicle speeds. Capital construction medians can be painted with bollards or delineator posts to deter vehicles from crossing over them, or be made of concrete with a planting strip for additional greenery and beautification.

MID-BLOCK CROSSWALK

Mid-block crosswalks offer an additional opportunity for pedestrians to cross the street, and are particularly appropriate on long blocks (greater than 500’ long) where unsafe pedestrian crossing may be encouraged, or already taking place. They can be paired with pinch points to manage vehicle speeds on the approach to, and through, the crosswalk.

QUICK-BUILD



Image: Street Plans



Image: Street Plans



Image: Street Plans



Image: Street Plans



Image: Street Plans

CAPITAL



Image: Jed Weeks



Image: City of Lancaster, CA



Image: Steve Annear



Image: FHWA

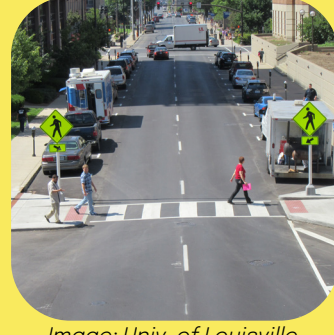


Image: Univ. of Louisville

PARKING REMOVAL

On-street parking spaces can be strategically removed where feasible to create better sight lines for crossings, provide pedestrian and/or bicycle facilities, install traffic calming devices, and facilitate in-lane transit boarding and alighting. Parking spaces can be temporarily occupied by pop-up placemaking elements to enhance pedestrian experience.

PEDESTRIAN REFUGE

Pedestrian refuge islands create a protected moment for pedestrians to pause while crossing multi-lane streets. The island reduces exposure to moving vehicles and provides a place to wait if a pedestrian cannot cross in a single signal phase. They may include additional amenities like seating, bicycle parking, and landscaping.

PROTECTED BIKE LANE

Protected bike lanes are physically separated from vehicular traffic using delineators, bollards, parked cars, or other barriers like planters or concrete barriers. Protected bike lanes enhance the perceived and real safety for the widest swath of people of all ages and abilities, encouraging more people to ride with confidence.

SHARED BUS-BIKE LANE

On streets where there is not enough room for a bike lane, and the road is shared with transit, a combined bus-bike facility is a way to designate curbside space for bicyclists without necessitating a travel lane reduction. These shared lanes are not high-comfort bicycle facilities, and are recommended particularly on streets where buses make very few passes.

SIDEWALK

Sidewalks are essential pedestrian infrastructure, and should be installed especially in areas with high pedestrian volumes, around schools, libraries, and other community centers, and around transit stops. All sidewalks should include adequate ADA facilities, like curb ramps with tactile warning pads.

QUICK-BUILD



Image: Street Plans



Image: Street Plans



Image: Street Plans



Image: Street Plans



Image: Kittelson & Associates

CAPITAL



Image: Street Plans



Image: NYC DOT



Image: Street Plans



Image: Street Plans



Image: Street Plans

SIDEWALK WIDENING

In commercial centers, or where pedestrian volumes are high, sidewalks wider than the 5' standard can transform streets with more room for pedestrian amenities, green infrastructure, and occupation of otherwise underutilized or vehicular roadway width.

STREET TREES

Street trees not only beautify corridors and neighborhoods, and provide green infrastructure benefits, but they can also be planted strategically to create an additional sense of friction between a planting strip and sidewalk, and vehicular travel lane.

RAISED CROSSWALK/SPEED TABLE

Speed tables are vertical traffic calming devices intended to slow vehicular traffic speeds on low volume, low speed streets. They feature a flat surface and therefore can integrate crosswalks or be applied to an entire intersection.

QUICK-BUILD



Image: Street Plans



Image: Street Plans



Image: Traffic Calming Australia

CAPITAL



Image: The Social Life Project



Image: Street Plans



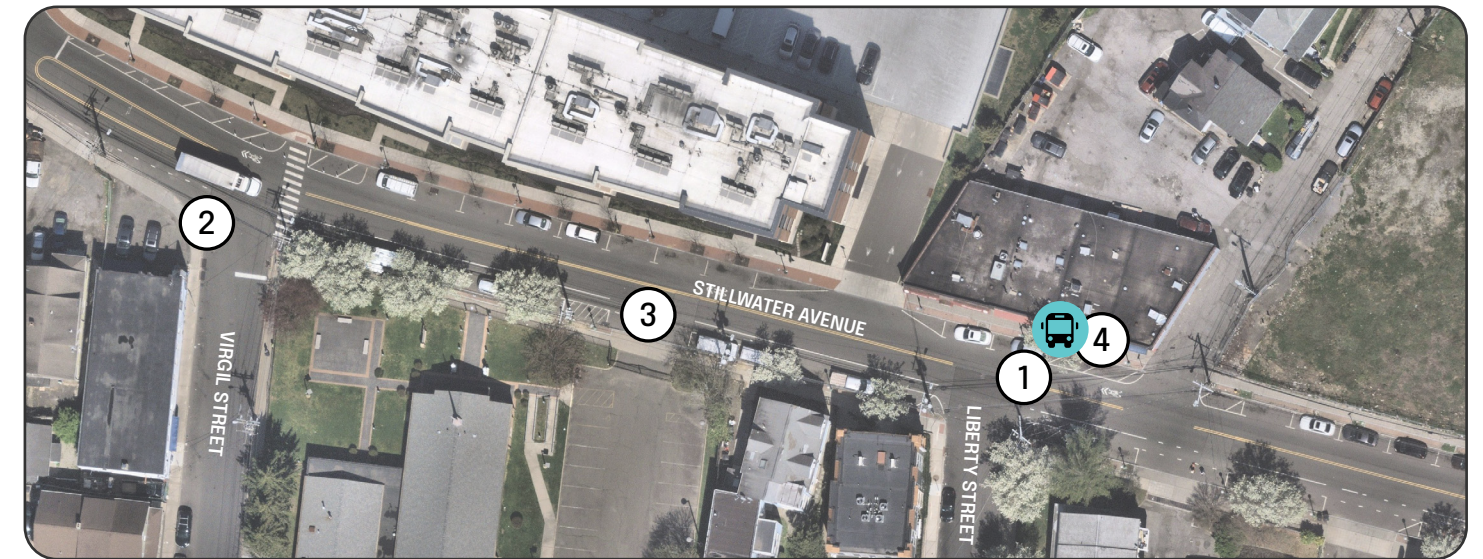
Image: Street Plans

DESIGN RECOMMENDATIONS

Top 15 Priority Segments

1 STILLWATER AVENUE WEST AVENUE TO FAIRFIELD AVENUE

HIN RANK: 1
KSI CRASHES: 3
BIKE/PED CRASHES: 6
QUICK-BUILD
CANDIDATE? Y
SEGMENT LENGTH: .33 MI



1 Mid-Block Crosswalk



2 Curb Extension



3 Protected Bike Lane



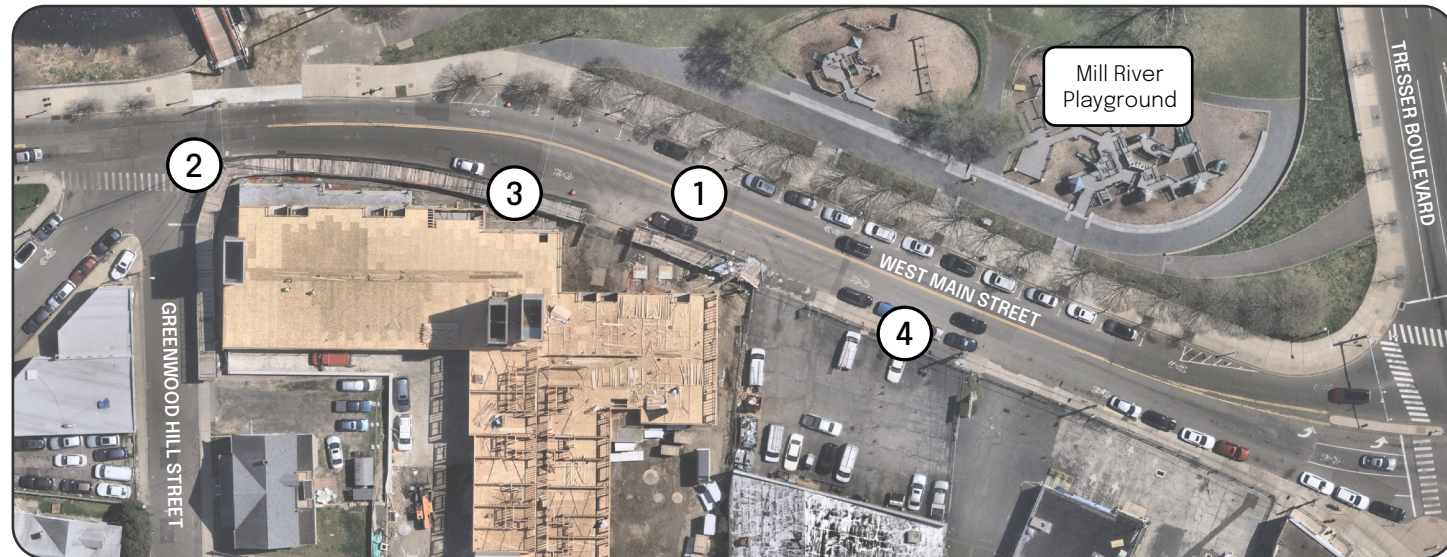
4 Bus Stop Amenities



2 WEST MAIN STREET

MILL RIVER STREET TO TRESSER BOULEVARD

HIN RANK: 3
KSI CRASHES: 1
BIKE/PED CRASHES: 1
QUICK-BUILD
CANDIDATE? Y
SEGMENT LENGTH: .1 MI



1 Mid-Block Crosswalk



2 Curb Extension



3 Sidewalk Widening



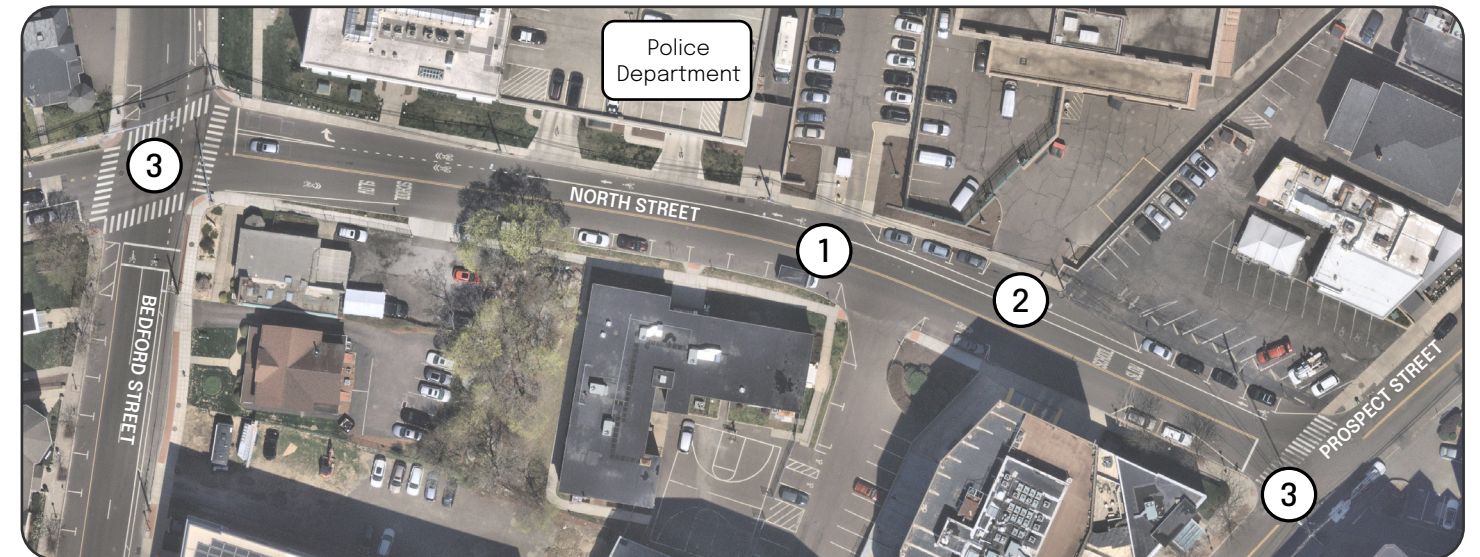
4 Parking Removal



3 NORTH STREET

BEDFORD STREET TO PROSPECT STREET

HIN RANK: 5
KSI CRASHES: 1
BIKE/PED CRASHES: 1
QUICK-BUILD
CANDIDATE? Y
SEGMENT LENGTH: .1 MI



1 Mid-Block Crosswalk



2 Protected Bike Lane



3 Bikeway Intersection Treatments



4

BROAD STREET

WASHINGTON BOULEVARD TO E MAIN STREET

HIN RANK: 7

KSI CRASHES: 2

BIKE/PED CRASHES: 43

QUICK-BUILD
CANDIDATE? Y

SEGMENT LENGTH: .6 MI



1 Curb Extension



2 Shared Bus-Bike Lane



3 Raised Crosswalk



5

TRESSER BOULEVARD

CANAL STREET TO WASHINGTON BOULEVARD

HIN RANK: 8

KSI CRASHES: 2

BIKE/PED CRASHES: 9

QUICK-BUILD
CANDIDATE? Y

SEGMENT LENGTH: .32 MI



1 Street Trees



2 Pedestrian Refuge



3 Lane Reduction



4 Protected Bike Lane

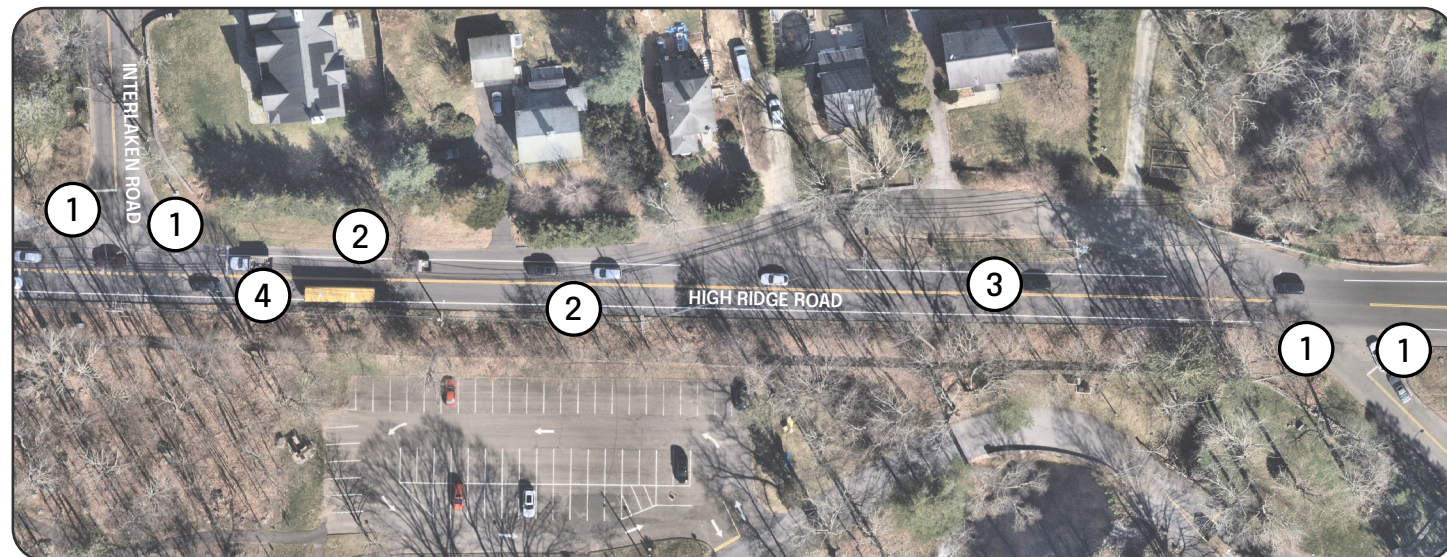


6

HIGH RIDGE ROAD

INTERLAKEN ROAD TO MERRITT PKWY NB OFF-RAMP

HIN RANK: 11/12
KSI CRASHES: 2
BIKE/PED CRASHES: 0
QUICK-BUILD
CANDIDATE? Y
SEGMENT LENGTH: 1 MI



1 Sidewalk



2 Curb Extension



3 Lane Width Reduction



4 Advisory Bike Lane

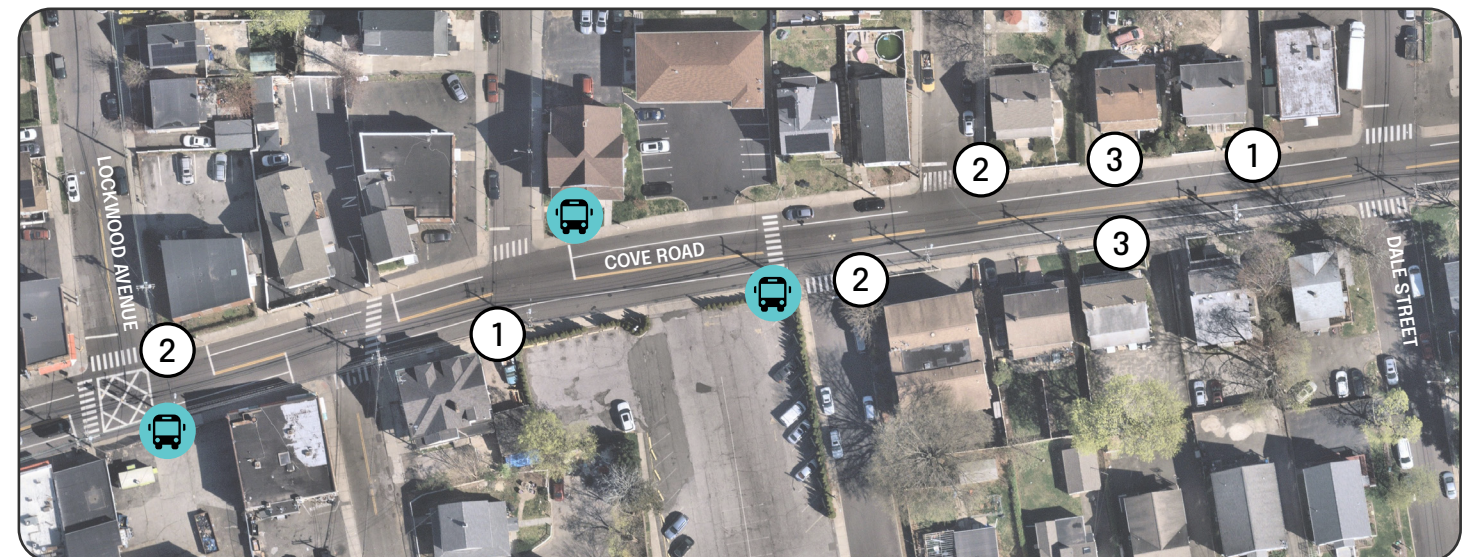


7

COVE ROAD

LOCKWOOD AVENUE TO SEASIDE AVENUE

HIN RANK: 13
KSI CRASHES: 3
BIKE/PED CRASHES: 9
QUICK-BUILD
CANDIDATE? Y
SEGMENT LENGTH: .66 MI



1 Street Trees



2 Curb Extension



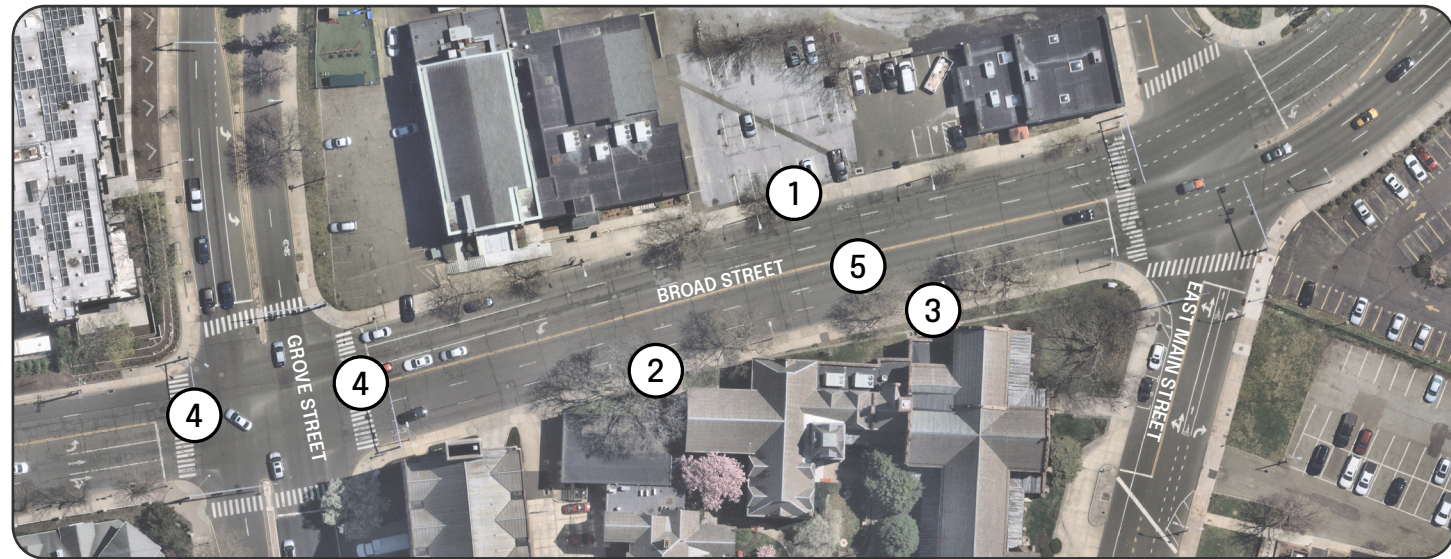
3 Protected Bike Lane



8 ELM/GROVE STREET

HOYT STREET TO SHIPPAN AVENUE

HIN RANK: 14/17
 KSI CRASHES: 5
 BIKE/PED CRASHES: 30
 QUICK-BUILD
 CANDIDATE? Y
 SEGMENT LENGTH: 1 MI



1 Mid-Block Crosswalk



2 Protected Bike Lane



3 Sidewalk Widening



4 Pedestrian Refuge



5 Lane Reduction



9 S STATE STREET

CANAL STREET TO ELM STREET

HIN RANK: 16
 KSI CRASHES: 1
 BIKE/PED CRASHES: 1
 QUICK-BUILD
 CANDIDATE? Y
 SEGMENT LENGTH: .32 MI



1 Lane Width Reduction



10 NEWFIELD AVENUE

TURNER ROAD TO VINE ROAD

HIN RANK: 18
 KSI CRASHES: 2
 BIKE/PED CRASHES: 3
 QUICK-BUILD CANDIDATE?
 Y
 SEGMENT LENGTH: .84 MI



1 Curb Extension

2 High-Visibility Crosswalk

3 Protected Bike Lane



11 HOPE STREET

TOMS ROAD TO CAMP AVENUE

HIN RANK: 19
 KSI CRASHES: 3
 BIKE/PED CRASHES: 5
 QUICK-BUILD CANDIDATE?
 Y
 SEGMENT LENGTH: 1.3 MI



1 Curb Extension

2 Protected Bike Lane

3 High-Visibility Crosswalk



12

LONG RIDGE ROAD

MERRITT PKWY NB OFF-RAMP TO CHESTNUT HILL RD

HIN RANK: 21

KSI CRASHES: 4

BIKE/PED CRASHES: 0

QUICK-BUILD
CANDIDATE? Y

SEGMENT LENGTH: 1.7 MI



1 Curb Extension



2 Lane Width Reduction



3 High-Visibility
Crosswalk



4 Advisory Bike Lane



13

HOYT STREET

SUMMER STREET TO STRAWBERRY HILL AVENUE

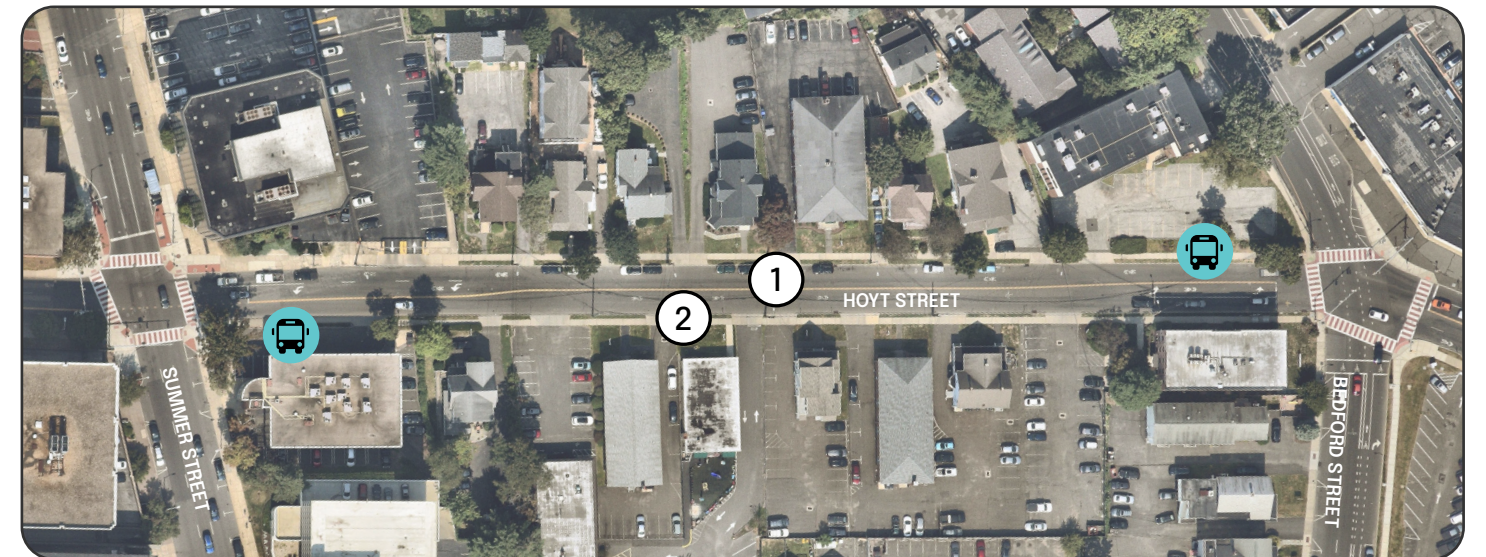
HIN RANK: 23

KSI CRASHES: 0

BIKE/PED CRASHES: 16

QUICK-BUILD
CANDIDATE? Y

SEGMENT LENGTH: .39 MI



1 Mid-Block Crosswalk



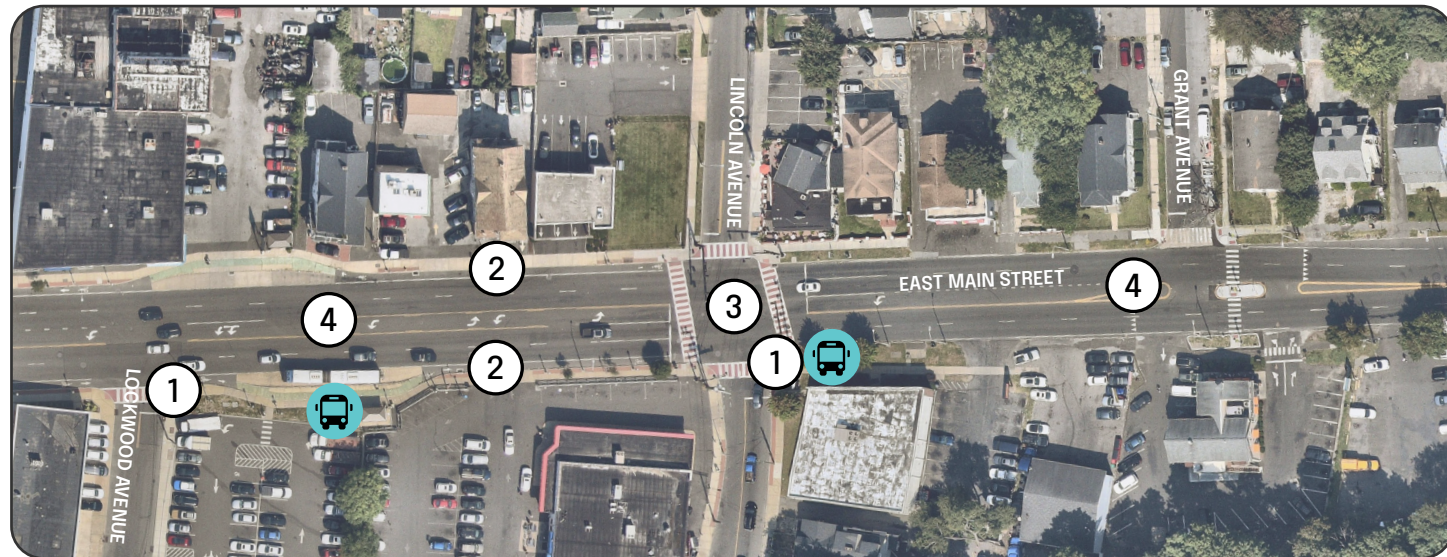
2 Protected Bike Lane



14 EAST MAIN STREET

BROAD STREET TO CITY BORDER

HIN RANK: 9/24
 KSI CRASHES: 5
 BIKE/PED CRASHES: 32
 QUICK-BUILD
 CANDIDATE? Y
 SEGMENT LENGTH: 1.3 MI



1 Curb Extension



2 Protected Bike Lane



3 Bikeway Intersection Treatments



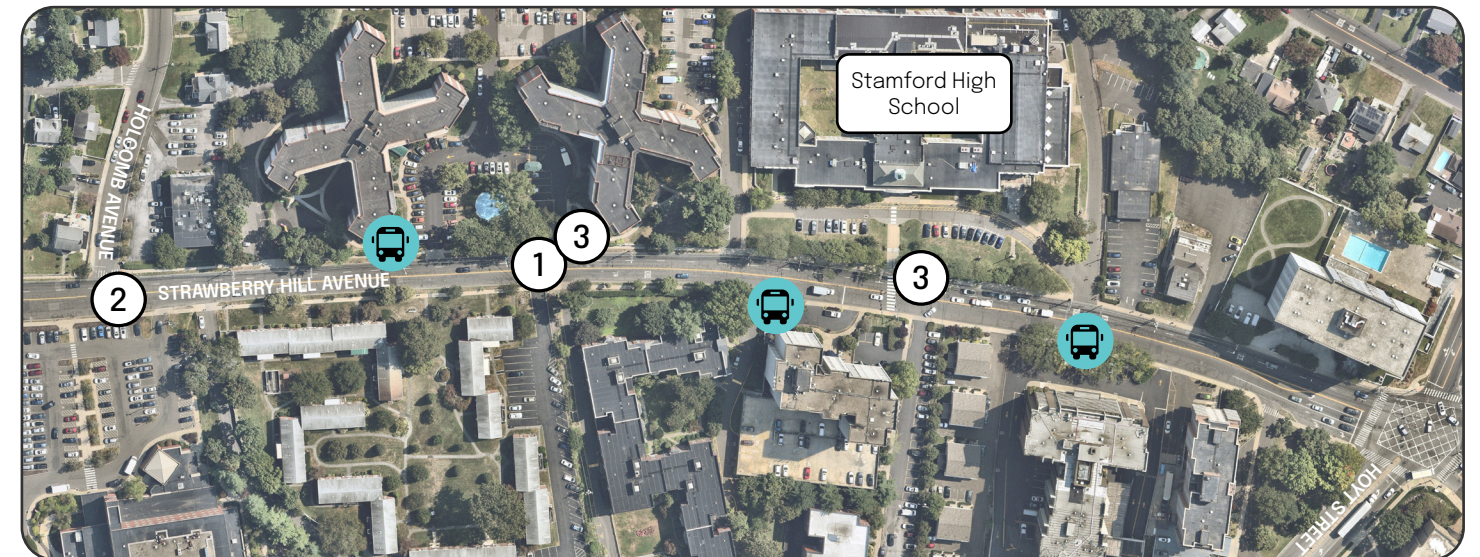
4 Median



15 STRAWBERRY HILL AVE

HOYT STREET TO UPLAND ROAD

HIN RANK: 25
 KSI CRASHES: 1
 BIKE/PED CRASHES: 10
 QUICK-BUILD
 CANDIDATE? Y
 SEGMENT LENGTH: .9 MI



1 Mid-Block Crosswalk



2 High-Visibility



3 Raised Crosswalk



Together, we're paving
the way for a safer
Stamford – let's make
Vision Zero a reality!



05

CONCLUSION

SUMMARY

We Got This!

The 57 policies, practices, and priority projects included in the document will boost the City of Stamford in its effort to achieve zero serious injuries and traffic fatalities. This Vision Action Plan now serves as a roadmap for ensuring more of our neighbors, family members, and colleagues “arrive alive.” This document is to be continuously consulted as the Plan’s recommendations are adopted or advanced. Accordingly, Stamford’s Vision Zero must take stock of the progress made in the years ahead, continuously analyze new data, and update the plan and approach to traffic safety as necessary.

While achieving Vision Zero by 2032 is ambitious, it’s feasible and deserving of a great celebration. That said, the greater City of Stamford community and its partners must remain diligent in preventing future tragedies in perpetuity, as even one death on our roadways is unacceptable.

As you can see in the timeline at right, the City of Stamford aims to instigate 41 of the Plan’s 57 (72%) recommendations by 2027. This aggressive approach is intentional, recognizing that many initiatives require multi-year efforts as funding, community support, and construction projects are marshalled from pixel to pavement.

So what do you say, Stamford? Are you ready to be a Vision Zero Hero?!



Image: Hey Stamford

TIMELINE

