Washington Blvd Safety Study
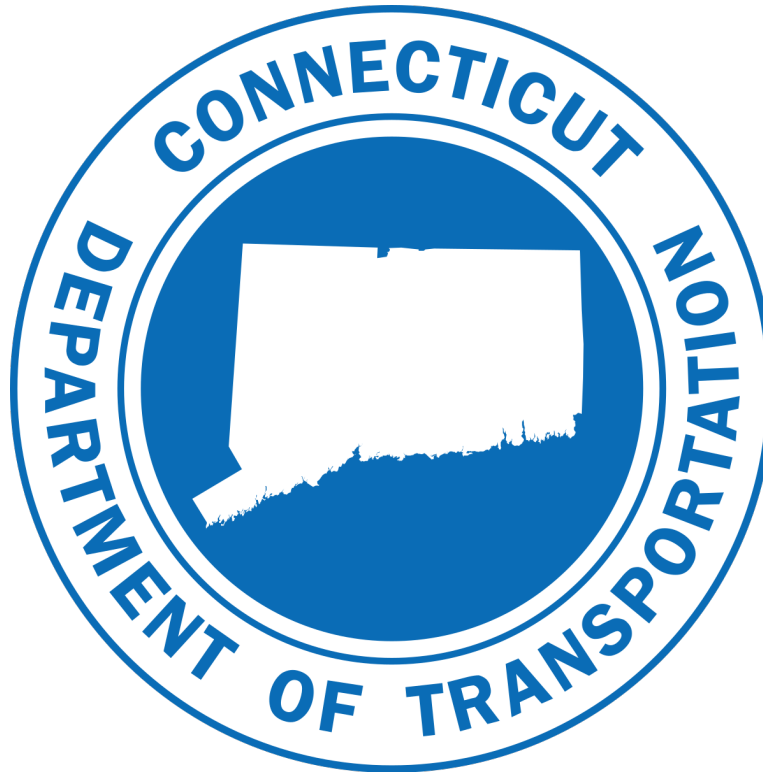
Improving Safety on Washington Blvd

CONNECTICUT DEPARTMENT OF TRANSPORTATION

CITY OF STAMFORD

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Who Are We

Why Are We Here?

- Washington Blvd is the deadliest road in Stamford
- 5 year crash data
  - 4 fatal crashes resulting in 5 deaths
  - 124 injury crashes
  - Intersection with Broad Street has highest number of crashes
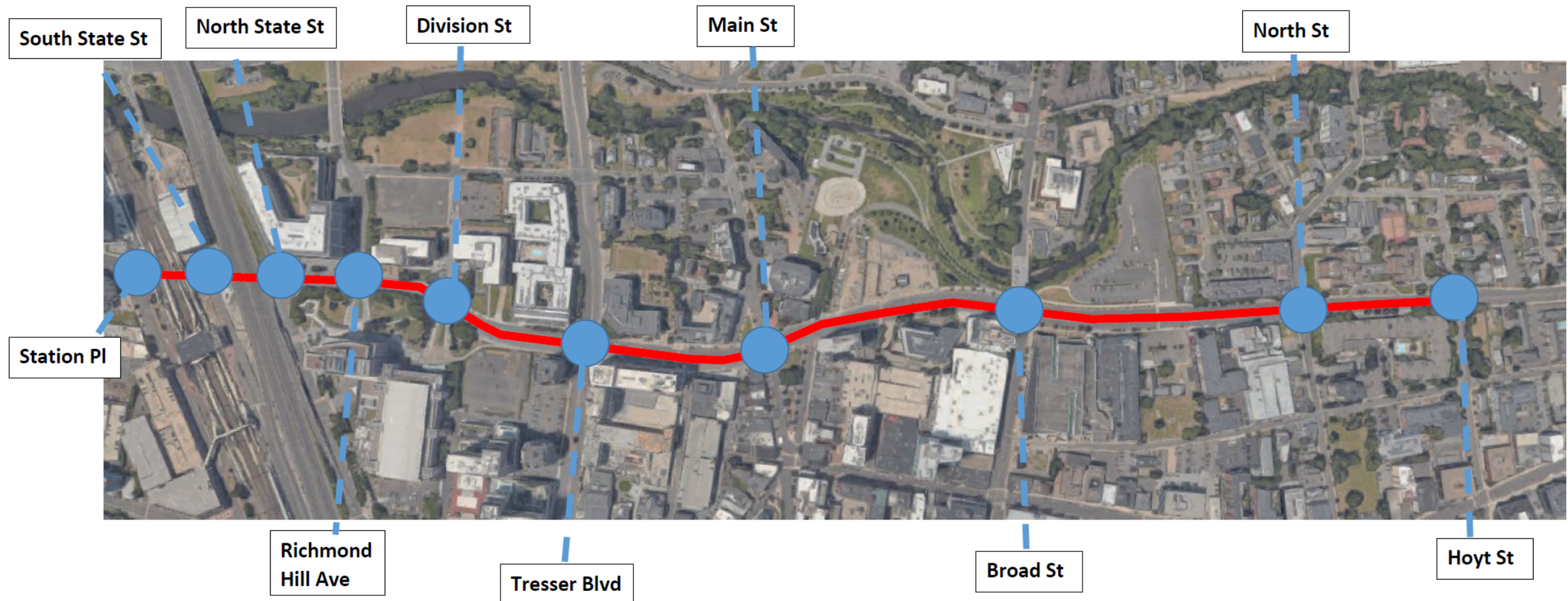- Significant number of pedestrian generating facilities

3

Vision Zero

A commitment to eliminate traffic deaths

- One death is too many
- People make mistakes
- People are vulnerable
- Safety is proactive
- Reduce speeds

Project Location

South State St

North State St

Division St

Main St

North St

Station Pl

Richmond Hill Ave

Tresser Blvd

Broad St

Hoyt St

Road Safety Audit

Objectives of an RSA

- Assess safety of existing walking, bicycling, and vehicular routes

- Identify issues that may discourage / prevent walking and bicycling

- Consider community ideas to improve/address safety, speed management, sustainability, gateway treatments, etc.

- Identify next steps, feasibility of proposed improvements, and potential funding sources

- Improve transportation network for all users by making conditions safer and more comfortable for pedestrians and cyclists
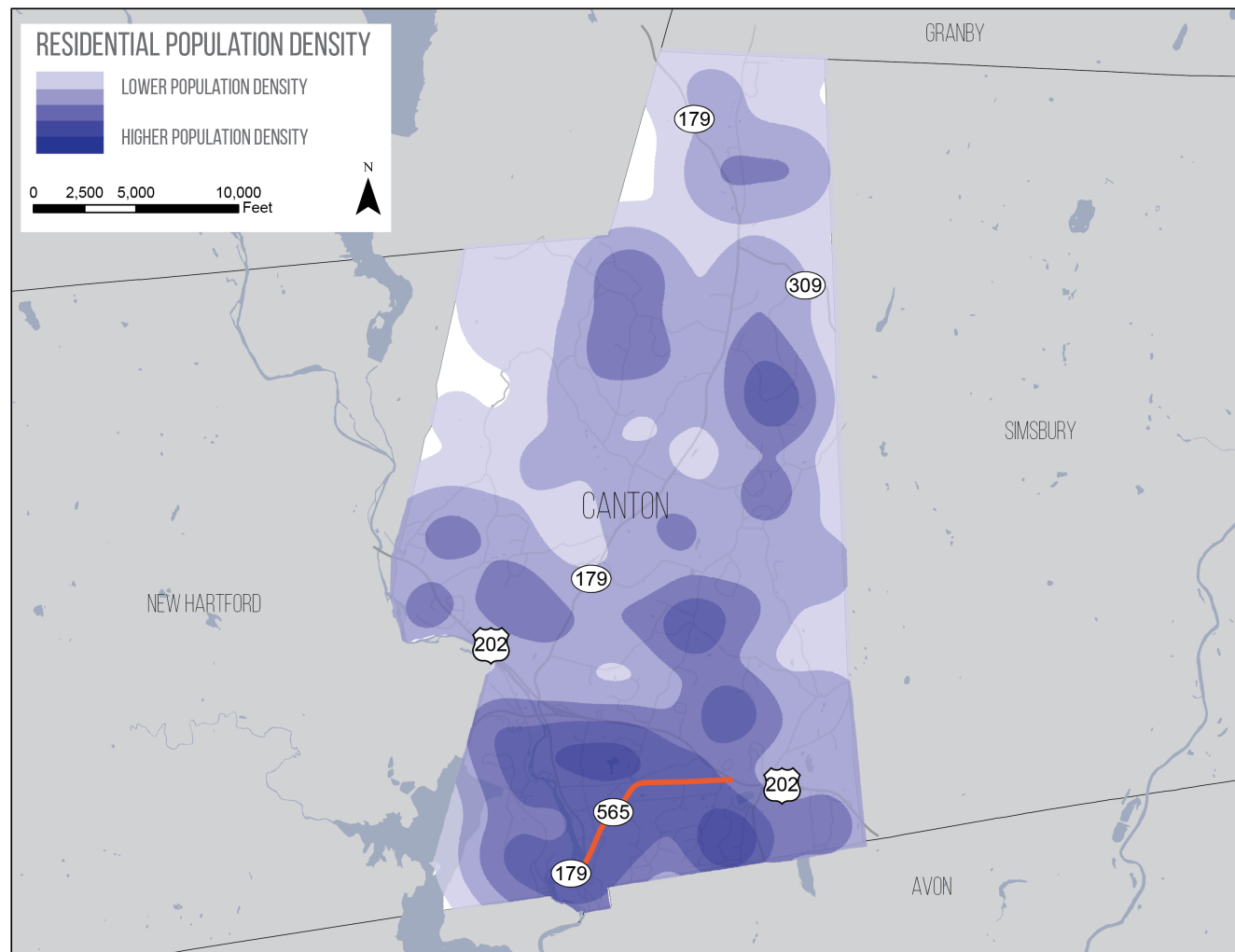
RSA Deliverables

What to expect

- Existing Conditions Data Collection Report

- Pre-Audit Meeting

- Walk / Field Audit

- Post Audit Meeting

- Road Safety Audit Recommendations Report

Pre-Audit Meeting

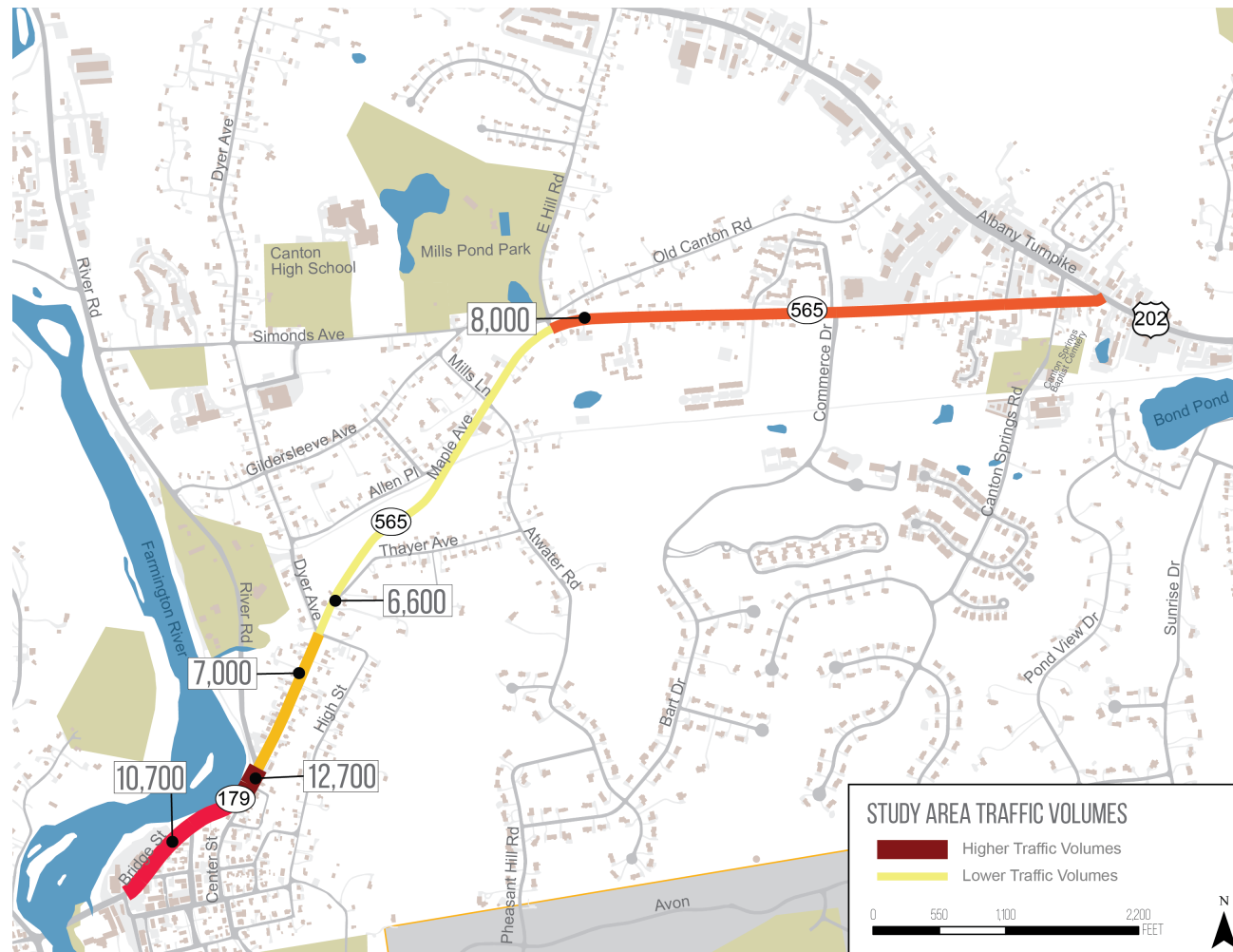## Existing Conditions Example: Population Density

- Residential population density is highest in the vicinity of the Canton study area

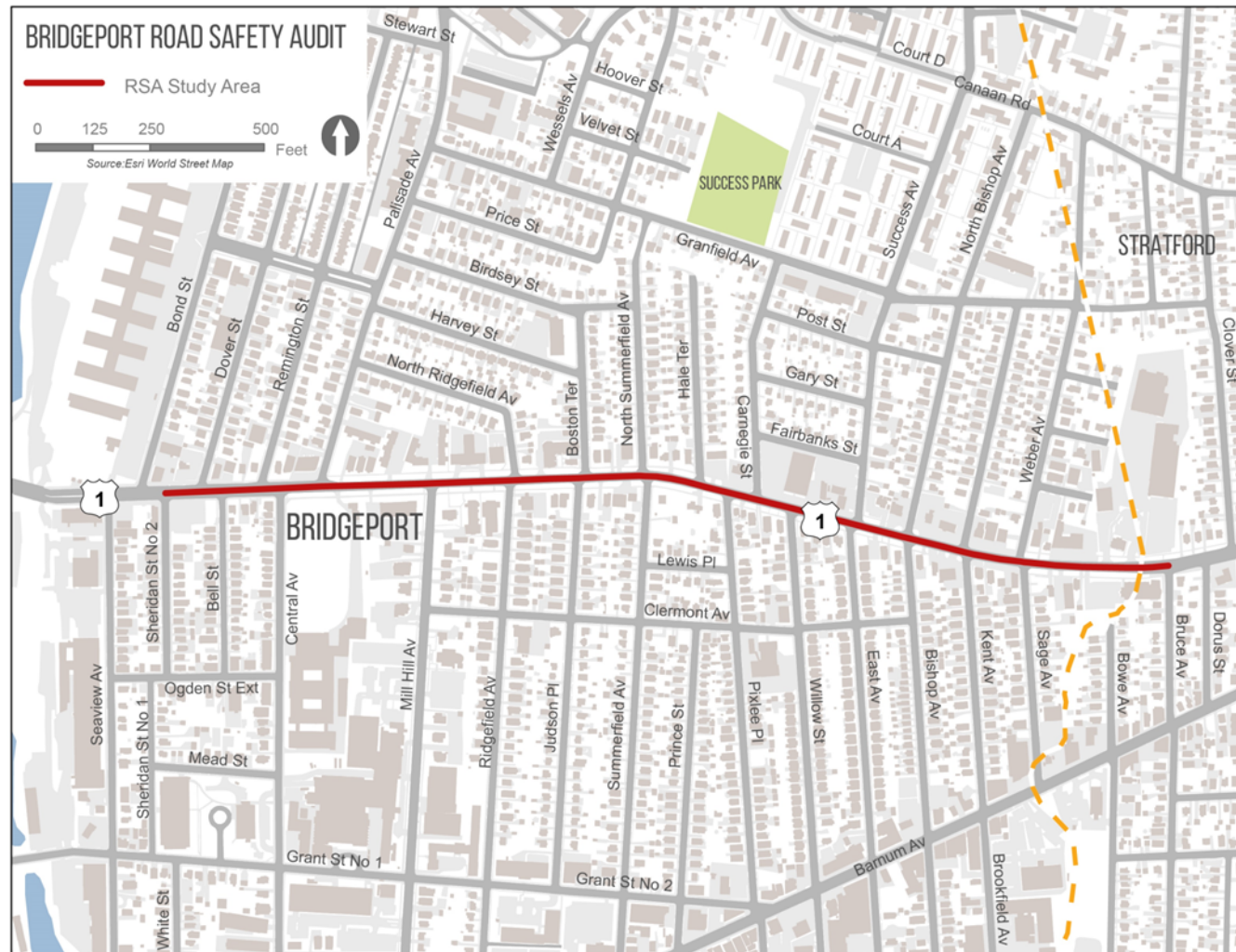- Population elsewhere is distributed evenly

Pre-Audit Meeting

Existing Conditions Example: Traffic Volumes

- Higher traffic volumes along Route 179 in Collinsville

- Highest volume is found at the intersection of Route 565 (Dowd/Maple Ave) and River Road

- Lowest volumes found on along Route 565 (Dowd/Maple Ave) between Mills Ln and Thayer Ave intersections

- High volumes on 565 approaching the Route 44 (Albany Turnpike) intersection

STUDY AREA TRAFFIC VOLUMES

Higher Traffic Volumes
Lower Traffic Volumes

BRIDGEPORT ROAD SAFETY AUDIT
— RSA Study Area

0   125   250   500 Feet
Source: Esri World Street Map

Pre-Audit Meeting

Existing Conditions Example: Posted Speed Limits

- Speed limit in Study Area is between 25 MPH west of Ridgefield Avenue and 30 MPH east of Ridgefield Avenue
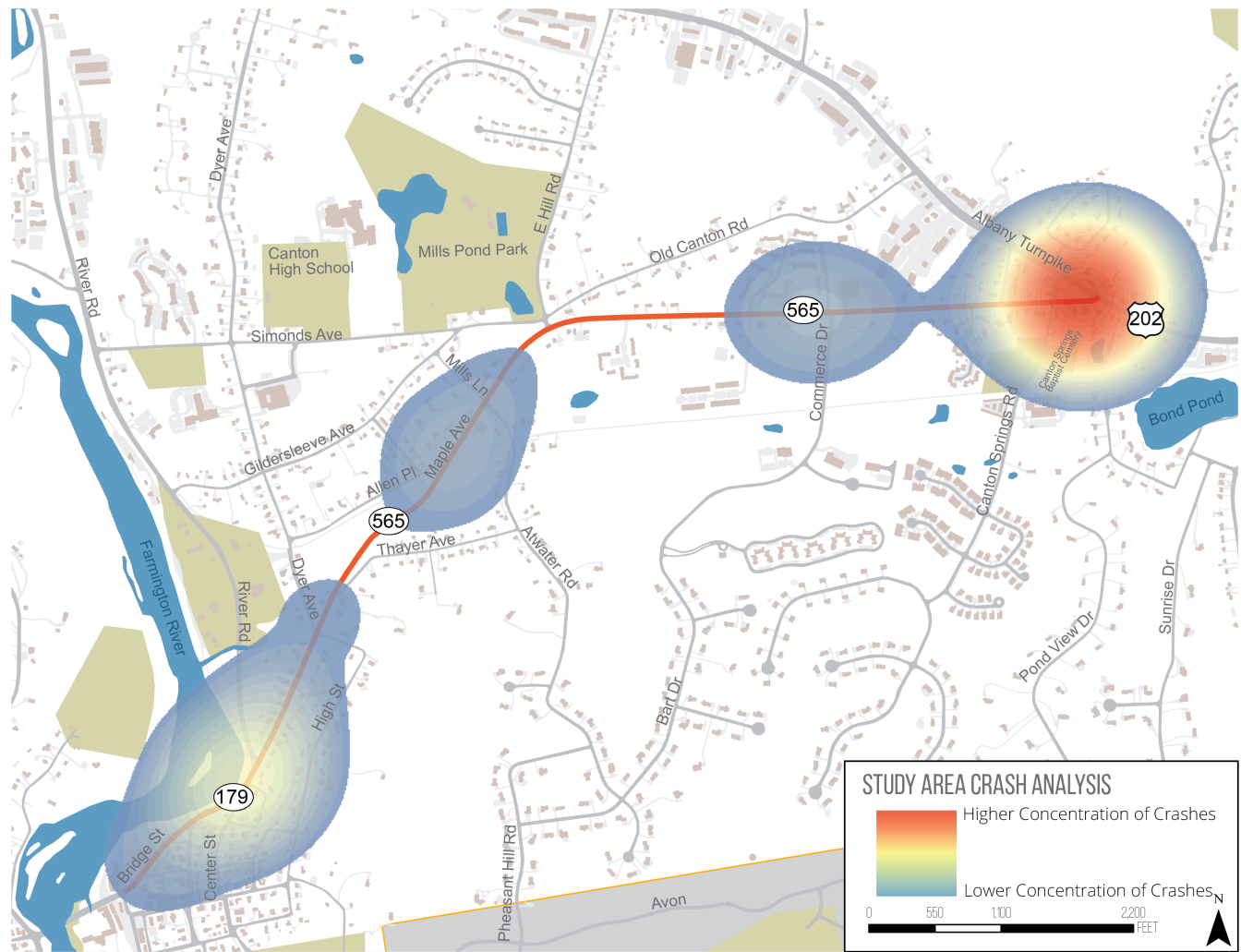
Pre-Audit Meeting

Existing Conditions Example: Crashes

- There were 3 crashes involving bicyclists in the Study Area
- There were 16 crashes involving pedestrians in the Study Area
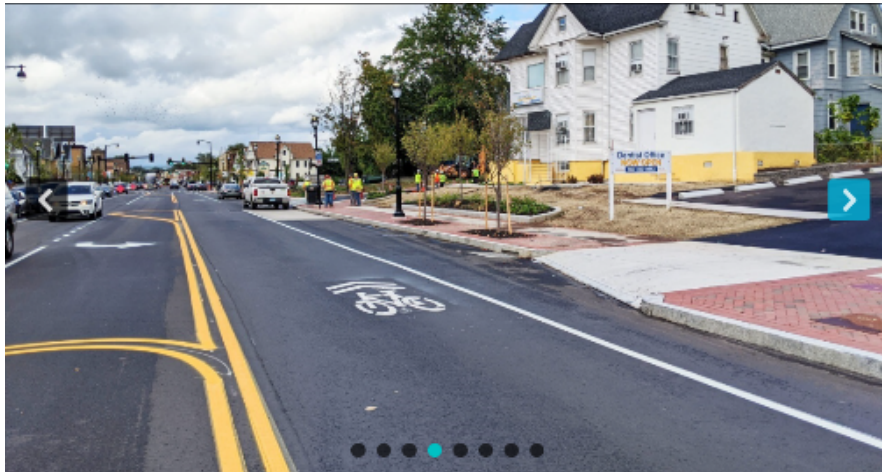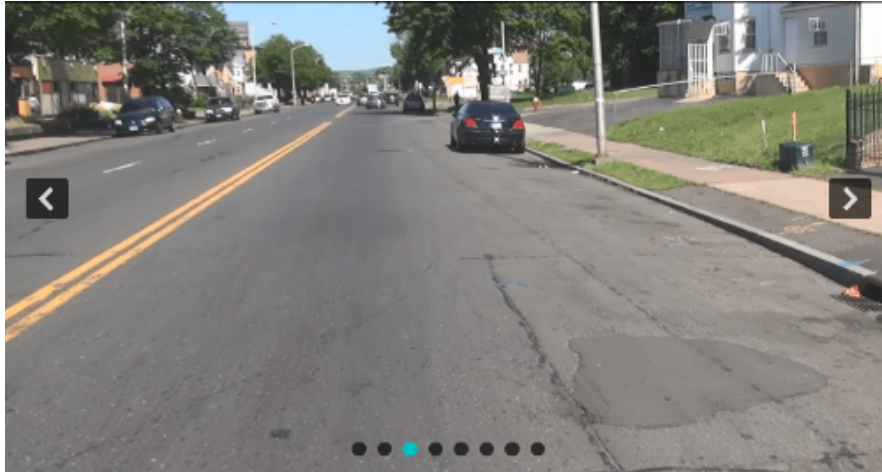- 2 crashes resulted in fatality

Pre-Audit Meeting

Existing Conditions: Crash Analysis - Involved Persons

Year	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
2017	2		5	8	48	**63**
2018		1	2	5	44	**52**
2019			4	2	33	**39**
2020			1	3	18	**22**
2021			1	3	26	**30**
TOTAL	**2**	**1**	**13**	**21**	**169**	**206**

STUDY AREA CRASH ANALYSIS

Higher Concentration of Crashes

Lower Concentration of Crashes

Recommendations

Examples

Streetscape Design

- Streetscape elements can communicate different priorities based on design:

- Curbing materials

- Landscaping

- Lighting

- Sidewalk / Buffer Materials
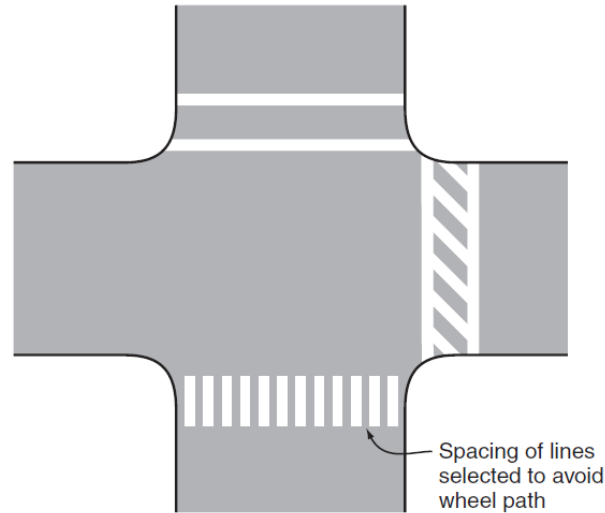
- Other amenities

Bike Lanes

- Bike lanes and other bike facilities can provide comfortable bike travel in ROW

- A buffer can also be striped to reinforce separation from motorists

Recommendations

Examples

Figure 3B-19. Examples of Crosswalk Markings
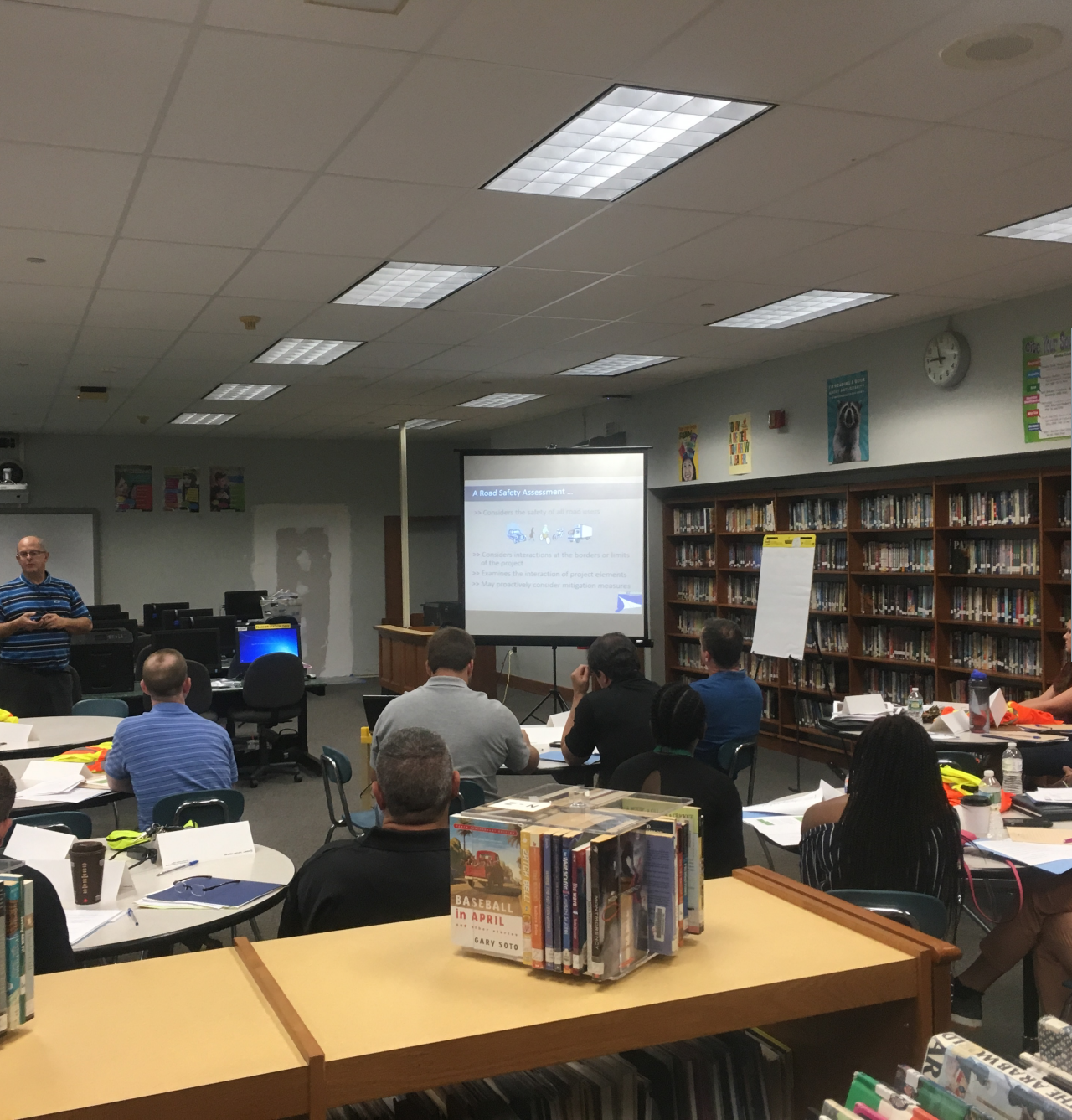
Spacing of lines selected to avoid wheel path

- ## On-Street Parking
  - On-street parking can narrow roadway travel lanes by adding friction to traffic flow
  - Parking can provide buffer for pedestrian zones

- ## Crosswalks
  - Continental crosswalks provide the most visibility for standard crosswalks
  - Can also consider textured, raised, and crosswalks with median refuge

Recommendation Report

- Consider existing conditions, public feedback, and walk audit conversations and observations

- FHI to send to CTDOT within four weeks for review

- FHI to revise and send to Stamford in about eight weeks for comments and final sign off
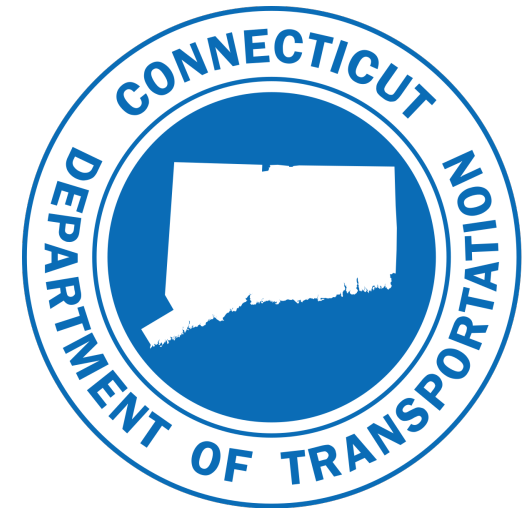
Study Timeline

Submit application

Survey (on-going)

Stakeholder Meeting

Public meeting

Technical Walk through: June

Draft Report Compilation: June/July

Finalize Report: July/August

We are here

Public Feedback

Thank You

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