

Stamford VZAP

Draft Policy Actions

11/1/2024

- 1. Collaborate + Engage:** Create a culture of safety within government and across Stamford’s citizenry to incorporate 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 conduct training for all City employees on Vision Zero with a focus on City staff who are 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 aligned outcomes into all City Capital Projects and Private Developments with the City's Vision Zero 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.

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 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	TTP, BOE	Year 4	Traffic safety is part of the

of Education to integrate Vision Zero principles into student safety/health and driver education curriculum.			health curriculum in every public school; all driver education courses include a primer on Vision Zero principles.
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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 1	The Task Force meets quarterly to review the Vision Zero dashboard and the implementation of all related 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	TTP	Year 1	Standard sign template

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.			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.

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 vehicle procurement policy to ensure that safety equipment is included on all new vehicles, including vehicle telematics that detect unsafe behaviors (speed, harsh acceleration, harsh braking). Safety equipment and technologies should be proven to mitigate severe crash risk for people outside of vehicles and align with a proven safety standard, such as the European New Car Assessment Programme (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.

2. 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	Performance Measure
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		to Initiate	
2.1.1 - Establish an interagency Fatal Crash Response team to review fatal collision locations and identify and implement short-term safety enhancements and longer-term countermeasures. Develop an official timeline that determines when the team reviews, accounting for Police Department investigation procedure.	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 time of peak risk.

2.1.6 - Develop parking enforcement protocols focused on safety based violations.	TTP, PD	Year 1	Protocol adopted and applied.
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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,	TTP	Year 2	The Vision Zero dashboard is expanded to include active projects and initiatives.

maintenance planning, asset management, Action Plan Implementation.			
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

3. 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 <ul style="list-style-type: none"> • Create a Citywide base speed limit of 25 MPH on all municipal roads. • Create 20 MPH zones supported by target design speed interventions in all school zones, along non-arterial 	TTP	Year 2	Implementation of new speed limits

<p>roads fronting active parks, and within defined Pedestrian Safety Zones (PSZ).</p> <ul style="list-style-type: none"> • Where appropriate, work with the Connecticut Department of Transportation to lower speed limits along State Owned Roadways. 			
<p>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.</p>	TTP	Year 3	Locations with speed cameras experience a reduction in speeding and serious injury crashes.
<p>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.</p>	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.
<p>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)</p>	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
<p>3.2.1 - Pass a resolution giving the City the ability to create Pedestrian Safety Zones.</p> <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: <ul style="list-style-type: none"> ○ Leading Pedestrian Interval, No-Turn-On-Red, Concurrent Pedestrian Phasing, Protected Left Turns, and Pedestrian Phase Recall <p><i>In 2021, the State of Connecticut passed a General Statute¹ allowing municipalities to establish Pedestrian Safety Zones in their</i></p>	TTP	Year 1	<p>Resolution approved by the Board of Representatives;</p> <p>Designate and implement 1 Pedestrian Safety Zone each year.</p>

¹ 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>

<p><i>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.</i></p>			
<p>3.2.2 - Prioritize the repainting of high-visibility crosswalks at the following locations:</p> <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.
<p>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.</p>	TTP	Year 2	Implement ADA Transition Plan to align with HIN Locations.
<p>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.</p>	TTP	Year 2	<ul style="list-style-type: none"> ● Complete crosswalk signage audit; complete all enhancements ● 5 new Quick-Build crosswalk

			<p>enhancements installed annually.</p> <ul style="list-style-type: none"> • 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,	TTP, CTTransit	Year 2, Ongoing	At least 5 bus stops receive accessibility/safety improvements

accessibility, bike parking, signage, public art, etc.			annually.
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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	TTP, LUB, Engineering, Highways	Year 1	The development of a Complete Streets Checklist

<p>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.</p>			
<p>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.</p>	TTP	Year 2	Update Complete Streets Program with best practices such as NACTO and Smart Growth America.
<p>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.</p>	TTP, PD	Year 2	The new policy is developed and adopted, removing the application of the 85th percentile rule.