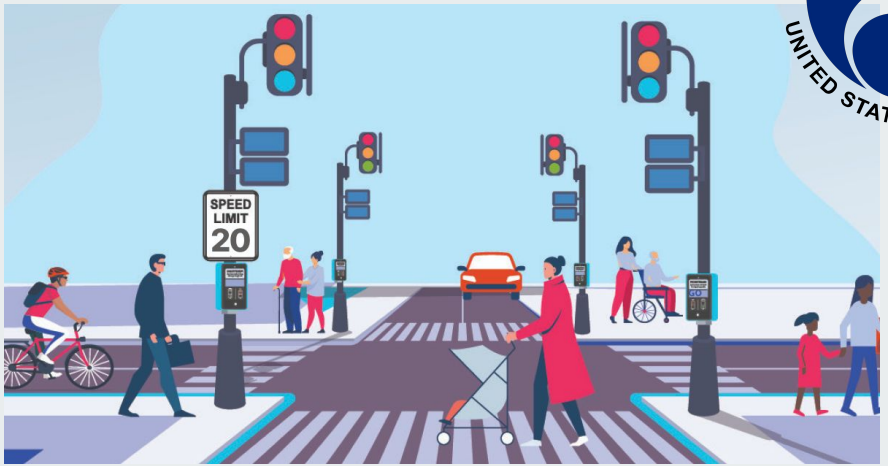
SS4ALL Grant Program

Safe Streets 4 - Newtown, CT



About the Grant Program - Summary

SS4A is aimed at

- Reducing roadway deaths and serious physical injury accidents
- Supported by crash data

Administered by

U.S. Department of Transportation

2 Types of Grants

- Planning and Demonstration
- Implementation

Safe Streets For All (SS4A) Grant Types:

Action Plan Grant:

- Assists communities without Vision Zero Plan
- Lays foundation for comprehensive planning

Implementation Grant:

- Provides funding to implement developed strategies
- Executes on systemwide community projects

Qualifying

Challenge 1

Challenge 2

Challenge 3

Eligibility

- Local governments (cities, towns, counties)
- Regional entities like Metropolitan Planning Organizations (MPOs)
- Federally recognized Tribal governments
- Multi-jurisdictional groups of the above entities

Funding Scope

- 80/20 match

  80k grant

  20k Newtown Funds

Significant Roadway Issues and the DATA to support it?

Focus on reducing fatalities and serious injury accidents.

(pedestrians, bicyclists, motorists, transit users, etc.)

Overall Process

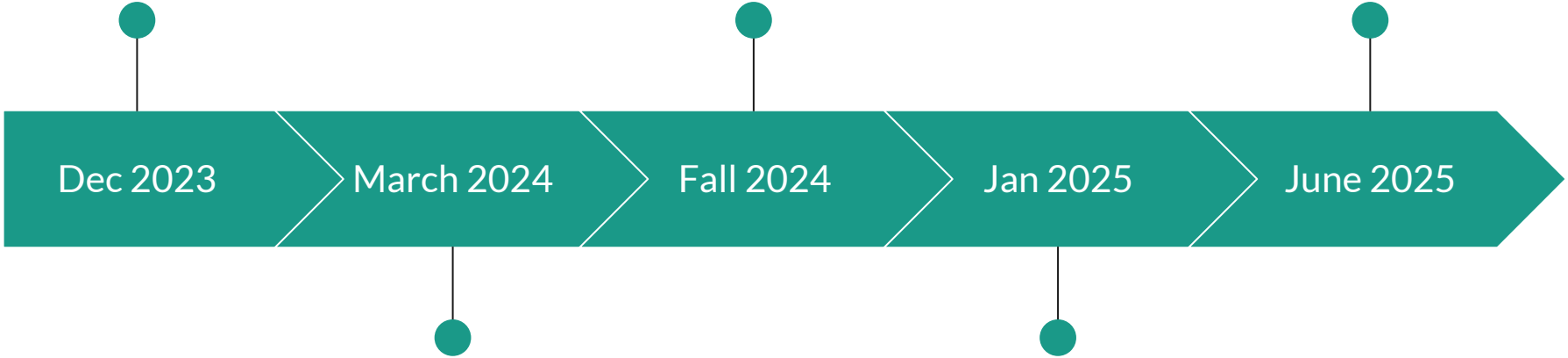
The team

Chairperson
Fred Hurley
Chief Kullgren
Police
Chief Kullgren
Community
Maureen Crick-Owen
FFH & Town Building
John Voket
Neil Chaudhary
John Curtis
Fred Hurley
Jeff Capeci
Will Chapman
John Voket
Chris Hottois
Mike Burton
Rob Mana
Jen Guman
Jay Maher
Chris Gardner
Dave Ober
Matt Ariniello
Jeff Capeci
Neil Chaudhary
Mark Pompano
Donna Culbert

Grant application and planning

Engage the stakeholders

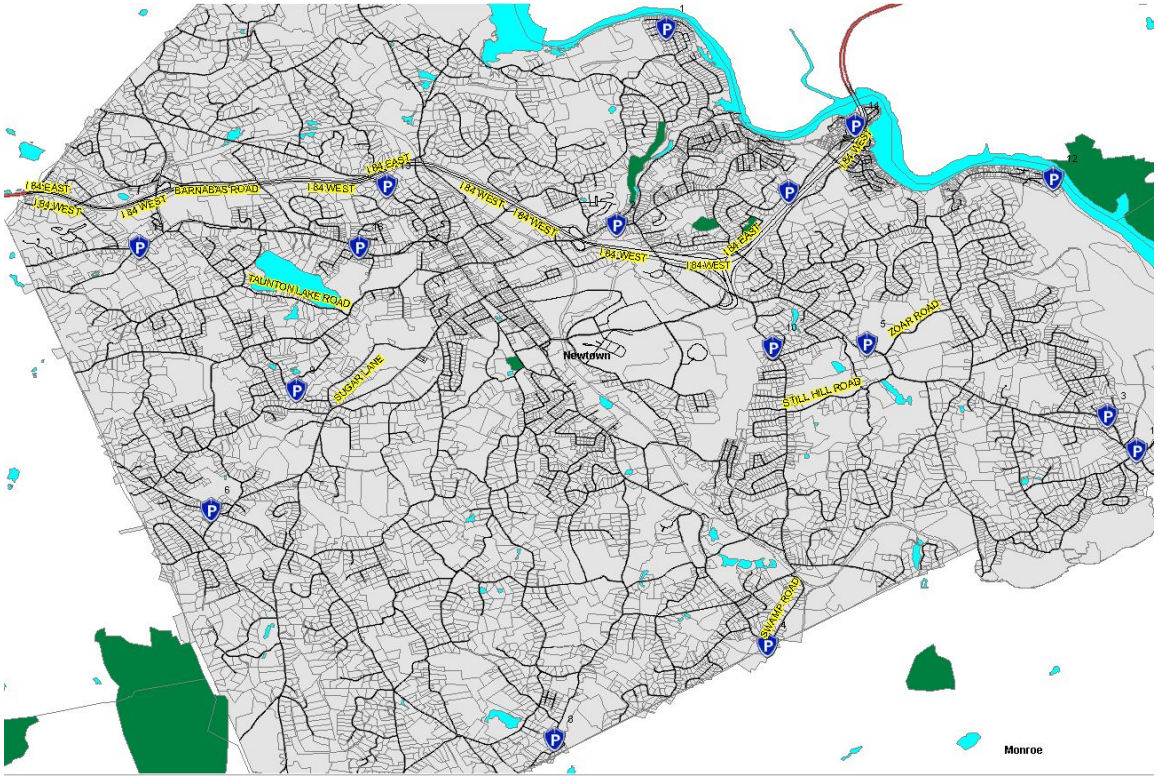
Analyze the results



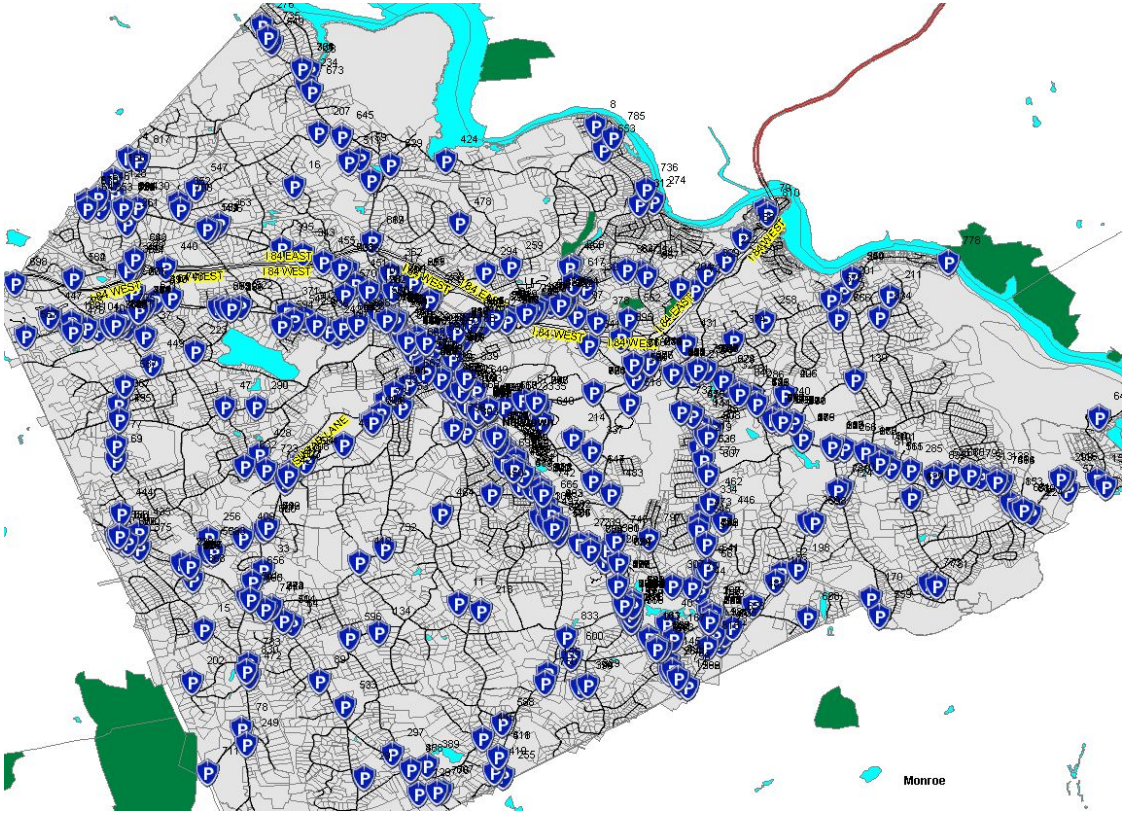
Identify roadway issues & supporting crash data

Hire a traffic engineer

MVA - Fatal


I 84 EAST
I 84 WEST
BARNABAS ROAD
TAUNTON LAKE ROAD
SUGAR LANE
ZOAR ROAD
STILL HILL ROAD
SWAMP ROAD
Newtown
Monroe

MVA - Combined



Engage Stakeholders

Town Wide Survey

- Online Survey - over 400 submissions
- Community handwritten survey - 15 submissions
- All will be supplied to the Traffic Engineer

SS4A Community Surveys - Hand Written Submissions & Condensed Responses

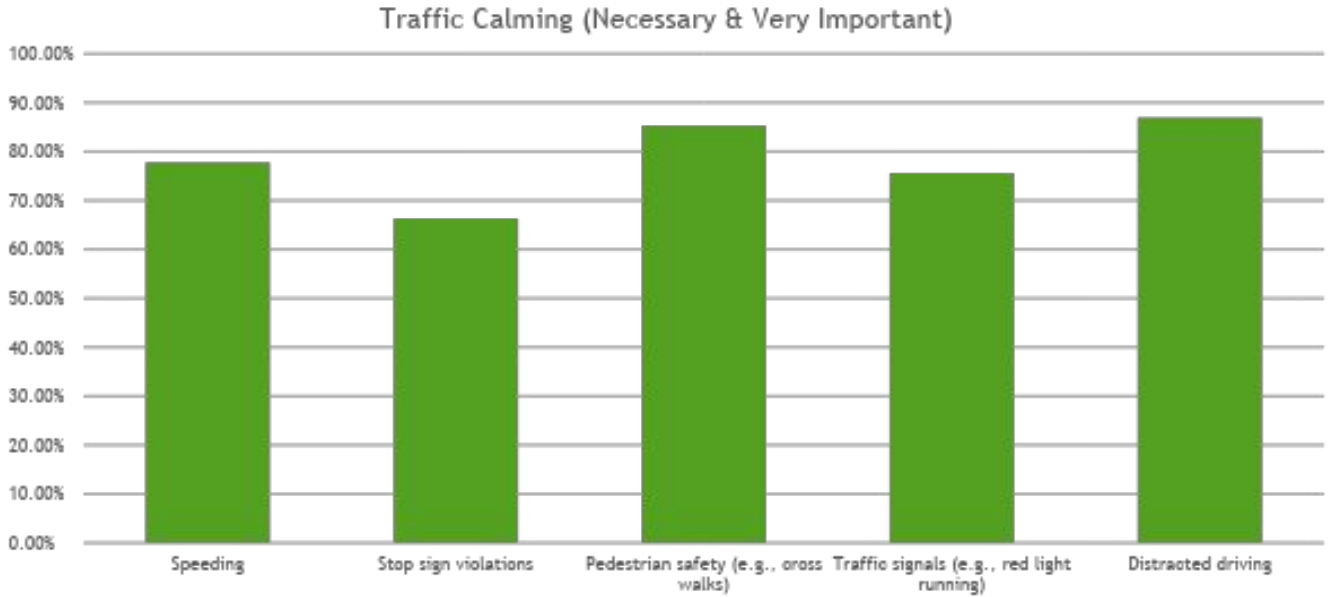
Question 1	Question 2	Question 3
The Flagpole is an icon in Newtown and will remain. Would you be open to new ideas to make driving in or near the Flagpole safer? See attached as examples of how the area could be improved to make it safer. Please let us know if you think modifying the areas on Main Street near and around the flagpole would be beneficial to pedestrians and vehicle traffic. Let us know what you like and do not like.	On a scale of 1 to 5 (with 1 being very safe and 5 not safe) how safe do you feel crossing the streets in the center of Newtown? Please describe the locations that you feel safe and do not feel safe.	If you are a business owner in the borough of Newtown, what are your concerns about vehicle and pedestrian safety? Does traffic impact your business? Please explain what improvements you think could be made to make you or your customers feel safer. Please only address roads – not parking lots.
Yes, the flagpole is a traffic obstacle especially. Improve crosswalk lighting.	3- streets in the center of town that have traffic lights are more secure and safe then the streets that only have cross walks.	
ANY CHANGES SURROUNDING THE FLAGPOLE INTERSECTION WOULD BE AN IMPROVEMENT I LIKE THE CURB EXTENSION AS WELL AS THE HIGH VISIBILITY CROSSWALKS	3 - REASON BEING NOT ALL VEHICLES PAY ATTENTION AND MANY OF THEM ARE TRAVELING TOO FAST TO SLOW DOWN/STOP IN TIME	The cars do not yield to pedestrians. Additionally. Passing on shoulder. Flashing lights indicating pedestrian cross walk and/or refuge island would be helpful.
I am definitely open to some new ideas. Safety is paramount. I very much like the attached concept. especially the refuge islands (2016 Main Street Scape). Raised walkways perhaps in cobblestone should also be considered.	I would rate it a 3. Main Street is a challenge especially during busy times, as is Church Hill Road. Queen Street just by virtue of there being less traffic is not as challenging but when you factor in that mostly kids are using those sidewalks it can be dangerous. I've seen close calls at the Main Street crosswalk by the flagpole. But implementing some measures as described on the attachment could make that location safer.	N/A
Absolutely not. Leave it alone. I don't support the curb extensions or island. No on the lit up walkways. I like all three of the curb extension proposals. passing on the right which next to speeding is the most dangerous driving activity that I observe. Better speed control on Main St. Unsafe for pedestrians, school buses and vehicles pulling into the roadway. Line of sight issues with larger vehicles parked along the roadway. ??? "Left Turn Only"?? But seriously.	I have not had any problem living on Main Street for 33 years in crossing the street. #6. It is not safe to cross streets in the center of Newtown. I am familiar with how many people do not yield to pedestrians in cross walks Edmond Town Hall crosswalk, lack of line of sight.	I never had a single client indicate there was a problem. N/A lack of signage and lighting at crosswalks. Support 2016 Main St Street Scape
Allow passing on the shoulder on Main st would improve traffic flow. The proposed center island blocks the entrances of the library and General Store. Yes, modifying the areas would be beneficial. Better speed control (i.e. speed bumps) and improved visibility for cars. Improved crosswalk signaling. passing on shoulder creates a pedestrian safety issue. Roundabouts About a third of participants have experience of travelling through Roundabouts. The was general agreement that they reduce congestion, but there is a learning curve. Intersections where Roundabouts may improve congestion were: - Currituck – Hawleyville – Ostuse - Mt Pleasant - Hawleyville - Currituck – Main Street - Queen Street - Glover	The only places I might cross are at the Beneral (sp) Store and Honan's. Both places are sketchy unless you have infinite patience. 5 - every crosswalk as drivers do not stop for signals (even if marked no turn on red), stop signs or pedestrians in the crosswalk. Flagpole: 5; ETH: 3; Trinity crosswalk: 5; Glover: 2 Crosswalk by Glover is the safest since it is driven by traffic lights. I do not propose adding additional traffic lights to Main Street.	N/A It heavily impacts are business at rush hours. The crosswalk at ETH needs proper lighting and we need traffic to slow down. I like the options listed below (2016 Main Street Scape)

SS4A Newtown Survey

November 2024

Engage Stakeholders

Q1. Please rate the importance of traffic calming efforts (e.g., police enforcement) for each of these traffic safety concerns.



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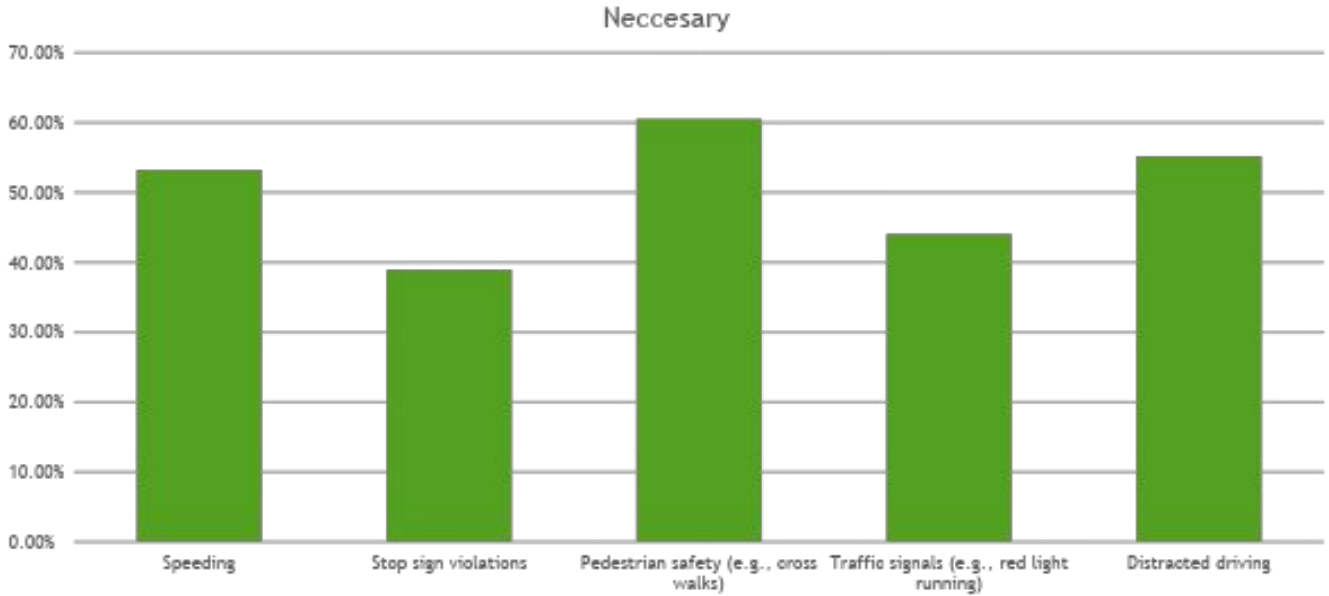
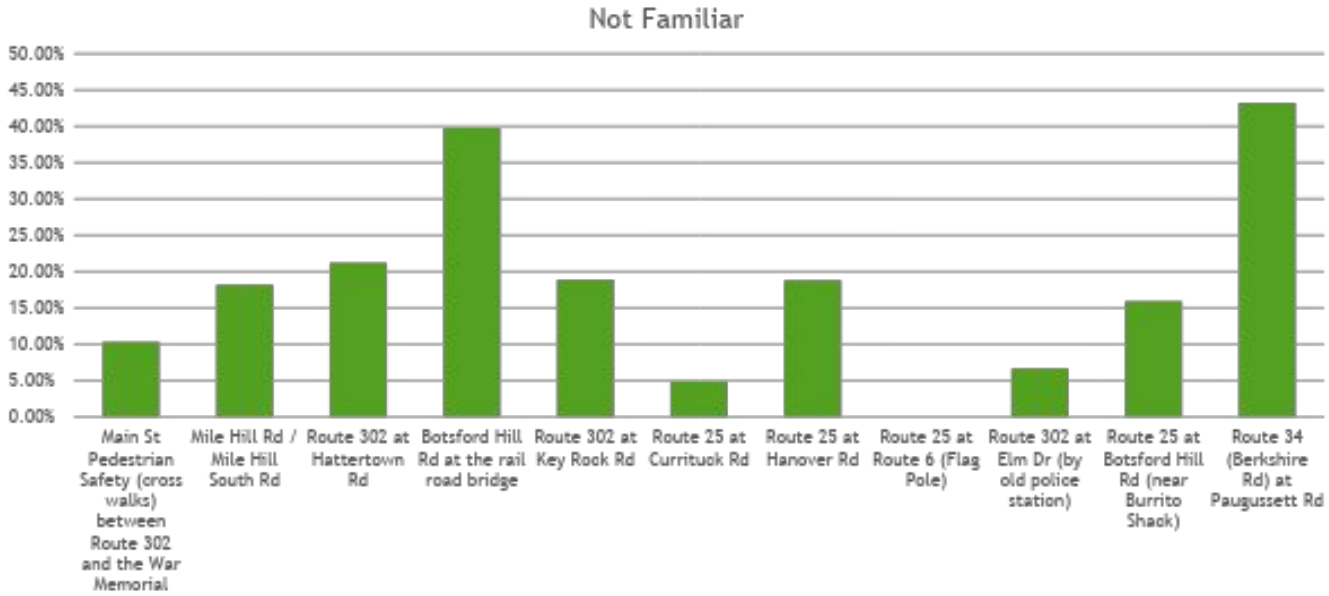


Q2. Please rate the following intersections or roadways in terms of their level of danger to roadway users.



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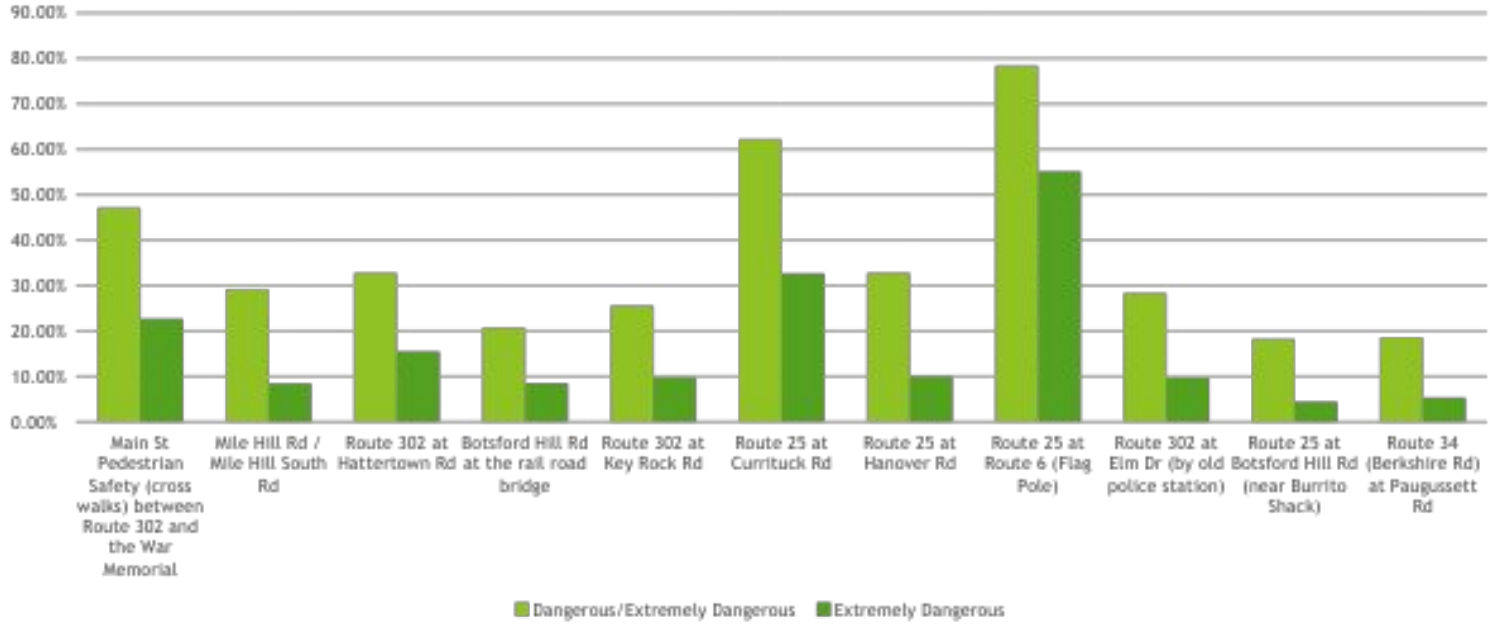


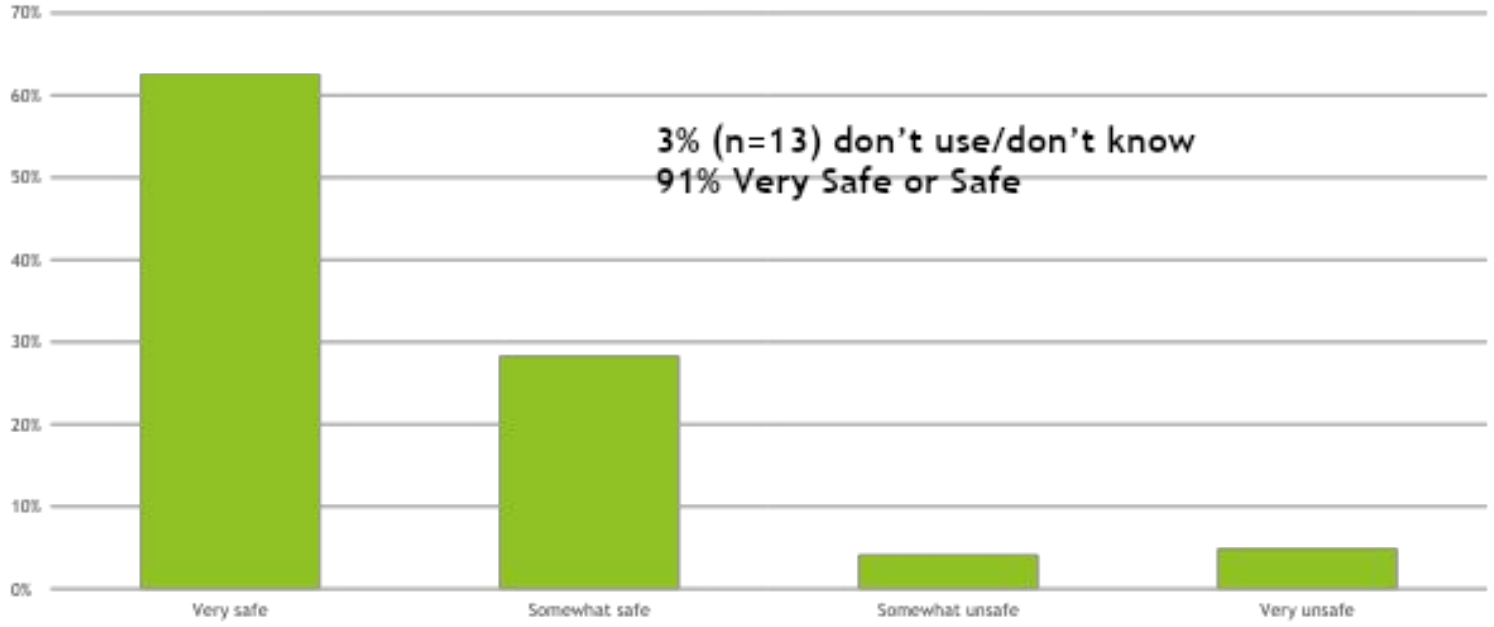
Q3 Please explain any of your concerns with the above roadways or indicate concerns with other roadways not listed.

Q4. Please list the three most dangerous roadways/intersections in Town whether or not they are listed above (if you think multiple roadways are tied for worst disregard the ranking and list them in any order).

Can't easily analyze this.

Q4. Please list the three most dangerous roadways/intersections in Town whether or not they are listed above (WORST)

Q5. Do you feel safe utilizing Fairfield Hills as a visitor, pedestrian, runner, cyclist, etc.?



Q5. Do you feel safe utilizing Fairfield Hills as a visitor, pedestrian, runner, cyclist, etc.?

Q6. Would you be willing to attend a vehicle and pedestrian safety seminar sponsored by the Town?

Answer Choices	Responses	
Yes	43.97%	175
No	16.08%	64
Unsure	39.95%	159
	Answered	398
	Skipped	5

Planning Grant

Phase 1

Once all of this data is collect, who best to review, prioritize and create comprehensive safety action plan?

To develop, complete, or supplement a **Comprehensive Safety Action Plan** (Action Plan)

- Identify significant roadway safety issues using a data-driven approach.
- Focus on reducing fatalities and serious injuries for all road users (pedestrians, bicyclists, motorists, transit users, etc.).
- Incorporate a **Safe System Approach**, emphasizing safer people, roads, vehicles, speeds, and post-crash care.
- Engage a variety of public and private stakeholders.
- Consider equity, climate change, and environmental justice impacts.

Request for Proposal - Traffic Engineering Firm

Process

- RFP Announced Nov 1st, 2024
- Three firms attended the walk through
- Two firms bid on the project
- RFP awarded, Feb 4th, 2025
- Anticipated recommendations, June 2025

Potential Next Steps

- Review of recommendations June/July
- Implementation grant preparation
- Apply for implementation grant
- Receive funds
- RFP contractor

Questions

Chief David Kullgren
Maureen Crick-Owen