

# 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

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## Challenge 1

### Eligibility

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

## Challenge 2

### Funding Scope

- 80/20 match  
80k grant  
20k Newtown Funds

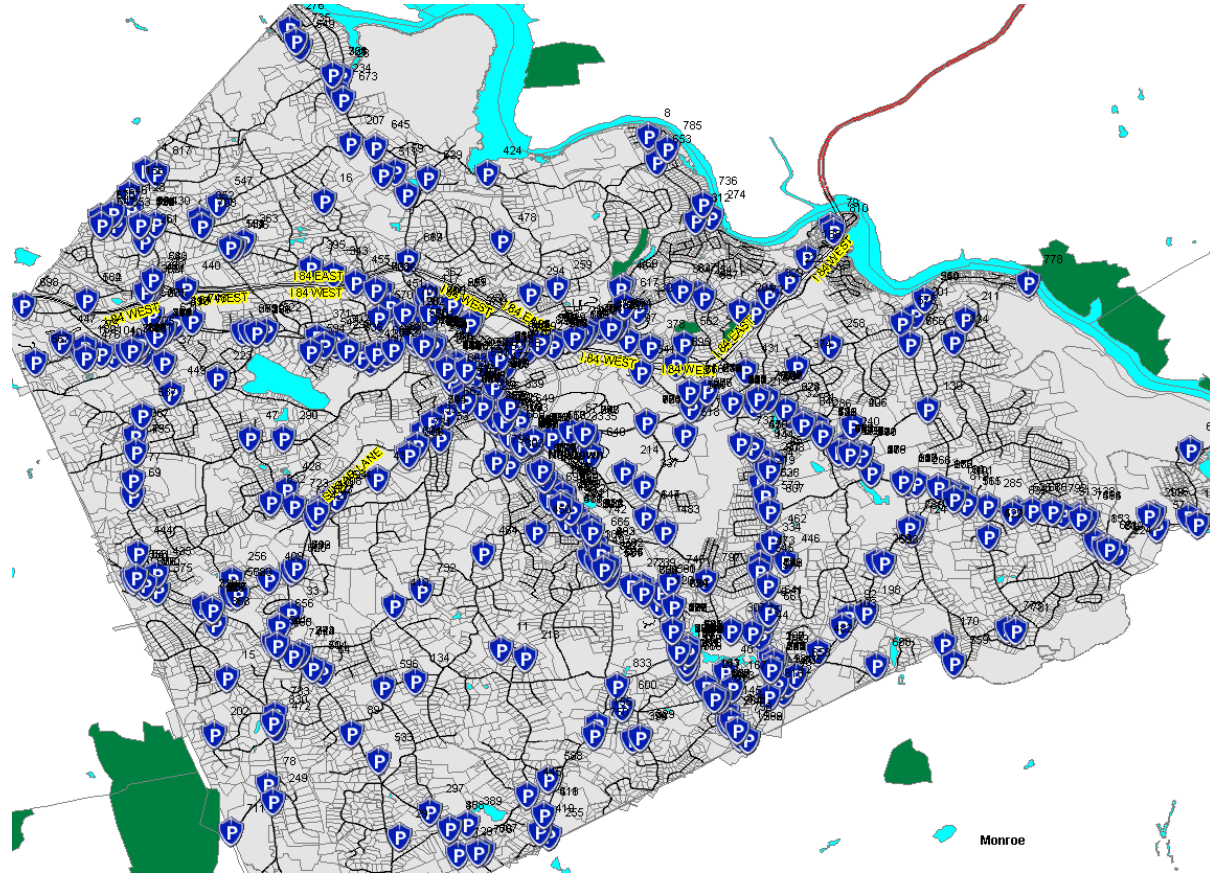
## Challenge 3

### Significant Roadway Issues and the **DATA** to support it?

Focus on reducing fatalities and serious injury accidents.  
(pedestrians, bicyclists, motorists, transit users, etc.)

# The Team







# 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
<p>The Flagpole is an icon in Newtown and will remain 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 area on Main Street near and around the flagpole would be beneficial to pedestrians and what you like and do not like.</p> <p>Yes, the flagpole is a traffic obstacle especially improve crosswalk lighting.</p>	<p>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.</p> <p>3- streets in the center of town that have traffic lights are more secure and safe than the streets that only have crosswalks.</p>	<p>If you are a business owner in new town 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 address roads - not parking lots.</p> <p>The cars do not yield to pedestrians. Additionally, passing on shoulder. Flashing lights indicating helpful.</p>
<p>ANY CHANGES SURROUNDING THE FLAGPOLE LIKE THE CURB EXTENSION AS WELL AS THE HIGH VISIBILITY CROSSWALKS</p> <p>I am definitely open to some new ideas. Safety is paramount. I very much like the attached concept, especially the village islands. 2010 Main Street Scope. Raised walkways perhaps in cobblestone should also be considered.</p>	<p>3- REASON BEING NOT ALL VEHICLES PAY ATTENTION AND MANY OF THEM ARE TRAVELING TOO FAST TO SLOW DOWN/STOP IN TIME</p> <p>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.</p>	<p>N/A</p>
<p>Absolutely not. Leave it alone. I don't support the curb extensions or island. No on the it 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.</p> <p>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.</p> <p>??? Left Turn Only??? But seriously.</p>	<p>I have not had any problem living on Main Street for 33 years in crossing the street.</p> <p>#5. 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</p> <p>Edmond Town Hall crosswalk, lack of line of sight.</p>	<p>I never had a single client indicate there was a problem.</p>
<p>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 area 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.</p>	<p>The only places I might cross are at the General (so) Store and Korman's. Both places are sketchy unless you have infinite patience.</p> <p>6- every crosswalk as drivers do not stop for signals (even if marked no turn on red), stop signs or pedestrians in the crosswalk.</p> <p>Flagpole: 5; ETH: 2; Trinity crosswalk: 5; Glover: 2</p> <p>Crosswalk by Glover is the safest since it is driven by traffic lights. I do not propose adding additional traffic lights to Main Street.</p>	<p>N/A</p> <p>it heavily impacts are business at rush hours.</p> <p>The crosswalk at ETH needs proper lighting and we need traffic to slow down. I like the options listed below (2010 Main Street Scope)</p>
<p>Roundabouts</p> <p>About a third of participants have experience of traveling through Roundabouts. The was general agreement that they reduce congestion, but there is a warning curve. Intersections</p> <ul style="list-style-type: none"><li>- Curbituck - Hawleyville - Oldale</li><li>- Mt Pleasant - Hawleyville</li><li>- Curbituck - Main Street</li><li>- Queen Street - Glover</li></ul>		

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## 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





# Next Steps

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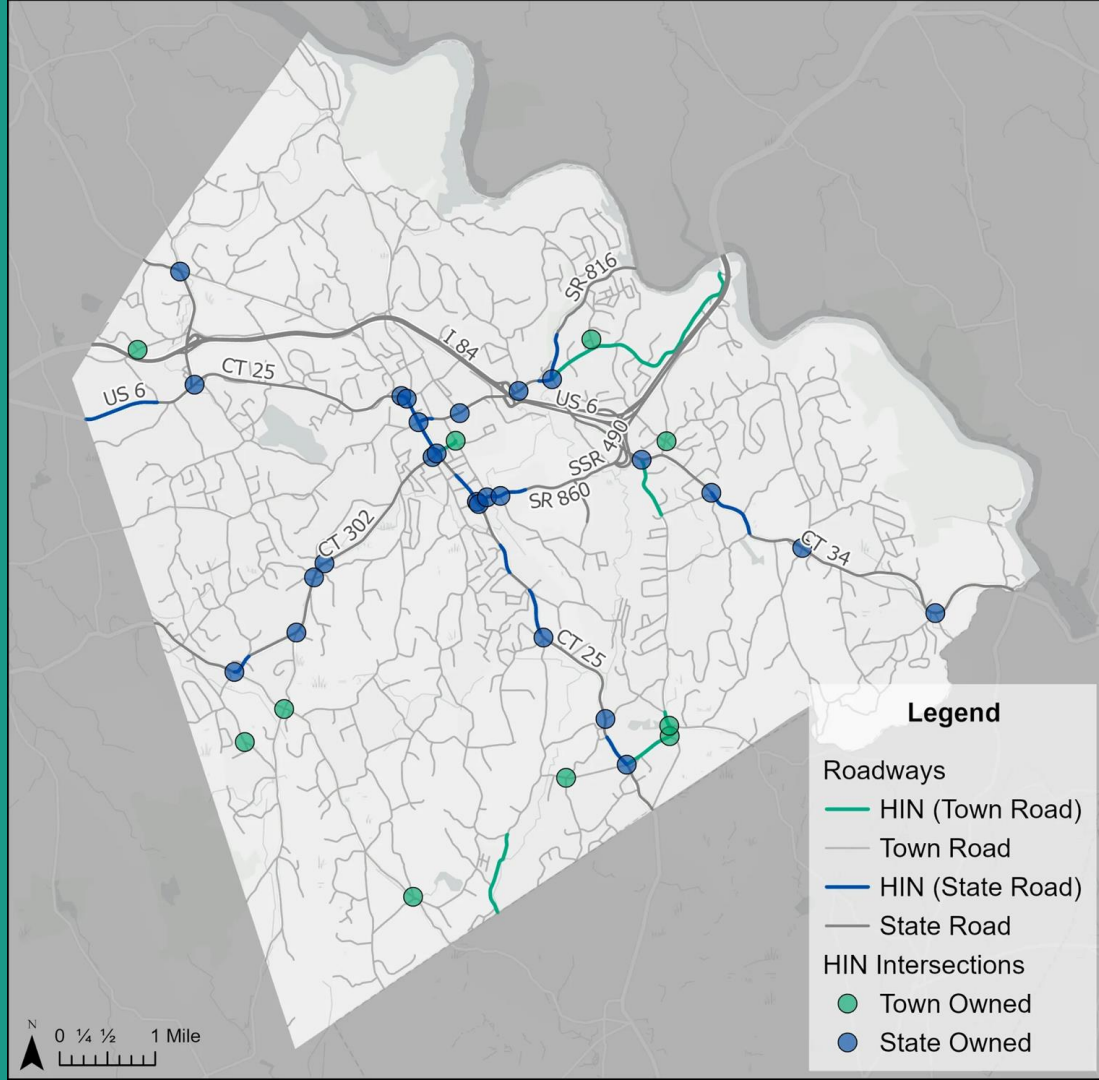
- Review of recommendations  
~~June/July~~ Dec
- Implementation grant preparation
- Apply for implementation grant
- Receive funds
- RFP contractor



# Preliminary Data

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- HIN - High Injury Network







Name	Ownership	Area	Type	Selection Criteria		
				Crash Data	Survey	Committee
CT-34 and JORDAN HILL RD	State	Urban	Unsignalized	Yes	Yes	Yes
CT-25 and US-6	State	Urban	Unsignalized	Yes	Yes	Yes
CT-25 and BUTTON SHOP RD	State	Urban	Signalized	Yes	Yes	No
CT-25 and COUNTRY CLUB RD	State	Urban	Unsignalized	Yes	Yes	No
CT-34 and TODDY HILL RD	State	Urban	Signalized	Yes	Yes	No
CT-25 and HUNTINGTOWN RD	State	Urban	Unsignalized	Yes	No	No
US-6 and CURRITUCK RD	State	Urban	Unsignalized	Yes	Yes	Yes
CT-25 and CURRITUCK RD	State	Rural	Unsignalized	Yes	Yes	No
CT-25 and BOTSFORD HILL RD	State	Urban	Signalized	Yes	Yes	Yes
CT-25 and SR-860	State	Urban	Signalized	Yes	Yes	No
US-6 and THE BOULEVARD	State	Urban	Signalized	Yes	No	Yes
CT-302 and ELM DR NO 1	State	Urban	Unsignalized	Yes	Yes	Yes
CT-34 and SHERMAN ST	State	Urban	Unsignalized	Yes	No	No
CT-25 and CT-302	State	Urban	Signalized	Yes	No	No
CT-34 and BENNETTS BRIDGE RD	State	Urban	Unsignalized	Yes	No	No
CT-302 and KEY ROCK RD	State	Urban	Unsignalized	No	Yes	Yes
SR-860 and QUEEN ST	State	Urban	Unsignalized	No	Yes	No
SR-860 and MILE HILL RD SOUTH	State	Urban	Unsignalized	No	Yes	Yes
CT-302 and HATTERTOWN RD	State	Urban	Unsignalized	No	Yes	Yes
SR-816 and WALNUT TREE HILL RD	State	Urban	Unsignalized	No	Yes	No
SR-816 and WASHINGTON ST	State	Urban	Signalized	No	Yes	Yes
US-6 and SCHOOL HOUSE HILL RD	State	Urban	Unsignalized	No	Yes	Yes
US-6 and SAWMILL RD NO 1	State	Urban	Unsignalized	Yes	No	No
CT-302 and HEAD OF MEADOW RD NO 1	State	Urban	Unsignalized	Yes	No	No
CT-302 and LONG VIEW HEIGHTS RD	State	Urban	Unsignalized	Yes	No	No
MEADOW BROOK RD and PINE TREE HILL RD	Town	Urban	Unsignalized	Yes	No	No
FLAT SWAMP RD and JANGLING PLAINS RD	Town	Urban	Unsignalized	Yes	No	No
CHERRY ST and CHERRY HEIGHTS TER	Town	Urban	Unsignalized	Yes	No	No
GLOVER AV and QUEEN ST	Town	Urban	Unsignalized	Yes	Yes	No
OLD HAWLEYVILLE RD and MERIDIAN RIDGE DR	Town	Urban	Unsignalized	Yes	No	No
BOTSFORD HILL RD and SWAMP RD	Town	Urban	Unsignalized	Yes	Yes	No
HATTERTOWN RD and KEY ROCK RD	Town	Urban	Unsignalized	Yes	Yes	No
HATTERTOWN RD and HI-BARLOW RD NO 2	Town	Urban	Unsignalized	Yes	Yes	No
JEREMIAH RD and MISTY VALE RD	Town	Urban	Unsignalized	Yes	Yes	No
TODDY HILL RD and HIGH BRIDGE RD	Town	Urban	Unsignalized	Yes	Yes	No

# Equity

- Importance of equitable transportation access
- Median income and crash severity analysis

# Safety Countermeasures

- Engineering and non-engineering strategies
- Crash Modification Factor (CMF) concept overview
- Potential countermeasures

# Project Selection

- System-wide improvements
- Site-specific improvements
- Detailed concept plans

# Conclusion and Measuring Progress

- Monitoring framework and performance tables
- Funding sources



## NEXT STEPS

- Draft of safety action plan to be shared with Newtown by VN and VHB



# Questions

Chief David Kullgren  
Maureen Crick-Owen



<https://newtownctpolice.org/ss4a-program>