

MAYOR
CAROLINE SIMMONS

DIRECTOR OF OPERATIONS
MATT QUIÑONES
Email: mquinones@stamfordct.gov



TRANSPORTATION BUREAU CHIEF
FRANK W. PETISE, P.E.
Email: fpetise@stamfordct.gov

OFFICE OF OPERATIONS
TRANSPORTATION, TRAFFIC & PARKING

Tel: (203) 977-5466/Fax: (203) 977-4004
Government Center, 888 Washington Blvd., 7TH Floor, Stamford, CT 06901

INTRA-OFFICE MEMORANDUM

Date: July 8, 2025
To: Frank W. Petise, P.E.
Transportation Bureau Chief
From: Michael Frajman
Junior Transportation Planner
Re: Stamford 2024 5-Year Crash Report

The report below outlines the crashes and crash patterns that took place on local roads in Stamford over 5 years from 2020 to 2024. All crash data is directly from the Stamford Police Department; however, it is important to note this data only represents *reported* crashes and not crashes handled internally by the involved parties. Additionally, near miss crashes are an important metric to keep in mind; however, it is incredibly difficult to quantify the number of near misses on Stamford's roadways. One fatal crash involving a pedestrian in 2024 remains under Police investigation and its details are not yet a part of the dataset, though it is counted towards totals. Starting in Summer 2025 the department is hoping to be able to perform more detailed before and after crash analyses at rebuilt roads and intersections that will include traffic volume data. By then some of the more recent rebuilds will have been deployed long enough that more meaningful data can be collected.

Summary

In 2024 there were 3,492 reported crashes on Stamford’s roadways. Of these, there were 6 Fatal crashes, 719 Injury crashes, and 2,767 Property Damage Only (PDO) crashes. As shown in Figure 1 below, this represents a decrease in overall crashes in the City compared to the prior three years. Crash numbers for 2020 are anomalously low due to traffic volumes being significantly decreased in 2020 during the Covid Pandemic. The percentage of crashes resulting in injury has seen a decrease from 2023 by just over 3% and has seen a general downward trend after increasing post-pandemic. The number of fatal crashes in Stamford increased after 2021, though has remained stable year over year. There was 1 additional fatal crash compared to 2023. In general, while the total number of crashes in Stamford is on a downward trend, the absolute quantity and share of fatal and injurious crashes has remained stable.

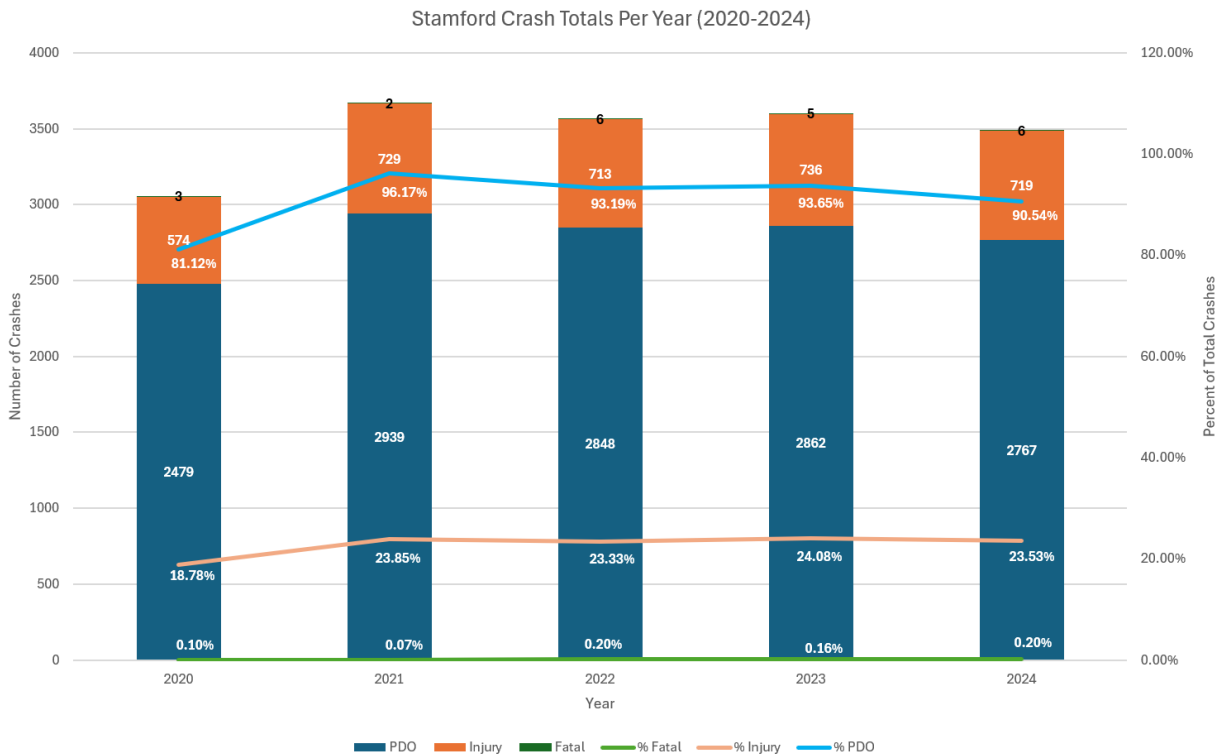


Figure 1: Total crashes in Stamford over the past 5 years

Focusing on just pedestrian-involved crashes, injuries and fatalities are far more common as shown in figure 2. While overall crash numbers decreased, pedestrian-involved crashes increased 12% between 2023 and 2024, bucking what could have otherwise been a downward trend. Fatal crashes have been decreasing since 2022. **Pedestrians retain a greater than 90% of being injured or killed when involved in a crash.**

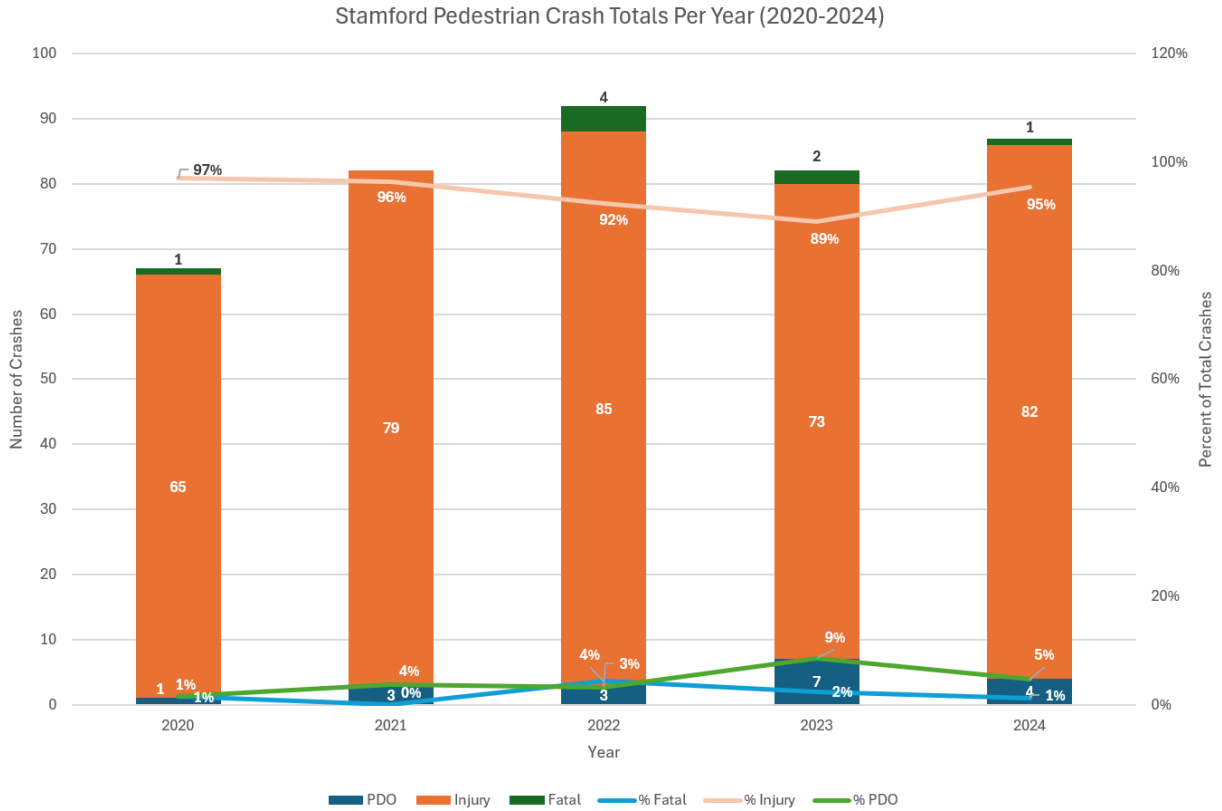


Figure 2: Total pedestrian-involved crashes in Stamford over the past 5-years

Citywide Crashes

As mentioned previously, there were 3,492 reported crashes on Stamford’s roadways in 2024. Table 1 shows the breakdown of crashes by First Harmful Event further broken down by severity. The First Harmful Event is the first action that occurred as a result of the crash. The data shows the majority of crashes involved only Motor Vehicles in Operation meaning vehicle versus vehicle crashes.

First Harmful Event	Fatal	Injury	PDO	Grand Total
Fell/Jumped from Vehicle			1	1
Guardrail End	1			1
Not Applicable			1	1
Work Zone/Maintenance Equipment			1	1
Bridge Pier or Support		1	1	2
Fire/Explosion			2	2
Other Non-motorist		2		2
Other Traffic Barrier			2	2
Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle			2	2
Guardrail Face		1	2	3
Animal Other Than Deer			4	4
Mailbox			4	4
Ditch			5	5
Embankment		2	3	5
Traffic Signal Support	1	1	3	5
Concrete Traffic Barrier		2	4	6
Bridge Rail		1	6	7
Traffic Sign Support	1	2	6	9
Other Non-Collision		3	9	12
Bridge Overhead Structure			13	13
Other Non-Fixed Object		2	11	13
Deer		1	18	19
Fence		5	15	20
Tree		6	14	20
Unknown		4	21	25
Curb		7	19	26
Overtum/Rollover		10	18	28
Pedal cycle/Pedal cyclist		20	8	28
Other Post, Pole or Support		2	28	30
Utility Pole/Light Support	1	13	26	40
Other Fixed Object		7	44	51
Pedestrian	1	82	4	87
Parked Motor Vehicle		13	224	237
Motor Vehicle in Operation	1	532	2248	2781
Grand Total	6	719	2767	3492

Table 1: First Harmful Events and Severity of Accident for vehicle crashes in Stamford in 2024

The types of crashes that occurred that led to the First Harmful Event are represented in Figure 3 and Table 2 below.

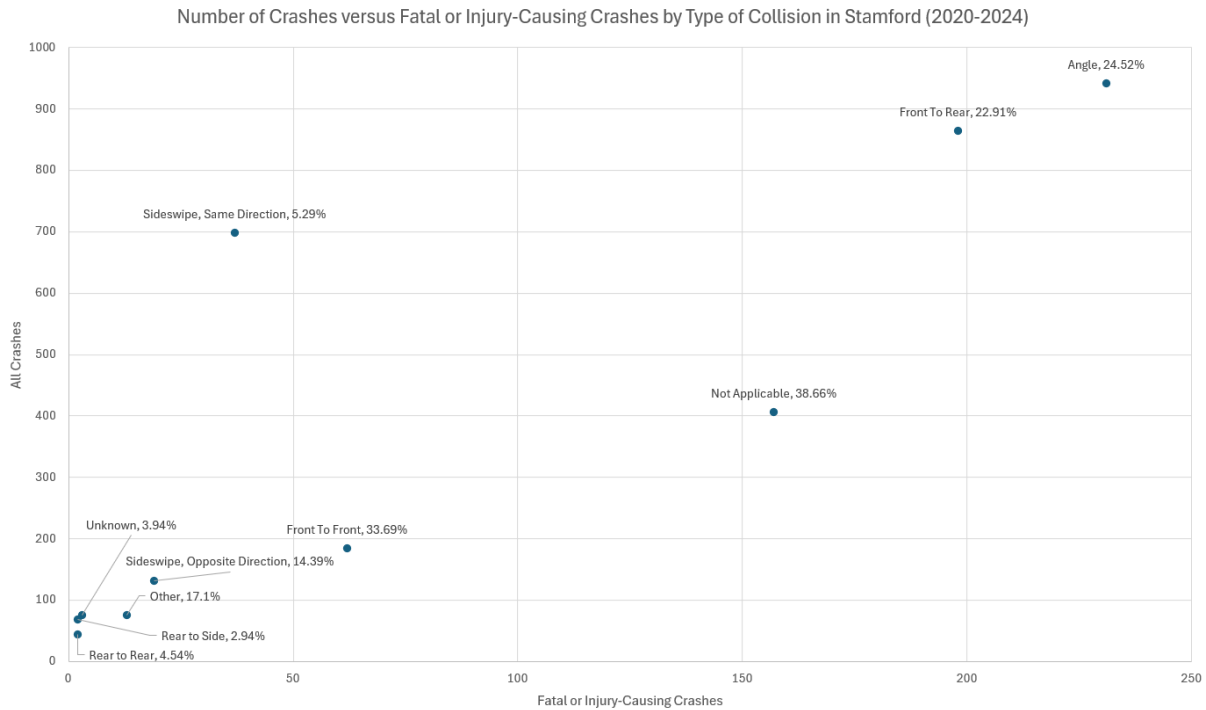


Figure 3: Fatal or Injury-Causing crashes by Type of Collision with percentage leading to fatality or injury for any given type in Stamford in 2024

Type of Collision	Fatal	Injury	PDO	Grand Total
Rear to Rear		2	42	44
Rear to Side		2	66	68
Other		13	63	76
Unknown		3	73	76
Sideswipe, Opposite Direction		19	113	132
Front To Front		62	122	184
Not Applicable	4	153	249	406
Sideswipe, Same Direction		37	662	699
Front To Rear		198	666	864
Angle	1	230	711	942
Grand Total	5	719	2767	3491

Table 2: Types of Collision and Severity of Accident for vehicle crashes in 2024

As shown by the data, Angle and Front-to-Rear crashes were the most common type of crashes and had the highest numbers of fatal or injury-causing crashes. Over half of all crashes and nearly 60% of all fatalities and injuries occurred in collisions of these types. Non-vehicle-on-vehicle crashes, represented by “Not Applicable”, including those involving pedestrians and cyclists, had the highest rate of fatality or injury at 38% and the highest number of fatalities. More than 2/3 of the crashes of this type occur along roads outside of intersections. Sideswiping, despite representing a large share of crashes, 24%, only caused injuries 7% of the time. Sideswiping tends to occur due to lane merging, driving too close to a center or lane line, or while searching for parking along the curb. Front-to-Rear crashes are usually the result of

speeding, driver distraction, and following too closely to the vehicle in front. Over 50% of Angle crashes occurred at intersections which usually is the result of failure to give right of way or ignoring a traffic control device such as a signal or stop/yield sign. Figure 3 below shows that while Front-to-Rear and Vehicle-on-Non-Vehicle crashes have trended downward, Angle crashes have trended upward.

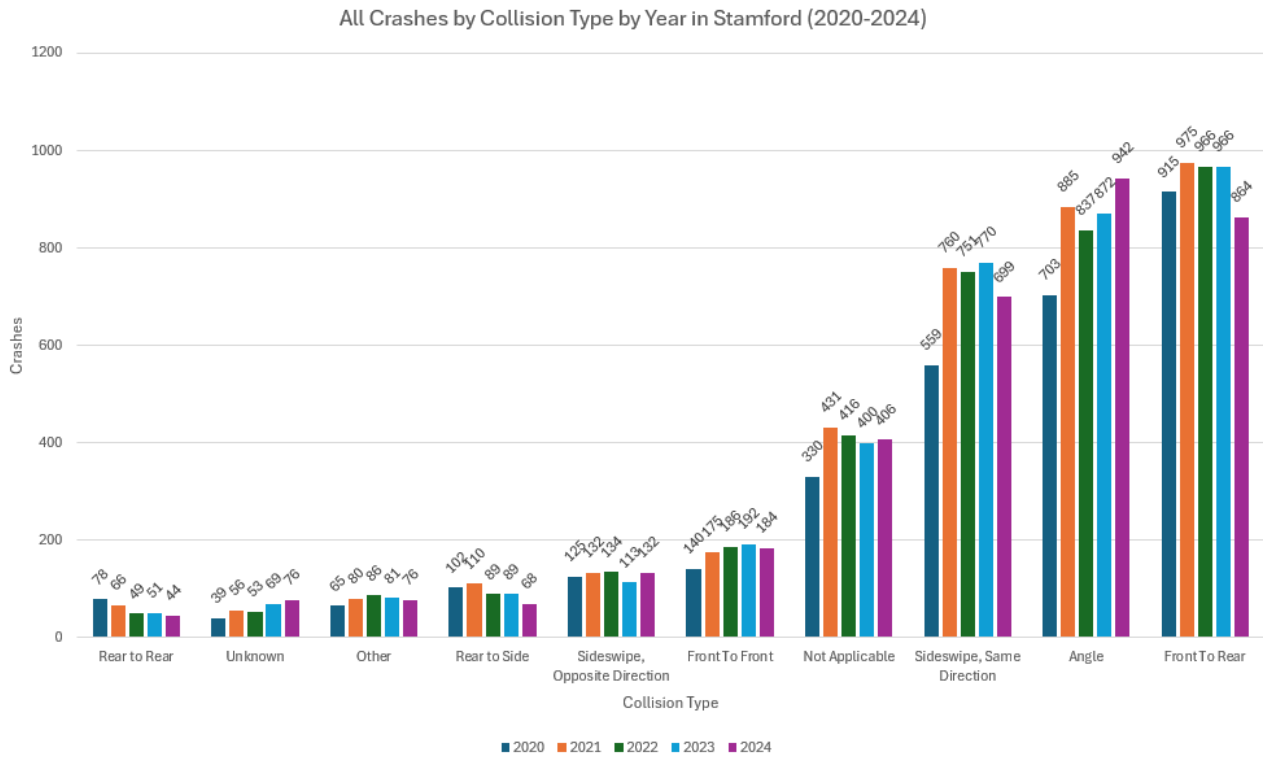


Figure 4: Crashes by Collision Type over the last 5-years in Stamford

Pedestrian Crashes

Pedestrian related crashes are a nation-wide and state-wide issue with the number and severity of pedestrian crashes increasing.¹ While pedestrian traffic deaths are trending upward nationwide, within Stamford pedestrian injuries and deaths have remained at stable levels the previous 5 years as can be seen in figure 2. This can again indicate that Stamford’s increased attention to roadway design is beginning to show impact. Designing roadways to minimize vehicle speeds and provide space and refuge for pedestrians is vital. Pedestrian crashes still have the highest injury percentage of any crash type in Stamford. This is due in large part to pedestrians not having any protection when using the City roadway network versus drivers in their automobiles. As previously mentioned, as vehicles travel faster, drivers’ lines of site decrease and the time to break increases.² Trends in the vehicle design have also led to the popularity of larger vehicles with high hood heights. This too has contributed to pedestrian injury and death from shrinking driver sightlines to creating a blunt surface in the case of front

¹ <https://smartgrowthamerica.org/pedestrian-fatalities-at-historic-high/>

² <https://smartgrowthamerica.org/pedestrian-deaths-often-occur-at-safe-speeds/#:~:text=Traffic%20deaths%20spike%20at%2055,on%20roads%20under%2050%20mph.>

facing collisions.³ As Stamford continues to implement more complete streets, it should expect increased pedestrian activity, especially in areas like Downtown. With more pedestrians using the streets there is an increased risk of conflict with vehicles and higher numbers of injury-causing crashes.

Pedestrians remain incredibly vulnerable; the roadway system should be designed to improve their safety which will in turn lead to increases in safety for other users. Of the 17,388 crashes to occur in Stamford between 2020 and 2024, 2.35% involved pedestrians. Of the 3,493 crashes in the last 5 years that resulted in injury or fatality, 11.2% involved pedestrians. Of note is that the Vision Zero Action Plan, using data from 2018 to 2023, found rates of fatal and injury causing crashes at 3% for cyclists, 24% for pedestrians and 73% for motorists. These discrepancies are likely due to the Vision Zero Plan filtering to only look at fatalities and serious injuries as opposed to all injuries as taken into account in figure 5 and 6. In cases of crashes with pedestrians, injury or fatality was reported 95.6% of the time. This is in comparison to 17.83% of vehicle-only injuries resulting in fatality or injury.

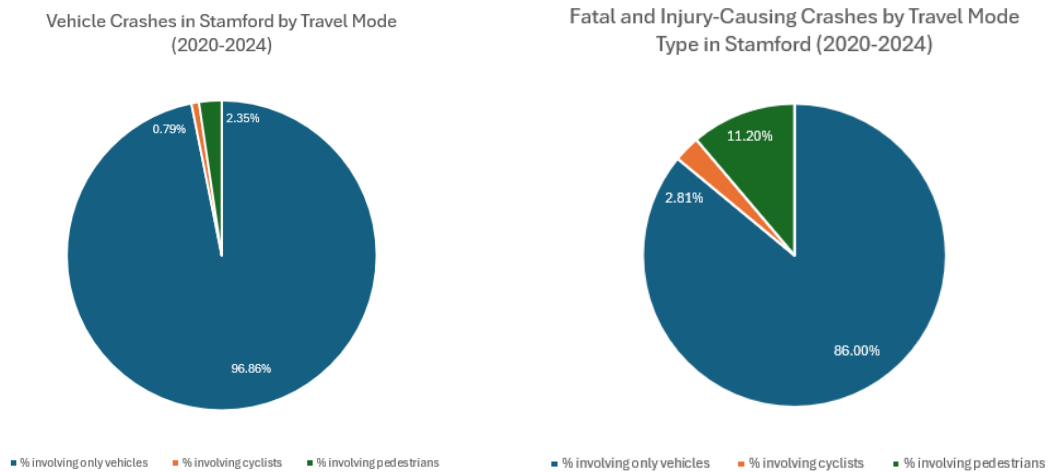
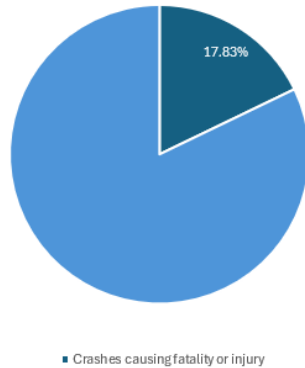


Figure 5 and 6: The breakdown of crashes in Stamford over the past 5 years by mode of transportation

³ <https://smartgrowthamerica.org/designing-vehicles-for-pedestrians/>

Percent of Car-Only Crashes Resulting in Fatality or Injury in Stamford (2020-2024)



Percent of Crashes Involving Pedestrians Resulting in Fatality or Injury in Stamford (2020-2024)

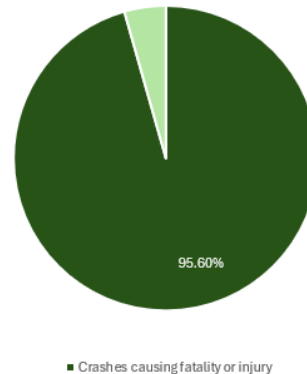


Figure 7 and 8: The percentage of vehicle-only and vehicle-on-pedestrian crashes resulting in fatality or injury

Bicycle Crashes

Like the number of pedestrian deaths and injuries, the number of cyclist deaths and injuries has remained stable over the past 5 years on Stamford’s roadways, see figure 9. Cyclists are similarly vulnerable to collisions with cars as pedestrians. Cyclists make up the smallest portions of injurious crashes at 0.79% of all crashes in the last 5 years, but 2.81% of all fatal and injury causing crashes. Cyclists were also killed or injured in 71.53% of all crashes in which they were involved in Stamford during these years. Stamford does not have any physically separated bike lanes, and its bike network is very disjointed. This both discourages cycling as a mode of transport and makes roadways dangerous for those who do choose to cycle. In order to create more complete streets and keep crashes involving cyclists low, both a higher quantity and better quality of bike lane is needed.

Percent of Crashes Involving Bicycles Resulting in Fatality or Injury in Stamford (2020-2024)

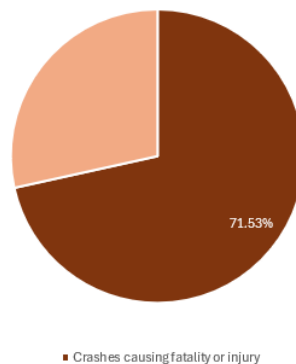


Figure 9: The percentage of vehicle-on-cyclist crashes resulting in fatality or injury

Injury Crashes

The central goal of any safe roadway system is the reduction of fatal and injury-causing crashes. It is understood and accepted that humans are fallible and make mistakes. It is important though that when mistakes occur, the design of the roadway system has redundancies built in to ensure that crashes do not result in injuries or fatalities. Injury crashes also disproportionately affect vulnerable users more than drivers. While they represent a smaller percentage of the City’s overall crashes, pedestrian and bicyclist crashes are most often injury crashes, as shown in the pedestrian and cyclist sections above. Speed is commonly cited as a primary reason why crashes become more severe. As the speed of a vehicle increases, its overall force also grows, which in turn increases the severity of crashes. Furthermore, drivers’ cone of vision narrows as speeds increase resulting in less situational awareness. Lastly, stopping distance also increases as speeds go up, raising the chances of a collision. This may be reflected in the largest share of fatal or injury-causing crashes occurring at “Not an intersection”, shown in figure 11. This is suggestive of factors like speed or poor lane merging causing crashes on roadway segments, though injury-causing crashes here saw a significant decline by 17% in 2024 compared to 2023. The total number of fatal or injury-causing crashes has remained fairly level since 2021 after the lull in commuting during the initial shock of the pandemic. This could indicate that Stamford’s strides in road and intersection rebuilding, and preliminary Vision Zero work is helping to stabilize the amounts of harm caused on its road network.

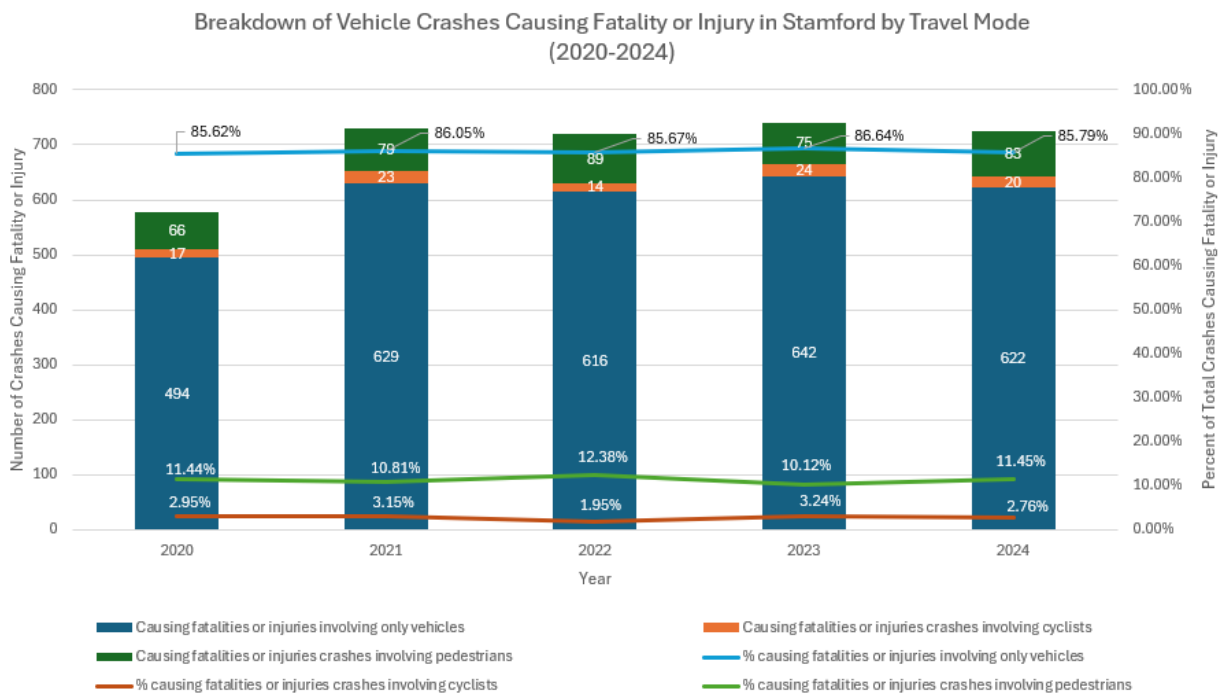


Figure 10: Trends in injury-causing crashes in Stamford between 2020 and 2024

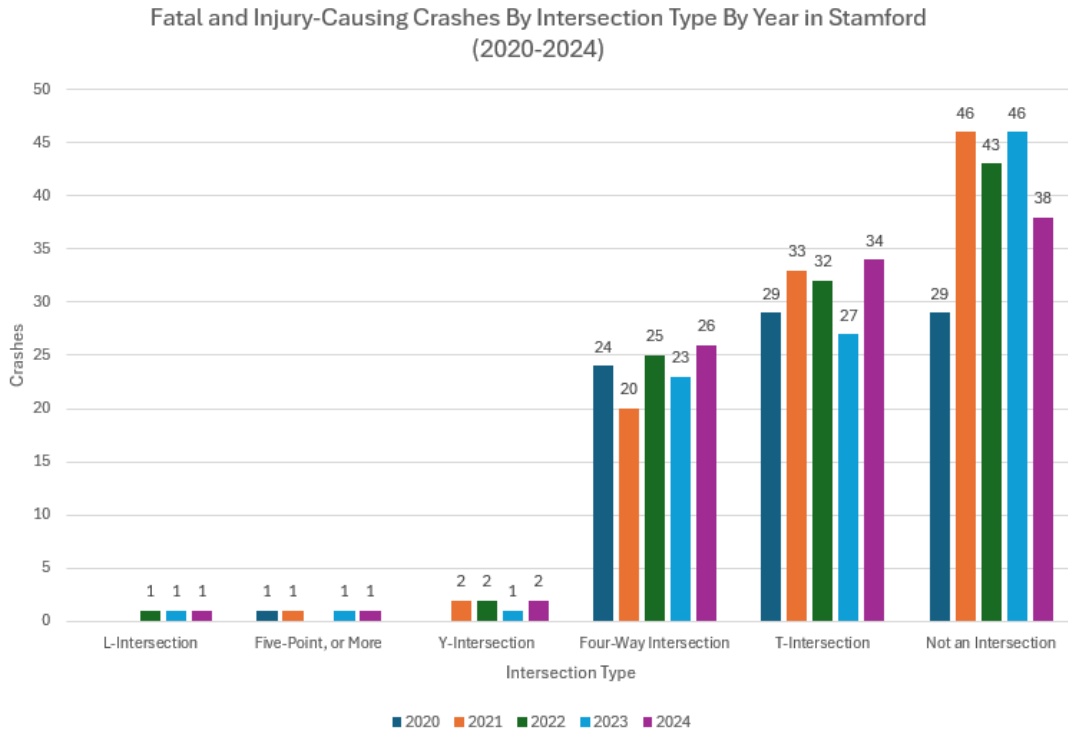


Figure 11: Injury-causing crashes by Intersection Type in Stamford between 2020 and 2024

Lighting

Looking at injury-causing crashes by their circumstances can help the City better prioritize Vision Zero Action Items. The Action Plan in particular makes improved lighting a part of four of its recommendations. While nearly 2/3 of injurious crashes occurred in daylight over the last 5 years, low light conditions are vital to consider. The number of pedestrian- and cyclist-involved crashes have generally been climbing under both lighter and darker conditions over the past 5 years (figure 14) despite more recent downward trends in crashes and injury-causing crashes in over the past 3 years (figures 12 and 13). While Stamford saw one pedestrian fatality in 2024 (the conditions of which are still under investigation), nationally the majority of pedestrian fatalities occur in darker conditions.⁴ These indicate a need to better consider lighting oriented towards pedestrians and cyclists, in line with the Vision Zero Plan, especially on Downtown and more commercial streets where these road users are more present and must coexist around large volumes of car traffic that converge into those areas. It should also be noted that crashes that occur in fully lit conditions cannot be easily attributed to said lighting. In these cases, more consideration must be given to the design of the street and how drivers and pedestrians are using it.

⁴ <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/StreetLightingPedestrianSafety.pdf>

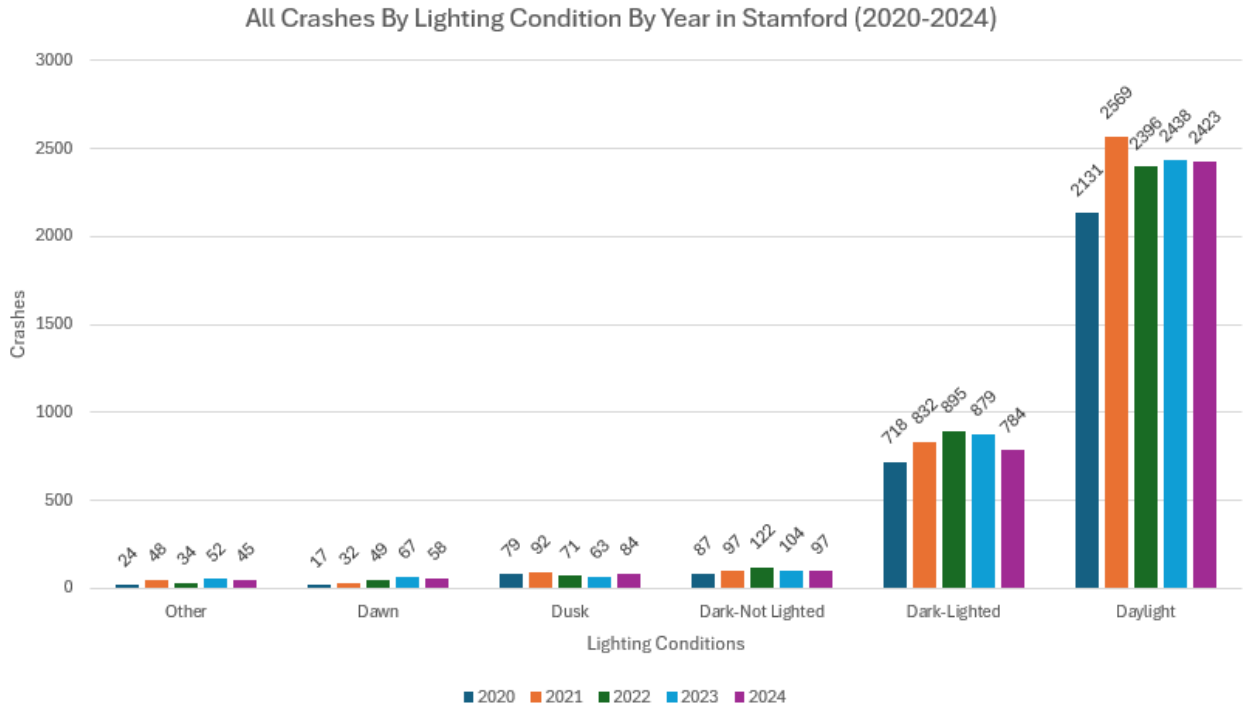


Figure 12: All crashes by Lighting Condition in Stamford between 2020 and 2024

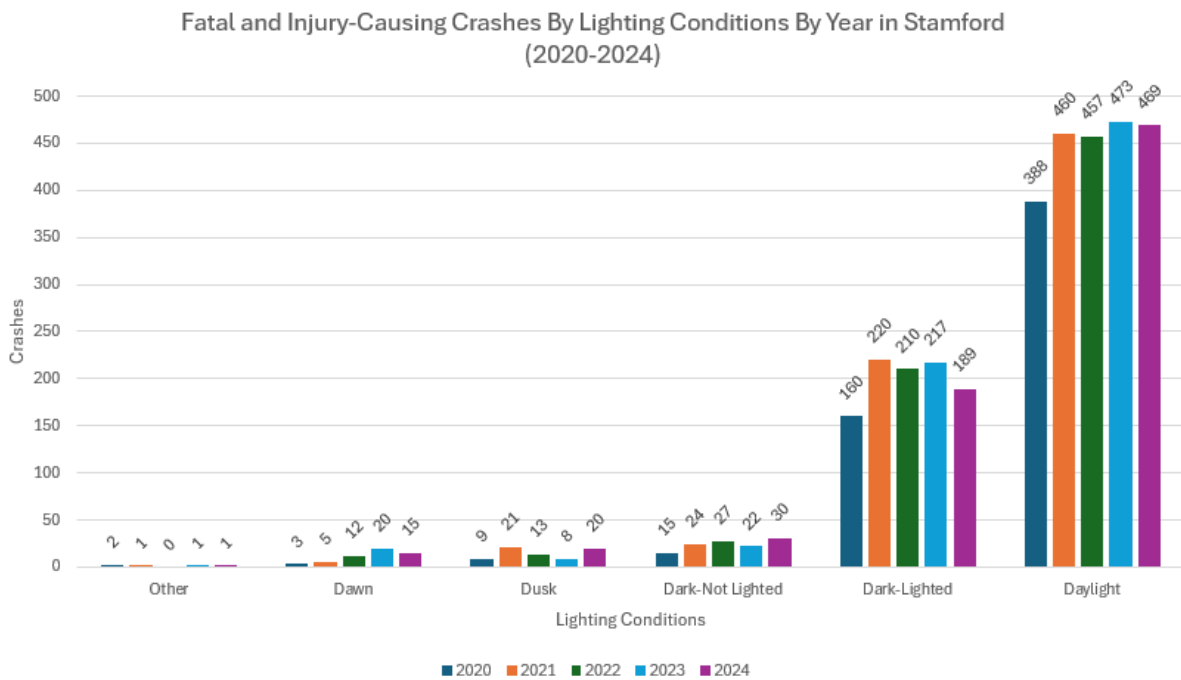


Figure 13: Injury-causing crashes by Lighting Condition in Stamford between 2020 and 2024

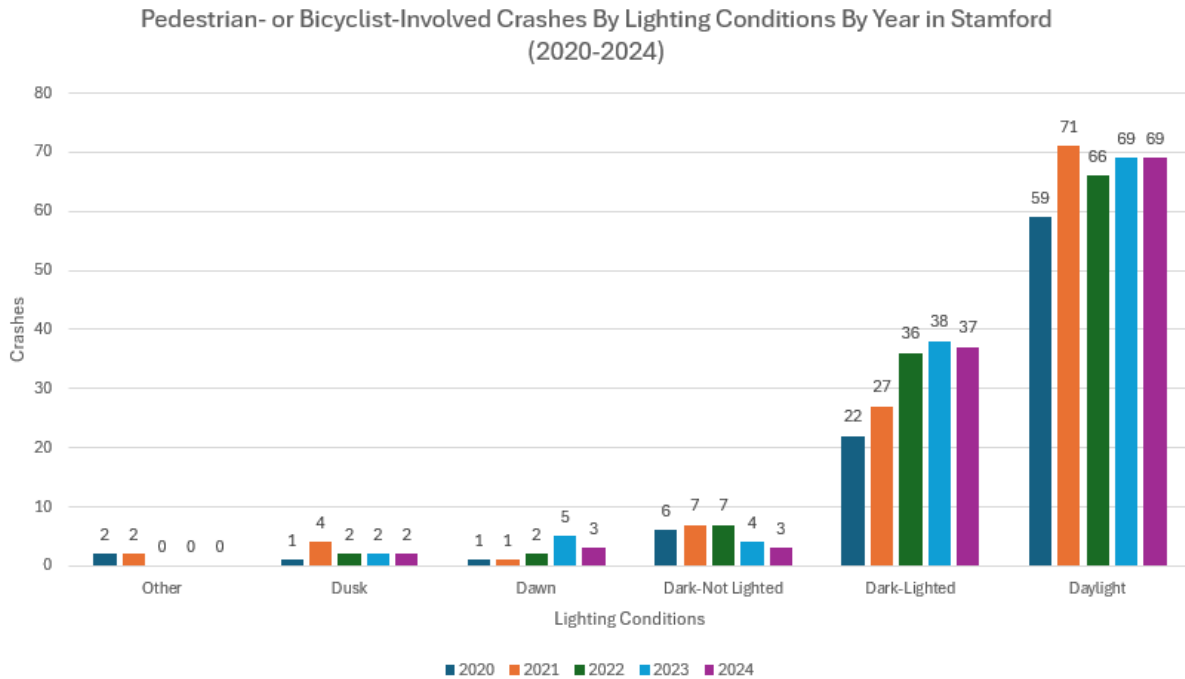


Figure 14: Injury-causing crashes by Lighting Condition for Pedestrians and Cyclists in Stamford between 2020 and 2024

Weather

Weather can play a role in inducing vehicle crashes by either creating darker conditions or through precipitation which can make roadways more slippery and difficult to negotiate at higher speeds. Precipitation/non-clear weather conditions playing a factor in crashes was more common in Winter months compared to Summer months as shown in table 3 below. The number of crashes were fairly similar for any given month. Since similar numbers of crashes occur in clear weather conditions as occur in wet, cold and non-clear conditions, this analysis could again indicate other factors like speed or the shape/design of the roadway playing a greater factor in influencing crashes rather than weather.

	Clear	Cloudy/Foggy/Hazy	Rain	Cold and Precipitation	Other	Total
Jan	1083	104	119	113	11	1430
Feb	1035	97	100	81	7	1320
Mar	1145	78	115	17	7	1362
Apr	1027	82	133	1	9	1252
May	1309	79	109	0	8	1505
Jun	1395	71	47	0	7	1520
Jul	1306	69	93	0	11	1479
Aug	1288	77	71	1	9	1446
Sep	1345	65	107	2	13	1532
Oct	1332	93	125	1	5	1556
Nov	1277	62	107	3	10	1459
Dec	1195	106	185	38	3	1527
Total	14737	983	1311	257	100	17388

Table 3: Crashes by month of year by weather conditions in Stamford from 2020 to 2024

Time of Day, Week, and Year

It can be observed that crashes become more common at certain times of day, week and year. Crashes numbers tend to reach a plateau between 8am and 5pm, with peaks reflecting morning and afternoon rush hour and the traffic that comes with commuting. Crashes are least common at night, 11pm to 5am. These periods of low activity and traffic volume are in turn, the least fatal and injury-causing for all parties using roadways as can be seen in figure 15.

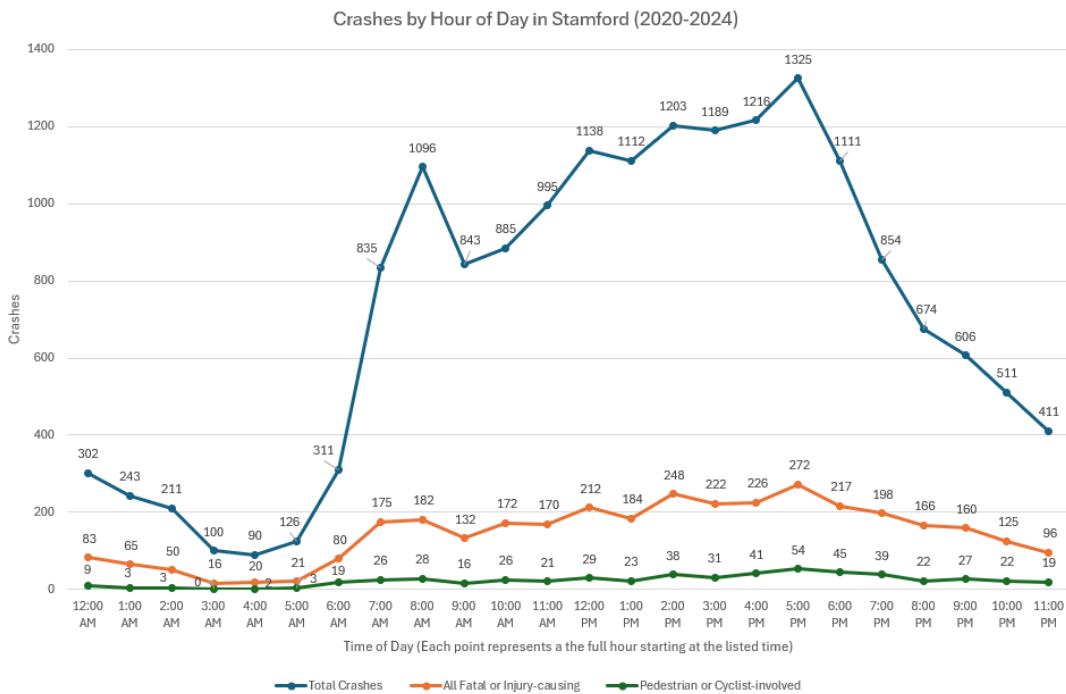
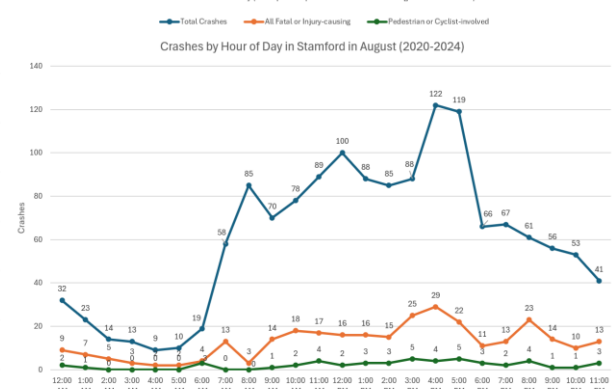
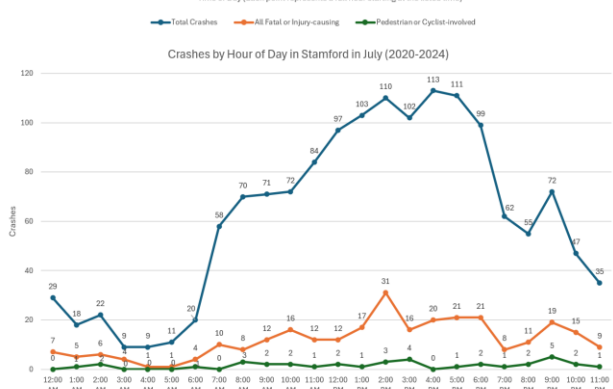
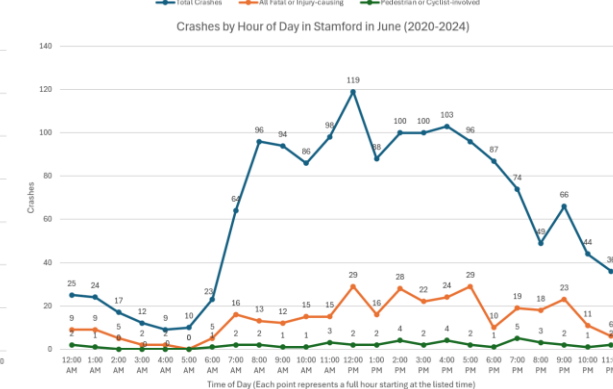
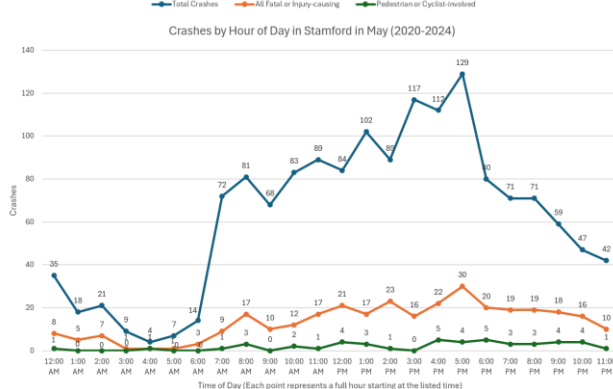
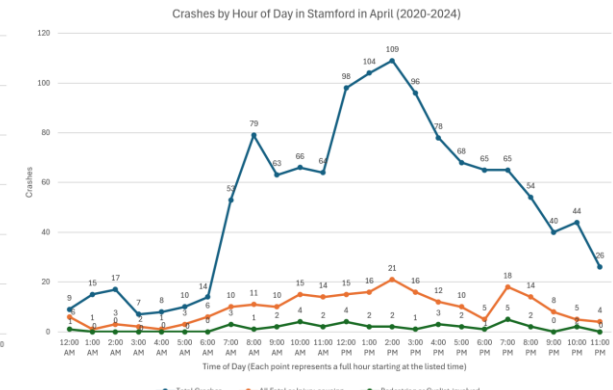
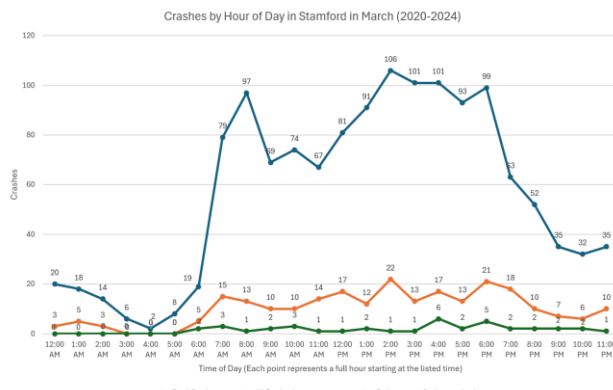
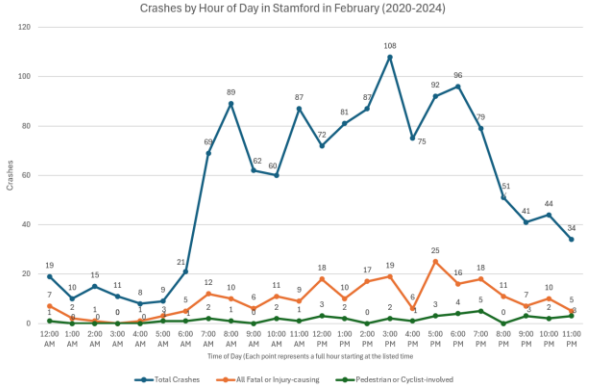
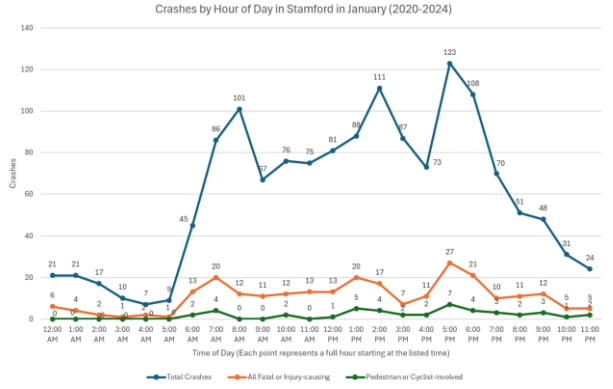
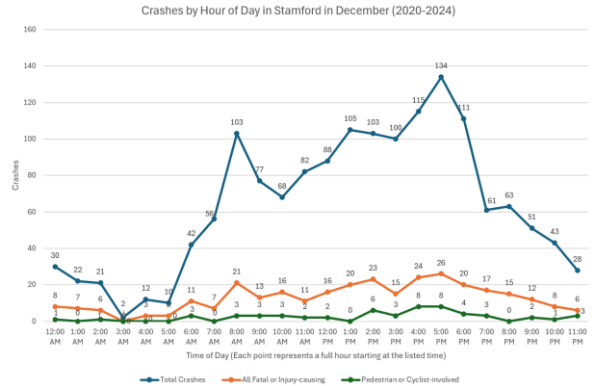
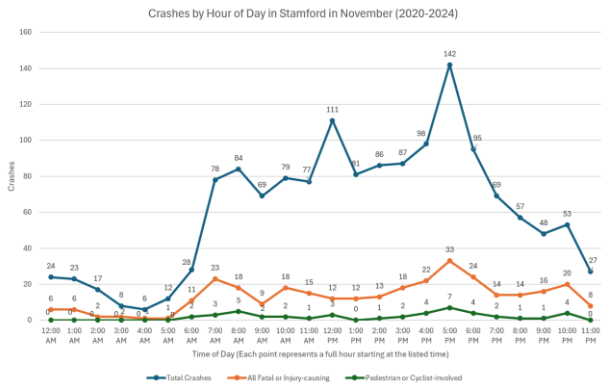
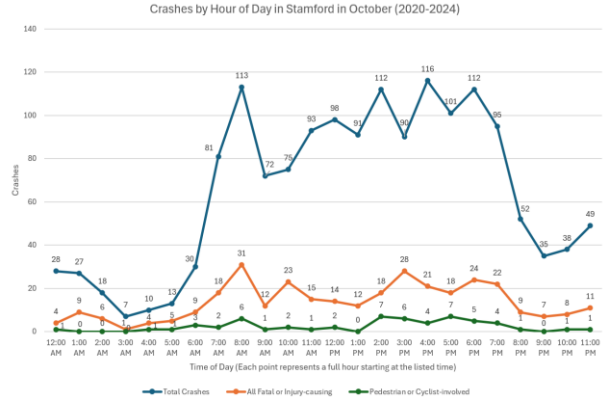
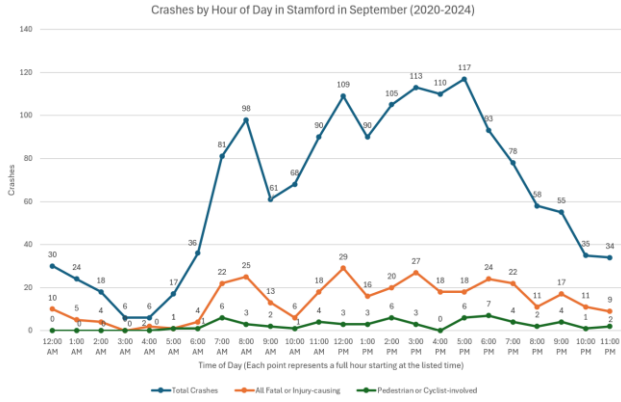


Figure 15: Crash trends in Stamford by hour of day over the past 5 years

The specific time of year does not seem to significantly impact the trend of more crashes occurring during daylight/midday hours with peaks still at rush hour when more driver and pedestrian activity occurs. This can be seen in the broken-out figures (15 to 26) for crashes by time-of-day by month below. The PM rush hour peak tends to be higher which may indicate better times to conduct speed enforcement activities. Spring and Summer months from April through September tend to show a single large PM crash peak. This could indicate more activity in the afternoon/post-work hours to take advantage of more daylight.





Figures 16 to 27: Crash trends in Stamford by hour of day by month over the past 5 years

When looking at days of the week in figure 16, crashes peak on Fridays and reach a low on Sundays. It is not clear what may induce these trends by looking at roadway related factors alone. More detailed Police data highlighting external factors affecting a crash or studies of traffic volume may shed further light on the reasons behind this.

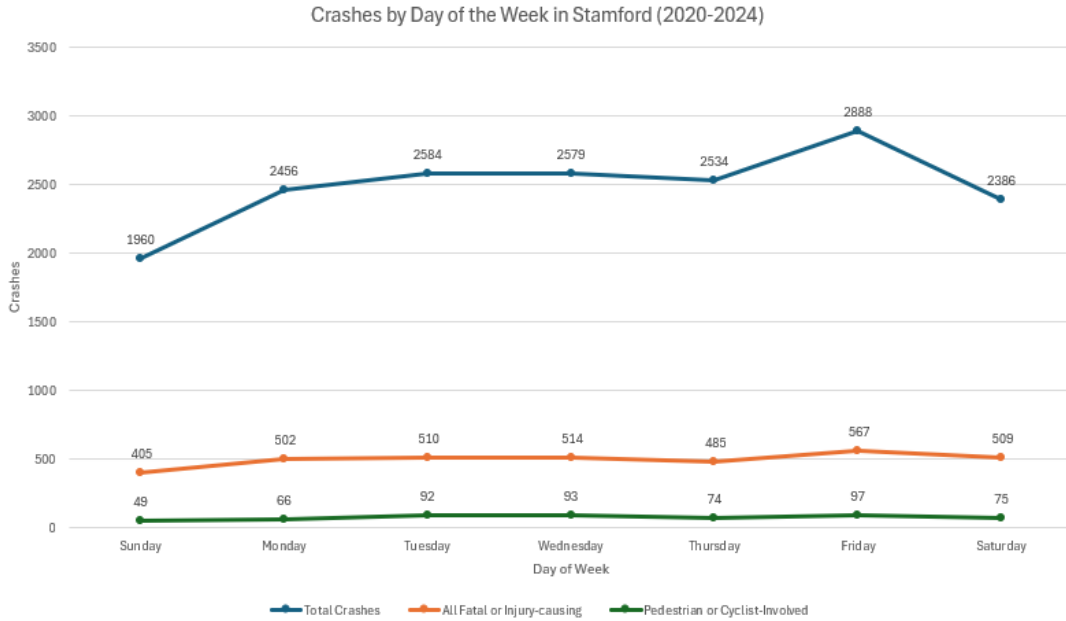


Figure 28: Crash trends in Stamford by day of the week over the past 5 years

Looking at crashes by month as in figure 29 shows two consistent levels of crashes. Crashes reach a low point in the late Winter and early Spring months, between February and April. Crash numbers are at a consistent and higher level for the rest of the year. It is again unclear what may be driving this trend while just looking at roadway factors.

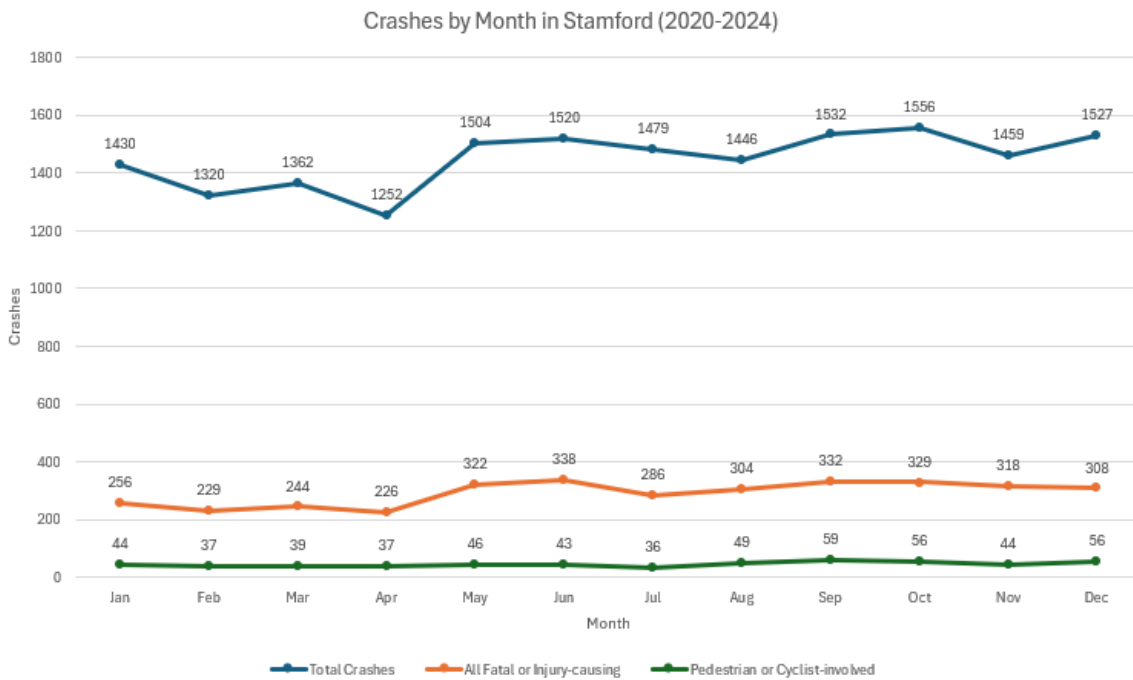


Figure 29: Crash trends in Stamford by month over the past 5 years

Crash Locations Visualized

Crash hotspots and top intersection lists are becoming a less preferred method of tracking high risk roadways. These methods do not take the Safe Systems approach into account and create a false sense that rebuilding handfuls of discrete locations alone will improve roadway safety. This memo instead refers readers to the recently compiled map of Stamford's Vision Zero High Injury Network (HIN) as part of the Vision Zero Action Plan. The HIN, figure 30, examines intersections and street segments at varying levels of risk and throughout the whole City. The HIN and its eventual revisions will be the City's main guide for targeting roadway rebuilding throughout the course of the Vision Zero plan. It should be noted that many of the HIN's intersections and segments are some of the more traveled routes within the City with most located on or near State-owned roadways. This report includes a heat map, figures 31 and 32, of the last five years of data to complement the HIN. Again, it is clear that Downtown streets and State-owned roads have higher concentrations of crashes. Starting in Summer 2025, TTP will begin to analyze crash data around recently rebuilt roads taking traffic data into account using StreetLight Data.

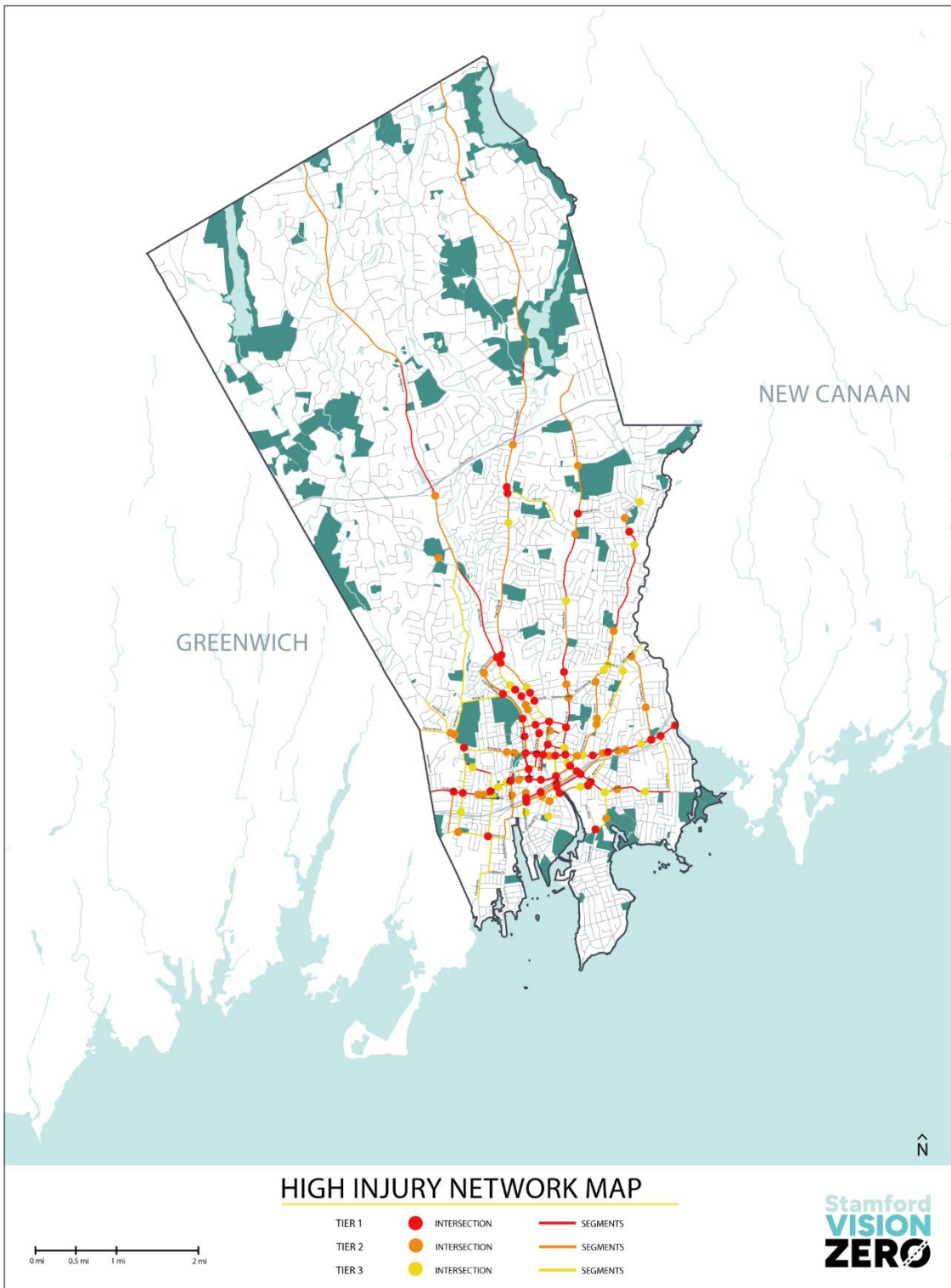


Figure 30: The Stamford VZ HIN

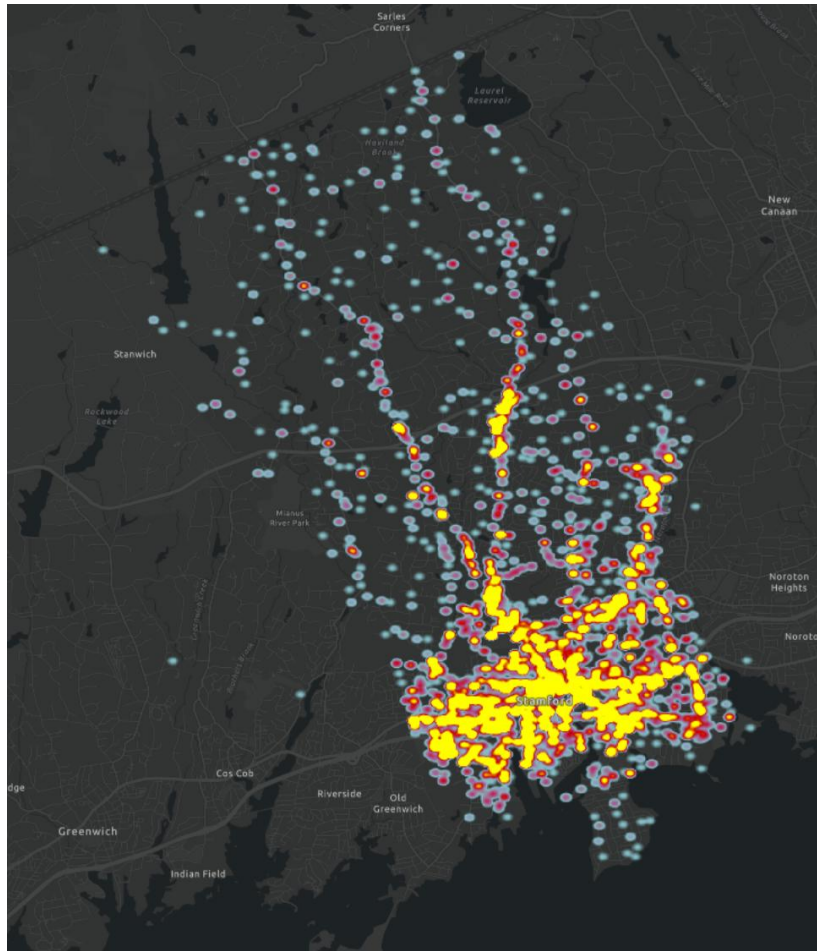


Figure 31: Heatmap of crashes in Stamford from 2020-2024

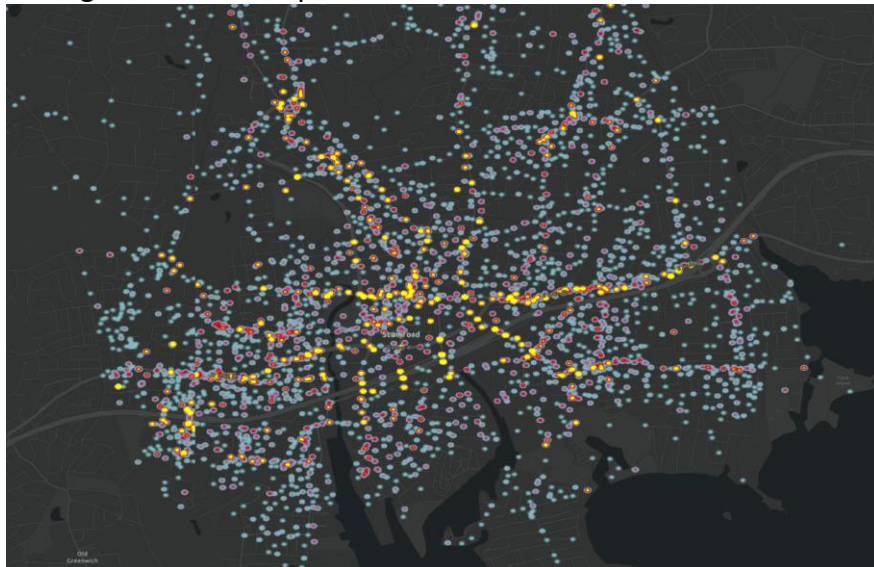


Figure 32: Close-up of crash heatmap around Downtown Stamford from 2020-2024

Some hot areas were identified exclusively for pedestrian injuries and fatalities based on the data from figure 33. The following areas had clusters of 3 or more pedestrian injuries or fatalities (all road segments also include any intersections they are bounded by, intersections also include the roadway segments to their approach):

1. The segment of Long Ridge Rd between Cold Spring Rd and Summer St within the Bull's Head triangle.
2. The segment of Summer St between Fourth St and Third St.
3. The segment of Bedford St between First St and Third St.
4. The intersection of Hoyt St & Bedford St.
5. The intersections of Strawberry Hill Ct & Strawberry Hill Ave and Holcomb Ave & Strawberry Hill Ave as well as the adjacent street segments.
6. The segments of Prospect St and Grove St approaching Strawberry Hill Ave and the segment of Strawberry Hill Ave up to Stamford High School.
7. The segment of E Main St from Glenbrook Rd to Lawn Ave.
8. The segment of Elm St from N State St to Myrtle Ave and the segment of Myrtle Ave from Elm St to Magee Ave.
9. The segment of Shippan Ave from Cove Rd to Park St.
10. The segment of Cove Rd from Ranson St to Horton St.
11. The segment of Henry Street between Atlantic St and Old Yale Pl.
12. The segment of Washington Blvd between Richmond Hill Ave and Henry St.
13. The segment of Washinton Blvd between Broad St. and Tresser Blvd.
14. The intersection of Greenwich Ave & Milton St.
15. The intersection of North St & Washington Blvd.
16. The triangle between Bedford St & Prospect St, Bedford St & Walton Pl, and Prospect St & Walton Pl around Latham Park.
17. The segment of Broad St between Washington Blvd and Greyrock Pl.
18. The segment of Main St from Washinton Blvd to Atlantic St.
19. The segment of W Broad between Wright St and Mill River St.
20. The segment of Smith St between Stephen St Alden St.
21. The segment of Stillwater Ave between Fairfield Ave and Liberty St.
22. The perimeter of Lione Park on Stillwater Ave and Merrell Ave.
23. The segment of W Main St from West Ave to Greenwich Ave with particular attention to the perimeter around Jackie Robinson Park.

All of these locations are in more mixed use or Downtown areas. Several are near grocery stores, parks, community facilities or schools.

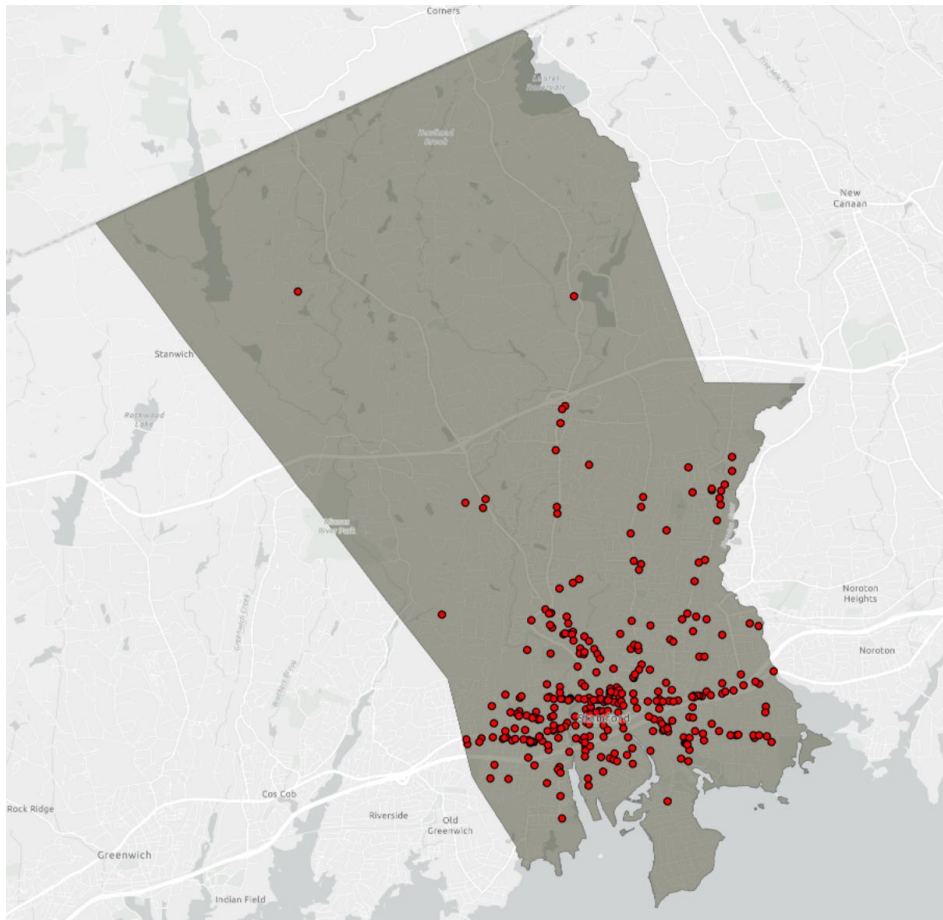


Figure 33: Pedestrian crash locations in Stamford from 2020-2024

Roadway Jurisdiction

Several roadways within Stamford fall under the jurisdiction of the State of Connecticut and the state Department of Transportation. These roads are Washington Boulevard north of I-95, Cold Spring Road from Washington Boulevard leading into Bull’s Head, High Ridge Road, Long Ridge Road, Courtland Avenue, Glenbrook Road, South State Street and Station Place. The Merritt Parkway and I-95 are also state roads but are excluded from this analysis. These roads are either highways or are built to handle high volumes of car traffic moving at fast speeds. Many are built around Downtown and other commercial areas creating high traffic intersections and fast-moving car lanes near pedestrian generating land uses. Over the past five years there has been a steady upward trend of crashes occurring on state roads. This trend has been largely mirrored in pedestrian-involved crashes on state roads, see figures 34 and 35. Almost all pedestrian-involved crashes have resulted in injury or fatality. An analysis performed by the University of Connecticut T2 Center found that in 2023, state roads greatly surpassed locally controlled roads for share of speed-related crashes, figure 36. The best course of action for reducing harm on state roads is to consider redesigns in pedestrian-heavy areas. TTP has taken initiative on this with the Washington Boulevard Road Safety Assessment as well as several road redesign recommendations in the Vision Zero Action Plan. Approximately 25 miles of Stamford’s 336 miles of paved roadway are State controlled, or 11%. The share of all crashes,

including pedestrian-involved crashes, occurring on state roads for each of the past five years has been greater than the share of State-owned roadway within the City.

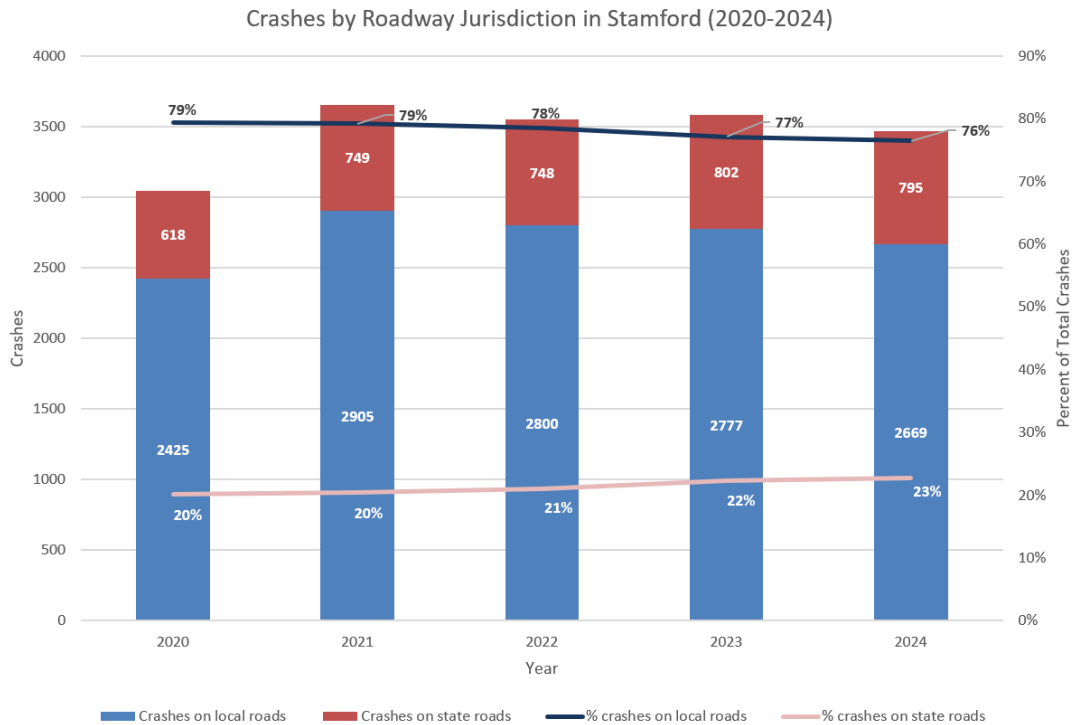


Figure 34: All crashes by roadway jurisdiction in Stamford from 2020-2024

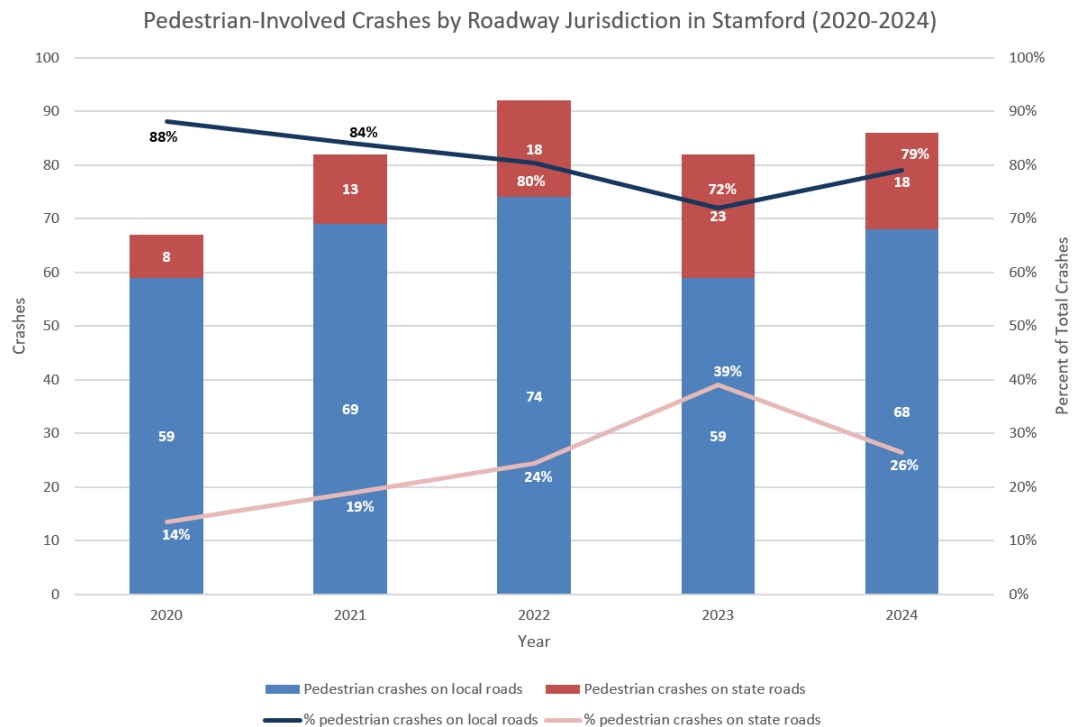


Figure 35: Pedestrian-involved crashes by roadway jurisdiction in Stamford from 2020-2024

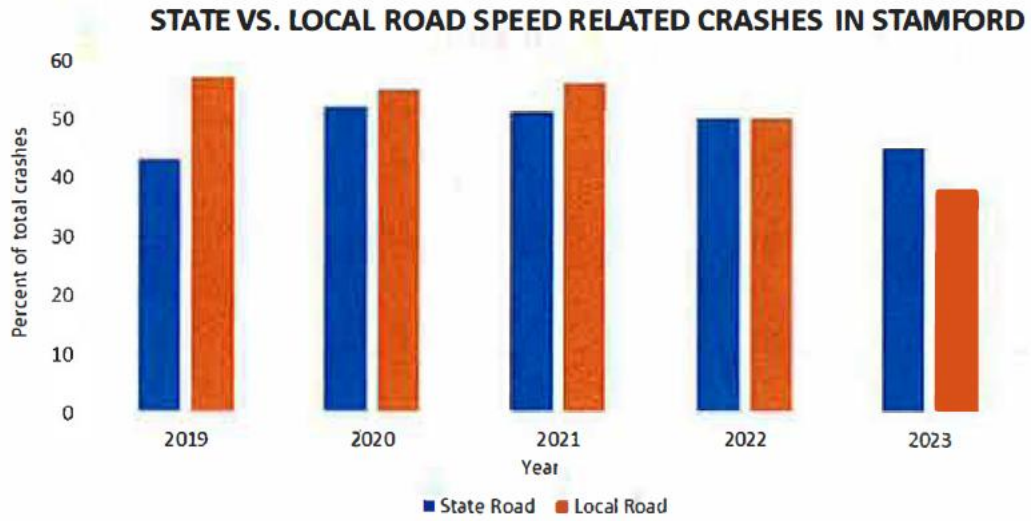


Figure 36: Share all crashes involving speed as a factor by roadway jurisdiction in Stamford from 2020-2024
 Courtesy: T2 Center UCONN

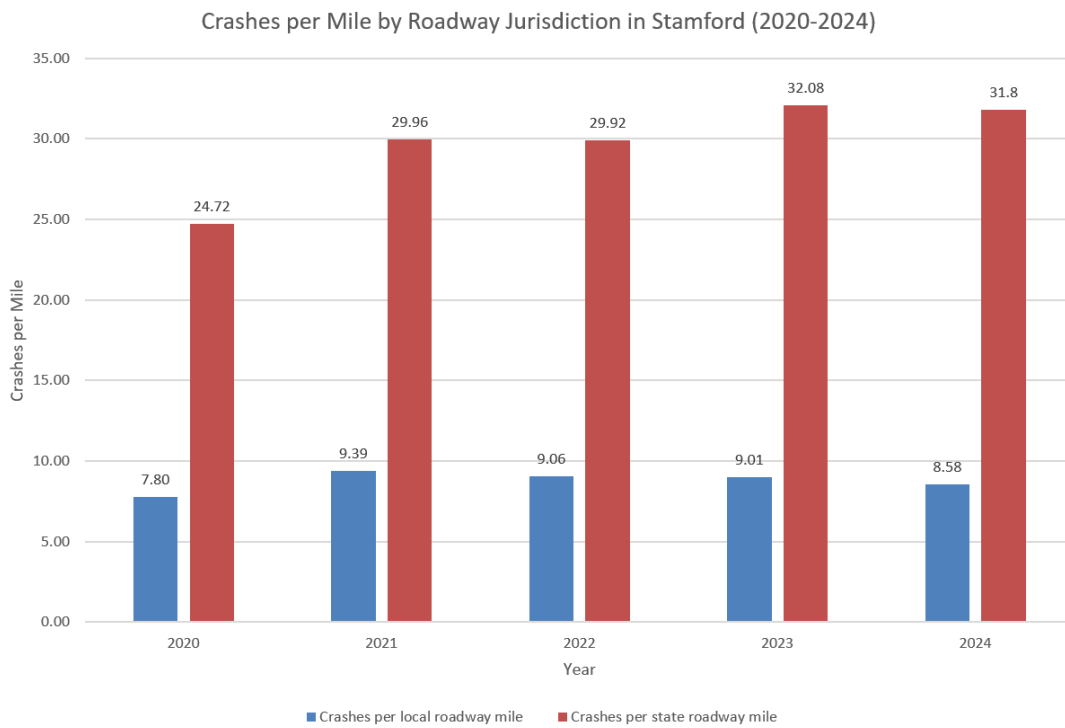


Figure 37: Crashes per roadway mile by roadway jurisdiction in Stamford from 2020-2024

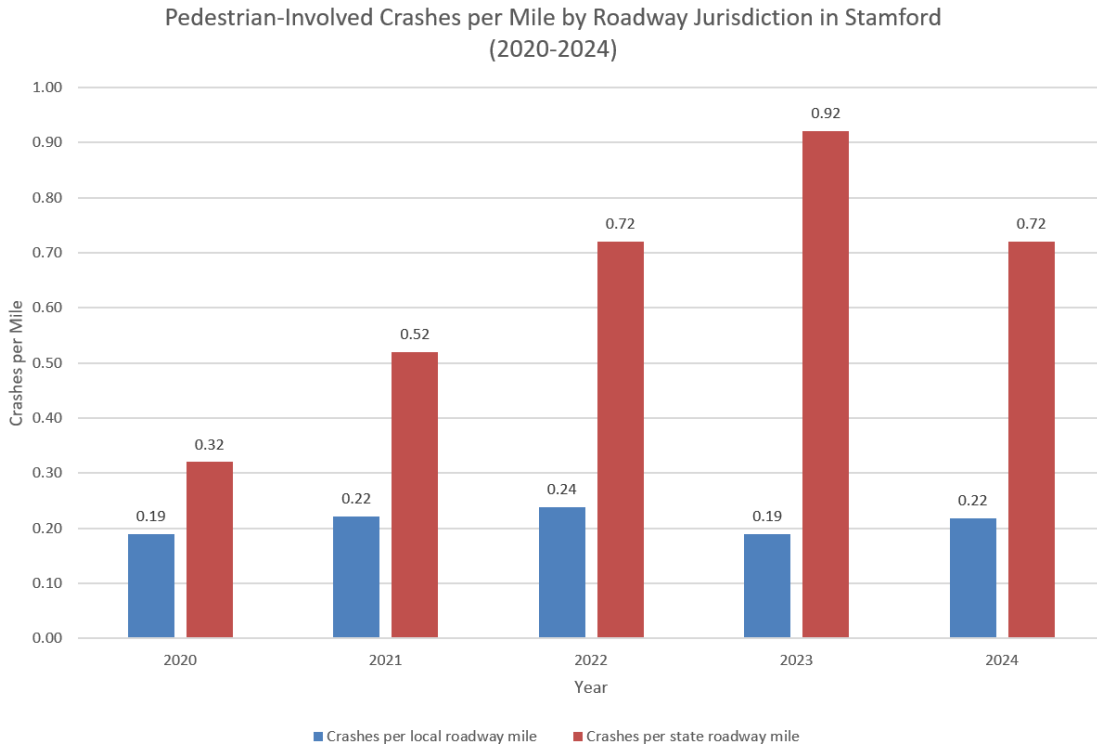


Figure 38: Pedestrian-involved crashes per roadway mile by roadway jurisdiction in Stamford from 2020-2024

Neighborhood Level

To gain a better understanding of where crashes are occurring and who is being affected by these crashes, all crash types were broken down by Neighborhood Statistical Area. Common trends emerged from this analysis with Downtown, the West Side, Waterside, the East Side, and Bull’s Head seeing higher crash rates. It is important to note when analyzing this data in the context of neighborhoods that many of the higher crash neighborhoods are also home to Stamford’s employment and retail centers, like the Downtown, which sees higher levels of vehicular traffic. The following sections break down each crash type: all crashes, injury-causing, pedestrian, and bicyclist by total crashes per neighborhood per 1,000 residents per year. Those who are interested can reference the Land Use Bureau’s Neighborhood Profile Map⁵ to gain a deeper understanding of how crashes can relate to various demographic factors. Population and roadway density may be used as stand-in variables for land use. Neighborhoods with older urban forms tend to be more walkable, more mixed-use, and have higher populations in smaller areas that required less roadway miles. As can be seen in the graphs below, Stamford’s older and denser neighborhoods with higher amounts of arterial roadway miles tended to have more crashes.

⁵ <https://stamfordct.maps.arcgis.com/apps/webappviewer/index.html?id=b11f3ebc9a884f8caf0a58f96bfc726>

All Crashes

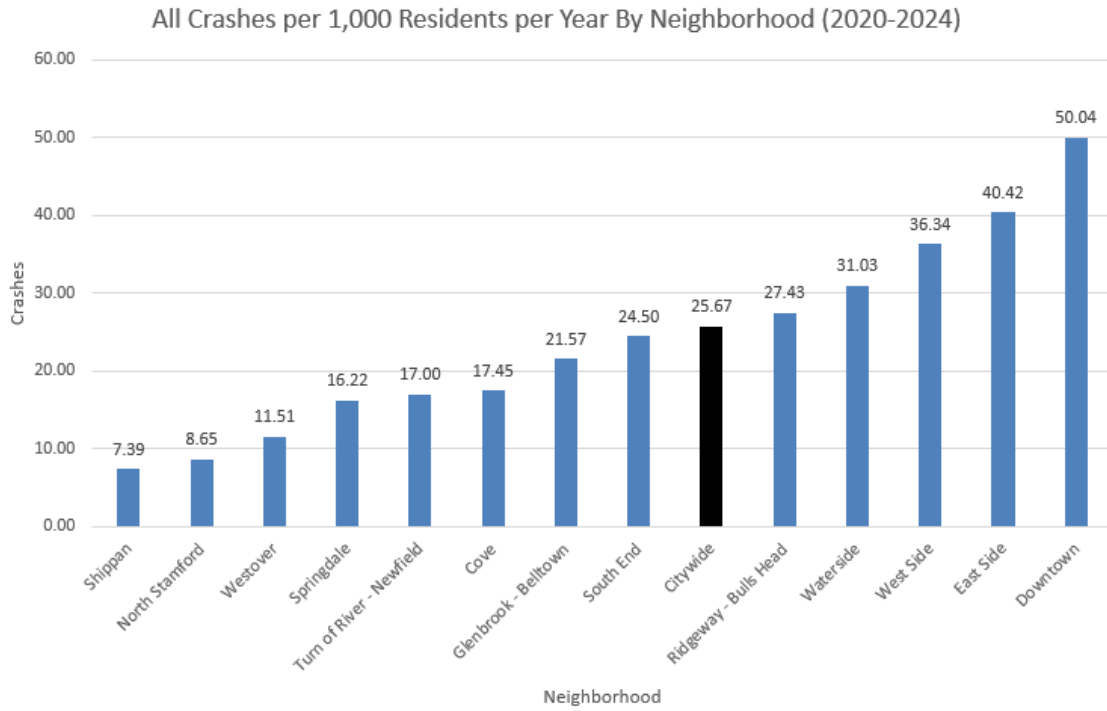


Figure 38

Injury Crashes

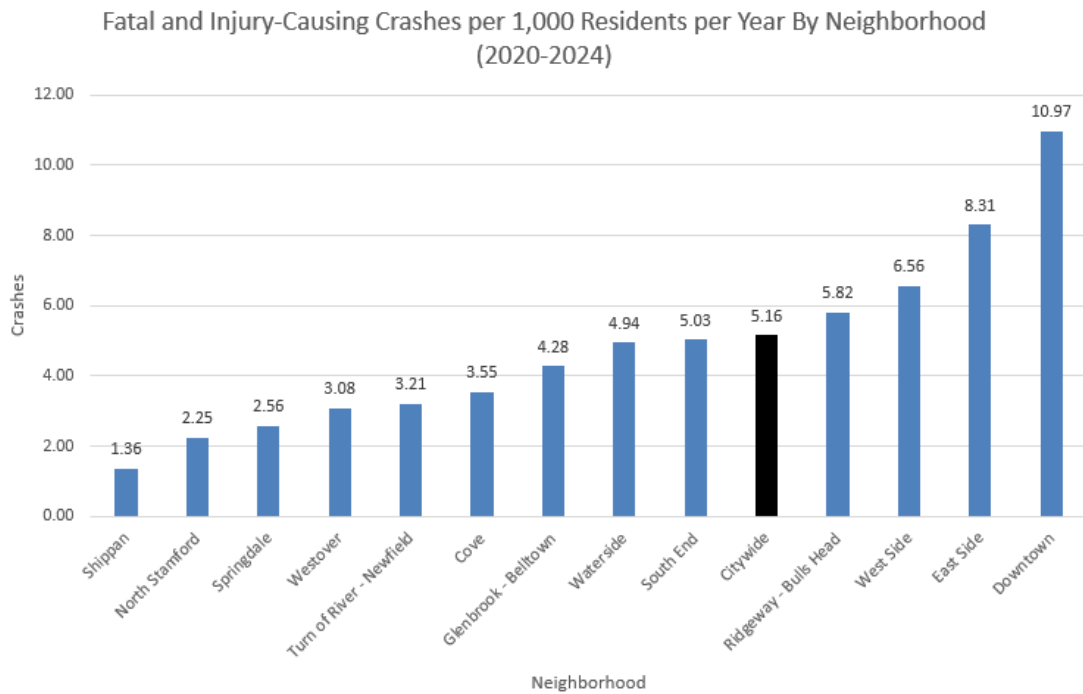


Figure 39

Pedestrian Crashes

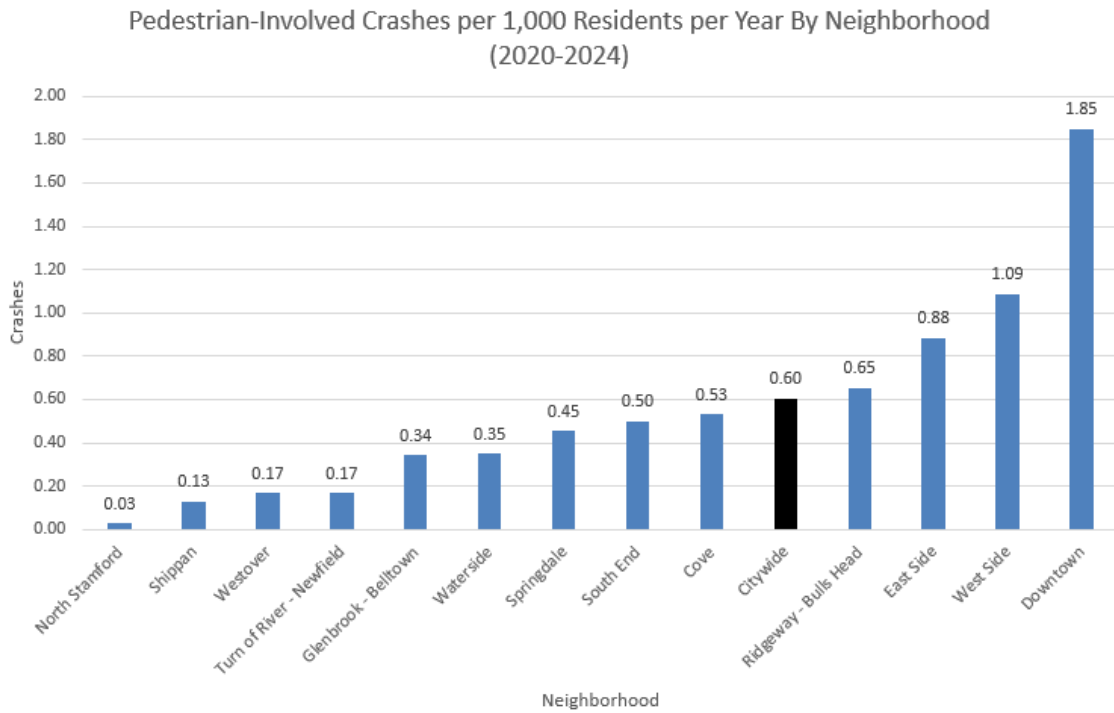


Figure 40

Bicycle Crashes

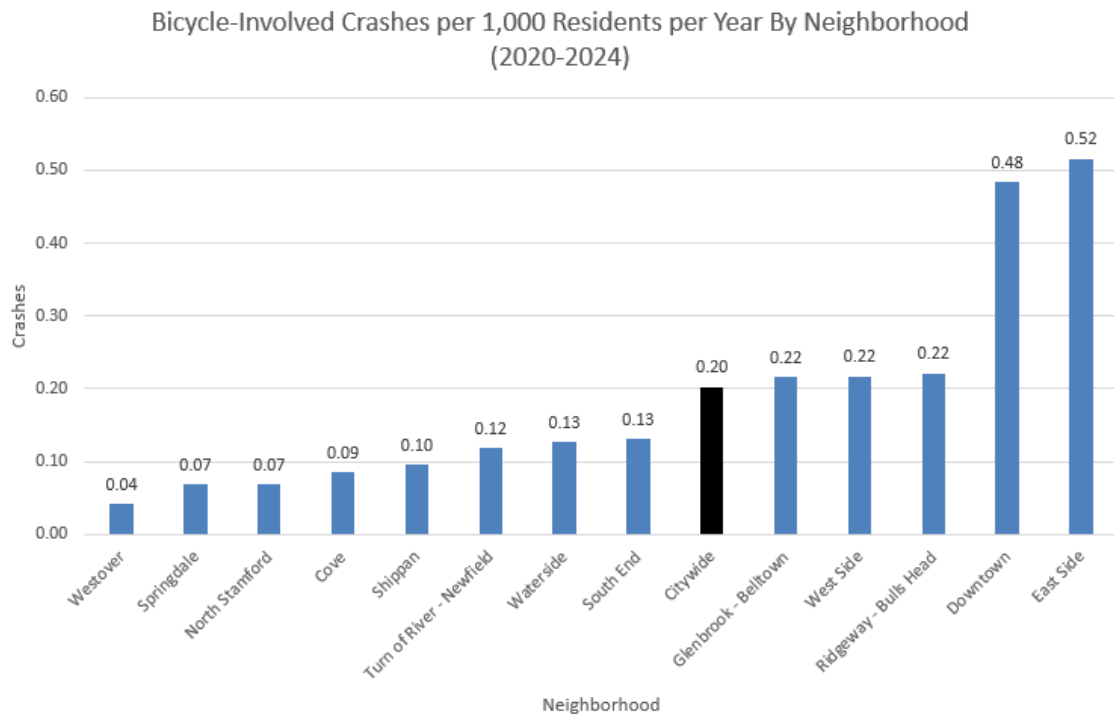


Figure 41

Population Density

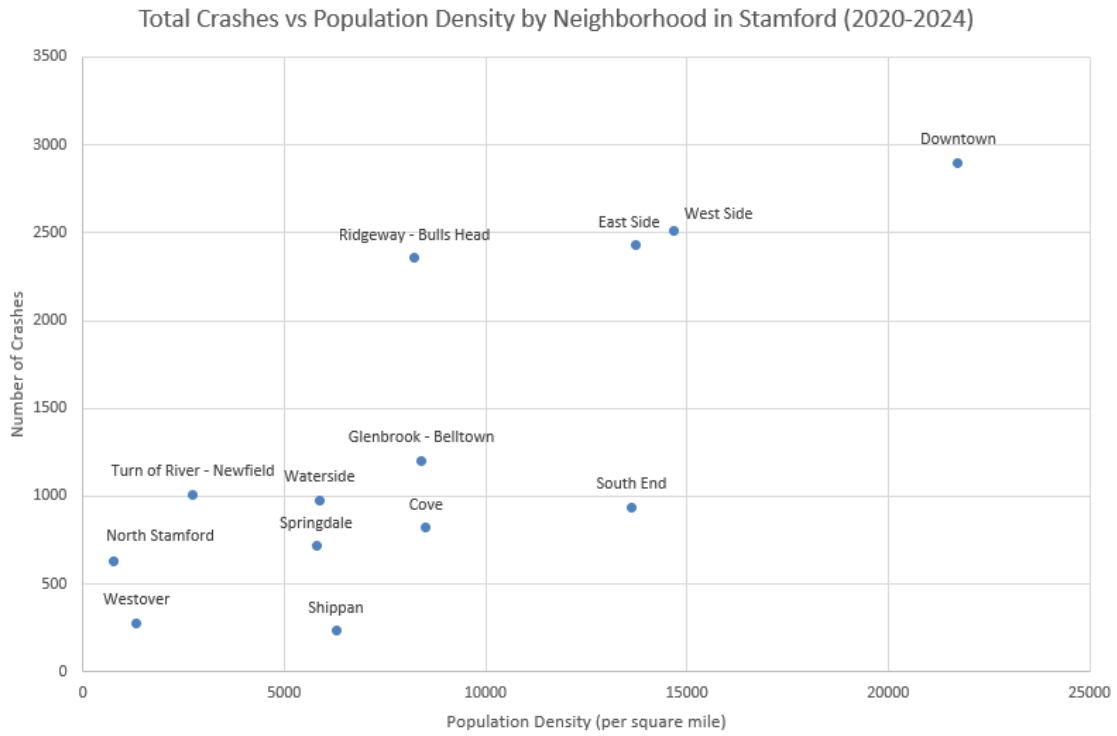


Figure 42

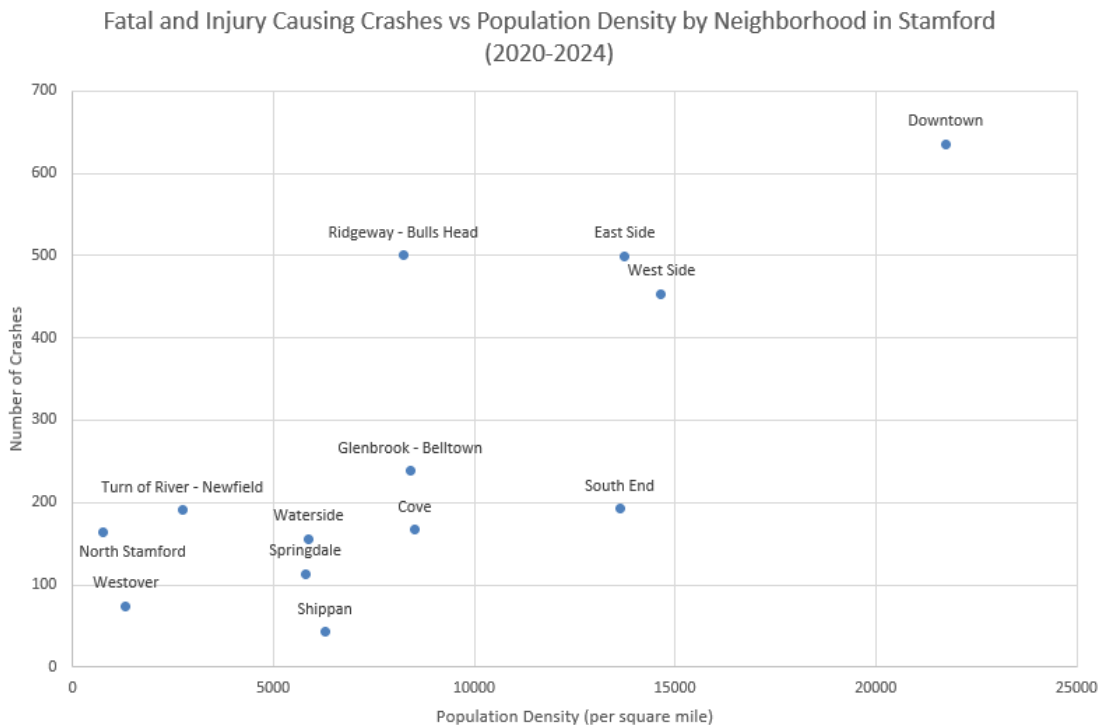


Figure 43

Total Bicycle- or Pedestrian- Involved Crashes vs Population Density by Neighborhood in Stamford (2020-2024)

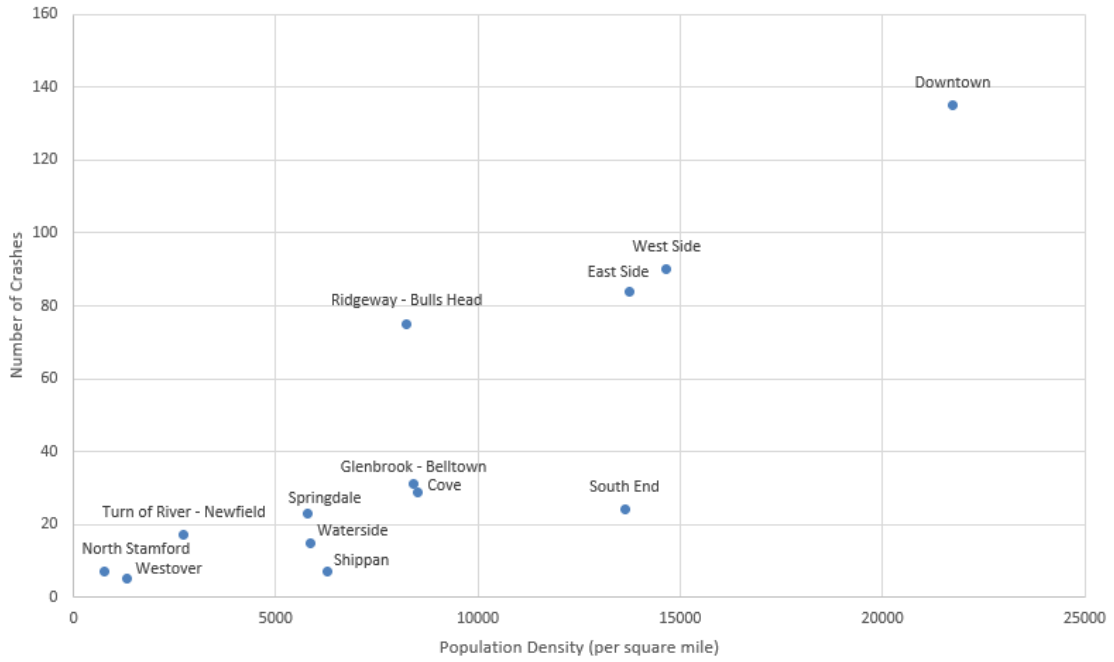


Figure 44

Roadway Density

Total Crashes vs Density of Roadway by Neighborhood in Stamford (2020-2024)

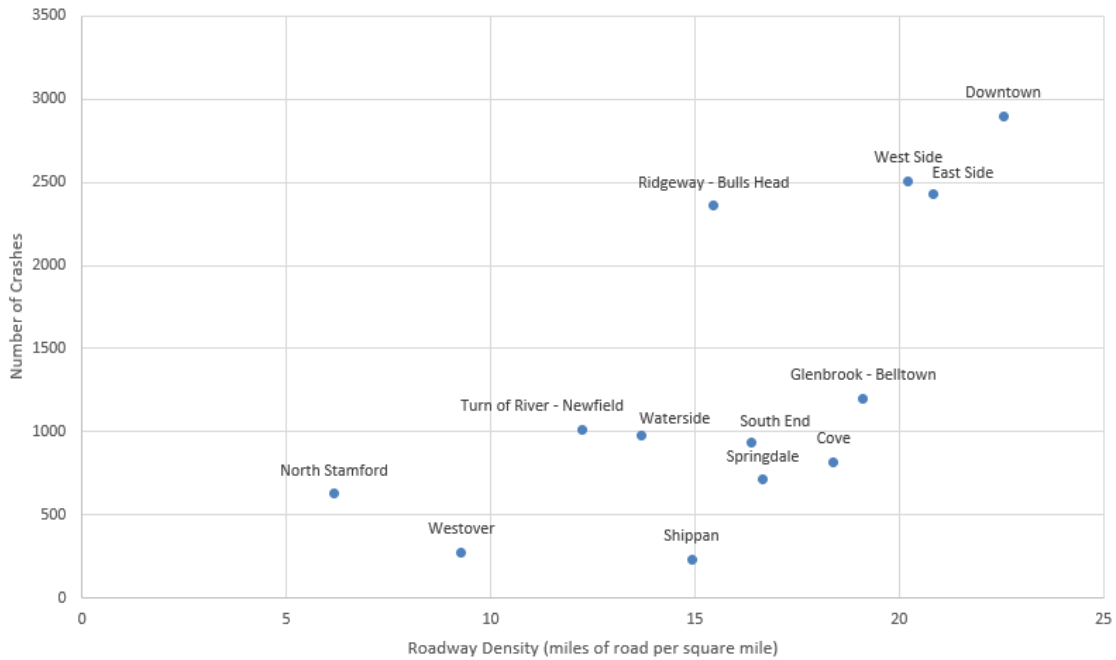


Figure 45

Fatal and Injury Causing Crashes vs Density of Roadways by Neighborhood in Stamford (2020-2024)

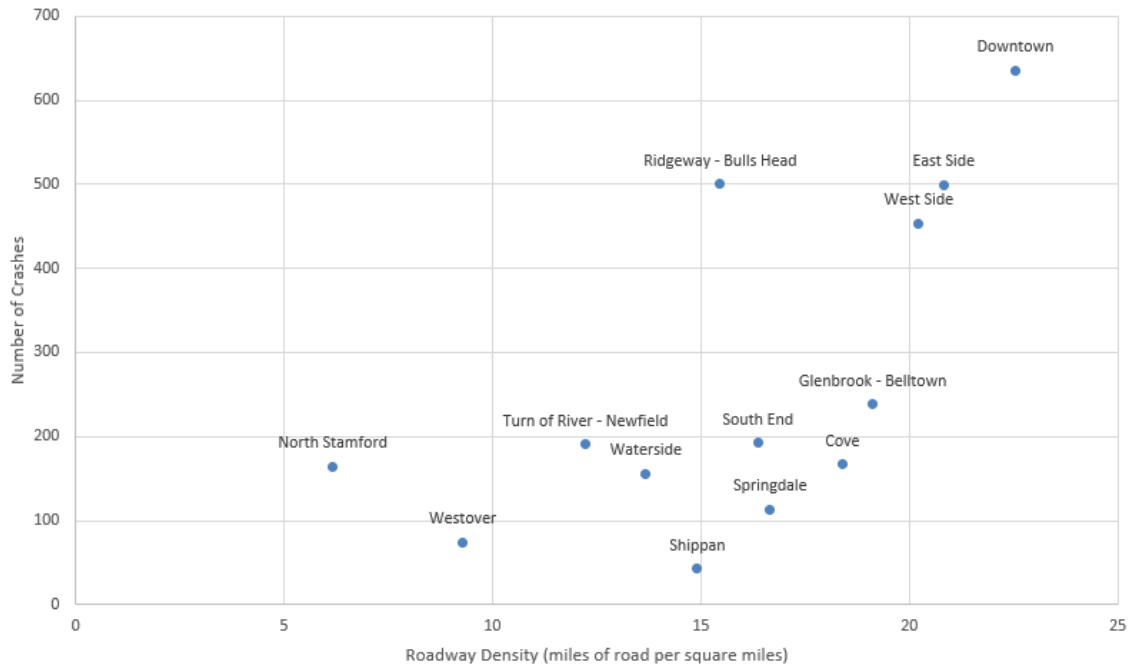


Figure 46

Total Bicycle- or Pedestrian- Involved Crashes vs Density of Roadways by Neighborhood in Stamford (2020-2024)

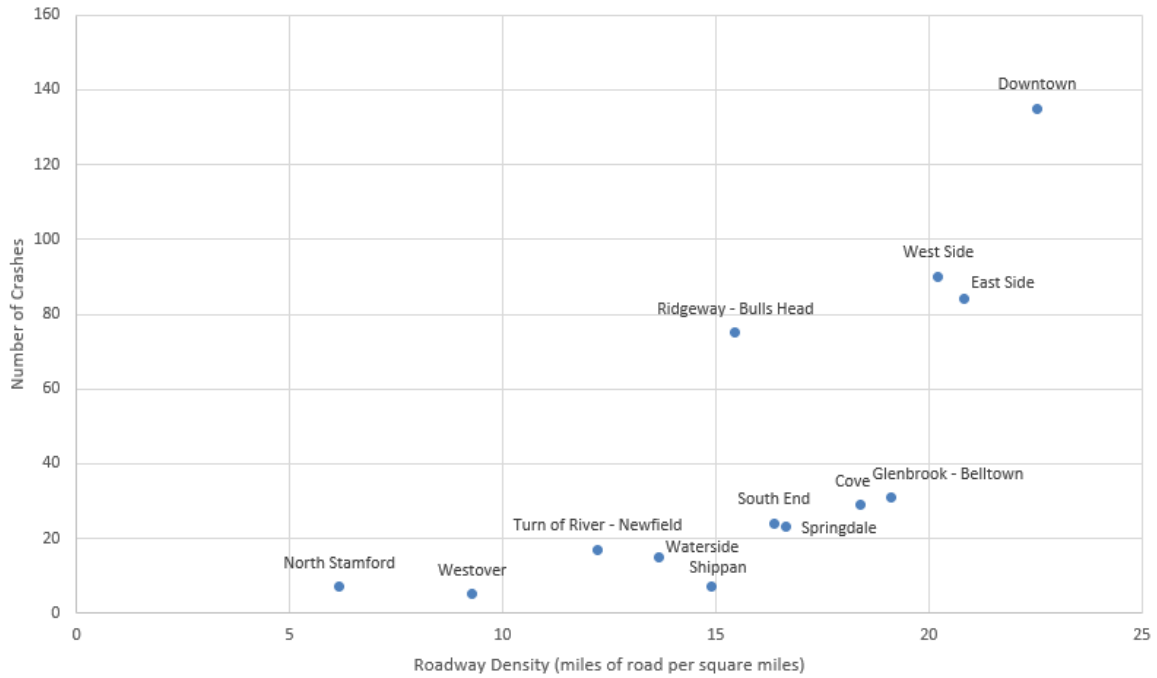


Figure 47

Data Limitations

This report was compiled through the Department's on-going partnership with the Stamford Police Department and their crash database system. While the University of Connecticut Crash Data Repository is a well-regarded and often referenced dataset for statewide crash data, the Department selected the Police Department's data to better control for quality. However, with all data there are limitations to this. It is difficult to ascertain the locations of crashes based on road names due to the variations in options for spelling road names (i.e. St versus Street versus STREET), and the geocoding system used on certain crashes limits the ability of certain GIS functions. The use of spatial joining by Neighborhood Statistical Area was achieved due to the geocoding of crash locations. More accurate location information based on geocoding and "snapping to roadway centerlines," can lead to improved data analysis and assist the City in pinpointing locations of crashes and determine crash hotspots. Some Police data lacked or had incorrect geocoding. Furthermore, it is difficult to compare crash locations without also having the vehicles miles traveled along the respected roadway segments. Having roadway volume data would allow for an improved understanding of high crash locations in relation to the total number of vehicles using that roadway. The Traffic Department plans to make use of a subscription to StreetLight Data service to experiment with analyzing crash data around recently rebuilt roadways while overlaying vehicle miles travelled.

Current Initiatives by TTP

In Spring 2025, the Vision Zero Action Plan was released giving the Transportation Department and City Administration a clear roadmap for how to improve safety on Stamford's streets for all. The Plan draws on recommendations across educating road users on safety, enforcing roadway ordinances, and redesigning roads to encourage safe use. TTP has already begun implementing the Plan's recommendations, especially those that can improve pedestrian safety. Lists are being created for repainting crosswalks and replacing streetlights in high crash areas on the HIN to have higher wattage bulbs. TTP has also officially opened the Greenwich Roundabout and Lower Summer Street projects in 2024. These projects showcase contemporary safe road design principles in eliminating irregularly shaped intersections and increasing usable pedestrian space by narrowing moving traffic lanes. The Department is continuously working on and looking for new opportunities to update Stamford's road network in similar innovative, and, above all, safety-oriented ways. TTP is always at the ready to work with the Administration and the Board of Representatives to develop and identify those opportunities.

Recommendations and Next Steps

This report summarized the reported roadway crashes that occurred in Stamford between 2020 and 2024. This report is meant to allow the City to better understand the state of the local roadway system from a crash perspective and is meant to assist in directing funds and resources to certain higher crash locations. While crash data is important to utilize in the allocation of City resources, other metrics such as presence of vulnerable users, socio-economic status demographics, and presence of high pedestrian use facilities such as schools, transit stops, senior centers, low-moderate income housing, and retail centers should also be taken into account. Based on the findings of this report and the aforementioned factors, the

Department should continue down the route of complete streets designed with all road users in mind as outlined in the recently completed Vision Zero Action Plan. The Action Plan is entirely based on the Safe Systems Approach of roadway design and identifies Stamford's intersections and street segments most prone to causing injury to begin focusing resources. The data shows a point of stability in roadway harm in Stamford. The City is not without a roadmap to continue to mitigate that harm and strive for zero roadway fatalities and an overall reduction in injury-causing crashes.