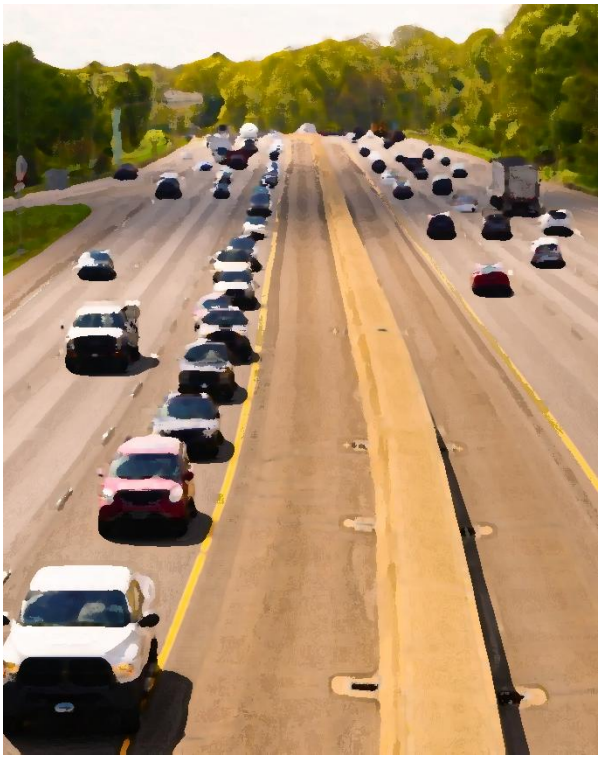

CONGESTION MANAGEMENT PROCESS

2025 Monitoring Report

ABSTRACT

The Congestion Management Process (CMP) is a data driven approach for managing congestion that utilizes current data, including performance measures, to assess alternative strategies for congestion management. This Monitoring Report provides a summary of congestion data from 2024 as well as progress on the recommended strategies.

Bridgeport-Stamford, CT-NY Urbanized Area
Transportation Management Area

October 1, 2025

WESTCOG NVCOG METROCOG
Connecticut Metropolitan Council of Governments

Contents

Introduction

A Congestion Management Process (CMP) is required for any Metropolitan Planning Organization (MPO) that includes an urbanized area exceeding 200,000 population known as a Transportation Management Area (TMA). The CMP covers the Bridgeport-Stamford TMA and was developed cooperatively by the MPOs within the TMA. This CMP is a data-driven approach for managing congestion that utilizes current data, including performance measures, to assess alternative strategies for congestion management. In 2023, the Bridgeport-Stamford TMA developed a joint **CMP report** using data and methodology for analyzing congestion that is consistent with guidance from FHWA regarding Transportation Performance Management.

The 2023 CMP report focused on road segments that are included in the FHWA National Performance Management Research Data Set (NPMRDS). This dataset encompassed all segments in the enhanced National Highway System along with some additional intersection road segments. The analysis was based on data from 2017 to 2021 and focused on the following performance measures:

- Non-Single Occupancy Vehicle (SOV) travel
- Level of Travel Time Reliability
- Truck Travel Time Reliability
- Peak Hour Excessive Delay

The full methodology for each of these performance measures can be viewed in the 2023 CMP report. Based on this analysis, the report identified a series of strategies to improve congestion through demand management, traffic operations, public transportation, and road capacity improvements.

This 2025 Monitoring Report provides an interim update on the four performance measures for 2024 and progress on the recommended strategies.

Data Analysis Update

Non-SOV Travel

The Non-SOV measure was calculated to assess the use of other modes of transportation besides single occupancy vehicle travel in the Bridgeport--Stamford, CT--NY TMA. These other modes include transit, bicycle, or pedestrian travel.

Results:

In the Bridgeport--Stamford, CT--NY TMA the Non-SOV measure was 36.4 percent in 2023. Since 2017, Non- SOV travel has increased by 6.57 percentage points. This means a higher percentage of the total workforce is utilizing transit or carpooling options. (Table 1 and Figure 1).

Table 1. Percent Non-Single Occupancy Vehicle Mode of Travel in the Bridgeport-Stamford TMA

Year	Total Workforce	Drove alone	Non SOV	%NON SOV
2017 ACS 5 yr	462,878	331,627	131,251	28.36%
2018 ACS 5 yr	464,586	335,351	129,235	27.82%
2019 ACS 5 yr	466,800	336,220	130,580	27.97%
2020 ACS 5 yr	467,159	325,013	142,146	30.43%
2021 ACS 5 yr	473,213	317,363	155,850	32.93%
2022 ACS 5 yr	456,586	297,089	159,497	34.93%
2023 ACS 5 yr	460,257	290,678	169,579	36.84%

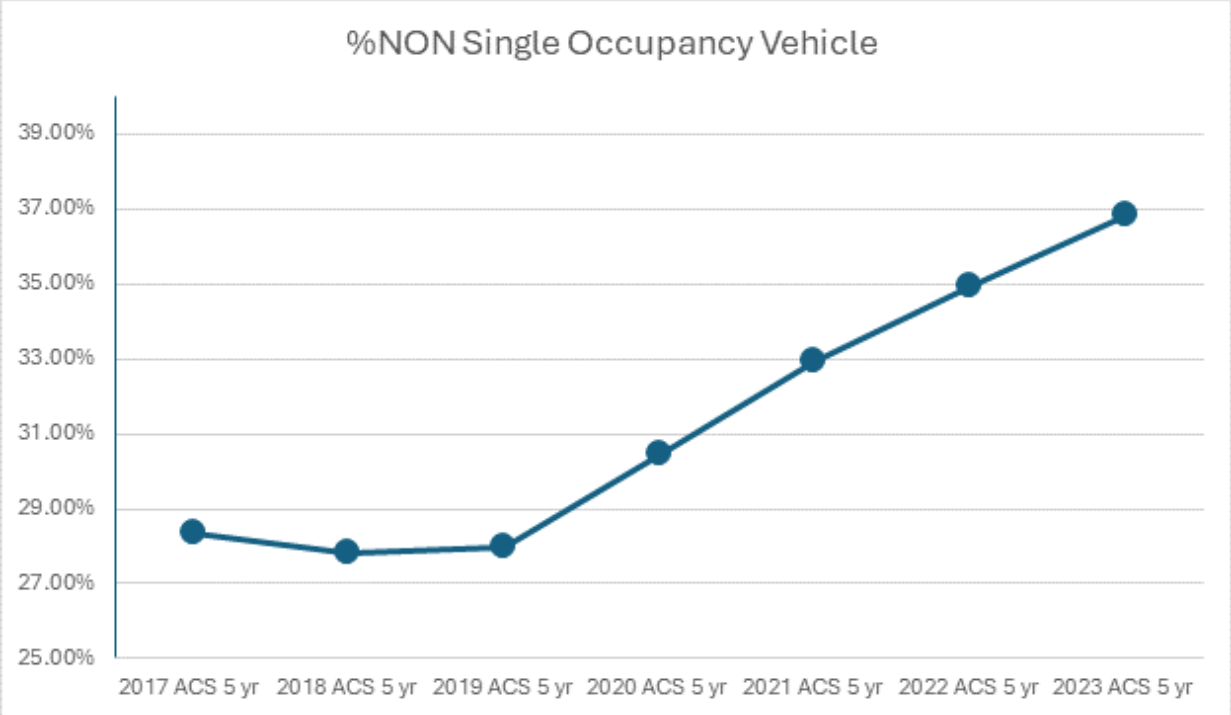

Figure 1. Percent Non-Single Occupancy Vehicle Mode of Travel in Bridgeport-Stamford TMA

Level of Travel Time Reliability

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway "events." Travel time reliability is a significant aspect of transportation system performance.

The level of travel time reliability (LOTTR) is expressed as a ratio of the 80th percentile travel time of a reporting segment to the "normal" (50th percentile) travel time of a reporting segment occurring throughout a full calendar year. Segments that have a ratio less than 1.5 are considered "reliable." The performance measure is the percent of the person-miles traveled on the NHS that are reliable.

Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability.

Results:

The LOTTR (Level of Travel Time Reliability) measure for the region was 57.74 percent over 2024. That is, 57.74 percent of the NHS person miles traveled were reliable. This is a decrease from past years. The map below shows the NHS segments that were calculated as reliable or unreliable (Figure 2).

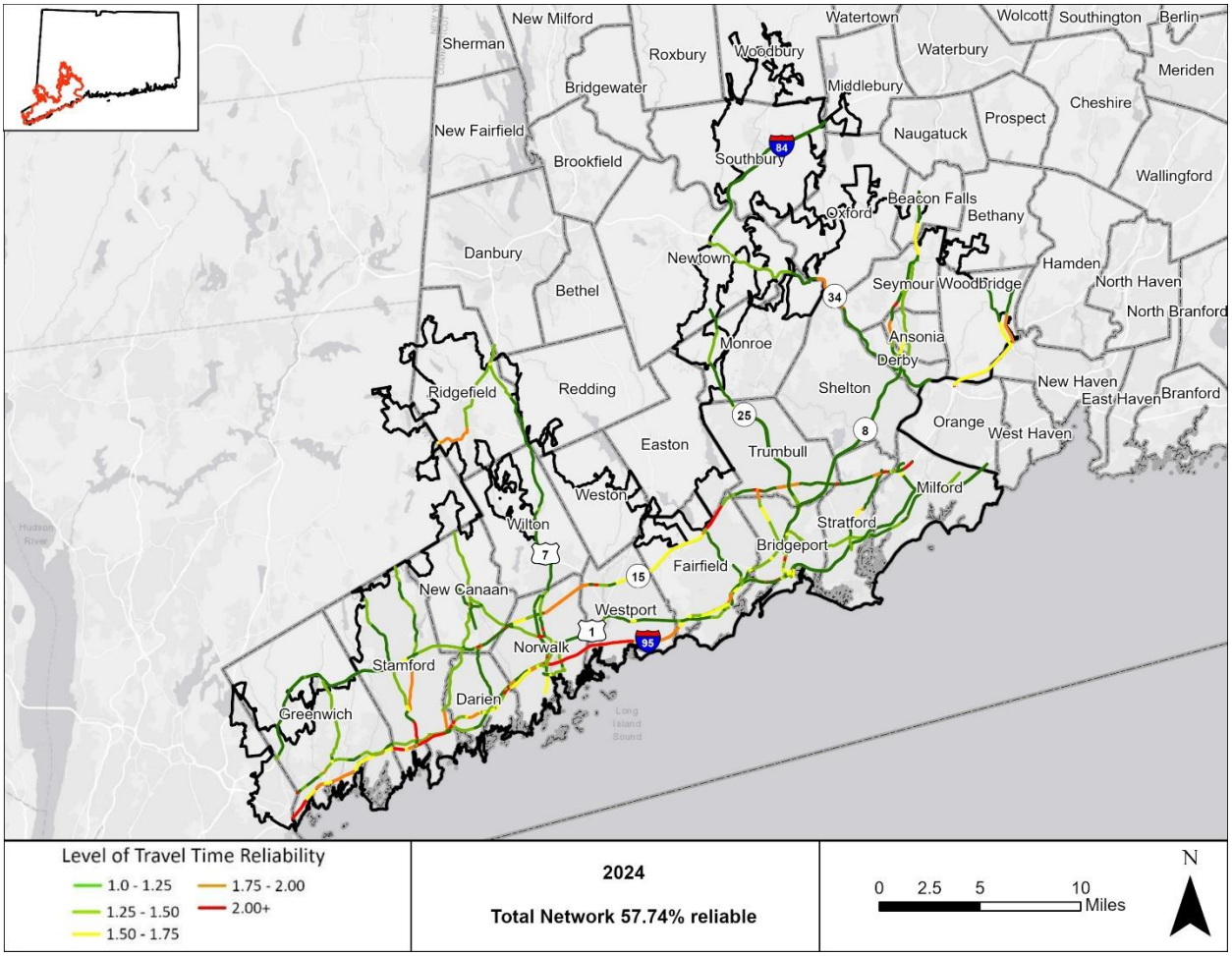

Figure 2. Level of Travel Time Reliability for 2024

Most of the unreliable person miles in the region are confined to I-95 and Route 15 (Figure 3). This can be attributed to the high volume of traffic on these two roadways. These coastal routes consist of the highest count of roadway miles. The unreliable segments for I-95 appear south of the intersection with Route 8 in Bridgeport both in the northbound and southbound directions. Southbound on I-95 has more unreliable person miles during the AM peak of 6am-10am. The northbound side has higher unreliable miles during the PM peak 4pm-8pm. Route 15 shows unreliable segments in Fairfield, south of the Route 8 and Route 25 interchange through Stamford where Route 15 crosses Route 104.

The measured reliability for 2023 was 63.98 percent. This is a low score for the NHS. Social distancing and the pandemic lowered the number of person miles traveled on the NHS during the years following the COVID-19 pandemic. Since then, people have started traveling more. Person miles have increased, and reliability has decreased through 2023 and 2024. The year 2024 had the lowest reliability score since 2017. The NHS saw the highest increase of unreliable miles on the I-95 North corridor.

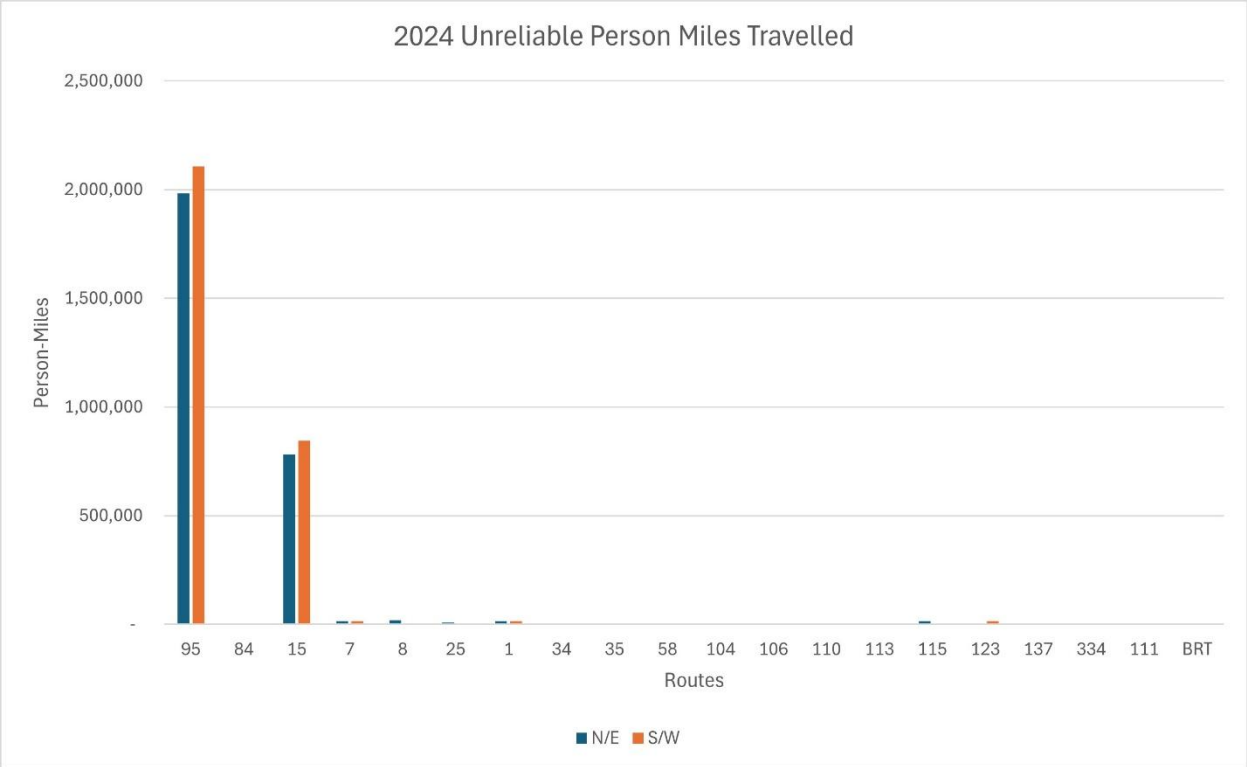

Figure 3. Unreliable Person Miles Traveled for 2024

Truck Travel Time Reliability

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) index. The Truck Travel Time Reliability metric is the ratio of long travel times (95th percentile) to a normal travel time (50th percentile). This measure considers factors that are unique to the trucking industry.

Results:

The truck travel time reliability index for the region in 2024 was 2.5. A score of 1.5 or lower represents reliable travel time. This slight decrease from the 2023 metric means that truck travel time reliability has mildly improved. Across the urban area, previous patterns have continued, with Interstate 84 having high levels of reliability and Interstate 95 having lower reliability, particularly in the western portion of the region (Figure 4).

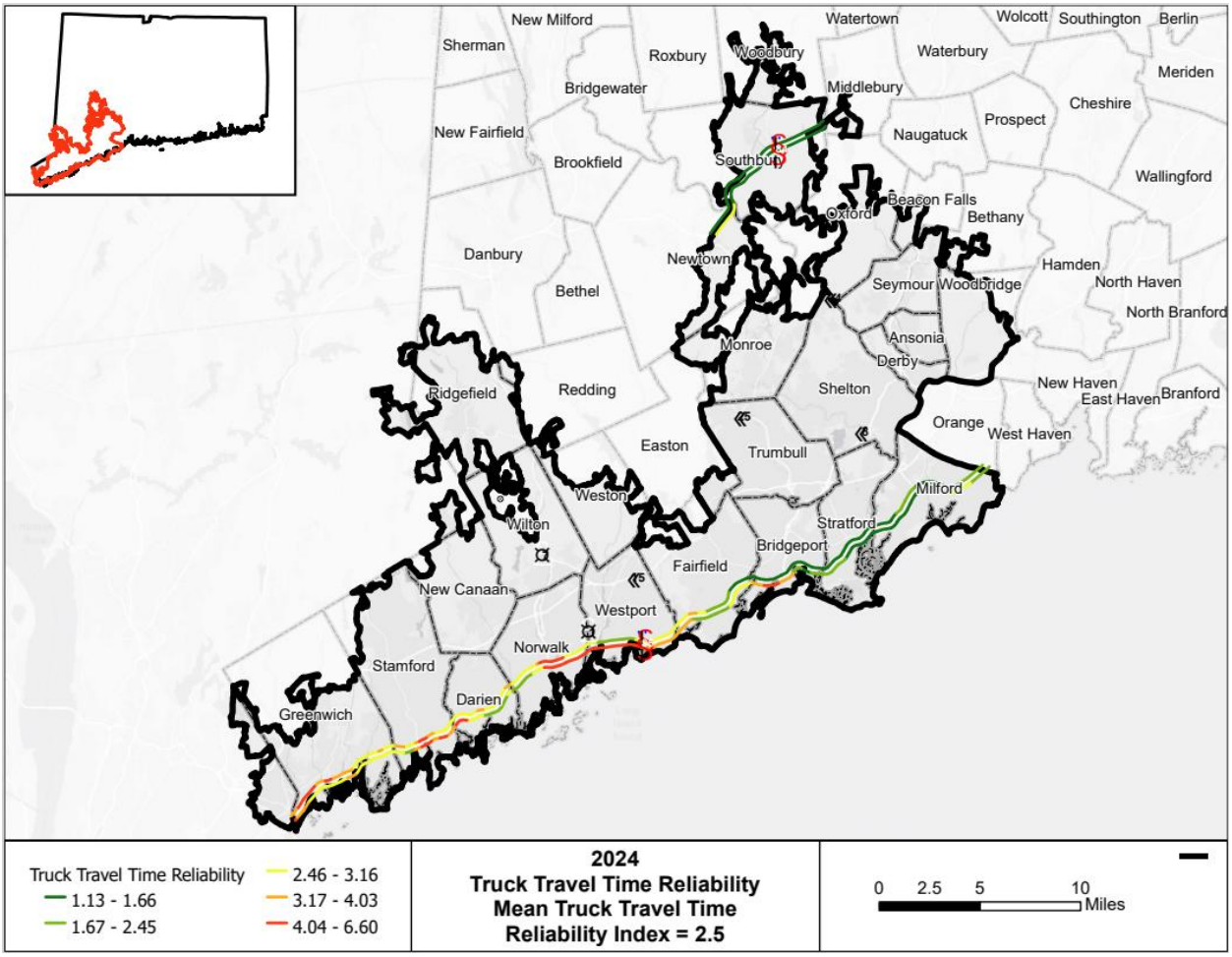

Figure 4. Truck Travel Time Reliability for 2024

Peak Hour Excessive Delay (PHED) Update:

The Peak Hour Excessive Delay measure was calculated to assess recurring congestion during commuting hours in the Bridgeport-Stamford TMA. The PHED measure calculates the amount of person time spent in excessive delay. The calculation compares actual travel speed to the official speed limit of each TMC segment. Excessive delay is defined as when the travel speed was below 60% of the speed limit or 20 mph. The number of hours of excessive delay were multiplied by the average yearly traffic (AADT * 365) to calculate the annual hours of delay per each segment. These were then summed to calculate the annual hours of excessive delay for the Region. Dividing the annual hours of excessive delay for the TMA by the TMA's population provided the annual hours of peak excessive delay per capita.

Results :

The annual hours of peak hour excessive delay per capita for the region for 2024 was 14.2.

High excessive delay occurred in some of the same areas that had high LOTTR and TTTR values such as I-95 and Route 15 south of Bridgeport. This indicates that these roadways experience both recurring and non-recurring events that delay travel over time (Figure 5).

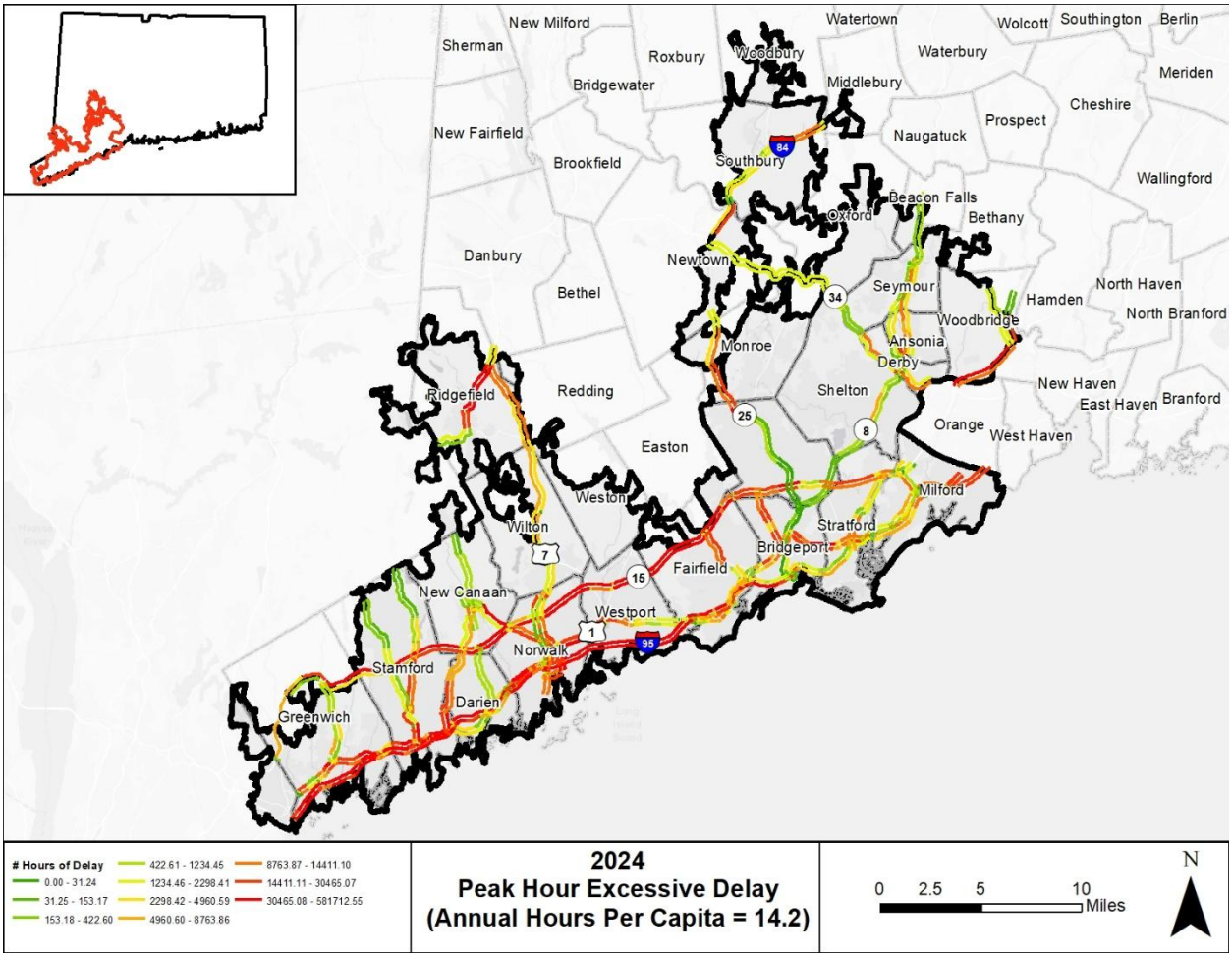

Figure 5. Peak Hour Excessive Delay for 2024

In 2024, I-95 accounted for 7,088,228 hours of delay, 55.5 percent of all delay in the TMA. Route 15 was next highest, with 2,107,913 hours of delay (16.5%) followed by Route 1, 2,039,977 hours (16.0%). The other 12% of delay in the TMA was spread out over the remaining NHS segments.

PHED was calculated annually from 2017 – 2024. The upward trend continued in 2024 but PHED still remains below pre-pandemic levels.

Strategy Updates

The 2023 CMP report outlined a series of strategies to mitigate congestion in the region focused on demand management, public transportation, traffic operations, and road capacity. Below is a summary of the progress of those strategies as well as an introduction to new projects since the last report.

Demand Management Strategies

Western Connecticut Regional Trail:

> The Western Connecticut Regional Trail Project (WCTP) seeks to connect four shared-use paths, at various stages of completion, located in western Connecticut. The project includes five critical gaps in the Norwalk River Valley Trail (NRVT) which will complete the trail between Norwalk and Danbury; the Maybrook Trail connection to the New York State line in Danbury; connecting the Still River Greenway in Brookfield South to the NRVT and North to the New Milford River Trail; and completing the remaining sections of the New Milford River Trail. The Western Connecticut Council of Governments (WestCOG) has initiated procurement and expect executing a contract this summer. ***(Previous/Ongoing)***

MetroCOG:

> The Connecticut Metropolitan Council of Governments (MetroCOG) will utilize SS4A planning funds to update the Safety Action Plan methodology, analyze the region's High Injury Network, and identify suitable countermeasures at the most impacted locations along state roads. Demonstration activities will be conducted at priority locations. These planning activities will complement SS4A funded planning work in Bridgeport and Fairfield. ***(New)***

Reconnecting Communities and Neighborhoods Program

> The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities. **(New)**
>
> The following projects were selected to receive grants:
>
> - **Stamford's West Side Neighborhood Connector Project** – A greenway to connect the West Side neighborhood past I-95 to the Metro-North Railroad Line, and the South State Street area to Downtown Stamford and the South End neighborhoods.
> - **WestCOG's Western Connecticut Regional Transit Study** – Studying the use of transit systems in terms of efficiency and affordability in Southwestern Connecticut.
> - **MetroCOG's Interconnected Development for the East End of Bridgeport** – Analyze the Interstate 95 (Exit 29), Seaview Avenue, Stratford Avenue and Connecticut Avenue intersection in the East End of Bridgeport to evaluate current and future uses (see description in the following section).

- Norwalk Redevelopment Agency's MLK Community Reconnection Project – Working to improve pedestrian safety and remediate safety risks posed by I-95 and the care centric corridor created by this reconnection project.

Bridgeport:

- Park Ave South Streetscapes Phase I and II (Transportation Alternatives projects): The Park Avenue streetscape project will provide the city with protected travel lanes for bicyclists along one of the key throughfares. Plans include extending this protected bike lane corridor throughout Park Avenue, with planning studies having been conducted along the northern portion of Park Avenue. By linking these individual segments together, the city will be able to make a significant advancement in its overall biking infrastructure, linking the northernmost and southernmost areas of the city with what will eventually be an uninterrupted protected bike path and helping to encourage healthier, safer, and more sustainable modes of travel in Bridgeport. ***(Previous/Ongoing)***
- Ash Creek Pedestrian Bridge (LOTCIP): This project will construct a pedestrian bridge from Fox Street in Bridgeport, across Ash Creek and to an existing trail in Fairfield which leads to the Fairfield Black Rock station. ***(Previous/Ongoing)***
- Building Resilient Interconnected Development as a Gateway to the East End study (Reconnecting Communities planning grant): The study will analyze improvements for the portion of I-95 that bifurcates the East End Neighborhood. The study will review concepts for the entrance and exit ramps, including alternatives to remove or reduce the physical barriers in certain locations to ensure the network provides safe, reliable mobility options and access to economic opportunities. ***(Previous/Ongoing)***
- SS4A FY 2024, Planning and Demonstration: The City of Bridgeport was awarded $2,538,400 in Planning and Demonstration funding under the Safe Streets and Roads for All program to advance its community-driven Complete & Safe Streets Design Manual, create an Action Plan for its implementation, and conduct numerous demonstration activities to inform the Action Plan. ***(Previous/Ongoing)***

Fairfield:

- King's Highway Streetscape Improvements: improvements along King's Highway have been jointly funded through LOTCIP and federal funds. The current phase of this project will add handicap accessible sidewalks, new medians, new curb cuts, ADA ramps, and minor streetscaping along Kings Highway from Villa Avenue to the Bridgeport city line. The pedestrian improvements will connect residential neighborhoods to transit stops, the Black Rock train station (formerly Fairfield Metro), and numerous local businesses and services. ***(Previous/Ongoing)***
- Grasmere neighborhood/Post Road: Improvements include pedestrian/bicycle access, safety and streetscape enhancements along Post Road, Grasmere Avenue, Kings Highway East and the Post Road "jughandle." ***(Previous/Ongoing)***
- Fairfield SS4A FY 2024, Planning and Demonstration: The Town of Fairfield was awarded $350,000 in Planning and Demonstration funding under the Safe Streets and Roads for All

program to develop a new comprehensive municipal Safety Action Plan as well as the creation of a Complete Streets Plan focused on creating context specific roadway typologies. ***(New)***

Monroe:

- Pequonnock River Trail Extension (LOTCIP): This project will fill a gap in the Pequonnock River Trail network by connecting to completed sections of the trail in a local park. Currently, users connect to the trail via local roads and the park entrance/exit drive, which can be dangerous and confusing as the lack of wayfinding, bicycle, and pedestrian amenities are nonexistent. ***(Previous-Ongoing)***

Stratford:

- Complete Streets (Phase 1 & Phase 2): The Town is currently utilizing both their Complete Streets Policy and Plan to provide a wide range of transportation safety improvements that accommodates walking, cycling, and transit use. Phase I is a mile long project from Harvey Place to Barnum Avenue and was recently completed. The second phase improves connections from Stratford Center to a historic district, commercial and recreation area. Phase II introduces added infrastructure improvements like road diets, bump outs, Rectangular Rapid Flashing Beacon's (RRFBs), and signal upgrades, and improvements that further support multimodal options. ***(Previous- Ongoing)***
- Housatonic River Greenway: This is the 3rd phase of a local project, which will be funded through Transportation Alternatives. Beginning at Elm Street, continuing east to Ferry Blvd, then north along Ferry Blvd to the Milford line, this phase will include the construction of a multi-use trail, concrete sidewalk, drainage system modifications, ornamental lighting and traffic signal improvements. ***(New)***

Trumbull

- Pequonnock River Trail connector (Transportation Alternatives): This project will connect the state-owned commuter parking lot on White Plains Road (Route 127) to the existing Pequonnock River Trail located at the intersection of the Route 15/Merritt Parkway exit ramp (exit 50) by constructing a sidewalk. Users can travel north from the commuter lot and connect either to the southbound trailhead toward Bridgeport or the northbound trailhead at the Veteran's Memorial Park and through Trumbull into Monroe. ***(Previous/Ongoing)***
- Whitney Avenue improvements Phase II (LOTCIP): This project will install sidewalks along Whitney Avenue to provide a continuous connection of sidewalks from the Long Hill Green neighborhood to the Pequonnock River Trail Extension. The project is one of several phases in a larger neighborhood capacity and safety improvement project to improve pedestrian safety and comfort while reducing traffic congestion. ***(Previous/Ongoing)***

Public Transportation Strategies

Bus Stop Enhancement Program (BSEP)

The Connecticut Department of Transportation (CTDOT) has ordered 55 bus shelters as part of the BSEP pilot, with 32 planned for the Bridgeport-Stamford TMA. For Phase 1, CTDOT is prioritizing installation of bus shelters at the most highly utilized bus stops in the state (Type 4 bus stops) based primarily on average daily boarding counts. The objective of Phase 1 is to double the number of sheltered bus stops in CT. Phase 1 will benefit stops that comprise 50% of the state's bus ridership and increase shelter coverage to 10 percent of all bus stops Statewide. All stops improved by BSEP will be brought into ADA compliance. The following table shows a breakdown of improvements by municipality. **(Previous/Ongoing)**

Region	Municipality	Number of Shelters
MetroCOG	Bridgeport	7
MetroCOG	Stratford	3
MetroCOG	Trumbull	1
WestCOG	Bethel	1
WestCOG	Danbury	6
WestCOG	New Milford	1
WestCOG	Stamford	13
TOTAL	TOTAL	32

WestCOG Traffic Calming and Complete Streets Best Practices Toolbox

This project is intended to result in development of a Toolbox of planning principles and precepts for residential streets and local roads that reflects best practices. The Toolbox will apply to lower-speed (less than 40 mph) roads, streets functionally classified as "local" and will be based on consideration of safety and mobility of all users (i.e., motorists, pedestrians, bicyclists, emergency responders), as well as environmental sustainability, economy of construction and maintenance, community cohesion, land use, and utility accommodation. Thus, the Toolbox and planning best practices will reflect and be consistent with principles and recommendations for Complete Streets. The study started in September 2024 and is scheduled for completion in September 2025. The study has organized focus group meetings with key stakeholders to explore insights and needs about roadway design. A report on existing design practices will soon be circulated for review and a report on best possible design practices is in preparation. ***(Previous/Ongoing)***

Stamford Microtransit program: StamFORWARD

The City of Stamford launched a new microtransit service, StamFORWARD on November 19, 2024. This new on demand transit service will supplement the existing transit network and provide equitable transportation service to residents and visitors throughout the city.

StamFORWARD will operate in the West Side, Waterside, Downtown, East Side, Cove, South End, Bulls Head, and Glenbrook neighborhoods. Using the service riders can book their rides by using the Via-powered StamForward app to enter their pick-up and drop off location. Via's intelligent routing system will match riders headed in the same direction into one shared vehicle, assign a driver, provide an ETA, and direct the driver to their estimated location. Riders will be directed to a nearby "virtual bus stop" for pick-up (typically the nearest corner), which keeps the shared trip running quickly and efficiently for everyone. The passengers will then be transported to their destination. StamFORWARD will make connections with CTtransit and Metro-North services. **(New)**

Norwalk Transit District Microtransit Program

The district has been awarded a microtransit grant from the CTDOT. Branded as Wheels2U, the program is an affordable ride sharing service covering the Norwalk and Westport areas. Pick-ups and drop-offs occur anywhere in Norwalk. In Westport, you may request a ride to or from anywhere in Westport and the Train Stations, Senior Center, Farmers' Market or Jessup Green/Library with rides being required to begin or end at one of those locations. **(Previous/Ongoing)**

GBT Connect Micotransit, Trumbull

The service zone will include all the areas within the Town of Trumbulll and introduced first/last mile connections to Routes 19, 22, and the GBT hub at the Trumbull Mall. The service was recently expanded to include portions of Monroe to improve connectivity to the senior center **(Previous/Ongoing)**

VTD2Go Microtransit, Ansonia, Derby, Shelton

The Valley Transit District is currently operating a Microtransit program covering the areas of Downtown Ansonia, Downtown Derby, Downtown Shelton, and parts of the Bridgeport Avenue Corridor in Shelton. This program is designed to help connect residents and visitors between downtown housing, public transit, and services. **(Previous/Ongoing)**

NVCOG Bus Shelters

The Naugatuck Valley Council of Governments (NVCOG) has similarly been designing and intends to install 13 new shelters under an FTA Capital Improvement Grant within the Lower Naugatuck Valley towns of Ansonia, Derby, and Seymour. Design work is currently underway, and construction is expected to begin in Spring, 2026.

Battery Electric Buses – CTtransit Stamford Division

The Stamford Division will be the first CT*transit* facility ready for an all BEB fleet. CTDOT has completed a pilot upgrade that includes installation of five 150KW plug-in chargers in the existing bus storage building, as well as a fire pump with back-up generator, and fire suppression upgrades. CTDOT is currently operating 13 BEBs out of this division.

Simultaneous to the electrification of the existing bus storage building, CTDOT is designing a free-standing 11-BEB building on-site for an indoor storage and charging capacity. The addition

of this building will allow for 100% of the fleet to be stored and charged indoors. Design is scheduled to be complete by the end of 2024, with construction complete by the end of 2026. The facility will be outfitted with all necessary fire suppression upgrades, as well as 11 pantograph dispensers. (Previous/Ongoing)

New Canaan Branch

The following projects are being undertaken on the New Canaan Branch of the Metro-North system:

Design of a new siding track along the Springdale station, which provide a location for trains traveling in opposite directions to pass each other. This will make it possible for trains to operate at a maximum of 50 mph as opposed to the current 30 mph.

Establishment of a quiet zone. -A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded. Additionally, improvements of the at-grade crossings will lead to decreases in congestion in the surrounding areas.

Waterbury Branch

The following projects are being undertaken on the Waterbury Branch of the Metro-North system:

All six stations along the Waterbury Branch, including Derby-Shelton, Ansonia, and Seymour within the Bridgeport-Stamford area, will be upgraded with new, fully ADA accessible platforms, enhanced rider amenities including real-time arrival boards and ticketing, and improved intermodal connections between existing downtowns, bus networks, and connections to CTfastrak in Waterbury.

Greater Bridgeport Transit, FTA Areas of Persistent Poverty grant

This transit planning grant will focus on minimizing impacts and maximizing the benefits of transit in Areas of Persistent Poverty (AoPPs)/Historically Disadvantaged Communities (HDCs) neighborhoods in Bridgeport. The scope includes a quantitative analysis of census tracts within the City of Bridgeport, a granular evaluation of existing transit operations, the development of policies related to transit investment, the development of a fleet, facility, and bus deployment plan to transition the fleet to zero emission propulsion systems, and the creation of an educational program for residents related to available mobility options. *(Ongoing)*

Metro North NHL. TIME 1 & New Interlockings (Bridgeport, Stratford & Milford)

The TIME 1 project will increase the Maximum Authorized Speed (MAS) of a three-mile section of Metro North Railroad (MNRR) in Bridgeport and Stratford from 70 mph to 90 mph. The project will reconstruct tracks to improve geometry, adjust overhead catenaries and reconstruct eight bridges. A new interlock will allow for improved operations for trains and high-speed track changes. ***(New)***

Road Capacity Strategies

Route 7/15 Interchange

In 2023, CTDOT released the Environmental Assessment/Draft 4(f) Evaluation and Environmental Impact Evaluation (EA/EIE) to address the missing connections at the interchange and improve mobility. Additionally, improvements to the Route 15 and Main Avenue ramps will address the substandard acceleration lanes, steep changes in grade, sharp curves, and limited sight distance. The project will also include upgrades to expand mobility in the surrounding area for pedestrians, bicyclists, transit users, and motorists on Main Avenue, Glover Avenue, and Creeping Hemlock Drive. The upgrades will include installing bicycle facilities and adequate shoulder widths, where there are none currently. Sidewalks, curb ramps, and crosswalks will be installed in compliance with the U.S. Americans with Disabilities Act (ADA). On July 31, 2024 the Federal Highway Administration issued a Finding of No Significant Impact (FONSI), allowing the project to enter final design, permitting, and construction, which is anticipated in 2027. ***(Previous/Ongoing)***

Bridgeport, Stratford Avenue/Connecticut Avenue

The East End Streets Study identified feasible improvements for the Connecticut Avenue and Stratford Avenue Corridors, also State Route 130, in the East End neighborhood. The goal of this study is to increase safety for all modes, reduce traffic congestion and accommodate bicyclists, pedestrians and transit users along both corridors. The study provides a comprehensive planning document to guide future development, identify needed roadway and intersection improvements, address capacity and solve traffic safety issues along the corridor. Throughout the study alternatives for both corridors were analyzed, with a preferred alternative that was agreed upon by all stakeholders. Improvement recommendations include upgraded traffic and pedestrian signals, improved sidewalk and cycling networks, roadway reconfigurations, bus stop enhancements, improved lighting, wayfinding, placemaking, and streetscape improvements. MetroCOG, and CTDOT looks to advance plan recommendations through a comprehensive data collection, including concept review and design, starting with the traffic signal network along both corridors. ***(Previous/Ongoing)***

Fairfield, Post Road Circle

MetroCOG continues working with CTDOT to further improvements to traffic patterns, bicycle/pedestrian access, and safety for all modes in this area. A recently completed corridor study recommended a modern roundabout at the intersection of Route 1 and Route 130 to slow vehicle speeds, reduce vehicle queues and provide safer pedestrian crossings. ***(Previous/Ongoing)***

WestCOG Congestion Concept Project on Local Roadways

WestCOG has hired a consultant to analyze the worst performing local roadways in the region with a focus on narrowing down the sites where improvements will be recommended to the 2 worst intersections in every municipality. After this process is completed, recommendations will be made for the best remedies. Concepts have been developed for Danbury, New Milford, Newtown, Stamford, Westport, Wilton **(New)**

Planning and Environmental Linkages (PEL) Studies

I-84 Danbury: The I-84 Danbury Study is a CTDOT initiative to reduce congestion and improve the mobility of people and goods in the I-84 corridor in greater Danbury. After reviewing and analyzing multiple potential options and breakout projects, the CTDOT has determined that a Flex Lane concept, which uses the median shoulder as a temporary travel lane, will be the first project advancing to alleviate traffic and improve safety during peak travel times. **(Previous/Ongoing)**

I-95 Greenwich: CTDOT is performing a Planning and Environment Linkages (PEL) study to analyze ways to improve mobility along the I-95 corridor from the New York State Line to Exit 7 in Stamford. The I-95 Greenwich PEL Study will evaluate demographics, environmental resources, safety, traffic, and roadway and bridge conditions in the study area. The study is needed to analyze how the corridor functions and how it could be improved to better serve the surrounding communities. **(Previous/Ongoing)**

I-95 Stamford: CTDOT is performing a Planning and Environment Linkages (PEL) Study to research ways to improve safety and mobility on I-95 between Interchanges 7 - 9 in Stamford as well as develop concepts to replace the I-95 bridge over Metro-North Railroad and Myrtle Avenue. **(Previous/Ongoing)**

I-95 Bridgeport/Fairfield: The I-95 Mobility Study Fairfield/Bridgeport will collect data, examine existing and potential future conditions, and evaluate alternative ways to improve mobility and travel along Interstate 95 Interchange 29 and Interchange 19 along the corridor. The study will develop purpose and need for projects; determine project sizes and locations; and develop and refine a range of alternatives, which can then be prioritized for implementation. The product will be a comprehensive report with a vision for the study area and recommended solutions. These solutions will include short-term upgrades (1-5 years) as well as medium-term (5-15 years), and long-term (15+ years) improvements. The report will consider local communities, local conservation plans, development plans, and public and agency input. ***(New)***

Local Transportation Capital Improvement Program (LOTCIP)

LOTCIP provides state funding for a variety of municipal transportation capital improvements, including: bridge rehabilitation and replacement; road reconstruction; intersection improvements; traffic signals; streetscapes; sidewalks; multi-use trails; and pedestrian bridges. LOTCIP provides state funding for a variety of municipal transportation capital improvements. The program is administered cooperatively by the Connecticut DOT and COGs. Eligible project types include:

- Capital improvements (e.g., road reconstruction; intersection improvements, traffic signals) on roads and streets functionally classified as collectors or arterials.
- Rehabilitation and replacement of bridges (spans of 20 feet and greater) carrying public roads, regardless of functional class.
- Improvements for non-motorized transportation, including pedestrian-friendly infrastructure (e.g., sidewalks, pedestrian signals, pedestrian bridges) and multi-use trails, regardless of functional classification.

Recent LOTCIP Projects are as follows:

- New Milford – Intersection Improvements at Grove Street and Hine Hill Road: This project involves the installation of a new traffic signal with video detection to improve safety as well as traffic operation at the intersection. The signal will provide a protected phase to allow left turn traffic to turn safely. Also, installation of advance warning signs will be employed to warn drivers about the traffic signal.
- Westport – Easton Road Pedestrian Safety Improvements: A five-foot wide sidewalk will be constructed along the west side of Easton Road along the entire segment. The sidewalk will also provide pedestrian connectivity from the north to the south parts of Town via other existing sidewalk infrastructure that has been constructed by the Town. A Rectangular Rapid Flashing Beacon will be constructed, at the intersection of Wisteria Lane, to connect a large residential neighborhood located on the southeast side of Easton Road to the new sidewalk facility to further improve pedestrian safety and mobility. This new pedestrian connection will encourage walking which in turn will lead to fewer automobile usage on local roads.
- Stratford, Stratford Avenue/Honeyspot Road/South Avenue Roundabout: This project will eliminate a traffic signal by constructing a roundabout at this non-traditional intersection. In addition to improving the flow of traffic, the project will improve bike/ped infrastructure in the area. (Previous/Ongoing)