



MEMORANDUM

TO: Mr. Constantin Banciulescu, PE
City Engineer

FROM: John F. Carey, PE
860.646.2469 x5325

Date: December 23, 2014
Revised January 15, 2015

RE: Fairfield Avenue Traffic Calming

Fuss & O'Neill has been engaged by the City of Hartford to develop a conceptual traffic calming Master Plan for Fairfield Avenue including the roadway's terminating intersections at Maple Ave and at New Britain Avenue, Zion Street, and Summit Street. In authorizing this assignment, the City engineering staff envisioned that the Master Plan would consider the following:

- An option for reconfiguring the intersection of New Britain Avenue with Fairfield Avenue, Zion Street, and Summit Street which would reduce entry speeds and possibly through traffic on Fairfield Avenue
- An option for reconfiguring the intersection of Maple Avenue and Fairfield Avenue which would promote traffic calming on Fairfield Avenue
- Recommended Fairfield Avenue traffic calming elements that could be implemented individually or in groups depending on the priorities of the community and available funding.

This memorandum will summarize the existing roadway conditions, data collection efforts, present an analysis of the data and accompanying field observations, and provide recommendations for potential traffic calming strategies.

Existing Conditions:

Roadway Features

Fairfield Avenue is classified by the Connecticut Department of Transportation as an urban minor arterial roadway running almost due north and south for about one mile between Maple Avenue and New Britain Avenue. Land use is primarily residential. Facilities of note within or adjacent to the Study Area include Cedar Hill Cemetery, Goodwin, Hyland, and Rocky Ridge Parks, St. George Greek Orthodox Church, Memorial Baptist Church, Trinity College, and the Hartford Fire Department Engine 15 Stationhouse.

Sidewalks are provided along both sides of Fairfield Avenue for the majority of its length. Missing sidewalk segments occur along the roadway's west frontage with Hyland Park and between Fairfield Avenue # 2 and New Britain Avenue along the east side of the roadway. No dedicated bicycle

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amenities are present in the corridor. The speed limit posted on this road is 30 miles per hour throughout.

At its southern terminus, Fairfield Avenue joins with Maple Avenue at a signalized intersection. An exclusive pedestrian phase is provided for pedestrians wishing to cross the north leg of the intersection (Maple Avenue). The intersection geometry is atypical, allowing for only right turns onto Maple Avenue from Fairfield Avenue at an angle of approximately 150 degrees. Heading north, Fairfield Avenue intersects with Salem Street with both side street approaches stop controlled. The next junction to the north is at Yale Street where the stop controlled side street approaching from the west forms a T-type intersection.

Continuing north, Fairfield Avenue forms four-way intersections with Freeman Street, Linnmoore Street and White Street, all of which are controlled by traffic signals. The signal at White Street has a dedicated pedestrian phase, while the signals at Freeman Street and Linnmoore Street do not. Fairfield Avenue then intersects with West Preston Street from the east, Ansonia Street from the west, and Roxbury Street from the east, forming successive T-type intersections with side street stop control.

At the northern end of Fairfield Avenue, the roadway reaches a fork where Fairfield Avenue continues to the north on a straight alignment and the fork bearing right in the easterly direction becomes Fairfield Avenue #2. This occurs at a one-way stop controlled intersection of an angle of approximately 140 degrees. Both legs then continue on to intersect with New Britain Avenue at signalized locations. The traffic signal at the intersection of Fairfield Avenue #2/Summit Street has an exclusive pedestrian phase provided for crossing the east leg of New Britain Avenue only while the adjacent signal to the west at the intersection of Fairfield Avenue/Zion Street #2 does not.

North of Fairfield Avenue #2, Fairfield Avenue provides two lanes of travel approaching its intersection with New Britain Avenue. Aside from this short portion, Fairfield Avenue typically provides one lane of travel northbound and one lane of travel southbound. With the exception of the Fairfield Avenue at Maple Avenue and Fairfield Avenue at Fairfield Avenue # 2 intersections, the above described side streets intersect Fairfield Avenue with approximately right angle (90 degree) alignments.

The width of Fairfield Avenue varies between close to 37 feet wide in the southern end of the roadway to closer to 40 feet wide in the northern end. The intersections of Fairfield Avenue with Maple Avenue and Fairfield Avenue #2 with New Britain Avenue both open to a much wider cross section, approximately 150 feet along Maple Avenue and approximately 160 feet along New Britain Avenue.

Parking

For the entire length of Fairfield Avenue except its northern and southern terminating intersection approaches, on street parallel parking is provided. However, this parking is restricted on Tuesdays between 7am and 1pm for waste collection and sweeping. Additionally, between Freeman Street and

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West Preston Street on street parking is restricted on the east side (northbound) on weekdays between 7:00 a.m. and 8:30 a.m. and on the west side (southbound) between 4:30 p.m. and 5:30 p.m.

Fairfield Avenue #2 also provides on street parking, but is restricted on the north side (westbound) between 8:00 a.m. on Friday and 8:00 a.m. on Tuesday. The south side (eastbound) is restricted between 8:00 a.m. on Tuesday and 8:00 a.m. on Friday. During site visits, almost all of the on street parallel parking was observed to be unused.

Background Research

- 1) A traffic study provided to Fuss & O'Neill by the Fairfield Avenue Neighbors Association (FANA) entitled "One Street, One Plan" was reviewed. The Study details the concerns of neighborhood residents including speeding, excessive truck cut through traffic, and pedestrian accommodation.
- 2) The July 2005 "Hartford Traffic Calming Master Plan" prepared by Urban Engineers, Inc.
- 3) Fairfield Avenue is bookended by two significant historical landmarks. To the south, the Cedar Hill Cemetery, and to the north the Hartford Fire Department's Engine 15 stationhouse. Both of these facilities appear on the National Register of Historic Places.

Data Collection

Crash History

Accident experience for Fairfield Avenue covering the three year period from August 1, 2010 to July 30, 2013 was provided by the City of Hartford and analyzed. The data supplied does not indicate accident type, but information pertaining to time of day, location, and personal injury is available and has been summarized.

A total of 91 collisions occurred on Fairfield Avenue between New Britain Avenue and Maple Avenue during the three year period. In 24 of these crashes, personal injuries were reported. The majority of these accidents were intersection related with 65 crashes occurring on Fairfield Avenue at its 11 intersections in the study area. Of these 11 intersections, the Fairfield Avenue approach to New Britain Avenue had the most collisions with thirteen. 26 accidents occurred between intersections. Peak hour collisions occurring on Fairfield Avenue were distributed as follows:

7:00 AM to 9:00 AM	7 accidents
11:00 AM to 1:00 PM	13 accidents
4:00 PM to 6:00 PM	26 accidents

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Traffic Volume and Speed Data

Fuss & O'Neill placed automatic traffic recorders (ATR) on Fairfield Avenue, Maple Street and New Britain Avenue from March 12, 2014 to March 14, 2014. These counts were coordinated with the Metropolitan District (MDC) and Connecticut Natural Gas (CNG) so as to avoid construction activities that both utility companies had planned for Fairfield Avenue during the 2014 construction season. Such activities would have likely resulted in less than typical traffic volumes and speeds being recorded due to the delays caused by the construction. The two ATRs on Fairfield Avenue were set up approximately 200 feet north of Roxbury Street and approximately 200 feet north of Salem Street; on Maple Street approximately 200 feet north and south of Fairfield Avenue; and on New Britain Avenue approximately 200 feet east of Newbury Street and approximately 200 feet west of Zion Street.

Table 1 shows a summary of the 85th percentile speeds measured by the ATR's referred to above. The 85th percentile speed indicates the speed at which 85 percent of the traffic does not exceed.

Table 1 – Study Area 85th Percentile Speeds

		East of Newbury Street		West of Zion Street	
	Speed Limit	EB	WB	EB	WB
New Britain Avenue	30	33	34	34	35
		North of Fairfield Avenue		South of Fairfield Avenue	
	Speed Limit	NB	SB	NB	SB
Maple Avenue	30	47	44	37	43
		North of Roxbury Street		North of Salem Street	
	Speed Limit	EB	WB	EB	WB
Fairfield Avenue	30	35	38	38	(no data)

This limited sample indicates that the 85th percentile speed on New Britain Avenue in the area of the northern terminus of Fairfield Avenue is relatively close to the speed limit. On Fairfield Avenue, 85th percentile speeds exceed the speed limit by five to eight miles per hour. On Maple Avenue, 85th percentile speeds exceed the speed limit by 7 to 17 mph.

In addition to the speed data discussed above, the ATR's recorded 24 hour traffic volumes. Average daily traffic (ADT) was determined from the traffic volumes as indicated in Table 2. From the 24 – hour traffic volumes, peak weekday travel hours on Fairfield Avenue were generally identified to be from 7:00 AM to 9:00 AM in the morning, 11:00 AM to 1:00PM mid-day, and from 4:00 PM to 6:00 PM in the evening. Morning, mid-day, and evening peak hour turning movement counts were therefore taken at several Fairfield Avenue signalized intersections in the study area in order to conduct the capacity and queue analyses which appear later in this memorandum (Table 3).

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Table 2 – Study Area ADT's

Street	March 2014 ADT
Fairfield Avenue North of Roxbury Street	9,035
Fairfield Avenue North of Salem Street	7,377
Maple Avenue North of Fairfield Avenue	8558
Maple Avenue South of Fairfield Avenue	10,333
New Britain Avenue West of Zion Street	9,184
New Britain Avenue East of Newbury Street	13,156

Analysis and Discussion

In accordance with our scope of services, intersection capacity analysis was conducted at four locations. These intersections and their respective calculated AM and PM peak hour level of service (LOS) and delay under existing conditions are reported in Table 3. Capacity analyses for both signalized and unsignalized intersections were conducted using Synchro Professional Software, version 8.0

LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections and 80 seconds per vehicle for signalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers.

With the exception of the westbound approach of Fairfield Avenue # 2 to Fairfield Avenue during the PM peak period (LOS E), good LOS is in evidence. Poor LOS sometimes causes motorists to avoid particular routes and thereby inadvertently contributes to traffic calming. However, LOS E is a common occurrence during peak periods in urban areas like Hartford and it is not felt that the PM peak hour conditions experienced on the Fairfield Avenue # 2 approach to Fairfield Avenue are sufficient to discourage motorist utilization of the corridor. Regardless of its operation, the Fairfield Avenue at Fairfield Avenue # 2 location exhibits geometric characteristics that do not typically contribute to traffic calming. Fairfield Avenue # 2 intersects Fairfield Avenue at an acute angle about 240 feet south of the intersection of Fairfield Avenue and New Britain Avenue. Movements from the Fairfield Avenue # 2 approach are primarily left turns. The acute angle of intersection lends itself to northbound right turning traffic being made at high speed and to rolling stop left turns being made from Fairfield Avenue # 2.

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Both movements contribute to higher operating speeds on Fairfield Avenue as well as Fairfield Avenue # 2. A possible geometric reconfiguration of the intersection to address this situation is conceptualized in the attached Figure A. It should be noted that this concept does not address the previously noted PM peak hour LOS E condition.

Table 3 – LOS and Delay (sec) for Fairfield Avenue Intersections

<i>Signalized Intersections</i>	Existing AM	Existing PM
Fairfield Avenue at Maple Avenue	LOS A / 9.5	LOS C / 21.8
Fairfield Avenue at Ridge Road	LOS B / 17.2	LOS A / 9.3
Fairfield Avenue #2 at New Britain Avenue	LOS B / 12.5	LOS C / 28.6
Fairfield Avenue at New Britain Avenue	LOS B / 11.8	LOS B / 15.7
<i>Unsignalized Intersection Movements</i>		
Fairfield Avenue at Fairfield Avenue #2 WB Approach	LOS C / 15.5	LOS E / 36.7
Fairfield Avenue at Fairfield Avenue #2 SB Left	LOS A / 0.0	LOS A / 0.1

At the request of the City, this study also considered closing the segment of Fairfield Avenue between New Britain Avenue and Fairfield Avenue # 2 and routing all Fairfield Avenue traffic through the Fairfield Avenue # 2 intersection at Summit Street. If viable, City staff felt that this option could result in lower vehicular traffic volumes on Fairfield Avenue due to the circuitous routing for through traffic destined to and from Zion Street. Capacity analysis of this option, however, indicated that such a configuration would cause undesirable operational issues at the intersection of New Britain Avenue at Summit Street and Fairfield Avenue # 2. Specifically, at the intersection of Fairfield Avenue #2/Summit Street and New Britain Avenue, this configuration would result in LOS F conditions during both the morning and afternoon peak periods. Consequently, further consideration of this alternative was not pursued.

At the southern terminus of our study, a geometric condition similar to that occurring at the intersection of Fairfield Avenue and Fairfield Avenue # 2 is in existence. Currently, traffic heading southbound can proceed from Fairfield Avenue onto Maple Avenue without any meaningful reduction in speed at a green light. This contributes to the driver perception that the roadway is a through-way and not a neighborhood. The less than 90 degree approach angle of Fairfield Avenue would also appear to contribute to the relatively high speed at which left turning traffic enters Fairfield Avenue from Maple Avenue. A possible geometric reconfiguration of the intersection to address these concerns is conceptualized in the attached Figure B. This concept proposed reconfiguring the Fairfield Avenue/Maple Avenue location to a "T" type intersection. This concept would reduce left turning entering speeds as well as reduce the distance that pedestrians are exposed to vehicular conflicts when crossing the Fairfield Avenue leg of the intersection. The current turn restriction for left turns out of Fairfield Avenue and the coordinated traffic signal operation with the signal at Ridge Road and Maple Avenue would remain.

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Once in the corridor, there is a need to address traffic calming between the signalized and four way stop controlled intersections. As previously noted, the existing parallel parking along Fairfield Avenue is typically utilized sporadically. The approximate 38 to 40 foot width of roadway together with the lack of parked vehicles, relatively straight horizontal alignment, and ample building setbacks, impart to motorists a perception of spaciousness that contributes to higher travel speeds. These factors suggest that roadway elements that would compress motorist's perception of the travel way would be effective in the reduction of operating speed.

Typical traffic calming approaches which have success in addressing this type of condition include constructing bump outs (also known as curb extensions) at intersections or by installing a median island. Both applications narrow the travel way to a smaller width, which provide drivers with less space to navigate and a resultant lower operating speed. Due to the available roadway width, the installation of a median island would likely involve a significant reduction in on street parking spaces. Most likely, parking on either one side of the street or the other would have to be removed. On the other hand, bump outs would only nominally reduce the total amount of on street parking spaces available while accomplishing the desired compression of the wide open feel of the roadside. A consistent application of bump outs at every intersection in the corridor would benefit both pedestrian and motorists. Pedestrians benefit by decreasing the time and space they are exposed to conflicting vehicular movements at intersection crossings. Drivers exiting side streets are typically afforded a less obstructed view (usually by on street parked vehicles) of oncoming traffic. And both users of the roadway would enjoy the benefit of improved intersection identification.

Recommendations

- At the "Y-type" intersection where Fairfield Avenue #2 splits and heads northeast toward New Britain Avenue at its intersection with Summit Street, and Fairfield Avenue continues north toward Zion Street at New Britain Avenue, a "T-type" intersection reconfiguration is recommended. Please refer to Figure A. As discussed in the "Analysis and Discussion" section of this memorandum, the recommended geometry can be expected to slow traffic exiting and entering Fairfield Avenue #2 as well as place exiting motorists in a safe stop position to view conflicting traffic.
- At the intersection of Fairfield Avenue and Maple Avenue, a geometric change is recommended to give the intersection more of a traditional "T-type" configuration. Please refer to Figure B. As discussed in the "Analysis and Discussion" section of this memorandum, the recommended geometry can be expected to slow traffic exiting and entering the corridor as well as shorten the distance pedestrians are exposed to conflicting traffic when crossing Fairfield Avenue.
- A consistent application of bump outs at every intersection in the corridor would benefit both pedestrian and motorists. As an example, the application of this recommendation has been conceptualized for the intersection of Fairfield Avenue at Ansonia Avenue in Figure C.



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- Fairfield Avenue between Freeman Street and West Preston Street has apparent peak hour on-street parking restrictions on the northbound side in the morning and on the southbound side in the evening. Peak hour observations suggest that such restrictions are unnecessary for traffic capacity and are recommended for removal. As previously discussed, the presence of on-street parked vehicles would serve to promote lower vehicular speeds on Fairfield Avenue.
- Along the northern stretch of Fairfield Avenue, between Roxbury Street and Fairfield Avenue #2, the sidewalk on the west side of the road, adjacent to Hyland Park, is interrupted. This interruption occurs in an area that obviously attracts pedestrian use as evidenced by a well-worn dirt path which runs along the side of the road. The worn dirt path suggests that pedestrians will continue to choose to walk on the west side of the street even though a sidewalk is provided on the east side of the street in this location. To continue to promote the safe pedestrian use of the Fairfield Avenue corridor, construction of this missing sidewalk segment is recommended.
- The application of exclusive pedestrian phases for the existing traffic signals in the corridor is inconsistent. For example a full exclusive pedestrian phase for all approaches exists at the intersection of Fairfield Avenue at White Street while equivalent pedestrian amenities are not provided at the Fairfield Avenue at Linnmoore Street, or Fairfield Avenue at Freeman Street signalized locations even though sidewalks are provided on all four corners of the intersection. It is recommended that the installation of exclusive pedestrian phases be considered for the following additional sidewalk accessible intersection pedestrian crossing movements which do not presently include this feature:
 - Fairfield Avenue at New Britain Avenue
West leg of intersection crossing New Britain Avenue
North leg of intersection crossing Zion Street
 - New Britain Avenue at Summit Street and Fairfield Avenue # 2
North leg of intersection crossing Summit Street
 - Fairfield Avenue at Linnmoore Street
North leg of intersection across Fairfield Avenue
South leg of intersection across Fairfield Avenue
West leg of intersection across Linnmoore Street
East leg of intersection across Linnmoore Street
 - Fairfield Avenue at Freeman Street
North leg of intersection across Fairfield Avenue
South leg of intersection across Fairfield Avenue
West leg of intersection across Freeman Street
East leg of intersection across Freeman Street
 - Fairfield Avenue at Maple Avenue
North leg of intersection across Fairfield Avenue

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Preliminary Cost Estimates

Figure A – Fairfield Avenue at Fairfield Avenue # 2

The work depicted in the attached conceptual plan labeled as Figure A has been estimated at a total construction cost of approximately \$105,000 for City programming purposes. The estimate includes customary percentage costs of 30 percent for incidentals, 10 percent for contingencies, and 7 percent for maintenance and protection of traffic (M&PT). While the plan indicates encroachment outside the highway right of way (ROW) into the green area between New Britain Avenue and Fairfield Avenue # 2, this area is believed to be owned by the City of Hartford. The need for ROW acquisition has therefore not been noted on the conceptual plan. Utility and drainage adjustments are assumed to be included in the incidental and contingency percentages. The construction estimate does not include design costs.

Figure B – Fairfield Avenue at Maple Avenue Concept Drawing

The work depicted in the attached conceptual plan labeled as Figure B has been estimated at a total construction cost of approximately \$595,000 for programming purposes. The estimate includes customary percentage costs of 30 percent for incidentals, 10 percent for contingencies, and 7 percent for M&PT. The plan indicates encroachment into private property (McGovern Granite Co.) between Maple and Fairfield Avenues. Due to the age of the traffic signal equipment and its proposed significant relocation, the portion of the signal controlling Maple Avenue at Fairfield Avenue has been estimated as full replacement. Utility and drainage adjustments are assumed to be included in the incidental and contingency percentages. The construction estimate does not include ROW acquisition or design costs.

Figure C – Fairfield Avenue at Ansonia Street Concept Drawing

A consistent application of bump outs at every intersection in the Fairfield Avenue corridor has been recommended to benefit both pedestrian and motorists. Figure C depicts a typical section of Fairfield Avenue with the recommended application superimposed. The improvements shown in the figure and envisioned at all other intersections in the corridor are proposed to take place within the existing pavement area and are therefore envisioned to occur in the existing Fairfield Avenue ROW. Based on this concept, general estimates for the construction of similar treatments at typical intersections within the corridor have been developed. The following order of magnitude costs will allow the City to program implementation individually or in groups depending on the priorities of the community and available funding. It should be noted however that if implementation occurs on an individual intersection basis, then appropriate vehicular transition areas between the current Fairfield Avenue cross section and any newly constructed areas with bump outs should be included in the design considerations.

3 – way unsignalized intersection :\$ 36,000

4 - way unsignalized intersection: \$ 53,000

4 –way signalized intersection: \$ 126,000

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As with the above estimates relayed for Figures A & B, utility and drainage adjustments are assumed to be included in the incidental and contingency percentages. These construction estimates also do not include design costs.

Enclosures: Fairfield Avenue at Fairfield Avenue # 2 – Figure A
 Fairfield Avenue at Maple Avenue Concept Drawing – Figure B
 Fairfield Avenue at Ansonia Street Concept Drawing – Figure C



One Street, One Plan

Goals for Neighborhood Improvement and Maintenance

June 2011



airfield Avenue intersects three of Hartford's southern neighborhoods: Barry Square and South End to the east, and South West to the west.

Formerly known as Rock Hill Avenue, Ridge Road and Rocky Hill Ridge Road, it was among the first major roads in southern Hartford, providing north/south access to Colonial travelers crossing the Connecticut River Valley. The road traverses a 159-foot high ridge from New Britain Avenue to the Wethersfield town line and was once considered the most beautiful pleasure drive in the city for the sweeping views along its length.

As a result of the magnificent view, the preferable seclusion from downtown and the convenience of easy access via Ridge Road, it was

"Upon the east the sun...is gilding the tops of the Bolton range of mountains; and the long sweeping valley of the Connecticut, the River itself flowing down in silver light, affords one of the most charming specimens of quiet and cultivated scenery possible. Upon the north lies the City, with its sky-pointing spires."

—Hartford Courant, Aug. 3, 1895

determined in 1864 to locate Hartford's first rural cemetery here. Cedar Hill Cemetery at the southern end of Fairfield Avenue, was planned by renowned landscape architect Jacob Weidenmann and is the final resting place for many notable figures, including Sam & Elizabeth Colt, Morgan Bulkeley, J.P. Morgan, Isabella Beecher Hooker and Katherine Hepburn. To this day, visitors travel to Cedar Hill Cemetery for its beautiful rural landscape, historic residents, fine community programming and bucolic atmosphere.

Over the past 150 years, many distinguished residents chose to build their homes on the street, among them George Fairfield, a prominent capitalist and president of the Weed Sewing Machine Company. Within his lifetime, the street was renamed in his honor and he held great influence with the City over how the road and neighborhood would be developed. Among the items Mr. Fairfield favored was the development of a horse railway trolley line along the street. This concept came into being in 1895 when the Hartford Street Railway Company officially opened a line that began downtown and traveled along Retreat Avenue, Washington Street and New Britain Avenue to Fairfield, continuing on to Cedar Hill Cemetery.

The trolley line gave the area greater access to Hartford's middle class and through the 1900s, an expansion of single and multi-family homes took place along the street. Another attraction to the area was the establishment of Rocky Ridge Park (part of which was renamed Hyland Park) as part of Frederick Law Olmsted's "Rain of Parks" concept. Greening the Rocky Ridge area would provide a corridor that would connect Pope Park to Goodwin Park along a tree-lined Fairfield Avenue.

By the time World War II had concluded, Fairfield Avenue had a mix of residents with professions as varied as merchants, the ministry, architects, clerks, teachers and many others. It had developed as a diverse blend of people from all social classes, and remains thus today.

The trolley line is long gone, as has—sadly—much of the feel of Fairfield Avenue as a rural pleasure drive. Due in part to the nature of developmental "progress," in part because interests along the street have been divided into three distinct neighborhoods and due in part to the lack

"Whether the making of a crooked street straight at the expense of sacrificing about a dozen or fifteen shade trees varying in size from a foot and a half to four feet in diameter is more important to the residents of Fairfield Avenue than the preservation of the elm and ash trees involved at the expense of having the street a little wavy in spots, is the question which the street board must determine."

—Hartford Courant, Mar. 11, 1915

of a dedicated advocate such as its namesake, Fairfield Avenue has suffered in recent years and now faces issues that degrade the quality of life for its residents and property owners.

In 2008, the Fairfield Avenue Neighbors Association was formed to address these quality of life

issues. Representing the length of the street on both east and west sides, regardless of designated neighborhood "boundary," we are working to identify and correct problem areas on our street.

One street—one plan.

This is our report.

—Karen O'Maxfield, Lead Organizer

Traffic Calming

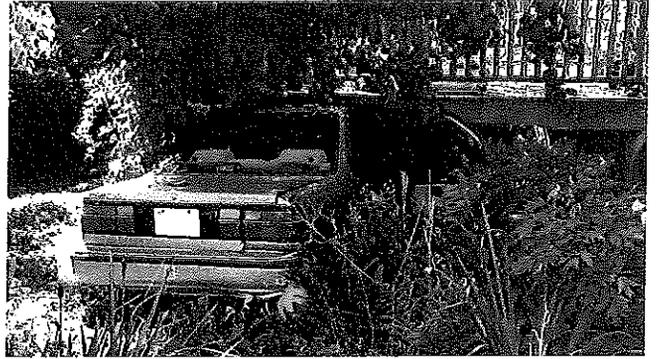
The speed limit is not posted anywhere along the length of Fairfield Avenue but is assumed to be 30mph which is common within city limits. Despite this, vehicles routinely travel Fairfield at speeds of easily up to twice the legal limit. That Fairfield Avenue runs along a ridge poses a natural "accident waiting to happen" situation. Motorists traversing busy side streets (White, Linnmore, Freeman) "gun it" to make it through the intersection before the traffic light changes. This often results in spectacular crashes.

Fairfield is fairly straight and level (it originally had curves but those were removed when the trolley line was established). Its width, lack of pedestrian-friendly intersections and residential nature (e.g., relatively inactive driveways) encourage drivers to keep the pedal to the metal.

Incident data compiled from the HPD (see Appendix C) shows that in 2010, there were 45 incidents that resulted in property damage; in 2009, 41 incidents; and in 2008, 51 incidents. These statistics do not factor in the headaches to residents who must deal with varying levels of disruption roughly once a week.

A June 25, 2011 *Hartford Courant* article (see Appendix B) states, "Hartford is one of the most dangerous cities for pedestrians in the Northeast, while New Haven is among America's most progressive cities for bike- and pedestrian-friendly street designs ..."

FANA believes that traffic calming is the number one priority in moving towards re-establishing Fairfield Avenue as the safe, pleasant residential thoroughfare it once was. With the support of the Cedar Hill Cemetery Foundation and Joe Barber, Director of Community Service at Trinity College (see Appendix B), we request the City of Hartford move in a timely manner to address the issues presented in this report.



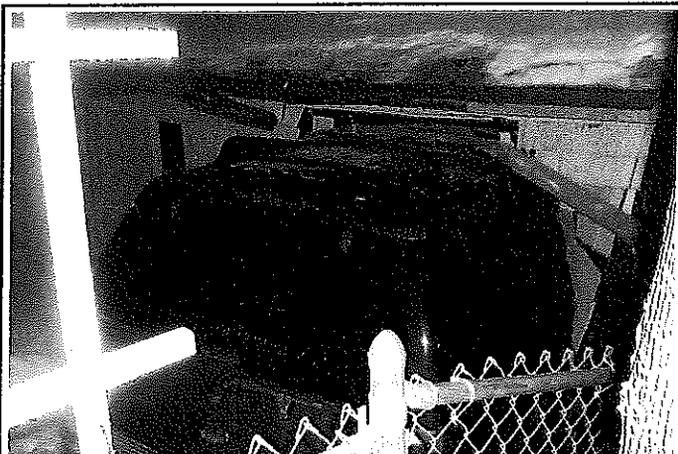
A runaway auto ended up embedded under the deck of a home at the intersection of White St and Fairfield Ave. in September 2005.



A two-car crash resulted in bodily injury and property damage, plus a headache for the homeowner whose access to the street was blocked for some time. March 2010.



A single-car crash resulted in a fatality when the driver failed to negotiate a curve heading towards New Britain Ave. Feb 2009.



On Jan 17, 2009, a spectacular crash had an SUV traveling over 100 feet into a back yard until it became embedded into the side of a garage, totalling the cars parked inside. A second vehicle with its front smashed in ended up on a front lawn, and a third - parked - vehicle, was flipped 180-degrees and landed on a front lawn. White Street intersection.

Traffic Calming Measures: Pedestrian-Friendly Crossings



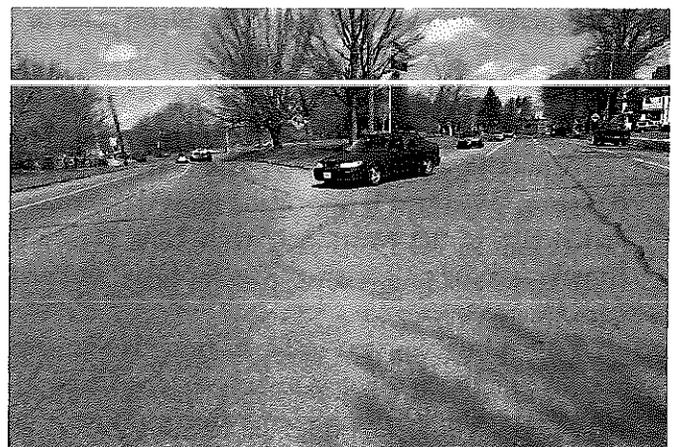
Southbound from New Britain Ave, the entrance to Fairfield Ave is a gaping maw that invites quick acceleration.



Painted crosswalk across Fairfield at New Britain Ave leads to a curb that isn't ADA-compliant.



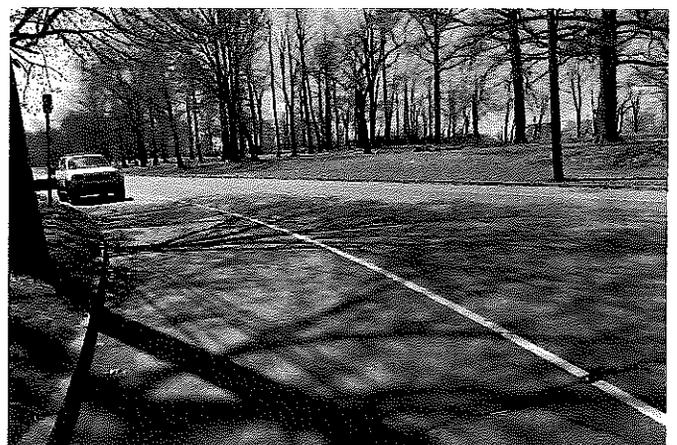
Abutting Hyland Park, the pedestrian crossing at New Britain and Fairfield aves doesn't have a crossing signal; and the width of the streets and vehicles making right-on-red turns make for a hazardous pedestrian crossing.



The point at which Fairfield Ave forks around the triangle is extremely wide and despite the fact that Hyland Park is a destination for children, there is no crossing signal nor markings.

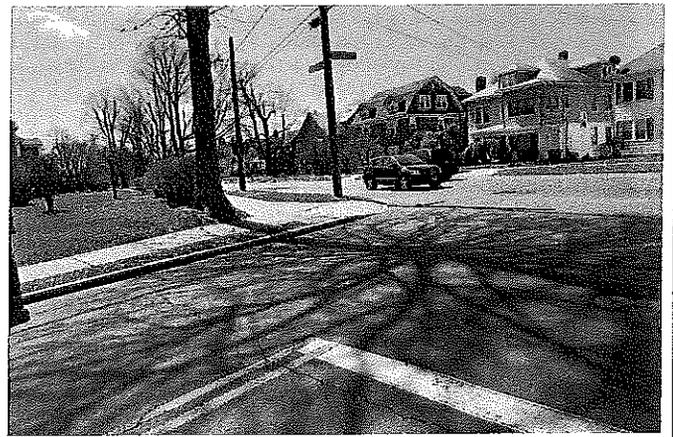
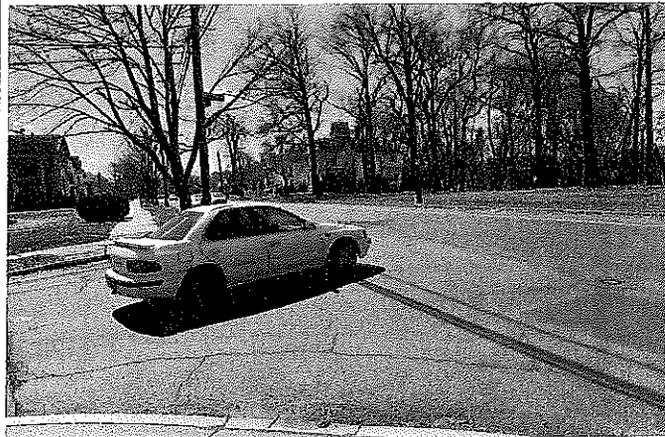


The segment of Fairfield Ave leading up to the Fire Station 15 is commonly blocked by parked cars in the travel lane, and there is no pedestrian crossing from the Fire Station to Vietnam Memorial parklet.

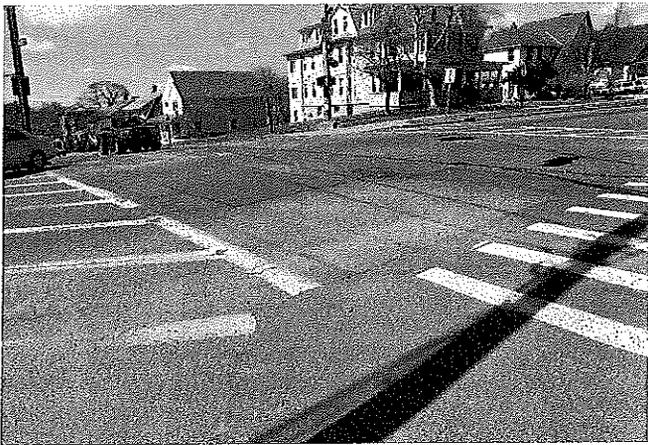


The sight-line for a pedestrian attempting to cross Fairfield to Hyland Park is impeded by parked cars near the curve in the road.

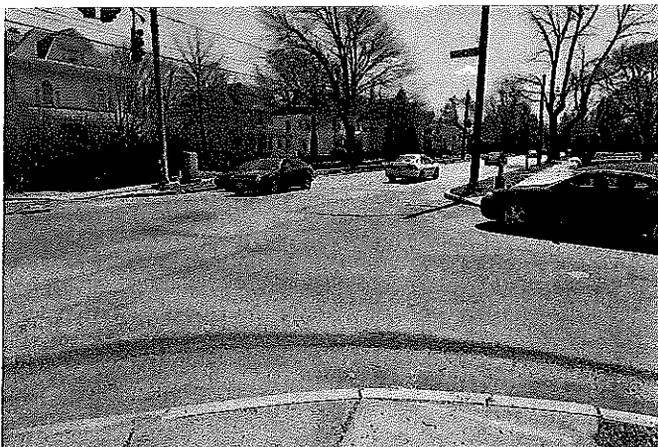
Traffic Calming Measures: Pedestrian-Friendly Crossings ~ con't



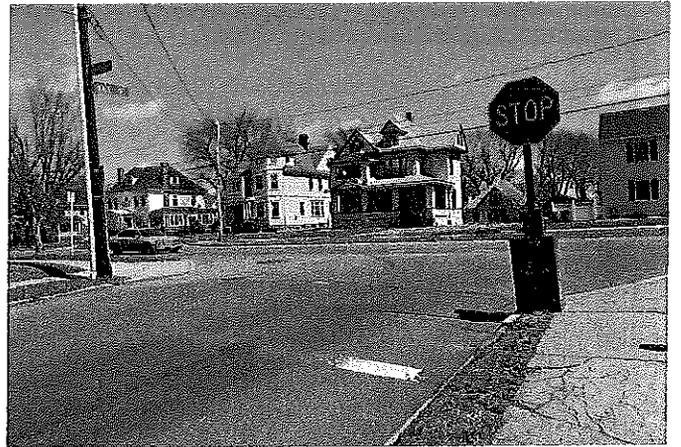
The sight-line for a driver exiting either Rowbury St or West Preston onto Fairfield Ave is impeded due to uphill nature of intersection and parked vehicles on Fairfield. For both of these intersections, a driver must pull up far forward of the stop sign to even see oncoming traffic.



Intersection of White St and Fairfield Ave is site of multiple accidents. Sight line for vehicles crossing Fairfield is impeded due to uphill nature of intersection both on west- and eastbound. High speed of vehicles and width of intersecting streets contribute to problem. This is a major school crossing which is neither pedestrian-friendly nor safe.



No marked pedestrian crossing pathways at Freeman St and Fairfield Ave. While there is a button to control traffic signal, there is no pedestrian crossing sign.



No marked pedestrian crossing pathways at Yale St and Fairfield Ave. No traffic control button or sign.

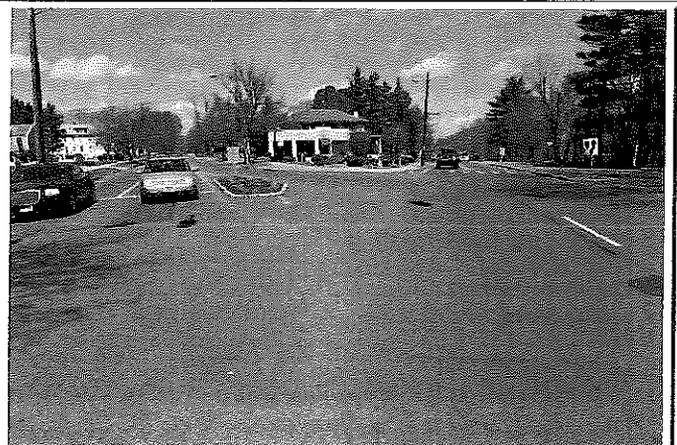
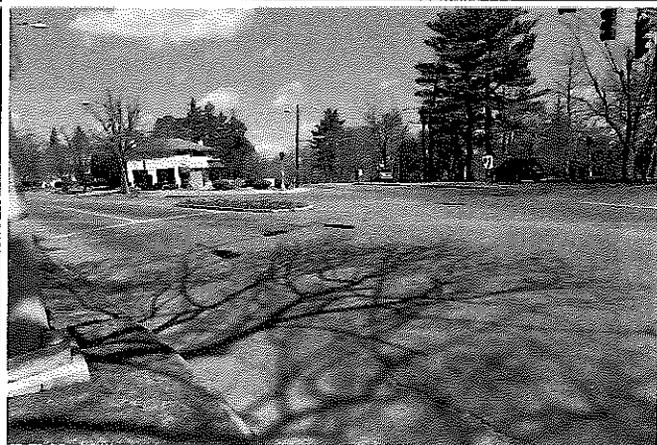
Traffic Calming Measures: Pedestrian-Friendly Crossings ~ con't



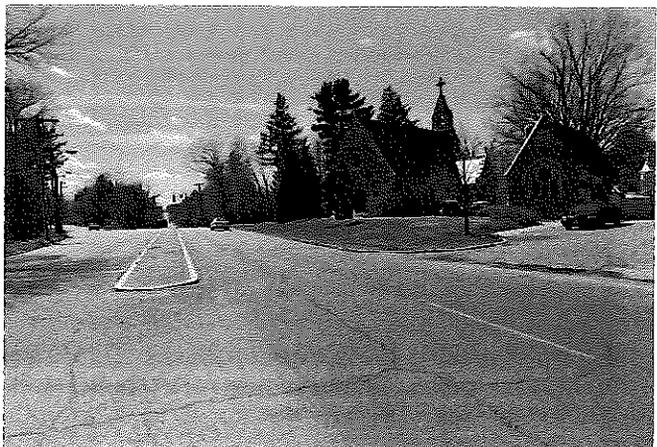
No marked pedestrian crossing pathways at Salem St and Fairfield Ave. No traffic control button or sign.



No pedestrian crossing pathway or signal at intersection of Fairfield and Maple avenues.



Crossing Fairfield Ave at its southern terminus to Goodwin Park requires walking into oncoming traffic if one would like to use the crosswalk at Maple Ave. A bit farther south where there is a traffic light, there's no pedestrian crossing or signal. Any attempt to cross to Goodwin Park requires traversing a vast expanse of roadway with no pedestrian pathways or crossing signals. Likewise, pedestrian and/or bicycle crossing from Goodwin Park to Cedar Hill Cemetery means dodging vehicles traveling at high speed without the aid of crosswalks or pedestrian crossing signals.

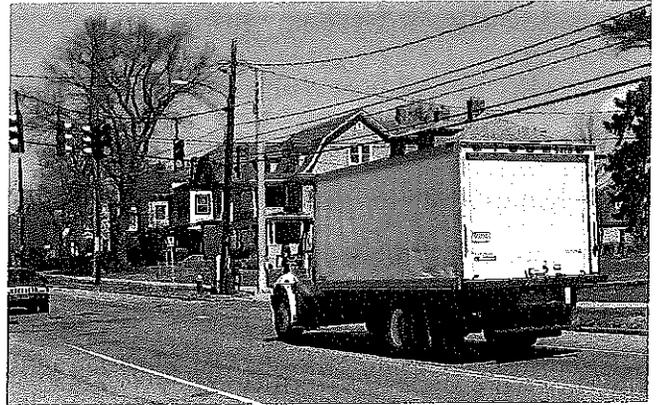


Thru Trucks

Fairfield Avenue is zoned residential. Aside from emergency vehicles, delivery trucks and others that have a specific purpose to travel to and from any location on the street, there is no need for commercial trucks to be traversing the length of the avenue. Trucks add to noise pollution, spew out fumes, kick up dirt and degrade the road surface at a greater rate than do passenger vehicles.

Section 14-298 of the General Statutes of Connecticut grants authority to the State Traffic Commission by the following concerning the prohibition of through truck traffic: *“said Commission shall also make regulations, in cooperation and agreement with local traffic authorities, respecting the use by through truck traffic of streets and highways within the limits of and under the jurisdiction of any city, town or borough of this state for the protection and safety of the public.”*

It is our opinion that Fairfield Avenue is not adequate for thru truck traffic and will be even less so once traffic calming measures are in place. We, therefore, request that Hartford’s local traffic authority initiate an investigation to determine if Fairfield Avenue qualifies within state guidelines for a No Thru Truck designation.



Sidewalks & Streetscaping

The west and east sides of Fairfield Avenue feel an ocean apart due to the width of the roadway, the lack of pedestrian crossings, inadequate sidewalks and lack of coherent streetscaping. The Fairfield Avenue Neighbors Association is highly interested in returning Fairfield Avenue to its former status of a greenway between Cedar Hill Cemetery and Hyland Park. In order to accomplish this, we would like to see human-scale streetlamps, curb extensions, public trash receptacles and road dividers with trees and/or plantings along the length of the avenue. Ideally, street lamps will have the ability to hang banners and flower baskets. Ideally, curb extensions will alternate from side to side to help control parking and speed, as well as help to define pedestrian crossings. Sidewalks must have a width adequate enough to accommodate various modes of foot traffic (pedestrians, runners, tricycles, baby strollers, etc). Additional trees planted along the easement and on dividers will help towards the goal of reforestation as well as offer a greater sense of 'greenway' to the avenue.

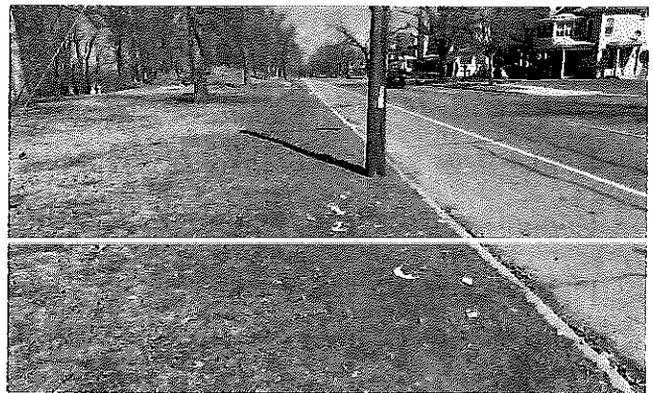
Bicycle paths are a necessity due to the popularity of the street as a cycling route.



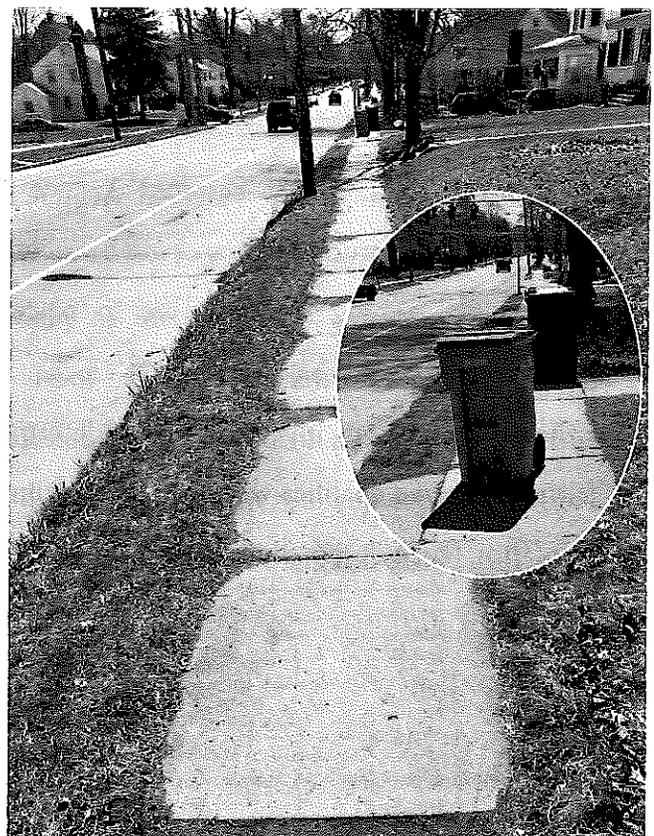
Cyclists frequently travel up and down Fairfield Ave, often choosing the sidewalk due to lack of bicycle lanes, abundance of parked cars and speed of vehicles..



At the northwestern end along Hyland Park, the sidewalk abruptly ends.



Despite the lack of a sidewalk, pedestrian use is evident.



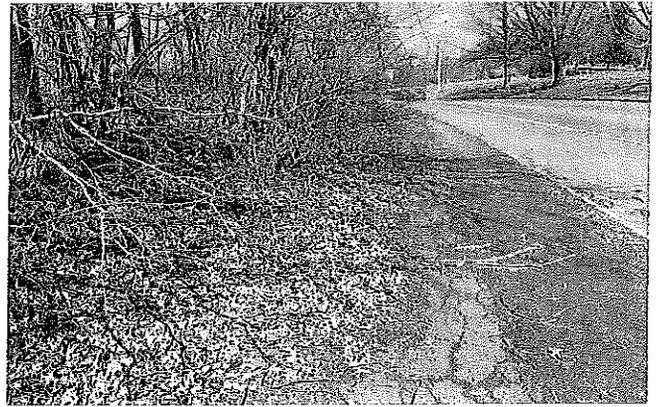
Narrow sidewalks and proximity to street make for difficult passage by wheelchairs, tricycles, baby carriages and pedestrians on any day, but particularly on trash day.

Hyland Park & Vietnam Memorial Parklet

Now undergoing construction of a new Little League field and soon to see the replacement of a dilapidated playground with a new playscape, Hyland Park is certain to experience a surge in public use in the coming months and years. Unfortunately, many aspects of the park remain woefully inadequate.

The lack of a sidewalk along the park's eastern edge at Fairfield Avenue has been heretofore mentioned. Additional images are included here to further document the need for a public walkway that provides adequate and appropriate access to the park proper. As it now stands, access from Fairfield Avenue into Hyland Park is uncontrolled and lends itself to foot traffic that mars the natural beauty of the landscape. Because of the cliff that runs parallel to Fairfield Avenue, ADA access to the park is a challenge. The existing paved ramp is steep and not ADA-compliant.

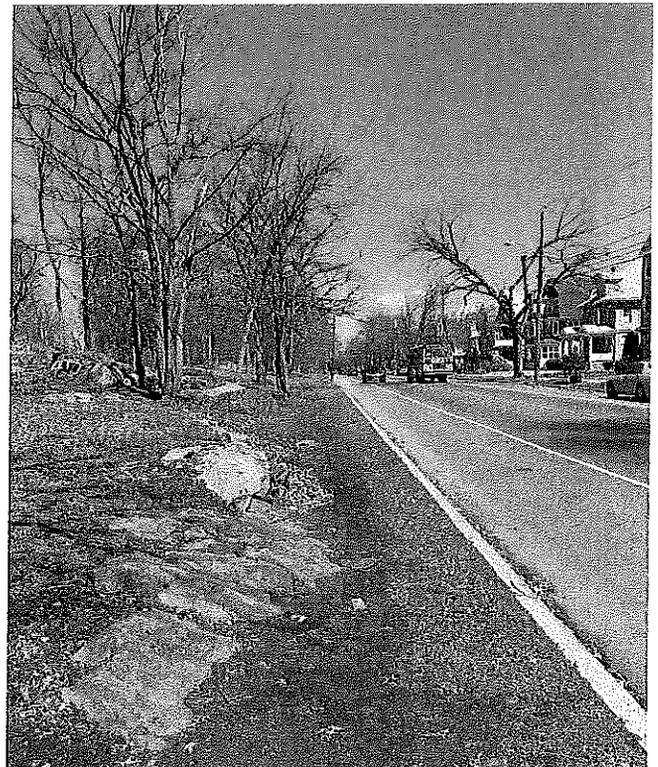
The triangle-shaped parklet that contains the Vietnam War Memorial has no sidewalks at all and no curb-cuts to allow for ADA access. While there are plantings and park benches, there are no trash receptacles.



Near the intersection with New Britain Ave, the remains of an old paved sidewalk can be seen despite overgrown brush.



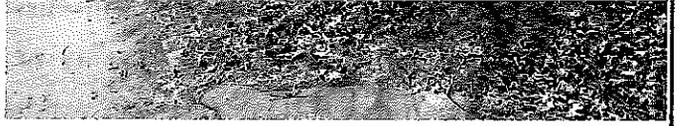
A collapsed fence allows for foot access to the park where it is not intended.



A curb extension and wide brick walkway with trash barrels and adequate lighting would go a long way in making this section of the park feel safe.



Hyland Park's natural landscape is despoiled due to lack of adequate and controlled access to the park proper.



The paved ramp into the park from Fairfield Avenue is clearly not ADA-compliant.



The Vietnam War Memorial parklet has no sidewalk along New Britain Avenue; no pedestrian crossing to either Fire Station 15 or to Hyland Park. Additionally, the roadway between the triangle and Station 15 is excessively wide, the travel lane is blocked with parked cars and presents a treacherous situation for those on foot.

Appendices

- A1 Letter of support, Cedar Hill Cemetery Foundation
- A2 Letter of support, Joe Barber, Director of Community Service, Trinity College

- B Reprint of article the Hartford Courant, June 25, 2011

- C1 Fairfield Avenue Accident Incident Data for 2010
- C2 Fairfield Avenue Accident Incident Data for 2009
- C3 Fairfield Avenue Accident Incident Data for 2008



Cedar Hill
CEMETERY
FOUNDATION

*Connecting with our past.
Protecting our future.*

453 Fairfield Avenue • Hartford, CT 06114
Phone: 860.956.3311 • Fax: 860.956.3997
cedarhillfoundation.org

June 14, 2011

Mr. Roger J. O'Brien, Director of Planning
City of Hartford
Planning Division
250 Constitution Plaza, 4th Floor
Hartford, CT 06103

Dear Mr. O'Brien,

Cedar Hill Cemetery Foundation (CHCF) is proud to support the Fairfield Avenue Neighbors Association's (FANA) efforts to improve Hartford's Fairfield Avenue district.

Located at the southernmost end of Fairfield Avenue, Cedar Hill Cemetery has been listed on the National Register of Historic Places since 1997. Established in 1864, Cedar Hill encompasses 270 acres of land and is a premiere example of the American rural cemetery. Prominent landscape architect Jacob Weidenmann designed the exquisite grounds and served as the Cemetery's first superintendent. More than 31,000 people have chosen Cedar Hill as their final resting place, including such notables as manufacturing magnate Samuel Colt, Secretary of the Navy Gideon Welles, financier J.P. Morgan, Tuskegee Airman Lemuel Custis, and four-time best actress Oscar winner Katharine Hepburn.

As the Foundation Director of Cedar Hill Cemetery Foundation, I am committed to welcoming visitors to Cedar Hill Cemetery and offering a safe environment in which visitors can enjoy the grounds. To this end, CHCF is proud to support FANA's efforts to improve Fairfield Avenue for pedestrians. Currently, the four-way intersection at which Cedar Hill Cemetery is location at the southernmost point of Fairfield Avenue is a dangerous thoroughfare for cars and pedestrians. Improving the safety for drivers and pedestrians in this area and along the stretch of Fairfield Avenue would contribute to the safety of Cedar Hill Cemetery's visitors and all who travel along Fairfield Avenue.

I sincerely hope you will consider FANA's recommendations and will support efforts to improve Fairfield Avenue for all who travel this path whether by foot, bike or car. Your attention to this matter is sincerely appreciated.

Most sincerely,

Wendi M. Fralick
Foundation Director

June 30, 2011

Roger O'Brien, Ph.D., AICP
Director of Planning
City of Hartford
250 Constitution Plaza, 4th Floor
Hartford, Connecticut 06103

Dear Roger:

As someone who routinely runs along Fairfield Avenue with other faculty, staff, and students of Trinity College, I stand in support of the traffic calming and pedestrian safety issues brought to the attention of the City of Hartford by the Fairfield Avenue Neighbors Association (FANA). FANA has prepared a thoughtful document highlighting current conditions and pragmatic, constructive approaches to addressing the traffic calming and pedestrian safety issues on Fairfield Avenue. This being the case, I encourage serious consideration by the City of FANA's observations and recommendations with regards to Fairfield Avenue.

Sincerely,

Joe Barber
Director of Community Service and Civic Engagement
Trinity College

10/10/11

courant.com/news/connecticut/hc-connecticut-streets-0626-20110625,0,2601894.story

Courant.com

Report Cards: Hartford Dangerous For Walkers, New Haven Street Design Rules Progressive

By DON STACOM, dstacom@courant.com

The Hartford Courant

7:31 PM EDT, June 25, 2011

Hartford is one of the most dangerous cities for pedestrians in the Northeast, while New Haven is among America's most progressive cities for encouraging bike- and pedestrian-friendly street designs, according to two recent transit reports.

Overall, Connecticut is far better than most states at ensuring that highway rebuilding and new road construction allows safe, adequate space for bicyclists, pedestrians and wheelchair users, the reports say.

But the state ranks only slightly better than average in year-to-year pedestrian safety.

"While Connecticut has made great strides over the past year towards promoting a more pedestrian-friendly environment, much more remains to be done," said Ryan Lynch, Connecticut coordinator for the Tri-State Transportation Campaign, a regional transportation advocacy organization.

In recent years, a series of non-profit organizations and coalitions have been aggressively lobbying states and cities to adopt "complete streets" policies that foster more than basic highways.

Their goal is to develop a network of sidewalks, safe bike lanes, trails and well-designed crosswalks that make communities — especially metropolitan areas and suburbs — safe and convenient for travel by non-drivers as well as motorists.

Among the strategies is requiring state transportation departments to spend a set percentage of highway repair budgets on bikeways and sidewalks. Advocates also campaign to get individual cities to take the same approach with municipal roadways.

In its new state-by-state analysis, the National Complete Streets Coalition concluded that Connecticut's complete streets laws is the second strongest in the country, and that New Haven has the strongest street design manual of any city in the country.

State law specifically directs the DOT to design roads that can be used by pedestrians, cyclists and transit riders as well as motorists. Connecticut also presses to require pedestrian-friendly improvements when crews are rebuilding older bridges, ramps, intersections and highways.

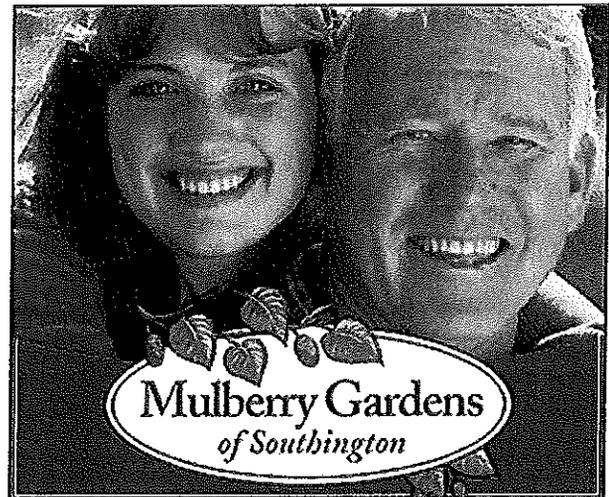
The report emphasizes that rankings are based only on policies and laws, and don't measure how well states and cities actually implement and enforce them.

That may partly explain why the Connecticut fares poorly in a separate analysis of 47,700 pedestrian fatalities across the United States between 2000 and 2009.

The Transportation for America study ranked Connecticut as the 29th most dangerous state for pedestrians.

The Greater Hartford area pulled the average down: The study concludes that the Hartford-East Hartford-West Hartford metropolitan area was the most dangerous for walkers during those years, and proportionately worse than

advertisement



the Boston, New York or Philadelphia regions. Only the Buffalo, N.Y. metro area scored worse.

Nationally, the report notes that more than 40 percent of walkers were killed where no crosswalk was available.

"Too many arterial roads, even in urban areas, are simply not designed to accommodate pedestrians or lack sidewalks altogether," it concluded.

Senior citizens, children 15 and younger and minorities suffered a disproportionate share of the deaths, the report said.

"With a rapidly aging population, AARP is renewing its call on Congress to pass 'Complete Streets' legislation, which will help ensure that our streets and sidewalks are safe for all Americans regardless of age or ability," said Nancy LeaMond, executive vice president of the AARP.

The report says that federal and state governments need to step up their campaign to reverse 50 years of traditional highway design, which considered in pedestrians and bikers little, if at all. The change in fuel prices, growing disenchantment with the auto culture and a stronger national interest in alternative transportation makes "complete streets" a mainstream issue, advocates say.

"The majority of deaths occur on roadways that encourage speeding but do not provide the sidewalks, crosswalks, signals and other protections for people who are walking," the report says.

"With high gas prices more people will want to use transit. In many places, unsafe or poor pedestrian accommodations is a barrier to using transit," said Ron Kilcoyne, general manager of Greater Bridgeport Transit.

The pedestrian safety report is at: <http://bit.ly/iIHJ1>

The Complete Streets Coalition report is at: <http://bit.ly/iW1yhP>

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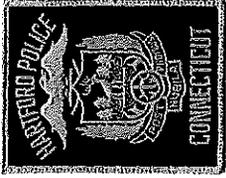
1910



Hartford Police Department

INCIDENT REPORT

Fairfield Avenue - Accident Incident Data - 2010



<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 45 Incidents						
10000694	2010/01/06 12:57	3222 - PROP DAM ACC 2315 - MECH SIGNAL	FAIRFIELD AV & LINNMOORE ST		B17	CLOSED ADULT ARREST -ADULT
10000832	2010/01/07 01:12	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & ROXBURY ST		B87	OPEN ADULT
10000848	2010/01/07 07:44	3224 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & MAPLE AV		B17	OPEN ADULT
10003951	2010/01/28 18:10	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & LINNMOORE ST		E77	OPEN ADULT
10003973	2010/01/28 19:11	3221 - PROP DAM ACC N.A.	FAIRFIELD AV & ZION ST		I53	OPEN ADULT
10003982	2010/01/28 20:01	3223 - PROP DAM ACC 2327 - TRAVELING TOO FAST	FAIRFIELD AV & MAPLE AV		I75	OPEN ADULT
10004003	2010/01/28 22:09	3222 - PROP DAM ACC 2327 - TRAVELING TOO FAST	FAIRFIELD AV & SALEM ST		H76	CLOSED ADULT ARREST -ADULT
10007376	2010/02/24 19:30	3221 - PROP DAM ACC N.A.	169 FAIRFIELD AV		E77	OPEN ADULT
10008713	2010/03/06 03:31	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		I36	OPEN ADULT
10010084	2010/03/16 14:07	3222 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & WHITE ST	1	G31	CLOSED ADULT ARREST -ADULT
10011333	2010/03/25 03:03	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	84 FAIRFIELD AV		H76	CLOSED ADULT ARREST -ADULT
10012374	2010/04/01 16:27	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & NEW BRITAIN AV		H36	OPEN ADULT

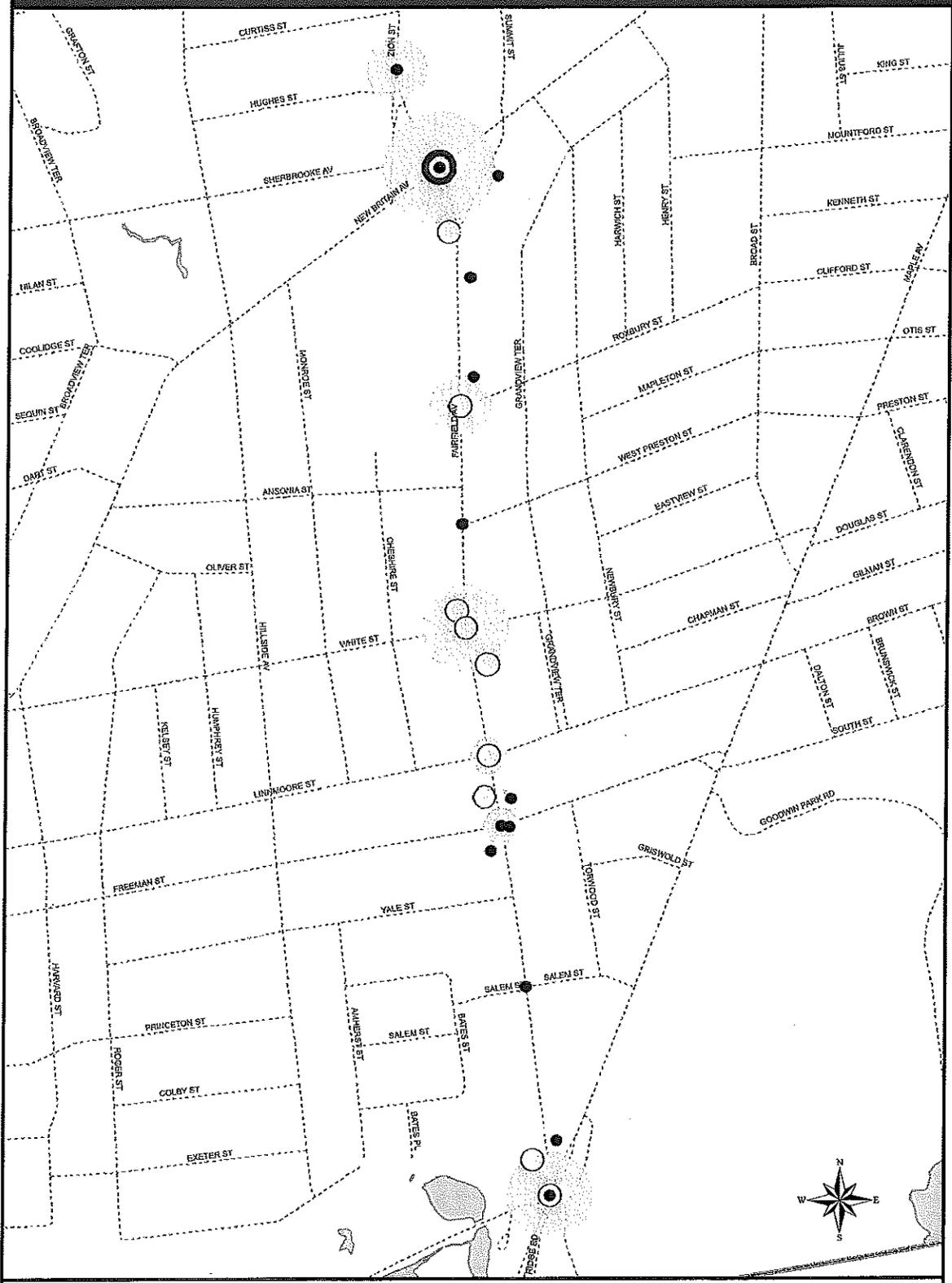
<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 45 Incidents						
10012493	2010/04/02 13:35	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		127	OPEN ADULT
10012723	2010/04/04 20:20	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		105	OPEN ADULT
10013139	2010/04/07 17:19	3222 - PROP DAM ACC 2342 - OVERTAKING	FAIRFIELD AV & NEW BRITAIN AV		H36	CLOSED ADULT ARREST -ADULT
10013276	2010/04/08 11:49	3224 - PROP DAM ACC 2341 - IMPROPER TURN	FAIRFIELD AV & ROXBURY ST		110	OPEN ADULT
10014617	2010/04/17 20:42	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & LINNMOORE ST		E77	OPEN ADULT
10015391	2010/04/23 13:00	3224 - PROP DAM ACC 2343 - IMPROP STARTING	417 FAIRFIELD AV		H96	OPEN ADULT
10016026	2010/04/28 08:39	3224 - PROP DAM ACC 2315 - MECH SIGNAL	FAIRFIELD AV & FREEMAN S-		G78	OPEN ADULT
10016130	2010/04/28 18:15	3224 - PROP DAM ACC 2315 - MECH SIGNAL	FAIRFIELD AV & V/WHITE ST		152	OPEN ADULT
10017722	2010/05/09 17:00	3222 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & LINNMOORE ST		E77	CLOSED ADULT ARREST -ADULT
10018200	2010/05/11 20:00	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & LINNMOORE ST		B34	OPEN ADULT
10018835	2010/05/17 17:18	3221 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & SALEM ST		H97	CLOSED ADULT ARREST -ADULT
10019150	2010/05/20 00:30	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & LINNMOORE ST		E13	OPEN ADULT
10020065	2010/05/26 15:55	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	ANSONIA ST & FAIRFIELD AV		H96	OPEN ADULT
10021849	2010/06/06 22:30	3224 - PROP DAM ACC 2315 - MECH SIGNAL	FAIRFIELD AV & NEW BRITAIN AV		120	OPEN ADULT
10022526	2010/06/11 16:06	3224 - PROP DAM ACC 2330 - UNLICENSED PERSON	FAIRFIELD AV & WEST PRESTON S-		122	OPEN ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 45 Incidents						
10023563	2010/06/18 22:09	3222 - PROP DAM ACC 2201 - DRUNK DRIVING	FAIRFIELD AV & LINNMOORE ST		I27	CLOSED ADULT ARREST -ADULT
10023743	2010/06/20 14:28	3222 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & ROXBURY ST		I75	CLOSED ADULT ARREST -ADULT
10027136	2010/07/16 10:23	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & YALE ST		I88	OPEN ADULT
10029663	2010/08/03 12:40	3222 - PROP DAM ACC 2343 - IMPROP STARTING	276 FAIRFIELD AV		I81	CLOSED ADULT ARREST -ADULT
10030377	2010/08/08 22:26	3221 - PROP DAM ACC 2341 - IMPROPER TURN	FAIRFIELD AV & WHITE ST		H94	OPEN ADULT
10030827	2010/08/12 03:27	3261 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		H76	OPEN ADULT
10032816	2010/08/27 06:00	3222 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		I71	CLOSED ADULT ARREST -ADULT
10033036	2010/08/28 17:18	3224 - PROP DAM ACC 2340 - IMPROPER BACKING	288 FAIRFIELD AV		I56	OPEN ADULT
10034204	2010/09/07 17:24	3224 - PROP DAM ACC 2329 - STOP SIGN	FAIRFIELD AV & YALE ST		I10	OPEN ADULT
10034246	2010/09/08 07:34	3221 - PROP DAM ACC N.A.	FAIRFIELD AV & WHITE ST		I06	OPEN ADULT
10035999	2010/09/21 08:39	3224 - PROP DAM ACC 2342 - OVERTAKING	FAIRFIELD AV & LINNMOORE ST		I84	OPEN ADULT
10036368	2010/09/23 16:28	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & LINNMOORE ST		J01	OPEN ADULT
10040438	2010/10/25 11:35	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & MAPLE AV		G78	OPEN ADULT
10041079	2010/10/29 18:00	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & WHITE ST		H97	OPEN ADULT
10043808	2010/11/19 19:12	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & FREEMAN ST		I10	OPEN ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 45 Incidents						
10044768	2010/11/29 14:30	3224 - PROP DAM ACC N.A.	FAIRFIELD AV & MAPLE AV	H16	H16	OPEN ADULT
10045500	2010/12/05 10:20	3262 - PROP DAM ACC 2341 - IMPROPER TURN	FAIRFIELD AV & ROXBURY ST	175	175	CLOSED ADULT ARREST -ADULT
10046938	2010/12/17 14:11	3222 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV	118	118	CLOSED ADULT ARREST -ADULT
31* - PERSONAL INJURY ACCIDENT - 9 Incidents						
10003269	2010/01/24 03:56	3164 - PERS INJ ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & MAPLE AV	H93	H93	OPEN ADULT
10004004	2010/01/28 22:18	3122 - PERS INJ ACC 2327 - TRAVELING TOO FAST	432 FAIRFIELD AV	B87	B87	CLOSED ADULT ARREST -ADULT
10009909	2010/03/15 07:15	3124 - PERS INJ ACC 2425 - FT TO DRIVE TO RIGHT	186 FAIRFIELD AV	120	120	OPEN ADULT
10013325	2010/04/08 16:32	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & VEST PRESTON ST	E77	E77	OPEN ADULT
10024477	2010/06/25 20:10	3122 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & ROXBURY ST	E77	E77	CLOSED ADULT ARREST -ADULT
10032622	2010/06/25 18:17	3122 - PERS INJ ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV	D94	D94	CLOSED ADULT ARREST -ADULT
10037419	2010/10/01 11:37	3121 - PERS INJ ACC N.A.	FAIRFIELD AV & V/WHITE ST	B83	B83	OPEN ADULT
10037791	2010/10/04 16:50	3124 - PERS INJ ACC 2329 - STOP SIGN	ANSONIA ST & FAIRFIELD AV	I45	I45	OPEN ADULT
10046040	2010/12/09 17:40	3121 - PERS INJ ACC N.A.	FAIRFIELD AV & FREEMAN ST	I10	I10	OPEN ADULT

54 Total Incidents

City of Hartford 2009 - FAIRFIELD AVENUE - ACCIDENT INCIDENT DATA



Legend	Accident Count	
● Property Damage Accident (41)	○ Personal Injury Accident (16)	● Fatal Accident (2)
	● 1	● 2 - 3
	● 4 - 6	● 7 - 9
		● 10 - 13



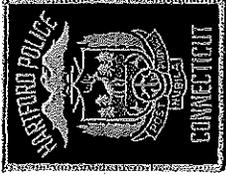
Map prepared by:
The HPD Crime Analysis Division



Hartford Police Department

INCIDENT REPORT

Fairfield Avenue - Accident Incident Data - 2009



<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 41 Incidents						
9000011	2009/01/01 23:52	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & FREEMAN ST		H79	OPEN ADULT
9000535	2009/01/05 15:34	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		H76	OPEN ADULT
9000756	2009/01/07 15:48	3222 - PROP DAM ACC 2315 - MECH SIGNAL	FAIRFIELD AV & LINNMOORE ST		H76	CLOSED ADULT ARREST -ADULT
9003789	2009/01/30 15:10	3224 - PROP DAM ACC 2340 - IMPROPER BACKING	311 FAIRFIELD AV		I31	OPEN ADULT
9004310	2009/02/03 17:05	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & LINNMOORE ST	6	H71	OPEN ADULT
9006326	2009/02/19 09:30	3224 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & FREEMAN ST		I20	OPEN ADULT
9007407	2009/02/26 17:11	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & WEST PRESTON ST		H55	OPEN ADULT
9010748	2009/03/20 14:40	3224 - PROP DAM ACC 2329 - STOP SIGN	FAIRFIELD AV & ROXBURY ST		I19	OPEN ADULT
9012532	2009/04/01 10:04	3223 - PROP DAM ACC 2340 - IMPROPER BACKING	294 FAIRFIELD AV		I22	CLOSED ADULT ARREST -ADULT
9013808	2009/04/09 15:03	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & ROXBURY ST		G78	OPEN ADULT
9014110	2009/04/10 22:20	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & ZION ST		I39	OPEN ADULT
9015277	2009/04/19 08:33	3224 - PROP DAM ACC 2340 - IMPROPER BACKING	28 FAIRFIELD AV		I05	OPEN ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 41 Incidents						
9015714	2009/04/21 17:05	3224 - PROP DAM ACC 2343 - IMPROP STARTING	FAIRFIELD AV & VWHITE ST		G50	OPEN ADULT
9016172	2009/04/24 16:38	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & ZION ST		G31	OPEN ADULT
9017144	2009/04/30 23:33	3223 - PROP DAM ACC 2327 - TRAVELING TOO FAST	FAIRFIELD AV & NEW BRITAIN AV		H79	CLOSED ADULT ARREST -ADULT
9018507	2009/05/09 22:20	3221 - PROP DAM ACC N.A.	FAIRFIELD AV & VWHITE ST		H25	OPEN ADULT
9019715	2009/05/16 21:07	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & ROXBURY ST		H39	OPEN ADULT
9022605	2009/06/02 14:39	3222 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		I22	CLOSED ADULT ARREST -ADULT
9024831	2009/06/16 09:40	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		B52	OPEN ADULT
9025653	2009/06/21 09:21	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		I60	OPEN ADULT
9026204	2009/06/24 18:51	3224 - PROP DAM ACC 2329 - STOP SIGN	FAIRFIELD AV & ROXBURY ST		H58	OPEN ADULT
9031962	2009/07/29 17:21	3224 - PROP DAM ACC 2327 - TRAVELING TOO FAST	432 FAIRFIELD AV		E77	OPEN ADULT
9034692	2009/08/15 18:25	3263 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & ZION ST		H79	CLOSED ADULT ARREST -ADULT
9036089	2009/08/24 17:42	3221 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		E39	OPEN ADULT
9036398	2009/08/26 14:00	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	116 FAIRFIELD AV		H80	OPEN ADULT
9040053	2009/09/19 23:25	3221 - PROP DAM ACC 2401 - EVADING RESP	306 FAIRFIELD AV		H79	OPEN ADULT
9041319	2009/09/27 12:34	3264 - PROP DAM ACC 2328 - SPEEDING	FAIRFIELD AV & MAPLE AV		G78	OPEN ADULT

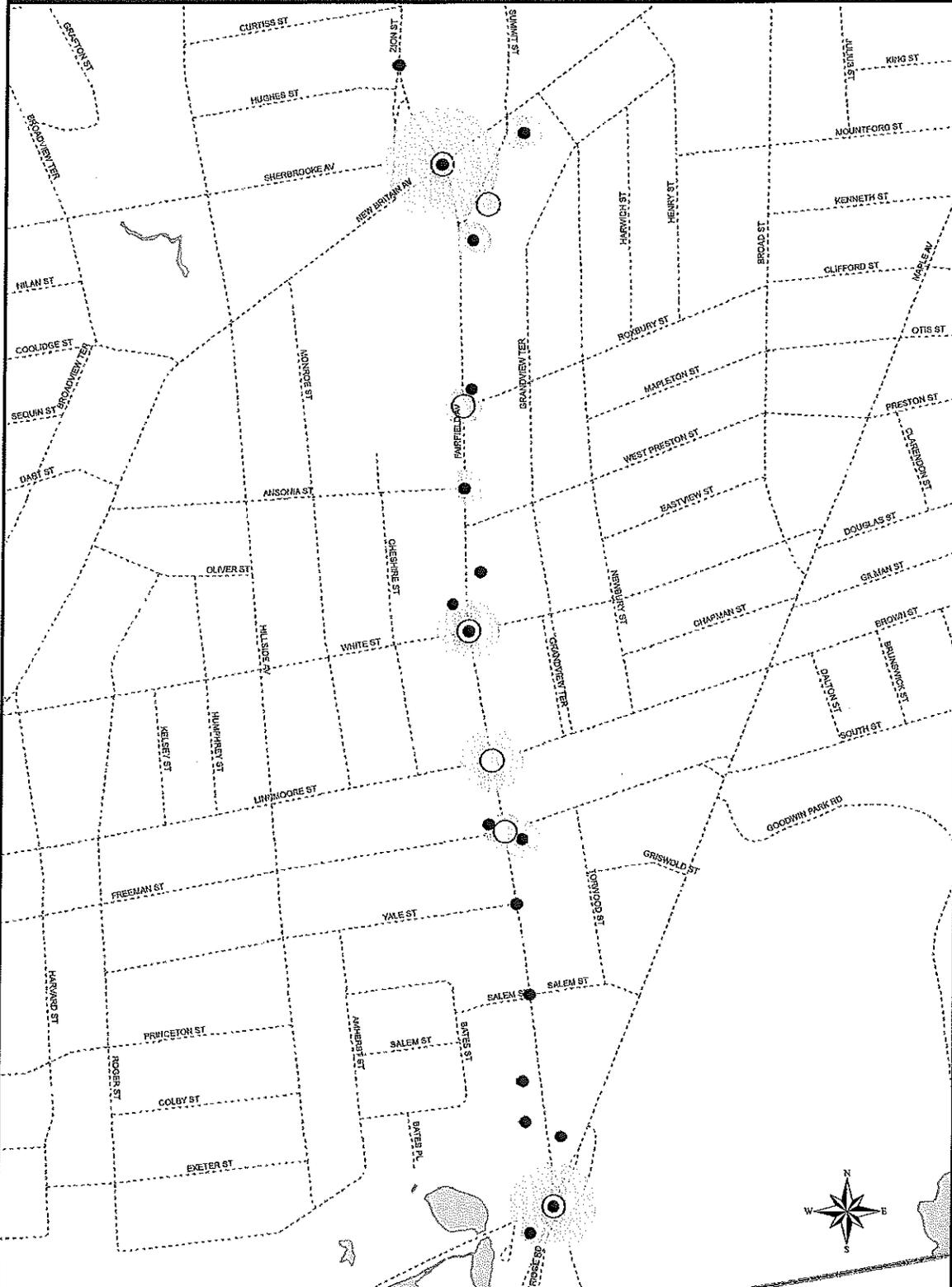
<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 41 Incidents						
9041495	2009/09/29 01:35	3222 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & NEW BRITAIN AV	5	I39	CLOSED ADULT ARREST -ADULT
9042250	2009/10/03 16:10	3224 - PROP DAM ACC 2340 - IMPROPER BACKING	FAIRFIELD AV & MAPLE AV		G50	OPEN ADULT
9045086	2009/10/22 15:30	3221 - PROP DAM ACC N.A.	FAIRFIELD AV & SALEM ST		H67	OPEN ADULT
9045858	2009/10/27 16:04	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		H90	OPEN ADULT
9046452	2009/10/31 14:15	3223 - PROP DAM ACC 2341 - IMPROPER TURN	FAIRFIELD AV & WHITE ST		B52	CLOSED ADULT ARREST -ADULT
9047695	2009/11/08 13:30	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		I02	OPEN ADULT
9048634	2009/11/14 19:22	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & ROXBURY ST		I10	OPEN ADULT
9049057	2009/11/17 23:53	3224 - PROP DAM ACC 2201 - DRUNK DRIVING	74 FAIRFIELD AV		H76	CLOSED ADULT ARREST -ADULT
9049413	2009/11/20 09:16	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & WHITE ST		G31	OPEN ADULT
9049451	2009/11/20 15:12	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		I05	OPEN ADULT
9050125	2009/11/25 17:00	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		I06	OPEN ADULT
9051577	2009/12/06 19:06	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		G31	OPEN ADULT
9053930	2009/12/23 18:32	3224 - PROP DAM ACC 2340 - IMPROPER BACKING	FAIRFIELD AV & ZION ST		I35	OPEN ADULT
9054519	2009/12/29 11:30	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		D28	OPEN ADULT
31* - PERSONAL INJURY ACCIDENT - 16 Incidents						
9002093	2009/01/17 22:25	3122 - PERS INJ ACC 2315 - MECH SIGNAL	FAIRFIELD AV & WHITE ST		E39	CLOSED ADULT ARREST -ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
31* - PERSONAL INJURY ACCIDENT - 16 Incidents						
9002595	2009/01/22 06:47	3122 - PERS INJ ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & MAPLE AV		168	CLOSED ADULT ARREST -ADULT
9002834	2009/01/23 14:44	3121 - PERS INJ ACC 2401 - EVADING RESP	211 FAIRFIELD AV		H55	OPEN ADULT
9013018	2009/04/03 23:42	3122 - PERS INJ ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & WHITE ST		B87	CLOSED ADULT ARREST -ADULT
9017756	2009/05/05 13:43	3121 - PERS INJ ACC N.A.	FAIRFIELD AV & NEW BRITAIN AV		920	OPEN ADULT
9035830	2009/08/22 21:31	3121 - PERS INJ ACC N.A.	FAIRFIELD AV & WHITE ST		H58	OPEN ADULT
9036814	2009/08/29 01:10	3122 - PERS INJ ACC 2327 - TRAVELING TOO FAST	FAIRFIELD AV & LINNMOORE ST		H93	CLOSED ADULT ARREST -ADULT
9041941	2009/10/01 15:11	3122 - PERS INJ ACC 2334 - FOLL TOO CLOSE	445 FAIRFIELD AV		H80	CLOSED ADULT ARREST -ADULT
9045691	2009/10/26 15:44	3124 - PERS INJ ACC 2334 - FOLL TOO CLOSE	236 FAIRFIELD AV		H05	CLOSED ADULT ARREST -ADULT
9045733	2009/10/26 22:33	3124 - PERS INJ ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		H25	OPEN ADULT
9046603	2009/11/01 02:24	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		H79	OPEN ADULT
9047617	2009/11/07 20:15	3124 - PERS INJ ACC N.A.	FAIRFIELD AV & MAPLE AV		105	OPEN ADULT
9049028	2009/11/17 17:59	3124 - PERS INJ ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & WHITE ST		G50	OPEN ADULT
9049603	2009/11/21 19:49	3124 - PERS INJ ACC 2334 - FOLL TOO CLOSE	289 FAIRFIELD AV		153	OPEN ADULT
9049795	2009/11/23 14:09	3122 - PERS INJ ACC 2329 - STOP SIGN	FAIRFIELD AV & ROXBURY ST		164	CLOSED ADULT ARREST -ADULT
9051035	2009/12/02 23:45	3123 - PERS INJ ACC 2341 - IMPROPER TURN	65 FAIRFIELD AV		B87	CLOSED ADULT ARREST -ADULT
30* - FATAL ACCIDENT - 2 Incidents						

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
30* - FATAL ACCIDENT - 2 Incidents						
9004680	2009/02/06 07:39	3021 - FATAL ACCIDENT N.A.	FAIRFIELD AV & NEW BRITAIN AV		G59	OPEN ADULT
9007458	2009/02/27 02:35	3061 - FATAL ACCIDENT N.A.	FAIRFIELD AV & NEW BRITAIN AV		G59	OPEN ADULT

59 Total Incidents

City of Hartford 2008 - FAIRFIELD AVENUE - ACCIDENT INCIDENT DATA



Legend	Accident Count	
● Property Damage Accident (51)	● 1	● 6-9
○ Personal Injury Accident (17)	● 2-3	● 10-24
● Fatal Accident (0)	● 4-5	



Map prepared by:
The HPD Crime Analysis Division

20 21/09/91



Hartford Police Department

INCIDENT REPORT

Fairfield Avenue - Accident Incident Data - 2008



<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 51 Incidents						
8000174	2008/01/02 16:11	3221 - PROP DAM ACC N.A.	FAIRFIELD AV & NEW BRITAIN AV		E77	OPEN ADULT
8001394	2008/01/10 10:21	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & FREEMAN ST		H41	OPEN ADULT
8001713	2008/01/12 12:03	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & ZION ST		H59	OPEN ADULT
8003042	2008/01/23 10:45	3224 - PROP DAM ACC 2343 - IMPROP STARTING	308 FAIRFIELD AV		G32	OPEN ADULT
8003374	2008/01/25 12:10	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & MAPLE AV		259	OPEN ADULT
8004263	2008/01/31 20:34	3222 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & MAPLE AV		G60	OPEN ADULT
8004600	2008/02/03 19:50	3224 - PROP DAM ACC 2341 - IMPROPER TURN	FAIRFIELD AV & NEW BRITAIN AV		G84	OPEN ADULT
8004821	2008/02/05 17:45	3224 - PROP DAM ACC 2341 - IMPROPER TURN	FAIRFIELD AV & MAPLE AV		E77	OPEN ADULT
8005252	2008/02/08 16:00	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	430 FAIRFIELD AV		E77	OPEN ADULT
8005427	2008/02/09 17:06	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		G78	OPEN ADULT
8005825	2008/02/13 09:15	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		G51	OPEN ADULT
8008211	2008/03/02 12:44	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & ROXBURY ST		H54	OPEN ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 51 Incidents						
8008244	2008/03/02 20:34	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN A'	G43	G43	OPEN ADULT
8009988	2008/03/14 20:25	3221 - PROP DAM ACC N.A.	433 FAIRFIELD AV	H80	H80	OPEN ADULT
8010809	2008/03/21 15:32	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN A'	G43	G43	OPEN ADULT
8012114	2008/03/30 07:30	3222 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN A'	H63	H63	CLOSED ADULT ARREST -ADULT
8012470	2008/04/01 17:39	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & NEW BRITAIN A'	E63	E63	OPEN ADULT
8014290	2008/04/14 06:52	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD A' & LINNMOORE ST	H52	H52	OPEN ADULT
8016198	2008/04/26 20:31	3222 - PROP DAM ACC 2201 - DRUNK DRIVING	FAIRFIELD AV & NEW BRITAIN A'	G87	G87	CLOSED ADULT ARREST -ADULT
8016711	2008/04/30 18:00	3221 - PROP DAM ACC N.A.	FAIRFIELD A' & FREEMAN ST	H52	H52	OPEN ADULT
8017072	2008/05/02 17:00	3224 - PROP DAM ACC 2328 - SPEEDING	FAIRFIELD AV & NEW BRITAIN A'	E77	E77	OPEN ADULT
8017788	2008/05/07 11:50	3222 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & NEW BRITAIN A'	G32	G32	CLOSED ADULT ARREST -ADULT
8020669	2008/05/26 21:46	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN A'	H65	H65	CLOSED ADMINISTRVLY-ADULT
8021097	2008/05/29 17:30	3224 - PROP DAM ACC 2329 - STOP SIGN	10 FAIRFIELD AV	H41	H41	OPEN ADULT
8021405	2008/05/31 04:00	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN A'	H55	H55	OPEN ADULT
8021641	2008/06/02 15:11	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & WHITE ST	E77	E77	OPEN ADULT
8026998	2008/07/06 00:48	3224 - PROP DAM ACC 2401 - EVADING RESP	10 FAIRFIELD AV	H43	H43	OPEN ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
32* - PROPERTY DAMAGE ACCIDENT - 51 Incidents						
8027062	2008/07/06 12:52	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	453 FAIRFIELD AV		H96	OPEN ADULT
8027919	2008/07/09 13:37	3222 - PROP DAM ACC 2324 - PASSING BUS	308 FAIRFIELD AV		I01	CLOSED ADULT ARREST -ADULT
8027942	2008/07/11 15:59	3224 - PROP DAM ACC 2336 - FTGRW/DRIVEWAY	120 FAIRFIELD AV		G50	OPEN ADULT
8031490	2008/08/01 21:30	3224 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	FAIRFIELD AV & MAPLE AV		G80	OPEN ADULT
8032226	2008/08/06 17:53	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		I13	OPEN ADULT
8032727	2008/08/09 23:09	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & MAPLE AV		E98	OPEN ADULT
8033046	2008/08/12 14:30	3221 - PROP DAM ACC 2401 - EVADING RESP	ANSONIA ST & FAIRFIELD AV		D54	OPEN ADULT
8034766	2008/08/23 23:56	3222 - PROP DAM ACC 2315 - MECH SIGNAL	FAIRFIELD AV & NEW BRITAIN AV		H94	CLOSED ADULT ARREST -ADULT
8035163	2008/08/27 08:28	3224 - PROP DAM ACC 2329 - STOP SIGN	ANSONIA ST & FAIRFIELD AV		D54	OPEN ADULT
8035389	2008/08/28 16:02	3221 - PROP DAM ACC 2401 - EVADING RESP	60 FAIRFIELD AV		G60	OPEN ADULT
8037106	2008/09/10 08:16	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & MAPLE AV		I10	OPEN ADULT
8038609	2008/09/22 05:32	3222 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	196 FAIRFIELD AV		H30	CLOSED ADULT ARREST -ADULT
8039425	2008/09/25 01:00	3221 - PROP DAM ACC 2401 - EVADING RESP	60 FAIRFIELD AV		I20	OPEN ADULT
8040557	2008/10/07 12:35	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	209 FAIRFIELD AV		H55	OPEN ADULT
8040953	2008/10/10 14:11	3221 - PROP DAM ACC 2401 - EVADING RESP	299 FAIRFIELD AV		H55	OPEN ADULT

Case #	Occurred	UCR Codes	Location	Unit	Officer	Status
32* - PROPERTY DAMAGE ACCIDENT - 51 Incidents						
8041922	2008/10/17 23:19	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & YALE ST		G43	OPEN ADULT
8042574	2008/10/23 06:26	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & LINNMOORE ST		D83	OPEN ADULT
8045830	2008/11/15 19:13	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & LINNMOORE ST		H76	CLOSED ADULT ARREST -ADULT
8046480	2008/11/20 17:40	3222 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		I23	CLOSED ADULT ARREST -ADULT
8049159	2008/12/12 15:50	3221 - PROP DAM ACC N.A.	FAIRFIELD AV & LINNMOORE ST		E77	OPEN ADULT
8050078	2008/12/20 03:40	3264 - PROP DAM ACC 2327 - TRAVELING TOO FAST	FAIRFIELD AV & ROXBURY ST		H86	OPEN ADULT
8050303	2008/12/19 13:30	3221 - PROP DAM ACC 2401 - EVADING RESP	FAIRFIELD AV & SALEM ST		G50	OPEN ADULT
8050320	2008/12/22 19:44	3224 - PROP DAM ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		H64	OPEN ADULT
8051061	2008/12/29 14:51	3222 - PROP DAM ACC 2333 - FT DRIVE PROP LANE	405 FAIRFIELD AV		H76	CLOSED ADULT ARREST -ADULT
31* - PERSONAL INJURY ACCIDENT - 17 Incidents						
8006335	2008/02/16 23:15	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		H42	OPEN ADULT
8006951	2008/02/21 20:15	3124 - PERS INJ ACC 2341 - IMPROPER TURN	FAIRFIELD AV & MAPLE AV		G50	OPEN ADULT
8008303	2008/03/03 11:11	3122 - PERS INJ ACC N.A.	FAIRFIELD AV & WHITE ST		920	OPEN ADULT
8008487	2008/03/04 17:19	3124 - PERS INJ ACC 2329 - STOP SIGN	42 FAIRFIELD AV		E77	OPEN ADULT
8014112	2008/04/12 17:51	3122 - PERS INJ ACC 2336 - FTGRW/DRIVEWAY	FAIRFIELD AV & ROXBURY ST	1	H54	CLOSED ADULT ARREST -ADULT
8016197	2008/04/26 20:30	3122 - PERS INJ ACC 2201 - DRUNK DRIVING	FAIRFIELD AV & NEW BRITAIN AV		H69	CLOSED ADULT ARREST -ADULT

<u>Case #</u>	<u>Occurred</u>	<u>UCR Codes</u>	<u>Location</u>	<u>Unit</u>	<u>Officer</u>	<u>Status</u>
31* - PERSONAL INJURY ACCIDENT - 17 Incidents						
8018065	2008/05/08 22:22	3121 - PERS INJ ACC N.A.	FAIRFIELD AV & FREEMAN ST		H57	OPEN ADULT
8018632	2008/05/13 15:30	3124 - PERS INJ ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & LINNMOORE ST		H52	OPEN ADULT
8021858	2008/06/04 00:01	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV	5	H42	OPEN ADULT
8032183	2008/08/06 16:26	3124 - PERS INJ ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & MAPLE AV		D53	OPEN ADULT
8032515	2008/08/08 16:00	3122 - PERS INJ ACC 2340 - IMPROPER BACKING	FAIRFIELD AV & NEW BRITAIN AV		E76	CLOSED ADULT ARREST -ADULT
8041913	2008/10/17 21:51	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & WHITE ST		H52	OPEN ADULT
8046088	2008/11/18 08:24	3124 - PERS INJ ACC 2341 - IMPROPER TURN	FAIRFIELD AV & NEW BRITAIN AV		H98	OPEN ADULT
8048395	2008/12/06 09:05	3124 - PERS INJ ACC 2334 - FOLL TOO CLOSE	FAIRFIELD AV & NEW BRITAIN AV		A32	OPEN ADULT
8049344	2008/12/14 06:35	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & WHITE ST		B17	OPEN ADULT
8050348	2008/12/23 07:50	3121 - PERS INJ ACC N.A.	FAIRFIELD AV & NEW BRITAIN AV		B17	OPEN ADULT
9000003	2008/12/31 23:54	3121 - PERS INJ ACC 2401 - EVADING RESP	FAIRFIELD AV & NEW BRITAIN AV		H86	OPEN ADULT
68 Total Incidents						

