

RiverCOG Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan

Final Public Meeting and Presentations

November 12, 2025 – Region-wide Virtual Public Meeting

8 attendees

Other Presentations

October 15, 2025 – Old Saybrook Gathering of the Land Use Agencies, CT

October 21, 2025 – Cromwell Planning and Zoning Commission, CT

October 27, 2025 – Killingworth, CT

October 27, 2025 – Regional Planning Commission (Virtual)

Staffed by:

RiverCOG: Robert Haramut, Sam Gold

FHI Studio: Michael Ahillen, AICP, Hannah Brockhaus AICP, Cassandra Valcourt

Tighe and Bond: Collene Byrne, PE

Summary

Michael Ahillen (Project Manager from FHI Studio) led the virtual region-wide public meeting presentation, assisted by Robert Haramut (RiverCOG Project Manager), Hannah Brockhaus (FHI Studio), and Collene Byrne (Tighe & Bond). The following topics were covered:

- Project Overview
 - Vision & Goals
 - Engagement Summary
- Action Plan
- Municipal Profiles
- Next Steps

More detail on these topics is available in the presentation; the following presents a summary of the discussion items.

Discussion Items

Region-Wide Meeting

- There was a question if the plan updates design standards of the roads due to the old age of the road network. The team responded that there has been significant coordination with the towns

and CTDOT, especially for the concept plans. The concept plans do update roadways to the latest standards, as well as best practices nationwide. As the process for developing the Safety Action Plan ends, by contrast the process for the concept plans is just beginning. This stage is intended to start a conversation to envision what the roadway could be to address safety concerns.

- There was a question regarding the integration of best practices from across New England versus the rest of the country. The team responded that design standards tend to be nationally consistent, but regional best practices are particularly appropriate for questions such as maintenance and local implementation. Complete Streets guides are a way to create a more refined designs for the local guidance.

Old Saybrook

- There were questions about alternate alignments for Essex Road at Route 154 including signaling the intersection and a roundabout design.
- Strong support for multiuse path and bike infrastructure, as well as turn pockets.
- Several considerations at Bokum Road were highlighted including water hydrants and utilities (which might be costly to move), and the topography of the roadway should be considered. Additionally, there was a question about the potential for a left-turn lane for NB traffic on Route 154.
- A lot of pedestrians are not expected with new developments.

Cromwell

- There were questions about the potential use and maintenance of a multi-use path. It was noted that this concept plan will serve as the beginning of the planning for the area and future phases should consider these, among other issues. It was also noted that existing pedestrian and bicycle volumes are not an indicator of future volumes with a safe dedicated facility.
- Committee members noted a prevalence of right-turning drivers pulling around other vehicles at the intersection of Shunpike Road and Evergreen Road, and asked about how the design could respond to this occurrence.

Killingworth

- There was a question about whether bicycle and pedestrian counts were collected at the roundabout. It was noted that this is something for future phases of design. However, if there is anyone crossing (as an example) you want to make sure there's a safe way to do so. and that typically occurs in places like churches and schools. It is also noteworthy that existing volumes of people walking and biking without any infrastructure isn't indicative of the use of a sidewalk or bike lane.
- There were questions about the maintenance implications of Killingworth's first sidewalk.