

RiverCOG

Comprehensive Safety Action Plan

Safe Streets and Roads for All



RiverCOG Regional Planning Commission
October 27, 2025



Lower Connecticut River Valley
Council of Governments



Tighe&Bond



Project Overview

Safe Streets & Roads for All

Provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach **to prevent deaths and serious injuries** on the nation's roadways





Vision and Goals

Action Plan Vision

RiverCOG will

- Aim to eliminate fatalities and serious injuries on regional roadways by 2045
- Encourage all municipalities and transportation agencies within the region to align their safety initiatives with Vision Zero
- Position municipalities with identified projects for Safe Streets and Roads for All (SS4A) funding and other funding sources
- Apply a Safe System Approach
- Reassess crash data every five years



Action Plan Goals

Identify and prioritize opportunities to improve safety and accessibility of the regional transportation system for all users

Convene regional partners, public stakeholders, local organizations and private interests to collaborate on solutions to promote transportation safety

Improve data monitoring and reporting to document progress and improve communications to municipalities and the public



Comprehensive Safety Action Plan

Actions

Safe Design (infrastructure improvements e.g., curb extensions, high-vis crosswalks)

Policies and Practices (e.g. Complete Streets policy)

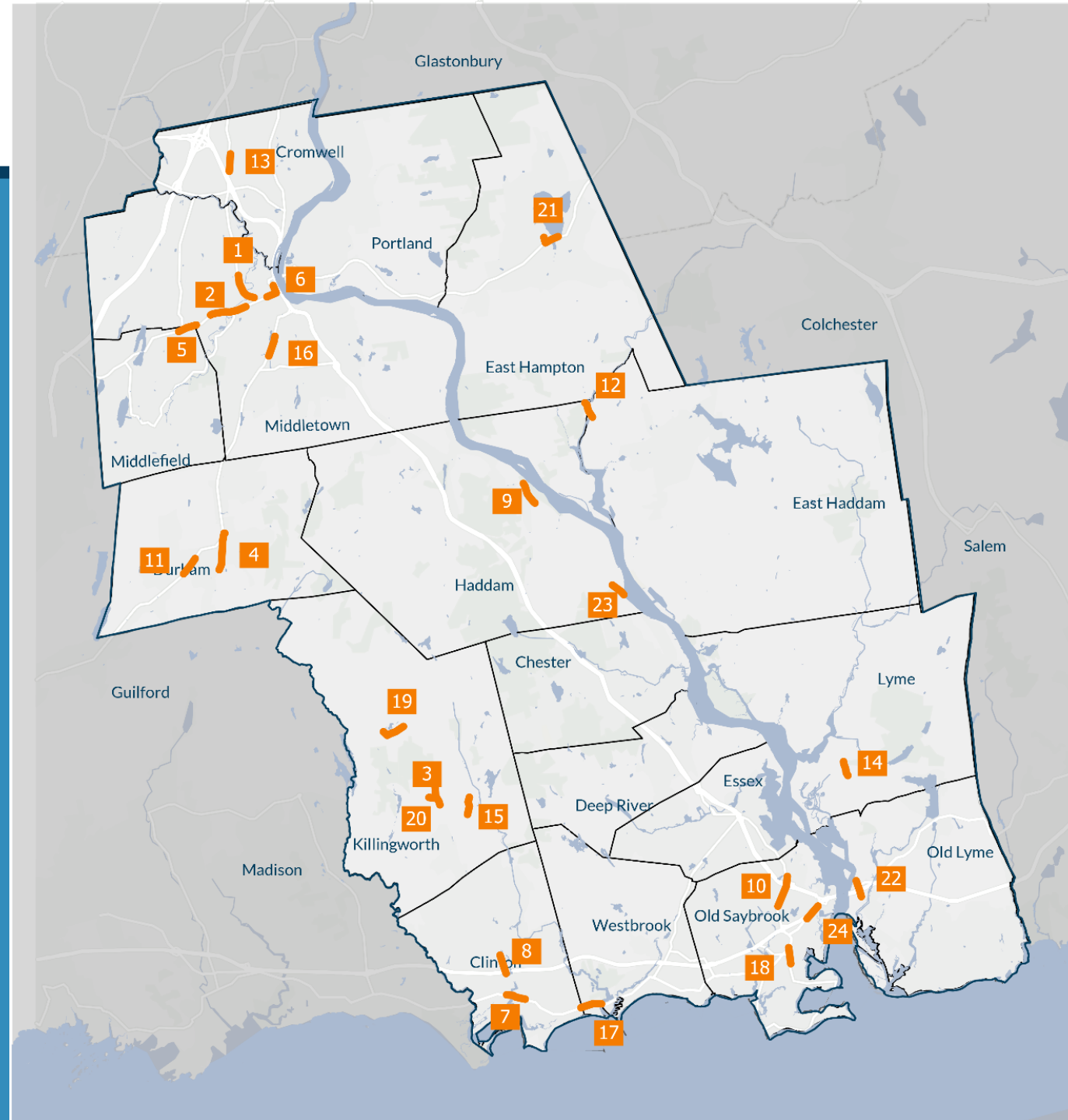
Education, Resources, and Enforcement (e.g. speed reductions, driver campaigns)

Data Monitoring



Focus Corridor Selection

Focus Corridors



Safe Design

Review of Focus Corridor crash data suggests:

- **31 total** fatal and serious injury crashes: **9 fatal and 22 serious injury**
- **Angle and head on crashes** make up **58%** of the focus corridor fatal and serious injury crashes
- **16%** of crashes occur in **dark conditions**
- **Half** of all pedestrian crashes and **all** bike crashes on the corridors occurred at **night**
- **27%** of crashes involved a driver **under the influence** and **19%** of vehicle occupants were not wearing a **seatbelt**
- **32%** of crashes involved **speed concerns**

Safe Design

A focus on design and implementation for:

- Skewed intersection geometry
- Access management issues
- Speed studies and potential speed limit reductions
- Lighting
- Bike and pedestrian network gaps
- Critical pedestrian infrastructure near River Valley Transit stops

Geometric Solutions Evaluated

Site Investigations

10 Corridors within 10
Municipalities



DRAFT Concept Plans

Route 3, Cromwell

Route 154, Old Saybrook

Route 80/81, Killingworth



Municipal Profiles

Durham has approximately 7,200 residents (or about four percent of the region's population). The rural, agricultural community along the western border of the region attracts thousands of visitors annually for its fair. The New England Scenic Trail is a federally-designated trail that runs through Durham. Durham has adopted a Complete Streets resolution in 2018 and since then has installed bicycle facilities including on Main Street.

Fatal and Serious (KA) Crash Profile (2019 - 2023)

Table 21. Summary Statistics

6	Number of KA Crashes
10/17	Regional Rank of KA Crashes Weighted by Population
11.12	Average Annual Fatality Rate (per 100,000 people)*

Mode of KA Crashes



Table 22. Road Classification of Durham KA Crashes

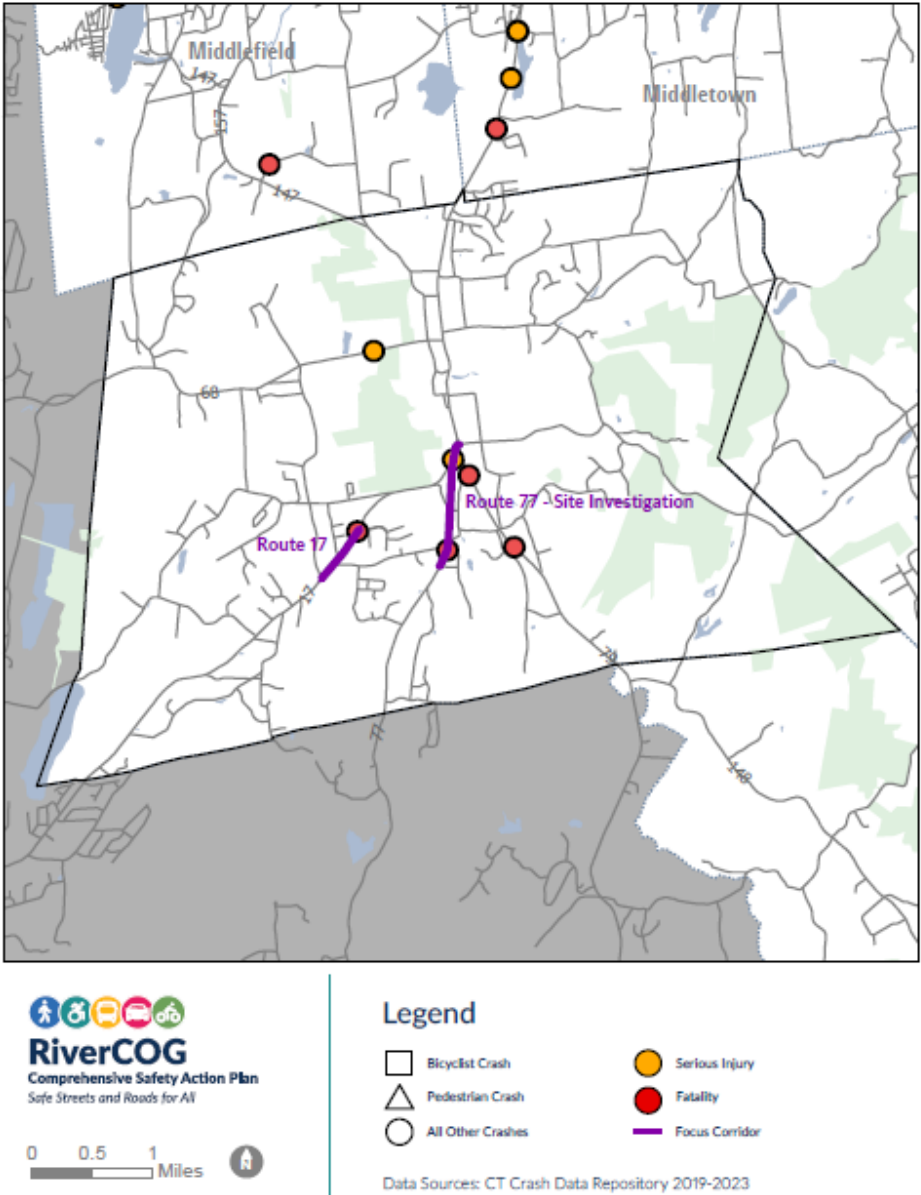
Road Ownership	Fatal Injury	Suspected Serious Injury
U.S. Route	0	0
State	4	2
Local	0	0

Key Findings

- Non-intersection locations were dominant among KA crashes in the town.
- 4 of 6 KA crashes in the municipality were fatal.

* based on 2020 census block group population data

Figure 13. Durham Crashes and Focus Corridors



Data Sources: CT Crash Data Repository 2019-2023

Durham

Table 23. Durham Regional Focus Corridors

Route No./ Name	Cross Streets	Length (mi)	Score (out of 100)	HIN	CCR Location	VRU KA Crash	Public Input	Transportation Access and Need
77	Higganum Rd/Dionigi Dr	1.06	56	★	▲		●	
17	Saw Mill Rd/ Dinatale Dr	0.53	35	★				

Corridors of Concern

Community members, stakeholders, and staff identified the following corridors as locations where safety-focused interventions are needed.

- Route 77 ★ ▲
- Route 17 ★
- Route 79
- Route 68
- Maple Avenue

Transportation Access and Need

- One of Durham's census block groups has a relatively high share of households below the poverty line.



Route 77 in Durham

LEGEND:

- ★ High Injury Network (HIN)
- ▲ Critical Crash Rate (CCR) Locations
- Vulnerable Road User (VRU) Fatal and Serious Injury (KA) Crash Locations

- Public Input: Presence of Map Comments.
- Transportation Access and Need based on the number of categories met
- 4+ Categories ● 2-3 Categories ○ 1 Category



Next Steps

Next Steps

- Virtual Public Meeting: **November 12 @ 6pm**
- Integrate Committee and Public Feedback
- RiverCOG Board Meeting (Resolution and Action Plan Adoption)
- Final Plan December 2025



RiverCOG
Comprehensive Safety Action Plan
Safe Streets and Roads for All

Attend a Regionwide Virtual Public Meeting!

Learn about the Draft Comprehensive Safety Action Plan & share feedback on recommendations

Virtual

 Wednesday, November 12
6 - 7:30 PM

 [TinyURL.com/RiverCOGPM3](https://tinyurl.com/RiverCOGPM3)

Join via QR Code



For more information visit www.rivercog.org/plans/ss4a/

Thank You!

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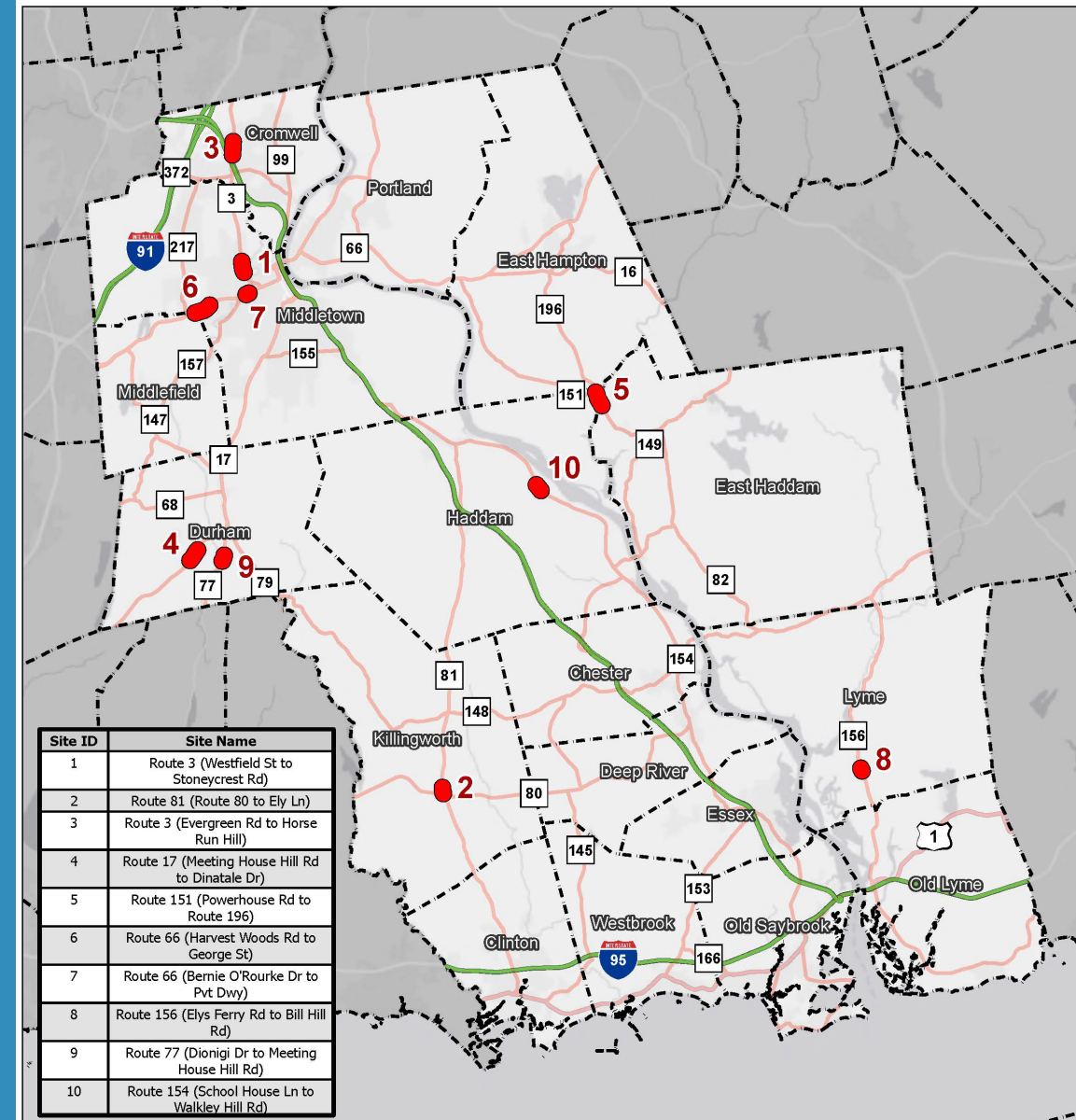
917-933-7444

www.rivercog.org/plans/ss4a/

Reference Slides

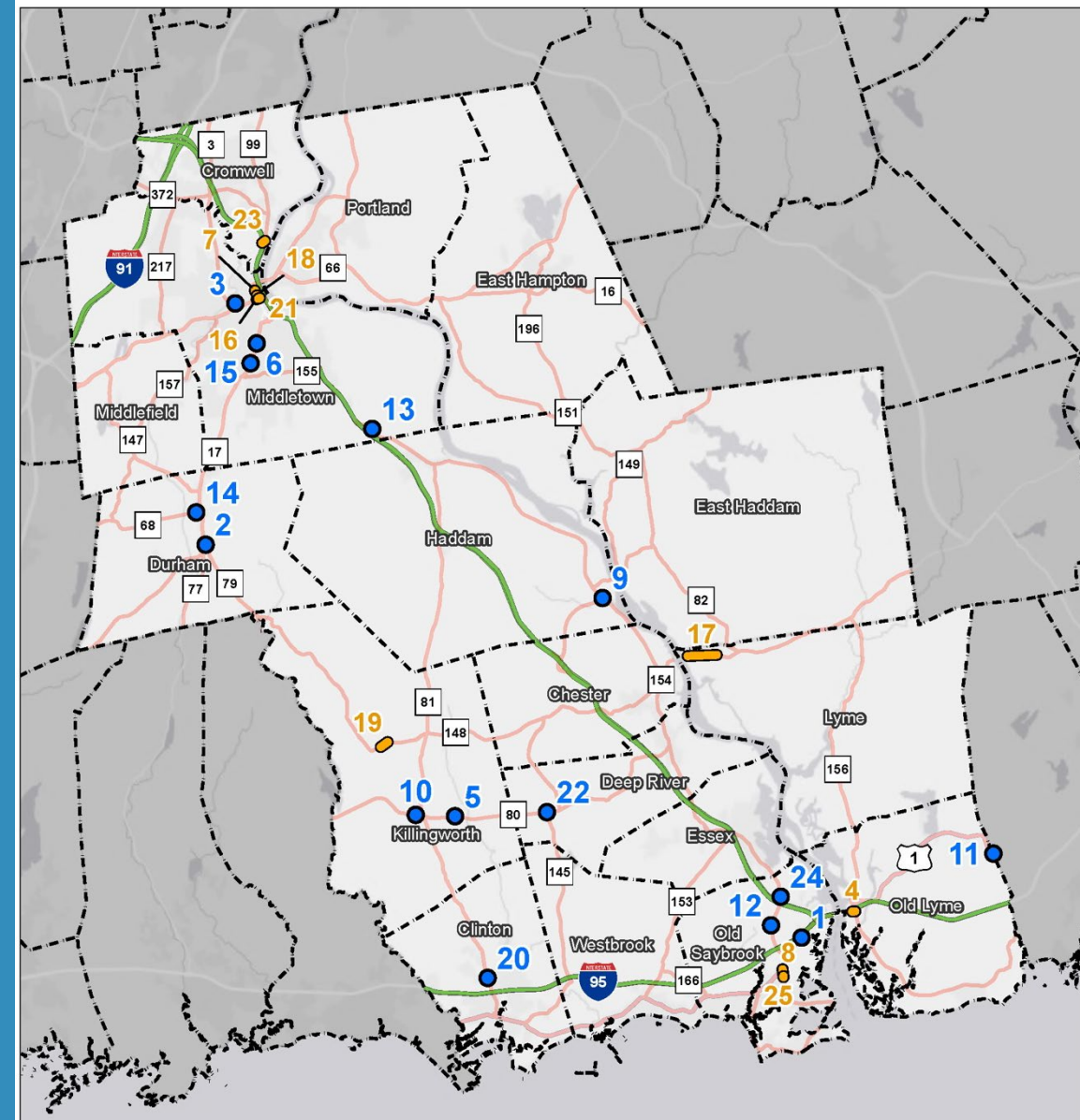
High Injury Network

The High Injury Network was the most important factor for determining Focus Corridors.



Critical Crash Locations

Weight	Point Values
15	0 points: Not a CCR location (segment or intersection)
	15 points: CCR location (segment or intersection)



VRU KA Crashes

Weight	Point Values
20	0 points: 0 VRU KA crashes
	20 points: 1+ VRU KA crashes

Bicycle & Pedestrian Crashes

Data Source: CT Crash Data Repository (2019-2023)
September 26, 2024

Legend

●

Bicyclist, Serious Injury

○

Bicyclist, Fatal

●

Pedestrian, Serious Injury

○

Pedestrian, Fatal

Limited Access Highway

US Route

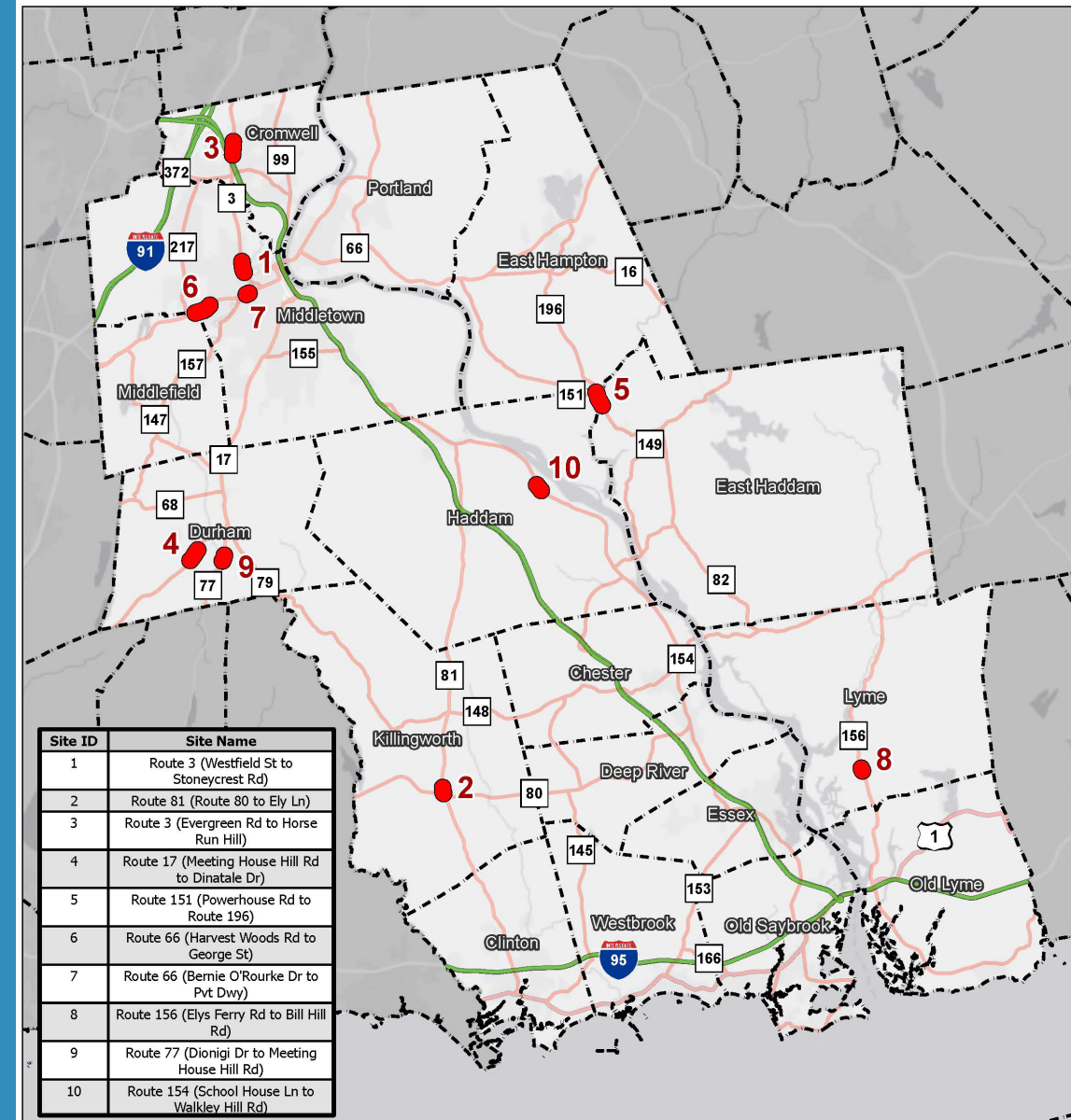
State Route

Environmental Justice Block Groups 2023

Municipal Boundary

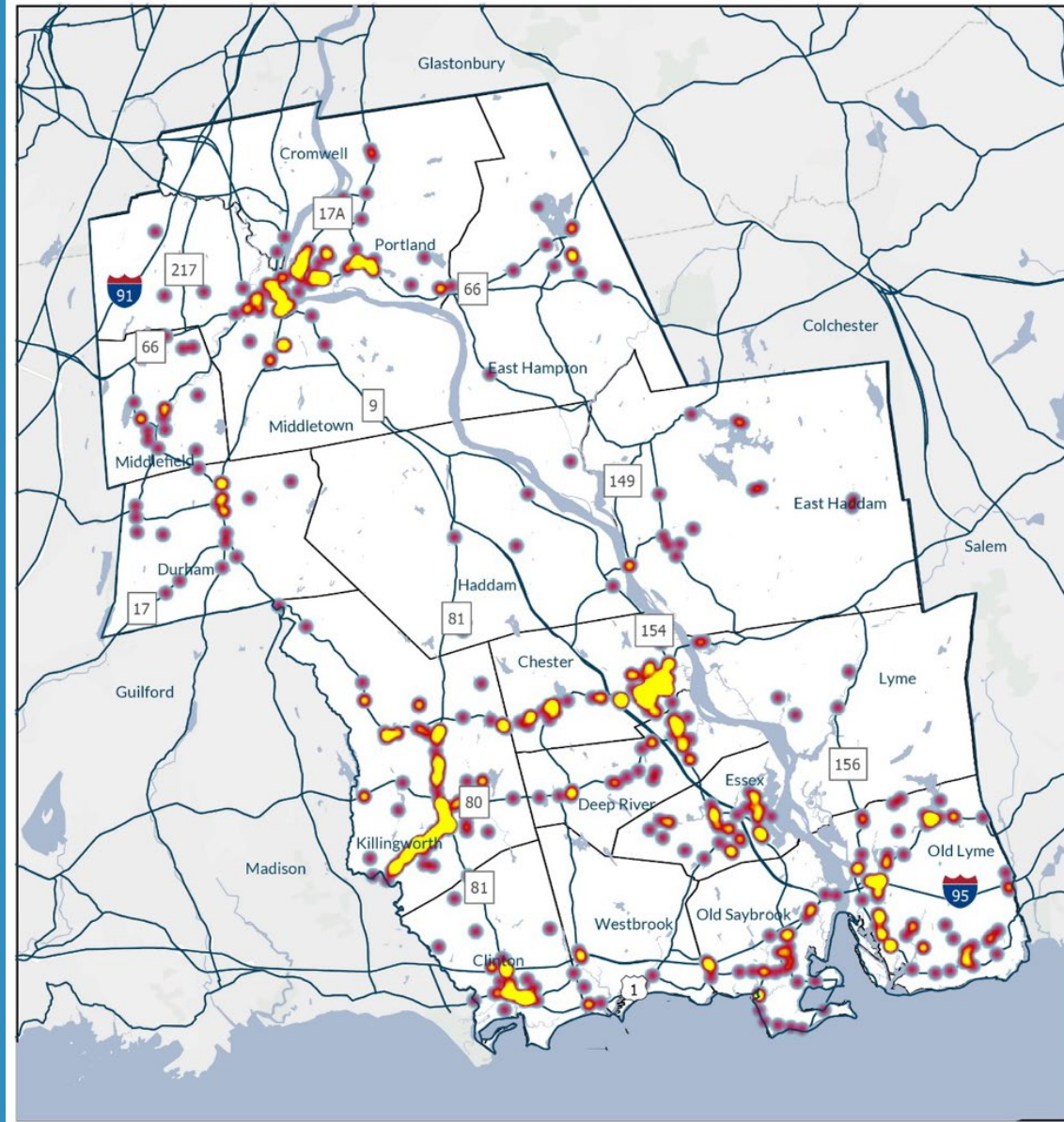
High Injury Network

Weight	Point Values
35	0 points: A roadway segment is not on the High-Injury Network
	35 points: A roadway segment is on the High-Injury Network



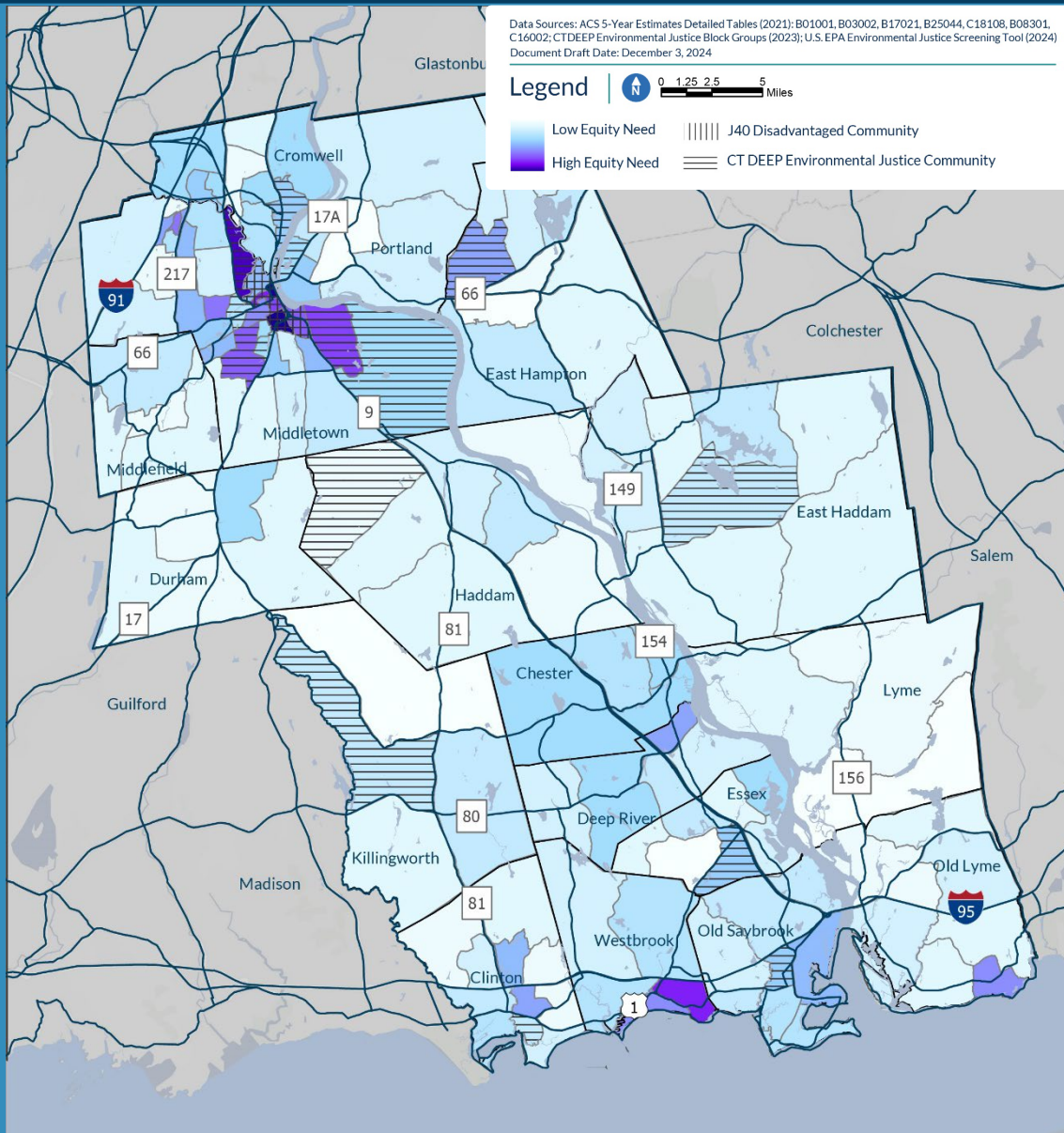
Perception

Weight	Point Values
15	0 points: 0 comments
	1 – 10 points: Count of comments up to 5 comments in a 1-to-2 ratio
	15 points: 6* or more comments
	*6 is the 90 th percentile of all comments.



Transportation Access and Need

Weight	Point Values
15	Relative transportation need will be determined quantitatively, drawn from various categories including: - CTDEEP - Justice40 - Presence of schools - Internal analysis (including income, access to vehicle, marriage/birth rates, opportunity zones) If a segment has criteria that meets 1 or more categories, it will be awarded points based on the following increments: 0 points: 0 categories 5 points: 1 category 10 points: 2-3 categories 15 points: 4+ categories



Prioritized Focus Corridors Selection

Indicator	Weight	Point Values
Critical Crash Rate (CCR) locations	15	0 points: Not a CCR location (segment or intersection) 15 points: CCR location (segment or intersection)
Vulnerable Road User (VRU) Fatal or Serious Injury (KA) Crashes	20	0 points: 0 VRU KA crashes 20 points: 1+ VRU KA crashes
High Injury Network (HIN)	35	0 points: A roadway segment is not on the High-Injury Network 35 points: A roadway segment is on the High-Injury Network
Perception	15	0 points: 0 comments 1 – 10 points: Count of comments up to 5 comments in a 1-to-2 ratio 15 points: 6* or more comments *6 is the 90 th percentile of all comments.

Indicator	Weight	Point Values
Access & Transportation Need	15	Relative transportation need will be determined quantitatively, drawn from various categories including: - CTDEEP - Justice40 - Presence of schools - Internal analysis (including income, access to vehicle, marriage/birth rates, opportunity zones) If a segment has criteria that meets 1 or more categories, it will be awarded points based on the following increments: 0 points: 0 categories 5 points: 1 category 10 points: 2-3 categories 15 points: 4+ categories

Project Schedule

