

# RIVERCOG SAFE STREETS AND ROADS FOR ALL (SS4A) COMPREHENSIVE SAFETY ACTION PLAN

## Stakeholder Advisory Committee 1

### Attendees

- Eric Couture, Killingworth First Selectman
- Cindy Lignar, Chester First Selectwoman
- John Hall, The Jonah Center
- Grayson Wright, CTDOT Intergovernmental Affairs
- Kevin Tedesco, CTDOT Intergovernmental Affairs
- Brendan Geraghty, River Valley Transit
- Chris Cambareri, Middlesex Chamber of Commerce
- Marek Kozikowski, City of Middletown

**RiverCOG:** Robert Haramut, Marcos Gonzalez, Kevin Armstrong, Sam Gold

**FHI Studio:** Michael Morehouse, PE, Michael Ahillen, AICP, Hannah Brockhaus AICP

**Tighe and Bond:** Collene Byrne, PE

### Summary

Robert Haramut, RiverCOG Project Manager welcomed attendees and provided background information on the purpose of the SS4A Action Plan. Michael Ahillen, Project Manager from FHI Studio led a presentation which covered the following topics, assisted by Hannah Brockhaus, Deputy Project Manager from FHI Studio and Collene Byrne from Tighe and Bond.

- SS4A Overview
- Safe Systems Approach
- Evaluation Criteria
- SS4A Oversight
- Planning Inputs
  - Existing Historic Trends
  - Equity
  - Engagement
  - Safety Analysis
- Planning Outputs
  - Project Prioritization
  - Safety Countermeasures
  - Planning Process Recommendations
- Vision Zero Commitment - Discussion

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

- Members of the SAC provided ideas for what it would take for their communities to feel “safe”. Highlights of the comments included: clear sight lines, speed limit enforcement, a holistic presence of multimodal facilities for pedestrians, bicyclists, and transit users, and improvements to older design standards. There was additional emphasis on a collaborative approach to design and alignment and approval of funding is secured.
- Eric Couture (Killingworth) asked about liability implications of transitioning from a conventional vs. safe streets approach to roadway design. Mike Morehouse noted that proven countermeasures help with liability.
- John Hall asked about the impact of the MUTCD. Mike Morehouse noted that it governs traffic control, signage, striping and was recently updated.
- A number of suggestions were made for additional committee representation and/or stakeholder interviews
  - Public safety
  - DOT technical experts should be invited at appropriate intervals for review
  - Public works representatives
  - East coast greenway
  - Environmental justice populations, especially zero vehicle households
- A member of the SAC asked about reasoning behind higher rates of pedestrian fatalities in low-income communities. Michael Ahillen noted historic development of the nation’s largest roadways through environmental justice communities, as well as a lack of vehicle access exposing communities to crashes at higher rates.
- SAC members suggested opportunities for distribution of the online mapping tool:
  - Killingworth has Constant Contact.
  - Valley Shore TV does a lot of reporting on this subject.
  - First Selectwoman Cindy Lignar sends weekly reports (updates can be provided throughout the project)
  - Social Media, including social media advertising
  - Newsletters
- It was noted that in person outreach in Middletown would help involve less-engaged communities.
- Kevin Armstrong volunteered to assist with formatting of materials for various media.
- A SAC member noted that small sample size may be driving a relative concentration of equity scores within Killingworth.
- It was noted that Middletown has received funding for a separate SS4A project.
- There was a discussion about concerns and hindrances of a commitment to Vision Zero, and a discussion of what the commitment should be.
  - Some municipalities may have effectively reached Vision Zero. Michael Ahillen noted that case studies on other municipalities including Jersey City emphasize that there must be a continuous focus to maintain Vision Zero.

- Cindy Lignar noted that there should be a state of continuous alertness – why wait until there is a fatality?
- Sam Gold noted that there should be reinforcement of the state’s policy.
- It was noted that the most important roads for crash reduction are state roads even within Middletown (Routes 9, 66, 17). Municipalities will need to partner with the state to achieve goals.

