



Focus Corridor Selection Overview

April 10, 2025

TABLE OF CONTENTS

FOCUS CORRIDOR SELECTION OVERVIEW	1
FOCUS CORRIDOR SELECTION.....	2
Overview	2
Methodology.....	2
Consolidation of Data	2
Determination of Focus Corridors	4
Municipal Review and Corridors of Concern.....	7
Next Steps	9
APPENDIX 1. DATA-LINKED SEGMENTS & DATA SOURCES.....	10
Data Sources.....	12

FOCUS CORRIDOR SELECTION

Overview

For RiverCOG's Comprehensive Safety Action Plan, the project team prioritized roadway segments for safety improvements based on a methodology using crash history, public input, and data pertaining to transportation need and access. The highest scoring regional locations, known as "focus corridors," are identified in this document. This document also outlines the corridors of concern for each municipality, known as "corridors of concern."

Methodology

In accordance with the Safe Streets and Roads for All (SS4A) guidance, focus corridors should indicate where safety interventions will have the most significant impact in reducing fatal and serious injury crashes (KA crashes). Additionally, the scoring methodology considers other factors such as community priorities and transportation access and need. This methodology aims to identify corridors of concern that focus limited funding resources on where they can most effectively reduce crash risks and enhance safety for all users.

The scoring system used the following data sources:

- High Injury Network¹
- Vulnerable road user (VRU) KA crashes¹
- Critical Crash Rate (CCR) locations¹
- Transportation need and access (demographic and economic indicators)
- Public and stakeholder feedback

Consolidation of Data

Local and state roadway segments within the study area were mapped as a basis to calculate the opportunities for safety improvements in each segment. Limited access highways (i.e., Route 9 and interstates) were excluded. State roadways were split up by town to keep segment lengths consistent. In addition, critical crash rate locations, VRU KA crashes, High Injury Network, and public feedback were mapped along roadway segments within the study area.

From here, the number of public comments that fell within 75 feet of roadway segments were assigned a weight and point value based on these quantities (see Table 1). Roadway segments were

¹ See the Base Mapping & Safety Analysis memorandum.

assigned binary values based on the presence of critical crash rate locations, VRU KA crashes, and the High Injury Network. Finally, points were awarded to roadway segments with demonstrated transportation access and need, which is determined by the presence of any of the following: CT DEEP and Justice40 defined environmental justice communities, public schools, Opportunity Zones², internally-identified vulnerable communities, and areas with high marital and fertility rates. This produced a score for each location.

Table 1. Indicators, Weights, and Point Values for Segments

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.
Access & Transportation Need	15	Relative transportation need will be determined quantitatively, drawn from various categories including: <ul style="list-style-type: none"> • CTDEEP • Justice40

² [U.S. Department of Housing and Urban Development: Opportunity Zones \(2025\)](#)

		<ul style="list-style-type: none"> • Presence of schools • Internal analysis (including income, access to vehicle, marriage/birth rates, opportunity zones) <p>If a segment has criteria that meets 1 or more categories, it will be awarded points based on the following increments:</p> <p>0 points: 0 categories</p> <p>5 points: 1 category</p> <p>10 points: 2-3 categories</p> <p>15 points: 4+ categories</p>
--	--	---

The top twenty roadway segments were chosen as the priority locations based on scoring results. The initial results of this step of the analysis are available in Appendix 1.

Determination of Focus Corridors

The project team processed the selected data-linked segments into roadway corridors of approximately 0.5 miles in length. These locations were determined through matching the corresponding location-based factor cross streets (i.e. incorporation of High Injury Network, CCR, or VRU KA Crash locations, or public comments). For any corridors where multiple crash locations were identified but not within a half mile of each other, safety analysis derived points were disaggregated by location. Once these locations were identified, the prioritization exercise was repeated for the final ranking of focus corridors.

Figure 1 shows a map of the final 24 focus corridors, and Table 2 provides the ranking. Note that nearly all the regional focus corridors are State roadways.

Figure 1. Focus Corridors

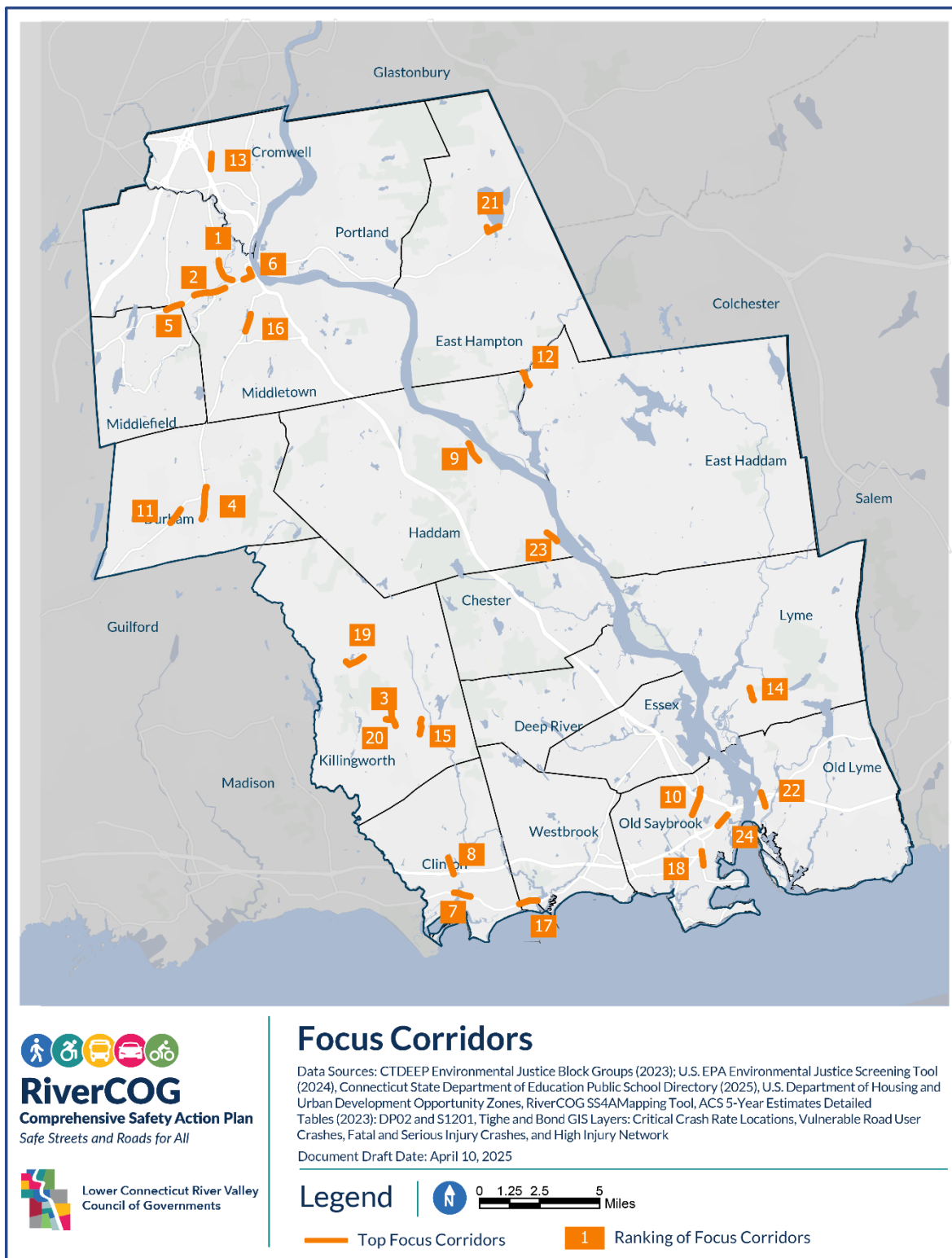


Table 2. Focus Corridors Ranking

Rank	Route Number /Name	Cross Streets	Length (mi)	Municipality	Score (Out of 100)	HIN	CCR Location	VRU KA Crash
1	3	Liberty St/ Stoneycrest Dr	0.83	Middletown	91	X	X	X
2	66	Camp St/ Butternut St	1.02	Middletown	71	X		X
3	81	Hemlock Dr/ Chittenden Rd	0.54	Killingworth	60	X		
4	77	Higganum Rd/Dionigi Dr	1.06	Durham	56	X	X	
5	66	Peters Lane/ Woodgate	0.53	Middlefield/ Middletown*	55	X		X
6	66	Rappallo Ave/ High St	0.49	Middletown	54		X	X
7	1	Hull Street/ Liberty St	0.53	Clinton	45			X
8	81	Walnut Hill Rd/ N High St	0.54	Clinton	40		X	
9	154	Jail Hill Rd/ Island Dock Rd	0.65	Haddam	37	X		
10	154	Bokum Rd/ Essex Rd	0.88	Old Saybrook	35		X	X
11	17	Dinatale Dr/ Saw Mill Rd	0.53	Durham	35	X		
12	151	Powerhouse Rd/ Moodus Rd	0.46	Haddam/ East Haddam*	35	X		
13	3	Evergreen Rd/ Sanford Ln	0.48	Cromwell	35	X		
14	156	Keeny Rd/ Bill Hill Rd	0.41	Lyme	35	X		
15	Roast Meat Hill Rd	Iron Works Rd/ Reservoir Rd	0.49	Killingworth	35		X	
16	17	Highland Ave/ Farm Hill Rd	0.57	Middletown	32		X	

17	1	Indian Trail/ Pine Cone Dr	0.59	Westbrook/ Clinton*	31			X
18	154	Sheffield St/ Route 1	0.45	Old Saybrook	29		X	
19	148	Birch Mill Rd/ Birch Mill Rd	0.66	Killingworth	29		X	
20	80	Route 81/ Old Deep River Turnpike	0.33	Killingworth	27		X	
21	66/N Main St	Markham Ln/ Hills Ave	0.55	East Hampton	27			X
22	156	Huntley Rd/ Gould Ln	0.46	Old Lyme	20		X	
23	154	Route 82/ Dudley Clark Rd	0.42	Haddam	17		X	
24	1	Ferry Rd/ Mulcahny Rd	0.47	Old Saybrook	17		X	

*While segments were primarily divided by municipality, certain focus corridors were extended to two municipalities to account for factors (i.e., VRU KA crashes, CCR locations) that influence safety within close proximity to original segments.

Municipal Review and Corridors of Concern

Not all municipalities in the region have a regional focus corridor; however, there are safety needs in every municipality. The project team will be developing municipal profiles, which will document the roadways that exhibited the greatest need for safety improvements, regardless of if they are a regional focus corridor.

The results of the prioritized data-linked segment analysis were used as the basis for developing a list of “corridors of concern.” In addition, any locations with VRU KA crashes and CCR locations not identified within the focus corridors are included in this list.

Table 3. Corridors of Concern by Municipality

Municipality	Top Corridors of Concern
Chester	Route 148 Route 154 Main Street Straits Road

	North Main Street
Clinton	Route 1 Route 81 Walnut Hill Road
Cromwell	Route 3 Route 99 Route 372
Deep River	Route 80 Route 145 Route 154
Durham	Route 17 Route 77 Route 79 Route 68 Maple Avenue
East Haddam	Route 151 Route 434 Route 82
East Hampton	Route 66 North Main Street Main Street No 2 Hills Avenue
Essex	Route 154 Route 153
Haddam	Route 154 Route 151 Route 81
Killingworth	Route 81 Route 148 Route 80 Roast Meat Hill Road
Lyme	Route 156 Route 148
Middlefield	Route 66 Lake Road Harvest Wood Road
Middletown	Route 66 Route 3 Route 17 Saybrook Road Silver Street

	East Main Street Maple Street Oak Street Warwick Street Route 155 Highland Avenue Westlake Drive Route 154 Country Club Road Old Farms West
Old Lyme	Route 156 Route 1 Four Mile River Road
Old Saybrook	Route 154 Route 1 Bokum Road
Portland	Route 17 Route 66
Westbrook	Route 1 Route 166 Linden Avenue South

Next Steps

The initial list of corridors of concern and geographic extents will be further refined with stakeholders as well as cross-checked against active and programmed planning and design initiatives (such as Middletown's active SS4A contract). Ten focus corridors will be included in site investigations, and three of these will be the subject of planning-level concepts with suggested safety improvements.

APPENDIX 1. DATA-LINKED SEGMENTS & DATA SOURCES

Table 1. List of Prioritized Data-Linked Segments

Rank	Route Number/ Name	Municipality	Score (Out of 100)	HIN	CCR Location	VRU KA Crash
1	66	Middletown	95	X	X	X
2	3	Middletown	91	X	X	X
3	81	Killingworth	60	X		
4	154	Haddam	59	X	X	
5	66	Middlefield	57	X		X
6	17	Middletown	56		X	X
7	154	Old Saybrook	55		X	X
8	17	Durham	55	X		
9	151	East Haddam	49	X		
10	1	Clinton	45			X
11	156	Old Lyme	45			X
12	3	Cromwell	45	X		
13	1	Old Saybrook	40		X	
14	1	Westbrook	40			X
15	148	Killingworth	40		X	
16	156	Lyme	40	X		
17	80	Killingworth	40		X	
18	81	Clinton	40		X	
19	Roast Meat Hill Rd	Killingworth	40		X	
20	66	East Hampton	38			X

Note: Middletown has already received an SS4A grant to design safety improvements for Route 66 and Route 3.

Data Sources

- Critical Crash Rate Locations: Tighe and Bond GIS Layer
- Vulnerable Road User Crashes: Tighe and Bond GIS Layer
- Fatal and Serious Injury Crashes: Tighe and Bond GIS Layer
- High Injury Network: Tighe and Bond GIS Layer
- Perception/public comments: RiverCOG SS4A Mapping Tool
- CTDEEP Environmental Justice Communities: [CTDEEP](#)
- Justice40 Communities: [Justice40](#)
- CT Public Schools: [Education Directory \(2025\) from Connecticut State Department of Education \(CSDE\)](#)
- Opportunity Zones: [U.S. Department of Housing and Urban Development](#)
- Marital Rates: [U.S. Census ACS 5-Year Estimates \(2023\)](#)
- Fertility Rates: [U.S. Census ACS 5-Year Estimates \(2023\)](#)