

RiverCOG

Comprehensive Safety Action Plan

Safe Streets and Roads for All



Virtual Public Meeting 2
May 15, 2025



Lower Connecticut River Valley
Council of Governments



Tighe&Bond

Meeting Protocols

- This meeting is being recorded
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 - Meeting ID: 827 5040 1512
 - Passcode: 344613
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- If you need help with Zoom platform:
 - 1) Send chat to Technical Host
 - OR
 - 2) Send email to Cassandra.J.Valcourt@imegcorp.com

Project Team

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Agenda

1. Project Overview & Update
2. Vision & Goals
3. Policy Recommendations
4. Focus Corridor Selection
5. Municipal Profiles
6. Next Steps



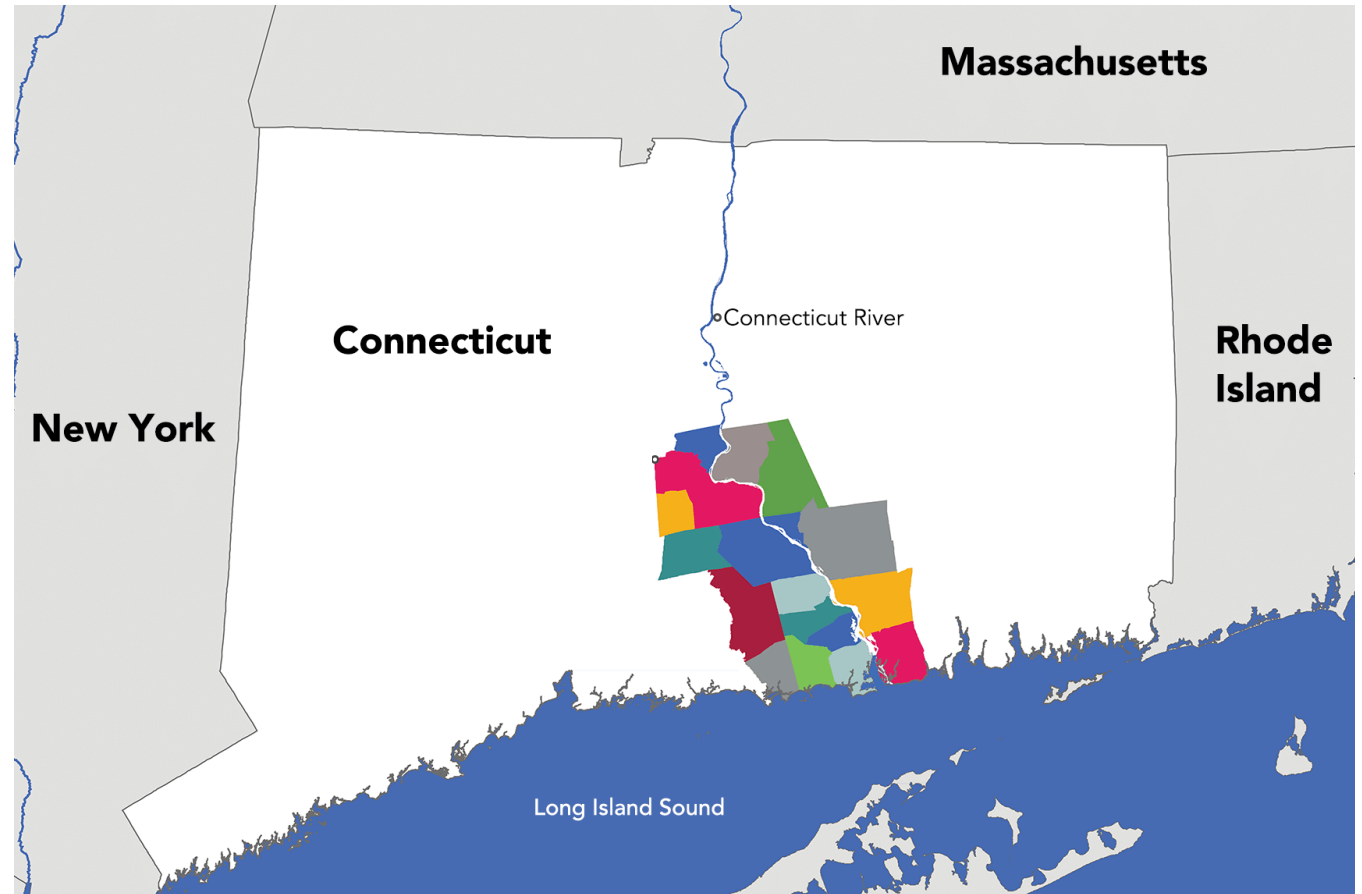


Project Overview & Update

RiverCOG

RiverCOG is the Metropolitan Planning Organization (MPO) for the Lower Connecticut River Valley Region that is responsible for:

- Transportation Planning
- Distribution of Federal and State Transportation Funds
- Engagement & Coordination
- Data Collection & Analysis



Lower Connecticut River Valley
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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



Safe Streets & Roads for All

Advisory Committee

Analysis and Review

- Trend Analysis
- Equity Analysis
- Safety Analysis
- Policy Review
- Engagement

Outcomes

- Focus Corridor Prioritization
- Site Investigations
- Concept Plans
- Policy Change Recommendations

Commitment

- Vision and Goals
- Leadership Resolution

December Public Meeting Highlights

Comments from In-Person and Virtual Meetings highlighted:

- Need for clarity on the regional safety action plan and how it benefits localities
- Roadway characteristics of concern:
 - High speeds
 - Curves
 - Narrow roadway widths
 - Lack of sidewalks & bike facilities





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

Types of Recommendations

- Infrastructure Improvements (e.g., curb extensions, high-visibility crosswalks)
- Enforcement (e.g., Automatic Enforcement)
- Education (e.g., Driver Awareness Campaign)
- Policy (e.g., Complete Streets Policy)



Policy and Process Recommendations

Recommendations

Enforcement

**Project
Prioritization**

Design

**Data and
Monitoring**

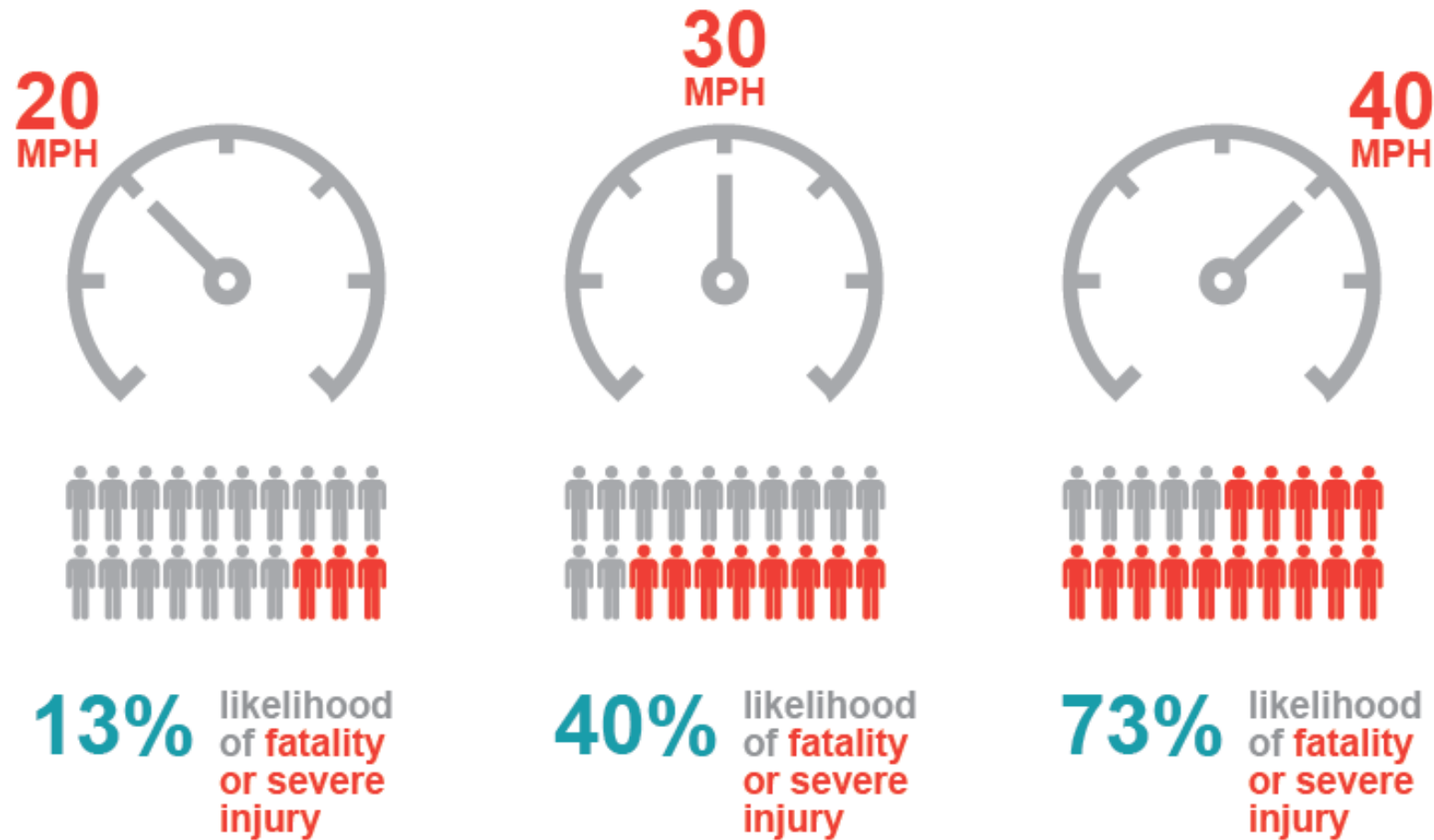
Policy

**Vulnerable Road
Users**

**Speed
Management**

Education

Project Prioritization and Design



Source: Tefft, B. C. Impact speed and a pedestrian's risk of severe injury or death. *Accident Analysis & Prevention*. 50. 2013.

Complete Streets and Vision Zero Policies

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Vulnerable Users



Source: Joe Angeles/ WUSTL Photos



Source: FHWA Proven Safety Countermeasures

Automated Traffic Enforcement

Municipalities should consider locations for automated traffic enforcement (requires CTDOT approval)



Safe Routes to School

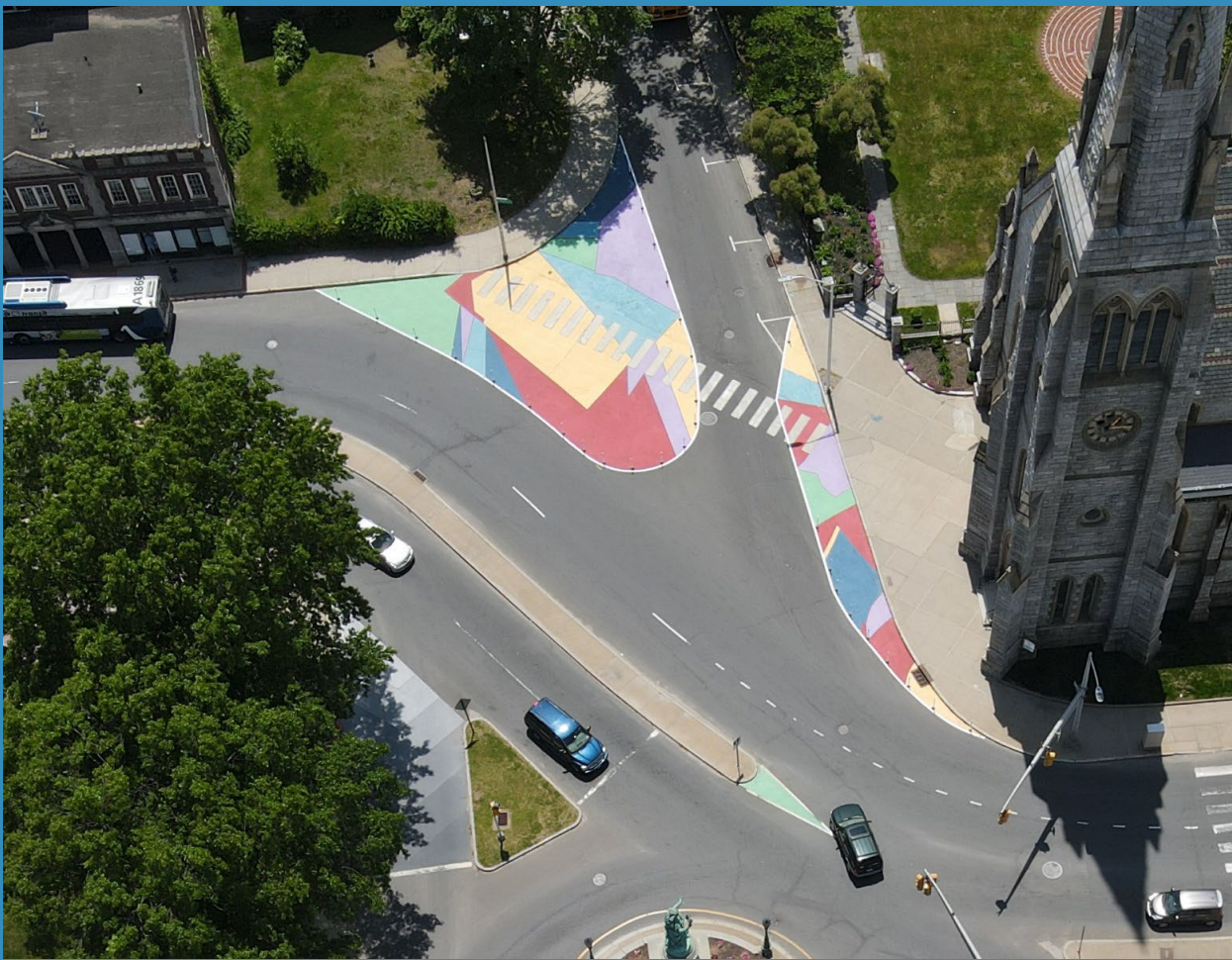
- Municipalities should identify SRTS champions and apply for:
 - Free bike and pedestrian incentives and education curriculum
 - Walk audits at local schools
 - Active Transportation Microgrants



Quick Build

- Temporary demonstration projects using low-cost materials to offer immediate safety benefits
- CTDOT's Quick Build Complete Streets Demonstration Projects on State Roads







Discussion

- Are you interested in Safe Routes to School programming for your community?
- Are there any opportunities for quick build demonstration projects in your community?
- What (other) strategies are you interested in to promote non-vehicular modes?



Focus Corridor Selection

Discussion

- What town do you live or work in?

Determination of Focus Corridors

Strong Technical Analysis

High Injury Network

**Critical Crash Rate
Locations**

**Vulnerable Road User
Crash Locations**

Equitable Implementation

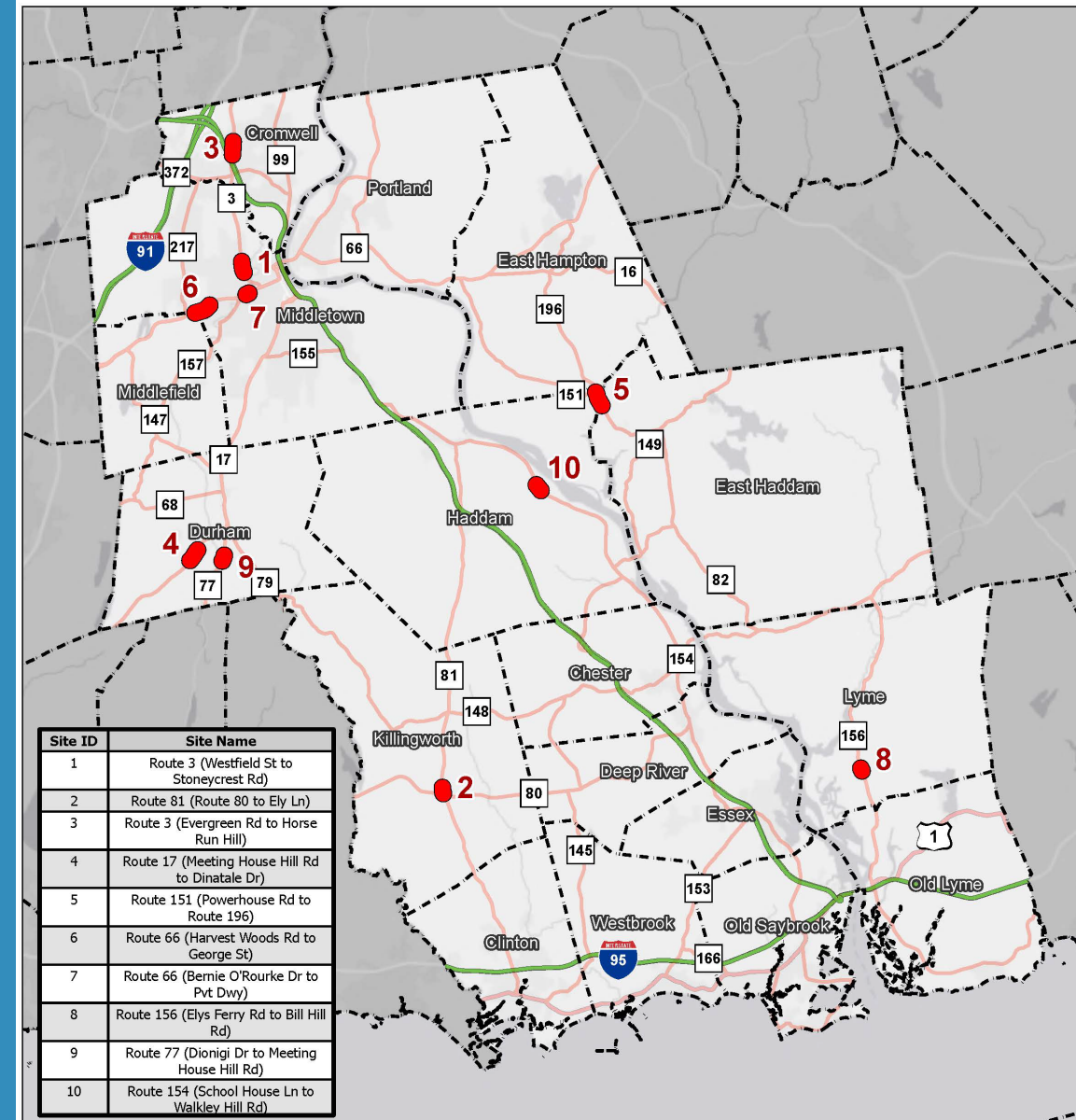
**Access &
Transportation Need**

Strong Community Support

**Public and Stakeholder
Feedback**

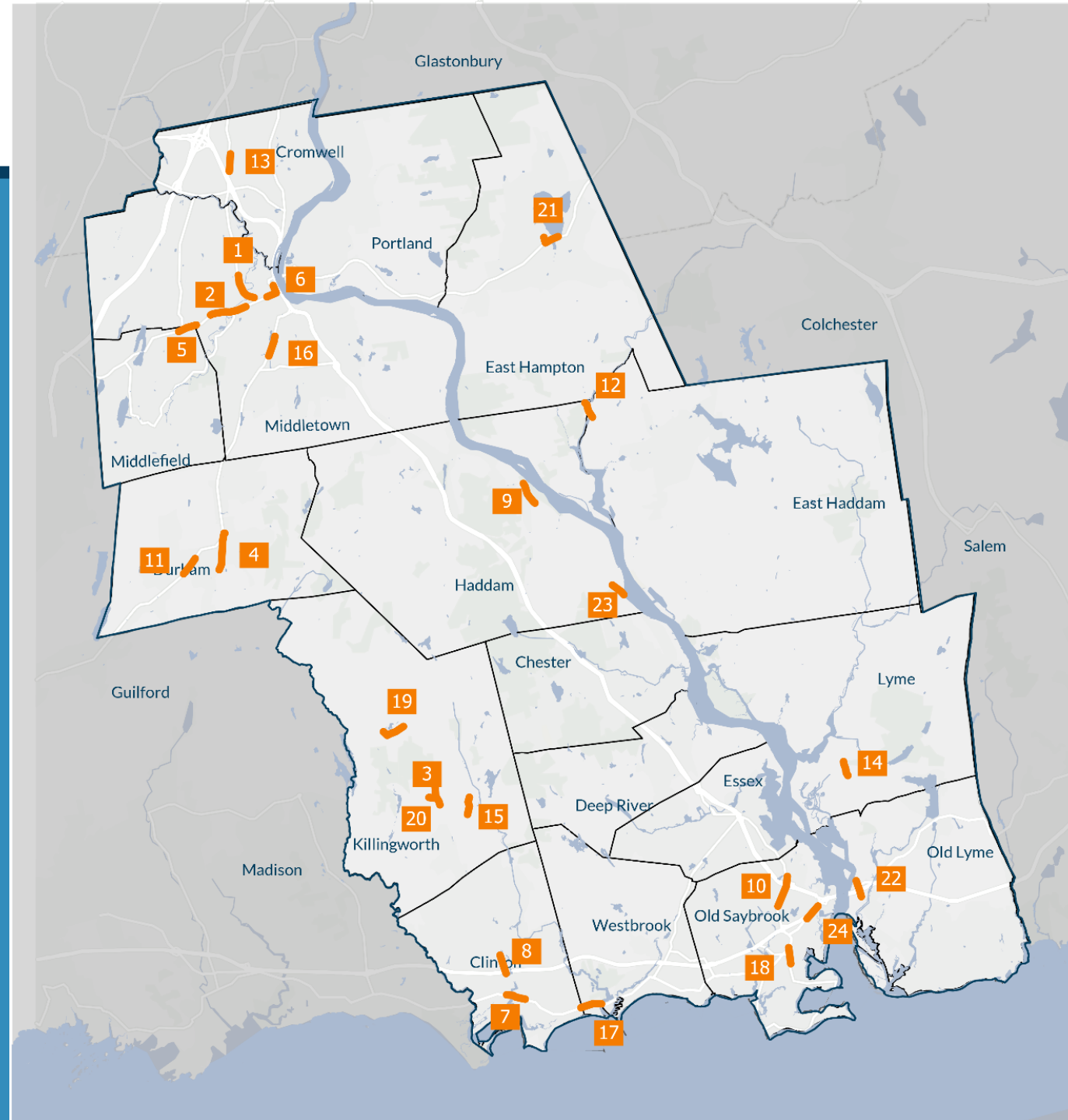
High Injury Network

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



Focus Corridors

Municipal Profiles will also be created to identify top corridors of concern for each municipality



Focus Corridors

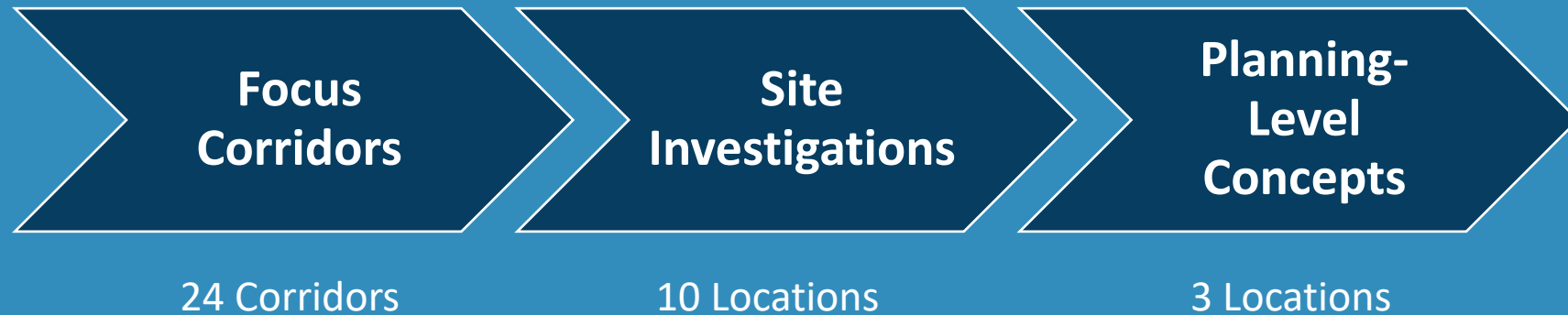
Rank	Route Number/ Name	Cross Streets	Length (mi)	Municipality	Score (Out of 100)	HIN	CCR Location	VRU KA Crash
1	3	Liberty St/ Stoneycrest Dr	0.83	Middletown	91	X	X	X
2	66	Camp St/ Butternut St	1.02	Middletown	71	X		X
3	81	Hemlock Dr/ Chittenden Rd	0.54	Killingworth	60	X		
4	77	Higganum Rd/Dionigi Dr	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		

Rank	Route Number/ Name	Cross Streets	Length (mi)	Municipality	Score (Out of 100)	HIN	CCR Location	VRU KA Crash
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	

Discussion

- Do any of these locations stand out to you?

Prioritized Locations



A Note on Prioritization

- Safe Streets for All (SS4A) encourages prioritizing locations that:
 - Will have a positive safety impact
 - Benefit underserved communities, including both urban and rural locations
 - Have demonstrated community support or need
- We will be considering additional funding sources!



Municipal Profiles & Corridors of Concern

Municipal Review

- Themes from Safety Analysis
- Corridors of Concern, derived from:
 - Focus Corridors
 - HIN
 - CCR Locations
 - VRU Crash Locations
 - Concentration of Comments

KA Crashes by Town Weighted by Population

Data Sources: CT Crash Data Repository (2019-2023). Town populations based on 2023 CT DPH data.
September 26, 2024

Legend



— Limited Access Highway

— US Route

— State Route

- - - Municipal Boundary

Percent of Total Crashes, Weighted By Population

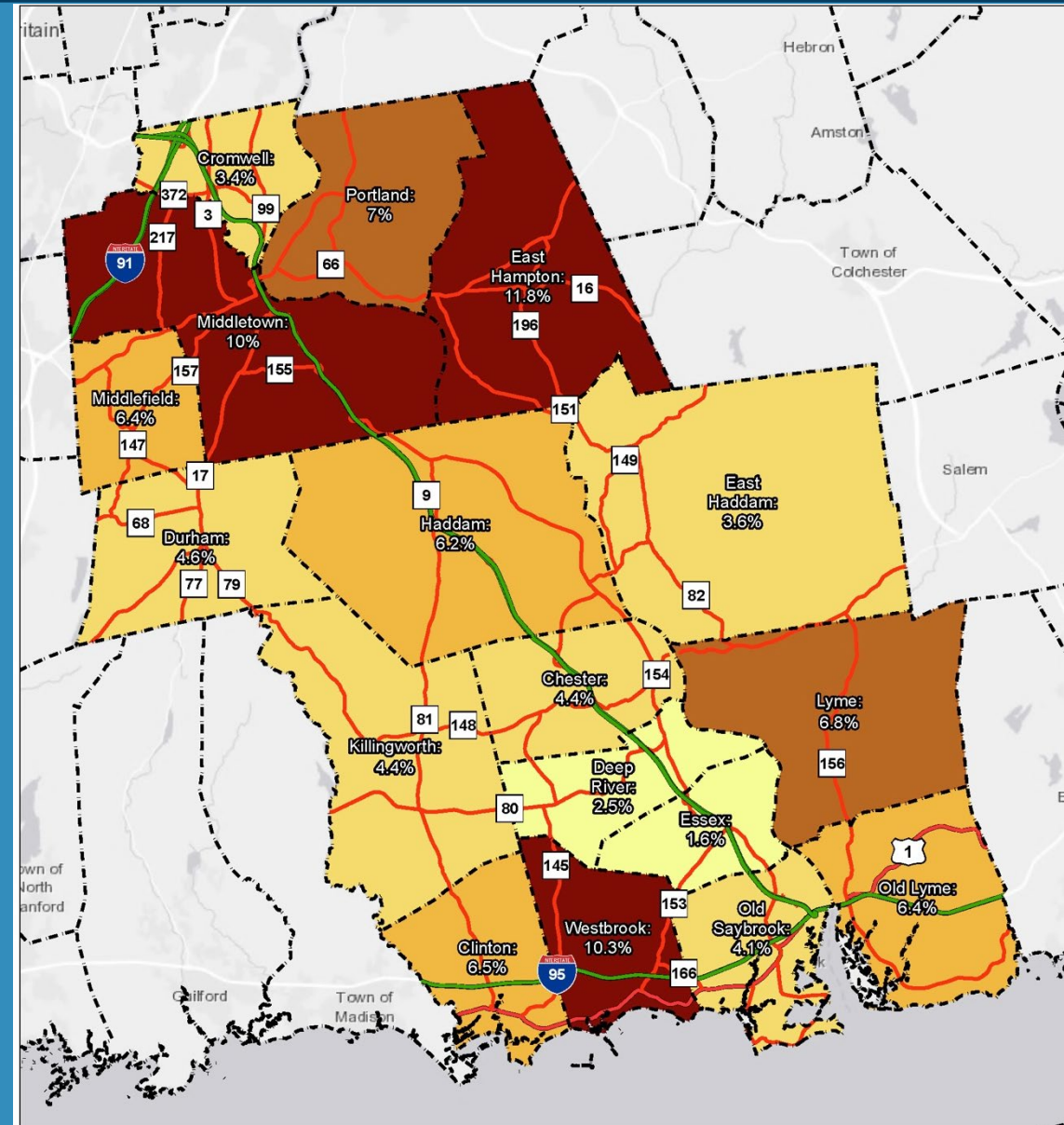
1.6% - 2.5%

2.5% - 4.6%

4.6% - 6.5%

6.5% - 7%

7% - 12%



Rank	Town	Total KA Crashes	Population ¹	Percent of Total KA Crashes	KA Crashes per Person	Weighted Percentage
1	East Hampton	28	12,989	12.4%	0.0022	11.8%
2	Westbrook	13	6,881	5.8%	0.0019	10.3%
3	Middletown	88	47,984	39.1%	0.0018	10.0%
4	Portland	12	9,428	5.3%	0.0013	7.0%
5	Lyme	3	2,409	1.3%	0.0012	6.8%
6	Clinton	16	13,402	7.1%	0.0012	6.5%
7	Middlefield	5	4,257	2.2%	0.0012	6.4%
8	Old Lyme	9	7,696	4.0%	0.0012	6.4%
9	Haddam	10	8,773	4.4%	0.0011	6.2%
10	Durham	6	7,204	2.7%	0.0008	4.6%
11	Killingworth	5	6,254	2.2%	0.0008	4.4%
12	Chester	3	3,761	1.3%	0.0008	4.4%
13	Old Saybrook	8	10,571	3.6%	0.0008	4.1%
14	East Haddam	6	8,987	2.7%	0.0007	3.6%
15	Cromwell	9	14,363	4.0%	0.0006	3.4%
16	Deep River	2	4,454	0.9%	0.0004	2.5%
17	Essex	2	6,802	0.9%	0.0003	1.6%
	TOTAL	225	176,215	100.0%	0.0183	100%

Chester

Rank of KA Crashes Weighed by Population	12/17
Number of KA Crashes	3

Theme

- Roadway Departure (2/3 crashes)

Corridors of Concern

- Route 148
- Route 154, especially at Ferry Road
- Main Street
- Straits Road
- North Main Street

Clinton

Rank of KA Crashes Weighed by Population	6/17
Number of KA Crashes	16

Theme

- Route 1 (6 crashes: 2 angle, 2 rear-end, 2 bike/ped)
- Overnight Hours (7 crashes)

Corridors of Concern

- Route 1
- Route 81
- Walnut Hill Road

Cromwell

Rank of KA Crashes Weighed by Population	15/17
Number of KA Crashes	9

Theme

- State Routes
(Rt 3: 2, Rt 99: 2, Rt 372: 5)

Corridors of Concern

- Route 3
- Route 99
- Route 372

Deep River

Rank of KA Crashes Weighed by Population	16/17
Number of KA Crashes	2

Theme

- Non-Intersection
- Lane Departure

Corridors of Concern

- Route 80
- Route 145
- Route 154

Durham

Rank of KA Crashes Weighed by Population	10/17
Number of KA Crashes	6

Theme

- Non-Intersection
- 4 of 6 were fatal crashes

Corridors of Concern

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

East Haddam

Rank of KA Crashes Weighed by Population	14/17
Number of KA Crashes	6

Theme

- Non-Intersection, half occurred on Rt 149
 - 2 of 6 fixed objects at night

Corridors of Concern

- Route 151
- Route 434
- Route 82

East Hampton

Rank of KA Crashes Weighed by Population	1/17
Number of KA Crashes	28

Theme

- Route 16, Route 66 (18 on one of the 2)
- 12 fixed object

Corridors of Concern

- Route 66
- North Main Street
- Main Street No 2
- Hills Avenue

Rank of KA Crashes Weighed by Population	17/17
Number of KA Crashes	2

Theme

- Route 154
- Non-Intersection

Corridors of Concern

- Route 154
- Route 153

Haddam

Rank of KA Crashes Weighed by Population	9/17
Number of KA Crashes	10

Theme

- Fatalities (7)
- Non-Intersection
- Dark Conditions (5)

Corridors of Concern

- Route 154
- Route 151
- Route 81

Killingworth

Rank of KA Crashes Weighed by Population	11/17
Number of KA Crashes	5

Theme

- Route 148 (3)
- 1 at RR crossing

Corridors of Concern

- Route 81
- Route 148
- Route 80
- Roast Meat Hill Road

Public Comment:

- Green Hill Road (4-way stop; people frequently don't stop)
- Cow Hill Road (Speeding in a location where people walk and bike) – landscaping blocks sightlines; especially intersection with Green Hill
- Chittenden & Cow Hill Road

Lyme

Rank of KA Crashes Weighed by Population	5/17
Number of KA Crashes	3

Theme

- Non-Intersection
- 2 of 3 on Rt 156

Corridors of Concern

- Route 156
- Route 148

Middlefield

Rank of KA Crashes Weighed by Population	7/17
Number of KA Crashes	5

Theme

- Fixed Object (3)
- Bike/Ped (2)

Corridors of Concern

- Route 66
- Lake Road
- Harvest Wood Road

Middletown

Rank of KA Crashes Weighed by Population	17/17
Number of KA Crashes	88

Theme

- Vulnerable Road Users
- Notes
 - 19 bike/ped
 - 48 intersection
 - 25 angle
 - 13 fatal

Corridors of Concern

- 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

Rank of KA Crashes Weighed by Population	8/17
Number of KA Crashes	9

Theme

- Seasonal Traffic
- Notes
 - 5 Rt 156
 - 6 non-intersection
 - 7 Summer

Corridors of Concern

- Route 156
- Route 1
- Four Mile River Road

Old Saybrook

Rank of KA Crashes Weighed by Population	13/17
Number of KA Crashes	8

Theme

- Seasonal Traffic
 - 7 summer

Corridors of Concern

- Route 154
- Route 1
- Bokum Road

Portland

Rank of KA Crashes Weighed by Population	4/17
Number of KA Crashes	12

Theme

- Route 17A and Route 66 (10)
- Notes
 - 7 intersection related

Corridors of Concern

- Route 17A
- Route 66

Westbrook

Rank of KA Crashes Weighed by Population	2/17
Number of KA Crashes	13

Theme

- Lane Departure
- Notes
 - 9 not at intersection
 - 5 fixed object
 - 2 VRU

Corridors of Concern

- Route 1
- Route 166
- Linden Avenue South



Next Steps

Next Steps

- Site investigations
- Determination of concept plan locations
- Action Plan development
- Next Public Meeting: Fall 2025

Thank You!

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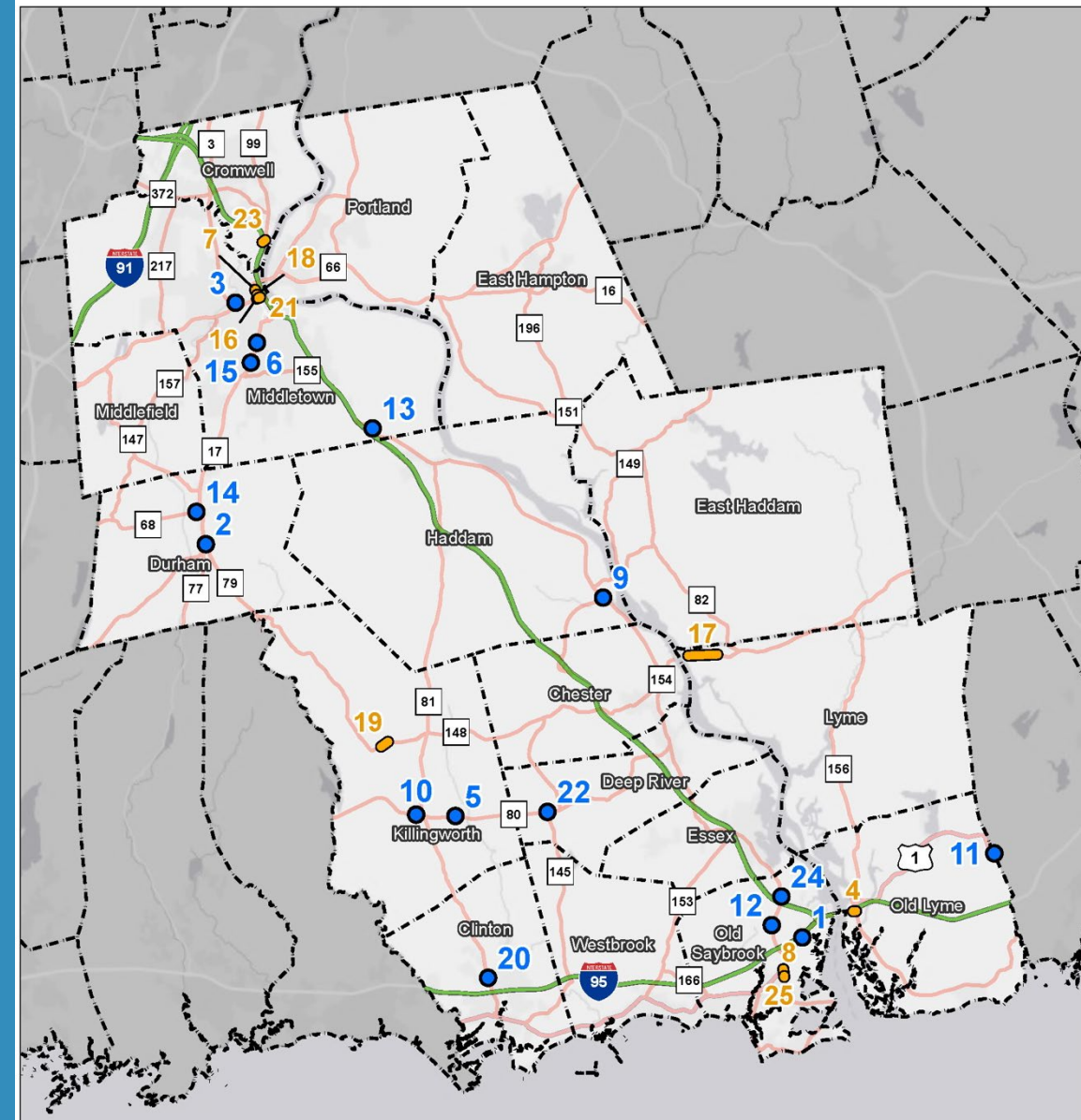
917-933-7444

www.rivercog.org/plans/ss4a/

Reference Slides

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

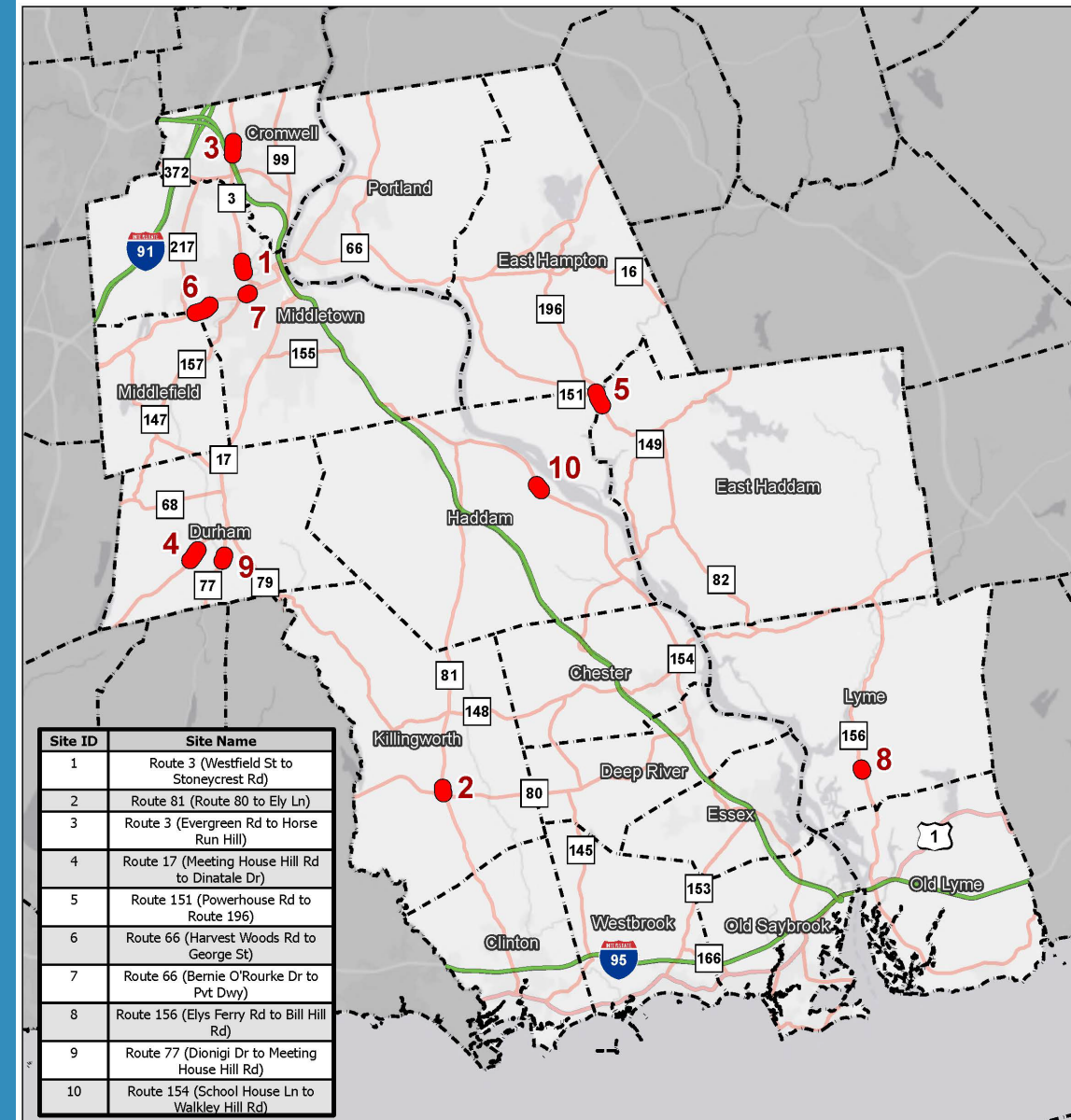
Environmental Justice Block Groups 2023

Municipal Boundary

A map of Southern New England, including parts of Massachusetts, Connecticut, and Rhode Island. The map displays various transportation features and crash data. Major roads are shown as thick lines, with Interstate 95 (I-95) and Interstate 495 (I-495) highlighted in green. Other roads are shown in orange or red. Municipal boundaries are indicated by dashed black lines. Environmental Justice Block Groups 2023 are shaded in light orange. Crash data points are plotted as colored circles: blue for bicyclist serious injuries, red for bicyclist fatalities, green for pedestrian serious injuries, and orange for pedestrian fatalities. Labels for various towns and cities are present, including Cromwell, Portland, East Hampton, Middlefield, Middletown, Durham, Haddam, East Haddam, Chester, Killingworth, Deep River, Essex, Lyme, Old Lyme, Westbrock, Old Saybrook, Clinton, and Westbrook. Road numbers are also visible, such as 372, 99, 3, 66, 16, 196, 151, 149, 82, 154, 156, 80, 145, 153, 166, 95, 77, 79, 68, 147, 157, 155, 81, 148, and 1.

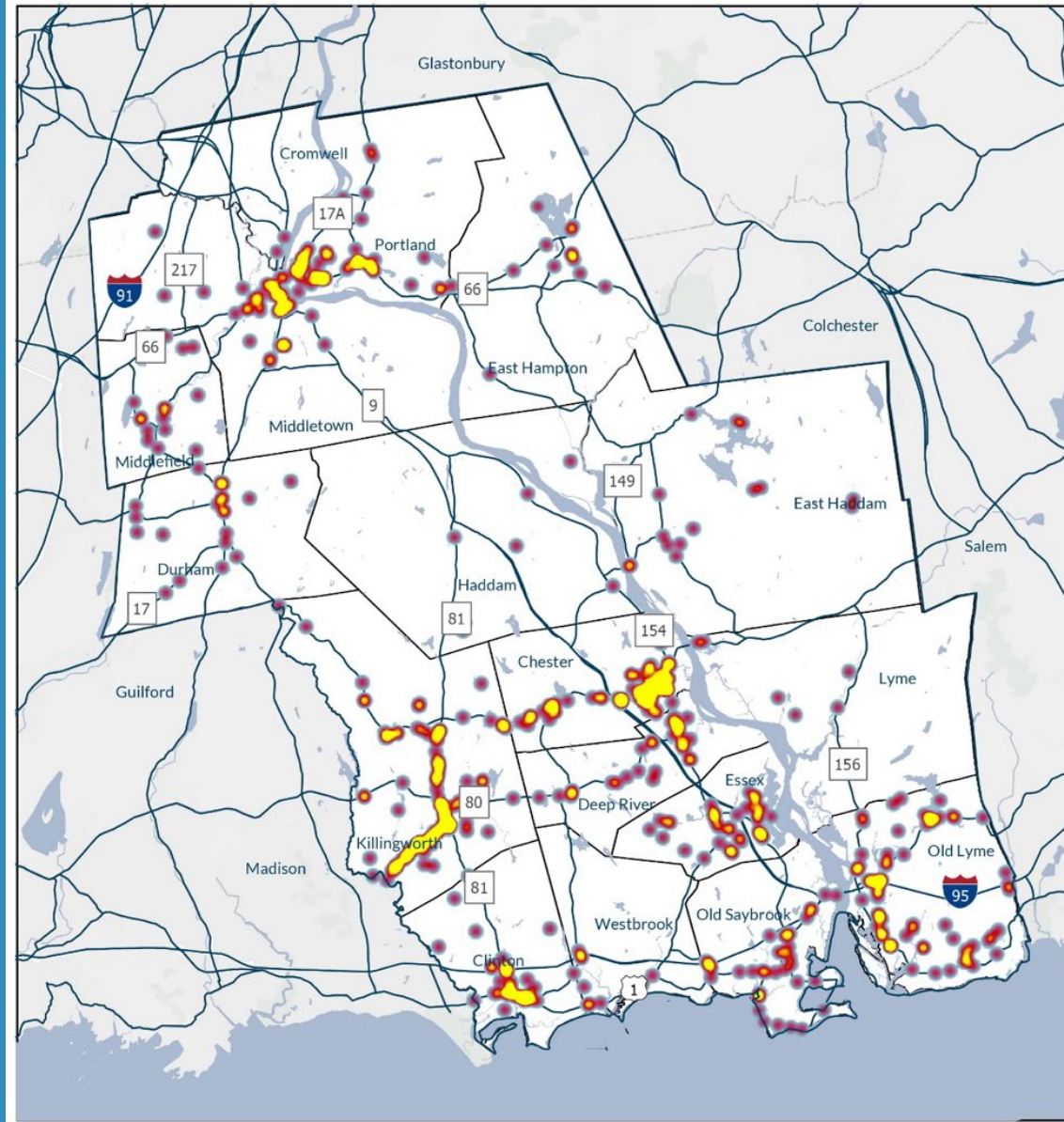
High Injury Network

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



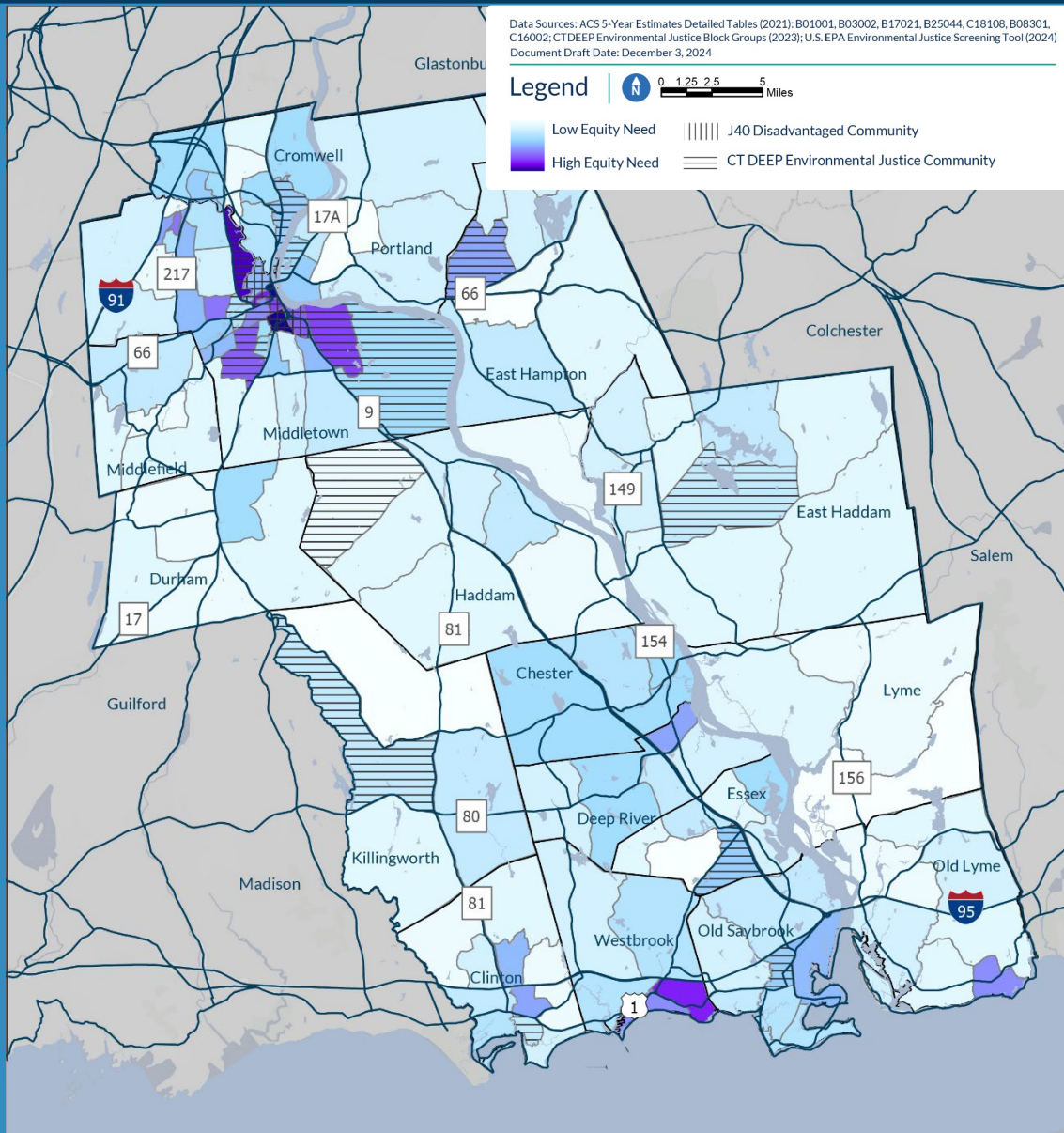
Perception

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	<p>Relative transportation need will be determined quantitatively, drawn from various categories including:</p> <ul style="list-style-type: none">CTDEEPJustice40Presence of schoolsInternal 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>



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	<p>Relative transportation need will be determined quantitatively, drawn from various categories including:</p> <ul style="list-style-type: none"> CTDEEP Justice40 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 5 points: 1 category 10 points: 2-3 categories 15 points: 4+ categories</p>

Project Schedule

