

# RiverCOG

## Comprehensive Safety Action Plan

*Safe Streets and Roads for All*



Study Advisory Committee #1  
August 2, 2024



Lower Connecticut River Valley  
Council of Governments



**Tighe&Bond**

# Project Team

## RiverCOG



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Senior Transportation  
Planner

## Consultants



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Project Manager



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Deputy Project Manager



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Senior Advisor



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Safety Analysis Lead



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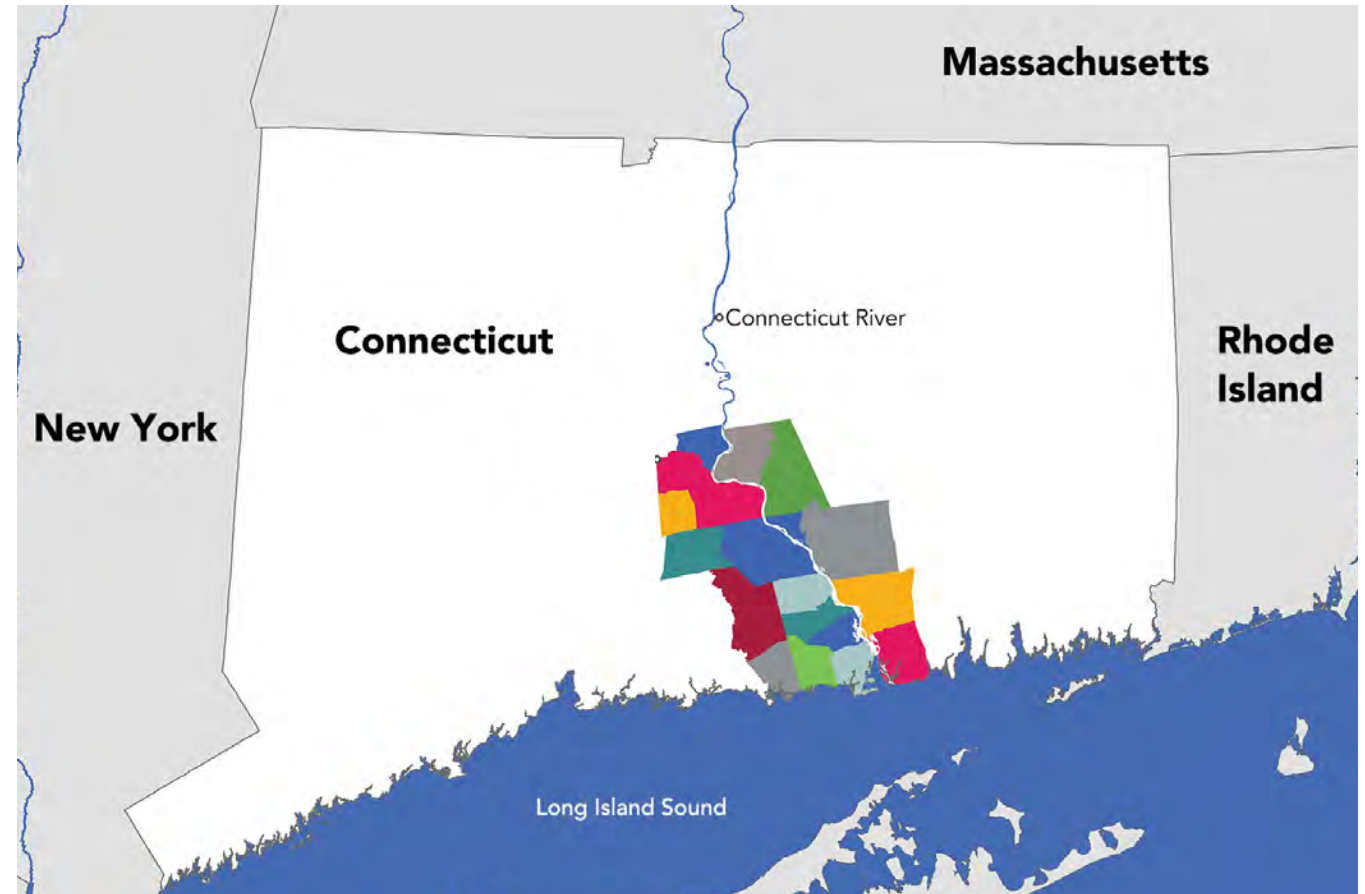


**Tighe&Bond**

# RiverCOG

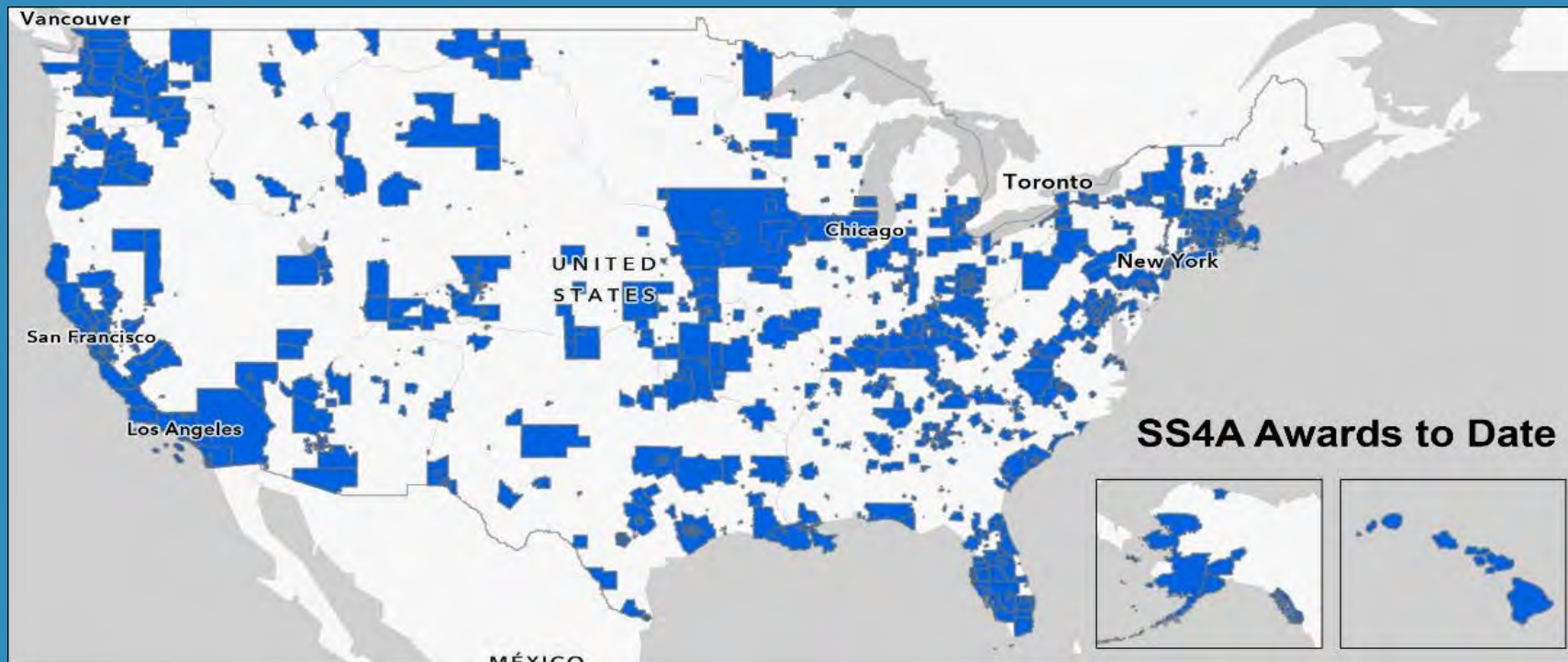
RiverCOG is the Metropolitan Planning Organization (MPO) for the Lower Connecticut River Valley Region that is responsible for:

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



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# Safe Streets and Roads For All

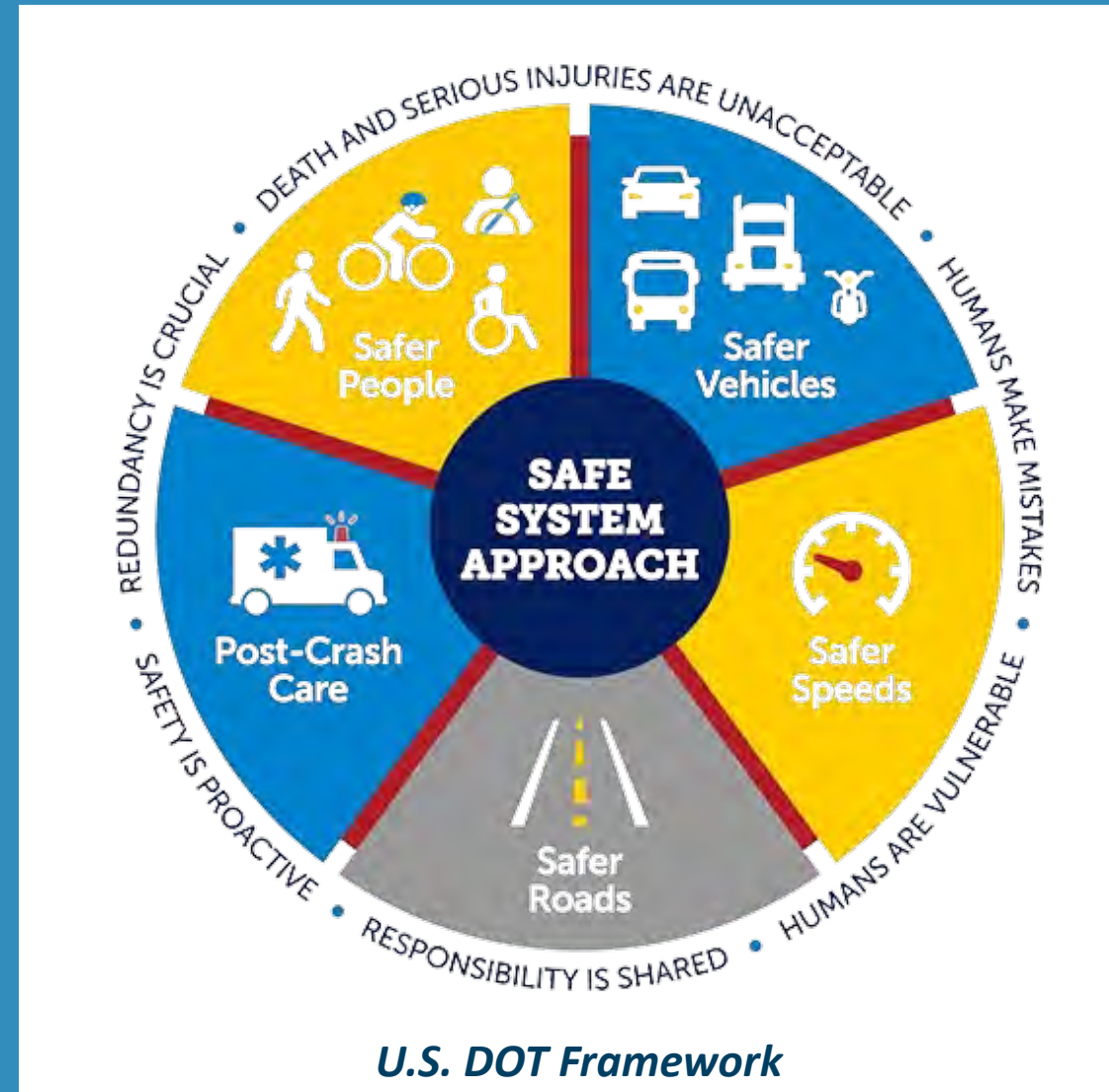


Provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach **to prevent deaths and serious injuries** on the nation's roadways

What does a transportation and roadway system need to be “**safe**”?

# Safe System Approach

*Goal:*  
Eliminate all roadway fatalities and serious injuries for all users of the road.



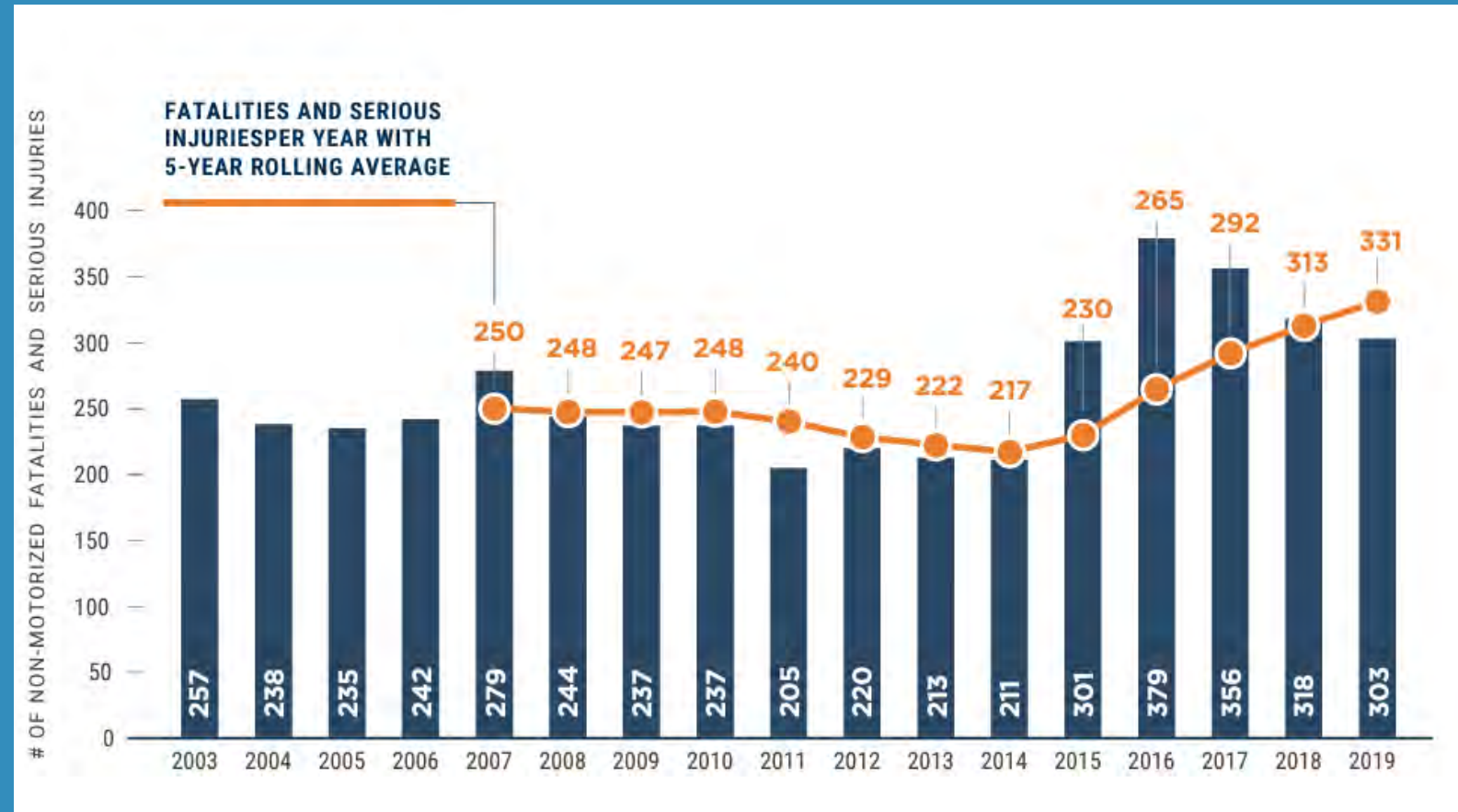
# Safe System Approach



Conventional Approach	Safe System Approach
Traffic deaths are inevitable	Traffic deaths are preventable
Prevent collisions	Prevent fatal and severe crashes
Perfect human behavior	Integrate human error into approach
Individual responsibility	Systems approach

# Vulnerable Road Users (VRU)

- Non-motorist, such as pedestrian or cyclist
- USDOT encourages prioritizing VRU safety



Non-motorized fatalities and serious injuries in Connecticut (2003-2019, CTDOT State Highway Safety Plan)



# Safe Streets and Roads For All

## Planning Structure

**SS4A Oversight**

## Planning Process Inputs

**Existing / Historic  
Trends**

**Equity  
Considerations**

**Engagement**

**Safety Analysis**

## Planning Process Outcomes

**Project Prioritization**

**Strategy and  
Countermeasure  
Selection**

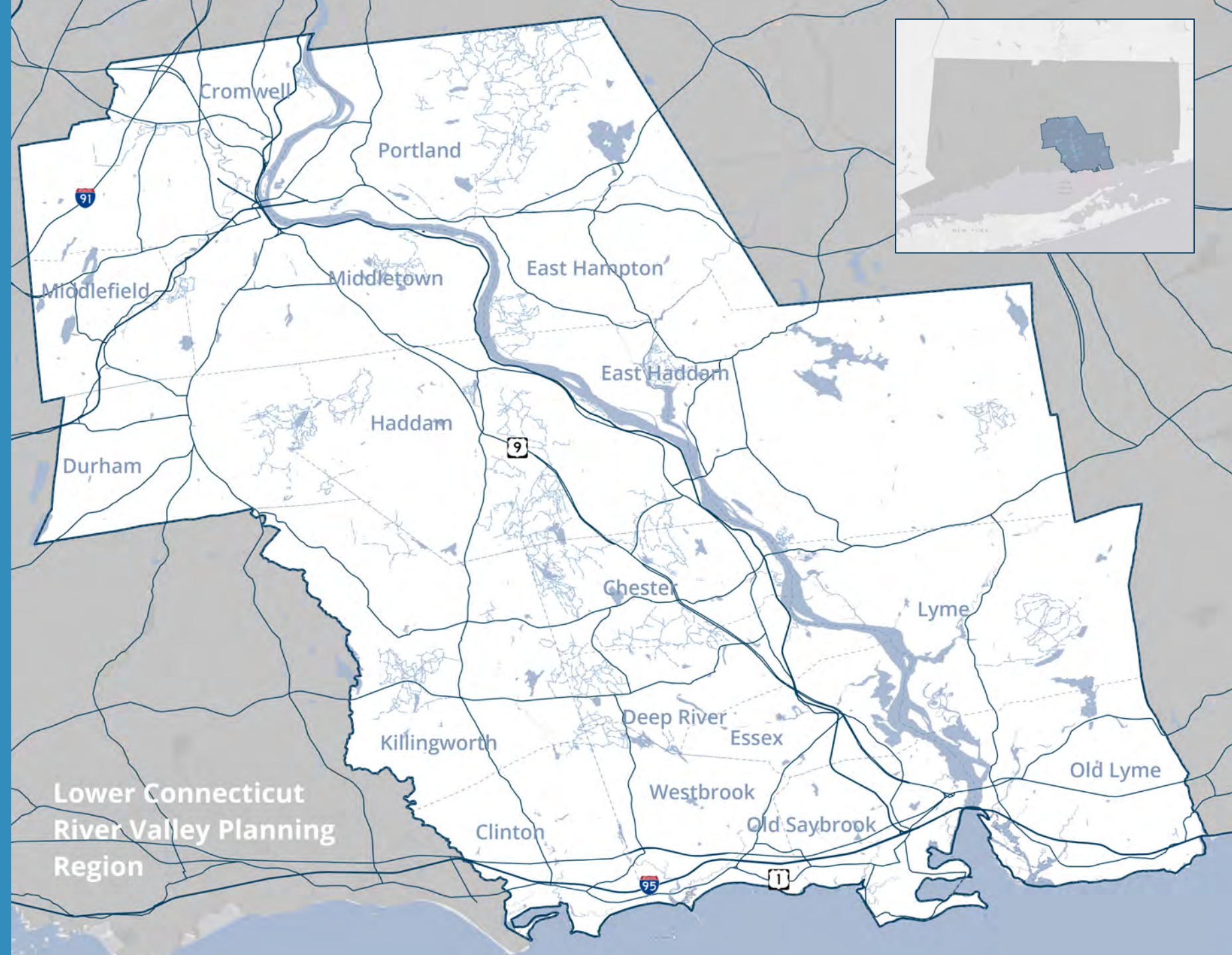
**Policy and Process  
Changes**

**Evaluation and  
Transparency**

## Leadership and Vision

**Commitment  
from high-  
ranking official or  
governing body**

# Regional SS4A



Lower Connecticut  
River Valley Planning  
Region

# SS4A Action Plan Structure

**Planning Structure**

**SS4A Oversight**

**Planning Process  
Inputs**

**Planning Process  
Outcomes**

**Leadership and  
Vision**

# Study Advisory Committee

- **Act** as liaisons to your community
- **Share** local and other specialized knowledge
- **Provide** input on stakeholder and public outreach
- **Comment** on project methodology, findings, and recommendations
- **Continue** as ongoing champions



# Planning Process Inputs

**Planning Structure**

**Planning Process  
Inputs**

**Existing / Historic  
Trends**

**Equity  
Considerations**

**Engagement**

**Safety Analysis**

**Planning Process  
Outcomes**

**Leadership and  
Vision**

# Existing/ Historic Trends

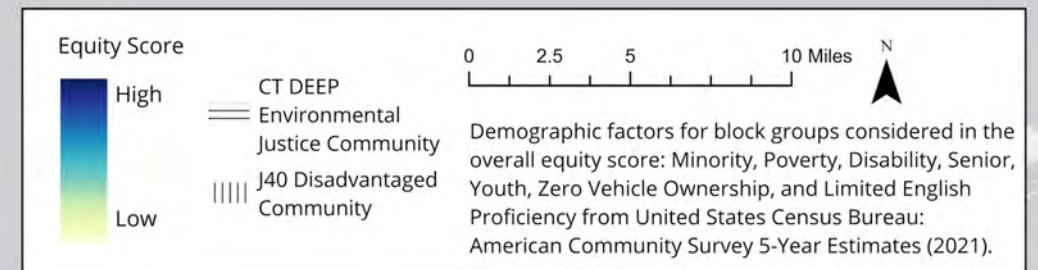
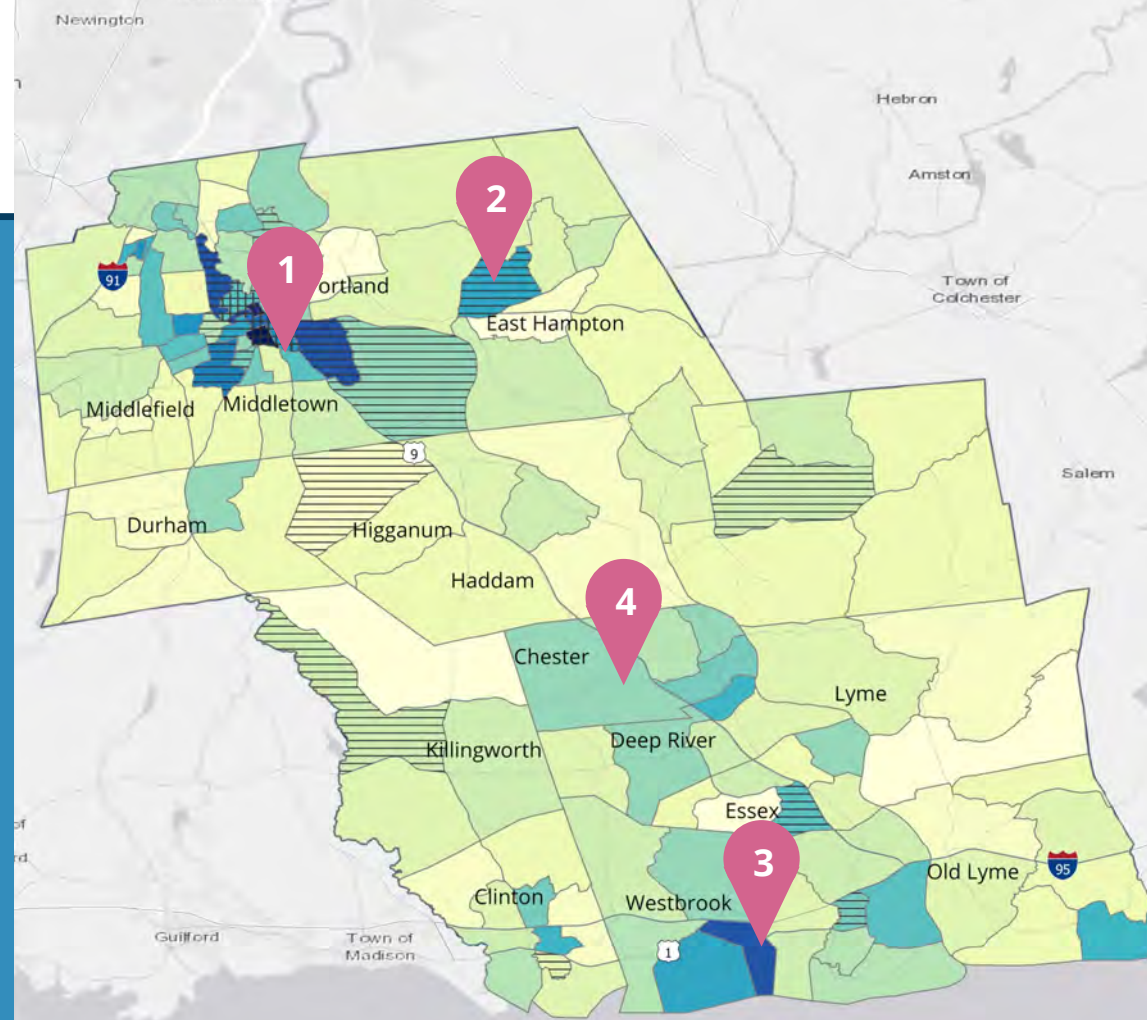
Plans Reviewed	Safety Concerns	Congestion Concerns	Bike & Pedestrian Needs	Integration with Neighborhoods
Lower Connecticut River Valley Regional Transportation Safety Plan (2022)	X	X		
Lower Connecticut River Valley Bicycle and Pedestrian Master Plan (2022)	X		X	X
Lower Connecticut River Valley Plan of Conservation and Development 2021-2031	X	X	X	X
Route 1 Corridor Plan Clinton to Old Saybrook (2015)	X		X	
Route 81 Corridor Study (2019)	X		X	
Route 66 Transportation Study Portland and East Hampton, CT (2020)	X	X		

# Equity Considerations

Location	Area
1	Middletown
2	East Hampton
3	Westbrook
4	Chester

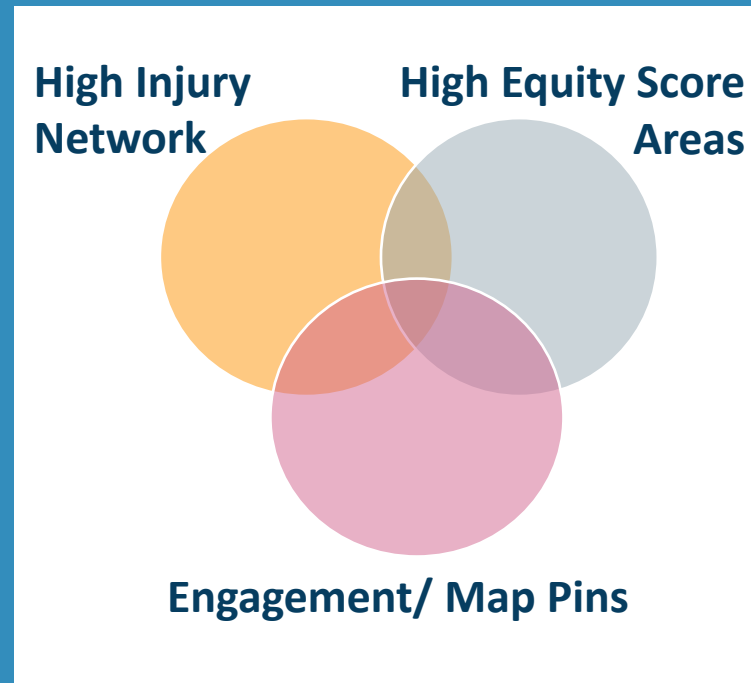
## Criteria:

- (1) being placed at or above the 90<sup>th</sup> percentile of calculated equity scores in the region
- (2) defined by either Justice40 or CTDEEP criteria,
- (3) a combination of the former two criteria



# Equity Considerations

## Emphasizing Equity throughout Process



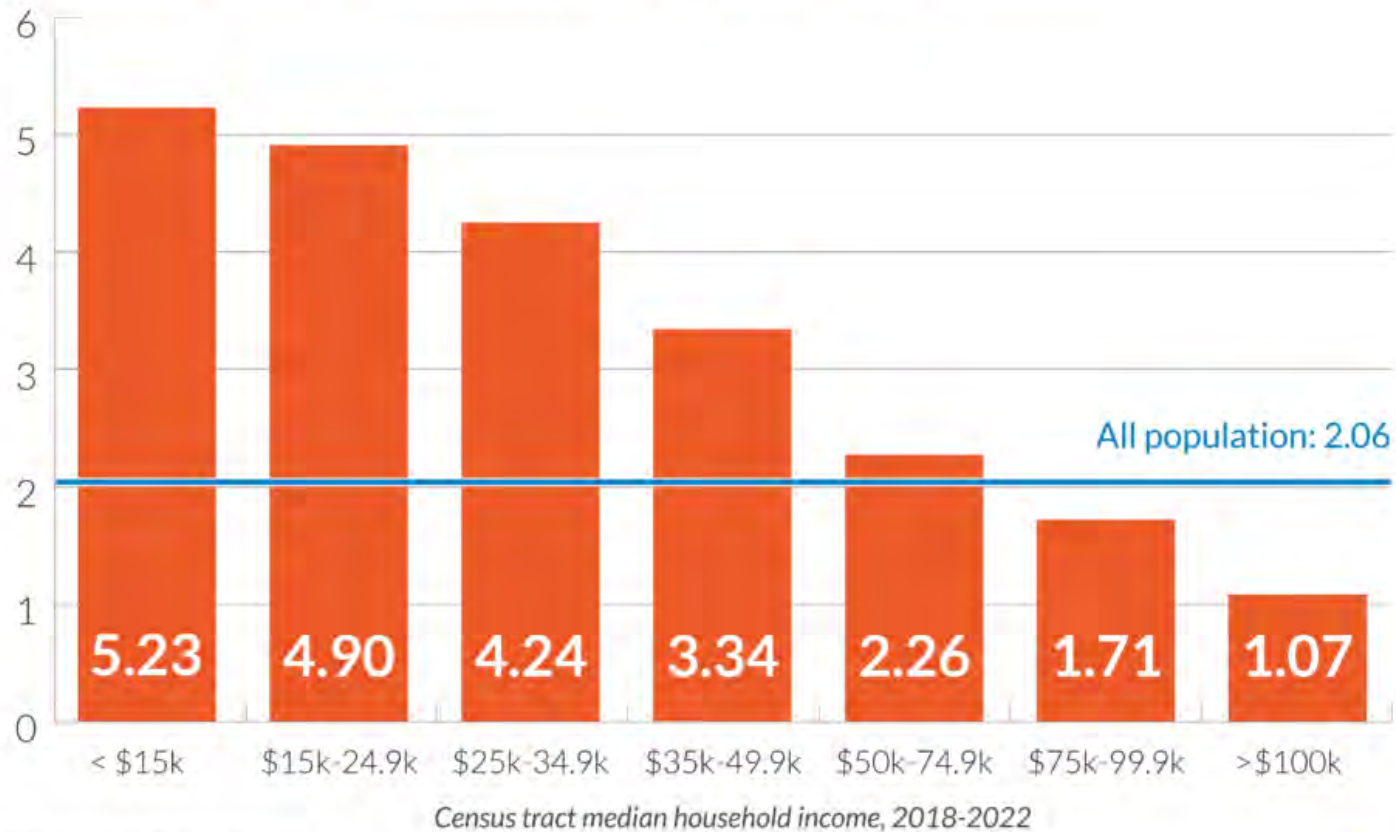


# Equity Considerations

## Why It Matters

### Lower-income areas have far higher rates of pedestrian deaths

Pedestrian fatalities per 100,000 people by census tract income



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.

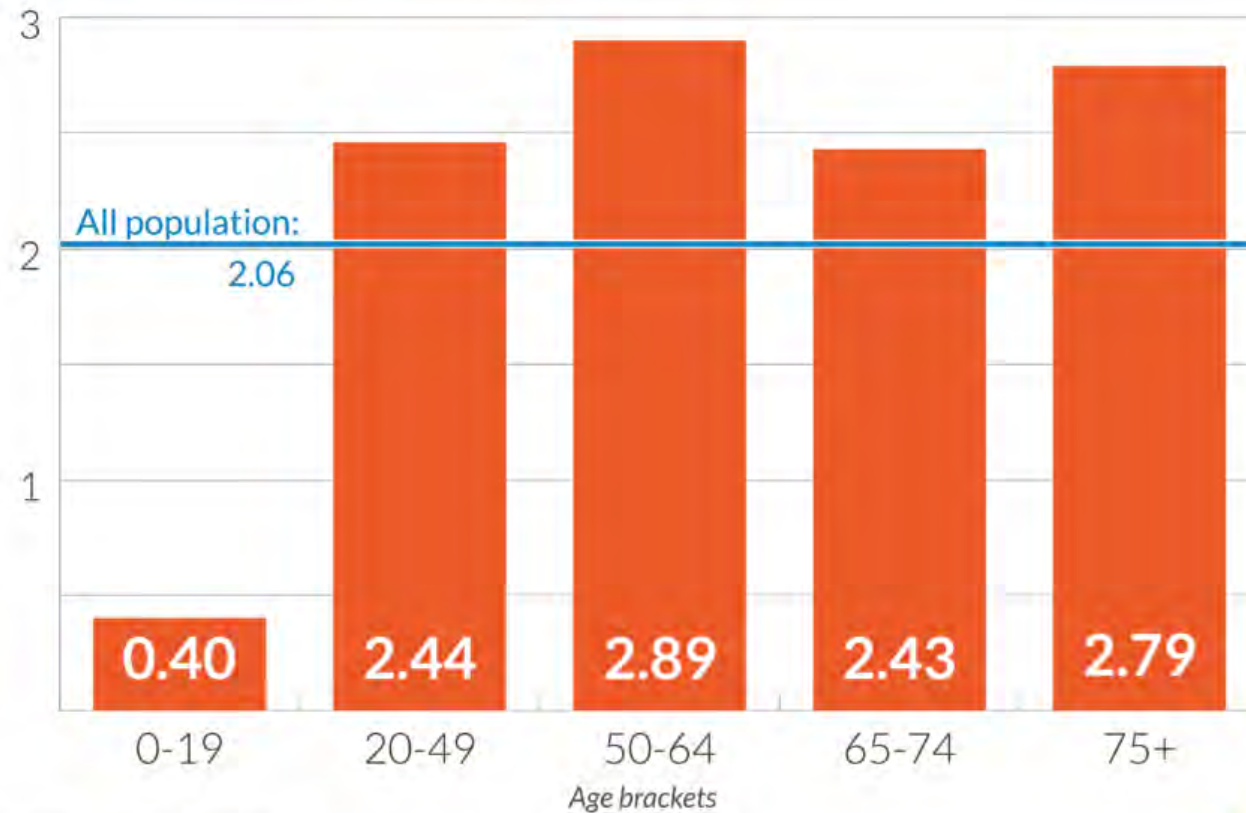


Smart Growth America's  
Dangerous by Design,  
2024

# Equity Considerations

## Adults between age 50-64 are most likely to be killed

Pedestrian fatalities per 100,000 people by age



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.

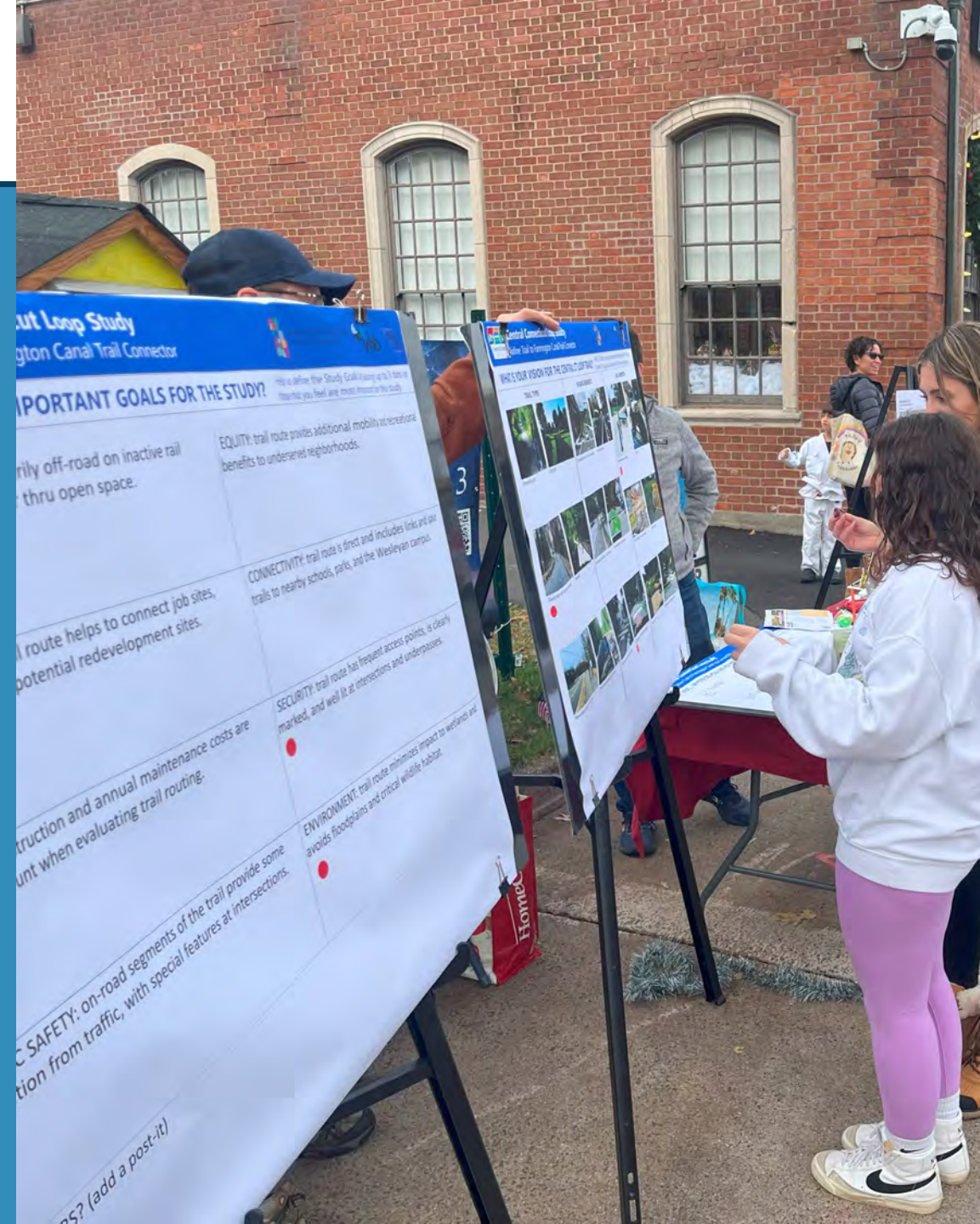


## Why It Matters

Smart Growth America's  
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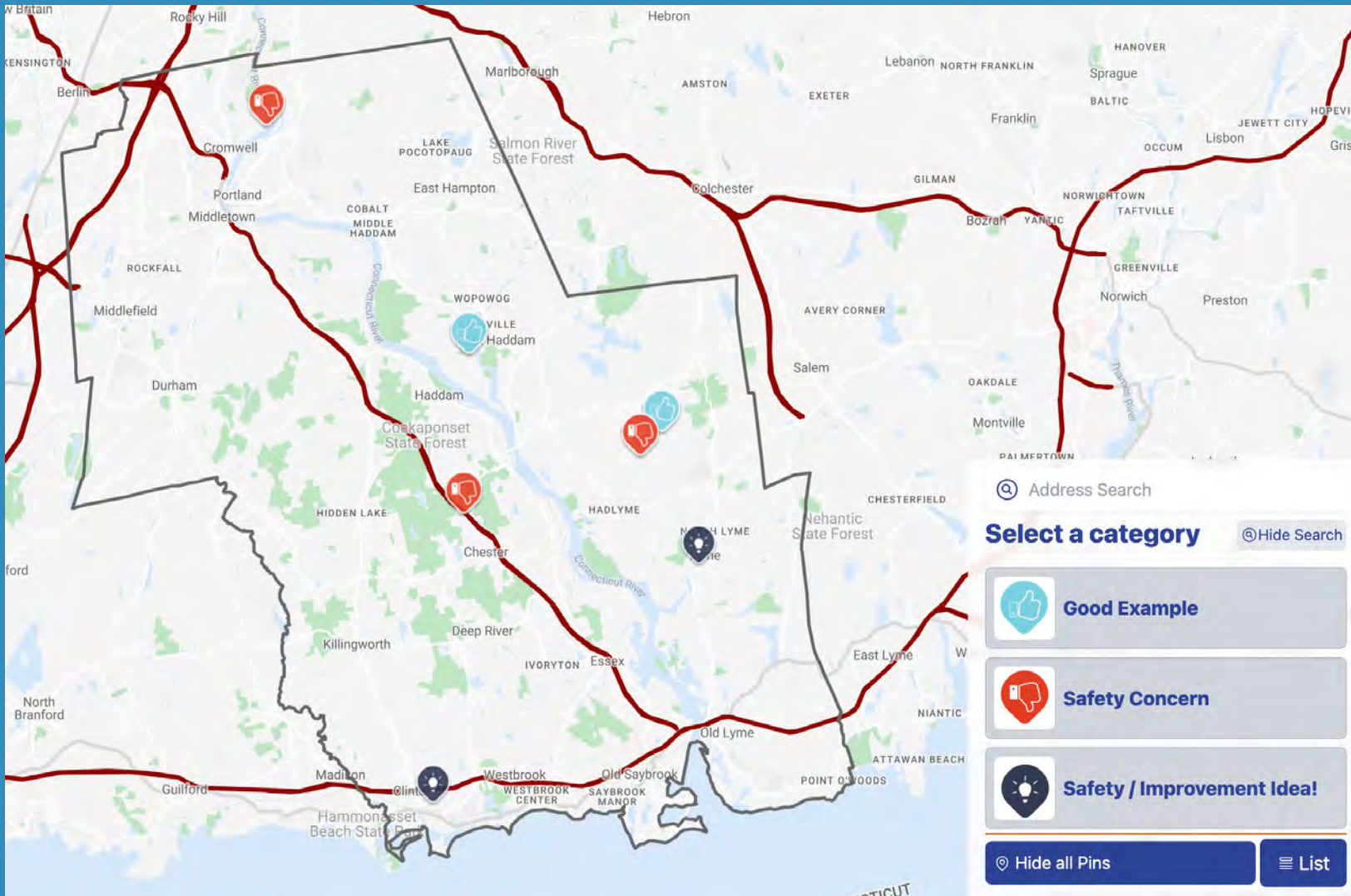
# Engagement

- Study Advisory Committee Meetings (5)
- Stakeholder Interviews (up to 10)
- Virtual Engagement Mapping Tool
- Public Meetings (3)
- Pop-up Events (3)
- RiverCOG Board Presentations (3)



Are there any additional stakeholders  
who should be on this committee?

# Online Map Launch



[bit.ly/RiverCOGsafety](https://bit.ly/RiverCOGsafety)

How can we get the word out  
about the mapping tool?

# Upcoming Pop-Ups

**8/23: Cromwell Farmers' Market**

**8/23: Middletown Bus Terminal +  
Middletown Farmers' Market**

**8/24: Clinton Summerfest**

**Tell us about roadway safety  
issues you have experienced!**



Visit [bit.ly/RiverCOGsafety](https://bit.ly/RiverCOGsafety)



# Safety Analysis – RiverCOG Summary

<b>Total Reported Crashes (2019-2023)</b>	<b>18,071</b>
Fatalities	71
Serious Injuries	202
Minor Injuries	4,133

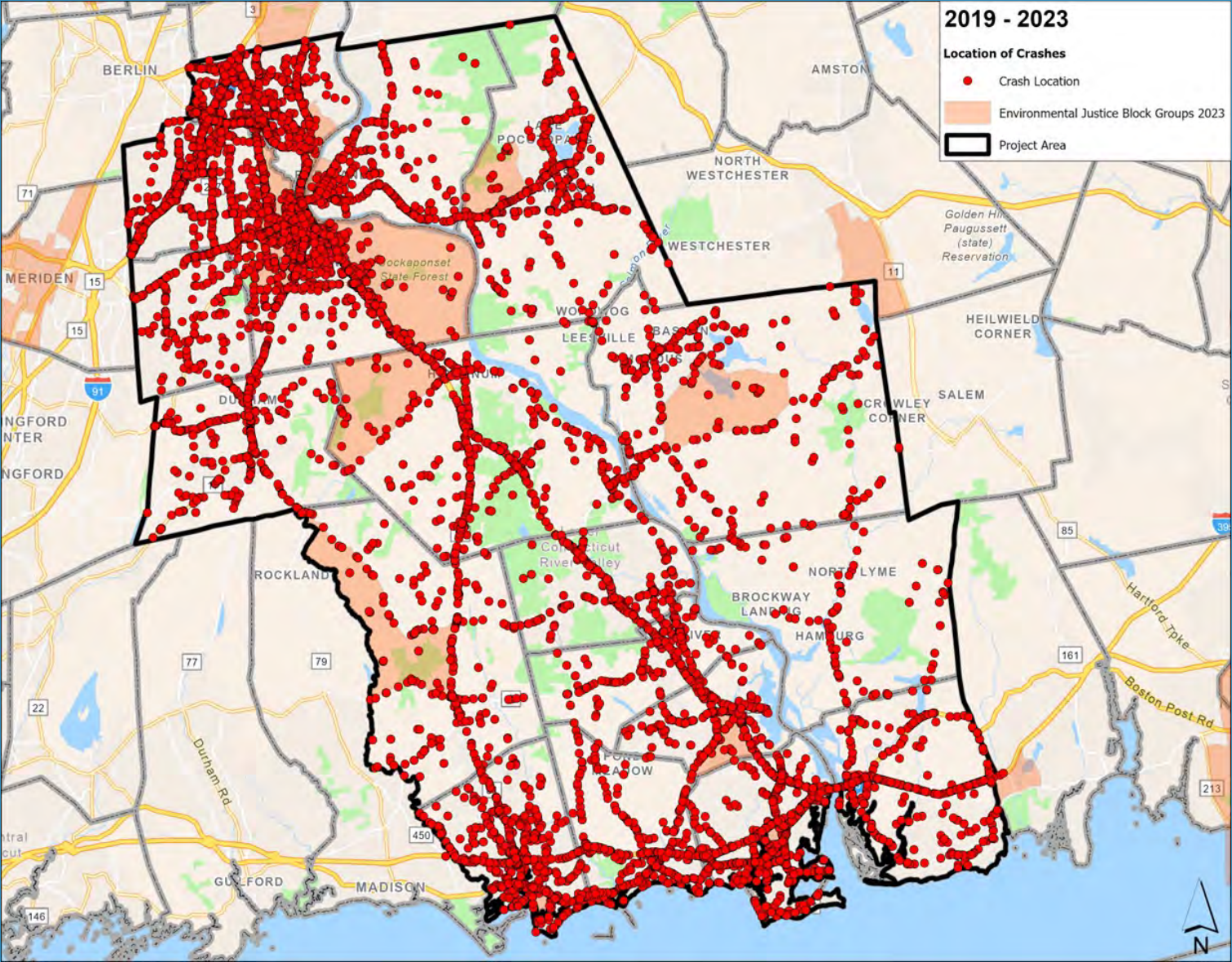
*All public roadways, RiverCOG Region*

<b>Vulnerable Road User (VRU) Crashes</b>	<b>199</b>
Fatalities	5
Serious Injuries	29
Minor Injuries	137
Property Damage Only	28

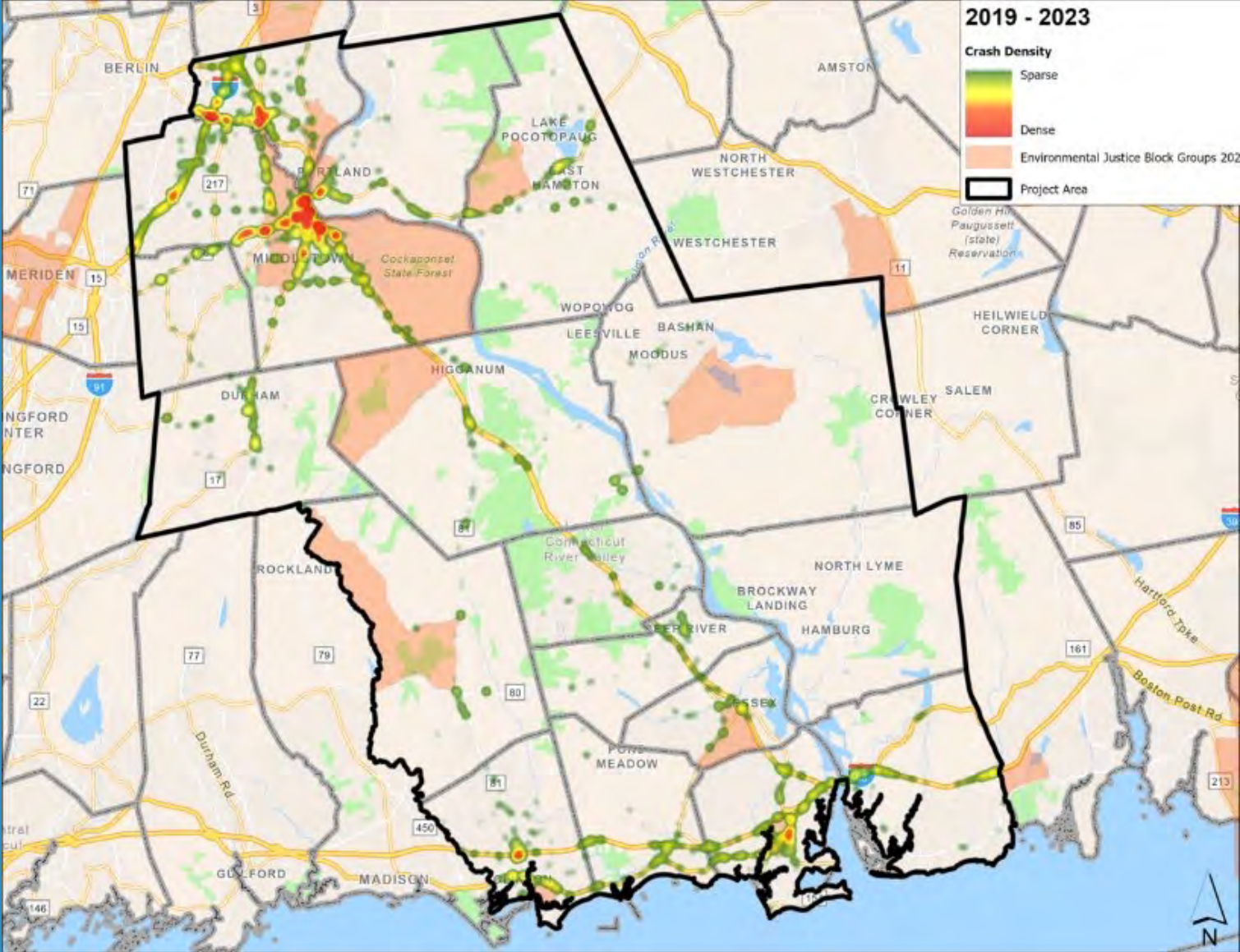
*Excludes limited access roadways, RiverCOG Region*



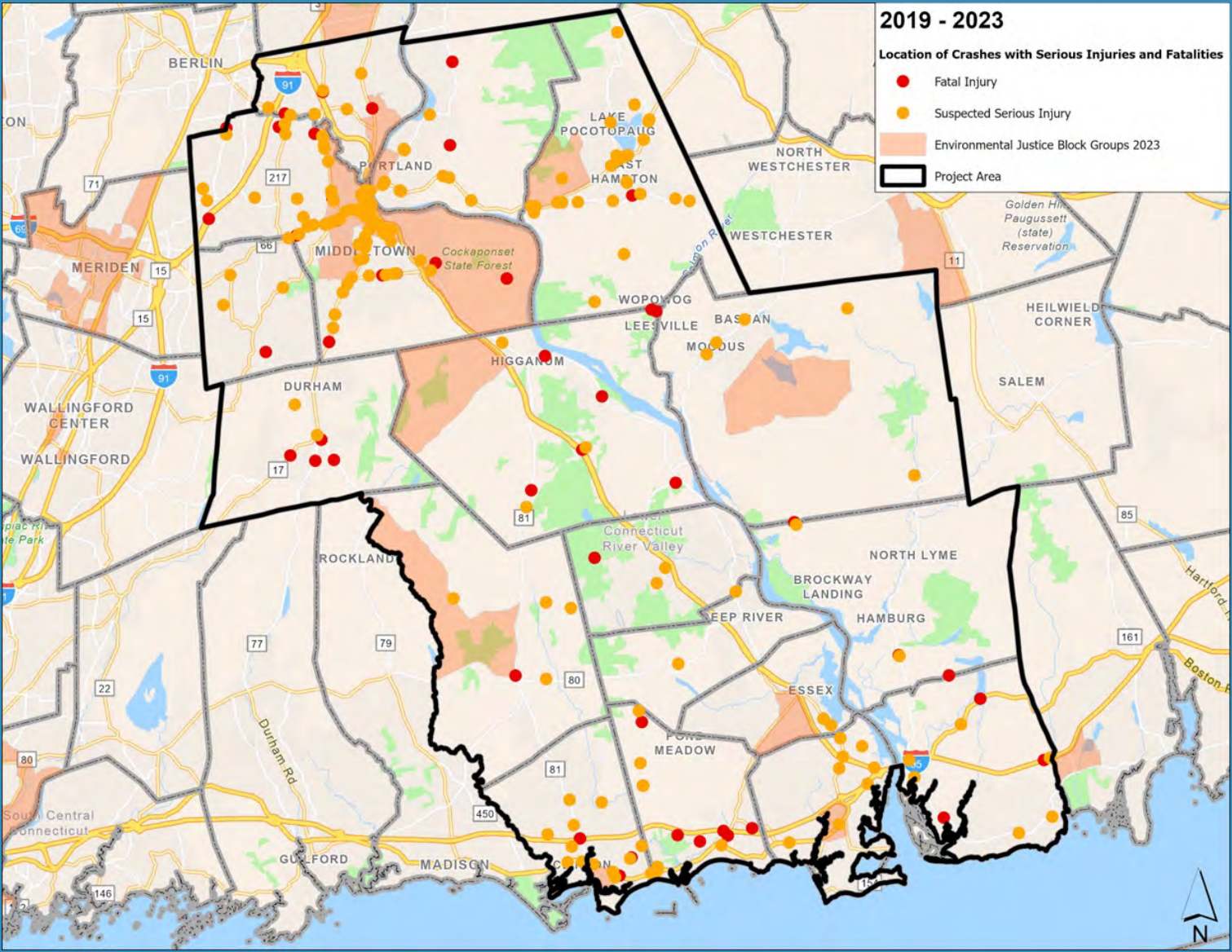
# Safety Analysis – All Crashes



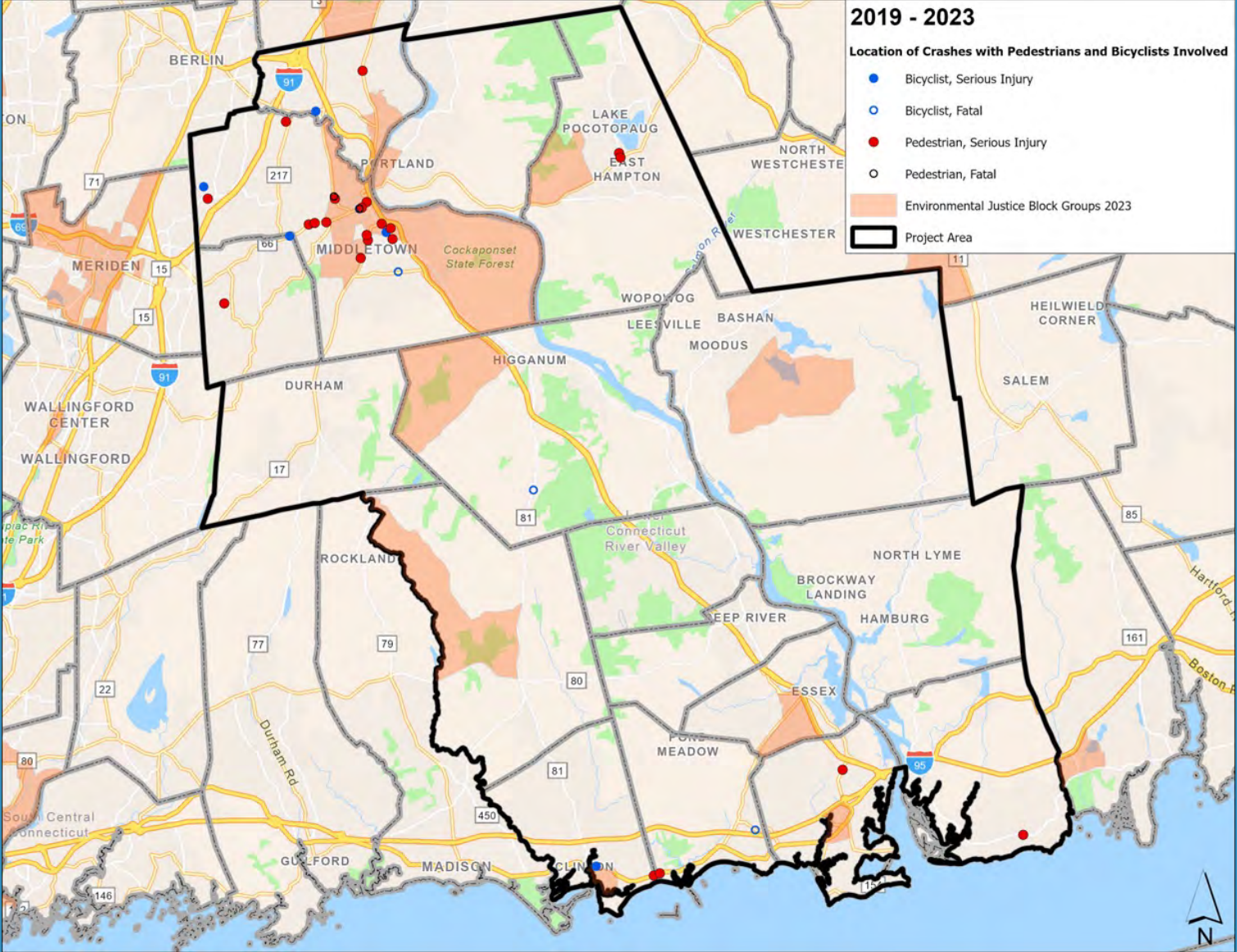
# Safety Analysis – Density Map



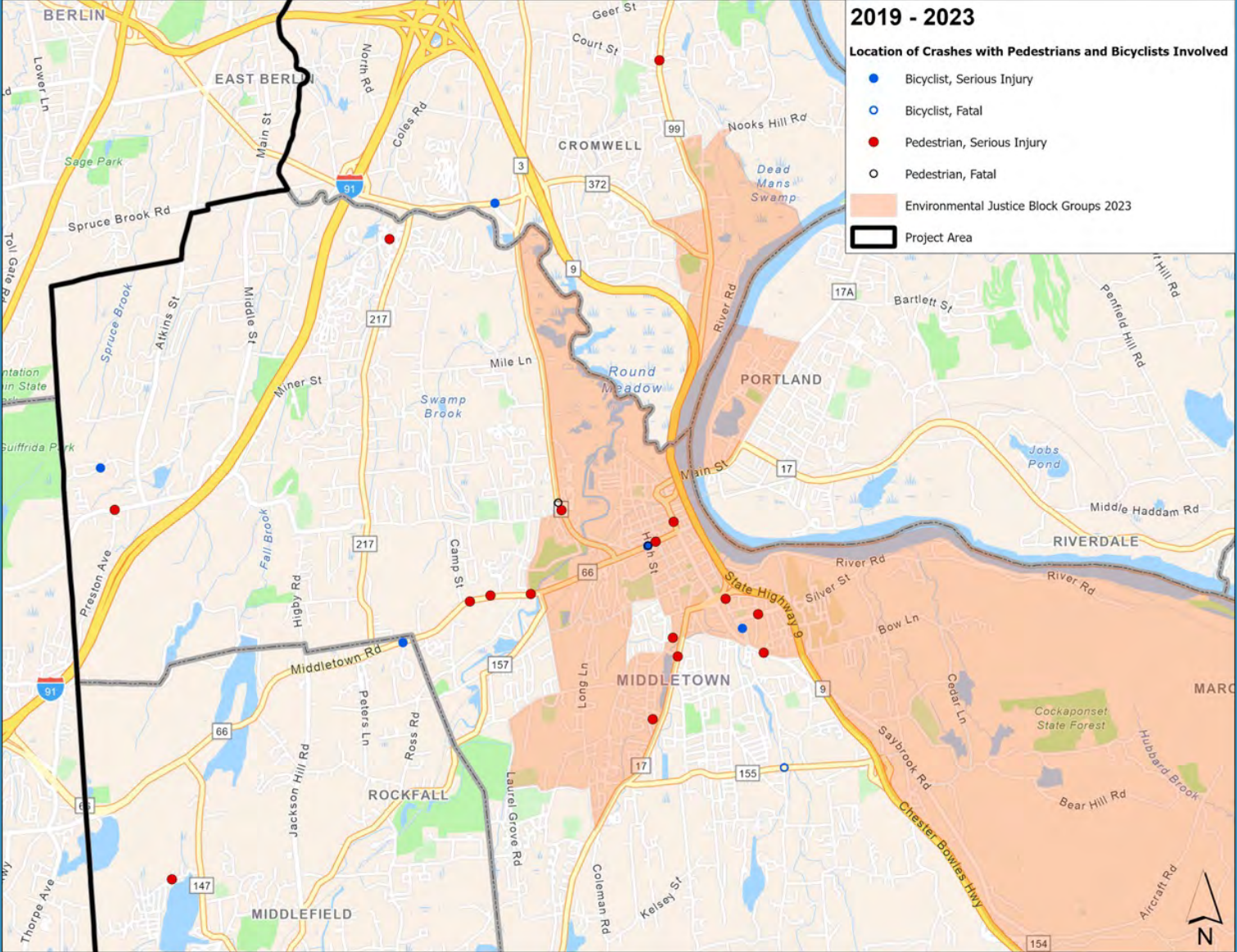
# Safety Analysis –Fatal and Serious Crashes



# Safety Analysis – VRU Fatal and Serious



# Safety Analysis – VRU Fatal and Serious



# Initial Takeaways

- State roadways account for **86%** of all fatal and serious injury crashes
- **40%** of all fatal and serious crashes and **66%** of all VRU-involved fatal and serious crashes occurred in Middletown
- Route 17 experienced **18** fatal and serious crashes, more than any other non-limited access roadway
- Route 66 experienced **8** VRU-involved fatal and serious crashes, more than any other non-limited access roadway
- Both Middletown and East Hampton experienced crashes within identified Environmental Justice areas

# Planning Process Outcomes

**Planning Structure**

**Planning Process  
Inputs**

**Planning Process  
Outcomes**

**Leadership and  
Vision**

**Project Prioritization**

**Strategy and  
Countermeasure  
Selection**

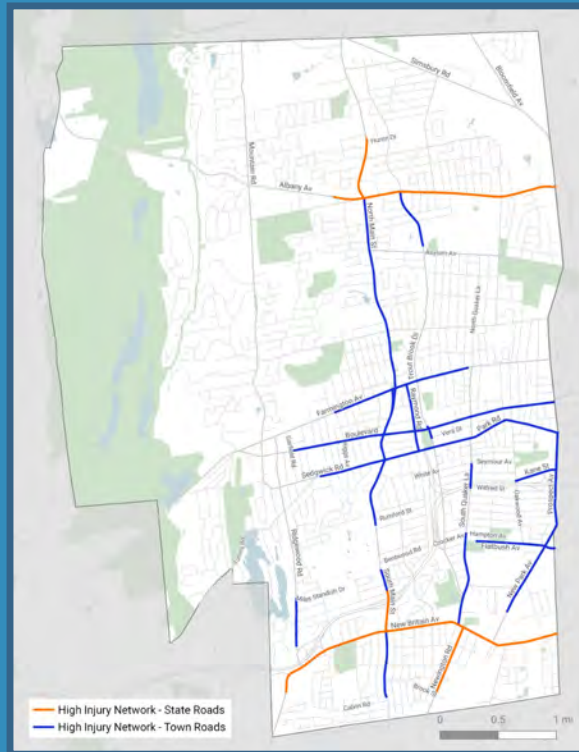
**Policy and Process  
Changes**

**Evaluation and  
Transparency**

# Project Prioritization

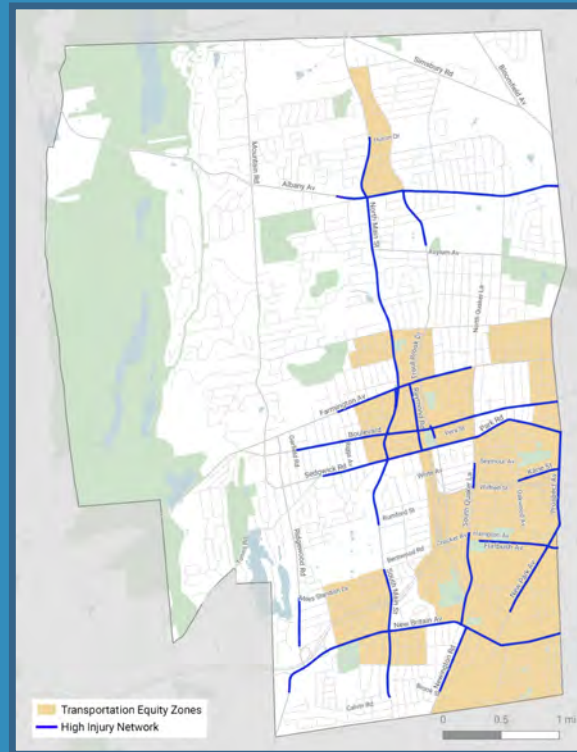
## Example: West Hartford Vision Zero Action Plan

Strong Technical  
Analysis



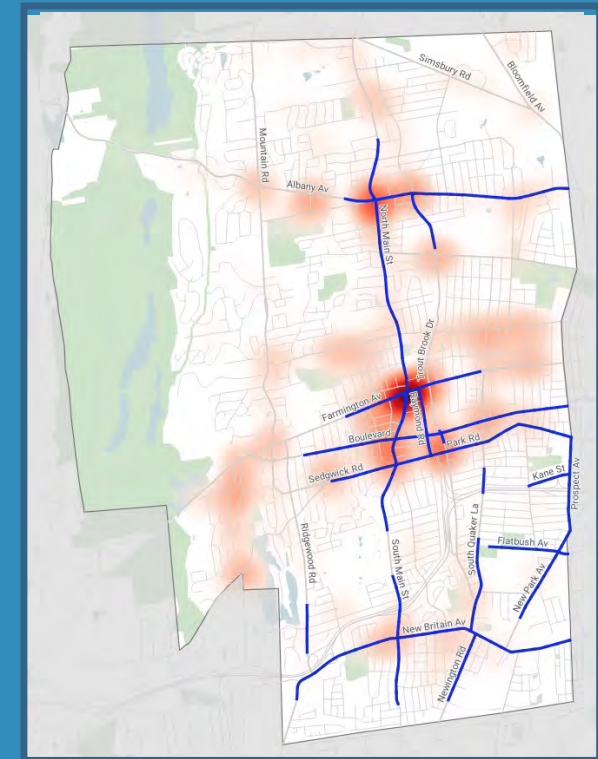
High Injury  
Network

Equitable  
Implementation



Transportation  
Equity Zones

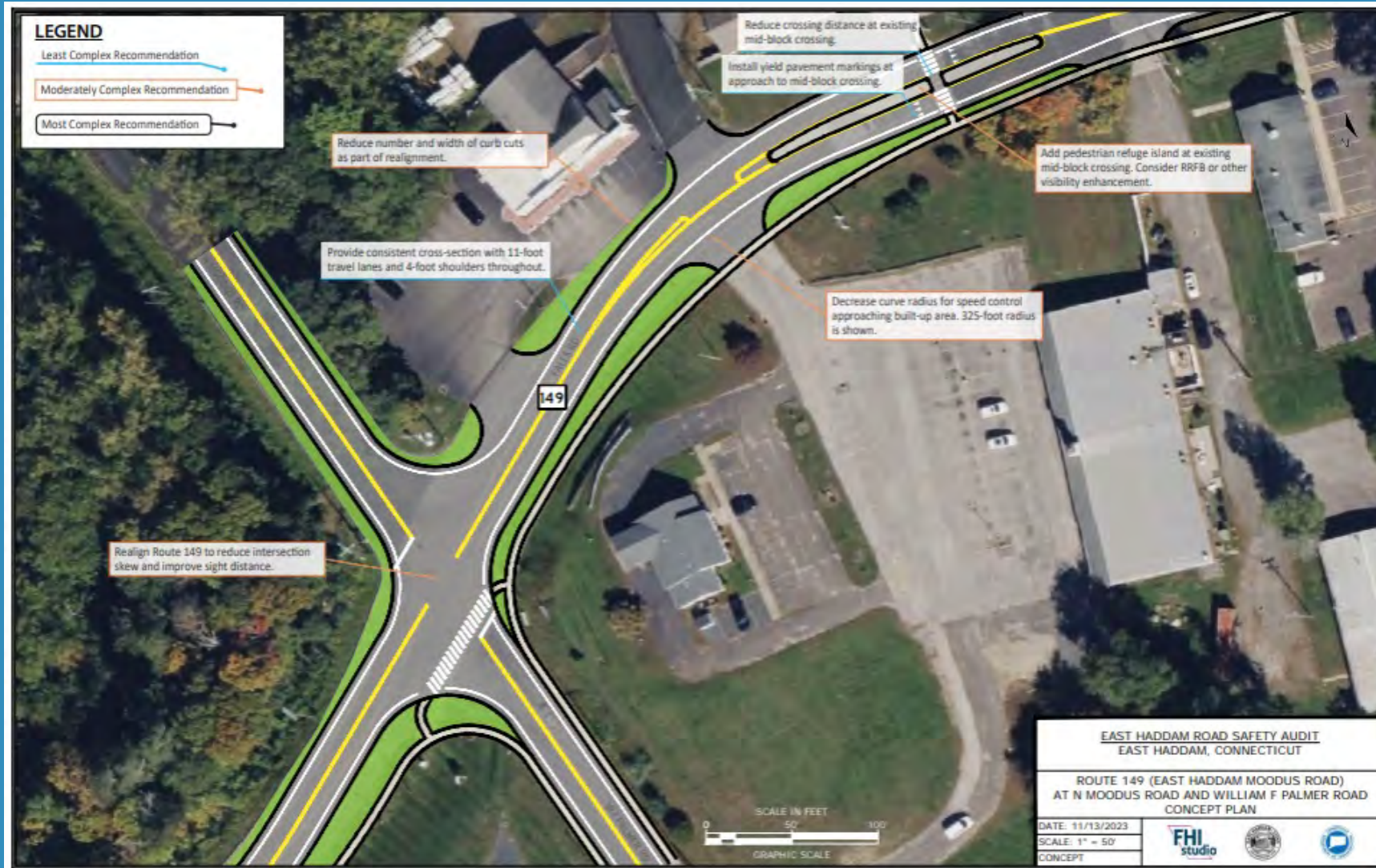
Strong Community  
Support



Community  
Webmap



# Strategy and Countermeasure Selection



3 planning-level  
concept plans

# Strategy and Countermeasure Selection

## Practices & Policies

ID	Action	Timeframe	Priority	Lead	Partners	Staffing Obstacles	Funding Obstacles	Legislative Obstacles
<b>A</b>	<b>Create the institutional framework for the implementation of Vision Zero.</b>		<b>High</b>					
A1	Make the Vision Zero Task Force permanent and hold quarterly status update meetings.	2024 - Ongoing	High	Town Manager	Community Development	Yes		
A2	Create a specific line item under Transportation & Circulation in the town's Capital Improvement Program budget that accounts for capital expenditures that advance Vision Zero. Provide dedicated funding to that line item.	Ongoing	High	Community Development			Yes	
A3	Pursue implementation grant funding to support the implementation of Vision Zero, including the Safe Streets and Roads for All (SS4A) grant.	Ongoing	High	Engineering/ Police	Public Works	Yes		
A4	Establish a full-time permanent staff position responsible for overseeing the implementation of the Action Plan, annual review, data analysis, and the dashboard.	2025	High	Community Development			Yes	
A5	Conduct an annual review of the Vision Zero Action Plan. Include a work plan for projects to be undertaken in the upcoming year.	2024 - Ongoing	Medium	Engineering		Yes		
A6	Establish an internal Response Team to identify and implement quick-build safety countermeasures and direct enforcement and education resources at fatal crash locations.	2026 - 2029	Medium	Town Manager	Community Development	Yes	Yes	
A7	Require that all street improvement projects funded by the town include a report on how they advance Vision Zero.	2026 - Ongoing	Low	Engineering		Yes		
<b>B</b>	<b>Establish policies and programs that will support efforts to reduce speeds, calm traffic, and increase safety for all users.</b>		<b>High</b>					
B1	Adopt a policy formalizing the use of target speed as the design approach for town projects.	2024	Medium	Engineering		Yes		

Staffing, Funding, Legislative Obstacles

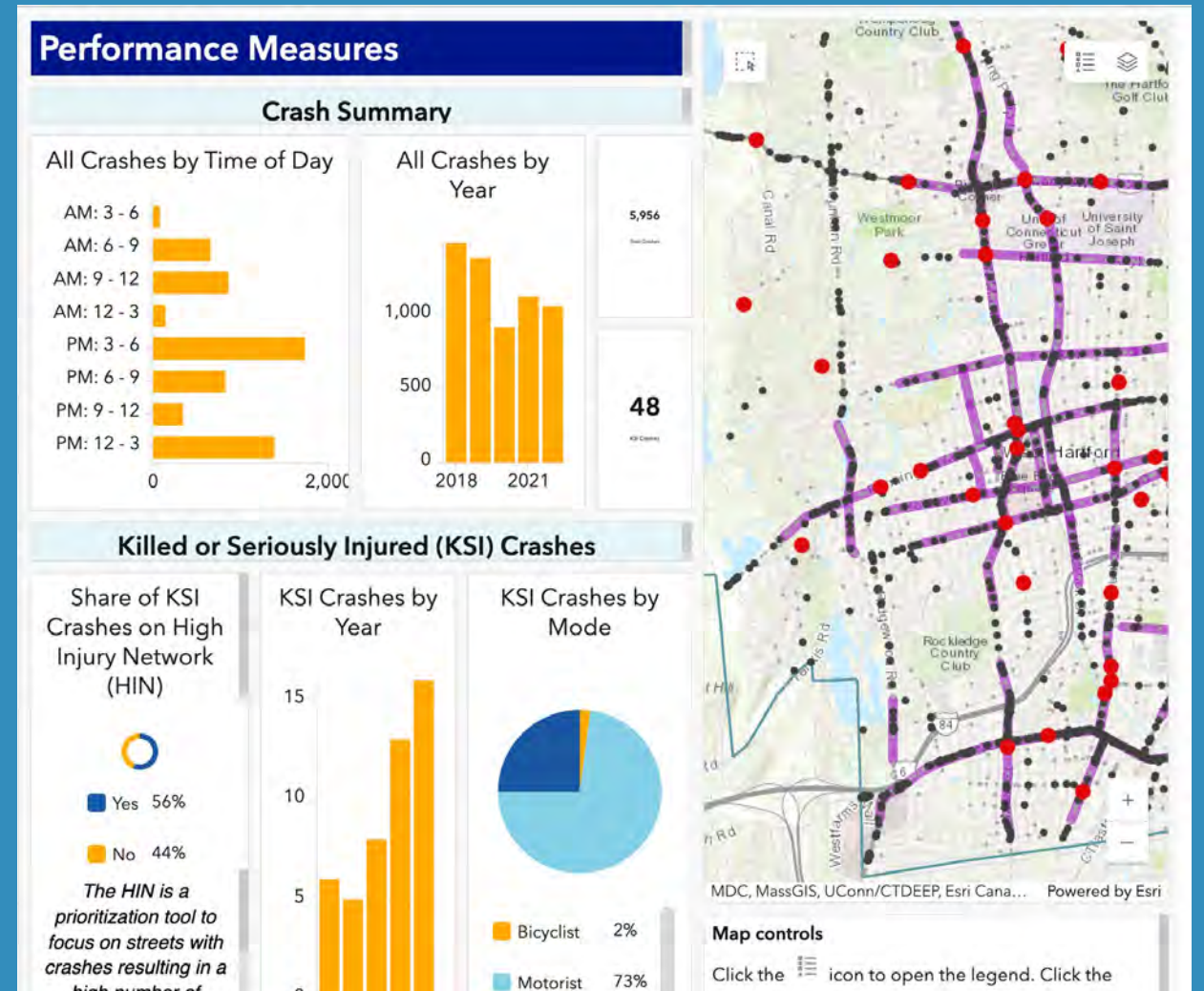
# Policy and Process Changes

- Evaluate policies, practices, and processes related to implementing safety infrastructure in the region
- Recommend a process for ongoing project prioritization



# Evaluation and Transparency

- Propose process for monitoring progress
- Create End of Period Performance Reporting



# Leadership and Vision

**Planning Structure**

**Planning Process  
Inputs**

**Planning Process  
Outcomes**

**Leadership and  
Vision**

**Commitment  
from high-  
ranking official or  
governing body**

# Vision Zero Commitment

An **official public commitment by a high-ranking official or governing body** to eliminating roadway fatalities and serious injuries achieved through:

(1) the **target date** for achieving zero roadway fatalities and serious injuries

OR

(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date



Do you have any concerns about  
committing to Vision Zero?

How long would you need to overcome  
obstacles to achieve Vision Zero?



Any additional questions or  
comments?

# Next Steps

- Finalize Safety Analysis
- Pop-Ups
- Online Map Tool: [bit.ly/RiverCOGsafety](https://bit.ly/RiverCOGsafety)
- Stakeholder Interviews



# Thank You!

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