

# RiverCOG

## Comprehensive Safety Action Plan

*Safe Streets and Roads for All*



Public Meeting #1  
December 9, 2024



Lower Connecticut River Valley  
Council of Governments



**Tighe & Bond**

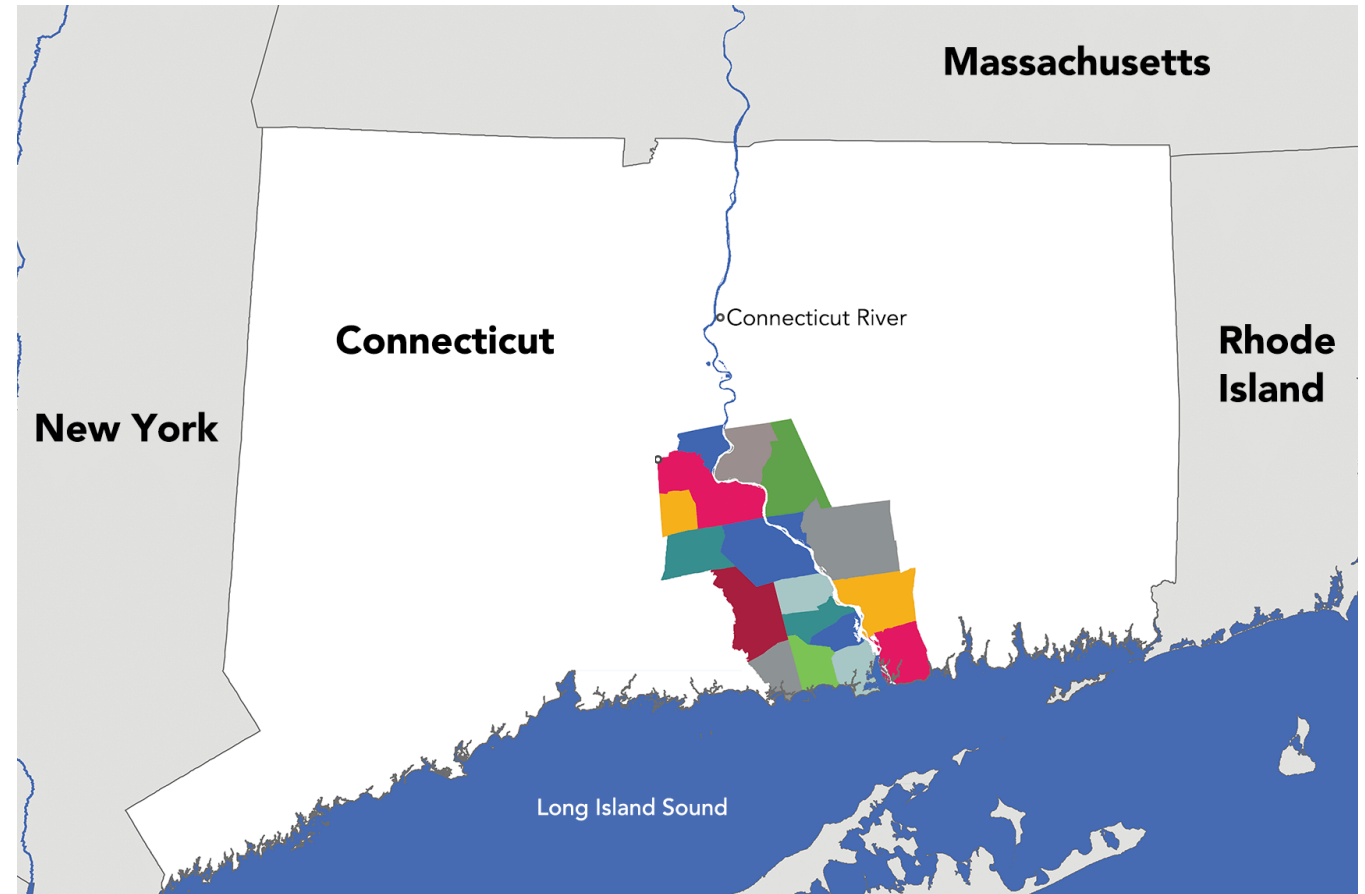


# Project Overview & Update

# RiverCOG

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

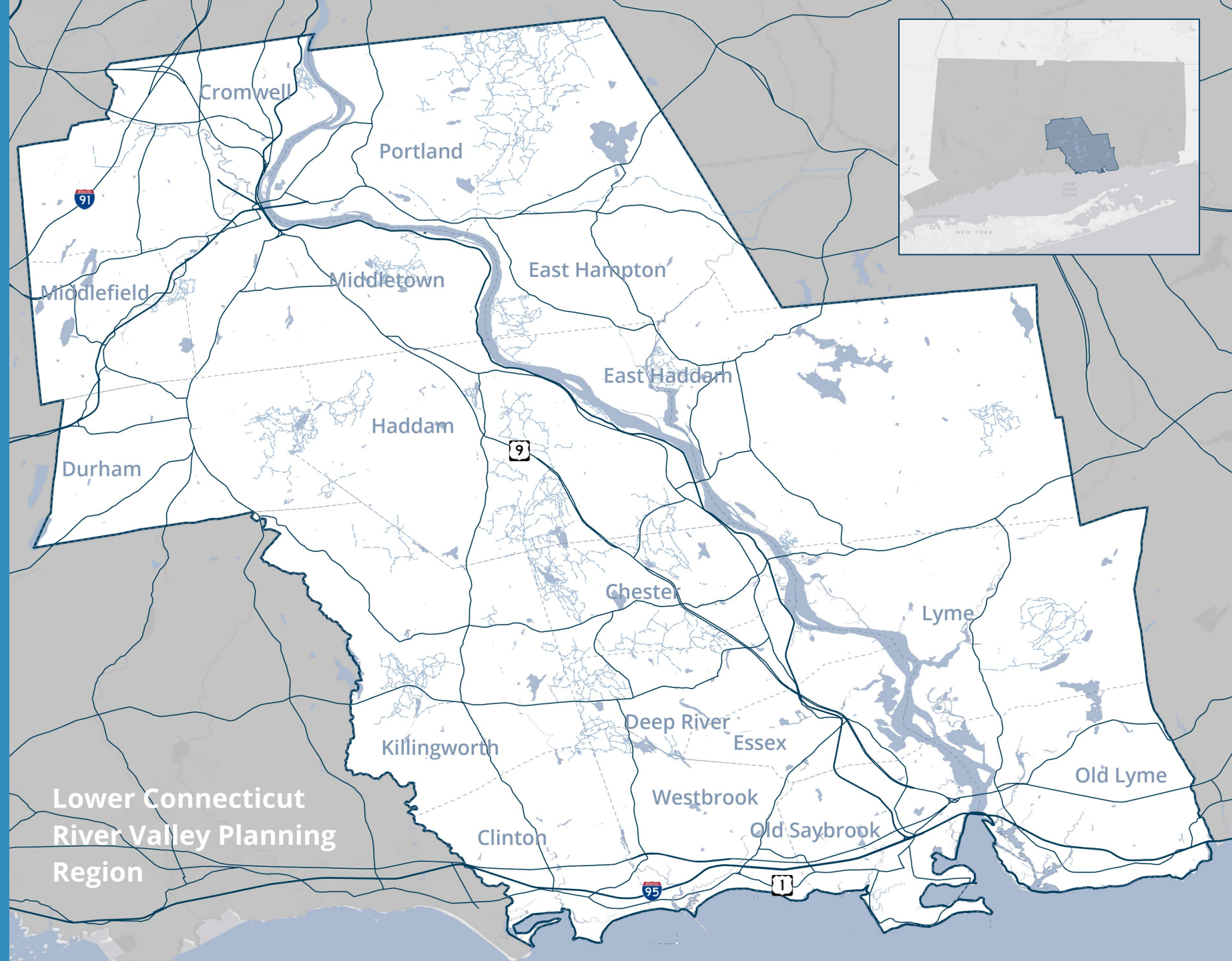
- Transportation Planning
- Distribution of Federal and State Transportation Funds
- Engagement & Coordination
- Data Collection & Analysis



Lower Connecticut River Valley  
Council of Governments

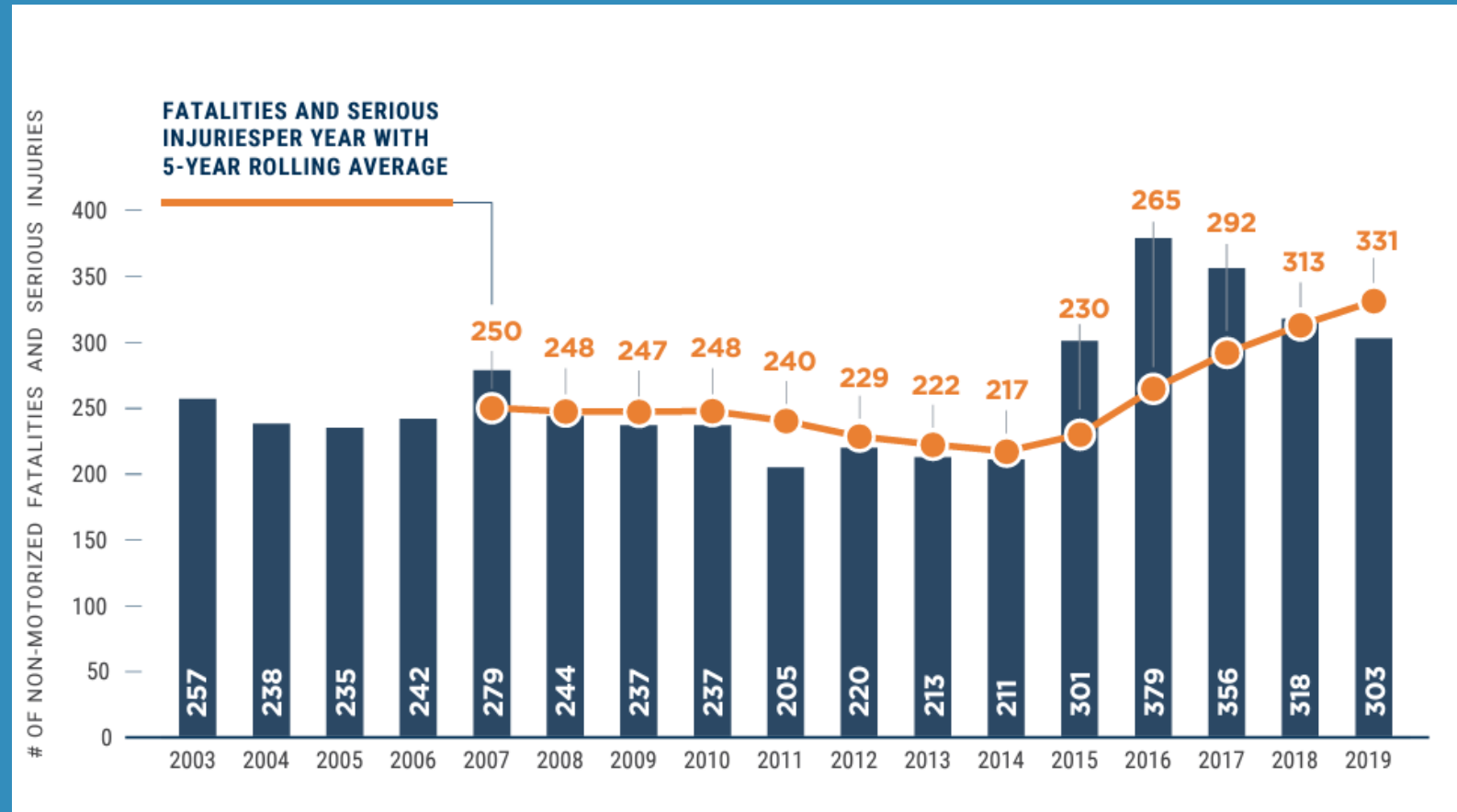
# Safe Streets & Roads for All

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



# Vulnerable Road Users

- Non-motorist, such as pedestrian or cyclist
- USDOT encourages prioritizing vulnerable road user safety

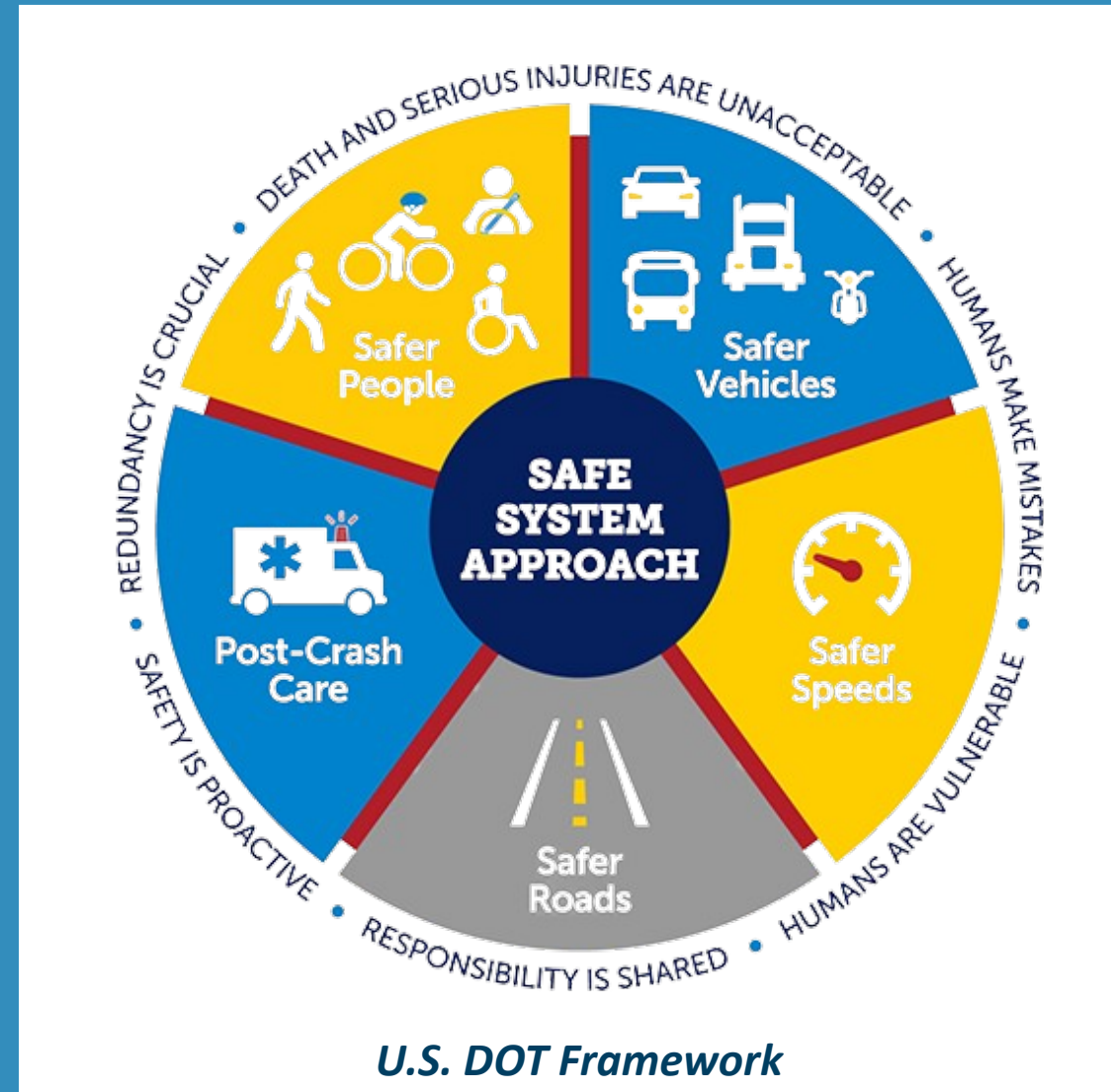


Non-motorized fatalities and serious injuries in Connecticut (2003-2019, CTDOT State Highway Safety Plan)

# 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

# Engagement Update

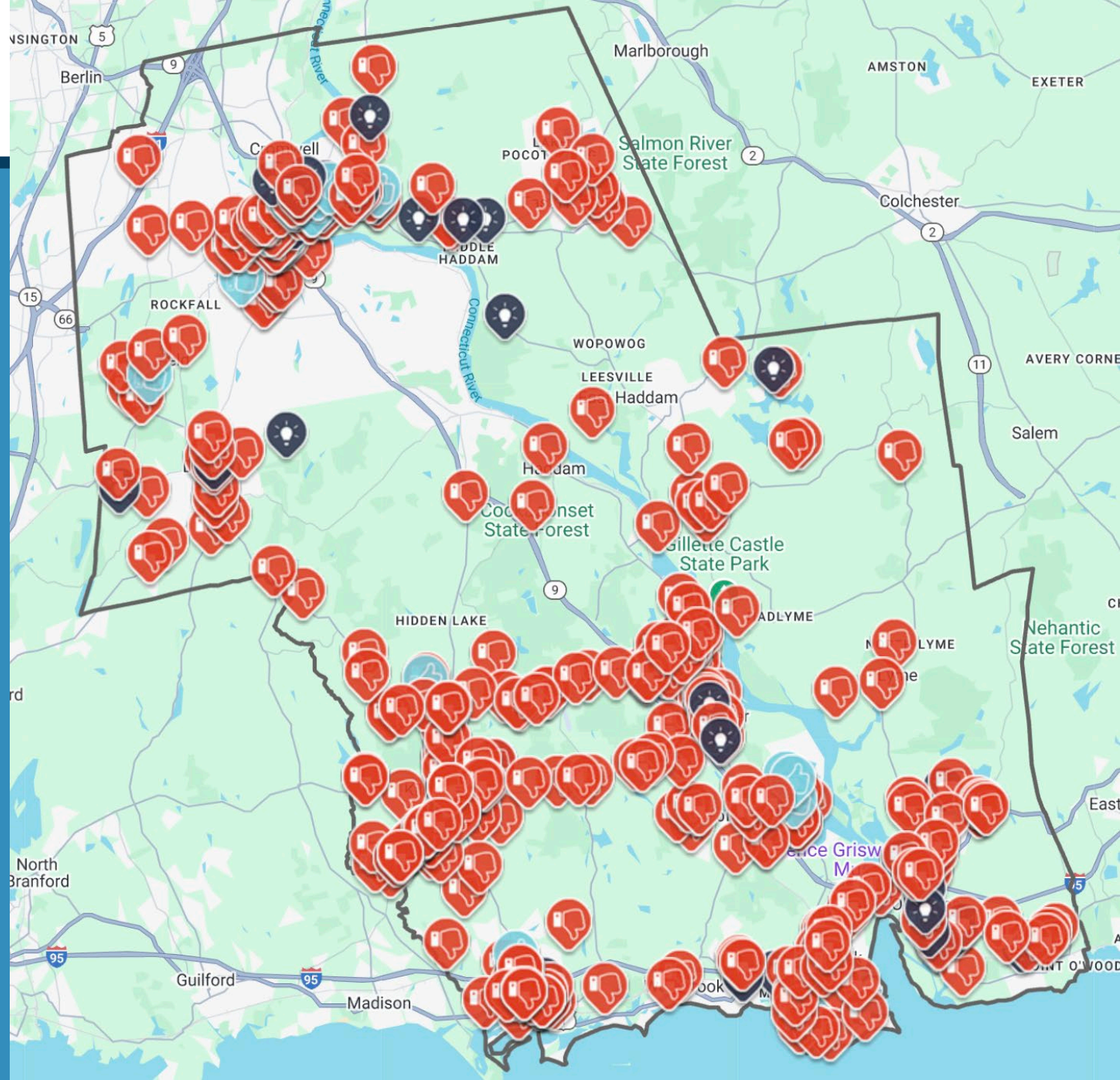
- Complete:
  - Pop-up Events
- On-going:
  - Study Advisory Committee Meetings
  - Stakeholder Interviews
  - Virtual Engagement Mapping Tool
  - Public Meetings
  - RiverCOG Board Presentations





# Mapping Tool

- 600+ submissions
- 63% of comments related to driver behavior
- Pedestrians and visibility concerns each accounted for 1/3 of comments
  - Desire for safety, infrastructure, and accessibility improvements
- Most concerns on state highways

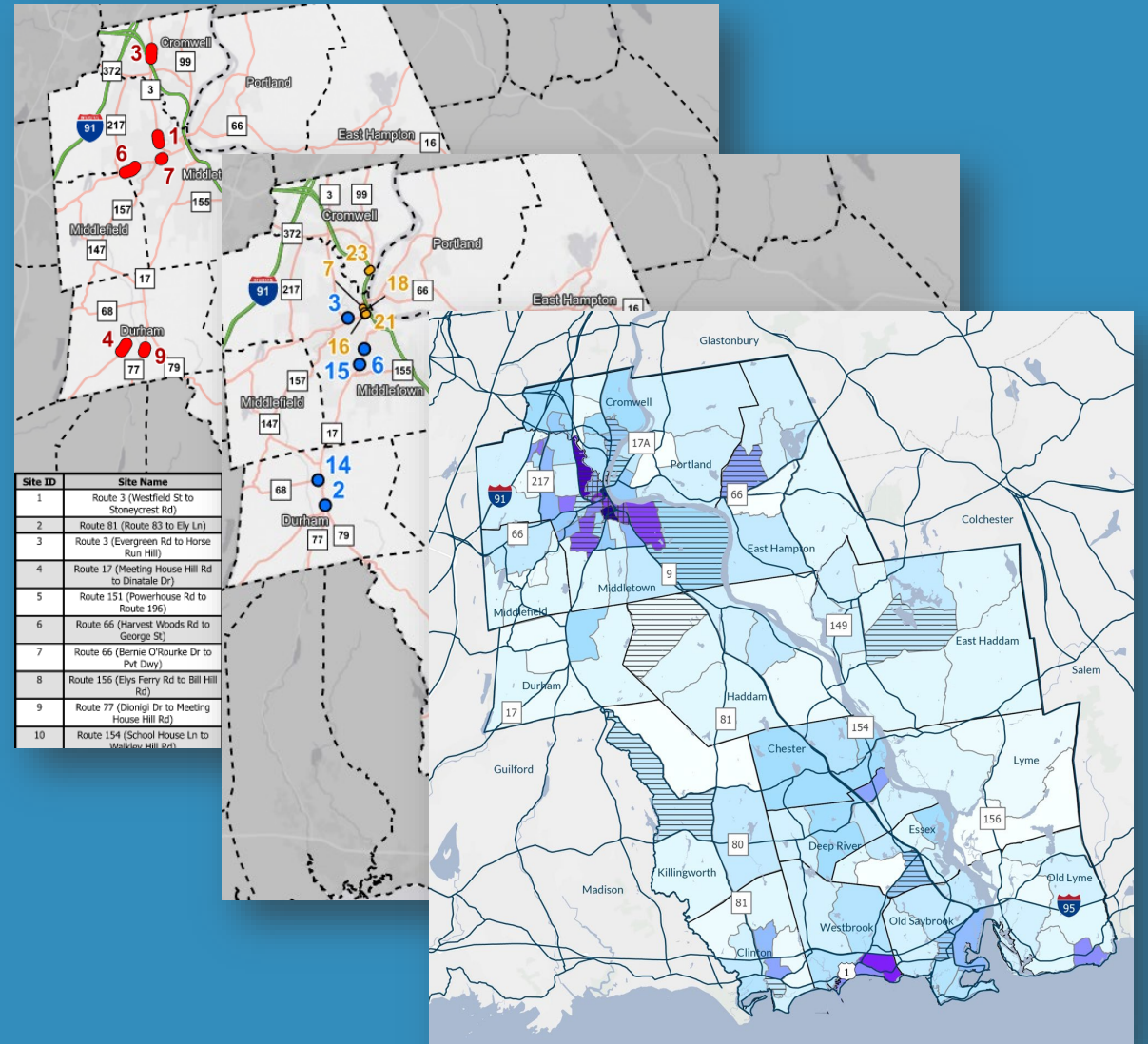




# Existing Conditions

# Existing Conditions Report

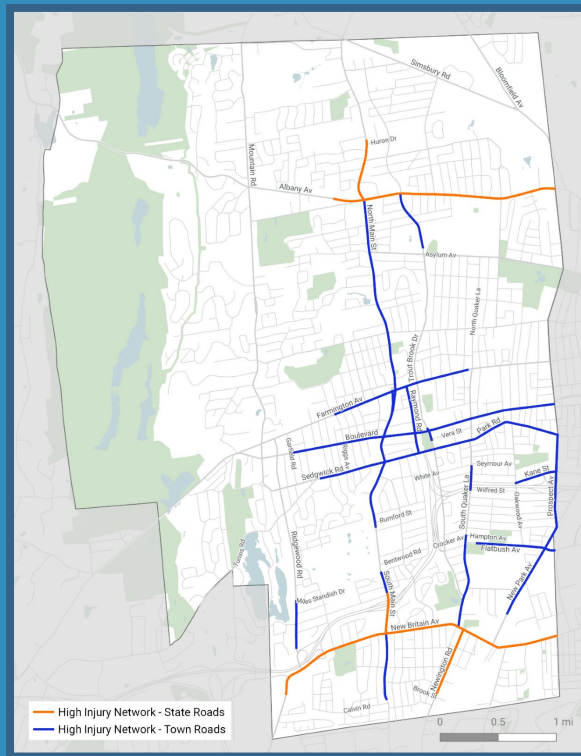
- Plan Review & Base Mapping
- Equity Analysis
- Observed Crash Trends
- Critical Crash Rate Locations
- High Injury Network



# How Existing Conditions Informs Plan

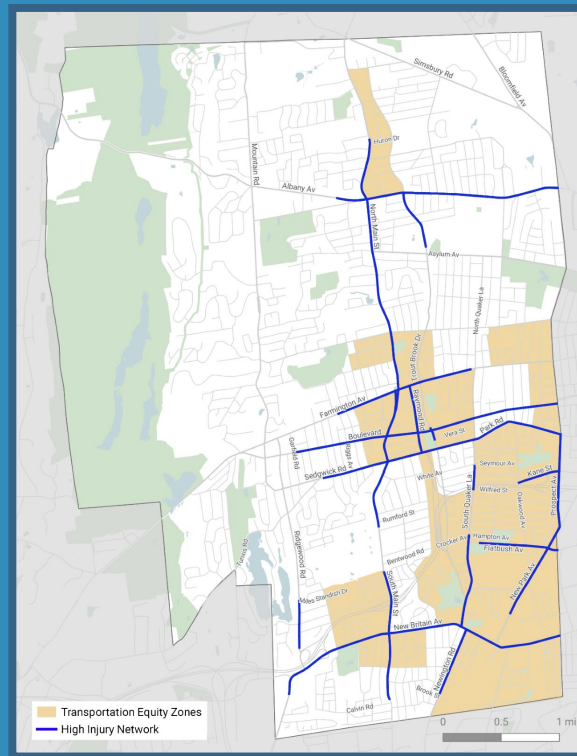
## Example: West Hartford Vision Zero Action Plan

### Strong Technical Analysis



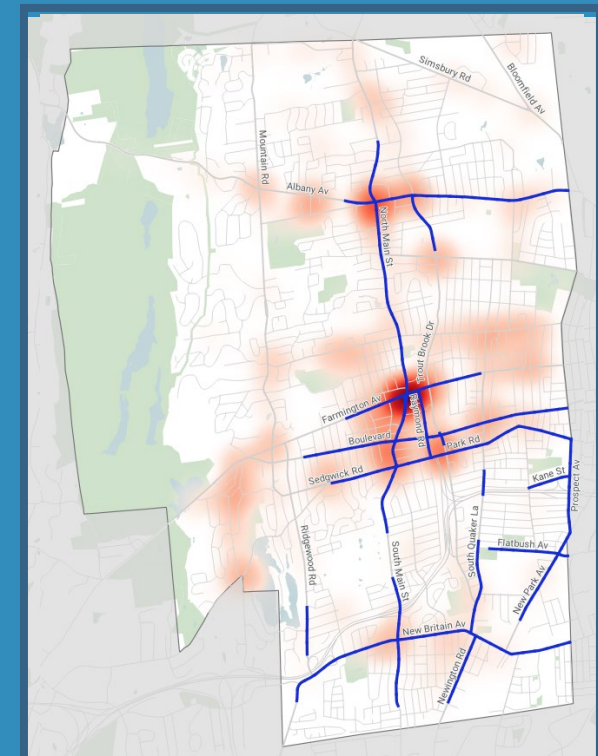
*High Injury Network*

### Equitable Implementation



*Transportation Equity Zones*

### Strong Community Support

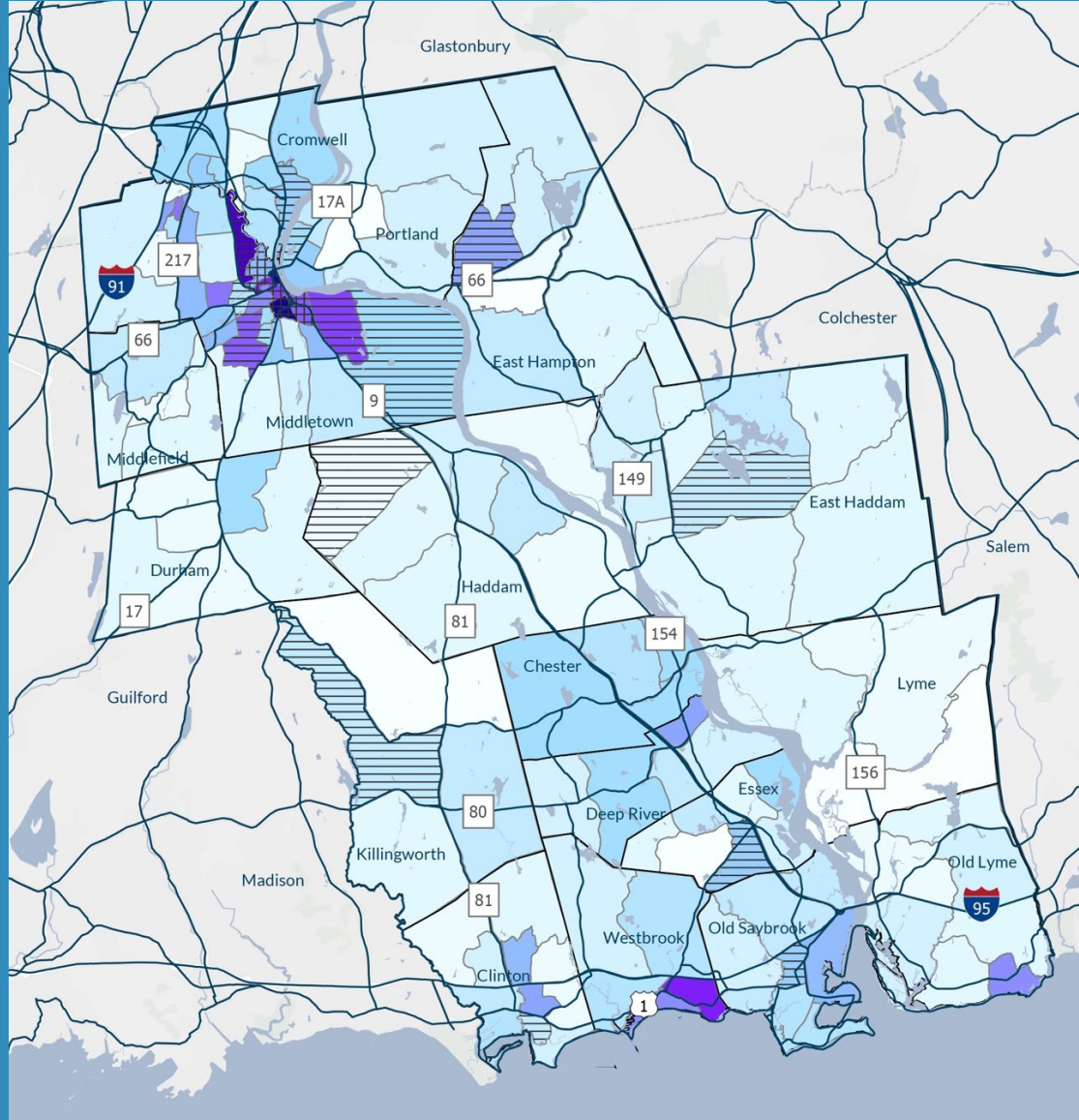


*Community Webmap*

# Types of Recommendations

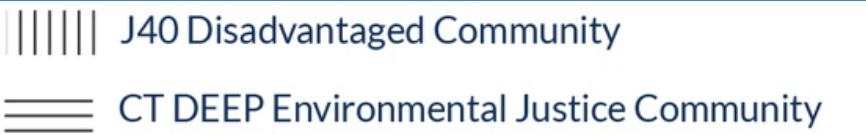
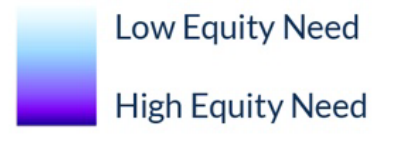
- Infrastructure Improvements
- Enforcement (e.g., Automatic Enforcement)
- Education (e.g., Driver Awareness Campaign)
- Policy (e.g., Complete Streets Policy)

# Equity Analysis



## Why Equity Matters:

- Emphasize locations with high need
- Engage under-represented populations



# Safety Analysis – Study Parameters

- RiverCOG Region - 17 municipalities, 443-square miles and 176,215 people
- All public roadways except limited access roadways (I-91, I-95, Route 9)
- 2019 through 2023
- Fatal and serious injury crashes
- Connecticut Crash Data Repository



# Safety Analysis – Observed Crash Trends

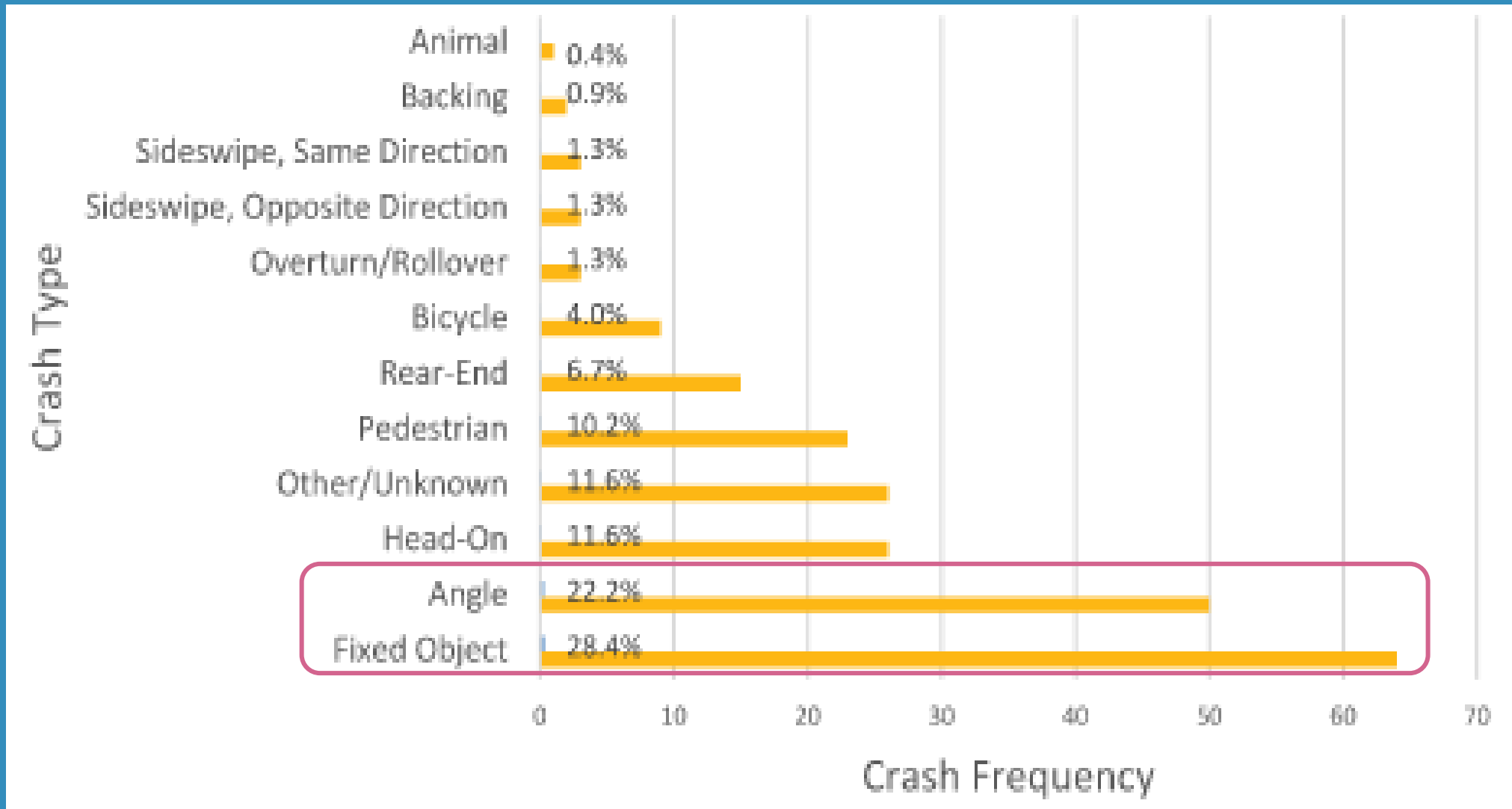
Roadway Jurisdiction	Total	Percent of Total
State Roadways	167	74%
Local Roadways	58	26%
	<b>225</b>	<b>100%</b>

Crash Severity	Total	Percent of Total
Fatal (K)	48	21%
Serious Injury (A)	177	79%
	<b>225</b>	<b>100%</b>

Crash Road User	Total	Percent of Total
Motor Vehicle	193	86%
Pedestrian	22	10%
Bicyclist	9	4%
Scooter	1	0.4%
	<b>225</b>	<b>100%</b>

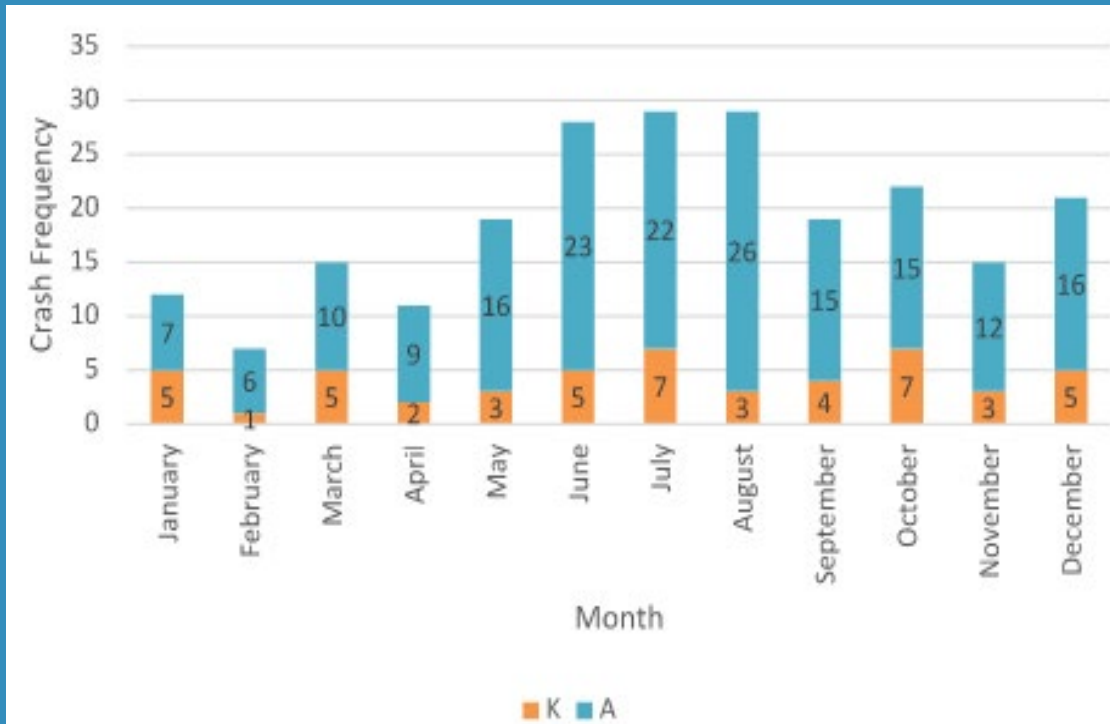


# Safety Analysis – Observed Crash Trends

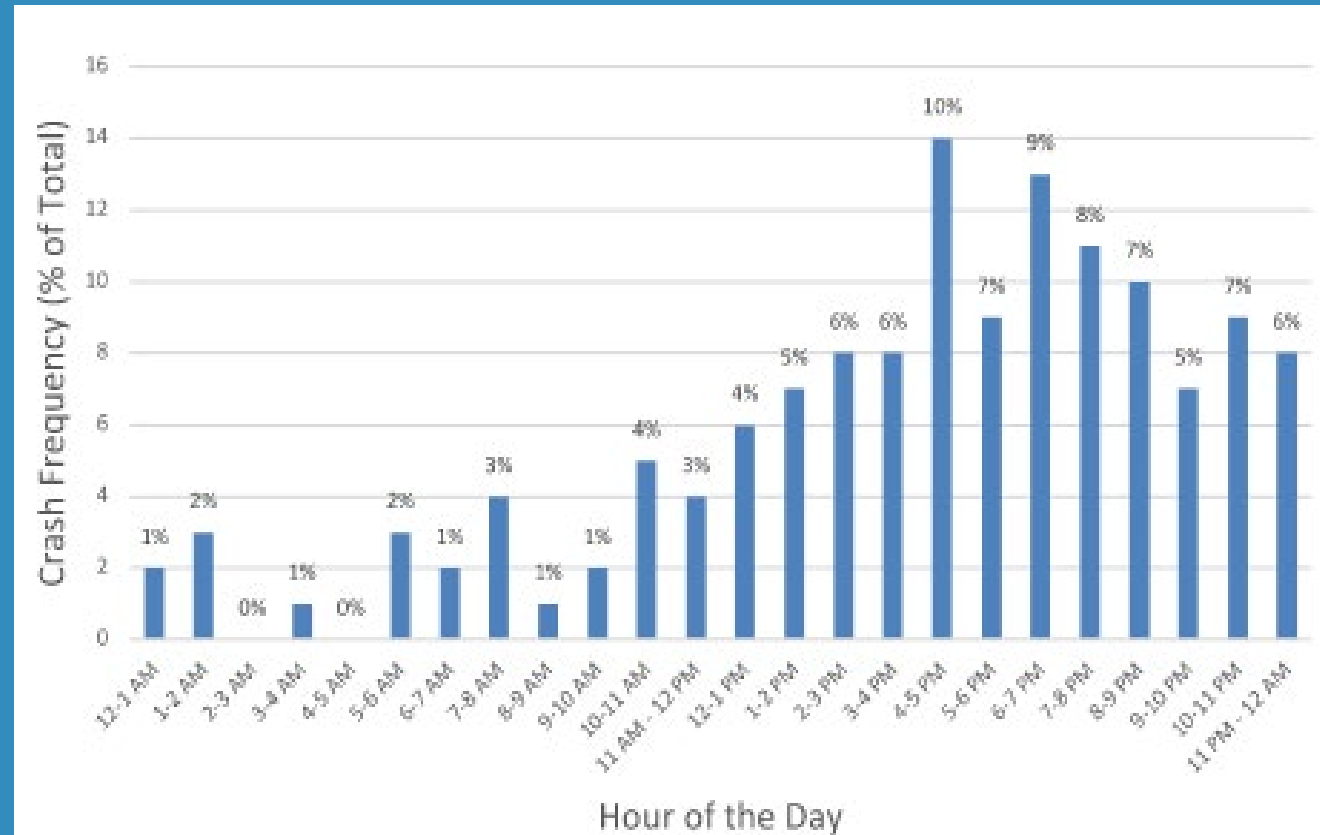


Distribution of KA Crashes by Crash Type (2019-2023)

# Safety Analysis – Observed Crash Trends

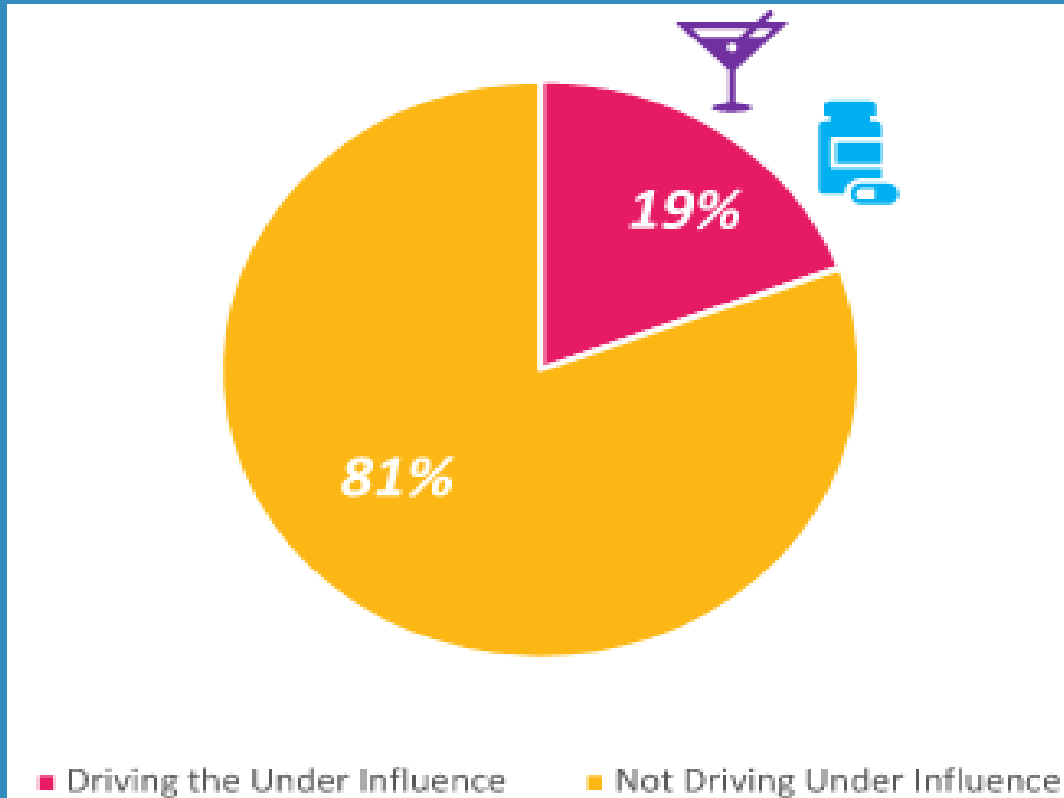


Monthly Distribution of Fatal (K) & Serious Injury (A) Crashes (2019-2023)

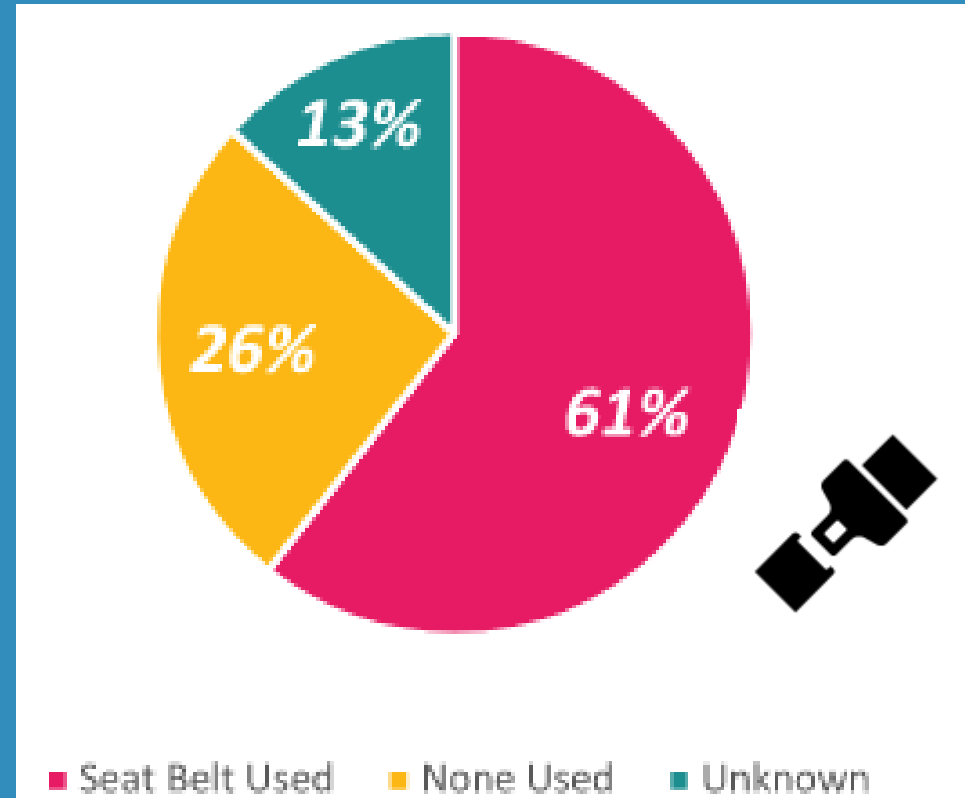


Weekday Hourly Distribution of Fatal (K) & Serious Injury (A) Crashes (2019-2023)

# Safety Analysis – Observed Crash Trends



*DUI involved Fatal (K) & Serious Injury (A) Crashes (2019-2023)*

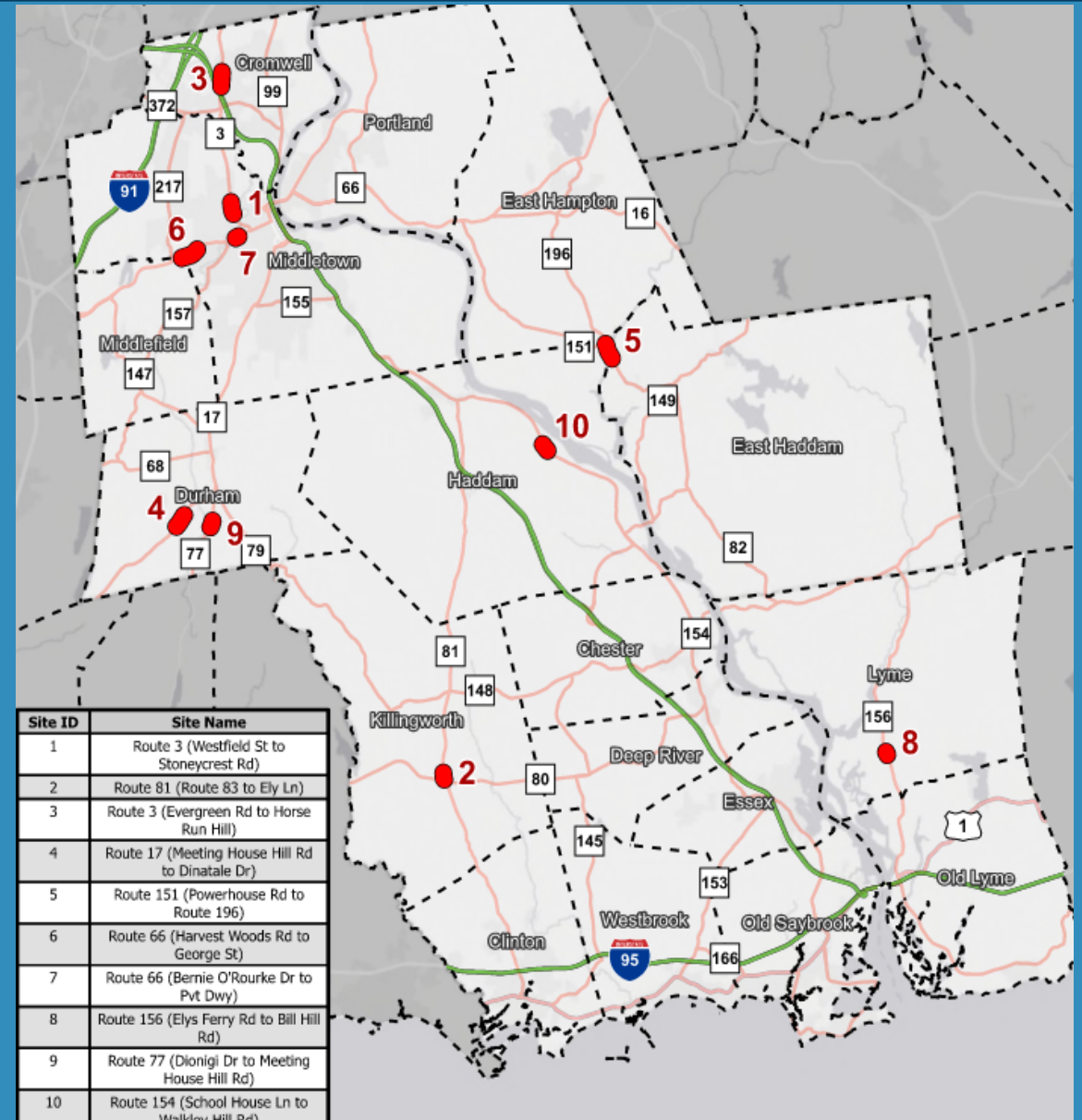


*Occupant Restraint Utilization in Fatal (K) & Serious Injury (A) Crashes (2019-2023)*

What concerns you the most from  
these findings?

# Safety Analysis – High Injury Network

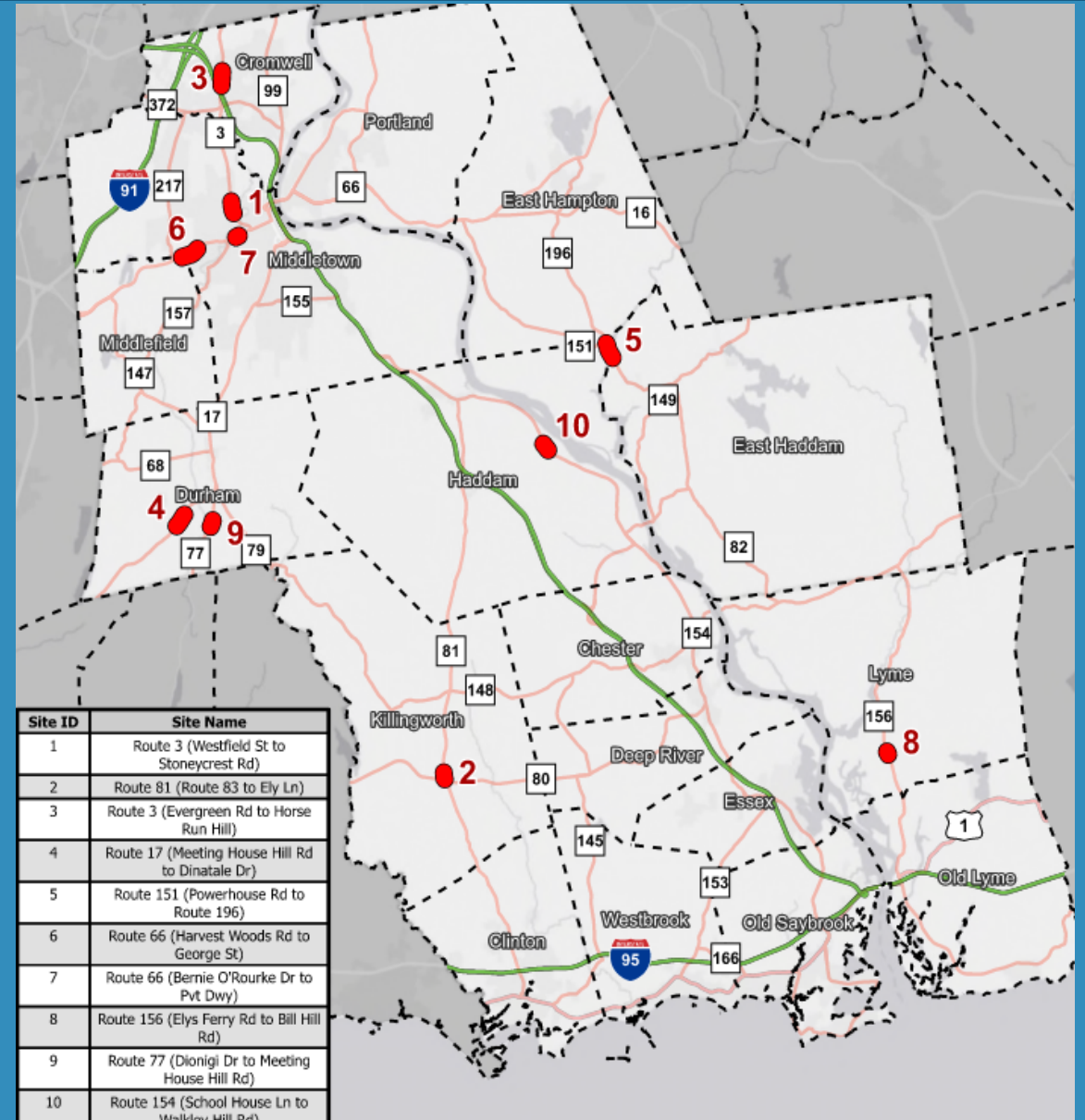
- Top 10 Locations
- Combination of rankings from analyses
- Roadway Segments (may traverse intersections)
- Primarily locations with overrepresentation of fatal and serious injury crashes



# Safety Analysis – High Injury Network

1	Route 3 (Westfield St to Stoneycrest Rd)	Middletown
2	Route 81 (Route 83 to Ely Ln)	Killingworth
3	Route 3 (Evergreen Rd to Horse Run Hill)	Cromwell
4	Route 17 (Meeting House Hill Rd to Dinatale Dr)	Durham
5	Route 151 (Powerhouse Rd to Route 196)	East Haddam & Haddam

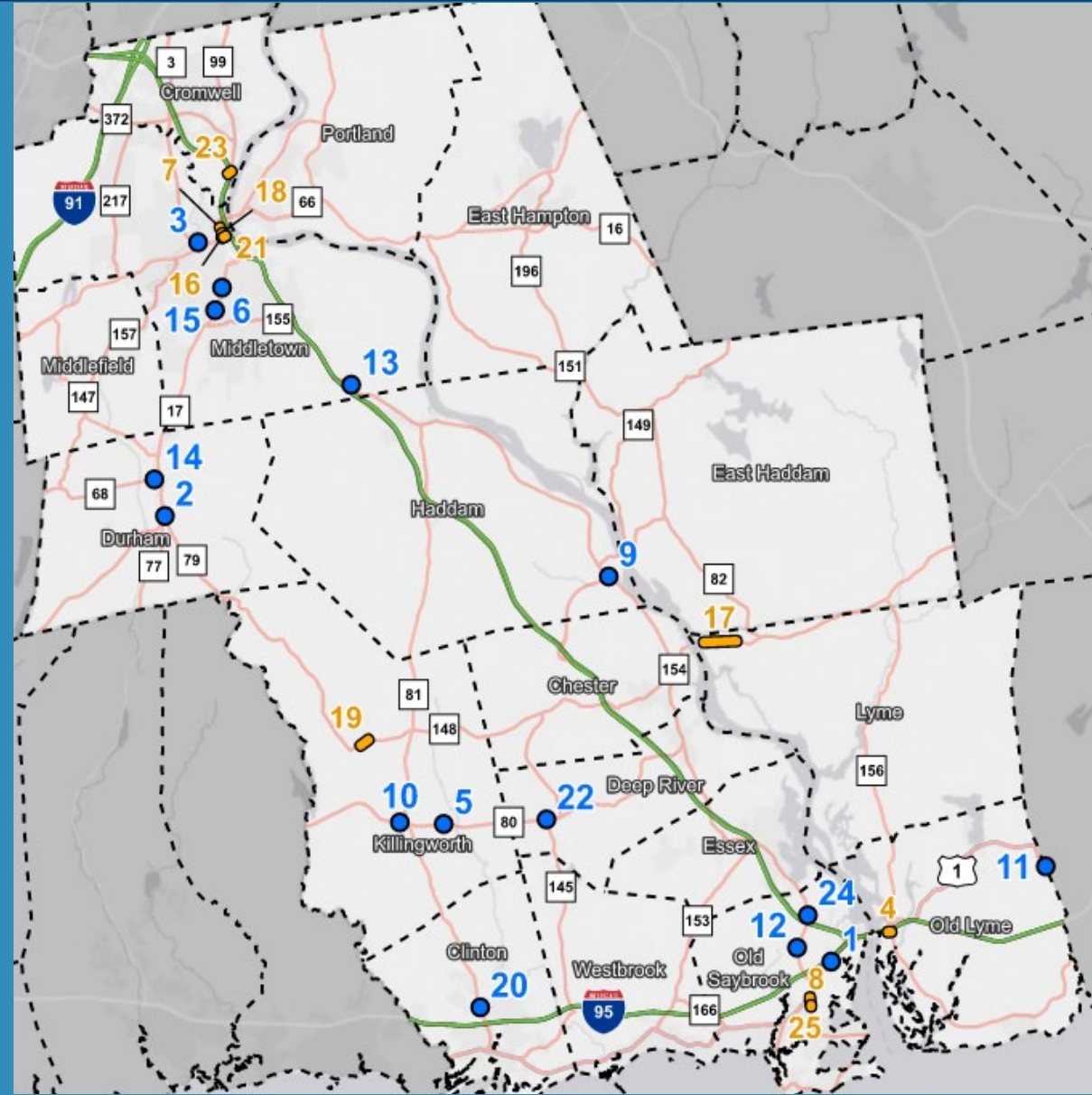
6	Route 66 (Harvest Woods Rd to George St)	Middlefield & Middletown
7	Route 66 (Bernie O'Rourke Dr to Pvt Dwy)	Middletown
8	Route 156 (Elys Ferry Rd to Bill Hill Rd)	Lyme
9	Route 77 (Dionigi Dr to Meeting House Hill Rd)	Durham
10	Route 154 (School House Ln to Walkley Hill Rd)	Haddam



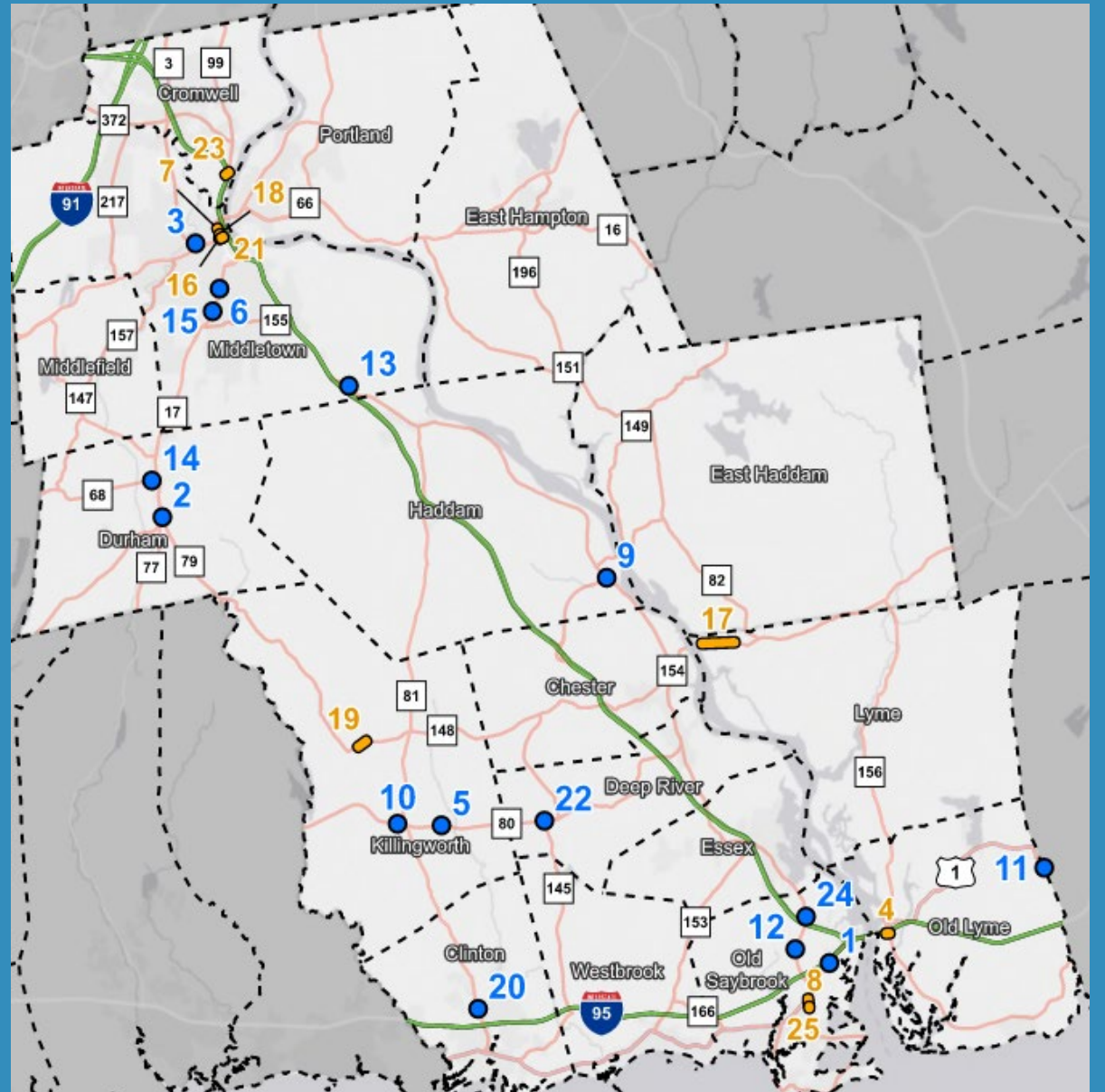
Site ID	Site Name
1	Route 3 (Westfield St to Stoneycrest Rd)
2	Route 81 (Route 83 to Ely Ln)
3	Route 3 (Evergreen Rd to Horse Run Hill)
4	Route 17 (Meeting House Hill Rd to Dinatale Dr)
5	Route 151 (Powerhouse Rd to Route 196)
6	Route 66 (Harvest Woods Rd to George St)
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10	Route 154 (School House Ln to Walkley Hill Rd)

# Safety Analysis – Critical Crash Rate

- Top 25 Locations
- Crashes vs traffic volumes
- Does not isolate fatal and serious injury crashes
- Identifies locations with higher crash rates compared to roadway volumes
- Segments and Intersections
- Increased presence of shoreline locations



Rank	Site Name	Town
1	US-1 and SR-628	Old Saybrook
2	CT-79 and Higganum Rd	Durham
3	CT-3 and Liberty St No 2	Middletown
4	1-N between 83.260 and 83.340	Old Lyme
5	CT-80 and Roast Meat Hill Rd	Killingworth
6	CT-17 and Farm Hill Rd	Middletown
7	CT-66 between 6.910 and 6.940	Middletown
8	CT-154 between 6.520 and 6.640	Old Saybrook
9	CT-154 and CT-82	Haddam
10	CT-80 and Old Deep River Tpk No 2	Killingworth
11	US-1 and Four Mile River Rd	East Lyme
12	CT-154 and Bokum Rd	Old Saybrook
13	CT-154 and Freeman Rd	Middletown
14	CT-68 and Maple Av	Durham
15	CT-17 and Highland Av	Middletown
16	CT-66 between 6.660 and 6.700	Middletown
17	CT-148 between 14.880 and 15.720	Lyme
18	CT-66 between 6.700 and 6.790	Middletown
19	CT-148 between 5.500 and 5.750	Killingworth
20	CT-81 and Walnut Hill Rd	Clinton
21	SR-545 between 0.000 and 0.040	Middletown
22	CT-80 and CT-145	Deep River
23	SR-901 between 0.000 and 0.110	Cromwell
24	CT-154 and Essex Rd	Old Saybrook
25	CT-154 between 6.430 and 6.460	Old Saybrook





# Safety Analysis - Takeaways

- Northwest area of the region is represented in both the High Injury Network and the Critical Crash Rate locations
- Shoreline sees more frequent but less severe crashes (potential risk indicator)
- Most critical locations are generally:
  - In highly developed (urban) settings
  - On highly travelled roadways (arterials and connectors)
- High Injury Network & Critical Crash Rate locations will be used to identify potential projects as the study progresses

Do any of these locations surprise you?

Do you see any other trends in the locations identified?



# Goals & Vision

# 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

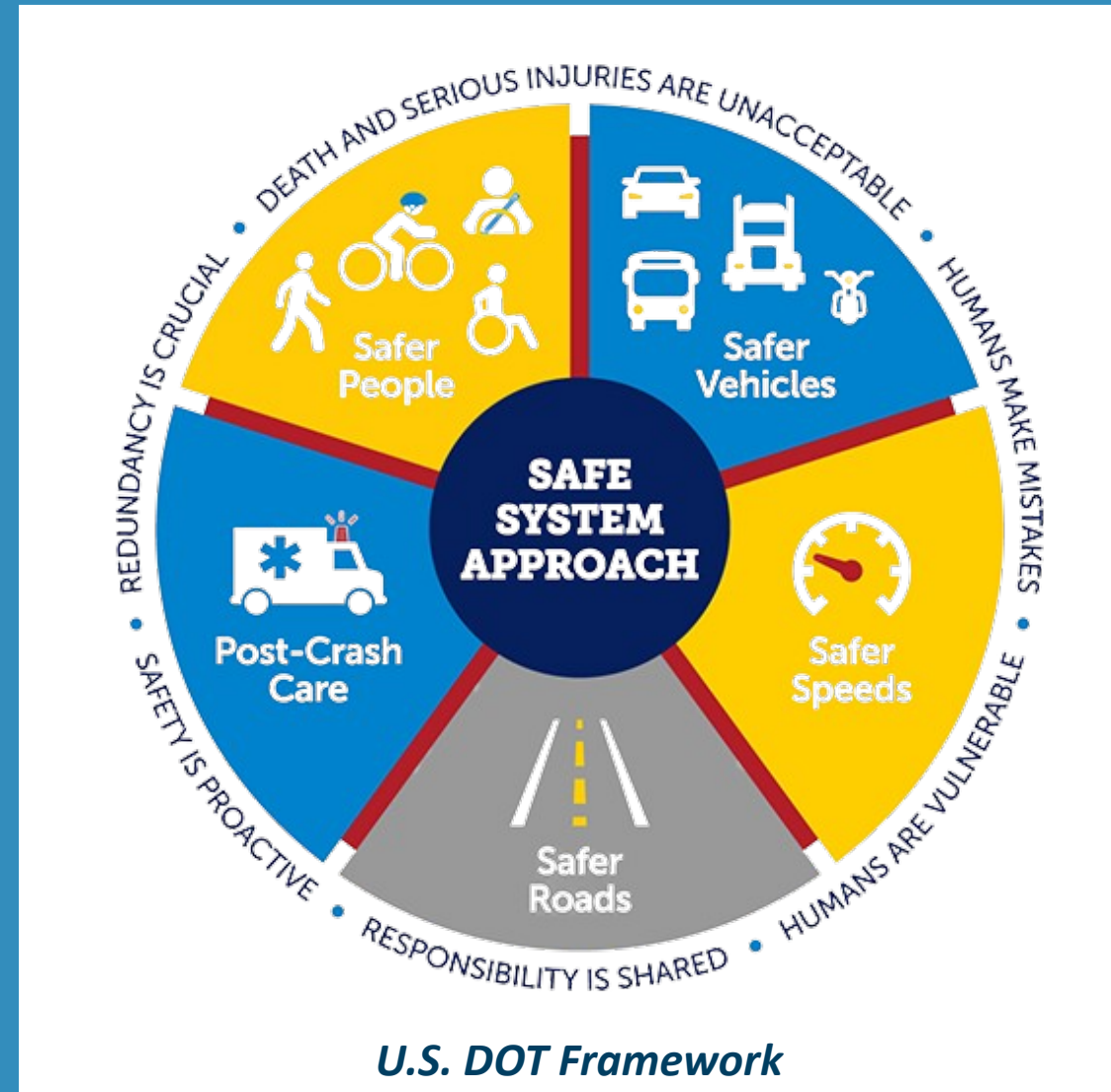
OR

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



# Safe System Approach

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



Do you have any concerns about  
committing to Vision Zero?

# Next Steps

- Review & revise existing conditions
- Prioritize projects
- Develop planning-level concepts for potential grant funding

# Thank You!

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# Reference Slides

# Project Schedule

	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
<b>Task 1: Project Management</b>																		
<b>Task 2: Engagement, Collaboration &amp; Equity Considerations</b>																		
2.1: Engagement & Collaboration																		
2.1.1: Study Advisory Committee (5)			•			•					•		•				•	
2.1.2: Equity Considerations																		
2.1.3: Stakeholder Interviews (10)					••••••••••													
2.1.4: Virtual Engagement & Comment Tracking																		
2.1.5: Public Meetings (6)							•					•						•
2.1.6: Pop-up Events (3)				•••														
2.1.7: RiverCOG Board Presentations (3)						•												•
2.2: Visioning, Goals & Objectives																		
<b>Task 3: Safety Analysis</b>																		
3.1: Data Collection & Base Mapping																		
3.2: Safety Analysis																		
<b>Task 4: Policy/Process Changes and Strategy/Project Selection</b>																		
4.1: Policy Changes																		
4.2 Project Selection																		
4.3: Progress and Transparency																		
4.4: Action Plan																		
4.5: End of Period Performance Reporting																		



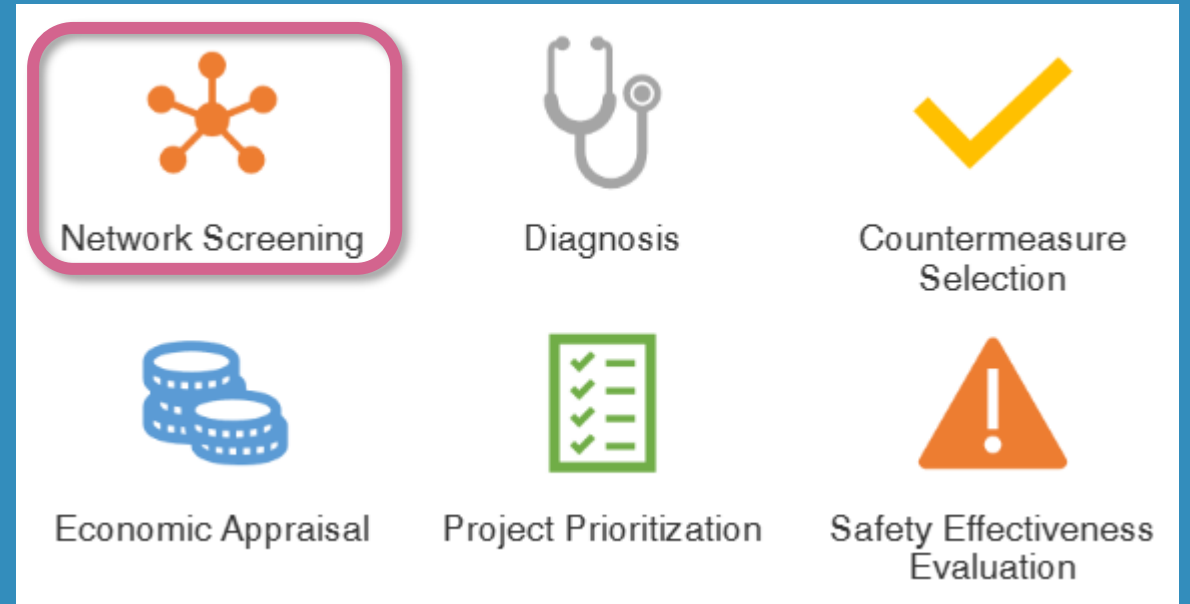
# DRAFT for Discussion – Vision Zero

## DRAFT outline of Vision Zero action language

- 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 SS4A funding and other funding sources
  - Apply a Safe System Approach
  - Reassess crash data every five years

# Safety Analysis –Methodology

- Connecticut Roadway Safety Management System
  - Network Screening Tool
    - Equivalent Property Damage Only
    - Relative Severity Index
  - Critical Crash Rate
- Top 10 Segments identified (High Injury Network)
- Top 25 Critical Crash Rate Locations



Source: [Connecticut Transportation Safety Research Center](#)

# Safety Analysis – Methodology

- Connecticut Roadway Safety Management System (CRSMS)

