

RiverCOG

Comprehensive Safety Action Plan

Safe Streets and Roads for All



Study Advisory Committee #2
November 18, 2024



Lower Connecticut River Valley
Council of Governments



Tighe&Bond

Agenda

1. Project Overview & Update
2. Existing Conditions
 - a. Base Mapping
 - b. Safety Analysis
3. Goals & Vision
4. Coming Up Next

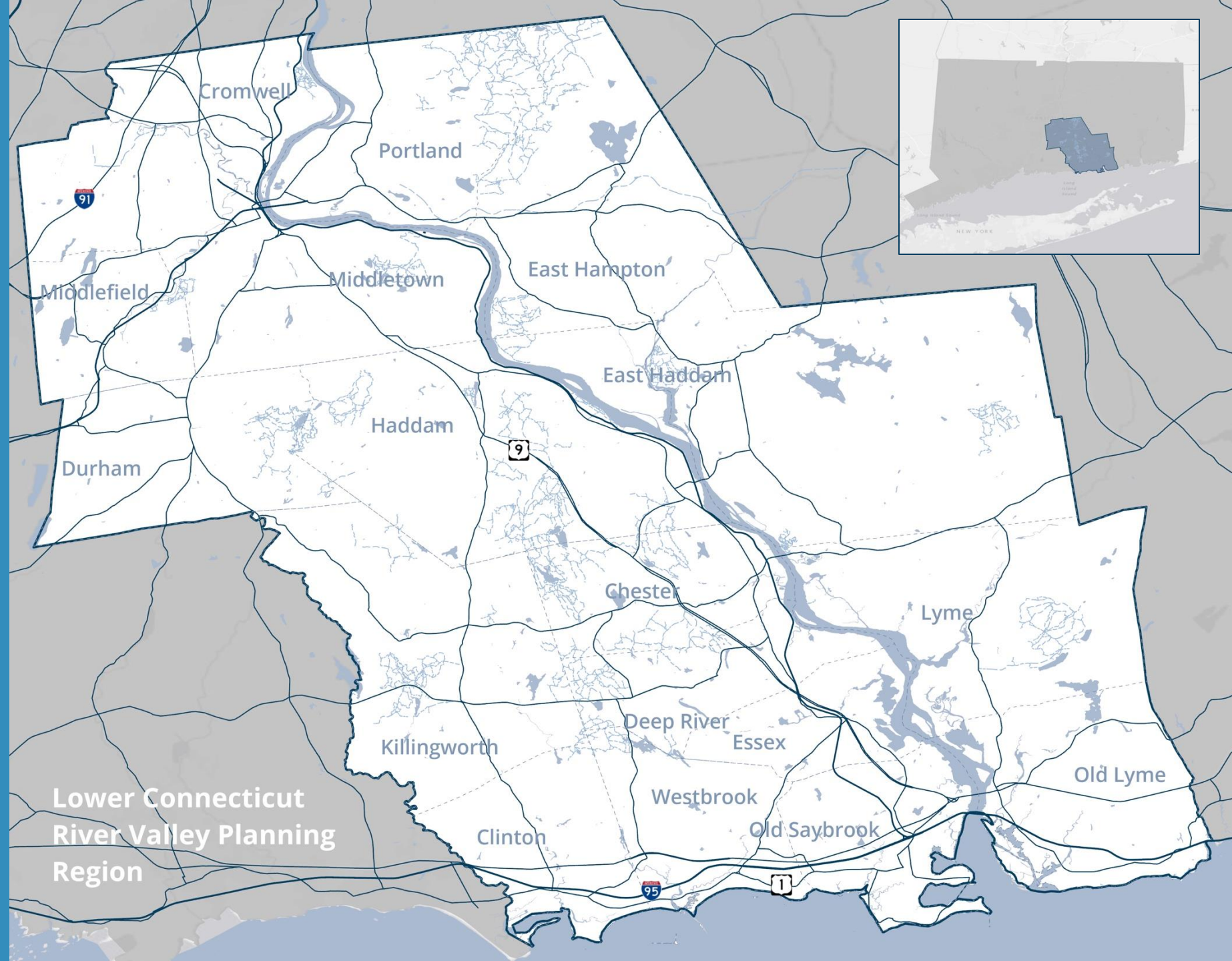




Project Overview & Update

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

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

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Engagement Update

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



Pop-Up Events

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!**

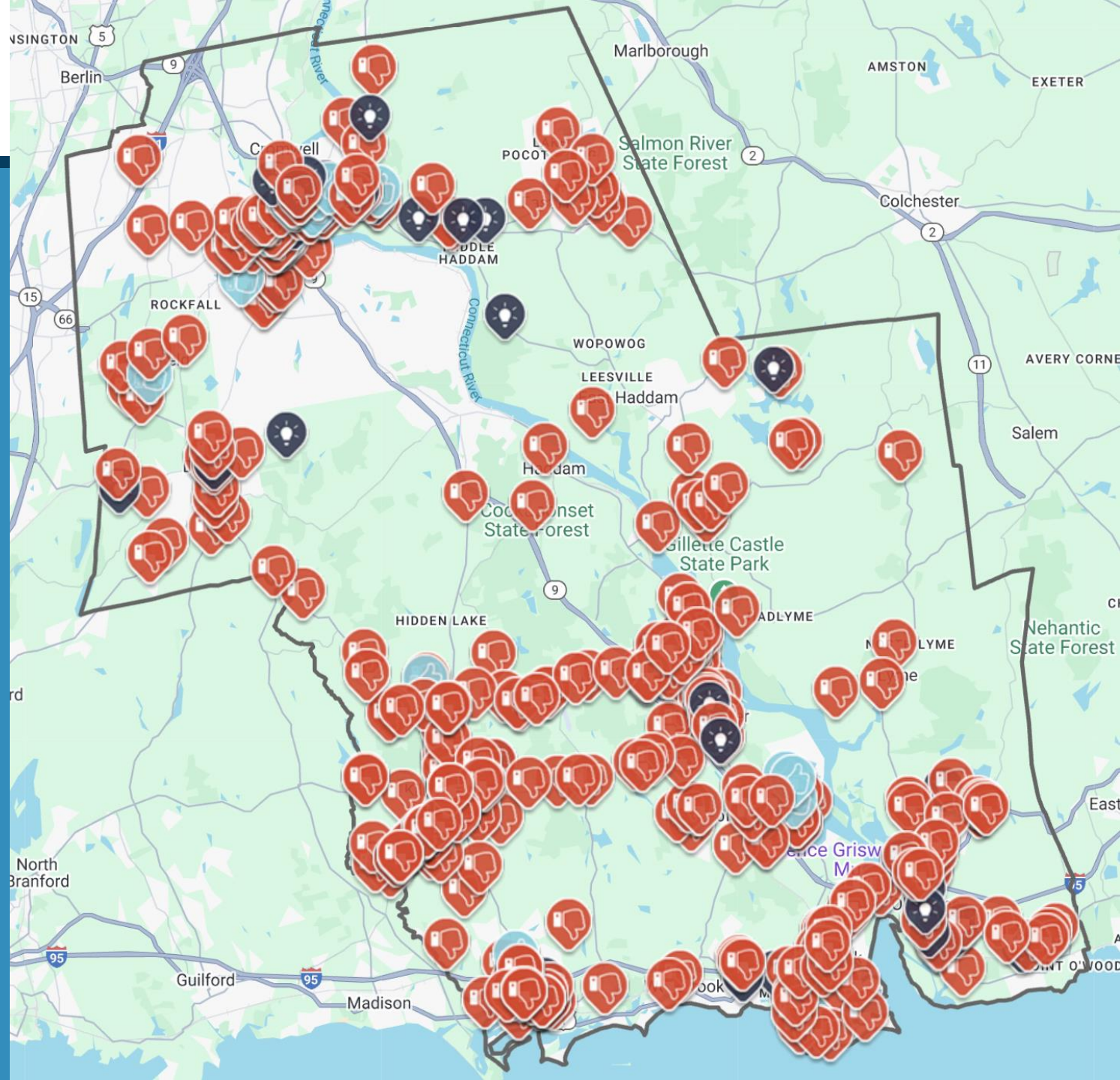


Visit bit.ly/RiverCOGSafety



Mapping Tool

- 500+ submissions
- 65% 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



Stakeholder Interviews

- 6 Municipal Interviews + 1 Interested Party Interview
- Key feedback:
 - State roads are key challenges for achieving Vision Zero at local level
 - Topography and historic roadway network
 - Dangerous driver behavior from cut-through traffic on residential roads from major highways
 - Common initiatives address speeding drivers and pedestrian safety (e.g., speed radars, crosswalks, sidewalk extensions)
 - Seasonal increases in traffic on roads accessing shoreline

Upcoming Meetings

- RiverCOG Board Meeting, 11/20 9-10 a.m.
- **In-person** Public Meeting, 12/9, 6-8 p.m., Chester Town Hall
- **Virtual** Public Meeting, 12/10, 6-8 p.m.

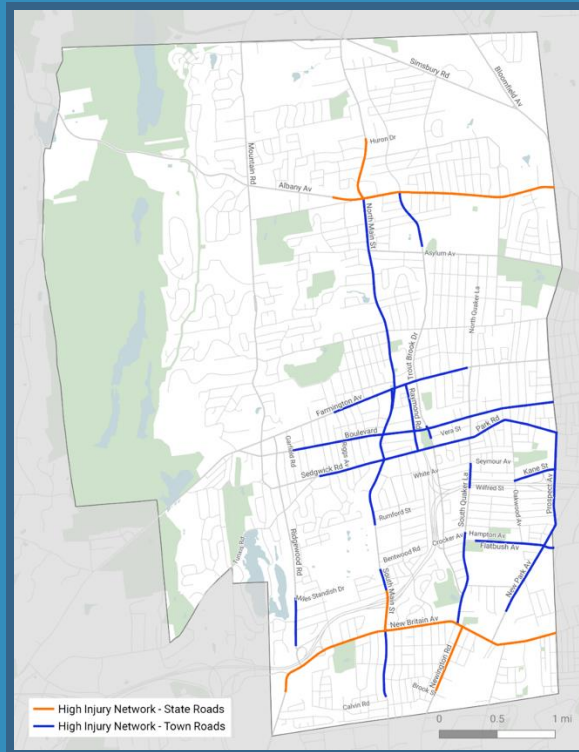


Existing Conditions

How Existing Conditions Informs Plan

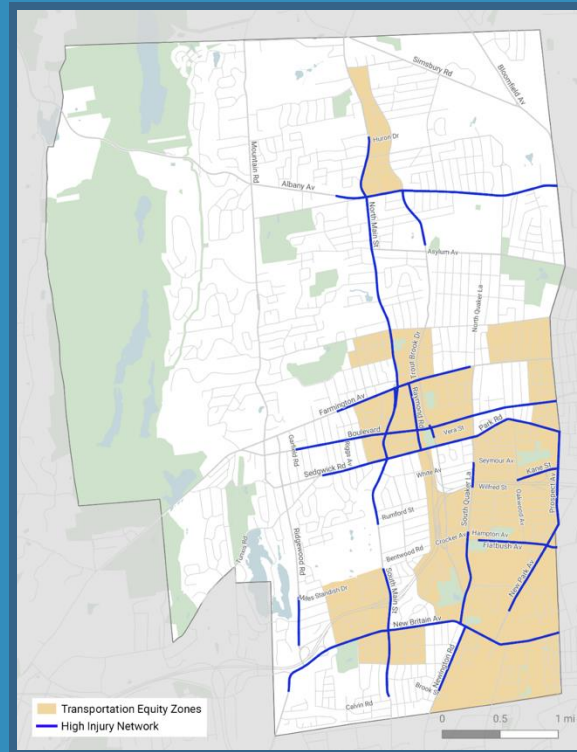
Example: West Hartford Vision Zero Action Plan

Strong Technical Analysis



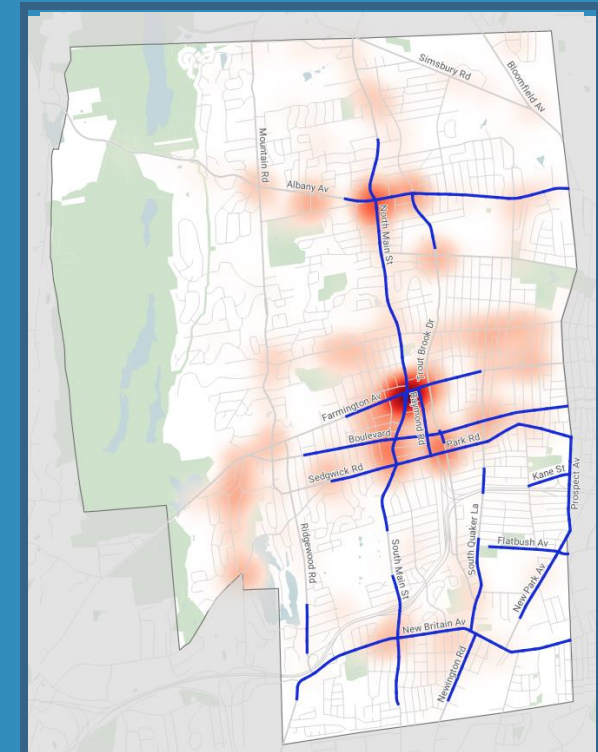
High Injury Network

Equitable Implementation



Transportation Equity Zones

Strong Community Support



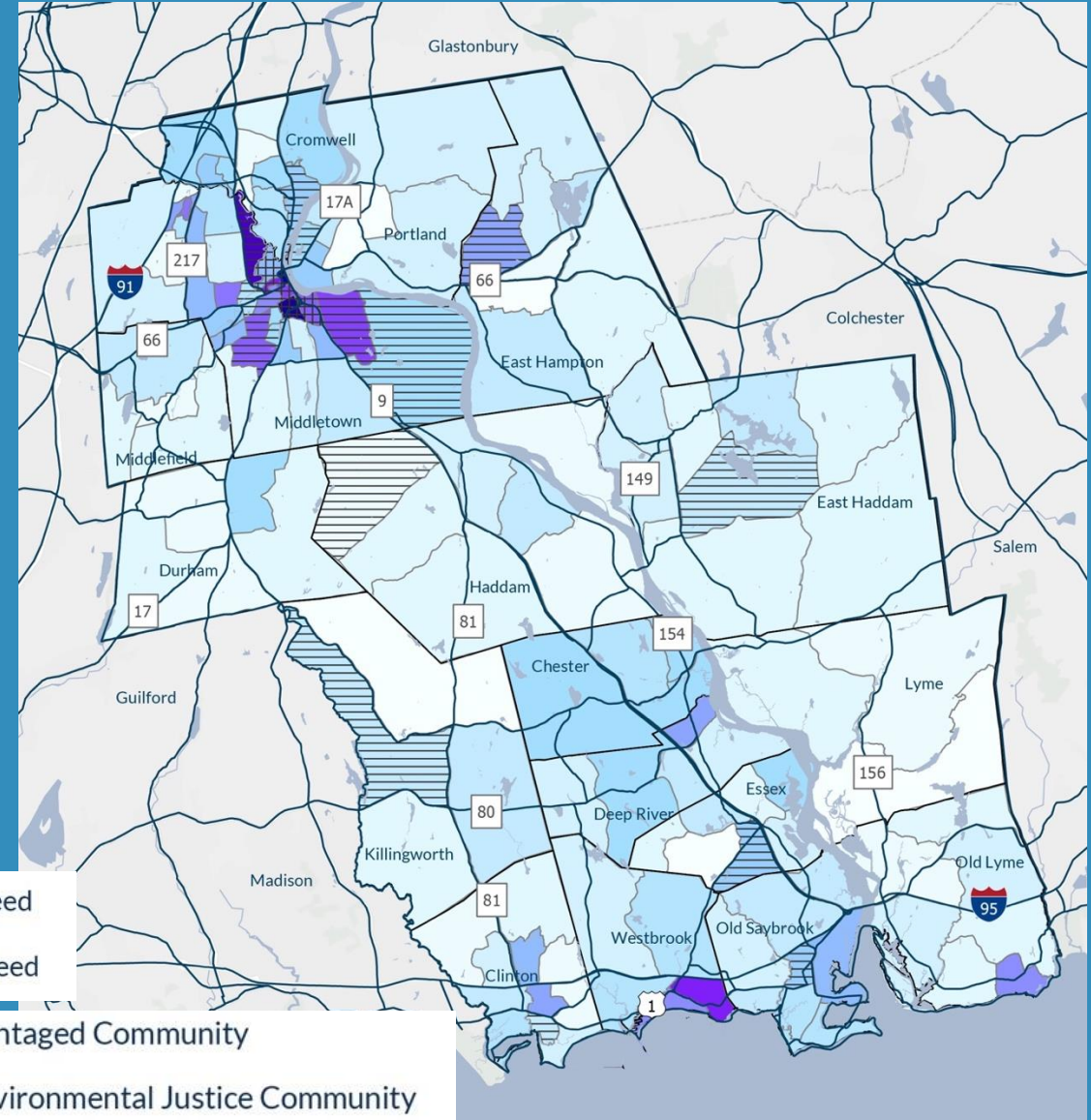
Community Webmap

Types of Recommendations

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

Base Mapping

- Population Density
- Employment Density
- Equity Assessment
- Transit
- Active Transportation/Trails
- Environment & Land Use
- Planning Context



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 (K) and serious injury (A) crashes
- Connecticut Crash Data Repository



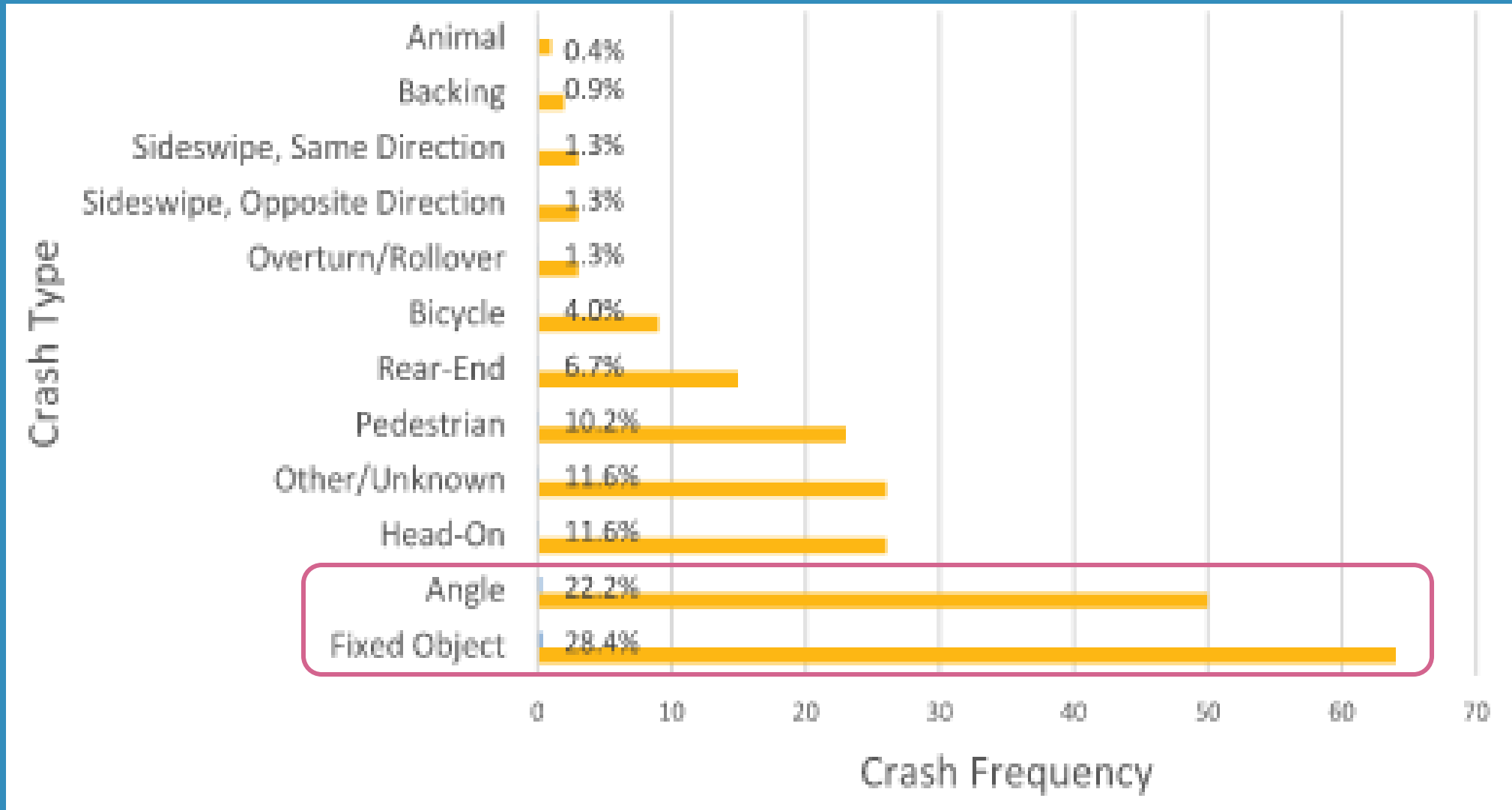
Safety Analysis – Observed Crash Trends

Roadway Jurisdiction	Total	Percent of Total
State Roadways	167	74%
Local Roadways	58	26%
	225	100%

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

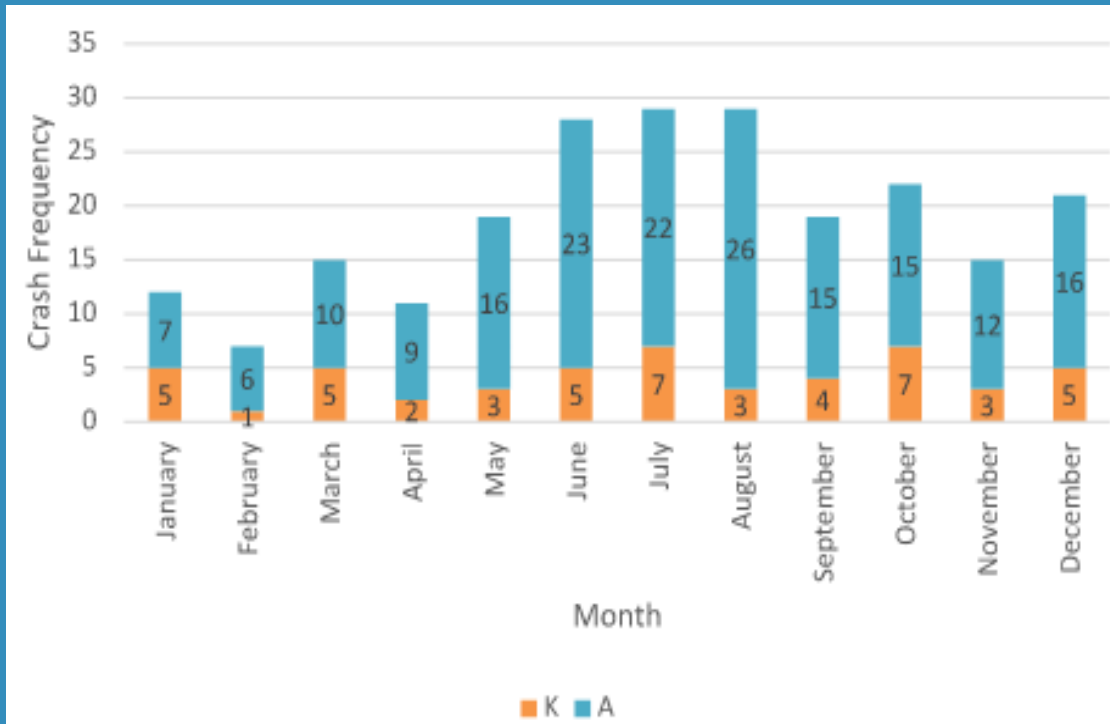
Crash Road User	Total	Percent of Total
Motor Vehicle	193	86%
Pedestrian	22	10%
Bicyclist	9	4%
Scooter	1	0.4%
	225	100%

Safety Analysis – Observed Crash Trends

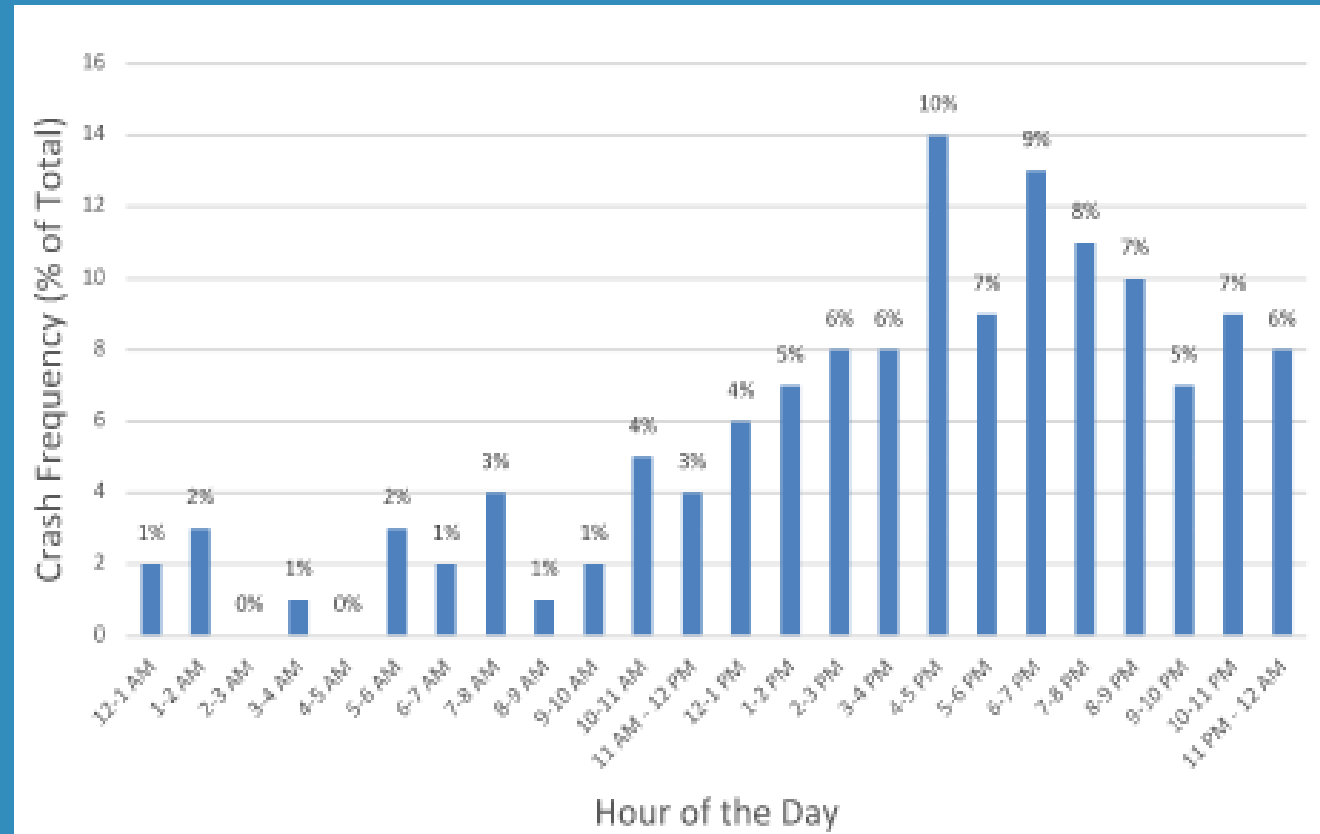


Distribution of KA Crashes by Crash Type (2019-2023)

Safety Analysis – Observed Crash Trends

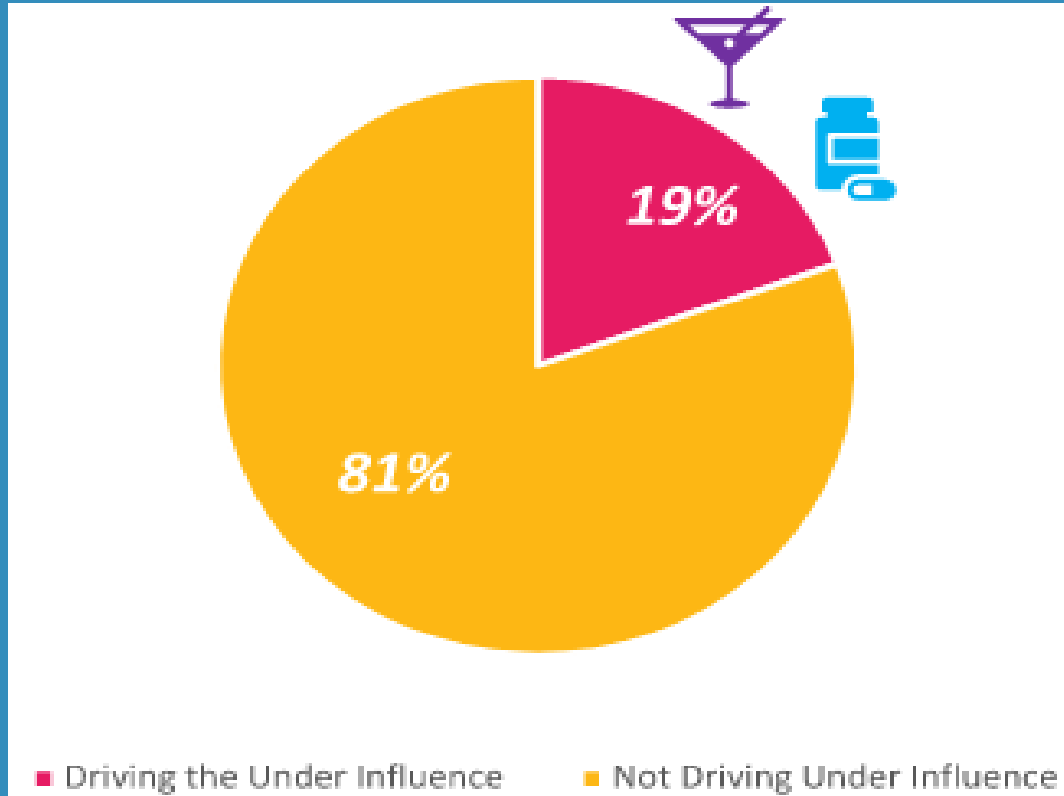


Monthly Distribution of KA Crashes (2019-2023)

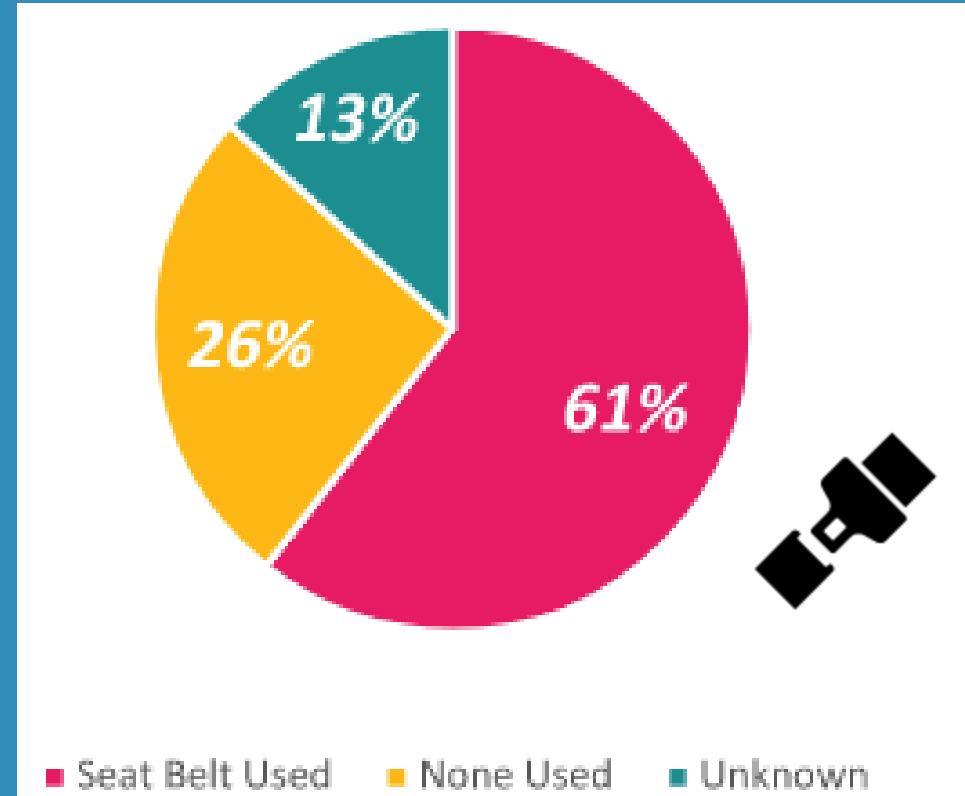


Weekday Hourly Distribution of KA Crashes (2019-2023)

Safety Analysis – Observed Crash Trends



DUI involved KA Crashes (2019-2023)

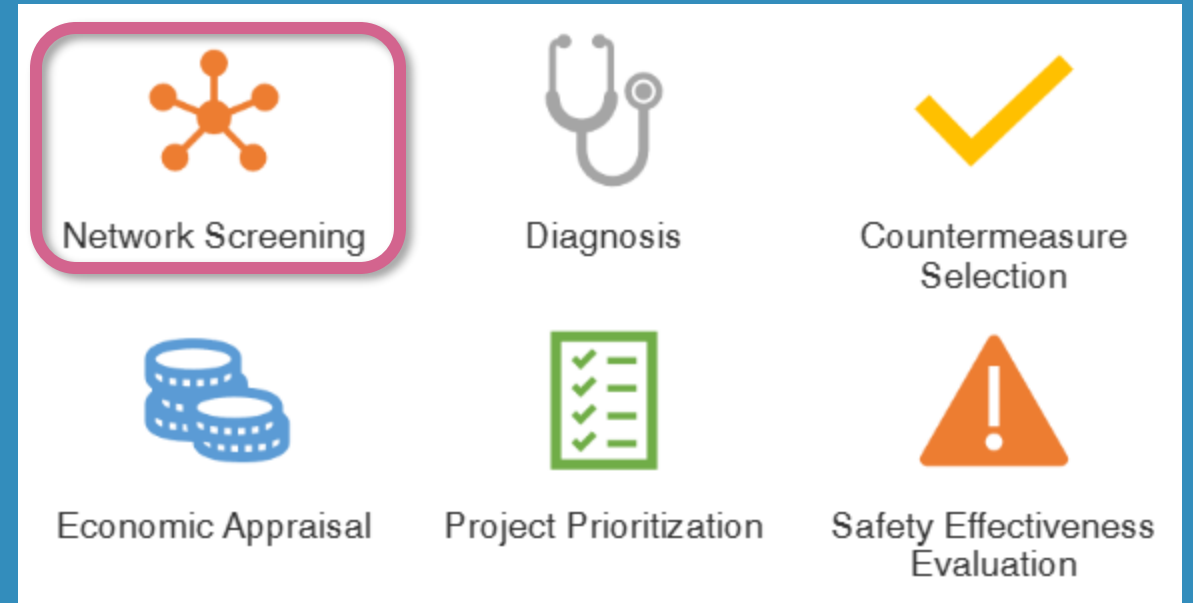


Occupant Restraint Utilization in KA Crashes (2019-2023)

What concerns you the most from
these findings?

Safety Analysis – CRSMS Methodology

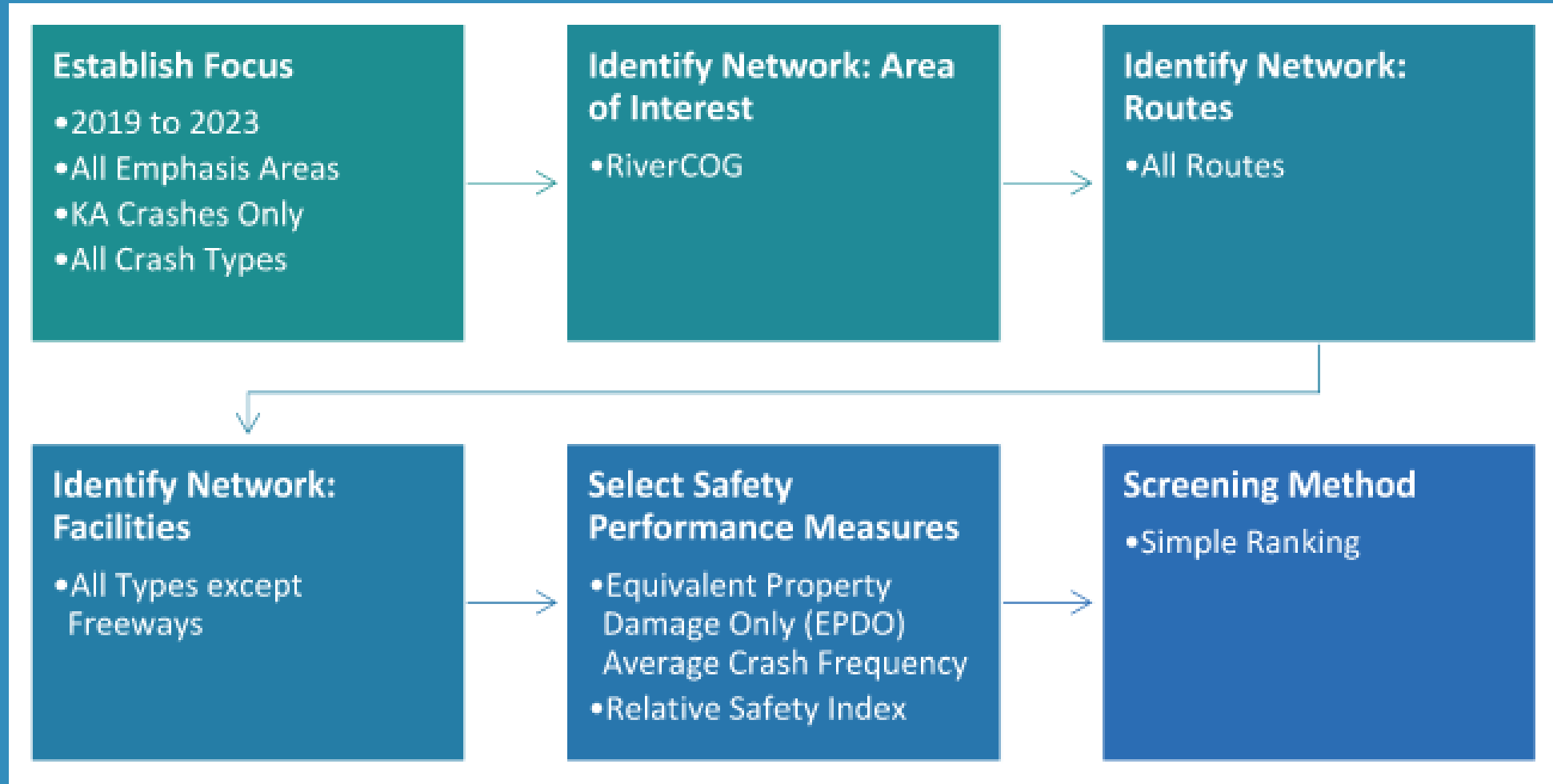
- Connecticut Roadway Safety Management System (CRSMS)
 - Network Screening Tool
 - Equivalent Property Damage Only (EPDO)
 - Relative Severity Index (RSI)
 - Critical Crash Rate
- Top 10 Segments identified (High Injury Network)
- Top 25 Critical Crash Rate Locations



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

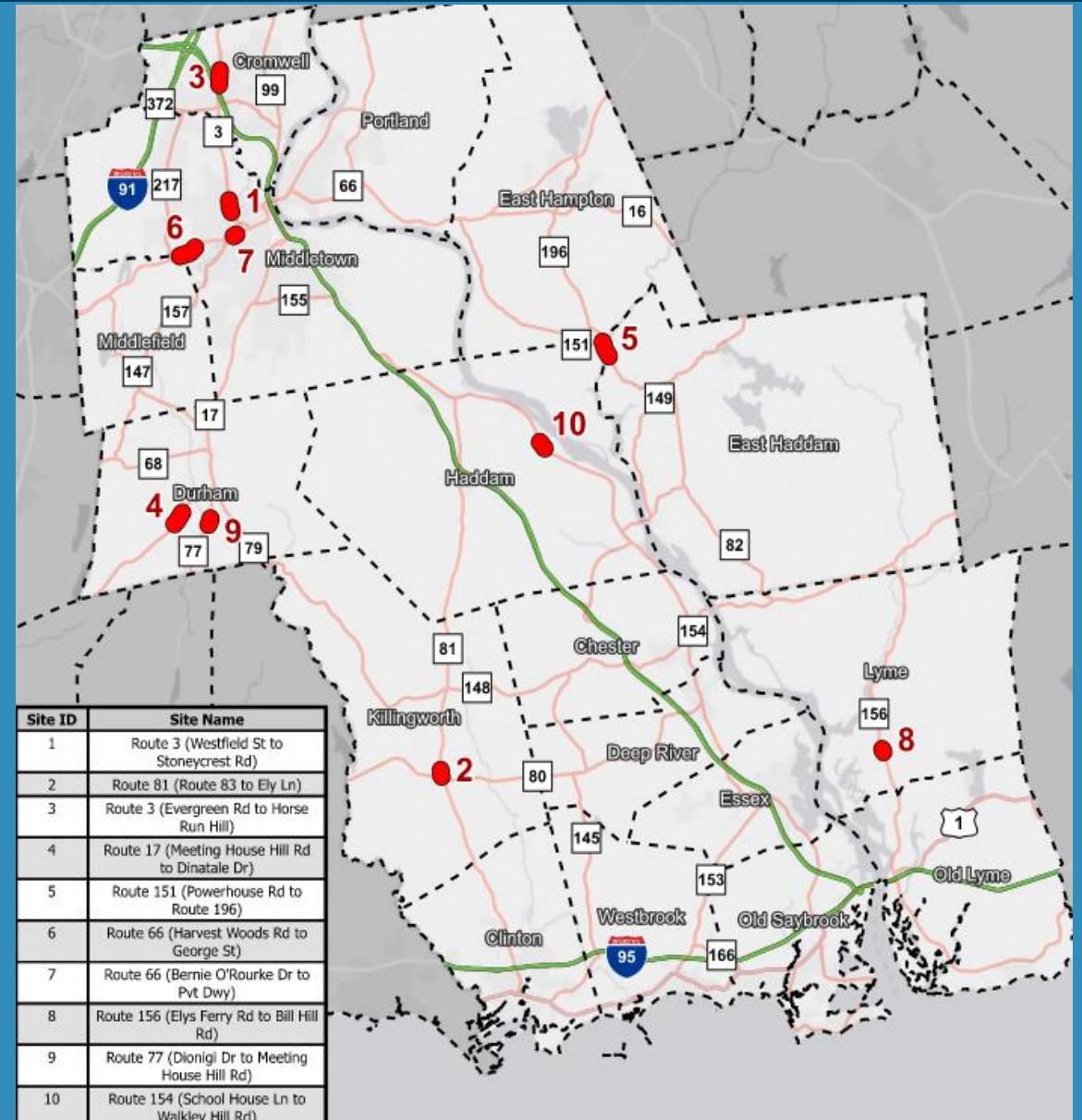
Safety Analysis – Methodology

- Connecticut Roadway Safety Management System (CRSMS)



Safety Analysis – High Injury Network

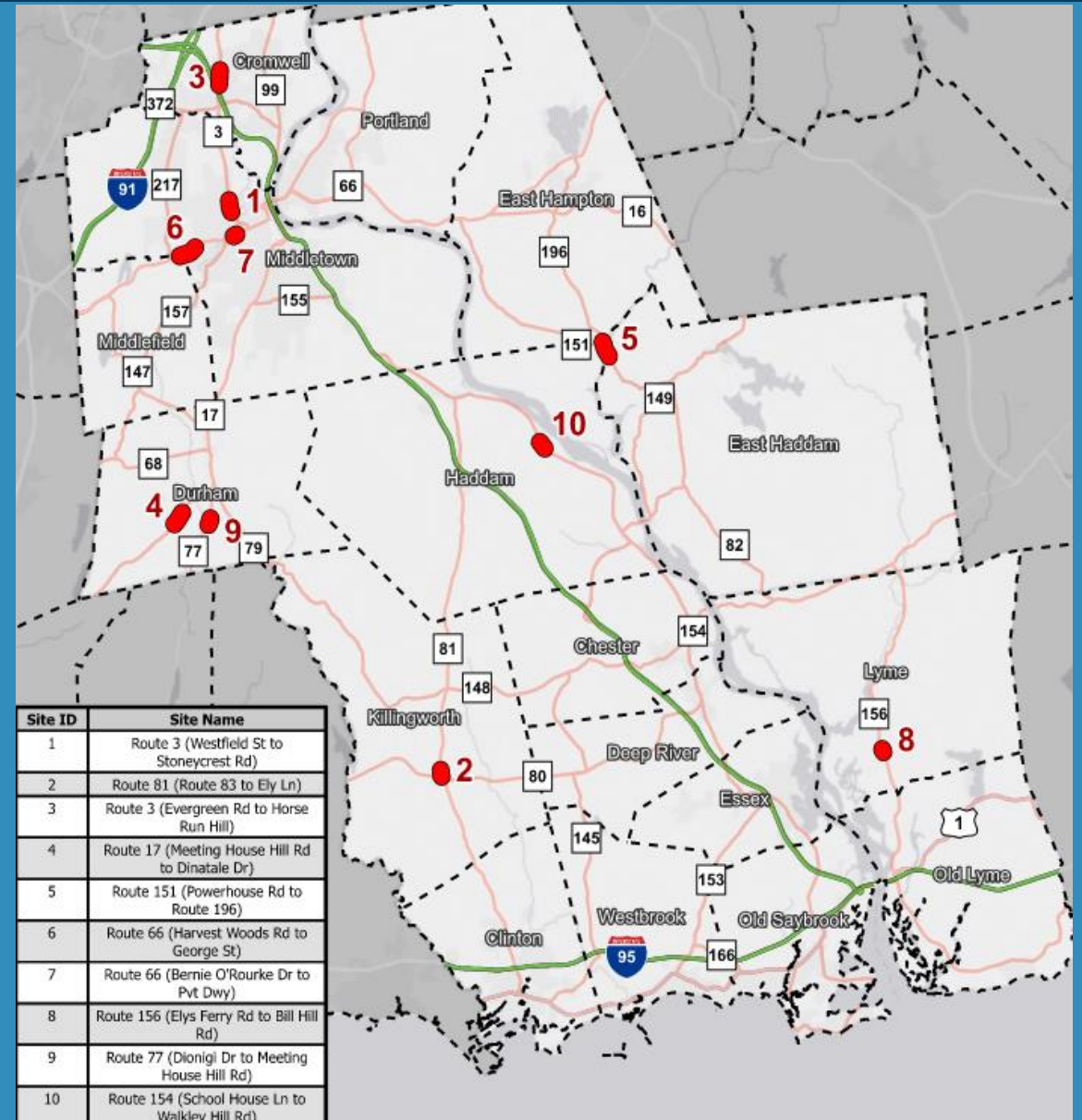
- Top 10 Locations
- Combination of rankings from EPDO and RSI analyses
- Roadway Segments (may traverse intersections)
- Primarily locations with overrepresentation of KA crashes



Safety Analysis – High Injury Network

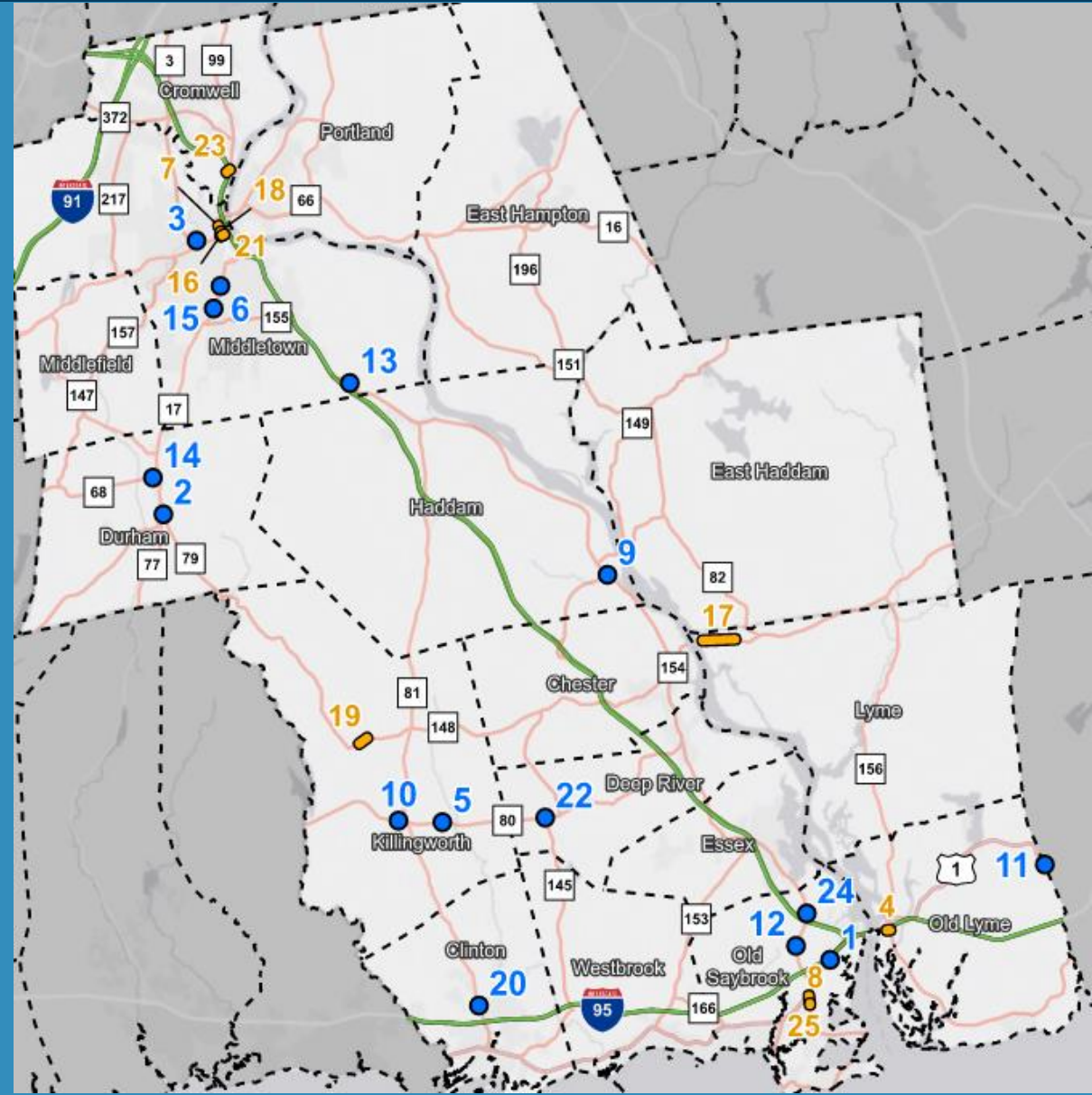
1	Route 3 (Westfield St to Stoneycrest Rd)	Middletown
2	Route 81 (Route 83 to Ely Ln)	Killingworth
3	Route 3 (Evergreen Rd to Horse Run Hill)	Cromwell
4	Route 17 (Meeting House Hill Rd to Dinatale Dr)	Durham
5	Route 151 (Powerhouse Rd to Route 196)	East Haddam & Haddam

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

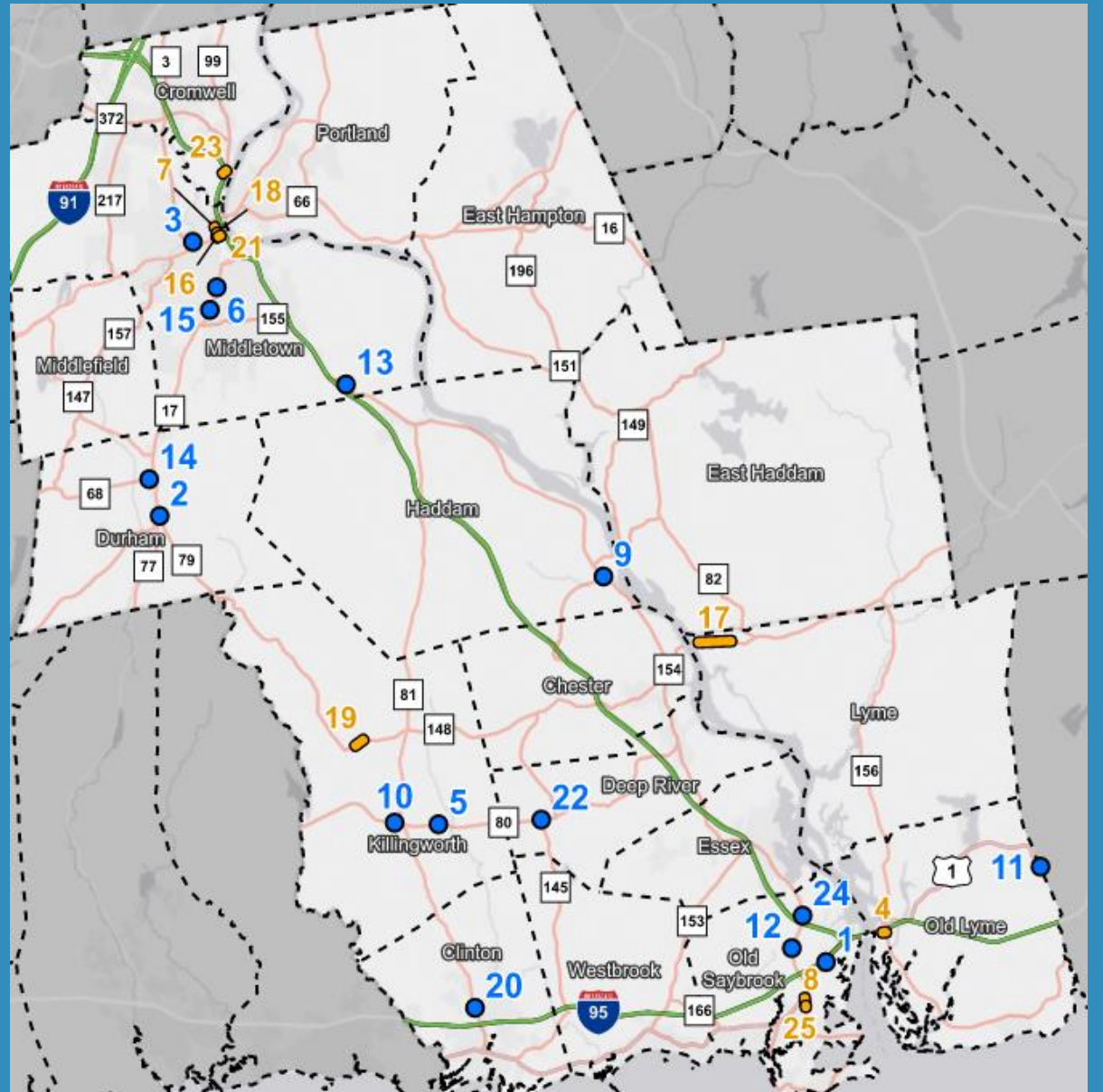


Safety Analysis – Critical Crash Rate

- Top 25 Locations
- Crashes vs ADT volumes
- Does not isolate KA 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?

A Note on Prioritization

- Safe Streets for All (SS4A) encourages prioritizing locations that:
 - Are on the High Injury Network
 - Fall within Justice40 communities
 - Have demonstrated community support or need
- We will be considering additional funding sources!



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

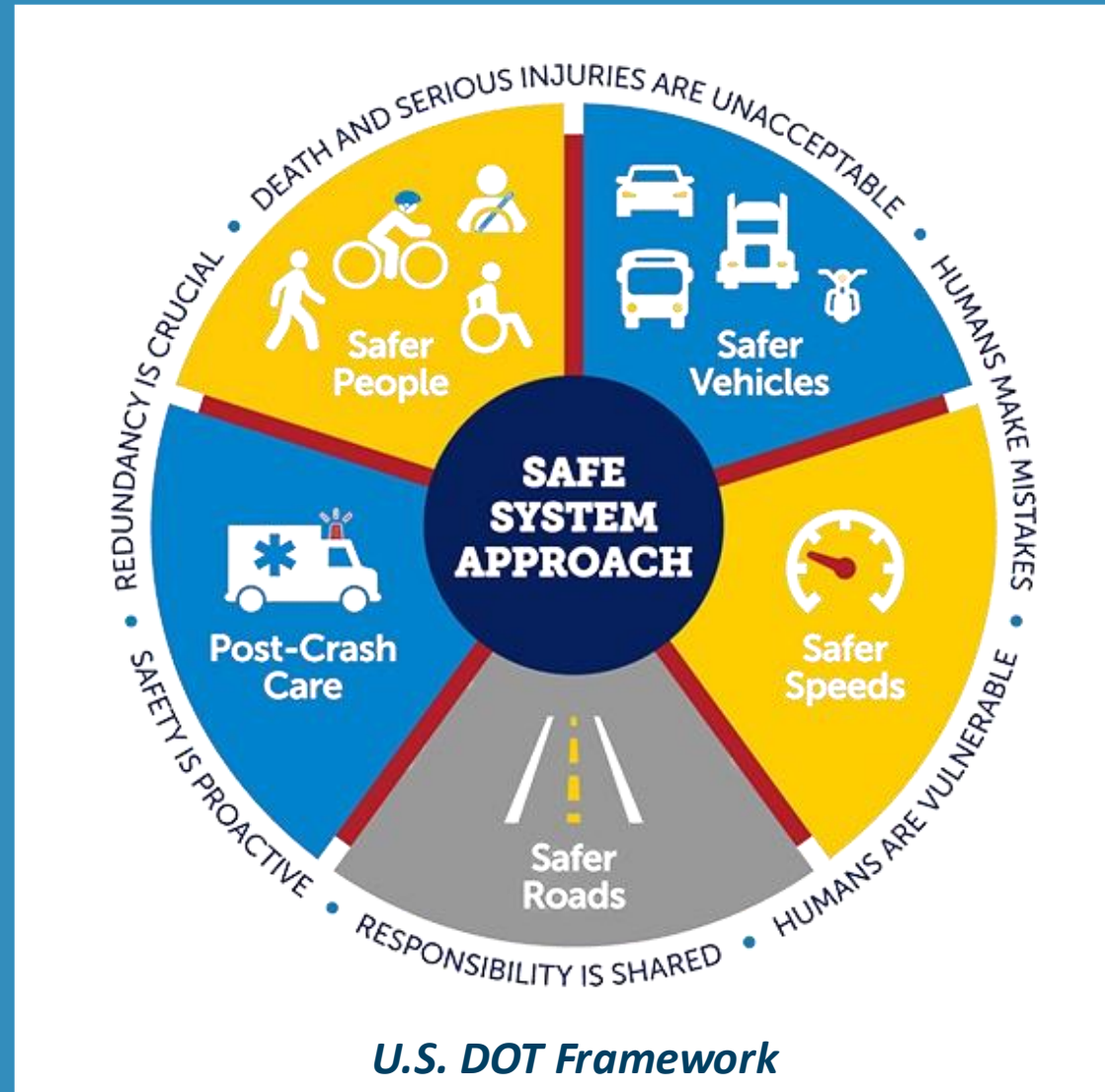
(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date



Safe System Approach

Goal:

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



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

Vision Zero Research – Other Regions

Regional SS4A Plans	Year
Spokane (2024)	2030: 50% reduction on the High Injury Network and pedestrian/cyclist crashes 2042: zero fatal and serious injury crashes
Harrisburg (2024)	2045: eliminate fatal and serious injury crashes
Tallahassee (2023)	2040: eliminate fatal and serious injury crashes
Madison (2024)	2040: eliminate fatal and serious injury crashes
Central Arkansas (2024)	2040: 40% reduction of fatal and serious injury crashes

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 2040
 - 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

Is anything missing from this outline?

Next Steps

- Review & Revise Existing Conditions
- Meetings:
 - RiverCOG Board Meeting, 11/20 9-10 a.m.
 - **In-person** Public Meeting, 12/9, 6-8 p.m., Chester Town Hall
 - **Virtual** Public Meeting, 12/10, 6-7:30 p.m.
 - Next SAC meeting – Spring 2025

Thank You!

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