

Appendix A – Municipal Project Guide



**Safe Streets for
Southeastern CT**

**Southeastern Connecticut Council of
Governments (SECOG)**

SAFETY ACTION PLAN

MUNICIPAL PROJECT GUIDE

2026

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Introduction

The Southeastern Connecticut Council of Governments (SECOG) received a Safe Streets for All (SS4A) planning grant in 2024 to develop a Safety Action Plan – a road map of specific actions and policies aimed at reducing the number of roadway deaths and serious injuries in the region to zero. The plan will allow communities across the SECOG region to apply for SS4A implementation funding to design and construct recommendations outlined in the Safety Action Plan.

The full SECOG Safety Action plan can be found at the following link: [SECOG Safety Action Plan](#). Projects can be viewed online on [our interactive map](#).

How to use this document

The Safety Action Plan municipal project guide organizes the project recommendations provided in the Safety Action Plan by SECOG community. Projects were identified for each community using a combination of crash data analysis, evaluation of roadway risk factors, and stakeholder and public input. Each community report provides basic demographic information, a summary of conversations with municipal stakeholders, and a list of high priority project locations in order of Equivalent Property Damage Only (EPDO) ranking. Projects are categorized as motorist or non-motorist (pedestrian, bike, etc.) based on community feedback and the type of crashes at the project location. Of note, motorist projects are not limited to traffic safety countermeasures for only vehicles and non-motorist projects are not limited to traffic safety countermeasures for only bicyclists and pedestrians. Each project has an associated regional rank/project ID which matches with other tables in each municipal report, detailing additional information on scoring and the number and type of each crash in the project area.

Project Scoring

Municipal projects have been ordered from highest to lowest EPDO using the FHWA methodology outlined in the strategies and projects section of the Safety Action Plan. Projects have also been scored using the crash score criteria used to develop the initial trends-based high-injury networks in the Safety Action Plan. Safety Action Plan crash scoring weights for the initial high-injury networks are shown in the table below:

Crash Type	Safety Action Plan (SAP) Score
Fatality	10
Serious Injury	5
Minor Injury	1
Property Damage Only	0

Data Information

- Crash data provided in this report has been compiled from the Connecticut Crash Data Repository (CTCDR) for the years 2020 – 2024.
- Population data is from the Connecticut Department of Public Health dated July 2024, found at the following link.
 - [Estimated Populations in Connecticut as of July 1, 2024](#)

Bozrah

Date of Meeting with Town	07/23/2025
Town Representatives	Glenn Pianka (First Selectman)
Town Population	2,426
Town Area (Square Miles)	20
Town Roadway Miles	49.2
Total Injury Crashes (KABC)	70
Number of Non-Motorists Involved in Crashes	3
Total Crashes 2020-2024	253

Previous 2022 Safety Action Plan Local Concerns

CT-87 (Norwich-Lebanon Road) and Stockhouse Road - Concerns related to speeding, lack of signalization, and undivided roads with high speeds.

Wawecus Hill Road at Old Salem Road and Noble Hill Road – Sight distance concerns.

Wawecus Hill Road and CT-82 (Salem Turnpike) – Concerns related to sight distance, vegetation management, and speeding.

2025 Town Input

Fitchville Road (CT-608) and Haughton Road

The town noted that this location has had many recent crashes, including truck rollover crashes. The intersection has difficult sightlines, which the Town hopes are addressed with the proposed changes to Main's Country Store (moving the building further back on the lot and improving turning sightlines at the intersection). The proposed changes also may improve access management at the intersection.

CT-82 and Noble Hill / Wawecus Hill

The Town noted they have reached out to the Office of the State Traffic Administration (OSTA) for a study and have been denied. There are no current DOT projects at this location, which may make it a good candidate for a corridor study or road safety audit. There is a new Tractor Supply store opening, which has led the Town to be concerned about increasing traffic volumes. Town staff, residents, and the planning board have all expressed concerns at this intersection.

Stockhouse Road Industrial Area

The Town noted issues related to sightlines at CT-87, flooding with the Yantic River, and truck traffic.

Other Key Notes and Issues

- Speeding is a top concern, particularly on Bozrah Road and Bishop Road.
- Distracted driving is a common theme in town.
- The new proposed sidewalk on Fitchville Road ends at the post office. Fitchville Road has sightline and speeding issues.
- The Town is currently building walking and biking trails.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-62	Bozrah Street (CT-163) at Lake Road and South Road	Angle Crashes, Speeding	Consider converting to an all-way stop, with illuminated stop signs or flashing red signals.
			Upgrade signal heads for greater visibility.
			On Lake Road, consider cutting back existing vegetation to improve sightlines for vehicles approaching the intersection from the north.
			On South Road, consider cutting back vegetation at the southeastern corner of the intersection to improve sightlines.
			Install intersection ahead signage on Bozrah Street.
			Consider speed reduction pavement markings on Bozrah Street.
M-63	Haughton Road (CT-163) at Fitchville Road (CT-608)	Angle Crashes, Speeding	Consider converting to an all-way stop, either with illuminated stop signs or flashing red signals.
			Install centerline rumble strips leading up to the intersection on Fitchville Road.
			Consider moving stop bar on Haughton Road closer to intersection to improve sightlines.
			Provide bicycle accommodation through the intersection, in line with the recommendation for bike lanes on Fitchville Road in the SECOG 2019 Bicycle and Pedestrian Plan.
			Provide sidewalks and pedestrian crossings, as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
M-65	Goldmine Road at Wawecus Hill Road	Single Vehicle Crashes	Evaluate a roundabout to improve traffic, reduce speeds, and improve sightlines at each leg of the intersection.
			Cut back vegetation to improve sightlines.

Additional Project Information

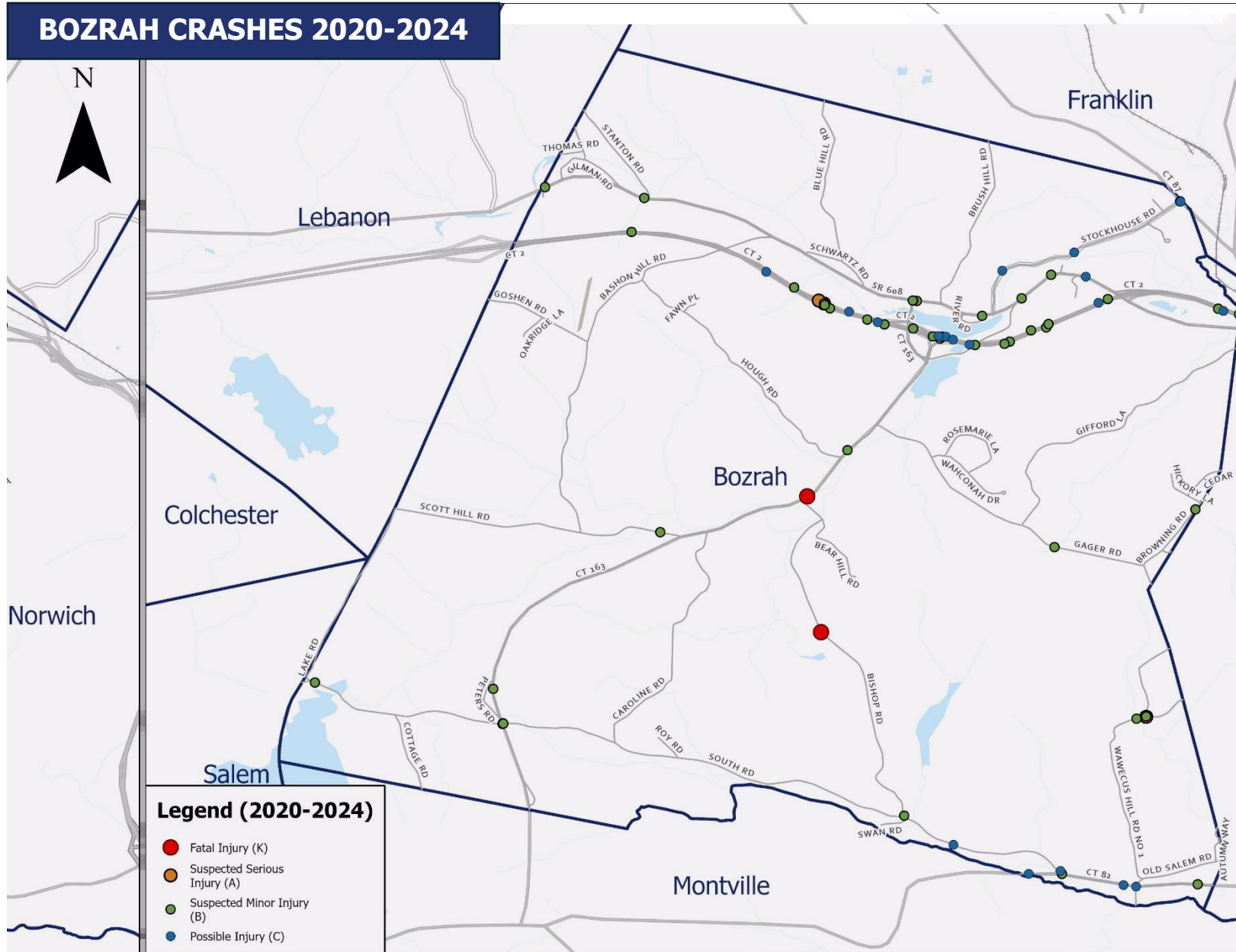
Scoring

Project	Fatal/Serious Crashes	Fatal/Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-62	0	None	4	47	4
M-63	0	None	3	40	3
M-65	1	Single Vehicle (1)	2	22	6

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh
M-62	5	0	0	1	0	0	0
M-63	3	0	0	0	0	1	4
M-65	0	0	0	0	0	0	2

BOZRAH CRASHES 2020-2024



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Colchester

Date of Meeting with Town	07/17/2025
Town Representatives	Sal Tassone (Town Engineer) Nicole Haggerty (Planning Director) Bernard Dennler (First Selectman) Zachary Cash (Resident State Trooper) Joseph Leone (DPW Director)
Town Population	15,752
Town Area (Square Miles)	50
Town Roadway Miles	160.97
Total Injury Crashes (KABC)	252
Number of Non-Motorists Involved in Crashes	10
Total Crashes 2020-2024	1,014

Previous 2022 Safety Action Plan Local Concerns

CT-16 (Middletown Road/Linwood Avenue/Main Street/Lebanon Avenue) – Concerns related to speeding, high frequency of crashes and limited sight distance due to vegetation.

CT-16 (Middletown Road) and Waterhole Road – Sight distance concerns, speeding concerns, and high frequency of crashes.

CT-85 (New London Road) and West Road – Concerns related to skewed alignment and limited sight distance.

Windham Avenue – Narrow roadway with access management concerns related to the high number of curb cuts.

2025 Town Input

CT-354 at CT-2 - The Town has recently installed intersection ahead signage and cleared sightlines on CT-354, but the location is still a top concern for the Town. There have been multiple recent crashes, including a fatal crash, and many residents have noted their concerns for this location. Other problems involve vehicles failing to stop, passing on the shoulder, as well as speeding. The Town noted that the location may need an evaluation for signalization.

CT-16 and Cemetery Road - Speeding through the intersection has become a major concern, with the Town noting speeds up to 60-70 MPH. Roadway departure crashes are a top concern, as well as the approach slopes of the intersection. The Town noted the narrow shoulders of the roadway makes enforcement difficult and would like to see traffic calming near this location.

CT-16 and Linwood Cemetery Road - Sightline concerns, queueing, traffic operations, and speeding concerns were noted at this location. The Town noted that there are DOT projects that are planned to improve some of the traffic concerns at this location but will not be advertised until summer 2026.

Bulkeley Hill Road and Scofield Road - Speeding and sightlines are top concerns.

Knick Lane and Linwood Avenue - The Town noted that many drivers are aggressive, becoming impatient with drivers making a left at the traffic signal. There are side street green push buttons but no pedestrian signals. The Town noted that the sidewalk ramps had been recently upgraded. Other notes include high truck traffic, although heavy vehicle crashes were not noted as a concern.

Key Pedestrian Issues - The Town noted the section on Norwich Avenue from Johnston Middle School to Chestnut Hill Road is the most pedestrian frequented in town and could be a good candidate for a sidewalk improvement project and/or for upgrading ADA ramps. The Town also noted there are many events on the town green with pedestrian traffic with no dedicated parking or pedestrian crossing, which has become a concern. Motorized scooters have also been noted throughout the Town center.

Other Key Notes and Issues

- Drunk driving, distracted driving, and aggressive driving were all noted as consistent issues.
- Lack of lighting on corridors and at intersections is another concern.
- There are also multiple planned residential developments in town that will lead to increased vehicle and pedestrian traffic.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-4	Middletown Road (CT-16) from Westchester Road (CT-149) to Standish Road	Speeding, Single Vehicle, Rear End, and Angle Crashes	Install speed feedback radar signs.
			Ensure lanes are consistently 11 feet wide.
			Install wider edge lines.
			Delineate the side of road using reflective object markers.
			Install centerline rumble strips.
			Extend sidewalk on south side of roadway to Dunkin Donuts at 723 Middletown Road.
			Narrow eastbound lane in commercial district. Evaluate clearance intervals and left turn phasing at the intersection of CT-149 and CT-16.
			Provide a median refuge island at the CT-149 and CT-16 intersection on the eastern leg of CT-16.
M-20	Parum Road (CT-354) at Lake Hayward Road	Angle and Single Vehicle Crashes, Speeding	Evaluate a signal or roundabout to manage turning conflicts.
			Install shoulder rumble strips in areas with wide shoulders to discourage passing on the shoulder.
			Install speed reduction pavement markings on hill approaching the intersection.
			Install flashing stop signs.
M-56	Middletown Road (CT-16) from Davidson Road to Bulkeley Hill Road	Speeding, Angle Crashes	Install speed reduction pavement markings on the hill approaching the intersection.
			Maintain sight lines to Davidson Road approach by clearing vegetation on the northeast intersection corner.
			Ensure consistent 11' lanes on CT-16.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-17	Norwich Avenue (RT 616) from Main Street (CT-85) to Halls Hill Road (Norwich Elementary School) - CTDOT ATP Walk audit location	Ped/Bike Conflicts, Access Management, Speeding	Reconstruct 5' sidewalk on Norwich Avenue from the Town Green to the Community Center and School Complex including raising the sidewalk, enhancing driveway crossings and replacing a small bridge.
			Evaluate roundabout at the intersection of Main Street and Linwood Avenue to reduce speeds and enhance pedestrian crossings.
			Provide bike lanes on Norwich Avenue, as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
NM-19	Main Street (CT-85) from Linwood Avenue (CT-16) to Lebanon Avenue (CT-16)	Intersection Alignment, Ped/Bike Conflicts	At Main and Linwood: Consider retiming pedestrian signals to reduce delay and increase the amount of time to cross the street.
			Consider an intersection realignment to create a T- intersection at the location to shorten crossing distances at Main and Linwood.
			At Main and Cragin Court: Evaluate lane widths and turning radii and consider curb extensions to shorten crossing distances. Implement no turn on red at the intersection. Consider installing a short stretch of sidewalk along the eastern side of Main Street connecting the crosswalk on the south side of the intersection to the paths within the town green.

Additional Project Information

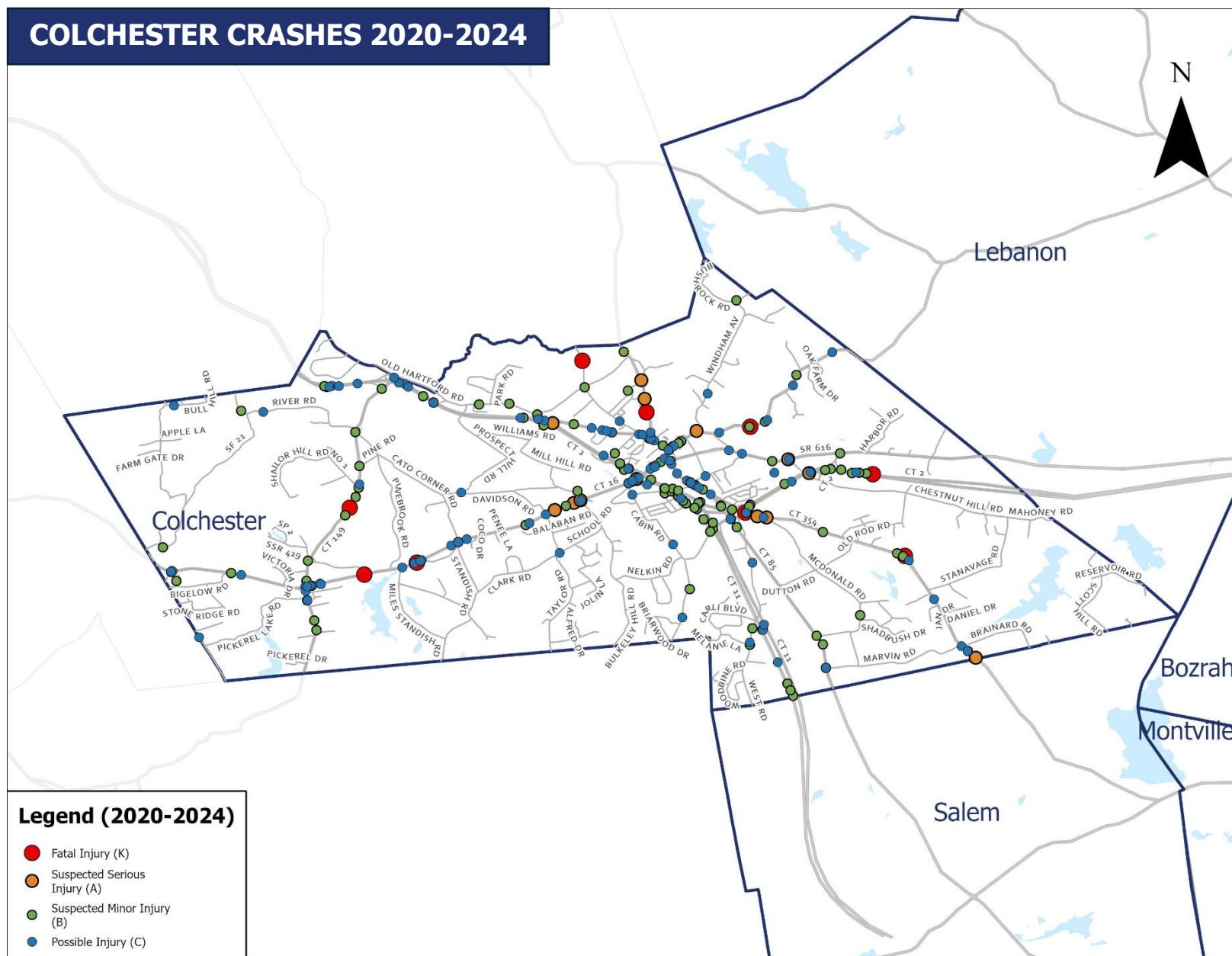
Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-4	2	Single Vehicle (2 Fatal)	19	1313	47
M-20	1	Single Vehicle (1 Fatal)	7	616	21
M-56	3	Rear End (1), Angle (1), Non-Motorist (1)	6	81	18
NM-19	0	None	2	54	2
NM-17	0	None	6	93	6

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-4	20	1	1	23	0	4	8	1
M-20	11	2	0	0	0	0	1	0
M-56	6	1	1	6	0	3	1	2
NM-19	11	1	0	15	1	3	3	0
NM-17	9	1	1	10	1	6	2	2

COLCHESTER CRASHES 2020-2024



East Lyme

Date of Meeting with Town	07/31/2025
Town Representatives	Dan Cunningham (First Selectman) Joe Bragaw (DPW Director) Alex Klose (Town Engineer and Deputy DPW Director) Gary Goeshel (Director of Planning)
Town Population	19,004
Town Area (Square Miles)	42
Town Roadway Miles	138.54
Total Injury Crashes (KABC)	417
Number of Non-Motorists Involved in Crashes	23
Total Crashes 2020-2024	1,887

Previous 2022 Safety Action Plan Local Concerns

CT-156 (Main Street) from CT-161 (Pennsylvania Avenue) to Lake Avenue – Concerns related to limited sightlines at crosswalks and for high pedestrian activity.

CT-156 (West Main Street) from 157 West Main Street to intersection of Roxbury Road – Lack of sidewalks/pedestrian safety measures, speeding, and difficult turning movements on CT-156 West Main Street were noted as concerns.

2025 Town Input

CT-156 - This route is a concern for people walking and biking, the Town noted that many runners use the narrow shoulders on CT-156, especially near East Lyme Tavern, and often do not wear reflective clothing for visibility. There are also narrow bridges on CT-156 that do not have adequate room for pedestrian accommodations, even on the shoulders. The Town also noted there was a new development at Park Place, and that it may be good to connect the sidewalk network on CT-156 to the Book Barn (popular used bookstore) at Park Place and to East Pattagansett Road.

CT-161 - Consistent issue for non-motorists, there are no sidewalks in many locations along CT-161. The Town noted the section between Industrial Park and the high school would be a good location for sidewalks.

Town Improvements - The Town noted successes with narrowing lane widths by adding edge lines on Grand Street and Pine Grove Road, which have been supported by residents. The Town also installed an RRFB on Flanders Road (RT-161) at the high school around 6 years ago and is now planning to install a new RRFB on Main Street in Niantic. The Town is also coordinating with CTDOT to install new crosswalk and pedestrian signals at RT-161 and Industrial Park Drive intersection.

Other Key Notes and Issues

- The Town is waiting on CTDOT to finish interstate ramp work at I-95 Exit 74.
- The Town is conducting a signal warrant analysis at West Main and Corey Lane.
- New sidewalks were recently installed at Flanders Road and 4 Corners, there have also been other noted completed sections of sidewalk on CT-161 and US-1.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-14	Boston Post Road (US-1) from Church Lane to Flanders Road (CT-161)	Speeding, Angle and Rear End Crashes, Ped/Bike Conflicts	Install RRFB's at midblock crossings near East Lyme High School.
			Narrow travel lanes from 12 ft to 11 ft.
			Evaluate bike lanes along the stretch including bicycle treatment at intersections and/or sidewalk widening on the north side of Boston Post Road.
			Consider on-road painted "School Zone".
			Install speed feedback warning signs, and/or additional speed limit signage.
			Provide crosswalk markings across High School Driveway Entrance/Exit near 164 Boston Post Road.
			Evaluate driveway narrowing.
			Construct midblock crossing with bump out near Flanders Fire Station.
			Evaluate sidewalk network between Flanders Road and East Lyme High School on the north side of Boston Post Road, upgrade sidewalks where applicable.
M-46	Society Road from W Society Road to Hopkins Drive	Single Vehicle Run Off Road Crashes, Speeding	At Dean Road and Society Road - install intersection ahead signage, double, larger or flashing stop signage.
			Evaluate approaches for sight distance issues.
			Trim vegetation as necessary to improve sight distance.
			Evaluate stop bar locations, move as necessary closer to the intersection to improve sight distance.
			Manage vegetation to the northwest corner of I-95 off ramp for potential sight distance concerns.
			Corridor-wide, Install chevron signage where applicable at curves.
			Install speed feedback radar signage near Dean Road or I-95 Off-Ramp.
			Install speed limit signage or radar feedback signage at curve to the north of Society Road.
			Stripe wider edge lines.
			Narrow travel lanes to consistently 11 ft.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-55	W Main Street (CT-156) from Shell Gas Station to Corey Lane	Angle Crashes, Access Management, Speeding	At intersection with Corey Lane: Install signal backplates, evaluate yellow and all-red clearance intervals, evaluate signal phasing and detection.
			Narrow travel lanes to consistently 11 ft.
			Consider constructing a sidewalk connecting Corey Lane intersection and residences to existing sidewalk to the west on W Main Street.
			Widen shoulders where necessary.
			Install speed limit signage or speed radar feedback signs where appropriate.
			Evaluate and install street lighting where appropriate.
			Construct sidewalks to fill sidewalk gaps within project area.
			Evaluate future bike lane additions to CT-156 for the Eastern Shoreline Trail Bikeway, requiring roadway widening, restriping of lanes to 11 ft and a bike lane.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-18	W Main Street (CT-156) from Center School to Park Pl	Ped/Bike Conflicts	Complete sidewalk network between 7 W Main Street and the Book Barn along CT-156.
			Widen existing bridge/create pedestrian bridge near 22 W Main Street.
			Evaluate future addition of bike lanes with wayfinding signage for the Eastern Shoreline Trail Bikeway along CT-156.

Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-14	2	Single Vehicle (1 Fatal, 1 Serious)	18	794	36
M-46	2	Single Vehicle (2)	10	122	18
M-55	2	Angle (2)	7	86	15
NM-18	1	Single Vehicle (1)	5	60	9

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-14	28	0	0	33	2	3	7	7
M-46	5	2	1	3	0	1	7	1
M-55	8	1	0	3	0	0	2	1
NM-18	2	0	0	2	0	1	4	0

EAST LYME CRASHES 2020-2024

Montville

Waterford

New London

East Lyme

US 1

CT 155

Grassy Hill Rd

Whistle Town Rd

Upper Pattagansett Rd

Scott Rd

Heritage Rd

Arboretum Rd

Rocky Hill Rd

Poppy Ln

Dean Dr

Forest Rd

Carriage Hill Dr

Roxbury Rd

Colton Rd

Spring Rock Rd

Planter's Dam Rd

SSR 432

SSR 440

SSR 450

SSR 460

SSR 470

SSR 480

SSR 490

SSR 500

SSR 510

SSR 520

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SSR 3250

SSR 3260

SSR 3270

SSR 3280

SSR 3290

SSR 3300

SSR 3310

SSR 3320

SSR 3330

SSR 3340

SSR 3350

SECOG Safety Action Plan, Municipal Resource Guide

Franklin

Date of Meeting with Town	07/30/2025
Town Representatives	Alden Miner (First Selectman)
Town Population	1,900
Town Area (Square Miles)	19.6
Town Roadway Miles	39.99
Total Injury Crashes (KABC)	109
Number of Non-Motorists Involved in Crashes	2
Total Crashes 2020-2024	309

Previous 2022 Safety Action Plan Local Concerns

CT-32 (Franklin Turnpike) from New Park Avenue to CT-87 (Norwich-Lebanon Road) – Speeding is a top concern.

CT-32 (Franklin Turnpike) at Manning Road and CT-610 (Baltic Road) – Concerns related to pedestrian connectivity, speeding, and access management (high number of curb cuts).

CT-32 (Franklin Turnpike/Windham Road) – The main concern is bike and pedestrian safety.

2025 Town Input

CT-32 and CT-207 - The Town noted this has been a dangerous intersection for many years, concerns related to speeding, distracted driving, vehicles running the red light, and vehicles passing turning vehicles at the intersection. The Town noted there is a lot of heavy vehicle traffic, although it does not appear to contribute to crashes. The Town noted that the shoulders on CT-32 have been widened, which encourages speeding, and that buffered shoulders is something CTDOT is looking into.

CT-32 - The Town noted the consistent problem with speeding on CT-32 as well as sightline issues at many intersections. The volumes of traffic were also noted to be consistently growing. Vehicles pass on the wrong side of the road, leading the Town to think about adding centerline rumble strips or signage that says no passing. The Town noted the recent fatal crashes have been related to head-on collisions, where vehicles were confused about the passing zones.

CT-32 and Dobrucki Road - The Town noted vegetation and sight line issues at the intersection.

CT-87 and Stockhouse Road - CT-87 is a main commuter route and was noted by the Town for speeding. The intersection at Stockhouse Road has limited sightlines, which is a larger issue due to the high volumes of truck traffic on Stockhouse Road.

CT-32 and CT-2 - The intersection has become a top concern for the Town due to traffic congestion, the Town has thought about looking into some solutions to improve congestion, such as adding left turn lead phasing at the signal, removing no turn on red, or adjusting signal timing. There is also a lack of pedestrian accommodations at the signal. It was discussed that although adding more traffic signals on CT-32 may worsen congestion, it may be a reasonable option to slow vehicles down on the corridor.

Other Key Notes and Issues

- Distracted driving
- Sightlines at intersections, some caused by seasonal vegetation
- Speeding
- Impaired/drunk driving
- The Town also noted that people used to walk and bike more around town but have felt the concerns with traffic and speeding have led to more people using a vehicle to travel.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-1	Franklin Turnpike (CT-32) from Franklin Town Hall to Tyler Road	Speeding, Single Vehicle and Angle Crashes, Night Crashes	Install speed feedback radar signs.
			Install center line rumble strips.
			Re-stripe climbing lane striping north of Town Hall.
			Trim vegetation at Whippoorwill Hollow Road.
			Consider installing no passing signs on the downhill.
M-7	Franklin Turnpike (CT-32) from Norwich-Lebanon Road (CT-87) to Murphy Road	Access Management, Rear End and Angle Crashes, Speeding	Consider eliminating southbound passing zone south of Murphy Road.
			Install street lighting near commercial driveways.
			Provide wayfinding signage for entrance into gas stations.
			Designate entrance and exit driveways at Gulf station.
			Install signal backplates at Norwich-Lebanon Road intersection.
			Consider conducting speed study to lower speed in commercial area.
			Install sidewalks along Route 32 as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
M-54	Windham Road/Franklin Turnpike (CT-32) and Pond Road (CT-207)	Rear End Crashes, Speeding	Consider center line rumble strips.
			Consider narrowing travel lanes.
			Post no passing zone signage approaching intersection.
			Install curve ahead signs on CT-207 eastbound approach.
			Install signal ahead signs on both Pond Road approaches.
			Increase signal clearance interval.
			Install signal backplates.

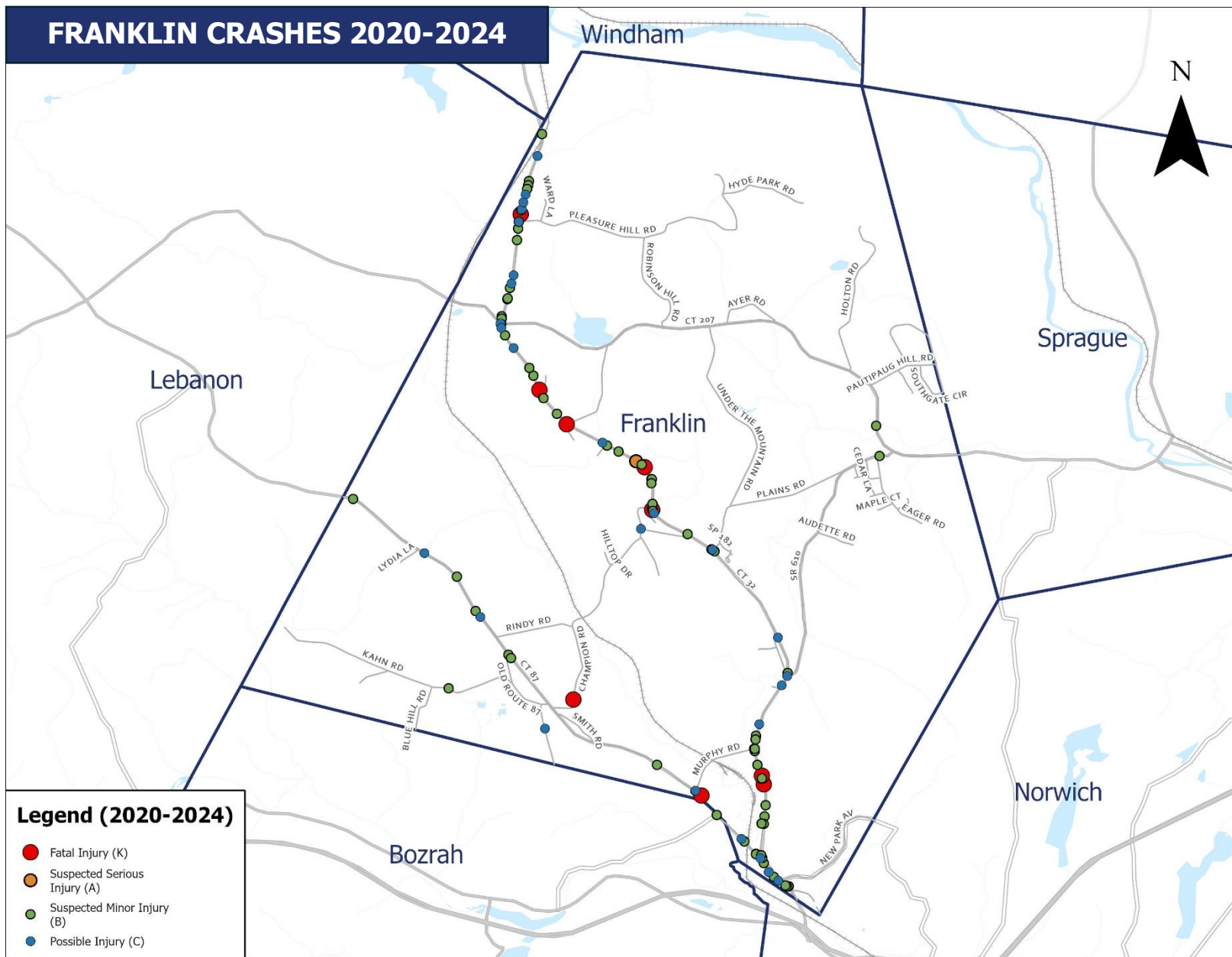
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-1	5	Head-On (3 Fatal), Single Vehicle (1 Fatal, 1 Serious)	17	2336	77
M7	2	Angle (1 Fatal), Single Vehicle (1 Fatal)	16	1257	44
M-54	0	None	6	87	6

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-1	2	4	0	14	0	5	16	0
M-7	8	0	1	19	0	1	4	0
M-54	4	0	0	12	0	3	7	0



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Griswold

Date of Meeting with Town	07/15/2025
Town Representatives	Todd Babbit (DPW) Tina Falck (Select Board)
Town Population	11,683
Town Area (Square Miles)	37.1
Town Roadway Miles	110.99
Total Injury Crashes (KABC)	193
Number of Non-Motorists Involved in Crashes	8
Total Crashes 2020-2024	823

Previous 2022 Safety Action Plan Local Concerns

CT-201 (Glasgo Road) and CT-165 (Shetucket Turnpike) – Concerns related to limited sight distance and speeding.

Edmond Road and Oakville Road – Concerns related to intersection alignment and vegetation overgrowth.

Rixtown Road and CT-201 (Glasgo Road) – Concerns related to sight distances and horizontal curves at intersections.

2025 Town Input

SR-630 and CT-164 - The Town noted that there is casino traffic traveling the wrong way at this intersection and noted that crashes have become more frequent after the casino opened. The Town also noted that a nearby intersection was upgraded to reduce vehicle queues, which has worked to reduce queueing as well at SR-630 and CT-164.

CT-164 and CT-138 - The Town noted vehicles sometime miss the light due to traveling too fast around the corner. There are general speeding concerns on CT-164 and CT-138. The Town also noted that the intersection has poor sightlines, and that although the Town is responsible for the vegetation management, the nearby properties are right up against the right of way and there has been past confusion on the responsibility of vegetation management.

CT-165 and CT-201 - The Town has noted this is the top intersection of concern. The nearby sunflower fields and children's summer camp have major traffic during the summer, typically between April through October. Many of the crashes tend to happen in the daytime, and many have been high impact rollovers, sometimes over a guardrail or off the road. The Town noted that CTDOT has installed stop ahead warning signs, which has improved speeding slightly. CTDOT has also installed centerline rumble strips. The Town noted that a traffic signal, or an RRFB for pedestrian crossing, may help.

CT-201 and Rixtown Road – minimal sight lines, the Town put in for a grant with coordination with SECOG but has not heard back from CTDOT.

Edmund Road and Oakville Road – noted poor alignment as well as vertical curves that limit sight distance at the intersection.

In Jewett City:

Green Street at CT-12 - CT-12 at Green Street is a big concern for the Town, due to the recent pedestrian fatality. The Town would like to install a crosswalk, but CTDOT noted that improvements to the parking lot and sidewalk (which is not publicly owned) would have to be done before adding in any sort of midblock crossing. SECOG plans to work with the Town to help provide a pathway to improve safety at this location.

School Street at CT-12 - The Town asked CTDOT to consider safety improvements such as making School Street one-way, implementing a road diet, or signal timing changes. The Town is also open to other countermeasures at this location such as curb extensions or RRFB's at pedestrian crossings.

Other Key Notes and Issues

- Lack of enforcement is a town concern
- The Town noted pedestrian concerns downtown, near public transit, but noted generally there is not much pedestrian activity elsewhere in the town
- Speeding
- Impaired driving

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-43	Preston Road (CT-164) from I-395 interchange to Slater Avenue / Voluntown Road (CT-138)	Rear End Crashes, Speeding	Evaluate sight distance and coordinate with local property owners to clear vegetation.
			Improve intersection lighting.
			Install signal backplates at Slater Avenue.
			Install edge and center lines on all approaches.
			Evaluate clearance intervals, signal timing and phasing.
			Evaluate mountable curb extensions at corners to tighten the intersection.
			Evaluate realigning the Preston Road and Slater Avenue intersection.
			Install speed feedback signage.
M-53	Shetucket Turnpike (CT-165) at Glasgo Road (CT-201)	Angle Crashes, Sight Distance	Clear vegetation at Glasgo Road approaches.
			Evaluate intersection for signalization.
			Install reflective object markers on telephone poles/trees/other obstructions where applicable.
			Increase enforcement during April-October, where activity nearby is peaked due to sunflower fields/farms etc.
			Improve intersection lighting.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-7	Main Street (CT-12 / CT-138) from S Main Street to Ashland Street – Jewett City	Ped/Bike Conflicts, Speeding	Install RRFB at School Street midblock crossing, add pedestrian crossing ahead signage, add a bump out/curb extension of the midblock crossing.
			Install crosswalk across the south leg of School Street.
			Install a mid-block crossing of Main Street at the south corner of Soule Street near Fanning Court and Soule Street, including curb extensions in front of the fire hydrant at Soule/Main and opposite it at the mouth of Fanning Court.
			Consider a corridor study of Main Street from South Main Street to North Main Street, extending on North Main Street to Lenox Avenue. The corridor study would include evaluating the addition of bike lanes, removal or striping of formalized parking, as well as additional improvements to sidewalk connectivity.
			Hatch stripe shoulders where parking is not allowed through the downtown section (within 20ft of intersections).
			Evaluate sidewalk and ramp network within project limits and upgrade ramps and sidewalks to ADA compliance as necessary.
			Restripe crossings at Ashland Street.
			Consider curb extensions and streetscape improvements at Main Street pedestrian crossings to enhance pedestrian visibility around parked vehicles.
			Evaluate future results of traffic signal replacement at Ashland Street and S Main Street per project 0172-0525.
			Coordinate with projects for updates to signal timing, pedestrian phasing, and clearance intervals at the intersection.
NM-8	N Main Street (CT-12) from north of E Main Street (CT-201) to south of Lenox Avenue	Ped/Bike Conflicts, Access Management	Coordinate with CTDOT for RRFB installations at key midblock crossings on N Main Street, including the crossing in front of Saint Mary's Church and 47 N Main Street.
			Coordinate with DOT and private business owners to complete sidewalk network on the east side of N Main Street.
			Determine access to parking lot at 86 N Main Street, as well as evaluate a midblock crossing between the parking lot and Jewett City Pizza Palace.
			Provide crosswalk across west leg of Green Avenue to the north of the parking lot.
			Coordinate with SECOG for future improvements to the parking lot near Green Avenue and an additional midblock crossing on N Main Street.

Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-43	1	Single Vehicle (1)	10	143	14
M-53	0	None	7	88	7
NM-7	1	Non-Motorist (1 Fatal)	10	694	24
NM-8	1	Non-Motorist (1 Fatal)	5	601	19

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-43	9	2	0	19	0	2	5	4
M-53	14	1	0	0	0	0	1	1
NM-7	18	4	1	12	0	12	10	4
NM-8	5	0	1	6	0	4	1	2

GRISWOLD CRASHES 2020-2024

Legend (2020-2024)

- Fatal Injury (K)
- Suspected Serious Injury (A)
- Suspected Minor Injury (B)
- Possible Injury (C)

Map labels include: Lisbon, Preston, Griswold, North Stonington, and various road names such as CT 12, CT 138, CT 165, and others.

Groton

Date of Meeting with Town of Groton	08/19/2025
Town of Groton Meeting Representatives	Jon Reiner (Director of Planning and Development Services) LJ Fusaro (Chief of Police) Geoff Foster (Supervisor of Tech Services) Greg Hanover (DPW) Deb Jones (Planning Assistant Director)
Date of Meeting with City of Groton	09/12/2025
City of Groton Meeting Representatives	Keith Hedrick (Mayor)
Town/City Population	38,762
Town/City Area (Square Miles)	52.5
Town/City Roadway Miles	172.60
Total Injury Crashes (KABC)	870
Number of Non-Motorists Involved in Crashes	69
Total Crashes 2020-2024	4,184

Previous 2022 Safety Action Plan Local Concerns

CT-12, US-1 (Long Hill Road) / Kings Highway/I-95 (Jewish War Veterans Memorial Highway) Off-Ramp – limited gaps at the signal.

CT-184 (Gold Star Highway) at CT-117 (North Road) – high frequency of angle crashes.

Brandegge Avenue north of Branford Avenue – high frequency of crashes.

2025 Town of Groton Input

Gold Star Highway at North Street - The Town noted this is one of the top locations within town, in addition to being the fourth highest regional intersection per the results of the high-injury network. The Town noted that many vehicles make U-turns at the intersection, which is not allowed. The Town also noted that there are plans for multiple commercial developments in the area in the next few years and are looking for a better traffic solution, for example, by adding a roundabout.

US-1 and Poquonnock Road - Speeding is the main concern at the intersection. The Town also noted some pedestrian activity but noted the intersection has not had as many severe injury crashes as some of the other intersections.

Water Street and West Main Street (Mystic) - Traffic congestion and high pedestrian activity are top concerns.

US-1 and CT-117 - The Town noted the lack of crosswalks at this location and is considering a RRFB at Vergennes Road and that CTDOT was looking into it.

Other Key Notes and Issues

- The Town has done dynamic speed signs, but most of the dangerous roadways within the Town of Groton are state owned, which makes the application of dynamic speed signs tricky.
- The Town also noted congestion near Crystal Lake Road.
- The Town has also received complaints
 - about speeding on Military Highway. There is a planned development to the south of Military Highway which will increase traffic in the area.

2025 City of Groton Input

Eastern Point Road to CT-349 - The major noted Eastern Point Road cuts through the Electric Boat campus and the City was looking into adding a pedestrian only area to prevent conflicts with vehicle traffic. It was also noted that Electric Boat has many off-campus parking lots and that many employees shuttle between the parking lots and Electric Boat along Eastern Point Road. Commuters also frequently walk on roads without sidewalks as well.

Other Key Notes and Issues

- Thames Street and Bridge Street at Fairview Avenue were noted as the top crash location with a bad blind curve and can be tricky for many drivers.
- The Mitchell Street corridor, notably the intersection with Allen Street and Baker Avenue are concerns. There was a recent all-way stop added to the intersection of Baker and Smith that seems to improve traffic safety.
- There is consistent jaywalking, usually near at the intersection of Poquonnock Road and Benham Road.
- Parking and speeding are also consistent issues. They have done a resident parking only ordinance within a 1/2 mile of Electric Boat campus. The City is also awaiting approval to install and enforce automatic speed cameras.

Town and City Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-3	Fort Hill Road (US-1) from South Road (CT-649) to Vergennes Court	Rear-End and Angle Crashes, Access Management, Ped/Bike Conflicts	On-road bike lanes planned between South Road and Depot Road.
			Evaluate a shared use path on the south side of US-1 from boardwalk terminus east of the Poquonnock River to South Road.
			Replace side street signals at South Road with pedestrian signal and new crosswalk on north leg.
			Consider options for developing a continuous sidewalk network on the north side and south side of US-1, including accommodation at driveways.
			At Depot Road, consider curb extension on southwest corner to shorten crossing distance.
			Evaluate yellow and all-red clearance intervals at Depot Road intersection and signal timing optimization.
			At Newtown Road (CT-117), move stop bar and crossing for the north leg further south, provide bump-out on the northeast corner. Close gas station driveway closest to intersection.
			Install crosswalk across east leg of US-1.
			Consider upgrades to crosswalk and ramps at Vergennes Court, consider RRFB at midblock crossing.
M-6	Long Hill Road (US-1) from Wayne Road to Poquonnock Rd	Access Management, Angle and Rear End Crashes, Ped/Bike Conflicts	Consider road diet from 4-3 with a center left turn lane and/or center median with separated bike lanes.
			Install pedestrian signal heads and crosswalks across the east leg of Meridian Street intersection.
			Install a wider sidewalk with raised crossings across driveways similar to recent improvements by Take 5 Oil Change.
			Fill gaps in existing sidewalk network.
			Add detectable warning panels at Poquonnock Road
			Evaluate yellow and all-red clearance intervals at all signals along the corridor. Update signal timing and phasing, consider signal coordination for improved corridor mobility.
			Install signal backplates at Meridian Street intersection.
			At Drozdyk Drive revise and narrow driveways to allow a westerly unrestricted "in" and a easterly right-turn-only "out"

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Install pedestrian signal heads on east leg of Poquonnock Road intersection.
			Restripe crosswalks at Poquonnock Road.
			Conduct a corridor study.
M-15	CT-12 corridor, from Charter Oak Drive to Gold Star Highway (CT-184) WB Off-Ramps Interchange	Speeding, Access Management, Angle and Rear End Crashes, Ped/Bike Conflicts	Coordinate with Groton to advance recommendations and concept plans developed for the Groton Complete Streets Plan for CT-12 north of Gold Star Highway intersection. Recommendations include adding side paths, providing crosswalks and PED signals, and adjusting driveway widths along the corridor.
			Widen sidewalk on the west side to be shared use path width.
			Consider a corridor study of RT 12 from Pleasant Valley Road S to I-95 interchange, evaluating potential road diet of the corridor.
			Restrict access to right-in right out driveways along the corridor.
			Consider centerline barriers at driveway entrances for enforcement.
			Install reflective backplates at Hickory Drive and other signals as needed.
			Evaluate sidewalk network and upgrade and replace pedestrian ramps and sidewalk sections as needed.
			Evaluate signal and phasing upgrades from project 0172-0525 at Toll Gate Road, add pedestrian signal heads and crosswalks on all 4 legs of the intersection.
			Realign Pleasant Valley Road S with CT-12, create a formalized T geometry.
M-30	North Road (CT-117) from Gold Star Highway (CT-184) to Alpha Ave	Angle and Rear End Crashes, Night Crashes, Ped/Bike Conflicts	Install pedestrian signal heads and crosswalks on all sides of Pleasant Valley Road S and CT-12 intersection, add pedestrian refuge islands on long crossings of CT-12.
			Improve lighting on North Road (30+% of crashes).
			Evaluate lane configurations at North Road approaches, consider adding left turn storage lanes.
			Install sidewalk landings with detectible warning panels at southeast and southwest corners.
			Evaluate signal timing and phasing, clearance intervals, provide signal head backplates.
			Add crosswalk across Candlewood Road.
			Evaluate traffic patterns bypassing the signal using Candlewood Road.
			Consider speed humps on Candlewood Road, speed feedback signage or other speed slowing countermeasures.
			Evaluate RRFB or bump outs for pedestrian crossing at Gales Ferry Road.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Extend sidewalk to Homelong Cove and to Alpha Avenue both sides of North Road.
			Provide bike intersection treatments at the intersection with Gold Star Highway (CT-184), in line with the bike lane recommendation on CT-184 in the SECOG 2019 Bicycle and Pedestrian Plan.
M-33	Long Hill Road (US-1 / CT-12) at Kings Highway	Rear End Crashes, Traffic Congestion, Speeding	Prohibit right turn on red on the Kings Highway EB approach, review other approaches for right-turn-on-red prohibition.
			Update signal timing, phasing and clearance intervals, evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles.
			Consider additional pedestrian crossing signage.
			Provide a pedestrian median refuge island for the south leg crossing.
			Reduce lane width on south leg receiving lanes to 11ft.
			Evaluate striping tracking lines for RT-1 approach.
			Evaluate providing bicycle accommodation through the intersection, in line with the 2019 Bicycle and Pedestrian Plan.
			Consider a roundabout in the long term.
M-35	CT-12 at Crystal Lake Road to Ohio Avenue	Speeding, Rear End Crashes, Night Crashes, Ped/Bike Conflicts	Coordinate with project 0172-0525 traffic control signals at CT-12 and Crystal Lake Road.
			Evaluate left turn lane configuration on Crystal Lake and CT-12 approaches.
			Improve intersection lighting.
			Remove side street green at Ohio Avenue, add pedestrian signal heads, APS buttons and evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles.
			Fill gap in the sidewalk network on CT-12 from Crystal Lake Road and Ohio Avenue.
			Update clearance intervals at Ohio Avenue.
			Evaluate additional intersection ahead warning signage / beacons for Ohio Avenue intersection.
M-36	Rainville Avenue/ Mumford Avenue (CT-349) from	Angle and Rear End Crashes, Ped/Bike	Provide sidewalk on Rainville Avenue extending from Clarence B Sharp Highway (CT-349) to Poquonnock Road.
			Connect sidewalk from Rainville Avenue to M-Lot.
			Evaluate sidewalk network along Rainville Avenue and improve/replace sidewalk sections in disrepair.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
	Mumford Ave to Clarence B Sharp Highway (CT-349)	Commuter Conflicts	Provide bike lanes on Rainville Avenue, in line with recommendations from the SECOG 2019 Bicycle and Pedestrian Plan.
			Consider adding automatic speed cameras or speed feedback signage.
			Evaluate corridor for bike lanes.
			Evaluate a road diet with a center left turn lane or turn pockets.
			Coordinate with project 0172-0541 for APS upgrades at Poquonnock Road and Rainville Avenue.
			At corridor signals, update signal timing, phasing, and clearance intervals, provide signal backplates.
			Install pedestrian refuge island at Benham Road crossing Rainville Avenue.
			Install additional pedestrian ahead signage between Benham Road and Electric Boat.
			Evaluate a road diet at L Lot on Mumford Avenue (between Benham Road and start of Chester Street.
			At Chester Street and Rainville Avenue, extend sidewalk on the northeast corner further east, create a perpendicular crossing for pedestrians, install RRFB or consider an all-way stop at the intersection; consider a raised crossing and/or speed humps.
			Evaluate realigning the south leg of Mumford Avenue to a "T" alignment.
M-51	Cow Hill Road / Mystic Street (CT-614) at Ledgeland Drive	Angle Crashes, Night Crashes, Sight Distance	Install speed feedback signage.
			Coordinate with project 0172-0546 detection upgrades at traffic signals and adjust additional signal timing, phasing, and clearance intervals.
			Improve lighting at the intersection (>50% of crashes occurred during dark conditions).
			Manage vegetation for sight distance.
M-59	Thames Street at Bridge Street and Fairview Avenue	Angle Crashes, Speeding, Sight Distance	Install edge and centerline markings on Cow Hill Road and Ledgeland Drive intersection approaches.
			Improve intersection lighting.
			Install pedestrian ahead signage.
			Install a pedestrian refuge island on Fairview Avenue crossing.
			Install speed feedback signage.
			Evaluate Bridge Street for bike accommodations.
			Install intersection ahead signage on Thames Street for the Church Street blind intersection.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Consider Church Street one-way southbound.
			Narrow travel/turn lanes to 11 ft.
			Widen sidewalks to meet ADA compliance where applicable.

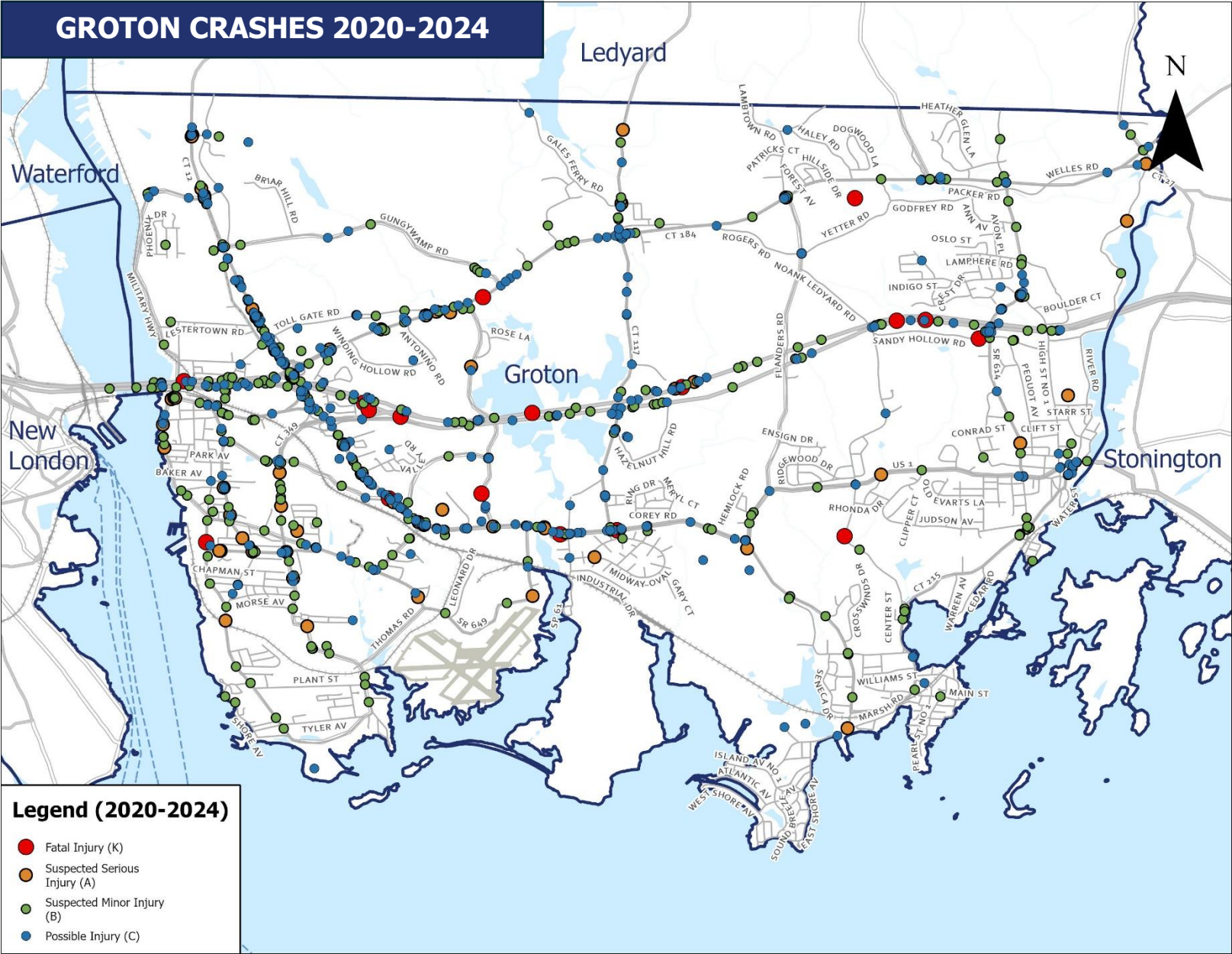
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-3	4	Angle (1 Fatal, 1 Serious), Single Vehicle (1 Fatal, 1 Serious)	37	1563	73
M-6	5	Angle (3 Serious, 1 Fatal), Non-Motorist (1)	52	1268	82
M-15	2	Angle (1), Single Vehicle (1)	50	731	58
M-30	3	Angle (2), Head On (1)	23	305	35
M-33	1	Non-Motorist (1)	16	245	20
M-35	5	Angle (2), Non-Motorist (1), Sideswipe (1), Head On (1)	17	230	37
M-36	4	Angle (1), Non-Motorist (1), Other (1), Rear End (1)	17	228	33
M-51	1	Other (1)	8	97	12
M-59	3	Single Vehicle (1), Sideswipe (1), Rear to Side (1)	4	52	16

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-3	22	2	10	60	1	11	19	0
M-6	83	3	4	70	2	31	10	4
M-15	64	3	4	100	1	31	10	8
M-30	31	2	0	27	0	3	6	1
M-33	8	2	1	61	0	5	3	2
M-35	12	1	3	22	0	10	9	0
M-36	20	0	1	17	1	8	5	3
M-51	6	0	0	3	0	0	3	3
M-59	4	0	0	1	1	1	2	2



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Lebanon

Date of Meeting	07/22/2025
Town Representatives	Jay Schall (Fire Chief) Kevin Cwikla (First Selectman) Dean Hunniford (DPW) Sarah Hill (Selectman's Office) Philip Chester (Town Planner) Andrew Eckman (Resident Trooper) Robin Chesmer (Planning and Zoning)
Town Population	7,141
Town Area (Square Miles)	55.2
Town Roadway Miles	121.28
Total Injury Crashes (KABC)	118
Number of Non-Motorists Involved in Crashes	0
Total Crashes 2020-2024	335

Previous 2022 Safety Action Plan Local Concerns:

Clubhouse Road north of Olenick Road – lack of warning signs on curves and speeding concerns.

McCall Road/Geer Road from Church Road to Brookview Drive – concerns related to speeding and vertical and horizontal curves.

2025 Town Input:

CT-87 and CT-207 - The Town noted that a crosswalk was being installed north of the intersection to connect to the farmer's market on the town green. The Town noted that vehicles do not always come to a complete stop at the stop sign, and that the downward slope on CT-207 can be tricky for some drivers. Adding intersection ahead signage may help.

Lebanon Avenue – CT-16 south of Goshen Hill - The Town noted they were trying to remove the passing zone on CT-16, but the state had recently denied it. There have been many roadway departure crashes, including trucks, where vehicles run off the

road. There was a recent truck flip over the guardrail, potentially caused by the steepness of the roadway. Residents are concerned about speeding. The Town noted there are no shoulders and that curve ahead signage may help.

CT-207 Exeter Road - The Town noted the steepness of the road and that the state had recently added some signage and chevron signs. The Town noted the roadway is particularly dangerous when wet and that additional signage or lighting may help. There are many industrial heavy vehicle generators along the corridor and more developments are planned on CT-207.

Other Key Notes and Issues

- Flooding is a concern in town, with key roads such as Exeter Road flooding regularly.
- Bikers are frequent on CT-87. There are also 8-12 miles of trails in the northern part of the Town (Airline Trail) and 7 trailheads in town. The Town noted they have installed RRFB's at some of the trail crossings. The Town noted the trail crossing on Leonard Brook Road is difficult.
- The Town noted interest in adding raised crosswalks and improving lighting around downtown.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-57	Exeter Road (CT-207) from W Town Street to Trumbull Highway (CT-87) - Lebanon Town Hall Green	Speeding, Ped/Bike Conflicts, Angle Crashes	Install sidewalks on Exeter Road connecting the south end of the green to Town Hall, Library and other community buildings, as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
			Evaluate an RRFB at crossing on the north leg of CT-87.
			Consider adding sidewalks on the east side of CT-87 connecting the crossing with green areas to the north of the center.
			Consider raised midblock crossing with bump outs at W Town Street.
			Install speed feedback signage.
			Consider additional crossing enhancements such as an RRFB at W Town Street.
			Install additional intersection ahead or pedestrian crossing ahead signage in the downtown area.
			Improve downtown lighting.
M-61	Trumbull Highway (CT-87) at Clarke Road and Burnham Road	Speeding, Sight Distance	Coordinate with any bike lane improvements along CT-87, as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
			Install speed feedback signage.
			Install intersection ahead signage.
			Manage vegetation for sight distance improvements at side streets.
			Improve lighting near Clarke Road and Burnham Road.
M-64	Lebanon Avenue (CT-16) from Colchester Commons to 311 Lebanon Avenue (CT-16)	Single Vehicle Crashes	Evaluate bike lanes along CT-87, in line with recommendations in the SECOG 2019 Bicycle and Pedestrian Plan.
			Trim vegetation to manage sight lines.
			Improve speed enforcement on Lebanon Avenue CT-16.
			Install speed feedback signage.
			Improve lighting.
			Evaluate centerline rumble strips (SAP 2022).
			Evaluate high friction surface treatments.
			Install chevron signage on curves, add curve ahead signage.
			Install reflective markers on telephone poles, trees, and other roadside hazards.

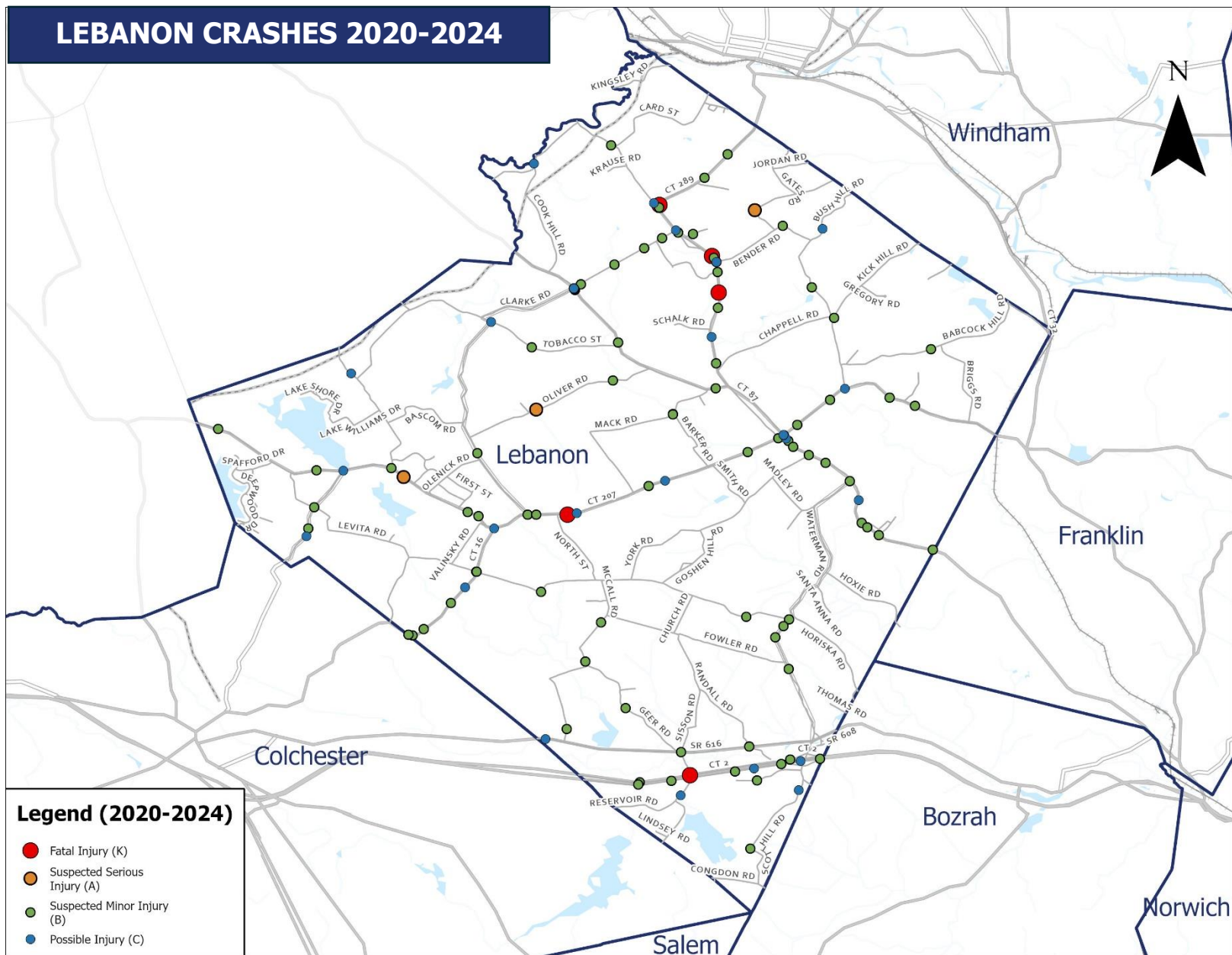
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-57	0	None	6	78	6
M-61	0	None	4	48	4
M-64	0	None	3	34	3

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-57	16	0	0	1	0	0	0	0
M-61	4	0	0	2	0	0	1	0
M-64	0	0	0	1	0	0	2	0



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Ledyard

Date of Meeting	07/24/2025
Town Representatives	John Rich (Chief of Police) Steve Masalin (Public Works Director) Fred Allyn, III (Mayor)
Town Population	15,575
Town Area (Square Miles)	40
Town Roadway Miles	134.39
Total Injury Crashes (KABC)	144
Number of Non-Motorists Involved in Crashes	1
Total Crashes 2020-2024	508

Previous 2022 Safety Action Plan Local Concerns

CT-215 (Iron Street) and Spicer Hill Road – limited sight distance and speeding concerns.

CT-117 (Colonel Ledyard Highway) from Ledyard Congregational Church to CT-214 (Iron Street/Stoddards Wharf Road) – speeding and pedestrian safety concerns.

CT-2 (Norwich-Westerly Road/Foxwoods Boulevard) bypass past Foxwoods Casino – speeding and rear-end crashes.

2025 Town Input

CT-12 - The Town noted many concerns along CT-12, including speeding, crashes involving motorcycles, access management (due to the number of business curb cuts), and sight distance issues. The Town noted some key intersections being Kings Highway, Inchcliffe Drive, and Barry Drive, all of which have sight distance issues. Another intersection noted was Long Cove Road, with concerns related to speeding and vehicles using the shoulders to pass and make turning movements. The Town also noted many people walk around the commercial areas of CT-12, near McDonalds, and are looking into adding sidewalks.

CT-117 - Speeding and lane departure crashes are a top concern. There have been recent crashes involving young drivers and heavy vehicles.

CT-2 - CT-2 by the casino is a consistent issue, particularly issues related to speeding, distracted or impaired driving, and head on-collisions. The lack of a center median is a top concern from the Town and from the Mashantucket Tribe.

Shewville Road - The Town noted this road as a consistent problem due to lane departure crashes, speeding, as well as being frequently used by cyclists with no on-road bike facilities. The road has also been identified in SECOG's bicycle and pedestrian plan. The road is used as a cut through to Foxwoods and provides a route from Griswold to Mystic. Enforcement is needed along this road.

Other Key Notes and Issues

- Distracted and impaired driving is a consistent issue.
- The Town is interested in more centerline rumble strips to combat the consistent lane departure and head-on collisions.
- Passing in the shoulders is frequent throughout town.
- RRFB's were added around town during COVID and have been effective in crossings. The Town also noted concerns related to on-street parking blocking the view of pedestrians crossing, to which the Town noted adding bump-outs would be helpful.
- Vegetation management is a common theme in town, and the Town noted they work to manage sight distance issues caused by vegetation as frequently as possible.
- The Town has added a shared use path on Colonel Ledyard Highway to the High School which has been successful.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-39	CT-12 from Long Cove Road to Barry Drive	Angle and Single Vehicle Crashes, Speeding	Install speed feedback radar signs.
			Consider centerline rumble strips where they have not been installed on CT-12. Also consider centerline vertical delineators.
			Manage vegetation at intersections and driveways for sight distance.
			Update clearance intervals, signal timing and phasing and install signal backplates.
			Coordinate with detection upgrade project 0172-0546 at Long Cove Road.
			Review corridor access management and consolidate driveways.
			Review critical speeding areas for increased enforcement.
			Remove passing zone near Ledyard Parks and Recreation.
M-49	Foxwoods Boulevard from Indiantown Road (CT-214) to Fox Tower Drive	Angle and Rear End Crashes, Speeding, Night Crashes	Provide bike lanes on CT-12, as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
			Install speed feedback signage and signal backplates where applicable (SAP 2022).
			Coordinate with project 0171-3750 for upgrading signal detection at signals.
			Coordinate with Mashantucket for future build plans of the campus and for future traffic safety improvements on Foxwoods Boulevard.
			Adjust signal timing and phasing, evaluate for dynamic signal phasing based on volumes (coordinated with detection project at signals).
			Evaluate for a center median or centerline rumble strips.

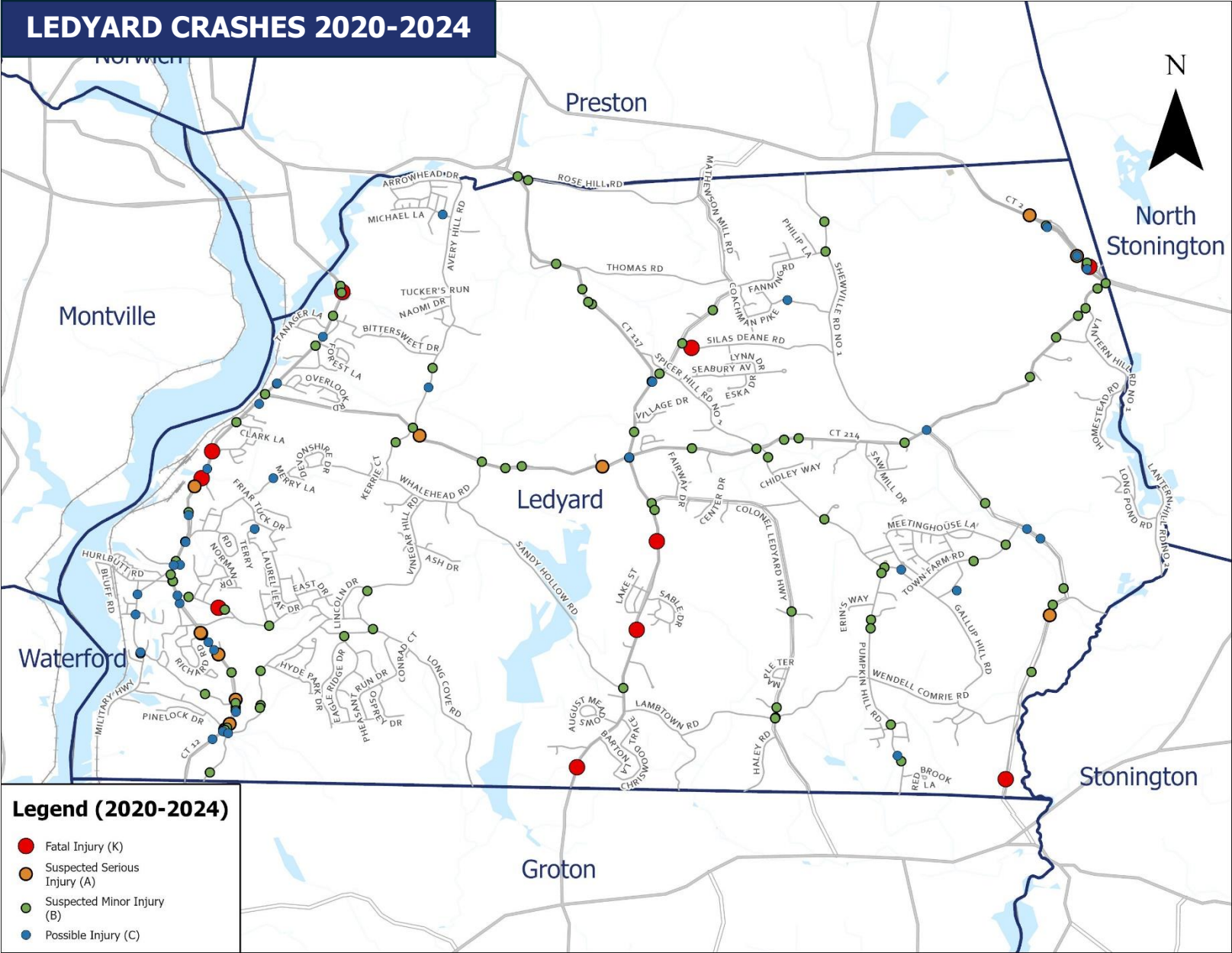
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-39	6	Other (1), Rear End (1), Angle (2), Sideswipe (1), Single Vehicle (1)	16	201	40
M-49	1	Angle (1)	8	114	12

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-39	10	1	1	12	0	5	8	1
M-49	13	2	0	8	0	5	3	1



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Lisbon

Date of Meeting	07/24/2025
Town Representatives	Tom Sparkman (First Selectman)
Town Population	4,249
Town Area (Square Miles)	16.6
Town Roadway Miles	47.48
Total Injury Crashes (KABC)	138
Number of Non-Motorists Involved in Crashes	3
Total Crashes 2020-2024	552

Previous 2022 Safety Action Plan Local Concerns

CT-12 (River Road)/I-395 (Connecticut Turnpike) Ramp System/Adjacent Commercial Land Use – Vehicle conflicts relating to access management at large commercial trip generators.

CT-12 (River Road) at CT-138 (Newent Road) – Concerns related to speeding, access management (high number of curb cuts), and lack of pedestrian accommodations.

CT-169 (S Burnham Highway) and Blissville Road – Speeding concerns.

2025 Town Input

CT-169 - The Town noted that CT-169 has been recently resurfaced, leading to increased speeding. A recent fatality involving a motorcyclist was due to excessive speeding on the corridor.

Kimball Road at CT-169 - The Town noted that although the intersection is a top crash location, the sight lines are adequate. The Town does note there are consistent speeding issues through the intersection, and that they have reached out to CTDOT to install a flashing beacon or a signal at the intersection.

CT-169 and CT-138 - The Town noted the poor alignment, but there were only a few crashes at this location. CTDOT has talked with the Town about a potential roundabout but there are some concerns regarding the elevation of the area.

Other Key Notes and Issues

- Speeding and passing in no-passing zones has become more frequent. Speeds up to 75 MPH are not uncommon.
- The Town has one resident state trooper, which has made managing all the speeding complaints from residents difficult.
- There was a recent pedestrian crash near AutoZone, the Town received a LOTCIP grant for new sidewalk which is currently in design between Lisbon Landing / Lisbon Crossing north to CT-12 / CT-138 intersection.
- There are some consistent flooding issues on roadways around town.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-2	River Road (CT-12) from Lee Road to I-395 Interchange	Angle Crashes, Access Management, Speeding	Narrow lanes to 11' consistently near Lisbon Landing Shopping Plaza.
			Evaluate a road diet.
			Install signal backplates.
			Provide pedestrian crossing refuge island at Lisbon Landing and Target intersection across the north leg of River Road.
			Provide continuous sidewalk, in line with sidewalks recommended from Lisbon Landing to Jewett City in the SECOG 2019 Bicycle and Pedestrian Plan.
			Install wayfinding signage at commercial area north of I-395 to reduce access management confusion.
M-23	N Burnham Highway (CT-169) at Kimbal Road and Meadow Brook Circle	Angle and Rear End Crashes, Speeding, Intersection Alignment	Improve intersection lighting.
			Install speed feedback signage.
			Create "T" intersection of Kimball Road.
			Manage vegetation for sight distance.
			Consider intersection ahead signage.
			Coordinate with Town and CTDOT (recently repaved CT-169) to stripe thicker edge lines and maintain 11 ft maximum travel lanes.

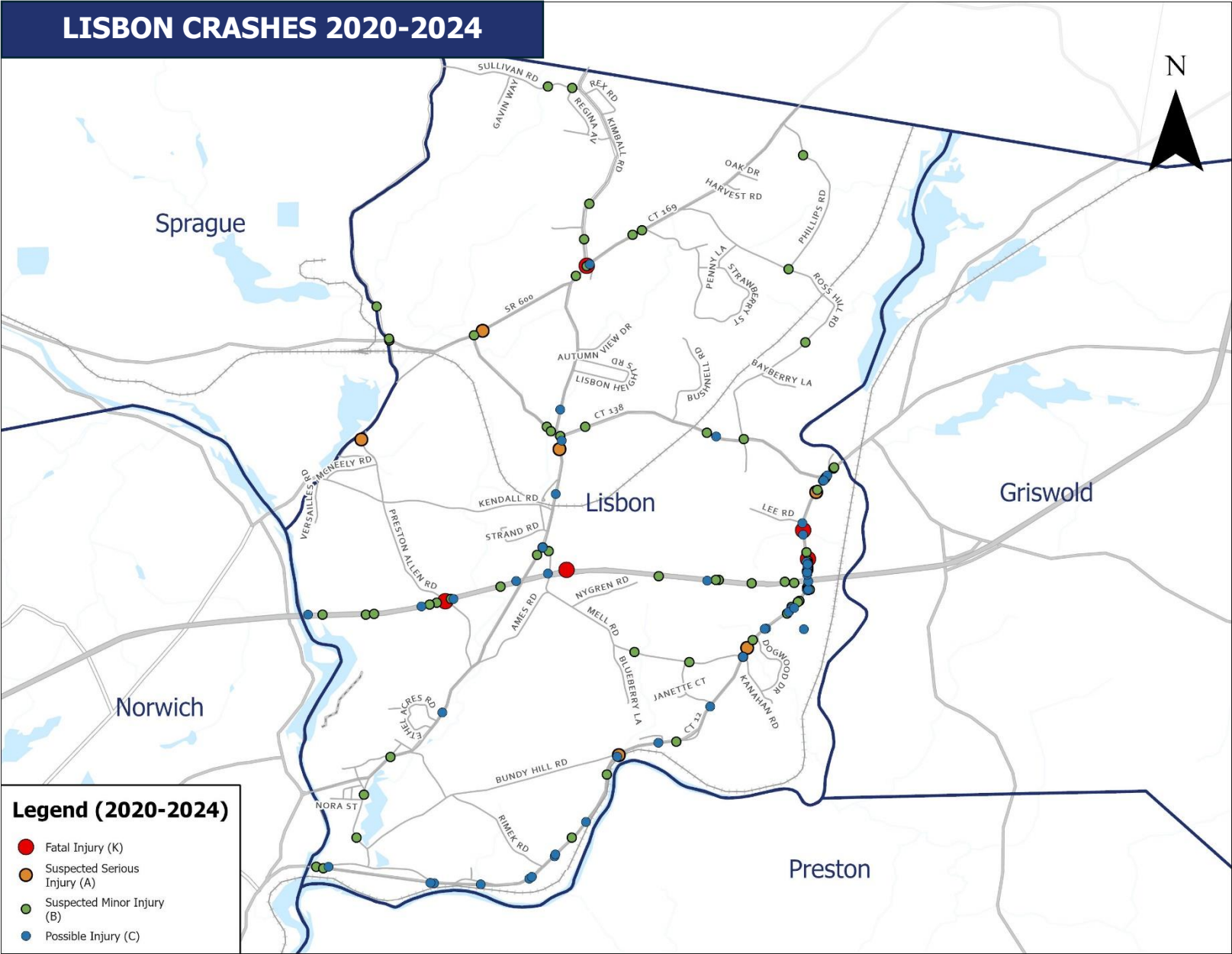
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-2	2	Angle (1 Fatal), Non-Motorist (1 Fatal)	38	1592	66
M-23	1	Angle (1 Fatal)	3	566	17

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-2	53	3	1	44	1	22	9	10
M-23	2	0	0	0	0	1	2	0



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Mashantucket Pequot Tribal Nation

Date of Meeting	08/12/2025
Tribal Representatives	Brandon McIntyre (Mashantucket Pequot Tribal Nation)
Tribal Population	93*
Tribal Area (Square Miles)	2.6*
Total Injury Crashes (KABC)	3**
Number of Non-Motorists Involved in Crashes	0**
Total Crashes 2020-2024	23**

*Data from the American Community Survey (ACS) 2023 5-Year Estimate

**Additional crashes may be unreported within the Mashantucket Tribal lands; crash data was only reviewed from the Connecticut Crash Data Repository (CTCDR).

2025 Tribal Input:

Fox Tower Drive – CT-2 – Foxwoods Boulevard - The Tribe noted similar concerns as the Town of Ledyard near CT-2. Traffic congestion and safety concerns at the intersections with CT-2 are continuing concerns. The Tribe also noted that CTDOT is planning to update the traffic signals at CT-2 in the time frame of 2026-2027. The Tribe also noted that they had met with CTDOT and were interested in repaving CT-2, which is planned for 2026-2027 through the Vendor-in-Place (VIP) paving program. The Tribe also seemed interested in a center median on CT-2 but noted the difficulties of installation. Head-on collisions are a concern on the existing undivided CT-2 section. Most of the major crashes are focused around the area of Foxwoods and the intersections that intersect with CT-2.

Pequot Trail - The Tribe noted Pequot Trail is the longest road through the Pequot lands and noted concerns related to high bicyclist activity and speeding.

Other Key Notes and Issues

- Noted Mushee Machauq Road as a potential concern as the road is used by many Foxwoods employees.
- Annie George Drive has been a recent crash concern, the road is one of the main roadways to the government buildings.
- Shewville Road is another popular road for bikers.
- Noted interest in adding bike lanes where needed on tribal roadways.

- The Tribe noted interest in improving crash reporting by police, as well as expressed interest in using cameras for speed enforcement at key areas on tribal lands.
- The Tribe has also met with Ledyard to discuss concerns related to distracted and DUI crashes.

Projects

No projects are included in the SECOG SS4A Plan. The Tribe is planning to apply for a separate Safe Streets for All (SS4A) grant to develop a safety management plan for roads and intersections on tribal lands. This would help to implement some of the pedestrian and bike improvements, including crosswalks and sidewalks, which are needed throughout the community.

Montville

Date of Meeting	09/29/2025
Town Representatives	Len Bunnell (Mayor) Will Blanchette (Chief of Police)
Town Population	17,913
Town Area (Square Miles)	44.2
Town Roadway Miles	150.84
Total Injury Crashes (KABC)	440
Number of Non-Motorists Involved in Crashes	13
Total Crashes 2020-2024	1,967

Previous 2022 Safety Action Plan Local Concerns

CT-32 (Norwich-New London Turnpike) at Stop and Shop – Pedestrian signal was not MUTCD-compliant.

CT-32 (Norwich-New London Turnpike)/ Holly Hill Drive/New London Turnpike/Fitch Hill Road/Trading Cove Road – High crash frequency.

CT-163 (Oakdale Road/Raymond Hill Road/Bozrah Road) – High crash frequency and concerns related to roadway drainage.

CT-85 (Hartford-New London Turnpike) and Chesterfield Road/Grassy Hill Road – Concerns related to traffic congestion causing blockages in front of the fire department access on CT-85.

CT-32 (Norwich-New London Turnpike) – high frequency of pedestrian crashes.

2025 Town Input

CT-82 - Speeding is a consistent corridor concern. The Town has also noted recent fatal crashes on CT-82 and frequent concerns with crashes involving animals.

CT-32 and Avery Road - High vehicle volumes leading to congestion have been a consistent issue on CT-32. The Town would like to see a roundabout at the intersection, including the ramps from CT-2A. The Town also noted potentially reducing left turns on CT-32 by adding a center median.

Fitch Hill Road and Trading Cove Road - The Town noted this is a tricky multilegged intersection with some pedestrian activity. Improved sidewalks or crosswalks may be a help for intersection safety.

CT-32, CT-163, and Maple Avenue - The Town noted frequent road rage near the intersection, as well as noted many drivers using the shoulders as a full travel lane and passing around turning vehicles. The Town noted a dedicated left turn lane would be helpful. There is also frequent freight / truck traffic on the corridor due to heavy industry businesses on CT-163.

Other Key Notes and Issues

- Motorcycle activity is common throughout town, as well as problems with unregistered dirt bikes or quads.
- The Town is also planning to add sidewalks to sections on the south sections of CT-32.
- The Town noted it has a robust speed enforcement program.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-21	Norwich Salem Turnpike (CT-82) south of Green Valley Drive	Single Vehicle Run Off Road Crashes, Speeding	Evaluate for high friction surface treatment, supplement with additional chevron signs.
			Consider shoulder or centerline rumble strips.
			Consider additional reflective markers on trees or telephone poles.
			Consider thicker edge lines.
			Evaluate bike lanes on Route 82, as recommended in the SECOG 2019 Bicycle and Pedestrian Plan.
M-24	Norwich New London Turnpike (CT-32) from Fort Shantok Road to Golden Road	Access Management, Speeding, Angle and Rear End Crashes, Ped/Bike Conflicts, Traffic Congestion	Evaluate feasibility of roundabouts connecting CT-2A and CT-32 offramps.
			Consider a raised median in conjunction with roundabouts on CT-32 to reduce crashes related to left-turning movements into businesses.
			Consider a road diet and corridor study, including a center left turn lane or turn pockets with raised center median.
			At signals, update timing and phasing, update clearance intervals, and install signal backplates.
			At Golden Road, install a pedestrian crossing median.
			Install missing sidewalks at side streets and across off-ramp approaches along the corridor on the west side of CT-32.
			At Occum Lane, install a crosswalk across the west leg (driveway) and evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles, add pedestrian median crossing island, reduce lanes to 11ft and add a center mountable median.
			Remove side street green at WB 2A offramps, replace with pedestrian signal heads, APS buttons, create crosswalks on west and north intersection legs.
			Evaluate corridor sidewalk network and repair/fill gaps in sidewalks.
M-42	Norwich New London Turnpike (CT-32) and New London Turnpike,	Speeding, Intersection Alignment / Configuration, Angle and Rear End Crashes	Improve intersection lighting.
			Coordinate with project L103-004 New London Turnpike Sidewalks for sidewalk connectivity to the intersection and intersection crossings.
			Evaluate realignment of Holly Hill Drive, Fitch Hill Road, and New London Turnpike, tightening intersection to New London Turnpike and realigning Holly Hill Drive at a T with Fitch Hill Road.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
	Emma Baker Way, W Thames Street, and Fitch Hill Road		Restripe stop bar at Fitch Hill Road.
			Remove stop sign on New London Turnpike.
			Stripe 11 ft approach lanes to signalized intersection.
			Stripe do not block the box hatched markings on New London Turnpike.
			Evaluate Road Diet / corridor study on CT-32.
			Consider removing through lane SB.
			Add pedestrian refuge island on south leg crosswalk at intersection.
			Update signal timing, phasing, and clearance intervals, add signal backplates.
			Add sidewalk landing area on southwest corner of crossing.
			Check for APS buttons and countdown signal heads.
			Coordinate with Mohegan for additional support and recommendations from traffic on Trading Cove Road (east leg).
			Evaluate project area for sidewalk condition and improve areas where applicable.

Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-21	3	Head On (1 Fatal, 1 Serious), Single Vehicle (1)	6	599	28
M-24	0	None	40	557	40
M-42	0	None	10	143	10

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-21	0	3	0	0	0	0	4	0
M-24	66	4	0	34	1	27	11	6
M-42	13	1	1	15	0	3	8	0

MONTVILLE CRASHES 2020-2024

Bozrah

Norwich

Preston

Salem

Montville

Ledyard

Groton

Waterford

Legend (2020-2024)

- Fatal Injury (K)
- Suspected Serious Injury (A)
- Suspected Minor Injury (B)
- Possible Injury (C)

New London

Date of Meeting	07/29/2025
City Representatives	Jeremiah Lamont (New London PD Traffic Unit Service) John Perry (Deputy Chief of Police) Brian Sear (Public Works) Brian Wright (New London PD) Miguel Gautier, Jr (New London Public Schools)
Town Population	28,081
City Area (Square Miles)	10.8
City Roadway Miles	79.94
Total Injury Crashes (KABC)	845
Number of Non-Motorists Involved in Crashes	97
Total Crashes 2020-2024	3,992

Previous 2022 Safety Action Plan Local Concerns

US-1 (Colman Street) from Jefferson Avenue to Bank Street – lack of pedestrian and bike infrastructure.

US-1/CT-641 (Bank Street) from Spring Street to Truman Street – pedestrian safety concerns and traffic congestion.

Montauk Avenue in vicinity of Mitchell College – high frequency of crashes and speeding concerns.

A walk audit along Willetts Avenue was conducted with City staff in the fall of 2025 as part of this project.

2025 City Input

Montauk Avenue and Willetts Avenue - The intersection of Montauk Avenue and Willetts Avenue is a top concern of the City due to frequency of injury crashes and speeding. Montauk Avenue serves as one of the main arteries through the city and Willetts Avenue serves as a primary connector between US-1 and Electric Boat. The City noted there is heavy pedestrian and bike traffic. Adding in striped buffered bike lanes may help to improve bike safety. The City also noted they have added mountable temporary pedestrian refuge islands at other locations on Montauk Avenue which have been successful.

Other Key Notes and Issues

- Williams Street, Broad Street, and Mercer Street is a current CTDOT roundabout project. The corridor of Broad Street was also identified as a top concern for pedestrian-related crashes. Speeding is still an issue on Broad Street.
- Distracted driving and DUI are concerns.
- The City has done RRFB's and raised intersections at multiple locations which have been successful, and the City is looking to do more of these projects.
- Traffic congestion and queueing is common on many of the main city roads, especially near Electric Boat and the hospitals.
- The City mentioned a road diet study was done by CTDOT in the Vauxhall-Coleman-Broad Street area, which noted that speeding, access management (many commercial destinations with driveway traffic), and vertical curves were concerns.
- The City noted a new housing development on Hamilton Street.
- The City noted that temporary pedestrian refuge islands at Howard Street and Walbach Street has been successful and that additional safety improvements are coming for the intersection.
- At Montauk Avenue and Bank Street, the City suggested to add in 'Do not block the box' striping.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-10	Bank Street (US-1) from Colman Street (CT-639 / US-1) to Howard Street	Rear End and Angle Crashes, Ped/Bike Conflicts, Traffic Congestion	Signal detection upgrades planned.
			Realign Ocean Avenue intersection by providing curb extension on the southeast side and install crosswalk on the southern leg across Ocean Avenue.
			Improve alignment of crosswalks across Bank Street by Ocean Avenue and US-1.
			Realign Truman Avenue intersection by constructing a curb extension on the northwest corner.
			Provide new signal equipment at intersections.
			Connect sidewalk and ADA ramp network between Colman Street and Howard Street along both sides of the corridor.
			Evaluate yellow and red clearance interval times. Evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles.
			Install pedestrian signal heads and buttons on south leg of Montauk Avenue, provide pedestrian refuge island.
			Provide raised median between Montauk Avenue and Shaw Street with pedestrian refuge islands on Bank Street approaches.
			Stripe on-street parking spaces throughout corridor, where applicable.
			Evaluate for temporary pedestrian refuge islands at the Bank Street approaches at the intersection of Howard Street.
			Conduct corridor study.
M-13	Colman Street (US-1) from Waldo Street to Cedar Grove Avenue	Rear End Crashes, Speeding, Access Management	Evaluate sidewalk network and repair sidewalk/add detectable warning panels.
			Enhance access management, evaluate driveway entrances and consider closing access points, consider making entrances one way in/out or right turn in only. Meet with OSTA to discuss major traffic generator (MTG) conditions of approvals, as applicable.
			At corridor signals, install signal backplates, update clearance intervals, timing, and phasing, evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles.
			Evaluate road diet, considering a center median with restricted right out only turning movements, evaluate truck movement patterns and evaluate designs using truck design radii.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-38	Montauk Avenue at Willetts Avenue	Speeding, Angle Crashes, Ped/Bike Conflicts, Access Management	Install detectable warning panels and restripe sidewalks. Evaluate sidewalks for ADA compliance and replace sidewalks. Evaluate bump outs/curb extensions to improve pedestrian visibility and reduce speeds. Evaluate bike accommodations on Willetts Ave – buffer bike lanes or sharrows. Restripe travel lanes to 11 ft. Upgrade traffic signal backplates and visors. Upgrade pedestrian signal heads to countdown and add APS. Evaluate signal yellow and red clearance intervals. Consider adding no right turn on red. Evaluate driveway entrances to the gas station – access management. Refer to walk audit notes for additional countermeasures located in Appendix G.
M-47	Crystal Avenue at CT-32, Water Street and Eugene Oneill Drive	Rear End Crashes, Speeding	Evaluate a road diet on Water Street and Eugene O'Neil Drive (south legs of the intersection), consider removing a through lane, providing a buffered bike lane (replacing existing unbuffered bike lane). Update signal timing, phasing, and clearance intervals, add signal backplates. Coordinate with project 0172-0524 replacement of highway illumination. Consider additional countermeasures to reduce rear-end crashes (~50% of crashes). Evaluate condition of pedestrian bridge and sidewalks and repair broken sidewalks where applicable.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-4	Broad Street from Ledyard Street to Cleveland Street	Ped/Bike Crashes and Conflicts, Speeding	Coordinate with project L094-003 Williams Street and Broad Street Roundabout.
			Evaluate, repair, and replace sidewalks connecting Williams Street to Ledyard Street.
			Stripe corridor center lines and edge lines.
			Define parking spaces.
			Consider buffered or on road bike lane.
			Review corridor access management.
			At signals, install LPI, adjust signal timing, phasing, and clearance intervals.
			Restripe side street crosswalks.
			Evaluate corridor for key midblock locations, provide RRFB midblock crossing with bump outs.
NM-13	Willetts Avenue from Ocean Avenue (CT-213) to Shaw Street	Ped/Bike Conflicts and Crashes, Speeding	Consider a fire pre-emption signal in front of the firehouse near Connecticut Avenue.
			Install detectable warning panels and restripe sidewalks.
			Evaluate sidewalks for ADA compliance and replace sidewalks.
			Evaluate bump outs/curb extensions to improve pedestrian visibility and reduce speeds.
			Evaluate bike accommodations on Willetts Ave – buffer bike lanes or sharrows.
			Restripe travel lanes to 11 ft.
			Upgrade traffic signal backplates and visors.
			Upgrade pedestrian signal heads to countdown and add APS.
			Evaluate signal yellow and red clearance intervals.
			Consider adding no right turn on red.
			Evaluate driveway entrances to the gas station – access management.
			Refer to walk audit notes for additional countermeasures located in Appendix G.

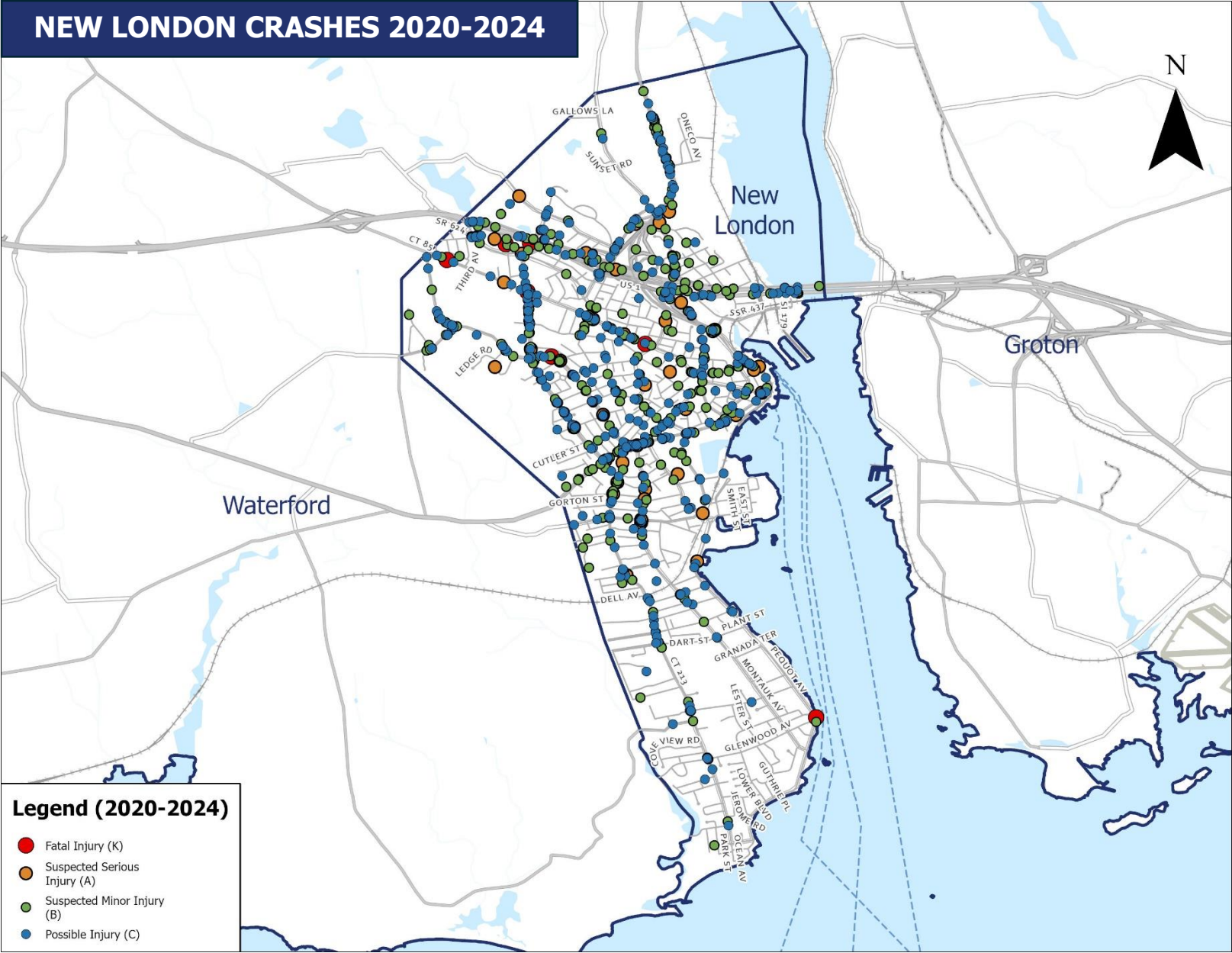
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-10	2	Single Vehicle (1), Non-Motorist (1)	69	968	77
M-13	1	Angle (1 Fatal)	28	914	42
M-38	4	Angle (2), Single Vehicle (1), Non-Motorist (1)	17	212	33
M-47	2	Rear End (1), Angle (1)	8	115	16
NM-13	3	Angle (2), Non-Motorist (1)	23	324	35
NM-4	4	Angle (3), Non-Motorist (1 Fatal)	24	859	50

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-10	67	9	10	87	2	73	11	5
M-13	22	1	0	63	0	9	0	3
M-38	16	0	2	8	0	7	4	2
M-47	6	0	0	16	0	9	2	0
NM-13	37	1	4	8	1	28	4	6
NM-4	30	6	6	20	1	15	5	1



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North Stonington

Date of Meeting	07/24/2025
Town Representatives	Robert Carlson (First Selectman) Philip Whitman (Assistant Foreman)
Town Population	5,197
Town Area (Square Miles)	55
Town Roadway Miles	101.37
Total Injury Crashes (KABC)	169
Number of Non-Motorists Involved in Crashes	6
Total Crashes 2020-2024	694

Previous 2022 Safety Action Plan Local Concerns

CT-49 (Pendleton Hill Road) and Babcock Road - concerns related to sight distances, speeding, and horizontal curves.

Village District – lack of pedestrian accommodations.

CT-49 (Pendleton Hill Road) and CT-201 (Cossaduck Hill Road) – concerns at vertical and horizontal curves.

2025 Town Input

CT-2 and CT-201 - The Town noted several concerns with the intersection including the visibility of the signal (vehicles have trouble stopping due to the curve of the roadway), the signals are not positioned over the lanes, speeding, steep slope approaches to the intersection, and signal timing. The Town also noted many crashes involved drivers from the casino. The Town would like more helpful signage coming from the casino such as intersection ahead or flashing beacons.

Babcock Road - Speeding and concerns with pedestrian-vehicle conflicts have been a consistent concern. The Town noted they thought about speed humps along the road but could not get enough residents to be in favor of them.

Other Key Notes and Issues

- Generally speeding is a concern, especially on CT-2.

- School zone signage is common, and the Town would like to see more of it. There are state troopers working in school zones during school hours.
- Speed humps have been successful for the Town and would like to see more of them where applicable.
- Vegetation management at intersections, related to sight distance, is a concern for the Town.
- Ryder Road was also noted as a top corridor of concern due to speeding and the winding rural nature of the roadway, leading to single vehicle run off the road crashes.
- There is a pedestrian tunnel across CT-2 that is frequently used by students, the Town would like to see the tunnel be ADA compliant.
- The Town noted CT-201 and Mains Crossing as a tricky intersection with speeding concerns.
- The Town noted CT-201 and Jeremy Hill Road as an issue, the Town may consider lowering the speed limit on the side streets.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-16	Norwich-Westerly Road (CT-2) from Mains Crossing Road (CT-201) to Swantown Hill Road	Single Vehicle, Rear End, and Angle Crashes, Night Crashes, Speeding	Increase clearance times and install signal backplates at signalized intersections.
			At CT 201 re-align signal heads with approach lanes.
			CTDOT upgrading signal detection.
			Upgrade signal equipment and controller and remove side street green buttons.
			Add additional curve signs on CT 201 approach.
			Install centerline rumble strip on CT 201 approach to CT 2.
			At Ryder Road stripe do not block box pavement markings.
			Move Ryder Road stop sign and stop bar closer to intersection.
			On northbound CT 2 approach to Ryder Road, install intersection ahead sign for both Ryder Road and CT 201.
			Consider traffic calming devices such as speed humps on Ryder Road.
			Provide painted cross hatching between directions on both CT 2 approaches at Main Crossing Road.
			Install curve signs on CT 2 east of Hewitt Pond.
			Install intersection ahead signs on CT 2 in both directions approaching Swantown Hill Road.
M-52	Norwich-Westerly Road (CT-2) at Main Street and Mystic Road (CT-627)	Rear End Crashes	Remove side street green, replace with pedestrian signal heads and APS buttons, add pedestrian phasing to the signal.
			Evaluate intersection for truck turning radii, tighten lane approaches where applicable.
			Consider a mountable curb extension on the northwest corner.
			Manage vegetation on the east leg of Main Street.
			Consider further evaluation into left turn lanes from RT-2 SB onto Main Street, including thinning intersection lanes to 11 ft travel lanes.
			Adjust clearance intervals and signal phasing.
M-58	Pendleton Hill Road (CT-49) at Providence New London	Angle and Rear End Crashes, Speeding, Sight Distance,	Adjust clearance intervals and add signal backplates.
			Consider long term realignment of the intersection.
			Install dynamic speed feedback signage on approaches where applicable.
			Install intersection ahead signage.
			Evaluate/improve intersection lighting.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
	Turnpike (CT-184)	Intersection Alignment	Manage vegetation where necessary for sight distance.

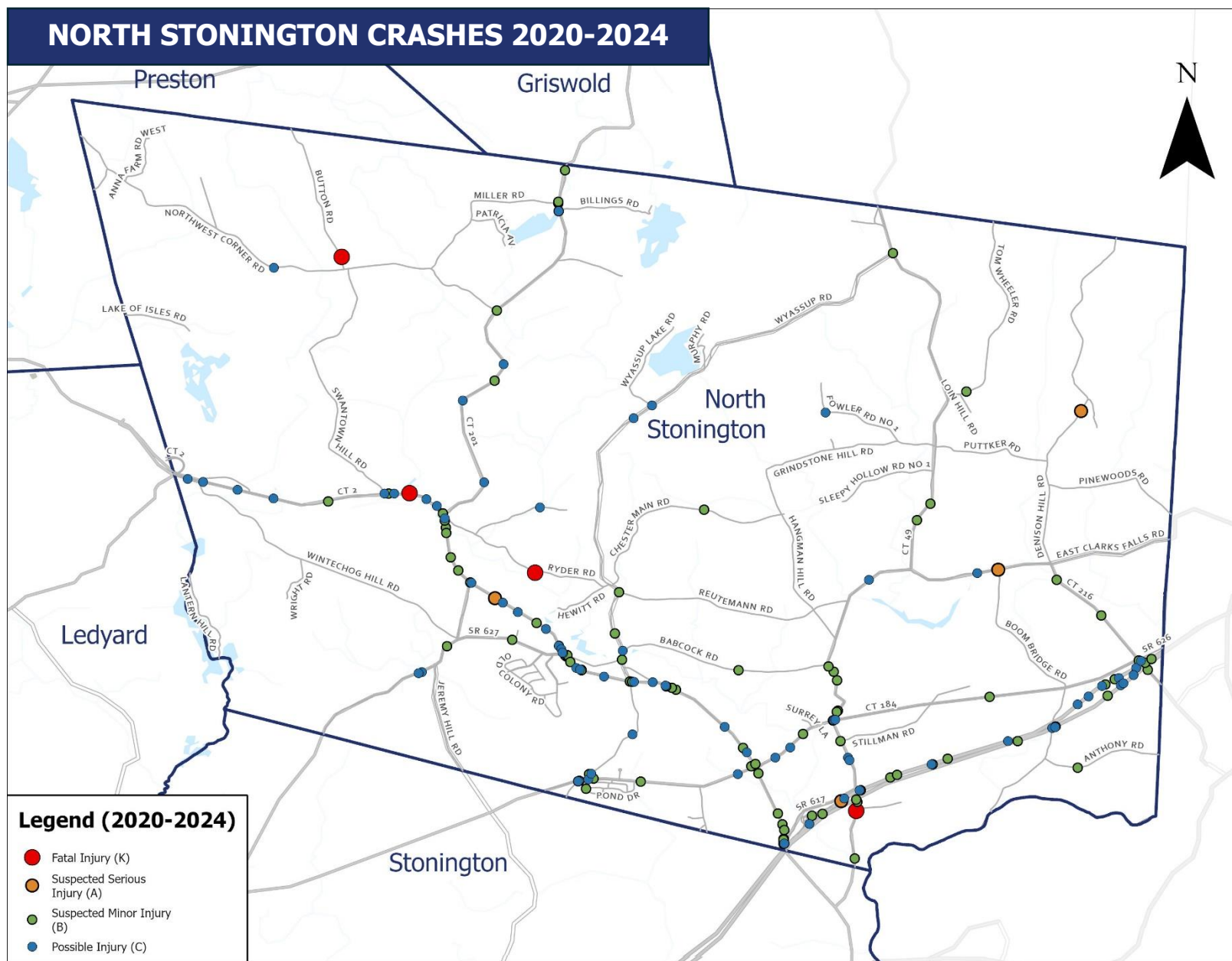
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-16	1	Single Vehicle (1 Fatal)	14	712	28
M-52	0	None	7	88	7
M-58	0	None	4	54	4

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-16	4	1	0	19	0	4	11	0
M-52	3	0	0	10	0	3	1	0
M-58	4	1	0	5	0	1	1	1



Norwich

Date of Meeting	08/06/2025
City Representatives	Christopher Chastang (Norwich PD and LTA) Jeffery Dewey (DPW)
Town Population	39,993
City Area (Square Miles)	29.5
City Roadway Miles	198.69
Total Injury Crashes (KABC)	1,325
Number of Non-Motorists Involved in Crashes	101
Total Crashes 2020-2024	6,182

Previous 2022 Safety Action Plan Local Concerns

CT-642 (West Town Street) from Wightman Avenue to Town Street – limited sight distance and horizontal curve concerns.

Washington Square CT-82 (Washington Street)/West Side Boulevard/Main Street/CT-82 (West Main Street) CT-2 (Water Street)/CT-2 (Chelsea Harbor Drive)/Church Street – pedestrian safety concerns.

CT-2 (Main Street/East Main Street) from Ferry Street to Bishop Early Learning Center - traffic congestion.

CT-2 (Washington Street) – concerns related to turning movement conflicts and frequent fatal crashes involving pedestrians.

A walk audit at the Norwichtown Green and Chelsea Parade Park was conducted with City staff in the fall of 2025 as part of this project.

2025 City Input

CT-2 and Washington Street - CT-2 at Washington Street was noted as the intersection with the highest frequency of crashes in the city. The City noted that crashes are typically property damage only. The intersection is also nearby a regional hospital, which makes the existing traffic congestion problems at the intersection even more of a concern for the City. There are also nearby schools to the north off Harland Road, which leads to some school peak hour congestion issues at the intersection. Adding more sidewalks and repairing the existing sidewalks would be helpful.

CT-12, Hunters Avenue, and Norwich Avenue - The intersection was noted by the City as tricky for pedestrians, citing concerns related to missing street lighting, minimal sidewalks, speeding, and long crossings.

North Main Street, Boswell Avenue, and Sandy Lane - The City noted this location is a large commercial attractor but there are no sidewalks. The City sees this location as a future concern should pedestrian volumes increase in the area.

CT-97 and Providence Street - The City noted the potential signalization of the intersection due to future increase in traffic volumes caused by a nearby proposed 300-unit housing development. There is also a lot of pedestrian and bike traffic and there are currently no pedestrian or bike accommodations at the intersection.

North Main Street / Central Avenue Area - The City noted concerns related to poor lighting, poor sightlines, vertical curves, and frequent crashes with pedestrians with injuries. The City also noted that there are upcoming developments in the open space near the area which may lead to more pedestrian activity. There are also many crossings across CT-12 to get to nearby commercial areas. The City also noted interest in adding a fire house pre-emption signal or changing operations of the signal when there is a call for service.

Other Key Notes and Issues

- CT-12 has become more of a concern due to recent increases in traffic volumes.
- There is a town project at Howard T. Brown Park that may impact traffic and pedestrian access through the downtown areas.
- Speeding is a concern. The City has received new speed feedback signs and the city is working on identifying locations to place the signs where speeding is the most frequent.
- The City is interested in roundabouts where applicable, the roundabout on Main Street has proven to be successful. The City is also interested in RRFB's.

City Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-8	W Main Street (CT-82) from N High Street to Washington St (CT-2)	Rear End and Angle Crashes, Ped/Bike Conflicts	Review and implement recommendations from 2024 Chelsea Harbor and Downtown Norwich Mobility Study including a roundabout at CT-82 and CT-2, a roundabout at CT-82 and N High Street, bike accommodations and a two-way roadway conversion along W Main Street, and dead ending of N Thames Street.
M-12	N Main Street (CT-12) from north of 14th Street to north of Edgewood Road	Angle, Single Vehicle, and Rear End Crashes, Access Management, Intersection Alignment, Ped/Bike Conflicts	Manage vegetation along sidewalk network.
			Connect sidewalk network on the east side of CT-12 between Dunkin Donuts and Vocatura Bakery (695 Boswell Avenue).
			Coordinate with project 0172-0541 Signals APS upgrades at Boswell Avenue and N Main Street intersection, coordinate updating signal timing and phasing, clearance intervals.
			Coordinate a pedestrian signalized crossing across N Main Street at Barnes Street (south leg) and at Edgewood Road (north leg).
			Consider centerline rumble strips, high friction surface treatments, or additional speed and chevron signage at the curve north of 15th Street.
			Install reflective markers to trees and poles along the curve.
			Evaluate corridor access management.
			Consider a midblock RRFB controlled crossing north of Edgewood Road with curb bump outs.
M-17	Stonington Road / E Main Street (CT-2) at Palmer Street / Palmer Street Ext	Speeding, Angle and Single Vehicle Crashes, Night Crashes, Ped/Bike Conflicts	Improve intersection lighting (60+% of crashes during dark conditions).
			Remove side street green, replace with pedestrian signal heads and APS buttons, add pedestrian signal phase.
			Update signal phasing and timing, clearance intervals, add signal backplates.
			Add speed feedback signage.
			Install reflective markers to trees and telephone poles.
			Install pedestrian signalized crossing across Palmer Street leg.
			Construct sidewalk bump out on southeast corner of Palmer Street at E Main Street intersection.
			Improve RT2 wayfinding signage at Palmer Street Ext intersection.
			Evaluate tracking lines connecting CT-2 at Palmer Street Ext intersection.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Evaluate sidewalks along the corridor and repair, replace, and widen sidewalks where needed along the corridor.
M-25	Salem Turnpike (CT-82) from I-395 NB Off Ramp to Orchard Lane	Angle and Rear End Crashes, Speeding, Access Management	Coordinate with project 0172-0546 detection upgrades at traffic signals and adjust additional signal timing, phasing, and clearance intervals.
			Evaluate corridor for a road diet, consider additional corridor evaluation/study coordinated with additional project to the east at intersection of New London Turnpike along CT-82.
			Consider a center median.
			Consider pedestrian refuge islands at crossings at Old Salem Road and McDonalds driveway.
			Evaluate corridor access management.
			Evaluate corridor lighting.
M-28	Veterans of Foreign Wars Highway (CT-2 / CT-32) at Washington Street (CT-2)	Rear End Crashes, Traffic Congestion	Evaluate sidewalk network and add links/repair sidewalks to connect the north and south approaches of Washington Street through the intersection.
			Evaluate coordination with downstream and upstream signalized intersections.
			Consider adding emergency signal priority
			Evaluate roundabout in the long term.
M-32	Norwich Avenue (CT-97) from Belval Street / Pilling St to S B Street	Angle and Single Vehicle Crashes, Ped/Bike Conflicts, Night Crashes, Speeding	Evaluate signalization of CT-97 Norwich Avenue and Providence Street with full pedestrian signalization.
			Communicate with Norwich of changes to plans regarding development of The Lofts residential development at Providence Street/Norwich Avenue intersection.
			At north curve of CT-97 consider high friction surface treatment, add additional reflective markers for trees and telephone poles, consider centerline or edge rumble strips at curve and along straight in front of The Hills at Riverview.
			Short term - add RRFB on the midblock crossing in front of The Lofts, add speed feedback signage, coordinate with the Lofts to add a pedestrian refuge island across east leg of intersection.
			Evaluate corridor sidewalk network and repair/replace gaps in sidewalk.
M-37	Norwich Avenue (CT-97) at Blissville Road	Angle and Rear End Crashes, Ped/Bike	Update signal timing, phasing, and clearance interval updates.
			Improve intersection lighting.
			Add speed feedback signage.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
	and Norwich Avenue (CT-97) at Jewett City Road (CT-12)	Conflicts, Access Management, Intersection Alignment	Add additional intersection ahead signage.
			Stripe lanes to 11 FT and add thick edge lines.
			Add signal backplates.
			Review access management, consider closing driveways near intersection (Dairy Queen).
			Long term - T up intersection of Norwich Avenue CT-97 with CT-12, add mountable truck apron on northwest corner of intersection, add pedestrian crossing with APS buttons and pedestrian signal heads, consider adding bump outs for crossing, consider a small roundabout, add additional crossings with pedestrian refuge islands on CT-12.
M-40	Main Street (CT-2) at Park Street/N Main Street (CT-12)	Angle and Rear End Crashes, Ped/Bike Conflicts	Coordinate with project 0172-0524 to improve illumination at the intersection, signal timing, phasing, and clearance interval improvements.
			Consider adding LPI to intersection.
			Consider bump outs on northeast and southwest corners.
			Long term - consider roundabout.
			Evaluate and repair sidewalk network.
			Review access management.
			Repaint high visibility crosswalks.
			Consider reducing lane widths to 11ft.
			Consider bike infrastructure such as bike lanes, bike boxes.
			Upgrade to video detection at signals for bike detection.

City Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-2	Salem Turnpike / W Main Street (CT-82) from west of Surrey Lane to east of Dunham Street	Ped/Bike Crashes, Access Management, Speeding, Traffic Congestion	Evaluate a road diet on CT-82.
			Remove side street green at 45 Driveway CT-82 intersection, replace with pedestrian signal heads and APS push buttons.
			Upgrade pedestrian signal and APS equipment along corridor.
			Install LPI for pedestrian phasing, review signal timing, phasing, and clearance intervals.
			Coordinate with project 0103-0275 CT-82 improvements phase two - replacing 3 signalized intersections with roundabouts and installing a continuous raised median between Old Salem Plaza and Maple Street.
			Coordinate with project 0103-0275 to address corridor wide bicycle needs, evaluate for buffered bike lanes, a shared use path, or other form of separated bicycle facility.
			Evaluate and connect sidewalk network between Dunham Street and 45 CT-82 Plaza.
			Provide a separated bicycle facility
NM-6	Washington Street (CT-2), Chelsea Parade St, Crescent Street, and Broadway near Norwich Free Academy and Chelsea Parade.	Ped/Bike Crashes and Conflicts, Speeding	Improve corridor lighting, crosswalks, and landscaping.
			Consider enhanced existing and new pedestrian crossings across Washington Street with curb extensions and RRFBs. .
			Consider narrowing of travel lanes to 11 ft with striped edge lines throughout area.
			Consider improvements at the intersection of Washington Street and Broadway including intersection realignment, accessible ramps, pedestrian signals and crosswalk relocation for a shortened crossing distance.
			Enhance crossings on Broadway and Chestnut Street.
			Install speed feedback signage.
			Install new sidewalks along Chestnut Street and through the Chelsea Parade along existing desire lines.
			Consider upgrading the traffic signal, pedestrian ramps and pedestrian signals at the intersection of Chelsea Parade and Broadway

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Coordinate with NFA for additional recommendations and plans for safety improvements. See Full Walk Audit Notes in Appendix G of the Safety Action Plan.
NM-12	Central Avenue from 2nd Street to north of 8th Street-CTDOT ATP Walk audit location	Angle Crashes, Ped/Bike Conflicts, Night Crashes, Speeding	Improve corridor lighting.
			Evaluate a road diet with marked edge lines and parking lines and bike lanes.
			Convert existing curb extensions at intersections to raised solid curb extensions, install RRFB's and raised crossings where applicable.
			Install speed feedback signage.
			Stripe ladder crosswalks to side street crossings.
			Consider additional improvements to connect to the Capehart Textile Mill Site (grant approved to convert the site to a park/green area).
			Evaluate and repair sidewalk network.
			Install stop signage on side streets where applicable.
NM-14	Water Street (CT-2) and Chelsea Harbor Drive (CT-2) / Courthouse Square	Angle and Rear End Crashes, Ped/Bike Conflicts	Review and implement recommendations from the 2024 Chelsea Harbor and Downtown Norwich Mobility Study including closing the Chelsea Harbor Drive approach at the intersection, curb extensions on the northern leg and traffic signal upgrades.
NM-15	Market Street from Chelsea Harbor Drive (CT-2) to Main Street	Angle and Rear End Crashes, Ped/Bike Conflicts	Review and implement recommendations from the 2024 Chelsea Harbor and Downtown Norwich Mobility Study including a road diet on CT-2, intersection enhancements at the Market Street and CT-2 intersection, curb extensions along Market Street and a traffic signal at Market Street and Water Street.
NM-16	Town Street (CT-642) from W Town Street to east of New London Turnpike	Ped/Bike Crashes, Sight Distance, Speeding	Consider a mini-roundabout with a mountable center, raised intersection, or curb extensions on the south corners and new crosswalks at the intersection of Town Street and W Town Street
			Evaluate installing a sidewalk on the east side of the roadway along the green and narrowing travel lanes in this section.
			Consider new crosswalks, curb extensions, enhanced pedestrian push buttons and pedestrian signal timing, and relocating of the signal cabinet at the New London Turnpike intersection.
			See Walk Audit Notes in Appendix G for a full list of recommendations.

Additional Project Information

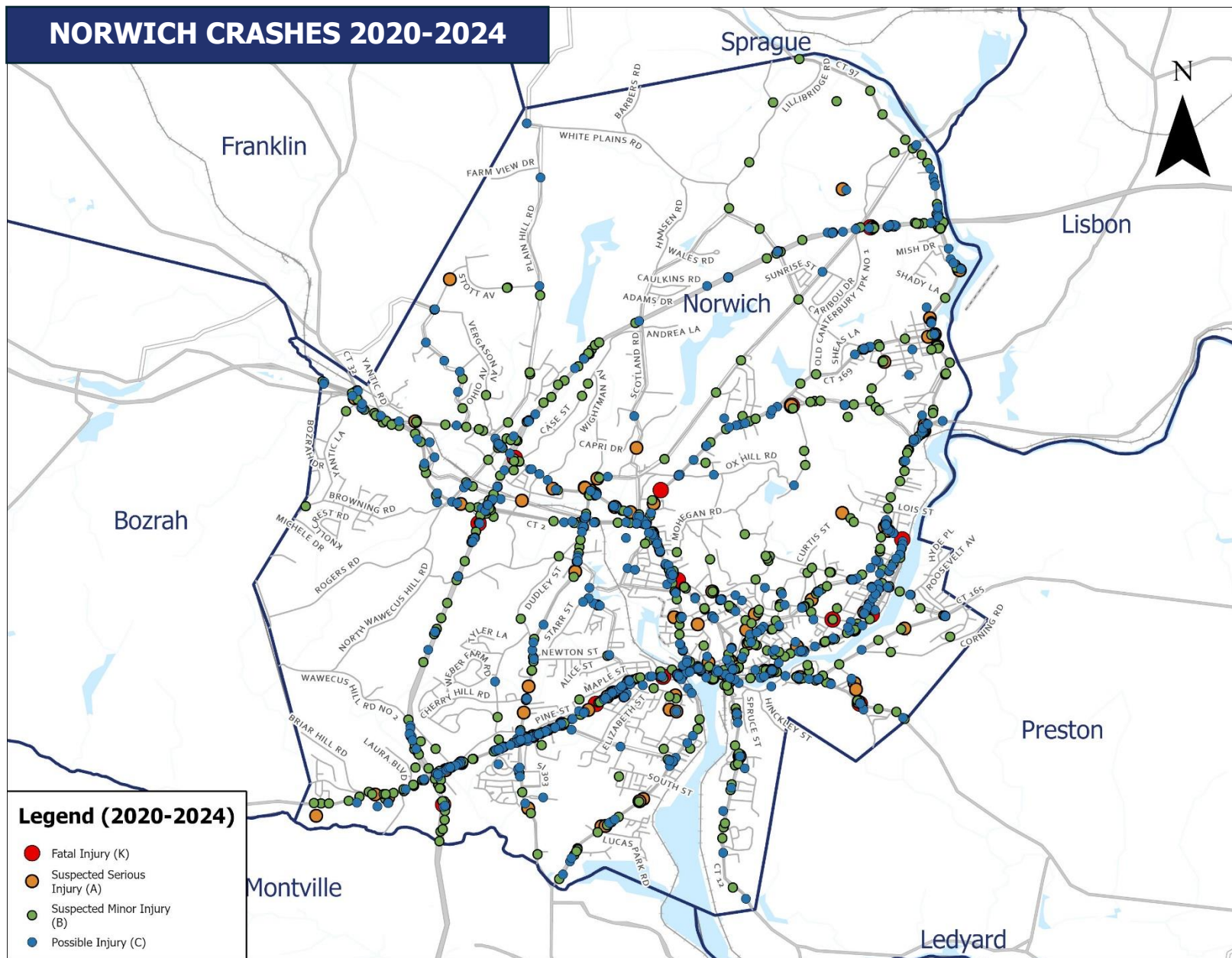
Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-8	3	Head On (1 Fatal), Single Vehicle (1), Rear End (1)	33	1047	55
M-12	3	Single Vehicle (1 Fatal), Non-Motorist (1), Other (1)	31	928	53
M-17	2	Single Vehicle (1 Fatal), Non-Motorist (1)	9	645	27
M-25	2	Rear End (1), Single Vehicle (1)	41	555	49
M-28	1	Single Vehicle (1)	22	339	26
M-32	5	Single Vehicle (3), Sideswipe (1), Angle (1)	21	262	41
M-37	3	Non-Motorist (1), Head On (1), Sideswipe (1)	17	222	29
M-40	2	Angle (1), Single Vehicle (1)	13	186	21
NM-16	4	Non-Motorist (2), Angle (2)	10	130	26
NM-6	2	Angle (1 Fatal), Rear End (1)	17	780	35
NM-15	1	Non-Motorist (1)	8	133	12
NM-14	2	Non-Motorist (1), Angle (1)	12	160	20

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
NM-2	3	Rear End (1), Head On (1), Angle (1)	76	1105	88
NM-12	1	Non-Motorist (1)	27	329	31

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-8	2	4	120	0	19	4	3	2
M-12	6	3	24	4	5	12	2	6
M-17	2	1	6	0	2	8	0	2
M-25	5	2	67	0	14	8	7	5
M-28	0	1	73	0	20	11	2	0
M-32	2	0	8	0	4	17	0	2
M-37	2	2	14	1	9	3	2	2
M-40	2	2	19	0	9	7	0	2
NM-16	9	1	2	7	0	6	2	1
NM-6	20	1	2	32	0	7	12	2
NM-15	14	2	4	14	1	12	0	4
NM-14	18	0	1	12	0	3	1	3
NM-2	125	7	11	103	0	63	11	10
NM-12	22	5	3	8	1	8	3	4



Preston

Town Population	4,855
Town Area (Square Miles)	31.8
Town Roadway Miles	77.35
Total Injury Crashes (KABC)	155
Number of Non-Motorists Involved in Crashes	3
Total Crashes 2020-2024	617

Previous 2022 Safety Action Plan Local Concerns

CT-2 (Norwich-Westerly Road) and Watson Road – high crash frequency, speeding, and limited sight distance.

CT-2A (Officer Joseph N. Sachatello III Memorial Highway/Laurel Hill Road/Poquetanuck Road/Hallville-Poquetanuck Road) corridor – speeding and high crash frequency.

CT-2A (Officer Joseph N. Sachatello III Memorial Highway) and CT-12 (Laurel Hill Road) – roadway departure crashes.

CT-164 (Jewett City Road) and CT-165 (Shetucket Turnpike) – high crash frequency.

2025 Town Input

The Town was not available for a meeting to discuss top crash locations and general town safety concerns. The following is an outline of the identified projects for the Town of Preston.

CT-2A from CT-12 to Middle Road

CT-2A is a top concern due to recent fatal crashes as well as high crash frequency near the Dickermans Brook Bridge to the east of Harris Fuller Road. Approximately 40% of crashes occurred during dark conditions. There were also crashes involved with work zones and crashes due to road surface conditions. CT-2A is a key route to the Mohegan Sun Casino. CT-2A will also be reviewed more in depth prior to construction of the Preston Riverwalk project.

CT-2 at Ross Road and Mathewson Mill Road

CT-2 at Mathewson Mill Road is a high crash frequency location and has potential conflicts with driveways at the shopping plaza on the southwest corner. CTDOT project 0172-0541 D2 Signals APS Upgrades will provide accessible pedestrian signals, countdown signals heads, ramps, and leading pedestrian intervals (if applicable) to the intersection. This project has been highlighted if the Town wishes to pursue additional upgrades and changes related to side street approaches, lane widths at side streets, and access management, should the traffic safety problem not be addressed by adding pedestrian infrastructure.

CT-12 at CT-2A (North and South)

CT-12 between CT-2A is noted due to frequency of crashes at both CT-2A intersections. CT-12 also provides a key connection to the Mohegan Sun Casino. CT-12 will be a key route as part of the Preston Riverwalk project and will need to be reviewed in greater depth prior to project construction.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-5	Poquetanuck Road (CT-2A) from Laurel Hill Road (CT-12) to Middle Road	Speeding, Single Vehicle Run Off Road Crashes, Night Crashes	Evaluate impact and future needs of the Preston Riverwalk project.
			Install chevron signage, curve ahead signage, add reflectors on telephone poles and trees near curves. Consider high friction surface treatment near 188-196 Poquetanuck Road (CT-2A).
			Evaluate corridor illumination.
			Consider edge rumble strips and thicker edge lines.
			Coordinate with project 0172-0515 resurfacing for restriping edge lines and center lines.
			Evaluate providing bike lanes on CT-2A, in line with the SECOG 2019 Bicycle and Pedestrian Plan.
M-18	Norwich-Westerly Road (CT-2) at Ross Road and Mathewson Mill Road	Access Management, Night Crashes, Angle and Single Vehicle Crashes	Coordinate with project 0172-0541 Signal APS upgrades.
			Access management, including closing driveways and providing access to local businesses through Mathewson Mill Road.
			Adjust clearance intervals and signal timing/phasing.
			Consider mountable medians at intersection approaches.
			Narrow travel lanes to 11 ft.
			Coordinate with Preston for access to lot on the southeast corner of the intersection, access currently on Mathewson Mill Road.
M-44	Laurel Hill Road (CT-12) from CT-2A (South) to Poquetanuck Road (CT-2A North)	Speeding, Night Crashes, Rear End Crashes	Repaint turn tracking lines.
			Adjust clearance intervals and add signal backplates.
			Evaluate impact and future needs of the Preston Riverwalk project on all four corners of the CT-2A and CT-12 intersection.
			Improve corridor lighting.
			Evaluate a road diet of CT-12, consider a median barrier.
			Evaluate providing bike lanes on CT-12, in line with the SECOG 2019 Bicycle and Pedestrian Plan.

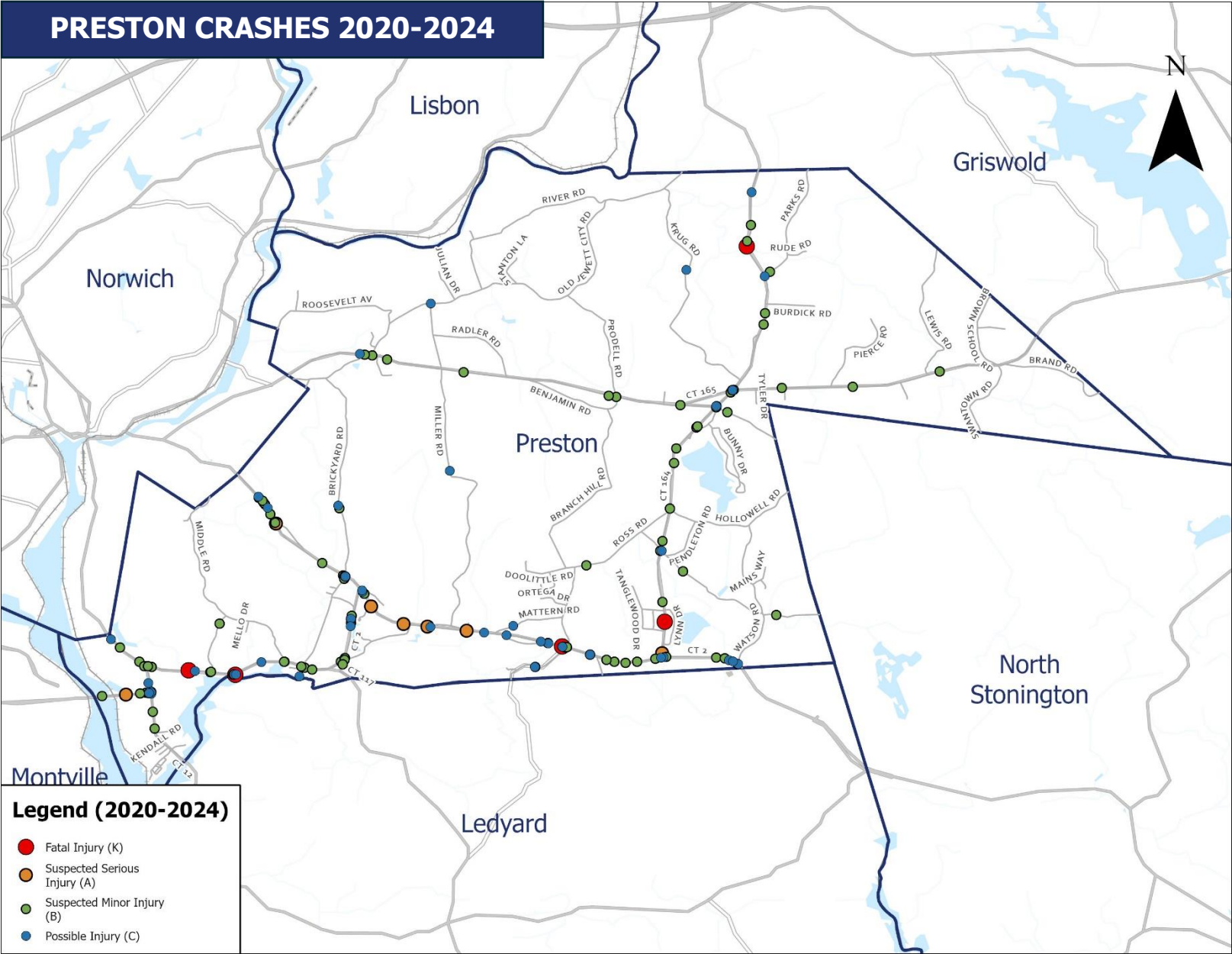
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-5	2	Head On (1 Fatal), Single Vehicle (1 Fatal)	16	1275	44
M-18	1	Non-Motorist (1 Fatal)	9	640	23
M-44	0	None	8	129	8

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-5	7	4	0	17	0	5	17	1
M-18	4	1	2	9	0	1	0	1
M-44	5	0	0	24	0	11	6	1



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Salem

Town Population	4,326
Town Area (Square Miles)	29.8
Town Roadway Miles	60.58
Total Injury Crashes (KABC)	109
Number of Non-Motorists Involved in Crashes	5
Total Crashes 2020-2024	329

Previous 2022 Safety Action Plan Local Concerns

CT-85 (New London Road) from Woodland Drive to Forsyth Road - sight distance and sideswipe crash concerns, speeding, especially through the roundabout, and pedestrian safety concerns.

2025 Town Input

The Town was not available for a meeting to discuss townwide crash locations and general town safety concerns. The following is an outline of the identified projects for the Town of Salem. A walk audit was conducted along Old Colchester Road with town officials in the fall of 2025.

New London Road (CT-85) from Horse Pond Road to Emerald Glen Road- This location was noted due to crash frequency at the intersections of Horse Pond Road and Emerald Glen Lane. There was also a recent fatal crash at the intersection of Horse Pond Road that rated this section of New London Road as the highest in town. CTDOT has some planned corridor improvements to the north and south of the intersections, looking at improving operations and safety by widening shoulders, adding auxiliary lanes, improving drainage, and improving geometric deficiencies.

Norwich Road (CT-82) at Old Colchester Road (CT-354) - The intersection of Norwich Road (CT-82) and Old Colchester Road (CT-354) was noted due to high crash frequency. The intersection was also included as part of the Old Colchester Road walk audit. Additional information about the location can be found in the attached Old Colchester Road walk audit summary.

Old Colchester Road from Gardner Lake Volunteer Fire Company to Norwich Road - Information regarding the project of Old Colchester Road from Gardner Lake Volunteer Fire Company to Norwich Road can be found in the attached Old Colchester walk audit summary.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-22	New London Road (CT-85) from Horse Pond Road to Emerald Glen Lane	Angle and Rear End Crashes, Speeding	Install intersection ahead signage on SB New London Road before Horse Pond Road.
			Stripe a thicker painted stop bar on Horse Pond Road.
			Manage vegetation.
			Consider shoulder or enhancing existing centerline rumble strips.
			Widen shoulder near Horse Pond Boat Launch to allow for better visibility of vehicles exiting the parking lot.
			Provide intersection ahead signage.
			Manage vegetation near boat launch entrance for better sight distance looking north.
M-50	Norwich Road (CT-82) at Old Colchester Road (CT-354)	Angle Crashes, Intersection Alignment	Refer to walk audit notes for additional countermeasures. Realign intersection approaches. Consider adding delineation and reflectors to the traffic island. Consider a roundabout. Conduct signal warrant analyses. Tighten southbound approach lane, stripe 11 ft lanes. Consider enhanced intersection ahead signage. Install flashing LED stop signage. Consider moving stop bars closer to the intersection. Consider provision of bike accommodation through the intersection, in line with recommendations in the SECOG 2019 Bicycle and Pedestrian Plan.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-1	Old Colchester Road (CT-354) from Gardner Lake Volunteer Fire Company to Norwich Road (CT-82)	Ped/Bike Crashes, Single Vehicle Crashes, Speeding	For additional countermeasures refer to walk audit notes. Install speed feedback radar signs. Use 6" edge lines to slow vehicles. Install lighting at key locations. Consider corridor-wide speed limit with signage. Trim vegetation for improved visibility and sight distances. Consider a flashing overhead beacon or pre-emption at the fire station. Install no passing signs.

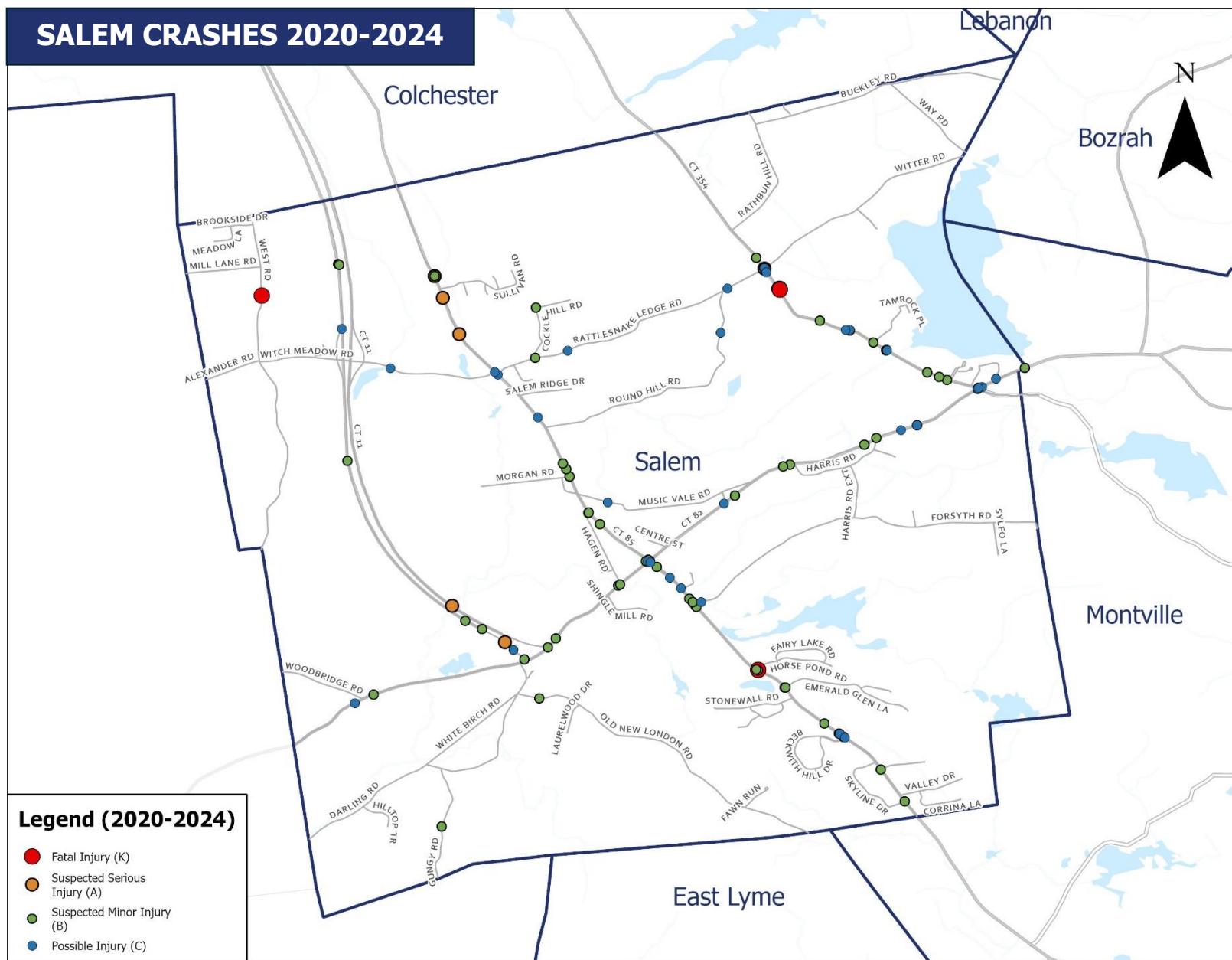
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-22	1	Angle (1 Fatal)	5	588	19
M-50	0	None	8	98	8
NM-1	2	Non-Motorist (2 Fatal)	22	1326	50

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-22	3	0	0	4	0	0	0	0
M-50	10	0	0	0	0	0	2	4
NM-1	13	0	3	2	0	1	15	7



Sprague

Town Population	2,948
Town Area (Square Miles)	13.8
Town Roadway Miles	35.25
Total Injury Crashes (KABC)	26
Number of Non-Motorists Involved in Crashes	1
Total Crashes 2020-2024	125

Previous 2022 Safety Action Plan Local Concerns

CT-97 (Scotland Road) and Salt Rock Road – speeding and sight distance concerns.

CT-97 (Scotland Road) and Fortin Drive - speeding and sight distance concerns.

CT-138 (Bushnell Hollow Road) and Grandview Drive – sight distance concerns.

2025 Town Input

The Town was not available for a meeting to discuss top crash locations and general town safety concerns. The following is an outline of the identified projects for the Town of Sprague.

Paper Mill Road at Bushnell Hollow Road and Kinsman Hill Road - The intersection was identified due to the relatively high crash frequency. The intersection is also near two CTDOT projects involving railroad markings and signage at railroad crossings. Bushnell Hollow Road was also noted as part of the Vendor-in-Place (VIP) resurfacing program from the intersection west to Scotland Road (CT-97).

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-60	Paper Mill Road at Bushnell Hollow Road / Kinsman Hill Road (CT-138)	Angle Crashes	Improve intersection lighting.
			Consider additional curve ahead signage.
			Consider chevron signage for intersection curve.
			Consider realignment of east leg of Kinsman Hill Road to a T intersection and construct mountable curb extension on the northeast corner.
			Coordinate with nearby railroad crossing pavement marking projects for additional railroad ahead markings / signage where necessary.
			Evaluate provision of bike accommodation, as recommended on CT-138 in the SECOG 2019 Bicycle and Pedestrian Plan.

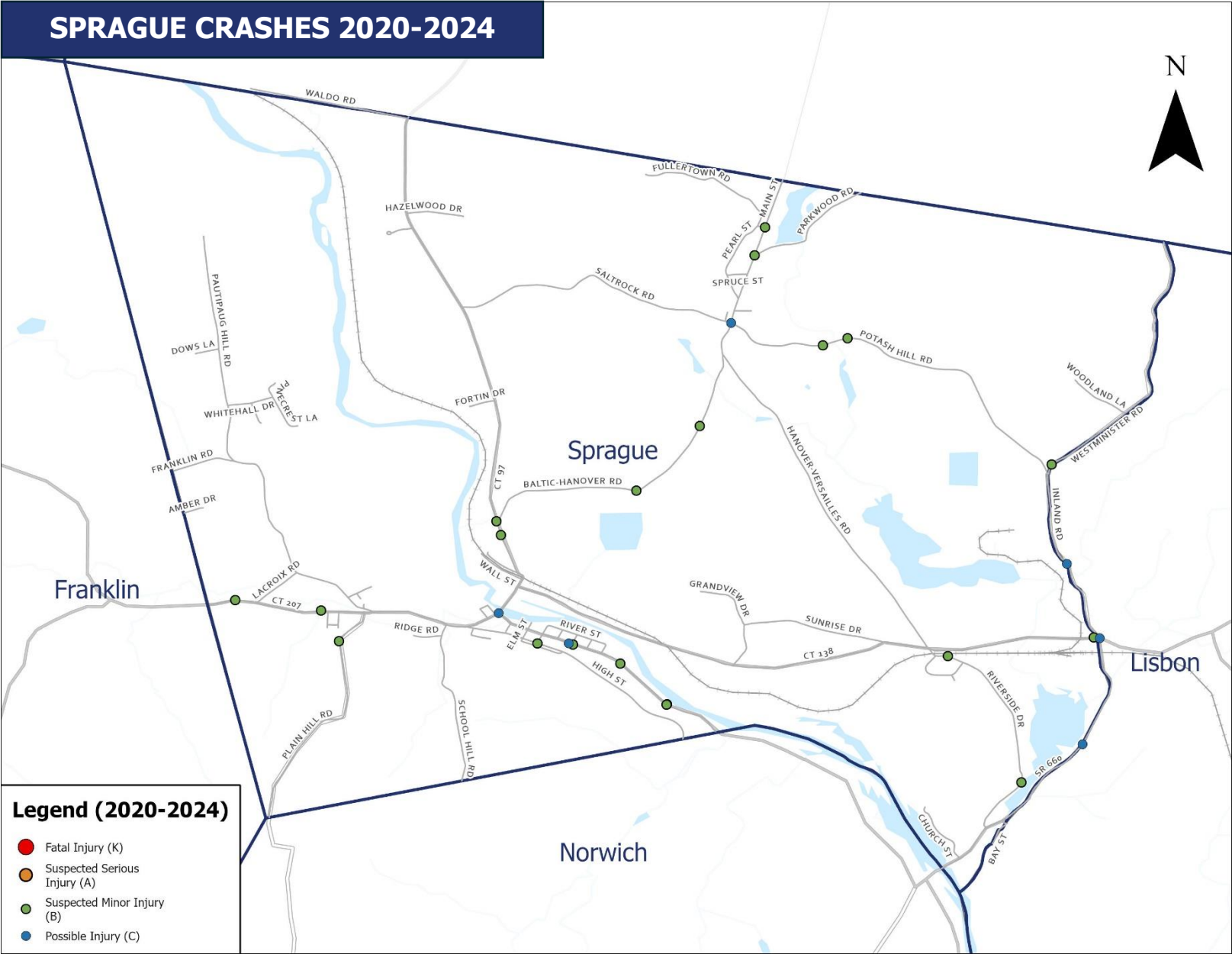
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-60	0	None	4	49	4

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-60	4	0	0	0	0	0	3	1



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Stonington

Date of Meeting	08/21/2025
Town Representatives	Danielle Chesebrough (First Selectman) Jay DelGrosso (Chief of Police) Jeff Pescosolido (DPW) Clifton Iler (Director of Planning)
Town Population	18,782
Town Area (Square Miles)	50.7
Town Roadway Miles	154.50
Total Injury Crashes (KABC)	498
Number of Non-Motorists Involved in Crashes	27
Total Crashes 2020-2024	2,076

Previous 2022 Safety Action Plan Local Concerns

CT-27 (Greenmanville Avenue) from Pleasant Street to Holmes Street – corridor mobility concerns related to pedestrian and bike accommodations and traffic congestion.

US-1 (West Broad Street) at CT-2 (Liberty Street) and Mechanic Street – high crash frequency.

CT-184 (New London Turnpike)/Jeremy Hill Road/Taugwonk Road – concerns related to sight distance.

CT-234 (Pequot Trail) – concerns related to drainage and roadway conditions during inclement weather.

Town-wide – improvements to bike and pedestrian safety following the SECOG regional bike and pedestrian plan.

2025 Town Input

New London Turnpike at Jeremy Hill Road and Taugwonk Road - The Town noted the intersection has been a top concern and has written letters to CTDOT about the location, to which CTDOT has been looking into safety improvements. CTDOT noted the potential of fixing the grading on New London Turnpike, but the Town noted they would like to see a traffic signal. The intersection is a major connector between the casinos and Rhode Island and speeding and difficult sight lines on Taugwonk Road make visibility

difficult, especially during inclement weather. Speeding and running the stop sign are top concerns. Recently the location has had a fatal crash and a crash involving a school bus.

Liberty Street at West Broad Street - Liberty Street at West Broad Street has been noted due to the high pedestrian activity, and the Town is interested in pedestrian focused improvements such as adding more crosswalks, adding RRFB's at key locations, improving lighting, and looking into raised crosswalks and curb extensions. The Town noted this a significant commuter route, with most of the traffic during the evening peak hour.

West Broad Street - The Town noted the West Broad Street corridor is a high town priority. The Town would like to see pedestrian improvements such as upgraded crosswalks with curb extensions, RRFB's, and raised crosswalks wherever possible along the corridor.

Greenmanville at Coogan Boulevard - The Coogan Boulevard corridor has been a consistent concern for the Town due to speeding, lack of crosswalks (partially near Queen's Chapel Road where there are hotels, stores, and restaurants with no access to cross Coogan Boulevard), and poor lighting conditions. CTDOT has been looking into developing a road diet for Coogan Boulevard. Generally, the Town noted the area is a huge traffic generator and they would like to see better connectivity of public transit (trains and busses) between the large commercial and residential areas in town, as well as to serve the large population of tourists that visit the Mystic Aquarium and other attractions.

Other Key Notes and Issues

- CT-27 was noted as having consistent traffic congestion issues.
- The Town is also working on pedestrian and bike improvements on US-1.
- The Town noted they want to focus on promoting walking and biking as much as possible in the downtown areas.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-29	Liberty Street (CT-2) from Voluntown Road (CT-49) to I-95 NB Off-Ramp	Angle and Rear End Crashes, Speeding, Access Management	Upgrade signal heads at I-95 NB off-ramp to have retroreflective backplates to improve nighttime visibility.
			Upgrade signal heads at Pawcatuck Farms Road to have retroreflective backplates, and upgrade mast arms.
			Extend sidewalk from south of Pawcatuck Farms Road to Voluntown road, and construct crosswalk with ramps and pedestrian signal heads across Voluntown Road.
			Consider realignment of Voluntown Road approach to intersection with Liberty Street.
M-34	W Broad Street (US-1) from Chase Street to Mechanic Street	Angle Crashes, Ped/Bike Conflicts	Install raised crosswalks at all legs of the intersection of West Broad Street, Liberty Street, and Mechanic Street.
			Install curb extension at southwest corner of intersection on West Broad Street.
			Consider a peanut roundabout configuration.
M-48	New London Turnpike (CT-184) at Jeremy Hill Road and Taugwonk Road	Angle Crashes, Sight Distance, Speeding	Coordinate with CTDOT for potential projects planned for the intersection.
			Consider LED flashing stop signs.
			Evaluate intersection for signalization based on volumes and crash history.
			Maintain vegetation on all corners, coordinate with property owners on bush and tree trimming.
			Install speed feedback signage.
			Level vertical curves on Taugwonk Road.
			Provide bicycle accommodation through the intersection, in line with recommended bike lanes on CT-184 recommended in the SECOG 2019 Bicycle and Pedestrian Plan.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-5	Coogan Boulevard from Greenmanville Avenue (CT-27) to Jerry Brown Road	Ped/Bike Conflicts, Access Management, Traffic Congestion	Evaluate corridor road diet.
			Coordinate with CTDOT for results of Coogan Boulevard road diet per project 0170-3584.
			Improve corridor lighting.
			Consider visibility, traffic calming or control improvements to the midblock crossing to the east of Clara Drive by Mystic Aquarium..
			Evaluate a signal at Queen's Chapel Road, add pedestrian crossings and pedestrian signal heads.
			Coordinate with town on changes to Clara Drive signal (new crosswalks, left turn signals, signal timing changes).
			Long term - consider roundabout at Clara Drive and Queen's Chapel Road.
			Coordinate with Greenmanville Avenue at Coogan Boulevard signal replacement project 0172-0513.
			Consider a raised pedestrian bridge or tunnel crossing at key locations along Coogan Boulevard.
			Add median refuge islands to midblock crossings.
			Add speed feedback signage.
			Add additional pedestrian crossing ahead signage.
			Evaluate and complete sidewalk network on the north side of Coogan Boulevard.
			Complete a corridor study of Coogan Boulevard.
NM-9	W Broad Street (US-1) from Pequot Trail (CT-234) east to the RI border	Angle and Rear End Crashes, Ped/Bike Crashes and Conflicts	Refer to motorist project #19 - W Broad Street at Liberty Street and Mechanic Street for intersection specific countermeasures.
			Evaluate and improve corridor lighting.
			Stripe 11-foot travel lanes and corridor edge lines (where missing).

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			At midblock crossings, evaluate for raised crosswalks, curb extensions and RRFB's, repaint ladder crosswalks, consider red brick crossings for enhanced visibility (matching corridor to the east near Liberty Street).
			Evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles at Edwards Street, including LPI, update signal timing, phasing and clearance intervals, add crosswalks on missing legs of intersection. Coordinate pedestrian improvements along the corridor with Westerly (RI) Planning.
			Evaluate a corridor road diet and add buffered bike lanes, striped edge lines and shoulders.
			Install additional pedestrian and bike signage in coordination with CTDOT Tier 1 Bike/Ped improvement project.
NM-11	Greenmanville Avenue (CT-27) between Coogan Boulevard and Mixtuxet Avenue / Willow Street - CTDOT ATP Walk audit location	Rear End Crashes, Ped/Bike Conflicts	Coordinate with Greenmanville Avenue at Coogan Boulevard signal replacement project 0172-0513.
			Coordinate with recommendations from the Mystic Mobility Study (pedestrian, streetscape and bicycle improvements, shuttle bus and mobility hubs).
			Continue implementation of short/long term recommendations from the 2022/2016 SAP for improved corridor mobility on Greenmanville Avenue.
			Evaluate corridor for key locations of flooding concerns, evaluate drainage conditions.
			Use CT-27 RSA for recommendations.
			Short term: repair sidewalks, improve lighting, consider passive rumble strips, vegetation management, improved signage.
			Medium term - install RRFB's, install pedestrian countdown heads, extend sidewalks.
			Long term - create a separate multiuse path, install sidewalks along the entire corridor, repave roads.

Additional Project Information

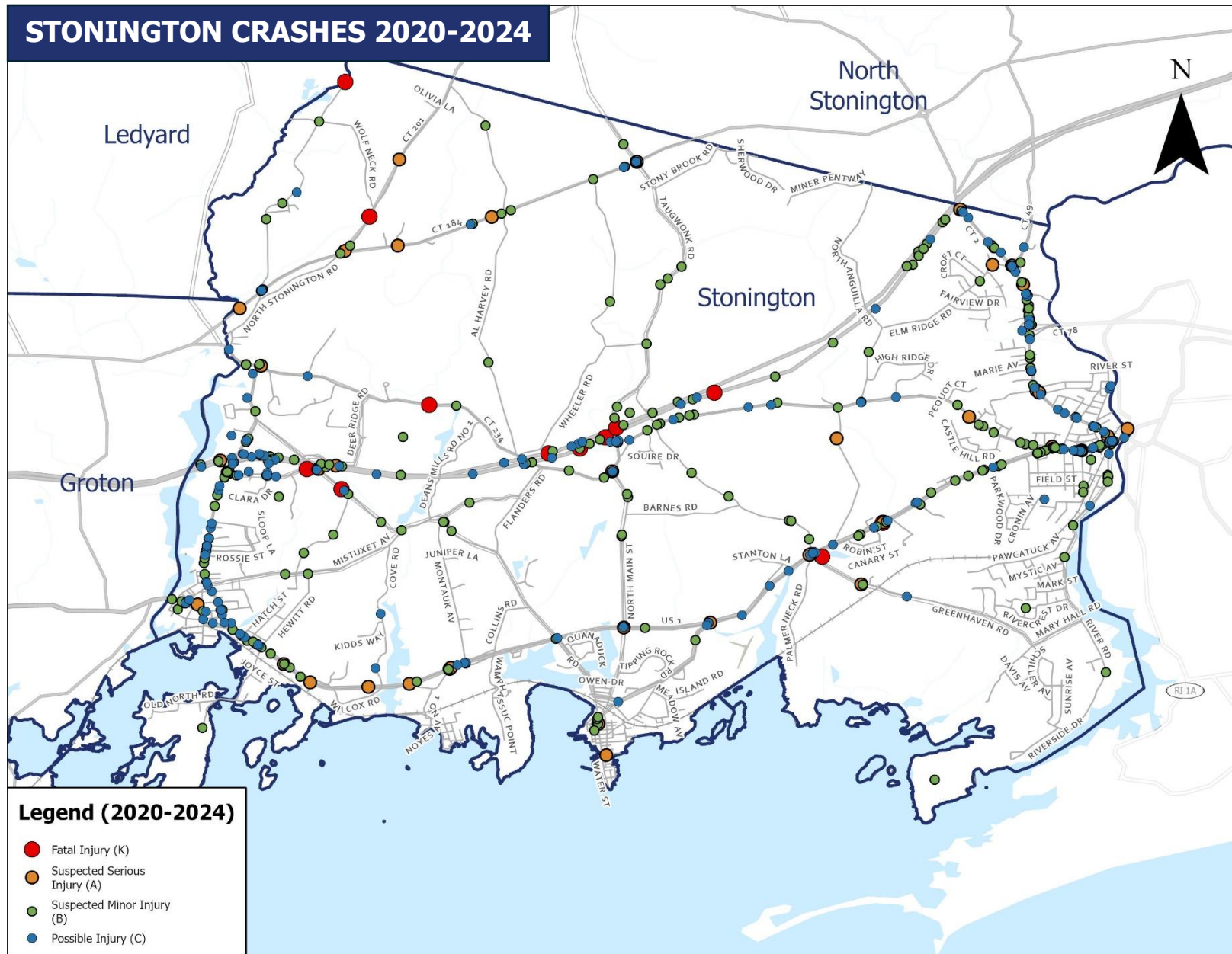
Scoring

ProjectProject	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-29	2	Angle (2)	24	331	32
M-34	0	None	17	239	17
M-48	1	Angle (1)	10	114	14
NM-9	2	Single Vehicle (2)	38	550	46
NM-5	3	Angle (1 Fatal, 1 Serious), Non-Motorist (1)	18	786	40
NM-11	0	None	25	334	25

All Crash Types

ProjectProject	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-29	23	0	0	40	1	11	11	0
M-34	33	0	3	19	0	7	2	2
M-48	10	0	0	1	0	1	0	0
NM-9	56	0	4	68	0	16	15	3
NM-5	38	0	1	15	0	10	8	0
NM-11	14	0	0	56	1	4	4	0

STONINGTON CRASHES 2020-2024



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Waterford

Date of Meeting	07/22/2025
Town Meeting Representatives	Patrick Flanagan (Police Lieutenant) Gary Schneider (DPW) Marc Balestracci (Chief of Police) Rob Brule (First Selectman) Mark Devine (Traffic Officer) David Ferland (Police Lieutenant)
Town Population	19,910
Town Area (Square Miles)	44.6
Town Roadway Miles	150.81
Total Injury Crashes (KABC)	630
Number of Non-Motorists Involved in Crashes	44
Total Crashes 2020-2024	2,513

Previous 2022 Safety Action Plan Local Concerns

US-1 (Boston Post Road) from Clark Lane to New London Town Line – lack of bike and pedestrian facilities.

CT-85 (Hartford Turnpike) from I-95 (Jewish War Veterans Memorial Highway) to Target Plaza (900 Hartford Turnpike) – concerns related to pedestrian mobility.

CT-85 (Hartford Turnpike) from Cross Road to the Montville Town Line – high crash frequency and speeding.

2025 Town Input

US-1 and Clark Lane - The Town noted many concerns along US-1, as well as at the specific intersection of Clark Lane, including concerns with crashes involving pedestrians (recent pedestrian crashes were noted), vehicles not yielding to pedestrians, and congestion issues. The Town noted that many students from the schools walk to the nearby fast-food restaurants along US-1. The Town also noted that US-1 has become busier, as commuter traffic has increased to Electric Boat in New London. US-1 was noted as a potential location for a corridor study. US-1 was also noted to have some additional upcoming residential developments, which may increase vehicle and pedestrian traffic in the area.

US-1 and Cross Road - The Town noted LOTCIP funding has been allocated for reconstruction between Cross Road and Frontage Road South. The Town also noted that this location at Cross Road has been on the Town's capital improvement program. There were noted concerns involving traffic congestion, including mentioning the intersection is used as an evacuation route for the Town, and concerns involving the intersections close proximity to residences.

Rope Ferry Road - The Town noted they were approved for a speed limit reduction on Rope Ferry Road from 35 MPH to 30 MPH. The road has many midblock crossings that connect many public buildings.

I-395 and I-95 Interchanges - The I-395 and I-95 interchanges are concerns for the Town. The interchange with I-395 only has one signal on the north side of the interchange, the south side is stop controlled. The Town noted rear-end collisions were common. The Town would be interested in a signal evaluation at the intersection or investigate larger projects such as roundabouts.

CT-85 - The Town noted CT-85 as the most common corridor for vehicle crashes. Other notes included missing sidewalks, upcoming residential developments, and pedestrians walking along the non-existent shoulders (along the edge lines). The Town also noted completed residential developments with driveway access on CT-85, which is difficult to enter and leave the driveway due to the 4-lane cross section. The Town noted a road diet with a center left turn lane may be something to investigate. The Town also noted that CT-85 has been recently repaved with widened shoulders and center hatched median. The Town is looking into if the widened center median has helped reduce the number of crashes, particularly angle and head-on crashes.

Other Key Notes and Issues

- The Town noted that they have a new vendor for their crash reporting system that should make crash reporting more accurate.
- CT-32 was also noted as a common location for vehicle crashes.
- CT-213 was noted as a concern, with missing sidewalks and many near misses involving pedestrians.
- Logger Hill Road is a current concern from the Town and the Town noted some existing projects to connect the sidewalk network.
- CTDOT is looking into a corridor study involving CT-85, CT-32, I-95, and I-395 for traffic congestion concerns due to upcoming projects.
- The Town is interested in looking into more major reconstruction to improve safety such as roundabouts and road diets where appropriate.
- The Town also noted Great Neck Road, particularly south of Goshen Road, for concerns related to speeding and crashes.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-11	Hartford Turnpike (CT-85), from I-95 WB Off Ramps to Cross Road	Rear-End and Angle Crashes, Access Management, Speeding, Ped/Bike Conflicts	Traffic signal system planned to be upgraded along corridor.
			Optimize signal timing, phasing, and detection.
			Upgrade signal equipment at Cross Road, Target driveway and Dayton Place to improve visibility at signals.
			Remove side street green buttons. Install pedestrian signals at Target driveway.
			Install speed feedback radar signs.
			Provide separated bicycle lanes or multi-use shared path to connect to Cross Road bike facilities, provide access to nearby residential and retail land use, and support regional redevelopment of the nearby mall.
			Convert existing median at southern leg of Target intersection into a pedestrian refuge island.
			Close left turn lane on Hartford Turnpike NB towards Olive Garden. Meet with OSTA to discuss major traffic generator (MTG) conditions of approvals.
			Install crosswalk and ramps across Petco driveway on north leg.
			Narrow all travel lanes to 11 feet wide.
			Close driveway entrance between Target driveway and west Crystal Mall Entrance. Meet with OSTA to discuss major traffic generator (MTG) conditions of approvals.
			Install crosswalk and sidewalks at Dayton Place on the west side and add pedestrian signals. Provide pedestrian facilities throughout the corridor, coordinate for addition of transit stops where applicable along the corridor.
M-27	Boston Post Road (US-1) from Rope Ferry Road (CT-156) to Miner Lane	Angle and Rear End Crashes, Access Management, Ped/Bike Conflicts	Evaluate a road diet and/or corridor study on RT-1.
			Evaluate signal timing, phasing, coordination, and clearance intervals, add signal backplates.
			Consider center median barriers, add pedestrian refuge islands.
			Evaluate bicycle accommodation along US-1 and at the Rope Ferry Road intersection.
			Evaluate and repair/connect sidewalk network with wider sidewalks between Miner Lane and Rope Ferry Road.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Install crosswalks on side streets.
			Evaluate corridor access management.
			Evaluate and improve corridor lighting.
			Long term - consider roundabout at Rope Ferry Road and RT-1.
M-31	Hartford Turnpike (CT-85) from Industrial Drive to Fargo Road	Angle and Rear End Crashes, Speeding	Coordinate with project 0172-0525 traffic control signal upgrade at Hartford Turnpike and I-395 SB offramp.
			Adjust signal timing and phasing, clearance intervals.
			Narrow travel lanes from 12 ft to 11 ft.
			Widen shoulders.
			Evaluate signalization of I-395 NB offramp.
M-45	Mohegan Avenue Parkway (CT-32) at Scotch Cap Road	Rear End Crashes, Night Crashes, Ped/Bike Conflicts, Intersection Alignment	Evaluate a road diet near interchange.
			Improve intersection lighting (crashes at night noted).
			Improve signal performance and safety by updating timing, phasing, and clearance intervals (crashes involving congestion).
			Remove side street green, add pedestrian signal heads, add APS push buttons, evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles,
			Construct a pedestrian refuge island on Mohegan Avenue Parkway.
			Create sidewalk landing zones on northwest and northeast corner.
			Add a crosswalk across the east leg with ADA compliant ramps and sidewalk sections.
			Connect sidewalks to Scotch Cap Road west leg on the south side, connect sidewalks to Scotch Cap Road east leg on the south side.
			Manage sidewalk vegetation on Scotch Cap Road.
			Add signal head backplates.
			Consider T'ing up Scotch Hill Road approaches using curb extensions with mountable materials.
			Consider other speed reduction methods such as increased enforcement, speed feedback radar signage, or intersection head signage.

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-21	Rope Ferry Road (CT-156) from B Lane to Gallup Lane	Ped/Bike Conflicts	Provide a pedestrian and bike connection on Rope Ferry Road from B Lane to Gallup Lane, consider using Logger Hill Road for sidewalk/bike route network.

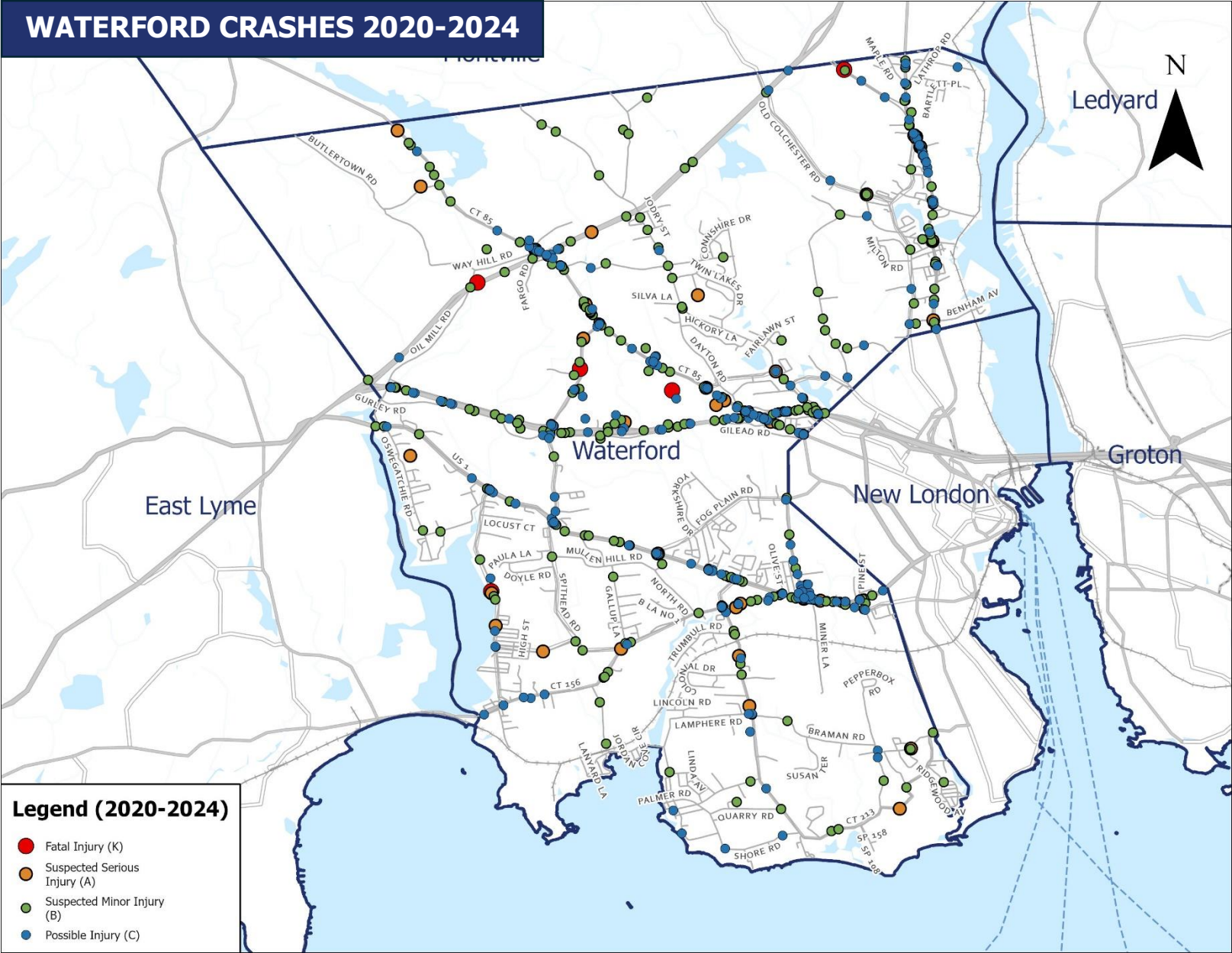
Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-11	2	Non-Motorist (1), Angle (1)	70	957	78
M-27	1	Other (1)	27	367	31
M-31	1	Angle (1)	22	299	26
M-45	0	None	10	127	10
NM-21	0	None	2	28	2

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-11	68	4	3	125	1	28	12	2
M-27	29	2	4	39	0	17	0	1
M-31	24	1	0	27	0	19	2	2
M-45	1	1	0	13	0	2	8	0
NM-21	0	0	0	3	0	0	5	0



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Windham

Date of Meeting	08/07/2025
Town Representatives	Bryan Tarbell (Town Engineer)
Town Population	24,105
Town Area (Square Miles)	27.9
Town Roadway Miles	115.23
Total Injury Crashes (KABC)	652
Number of Non-Motorists Involved in Crashes	62
Total Crashes 2020-2024	2,349

Previous 2022 Safety Action Plan Local Concerns

Jackson Street/South Street and CT-66 (Main Street) - Speeding, high frequency of crashes, and pedestrian safety concerns.

US-6 (Boston Post Road) corridor from Airport Road to Baker Road – Top concerns included traffic congestion, left-turning restrictions, and lack of pedestrian infrastructure.

Eastern CT State University Area – Illegally parked vehicles.

2025 Town Input

US-6 and Northridge Drive - The Town noted that CTDOT is currently resurfacing US-6, which may lead to higher speed along the corridor. The Town also noted that the Air Line Trail is accessed from this area, near the Walmart, which has led to higher pedestrian and bicyclist traffic in the area.

Frog Bridge - The Town noted that the intersections to the north and south of Frog Bridge are frequent crash spots. The Air Line Trail used to go through the northern intersection, but it was recently rerouted to Railroad Street, across Main Street and through Jillson Square. The Town also discussed new proposed bike ways to better direct users of the Air Line Trail across Bridge Street, travel along Riverside Drive, and cross at the signal at Railroad Street and Main Street.

Willimantic Footbridge - The Town also discussed the Willimantic footbridge, which is currently closed. The bridge is a highly traveled route, with up to 1,200 users in a one-week period, and as a result, foot traffic is being forced through the dangerous intersections at Frog Bridge.

Other Key Notes and Issues

- The Town noted they have recently acquired land to create parking and a trail head for the Air Line Trail off Baker Road.
- The pedestrian crossing at Bridge Street and Riverside Drive was noted as a concern.
- Speeding is a consistent concern.
- There are new residential and commercial developments coming near Main Street and Riverside Drive, as well as near Church Street and Main Street, which may contribute to more traffic in the areas near the Air Line Trail.
- The Town noted a high concern on Main Street near EastCONN, where there are many people walking across Main Street at the signal which does not have pedestrian signal infrastructure or crosswalks. The Town also noted that there are communities within the area with limited vehicle access, which has led to more people walking along Main Street to businesses.

Town Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
M-9	Boston Post Road (US-6) from Airport Road to Walmart Driveway (Northridge Drive)	Angle Crashes, Access Management, Speeding, Ped/Bike Concerns	Install sidewalk pavement markings on the east leg of Airport Road.
			Evaluate changes to signal timing and phasing from Projects 0172-0450 and 0172-044.
			At Northridge Drive, coordinate with project 0172-0541 to upgrade pedestrian APS equipment.
			Install crosswalks on the south leg of Boston Post Road and east leg of Northridge Drive, provide a pedestrian refuge island on the south leg using existing shoulder width.
			Consider a traversable median island on the north leg of the Airport Road intersection.
			Restrict left turns from unsignalized driveways and side streets.
			Long term – evaluate repurposing shoulder into median to restrict left turns.
			Designate two lane approaches at Airport Road with pavement markings.
			Provide consistent 11' travel lanes.
M-19	Boston Post Road (US-6) at North Windham Road (CT-203)	Speeding, Angle and Single Vehicle Crashes, Speeding	Install dynamic speed feedback radar signs on RT-6.
			Update clearance intervals at signal, update pedestrian timing.
			Install signal backplates / upgrade signal equipment to standard bulb sizing.
			Install wayfinding signage for the Airline Trail Beaver Hill Road parking lot.
			Install trail crossing signage on CT-203 N Windham Road.
			Evaluate RRFB and painted crosswalk.
M-26	South Street over Frog Bridge, including intersections of Pleasant Street (CT-32) and Main Street (CT-66)	Angle and Rear End Crashes, Ped/Bike Conflicts with Airline Trail	In conjunction with Non-Motorist Project #22 and #23 on Riverside Drive, reconstruct the Willimantic Footbridge connecting Riverside Drive and Pleasant Street over the Willimantic River.
			Coordinate signals.
			Narrow travel lanes to 11 FT.
			Install lane utilization signage.
			Install pedestrian median refuge islands focusing on north leg of Jackson Street (main crossing for trail connection).
			Update signal timing, phasing, and clearance intervals, add leading pedestrian interval (LPI).

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Install wayfinding signage for Air Line trail.
			Upgrade detection to video detection (or adaptive signal control).
			Evaluate intersection bump outs, consider squaring off crosswalk with separate curb ramp.
			Provide bicycle safety improvements corridor wide, such as separated bike lanes, bike boxes at traffic signals, and/or informative signage such as "walk your bike" at both signalized intersections.
			Consider adding new flashing yellow arrow signal head for NB left movements.
M-41	Jackson Street (CT-195) from Ash Street to Park Avenue	Angle and Rear End Crashes, Speeding, Ped/Bike Conflicts, Access Management	At Ash Street and Jackson Street, evaluate signal recent signal equipment upgrades (2023), update clearance intervals and pedestrian timing where necessary.
			Evaluate need for other crosswalk legs at Ash Street/Jackson Street.
			Evaluate pedestrian phasing to minimize pedestrian delay and maximize separation from vehicles.
			Evaluate access management of gas station driveways, evaluate closure of driveway entrances/exits.
			Install speed feedback radar signs.
			Stripe thick edge lines.
			Evaluate and repair sidewalk network where applicable along Jackson Street.
			Evaluate need for a midblock crossing with RRFB, sidewalk bump outs, and a ladder crossing to connect park facilities to neighborhoods to the west of Jackson Street.
			Install reflective object markers to telephone poles, trees and other obstructions as needed (single vehicle crashes with serious injuries were a top noted concern on Jackson Street).

Town Non-Motorist Projects

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
NM-3	Main Street (CT-66) from Bridge Street (CT-32) to Arnolds Lane	Ped/Bike Crashes and Conflicts, Speeding, Access Management	Curb extensions at intersection of Bridge Street and Main Street.
			Consider a further corridor study of Main Street evaluating a road diet to 11' lane each direction, install buffered bike lanes, and provide shortened turn pockets where necessary (evaluating Bridge Street intersection).
			Realign crosswalks, repaint crosswalks, and evaluate all ADA ramps for compliance.
			Evaluate access management along the corridor including restricting driveways to entrance or exit only, consider center left turn lane where applicable.
			Provide bike infrastructure such as bike parking near Memorial Park.
			Provide speed calming measures such as speed feedback signage. Evaluate need for midblock RRFB crossing at Memorial Park with bump outs.
			For additional countermeasures refer to Main Street RSA completed in 2016.
			Short-term countermeasures included: adjusting pedestrian crossing times, repaint crosswalks, repair damaged sidewalks, add detectable warning panels that are missing, and add pavement markings for shoulder lanes to direct vehicles to travel in one lane.
			Medium-term countermeasures included: add ADA pushbuttons and pedestrian signal heads, provide bike accommodations in front of the First Baptist Church, add signage for bikers to dismount when crossing, add speed feedback radar signage. Consider updating intersection to include bike actuated movements, a bike box, and a bicycle signal phase.
			Long-term countermeasures included: develop bike accommodations on Riverside Drive (curb protected bike lanes, cycle track, bicycle boulevard), add signage for the trail connection.
NM-10	Valley Street from Mansfield Avenue to High Street	Angle Crashes, Ped and Bike Crashes and Conflicts, Speeding	Where parking is not allowed, stripe hatched markings.
			Consider a corridor study or RSA of Valley Street between Mansfield Avenue and High Street.
			Evaluate and improve street lighting.
			Provide 11 ft travel lanes by striping edge lines on Valley Street, evaluate for on-road or shoulder bike lanes.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Connect all side streets with crosswalks and ADA compliant ramps.
			Consider movable pedestrian crossing signage for the center of Valley Street crosswalks.
			Evaluate the addition of a midblock crossing between Windham Street and High Street and between Noble Hall and Shafer Hall, add RRFB, ADA compliant ramps, and a ladder crosswalk.
			Coordinate with nearby schools for addition of bike focused infrastructure such as bike racks.
			Evaluate stop sign signage along the corridor
			Evaluate for LED stop signs at key locations at Mansfield Avenue, Windham Street, and High Street.
			Evaluate for long term bike accommodations connecting Valley Street to Jillson Square (start of Airline Trail connection).
NM-20	Main Street near AutoZone, Taco Bell, and AT&T intersection (Fitch Street)	Ped/Bike Conflicts, Speeding	Install pedestrian accommodations at EastConn driveway entrance near Taco Bell, including crosswalks across the south (EastConn driveway) and east legs with pedestrian signal heads and APS buttons.
			Provide a pedestrian phase to the signal.
			Construct ADA compliant ramps.
			Narrow travel lanes to 11 FT and provide pedestrian median refuge islands at crossings.
			Update signal clearance intervals.
NM-22	Main Street (CT-66) from Church Street to South Street, Riverside Drive from Church Street to Main Street (CT-66)	Ped/Bike Conflicts with Airline Trail	NOTE: Includes intersections of Main Street at Church Street and at Riverside Drive.
			Coordinate with future tenants of upcoming residential units of 650 Main Street for future needs of bike/ped infrastructure (16 condos and storefronts on ground floor).
			Provide bike lanes/accommodations on Railroad Street between Riverside Drive and Main Street and along Main Street
			Evaluate bike boxes on Railroad Street approach and consider bike boxes on other approaches at Main Street and Railroad Street.
			Provide wayfinding signage for trail connection through Jillson Square.
			Consider curb extensions.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Evaluate clearance intervals and signal timing at Church Street/Railroad Street at Main Street intersection.
			For additional countermeasures refer to Main Street RSA completed in 2016.
			Short term countermeasures included: adjusting pedestrian crossing times, repaint crosswalks, repair damaged sidewalks, add detectable warning panels that are missing, and add pavement markings for shoulder lanes to direct vehicles to travel in one lane.
			Medium term countermeasures included: add ADA pushbuttons and pedestrian signal heads, provide bike accommodations in front of the First Baptist Church, add signage for bikers to dismount when crossing, add speed feedback radar signage. Long term countermeasures included: develop bike accommodations on Riverside Drive (bike lanes, cycle track, bicycle boulevard), add signage for the trail connection.
NM-23	Riverside Drive from Bridge Street (CT-32) to Church Street	Ped/Bike Conflicts with Airline Trail	Note: Between Bridge Street and Railroad Street.
			Provide RRFB controlled midblock crossing across Bridge Street in coordination with project 0172-0545 RR Markings and Signs to connect the Airline Trail.
			Evaluate adding a bicycle-track with two-way travel separated by flex posts/pavement markings from the traveled way.
			Identify sidewalk disconnections along Riverside Drive on the north side and reconstruct sidewalks as necessary.
			Install adequate Airline Trail wayfinding signage along Riverside Drive to connect riders between Bridge Street and Railroad Street.
			For additional countermeasures refer to Main Street RSA completed in 2016.
			Short term countermeasures included: adjusting pedestrian crossing times, repaint crosswalks, repair damaged sidewalks, add detectable warning panels that are missing, and add pavement markings for shoulder lanes to direct vehicles to travel in one lane.
			Medium term countermeasures included: add ADA pushbuttons and pedestrian signal heads, provide bike accommodations in front of the First Baptist Church, add signage for bikers to dismount when crossing, add speed feedback radar signage.

Rank	Project Description	Location Issue	Traffic Safety Countermeasures
			Long term countermeasures included: develop bike accommodations on Riverside Drive (bike lanes, cycle track, bicycle boulevard), add signage for the trail connection.

Additional Project Information

Scoring

Project	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-9	2	Angle (1 Fatal, 1 Serious)	40	1046	58
M-19	1	Angle (1 Fatal)	8	632	22
M-41	6	Single Vehicle (3), Angle (2), Rear End (1)	12	147	36
M-26	5	Non-Motorist (2), Head On (1), Angle (1), Other (1)	29	406	49
NM-22	0	None	1	24	1
NM-20	0	None	3	43	3
NM-3	2	Non-Motorist (2 Fatal)	31	944	49
NM-23	0	None	0	5	0
NM-10	4	Angle (2), Non-Motorist (1), Single Vehicle (1)	28	379	44

All Crash Types

Project	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-9	51	0	0	35	1	13	3	4
M-19	9	1	1	6	0	3	0	0
M-26	35	3	8	45	0	13	2	4
M-41	9	1	0	10	0	1	3	1
NM-22	2	0	0	4	0	4	2	2
NM-20	4	0	0	3	0	0	4	1
NM-23	0	0	0	1	0	3	0	1
NM-10	49	5	8	12	2	8	5	4
NM-3	28	4	7	35	2	13	3	5

WINDHAM CRASHES 2020-2024

