

## RECORD OF MEETING

**Client:** Southeastern Connecticut Council of Governments  
**Date:** 5/19/2025  
**Meeting Date:** 05/15/2025  
**Prepared By:** Srilekha Murthy  
**Meeting Location:** Virtual  
**Job Number:** 11584  
**Meeting Topic:** Vision Zero Task Force Meeting 2

### ATTENDEES:

| NAME             | ADDRESS / AFFILIATION             | NAME            | ADDRESS / AFFILIATION                    |
|------------------|-----------------------------------|-----------------|------------------------------------------|
| Kate Rattan      | SECOG                             | Natasha Fatu    | Connecticut Department of Transportation |
| Amanda Kennedy   | SECOG                             | Shawn Barry     | UConn Transportation Institute           |
| Debra Pierce     | SECOG                             | Stephanye Clark | Ledge Light Health District              |
| Daniel Robinson  | SECOG                             | Jeff Maxtutis   | BETA Group, Inc                          |
| Tina Falck       | Town of Griswold, CT              | Srilekha Murthy | BETA Group, Inc                          |
| Sal Tassone      | Town of Colchester, CT            | Anna Sangree    | BETA Group, Inc                          |
| Brian Sear       | City of New London, CT            |                 |                                          |
| Deborah Jones    | Town of Groton, CT                |                 |                                          |
| Brandon McIntyre | Mashantucket Pequot Tribal Nation |                 |                                          |

### RECORD OF MEETING MINUTES:

- J. Maxtutis and K. Rattan presented a draft Vision Zero statement for the Task Force to adopt as part of the Safety Action Plan. It reads as follows:
  - The SECOG community prioritizes safe travel for all who use our transportation systems. SECOG's plans and programs support the elimination of fatalities and serious injuries on our roads using a data-driven approach to reduce speeds and enhance safety for all users across all modes. We acknowledge that deaths and severe injuries on our roadways are preventable and SECOG's top transportation priority is ensuring the safety of all roadway users: whether they are taking transit, walking, bicycling, or using any other mobility device; driving a vehicle, truck, or motorcycle; or riding as a passenger. One life lost or seriously altered is one too many.
- J. Maxtutis then presented on setting a Vision Zero goal, a target date by which the SECOG region will eliminate roadway deaths and serious injuries
  - The Task Force committed to a Vision Zero goal year of 2047.
- S. Murthy facilitated a Vision Zero goal setting activity on Whiteboard, inviting meeting participants to share what safety issues are important to them and what their communities are

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already doing to address safety concerns. Participant answers ranged from safer crosswalks and pedestrian friendly zones to behavioral changes and speed reduction.

- a. S. Murthy also facilitated a voting activity among Task Force members to choose a branding statement for the safety action plan. Task Force members decided on Safe Streets for Southeastern CT.

**Tip**  
Task Force  
Speaker  
Challenge members to get the session moving by asking about the speaker.

**Tip**  
Activity Leader  
Use the Water  
To keep track of the session activities, using the meeting table use of the Water to keep track of the session.

**PROMPT**  
What work are you already doing to address safety in your community?

Grab a sticky note, write down your thoughts, and drop it in a box to the right.

What safety issues are important to you?

What are you already doing to address safety in your community?

**Anonymous voting**  
Branding Statement  
Vote on your favorite branding statement for the Vision Zero action plan. Each sticky note has a unique color, and a check mark for the winning statement.

**Tip**  
Activity Leader  
Anonymous voting  
The winning statement will be the one with the most check marks in the voting area.

**Tip**  
Anonymous voting  
Use the "X" - sticky notes with voting a statement being the most or other aspects of the statement.

Check marks

MoveSafely SECOG

Safe Travels Southeast CT

Safe Streets for Southeastern CT

Safe Streets SECOG

4. A. Sangree presented the draft high-injury network and crash trends for the region. This analysis examines where crashes have been the most severe and frequent recently (to develop the trends-based network), and where crashes are likely to occur in the future (risk-based network). Following this analysis, the high injury network is developed in order to prioritize the top intersections and corridors. This analysis also examines which types of crashes are more likely to be serious or fatal through an over-representation analysis. The trends-based high injury network found that the top intersection for vehicular crashes is at Montauk Avenue and Willetts Avenue in New London, and that the top segment is at CT Route 32 from Rosemary Lane to Burlake Road in Waterford. The same network found that the top intersection for non-motorist crashes is at CT Route 2 and Mathewson Mill Road in Preston, and that the top segment is CT Route 354 from Rattlesnake Ledge Road to Forest Drive in Salem.

The risk based high injury network assesses roadway characteristics that could predict crashes, such as proximity to transit stops, bike routes, and schools; average daily traffic; shoulder width; and median width. This network shows that the highest risk intersections and segments for

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vehicles are in New London, Waterford, and Norwich, while the highest risk areas for non-motorists are concentrated in New London, Waterford, Groton, East Lyme, Colchester, and Norwich.

The over-representation analysis showed that single-vehicle and pedestrian crashes were overrepresented: pedestrian-related crashes make up about 11% of serious and fatal crashes in the region but make up less than 2% of all crashes. The analysis additionally noted that motorcycle crashes make up about 15% of serious and fatal crashes, while accounting for less than 5% of all crashes. This analysis provides additional context for potential countermeasures that address the most common crash types and factors.

5. J. Maxtutis and K. Rattan discussed the upcoming public meetings on June 16 and 17. At these meetings, BETA and SECOG staff will discuss the safe systems approach, present draft crash analysis results, and receive input on high-crash locations. There will be an in-person meeting on June 16<sup>th</sup>, and a virtual meeting on June 17<sup>th</sup>. The details of each meeting are forthcoming to the project website.
6. The next meeting of the Vision Zero Task Force will be in October 2025, where the project team will review project prioritization, countermeasures, and develop a plan for continuing policy work.