



**Safe Streets for  
Southeastern CT**

# **SS4A REGIONAL TRANSPORTATION SAFETY ACTION PLAN**

Public Meeting  
June 16, 2025  
2:00-4:00 PM



# Meeting Information

## Recording

This meeting is being recorded. It will be available following the meeting.

## Participation

We will be using Microsoft Whiteboards during this meeting to ask for your feedback on safety concerns in your communities. We will be providing a demonstration of how to use the tool, but you are also welcome to enter your answers in the meeting chat. All comments will be recorded.

## Questions

To ask a question, please use the “raise hand” function found at the top of your screen, or enter your comment/question in the chat box, and a host will call on you. If you are having technical difficulties, please write your issue in the chat and a host will assist you.

# Meeting Purpose

SECOG is hosting this public information meeting to share information about its safety action plan, Safe Streets for Southeastern CT, present initial findings from the crash data review, and ask for feedback on the work being done so far.

- Feedback we're looking for:
  - Do these high crash locations match what you see in your communities?
  - Are there locations that are missing?
  - What safety strategies would you like to see in your communities?

|                                 |    |
|---------------------------------|----|
| Who is SECOG?                   | 5  |
| Project Team                    | 9  |
| The Challenge We Face           | 12 |
| The Safety Action Plan          | 16 |
| The Safe Systems Approach       | 18 |
| Draft High-Injury Network       | 20 |
| Initial Findings – Crash Trends | 40 |
| Schedule and Next Steps         | 53 |
| Q&A                             | 56 |

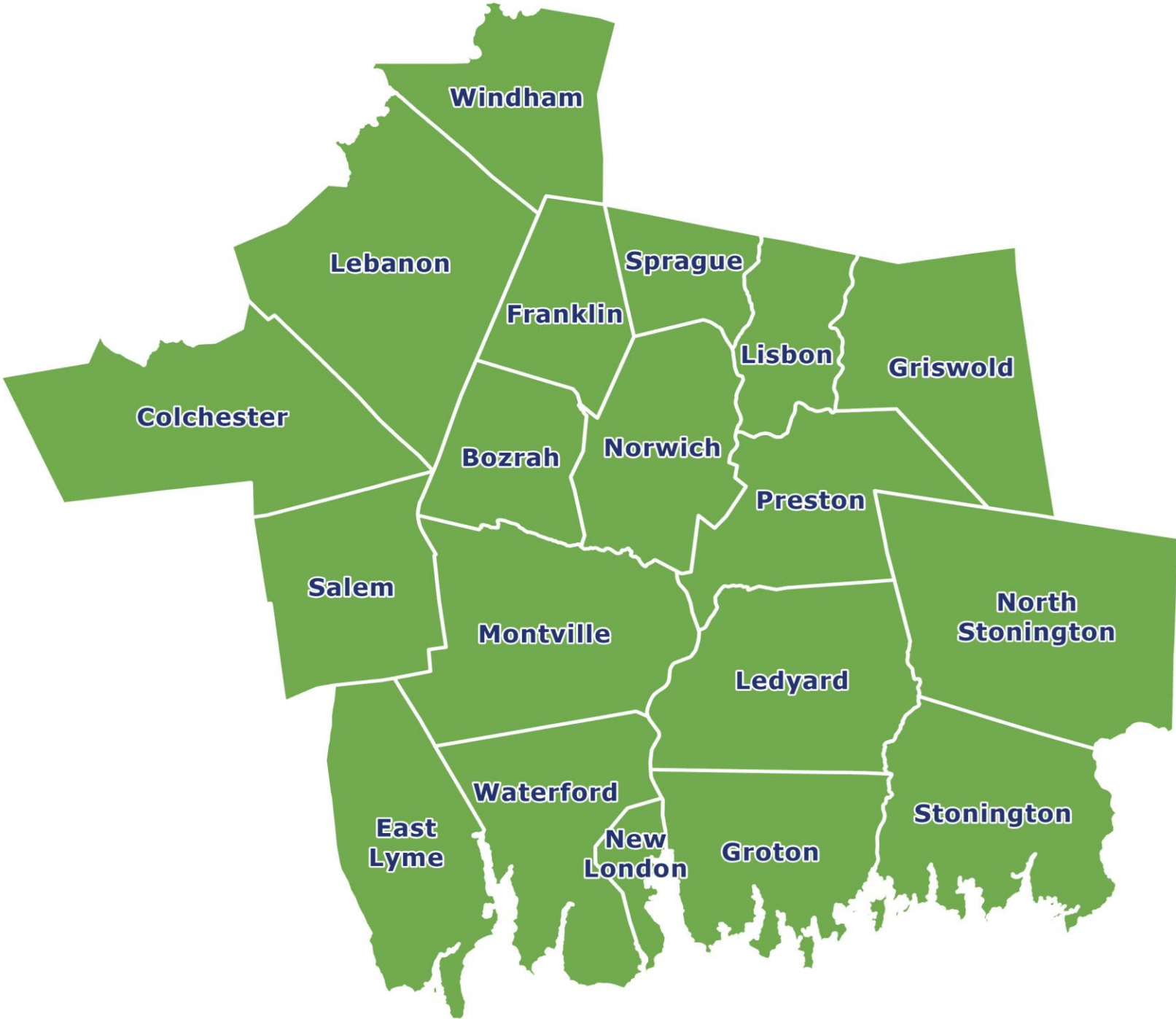
# AGENDA

**Who Are We?**

# SECOG Metropolitan Planning Organization

- SECOG is the Metropolitan Transportation Planning Organization for the Norwich-New London UA including 22 Municipalities, SEAT transit district, CTDOT and affiliate members from Mashantucket and Mohegan Tribes, the US Navy Subase and Coast Guard Academy
- MPOs are required by regulation to carry out Transportation Planning and establish performance targets
- Safety Action Plans are required to be updated every 5 years, enable access to funding and support performance-based planning and programming
- According to USDOT, Safety Action Plans should be:
  - Comprehensive and aimed at reducing/eliminating serious and fatal crashes
  - Based in a data-driven approach
  - Guided by the Safe System Approach
- Plans should be guided by the following seven components:
  - Leadership commitment and goal setting
  - Planning structure
  - Safety analysis
  - Engagement and collaboration
  - Policy and process changes
  - Strategy and project selections
  - Progress and transparency

# SECOG Region



# The Project Team

# Project Team



Jeff Maxtutis, Project  
Manager at BETA Group



Kate Rattan, Director of  
Transportation at SECOG



Anna Sangree, AICP  
Transportation Planner, BETA



Srilekha Murthy, AICP  
Transportation Planner, BETA



Austin Pszenny  
Traffic Engineer, BETA



Debra Pierce  
Transportation Planner,  
SECOG

# Vision Zero Task Force

**Brian Kent**, Bike  
Groton

**Brian Sear**, City  
of New London

**Bailey  
Blanchard**,  
Windham Region  
Transit District

**Bob Carlson**,  
Town of North  
Stonington

**Rob Zarnetske**,  
Town of  
Windham

**Shawn Barry**,  
University of  
Connecticut T2

**Stephanye  
Clarke**, Ledge  
Light Health  
District

**Deb Jones**, Town  
of Groton

**Danielle  
Cheseborough**,  
Town of  
Colchester

**Natasha Fatu**,  
Connecticut  
Department of  
Transportation

**Tina Falcke**, Town  
of Griswold

**Sal Tassone**, Town  
of Colchester

**Brandon McIntyre**,  
Mashantucket  
Pequot Tribal  
Nation

# Icebreaker: Where do you live?

Drop a note on the whiteboard sharing your town and favorite restaurant in the SECOG region!

# **The Challenge We Face**

# The Challenge We Face



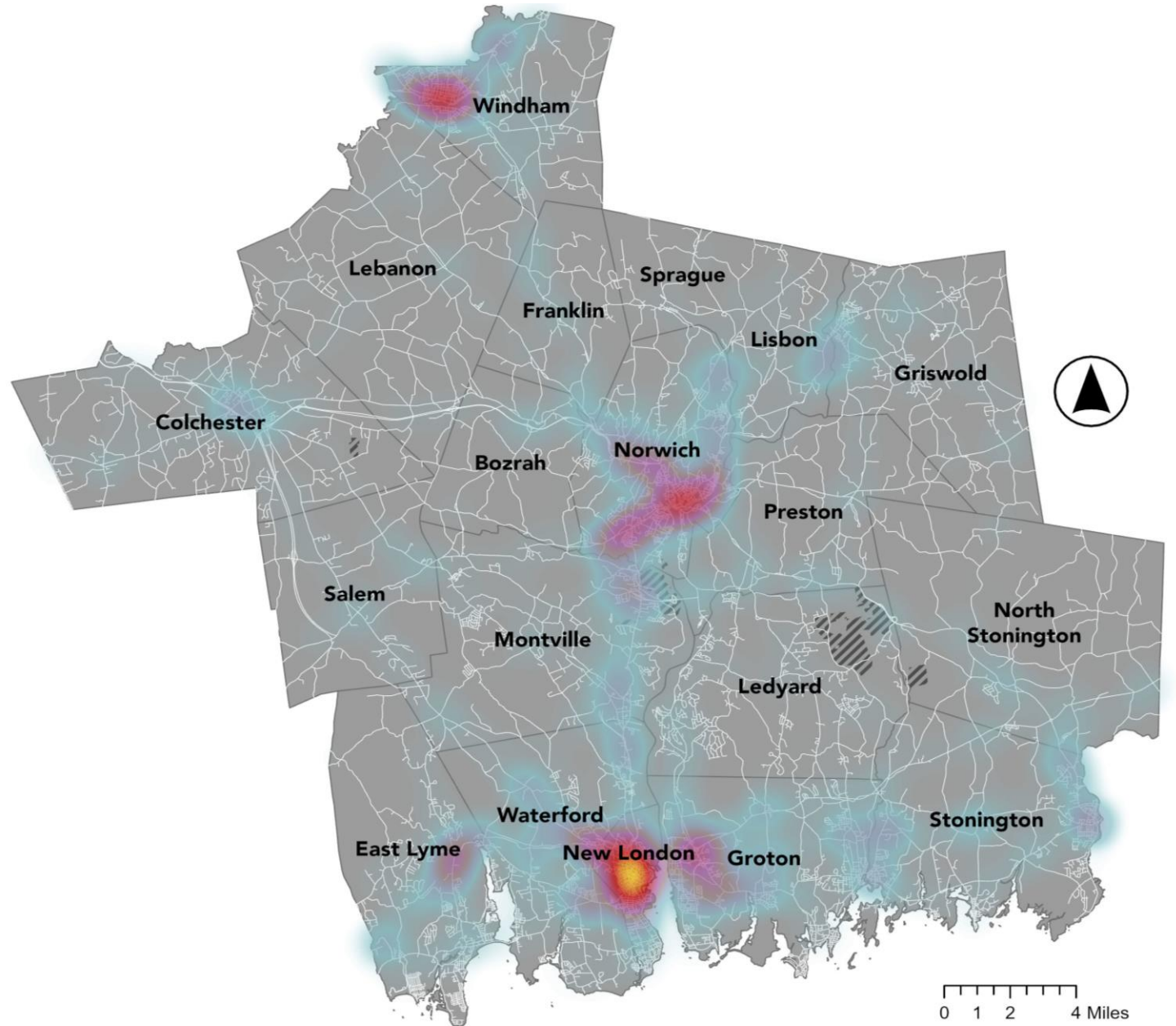
In 2022, 42,514 people across the US were killed in motor vehicle crashes, of which 7,522 involved pedestrians. Millions more are injured – sometimes permanently – each year.

# The Challenge We Face

From 2020-2024, there were

**30,731**

crashes in the SECOG region.



# The Challenge We Face

From 2020-2024, there were 30,731 crashes in the SECOG region. Of those crashes:

## Pedestrian

**17**  
of 317 pedestrian crashes  
**were fatal (5.4%)**

**58**  
of 317 pedestrian crashes  
**resulted in serious injuries (18.3%)**

## Bicycle

**1**  
of 141 bicycle crashes  
**were fatal (0.7%)**

**15**  
of 141 bicycle crashes  
**resulted in serious injuries (10.6%)**

## All modes

Total Crashes



**135**

Involving a Fatality

# The Safety Action Plan: Safe Streets for Southeastern CT

## Crafting a Safety Action plan

- As a recipient of a Planning grant from the Federal Highway Administration, SECOG is developing a Comprehensive Safety Action Plan for the region.
- The Safety Action Plan is our way of applying the Safe Systems approach to roads and streets in the SECOG region.
- The plan will consider **projects and programs** from each angle of the Safe System approach:
  - Safer Roads
  - Safer Vehicles
  - Safer Speeds
  - Safer People
  - Post-crash care



# Safe Streets and Roads for All



- The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways
  - Goal: to reduce and eliminate deaths and serious injuries on the nation's streets, roads, and highways
- Program based on Safe Systems approach

# The Safe System Approach



## ADOPTING A SYSTEMATIC APPROACH

- A **Safe System Approach** looks at our transportation system from more angles than just people and their vehicles and behaviors
- The guiding principles:
  - Death and serious injuries on our roads are unacceptable.
  - People make mistakes.
  - Responsibility is shared.
  - Safety is proactive.
  - Redundancy is crucial.

# Breakout Activity 1: What makes roads unsafe in your community?

Join the whiteboard to share some examples of what makes roads unsafe in your community.

If you are not able to access the whiteboard, feel free to drop your thoughts in the chat or share out loud!

# **Draft High-Injury Network**

# High Injury Network & Crash Trends

**Where have crashes been the most frequent and severe recently?**

Trends-Based (Historical)

**Where are crashes, particularly serious and fatal, likely to occur in the future?**

Risk-Based (Predictive)

**Prioritize top intersection and corridors**

High Injury Network (HIN)

**What types of Crashes are More Likely to be Serious or Fatal?**

Over-Representation Analysis



# High Injury Network

## Identify key locations and trends

- Where crashes are occurring
- Where they are likely to occur in the future
- Prioritize top intersections and corridor

## Project Weighting is influenced by community and stakeholder input

- If the analysis points towards a particularly bad intersection and we receive input on that intersection, that location will have a higher priority in project ranking

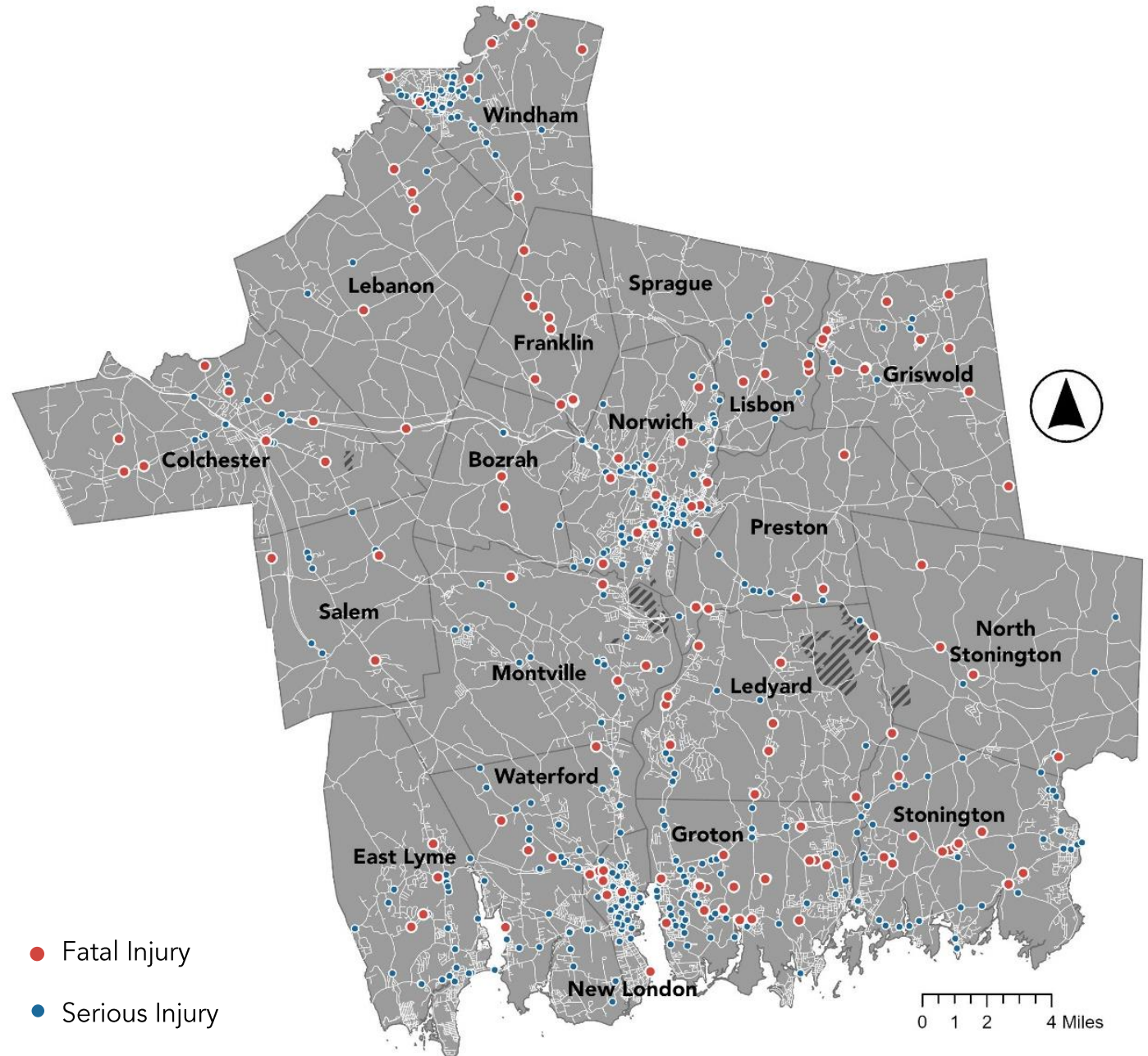
# Fatal and Serious Injuries, 2020-2024

**423**

Serious Injury Crashes

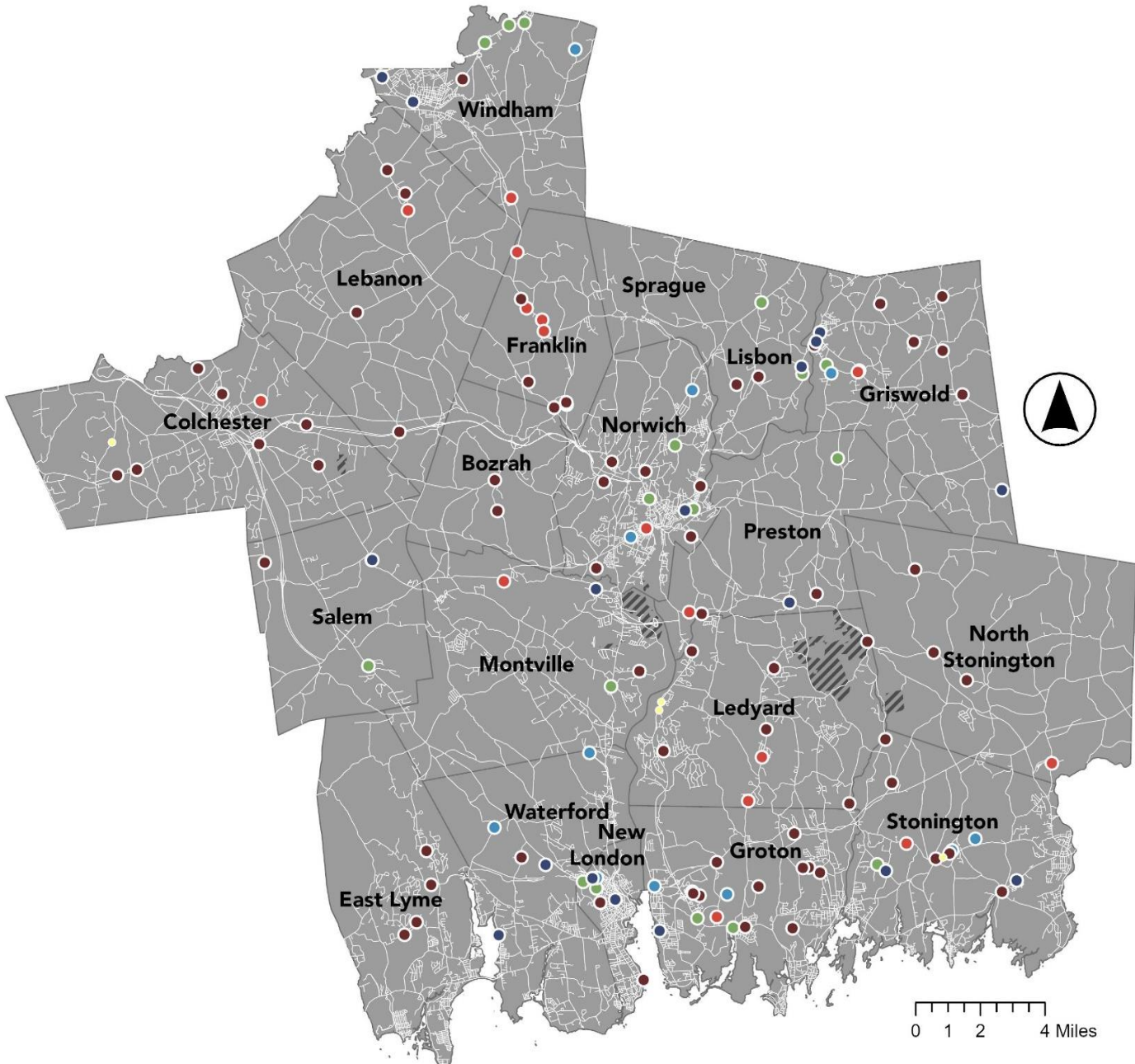
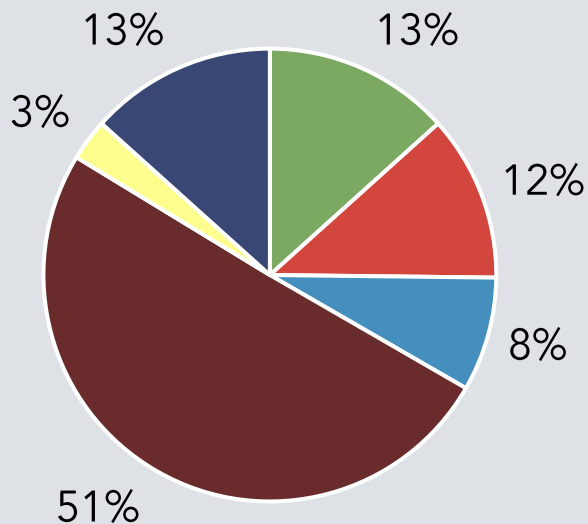
**135**

Fatal Injury Crashes



# Fatal Injury Type, 2020-2024

- Angle
- Head-On
- Non-Motorist
- Rear-End
- Single Vehicle
- Sideswipe

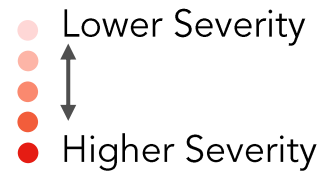




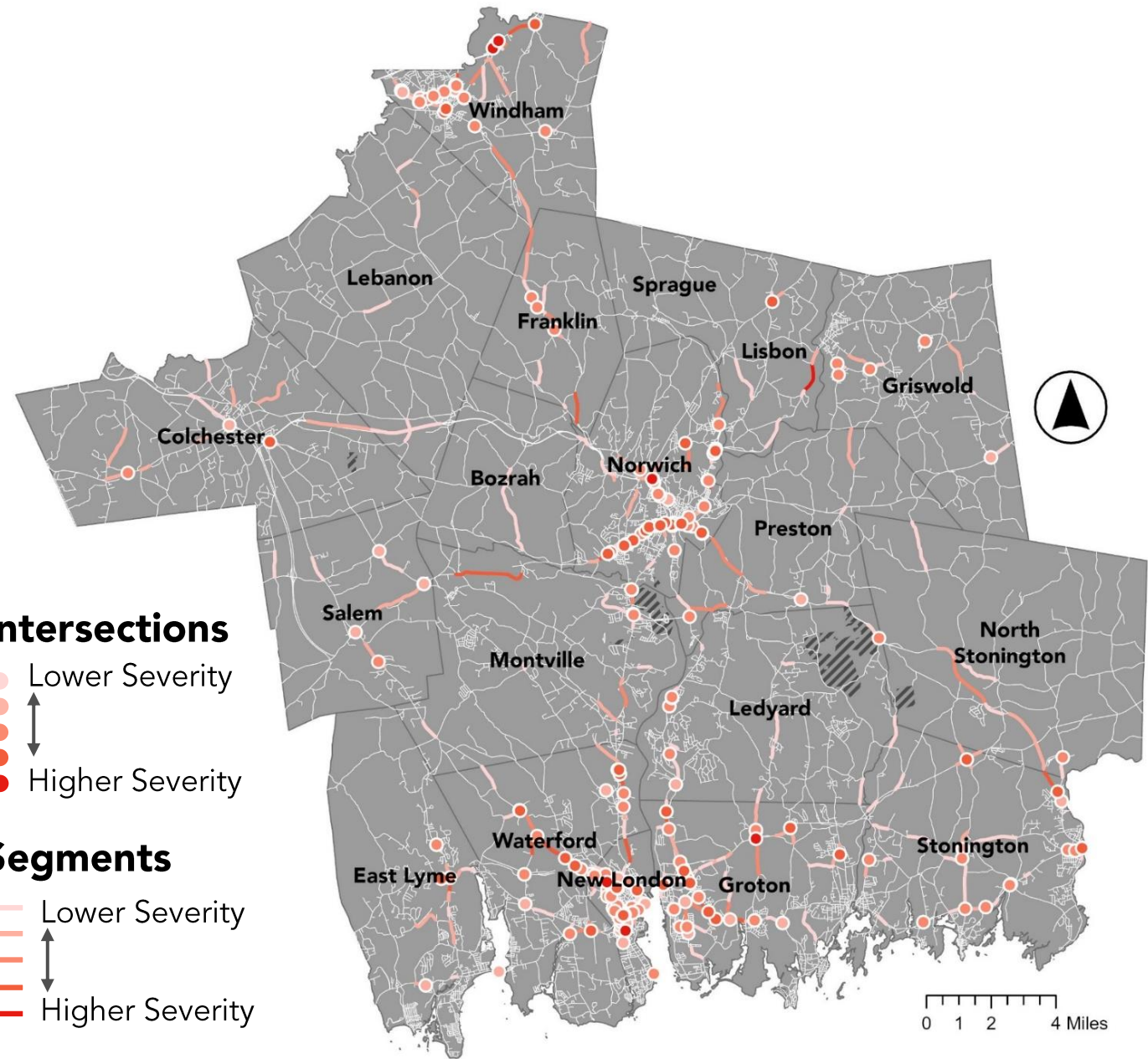
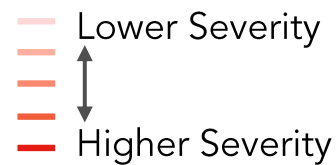
**High Injury Network**

# Draft Trends- Based High Injury Network - **Vehicular**

## Intersections

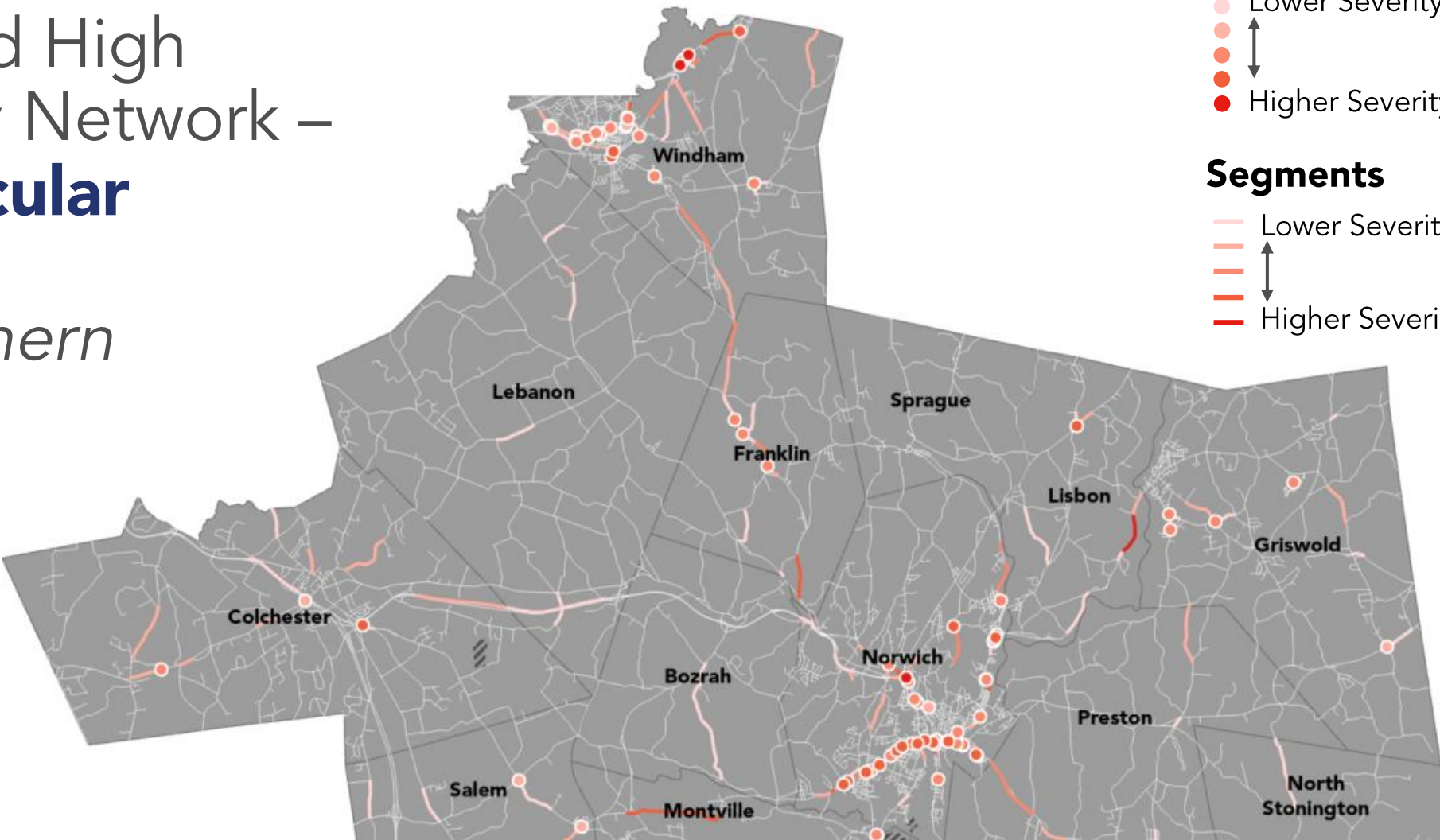


## Segments

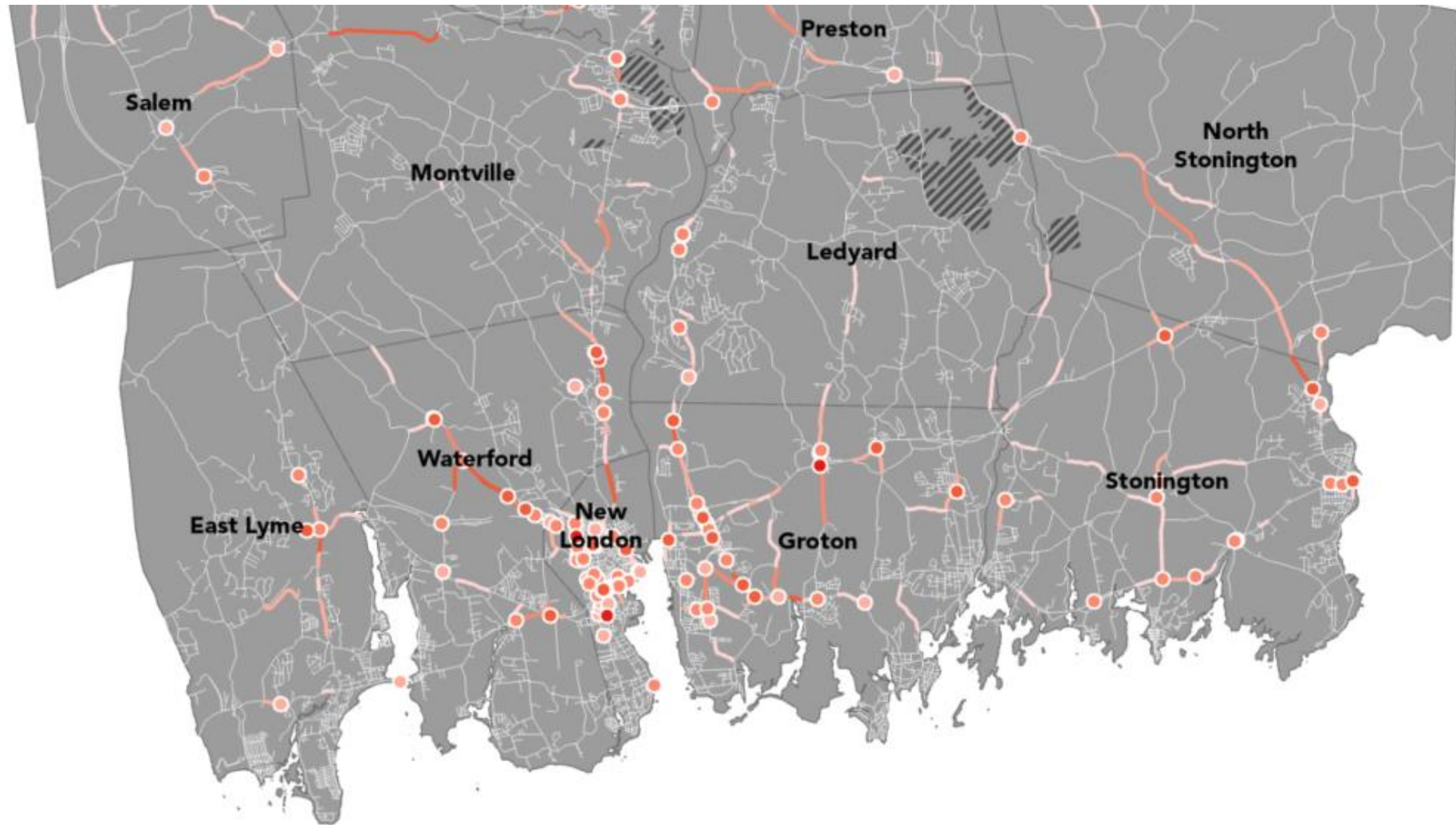


# Draft Trends- Based High Injury Network – **Vehicular**

*Northern*



# Draft Trends-Based High Injury Network – **Vehicular** *Southern*



## Inputs

Roadway Segments (CTDOT)  
Intersections (CTDOT)  
Vehicular and Non-Motorist  
Crashes by Severity 2020-2024  
(CTCDR)

## Process

Assign crashes to intersections  
and roadway segments  
  
Score intersections and  
segments based on crash  
frequency and severity

## Outputs

Vehicular HIN  
- Segments  
- Intersections  
  
Non-Motorist HIN  
- Segments  
- Intersections

# Methods

## Trends- Based High Injury Network



### Score

Fatal Crash – 10 points each  
Serious Injury Crash – 5 points  
each  
Minor Injury Crash – 1 point each

# TOP 10 INTERSECTIONS – TRENDS BASED RANKING

| RANK | STREET 1   | STREET 2        | CITY/TOWN  | FATAL CRASHES | SERIOUS INJURY CRASHES | MINOR INJURY CRASHES | SCORE |
|------|------------|-----------------|------------|---------------|------------------------|----------------------|-------|
| 1    | MONTAUK AV | WILLETTS AV     | NEW LONDON |               | 3                      | 12                   | 27    |
| 2    | BROAD ST   | CT 85           | NEW LONDON | 1             |                        | 14                   | 24    |
| 2    | CT 32      | CT 169          | NORWICH    |               | 1                      | 19                   | 24    |
| 3    | US 6       | NORTHRIDGE DR   | WINDHAM    |               | 1                      | 17                   | 22    |
| 4    | US 6       | AIRPORT RD NO 1 | WINDHAM    |               |                        | 20                   | 20    |
| 4    | CT 117     | CT 184          | GROTON     |               | 2                      | 10                   | 20    |
| 5    | JACKSON ST | CT 66           | WINDHAM    |               | 2                      | 9                    | 19    |
| 5    | CT 32      | SR 646          | NORWICH    |               | 2                      | 9                    | 19    |
| 5    | PARK ST    | MAIN ST NO 2    | NORWICH    |               | 2                      | 9                    | 19    |
| 5    | CT 12      | CT 2            | NORWICH    |               | 2                      | 9                    | 19    |

# TOP 10 SEGMENTS – TRENDS BASED RANKING

| RANK | STREET | CITY/TOWN  | FATAL INJURY CRASHES | SERIOUS INJURY CRASHES | MINOR INJURY CRASHES | SCORE |
|------|--------|------------|----------------------|------------------------|----------------------|-------|
| 1    | CT 32  | WATERFORD  |                      | 4                      | 33                   | 53    |
| 2    | CT 12  | LISBON     | 1                    |                        | 36                   | 46    |
| 3    | CT 32  | WATERFORD  |                      | 4                      | 23                   | 43    |
| 4    | CT 85  | WATERFORD  |                      | 1                      | 35                   | 40    |
| 5    | CT 32  | NEW LONDON |                      |                        | 35                   | 35    |
| 5    | CT 195 | WINDHAM    |                      | 6                      | 5                    | 35    |
| 6    | SR 661 | WINDHAM    |                      | 3                      | 19                   | 34    |
| 7    | US 6   | WINDHAM    | 1                    | 1                      | 17                   | 32    |
| 7    | CT 32  | FRANKLIN   | 2                    |                        | 12                   | 32    |
| 7    | US 1   | NEW LONDON | 1                    |                        | 22                   | 32    |

Route 32 from Rosemary Lane to  
Burlake Road in Waterford →  
4 serious injury crashes

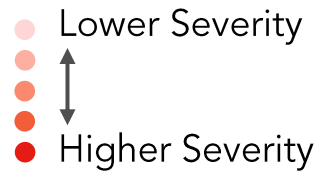


Montauk Ave  
and Willets Ave  
in New London  
3 serious injury  
crashes ←

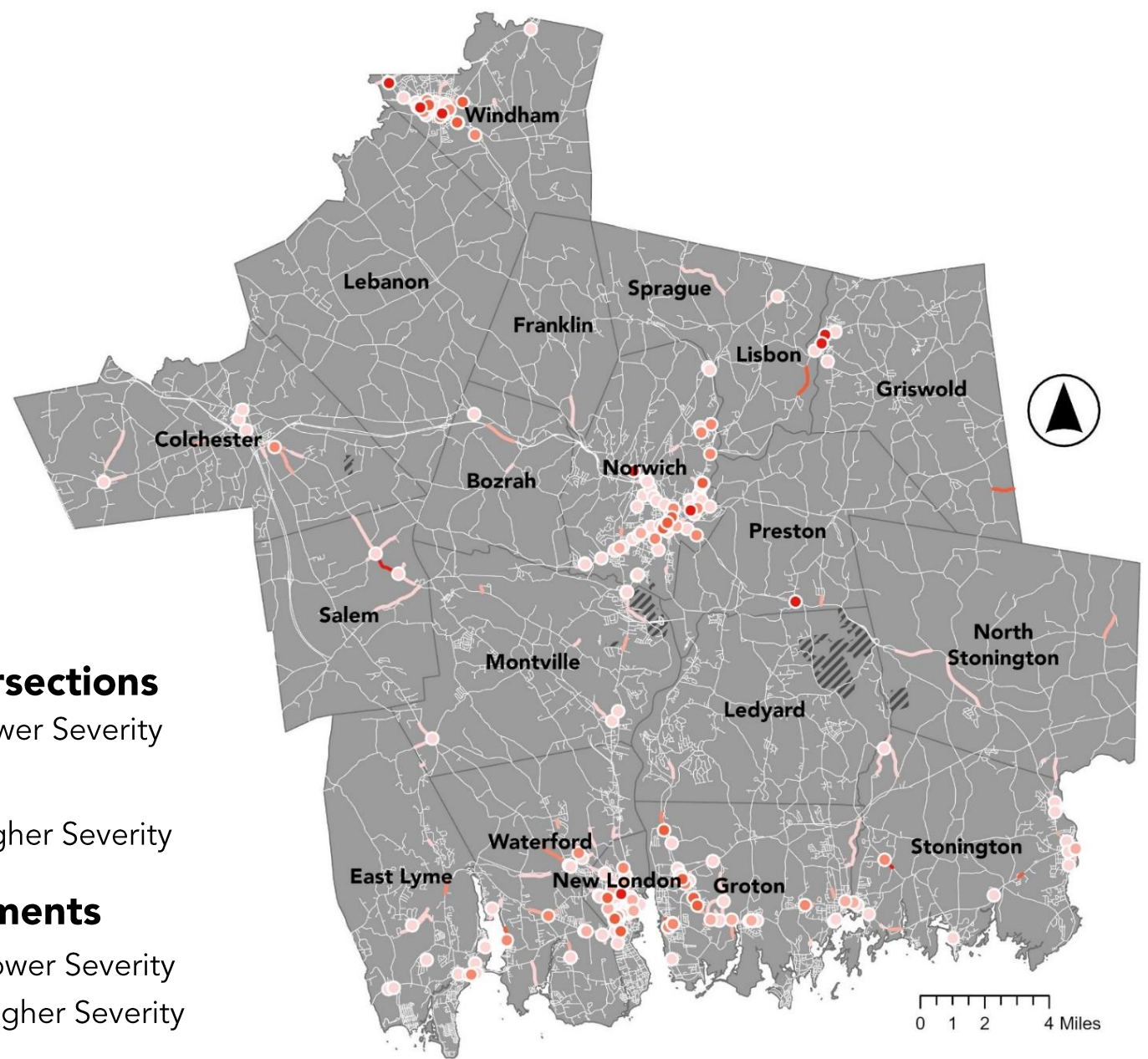
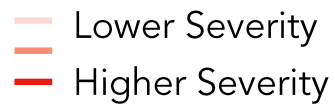


# DRAFT TRENDS- BASED HIN NON-MOTORIST

## Intersections



## Segments



# TOP 10 INTERSECTIONS - TRENDS BASED RANKING

| RANK | STREET 1     | STREET 2          | CITY/TOWN  | FATAL CRASHES | SERIOUS INJURY CRASHES | MINOR INJURY CRASHES | SCORE |
|------|--------------|-------------------|------------|---------------|------------------------|----------------------|-------|
| 1    | CT 2         | MATHEWSON MILL RD | PRESTON    | 1             |                        | 1                    | 11    |
| 1    | CT 12        | SCHOOL ST         | GRISWOLD   | 1             |                        | 1                    | 11    |
| 2    | CT 32        | TRAPPELLA RD      | WINDHAM    | 1             |                        |                      | 10    |
| 2    | CT 32        | CANTOR DR         | WINDHAM    | 1             |                        |                      | 10    |
| 2    | WATSON ST    | CT 32             | WINDHAM    | 1             |                        |                      | 10    |
| 2    | BROAD ST     | CHANNING ST       | NEW LONDON | 1             |                        |                      | 10    |
| 2    | EAST TOWN ST | SR 642            | NORWICH    |               | 2                      |                      | 10    |
| 2    | HICKORY ST   | GOLDEN ST         | NORWICH    | 1             |                        |                      | 10    |
| 2    | CT 12        | GREEN AV          | GRISWOLD   | 1             |                        |                      | 10    |
| 3    | JACKSON ST   | CT 66             | WINDHAM    |               | 1                      | 4                    | 9     |

# TOP 10 SEGMENTS- TRENDS BASED RANKING

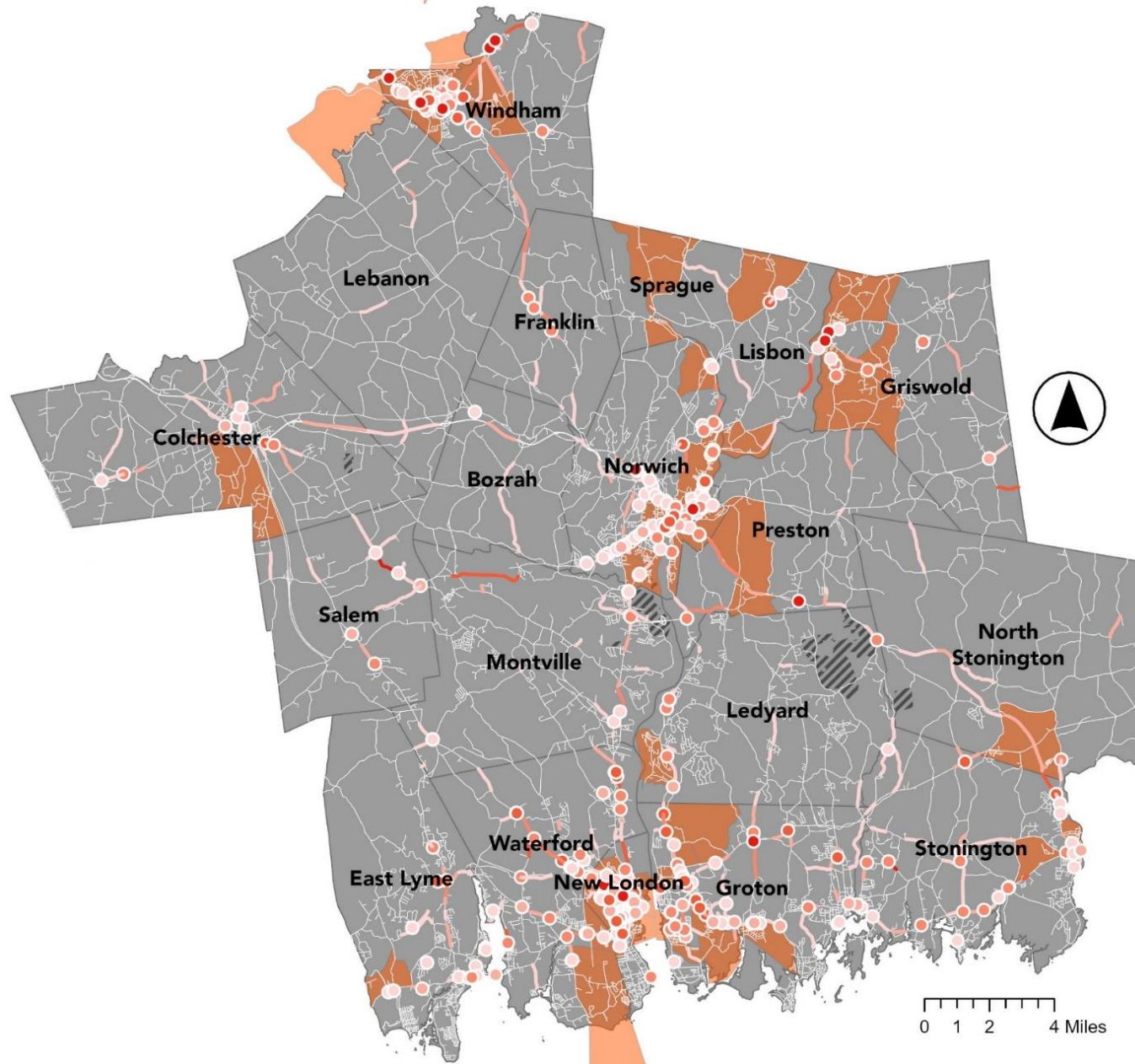
| RANK | STREET          | CITY/TOWN  | FATAL CRASHES | SERIOUS INJURY CRASHES | MINOR INJURY CRASHES | SCORE |
|------|-----------------|------------|---------------|------------------------|----------------------|-------|
| 1    | CT 354          | SALEM      | 2             |                        | 2                    | 22    |
| 2    | SR 661          | WINDHAM    |               | 2                      | 5                    | 15    |
| 2    | JERRY BROWNE RD | STONINGTON | 1             | 1                      |                      | 15    |
| 3    | CT 2            | PRESTON    | 1             |                        | 1                    | 11    |
| 3    | CT 32           | WINDHAM    | 1             |                        | 1                    | 11    |
| 3    | CT 66           | WINDHAM    | 1             |                        | 1                    | 11    |
| 3    | GOLDEN ST       | NORWICH    | 1             |                        | 1                    | 11    |
| 3    | CT 12           | GROTON     |               | 2                      | 1                    | 11    |
| 4    | CT 12           | GRISWOLD   | 1             |                        |                      | 10    |
| 4    | CT 12           | GRISWOLD   | 1             |                        |                      | 10    |

Old Colchester Road from Rattlesnake  
Ledge to Forest Drive, including Fire  
Department, Salem  
2 fatal crashes →

Route 2 & Mathewson Mill Road/Ross Road,  
Preston  
1 fatal crash →

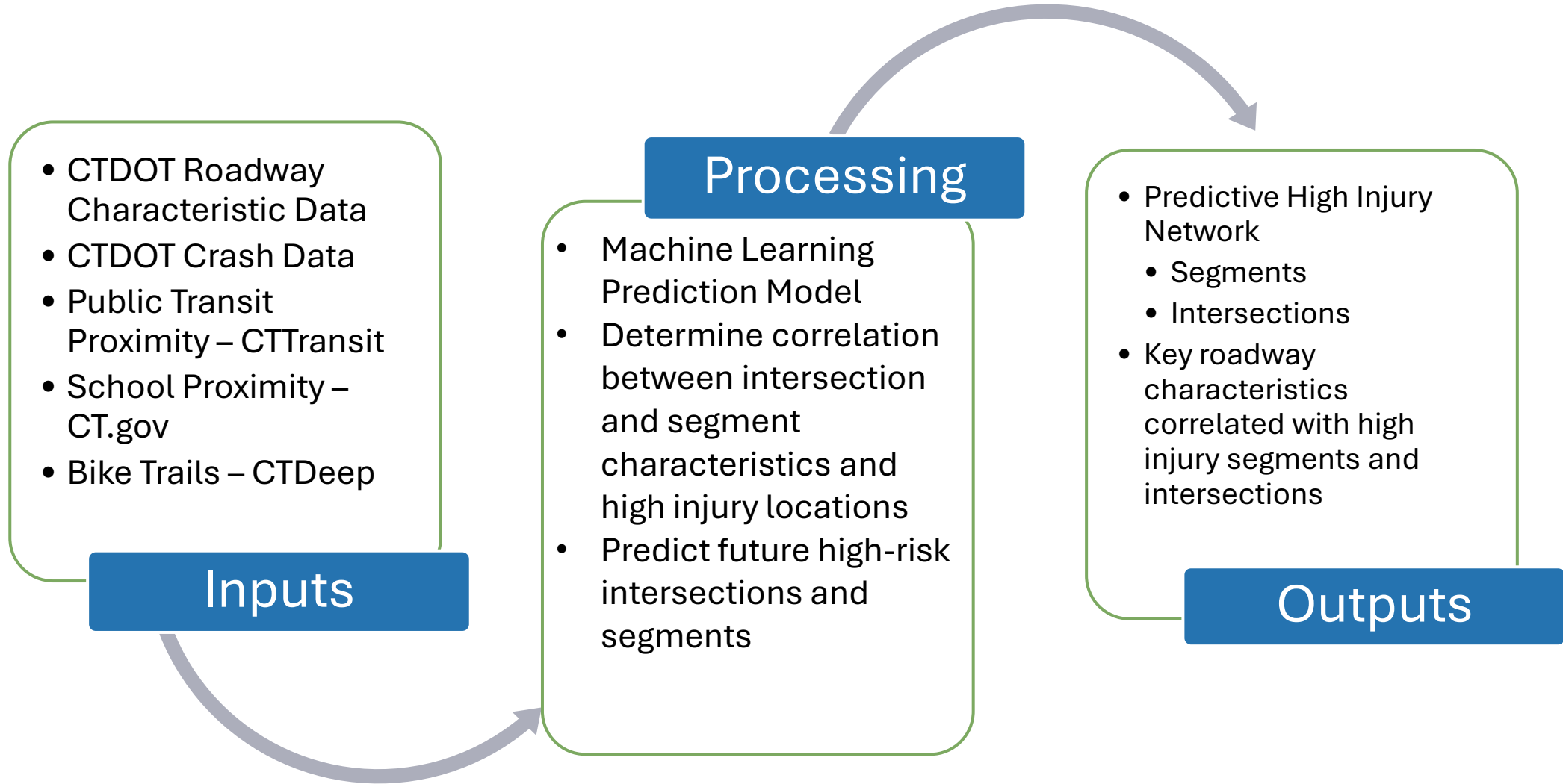


# HIGH INJURY NETWORK IN AREAS OF PERSISTENT POVERTY



Using CT Deep Environmental Justice Block Groups 2023

# RISK-BASED (PREDICTIVE) HIGH INJURY NETWORK



# DRAFT RISK-BASED HIN VEHICULAR

Top Predictive Characteristics:

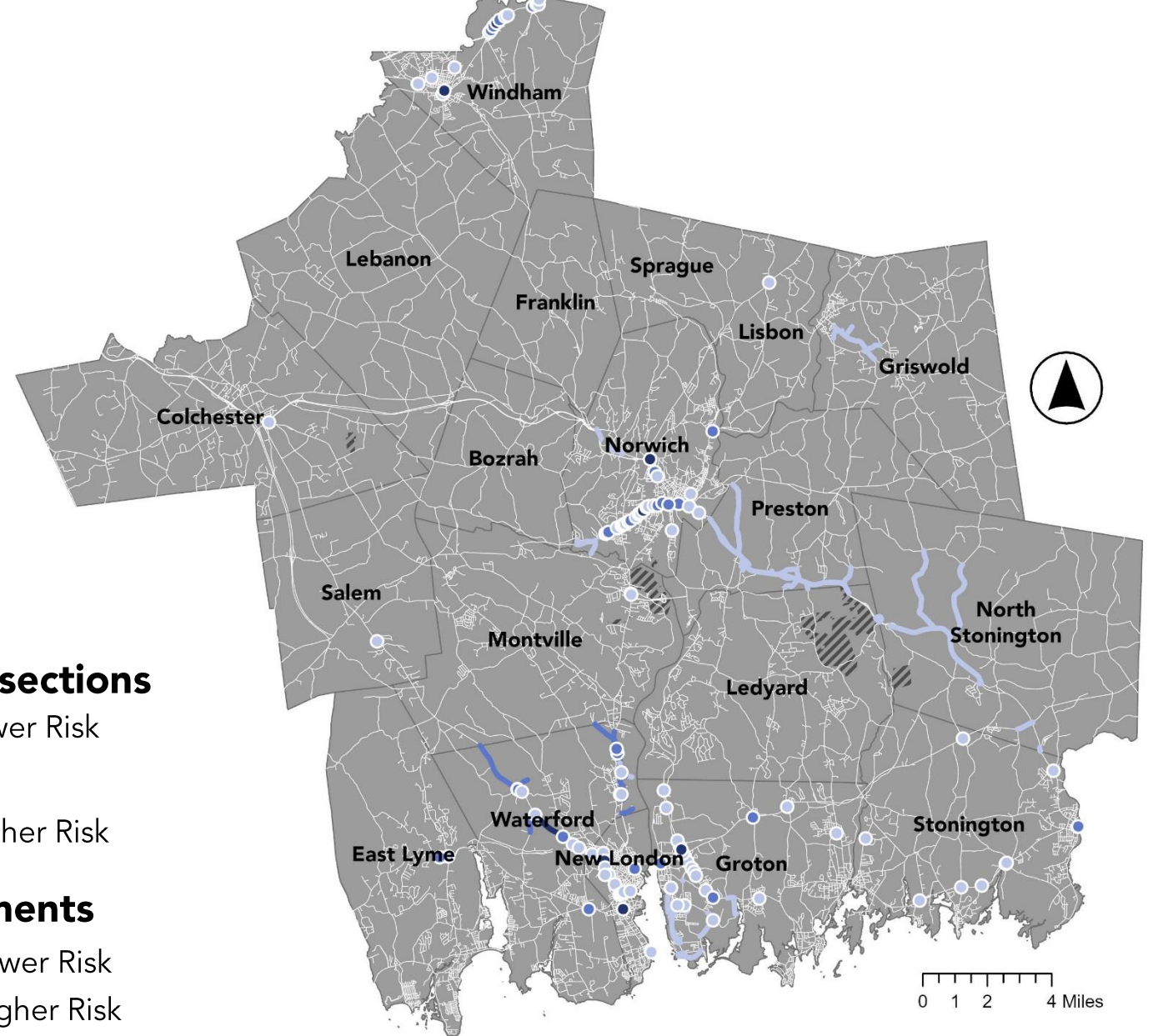
- Proximity to transit stops, bike routes, and schools
- Average daily traffic
- Shoulder width
- Median width

## Intersections

- Lower Risk
- ↕
- Higher Risk

## Segments

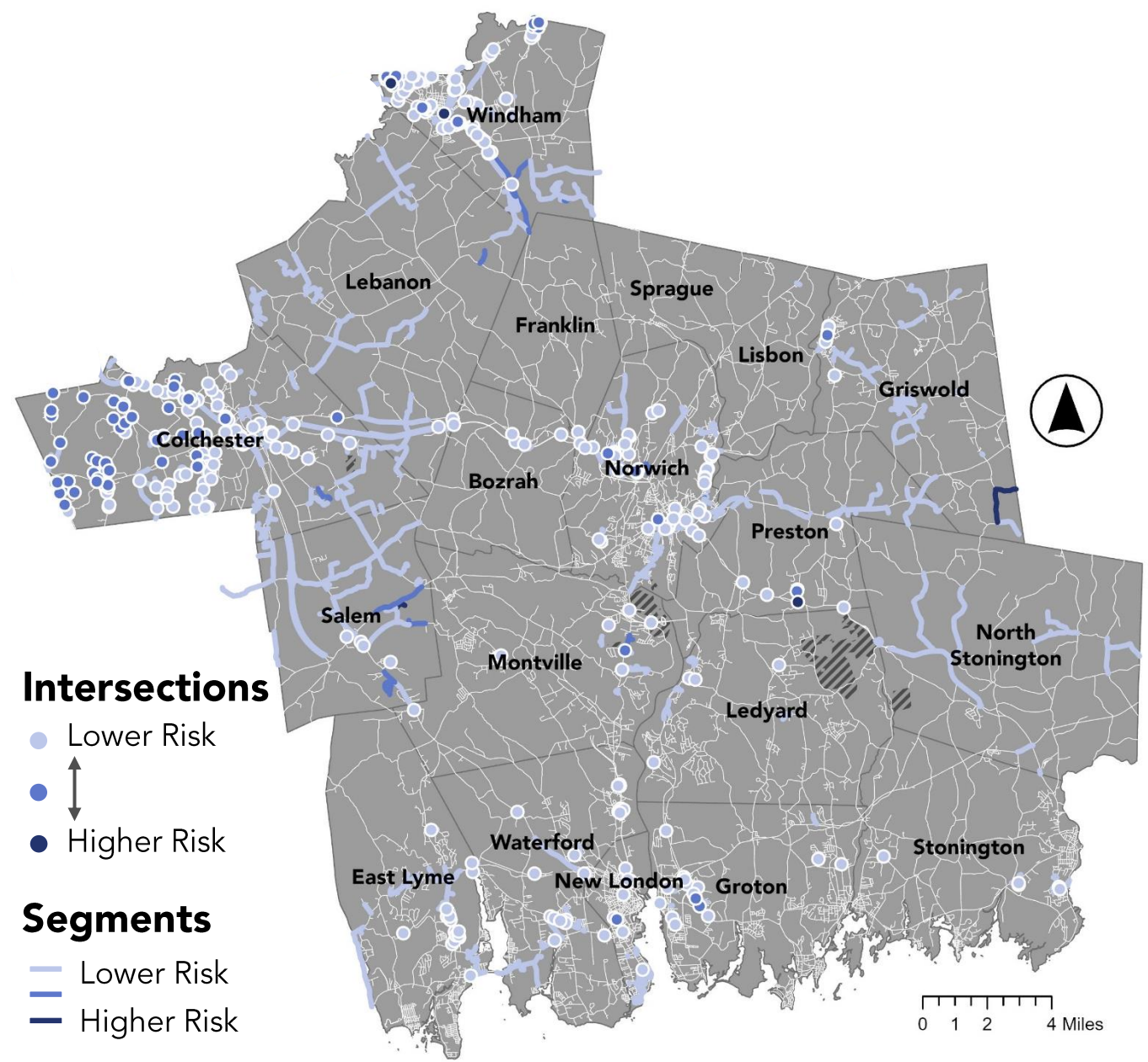
- Lower Risk
- Higher Risk



# DRAFT RISK-BASED HIN NON-MOTORIST

Top Predictive Characteristics:

- Proximity to transit stops, bike routes, and schools
- Average daily traffic
- Shoulder width
- Median width



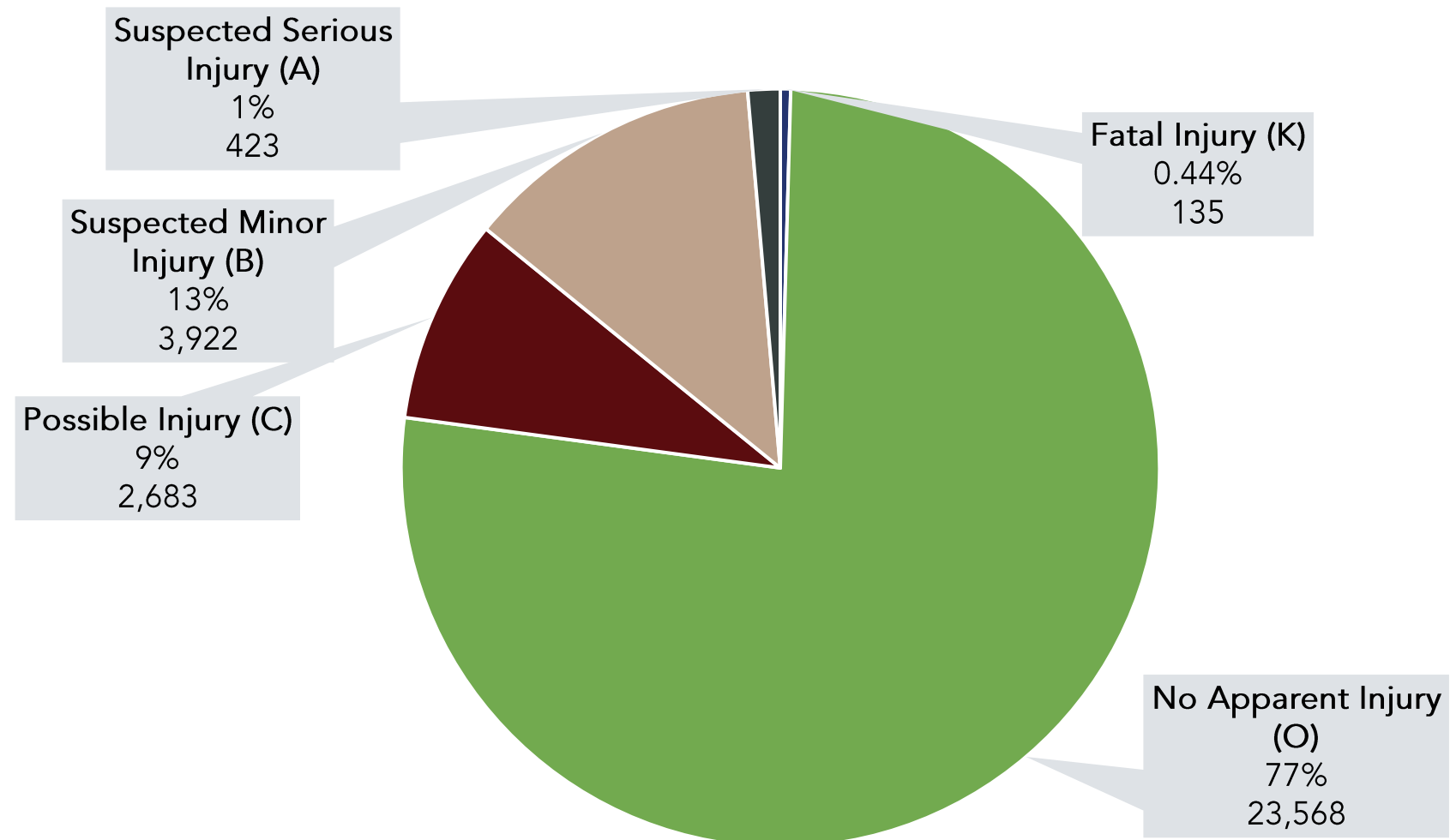
# Breakout Activity 2: Where does your community experience safety concerns?

Join the whiteboard to share specific locations where your community experiences safety concerns.

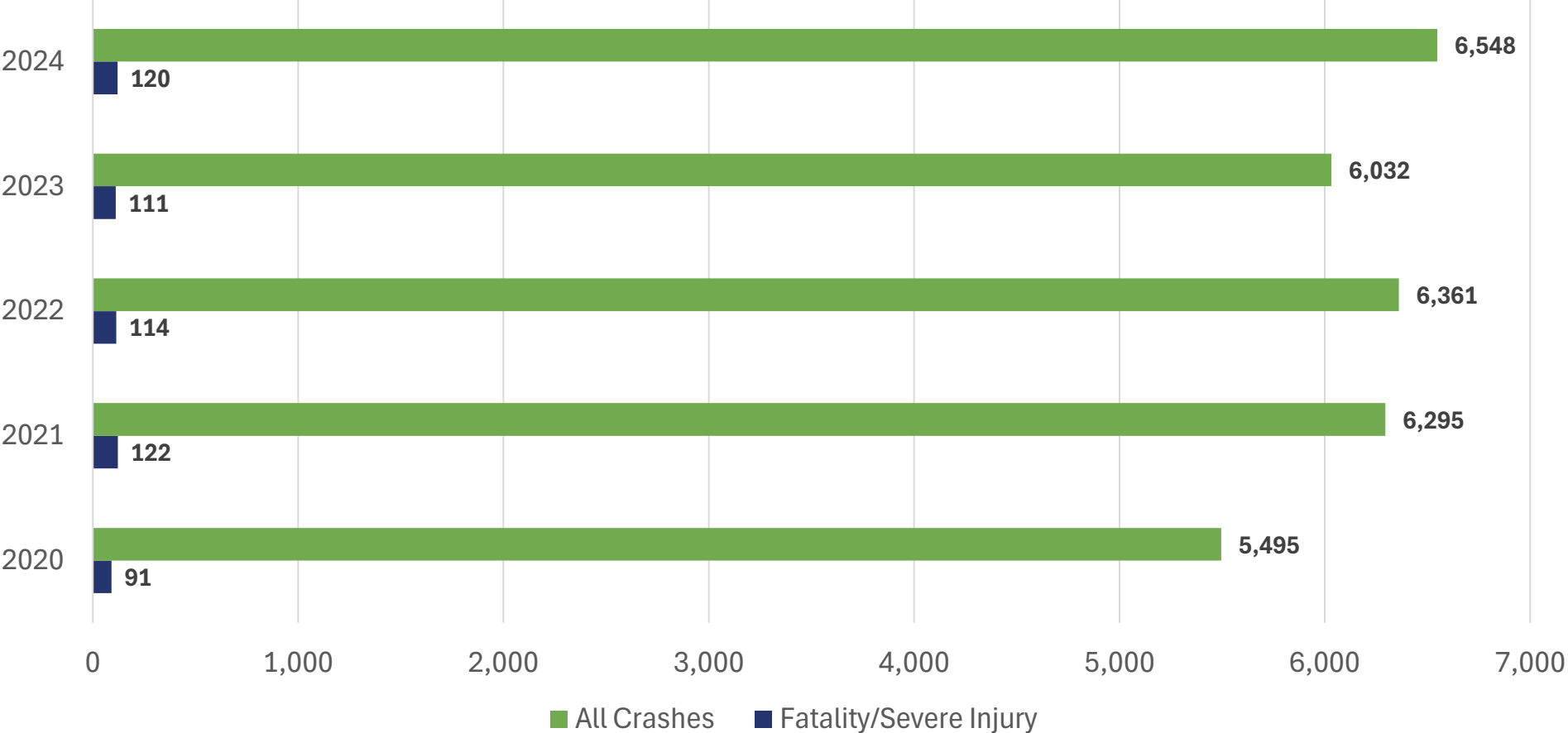
If you are not able to access the whiteboard, feel free to drop your thoughts in the chat or share out loud!

# **Initial Findings - Crash Trends**

# CRASH TRENDS: INJURY SEVERITY

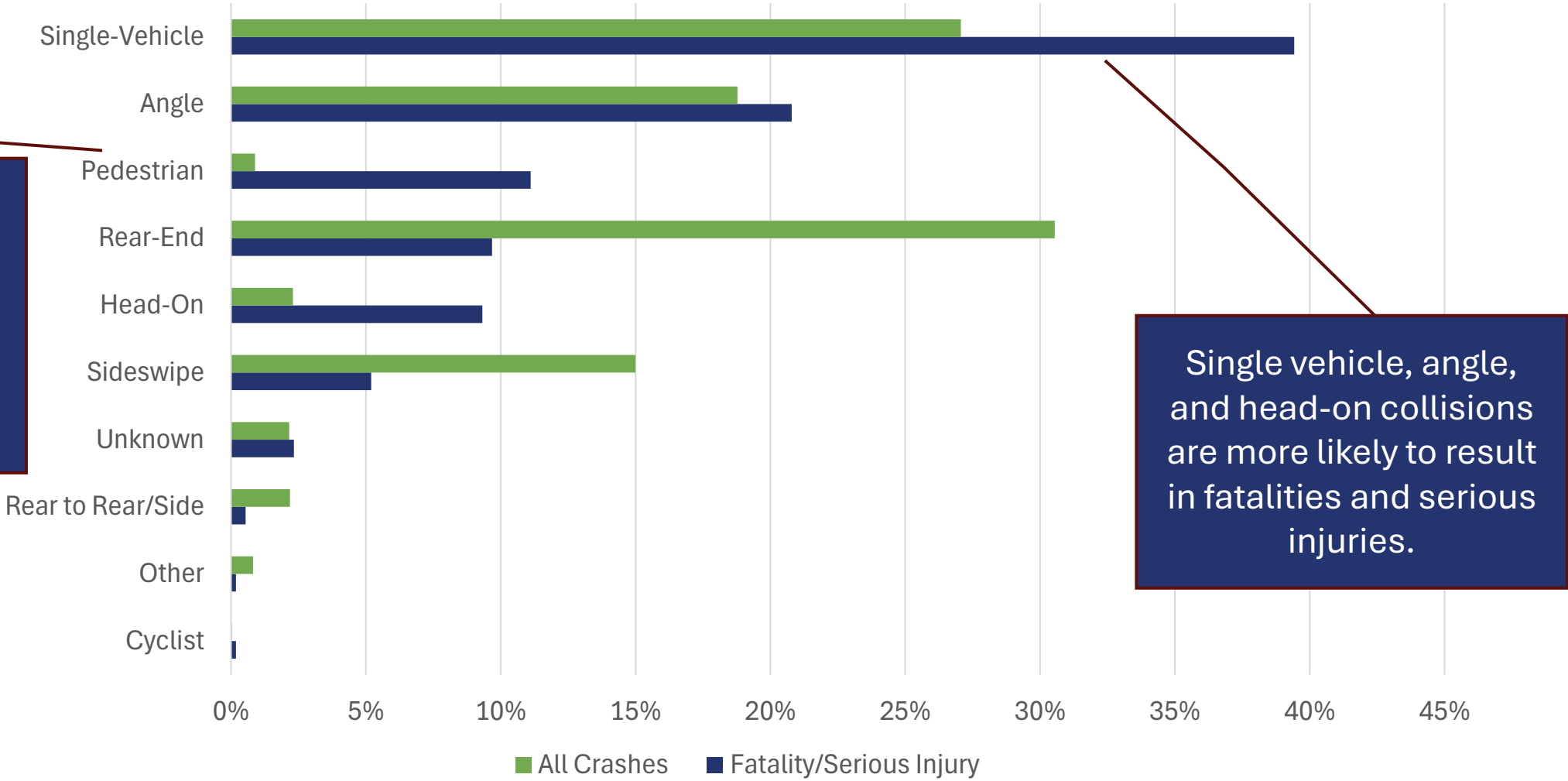


# FATAL AND SEVERE INJURY CRASHES BY YEAR



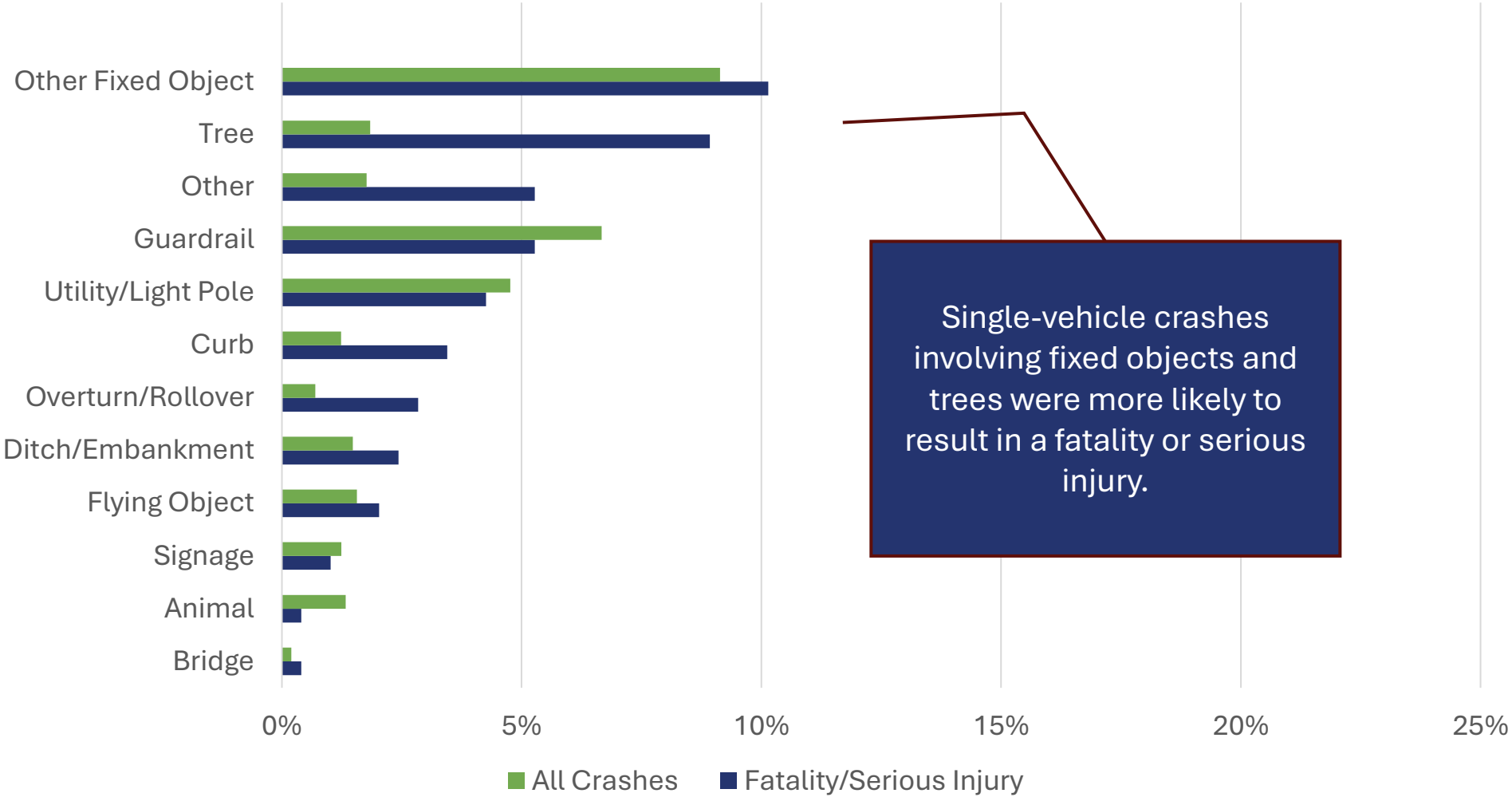
# MANNER OF COLLISION

Pedestrian-related crashes make up about 11% of all fatal/serious crashes in the SECOG region.

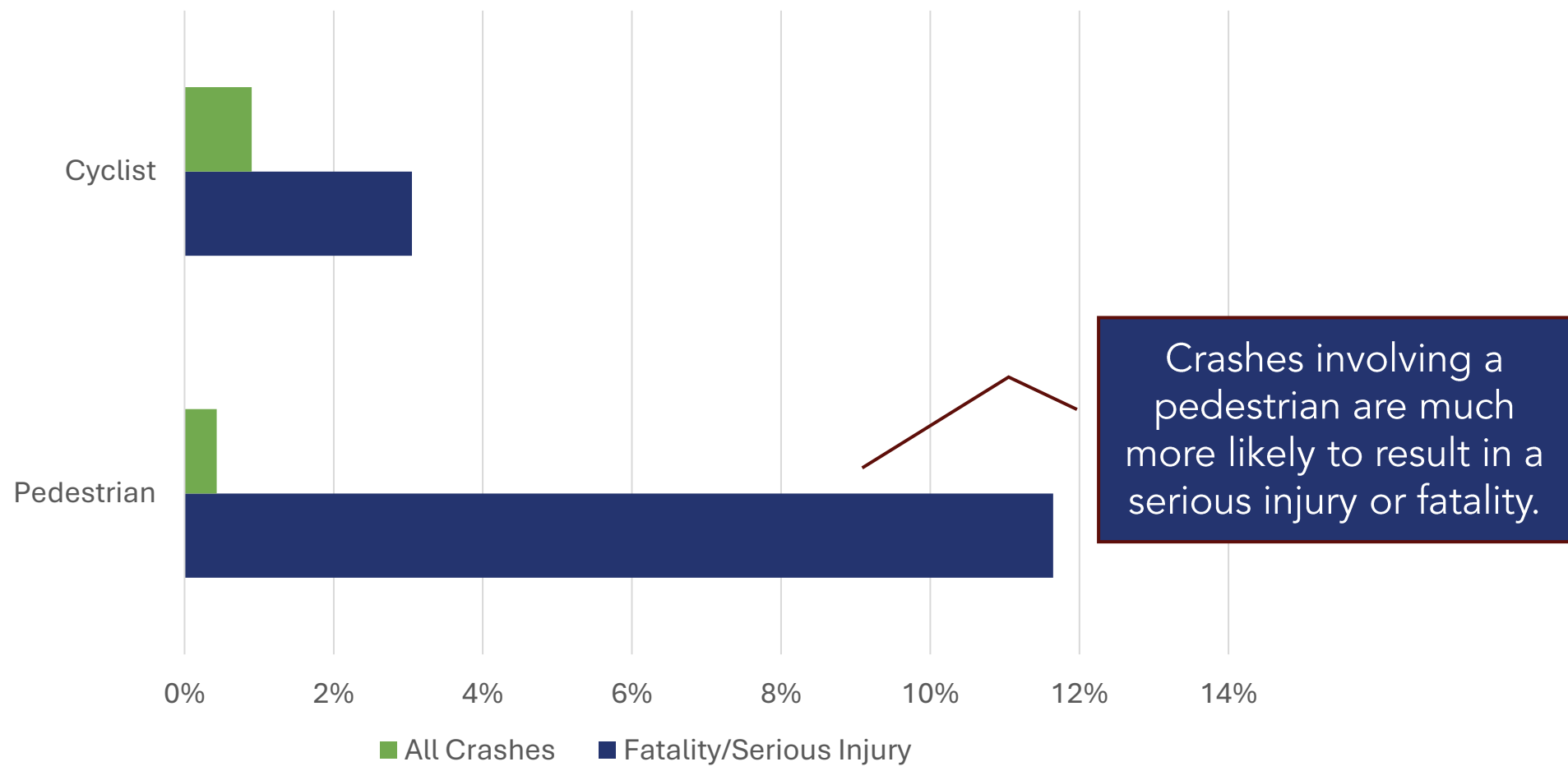


Single vehicle, angle, and head-on collisions are more likely to result in fatalities and serious injuries.

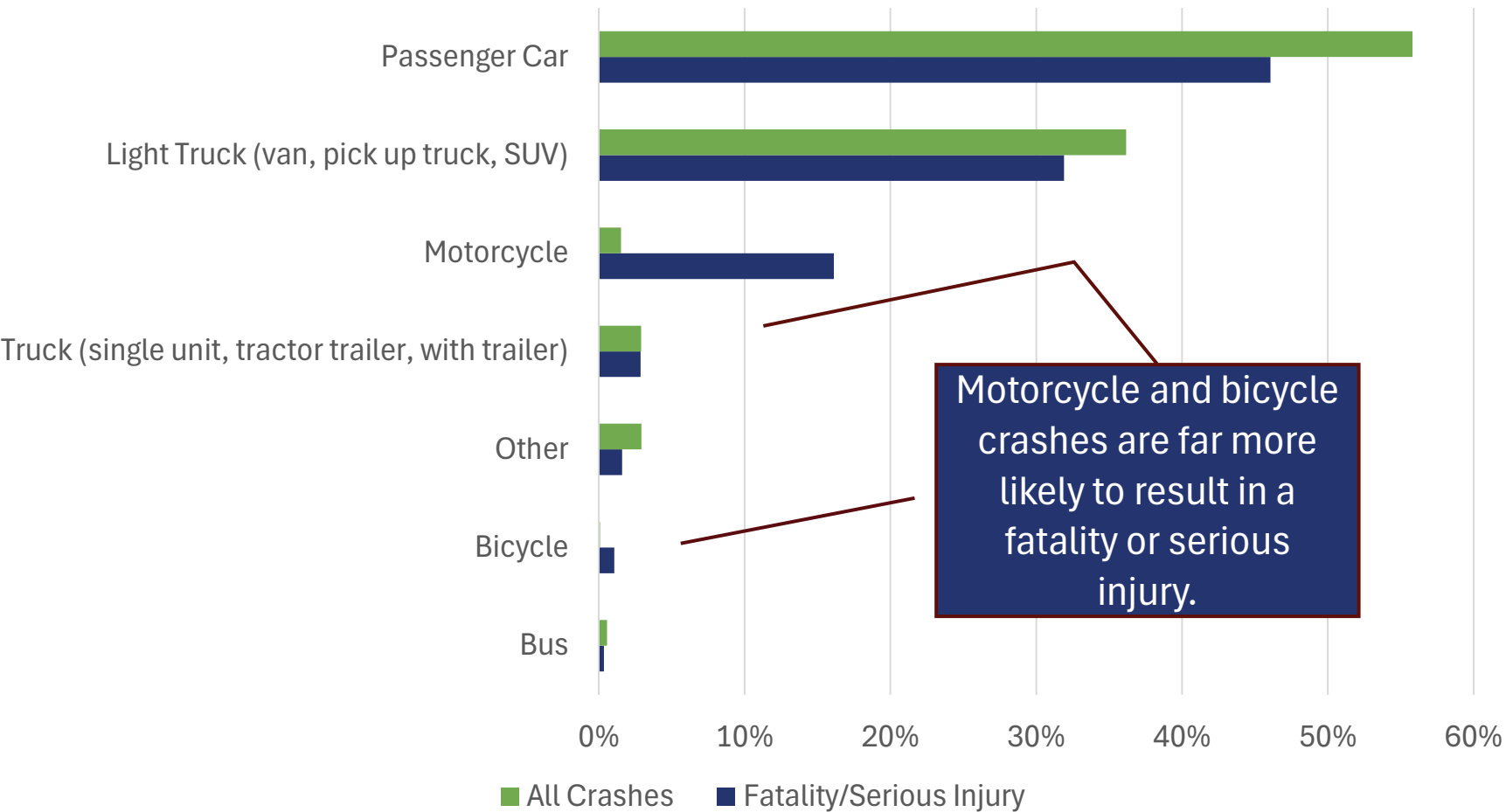
# SINGLE-VEHICLE CRASHES BY TYPE



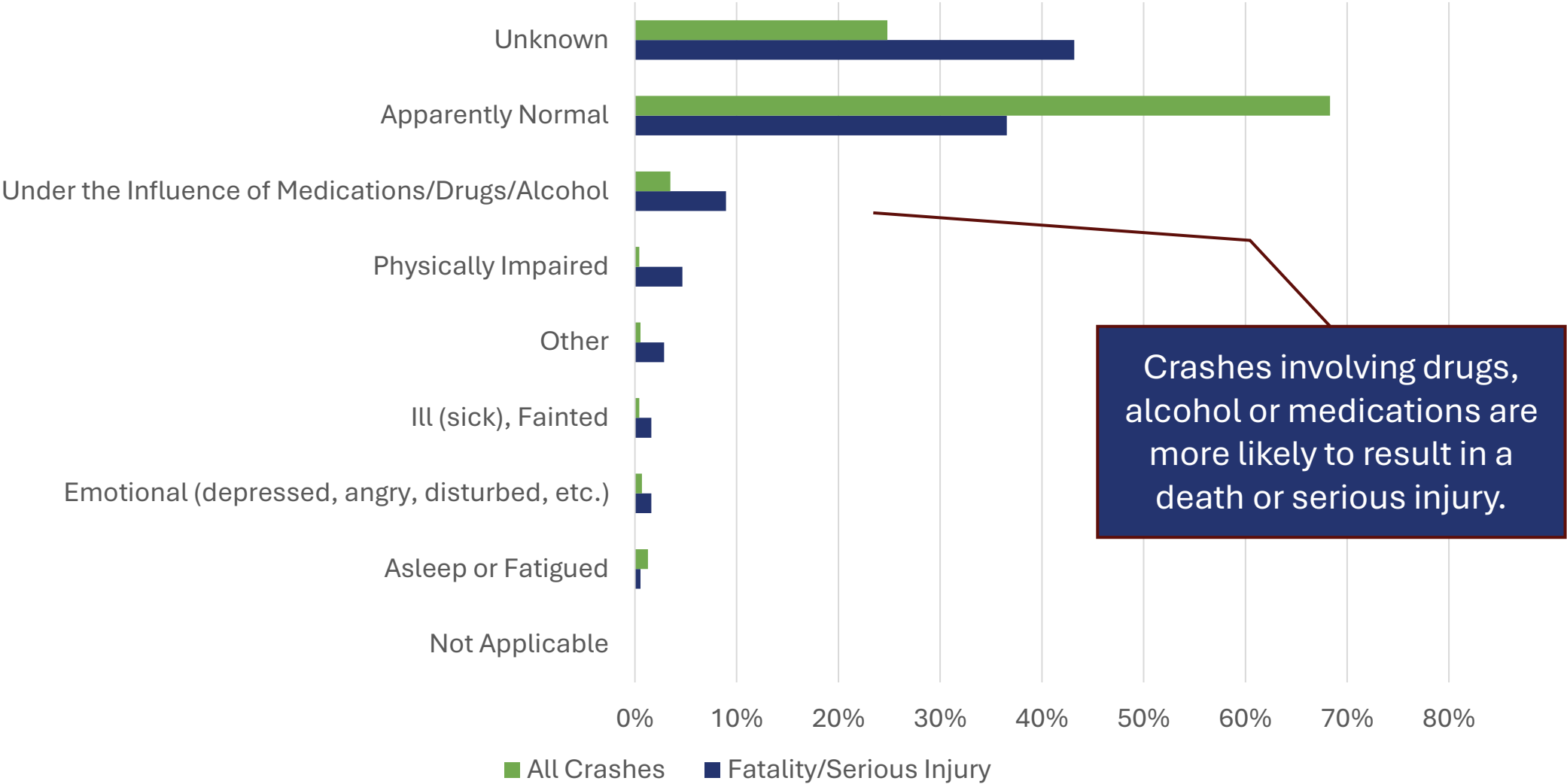
# BICYCLE AND PEDESTRIAN CRASHES



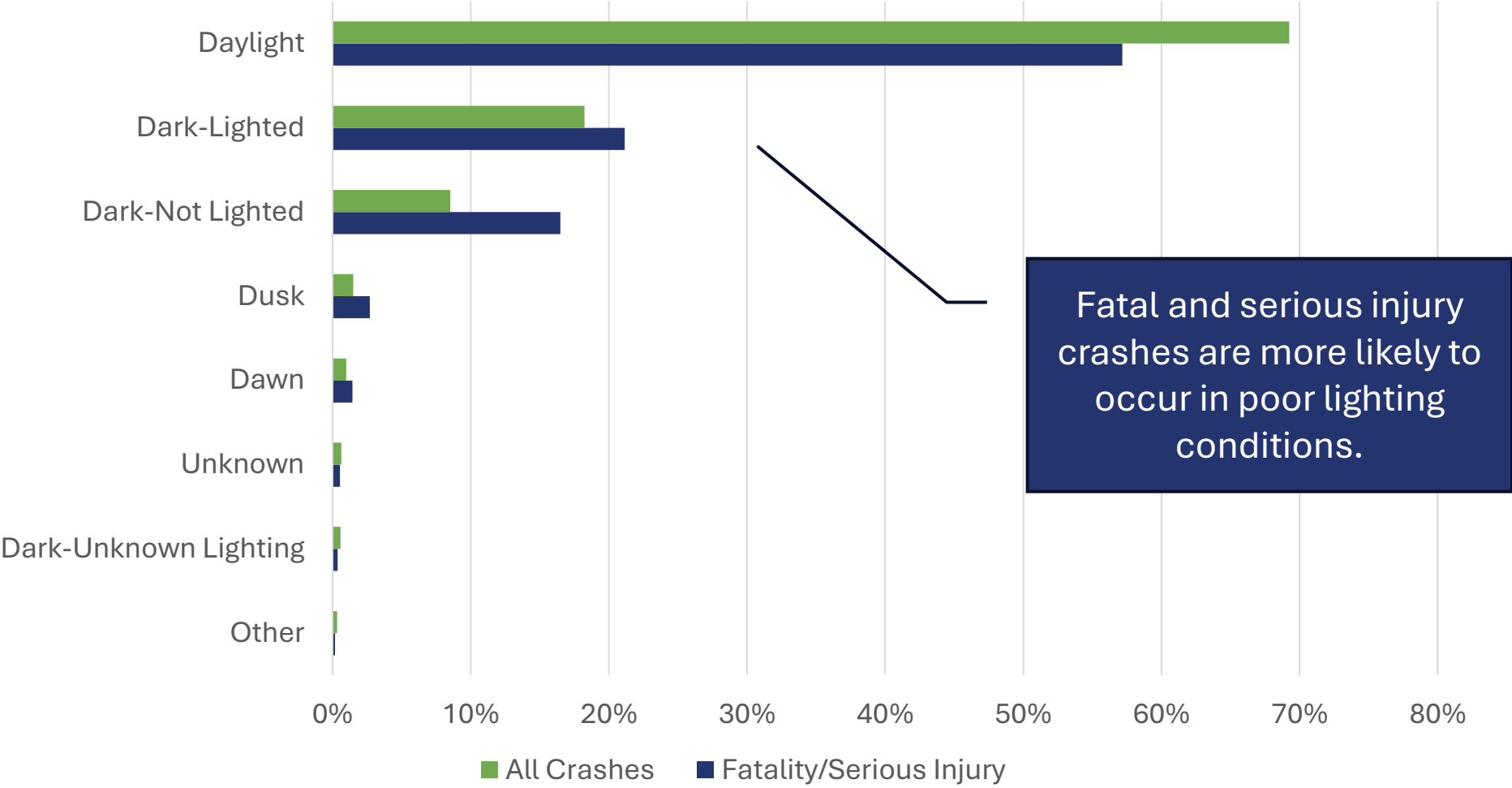
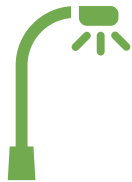
# VEHICLE TYPE



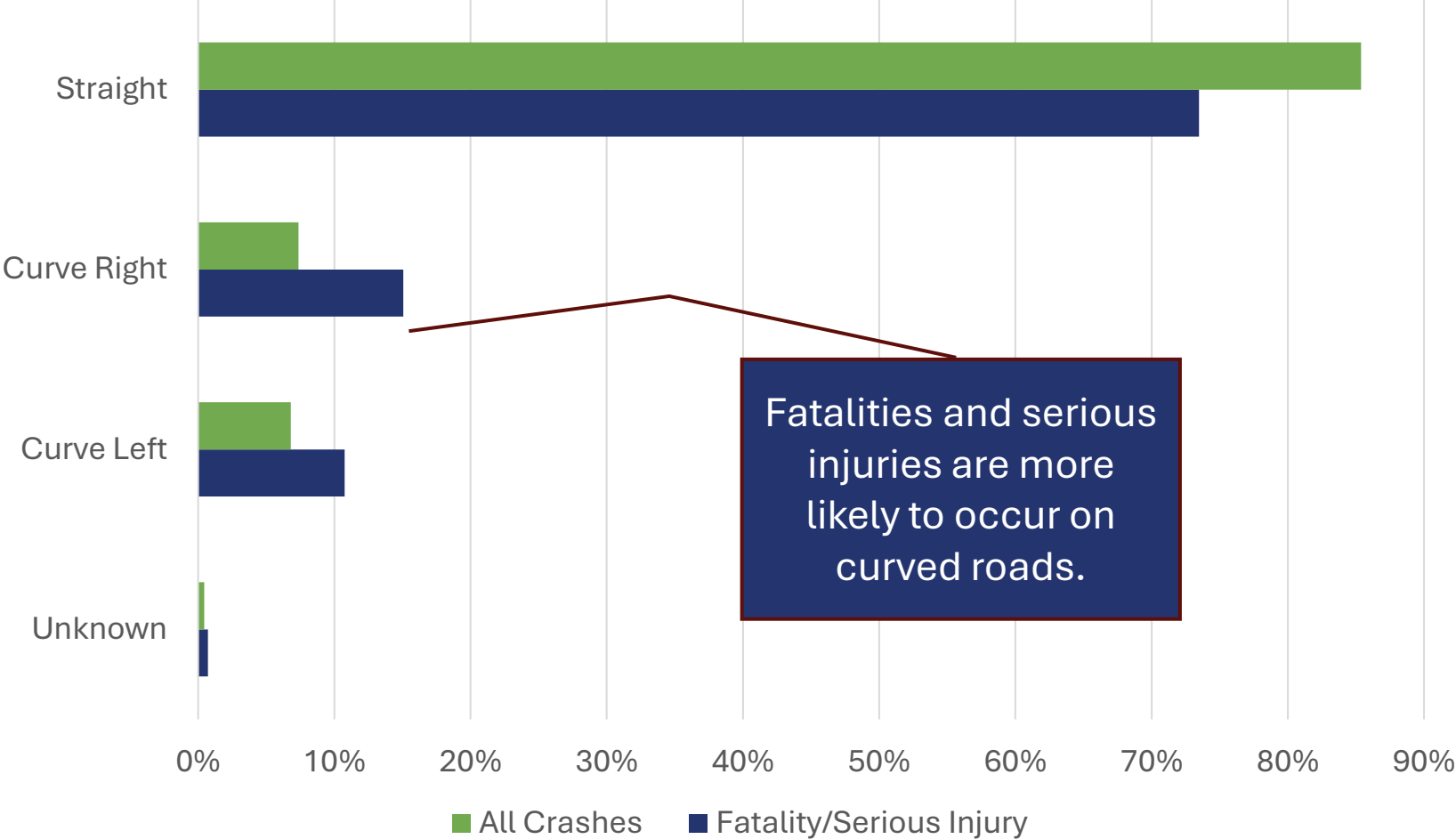
# DRIVER CONDITION



# LIGHTING CONDITIONS



# ROADWAY ALIGNMENT



# CTDOT EMPHASIS AREAS

## Infrastructure EA

- Roadway Departure
- Intersections

## Behavior EA

- Impaired
- Unrestrained
- Aggressive
- Motorcycle
- Distracted

## Pedestrian EA

**The 4Es of safety - education, enforcement, engineering, and emergency services.**



These areas include:

- Unlicensed Drivers
- Hit-and-runs
- Work Zones
- Commercial Vehicles
- Older Drivers and Older Pedestrians
- Pedal Cyclists
- Younger Drivers
- Railway-highway grade crossings
- Tribal owned roadways
- Wrong Way Drivers
- Traffic Incident Management

These Additional Safety Areas are vital to the transportation system and should be considered in the implementation and evaluation of the SHSP.

Data analysis was conducted for each of the EAs and Additional Safety Areas to understand contributing factors. Understanding the contributing factors, effectiveness, and economic impact is necessary for prioritizing investments. After gaining an understanding of system and site-specific needs, a 4E collaborative approach is necessary for making investments to achieve the greatest results. Each of the EAs are shown in the next section along with data highlights, performance metrics and potential strategies for eliminating fatalities and serious injuries. The strategies were assembled based on the latest research of countermeasure and program effectiveness along with stakeholder input.

A performance objective is defined for each EA to support the overall SHSP goal of 15% reduction from 2020 to 2026 based on the five-year rolling average. Given that in average each crash is assigned to more than 2 EAs, and assuming EA strategies are independent and impact all crashes within that EA, the performance objective is set to 7% reduction for each EA which supports the 15% reduction goal of the SHSP.

# Prevention Strategies: Safety Countermeasures

- Systemic improvements
  - Improvements applied to the entire transportation system, such as:
    - Speed limit signage
    - High-friction surface treatments
    - Road safety plans
    - Larger and double stop signs on municipal roadways
    - Wider Edge Lines
    - High Friction Surface Treatment
    - Curve Warning Signs
    - Speed Feedback signs
    - Over height vehicle detection
    - Wrong way driver detection at interstate ramps
- Location-specific improvements
  - Improvements applied to specific locations within the transportation systems, such as:
    - Midblock crossing upgrades (i.e. RRFBs)
    - Road diets
    - Crosswalk and pavement marking improvements
    - Signal timing changes
    - APS upgrades
    - Replace Crosswalk Signs and Pavement Markings
  - CTDOT's education and enforcement efforts address safety issues on a statewide scale
    - Be Safe Be Seen campaigns
    - Safe Routes to School
    - Speed enforcement programs (including red light cameras)
    - Speed limit studies
    - CRSMS UCONN tool
    - CHAMP safety Service Patrol

# Breakout Activity 3: What strategies do you think will address your community's safety concerns?

Join the whiteboard to share issues and suggest strategies to improve safety in your community. Think about the four E's of safety: education, engineering, enforcement, and emergency response.

If you are not able to access the whiteboard, feel free to drop your thoughts in the chat or share out loud!

## **Schedule and Next Steps**

# Project Schedule



| KEY PHASES / EVENTS                              | 2025 |     |     |     |     |      |      |     |     |     |     |     | 2026 |     |     |
|--------------------------------------------------|------|-----|-----|-----|-----|------|------|-----|-----|-----|-----|-----|------|-----|-----|
|                                                  | Jan  | Feb | Mar | Apr | May | June | July | Aug | Sep | Oct | Nov | Dec | Jan  | Feb | Mar |
| NOTICE TO PROCEED                                |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 1 – Project Coordination                    |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 2 – Data Collection                         |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 3 – Public Engagement & Coordination        |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| - MEETINGS                                       |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 4 – Opportunity Analysis                    |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 5 – Crash Data Analysis                     |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 6 – Recommendations and Implementation Plan |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| Task 7 – Action Plan Document                    |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| - DRAFT (November 17, 2025)                      |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |
| - FINAL (March 18, 2026)                         |      |     |     |     |     |      |      |     |     |     |     |     |      |     |     |

## LEGEND:

Kick Off Mtg (In-person)



Public Mtg (In-person)



Task Force Meeting\*



Project Team Progress Meeting  
(Virtual)



Work Progress



SECOG Review/Comments



Notice to proceed



Report Deliverable



\*Task force will take place of regular check in meetings

# Next Steps

- In-Person Public Meeting and Open House (June 17, 2025, 5:30 PM, SECOG Offices)
- Stakeholder Interviews (July 2025)
- Vision Zero Task Force Meeting 3 (October 2025)
- Draft Safety Action Plan (November 2025)
- Vision Zero Task Force Meeting 4 (December 2025)
- Public Meeting 2 (January 2026)
- Final Plan Adopted (March 2026)

# Questions?

## Stay Engaged!

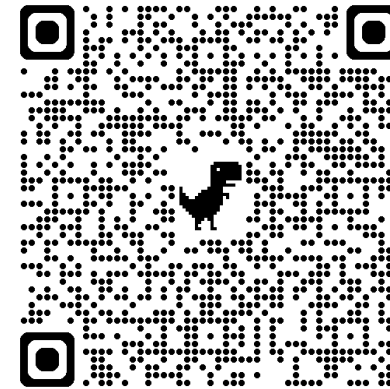
- Take our survey:  
<https://forms.office.com/r/NydB97LttT>
- Check out the interactive map:  
<https://secogct.maps.arcgis.com/apps/instant/reporter/index.html?appid=67d6f71527894f90af08dbb7e2f82eb8>
- Visit our website:  
<https://secogct.gov/project/regional-comprehensive-safety-action-plan>
- Take a deeper dive into crash data:  
<https://experience.arcgis.com/experience/facc06f1a929408a9980d649bb08e6f7/page/Crash-Data-Dashboard>

## Stay in Touch!

Kate Rattan, Director of Transportation  
[krattan@secogct.gov](mailto:krattan@secogct.gov)

Jeff Maxtutis, Project Manager  
[jmaxtutis@beta-inc.com](mailto:jmaxtutis@beta-inc.com)

SECOG Survey



SECOG Interactive Map

