

APPENDIX A: Municipal Project Guide

- **Municipal Project Guide**
- Vision Zero Task Force Meeting Notes
- Public Meeting Notes
- Summary of Online Survey Results
- Summary of Interactive Map Responses
- Walk Audit Report
- Crash Modification Factor Sources



**Safe Streets for
Southeastern CT**

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

SAFETY ACTION PLAN

MUNICIPAL PROJECT GUIDE

DRAFT Winter 2026

Table of Contents

Introduction	3
Bozrah	5
Colchester	11
East Lyme	17
Franklin.....	23
Griswold.....	29
Groton	35
Lebanon.....	46
Ledyard.....	52
Lisbon.....	58
Mashantucket Pequot Tribe.....	64
Montville	66
New London	72
North Stonington	80
Norwich	86
Preston	100
Salem	106
Sprague	112
Stonington	116
Waterford.....	124
Windham	132

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](#)

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 and 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 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 and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-22	62	Bozrah Street (CT-163) at Lake Road and South Road	<ul style="list-style-type: none"> Consider converting to an all-way stop, with illuminated stop signs or flashing red signals.
			<ul style="list-style-type: none"> Upgrade signal heads for greater visibility.
			<ul style="list-style-type: none"> On Lake Road, consider cutting back existing vegetation to improve sightlines for vehicles approaching the intersection from the north.
			<ul style="list-style-type: none"> On South Road, consider cutting back vegetation at the southeastern corner of the intersection to improve sightlines.
			<ul style="list-style-type: none"> Install intersection ahead signage on Bozrah Street.
M-40	63	Haughton Road (CT-163) at Fitchville Road (CT-608)	<ul style="list-style-type: none"> Consider speed reduction pavement markings on Bozrah Street.
			<ul style="list-style-type: none"> Consider converting to an all-way stop, either with illuminated stop signs or flashing red signals.
			<ul style="list-style-type: none"> Install centerline rumble strips leading up to the intersection on Fitchville Road.
M-21	65	Goldmine Road at Wawecus Hill Road	<ul style="list-style-type: none"> Consider moving stop bar on Haughton Road closer to intersection to improve sightlines.
			<ul style="list-style-type: none"> Evaluate a roundabout to improve traffic, reduce speeds, and improve sightlines at each leg of the intersection.
			<ul style="list-style-type: none"> Cut back vegetation to improve sightlines.

Additional Project Information

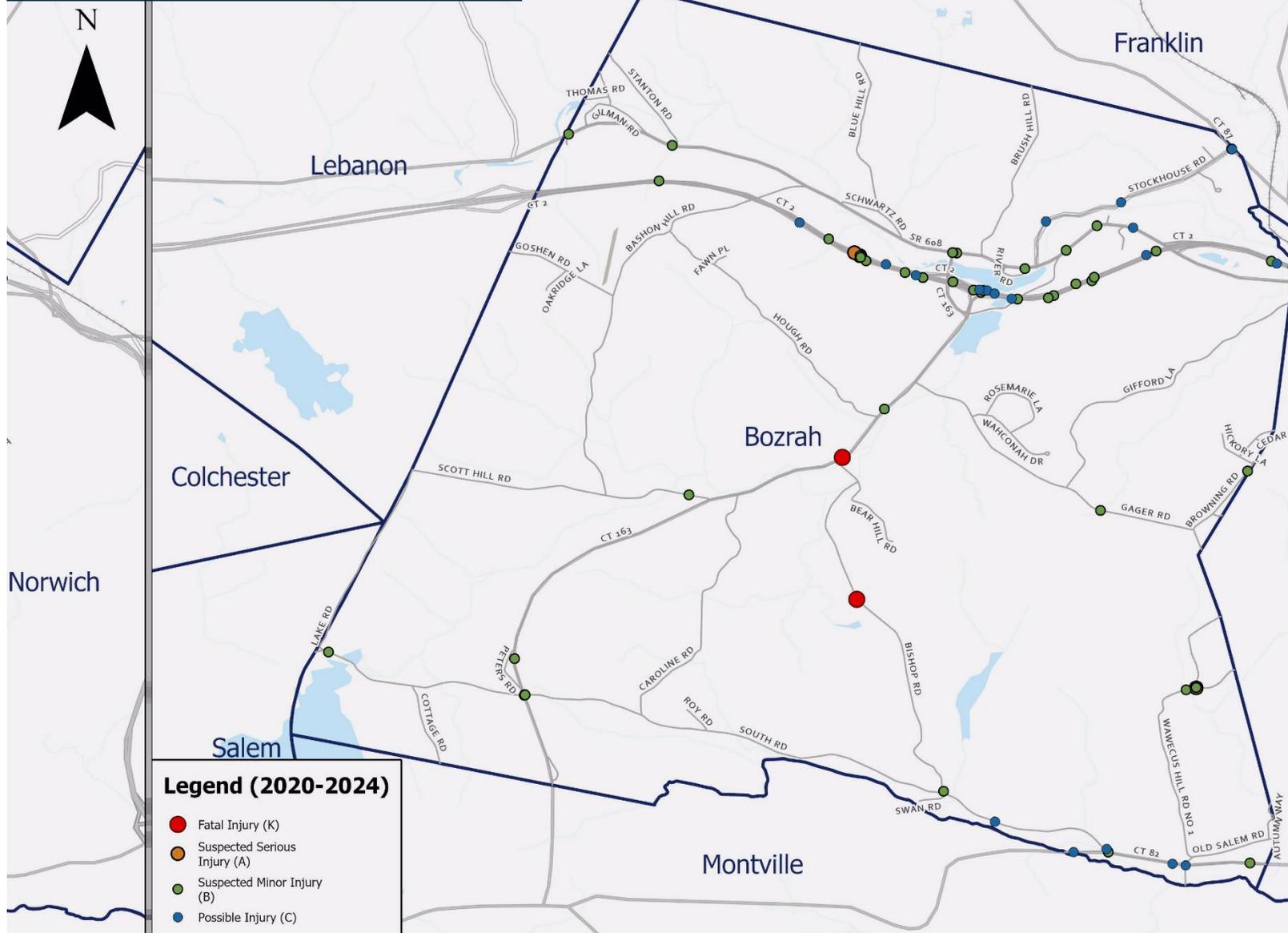
Scoring

Project ID	Fatal/Serious Crashes	Fatal/Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-22	0	None	4	47	4
M-40	0	None	3	40	3
M-21	1	Single Vehicle (1)	2	22	6

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh
M-22	5	0	0	1	0	0	0
M-40	3	0	0	0	0	1	4
M-21	0	0	0	0	0	0	2

BOZRAH CRASHES 2020-2024



Colchester

Date of Meeting with Town	07/17/2025
Town and Meeting 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 Road 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-41	4	Middletown Road (CT-16) from Westchester Road (CT-149) to Standish Road	<ul style="list-style-type: none"> · Install speed feedback radar signs.
			<ul style="list-style-type: none"> · Implement traffic calming measures in line with CTDOT guidance on state roads near businesses and driveways
			<ul style="list-style-type: none"> · Ensure lanes are consistently 11 feet wide.
			<ul style="list-style-type: none"> · Install wider edge lines.
			<ul style="list-style-type: none"> · Delineate the side of road using reflective object markers.
			<ul style="list-style-type: none"> · Install centerline rumble strips. *
			<ul style="list-style-type: none"> · Extend sidewalk on south side of roadway to Dunkin Donuts at 723 Middletown Road.
			<ul style="list-style-type: none"> · Narrow eastbound lane in commercial district. Evaluate clearance intervals and left turn phasing at the intersection of CT-149 and CT-16.
			<ul style="list-style-type: none"> · Provide a median refuge island at the CT-149 and CT-16 intersection on the eastern leg of CT-16.
M-15	20	Parum Road (CT-354) at Lake Hayward Road	<ul style="list-style-type: none"> · Evaluate a signal or roundabout to manage turning conflicts.
			<ul style="list-style-type: none"> · Install shoulder rumble strips in areas with wide shoulders to discourage passing on the shoulder.
			<ul style="list-style-type: none"> · Install speed reduction pavement markings on hill approaching the intersection.
			<ul style="list-style-type: none"> · Install flashing stop signs.
M-45	56	Middletown Road (CT-16) from Davidson Road to Bulkeley Hill Road	<ul style="list-style-type: none"> · Install speed reduction pavement markings on the hill approaching the intersection.
			<ul style="list-style-type: none"> · Implement traffic calming measures in line with CTDOT guidance on state roads approaching intersections.

Town Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-23	17	Norwich Avenue (RT 616) from Main Street (CT-85) to Halls Hill Road (Norwich Elementary School) - CTDOT ATP Walk audit location	<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Evaluate roundabout at the intersection of Main Street and Linwood Avenue to reduce speeds and enhance pedestrian crossings.
NM-12	19	Main Street (CT-85) from Linwood Avenue (CT-16) to Lebanon Avenue (CT-16)	<ul style="list-style-type: none"> At Main and Linwood: Consider retiming pedestrian signals to reduce delay and increase the amount of time to cross the street.
			<ul style="list-style-type: none"> Consider an intersection realignment to create a T- intersection at the location to shorten crossing distances at Main and Linwood.
			<ul style="list-style-type: none"> 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.

Additional Project Information

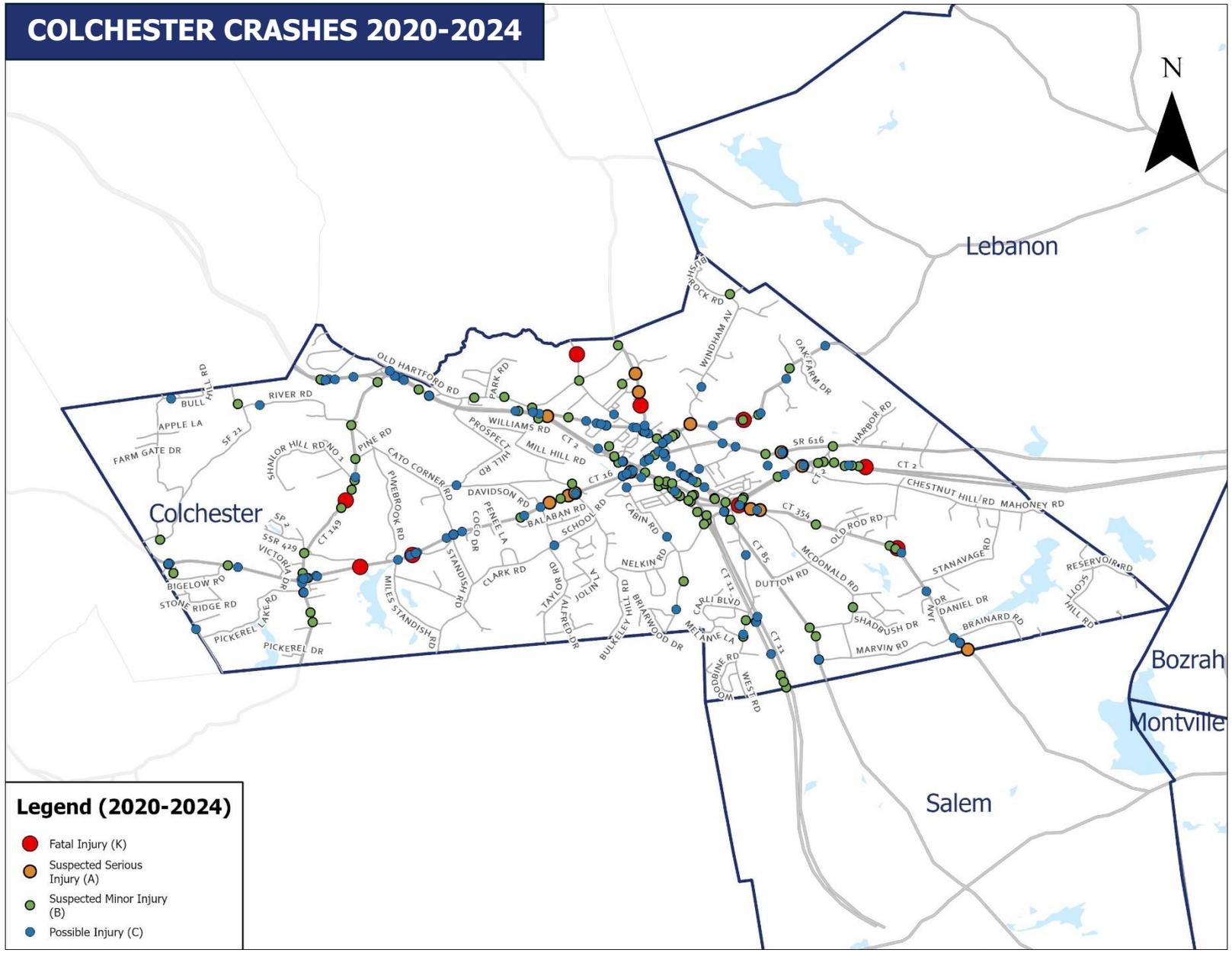
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-41	2	Single Vehicle (2 Fatal)	19	1313	47
M-15	1	Single Vehicle (1 Fatal)	7	616	21
M-45	3	Rear End (1), Angle (1), Non-Motorist (1)	6	81	18
NM-12	0	None	2	54	2
NM-23	0	None	6	93	6

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-41	20	1	1	23	0	4	8	1
M-15	11	2	0	0	0	0	1	0
M-45	6	1	1	6	0	3	1	2
NM-12	11	1	0	15	1	3	3	0
NM-23	9	1	1	10	1	6	2	2

COLCHESTER CRASHES 2020-2024



East Lyme

Date of Meeting with Town	07/31/2025
Town and Meeting 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 Pattagensett 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-14	14	Boston Post Road (US-1) from Church Lane to Flanders Road (CT-161)	· Install RRFB's at midblock crossings near East Lyme High School.
			· Narrow travel lanes from 12 ft to 11 ft.
			· Evaluate bike lanes 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.
M-23	46	Society Road from W Society Road to Hopkins Drive	· Evaluate sidewalk network between Flanders Road and East Lyme High School on the north side of Boston Post Road, upgrade sidewalks where applicable.
			· 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.			
M-44	55	W Main Street (CT-156) from	· Stripe wider edge lines.
			· Narrow travel lanes to consistently 11 ft.
			· At intersection with Corey Lane: Install signal backplates, evaluate yellow and all-red clearance intervals, evaluate signal phasing and detection.

		Shell Gas Station to Corey Lane	<ul style="list-style-type: none"> Narrow travel lanes to consistently 11 ft.
			<ul style="list-style-type: none"> Consider constructing a sidewalk connecting Corey Lane intersection and residences to existing sidewalk to the west on W Main Street.
			<ul style="list-style-type: none"> Widen shoulders where necessary.
			<ul style="list-style-type: none"> Install speed limit signage or speed radar feedback signs where appropriate.
			<ul style="list-style-type: none"> Evaluate and install street lighting where appropriate.
			<ul style="list-style-type: none"> Construct sidewalks to fill sidewalk gaps within project area.
			<ul style="list-style-type: none"> 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-1	18	W Main Street (CT-156) from Center School to Park Pl	<ul style="list-style-type: none"> Complete sidewalk network between 7 W Main Street and the Book Barn along CT-156.
			<ul style="list-style-type: none"> Widen existing bridge/create pedestrian bridge near 22 W Main Street.
			<ul style="list-style-type: none"> Evaluate future addition of bike lanes for the Eastern Shoreline Trail Bikeway along CT-156.

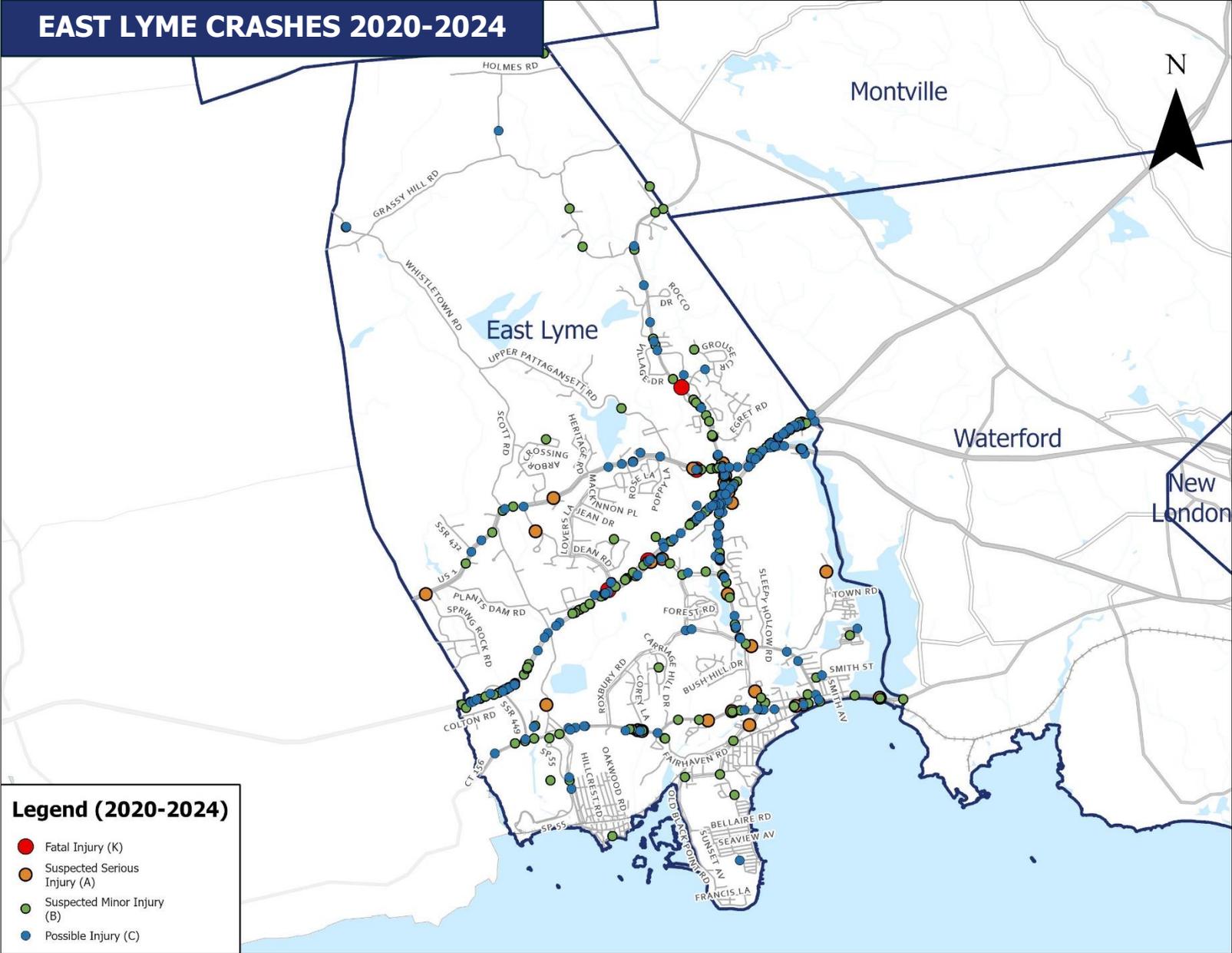
Additional Project Information

Scoring

Project ID	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-23	2	Single Vehicle (2)	10	122	18
M-44	2	Angle (2)	7	86	15
NM-1	1	Single Vehicle (1)	5	60	9

All Crash Types

Project ID	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-23	5	2	1	3	0	1	7	1
M-44	8	1	0	3	0	0	2	1
NM-1	2	0	0	2	0	1	4	0



Franklin

Date of Meeting with Town	07/30/2025
Town and Meeting 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 Dobroki 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-25	1	Franklin Turnpike (CT-32) from Franklin Town Hall to Tyler Road	· 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.
M-24	7	Franklin Turnpike (CT-32) from Norwich-Lebanon Road (CT-87) to Murphy Road	· 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.
M-46	54	Windham Road/Franklin Turnpike (CT-32) and Pond Road (CT-207)	· Consider conducting speed study to lower speed in commercial area.
			· 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.

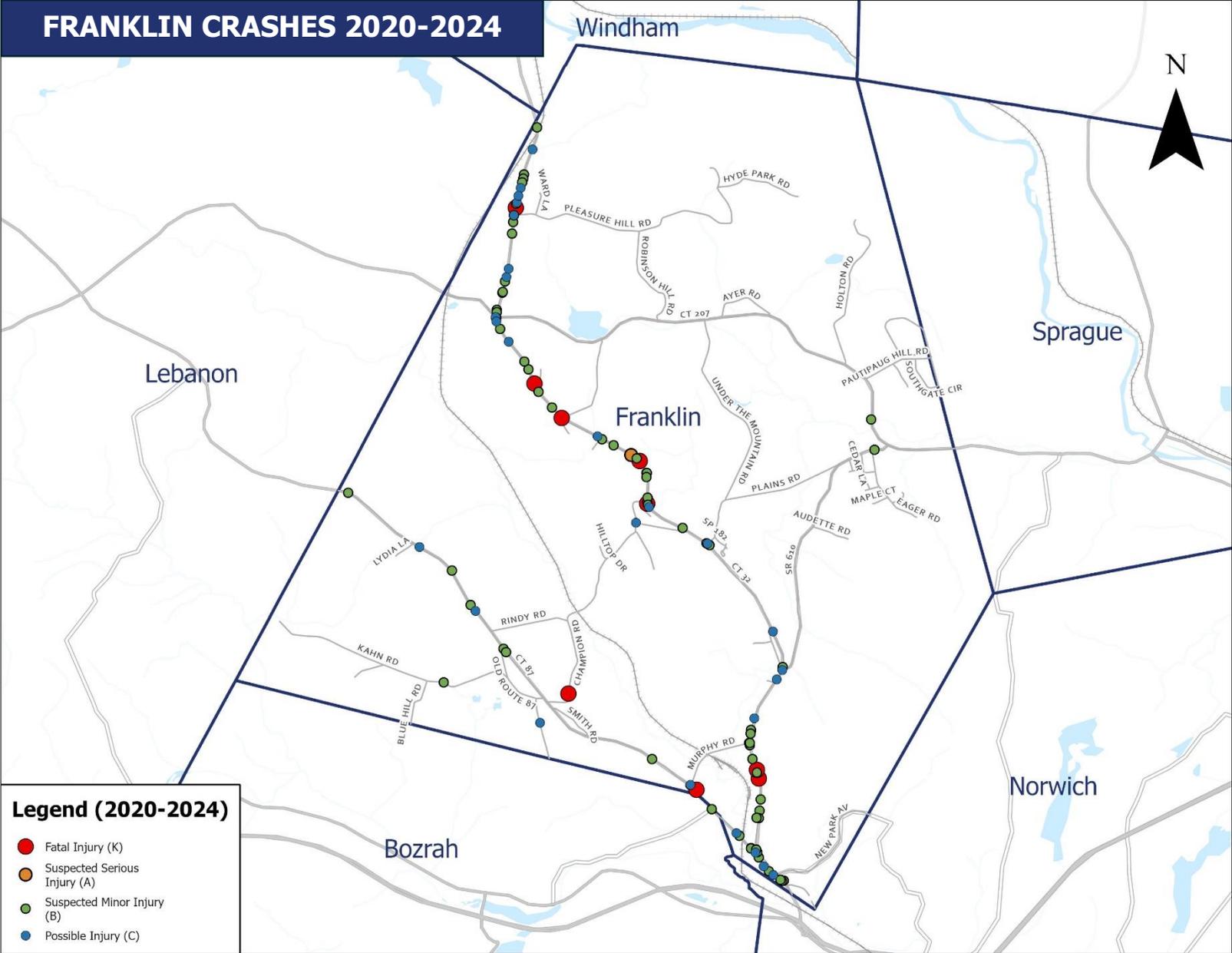
Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-25	5	Head-On (3 Fatal), Single Vehicle (1 Fatal, 1 Serious)	17	2336	77
M-24	2	Angle (1 Fatal), Single Vehicle (1 Fatal)	16	1257	44
M-46	0	None	6	87	6

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-25	2	4	0	14	0	5	16	0
M-24	8	0	1	19	0	1	4	0
M-46	4	0	0	12	0	3	7	0



Griswold

Date of Meeting with Town	07/15/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-36	43	Preston Road (CT-164) from I-395 interchange to Slater Avenue / Voluntown Road (CT-138)	<ul style="list-style-type: none"> Evaluate sight distance and coordinate with local property owners to clear vegetation.
			<ul style="list-style-type: none"> Improve intersection lighting.
			<ul style="list-style-type: none"> Consider specific countermeasures to reduce rear end collisions (~50% of crashes on the segment).
			<ul style="list-style-type: none"> Install signal backplates at Slater Avenue.
			<ul style="list-style-type: none"> Install edge and center lines on all approaches.
			<ul style="list-style-type: none"> Evaluate clearance intervals, signal timing and phasing.
			<ul style="list-style-type: none"> Evaluate mountable curb extensions at corners to tighten the intersection.
			<ul style="list-style-type: none"> Evaluate realigning the Preston Road and Slater Avenue intersection.
M-37	53	Shetucket Turnpike (CT-165) at Glasgo Road (CT-201)	<ul style="list-style-type: none"> Install speed feedback signage.
			<ul style="list-style-type: none"> Clear vegetation at Glasgo Road approaches.
			<ul style="list-style-type: none"> Evaluate intersection for signalization.
			<ul style="list-style-type: none"> Install reflective object markers on telephone poles/trees/other obstructions where applicable.
			<ul style="list-style-type: none"> Increase enforcement during April-October, where activity nearby is peaked due to sunflower fields/farms etc.
			<ul style="list-style-type: none"> Improve intersection lighting.

Town Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-2	7	Main Street (CT-12 / CT-138) from S Main Street to Ashland Street – Jewett City	<ul style="list-style-type: none"> Install RRFB at School Street midblock crossing, add pedestrian crossing ahead signage, add a bump out/curb extension of the midblock crossing.
			<ul style="list-style-type: none"> Install crosswalk across the south leg of School Street.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Hatch stripe shoulders where parking is not allowed through the downtown section (within 20ft of intersections).
			<ul style="list-style-type: none"> Evaluate sidewalk and ramp network within project limits and upgrade ramps and sidewalks to ADA compliance as necessary.
			<ul style="list-style-type: none"> Restripe crossings at Ashland Street.
			<ul style="list-style-type: none"> Consider curb extensions at Main Street pedestrian crossings to enhance pedestrian visibility around parked vehicles.
			<ul style="list-style-type: none"> Evaluate future results of traffic signal replacement at Ashland Street and S Main Street per project 0172-0525.
NM-11	8	N Main Street (CT-12) from north of E Main Street (CT-201) to south of Lenox Avenue	<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Coordinate with DOT and private business owners to complete sidewalk network on the east side of N Main Street.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Provide crosswalk across west leg of Green Avenue to the north of the parking lot.
			<ul style="list-style-type: none"> 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

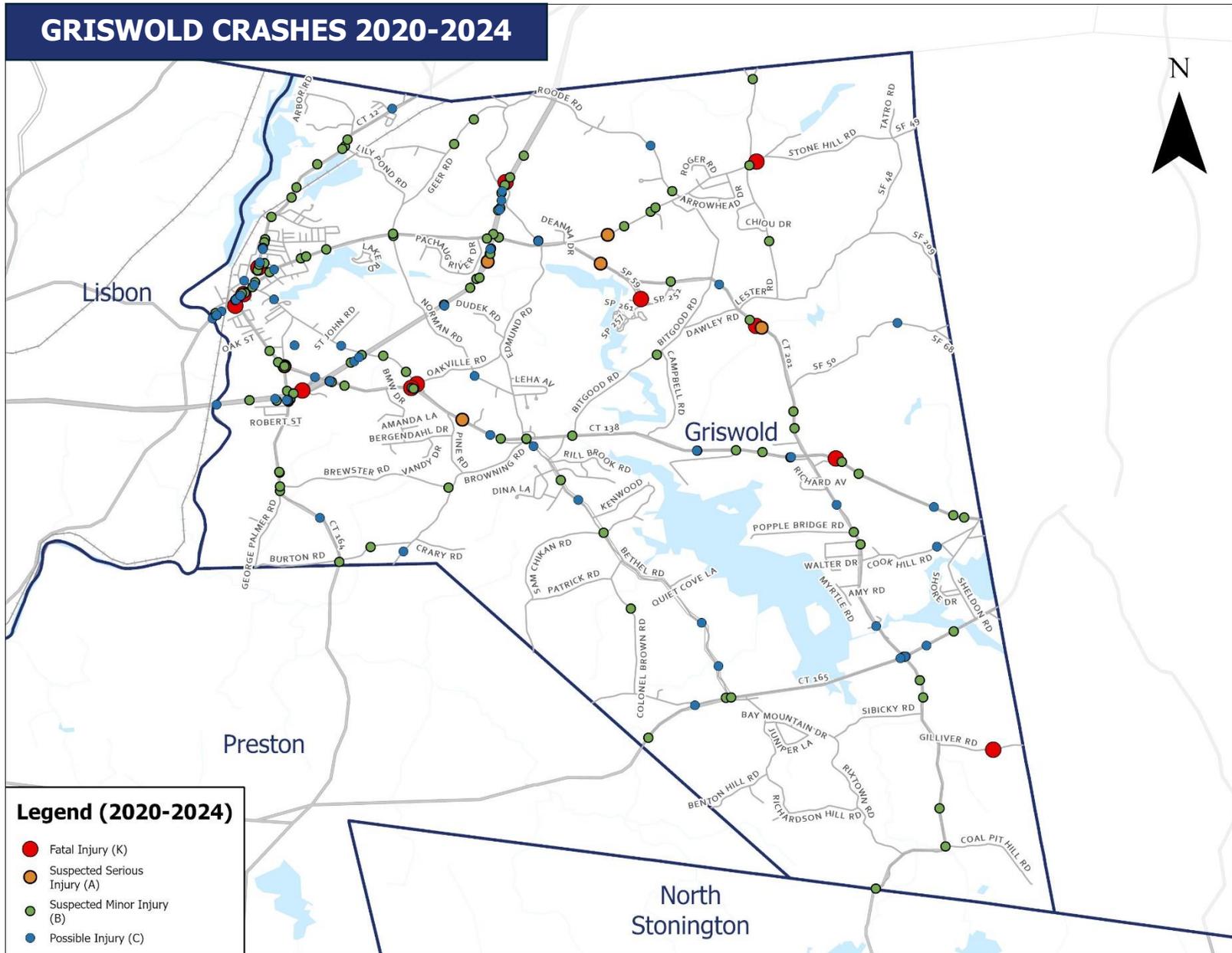
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-36	1	Single Vehicle (1)	10	143	14
M-37	0	None	7	88	7
NM-2	1	Non-Motorist (1 Fatal)	10	694	24
NM-11	1	Non-Motorist (1 Fatal)	5	601	19

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-36	9	2	0	19	0	2	5	4
M-37	14	1	0	0	0	0	1	1
NM-2	18	4	1	12	0	12	10	4
NM-11	5	0	1	6	0	4	1	2

GRISWOLD CRASHES 2020-2024



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 ½ mile of Electric Boat campus. The City is also awaiting approval to install and enforce automatic speed cameras.

Town and City Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-52	3	Fort Hill Road (US-1) from South Road (CT-649) to Vergennes Court	<ul style="list-style-type: none"> On-road bike lanes planned between South Road and Depot Road.
			<ul style="list-style-type: none"> Replace side street signals at South Road with pedestrian signal and new crosswalk on north leg.
			<ul style="list-style-type: none"> Consider options for developing a continuous sidewalk network on the north side and south side of US-1, including accommodation at driveways.
			<ul style="list-style-type: none"> At Depot Road, consider curb extension on southwest corner to shorten crossing distance.
			<ul style="list-style-type: none"> Evaluate yellow and all-red clearance intervals at Depot Road intersection and signal timing optimization.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Install crosswalk across east leg of US-1.
M-13	6	Long Hill Road (US-1) from Wayne Road to Poquonnock Rd	<ul style="list-style-type: none"> Consider road diet from 4-3 with a center left turn lane and/or center median with separated bike lanes.
			<ul style="list-style-type: none"> Install pedestrian signal heads and crosswalks across the east leg of Meridian Street intersection.
			<ul style="list-style-type: none"> Install a wider sidewalk with raised crossings across driveways similar to recent improvements by Take 5 Oil Change.
			<ul style="list-style-type: none"> Fill gaps in existing sidewalk network.
			<ul style="list-style-type: none"> Add detectable warning panels at Poquonnock Road
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Install signal backplates at Meridian Street intersection.
<ul style="list-style-type: none"> At Drozdyk Drive revise and narrow driveways to allow a westerly unrestricted "in" and a easterly right-turn-only "out" 			

Project ID	Rank	Project Description	Traffic Safety Countermeasures
			<ul style="list-style-type: none"> Install pedestrian signal heads on east leg of Poquonnock Road intersection.
			<ul style="list-style-type: none"> Restripe crosswalks at Poquonnock Road.
			<ul style="list-style-type: none"> Conduct a corridor study.
M-9	15	CT-12 corridor, from Charter Oak Drive to Gold Star Highway (CT-184) WB Off-Ramps Interchange	<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Widen sidewalk on the west side to be shared use path width.
			<ul style="list-style-type: none"> Consider a corridor study of RT 12 from Pleasant Valley Road S to I-95 interchange, evaluating potential road diet of the corridor.
			<ul style="list-style-type: none"> Restrict access to right-in right out driveways along the corridor.
			<ul style="list-style-type: none"> Consider centerline barriers at driveway entrances for enforcement.
			<ul style="list-style-type: none"> Install reflective backplates at Hickory Drive and other signals as needed.
			<ul style="list-style-type: none"> Evaluate sidewalk network and upgrade and replace pedestrian ramps and sidewalk sections as needed.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Realign Pleasant Valley Road S with CT-12, create a formalized T geometry.
			<ul style="list-style-type: none"> 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.
M-3	30	North Road (CT-117) from Gold Star Highway (CT-184) to Alpha Ave	<ul style="list-style-type: none"> Improve lighting on North Road (30+% of crashes).
			<ul style="list-style-type: none"> Evaluate lane configurations at North Road approaches, consider adding left turn storage lanes.
			<ul style="list-style-type: none"> Install sidewalk landings with detectible warning panels at southeast and southwest corners.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
			<ul style="list-style-type: none"> 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. Extend sidewalk to Homelong Cove and to Alpha Avenue both sides of North Road.
M-53	33	Long Hill Road (US-1 / CT-12) at Kings Highway	<ul style="list-style-type: none"> 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, provide exclusive pedestrian phase. 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. Consider a roundabout in the long term.
M-51	35	CT-12 at Crystal Lake Road to Ohio Avenue	<ul style="list-style-type: none"> Coordinate with project 0172-0525 traffic control signals at CT-12 and Crystal Lake Road. Update clearance intervals, signal timing and phasing, and install backplates. Improve intersection lighting. Install pedestrian refuge island across CT-12 at Crystal Lake Road. Remove side street green at Ohio Avenue, add pedestrian signal heads, APS buttons and add pedestrian exclusive signal phasing. Update clearance intervals at Ohio Avenue. Evaluate additional intersection ahead warning signage / beacons for Ohio Avenue intersection.
M-62	36	Rainville Avenue/ Mumford Avenue (CT-	<ul style="list-style-type: none"> Provide sidewalk on Rainville Avenue extending from Clarence B Sharp Highway (CT-349) to Poquonnock Road.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
		349) from Mumford Ave to Clarence B Sharp Highway (CT-349)	<ul style="list-style-type: none"> Connect sidewalk from Rainville Avenue to M-Lot.
			<ul style="list-style-type: none"> Evaluate sidewalk network along Rainville Avenue and improve/replace sidewalk sections in disrepair.
			<ul style="list-style-type: none"> Consider adding automatic speed cameras or speed feedback signage.
			<ul style="list-style-type: none"> Evaluate corridor for bike lanes.
			<ul style="list-style-type: none"> Evaluate a road diet with a center left turn lane or turn pockets.
			<ul style="list-style-type: none"> Coordinate with project 0172-0541 for APS upgrades at Poquonnock Road and Rainville Avenue.
			<ul style="list-style-type: none"> At corridor signals, update signal timing, phasing, and clearance intervals, provide signal backplates.
			<ul style="list-style-type: none"> Install pedestrian refuge island at Benham Road crossing Rainville Avenue.
			<ul style="list-style-type: none"> Install additional pedestrian ahead signage between Benham Road and Electric Boat.
			<ul style="list-style-type: none"> Evaluate a road diet at L Lot on Mumford Avenue (between Benham Road and start of Chester Street).
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Evaluate realigning the south leg of Mumford Avenue to a "T" alignment.
M-64	51	Cow Hill Road / Mystic Street (CT-614) at Ledgeland Drive	<ul style="list-style-type: none"> Install speed feedback signage.
			<ul style="list-style-type: none"> Coordinate with project 0172-0546 detection upgrades at traffic signals and adjust additional signal timing, phasing, and clearance intervals.
			<ul style="list-style-type: none"> Improve lighting at the intersection (>50% of crashes occurred during dark conditions).
			<ul style="list-style-type: none"> Manage vegetation for sight distance.
M-43	59		<ul style="list-style-type: none"> Install edge and centerline markings on Cow Hill Road and Ledgeland Road intersection approaches.
			<ul style="list-style-type: none"> Improve intersection lighting.
			<ul style="list-style-type: none"> Install pedestrian ahead signage.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
		Thames Street at Bridge Street and Fairview Avenue	· 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.
			· Consider Church Street one-way southbound.
			· Narrow travel/turn lanes to 11 ft.
			· Widen sidewalks to meet ADA compliance where applicable.

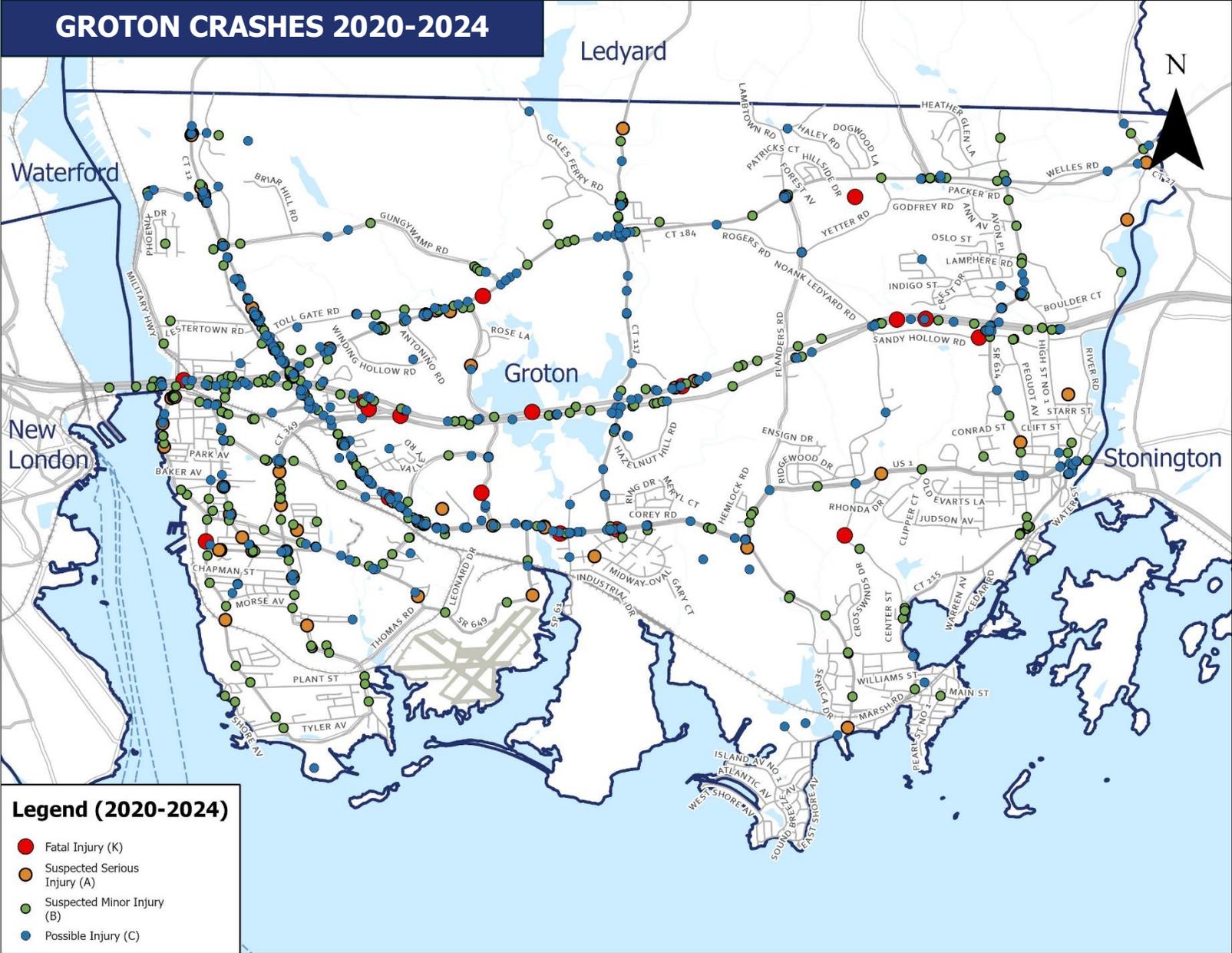
Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-52	4	Angle (1 Fatal, 1 Serious), Single Vehicle (1 Fatal, 1 Serious)	37	1563	73
M-13	5	Angle (3 Serious, 1 Fatal), Non-Motorist (1)	52	1268	82
M-9	2	Angle (1), Single Vehicle (1)	50	731	58
M-3	3	Angle (2), Head On (1)	23	305	35
M-53	1	Non-Motorist (1)	16	245	20
M-51	5	Angle (2), Non-Motorist (1), Sideswipe (1), Head On (1)	17	230	37
M-62	4	Angle (1), Non-Motorist (1), Other (1), Rear End (1)	17	228	33
M-64	1	Other (1)	8	97	12
M-43	3	Single Vehicle (1), Sideswipe (1), Rear to Side (1)	4	52	16

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-52	22	2	10	60	1	11	19	0
M-13	83	3	4	70	2	31	10	4
M-9	64	3	4	100	1	31	10	8
M-3	31	2	0	27	0	3	6	1
M-53	8	2	1	61	0	5	3	2
M-51	12	1	3	22	0	10	9	0
M-62	20	0	1	17	1	8	5	3
M-64	6	0	0	3	0	0	3	3
M-43	4	0	0	1	1	1	2	2



Lebanon

Date of Meeting	07/22/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-38	57	Exeter Road (CT-207) from W Town Street to Trumbull Highway (CT-87) - Lebanon Town Hall Green	· Install sidewalks on Exeter Road connecting the south end of the green to Town Hall, Library and other community buildings (BPP2019).
			· 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.
M-56	61	Trumbull Highway (CT-87) at Clarke Road and Burnham Road	· Improve downtown lighting.
			· Install speed feedback signage.
			· Install intersection ahead signage.
			· Manage vegetation for sight distance improvements at side streets.
M-47	64	Lebanon Avenue (CT-16) from Colchester Commons to 311 Lebanon Avenue (CT-16)	· Improve lighting near Clarke Road and Burnham Road.
			· 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

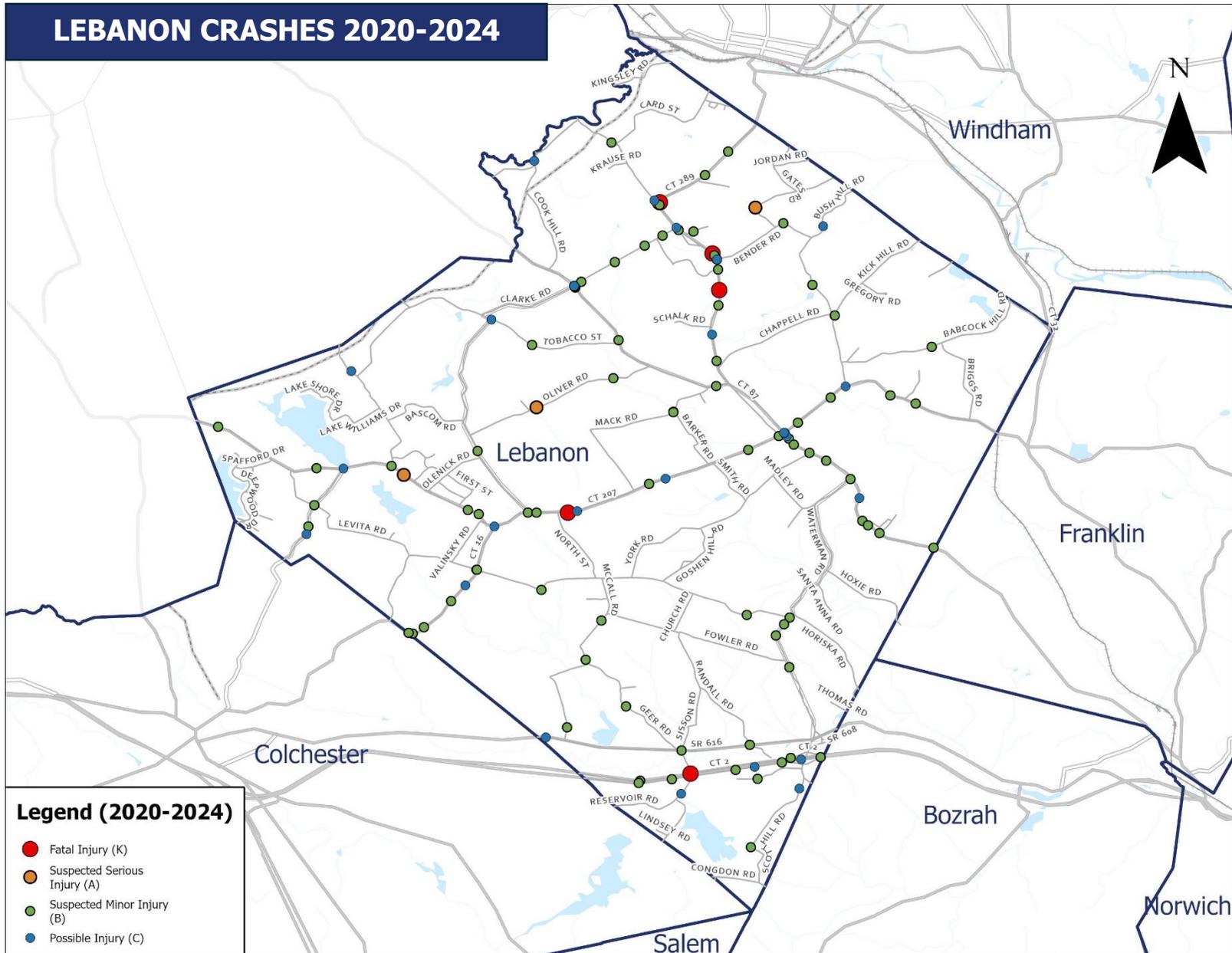
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-38	0	None	6	78	6
M-56	0	None	4	48	4
M-47	0	None	3	34	3

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-38	16	0	0	1	0	0	0	0
M-56	4	0	0	2	0	0	1	0
M-47	0	0	0	1	0	0	2	0

LEBANON CRASHES 2020-2024



Ledyard

Date of Meeting	07/24/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-39	39	CT-12 from Long Cove Road to Barry Drive	<ul style="list-style-type: none"> Install speed feedback radar signs.
			<ul style="list-style-type: none"> Consider centerline rumble strips where they have not been installed on CT-12.
			<ul style="list-style-type: none"> Manage vegetation at intersections and driveways for sight distance.
			<ul style="list-style-type: none"> Update clearance intervals, signal timing and phasing and install signal backplates.
			<ul style="list-style-type: none"> Coordinate with detection upgrade project 0172-0546 at Long Cove Road.
			<ul style="list-style-type: none"> Review corridor access management and consolidate driveways.
			<ul style="list-style-type: none"> Review critical speeding areas for increased enforcement.
M-57	49	Foxwoods Boulevard from Indiantown Road (CT-214) to Fox Tower Drive	<ul style="list-style-type: none"> Remove passing zone near Ledyard Parks and Recreation.
			<ul style="list-style-type: none"> Install speed feedback signage and signal backplates where applicable (SAP 2022).
			<ul style="list-style-type: none"> Coordinate with project 0171-3750 for upgrading signal detection at signals.
			<ul style="list-style-type: none"> Coordinate with Mashantucket for future build plans of the campus and for future traffic safety improvements on Foxwoods Boulevard.
			<ul style="list-style-type: none"> Adjust signal timing and phasing, evaluate for dynamic signal phasing based on volumes (coordinated with detection project at signals).
			<ul style="list-style-type: none"> Evaluate for a center median or centerline rumble strips.

Additional Project Information

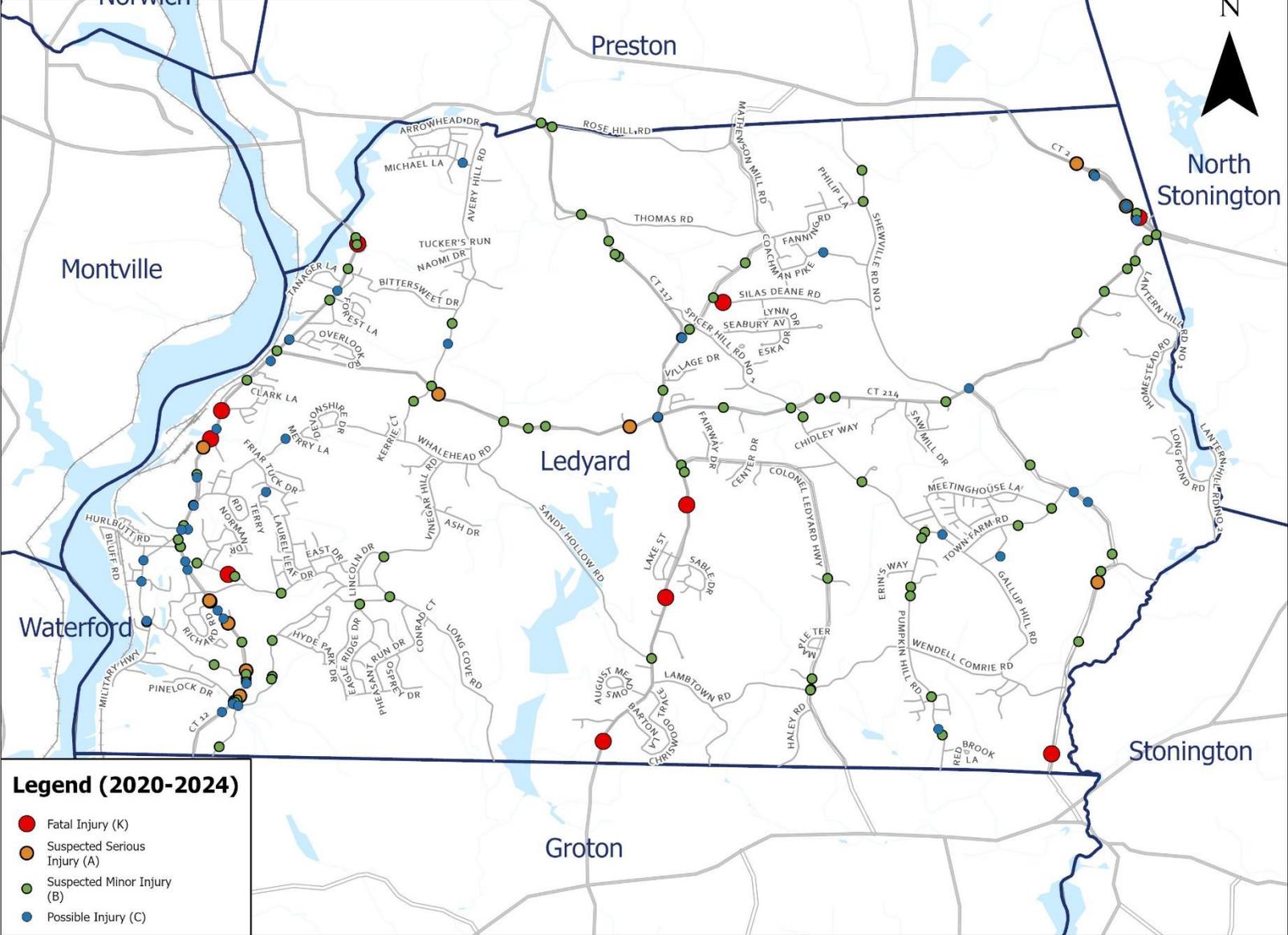
Scoring

Project ID	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-57	1	Angle (1)	8	114	12

All Crash Types

Project ID	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-57	13	2	0	8	0	5	3	1

LEDYARD CRASHES 2020-2024



Lisbon

Date of Meeting	07/24/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-35	2	River Road (CT-12) from Lee Road to I-395 Interchange	<ul style="list-style-type: none"> Narrow lanes to 11' consistently near Lisbon Landing Shopping Plaza.
			<ul style="list-style-type: none"> Evaluate a road diet.
			<ul style="list-style-type: none"> Install signal backplates.
			<ul style="list-style-type: none"> Provide pedestrian crossing refuge island at Lisbon Landing and Target intersection across the north leg of River Road.
			<ul style="list-style-type: none"> Evaluate sidewalk connectivity.
M-18	23	N Burnham Highway (CT-169) at Kimbal Road and Meadow Brook Circle	<ul style="list-style-type: none"> Install wayfinding signage at commercial area north of I-395 to reduce access management confusion.
			<ul style="list-style-type: none"> Improve intersection lighting.
			<ul style="list-style-type: none"> Install speed feedback signage.
			<ul style="list-style-type: none"> Create "T" intersection of Kimball Road.
			<ul style="list-style-type: none"> Manage vegetation for sight distance.
			<ul style="list-style-type: none"> Consider intersection ahead signage.
			<ul style="list-style-type: none"> Coordinate with Town and CTDOT (recently repaved CT-169) to stripe thicker edge lines and maintain 11 ft maximum travel lanes.

Additional Project Information

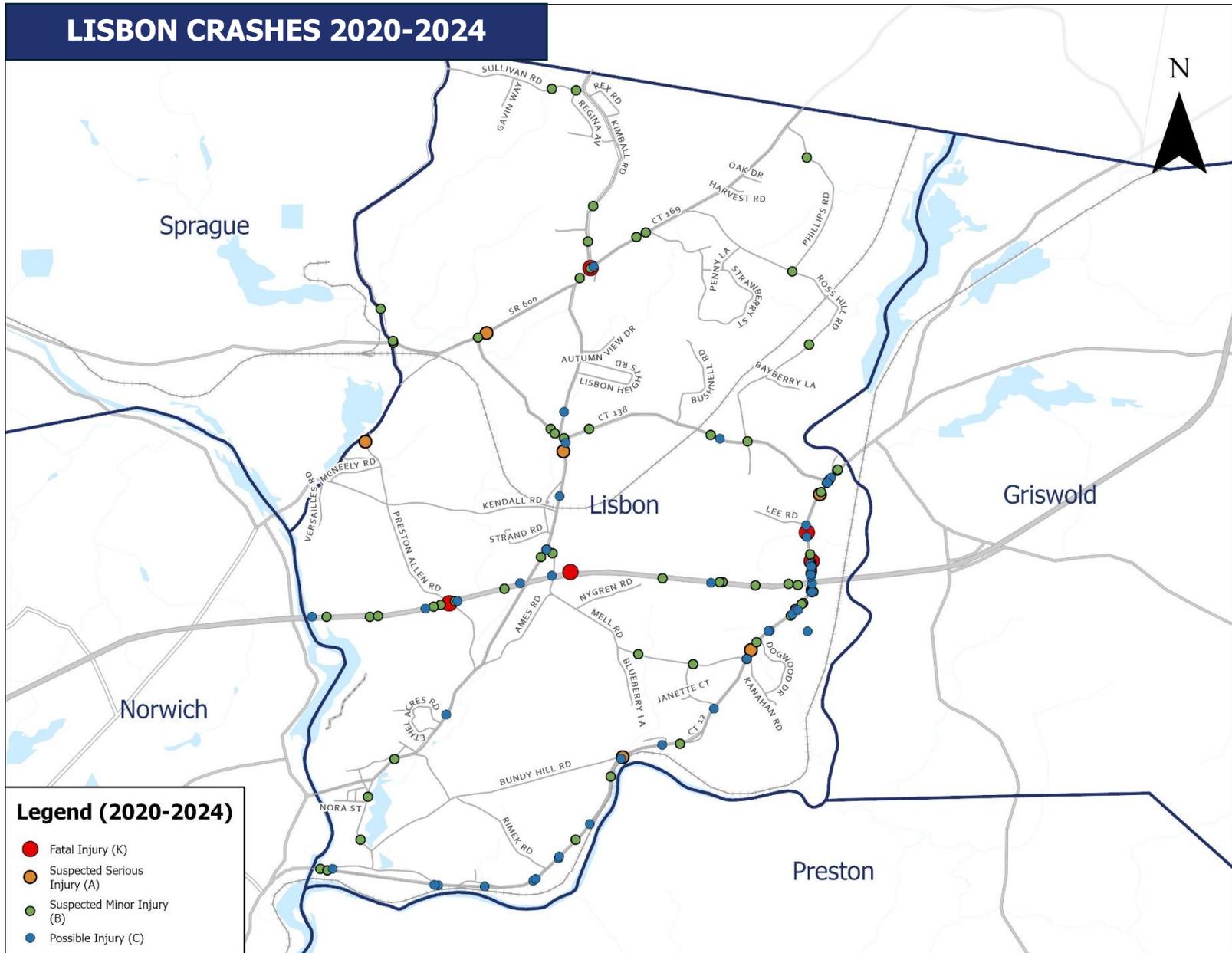
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-35	2	Angle (1 Fatal), Non-Motorist (1 Fatal)	38	1592	66
M-18	1	Angle (1 Fatal)	3	566	17

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-35	53	3	1	44	1	22	9	10
M-18	2	0	0	0	0	1	2	0

LISBON CRASHES 2020-2024



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 and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-33	21	Norwich Salem Turnpike (CT-82) south of Green Valley Drive	<ul style="list-style-type: none"> Evaluate for high friction surface treatment, supplement with additional chevron signs.
			<ul style="list-style-type: none"> Consider shoulder or centerline rumble strips.
			<ul style="list-style-type: none"> Consider additional reflective markers on trees or telephone poles.
			<ul style="list-style-type: none"> Consider thicker edge lines.
M-32	24	Norwich New London Turnpike (CT-32) from Fort Shantok Road to Golden Road	<ul style="list-style-type: none"> Evaluate feasibility of roundabouts connecting CT-2A and CT-32 offramps.
			<ul style="list-style-type: none"> Consider a raised median in conjunction with roundabouts on CT-32 to reduce crashes related to left-turning movements into businesses.
			<ul style="list-style-type: none"> Consider a road diet and corridor study, including a center left turn lane or turn pockets with raised center median.
			<ul style="list-style-type: none"> At signals, update timing and phasing, update clearance intervals, and install signal backplates.
			<ul style="list-style-type: none"> At Golden Road, install a pedestrian crossing median.
			<ul style="list-style-type: none"> Install missing sidewalks at side streets and across off-ramp approaches along the corridor on the west side of CT-32.
			<ul style="list-style-type: none"> At Occum Lane, install a crosswalk across the west leg (driveway) and update pedestrian phasing to be exclusive (if not already), add pedestrian median crossing island, reduce lanes to 11ft and add a center mountable median.
			<ul style="list-style-type: none"> Remove side street green at WB 2A offramps, replace with pedestrian signal heads, APS buttons, create crosswalks on west and north intersection legs.
M-34	42	Norwich New London Turnpike (CT-32) and New London Turnpike, Emma Baker Way, W Thames	<ul style="list-style-type: none"> Evaluate corridor sidewalk network and repair/fill gaps in sidewalks.
			<ul style="list-style-type: none"> Improve intersection lighting.
			<ul style="list-style-type: none"> Coordinate with project L103-004 New London Turnpike Sidewalks for sidewalk connectivity to the intersection and intersection crossings.
			<ul style="list-style-type: none"> 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.

		Street, and Fitch Hill Road	<ul style="list-style-type: none"> · Restripe stop bar at Fitch Hill Road.
			<ul style="list-style-type: none"> · Remove stop sign on New London Turnpike.
			<ul style="list-style-type: none"> · Stripe 11 ft approach lanes to signalized intersection.
			<ul style="list-style-type: none"> · Stripe do not block the box hatched markings on New London Turnpike.
			<ul style="list-style-type: none"> · Evaluate Road Diet / corridor study on CT-32.
			<ul style="list-style-type: none"> · Consider removing through lane SB.
			<ul style="list-style-type: none"> · Add pedestrian refuge island on south leg crosswalk at intersection.
			<ul style="list-style-type: none"> · Update signal timing, phasing, and clearance intervals, add signal backplates.
			<ul style="list-style-type: none"> · Add sidewalk landing area on southwest corner of crossing.
			<ul style="list-style-type: none"> · Check for APS buttons and countdown signal heads.
			<ul style="list-style-type: none"> · Coordinate with Mohegan for additional support and recommendations from traffic on Trading Cove Road (east leg).
			<ul style="list-style-type: none"> · Evaluate project area for sidewalk condition and improve areas where applicable.

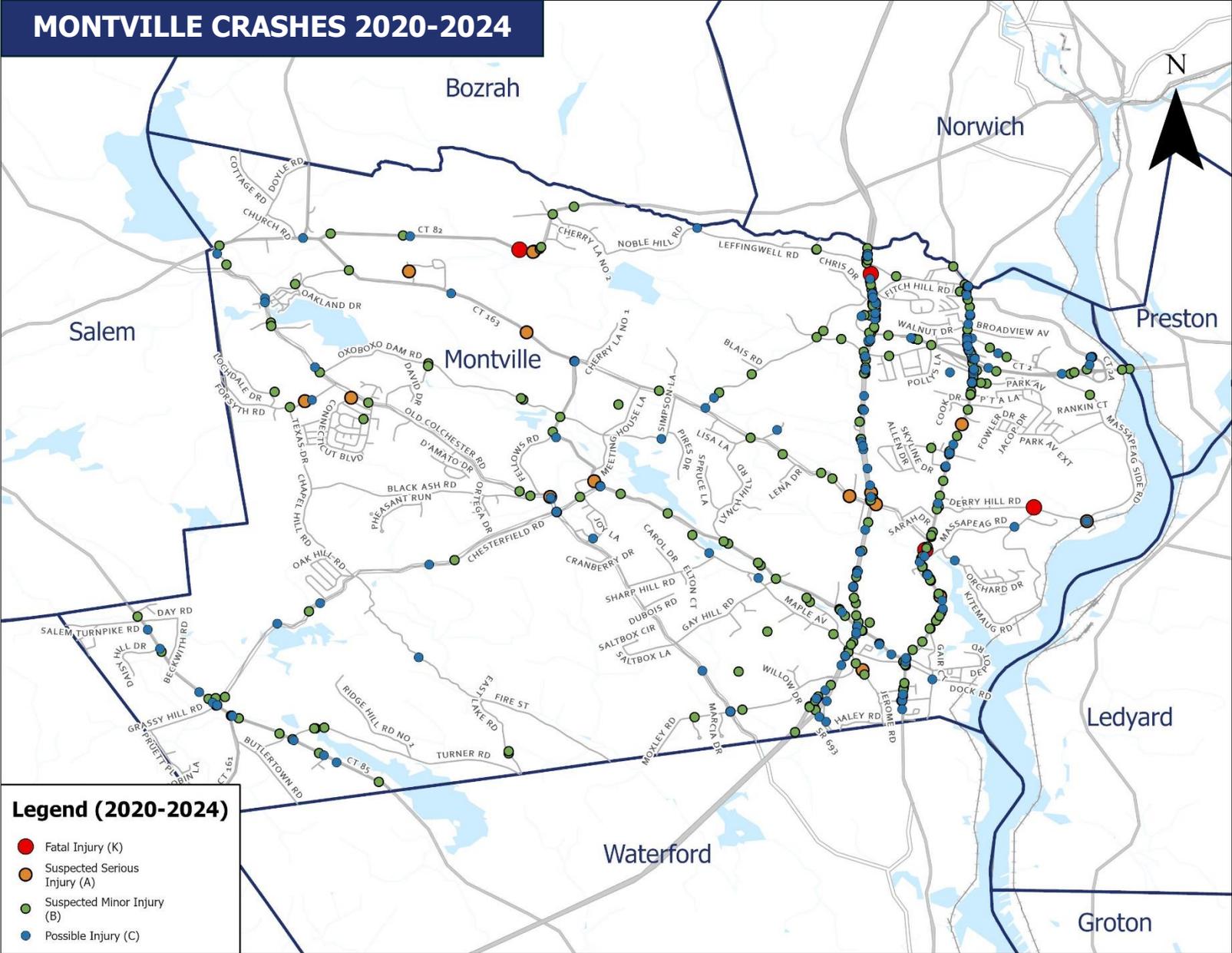
Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-33	3	Head On (1 Fatal, 1 Serious), Single Vehicle (1)	6	599	28
M-32	0	None	40	557	40
M-34	0	None	10	143	10

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-33	0	3	0	0	0	0	4	0
M-32	66	4	0	34	1	27	11	6
M-34	13	1	1	15	0	3	8	0



New London

Date of Meeting	07/29/2025
City and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-12	10	Bank Street (US-1) from Colman Street (CT-639 / US-1) to Howard Street	<ul style="list-style-type: none"> Signal detection upgrades planned.
			<ul style="list-style-type: none"> Realign Ocean Avenue intersection by providing curb extension on the southeast side and install crosswalk on the southern leg across Ocean Avenue.
			<ul style="list-style-type: none"> Improve alignment of crosswalks across Bank Street by Ocean Avenue and US-1.
			<ul style="list-style-type: none"> Realign Truman Avenue intersection by constructing a curb extension on the northwest corner.
			<ul style="list-style-type: none"> Provide new signal equipment at intersections.
			<ul style="list-style-type: none"> Connect sidewalk and ADA ramp network between Colman Street and Howard Street along both sides of the corridor.
			<ul style="list-style-type: none"> Evaluate yellow and red clearance interval times. Add pedestrian exclusive phasing (if applicable).
			<ul style="list-style-type: none"> Install pedestrian signal heads and buttons on south leg of Montauk Avenue, provide pedestrian refuge island.
			<ul style="list-style-type: none"> Provide raised median between Montauk Avenue and Shaw Street with pedestrian refuge islands on Bank Street approaches.
			<ul style="list-style-type: none"> Stripe on-street parking spaces throughout corridor, where applicable.
			<ul style="list-style-type: none"> Evaluate for temporary pedestrian refuge islands at the Bank Street approaches at the intersection of Howard Street.
M-2	13	Colman Street (US-1) from Waldo Street to Cedar Grove Avenue	<ul style="list-style-type: none"> Conduct corridor study.
			<ul style="list-style-type: none"> Evaluate countermeasures to reduce rear end crashes (~66% of crashes on the corridor).
			<ul style="list-style-type: none"> Evaluate sidewalk network and repair sidewalk/add detectable warning panels.
			<ul style="list-style-type: none"> Enhance access management, evaluate driveway entrances and consider closing access points, consider making entrances one way in/out or right turn in only.
			<ul style="list-style-type: none"> At corridor signals, install signal backplates, update clearance intervals, timing, and phasing, add pedestrian exclusive phasing.

			<ul style="list-style-type: none"> · 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.
M-1	38	Montauk Avenue at Willetts Avenue	<ul style="list-style-type: none"> · 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. <ul style="list-style-type: none"> · Restripe travel lanes to 11 ft. · Upgrade traffic signal backplates and visors. · Upgrade pedestrian signal heads to countdown and add APS. <ul style="list-style-type: none"> · Evaluate signal yellow and red clearance intervals. <ul style="list-style-type: none"> · 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-42	47	Crystal Avenue at CT-32, Water Street and Eugene Oneill Drive	<ul style="list-style-type: none"> · Evaluate a road diet on Water Street and Eugene O'Neil Drive (south legs of the intersection), considering removing a through lane, providing a buffered bike lane (replacing existing unbuffered bike lane).
			<ul style="list-style-type: none"> · Update signal timing, phasing, and clearance intervals, add signal backplates.
			<ul style="list-style-type: none"> · Coordinate with project 0172-0524 replacement of highway illumination. · Consider additional countermeasures to reduce rear-end crashes (~50% of crashes).
			<ul style="list-style-type: none"> · Evaluate condition of pedestrian bridge and sidewalks and repair broken sidewalks where applicable.

Town Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-16	4	Broad Street from Ledyard Street to Cleveland Street	<ul style="list-style-type: none"> Coordinate with project L094-003 Williams Street and Broad Street Roundabout.
			<ul style="list-style-type: none"> Evaluate, repair, and replace sidewalks connecting Williams Street to Ledyard Street.
			<ul style="list-style-type: none"> Stripe corridor center lines and edge lines.
			<ul style="list-style-type: none"> Define parking spaces.
			<ul style="list-style-type: none"> Consider buffered or on road bike lane.
			<ul style="list-style-type: none"> Review corridor access management.
			<ul style="list-style-type: none"> At signals, install LPI, adjust signal timing, phasing, and clearance intervals.
			<ul style="list-style-type: none"> Restripe side street crosswalks.
NM-10	13	Willetts Avenue from Ocean Avenue (CT-213) to Shaw Street	<ul style="list-style-type: none"> Evaluate corridor for key midblock locations, provide RRFB midblock crossing with bump outs.
			<ul style="list-style-type: none"> Consider a fire pre-emption signal in front of the firehouse near Connecticut Avenue.
			<ul style="list-style-type: none"> Install detectable warning panels and restripe sidewalks.
			<ul style="list-style-type: none"> Evaluate sidewalks for ADA compliance and replace sidewalks.
			<ul style="list-style-type: none"> Evaluate bump outs/curb extensions to improve pedestrian visibility and reduce speeds.
			<ul style="list-style-type: none"> Evaluate bike accommodations on Willetts Ave – buffer bike lanes or sharrows.
			<ul style="list-style-type: none"> Restripe travel lanes to 11 ft.
			<ul style="list-style-type: none"> Upgrade traffic signal backplates and visors.
<ul style="list-style-type: none"> Upgrade pedestrian signal heads to countdown and add APS. 			
<ul style="list-style-type: none"> Evaluate signal yellow and red clearance intervals. 			
<ul style="list-style-type: none"> Consider adding no right turn on red. 			
<ul style="list-style-type: none"> Evaluate driveway entrances to the gas station – access management. 			
<ul style="list-style-type: none"> Refer to walk audit notes for additional countermeasures located in Appendix G. 			

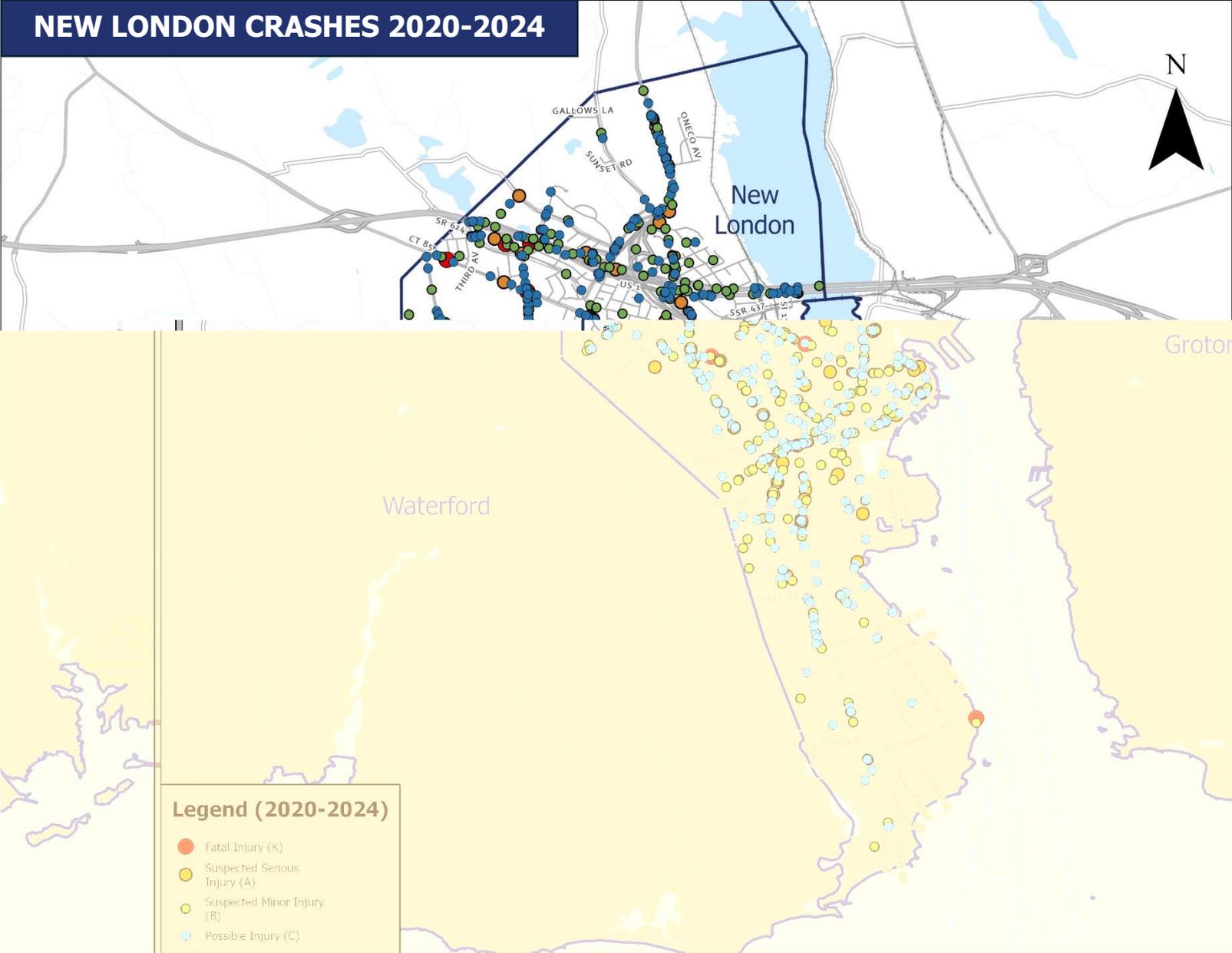
Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-12	2	Single Vehicle (1), Non-Motorist (1)	69	968	77
M-2	1	Angle (1 Fatal)	28	914	42
M-1	4	Angle (2), Single Vehicle (1), Non-Motorist (1)	17	212	33
M-42	2	Rear End (1), Angle (1)	8	115	16
NM-10	3	Angle (2), Non-Motorist (1)	23	324	35
NM-16	4	Angle (3), Non-Motorist (1 Fatal)	24	859	50

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-12	67	9	10	87	2	73	11	5
M-2	22	1	0	63	0	9	0	3
M-1	16	0	2	8	0	7	4	2
M-42	6	0	0	16	0	9	2	0
NM-10	37	1	4	8	1	28	4	6
NM-16	30	6	6	20	1	15	5	1



North Stonington

Date of Meeting	07/24/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-48	16	Norwich-Westerly Road (CT-2) from Mains Crossing Road (CT-201) to Swantown Hill Road	<ul style="list-style-type: none"> Increase clearance times and install signal backplates at signalized intersections.
			<ul style="list-style-type: none"> At CT 201 re-align signal heads with approach lanes.
			<ul style="list-style-type: none"> CTDOT upgrading signal detection.
			<ul style="list-style-type: none"> Upgrade signal equipment and controller and remove side street green buttons.
			<ul style="list-style-type: none"> Add additional curve signs on CT 201 approach.
			<ul style="list-style-type: none"> Install centerline rumble strip on CT 201 approach to CT 2.
			<ul style="list-style-type: none"> At Ryder Road stripe do not block box pavement markings.
			<ul style="list-style-type: none"> Move Ryder Road stop sign and stop bar closer to intersection.
			<ul style="list-style-type: none"> On northbound CT 2 approach to Ryder Road, install intersection ahead sign for both Ryder Road and CT 201.
			<ul style="list-style-type: none"> Consider traffic calming devices on Ryder Road.
			<ul style="list-style-type: none"> Provide painted cross hatching between directions on both CT 2 approaches at Main Crossing Road.
			<ul style="list-style-type: none"> Install curve signs on CT 2 east of Hewitt Pond.
			<ul style="list-style-type: none"> Install intersection ahead signs on CT 2 in both directions approaching Swantown Hill Road.
M-31	52	Norwich-Westerly Road (CT-2) at Main Street and Mystic Road (CT-627)	<ul style="list-style-type: none"> Remove side street green, replace with pedestrian signal heads and APS buttons, add pedestrian phasing to the signal.
			<ul style="list-style-type: none"> Evaluate intersection for truck turning radii, tighten lane approaches where applicable.
			<ul style="list-style-type: none"> Consider a mountable curb extension on the northwest corner.
			<ul style="list-style-type: none"> Manage vegetation on the east leg of Main Street.
			<ul style="list-style-type: none"> Consider further evaluation into left turn lanes from RT-2 SB onto Main Street, including thinning intersection lanes to 11 ft travel lanes.
			<ul style="list-style-type: none"> Adjust clearance intervals and signal phasing
M-49	58	Pendleton Hill Road (CT-49) at	<ul style="list-style-type: none"> Adjust clearance intervals and add signal backplates.
			<ul style="list-style-type: none"> Consider long term realignment of the intersection.

		Providence New London Turnpike (CT-184)	· Install dynamic speed feedback signage on approaches where applicable.
			· Install intersection ahead signage with flashing beacon.
			· Evaluate/improve intersection lighting.
			· Manage vegetation where necessary for sight distance.

Additional Project Information

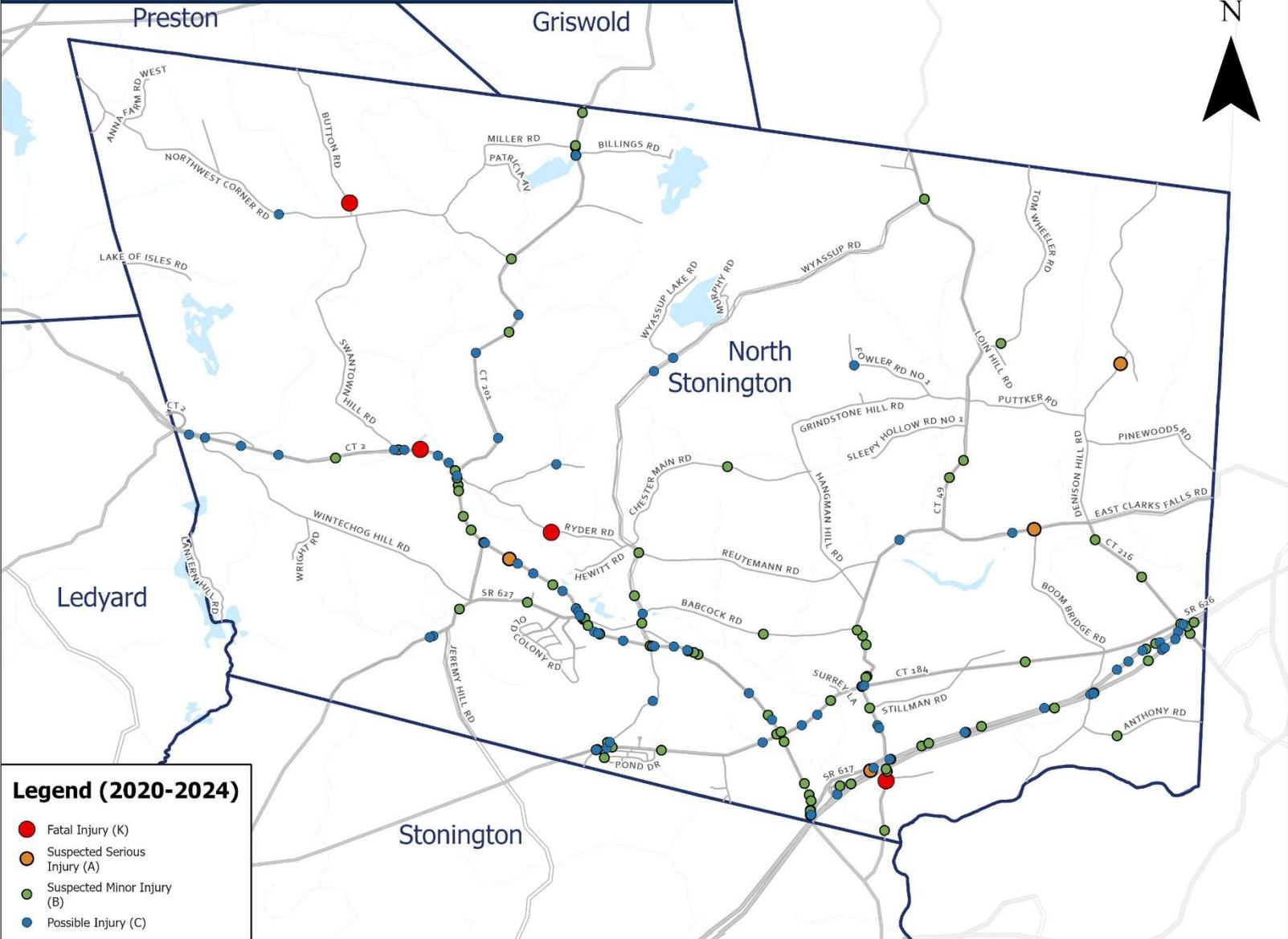
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-48	1	Single Vehicle (1 Fatal)	14	712	28
M-31	0	None	7	88	7
M-49	0	None	4	54	4

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-48	4	1	0	19	0	4	11	0
M-31	3	0	0	10	0	3	1	0
M-49	4	1	0	5	0	1	1	1

NORTH STONINGTON CRASHES 2020-2024



Norwich

Date of Meeting	08/06/2025
City and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-7	8	W Main Street (CT-82) from N High Street to Washington St (CT-2)	<ul style="list-style-type: none"> At the Washington Street intersection, see the existing RSA including recommendations for enhanced lighting, an RRFB at the transportation center crossing, reducing travel lane width, and enhanced turn lane designation.
			<ul style="list-style-type: none"> No right turns on red on Thames Street.
			<ul style="list-style-type: none"> Eliminate receiving lane going southbound on Thames Street and convert to a median refuge island.
			<ul style="list-style-type: none"> Increase clearance times at the Thames intersection.
			<ul style="list-style-type: none"> Evaluate options for reducing number of travel or turning lanes at all intersections and the corridor.
			<ul style="list-style-type: none"> Consider widening sidewalk west of Falls Avenue on North Main Street on the north side.
			<ul style="list-style-type: none"> Consider median island on the west side of the North Main Street and North High intersection.
M-60	12	N Main Street (CT-12) from north of 14th Street to north of Edgewood Road	<ul style="list-style-type: none"> Consider and evaluate road diet between Thames Street and Washington Street.
			<ul style="list-style-type: none"> Manage vegetation along sidewalk network.
			<ul style="list-style-type: none"> Connect sidewalk network on the east side of CT-12 between Dunkin Donuts and 695 Boswell Avenue (currently Vocatura Bakery).
			<ul style="list-style-type: none"> Coordinate with project 0172-0541 Signals APS upgrades at Boswell Avenue and N Main Street intersection, coordinate updating signal timing and phasing, clearance intervals.
			<ul style="list-style-type: none"> Coordinate a pedestrian signalized crossing across N Main Street at Barnes Street (south leg) and at Edgewood Road (north leg).
			<ul style="list-style-type: none"> Consider centerline rumble strips, high friction surface treatments, or additional speed and chevron signage at the curve north of 15th Street.
			<ul style="list-style-type: none"> Install reflective markers to trees and poles along the curve.
M-63	17		<ul style="list-style-type: none"> Evaluate corridor access management.
			<ul style="list-style-type: none"> Consider a midblock RRFB controlled crossing north of Edgewood Road with curb bump outs.
			<ul style="list-style-type: none"> Improve intersection lighting (60+% of crashes during dark conditions).

Project ID	Rank	Project Description	Traffic Safety Countermeasures
		Stonington Road / E Main Street (CT-2) at Palmer Street / Palmer Street Ext	<ul style="list-style-type: none"> Remove side street green, replace with pedestrian signal heads and APS buttons, add pedestrian signal phase.
			<ul style="list-style-type: none"> Update signal phasing and timing, clearance intervals, add signal backplates.
			<ul style="list-style-type: none"> Add speed feedback signage.
			<ul style="list-style-type: none"> Install reflective markers to trees and telephone poles.
			<ul style="list-style-type: none"> Install pedestrian signalized crossing across Palmer Street leg.
			<ul style="list-style-type: none"> Construct sidewalk bump out on southeast corner of Palmer Street at E Main Street intersection.
			<ul style="list-style-type: none"> Improve RT2 wayfinding signage at Palmer Street Ext intersection.
			<ul style="list-style-type: none"> Evaluate tracking lines connecting CT-2 at Palmer Street Ext intersection.
		<ul style="list-style-type: none"> Evaluate sidewalks along the corridor and repair, replace, and widen sidewalks where needed along the corridor. 	
M-58	25	Salem Turnpike (CT-82) from I-395 NB Off Ramp to Orchard Lane	<ul style="list-style-type: none"> Coordinate with project 0172-0546 detection upgrades at traffic signals and adjust additional signal timing, phasing, and clearance intervals.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Consider a center median.
			<ul style="list-style-type: none"> Consider pedestrian refuge islands at crossings at Old Salem Road and McDonalds driveway.
			<ul style="list-style-type: none"> Evaluate corridor access management.
		<ul style="list-style-type: none"> Evaluate corridor lighting. 	
M-4	28	Veterans of Foreign Wars Highway (CT-2 / CT-32) at Washington Street (CT-2)	<ul style="list-style-type: none"> Evaluate sidewalk network and add links/repair sidewalks to connect the north and south approaches of Washington Street through the intersection.
			<ul style="list-style-type: none"> Evaluate coordination with downstream and upstream signalized intersections.
			<ul style="list-style-type: none"> Consider adding emergency signal priority
		<ul style="list-style-type: none"> Evaluate roundabout in the long term. 	
M-61	32	Norwich Avenue (CT-97) from	<ul style="list-style-type: none"> Evaluate signalization of CT-97 Norwich Avenue and Providence Street with full pedestrian signalization.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
		Belval Street / Pilling St to S B Street	<ul style="list-style-type: none"> Communicate with Norwich of changes to plans regarding development of The Lofts residential development at Providence Street/Norwich Avenue intersection.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Evaluate corridor sidewalk network and repair/replace gaps in sidewalk.
M-65	37	Norwich Avenue (CT-97) at Blissville Road and Norwich Avenue (CT-97) at Jewett City Road (CT-12)	<ul style="list-style-type: none"> Update signal timing, phasing, and clearance interval updates.
			<ul style="list-style-type: none"> Improve intersection lighting.
			<ul style="list-style-type: none"> Add speed feedback signage.
			<ul style="list-style-type: none"> Add additional intersection ahead signage.
			<ul style="list-style-type: none"> Stripe lanes to 11 FT and add thick edge lines.
			<ul style="list-style-type: none"> Add signal backplates.
			<ul style="list-style-type: none"> Review access management, consider closing driveways near intersection (Dairy Queen).
M-8	40	Main Street (CT-2) at Park Street/N Main Street (CT-12)	<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Coordinate with project 0172-0524 to improve illumination at the intersection, signal timing, phasing, and clearance interval improvements.
			<ul style="list-style-type: none"> Consider adding LPI to intersection.
			<ul style="list-style-type: none"> Consider bump outs on northeast and southwest corners.
			<ul style="list-style-type: none"> Long term - consider roundabout.
			<ul style="list-style-type: none"> Evaluate and repair sidewalk network.
			<ul style="list-style-type: none"> Review access management.
			<ul style="list-style-type: none"> Repaint high visibility crosswalks.
			<ul style="list-style-type: none"> Consider reducing lane widths to 11ft.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
			<ul style="list-style-type: none"> <li data-bbox="989 269 1801 302">· Consider bike infrastructure such as bike lanes, bike boxes. <li data-bbox="989 305 1801 337">· Upgrade to video detection at signals for bike detection.

City Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-17	2	Salem Turnpike / W Main Street (CT-82) from west of Surrey Lane to east of Dunham Street	<ul style="list-style-type: none"> Evaluate a road diet on CT-82.
			<ul style="list-style-type: none"> Remove side street green at 45 Driveway CT-82 intersection, replace with pedestrian signal heads and APS push buttons.
			<ul style="list-style-type: none"> Upgrade pedestrian signal and APS equipment along corridor.
			<ul style="list-style-type: none"> Install LPI for pedestrian phasing, review signal timing, phasing, and clearance intervals.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Evaluate and connect sidewalk network between Dunham Street and 45 CT-82 Plaza.
			<ul style="list-style-type: none"> Provide a separated bicycle facility
NM-4	6	Washington Street (CT-2), Chelsea Parade St, Crescent Street, and Broadway near Norwich Free Academy and Chelsea Parade.	<ul style="list-style-type: none"> Improve corridor lighting, crosswalks, and landscaping.
			<ul style="list-style-type: none"> Consider enhanced existing and new pedestrian crossings across Washington Street with curb extensions and RRFBs. .
			<ul style="list-style-type: none"> Consider narrowing of travel lanes to 11 ft with striped edge lines throughout area.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Enhance crossings on Broadway and Chestnut Street.
			<ul style="list-style-type: none"> Install speed feedback signage.
			<ul style="list-style-type: none"> Install new sidewalks along Chestnut Street and through the Chelsea Parade along existing desire lines.
<ul style="list-style-type: none"> Consider upgrading the traffic signal, pedestrian ramps and pedestrian signals at the intersection of Chelsea Parade and Broadway 			

Project ID	Rank	Project Description	Traffic Safety Countermeasures
			<ul style="list-style-type: none"> 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-21	12	Central Avenue from 2nd Street to north of 8th Street- CTDOT ATP Walk audit location	<ul style="list-style-type: none"> Improve corridor lighting.
			<ul style="list-style-type: none"> Evaluate a road diet with marked edge lines and parking lines and bike lanes.
			<ul style="list-style-type: none"> Convert existing curb extensions at intersections to raised solid curb extensions, install RRFB's and raised crossings where applicable.
			<ul style="list-style-type: none"> Install speed feedback signage.
			<ul style="list-style-type: none"> Stripe ladder crosswalks to side street crossings.
			<ul style="list-style-type: none"> Consider additional improvements to connect to the Capehart Textile Mill Site (grant approved to convert the site to a park/green area).
			<ul style="list-style-type: none"> Evaluate and repair sidewalk network.
NM-14	14	Water Street (CT-2) and Chelsea Harbor Drive (CT-2) / Courthouse Square	<ul style="list-style-type: none"> Install LPI and adjust signal timing, phasing, and clearance intervals.
			<ul style="list-style-type: none"> Evaluate and construct ADA compliant ramps.
			<ul style="list-style-type: none"> Install curb extensions to all corners, add pedestrian refuge medians.
			<ul style="list-style-type: none"> Stripe approach lanes to 11 ft, line edge lines and parking spaces.
			<ul style="list-style-type: none"> Coordinate with town on plans for one-way streets / changing circulation patterns downtown.
			<ul style="list-style-type: none"> Upgrade traffic signal equipment, add signal backplates.
			<ul style="list-style-type: none"> Consider a roundabout long-term.
NM-13	15	Market Street from Chelsea Harbor Drive (CT-2) to Main Street	<ul style="list-style-type: none"> Construct crosswalk bump outs at Market Street and Chelsea Harbor Drive intersection.
			<ul style="list-style-type: none"> Add signal backplates.
			<ul style="list-style-type: none"> Adjust pedestrian signal timing, phasing, and clearance intervals, provide LPI.
			<ul style="list-style-type: none"> Install crosswalk across park entrance with pedestrian median island, consider thinning driveway entrance.
			<ul style="list-style-type: none"> Consider installing pedestrian signal heads on Market Street approach.
			<ul style="list-style-type: none"> Evaluate curb ramp condition, repair, and replace deficient sidewalks on Market Street.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
			<ul style="list-style-type: none"> Consider a roundabout or signal at Market Street/Water Street intersection.
			<ul style="list-style-type: none"> Install RRFB's across Water Street crosswalks.
			<ul style="list-style-type: none"> Consider demonstration project for mini roundabout.
NM-3	16	Town Street (CT-642) from W Town Street to east of New London Turnpike	<ul style="list-style-type: none"> 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
			<ul style="list-style-type: none"> Evaluate installing a sidewalk on the east side of the roadway along the green and narrowing travel lanes in this section.
			<ul style="list-style-type: none"> 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

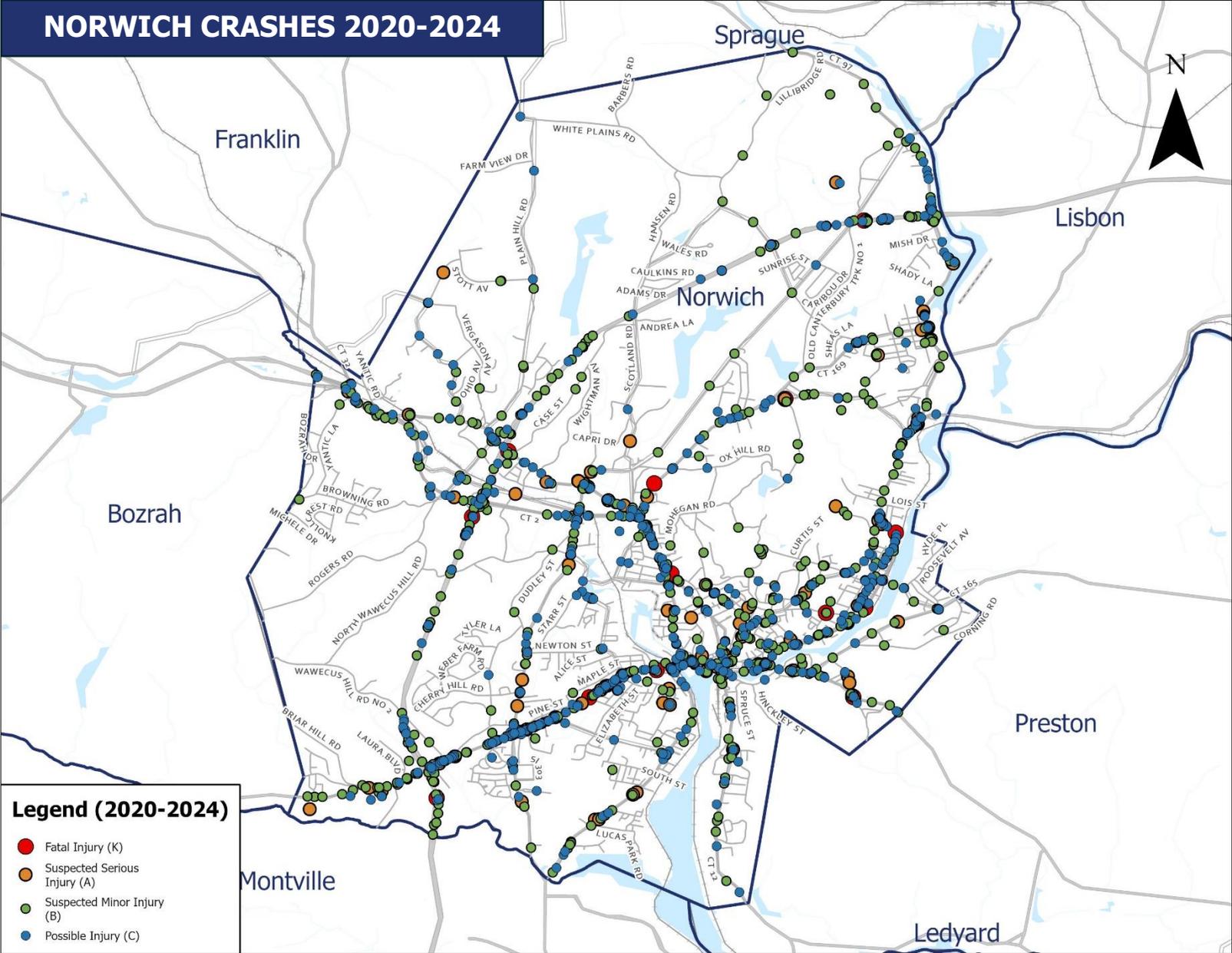
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-7	3	Head On (1 Fatal), Single Vehicle (1), Rear End (1)	33	1047	55
M-60	3	Single Vehicle (1 Fatal), Non-Motorist (1), Other (1)	31	928	53
M-63	2	Single Vehicle (1 Fatal), Non-Motorist (1)	9	645	27
M-58	2	Rear End (1), Single Vehicle (1)	41	555	49
M-4	1	Single Vehicle (1)	22	339	26
M-61	5	Single Vehicle (3), Sideswipe (1), Angle (1)	21	262	41
M-65	3	Non-Motorist (1), Head On (1), Sideswipe (1)	17	222	29
M-8	2	Angle (1), Single Vehicle (1)	13	186	21
NM-3	4	Non-Motorist (2), Angle (2)	10	130	26
NM-4	2	Angle (1 Fatal), Rear End (1)	17	780	35
NM-13	1	Non-Motorist (1)	8	133	12
NM-14	2	Non-Motorist (1), Angle (1)	12	160	20

NM-17	3	Rear End (1), Head On (1), Angle (1)	76	1105	88
NM-21	1	Non-Motorist (1)	27	329	31

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-7	2	4	120	0	19	4	3	2
M-60	6	3	24	4	5	12	2	6
M-63	2	1	6	0	2	8	0	2
M-58	5	2	67	0	14	8	7	5
M-4	0	1	73	0	20	11	2	0
M-61	2	0	8	0	4	17	0	2
M-65	2	2	14	1	9	3	2	2
M-8	2	2	19	0	9	7	0	2
NM-3	9	1	2	7	0	6	2	1
NM-4	20	1	2	32	0	7	12	2
NM-13	14	2	4	14	1	12	0	4
NM-14	18	0	1	12	0	3	1	3
NM-17	125	7	11	103	0	63	11	10
NM-21	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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-29	5	Poquetanuck Road (CT-2A) from Laurel Hill Road (CT-12) to Middle Road	<ul style="list-style-type: none"> Evaluate impact and future needs of the Preston Riverwalk project.
			<ul style="list-style-type: none"> 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).
			<ul style="list-style-type: none"> Evaluate corridor illumination.
			<ul style="list-style-type: none"> Consider edge rumble strips and thicker edge lines.
			<ul style="list-style-type: none"> Coordinate with project 0172-0515 resurfacing for restriping edge lines and center lines.
M-30	18	Norwich-Westerly Road (CT-2) at Ross Road and Mathewson Mill Road	<ul style="list-style-type: none"> Coordinate with project 0172-0541 Signal APS upgrades.
			<ul style="list-style-type: none"> Access management, including closing driveways and providing access to local businesses through Mathewson Mill Road.
			<ul style="list-style-type: none"> Adjust clearance intervals and signal timing/phasing.
			<ul style="list-style-type: none"> Consider mountable medians at intersection approaches.
			<ul style="list-style-type: none"> Narrow travel lanes to 11 ft.
M-28	44	Laurel Hill Road (CT-12) from CT-2A (South) to Poquetanuck Road (CT-2A North)	<ul style="list-style-type: none"> Coordinate with Preston for access to lot on the southeast corner of the intersection, access currently on Mathewson Mill Road.
			<ul style="list-style-type: none"> Repaint turn tracking lines.
			<ul style="list-style-type: none"> Adjust clearance intervals and add signal backplates.
			<ul style="list-style-type: none"> Evaluate impact and future needs of the Preston Riverwalk project on all four corners of the CT-2A and CT-12 intersection.
			<ul style="list-style-type: none"> Improve corridor lighting.
			<ul style="list-style-type: none"> Evaluate a road diet of CT-12, consider a median barrier.

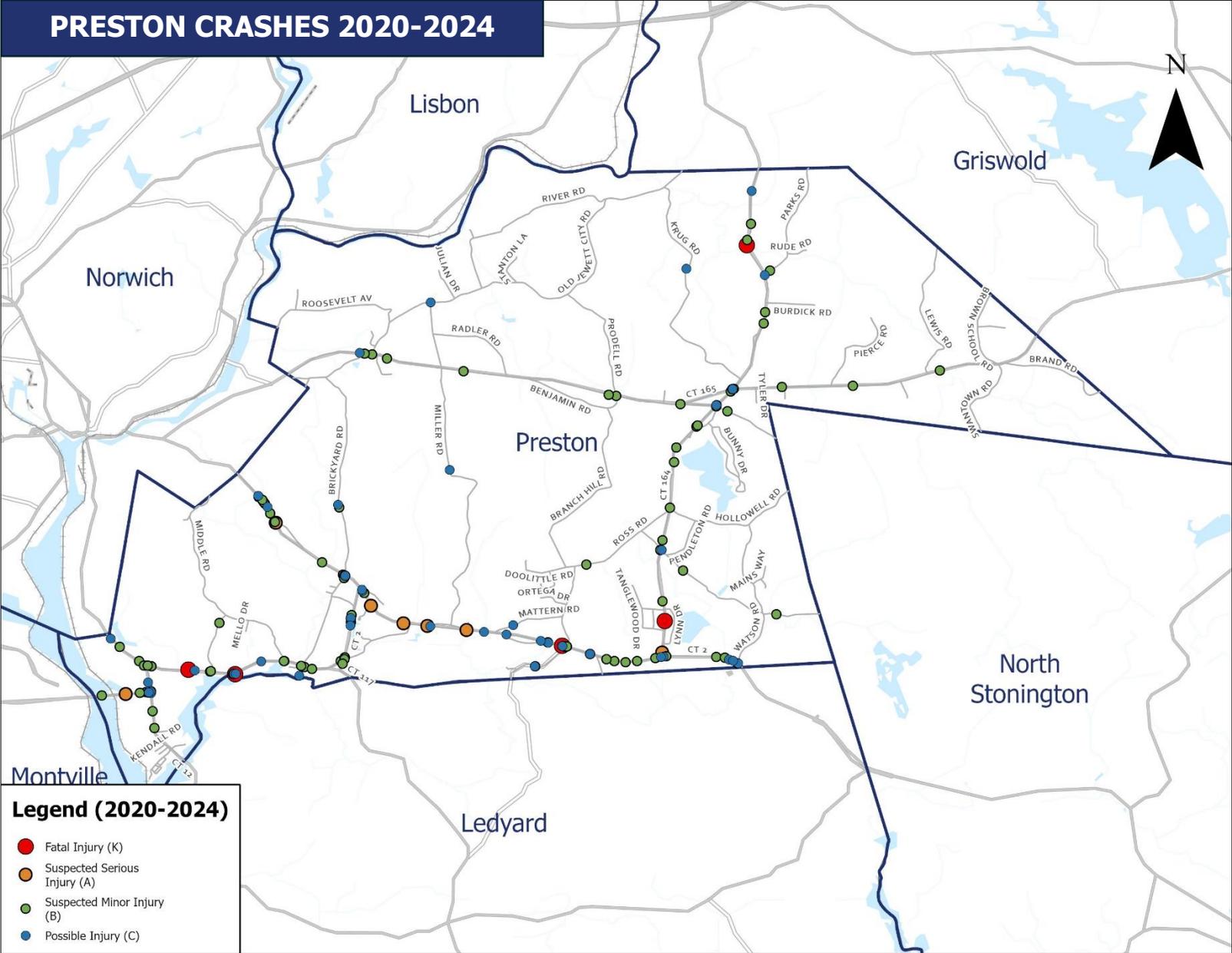
Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-29	2	Head On (1 Fatal), Single Vehicle (1 Fatal)	16	1275	44
M-30	1	Non-Motorist (1 Fatal)	9	640	23
M-28	0	None	8	129	8

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-29	7	4	0	17	0	5	17	1
M-30	4	1	2	9	0	1	0	1
M-28	5	0	0	24	0	11	6	1



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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-20	22	New London Road (CT-85) from Horse Pond Road to Emerald Glen Lane	<ul style="list-style-type: none"> Install intersection ahead signage on SB New London Road before Horse Pond Road.
			<ul style="list-style-type: none"> Stripe a thicker painted stop bar on Horse Pond Road.
			<ul style="list-style-type: none"> Manage vegetation.
			<ul style="list-style-type: none"> Consider shoulder or enhancing existing centerline rumble strips.
			<ul style="list-style-type: none"> Widen shoulder near Horse Pond Boat Launch to allow for better visibility of vehicles exiting the parking lot.
			<ul style="list-style-type: none"> Provide intersection ahead signage.
M-27	50	Norwich Road (CT-82) at Old Colchester Road (CT-354)	<ul style="list-style-type: none"> Manage vegetation near boat launch entrance for better sight distance looking north.
			<ul style="list-style-type: none"> Refer to walk audit notes for additional countermeasures. <ul style="list-style-type: none"> Realign intersection approaches.
			<ul style="list-style-type: none"> Consider adding delineation and reflectors to the traffic island. <ul style="list-style-type: none"> Consider a roundabout.
			<ul style="list-style-type: none"> Conduct signal warrant analyses.
			<ul style="list-style-type: none"> Tighten southbound approach lane, stripe 11 ft lanes. <ul style="list-style-type: none"> Consider an overhead flashing beacon.
			<ul style="list-style-type: none"> Consider enhanced intersection ahead signage. <ul style="list-style-type: none"> Install flashing LED stop signage.
			<ul style="list-style-type: none"> Consider moving stop bars closer to the intersection.

Town Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-19	1	Old Colchester Road (CT-354) from Gardner Lake Volunteer Fire Company to Norwich Road (CT-82)	<ul style="list-style-type: none"> · For additional countermeasures refer to walk audit notes. <ul style="list-style-type: none"> · 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. <ul style="list-style-type: none"> · Install no passing signs.

Additional Project Information

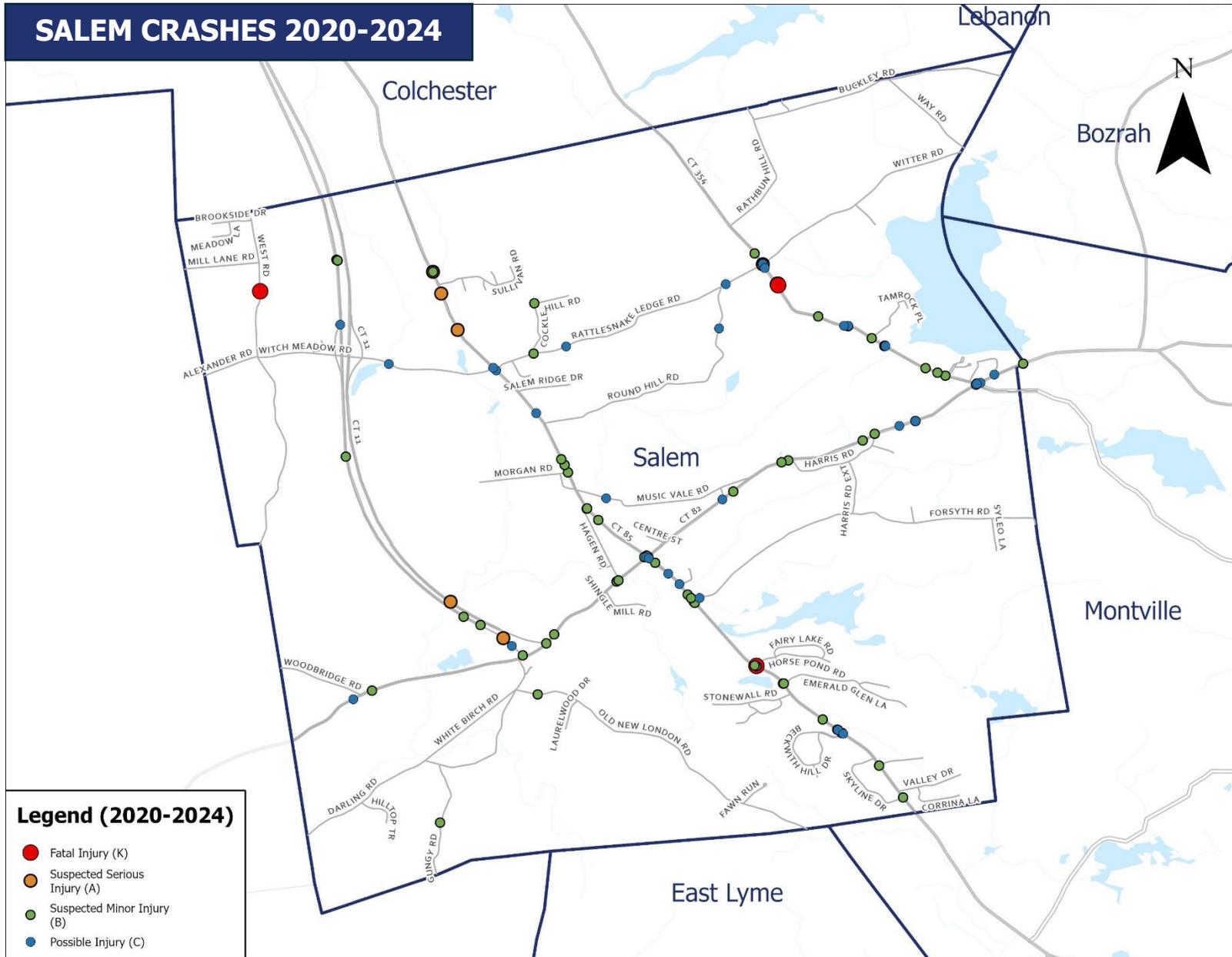
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-20	1	Angle (1 Fatal)	5	588	19
M-27	0	None	8	98	8
NM-19	2	Non-Motorist (2 Fatal)	22	1326	50

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-20	3	0	0	4	0	0	0	0
M-27	10	0	0	0	0	0	2	4
NM-19	13	0	3	2	0	1	15	7

SALEM CRASHES 2020-2024



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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-26	60	Paper Mill Road at Bushnell Hollow Road / Kinsman Hill Road (CT-138)	· 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.

Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-26	0	None	4	49	4

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-26	4	0	0	0	0	0	3	1

Stonington

Date of Meeting	08/21/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-55	29	Liberty Street (CT-2) from Voluntown Road (CT-49) to I-95 NB Off-Ramp	<ul style="list-style-type: none"> Upgrade signal heads at I-95 NB off-ramp to have retroreflective backplates to improve nighttime visibility.
			<ul style="list-style-type: none"> Upgrade signal heads at Pawcatuck Farms Road to have retroreflective backplates, and upgrade mast arms.
			<ul style="list-style-type: none"> Extend sidewalk from south of Pawcatuck Farms Road to Voluntown road, and construct crosswalk with ramps and pedestrian signal heads across Voluntown Road.
			<ul style="list-style-type: none"> Consider realignment of Voluntown Road approach to intersection with Liberty Street.
M-19	34	W Broad Street (US-1) from Chase Street to Mechanic Street	<ul style="list-style-type: none"> Install raised crosswalks at all legs of the intersection of West Broad Street, Liberty Street, and Mechanic Street.
			<ul style="list-style-type: none"> Install curb extension at southwest corner of intersection on West Broad Street.
			<ul style="list-style-type: none"> Consider a peanut roundabout configuration.
M-17	48	New London Turnpike (CT-184) at Jeremy Hill Road and Taugwonk Road	<ul style="list-style-type: none"> Coordinate with CTDOT for potential projects planned for the intersection.
			<ul style="list-style-type: none"> Consider LED flashing stop signs.
			<ul style="list-style-type: none"> Evaluate intersection for signalization based on volumes and crash history.
			<ul style="list-style-type: none"> Maintain vegetation on all corners, coordinate with property owners on bush and tree trimming.
			<ul style="list-style-type: none"> Install speed feedback signage.
			<ul style="list-style-type: none"> Level vertical curves on Taugwonk Road.

Town Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-9	5	Coogan Boulevard from Greenmanville Avenue (CT-27) to Jerry Brown Road	<ul style="list-style-type: none"> Evaluate corridor road diet.*
			<ul style="list-style-type: none"> Coordinate with CTDOT for results of Coogan Boulevard road diet per project 0170-3584.
			<ul style="list-style-type: none"> Improve corridor lighting.
			<ul style="list-style-type: none"> Consider improving the midblock crossing to the east of Clara Drive to a raised pedestrian hybrid beacon controlled crossing.
			<ul style="list-style-type: none"> Evaluate a signal at Queen's Chapel Road, add pedestrian crossings and pedestrian signal heads.
			<ul style="list-style-type: none"> Coordinate with town on changes to Clara Drive signal (new crosswalks, left turn signals, signal timing changes).
			<ul style="list-style-type: none"> Long term - consider roundabout at Clara Drive and Queen's Chapel Road.
			<ul style="list-style-type: none"> Coordinate with Greenmanville Avenue at Coogan Boulevard signal replacement project 0172-0513.
			<ul style="list-style-type: none"> Consider a raised pedestrian bridge or tunnel crossing at key locations along Coogan Boulevard.
			<ul style="list-style-type: none"> Add median refuge islands to midblock crossings.
			<ul style="list-style-type: none"> Add speed feedback signage.
			<ul style="list-style-type: none"> Add additional pedestrian crossing ahead signage.
			<ul style="list-style-type: none"> Evaluate and complete sidewalk network on the north side of Coogan Boulevard.
NM-8	9	W Broad Street (US-1) from Pequot Trail (CT-234) east to the RI border	<ul style="list-style-type: none"> Refer to motorist project #19 - W Broad Street at Liberty Street and Mechanic Street for intersection specific countermeasures.
			<ul style="list-style-type: none"> Evaluate and improve corridor lighting.
			<ul style="list-style-type: none"> Stripe 11-foot travel lanes and corridor edge lines (where missing).
			<ul style="list-style-type: none"> 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).

Project ID	Rank	Project Description	Traffic Safety Countermeasures
			<ul style="list-style-type: none"> · Provide exclusive pedestrian phasing at Edwards Street, add 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.
			<ul style="list-style-type: none"> · Evaluate a corridor road diet and add buffered bike lanes, striped edge lines and shoulders.
NM-22	11	Greenmanville Avenue (CT-27) between Coogan Boulevard and Mixtuxet Avenue / Willow Street - CTDOT ATP Walk audit location	<ul style="list-style-type: none"> · Install additional pedestrian and bike signage in coordination with CTDOT Tier 1 Bike/Ped improvement project. · 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

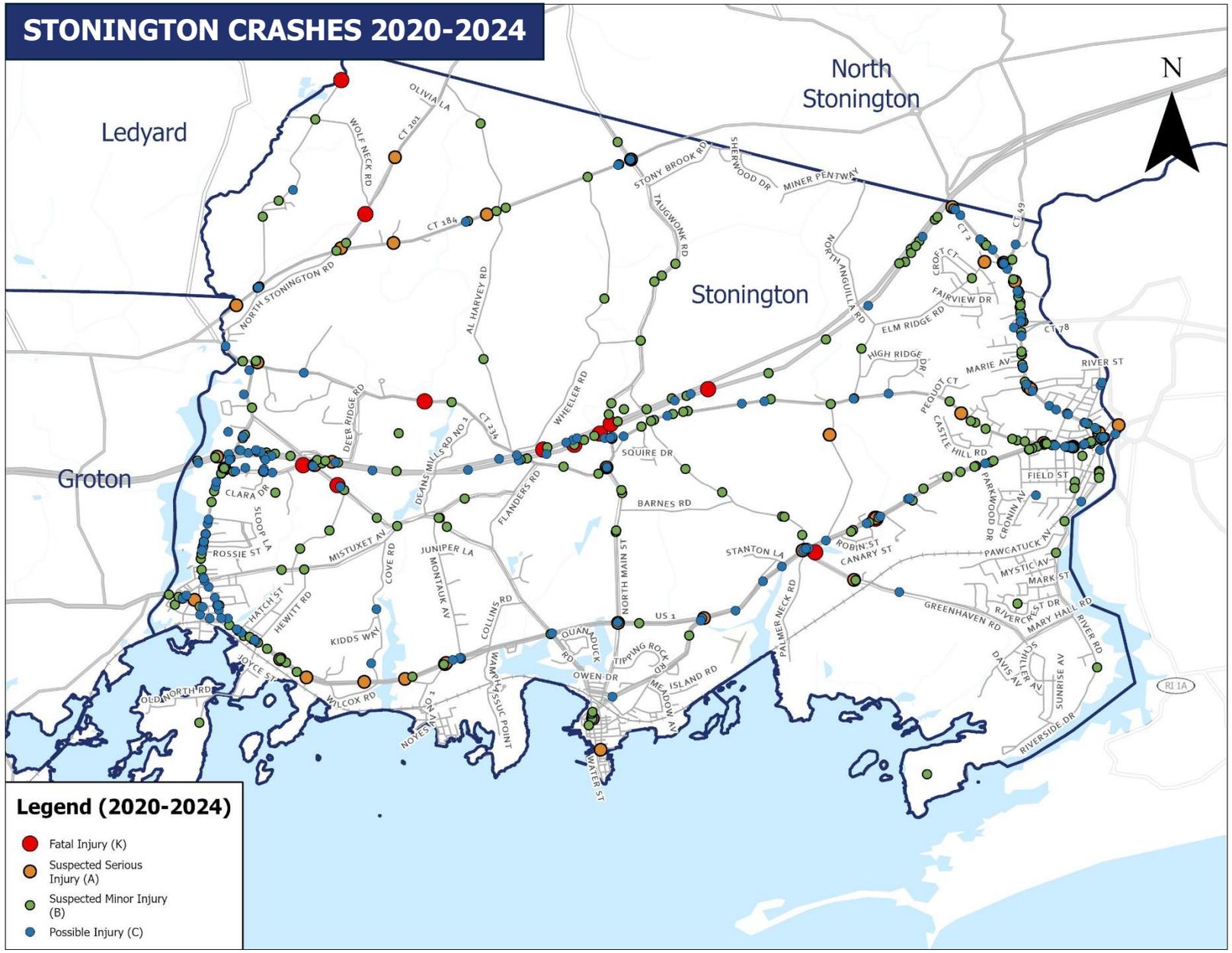
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-55	2	Angle (2)	24	331	32
M-19	0	None	17	239	17
M-17	1	Angle (1)	10	114	14
NM-8	2	Single Vehicle (2)	38	550	46
NM-9	3	Angle (1 Fatal, 1 Serious), Non-Motorist (1)	18	786	40
NM-22	0	None	25	334	25

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-55	23	0	0	40	1	11	11	0
M-19	33	0	3	19	0	7	2	2
M-17	10	0	0	1	0	1	0	0
NM-8	56	0	4	68	0	16	15	3
NM-9	38	0	1	15	0	10	8	0
NM-22	14	0	0	56	1	4	4	0

STONINGTON CRASHES 2020-2024



Legend (2020-2024)

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

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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-54	11	Hartford Turnpike (CT-85), from I-95 WB Off Ramps to Cross Road	<ul style="list-style-type: none"> · Traffic signal system planned to be upgraded along corridor.
			<ul style="list-style-type: none"> · Optimize signal timing, phasing, and detection.
			<ul style="list-style-type: none"> · Upgrade signal equipment at Cross Road, Target driveway and Dayton Place to improve visibility at signals.
			<ul style="list-style-type: none"> · Remove side street green buttons. Install pedestrian signals at Target driveway.
			<ul style="list-style-type: none"> · Install speed feedback radar signs.
			<ul style="list-style-type: none"> · 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.
			<ul style="list-style-type: none"> · Convert existing median at southern leg of Target intersection into a pedestrian refuge island.
			<ul style="list-style-type: none"> · Close left turn lane on Hartford Turnpike NB towards Olive Garden.
			<ul style="list-style-type: none"> · Install crosswalk and ramps across Petco driveway on north leg.
			<ul style="list-style-type: none"> · Narrow all travel lanes to 11 feet wide.
			<ul style="list-style-type: none"> · Close driveway entrance between Target driveway and west Crystal Mall Entrance.
<ul style="list-style-type: none"> · 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-11	27	Boston Post Road (US-1) from Rope Ferry Road (CT-156) to Miner Lane	<ul style="list-style-type: none"> · Evaluate a road diet and/or corridor study on RT-1.
			<ul style="list-style-type: none"> · Evaluate signal timing, phasing, coordination, and clearance intervals, add signal backplates.
			<ul style="list-style-type: none"> · Consider center median barriers, add pedestrian refuge islands.
			<ul style="list-style-type: none"> · Evaluate and repair/connect sidewalk network with wider sidewalks between Miner Lane and Rope Ferry Road.
			<ul style="list-style-type: none"> · Install crosswalks on side streets.
			<ul style="list-style-type: none"> · Evaluate corridor access management.
			<ul style="list-style-type: none"> · Evaluate and improve corridor lighting.
<ul style="list-style-type: none"> · Long term - consider roundabout at Rope Ferry Road and RT-1. 			

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-10	31	Hartford Turnpike (CT-85) from Industrial Drive to Fargo Road	<ul style="list-style-type: none"> Coordinate with project 0172-0525 traffic control signal upgrade at Hartford Turnpike and I-395 SB offramp.
			<ul style="list-style-type: none"> Adjust signal timing and phasing, clearance intervals.
			<ul style="list-style-type: none"> Narrow travel lanes from 12 ft to 11 ft.
			<ul style="list-style-type: none"> Widen shoulders.
			<ul style="list-style-type: none"> Evaluate signalization of I-395 NB offramp.
M-59	45	Mohegan Avenue Parkway (CT-32) at Scotch Cap Road	<ul style="list-style-type: none"> Evaluate a road diet near interchange.
			<ul style="list-style-type: none"> Improve intersection lighting (crashes at night noted).
			<ul style="list-style-type: none"> Improve signal performance and safety by updating timing, phasing, and clearance intervals (crashes involving congestion).
			<ul style="list-style-type: none"> Remove side street green, add pedestrian signal heads, add APS push buttons, add pedestrian exclusive phasing,
			<ul style="list-style-type: none"> Construct a pedestrian refuge island on Mohegan Avenue Parkway.
			<ul style="list-style-type: none"> Create sidewalk landing zones on northwest and northeast corner.
			<ul style="list-style-type: none"> Add a crosswalk across the east leg with ADA compliant ramps and sidewalk sections.
			<ul style="list-style-type: none"> Connect sidewalks to Scotch Cap Road west leg on the south side, connect sidewalks to Scotch Cap Road east leg on the south side.
			<ul style="list-style-type: none"> Manage sidewalk vegetation on Scotch Cap Road.
			<ul style="list-style-type: none"> Add signal head backplates.
M-59	45	Mohegan Avenue Parkway (CT-32) at Scotch Cap Road	<ul style="list-style-type: none"> Consider T'ing up Scotch Hill Road approaches using curb extensions with mountable materials.
			<ul style="list-style-type: none"> Consider other speed reduction methods such as increased enforcement, speed feedback radar signage, or intersection head signage.

Town Non-Motorist Projects

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-7	21	Rope Ferry Road (CT-156) from B Lane to Gallup Lane	<ul style="list-style-type: none"> 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.

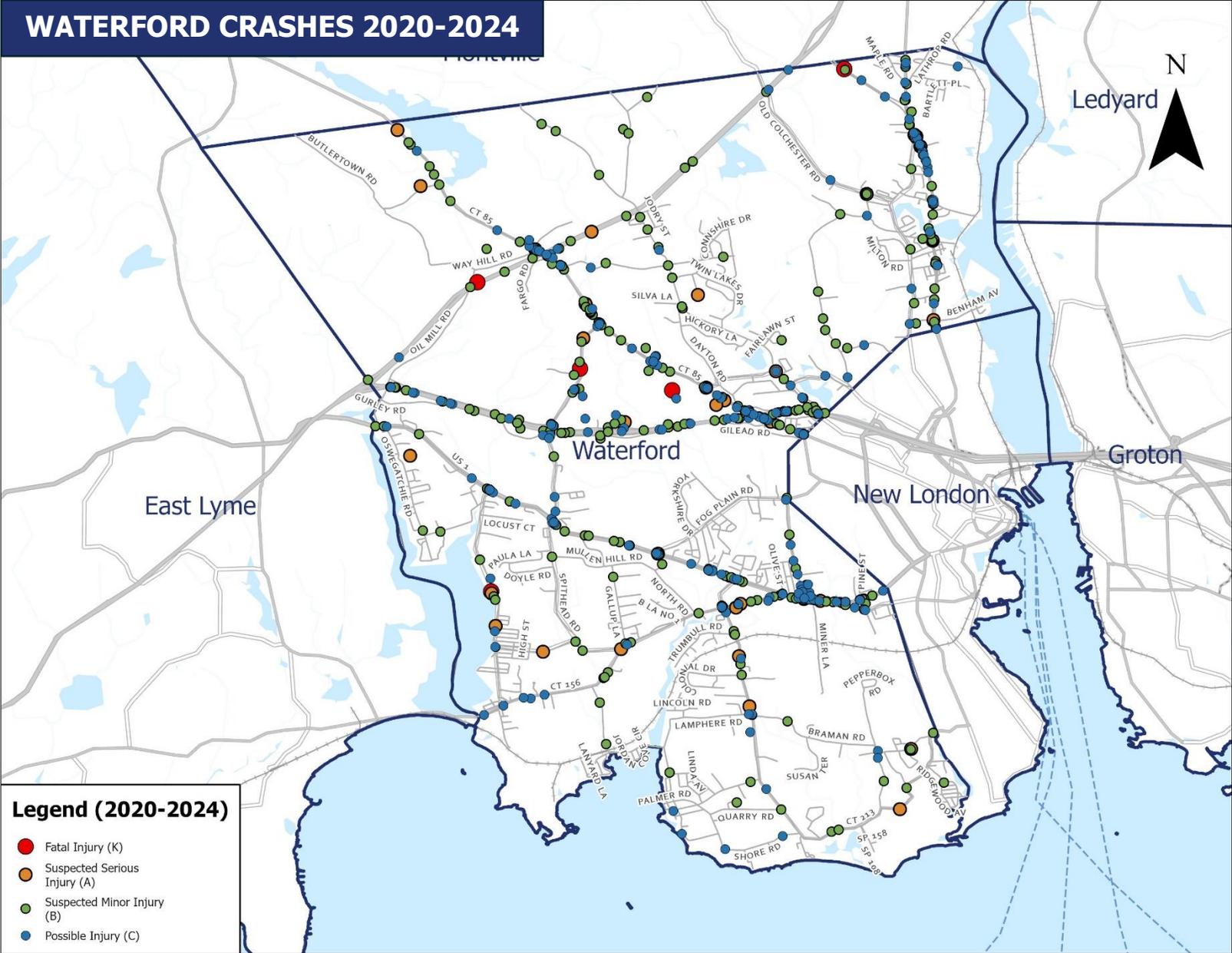
Additional Project Information

Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-54	2	Non-Motorist (1), Angle (1)	70	957	78
M-11	1	Other (1)	27	367	31
M-10	1	Angle (1)	22	299	26
M-59	0	None	10	127	10
NM-7	0	None	2	28	2

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-54	68	4	3	125	1	28	12	2
M-11	29	2	4	39	0	17	0	1
M-10	24	1	0	27	0	19	2	2
M-59	1	1	0	13	0	2	8	0
NM-7	0	0	0	3	0	0	5	0



Windham

Date of Meeting	08/07/2025
Town and Meeting 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
M-5	9	Boston Post Road (US-6) from Airport Road to Walmart Driveway (Northridge Drive)	· 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.
M-16	19	Boston Post Road (US-6) at North Windham Road (CT-203)	· Provide consistent 11' travel lanes.
			· 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.
M-6	26	South Street over Frog Bridge, including intersections of Pleasant Street	· Install trail crossing signage on CT-203 N Windham Road.
			· Evaluate RRFB and painted crosswalk.
			· 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.

Project ID	Rank	Project Description	Traffic Safety Countermeasures
		(CT-32) and Main Street (CT-66)	<ul style="list-style-type: none"> · 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).* · 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-50	41	Jackson Street (CT-195) from Ash Street to Park Avenue	<ul style="list-style-type: none"> · 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. <ul style="list-style-type: none"> · Provide exclusive pedestrian phasing. · Evaluate access management of gas station driveways, evaluate closure of driveway entrances/exits. <ul style="list-style-type: none"> · 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

Project ID	Rank	Project Description	Traffic Safety Countermeasures
NM-20	3	Main Street (CT-66) from Bridge Street (CT-32) to Arnolds Lane	<ul style="list-style-type: none"> · Curb extensions at intersection of Bridge Street and Main Street.
			<ul style="list-style-type: none"> · 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).
			<ul style="list-style-type: none"> · Realign crosswalks, repaint crosswalks, and evaluate all ADA ramps for compliance.
			<ul style="list-style-type: none"> · Evaluate access management along the corridor including restricting driveways to entrance or exit only, consider center left turn lane where applicable.
			<ul style="list-style-type: none"> · Provide bike infrastructure such as bike parking near Memorial Park.
			<ul style="list-style-type: none"> · Provide speed calming measures such as speed feedback signage. Evaluate need for midblock RRFB crossing at Memorial Park with bump outs.
			<ul style="list-style-type: none"> · For additional countermeasures refer to Main Street RSA completed in 2016.
			<ul style="list-style-type: none"> · 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.
			<ul style="list-style-type: none"> · 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.
			<ul style="list-style-type: none"> · Long-term countermeasures included: develop bike accommodations on Riverside Drive (curb protected bike lanes, cycle track, other traffic calming), add signage for the trail connection.
NM-18	10	Valley Street from Mansfield Avenue to High Street	<ul style="list-style-type: none"> · Where parking is not allowed, stripe hatched markings.
			<ul style="list-style-type: none"> · Consider a corridor study or RSA of Valley Street between Mansfield Avenue and High Street. · Evaluate and improve street lighting.

			<ul style="list-style-type: none"> Provide 11 ft travel lanes by striping edge lines on Valley Street, evaluate for on-road or shoulder bike lanes.
			<ul style="list-style-type: none"> Connect all side streets with crosswalks and ADA compliant ramps.
			<ul style="list-style-type: none"> Consider movable pedestrian crossing signage for the center of Valley Street crosswalks.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Coordinate with nearby schools for addition of bike focused infrastructure such as bike racks.
			<ul style="list-style-type: none"> Evaluate stop sign signage along the corridor
			<ul style="list-style-type: none"> Evaluate for LED stop signs at key locations at Mansfield Avenue, Windham Street, and High Street.
			<ul style="list-style-type: none"> Evaluate for long term bike accommodations connecting Valley Street to Jillson Square (start of Airline Trail connection).
NM-6	20	Main Street near AutoZone, Taco Bell, and AT&T intersection (Fitch Street)	<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> Provide a pedestrian phase to the signal.
			<ul style="list-style-type: none"> Construct ADA compliant ramps.
			<ul style="list-style-type: none"> Narrow travel lanes to 11 FT and provide pedestrian median refuge islands at crossings.
			<ul style="list-style-type: none"> Update signal clearance intervals.
NM-5	22	Main Street (CT-66) from Church Street to South Street, Riverside Drive from Church Street to Main Street (CT-66)	NOTE: Includes intersections of Main Street at Church Street and at Riverside Drive.
			<ul style="list-style-type: none"> 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).
			<ul style="list-style-type: none"> Provide bike lanes/accommodations on Railroad Street between Riverside Drive and Main Street.
			<ul style="list-style-type: none"> Evaluate bike boxes on Railroad Street approach and consider bike boxes on other approaches at Main Street and Railroad Street.
			<ul style="list-style-type: none"> Provide wayfinding signage for trail connection through Jillson Square.
			<ul style="list-style-type: none"> Consider curb extensions.

			<ul style="list-style-type: none"> Evaluate clearance intervals and signal timing at Church Street/Railroad Street at Main Street intersection.
			<ul style="list-style-type: none"> For additional countermeasures refer to Main Street RSA completed in 2016.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> 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, other traffic calming), add signage for the trail connection.
NM-15	23	Riverside Drive from Bridge Street (CT-32) to Church Street	Note: Between Bridge Street and Railroad Street.
			<ul style="list-style-type: none"> Provide RRFB controlled midblock crossing across Bridge Street in coordination with project 0172-0545 RR Markings and Signs to connect the Airline Trail.
			<ul style="list-style-type: none"> Evaluate adding a bicycle-track with two-way travel separated by flex posts/pavement markings from the traveled way.
			<ul style="list-style-type: none"> Identify sidewalk disconnections along Riverside Drive on the north side and reconstruct sidewalks as necessary.
			<ul style="list-style-type: none"> Install adequate trail wayfinding signage along Riverside Drive to connect riders between Bridge Street and Railroad Street.
			<ul style="list-style-type: none"> For additional countermeasures refer to Main Street RSA completed in 2016.
			<ul style="list-style-type: none"> 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.
			<ul style="list-style-type: none"> 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.

			<ul style="list-style-type: none">· Long term countermeasures included: develop bike accommodations on Riverside Drive (bike lanes, cycle track, other traffic calming), add signage for the trail connection.
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Additional Project Information

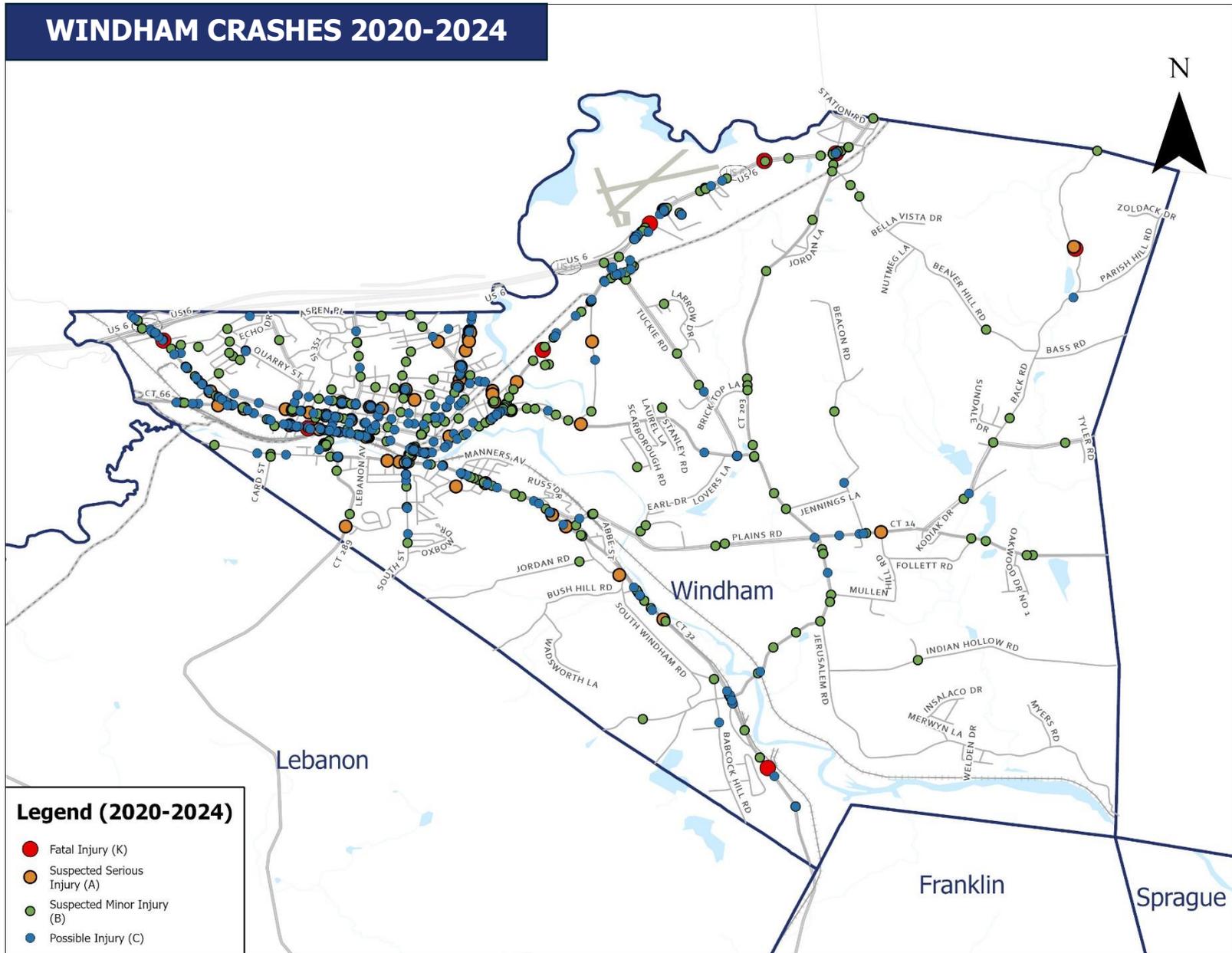
Scoring

Project ID	Fatal/Serious Crashes	Fatal Serious Crash Types	Total Injury Crashes (KABC)	EPDO	Score (SAP)
M-5	2	Angle (1 Fatal, 1 Serious)	40	1046	58
M-16	1	Angle (1 Fatal)	8	632	22
M-50	6	Single Vehicle (3), Angle (2), Rear End (1)	12	147	36
M-6	5	Non-Motorist (2), Head On (1), Angle (1), Other (1)	29	406	49
NM-5	0	None	1	24	1
NM-6	0	None	3	43	3
NM-20	2	Non-Motorist (2 Fatal)	31	944	49
NM-15	0	None	0	5	0
NM-18	4	Angle (2), Non-Motorist (1), Single Vehicle (1)	28	379	44

All Crash Types

Project ID	Angle	Head On	Non-Motorist	Rear-End	Rear to Rear	Sideswipe	Single Veh	Unknown
M-5	51	0	0	35	1	13	3	4
M-16	9	1	1	6	0	3	0	0
M-6	35	3	8	45	0	13	2	4
M-50	9	1	0	10	0	1	3	1
NM-5	2	0	0	4	0	4	2	2
NM-6	4	0	0	3	0	0	4	1
NM-15	0	0	0	1	0	3	0	1
NM-18	49	5	8	12	2	8	5	4
NM-20	28	4	7	35	2	13	3	5

WINDHAM CRASHES 2020-2024



APPENDIX B: Vision Zero Task Force Meeting Notes

- Municipal Project Guide
- **Vision Zero Task Force Meeting Notes**
- Public Meeting Notes
- Summary of Online Survey Results
- Summary of Interactive Map Responses
- Walk Audit Report
- Crash Modification Factor Sources

Client: Southeastern Connecticut Council of Governments Date: 3/18/2025
 Meeting Date: 3/12/2025 Prepared By: Srilekha Murthy
 Meeting Location: Virtual Job Number: 11584
 Meeting Topic: Vision Zero Task Force Kick-Off Meeting

ATTENDEES:

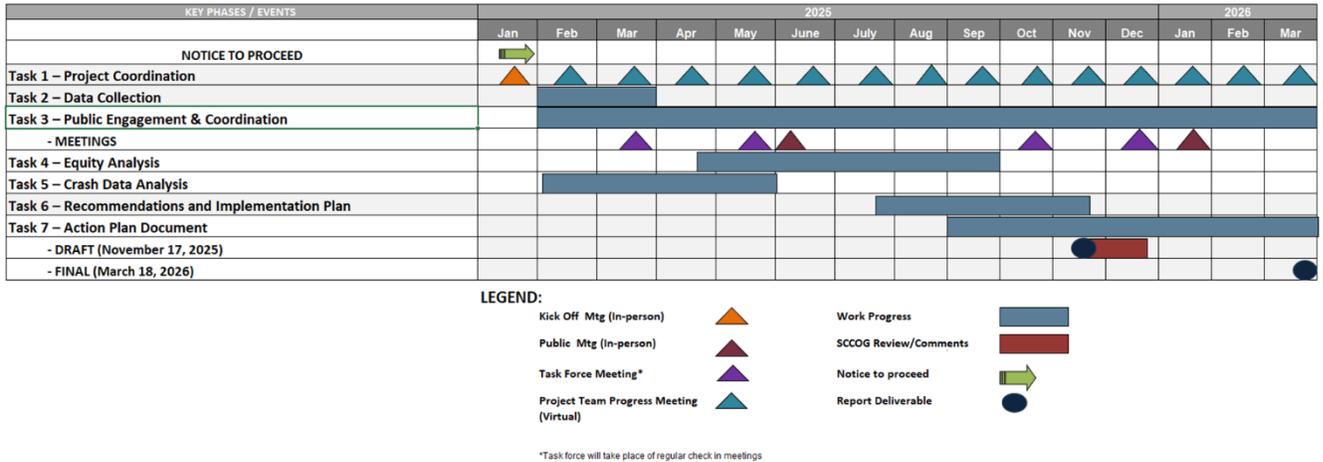
NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Kate Rattan	SECOG	Chad Frost	Ken and Frost Landscape Architecture
Amanda Kennedy	SECOG	Deborah Jones	Town of Groton, CT
Debra Pierce	SECOG	Stephanye Clark	Ledge Light Health District
Daniel Robinson	SECOG	Brandon McIntyre	Mashantucket Pequot Tribal Nation
Tina Falck	Town of Griswold, CT	Natasha Fatu	Connecticut Department of Transportation
Robert Zarnetske	Town of Windham, CT	Jeff Maxtutis	BETA Group, Inc
Robert Carlson	Town of North Stonington, CT	Srilekha Murthy	BETA Group, Inc
Sal Tassone	Town of Colchester, CT	Austin Pszenny	BETA Group, Inc
Brian Sear	City of New London, CT		

RECORD OF MEETING MINUTES:

1. J. Maxtutis and K. Rattan presented a background of Safe Streets and Roads for All, past safety work done by SECOG, and a plan for the future.
 - a. Components of a safety action plan
 - i. Analyze crash safety data, focus on serious injury and fatalities
 - ii. Collaborate with the public and stakeholders
 - iii. Equity is a consideration, understand how demographics play into data, address this problem progressively
 - iv. Assess policy and progress changes. Incorporating new policy changes since the last plan and track data to ensure we are making an impact
 - v. Include identification of strategies and projects
 - vi. Transparency and tracking progress over time
 - b. 2026 Safety Action Plan
 - i. Update data
 - ii. Be more consistent with federal regulation

- Freedom of Movement
- MoveSafe SE

f. Schedule



2. Questions/comments

- Presentation will be shared with Task Force, and the meeting was recorded as well.
- Goal of the plan is to identify the most important crash locations to provide countermeasures for each location.
- The COG is a source for many different types of funding. SECOG can also assist towns with project scoping and support applications for external funding sources.
- Who is responsible for collecting the crash data? Where is it found?
 - UConn Repository for crash data. Fatalities may be lagging behind, but we will get this information from community members and stakeholders. UConn is still working on finalizing PDO and KSI crashes in 2024.
- Will the level of enforcement available in crash areas be included in the data analysis and factored into the recommendations?
 - The study team will rely on police and towns for information if a location is heavily enforced.
 - Further Responses: Big impact on modifying motorists' behavior. Some locations do not have enforcement, sometimes there is no enforcement in communities.
- What data gets reported into the UConn repository?
- Police departments, or state troopers are responsible for collecting data provided in the CRASH data repository.
 - Police departments and State troopers use the MUCCC PR-1 (form) to provide data consistency for all vehicular crashes. The data is verified and anonymized when it is entered into the CRASH data repository. It includes a wide variety of data including data about the people, vehicles and place of the crash, and environmental and behavioral contributing factors. Police are required to submit the form within 5 days of closing the investigation. Investigation closure may be delayed for complex crashes, those with pending criminal charges or

those involving serious injuries/death. Other delays in data may result from errors in the crash record that require resubmission by the police.

- h. The Mashantucket Pequot Tribal Police did not submit crash data to the CRASH data repository prior to 2024 and there is a data gap in the CRASH repository. The Tribe plans to undertake their own Safety Action Plan. SECOG SAP will include and analyze available data within federally recognized tribal geographies.
- i. MMUCC – model minimum uniform crash criteria – the form utilized by police to record vehicular crashes.
- j. Crash data reporting has been a big part for policy recommendations for other plans.

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:

1. 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:
 - a. 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.
2. 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
 - a. The Task Force committed to a Vision Zero goal year of 2047.
3. 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

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 16th, and a virtual meeting on June 17th. 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.

Client: SECOG Date: 10/29/2025
 Meeting Date: 10/16/2025 Prepared By: Srilekha Murthy
 Meeting Location: Virtual (Teams) Job Number: 11584
 Meeting Topic: Vision Zero Task Force Meeting 3

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Kate Rattan	SECOG	Austin Pszenny	BETA
Amanda Kennedy	SECOG	Srilekha Murthy	BETA
David Cook	SECOG	Danielle Chesebrough	Town of Stonington
Debra Pierce	SECOG	Natasha Fatu	CTDOT
Dominic Anziano	SECOG	Brandon McIntyre	Mashantucket Pequot Tribal Nation
Taylor Lussier	SECOG	Sal Tassone	Town of Colchester
Jeff Maxtutis	BETA	Brian Sear	City of New London
Anna Sangree	BETA		

RECORD OF MEETING MINUTES:

Example minutes outline (delete if not needed).

- I. J. Maxtutis began the meeting with an overview of the work that has been done so far on SECOG's Safety Action Plan. Notably, the project team has conducted a significant amount of public engagement over the summer, including convening the Vision Zero Task Force to discuss initial crash trends and high-injury network development, creating and distributing a survey, conducting an in-person and virtual public meeting, conducting interviews with nearly every SECOG community, and meeting with external stakeholders and partner agencies involved in road safety.
 - A. The survey received over 550 responses and represented nearly every municipality in the region
 - B. The in-person and virtual public meetings drew over 20 attendees and asked their opinions on safety issues and strategies in the region
 - C. The project team conducted interviews with 17 municipalities, 1 federally recognized tribe, and three external stakeholders (Safe Routes to School, Warch for Me CT, Department of Public Health)

This extensive public engagement effort provided insight into how people around the SECOG region experience road safety and helped shape the recommendations and countermeasures the project team is proposing.

- II. A. Pszenny discussed the results of the safety analysis previously completed in relation to some of the feedback received through public engagement and stated that both were used in the project development process along with the High-Injury network, previous plans, and the public input map.

Overall, there are 88 projects proposed, with 65 focused on motorists and 23 focused on non-motorists.

- III. A. Sangree provided an overview of the types of infrastructure countermeasures proposed for each type of project. Infrastructure countermeasures were derived from a few key sources: NACTO's Urban Street Design Guide, the Federal Highway Administration's Proven Safety Countermeasures resources, and the Crash Modification Factors Clearinghouse, among others. Countermeasures were organized by crash type (e.g. single vehicle crash), potential contributing factors (e.g. wet road surface conditions or obstructions on the side of the road), solutions, and crash modification factor.
- IV. A. Sangree then led a discussion asking task force members about countermeasures they have seen and would like to see more of, as well as any challenges or successes they have had in implementing some of these measures. The conversation is summarized below:
 - A. Colchester has seen CTDOT installing curve ahead or chevron signs, also installed RRFBs (either town or DOT on state roads) by CTDOT, also speed feedback signs around town
 1. Note that these are effective when signs are up, but behavior reverts to bad behavior when the signs are removed (if they are temporary)
 2. 40 roads in Colchester received curve ahead signage
 - B. Amanda notes that she was surprised that lane narrowing has such a big impact on reducing crashes
 - C. Colchester shared that the town is installing shoulder line striping to narrow a 30 foot roadway to create safer walking areas for pedestrians
 1. E.g. Upton Road
 - D. Colchester developed a speed hump policy where 80% of residents must approve of the intervention. They have speed humps on Elm Street where there was a lot of speeding. It has been very effective
 - E. New London recently installed a raised crosswalk by Electric Boat campus
 1. Found this to be effective and would like to see them higher to slow drivers down more
 - F. New London tried to do lane narrowing but then ran into issues with zoning board (specifically related to curb bump-outs)
 1. K. Rattan noted that certain capital improvements go through Planning & Zoning
 2. D. Pierce noted that historic preservation groups sometimes get involved
 3. Colchester has done road reconstructions, streetscape improvements, etc. and all of those projects had to go through the Planning and Zoning Commission
 - G. Have they seen pushback from DPW with speed tables, raised crosswalks, curb extensions, speed humps, etc.?
 1. New London says it's never been a problem; just need operators that are aware of the new configuration
 2. Colchester says their operators are able to handle it
 3. Overall, have seen some successes with the raised crosswalks/speed tables
 - H. N. Fatu note that speed tables and raised crosswalks are allowed on state roads, there is one currently in New Haven
 1. CTDOT is developing the criteria but generally looking at lower volume roads without a lot of heavy vehicle traffic
 - I. Any challenges?

1. Extending sidewalks – resistance from residents, maintenance of sidewalks
 2. Snow clearance, they get billed if they don't clear it. Boy Scouts sometimes help out
 3. New London has many renters who do not clear snow. Pedestrian Advisory Committee is trying to address this problem
 4. Need to make sure you have drainage for raised crosswalks
 5. DEEP grants are more flexible and can be used as match where possible/needed
 6. CTDOT takes a long time to review things
- V. S. Murthy presented an overview of the policy and strategy countermeasures proposed to address safety issues at the regional level. Strategies were derived from SECOG's 2022 Safety Action Plan, safety action plans from other COGs and cities, and recommendations from FHWA and CTDOT. Recommendations included existing CTDOT programs and were organized by facets of the Safe System Approach.
- VI. S. Murthy then led a discussion asking members' experiences engaging with existing CTDOT programs, and what policies and programs did they think would be most effect. The conversation is summarized below:
- A. Can TAR be a source for local match for federal grants? Something for us to look into
 - B. Colchester has requested an illumination study on Routes 149 and 16, requested in 2023 and have not heard back
 1. CTDOT had asked town to look into this, town got back to them to request a study
 2. They will follow up
 - C. New London has made requests to CTDOT for pretty basic things, have to build in a lot of lead time with them
 - D. If that turnaround could be shortened, it would help municipalities in their work planning
 - E. DEEP does provide some funding for matching, and are more flexible in their match requirements
 - F. SECOG is on year 2 of bike microgrant program and they are oversubscribed
 - G. New London has done some education campaigns around a new roundabout
 - H. Grants
 1. Active transportation microgrant program. Hard to measure behavior, but lots of interest
 - I. Education: training, League of American cyclist training
 - J. SRTS and Watch for me CT as additional resources.
- VII. J. Maxtutis concluded the meeting by outlining next steps, which include finalizing the project list, developing countermeasures for each project, finalizing strategies and policies, and developing a draft document by the end of November. The next meeting of the task force will take place during the public comment period and will focus on specific project recommendations.

- D. How will the plan be circulated for public comment?
 - 1. The Vision Zero Task Force will receive the plan first for review. We will aim to get the draft to municipalities and on the SECOG website at least two weeks before the public meeting to kick off the public comment period. Feedback from the task force would be due by the first or second week of January, but if it is received later, we will review it as part of the public comment period.
- V. A. Pszeny then shared the project dashboard and demonstrated how viewers can find projects and related crash characteristics for each location. A. Pszeny also provided a preview of the municipal project guide, which breaks down crash histories, prior projects and concerns, and the top 3 motorist and non-motorist projects for each municipality in the region.
- VI. S. Murthy provided an overview of the elements within the safety action plan that require review and comments, including chapters on public engagement, the safety analysis, the policy and process review, the countermeasures toolbox, the list of projects and strategies, and monitoring progress and transparency. S. Murthy also shared the next steps for the project, including an in-person public meeting in January to coincide with the release of the draft plan, finalizing the recommendations and body of the plan, and seeking SECOG endorsement.

APPENDIX C: Public Meeting Notes

- Municipal Project Guide
- Vision Zero Task Force Meeting Notes
- **Public Meeting Notes**
- Summary of Online Survey Results
- Summary of Interactive Map Responses
- Walk Audit Report
- Crash Modification Factor Sources

Client:	Southeastern Connecticut Council of Governments	Date:	7/7/2025
Meeting Date:	June 17, 2025	Prepared By:	Srilekha Murthy
Meeting Location:	SECOG Office 5 Connecticut Avenue, Norwich, CT	Job Number:	
Meeting Topic:	Safety Action Plan Public Meeting 1		

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Kate Rattan	SECOG	Austin Pszenny	BETA Group, Inc
Amanda Kennedy	SECOG	Srilekha Murthy	BETA Group, Inc
Debra Pierce	SECOG	Shawn Barry	UConn T2 Center
Daniel Robinson	SECOG	Jennifer Lacker	Bike Stonington
Ryan Grew	BETA Group, Inc	Tom Olson	Town of Groton
Anna Sangree	BETA Group, Inc		

MEETING SUMMARY:

- K. Rattan and A. Pszenny presented an overview of the Safety Action Plan's background and purpose. This plan updates SECOG's 2021 Regional Safety Action Plan and is funded by USDOT's Safe Streets and Roads for All program, which incorporates the Safe Systems Approach in support of achieving Vision Zero.
- A. Sangree then began presenting initial findings from the analysis of crashes between 2020 and 2024, and the initial development of the high-injury networks. 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 top intersections and corridors. The development of the trends-based network consists of this analysis in addition to public input, resulting in a network based in both quantitative and qualitative analysis of safety in the region.

A. Pszenny presented an initial version of the risk-based high-injury network. This 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 is developed using a predictive model and subject to further refinement.
- S. Murthy presented findings from the overrepresentation analysis. The 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.

S. Murthy discussed CTDOT's emphasis areas developed following their own overrepresentation analysis done in support of the development of the Strategic Highway Safety Plan. Statewide emphasis areas include roadway departure crashes, motorcycle crashes, and pedestrian crashes. S. Murthy also presented an initial list of safety countermeasures that are typically applied and that can be considered as part of the Safety Action Plan, such as speed limit signage, road safety plans, road diets, and education campaigns, among others.

The project team concluded the meeting with a question-and-answer session. The conversation and comments are summarized below:

- Have the results of the high-injury network been normalized for AADT?
 - No, we really focus on the areas of high crashes.
- Implementation is an issue – we have many plans but want to see things built
 - Smaller communities struggle with the resources to get things done
- The region needs better standards for safety and pedestrian and bicycle safety
 - Would like to see cultural change – a desire for children to be able to walk and bike safely as a cultural norm.
- There are areas with high employment density in Stonington and Groton
 - Need to consider areas where many people work – not just areas where people live
- Speed cameras are good, attendee mentioned a desire to see more of them
- Attendee mentioned benefit of green bollards that help to show where pedestrian crosswalks are.
 - E.g. Route 27 in Groton
- State roads as actionable areas – where most of the recommendations will likely be necessary
- State evaluates bike/ped facilities for every project – but town needs to maintain any built improvements
- Bike lanes are desirable
- Changing standards – have more proven safety countermeasures recommended
 - For example, roundabouts. But also focus on standards over just spot treatments. Like when a road is being repaved, have standards for updated alignments
 - Bike standards in all repaving projects
- How can you change culture and perception? How do you get people to support it?
- Criteria for RRFBs are too high
 - You have to have a minimum number of vehicles etc. in order to meet the requirements
 - This takes away from the benefit of putting an RRFB in certain locations
 - Expand use of RRFBs beyond the DOT standard application
- Distracted driving raised as an issue
- Active transportation microgrants as an opportunity for programming and implementation
- Consider institutionalized improvements

- Cost limitations encouraging the cheapest option selected
- ADA transition plans across the state working on accessibility upgrades
- Standards/requirements need to be consistently implemented
 - Vision Zero requires single-mindedness
- Participation by an informed public in infrastructure projects
- Cycling With Out Age (senior cycling encouragement)
- SAP should consider:
 - Risk Based HIN should include Tourism and Employment centers
 - Flex posts at high demand crossings
 - Address Congestion
 - ADT should be considered in addition to population in tourism centers

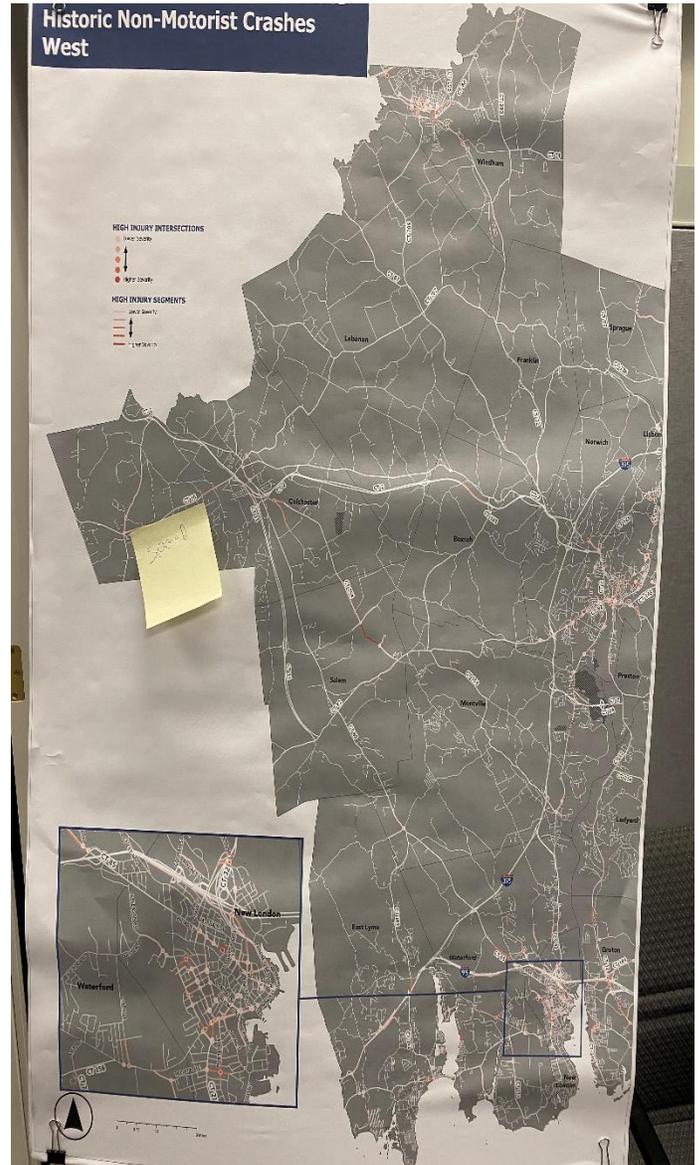
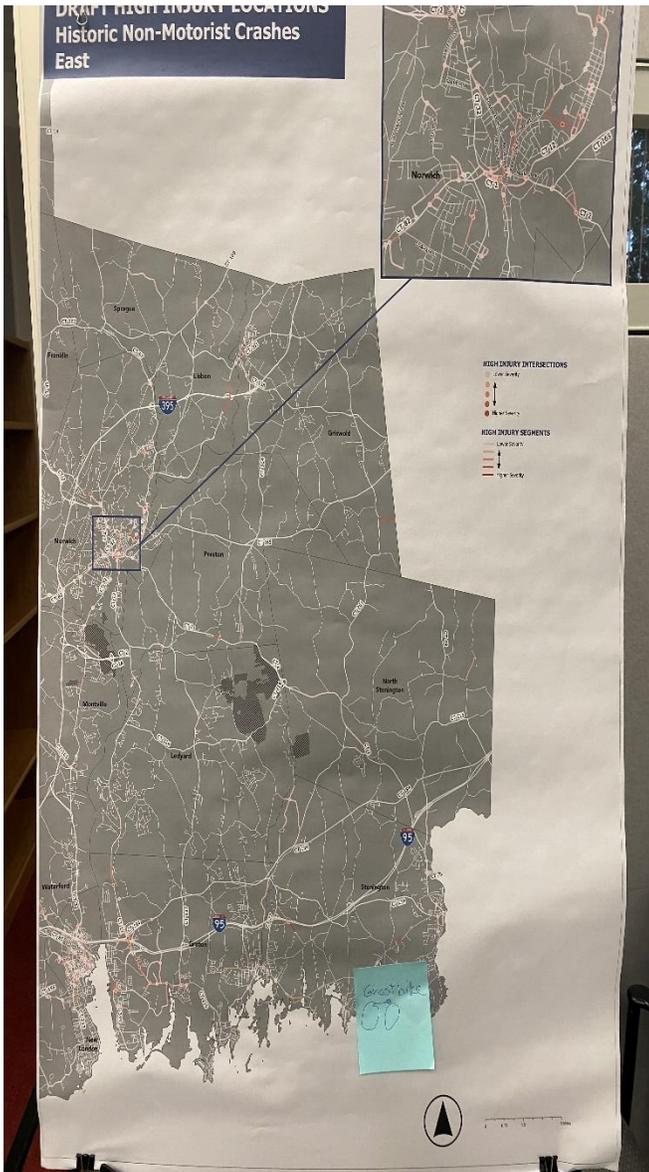
ADDITIONAL COMMENTS

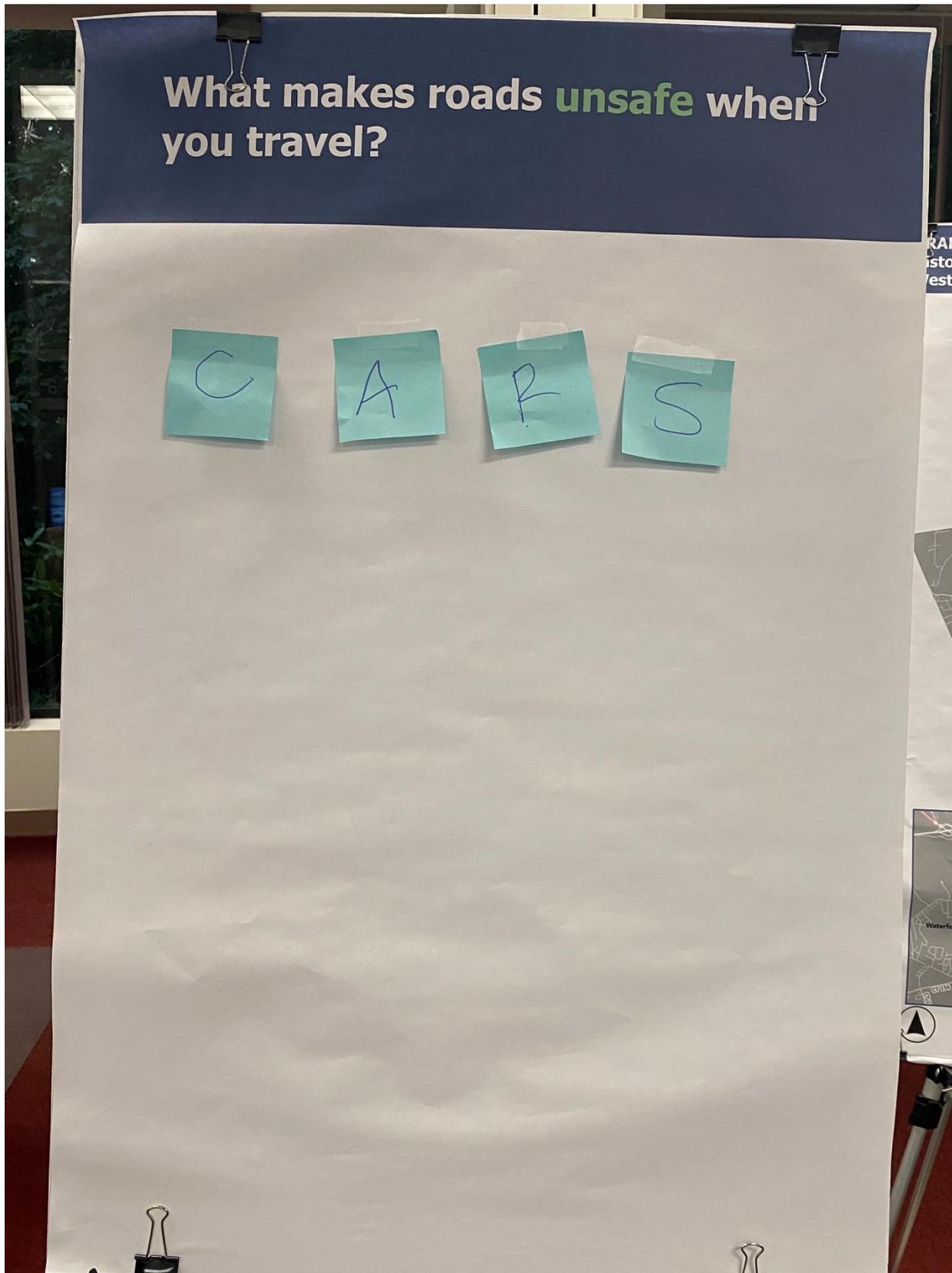
On June 18, 2025, the SECOG Board met and provided additional comments which are included below.

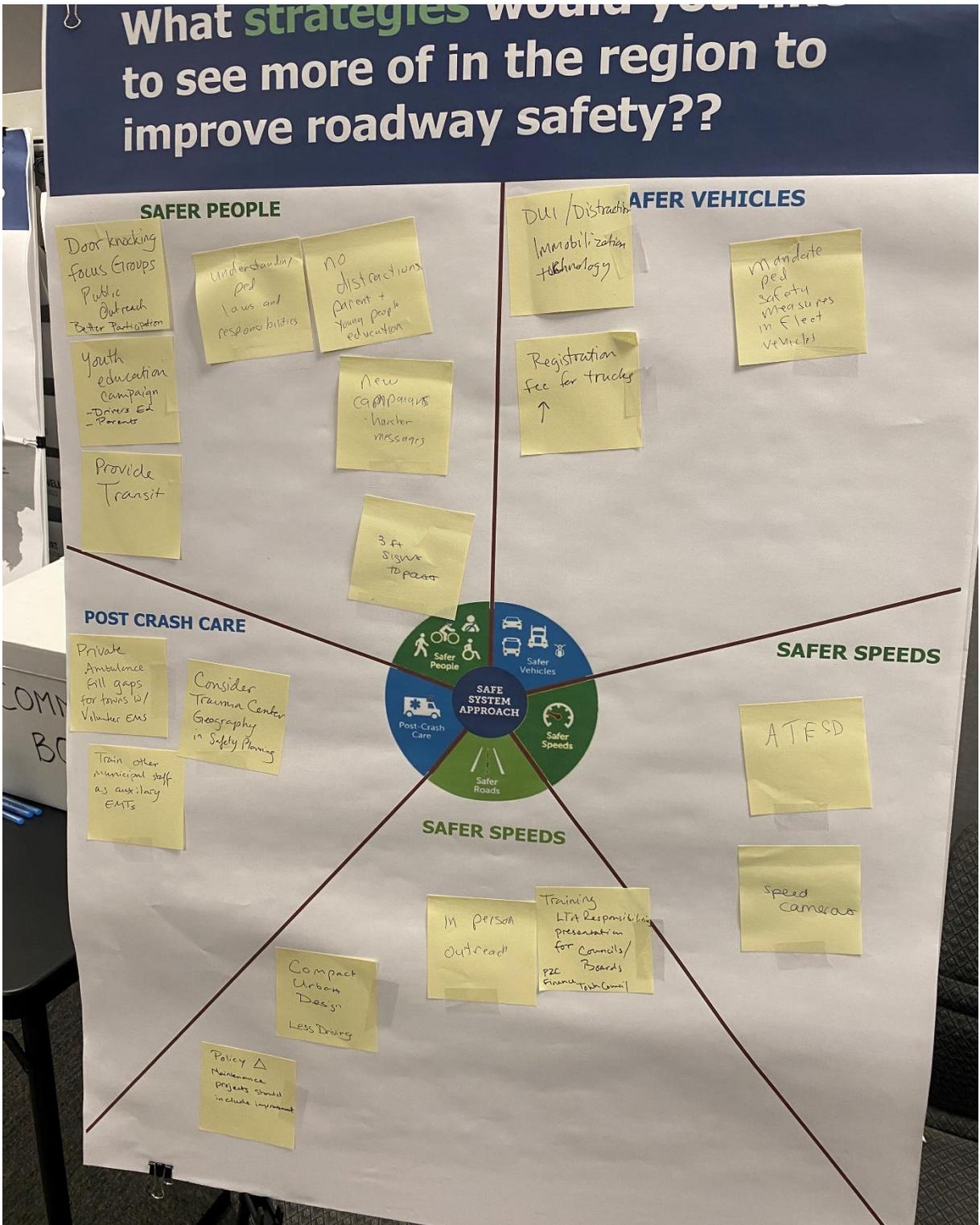
- What Strategies would you like to see more of in the region to improve roadway safety (at a local level)?
 - Safer people:
 - strobed crosswalk signs to replace existing signage (RRFB)
 - Pedestrian activated crosswalks
 - Post crash Care:
 - Put white crosses at sites of fatalities on roadways (Amanda and I discussed targeting the National remembrance for Road Traffic Victims (November 16) for social media and potential pop ups. Additional discussion will be necessary to discuss sensitivities)
 - Safer speeds:
 - enforcement for speeding
 - FLOC cameras at High Incident locations in each town, and enforcement
 - Regionalization of Police and Fire
 - Do not support traffic enforcement cameras - infringes on civil liberties
- How do you envision your municipality using data and recommendations from the plan?
 - Glen Pianka, Bozrah: Cell phone distraction and window tint enforcement should be a priority. Towns with state troopers get reports showing no enforcement activities (this bears investigation, under local contracts what are towns paying for? Hours of on-call response or hours of active enforcement. Pianka indicated that there may be staff shortages that are impacting the ability of state patrols to fully man the service.)
 - Dan Cunningham, East Lyme: electric pocket bikes are utilized on sidewalks by youth, posing a safety hazard due to their speed and lack of noise, and conflicts with other users on sidewalks. Legislation is necessary; also indicated the challenge of enforcing legislation.
 - Rob Zarnetske, Windham town manager: ATESD authority exists for red light running and speed; expand authority legislatively to include distraction and use of unregistered dirt bikes

- investigate the barriers to adding these authorities, also determine if it is feasible to utilize one process to cover all 4 authorized enforcement actions. Is there a separate process to authorize and report for speeding compared to red lights?
- Tom DiVivo, Windham: address barriers to having local law enforcement (regionalization was identified in the other exercise). Work through issues with the enforcement related to dirt bike gangs/road takeovers (some discussion has taken place at the DEMHS REPT region 1 meetings, it is difficult to enforce without creating a more significant traffic hazard, often riders are underage. There is little political will to enforce laws against these kids if it means they fall off and get hurt)
- Fred Allyn, Ledyard: DOT is requiring double crosswalk signage in LOTCIP projects, despite local sentiment that it does not improve distracted driving (pedestrian yield rates)
 - Request study of SIP program locations included in double signage project before and after. This could be accomplished by desktop of annual before and after crash rates but should also include peak hour in person (covert) sampling.)

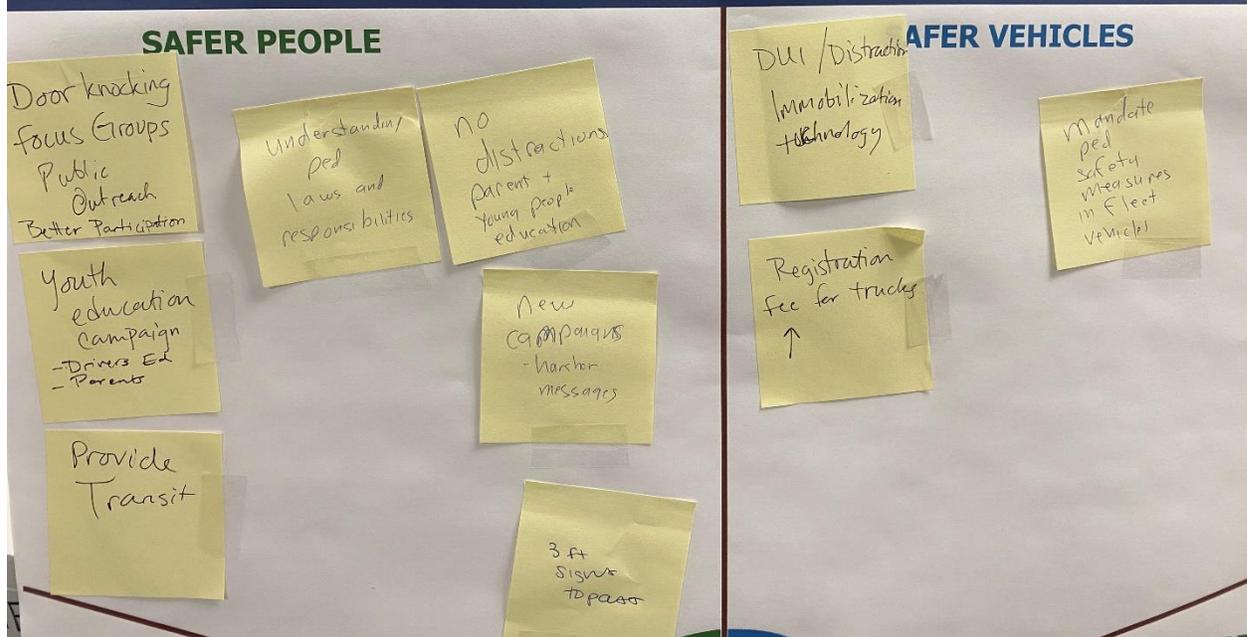
IMAGES OF INTERACTIVE BOARDS







What strategies would you like to see more of in the region to improve roadway safety??



SUMMARY OF BOARD COMMENTS

Safer People	Safer Roads	Safer Vehicles	Safer Speeds	Post-Crash Care
Door knocking	In-person outreach	DUI/distraction immobilizing technology	ATESD	Private ambulance fill gaps for towns w/ volunteer EMS
Focus groups	Compact urban design	Registration fee for trucks	Speed cameras	Consider trauma center geography in safety planning
Public outreach	Less driving	Mandate pedestrian safety measures in fleet vehicles		Train other municipal staff as auxiliary EMTs
Better participation	Policy change			
Youth education campaign - Driver's Ed - Parents	Maintenance projects should include improvements			
Provide transit	Training			
Understanding pedestrian laws and responsibilities	LTA responsibility			
No distractions – parents and young people education	Presentations for councils/boards			
New campaigns - harsher messaging	P2C, finance, town council			
3 ft signs to pass				

Client: SECOG Date: 9/11/2025
 Meeting Date: 9/10/2025 Prepared By: Srilekha Murthy
 Meeting Location: Virtual (Teams) Job Number: 11532
 Meeting Topic: Safe Routes to School SAP Chat

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Bridget Moriarty	SRTS/CTDOT	Jeff Maxtutis	
Paul Ashworth	SRTS/CTDOT	Anna Sangree	
Kate Rattan	SECOG	Srilekha Murthy	
Debra Pierce	SECOG		
Dominic Anziano	SECOG		

RECORD OF MEETING MINUTES:

- Primary program is their education - schools and parks and rec primarily, but open to anyone that wants to participation
 - Off-bike training (helmet fit, ABC quick-check, rules of the road, On-scooter (scan and signal))
 - Pedestrian training (K-2,
- Bike buses, walking school bus
- Walk/bike/roll to school day (October 8th), provide incentives for schools that register
 - Also running a bookmark context
- Generally offer bike safety education
- Walk audits, have done 7 or 8
- Communication is very important - connecting people within town like mayor, police, parks, etc
- Generally collaborate with engineers/planners for walk audits
- Trying to connect with CCGP and transportation alternatives projects
- Do they ever look at which areas could be better for walking during RSAs?
 - Generally yes and they look at what barriers might exist
- Any barriers to schools engaging w/ education programs?
 - Not too much, try to shoot for end of semester in terms of scheduling
- Training programs are school-to-school generally, but they have partnered with New Haven and Wethersfield
- Quick builds are now permitted on state roads, but still have to be reviewed by district staff

Client: Southeastern Connecticut Council of Governments Date: 7/7/2025
 Meeting Date: June 16, 2025 Prepared By: Srilekha Murthy
 Meeting Location: Teams (Virtual) Job Number:
 Meeting Topic: Safety Action Plan Public Meeting 1

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Kate Rattan	SECOG	Jennifer Pacacha	CTDOT
Amanda Kennedy	SECOG	Robert Carlson	Town of North Stonington
Debra Pierce	SECOG	Hal Zod	Naval Facilities Engineering Command
Daniel Robinson	SECOG	Anna Bergeron	CTDOT
Jeff Maxtutis	BETA Group, Inc	Jarred Harris	Town of Preston
Anna Sangree	BETA Group, Inc	Barbara Currier	Eastern Connecticut Transportation Consortium
Austin Pszenny	BETA Group, Inc	Shawn Barry	UConn T2 Center
Srilekha Murthy	BETA Group, Inc	Paul Ashworth	CTDOT
Brandon McIntyre	Mashantucket Pequot Nation	Tony Saccone	Town of Ledyard
Mark Wujtewicz	Town of Waterford	Andrew Moynihan	US Coast Guard
Sal Tassone	Town of Colchester	Thomas Olson	
Danielle Chesebrough	Town of Stonington		

MEETING SUMMARY:

- I. K. Rattan and J. Maxtutis presented an overview of the Safety Action Plan’s background and purpose. This plan updates SECOG’s 2021 Regional Safety Action Plan and is funded by USDOT’s Safe Streets and Roads for All program, which incorporates the Safe Systems Approach in support of achieving Vision Zero.
- II. S. Murthy facilitated a Whiteboard activity asking participants to share examples of what makes roadways unsafe in their communities. Responses included:
 - A. Speeding
 - B. Narrow roads
 - C. Overly wide crosswalks
 - D. Lack of defined bike lanes

An image of the Whiteboard can be found at the end of the summary.

III. A. Sangree then began presenting initial findings from the analysis of crashes between 2020 and 2024, and the initial development of the high-injury networks. 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 top intersections and corridors. The development of the trends-based network consists of this analysis in addition to public input, resulting in a network based in both quantitative and qualitative analysis of safety in the region.

A. Pszeny presented an initial version of the risk-based high-injury network. This 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 is developed using a predictive model and subject to further refinement.

IV. S. Murthy facilitated a Whiteboard activity asking participants to share locations in their communities where they experience safety concerns. Responses included:

- A. Route 214 in Ledyard
- B. Route 85 in Salem
- C. Ocean Avenue in New London
- D. Intersection of Route 16 and Bulkeley Hill Road in Colchester

V. S. Murthy presented findings from the overrepresentation analysis. The 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.

S. Murthy discussed CTDOT's emphasis areas developed following their own overrepresentation analysis done in support of the development of the Strategic Highway Safety Plan. Statewide emphasis areas include roadway departure crashes, motorcycle crashes, and pedestrian crashes. S. Murthy also presented an initial list of safety countermeasures that are typically applied and that can be considered as part of the Safety Action Plan, such as speed limit signage, road safety plans, road diets, and education campaigns, among others.

VI. S. Murthy facilitated a Whiteboard activity asking participants to share strategies to address their community's safety concerns based on the facets of the Safe Systems Approach. Responses included:

- A. Add RRFBs at pedestrian crosswalks
- B. Signal pre-emption
- C. DUI-focused education
- D. Traffic calming

VII. The project team concluded the meeting with a question-and-answer session, and there were no questions.

Safe Streets for Southeastern CT

Safe Streets for Southeastern Connecticut
Public Meeting 1 Breakout Activities
Date: June 16, 2025

Meeting Workshop

- Define the meeting goal to keep discussion focused
- Outline the agenda to guide the conversation
- Assign owners to tasks for follow-up
- Use sticky notes to jot down ideas, feedback, or decisions

Navigate the canvas

Keyboard
Click and drag on keyboard shortcuts to zoom in and out

Mouse
Use the scroll wheel to zoom
Use right click to pan the canvas

Touchscreen or Touchpad
Pinch to zoom in and out
Use two fingers to pan the canvas

AGENDA OF ACTIVITIES

Icebreaker: Where do you live?
What makes roads unsafe in your community?
Breakout Activity 1: Where does your community experience safety concerns?
Breakout Activity 2: What safety strategies do you want to see more of based on the Safe System Approach?

ICEBREAKER

Share your city/town and your favorite restaurant in the SECOG region!

City/Town	Restaurant
Naugatuck, Connecticut	Stouffer's Pines (Naugatuck)
Stamford, Connecticut	Stouffer's Pines (Stamford)
Meriden, Connecticut	Stouffer's Pines (Meriden)
Waterbury, Connecticut	Stouffer's Pines (Waterbury)
Shelton, Connecticut	Stouffer's Pines (Shelton)
Hamden, Connecticut	Stouffer's Pines (Hamden)
Meriden, Connecticut	Stouffer's Pines (Meriden)
Waterbury, Connecticut	Stouffer's Pines (Waterbury)
Stamford, Connecticut	Stouffer's Pines (Stamford)
Naugatuck, Connecticut	Stouffer's Pines (Naugatuck)

SAFER SPEEDS

Expanding availability of technology to present and minimize impact of crashes.

Technology	Impact
Advanced driver assistance systems (ADAS)	Reducing the severity of crashes
Autonomous emergency braking (AEB)	Preventing rear-end collisions
Blind spot monitoring (BSM)	Reducing lane change accidents
Forward collision warning (FCW)	Preventing head-on collisions
Intersection safety systems (ISS)	Reducing T-bone collisions
Adaptive cruise control (ACC)	Preventing rear-end collisions
Automatic emergency braking (AEB)	Preventing rear-end collisions
Blind spot monitoring (BSM)	Reducing lane change accidents
Forward collision warning (FCW)	Preventing head-on collisions
Intersection safety systems (ISS)	Reducing T-bone collisions

SAFER SPEEDS: Promoting safer speeds through roadway design, education, and enforcement.

Strategy	Impact
Speed cameras on highways, especially where speed limits change (e.g. on SR in NE LERS East Line)	Reducing high speed crashes
Flashing Speed Signs	Alerting drivers to speed limits
Lower speeds on rural roads in towns they are not highways	Reducing high speed crashes
Redesign of high speed lanes	Reducing high speed crashes

SAFER ROADS: Designing roadways to account for human mistakes and facilitate safe travel.

Strategy	Impact
Adjusting lane widths	Reducing lane change accidents
Adjusting shoulder widths	Reducing run-off-road crashes
Adjusting sight triangles	Reducing head-on collisions
Adjusting sight triangles	Reducing head-on collisions
Adjusting sight triangles	Reducing head-on collisions

SAFER VEHICLES: Expanding availability of technology to present and minimize impact of crashes.

Technology	Impact
Advanced driver assistance systems (ADAS)	Reducing the severity of crashes
Autonomous emergency braking (AEB)	Preventing rear-end collisions
Blind spot monitoring (BSM)	Reducing lane change accidents
Forward collision warning (FCW)	Preventing head-on collisions
Intersection safety systems (ISS)	Reducing T-bone collisions
Adaptive cruise control (ACC)	Preventing rear-end collisions
Automatic emergency braking (AEB)	Preventing rear-end collisions
Blind spot monitoring (BSM)	Reducing lane change accidents
Forward collision warning (FCW)	Preventing head-on collisions
Intersection safety systems (ISS)	Reducing T-bone collisions

SAFER PEOPLE: Encouraging safe behavior for all road users.

Strategy	Impact
Adjusting lane widths	Reducing lane change accidents
Adjusting shoulder widths	Reducing run-off-road crashes
Adjusting sight triangles	Reducing head-on collisions
Adjusting sight triangles	Reducing head-on collisions
Adjusting sight triangles	Reducing head-on collisions

SAFER ROADS: Designing roadways to account for human mistakes and facilitate safe travel.

Strategy	Impact
Adjusting lane widths	Reducing lane change accidents
Adjusting shoulder widths	Reducing run-off-road crashes
Adjusting sight triangles	Reducing head-on collisions
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Adjusting sight triangles	Reducing head-on collisions

SAFER ROADS: Designing roadways to account for human mistakes and facilitate safe travel.

Strategy	Impact
Adjusting lane widths	Reducing lane change accidents
Adjusting shoulder widths	Reducing run-off-road crashes
Adjusting sight triangles	Reducing head-on collisions
Adjusting sight triangles	Reducing head-on collisions
Adjusting sight triangles	Reducing head-on collisions

Icebreaker: Share your town and favorite restaurant in the SECOG region!

New London, Swad Tandoori
Stonington, Pink Basil
Mashantucket, Red 36
Colchester, Recovery Room
Stonington, Masa
New Longdon, On The Waterfront
North Stonington, Bon Appetit
Waterford, Filomena's
Colchester, Colchester Café and Donut
Preston, Tullis Taphouse

BREAKOUT ACTIVITY 1

Use the stickies below to share some examples of what makes roads unsafe in your community.

Speeding
Obstructed Views
Speeding
Speed limit too high for narrow roadway
Confusing intersection without clear priorities
Roads too wide in certain residential areas, encourages speeding
Poorly maintained, overgrown sidewalks force pedestrians onto streets
Lack of sidewalks
Bike lanes
Curvy roads
Poor lighting at crosswalks
Distracted driving
Speeding

Speed
Narrow roads
Blind spots
Speeding
Distracted driving
Lack of illumination
Speed limits are too high where there are driveways/homes
Lack of defined bike lanes/crosswalks where they are needed or wanted
Lack of connectivity between the storefront and the sidewalk network
Speed
Deteriorating road surface conditions
Narrow roads
Distracted driving
Dirt bike gangs
Speeding
Distracted driving
Lots of driveways
Road rage
Lack of bike lanes
Insufficient sidewalks
Wide intersection cross sections
Overly wide crosswalks serving multiple lanes of traffic

BREAKOUT ACTIVITY 2

Use the stickies below to share specific locations where your community experiences safety concerns.

Governor Winthrop St at Huntington Street, New London

On-ramp to I-95 South just before Flanders [Plaza Shopping Center], East Lyme



W Broad, Liberty St, Mechanic St in Stonington. 3 way intersection under Amtrak bridge. Lack of signaling, kind of a free for all. Turning left is very tough. High speeds, confusion, stopping in middle of intersection. Always thought a roundabout could make sense there
Route 32 in Waterford, hydroplaning during wet weather and rear-end crashes related to signals
Route 354 and Lake Hayward Road (Colchester)
Route 354 and Daniel Drive (Colchester)
Route 16 and Bulkeley Hill Road (Colchester)
immediate vicinity of rt 95 on-off ramps, pedestrians tend to be present where unexpected, or needing to cross where traffic, especially left turns, is poorly controlled (Groton)
Route 2 at the intersection of Route 201 (North Stonington)
Route 184 at Route 49 (North Stonington)
Salem Route 85 (to Route 11)
I-395 speeders
Stonington - Most of Route 1 from Mystic to Pawcatuck
Route 27 in Mystic
Route 82 Norwich, congestion and turning vehicles at midblock driveways
Ledyard - 214 on way to Foxwoods
I-95 at East Lyme/Waterford border - left hand exit, closely spaced exits, abrupt slow down as i-395 traffic enters, curve
New London- Ocean Ave overgrown sidewalks, no bike lanes
New London sidewalks- lots of things obstructing the sidewalk or driveway ramps very steep

Bike/Ped Huntington St in New London - no bike lane to the Gold Star Bridge
Preston Route 2 & 2A at all intersections.
Same locations...
Ice on road on Pequot Trail into Pawcatuck, there is an artesian well that spills onto the road
speed on GSB makes moving across

BREAKOUT ACTIVITY 3
Use the stickies to share issues and suggested strategies that you'd like to see more of based on the Safe Systems Approach.

Safer Vehicles: Expanding availability of technology to prevent and minimize impact of crashes.
Pedestrian detection in new vehicles
Centerline detection
Sidewalk maintenance monitoring/blight citations for overgrown areas
Automatic braking
Object detection
Better brush trimming on the state roads
Adoption of emerging Vehicle to Everything technologies that improve safety (blind pedestrian enhancements)
Vehicle alcohol detection for convicted DUIs

Safer Speeds: Promoting safer speeds through roadway design, education, and enforcement
Traffic Calming
Speed cameras on highways, esp where speed limits change (e.g. rte 32 in NL), I95 East Lyme
Flashing Speed Signs
Lower speeds on State Roads in towns- they are not highways.
Road diets
Neckdowns at high pedestrian intersection crossings
Safer Roads: Designing roadways to account for human mistakes and facilitate safe travel.
Add RRFBs at pedestrian crosswalks
Speed camera enforcement
Street narrowing, sidewalk bumpouts, curb extensions. Separated bike lanes.
Roundabouts!
Local road bike boulevards
Make center pedestrian islands common at intersections.
Can also be used for traffic calming at intersections
Allow for installation of sidewalks as default even when they don't connect
Pavement signalling of entering slower/congested area
Road diet
Post-Crash Care: Improving access to emergency medical care and preventing secondary crashes.
EMS signal priority - signal pre-emption
Everbridge-type alerts to push out notification of major incidents
Consistent reporting of crash incidents

Data sharing for emergency room visits resulting from non-reported crashes (like bike-only crashes)
Coordination at a state level with trauma centers to ensure that trauma centers can be reached in a reasonable [time]
Safer People: Encouraging safer behavior for all road users
Safe Routes to School campaigns
DUI-focused education
Speed cameras
Traffic violators have to take drivers test again to maintain license
Cycloviva events where roads are closed and there are bike safety events to encourage safe cycling and mode shift
Distracted driver campaigns in schools and community
Share the Road signs
Traffic calming measures

Client: SECOG Date: 9/3/2025
 Meeting Date: 9/3/2025 Prepared By: Srilekha Murthy
 Meeting Location: Virtual (Teams) Job Number: 11584
 Meeting Topic: Stakeholder Interview – Watch For Me CT

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Anna Stern	Watch For Me CT	Austin Pszenny	BETA
Amy Watkins	Manager, Watch For Me CT	Srilekha Murthy	BETA
Kate Rattan	SECOG		
Debra Pierce	SECOG		
Jeff Maxtutis	BETA		

RECORD OF MEETING MINUTES:

- I. This is a program in partnership with Connecticut Children’s Hospital and CTDOT
- II. Public health entity focused on reducing death and injury from crashes
 - A. Goes hand in hand with supporting infrastructure changes, enhancing peoples’ ability to bike and walk
 - B. Do a lot of education on infrastructure changes
 - C. Distill technical info and safety plans into easy-to-read materials
 - D. Make a lot of materials on countermeasures
 - E. Anna works on developing education action plan – educate residents on town-specific safety issues
 1. E.g. social media tiles that explain short term safety info
 2. Essentially consult with towns to create explainer materials and content when there is a new traffic safety countermeasure implemented
 - F. Also work with DPWs to help educate town stakeholders on safety countermeasures
- III. Materials are addressed to all ages – different content for children vs adults vs seniors
 - A. Co branding with the town
- IV. Also have in person events, like tabling at town events
 - A. Crosswalk awareness activities
- V. Safe driving pledge card
 - A. No one’s taken them up on that one yet
- VI. Have not done any safety education plans in SECOG yet
 - A. Kate says the region is slow moving to take advantage of some of the larger bike/ped trends
- VII. Bridget Moriarity, SRTS coordinator
 - A. She can address bike racks and ped access
- VIII. Would like SECOG to connect them with the towns in SECOG

- IX. This is all free and voluntary, towns do not pay for any of these materials
- X. They are very small – 1.5 FTEs for the whole state
 - A. Are not able to do the handholding for towns – they need town partners
 - B. They themselves do not do the in person outreach
 - C. They don't have funding to give out but DOT has been funding active transportation microgrants to do things like training, bike rodeos, giveaways, etc and they direct towns to go for it
 - 1. SECOG will only be able to fund 2 projects this calendar year
- XI. New London Elks do a bike rodeo every year, Amy could connect SECOG
- XII. A new traffic garden coming in Groton
- XIII. Have seen a sharp increase in bike deaths and e-bike related injuries
 - A. No real time injury database
 - B. Also get medical examiner reports (for deaths)
 - C. Potentially because of e-bikes, but they have seen one-time spikes before (in 2016 and during COVID)
 - D. Their real time data is relatively limited; will have more detailed info after the end of the year about trends across hospitals
- XIV. They believe e-bike crashes are underreported
- XV. There is a new MMUCC form being developed that will have an ebike line
- XVI. Their crash numbers are higher than FARS because their metrics are different from DOT/MMUCC
- XVII. CT Children's will do a deep dive study on all bike crashes that come into the hospital system
 - A. Hoping for initial data by November
- XVIII. Questions from BETA
 - A. What is the best way for munis to take advantage of your resources/how can they better use your resources?
 - 1. They can help towns communicate infrastructure changes
 - 2. Emphasize engagement early and often and reach across sectors of the community
 - B. What are the main ways you distribute the safety and education info you have?
 - 1. Social media
 - 2. In person events
 - 3. website
 - C. What strategies would you like to see included in an SAP?
 - D. Our project goal is to identify up to 30 high-risk locations with vulnerable road users for safety improvements; what sorts of strategies have you seen be effective in improving vulnerable user safety?
 - E. Any lessons learned for effective municipal outreach?
 - 1. Getting as many of the town's social accounts to post at the same time
 - 2. Sometimes social media isn't the best tool for certain towns or issues; know how to best allocate resources
 - 3. Using the schools where appropriate
 - F. Do they have materials in other languages?
 - 1. Just Spanish and English
 - 2. Imsafe has materials in Hatian Creole
 - 3. Also created a non-language handout – just has pictures

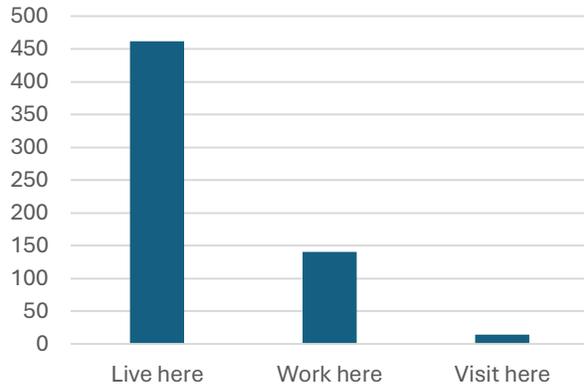
APPENDIX D: Summary of Online Survey Results

- Municipal Project Guide
- Vision Zero Task Force Meeting Notes
- Public Meeting Notes
- **Summary of Online Survey Results**
- Summary of Interactive Map Responses
- Walk Audit Report
- Crash Modification Factor Sources

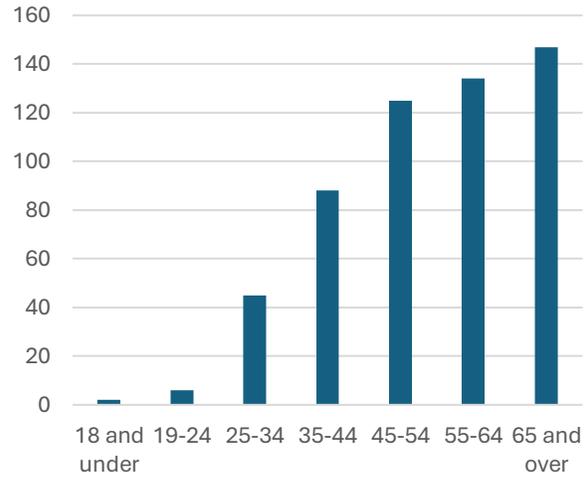
Survey Results

548 Respondents

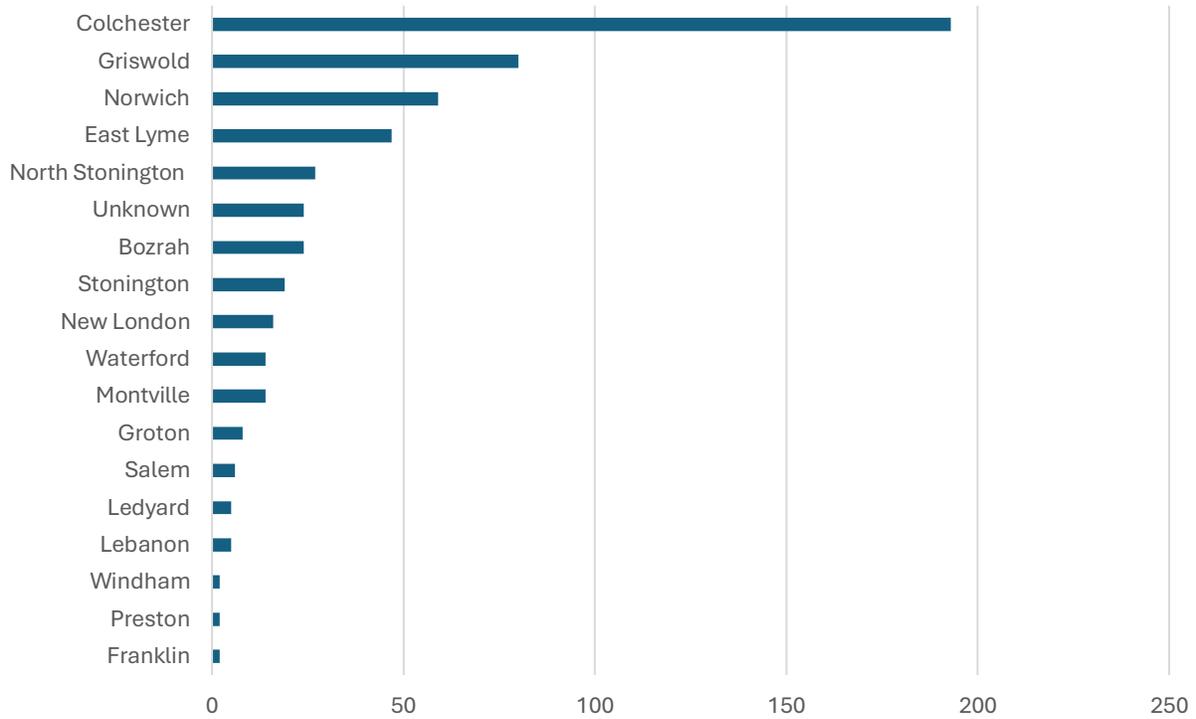
How are you connected to the SECOG region? (You can pick multiple)



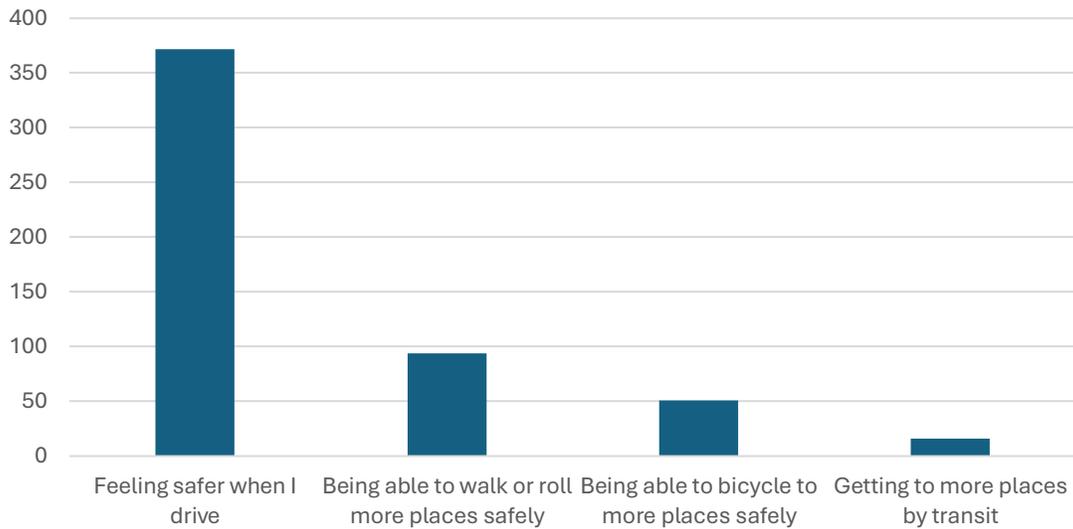
What is your age?



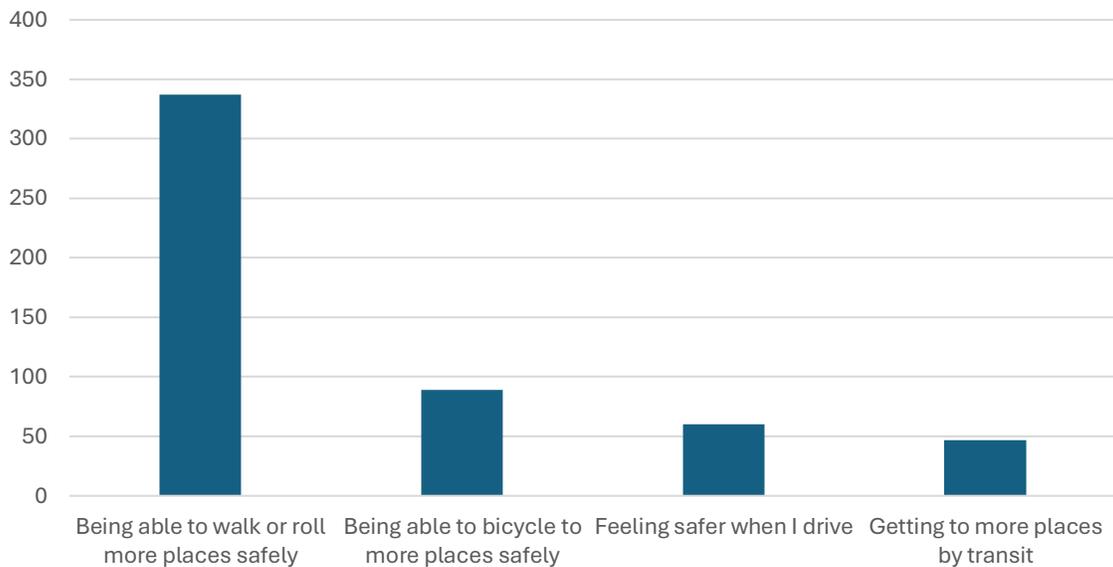
Municipality



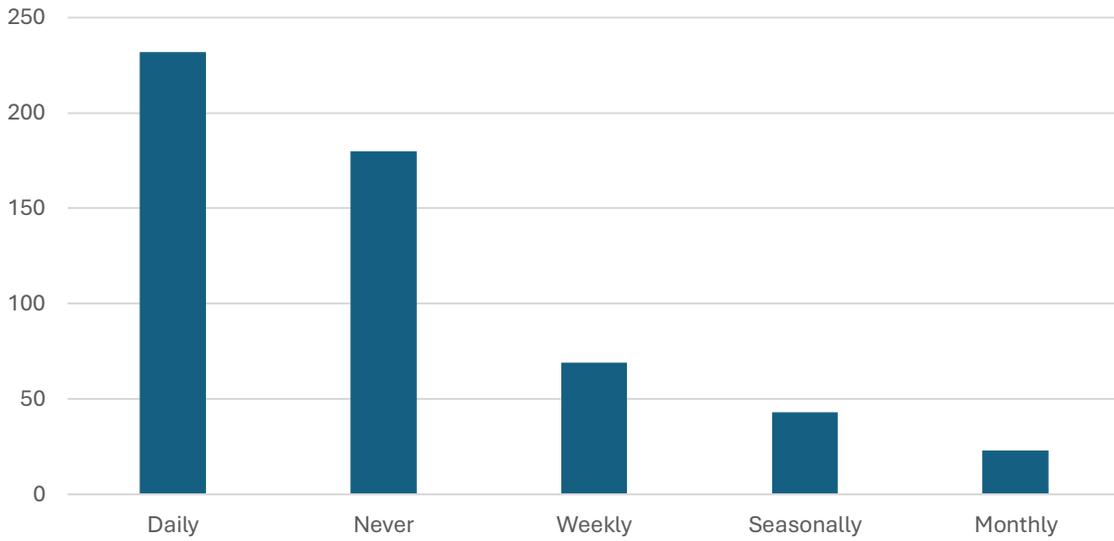
Rank from highest to lowest by dragging and dropping the options so your highest priority is on top. (1st priority)



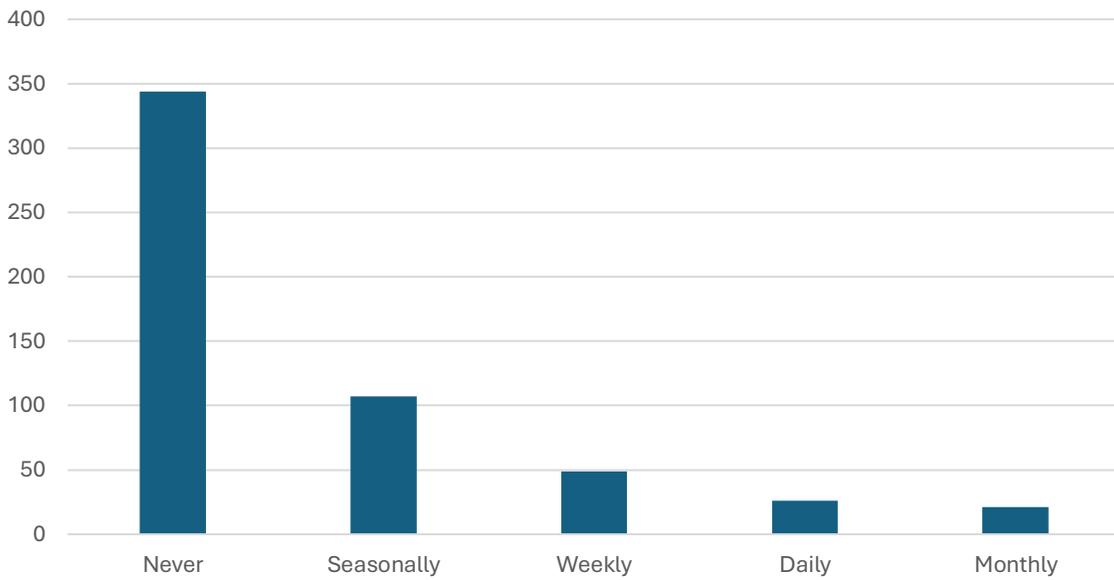
Rank from highest to lowest by dragging and dropping the options so your highest priority is on top. (2nd Priority)



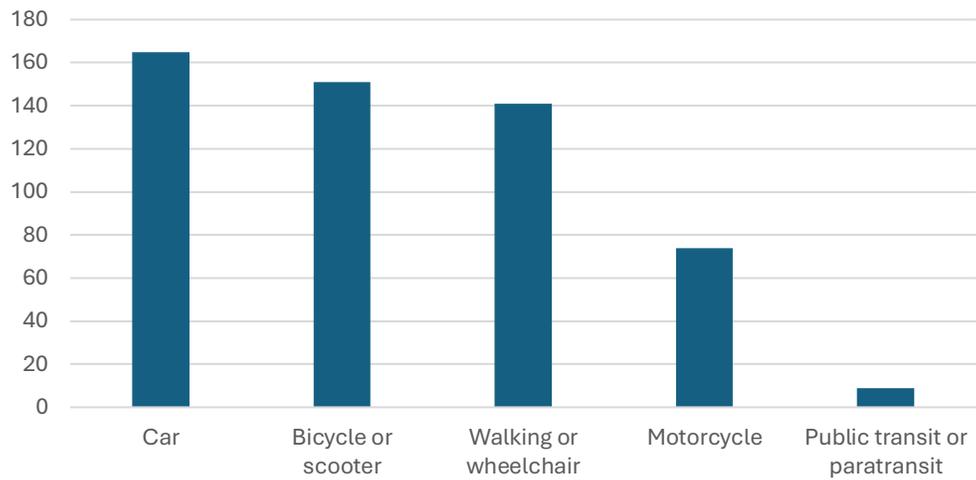
How often do you use each type of transportation? (Walking or wheelchair)



How often do you use each type of transportation? (Bicycle or scooter)



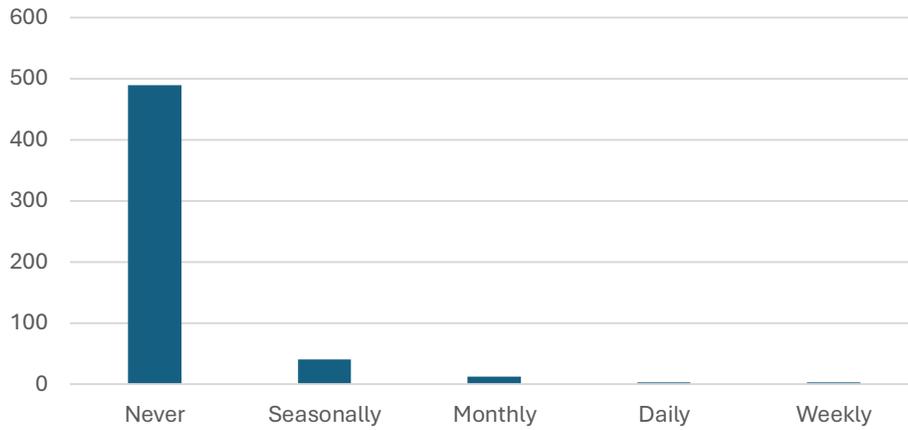
Which mode of transportation do you feel most unsafe using? (Select one)



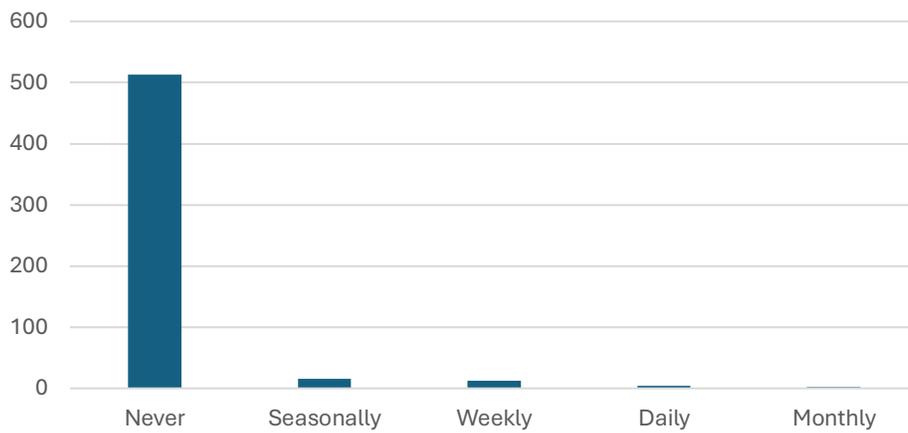
How often do you use each type of transportation?.Car



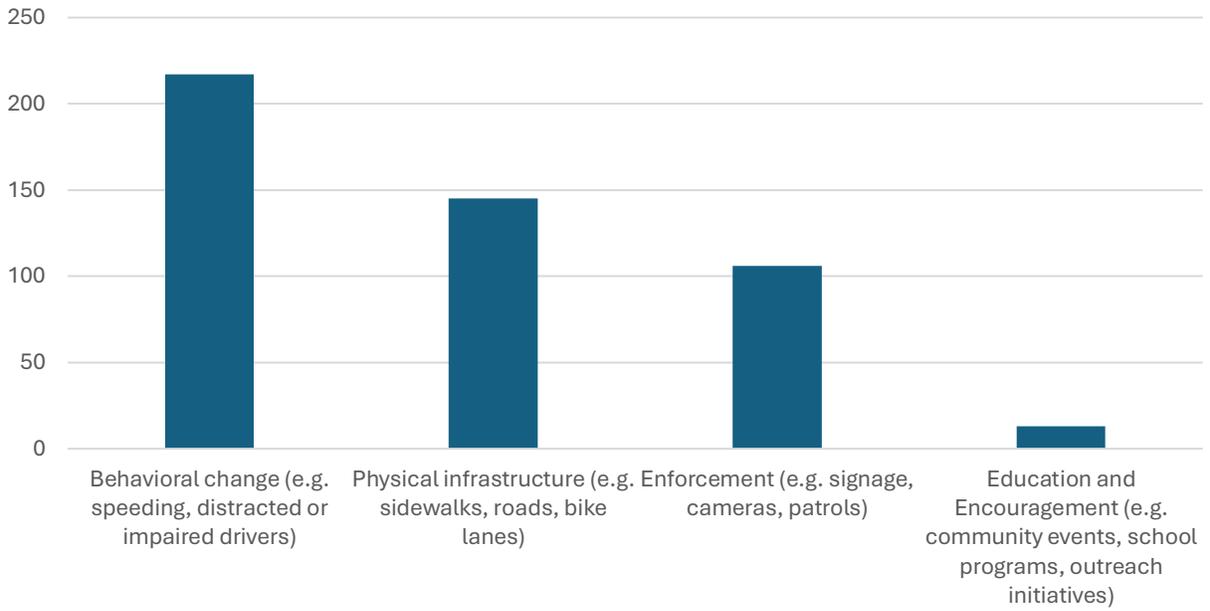
How often do you use each type of transportation? (Public transit or paratransit)



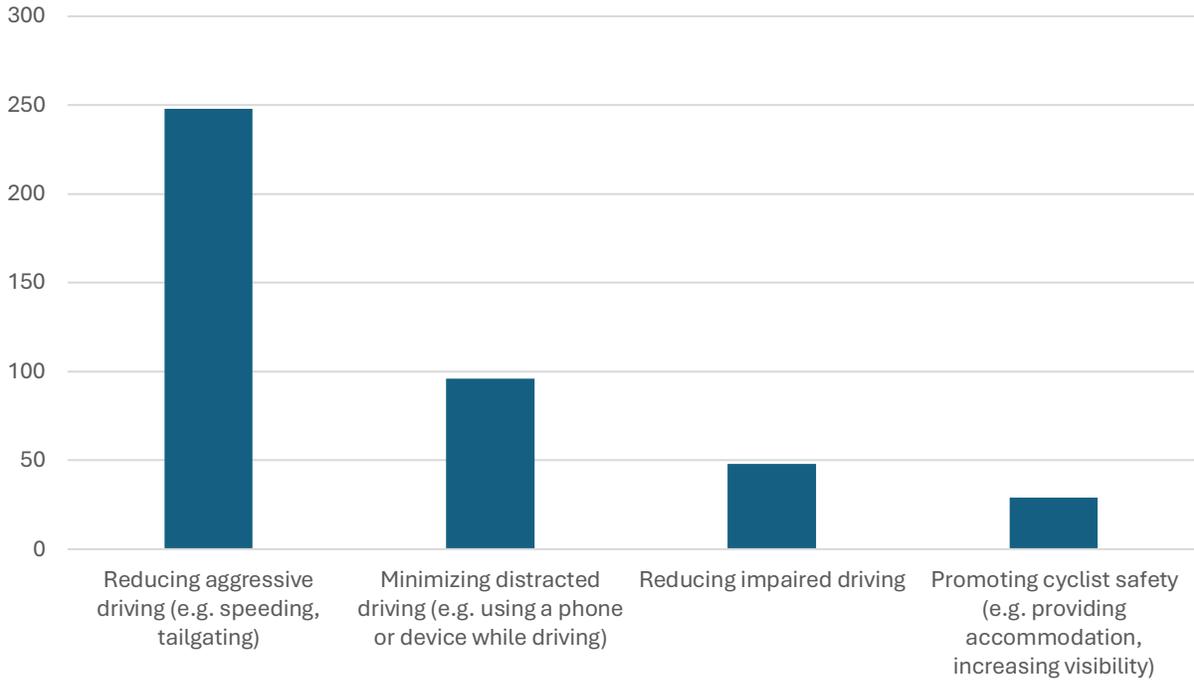
How often do you use each type of transportation? (Motorcycle)



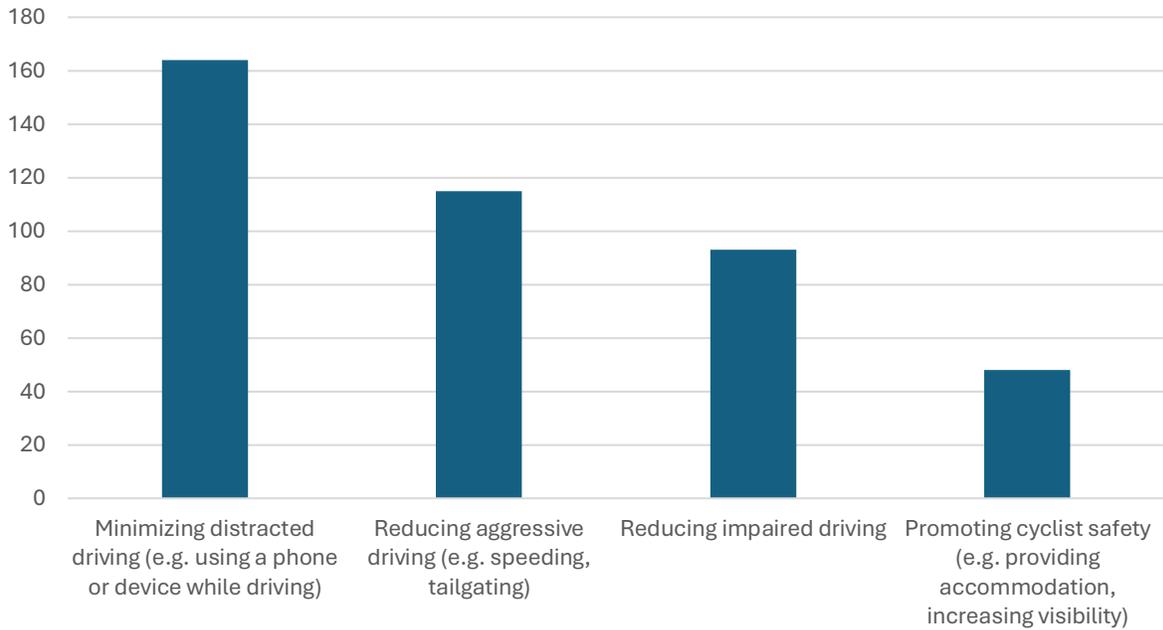
Which type of safety improvement is most important in your community?



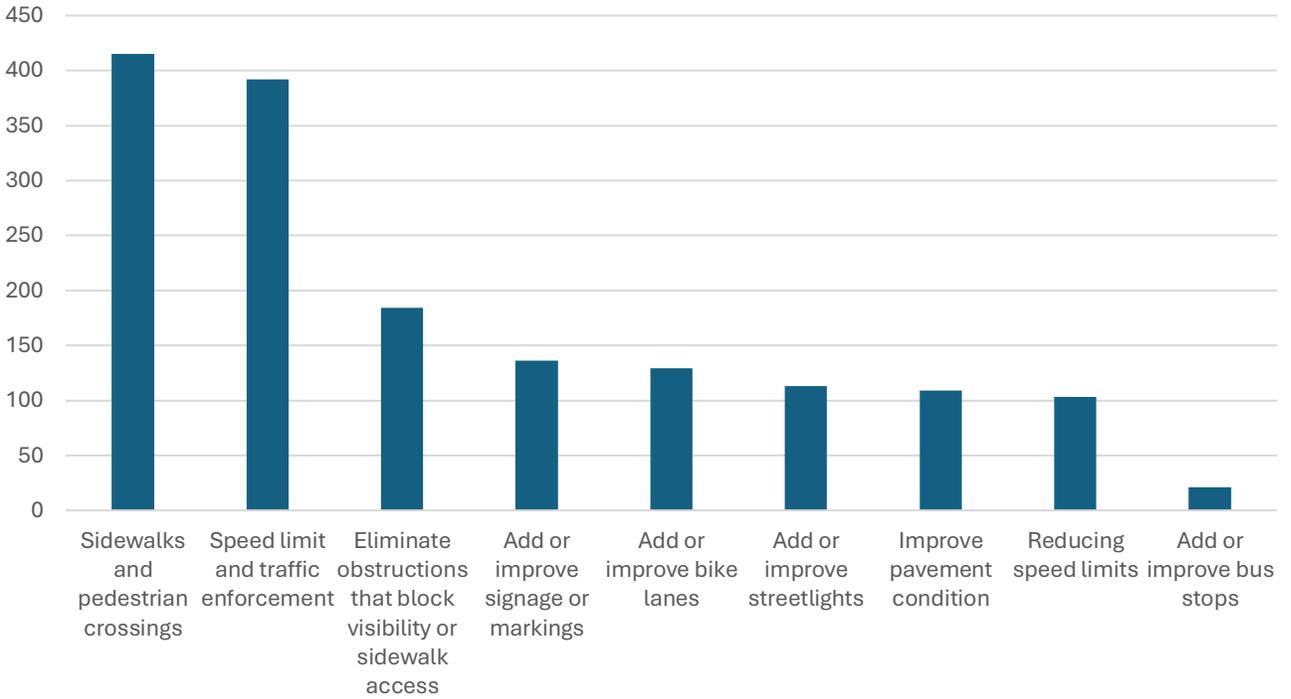
Prioritize the safety improvements below. (1st priority)



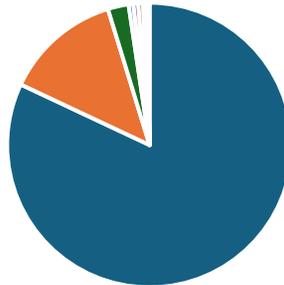
Prioritize the safety improvements below. (2nd priority)



Which of these safety strategies would positively impact your community the most? (Select up to 3)

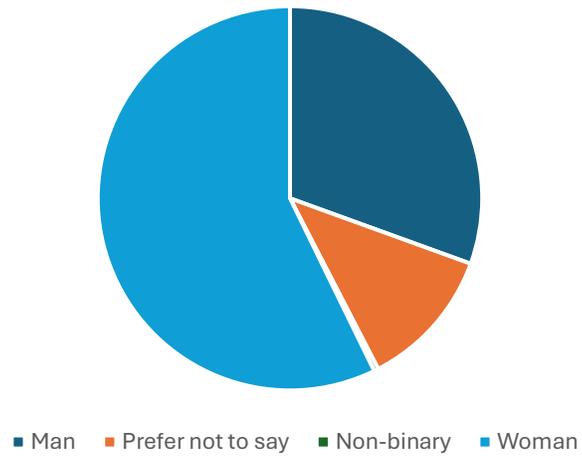


Race/ethnicity

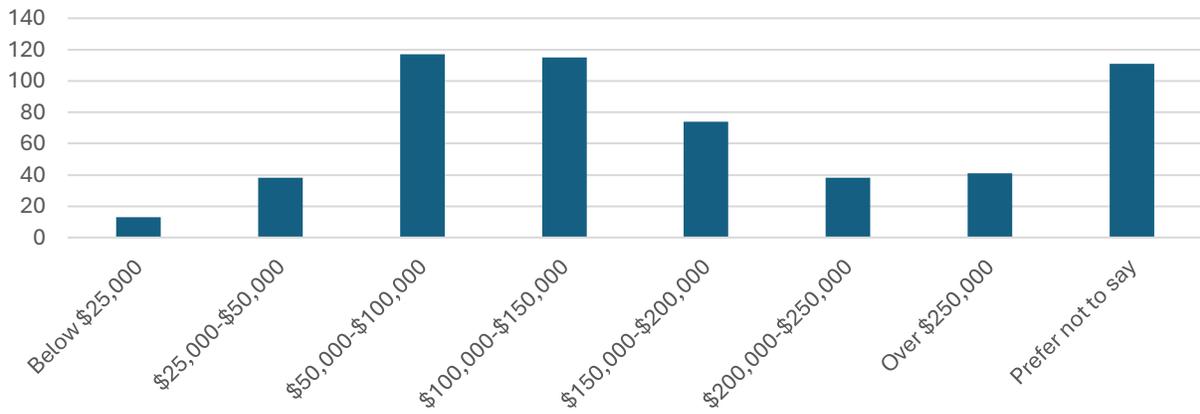


- White/Caucasian
- Prefer not to answer
- Hispanic/Latino
- Native American or Alaskan Native
- Multiracial/Biracial
- Native American or Alaskan Native
- Asian/Pacific Islander
- Black/African American

Gender Identity



Household Income



APPENDIX E: Summary of Interactive Map Responses

- Municipal Project Guide
- Vision Zero Task Force Meeting Notes
- Public Meeting Notes
- Summary of Online Survey Results
- **Summary of Interactive Map Responses**
- Walk Audit Report
- Crash Modification Factor Sources

Comment	Concern Type	x	y
Town requests RT2 midblock crossing with advance warning RRFB. This location is the trailhead for Pequot Trail (CT Blueblazed Trail), and Lincoln Park Rd connects to TriTown Trail and the LOTCIP funded Poquetanuck Village Trail (L0113-0001)	Walking	-72.0247845	41.49344843
Town of Preston requested CTDOT perform RSA on RT164 with special concern for speeding, sight lines and conflicts with slow moving farm equipment. Noted new YMCA Griswold development to the north. CTDOT is not performing RSAs at this time.	Driving	-71.98427395	41.5058133
Congestion, pedestrian crashes, vehicular crashes, flooding (CIRCA study underway) effects seaport/sidewalks/roadways, interest in transit and tourist shuttle, consideration of parking management, inclusion of AMTRAK station in 2025 study for ADA/high level platform, desire for multimodal connection. Freight access should be considered, include Groton in planning.	General	-71.96255322	41.36543197
Groton bike plan 2025 high priority corridor from walker Hill Rd to Stonington Town Line on RT1/12. Should provide separated bike facility. Intersection of Walker Hill Rd is particularly critical as this is the access to the Gold Star Bridge and the Separated path, north, along Pleasant Valley to RT12 to Crystal Lake to Subbase and Nautilus Museum. SEAT hub spot at Groton Square, across the street.	Biking	-72.07107004	41.36984271
Route1 pair (Coleman and Jefferson). City interested in making the pair bidirectional with a focus on Coleman Ave to reduce speed, enhance pedestrian safety, provide access and livability to high density residential neighborhood. need for road reconstruction to reset curbs, reallocate lane width, revise signals, clear pedestrian ADA path. On Jefferson, speed reduction is needed, opportunity for a separated bike facility and better parking delineation, consideration of intersection improvements to reduce crashes. Potential to provide bidirectional access on Jefferson as well, hinges on Bank Street traffic capacity and efficiency. Requires comprehensive study.	General	-72.11310347	41.35276944

Comment	Concern Type	x	y
Congestion, pedestrian and bike accommodation focus area from Howard St. to Lee Ave. Confluence of several high-volume roads, offset intersections. Poor pedestrian access. lack of bike infrastructure or bike boxes, difficult to make turning movements moving uphill/west bound. Permitted additional residential developments will exacerbate congestion.	General	-72.10779351	41.34822306
need protected facility and more opportunities to cross Route 1	Biking	-72.12446453	41.34216598
Residents and summer tourists walking on roadway have no safe shoulder, ped fatality 2024, Speeds on RT82/RT354 make turning difficult.	Walking	-72.23341138	41.50152726
Sidewalk condition is poor, high pedestrian corridor connecting community center to schools.	Walking	-72.32770777	41.57473273
RT616 Colchester to Norwich needs bike signage.	Biking	-72.30642256	41.57370605
Development permitted will exacerbate existing safety concern for vehicles at 85 and Lake Hayward. Expressway access, close to Colchester center, speed prevents safe multimodal activity.	General	-72.31872345	41.56060914
lack of safe biking options on Route 32 to provide access north and south of RT2 interchange	Biking	-72.12514492	41.55922654
Route12 is a transportation barrier for the Greenville neighborhood. It limits access to businesses, and residential development on Route 12 due to excessive speed, lack of crossing opportunities, crash incidence. City is investing in housing and open space. Consider study of Route 12 from Central Ave to Central Ave for traffic calming, EMS access, ADA access, safety improvements, street scape.	General	-72.05945908	41.52931066
Bike safe pedestrian crossing of NECR RxR and RT289 needed to provide trail continuity for Airline State Park Trail.	Biking	-72.21887673	41.71257448
there is no traffic control at this offset intersection with a rail overpass pier in the middle. Who has the right of way?	Driving	-71.83339242	41.37734649
Seasonal traffic back up. No safe space for bikes and walkers.	Driving	-71.84518836	41.39411598
steep hill narrow shoulder. Needs a bike path.	Biking	-72.01479574	41.34583494
Needs gateway feature. Vehicles ignore pedestrians and speed on North. poor pedestrian environment.	General	-72.07786642	41.36155668

Comment	Concern Type	x	y
Intersection is dangerous for bikes walkers and vehicles. Define parking, shorten crossings, manage access. Raised crosswalk on Montauk?	General	-72.10535601	41.34187824
There is no facility for cyclist. This corridor is important for food access but there are insufficient bike and pedestrian access, and no formal transit stops.	Biking	-72.12016411	41.34173695
This light takes FOREVER. Oil Mill sightline is obstructed but because they never get a green people go right on red despite a constrained view.	Driving	-72.19236648	41.36897758
Needs better bike and pedestrian access on RT156 to Rocky Neck	Biking	-72.24762121	41.30702719
this corner is dangerous. tight curve on slope. Flanders rd turning can be difficult both entering and exiting. is also a crossing point between open space areas	Driving	-72.00869063	41.35119784
underpass always flooding, check valve not working. little to no shoulder for bikes and pedestrians	General	-72.03892185	41.34193065
sidewalk ends	Walking	-71.97878761	41.35905121
people speed on this straight road; shoulder feels unsafe while biking	Biking	-71.97845737	41.35840874
consider sidewalk or bike lane to connect high school with Haley farm access	Walking	-72.00875933	41.33991171
this corner is dangerous. retaining wall at edge of road with no shoulder.	General	-72.13910668	41.57703029
Dangerous crosswalk, poor line of sight for vehicles coming up the hill. It needs flashing lights or other means to warn vehicles that people are in the crosswalk.	Walking	-72.21366747	41.63569094
This can be a difficult intersection to navigate as a driver, cyclist, and pedestrian.	Driving	-71.98093486	41.60705684
Trying to turn here is tricky as it is - people driving fast. However, the brush/weed growth to the left of cabin road seasonally blocks clear eyesight, making it even harder to safely turn onto route 16.	Driving	-72.34150285	41.56856039
This is a difficult intersection to cross. There are vehicles coming from three different directions and those wanting to make a right turn will do so regardless of whether the walk light is flashing or not	Walking	-72.33280799	41.57464015
This is a difficult crosswalk to use. Drivers in this intersection tend to be impatient and will make right turns on regardless of what traffic signals or the walk light displays. Cars come up from behind pretty quickly so one must keep aware of their surroundings	Walking	-72.33263913	41.57596367

Comment	Concern Type	x	y
E Hampton Rd & Flood Rd, Marlborough, CT, 06447. Signs indicating cross streets of Flood Road and other are worn off in both directions. Turning onto Flood Road almost requires complete stop as turn is not 90 degrees but sharper to turn further. Traffic so fast coming downhill from East Hampton, feels like will be hit from behind.	Driving	-72.37212138	41.61361527
I walk or bike on the transfer station road to access the spur trail. On Tuesday and Saturday, the road is unsafe due to high speed, narrow roadway, and curves.	General	-72.33740527	41.59357206
The exit from rt 2 to Old Hartford Rd is a yield. It is very hard to see cars coming from Old Hartford Rd. This would be better as a full stop with a 90-degree angle	Driving	-72.35695582	41.58219571
Entering rte 16 from Cragin Court should be a right turn only intersection	Driving	-72.33244104	41.57585748
Dangerous intersection with many accidents. It is dangerous to turn onto either side road from rte 16 because of speeding drivers. It is also very difficult to see to the left when entering rte 16 from Bulkeley Hill Rd.	Driving	-72.35193416	41.56469656
Multiple concerns- if you're coming out from either Cato or Standish you have to accelerate fast to either turn on to 16 or cross to either road (Cato or Standish) because of the blind spots when trying to see if the coast is clear. Also, if you're wanting to turn into Standish if you're coming from Westchester you have to slow all the way down because of the angle Standish is so that you can safely turn without hitting the utility pole or a car wanting to exit Standish.	Driving	-72.37928731	41.55536416
Increasingly, people at tis 4 way stop completely disregard the right of way rules and jump the line. At times, people engage in a game of chicken, seeing if they can get ahead of the next car. I would be grateful for a full stop light there. It has only gotten worse since we have been here.	Driving	-72.31871007	41.56062972

Comment	Concern Type	x	y
<p>The right dog leg turn onto West Road from Rt 85 is dangerous for drivers, pedestrians and cyclists. Cars traveling South on Rt 85 often are going too fast. When they turn onto West Rd., they don't slow at all. West Rd. has lots of walkers and elderly residents who get their mail at the road. There is no real shoulder to speak of. That would be ok if people didn't drive like they are on a racetrack. I am surprised that there have been no fatalities on this road, but sure is likely if things keep going the way they are right now.</p>	General	-72.18382594	41.56214449
<p>Multiple accidents here in the last few years, including fatalities. People speeding on Rt 354 (Parum Rd) and going around (into the shoulder) vehicles making the turn into Lake Hayward or the Rt 2 on-ramp. Please look at this intersection, it is very dangerous.</p>	Driving	-72.31538086	41.56199309
<p>Frequent accidents and traffic. An on ramp to i395 south and an off ramp from i395 north would divert traffic on to 395 vs 32. 32 would be safer and travel times would be faster</p>	General	-72.12351907	41.42874346
<p>Very confusing and dangerous intersection.</p>	General	-72.12154471	41.36897293
<p>Drivers take the turns and drive the straight aways far too fast on Davidson Rd. There are any walkers and young children with bicycles who seem to go unnoticed by walkers. And, I've had multiple issues with property damage over the years because of drivers going way too fast and missing the 90 degree turns.</p>	Driving	-72.36088497	41.56360893
<p>Exiting Cato Corner by taking a left onto rt 16 to go into the town of Colchester, cars fly over the hill, very difficult to exit! Fatal accident just occurred there, it is my fear every time I am heading into town sometimes, I will choose to go into town the long way using rt 149 instead, because it scares me!</p>	Driving	-72.37913003	41.555452
<p>Need more speed limit signs and enforcement from the intersection of Rt 85 & Mill Street. Also, a cross walk for those trying to cross from Colchester Mill Fabrics & Red Rose Cafe</p>	Driving	-72.32847426	41.57847595
<p>Intersection on Cato corner rd & route 16</p>	Driving	-72.37913003	41.555452

Comment	Concern Type	x	y
<p>I am fearful every time I need to cross Route 16 from Standish Road onto Cato Corner or make a left turn onto Route 16. Motorists speed excessively in both directions. Visibility is poor due to overgrown vegetation. A traffic light or blinking light and/or signage and speed enforcement is desperately needed. There was a fatal crash at this intersection just 2 weeks ago. Also, when turning onto Standish from Route 16, motorists are often aggressively tailgating, and it is scary to make the right turn due to a poorly placed telephone pole that requires you to come nearly to a complete stop to make the right turn. Help is desperately needed at this intersection in general!</p>	Driving	-72.37919216	41.5551611
<p>The intersection of Route 16 and Scofield is terrifying. When traveling on Scofield to Route 16, there should be signage warning motorists that a dangerous, major intersection is ahead. I have seen motorists fly out onto Route 16 without barely stopping many times. Also, turning onto Route 16 from this intersection in either direction is hazardous due to poor visibility, motorists speeding excessively, and inadequate road markings/signage. There was a fatal accident at this intersection a few years ago and the board of selectmen promised changes, but no improvements or changes have been made to date.</p>	Driving	-72.35188728	41.56475486
<p>Exiting Route 2, it is difficult to make turns at this intersection because of overgrown vegetation/visibility. Also, motorists speed excessively on this road, which is extra dangerous with a public walking/biking trail down the road and pedestrians crossing the road. Motorists' driveway too fast.</p>	Driving	-72.39627043	41.58978619
<p>Motorists constantly speed on Standish Road to the peril of walkers. There are no sidewalks, and many people walk on this road. Drivers greatly exceed the speed limit on this road constantly.</p>	Walking	-72.37702266	41.54904149
<p>Very difficult and at times scary to take a left turn onto Rte. 85 (towards Hebron) from Broadway</p>	Driving	-72.33648037	41.57834316

Comment	Concern Type	x	y
<p>The timing of the signal for pedestrians at this intersection is too short. If someone is trying to walk from Linwood Avenue to access the Town Green (for events, to use the bus stop, etc.) it takes nearly 5 minutes to get the proper signals to get all the way across. To cross from the Library across Linwood Avenue to get to the crosswalk that goes to the Town Green, it takes a full cycle, and the walk time only gives about 15 seconds. Then you have to press a button and wait a few more minutes to get the pedestrian signal to cross Main Street to the Town Green. It would be better if the pedestrian cycle was longer (20-30 seconds) so that pedestrians could cross both legs of the intersection.</p>	Walking	-72.33247259	41.57466318
<p>Making a left turn onto Middletown Rd from Bulkeley Hill is impossible at times</p>	Driving	-72.35185905	41.56470504
<p>Making a left turn onto Middletown Rd from Standish Rd is impossible at times and hard to see around the curves (in both directions).</p>	Driving	-72.37916364	41.55536997
<p>Routing essentially ALL traffic through this intersection leads to congestion issues and makes it impossible to move during busy times (12-4)</p>	Driving	-72.33239193	41.57472183
<p>Walking/crossing at this intersection is straight-up dangerous. The town has a fantastic green, but without pedestrian safety improvements and accessibility, this part of town won't be able to meet its potential</p>	Walking	-72.33239705	41.57461309
<p>Drivers exiting Day Pond Road—also known as Peck Lane—onto Route 149 face a serious visibility hazard. A severe dip in Route 149 obscures northbound traffic, making it impossible to see approaching vehicles until they suddenly appear just seconds away. This hidden zone creates a dangerous situation where drivers may begin to pull out, only to be surprised by a car that was completely out of sight. To make matters worse, the intersection sits on a blind curve. Route 149 bends sharply to the right heading north, further limiting visibility. When you combine this with traffic exiting Peck Lane, it becomes a total death trap. Frankly, it's surprising there haven't been more accidents. Adding to the risk is a fire station located approximately 1,000 feet away. If tragedy strikes, at least help isn't far—but that's cold comfort when the danger is so preventable.</p>	Driving	-72.39319306	41.59248596

Comment	Concern Type	x	y
<p>Drivers exiting Day Pond Road—also known as Peck Lane—onto Route 149 face a serious visibility hazard. A severe dip in Route 149 obscures northbound traffic, making it impossible to see approaching vehicles until they suddenly appear just seconds away. This hidden zone creates a dangerous situation where drivers may begin to pull out, only to be surprised by a car that was completely out of sight.</p> <p>To make matters worse, the intersection sits on a blind curve. Route 149 bends sharply to the right heading north, further limiting visibility. When you combine this with traffic exiting Peck Lane, it becomes a total death trap. Frankly, it's surprising there haven't been more accidents. Adding to the risk is a fire station located approximately 1,000 feet away. If tragedy strikes, at least help isn't far—but that's cold comfort when the danger is so preventable.</p>	Driving	-72.41231954	41.55214161
<p>Difficulty with line of site pulling onto Rte 184</p>	Driving	-71.90166495	41.41748186
<p>Intersection of Parum Road and McDonald Road. It's difficult to see oncoming traffic from Salem without pulling into intersection during spring/summer due to obstruction.</p>	Driving	-72.3104025	41.56021043
<p>Walking is unsafe due to sidewalks in disrepair, no sidewalks, and overgrown bushes and weeds.</p>	Walking	-72.06208855	41.53627879
<p>Vehicles do not respect the pedestrian crossings on the road and drive at high rates of speed here. An elevated crossing would be helpful and prevent people from speeding. Illumination is terrible at night and doesn't allow Vehicles to properly see pedestrians while crossing. Vehicle parking on the side next to the crossings prevent visibility of pedestrians as well.</p>	Walking	-72.07756887	41.52392577
<p>The traffic light is completely unnecessary here. Stop or yield signs would work more appropriately here.</p>	Driving	-72.07308028	41.52440383
<p>Speeding vehicles all the time make it unsafe when pedestrians are trying to get to the marina park.</p>	Driving	-72.07870621	41.52333069
<p>Kids walk up and down this street all the time during the school year with a blind curve, no sidewalks, and cars going way over the speed limit.</p>	Walking	-72.07653203	41.53497331

Comment	Concern Type	x	y
Many accidents at this location.	Driving	-72.09912688	41.51671697
Heavy congestion.	Driving	-72.08134811	41.52408877
Blind turn.	Driving	-72.10382685	41.51895415
Cars turning into Wendy's cause backups and improper lane changes.	Driving	-72.10252275	41.51532498
Narrow road that pedestrians walk with dogs and children	Driving	-72.10776229	41.52166994
Inoperable walk signs.	Walking	-72.07575415	41.52444273
Speeding and bad sight lines at intersection of Rt 82 and Wawecus Hill Rd	Driving	-72.14198899	41.50609511
Speeding and impaired sight lines (tree overhang) at intersection of Rt 82 and Teddy Lane	Driving	-72.13164527	41.50615374
There are no sidewalks past 1 McCurdy Rd at the corner of Lyme St and McCurdy Rd. The high school cross country team runs this road, and many residents walk along it. The speed limit is 25, but cars mostly go 35 or above. This is a dangerous situation and an accident waiting to happen. There need to be sidewalks installed from the corner of Lyme and McCurdy all the way to the OL Country Club. Thank you.	Walking	-72.32893761	41.31031684
Trees and/or a fence needs to be added to block headlights from 95. It is particularly blinding when driving toward the Halls Rd and Rt 1 intersection.	Driving	-72.3325158	41.32383262
The crosswalk to get across Rt 1 to Hains Park desperately needs flashing lights, bumps in the pavement, anything to make it safer for the kids trying to get to rowing. Maybe even a traffic light.	Walking	-72.29721673	41.34921218
A crosswalk has to be installed between each Ferry Rd near the boat launch on 156. People have to dart across the street where the speed limit is 45 and the curve heading towards 95 is blind. There is no crosswalk on 156 between Smiths Neck and Halls Rd, I think. People regularly cross between the two Ferry Rds and it is currently incredibly dangerous.	Walking	-72.33703374	41.31410554
Visibility of traffic coming from the right, south on Taugwonk Rd, is limited at this stop sign	Driving	-71.90477829	41.3808008
Crosswalk on Alpha Ave required between the Cutler St and Main St staircases, perhaps at the crest of the bridge	Walking	-71.90573531	41.33879031

Comment	Concern Type	x	y
Better markings or signage required at intersection where traffic goes from Alpha Ave to Water St southbound or from Water St northbound to Alpha Ave without stopping while northbound traffic on Water St must stop. Newcomers sometimes stop or run the northbound stop.	Driving	-71.90717555	41.33768837
Needs crosswalk and signal to cross Bank Street.	Walking	-72.10578473	41.34913583
Needs signal for bike/ped to cross intersection.	Biking	-72.10578754	41.34913903
Bike/ped signal here should align with the one at Shaw street so bikes can safely turn onto Bank and onto Jefferson.	Biking	-72.10650954	41.34896867
Bike Lane on Jefferson would be great.	Biking	-72.106701	41.34912626
Very dangerous intersection for pedestrians, even when they have the crosswalk signal. Cars rarely stop here and turn right through red often.	Walking	-72.10098201	41.35023097
Dangerous intersection. Cars on Blackhall should have to stop at Williams, so bikes, pedestrians, and even cars can safely turn off of Williams onto Blackhall. It's a risky blind spot. No parking near the corners here would help, but a full stop would be even better.	Biking	-72.10574789	41.35338674
Dangerous intersection for bikes.	Biking	-72.11625394	41.36383661
The Jefferson Ave bike lane should follow Broad Street to the Crystal Mall and beyond, all the way to Cross Road in Waterford.	Biking	-72.12596237	41.36764397
Biking is dangerous here.	Biking	-72.132807	41.37037339
Biking is dangerous here.	Biking	-72.13491923	41.37133021
Walking is dangerous here.	Walking	-72.13452665	41.37118715
Biking is dangerous here.	Biking	-72.13878549	41.37347519
Nowhere to park a bike at the medical offices here.	Transit	-72.13466736	41.37221234
Dangerous intersection for bikes.	Biking	-72.14926162	41.37881175
The only bike lane in Waterford is on Cross Road here, but what does it lead to? We need a bike lane connection to this intersection so that the bike lane on Cross Road makes sense and is connected.	Biking	-72.1574899	41.38470142
Dangerous intersection for bikes.	Biking	-72.1214471	41.36911604
Coleman is dangerous for bikes.	Biking	-72.1167866	41.36731609

Comment	Concern Type	x	y
Dangerous intersection for bikes.	Biking	-72.11493179	41.36978522
No bike parking at grocery store.	Biking	-72.11797597	41.37185759
Dangerous intersection for bikes.	Biking	-72.10780961	41.36788277
Dangerous intersection for bikes.	Biking	-72.10811848	41.36738906
Dangerous intersection for bikes.	Biking	-72.10823455	41.36722081
Dangerous intersection for bikes.	Biking	-72.10942243	41.36554203
Dangerous intersection for bikes.	Biking	-72.10991538	41.36474188
Dangerous lane for bikes.	Biking	-72.10626592	41.37008249
Nowhere for bikes to turn onto Williams.	Biking	-72.10369747	41.37049038
Dangerous intersection for bikes.	Biking	-72.10582399	41.37077409
Bike Lane from Union Station leads to here and stops but should continue along 32 until Coast Guard Academy and Connecticut College.	Biking	-72.09697266	41.35881817
Dangerous lane for bikes.	Biking	-72.09509497	41.35706004
Dangerous lane for bikes.	Biking	-72.09439647	41.35645111
Dangerous lane for bikes.	Biking	-72.09328513	41.35442142
Dangerous intersection for pedestrians.	Walking	-72.09327264	41.35454028
The bus station at the New London transportation hub is pitiful and dangerous. Why not establish this bus stop in the public garage across the street for protection from weather, a place to lock bikes long-term, and maybe a bathroom and water fountain and ticket station too?	Transit	-72.09308622	41.35497571
Inadequate short- and long-term bike parking at the New London transportation hub and Union Station.	Biking	-72.09321528	41.35414828
Inadequate bike parking.	Biking	-72.09554644	41.35347412
Inadequate bike parking.	Biking	-72.09657158	41.3526802
Inadequate bike parking.	Biking	-72.09610334	41.35386593
Inadequate bike parking. The rack doesn't work.	Biking	-72.09925029	41.35479242
Inadequate bike parking.	Biking	-72.10243164	41.35266744
Inadequate bike parking.	Biking	-72.10417966	41.35861632
Inadequate bike parking.	Biking	-72.10156294	41.35702693

Comment	Concern Type	x	y
Inadequate bike parking.	Biking	-72.10011975	41.35853376
Too many cars lined up here to drop kids off and pick them up. No idling! We need to clear this terrible congestion here. It's unsafe for bikes and pedestrians.	Biking	-72.09941578	41.35870714
Dangerous intersection for bikes.	Biking	-72.09928224	41.358346
Dangerous intersection for pedestrians.	Walking	-72.09954233	41.35910581
Dangerous intersection for pedestrians.	Walking	-72.09926894	41.35835041
Pedestrian signal should be made clear to cars traveling in both directions along Huntington Street here, so they are aware of the bike/ped signal.	Biking	-72.09955951	41.3551519
Dangerous intersection for pedestrians.	Walking	-72.09951315	41.35429836
Crosswalk needed here. Cars drive too fast. Children and senior citizens are in danger at this intersection.	Walking	-72.10505978	41.33957938
Dangerous intersection for pedestrians.	Walking	-72.10299777	41.34173491
Pedestrian entrance to Bates Woods is often blocked with gate. Needs improvement to accommodate bikes, strollers, children, dogs, etc.	Walking	-72.11654361	41.35529617
Bike parking needed at entrance to Bates Woods.	Biking	-72.11649314	41.35528318
Bike parking needed at entrance to Bates Woods.	Biking	-72.1261824	41.35603818
Bike parking needed at school.	Biking	-72.12742606	41.35155111
Bike parking needed at park.	Biking	-72.12845314	41.35116027
Dangerous route for bicyclists.	Biking	-72.11200156	41.35113246
Bike parking at park.	Biking	-72.09794016	41.36585943
Bike parking at school.	Biking	-72.09970989	41.36841806
Dangerous intersection for bikes.	Biking	-72.10711947	41.34864645
No sidewalk.	Walking	-72.10310915	41.34909618
No sidewalk.	Walking	-72.10279113	41.34828087
No sidewalk.	Walking	-72.10239401	41.34745176
No sidewalk.	Walking	-72.10167509	41.3467495
No sidewalk at community medical center.	Walking	-72.10068124	41.34608793
No bike parking.	Biking	-72.10050649	41.34586703
No bike parking.	Biking	-72.10120846	41.34695078

Comment	Concern Type	x	y
No bike parking at park.	Biking	-72.10294466	41.33997141
No bike parking at park.	Biking	-72.10108542	41.33863432
No bike parking at park.	Biking	-72.10047823	41.33684089
No bike parking at hospital.	Biking	-72.10490077	41.33721853
No bike parking at hospital.	Biking	-72.1043687	41.33646632
No bike parking at former school, park, public recreation center, voting site.	Biking	-72.10183274	41.33574457
No bike parking.	Biking	-72.09752114	41.32885191
No bike parking.	Biking	-72.09486335	41.3262677
Inadequate bike parking at Waterford Town Beach.	Biking	-72.10629544	41.30637834
Inadequate bike parking at Ocean Beach.	Biking	-72.0990703	41.30952954
Dangerous for bikes when cars turn onto Belden.	Biking	-72.10472565	41.34968299
Dangerous intersection.	Biking	-72.10169334	41.35248075
Dangerous segment for bikes, cars travel too fast, and solid white line is confusing.	Biking	-72.10235703	41.36501913
Dangerous intersection for bikes, despite the bike/ped signal. Cars move too fast through this intersection and lane switching is too fast.	Biking	-72.10305306	41.36370483
Dangerous backups here with cars trying to turn left onto 95, with bikes and pedestrians nearby.	Driving	-72.10082547	41.3619667
Eliminate parking here and add left turn only lane.	Driving	-72.10070729	41.36182673
Dangerous for bikes with cars speeding up to access 95.	Biking	-72.10109701	41.36231858
Bike lane needed on state road.	Biking	-72.10019369	41.3612184
Bike lane needed on state road.	Biking	-72.10311386	41.35106046
Inadequate bike parking.	Biking	-72.11951785	41.36870667
Inadequate bike parking.	Biking	-72.1180746	41.36822537
Inadequate bike parking at grocery store.	Biking	-72.12609273	41.34430595
Dangerous intersection for bikes.	Biking	-72.12588505	41.34217394
Dangerous intersection for bikers, hard to turn left onto 156.	Biking	-72.12908282	41.34282384
No bike parking at park.	Biking	-72.11280313	41.34333716
No bike parking at park.	Biking	-72.11184374	41.34304926

Comment	Concern Type	x	y
Why is the speed limit 45 on this particular stretch of Rt 156? It should certainly be no more than 40, like much of the rest of 156 in this area.	Driving	-72.33212648	41.30861551
Frequent near-collisions as drivers turning right-on-red from the off-ramp (despite no-right-on-red sign) conflict with drivers leaving Podurgiel Ln.	Driving	-72.09910627	41.4813796
The western(?) side of this intersection does not have a crosswalk or a signal, probably due to visibility concerns stemming from the embankment of the Chilis plaza. It would be really nice if a solution (crosswalk, signal, bridge, other) were found.	Driving	-72.09940564	41.47968557
Would love to see a bike lane on Vauxhall Street Extension.	Biking	-72.12513447	41.37286519
Inadequate bike parking.	Biking	-72.10311386	41.37333509
No bike parking at Senior Center.	Biking	-72.10379091	41.35709652
No bike parking at courthouse.	Biking	-72.10357386	41.35771258
No bike parking at courthouse.	Biking	-72.10023001	41.35539374
No bike parking at state park.	Biking	-72.03337573	41.33567832
No bike parking.	Biking	-72.10241887	41.3672145
No bike parking at US Coast Guard Academy.	Biking	-72.10201667	41.37115394
No bike parking at public park.	Biking	-72.1079163	41.360056
No bike parking at public park.	Biking	-72.09763116	41.36012194
Trucks are turning right from Gungy onto Darling because the sign that stated that was prohibited is no longer there. It's too sharp a turn for trucks to make and the sign should be replaced. Also, cars and trucks are more and more frequently turning left onto Gungy from Darling and that is also prohibited, although the sign stating that is all the way back at the intersection of Darling, White Birch, and the Old New London Rd.	Driving	-72.29034706	41.45101057

Comment	Concern Type	x	y
<p>When traffic exits I-95 at exit 75 the bottleneck causes those coming off the exit to cut off those coming from route 1 Boston Post Road Waterford. They will pull their car in front of the left side lane so that the car cannot proceed down. I think many drivers believe the exiting cars are coming out from behind them trying to get in front of them. I believe if the merging area between the exit 75 and Boston Post Road. Should be a solid white line until needed to change to a passable dashed line. Also, a huge bottleneck problem arises in this area during rush hour, holidays, and I-95 detours. This could simply be alleviated with widening the Brian Brook bridge and creating a second full lane from exit 75 to the Flanders Road intersection. Please also address sidewalks in this area as pedestrians use the grass and the edge of the road.</p>	Transit	-72.2026083	41.36995072
Left lane ends, during heavy traffic conditions this sign is disregarded, Latimer brook bridge is plenty big enough for the two lanes going into 4 corners to continue. I know this because people do it now.	Driving	-72.20443427	41.36774066
Most cars don't know what behavior is expected of bicyclists through the intersection. Cars spread into two lanes but there are no lane markings.	Biking	-72.32733444	41.3241375
poor visibility at intersection of Old Salem Rd and Wawecus Hill Rd, traffic doesn't always stop at the posted stop signs	Driving	-72.14139363	41.50684898
Road is narrow, curvy and limited visibility, often there is speeding	Driving	-72.1445414	41.52030322
Motorists speed on this road making it unsafe for walkers, bikers and wheelchairs	Walking	-72.13752796	41.50755402
Heavy brush overgrowth and narrow road with speeding	Driving	-72.10932225	41.51454607
"No turn on red" sign ignored by many people making a right turn onto Rt 82 from Big Y/Walmart. Speeding and confusion of turning lanes near Goodwill and credit union; issues with traffic entering Rt 82 from Montville Rd	Driving	-72.12268552	41.50742957
Traffic entering Rt 82 is a problem because of congested area and confusion of lanes	Driving	-72.12025566	41.50801908

Comment	Concern Type	x	y
<p>Intersection of Main St. and Baptist St. needs marked / signalized crosswalks. It's difficult for drivers to turn in/out of during the busy summer months. Adding a 3 way stop, traffic signal, or roundabout should be studied for both driver and pedestrian safety.</p>	Walking	-72.19631304	41.32273765
<p>Visibility is poor at the intersection of rt 163 and Lynch Hill. the rock retainer wall block's view left in a low or regular height vehicle. Need better visibility or a light to feel safer making a turn without already being in the intersection just to see traffic.</p>	Driving	-72.13758718	41.45450351
<p>Entrance from Rt 2 onto I-395 north is too close to exit from I-395 north onto Rt 2. Traffic coming onto I-395 enters right where traffic exiting I 395 is trying to get over to exit. BIG issue and needs to be fixed ASAP before people are killed. And it is the same for the portion of that intersection where people coming west on Rt 2 and are Trying to enter the entrance ramp for I 395 are running into the traffic entering Rt 2 from the I 395 exit ramp there. Not enough space between the entrance and exit ramps. Looks great on PAPER---but not enough space between entrance and exit ramps was planned.</p>	Driving	-72.11057498	41.54739839
<p>Traffic entering Jefferson from the western portion of Ashcraft are coming down a hill and are partially blocked from seeing traffic on Jefferson--and also cannot be seen well by the (fast-moving) Jefferson Ave traffic. A new STOP sign needs to be placed on Jefferson Ave here to give both traffic flows time to see one another to prevent an accident.</p>	Driving	-72.11313718	41.35714353
<p>Colman is a One-way street. The most western portion of Ashcraft should have a NO LEFT TURN sign to prevent traffic from turning left on the one-way street. Out of town people visiting do NOT KNOW that Colman is a one-way street. there should be more ONE WAY street signage and NO LEFT TURN signage all along Colman street opposite the roads to the west. (Ashcraft, Fuller, Walden, Laurel, Fern, Redden, Warren, and Cutler) So traffic entering Colman Street will know it is one way, and they mustn't turn left. I had relatives visiting one time who did not know Colman was one way and turned left from Ashcraft onto Colman because there was NO SIGNAGE telling them they couldn't do so. Thankfully, no one was coming.... But they could have been KILLED. And, she had 5 kids with her in the car!!!</p>	Driving	-72.1173168	41.35636312

Comment	Concern Type	x	y
<p>The entrance ramp onto I-95 from Rt 1 in East Lyme does not have enough time to get over to the left-hand exit to connect to the I 395 north entrance. Fast traffic coming and only a brief time to get to the left for the left-hand exit. I suggest making a NEW and safer entrance to I 395 from Rt 1 using Oil Mill Rd in East Lyme. Both for that traffic to enter I'95 just a bit further north from Oil Mill Rd and then further up Oil Mill road a new entrance ramps on to I395 can be added there from Oil Mill Rd. That will cut down considerable on people trying to cross traffic on I-95 trying to get to the left-hand exit for I395. Make the current left-hand exit from I-95 onto I 395 for traffic in the left lane only--and add a NEW entrance ramp for those in the right-hand lanes from I-95 onto I395 just slightly further north from Oil Mill Rd. Solves a MAJOR issue in that area.</p>	Driving	-72.19332716	41.37515151
<p>SEAT BUS needs to start servicing the Oakdale neighborhoods. There are MANY elderly people there who are far from the major stores and have trouble getting to them when they no longer drive. You can plan a regular stop at Dr Charles Murphy School and Tyl Middle School and Montville High School to service Oakdale eights then travel Old Colchester Road to the Jct of Mayo Ave and onto Connecticut Ave to New York and then exit via Chapel Hill Rd to service that area. There are LARGE numbers of the eastern CT population not being serviced at ALL in that area and would boost your ridership if they had that available to them. You can approach the Twon of Montville about them putting in some bus stop seating at the roadsides for people to wait for the bus along with a place for them to get the bus schedules from there.</p>	Transit	-72.15827713	41.46616849
<p>Ledyard street from Vauxhall st should be marked CLOSED TO THROUGH TRAFFIC. It is often used as a shortcut to the entrance ramp to Rt 1/I-395. They should be forced to use the wider, Briggs St entrance to the highway ramp, not be rushing through the Ledyard St neighborhood.</p>	Driving	-72.1314312	41.35653436
<p>Your map erroneously lists Beechwood Manor Nursing Home at 31 Vauxhall St in New London, as; Bulkeley Square'. No such designation exists at that address. Please remove that from your map. It is a privately owned nursing facility, and this makes it look like some public park. Thank you</p>	General	-72.10698614	41.36006818

Comment	Concern Type	x	y
Your map erroneously lists the Nathaniel Hempstead House (Proper spelling given here) as being BOTH at the corner of Mountain Ave and Williams Street, but Also at the corner of Truman Street and Hempstead street. It is ONLY at the corner of Truman and Hempstead. To New Londoners it is called the 'Huguenot House'.	General	-72.10874987	41.35526104
Rt #32 at Coast Guard entrance	Driving	-71.59716231	41.37014799
Trash and recycling bins are often left in the shoulder. This creates a dangerous situation for cyclists and walkers when they have to move into the traffic lane to go around. Vehicles are moving fast in this area.	Biking	-72.31818155	41.33390767
Flashing stop signs needed at this intersection, there is a good deal of pedestrian activity and vehicles regularly ignore the stop signs or do not come to a full stop on Pequot Avenue.	Walking	-72.09806884	41.33455381
Bicycle Facilities should be installed along CT-161 from Flanders Four Corners to Main Street in Niantic.	Biking	-72.19326162	41.32621945
Bicycle Facilities should be installed along CT-156 in East Lyme from the Waterford Town Line to the Old Lyme Town Line.	Biking	-72.19192054	41.32353529
Sidewalks should be widened to a minimum of 5 feet from Penncove Road to Main Street along CT-161.	Walking	-72.19418441	41.32799828
This intersection has a very steep hill and sharp turn. Visibility can be limited due to vegetation and may be dangerous for pedestrians/bikers.	General	-72.11426925	41.31796456
No sidewalks on Rainville Ave or crosswalks at intersection with Poquonnock Rd, despite heavy pedestrian traffic.	Walking	-72.06603872	41.34363015
High speed vehicles with no shoulders, sidewalks, pedestrian/bicycle accommodations of any kind.	Walking	-72.05317699	41.33894736
Desperately need speed cameras to resolve longstanding issue of excessive speeding on Mitchell St and Rte 349	Driving	-72.07644551	41.35121737
No sidewalk on east side of Elm St / Route 215 between Spicer and Mosher.	Walking	-71.99078349	41.32799811
No sidewalk on either side of Elm St / Route 215 between Groton Long Point Rd and Mosher St.	Walking	-71.99381983	41.32463854

Comment	Concern Type	x	y
No sidewalk, narrow shoulders on both sides of Brook St. Dangerous for pedestrians next to high-speed cars.	Walking	-71.99661385	41.33082004
Narrow shoulders, no bicycle accommodations on a roadway designated as a "Bike Route" (or at least the signage says so). Unsafe for cyclists with cars exceeding the speed limit, especially downhill.	Biking	-71.99005223	41.33846121
No sidewalk or pedestrian accommodations, high speed roadway in dense residential area.	Walking	-72.00232663	41.35161154
No bicycle accommodations on busy road with tight turns, no shoulder, high speed vehicles, heavy traffic.	Biking	-72.00765899	41.35139598
<p>Connecticut Avenue is a long stretch of city roadway with no traffic lights and few stop signs. For nearly three quarters of a mile from West Coit Street to Broad Street, this road has no traffic signals.</p> <p>There are just three stop signs along this stretch, which children and teenagers cross in both directions to go to three different schools. Until Broad street there are no commercial enterprises of any size on this street— it is strictly residential for all but one block of its length. 100s of people live along this street, and many park along the curbs. Drivers use Connecticut Avenue as a “cut through” and as residents we routinely see cars blow through Stop signs as though they are mere suggestions, drive in the middle of the road (there is no center line painted on the street) and reach dangerously excessive speeds.</p>	Driving	-72.10592313	41.35136901
Narrow shoulders and no bicycle accommodations along a four-mile stretch of Route 1, especially at this bridge and other choke points.	Biking	-71.86606758	41.36566121
Need sidewalk on Alpha Ave between Trumbull Ave and Elm St.	Walking	-71.90172224	41.34146734
Need sidewalks on Elm St between Route 1 and Meadow Ave.	Walking	-71.89602394	41.34423193
Inadequate cross walks at this intersection. No pedestrian crossings at Pequot Trail or S Broad Street.	Walking	-71.84198138	41.37644636
No sidewalk on North side of Pequot Trail between Avery St and Wilcox Mnr. Crosswalks to nowhere.	Walking	-71.84380725	41.37670356

Comment	Concern Type	x	y
Discontinuous sidewalk on South Side of Route 1 / S Broad St between Spellman Dr and Pequot Trail. Missing from three segments totaling about half of this mile-long stretch of busy roadway. Sidewalks should be continuous on both sides.	Walking	-71.85844651	41.37042848
Almost no sidewalk on either side of Route 1 between Mystic and Pawcatuck. Sidewalks should be continuous on both sides of this seven-mile-long stretch of busy roadway.	Walking	-71.9122124	41.34925273
No sidewalk on south side of Route 1 / Williams Ave between Hatch St and VFW near Long Wharf Drive.	Walking	-71.9561355	41.34812477
Sidewalk ends abruptly on north side of Route 1 / Stonington-Westerly Rd. Should continue west to Hewitt Rd.	Walking	-71.95462004	41.34722849

APPENDIX F: Walk Audit Reports

- Municipal Project Guide
- Vision Zero Task Force Meeting Notes
- Public Meeting Notes
- Summary of Online Survey Results
- Summary of Interactive Map Responses
- **Walk Audit Report**
- Crash Modification Factor Sources

WALK AUDIT SUMMARY

**Town Street, Washington Street,
Broadway and Chelsea Parade
Municipality of Norwich
November 24, 2024**

Prepared For:
Southeastern Connecticut Council of Governments

Prepared By:
BETA Group Inc.



Table of Contents

Background.....	3
Project Data.....	3
Project Location and Description	4
Summary of Participant Discussion Including Observations and Potential Safety Enhancements	8
Summary of Walk Audit Countermeasures.....	13

Background

A walk audit was conducted in Norwich on Town Street from Norwichtown Green to the Stop and Shop Driveway, and on Washington Street and other roads in and around the Chelsea Parade by Norwich Free Academy. The intersections by the Norwichtown Green were flagged as top non-motorist locations in terms of injuries in the Southeastern Connecticut Council of Governments (SECOG) region as part of the COG's current Safe Streets for All Safety Action Plan. The corridor has also been identified as a key location in the region as part of CTDOT's Active Transportation Plan, in progress as of the writing of this report.

Between 2020 and 2024, there were 10 injury crashes on Town Street between East/West Town Street and the McDonald's driveway to the southeast of New London Turnpike. Two of the injury crashes were serious injury crashes involving pedestrians at the intersection of Town Street and East/West Town Street.

Between 2020 and 2024, there were 17 injury crashes around the Chelsea Parade, bounded by Washington Street, Chelsea Parade S, and Crescent Street. There was one suspected minor injury involving a pedestrian at the intersection of Chelsea Parade S and Broadway and one possible injury involving a bicyclist at the intersection of Washington Street and Broadway. There was also a fatal angle crash at the intersection of Crescent Street and Broadway involving two motor vehicles.

This walk audit was conducted to provide insight to potential safety and operational improvements along the corridor to be recommended in the 2025 SECOG Safety Action Plan for the Willetts Avenue corridor. This walk audit document is intended to summarize the walk audit observations and document the safety improvements participants discussed. Potential improvements are broken out by short-, mid-, and long-term safety improvements and include general maintenance recommendations and recommendations that can be incorporated into future project development.

Project Data

A walk audit for the Town Street corridor from Norwichtown Green to the Stop and Shop Driveway and for the roadways around Chelsea Parade and the Norwich Free Academy was held on Monday, November 24, 2025, beginning at Norwichtown Green.

Background materials for the corridor were provided for the walk audit locations to members of the walk audit team. Materials included information of the posted speed, measured average and 85th percentile speeds, and crash data. Audit participants then walked as a group, discussing safety issues, and potential safety improvements.

Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Austin Pzenny	BETA Group, Inc.
Anna Sangree	BETA Group, Inc.
Dominic Anziano	SECOG
Kate Rattan	SECOG
Dan Daniska	City Planner, City of Norwich
Jeffrey Dewey	City Engineer, City of Norwich

Project Location and Description

The walk audit locations are around a mile apart on the same corridor. The Town Street corridor in Norwich turns into the Washington Street corridor south of the Route 2 ramps, and approaching the Chelsea Parade. The corridor generally follows a northwest to southeast alignment. The road is a primary connector to Route 2 to Interstate 395, the Backus Hospital, Norwich Free Academy, as well as restaurants, businesses and dense residential neighborhoods.

The intersections of Town Street and New London Turnpike, Town Street at the Stop & Shop Driveway, Washington Street and Broadway, Washington Street and Chelsea Parade, and Broadway and Chelsea Parade are signalized. The intersection of Town Street with E/W Town Street is two-way stop controlled on the E/W Town Street approaches.

There is no bicycle accommodation within the project area. There are sidewalks on the southwest side of Town Street, however there are many segments of sidewalk that are either in poor condition, inaccessible or interrupted by frequent driveways. The northeast side of the road only has sidewalk for a short stretch south of New London Turnpike. Washington Street, Broadway and Chelsea Parade generally have sidewalks on both sides, while Chestnut Street has sidewalk on one side. Parking is allowed and well used on Washington Street by the Chelsea Parade. The speed limit is 25 MPH on Town Street/Washington Street.

Table 2: Crash Data

Intersection Crashes by Severity 2020-2024

Injury Severity	Location #1 Town Street	Location #2 Chelsea Parade
No apparent injury	18	59
Possible Injury	1	6
Suspected Minor Injury	5	9
Suspected Serious Injury	4	1
Fatal Injury	0	1

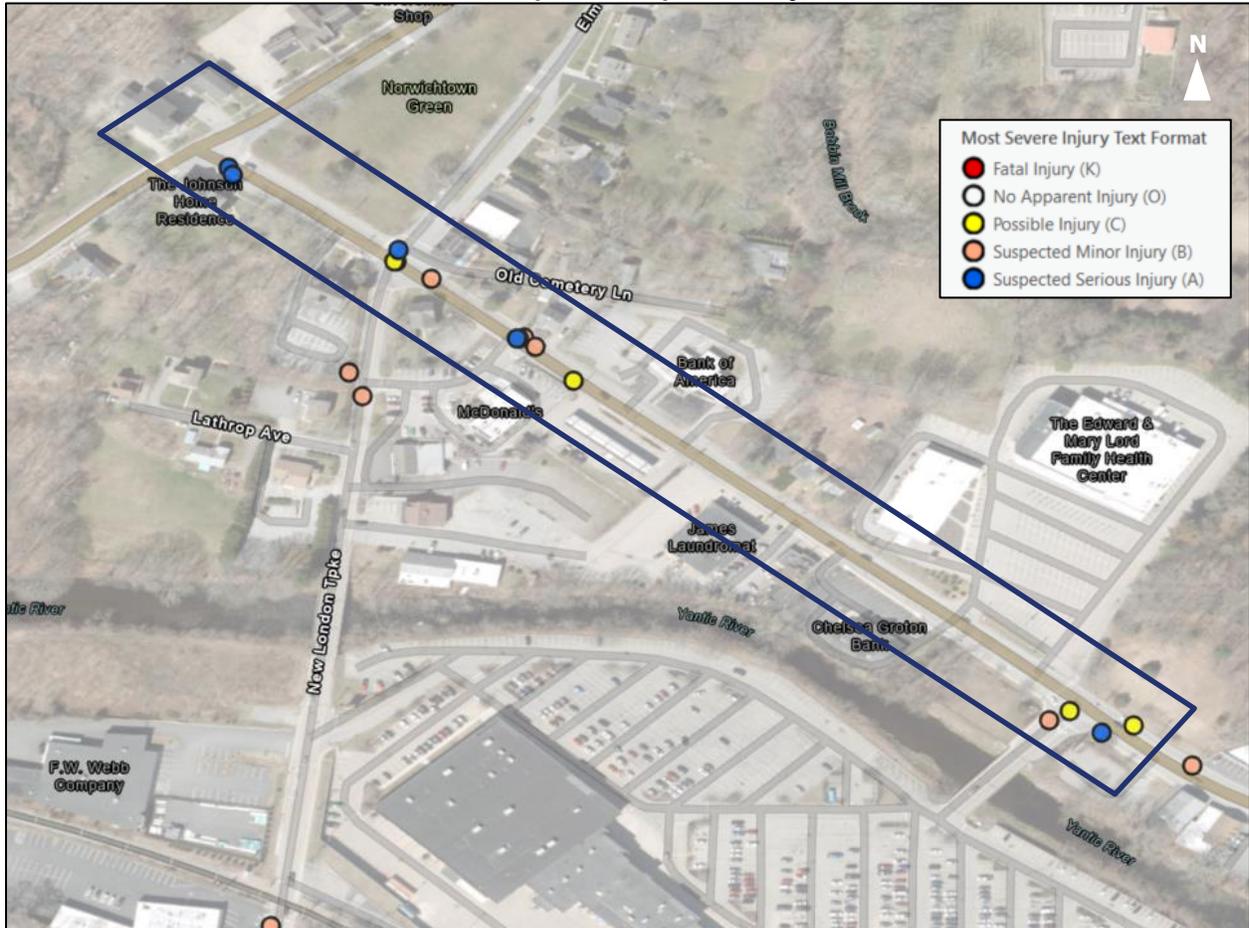
Intersection Crashes by Manner of Collision 2020-2024

Manner of Collision	Location #1 Town Street	Location #2 Chelsea Parade
Angle	9	21
Rear-End	7	32
Single Vehicle	3	13
Sideswipe	6	7
Pedestrian/Cyclist	2	2
Head-On	1	1

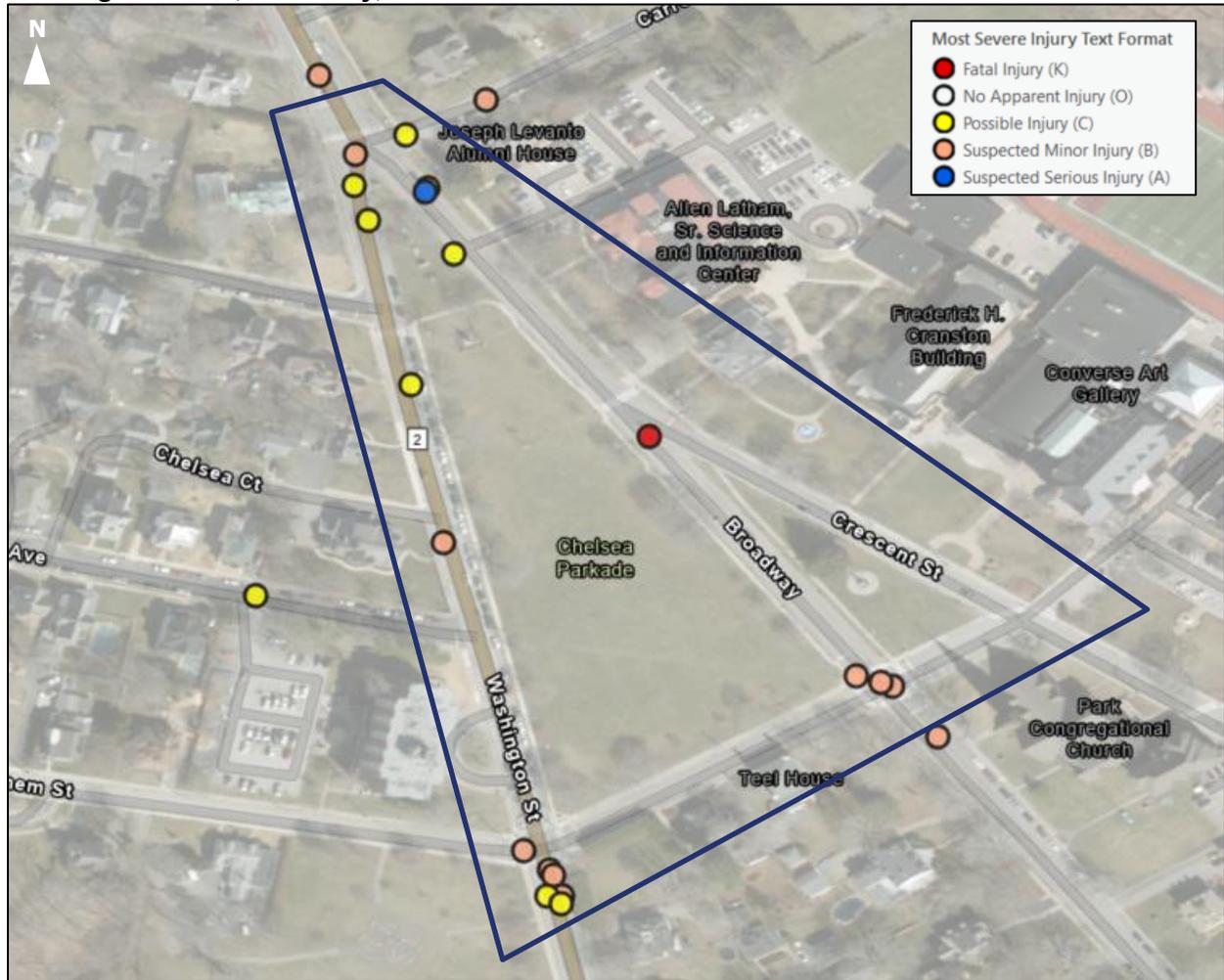
Figure 1: Locus Map

Injury crashes between 2020-2024

Town Street from E/W Town Street to Stop and Shop Driveway



Washington Street, Broadway, Crescent Street and Chelsea Parade



Summary of Participant Discussion Including Observations and Potential Safety Enhancements

General Corridor Information and Comments

- There are other projects going on in the area. The currently underway CTDOT Active Transportation Plan identified improvements in the area as well as the 2017 Congestion Management Plan. The Yantic Flood Study has identified the whole area on Town Street as susceptible to flooding.
- Sherman Street bridge was just reconstructed. This is one of the few connections across the river.
- The intersections on Town Street near Norwichtown Green were noted as top intersections of concern for non-motorist crashes, with two non-motorist fatalities between 2020 and 2024
- Crosswalks were noted as a top concern at this location by town stakeholders.
- Access management, speeding, and flooding concerns from the nearby Yantic River were also noted by town stakeholders.
- Notes from the previous walk audit conducted as part of statewide bicycle and pedestrian plan:
 - The sidewalk is continuous on the south side of the street, but there are gaps along the north side.
 - There are new commercial developments planned for this area, and the city would like the area to have more of a village feel to match the character of the town green.
 - Pull-in parking and wide curb cuts are safety concerns.
- Location mentioned in 2017 Congestion Mitigation Plan as in need of zoning and multimodal improvements.

Key Location #1 – E/W Town Street and Town Street Intersection

Observations and Discussion

- The intersection is currently a two-way stop configuration – the Town Street northbound approach is not controlled. This may create confusion but was installed as a congestion mitigation measure. Participants discussed other alternative options that may enhance circulation and safety.
- A care facility for older adults is on the southwest corner of the intersection and there is a bus stop on both sides of the street. Many people who live in the older adults' home do not have a vehicle and walk.
- Standing at the location, the project team observed multiple people crossing the street or walking to get to the bus.

- Sightline issues related to older homes so close to the corner of the intersection were noted.
- In general, residents nearby do not like the idea of a sidewalk within the green, however, there is no sidewalk on the town green side of Town Street.
- Note that this is a historic area – would need to consider this when it comes to any temporary or permanent improvements.

Potential Improvements

- Evaluate a mini-roundabout at the intersection, including a mountable center. This could also be tested through a quick build.
- Evaluate installing curb extension on the southern corners of intersection, shortening the crossing distance. On the eastbound approach, a curb extension may permit moving up the stop bar and improving sight lines around the building on the southwest corner.
- Evaluate installing a crosswalk on the eastern leg of intersection.
- Evaluate the feasibility of a raised intersection at the intersection.
- Evaluate construction of a sidewalk on the east side of Town Street within the Norwichtown Green. This could use more permeable materials such as stone dust but would need to consider ponding.



Existing crosswalk across the southern leg of the intersection.

Key Location #2 – New London Turnpike and Town Street

Observations and Discussion

- There is currently work to replace the bridge on New London Turnpike. They are putting sidewalk on at least one side.
- Also planning bike lanes on New London Turnpike that turn into sharrows at some locations.
- The schools have an office on the corner of the intersection, but they are moving. The town notes that someone else may move in and generate more pedestrian traffic.
- Traffic control cabinet blocks the sight line to pedestrians waiting to cross from the northwest corner.
- There is no crosswalk across New London Turnpike at the intersection.
- Old Cemetery Lane – not many vehicles travel up this each day.
- The area in front of the business on the east side of the intersection is empty space but adds to a wideness in the intersection.
- Utility poles block the sidewalk on the southwest side of the intersection.

- Push button is not accessible on the northeast corner.



No crosswalk is provided across New London Turnpike leg of intersection.

Potential Improvements

- Evaluate providing a crosswalk across the New London Turnpike intersection approach.
- Consider relocating the traffic cabinet on the northwest corner of the intersection.
- Consider options for relocating utility poles currently blocking the sidewalk on the southwest corner of the intersection.
- Provide access to the pedestrian push button on the northeast corner of the intersection.
- Evaluate providing a curb extension on the northeast side of the intersection between Old Cemetery Lane and Elm Avenue.

Key Location #3 – Town Street from New London Turnpike to Stop & Shop Driveway

Observations and Discussion

- There are areas with no curb reveal on the sidewalk.
- The sidewalk on the northeast side is discontinuous.
- The travel lanes are wide.
- Currently, the pedestrian experience is uncomfortable by the 60 Town Street Plaza. Participants note there is a back door to the laundromat – this could be encouraged as primary access to enhance the sidewalk in the front and remove the pull-in parking.
- There is a culvert by Chelsea Bank.

- There is no crosswalk across the Stop & Shop driveway.

Potential Improvements

- Consider edge lines or bike lanes on Town Street.
- Consider sidewalk improvements such as widening or moving poles on both sides of the road.
- Consider extending the sidewalk on the northeast side of the road to the signalized intersection at Stop & Shop.
- Consider channelizing the turning movements by the strip mall at 60 Town Street and providing a sidewalk across the existing parking area.
- Consider striping a crosswalk across the Stop & Shop driveway.



Key Location #4 – Washington Street, Broadway, Chestnut Street and Chelsea Parade

Observations and Discussion

- Speeding vehicles and trucks on Washington Street.
- Students cross from the side streets (Williams Street, Lincoln Ave, and others) and across Washington Street into the Green and over to the school.
- There are not many crossings across Washington Street by the Chelsea Parade.
- There is a lot of traffic in this area due to the schools.
- There are buses from different communities that inundate the area.
- At the intersection of Washington Street and Broadway, alignment is sometimes confusing.
- There is a desire line for pedestrians through Chelsea Parade from the existing crosswalk across Washington Street to the school crosswalk.
- The existing crosswalk at Washington and Broadway is very long and is not accessible.
- No signal exists for the crossing at Washington and Broadway.
- There is no pedestrian scale lighting near Chelsea Parade.
- Buses queue up behind existing midblock crossing on Broadway.
- No sidewalk exists on the west side of Crescent Street and no crosswalk exists across Crescent Street at Broadway.
- The travel lanes on Broadway are wide.
- There are upcoming SEAT bus stop upgrades – probably some kids take it.
- There are sidewalk gaps near the school – they just changed busing requirements so that only students greater than 1 ½ miles from the school will be bused.
- Ramps and signal appear to have been updated at Chelsea Parade and Washington.
- The existing crosswalk across Broadway north of Chestnut Street is long and leads to a driveway, not an accessible ramp.

Driveways interrupt sidewalk on the southwest side of Town Street.

Potential Improvements

- Consider a mid-block crosswalk across Washington Street north of Lincoln Street with a curb extension on the Chelsea Parade side to improve visibility by parking.
- Consider installing a curb extension on the Chelsea Parade side of the existing mid-block crosswalk by Williams Street to improve visibility near parking.
- Consider striping parking to indicate people should not park right up to the existing crosswalks.
- Consider constructing a sidewalk replacing the worn footpath/existing pedestrian desire line from Williams Street to the crosswalk on Broadway north of Crescent Street.
- Consider options for traffic calming on Washington Street between Chelsea Parade and Broadway.
- Consider intersection upgrades at the Broadway and Washington Street intersection, such as a roundabout.
- Consider options to shorten/provide refuge and improve accessibility for the existing crosswalk at the Broadway and Washington Street intersection such as moving it to the south side of the intersection, providing curb extensions and install pedestrian ramps.
- Consider installing pedestrian signals with countdown at the Washington Street and Broadway intersection.
- Consider striping parking spaces on Washington Street.
- Consider pedestrian scale lighting by the sidewalks on Chelsea Parade.
- Consider installing a sidewalk on the west side of Crescent Street.
- Consider striping a crosswalk across Chestnut Street at Broadway.
- Install edge lines or bike lanes on Broadway next to Chelsea Parade.
- Consider options to shorten and improve visibility of the existing mid-block crosswalk north of Chestnut Street on Broadway.
- Consider upgrading the signal at the intersection of Chelsea Parade and Broadway, upgrading ramps and installing pedestrian signals.
- Continue conversations with students and staff at Norwich Free Academy to better understand circulation and safety issues.



Existing worn footpath through Chelsea Parade.

Summary of Walk Audit Countermeasures

During the walk audit existing safety concerns and potential safety countermeasures were discussed relating to the Town Street corridor and roadways bounding Chelsea Parade. Short-, mid-, and long-term countermeasures were considered for the issues along the corridor. Improvements have been categorized as low, medium, or high cost. An estimated payoff based on engineering judgement of the potential effectiveness of the safety recommendations as it relates to reducing crashes at the key hotspots of the corridor has also been included in the table. As noted, safety payoff estimates are subjective and may be based on the relative percentage of crashes that may be reduced by the enhancement based on known and documented crash reduction factors, if available, or estimated crash reduction based on a stated source.

Table 3: Estimated Time Frame and Costs Breakdown

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,000-\$50,000
Long-Term	>3 Years	High	>\$50,000

Figure 2: Recommendation Focus Areas

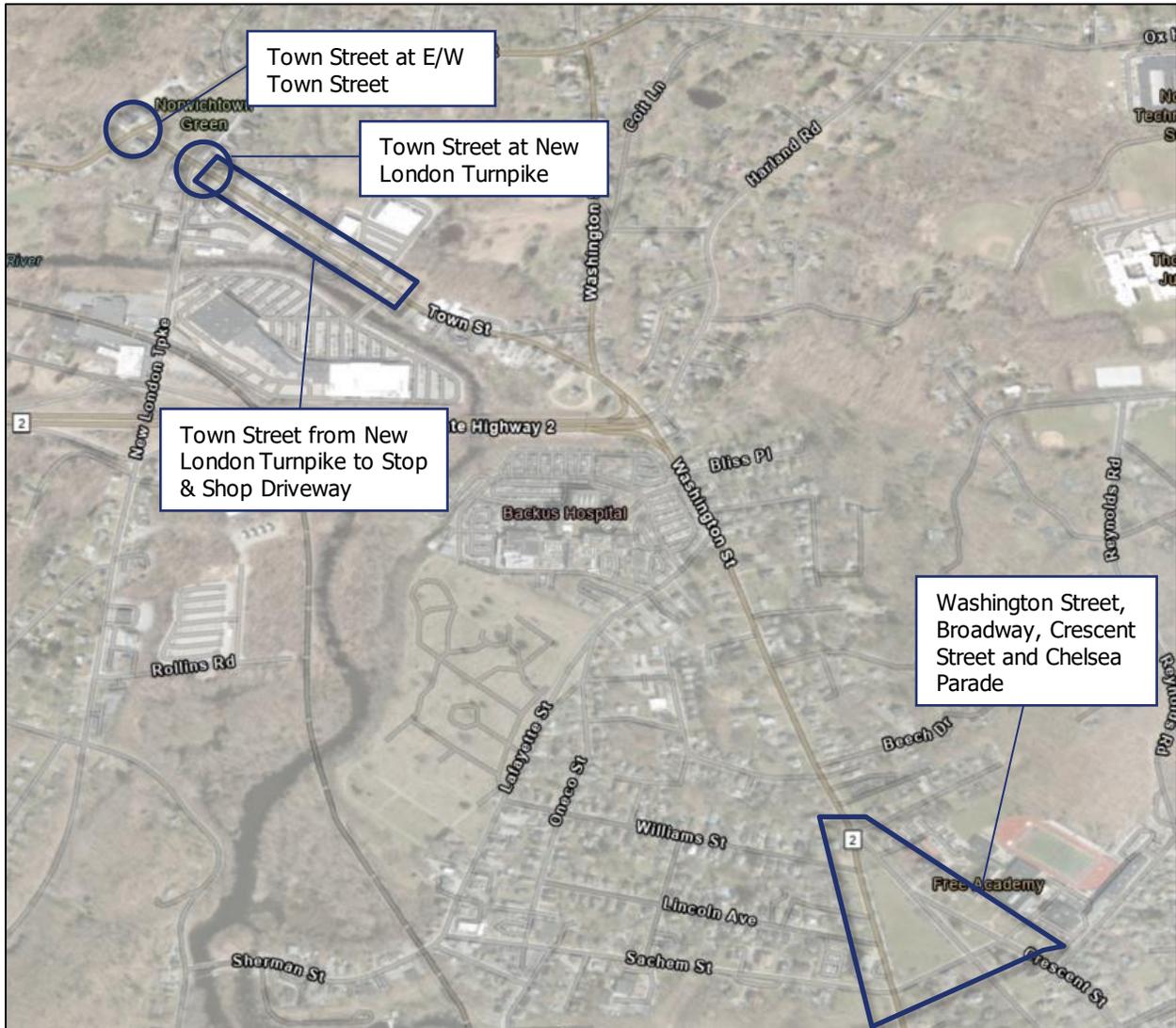


Table 4: Potential Safety Enhancement Summary – E/W Town Street and Town Street Intersection

Location	Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
E/W Town Street and Town Street Intersection	Intersection Geometrics	Evaluate a mini-roundabout at the Town Street and E/W Town Street intersection, including a mountable center. This could also be tested through a quick build.	High	Mid-Term (Quick Build: Short-Term)	High (Quick-Build: Low)	City of Norwich/ CTDOT
E/W Town Street and Town Street Intersection	Intersection Geometrics	Evaluate installing curb extension on the southern corners of the Town Street and E/W Town Street intersection, shortening the crossing distance. On the eastbound approach, a curb extension may permit moving up the stop bar and improving sight lines around the building on the southwest corner.	High	Mid-Term	Medium	City of Norwich/ CTDOT
E/W Town Street and Town Street Intersection	Bicycle and Pedestrian Accommodation	Evaluate installing a crosswalk and accessible ramps on the eastern leg of the Town Street and E/W Town Street intersection.	High	Mid-Term	Medium	City of Norwich/ CTDOT
E/W Town Street and Town Street Intersection	Bicycle and Pedestrian Accommodation	Evaluate the feasibility of a raised intersection at the Town Street and E/W Town Street intersection.	High	Long-Term	High	City of Norwich/ CTDOT
Town Street between E/W Town Street and New London Turnpike	Bicycle and Pedestrian Accommodation	Evaluate construction of a sidewalk on the east side of Town Street within the Norwichtown Green. This could use more permeable materials such as stone dust, but would need to consider ponding.	High	Mid-Term	High	City of Norwich/ CTDOT

Table 5: Potential Safety Enhancement Summary – Town Street between E/W Town Street and New London Turnpike

Location	Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
New London Turnpike and Town Street	Bicycle and Pedestrian Accommodation	Evaluate providing a crosswalk and accessible ramps across the New London Turnpike intersection approach at the New London Turnpike and Town Street intersection.	High	Mid-Term	Medium	City of Norwich/ CTDOT
New London Turnpike and Town Street	Bicycle and Pedestrian Accommodation	Consider relocating the traffic cabinet on the northwest corner of the New London Turnpike and Town Street intersection.	Medium	Mid-Term	Medium	City of Norwich/ CTDOT
New London Turnpike and Town Street	Bicycle and Pedestrian Accommodation	Consider options for relocating utility poles currently blocking the sidewalk on the southwest corner of the New London Turnpike and Town Street intersection.	High	Long-Term	Medium	City of Norwich/ CTDOT
New London Turnpike and Town Street	Bicycle and Pedestrian Accommodation	Provide access to the pedestrian push button on the northeast corner of the New London Turnpike and Town Street intersection.	Medium	Mid-Term	Medium	City of Norwich/ CTDOT
New London Turnpike and Town Street	Intersection Geometrics	Evaluate providing a curb extension on the northeast side of the New London Turnpike and Town Street intersection between Old Cemetery Lane and Elm Avenue.	Medium	Mid-Term	High	City of Norwich/ CTDOT

Table 6: Potential Safety Enhancement Summary – Town Street from New London Turnpike to Stop & Shop Driveway

Location	Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Town Street Corridor	Bicycle and Pedestrian Accommodation	Consider edge lines or bike lanes on Town Street.	High	Short-Term	Low	City of Norwich/ CTDOT
Town Street from New London Turnpike to Stop & Shop Driveway	Bicycle and Pedestrian Accommodation	Consider sidewalk improvements such as widening or moving poles on both sides of Town Street.	High	Long-Term	High	City of Norwich/ CTDOT
Town Street from New London Turnpike to Stop & Shop Driveway	Bicycle and Pedestrian Accommodation	Consider extending the sidewalk on the northeast side Town Street to the signalized intersection at Stop & Shop.	High	Long-Term	High	City of Norwich/ CTDOT
Town Street from New London Turnpike to Stop & Shop Driveway	Bicycle and Pedestrian Accommodation	Consider channelizing the turning movements by the strip mall at 60 Town Street and providing a sidewalk across the existing parking area.	High	Long-Term	High	City of Norwich/ CTDOT
Town Street from New London Turnpike to Stop & Shop Driveway	Bicycle and Pedestrian Accommodation	Consider striping a crosswalk across the Stop & Shop driveway.	High	Short-Term	Low	City of Norwich/ CTDOT

Table 7: Potential Safety Enhancement Summary – Washington Street, Broadway, Chestnut Street and Chelsea Parade

Location	Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Washington Street at Lincoln Street	Bicycle and Pedestrian Accommodation	Consider a mid-block crosswalk across Washington Street north of Lincoln Street with a curb extension on the Chelsea Parade side to improve visibility by parking.	High	Mid-Term	High	City of Norwich/ CTDOT
Washington Street at Williams Street	Bicycle and Pedestrian Accommodation	Consider installing a curb extension on the Chelsea Parade side of the existing mid-block crosswalk across Washington Street by Williams Street to improve visibility by parking.	High	Mid-Term	High	City of Norwich/ CTDOT
Washington Street between Broadway and Chelsea Parade	Bicycle and Pedestrian Accommodation	Consider striping parking spaces on Washington Street to indicate people should not park right up to the existing crosswalks.	High	Short-Term	Low	City of Norwich/ CTDOT
Within the Chelsea Parade from Washington Street to Broadway	Bicycle and Pedestrian Accommodation	Consider constructing a sidewalk replacing the worn footpath/ existing pedestrian desire line from Williams Street to the crosswalk on Broadway north of Crescent Street.	Medium	Mid-Term	High	City of Norwich
Washington Street between Broadway and Chelsea Parade	Speeding	Consider options for traffic calming on Washington Street between Chelsea Parade and Broadway.	High	Mid-Term	Medium	City of Norwich/ CTDOT
Washington Street at Broadway	Intersection Geometrics	Consider intersection upgrades at the Broadway and Washington Street intersection, such as a roundabout.	High	Long-Term	High	City of Norwich/ CTDOT
Washington Street at Broadway	Bicycle and Pedestrian Accommodation	Consider options to shorten/provide refuge and improve accessibility for the existing crosswalk at the Broadway and Washington Street intersection such as moving it to the south side of the intersection, providing curb extensions and install pedestrian ramps.	High	Long-Term	High	City of Norwich/ CTDOT

Location	Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Washington Street at Broadway	Bicycle and Pedestrian Accommodation	Consider installing pedestrian signals with countdown at the Washington Street and Broadway intersection.	High	Long-Term	High	City of Norwich/ CTDOT
Within the Chelsea Parade	Bicycle and Pedestrian Accommodation	Consider pedestrian scale lighting by the sidewalks on Chelsea Parade.	Medium	Mid-Term	Medium	City of Norwich
Crescent Street south of Broadway	Bicycle and Pedestrian Accommodation	Consider installing a sidewalk on the west side of Crescent Street.	Medium	Mid-Term	Medium	City of Norwich
Broadway at Chestnut Street	Bicycle and Pedestrian Accommodation	Consider striping a crosswalk across Chestnut Street at Broadway.	High	Mid-Term	Medium	City of Norwich
Broadway between Washington Street and Chelsea Parade	Bicycle and Pedestrian Accommodation	Install edge lines or bike lanes on Broadway next to Chelsea Parade.	High	Short-Term	Low	City of Norwich
Broadway at Chestnut Street	Bicycle and Pedestrian Accommodation	Consider options to shorten and improve visibility of the existing mid-block crosswalk north of Chestnut Street on Broadway.	High	Mid-Term	Medium	City of Norwich
Broadway at Chelsea Parade	Bicycle and Pedestrian Accommodation	Consider upgrading the signal at the intersection of Chelsea Parade and Broadway, upgrading ramps and installing pedestrian signals.	High	Long-Term	High	City of Norwich
Washington Street, Broadway, Chestnut Street and Chelsea Parade	Bicycle and Pedestrian Accommodation	Continue conversations with students and staff at Norwich Free Academy to better understand circulation and safety issues.	Medium	Short-Term	Low	City of Norwich

WALK AUDIT SUMMARY

**Old Colchester Road
Municipality of Salem
October 30, 2025**

Prepared For:
Southeastern Connecticut Council of Governments

Prepared By:
BETA Group Inc.



Table of Contents

Background	3
Project Data.....	3
Project Location and Description.....	5
Summary of Participant Discussion Including Observations and Potential Safety Enhancements	
General Information and Comments.....	7
Key Location #1 – Old Colchester Road (Route 354) and Norwich Road (Route 82)	8
Key Location #2 – Old Colchester Road (Route 354) By the Fire Station.....	10
Key Location #3 – Old Colchester Road (Route 354) and Rattlesnake Ledge Road/Witter Road	11
Summary of Walk Audit Countermeasures.....	12

List of Figures

Figure 1: Locus Map	Error! Bookmark not defined.
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List of Tables

Table 1: Participating Audit Team Members.....	4
Table 2: Crash Data.....	5
Table 3: Estimated Time Frame and Costs Breakdown.....	12
Table 4: Potential Safety Enhancement Summary – Corridor-wide.....	13
Table 5: Potential Safety Enhancement Summary – Old Colchester Road at Norwich Road	14
Table 6: Potential Safety Enhancement Summary – Old Colchester Road at the Fire Station	15
Table 7: Potential Safety Enhancement Summary – Old Colchester Road at Rattlesnake Ledge Road and Witter Road	16

Background

A walk audit was conducted for the corridor of Old Colchester Road (Route 354) from Rattlesnake Ledge Road/Witter Road to Norwich Road (Route 82) in Salem, CT. The corridor was identified as the #2 ranked non-motorist crash corridor and the 12th ranked overall crash corridor in the Southeastern Connecticut Council of Governments (SECOG) region as part of the COG's current Safe Streets for All Safety Action Plan. The corridor has been an issue for crashes involving fatalities and non-motorists. Between 2020 and 2024, there were two fatal crashes on the roadway. One involved a local volunteer firefighter walking home in the evening from a Trunk or Treat Event, and one involved a secondary crash where a person was struck at a crash scene. There were also three pedestrian related crashes.

This walk audit was conducted to provide insight into potential safety and operational improvements along the corridor to be recommended in the 2025 SECOG Safety Action Plan for the Old Colchester Road corridor. This walk audit document is intended to summarize the walk audit observations and document the safety improvements participants discussed. Potential improvements are categorized by short-, mid-, and long-term safety improvements and include general maintenance recommendations and recommendations that can be incorporated into future project development.

Project Data

A walk audit for the Old Colchester Road corridor from Rattlesnake Ledge Road/Witter Road to Norwich Road in Salem, CT was held on Thursday, October 30, 2025, beginning at the Gardner Lake State Park parking lot.

Background materials for the corridor were provided for the Old Colchester Road corridor to members of the walk audit. Materials included information of the posted speed, measured average and 85% percentile speeds, and crash data. Audit participants then walked the corridor as a group, discussing safety issues, and potential safety improvements.

Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Anna Sangree	BETA Group, Inc.
Jeff Maxtutis	BETA Group, Inc.
Dominic Anziano	SECOG
Kate Rattan	SECOG
Ed Chmielewski	First Selectman, Salem
Andrew Yetton	Resident State Trooper, Connecticut Department of Public Safety
Manuel Medina	Town Planner, Salem Planning Department
Erik Trotter	Emergency Management, Town of Salem
Thomas Main	Fire Marshall, Town of Salem
Sue Snarski	Sna-Z Campground

Project Location and Description

The Old Colchester Road (Route 354) corridor follows a southwest-northeast alignment, serving as a key connector between Montville Center and Route 82 to Route 2. The corridor provides access to Gardner Lake State Park, a popular summer destination in the region, as well as a fire station, auto body repair shops, several campgrounds, and residences.

The key intersections of Old Colchester Road (Route 354) and Norwich Road (Route 82) and Old Colchester Road (Route 354) and Rattlesnake Ledge Road/Witter Road are both unsignalized. The Norwich Road (Route 82) intersection is stop controlled on the Old Colchester Road (Route 354) approach and the Rattlesnake Ledge Road/Witter Road approaches are stop controlled on the side street approaches. All approaches are single lane approaches.

There is no bicycle or pedestrian accommodation along Old Colchester Road (Route 354). The speed limit is 40 MPH in the study area, from Witter Road to Route 82.¹

Table 2: Crash Data

Intersection Crashes by Severity 2020-2024

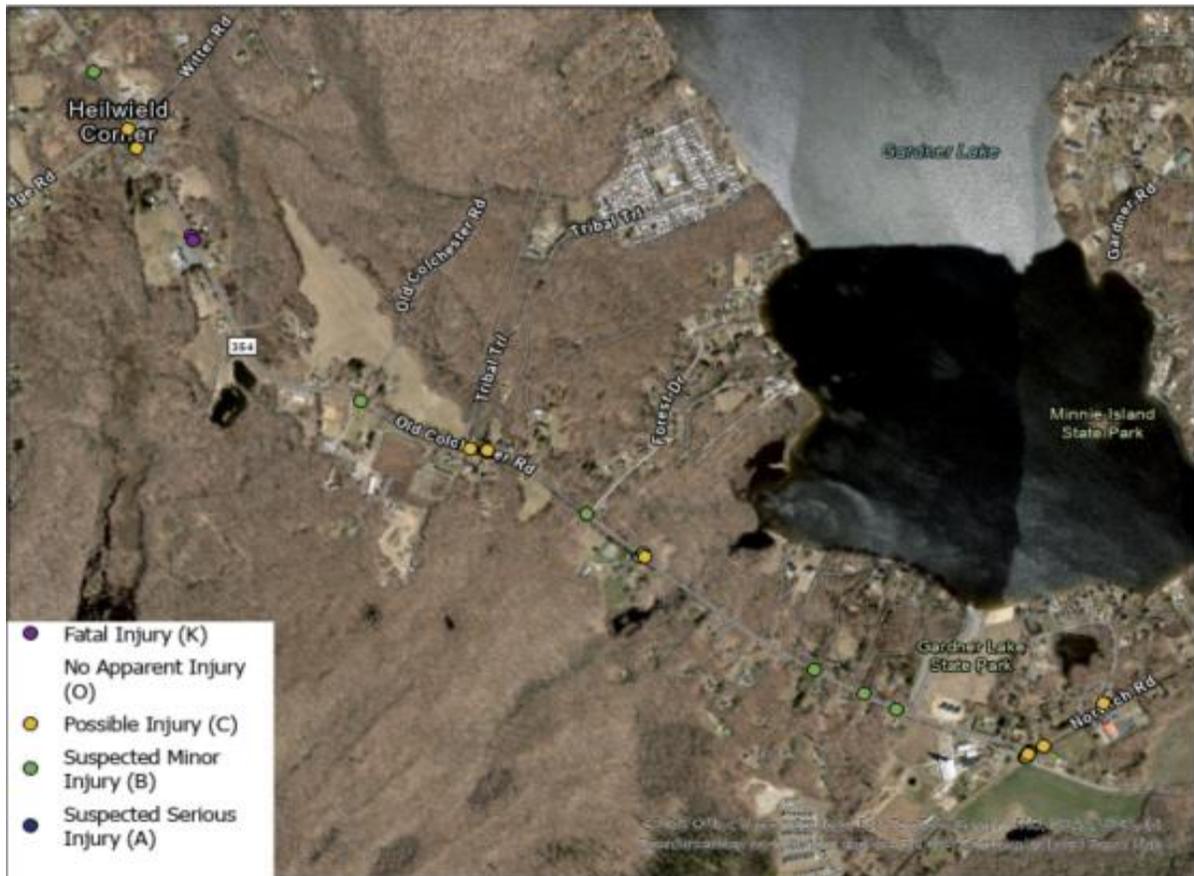
Injury Severity	Corridor wide, including intersections	Old Colchester Road and Norwich Road	Old Colchester Road and Rattlesnake Ledge Road
No apparent injury	20	8	4
Possible or Minor Injury	23	8	4
Suspected Serious Injury	1	0	1
Fatal Injury	2	0	0
Total	46	16	9

¹ [postedspeeds.pdf](#)

Intersection Crashes by Manner of Collision 2020-2024

Manner of Collision	Corridor wide, including intersections	Old Colchester Road and Norwich Road	Old Colchester Road and Rattlesnake Ledge Road
Angle	17	10	5
Rear-End	1	0	0
Single Vehicle	15	2	2
Pedestrian	4	0	1
Rear to Side/Rear	1	0	1
Sideswipe	1	0	0
Other	7	4	0
Total	46	16	9

Figure 1: Locus Map



Summary of Participant Discussion Including Observations and Potential Safety Enhancements

General Information and Comments

- Recent improvements on the roadway include no parking signs by the boat launch and centerline rumble strips along the corridor. Members of the town have seen improvements with the centerline rumble strips.
- By the entrance to the park, the road has 11' travel lanes, and a 3' shoulder on both sides.

Speeding is a key issue on Route 354.

- Crashes are more severe because of the speeds.
- Hills increase the speeds through the corridor.
- The road geometry invites people to drive fast.
- The state police can only do so much to slow people down.

Curves and hills cause sight line and visibility issues.

- The curve by the Indian Field Campground is up hill and blind.
- In general, the road has curves and blind spots.
- Visibility is limited over the hills.

Summertime traffic and parking management, particularly near the state park, is a challenge.

- The police are out every weekend – the traffic is worse in the summer, particularly July and August.
- There are a lot of tourists who do not have situational awareness and are less familiar with the roadways.
- The problem gets worse every year. There is queuing on Old Colchester Road, people parked on both sides. People walk along the road with all of their beach stuff. People are always allowed to walk into the park even if the parking lot is closed – sometimes it is closed by 10 AM in the summer.
- People come with boats as well. There are not many state parks that include a boat ramp.
- There are 5 campgrounds in the area, increasing the summertime population.
- The entrance to the park in the summer feels like a free for all.
- Parking management in the summer is an issue – police ticket and tow parked vehicles on Old Colchester Road.
- The town pays for extra police for the lot in the summertime
- The park signage is unclear.

Route 354 is a State road.

- The town cannot easily implement improvements.

Drivers lack awareness.

- People are distracted and not paying attention.

People sustain injuries during crashes along the roadway.

- There was a fatal crash involving a pedestrian crossing by the fire station.
- A second fatal crash was a secondary crash. It was logged as a pedestrian crash, but town staff say the crash related to another crash.
- Attendee notes he knew someone involved in a crash whose injuries were under-reported. Notes crash data does not tell the whole story.

Several people have been struck while walking.

- Sidewalk is not desirable – the maintenance would be challenging, and they would have to work with the state on it.
- Consider lowering the speed limit. SECOG staff noted there is a Pedestrian Zone program that allows town's LTA to apply to CTDOT to lower the speed limits on state roads where there is pedestrian activity.

Nighttime crashes on the corridor

- Considered an issue by the resident state trooper.

Key Location #1 – Old Colchester Road (Route 354) and Norwich Road (Route 82)

Angle Crashes and unsafe turning movements

- Attendee noted lots of close calls at the intersection.
- There are T-bone type crashes at both intersections at either end of the corridor.
- Most crashes are from motorists pulling out and getting hit from both sides.
- There is more development coming into the area which is creating more traffic.
- The stop sign on the westbound approach is far back and people pull much further forward.
- The berm on the northeast corner blocks visibility looking to the right for westbound motorists along with vegetation.
- Eastbound approach is 2 vehicles wide. People pass to turn right which can block visibility for left turning vehicles.
- Small Stop sign on westbound approach.



Vehicle waiting to pull out from Old Colchester Road onto Norwich Road by the existing traffic island.

Speeds

- People blow through the intersection at high speeds and don't stop at the existing stop signs.

- Speed issues on Old Colchester Road.

Intersection Geometry

- People sometimes turn on the wrong side of the island on the west leg.
- Traffic island and stop sign are often hit and hard to see at night.
- The intersection has an off-set alignment.



Heavy Vehicles and Congestion

- Trucks use Route 82. Granite plant nearby generates trucks.
- RVs and boat trailers turn from Old Colchester Road onto Norwich Road.
- Rt.85 backs up for miles due to congestion on interstate.

Drainage

- There is ponding observed during rain events.

Potential Intersection Improvements

Intersection geometry

- Consider straightening the approaches and improving the alignment.
- Consider removing the traffic island. Attendee noted there is a location nearby (Rt. 163 and Raymond Hill Road) where they removed an island similar to the one here and it made it easier to take turns.
- Consider adding delineation and reflectors to the island in the short term
- Consider removing island and replacing it with pavement markings, maybe pavement treatment for trucks.
- Consider realigning side streets to align across from each other.
- Consider a roundabout in the long term.

Angle Crashes and unsafe turning movements

- Consider a flashing overhead beacon.
- Conduct signal warrant analysis. Would need to consider seasonal variation in traffic.
- Consider single stacking the turns by tightening up the approach lanes. Consider texturized pavement or stamped concrete to facilitate larger vehicle turns.
- Consider enhanced intersection ahead signs and flashing LEDS around stop signs.

Speeds

- State troopers to continue enforcement efforts.

Stop sign compliance and visibility on stop-controlled approaches

- Consider moving up the stop signs closer to intersection.

Key Location #2 – Old Colchester Road (Route 354) By the Fire Station

Fatal crash and pedestrian activity

- The fatal crash by the fire station happened at night around a Trunk or Treat event involving a person walking home.
- There are some residents who walk along Old Colchester Road.

Visibility and sight distance for vehicles turning from the fire station

- The sight line is restricted looking right coming out of the firehouse. Blocked by vegetation.
- Visibility is a challenge south of the driveway in the curvy areas, particularly around driveways.



Sight line is blocked by vegetation south of the fire station driveway.

Illegal passing

- People pass illegally in this area.

Potential Intersection Improvements

Nighttime pedestrian crash

- Consider more lighting on the road in front of the firehouse.

Visibility and sight distance for vehicles turning from the fire station

- Evaluate need for flashing signal with emergency vehicle pre-emption control at the fire station.
- Trim vegetation west of the fire station driveway.

Illegal passing

- Install no passing signs.

Key Location #3 – Old Colchester Road (Route 354) and Rattlesnake Ledge Road/Witter Road

Speeds are high

- There is a steep hill approaching the intersection from the west and vehicles speed through the intersection.

Angle crashes and visibility of turning vehicles

- Turning out of Witter Road is challenging when looking to the left. The Salem Auto shop has parked cars out front that restricts sight lines.
- The owner from the H&W business asked about adding yellow striping to prevent parked cars so close to the roadway.
- People at the H&W hear a lot of squealing tires, crashes, and near misses.
- An attendee suggested the idea of a 4-way stop to slow speeds, but it was noted the intersection may not meet the warrant due to side street volumes.



Parked cars are located on the south side of the roadway blocking the sight line for vehicles turning from Witter Road.

Potential Intersection Improvements

Angle crashes and visibility for turning vehicles

- Coordinate with CTDOT to install pavement markings to prohibit parking close to the roadway east of the intersection by the Salem Auto shop.
- Consider all-way stop control.
- Coordinate with Salem Auto shop to park cars further back from the roadway to improve sight lines.

Speed management

- Consider either striped or curbed extensions at the intersection to visually slow traffic. A curb extension would allow moving the stop bar closer to the intersection.
- Consider speed reduction pavement markings or rumble strips on the hill approaching the intersection.

Intersection Visibility

- Consider more signage in advance of the intersection on Old Colchester Road and stop ahead sign on the Rattlesnake Ledge Road approach.

Summary of Walk Audit Countermeasures

During the walk audit existing safety concerns and potential safety countermeasures were discussed relating to the Old Colchester Road corridor. Short-, mid-, and long-term countermeasures were considered for the issues along the corridor. Improvements have been categorized as low, medium, or high cost. An estimated payoff based on engineering judgement of the potential effectiveness of the safety recommendations as it relates to reducing crashes at the key hotspots of the corridor has also been included in the table. As noted, safety payoff estimates are subjective and may be based on the relative percentage of crashes that may be reduced by the enhancement based on known and documented crash reduction factors, if available, or estimated crash reduction based on a stated source.

Potential Corridor Improvements

Speed management

- Evaluate speed limit.
- Install speed feedback radar signs and use to raise awareness as well as to monitor speeds and retrieve data. SECOG can connect town with the T2 Center that has additional information.

Pedestrian crashes

- Pedestrian Zone could be adopted allowing a lower speed limit.

Raise awareness of surroundings

- Consider options for warning signs, lights, and other tools to improve awareness.
- Install 6" edge lines.

Manage summer crowds

- Continue enforcing no parking on the roadway.
- Consider temporary summertime traffic calming.
- When looking at volumes, it will be important to look at seasonal variations.

Nighttime crashes

- Consider focused areas to improve lighting.

Coordination with the State

- Improve communication channels between the state and the town around improvements along the road and at the state park.

Table 3: Estimated Time Frame and Costs Breakdown

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,000-\$50,000
Long-Term	>3 Years	High	>\$50,000

Table 4: Potential Safety Enhancement Summary – Old Colchester Road Corridor-wide

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction/Partner
Speeding	Evaluate corridor-wide speed limit	Medium	Short-Term	Low	CTDOT/Town of Salem
Speeding	Install speed feedback radar signs along the corridor	Medium	Short-Term	Low	CTDOT/Town of Salem
Pedestrian Safety	Designate the roadway as a pedestrian zone	Medium	Short-Term	Low	CTDOT/Town of Salem
Edge of Road Visibility	Use 6" edge lines along the corridor	Medium	Short-Term	Low	CTDOT/Town of Salem
Parking Management	Continue enforcing no parking on the roadway	Medium	Short-Term	Medium	State Police
Speeding	Consider temporary summertime traffic calming	High	Short-Term	Medium	CTDOT/Town of Salem
Nighttime crashes	Install lighting at key locations along the corridor (intersections, firehouse, campgrounds, state park)	High	Mid-Term	Medium	CTDOT/Town of Salem
Stakeholder Coordination	Improve communication channels between the state and town around improvements along the road and at the state park	High	Short-Term	Low	CTDOT/DEEP/Town of Salem

Table 5: Potential Safety Enhancement Summary – Old Colchester Road at Norwich Road

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Geometry	Realign the intersection approaches	High	Mid-Term	High	CTDOT/Town of Salem
Intersection Geometry	Consider removing the island	Medium	Mid-Term	Medium	CTDOT/Town of Salem
Intersection Geometry	Consider adding delineation and reflectors to the island	Medium	Short-Term	Low	CTDOT/Town of Salem
Intersection Geometry	Consider a roundabout	High	Long-Term	High	CTDOT/Town of Salem
Turning Vehicle Conflicts	Conduct a signal warrant analysis	High	Short-Term	Medium	CTDOT/Town of Salem
Turning Vehicle Conflicts	Tighten southbound approach lane using paint or texturized pavement	High	Short-Term	Medium	CTDOT/Town of Salem
Intersection Visibility	Consider installing an overhead flashing beacon	Medium	Mid-Term	Medium	CTDOT/Town of Salem
Intersection Visibility	Consider enhanced intersection ahead signs	Medium	Short-Term	Low	CTDOT/Town of Salem
Stop Sign Compliance	Install flashing stop signs	Medium	Short-Term	Low	CTDOT/Town of Salem
Stop Sign Compliance	Consider moving up the stop bars	Medium	Short-Term	Low	CTDOT/Town of Salem
Speeding	Continue enforcement efforts	High	Short-Term	Medium	State Police

Table 6: Potential Safety Enhancement Summary – Old Colchester Road at the Fire Station

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Nighttime Crashes	Consider installing additional roadway lighting	High	Mid-Term	Medium	CTDOT/Town of Salem
Intersection Visibility	Trim vegetation south of the fire station driveway	Medium	Short-Term	Low	CTDOT/Town of Salem
Intersection Visibility	Consider flashing overhead beacon or pre-emption out of fire station	Medium	Mid-Term	High	CTDOT/Town of Salem
Illegal Passing	Install no passing signs	Medium	Short-Term	Low	CTDOT/Town of Salem

Table 7: Potential Safety Enhancement Summary – Old Colchester Road at Rattlesnake Ledge Road and Witter Road

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Visibility	Consider striping to prohibit parking close to the roadway east of the intersection. Coordinate with business owner.	High	Short-Term	Low	CTDOT/Town of Salem/Private Business
Intersection Visibility	Consider installing additional advanced intersection signage on Old Colchester Road	Medium	Short-Term	Low	CTDOT/Town of Salem
Intersection Visibility	Consider installing stop ahead sign on the Rattlesnake Ledge Approach	Medium	Short-Term	Low	CTDOT/Town of Salem
Speeding	Consider temporary curb extensions at the intersection with paint	Medium	Short-Term	Low	CTDOT/Town of Salem
Speeding/Intersection Visibility	Consider permanent curb extension and moving the stop bar up on the side street approaches	High	Mid-Term	Medium	CTDOT/Town of Salem
Speeding	Consider speed reduction pavement markings or rumble strips on hill entering the intersection	High	Short-Term	Low	CTDOT/Town of Salem

WALK AUDIT SUMMARY

**Willets Avenue
Municipality of New London
October 2, 2025**

Prepared For:
Southeastern Connecticut Council of Governments

Prepared By:
BETA Group Inc.



Table of Contents

Background	1
Project Data.....	1
Project Location and Description	2
Crash Data	2
Summary of Participant Discussion Including Observations and Potential Safety Enhancements	
General Corridor Information and Comments.....	4
Key Location #1 – Shaw Street Roundabout and Howard Street	4
Key Location #2 – Willetts Avenue and Wightman Street	5
Key Location #3 – Willetts Avenue and Maple Ave	6
Key Location #4 – Willetts Avenue and Riverview Ave.....	6
Key Location #5 – Willetts Avenue and Montauk Avenue (#1 Regional Crash Intersection).....	6
Key Location #6 – Willetts Avenue and Ocean Avenue.....	7
Summary of Walk Audit Countermeasures.....	9
 List of Figures	
Figure 1: Locus Map	3
 List of Tables	
Table 1: Participating Audit Team Members.....	1
Table 2: Estimated Time Frame and Costs Breakdown.....	9
Table 3: Potential Safety Enhancement Summary	10

Background

A walk audit was conducted for the corridor of Willetts Avenue from Ocean Avenue to Shaw Street in New London, CT. The intersection of Willetts Avenue and Montauk Avenue was identified as the #1 ranked regional crash intersection in the Southeastern Connecticut Council of Governments (SECOG) region as part of the COG’s current Safe Streets for All Safety Action Plan. The Willetts Avenue corridor was previously identified as a high crash location in the 2022 SECOG Safety Action Plan. The corridor has been an issue for crashes involving non-motorists. Between 2020 and 2024 at the intersection of Willetts Avenue and Montauk Avenue there was one serious injury involving a bicyclist and one possible injury involving a pedestrian. Between 2020 and 2024 at the intersection of Willetts Avenue and Ocean Avenue, there was one minor injury involving a pedestrian and one property damage only crash involving a bicyclist.

This walk audit was conducted to provide insight to potential safety and operational improvements along the corridor to be recommended in the 2025 SECOG Safety Action Plan for the Willetts Avenue corridor. This walk audit document is intended to summarize the walk audit observations and document the safety improvements participants discussed. Potential improvements are broken out by short-, mid-, and long-term safety improvements and include general maintenance recommendations and recommendations that can be incorporated into future project development.

Project Data

A walk audit for the Willetts Avenue corridor from Ocean Avenue to Shaw Street in the City of New London, CT was held on Thursday, October 2, 2025, beginning at the Shaw Street and Willetts Avenue roundabout.

Background materials for the corridor were provided for the Willetts Avenue corridor to members of the walk audit. Materials included information of the posted speed, measured average and 85% percentile speeds, and crash data. Audit participants then walked the corridor as a group, discussing safety issues, and potential safety improvements.

Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Austin Pszenny	BETA Group INC.
Jeff Maxtutis	BETA Group INC.
Dominic Anziano	SECOG
Debra Pierce	SECOG
Kate Rattan	SECOG
Tom Quintin	New London Public Works
Michael Passero	Mayor, City of New London
Jeremiah Lamont	New London Police Department

Project Location and Description

The Willetts Avenue corridor follows an east-west alignment, serving as a key connector between Boston Post Road (US-1) in Waterford and attractions such as General Dynamics Electric Boat, the newly opened New London Community Recreation Center (NLCRC), Fort Trumbull, residences on Howard Street to the north of the Shaw Street roundabout, as well as restaurants and beaches on Pequot Ave.

The intersections of Willetts Avenue and Ocean Avenue and Willetts Avenue and Montauk Avenue are signalized, while all the other side street intersections in the corridor are two-way stop controlled. The Willetts Avenue corridor ends at Shaw Street at a roundabout. All approaches are single lane approaches at all intersections except at Willetts Avenue and Ocean Avenue. The eastbound direction is signed as a left-through and right, although there are no pavement markings to indicate the lane separation, and the northbound and southbound approaches have exclusive left-turn lanes and shared through-right lanes.

There is no bicycle accommodation along Willetts Avenue. There are sidewalks on both sides of Willetts Avenue, although many sections of the sidewalk are in poor condition. Parking is allowed on both sides of Willetts Avenue. Land use is primarily residential, with limited off-street parking available. There are restaurants and a gas station at the intersection of Montauk Avenue and Willetts Avenue that are well utilized. The speed limit is 25 MPH.

Table 2: Crash Data

Intersection Crashes by Severity 2020-2024

Injury Severity	Willetts Avenue at Montauk Ave	Willetts Avenue at Ocean Ave
No apparent injury	23	40
Possible Injury	11	7
Suspected Minor Injury	2	2
Suspected Serious Injury	4	0

Intersection Crashes by Manner of Collision 2020-2024

Manner of Collision	Willetts Avenue at Montauk Ave	Willetts Avenue at Ocean Ave
Angle	16	14
Front to Rear	5	10
N/A	6	7
Other	2	3
Rear to Side	1	1
Sideswipe, same direction	9	8
Rear to Rear	0	1
Sideswipe, opposite direction	0	5

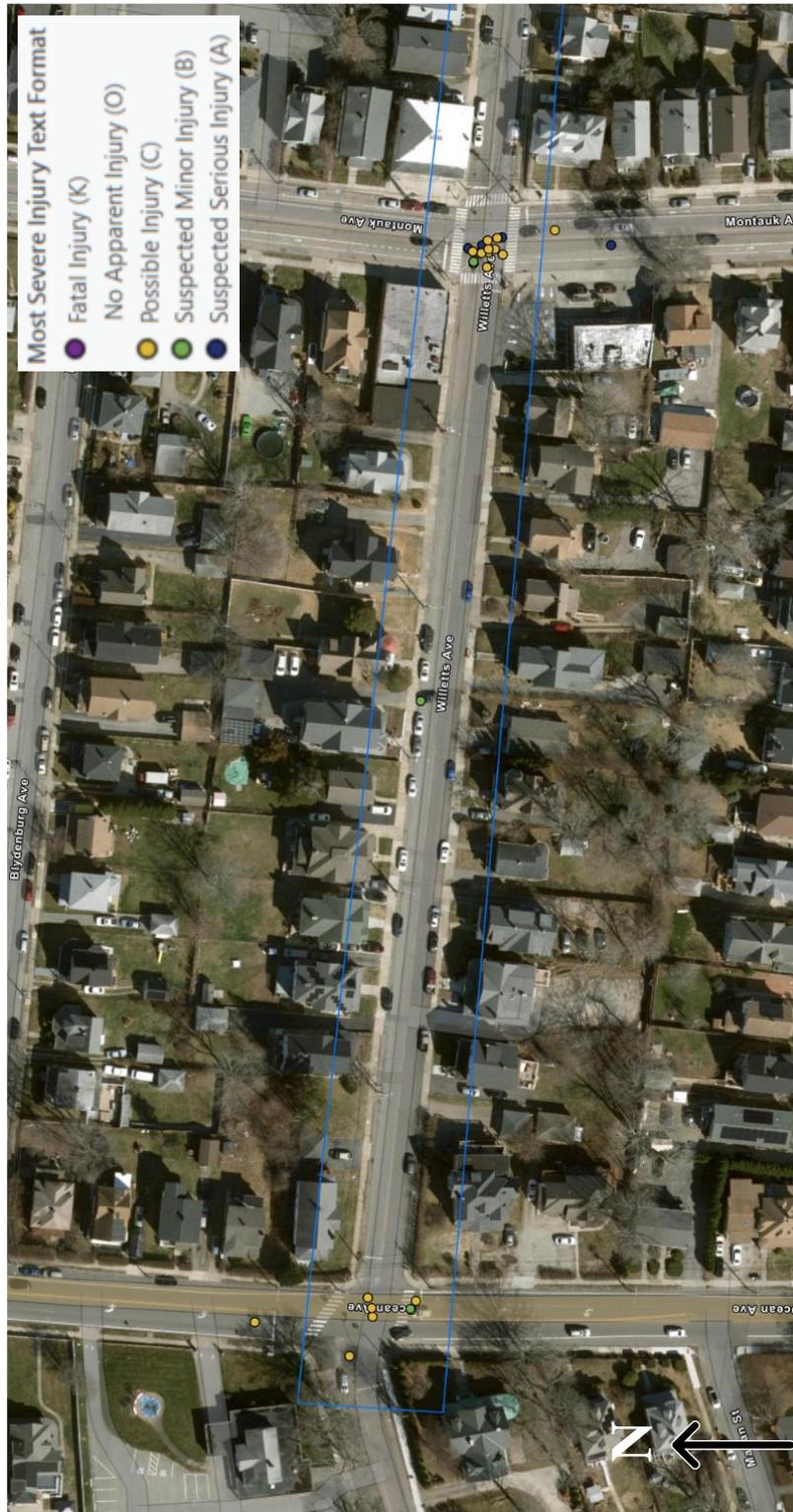


Figure 1: Locus Map
No injury crashes to the east of Montauk Ave between 2020-2024

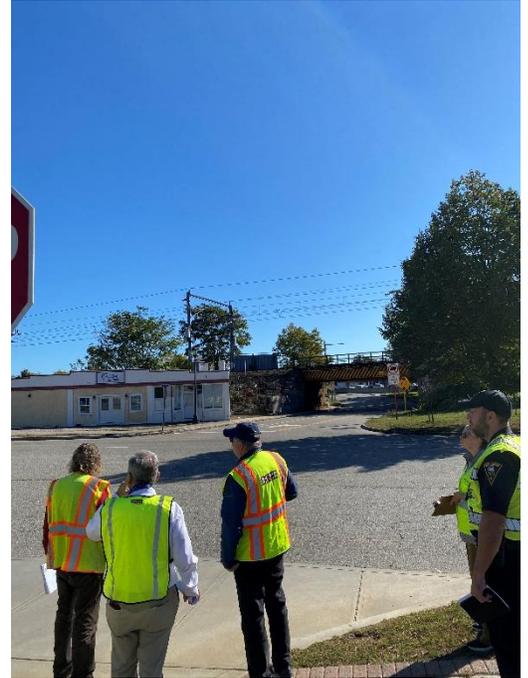
Summary of Participant Discussion Including Observations and Potential Safety Enhancements

General Corridor Information and Comments

- The mayor indicated that New London is preparing for automated speed camera enforcement (automated traffic enforcement safety device - ATESD) and looking for roadways where this enforcement would be effective. ATESD was met with some resistance by New London residents at council. ATESD is an effective strategy for speed control.
- City noted that a portion of Willetts Ave was repaved in 2025; repavement of some sections have been delayed due to anticipated utility work.
- Parking is a concern throughout the corridor. Many vehicles park over the curb and block the sidewalk. The low curb reveals along the roadway contribute to this behavior. Vehicles were also observed parking too far into the roadway, blocking the travel way. This is a concern for emergency response vehicles or other larger vehicles such as school buses. Participants considered striping parking spaces and edge lines along the corridor.
- Speeding on Willetts Avenue is a consistent issue noted by participants.
- Sidewalks are in fair to poor conditions with many tripping hazards. Sidewalks to the east of Montauk Avenue are ~5 feet wide and sidewalks between Montauk Avenue and Ocean Avenue are ~7 feet wide.
- Retaining walls on some properties were noted to be in poor condition. Many of the walls may have to be reconstructed if a capitol project for Willetts Avenue is implemented.
- Another participant noted the intersection of Plant Street and Montauk Avenue (not a part of the walk audit) has had many near misses, although the location has not had significant crash history between 2020 and 2024.
- Willetts Avenue serves as an important bike corridor connecting New London to Waterford, providing a lower stress alternative to Bank Street which is a multilane road and is identified as a congested corridor.

Key Location #1 – Shaw Street Roundabout and Howard Street

- Participants noted that pedestrians sometimes walk around the inner circle of the roundabout (truck apron). Possible reasons include lack of understanding of the truck apron's purpose, poor visibility of the sidewalk connection under the rail bridge or the perception that the walking route is longer.
- Crosswalks on Willetts Avenue lack detectable warning panels and retroreflective crosswalk lines. Participants noted that reflective paint could help catch drivers' eyes as they enter the Shaw Street roundabout from the downward sloping Willetts Avenue corridor.
- Participants noted the Shaw Street roundabout has not had many crashes and there were discussions about other successful roundabouts in the SECOG region.
- Participants noted how the temporary pedestrian refuge island across the Howard Street 4-lane crossing at the Howard Street and Walbach Street intersection has improved pedestrian safety by providing a mid-way stopping point for people crossing. There were further discussions about CTDOT's interest in a road diet on Howard Street, which would provide additional permanent pedestrian crossing improvements at Walbach Street.
- The Willetts Avenue approach to the Shaw Street roundabout was noted as a concern due to the steep slope of the approach, leading to speeding and impaired vehicle sight lines.



Howard Street at Walbach Street

Key Location #2 – Willetts Avenue and Wightman Street

- Resident at #35 Willetts Avenue (near Wightman Street) joined the walk audit by their home. They noted that they have observed speeding and sideswipe crashes near the intersection. They requested speed humps and crosswalks. They also mentioned that speeding and the frequency of crashes are a major concern for the many children that walk along the corridor every day.
- Countermeasures identified for consideration include a speed feedback radar sign in the short term and crosswalks.
- Participants noted concerns with icing during the winter.
- Wightman Street connects to one of the back entrances of Caulkins Park.

Key Location #3 – Willetts Avenue and Maple Ave

- The intersection follows a Y-type alignment with a traffic island.
- There is a wide radius on the westbound Willetts Avenue approach allowing vehicles to speed while turning right onto Maple Avenue.
- Participants discussed realigning the intersection by constructing a curb extension on the southwest corner to provide a tighter turn radius slowing vehicles making the eastbound right turn. They also discussed eliminating the traffic island, providing crosswalks and ramps, and maintaining driveway access to abutters.



Key Location #4 – Willetts Avenue and Riverview Ave

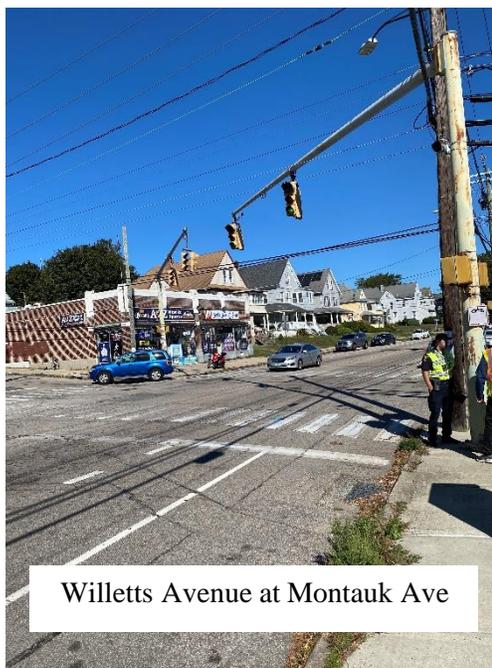
- Participants noted this location has no crosswalks or sidewalk ramps and provides access to a local park with significant use.
- They considered a crosswalk across Willetts Avenue and curb extension on southeast corner.

Key Location #5 – Willetts Avenue and Montauk Avenue (#1 Regional Crash Intersection)

- This is a signalized four-way intersection.
- Participants noted speeding as a top concern.
- Motorists were observed using the bike lanes as right turn lanes. Participants noted the existing dashed bicycle transition lanes do not meet current design standards and should be restriped as solid lane lines. The lane striping may have contributed to a recent bike crash at the intersection. Participants discussed the potential of adding a bike lane buffer, which would provide improved protection for cyclists as well as narrow lanes for motorists, leading to reduced speeds.
- It was noted that the signal has an exclusive pedestrian signal phase, but there are no countdown signal heads or APS.
- It was acknowledged that pedestrian wait times are long and that pedestrians often cross the intersection before the pedestrian phase is actuated.
- Travel lanes were observed to be wide: 12-foot-wide travel lanes. They can be re-striped as 11-foot-wide lanes.
- The signal equipment was observed to be outdated.

Participants noted the intersection would benefit from signal backplates, visors, countdown pedestrian signals and APS. They noted to consider increasing the yellow + all red clearance signal time and to provide vehicle signal detection.

- There are two wide driveway curb cuts on Montauk Avenue and one on Willetts Avenue at the Cumberland Farms store/gas station on the southwest corner. Participants noted changing circulation of entering and exiting traffic and reducing and/or consolidating driveways should be considered.
- Parking at the restaurants at the intersection is frequently used and has a high turnover.
- Participants discussed using curb extensions and restriping to shorten crosswalks and simplify the intersection.



Key Location #6 – Willetts Avenue and Ocean Avenue

- This is a signalized four-way intersection.
- Traffic signal and pedestrian signal equipment were observed to be outdated.
- The eastbound and westbound Willetts Avenue approaches were observed to be slightly offset and run on the same signal phase. Participants noted the signal appears to have vehicle detection.
- The signal operates on an exclusive pedestrian signal phase, no countdown signal heads or APS. There are no detectable warning panels at sidewalk ramps, sidewalks are in fair to poor condition.
- On the eastbound Willetts Avenue approach, vehicles stack in two lanes, although there is only one official approach lane. As a result, eastbound right-turning vehicles often drive over the curb and sidewalk.
- Vehicles are allowed to turn on a red signal.
- Vegetation restricts sight distance on several corners. Local business owners noted that overgrowth is a consistent issue impacting sight distance at the intersection.
- A near-miss crash was observed when a motorist ran a red light on the Willetts Avenue eastbound approach.
- The Willetts Avenue approaches are slightly offset from each other, which was noted to potentially cause driver confusion.
- Speeding is a general concern. Participants noted that speeding may also be influenced by the downward slope of Willetts Avenue traveling eastbound.



- CTDOT has a planned project to upgrade the traffic and pedestrian signals and sidewalk ramps under project #0172-0513. The project is being led by nicholas.welsh@ct.gov (project engineer) and Kaethe.Podgorski@ct.gov (project manager).
- Countermeasures discussed for the intersection include:
 - Optimizing signal phases and timing to better separate vehicles on the Willetts Avenue eastbound and westbound approaches
 - Restriping the Willetts Avenue eastbound approach for one travel lane
 - No Right Turn on Red signage
 - Contacting New London Blight Officer to enforce vegetation overgrowth impacting sight lines at corners.



Willetts Avenue near Wightman
Street looking east



Willetts Avenue near Ocean
Avenue looking east

Summary of Walk Audit Countermeasures

During the walk audit existing safety concerns and potential safety countermeasures were discussed relating to the Willetts Avenue corridor. Short-, mid-, and long-term countermeasures were considered for the issues along the corridor. Improvements have been categorized as low, medium, or high cost. An estimated payoff based on engineering judgement of the potential effectiveness of the safety recommendations as it relates to reducing crashes at the key hotspots of the corridor has also been included in the table. As noted, safety payoff estimates are subjective and may be based on the relative percentage of crashes that may be reduced by the enhancement based on known and documented crash reduction factors, if available, or estimated crash reduction based on a stated source.

Table 3: Estimated Time Frame and Costs Breakdown

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,000-\$50,000
Long-Term	>3 Years	High	>\$50,000

Table 4: Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Bicycle and Pedestrian Accommodation	Install detectable warning panels and restripe crosswalks with retroreflective paint corridor wide	Medium	Mid-Term	Medium	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Evaluate need for pedestrian crossing on Willetts Avenue near Wightman Street and Riverview Ave	Medium	Short-Term	Low	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Evaluate adding curb extensions on the southeast corner of Willetts Avenue and Riverview Avenue	Medium	Mid-Term	Low	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Evaluate sidewalk network for ADA compliance and locations of poor sidewalk conditions corridor wide	Medium	Short-Term	Low	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Repair and replace poor condition sidewalks from corridor sidewalk network evaluation	Medium	Mid-Term	High	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Evaluate the need for bump outs / curb extensions corridor wide	Medium	Short-Term	Low	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Add curb extensions at Montauk Ave and Willetts Ave to reduce turning speed	Medium	Mid-Term	Low	City of New London / CTDOT
Bicycle and Pedestrian Accommodation	Evaluate adding bike accommodations on Willetts Avenue (bike lanes and/or sharrows)	Medium	Mid-Term	Low	City of New London / CTDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Speeding	Install speed tables at proposed midblock crossings at Wightman Street and Riverview Ave	High	Mid-Term	Medium	City of New London / CTDOT
Speeding	Consider restriping Montauk Avenue travel lanes from 12 ft to 11 ft.	Medium	Mid-Term	Medium	City of New London / CTDOT
Speeding	Evaluate Willetts Ave corridor for future location of automated speed camera enforcement	Medium	Long-Term	Low	City of New London / CTDOT
Traffic Control	Upgrade traffic signal backplates and visors at signalized intersections	Medium	Short-Term	Medium	City of New London / CTDOT
Traffic Control	Upgrade pedestrian signal heads to countdown signal heads and add APS at signalized intersections, evaluate signal controllers for APS compatibility	Medium	Short-Term	Medium	City of New London / CTDOT
Traffic Control	Evaluate signal timing, including yellow and red clearance intervals at signalized intersections. Evaluate adding leading pedestrian interval to signal timing (LPI)	Medium	Short-Term	Low	City of New London / CTDOT
Traffic Control	Provide video signal detection at signalized intersections to reduce delay and allow cyclists to trigger the signal	Low	Long-Term	High	City of New London / CTDOT
Traffic Control	Consider 'No Right Turn on Red' signage at Ocean Ave – EB and WB Willetts Ave approaches	Medium	Short-Term	Low	City of New London / CTDOT
Traffic Control	Consider 'No Right Turn on Red' signage at Montauk Avenue – EB and WB Willetts Ave approaches	Medium	Short-Term	Low	City of New London / CTDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Geometrics	Realign intersection of Maple Avenue and Willetts Avenue. Eliminate traffic island. Add crosswalks and ramps. Maintain driveway access to abutters.	Medium	Long-Term	High	City of New London
Lane Configurations	Evaluate Willetts Avenue EB at Ocean Avenue as either a single lane or Left/Through and Right configuration. Restripe approach and add turning tracking lines to the EB right turn.	Low	Mid-Term	Medium	City of New London / CTDOT
Access Management	Evaluate gas station driveways at intersection of Montauk Avenue and Willetts Avenue. Consider removing driveway on Willetts Avenue west leg	Low	Long-Term	High	City of New London / Private Owners
Roadway Obstruction	Evaluate providing pavement markings for parking spaces, edge lines, and center double yellow lines.	Low	Short-Term	Low	City of New London
Roadway Obstruction	Enforce vehicles parked over the curb on Willetts Avenue blocking the sidewalks	Low	Short-Term	Medium	City of New London Police
Roadway Obstruction	Monitor and trim overgrown vegetation impeding sight lines at Ocean Avenue	Medium	Short-Term	Low	City of New London

APPENDIX G: Crash Modification Factor Sources

- Municipal Project Guide
- Vision Zero Task Force Meeting Notes
- Public Meeting Notes
- Summary of Online Survey Results
- Summary of Interactive Map Responses
- Walk Audit Report
- **Crash Modification Factor Sources**

Crash Modification Factors

The following document provides references to noted safety countermeasures in the SECOG Safety Action Plan Toolbox. Crash modification factors, which are factors used to compute the expected number of crashes after implementing a countermeasure on a road or intersection, were compiled from the Crash Modification Factors Clearing House (CMF Clearinghouse) from FHWA. See the CMF Clearinghouse link below:

<https://cmfclearinghouse.fhwa.dot.gov/>

Traffic Safety Countermeasures

Convert 12-foot lanes to 11-foot lanes

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7825>

Install TWLTL (two-way left turn lane) on four lane road

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10375>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11135>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10376>

Install dynamic speed feedback signs

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6885>

Reflective edge lines

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4750> (wider edge lines)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5646>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4729>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3394>

Chevrons

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1856>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2438>

Shoulder rumble strips

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9763>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3394>

Curve ahead

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1905>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10612>

Level vertical or horizontal curves

https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=534

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9272>

High friction surface treatment (HFST)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10319>

Wet reflective pavement markings

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8097> (0.86 Wet, All Crashes)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10078> (Wet, Injuries)

Improve lighting

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=77743>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10993>

LED stop sign

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6602>

Relocate utility poles

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11197>

Roundabout

https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=53

Install a traffic signal

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=325>

Remove right turn on red / Permit right turn on red (RTOR) – CMF >1 for permitted

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=376>

Convert two-way to all-way stop

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=314>

https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=608

Add left turn phasing (protected/permissive)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4578>

Access management

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=351>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5185>

Advanced stop sign

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9018>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8866>

Flashing beacon

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=446>

Intersection realignment

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5188>

Daylighting

http://www.pedbikesafe.org/pedsafe/casestudies_detail.cfm?CM_NUM=9&CS_NUM=74

Yellow change interval

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4219>

Signal backplates

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1410>

Rectangular Rapid Flashing Beacon - RRFB

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11158>

Crosswalk

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4123>

Raised crosswalk

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=136>

Bumps

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=132>

Leading pedestrian interval - LPI

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9902>

Pedestrian crossing island

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9120>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8799>

Pedestrian hybrid beacon - PHB

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10591>

Sidewalks

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11246>

Pedestrian exclusive phasing

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5244>

Upgrade to pedestrian signals (from side street green)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8480>

Shared path

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9250>

Increase pedestrian clearance time

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4115>

School zone - varies

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2697>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2200>

Flashing yellow arrow - FYA

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7700>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10914>

Bike boulevard

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3092>

Raised bike crossing

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4039>

Bike lanes

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11540>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10737>

Separated bike lane conversion (from unbuffered)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11294>

Centerline rumble strips

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10785>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9700>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7244>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3352>

Median barrier

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9395>

Automated Speed Enforcement Camera

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4673>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10656>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11485>

Wider Edge Lines

<https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines>

Striping Stop Bars/Wider Stop Bar (in coordination with other improvements)

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8912>

Install crash cushions at fixed roadside features

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=55>

Guiderail

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10308>

Crosswalks

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4124>

Install Separated Bike Lane

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11552>

Raised Bicycle Crossing

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4039>

Cycle Track

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4034>