Appendix B – Vision Zero Task Force Meeting Notes

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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

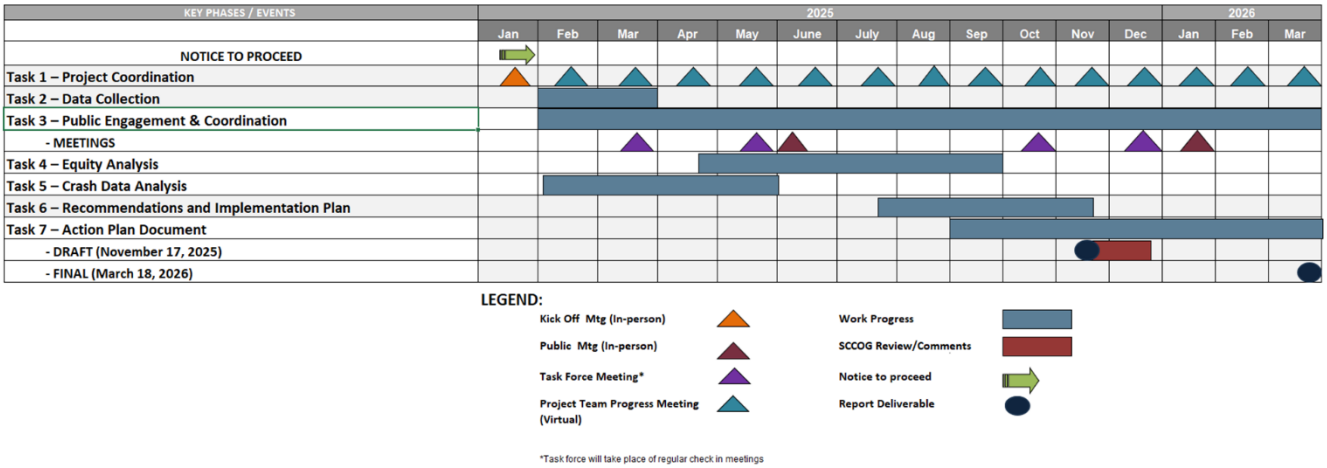
iii. Provide more opportunities for public input

c. Vision Zero Task Force Role
   i. Receiving anecdotal information from the public is important to supplement the crash data and the high injury network
   ii. Stakeholder and public engagement is required. Receive feedback on high-crash locations.
   iii. Task 4 – Title 6 is still in place. Unclear at the federal level if the scope of the equity analysis needs to change.
   iv. Trends and Risk Based HIN, focus on vulnerable road users, investigate EJ data
d. Vision Zero Commitment
   i. Defining a clear target date by which the region will eliminate roadway deaths and serious injuries
e. Project Branding
   i. Poll question 1: What words/phrases come to mind when you hear Vision Zero?

   ii. Poll question 2: Share your ideas for a branding statement:
      - Safe Streets for Southeast CT
      - Move Safe Southeast CT
      - Safe Streets Here
      - Safety Revolution
      - Safer Southeast CT
      - Safe Roads to Take Us Home
      - Safe Travels Southeast CT
      - Safe Streets, Together Toward Zero

- Freedom of Movement
- MoveSafe SE

f. Schedule



2. Questions/comments
   a. Presentation will be shared with Task Force, and the meeting was recorded as well.
   b. Goal of the plan is to identify the most important crash locations to provide countermeasures for each location.
   c. 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.
   d. Who is responsible for collecting the crash data? Where is it found?
      i. 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.
   e. Will the level of enforcement available in crash areas be included in the data analysis and factored into the recommendations?
      i. The study team will rely on police and towns for information if a location is heavily enforced.
      ii. Further Responses: Big impact on modifying motorists' behavior. Some locations do not have enforcement, sometimes there is no enforcement in communities.
   f. What data gets reported into the UConn repository?
   g. Police departments, or state troopers are responsible for collecting data provided in the CRASH data repository.
      i. 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.

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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

ATTENDEES:

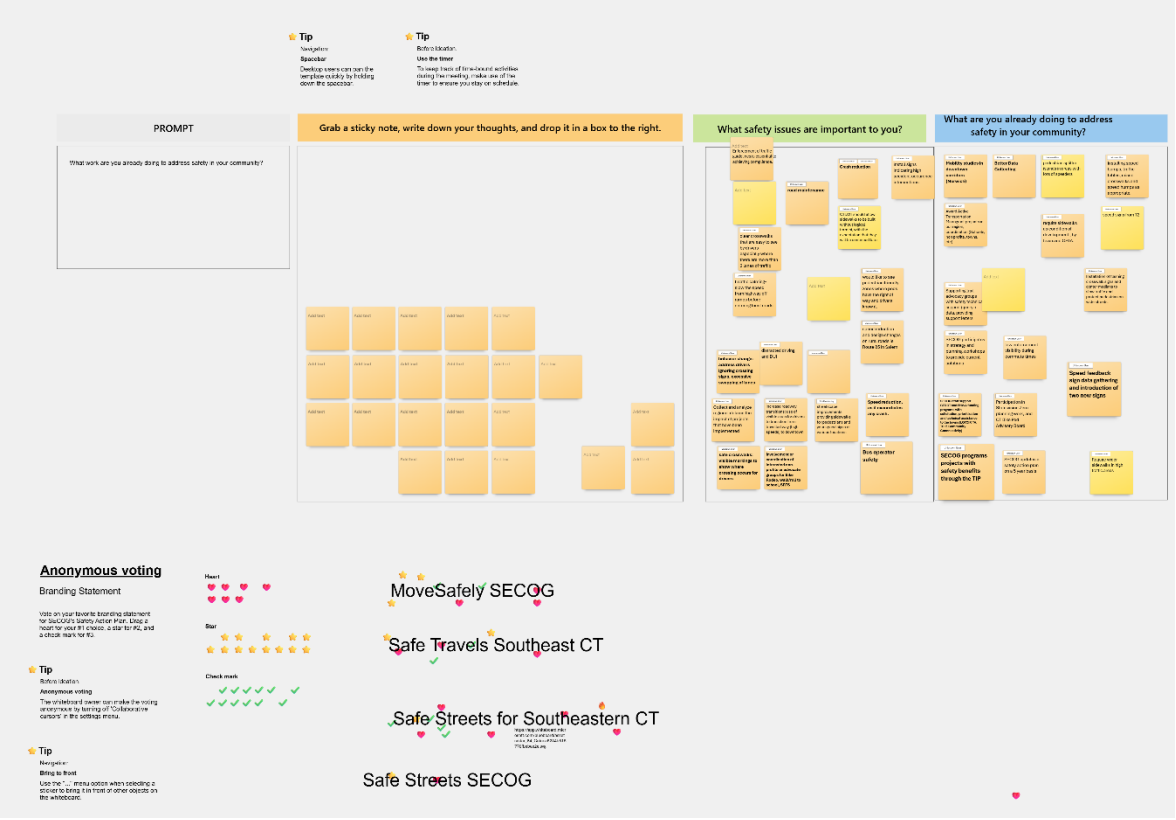
NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Kate Rattan	SECOG	Natasha Fatu	Connecticut Department of Transportation
Amanda Kennedy	SECOG	Shawn Barry	UConn Transportation Institute
Debra Pierce	SECOG	Stephanye Clark	Ledge Light Health District
Daniel Robinson	SECOG	Jeff Maxtutis	BETA Group,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

RECORD OF MEETING MINUTES:

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

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

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



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

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

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.

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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 or, 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.

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

Client:	SECOG	Date:	12/17/2025
Meeting Date:	12/16/2025	Prepared By:	Srilekha Murthy
Meeting Location:	Virtual (Teams)	Job Number:	11584
Meeting Topic:	Vision Zero Task Force Meeting 4		

ATTENDEES:

NAME	ADDRESS / AFFILIATION		NAME	ADDRESS / AFFILIATION
Amanda Kennedy	SECOG		Deb Jones	Town of Groton
Kate Rattan	SECOG		Tina Falck	Town of Griswold
David Cook	SECOG		Robert Carlson	Town of North Stonington
Dominic Anziano	SECOG		Shawn Barry	UConn T2 Center
Taylor Lussier	SECOG		Sal Tassone	Town of Colchester
Jeff Maxtutis	BETA		Brian Kent	Kent Frost
Anna Sangree	BETA		Brandon McIntyre	Mashantucket Pequot Tribal Nation
Austin Pszenny	BETA		Bill Middleton	Town of Stonington

RECORD OF MEETING:

I. J. Maxtutis provided an overview of the work completed thus far on the safety action plan, including the completion of the walk audits and a draft plan.

II. A. Pszenny discussed the project development process and how countermeasures were selected for each of the 88 proposed projects of the safety action plan.

III. A. Sangree then presented some of the common countermeasures proposed and provided an overview of the project tables. The draft plan contains two sets of tables, one for motorist projects and one for non-motorist projects. The full list of projects and countermeasures will be published in the Strategies and Projects chapter of the draft plan.

IV. The project team then facilitated a discussion on countermeasures, asking attendees their thoughts about the methodologies used and the projects chosen. The discussion is summarized below:

   A. How can the task force share their comments?
      1. Members can email Jeff and/or Kate, comment on the Word version of the plan, or provide comments within the dashboard.

   B. Do the countermeasures have individual merit, or do they all need to be implemented at once?
      1. Yes, they have individual merit. Each project has a suite of options, some of which can be implemented incrementally and others that can improve safety with redundancy.

   C. When will the dashboard be available?
      1. It will be made available to the task force in the next few weeks, and to the public in January.

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. Pszenny then shared the project dashboard and demonstrated how viewers can find projects and related crash characteristics for each location. A. Pszenny 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

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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

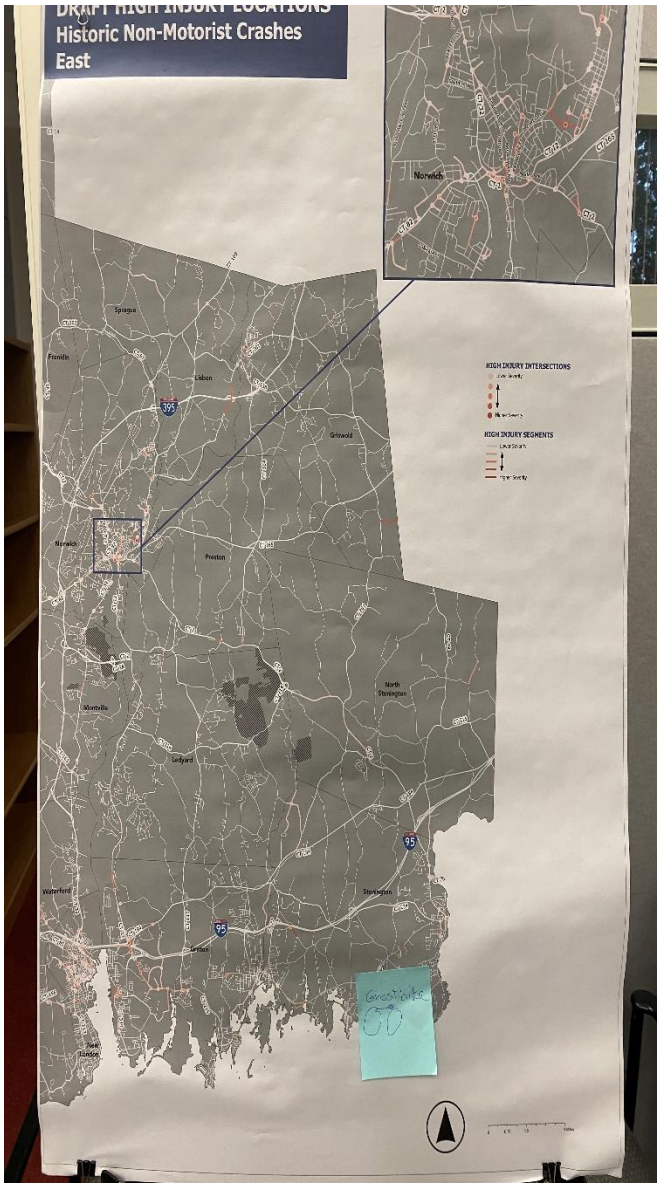
Additional Comments

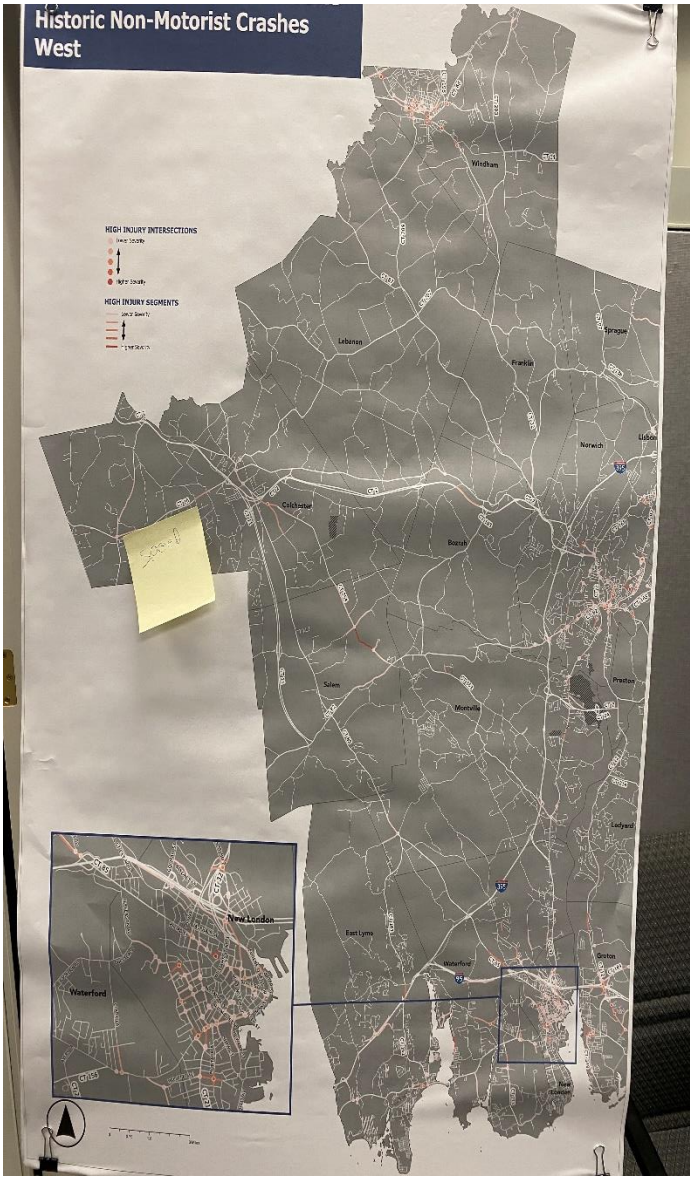
On June 18, 2025, the SECOG Board met and provided additional comments which are included below.

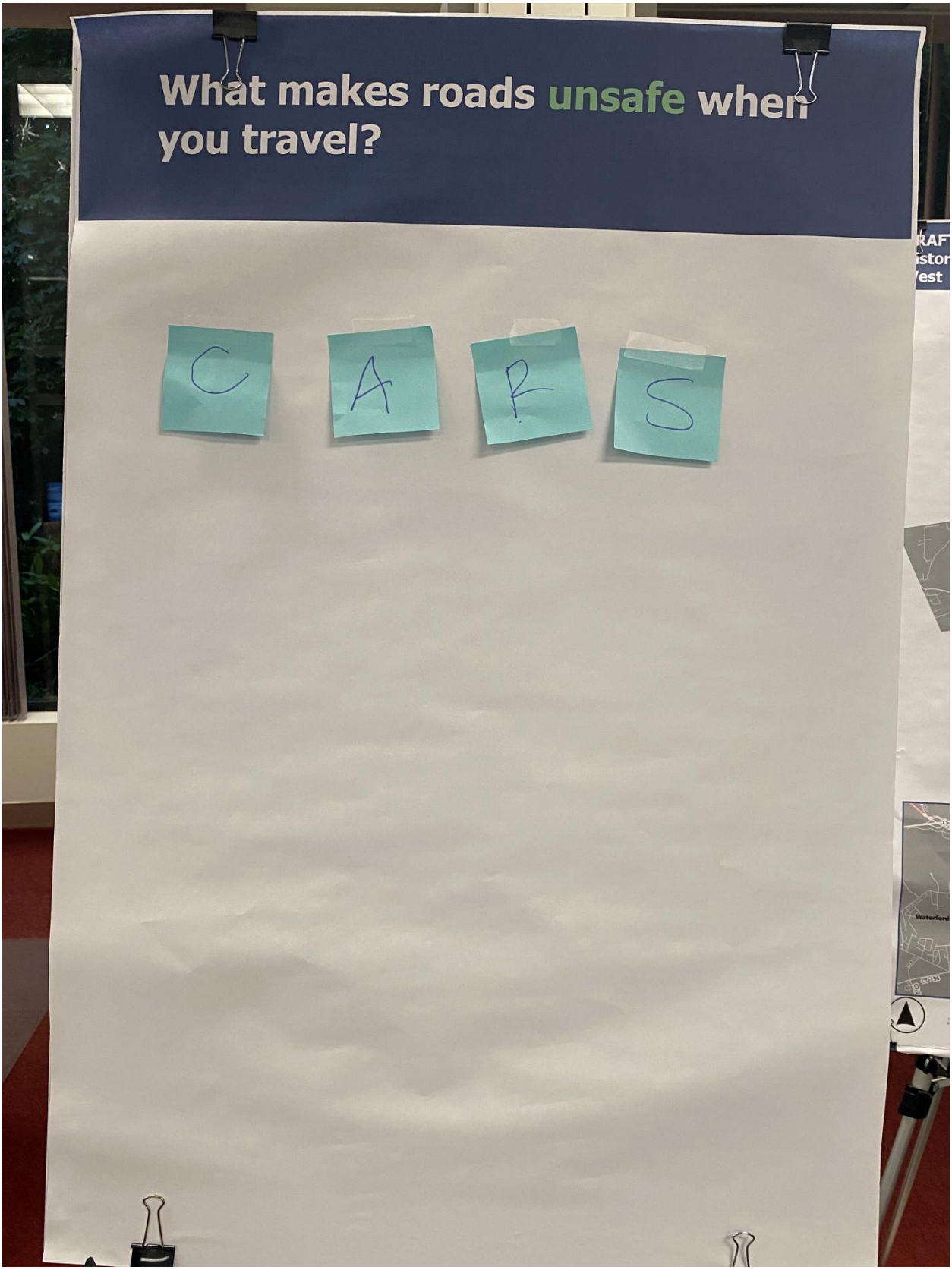
- What Strategies would you like to see more of in the region to improve roadway safety (at a local level)?
    - Safer people:
        - strobed crosswalk signs to replace existing signage (RRFB)
        - Pedestrian activated crosswalks
    - Post crash Care:
        - Put white crosses at sites of 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

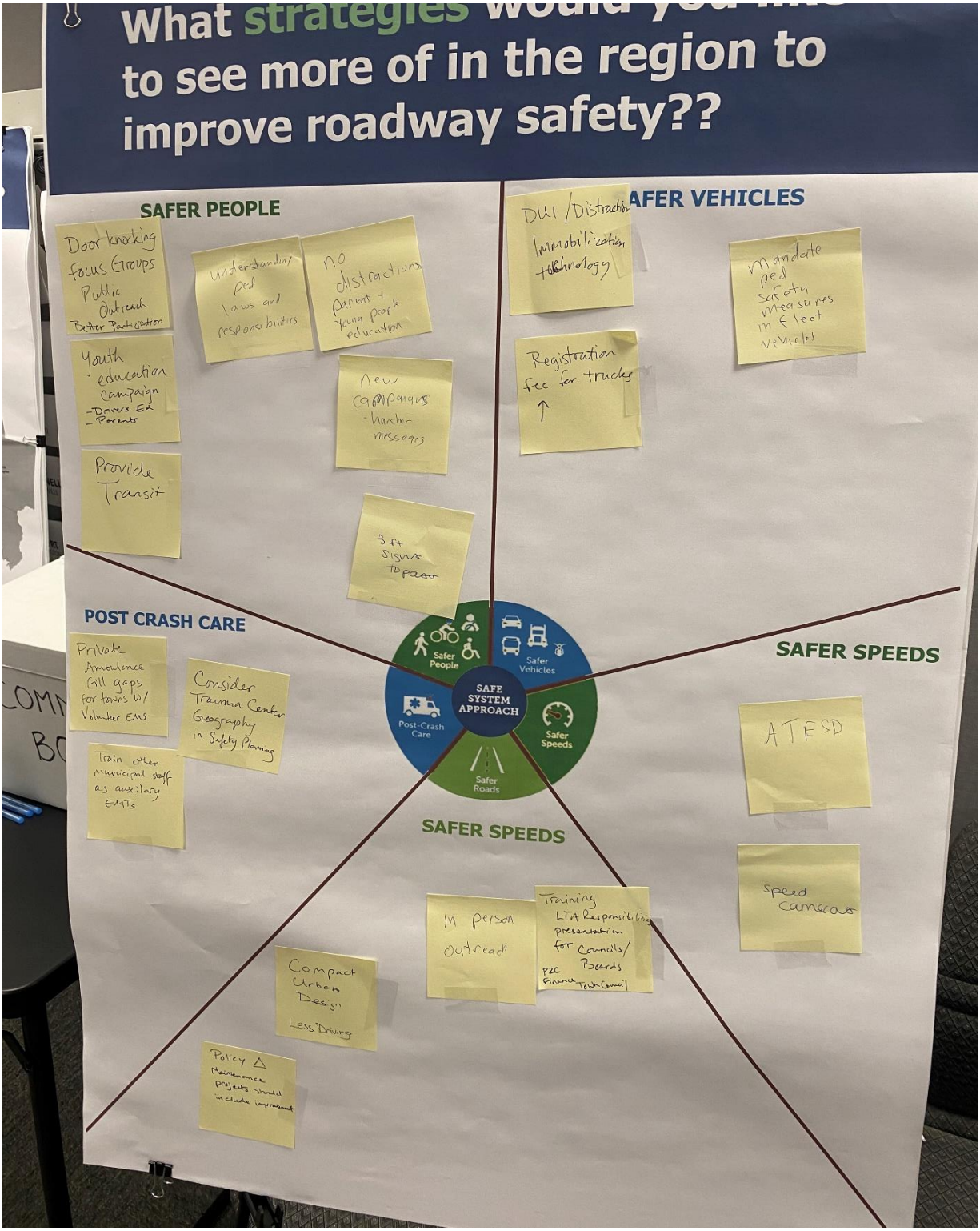
    - investigate the barriers to adding these authorities, also determine if it is feasible to utilize one process to cover all 4 authorized enforcement actions. Is there a separate process to authorize and report for speeding compared to red lights?
- Tom DiVivo, Windham: address barriers to having local 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.)

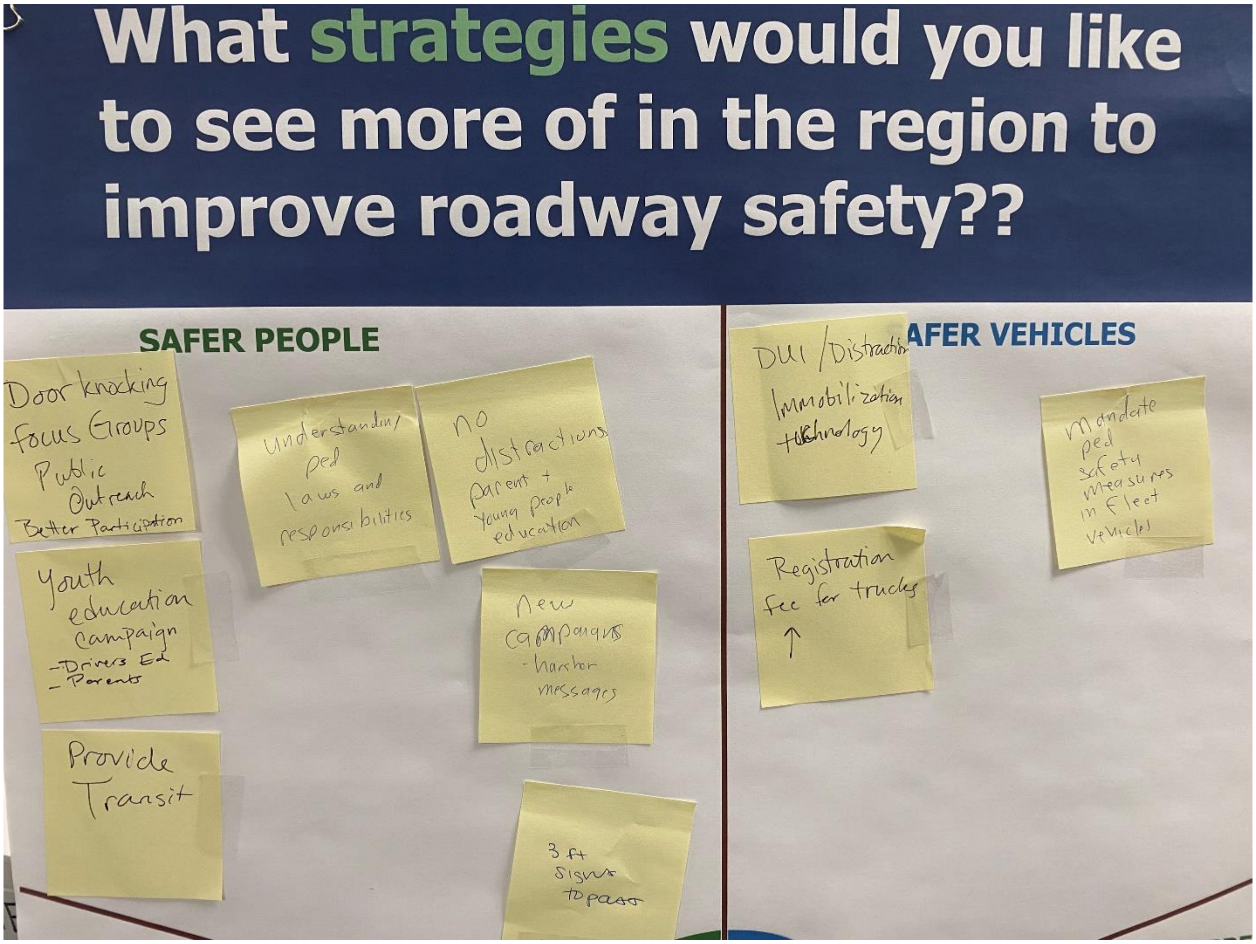
IMAGES OF INTERACTIVE BOARDS






What makes roads unsafe when you travel?
C
A
R
S


What strategies would you like to see more of in the region to improve roadway safety??
SAFER PEOPLE
Door knocking
Focus Groups
Public Outreach
Better Participation
Understanding ped laws and responsibilities
no distractions
parent + young people education
Youth education campaign
-Drivers Ed
-Parents
New Campaigns
-harder messages
Provide Transit
3 ft Signs to pass
SAFER VEHICLES
DUI / Distraction
Immobilization
Technology
Registration fee for trucks ↑
mandate ped safety measures in fleet vehicles
POST CRASH CARE
Private Ambulance
fill gaps for towns w/ Volunteer EMS
Consider Trauma Center Geography in Safety Planning
Train other Municipal staff as auxiliary EMTs
SAFER SPEEDS
ATFSD
speed cameras
SAFER SPEEDS
In person Outreach
Training
LTA Responsibility presentation for Councils/ Boards
PZC
Finance
Town Council
Compact Urban Design
Less Drivers
Policy △
Maintenance projects should include improvement
SAFE SYSTEM APPROACH
Safer People
Safer Vehicles
Post-Crash Care
Safer Speeds
Safer Roads


What strategies would you like to see more of in the region to improve roadway safety??
SAFER PEOPLE
Door knocking Focus Groups Public Outreach Better Participation
understanding ped laws and responsibilities
no distractions parent + young people education
Youth education campaign -Drivers Ed -Parents
New campaigns -harsher messages
Provide Transit
3 ft signs to pass
AFER VEHICLES
DUI/Distraction Immobilization technology
Registration fee for trucks ↑
mandate ped safety measures in fleet vehicles


POST CRASH CARE
Private Ambulance fill gaps for towns w/ Volunteer EMS
Consider Trauma Center Geography in Safety Planning
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Safer People
Safer Vehicles
SAFE SYSTEM APPROACH
Post-Crash Care
Safer Speeds
Safer Roads
SAFER SPEEDS
SAFER
Speed cameras
In person outreach
Compact Urban Design Less Driving

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				

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

Client:	Southeastern Connecticut Council of Governments	**Date:**	4/6/2026
Meeting Date:	January 22, 2026	**Prepared By:**	Anna Sangree
Meeting Location:	SECOG Office	**Job Number:**	
Meeting Topic:	Safety Action Plan Public Meeting 2		

ATTENDEES:

NAME	ADDRESS / AFFILIATION	NAME	ADDRESS / AFFILIATION
Kate Rattan	SECOG	Bryan Tarbell	Town of Windham
Amanda Kennedy	SECOG	Laurie Sorder	Borough of Jewett City
Victoria Jaskaran	SECOG	Todd Babbitt	Town of Griswold
Dominic Anziano	SECOG	Tina Falck	Town of Griswold
Jeff Maxtutis	BETA Group, Inc	Dennis Goderre	Town of Montville
Anna Sangree	BETA Group, Inc	Steven Sadlowski	US Navy Submarine Base
Austin Pszenny	BETA Group, Inc		

MEETING SUMMARY:

I. K. Rattan, J. Maxtutis, A. Sangree and A. Pszenny presented an overview of the draft Safety Action Plan document. The team presented on the public engagement process, which included Vision Zero Task Force meetings, an online survey, walk audits, public meetings, municipal interviews, and stakeholder interviews. They discussed the key findings from the safety analysis, including information about high injury crash types such as motorcycle crashes, pedestrian crashes and single vehicle crashes into fixed objects. The team presented on key safety countermeasures such as high friction surface treatment, roundabouts, pedestrian high visibility crosswalk upgrades and centerline rumble strips. They then gave an overview of top infrastructure project recommendations across the SECOG region and other non-infrastructure strategies included in the plan.

II. Attendees were encouraged to walk around the room and read the recommendations for their communities and offer feedback.

III. Themes from the general discussion with attendees:
   - A. Enthusiasm and agreement with safety improvements
   - B. Uncertainty about the implementation grant application process
   - C. Desire for tips on how to make grant applications more competitive both with the FHWA and with CTDOT
   - D. Minor tweaks to project countermeasures
   - E. Recommendations for readability of the report.

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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
Route32 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 facillitate 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
Cyclovia 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

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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. 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.

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

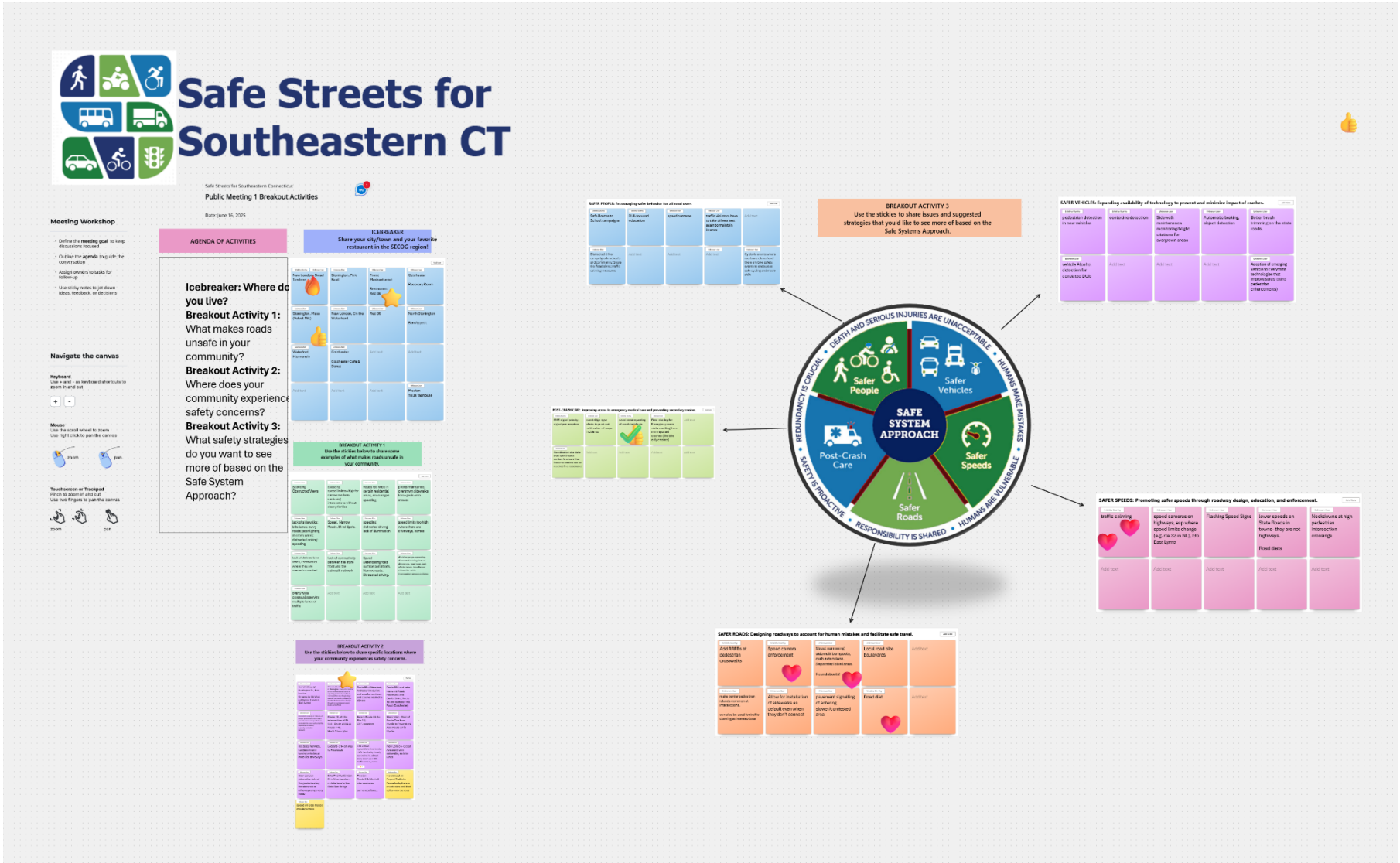
V. S. Murthy presented findings from the overrepresentation analysis. The analysis showed that single-vehicle and pedestrian crashes were overrepresented: pedestrian-related crashes make up about 11% of serious and fatal crashes in the region but make up less than 2% of all crashes. The analysis additionally 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
Meeting Workshop
Navigate the canvas
AGENDA OF ACTIVITIES
ICEBREAKER
Share your city/town and your favorite restaurant in the SECOG region!
Icebreaker: Where do you live?
Breakout Activity 1: What makes roads unsafe in your community?
Breakout Activity 2: Where does your community experience safety concerns?
Breakout Activity 3: What safety strategies do you want to see more of based on the Safe System Approach?
BREAKOUT ACTIVITY 1
Use the stickies below to share some examples of what makes roads unsafe in your community.
BREAKOUT ACTIVITY 2
Use the stickies below to share specific locations where your community experiences safety concerns.
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.
SAFE SYSTEM APPROACH
Safer People
Safer Vehicles
Safer Speeds
Safer Roads
Post-Crash Care
DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE
HUMANS MAKE MISTAKES
HUMANS ARE VULNERABLE
RESPONSIBILITY IS SHARED
SAFETY IS PROACTIVE
REDUNDANCY IS CRUCIAL
SAFER PEOPLE: Encouraging safer behavior for all road users
SAFER VEHICLES: Expanding availability of technology to prevent and minimize impact of crashes.
POST-CRASH CARE: Improving access to emergency medical care and preventing secondary crashes.
SAFER SPEEDS: Promoting safer speeds through roadway design, education, and enforcement.
SAFER ROADS: Designing roadways to account for human mistakes and facilitate safe travel.

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Speeding

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Blind spots
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Cyclovia 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

IMPROVING COMMUNITIES TOGETHER

RECORD OF MEETING

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:

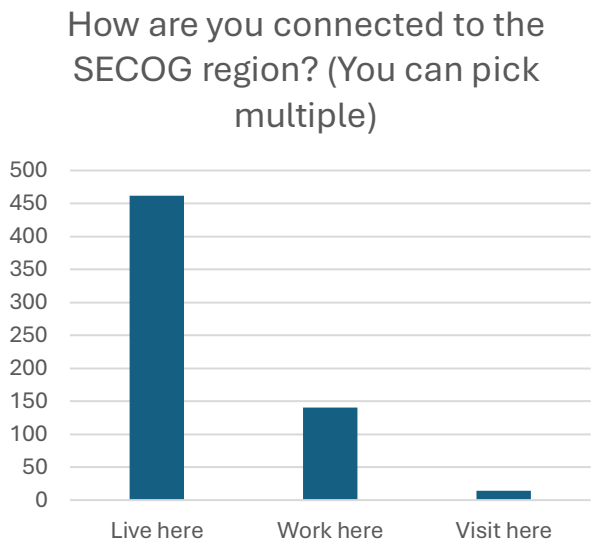
I. This is a program in partnership with Connecticut Children's Hospital and CTDOT
II. Public health entity focused on reducing death and injury from crashes
    A. Goes hand in hand with supporting infrastructure changes, enhancing peoples' ability to bike and walk
    B. Do a lot of education on infrastructure 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

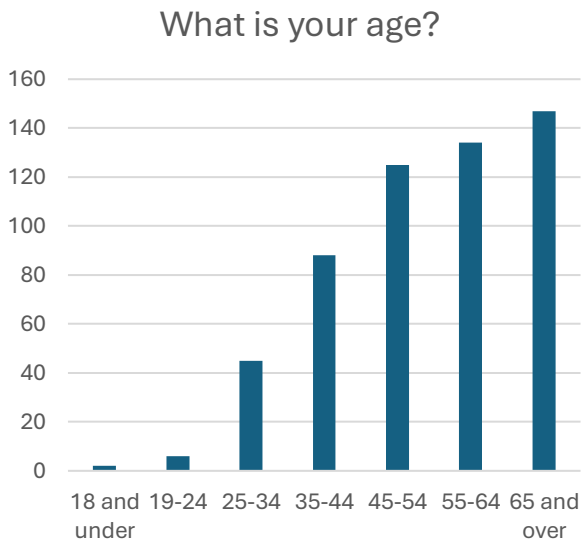
IX. This is all free and voluntary, towns do not pay for any of these materials
X. They are very small – 1.5 FTEs for the whole state
    A. Are not able to do the handholding for towns – they need town partners
    B. They themselves do not do the in person outreach
    C. They don't have funding to 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

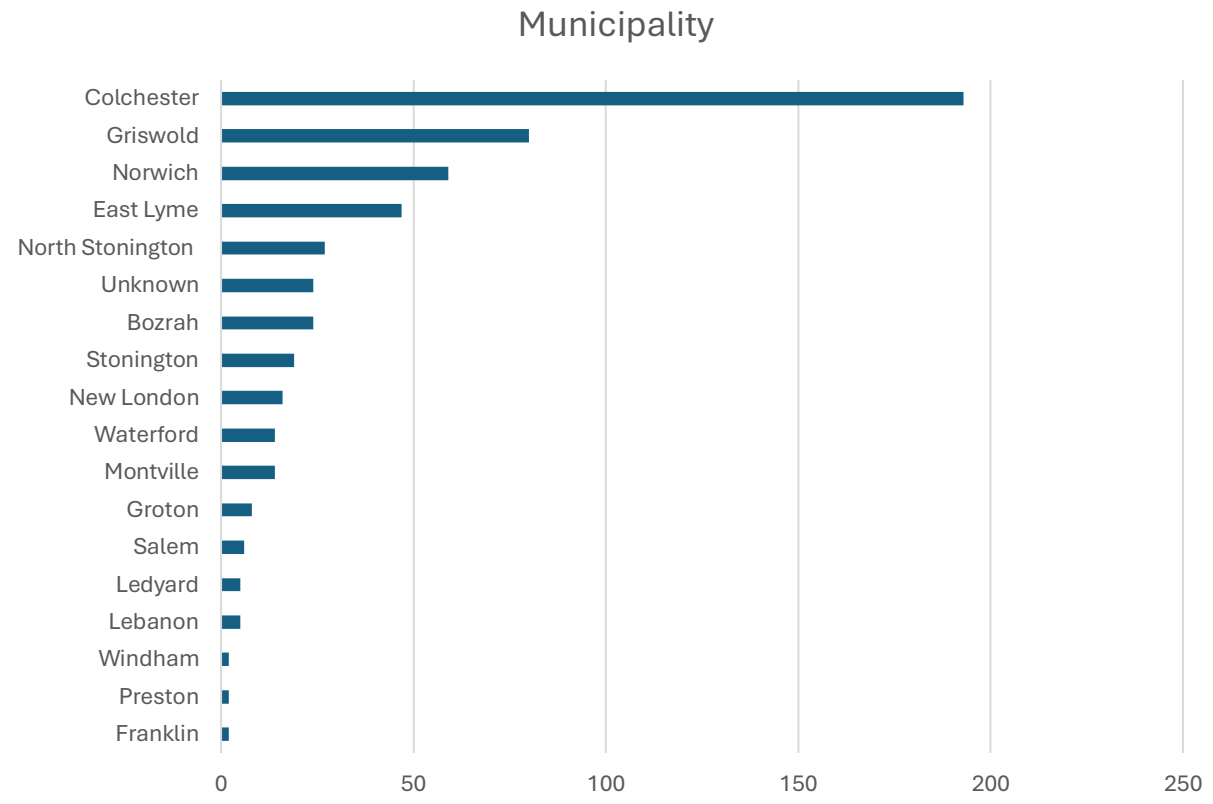
Appendix D – Summary of Online Survey Results

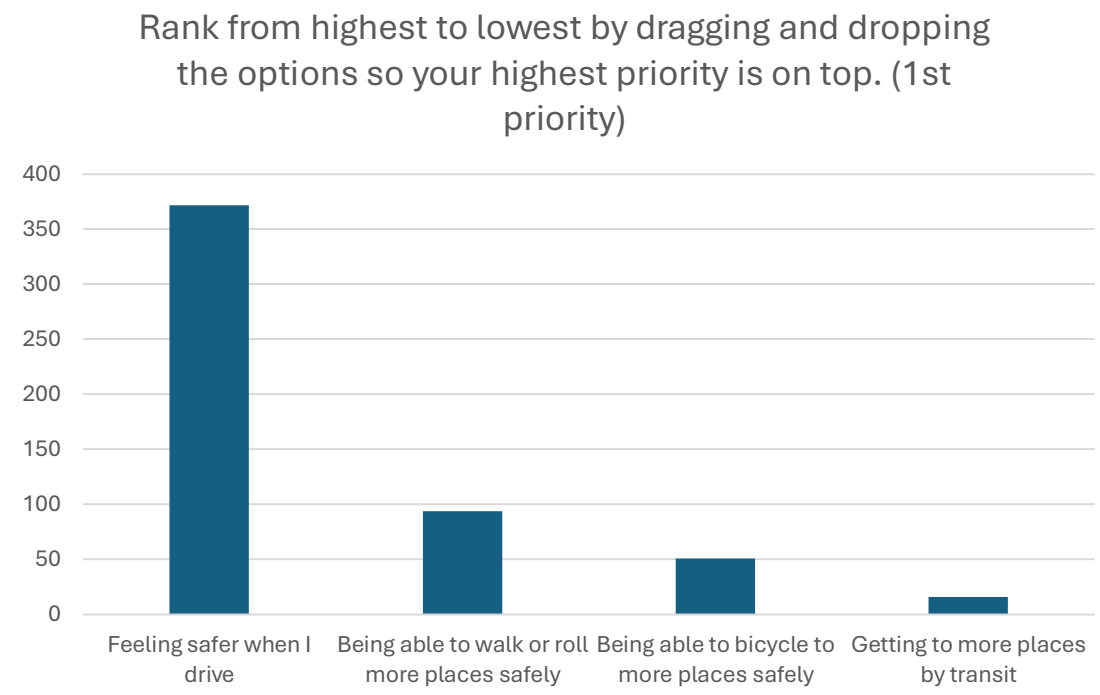
Survey Results

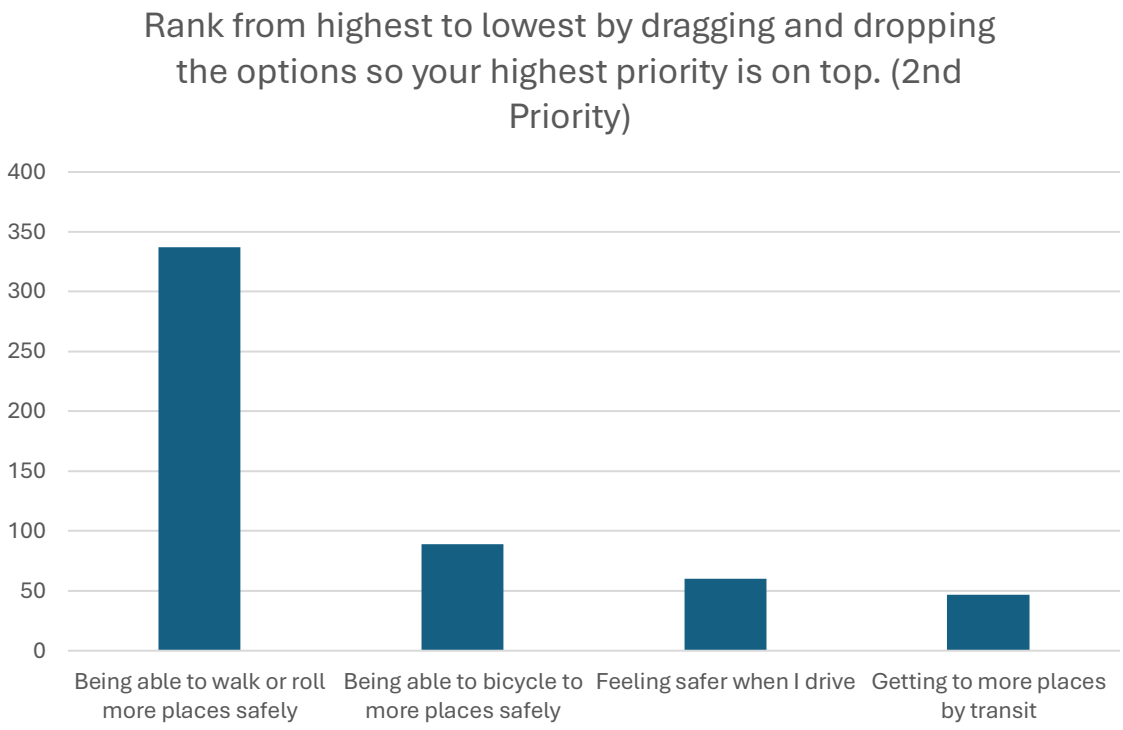
548 Respondents

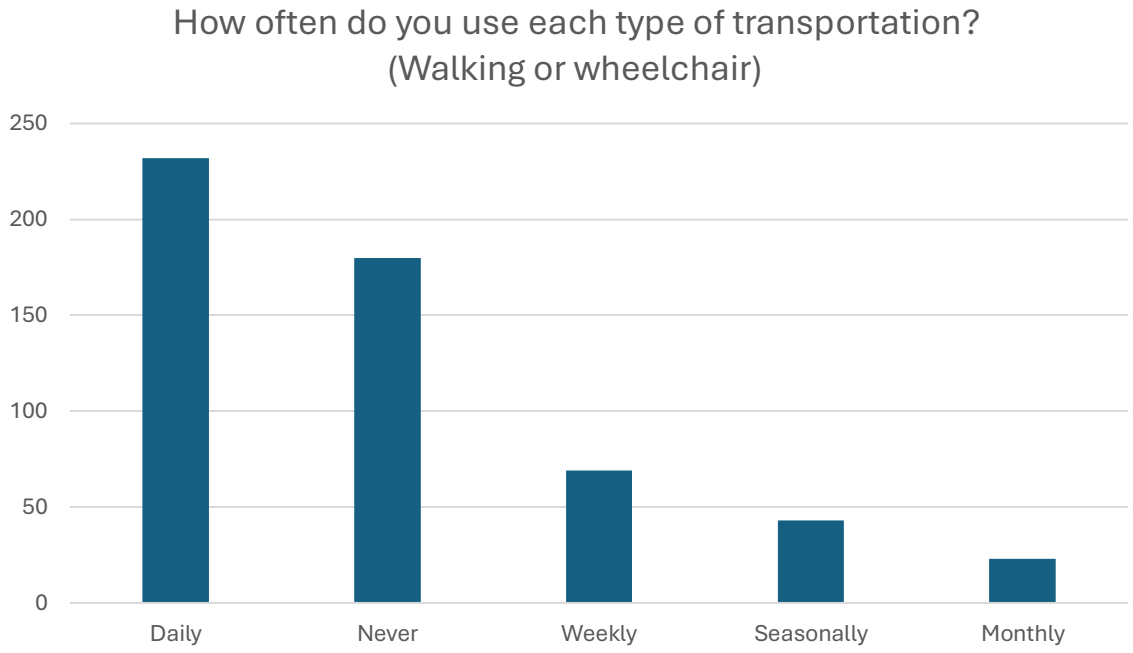


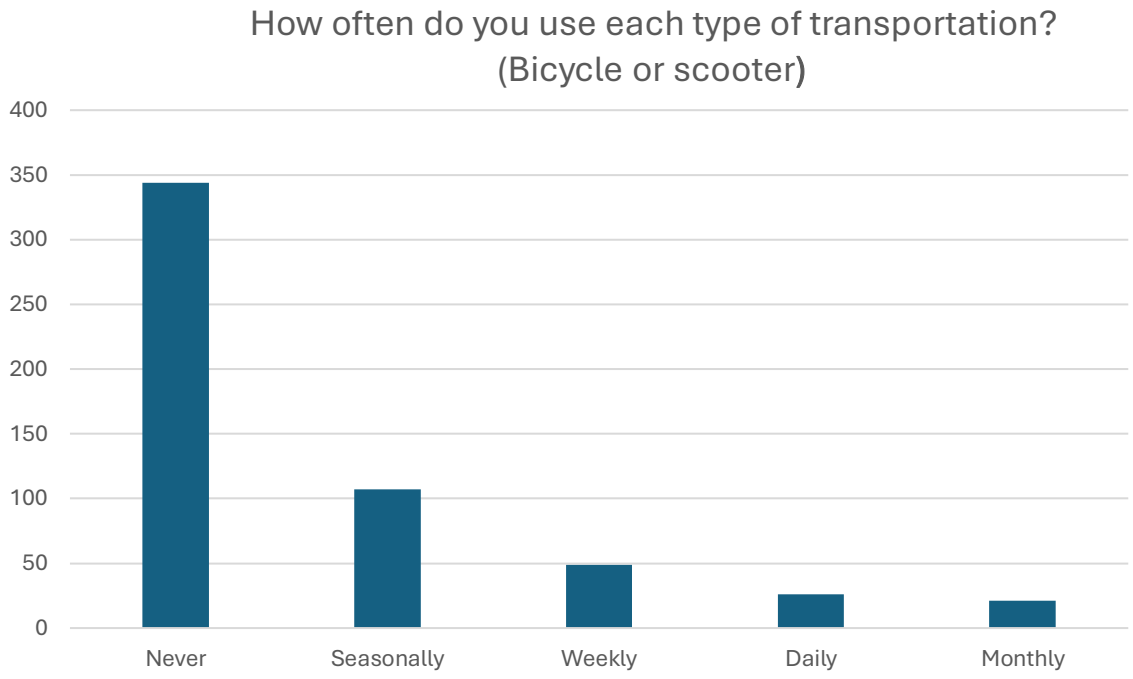


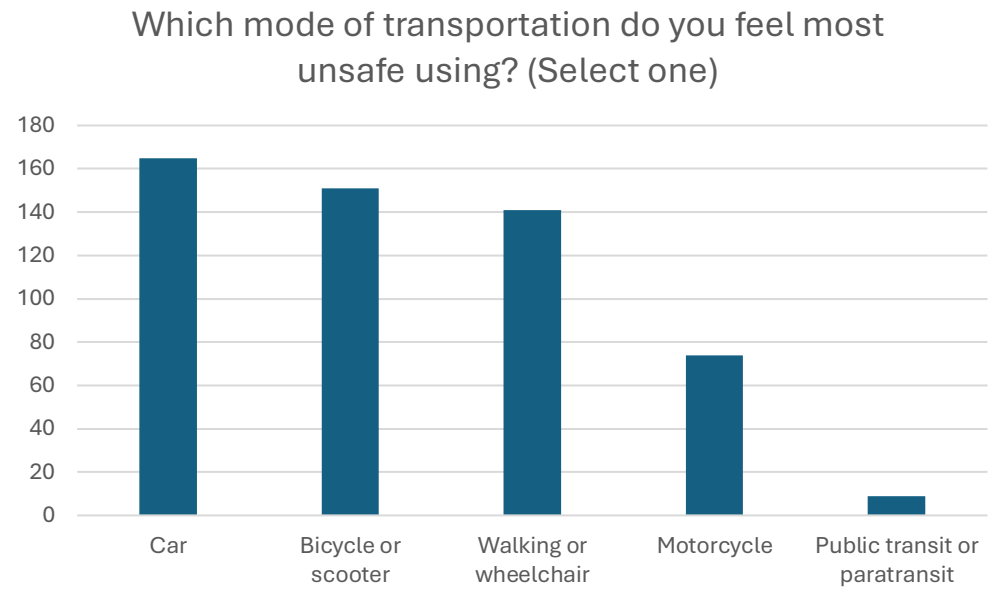


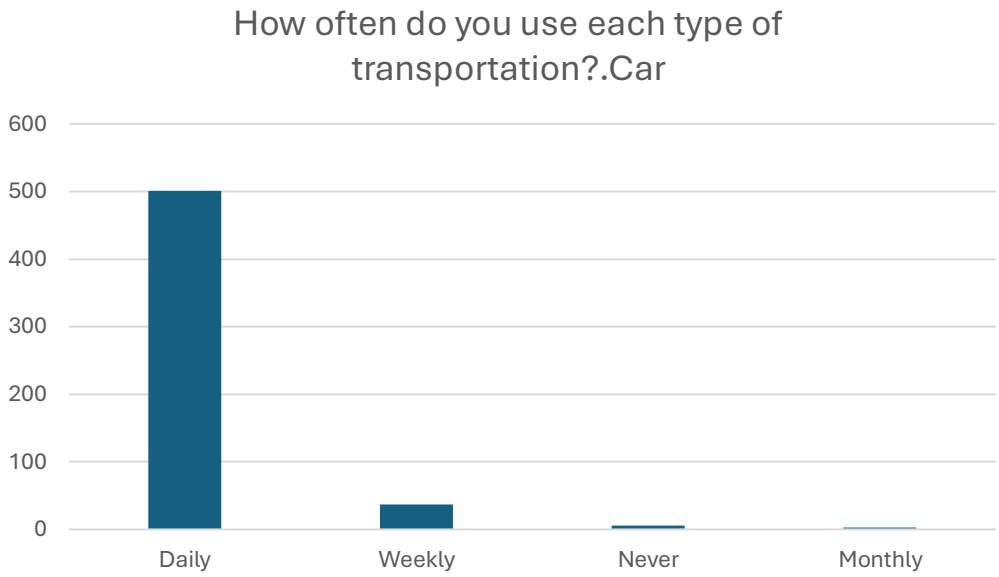

Rank from highest to lowest by dragging and dropping the options so your highest priority is on top. (1st priority)
400
350
300
250
200
150
100
50
0
Feeling safer when I drive
Being able to walk or roll more places safely
Being able to bicycle to more places safely
Getting to more places by transit

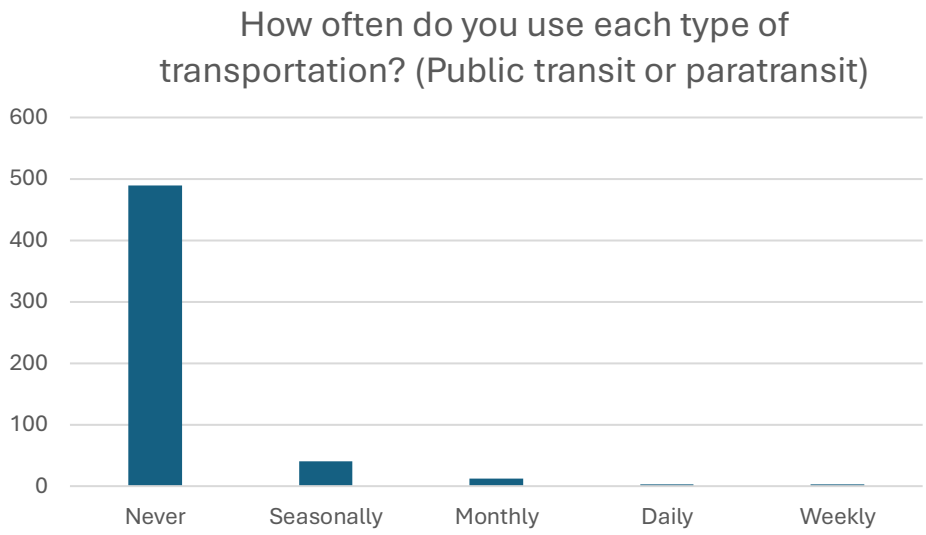

Rank from highest to lowest by dragging and dropping the options so your highest priority is on top. (2nd Priority)
400
350
300
250
200
150
100
50
0
Being able to walk or roll more places safely
Being able to bicycle to more places safely
Feeling safer when I drive
Getting to more places by transit

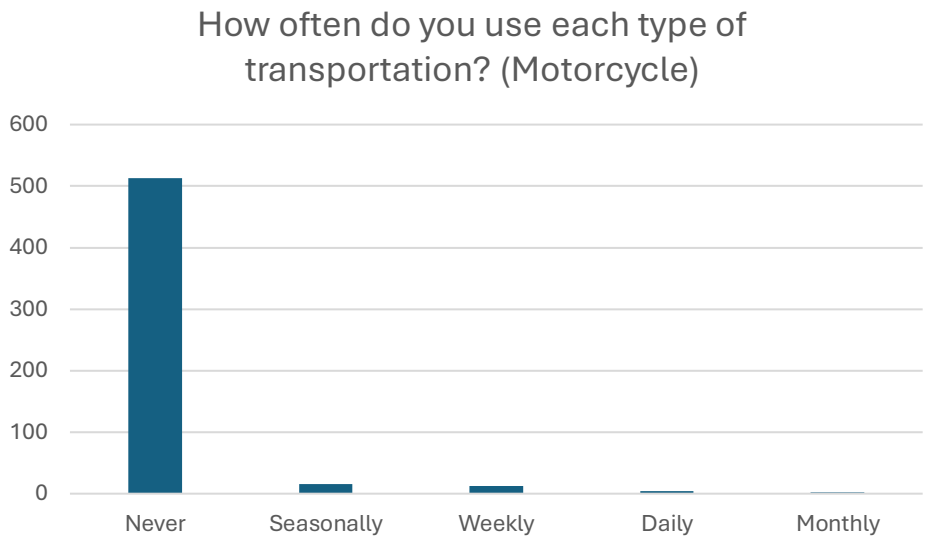

How often do you use each type of transportation?
(Walking or wheelchair)
250
200
150
100
50
0
Daily
Never
Weekly
Seasonally
Monthly

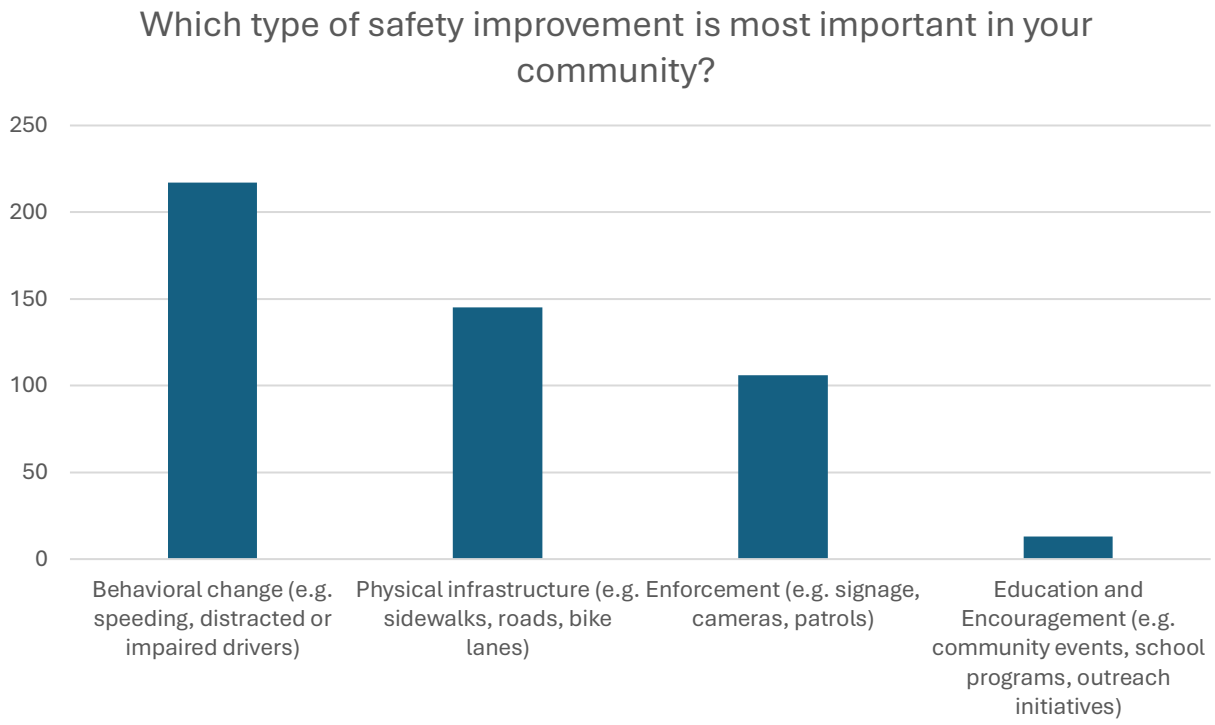

How often do you use each type of transportation?
(Bicycle or scooter)
400
350
300
250
200
150
100
50
0
Never
Seasonally
Weekly
Daily
Monthly

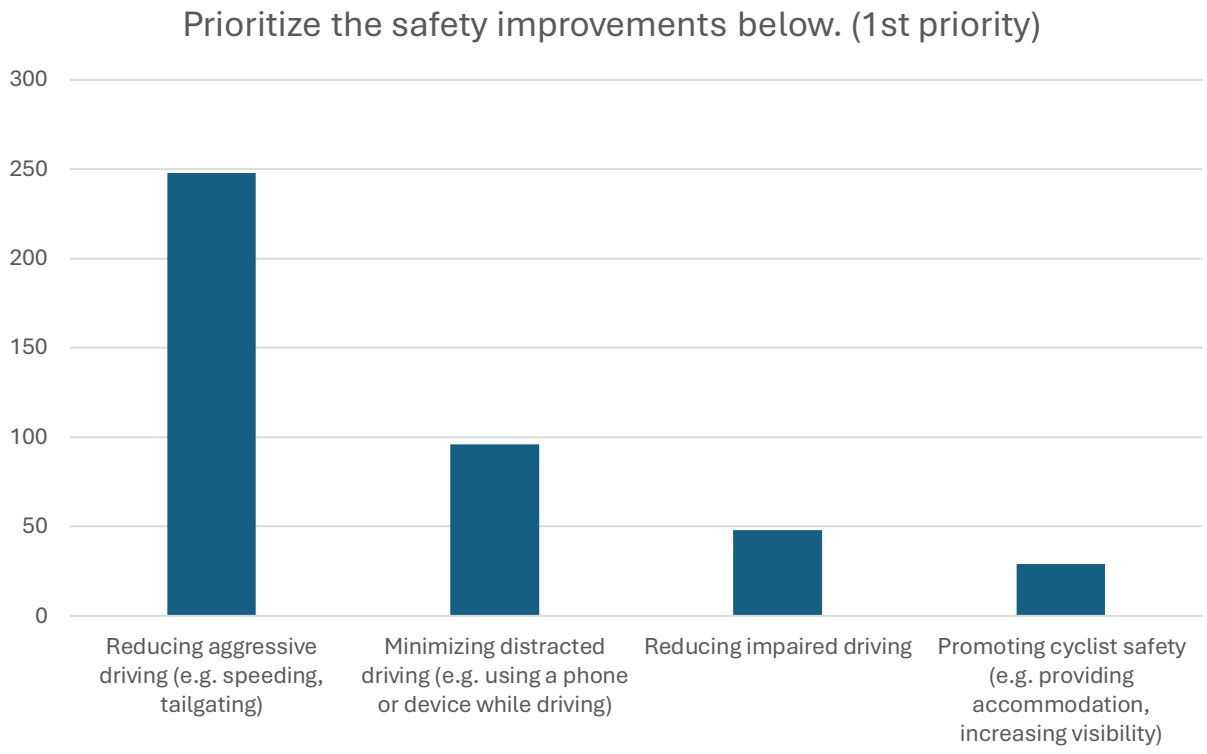

Which mode of transportation do you feel most unsafe using? (Select one)
180
160
140
120
100
80
60
40
20
0
Car
Bicycle or scooter
Walking or wheelchair
Motorcycle
Public transit or paratransit

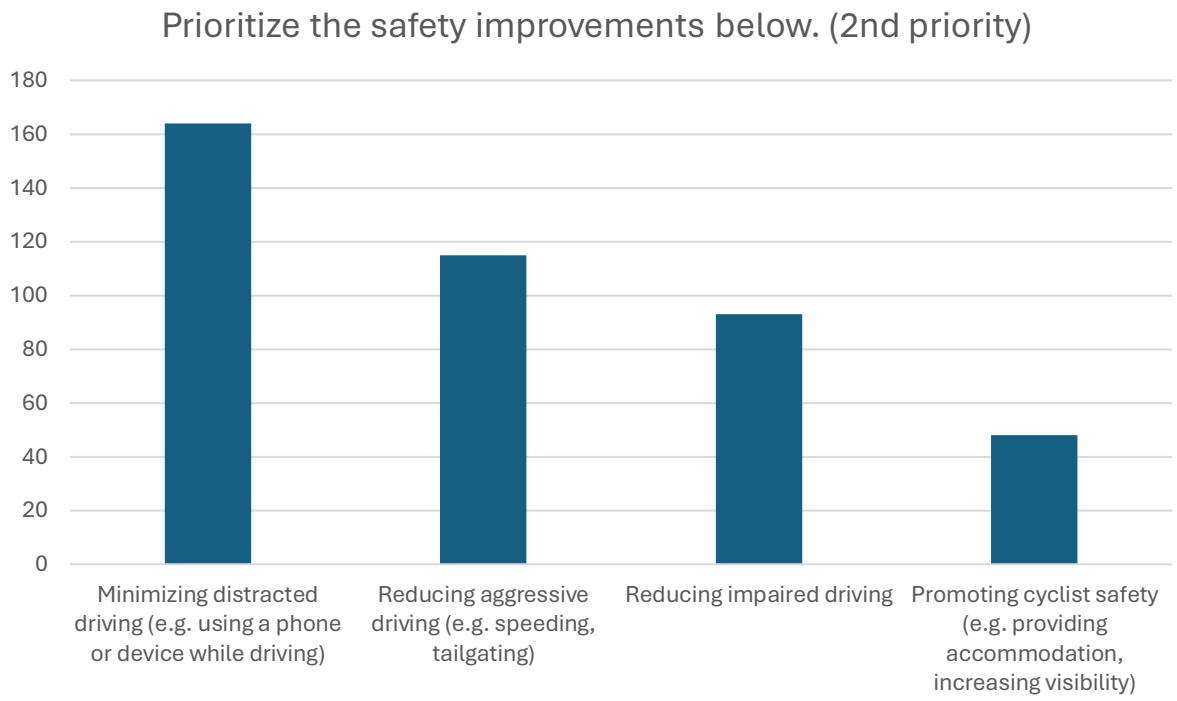

How often do you use each type of transportation?.Car
600
500
400
300
200
100
0
Daily
Weekly
Never
Monthly

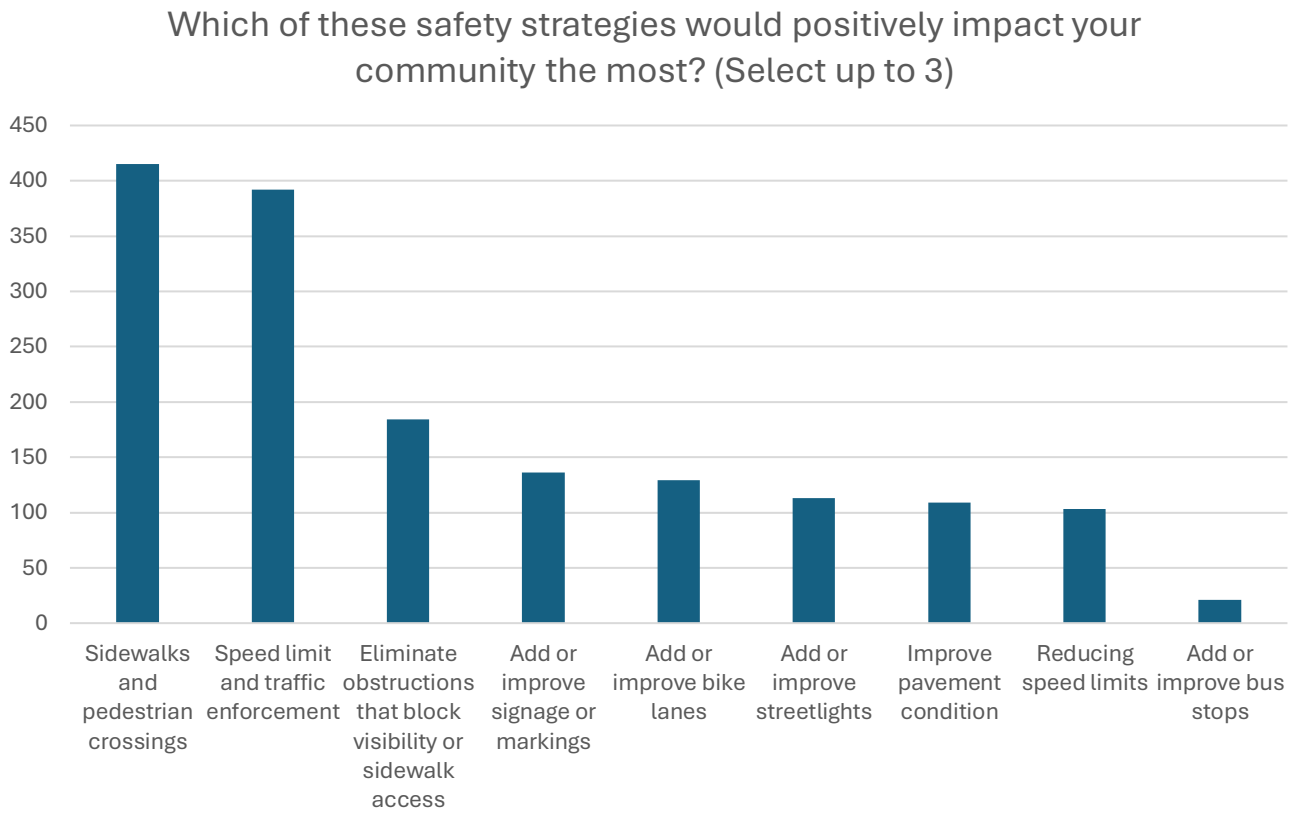

How often do you use each type of transportation? (Public transit or paratransit)
600
500
400
300
200
100
0
Never
Seasonally
Monthly
Daily
Weekly

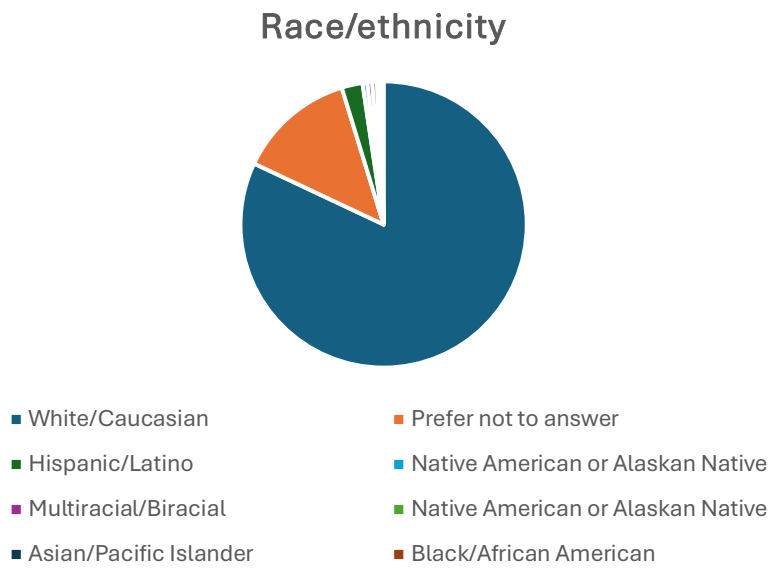

How often do you use each type of transportation? (Motorcycle)
600
500
400
300
200
100
0
Never
Seasonally
Weekly
Daily
Monthly

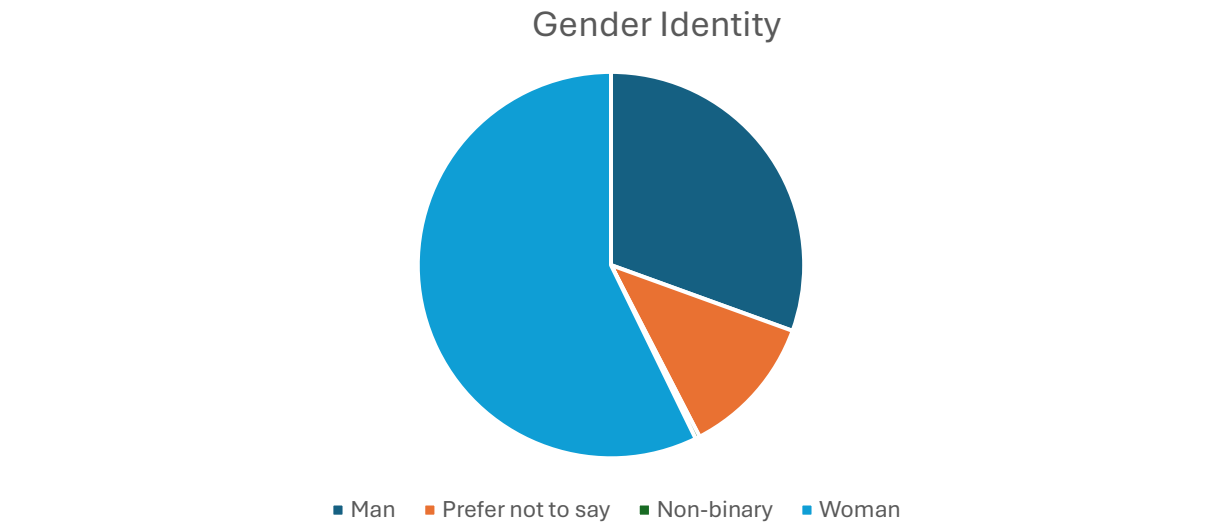

Which type of safety improvement is most important in your community?
250
200
150
100
50
0
Behavioral change (e.g. speeding, distracted or impaired drivers)
Physical infrastructure (e.g. sidewalks, roads, bike lanes)
Enforcement (e.g. signage, cameras, patrols)
Education and Encouragement (e.g. community events, school programs, outreach initiatives)

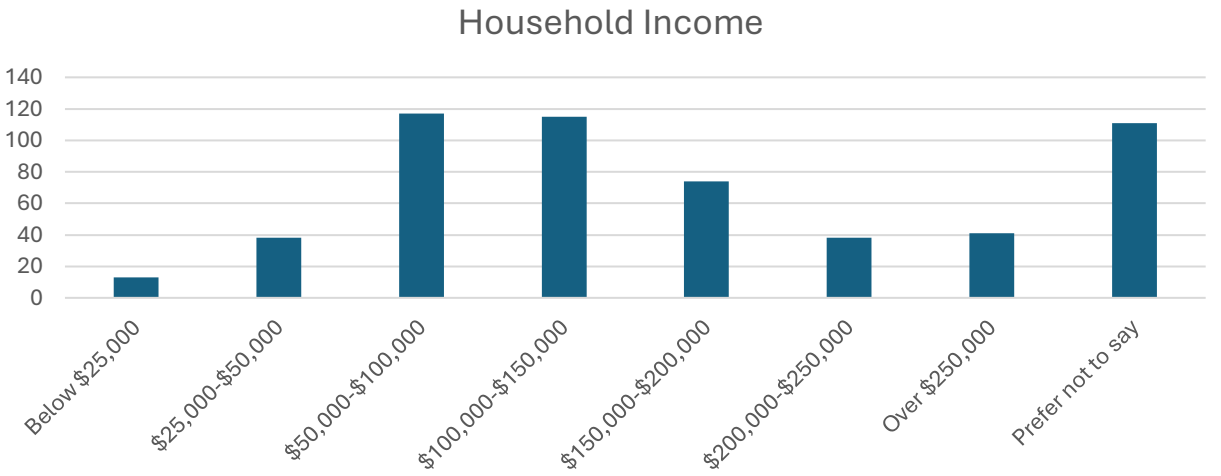

Prioritize the safety improvements below. (1st priority)
300
250
200
150
100
50
0
Reducing aggressive driving (e.g. speeding, tailgating)
Minimizing distracted driving (e.g. using a phone or device while driving)
Reducing impaired driving
Promoting cyclist safety (e.g. providing accommodation, increasing visibility)


Prioritize the safety improvements below. (2nd priority)
180
160
140
120
100
80
60
40
20
0
Minimizing distracted driving (e.g. using a phone or device while driving)
Reducing aggressive driving (e.g. speeding, tailgating)
Reducing impaired driving
Promoting cyclist safety (e.g. providing accommodation, increasing visibility)


Which of these safety strategies would positively impact your community the most? (Select up to 3)
450
400
350
300
250
200
150
100
50
0
Sidewalks and pedestrian crossings
Speed limit and traffic enforcement
Eliminate obstructions that block visibility or sidewalk access
Add or improve signage or markings
Add or improve bike lanes
Add or improve streetlights
Improve pavement condition
Reducing speed limits
Add or improve bus stops


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
Man
Prefer not to say
Non-binary
Woman


Household Income
140
120
100
80
60
40
20
0
Below $25,000
$25,000-$50,000
$50,000-$100,000
$100,000-$150,000
$150,000-$200,000
$200,000-$250,000
Over $250,000
Prefer not to say

Appendix E – Summary of Interactive Map

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 requires 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
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.	General	-72.18382594	41.56214449
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.	Driving	-72.31538086	41.56199309
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	General	-72.12351907	41.42874346
Very confusing and dangerous intersection.	General	-72.12154471	41.36897293
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.	Driving	-72.36088497	41.56360893
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!	Driving	-72.37913003	41.555452
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	Driving	-72.32847426	41.57847595
Intersection on Cato corner rd & route 16	Driving	-72.37913003	41.555452

Comment	Concern Type	x	y
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!	Driving	-72.37919216	41.5551611
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.	Driving	-72.35188728	41.56475486
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.	Driving	-72.39627043	41.58978619
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.	Walking	-72.37702266	41.54904149
Very difficult and at times scary to take a left turn onto Rte. 85 (towards Hebron) from Broadway	Driving	-72.33648037	41.57834316

Comment	Concern Type	x	y
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.	Walking	-72.33247259	41.57466318
Making a left turn onto Middletown Rd from Bulkeley Hill is impossible at times	Driving	-72.35185905	41.56470504
Making a left turn onto Middletown Rd from Standish Rd is impossible at times and hard to see around the curves (in both directions).	Driving	-72.37916364	41.55536997
Routing essentially ALL traffic through this intersection leads to congestion issues and makes it impossible to move during busy times (12-4)	Driving	-72.33239193	41.57472183
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	Walking	-72.33239705	41.57461309
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.	Driving	-72.39319306	41.59248596

Comment	Concern Type	x	y
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.	Driving	-72.41231954	41.55214161
Difficulty with line of site pulling onto Rte 184	Driving	-71.90166495	41.41748186
Intersection of Parum Road and McDonald Road. It's difficult to see oncoming traffic from Salem without pulling into intersection dusting spring/summer due to obstruction.	Driving	-72.3104025	41.56021043
Walking is unsafe due to sidewalks in disrepair, no sidewalks, and overgrown bushes and weeds.	Walking	-72.06208855	41.53627879
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.	Walking	-72.07756887	41.52392577
The traffic light is completely unnecessary here. Stop or yield signs would work more appropriately here.	Driving	-72.07308028	41.52440383
Speeding vehicles all the time make it unsafe when pedestrians are trying to get to the marina park.	Driving	-72.07870621	41.52333069
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.	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 Jeferson.	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
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.	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
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.	Walking	-72.19631304	41.32273765
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.	Driving	-72.13758718	41.45450351
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.	Driving	-72.11057498	41.54739839
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.	Driving	-72.11313718	41.35714353
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!!!	Driving	-72.1173168	41.35636312

Comment	Concern Type	x	y
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.	Driving	-72.19332716	41.37515151
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.	Transit	-72.15827713	41.46616849
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.	Driving	-72.1314312	41.35653436
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	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
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. 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.	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

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

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 Pszenny	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

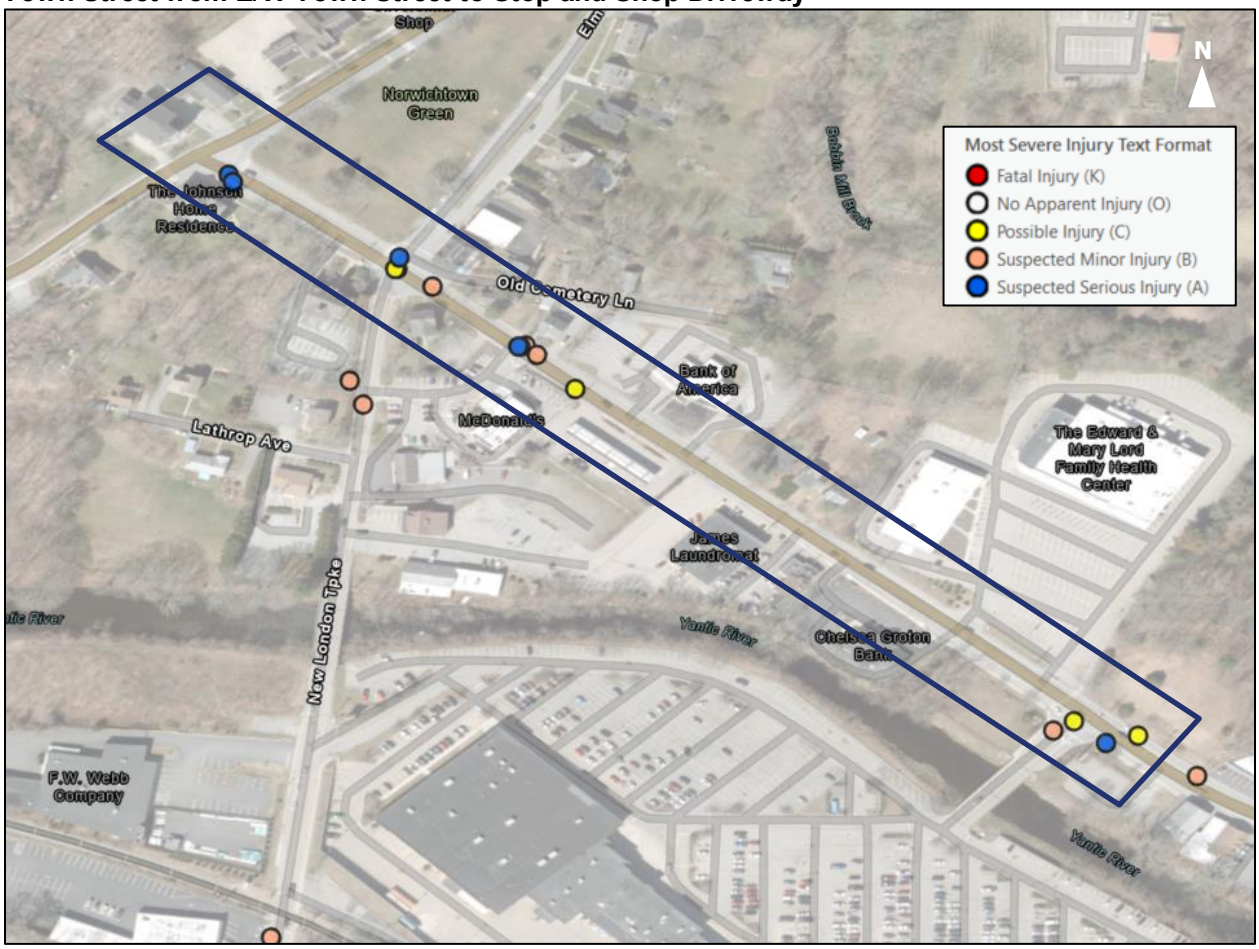
Intersection Crashes by Manner of Collision 2020-2024

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

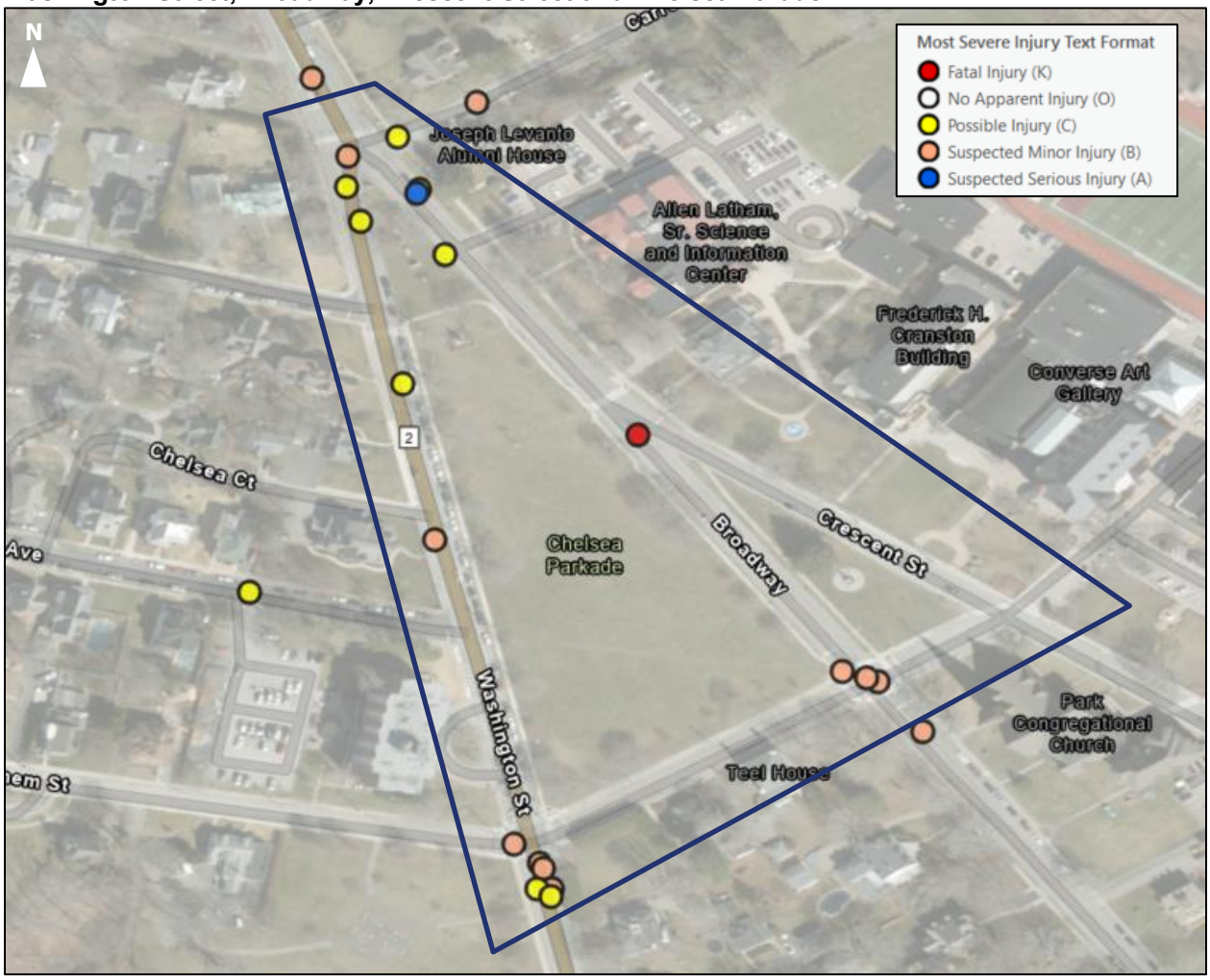
Figure 1: Locus Map

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

<u>Observations and Discussion</u>

- 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.

Existing crosswalk across the southern leg of the intersection.

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.

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.

Driveways interrupt sidewalk on the southwest side of Town Street.

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.

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	
Short-Term	<1 Year
Mid-Term	1-3 Years
Long-Term	>3 Years

Costs	
Low	<$10,000
Medium	$10,000-$50,000
High	>$50,000

Figure 2: Recommendation Focus Areas

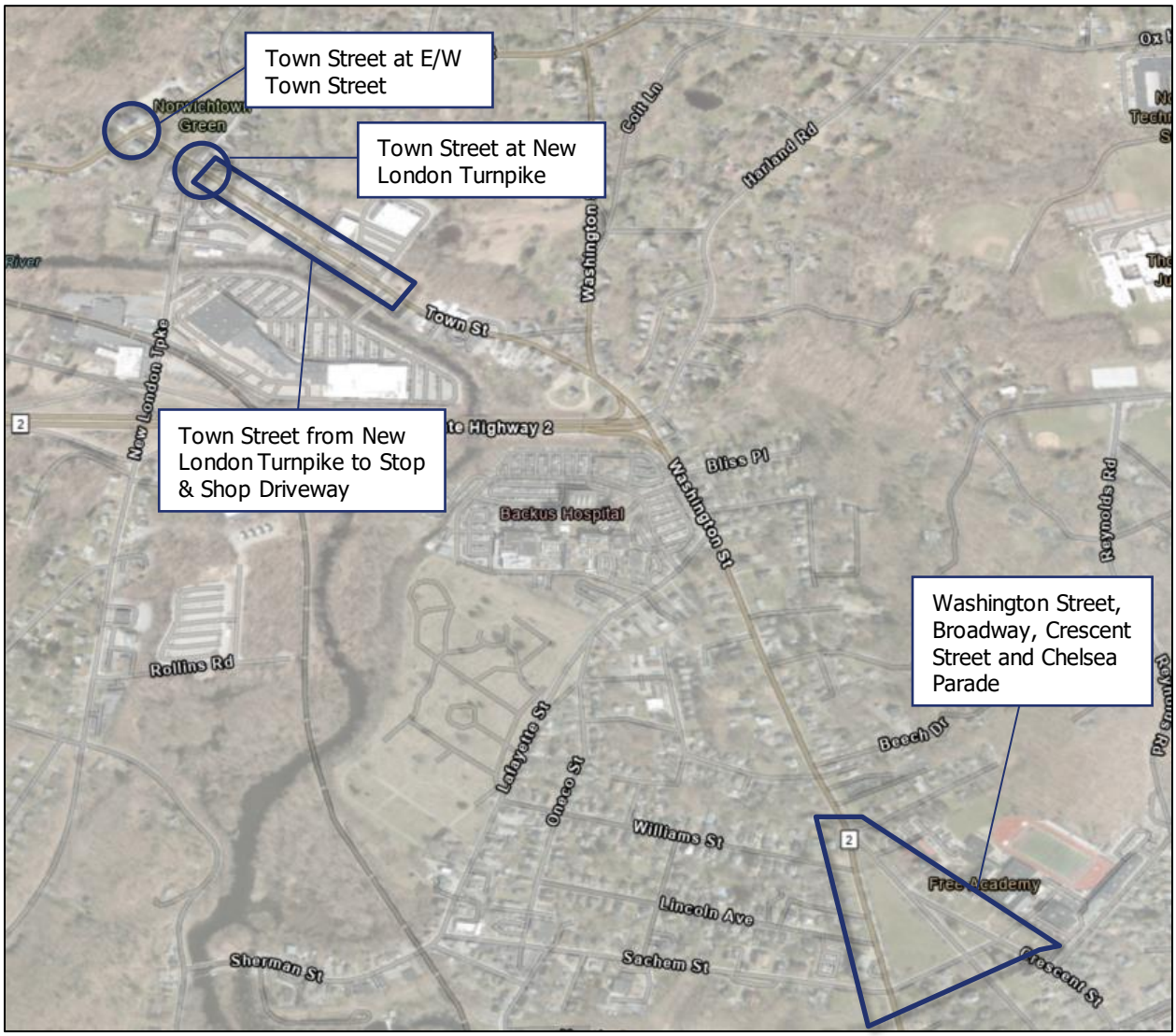


Table 4: Potential Safety Enhancement Summary – E/W Town Street and Town Street Intersection

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

List of Figures

List of Tables

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

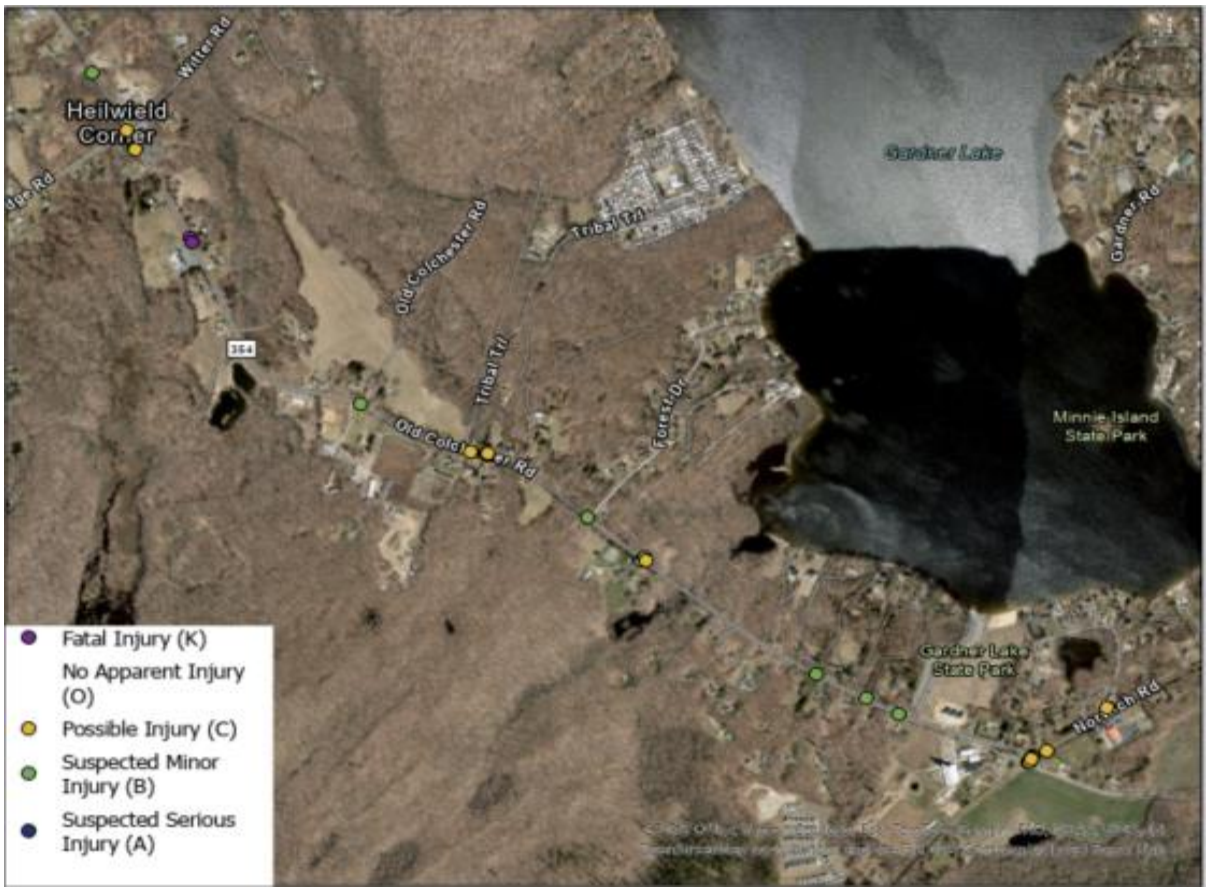
Injury Severity	Corridor wide, including intersections	Old Colchester Road and Norwich Road	Old Colchester Road and Rattlesnake Ledge Road
No apparent injury	20	8	4
Possible or Minor Injury	23	8	4
Suspected Serious Injury	1	0	1
Fatal Injury	2	0	0
Total	**46**	**16**	**9**

[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

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

- 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.

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.

Intersection alignment is offset.

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.

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

- 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.

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: Estimatesd Time Frame and Costs Breakdown

Time Frame	
Short-Term	<1 Year
Mid-Term	1-3 Years
Long-Term	>3 Years

Costs	
Low	<$10,000
Medium	$10,000-$50,000
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

Willetts Avenue

Municipality of New London

October 2, 2025

Prepared For:
Southeastern Connecticut Council of Governments

Prepared By:
BETA Group Inc.

Table of Contents

List of Figures

List of Tables

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

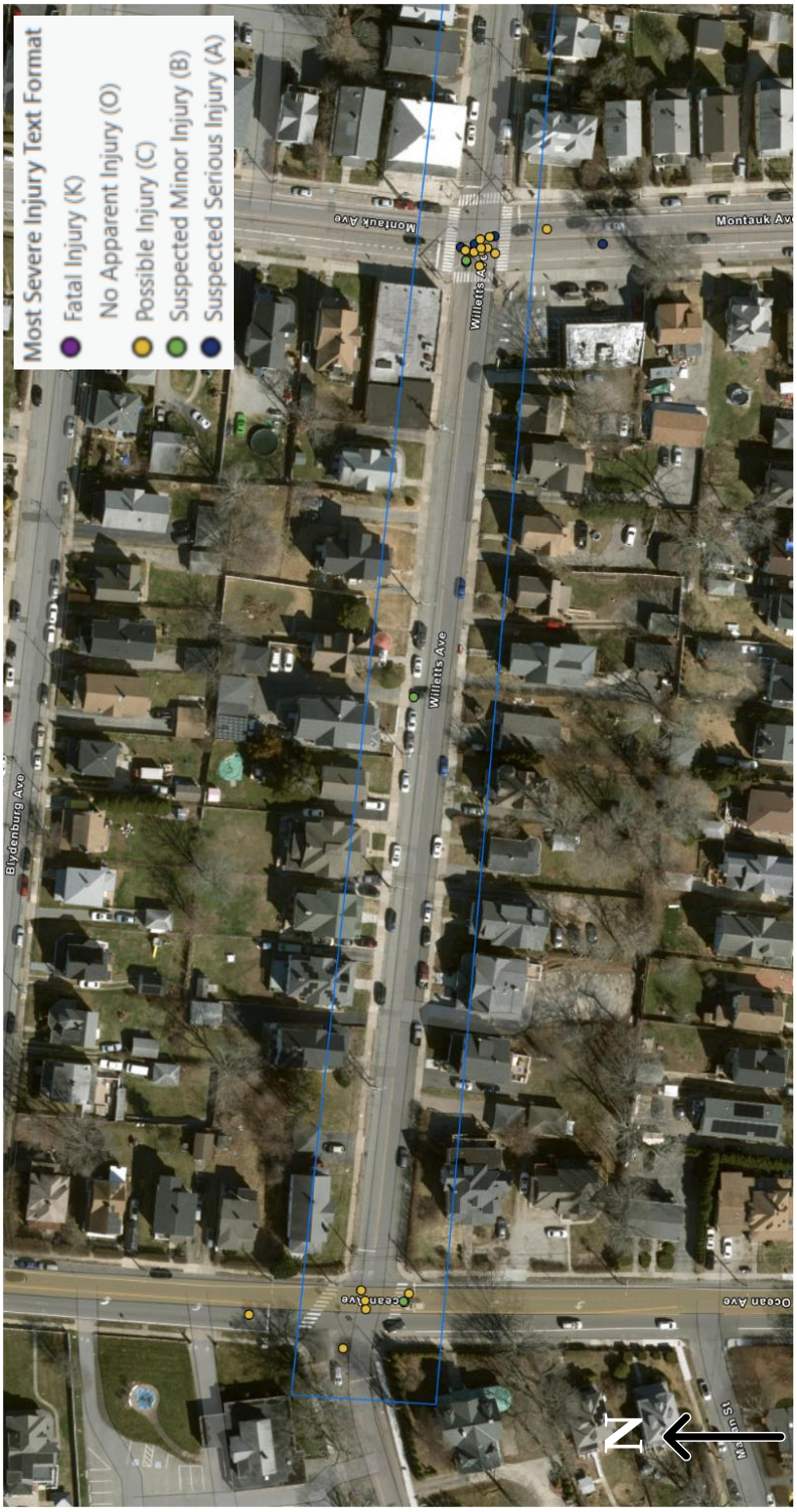


Figure 1: Locus Map
No injury crashes to the east of Montauk Ave between 2020-2024

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 a 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

Howard Street at Walbach 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.

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.

Howard Street at Walbach Street

Key Location #4 – Willetts Avenue and Riverview Ave

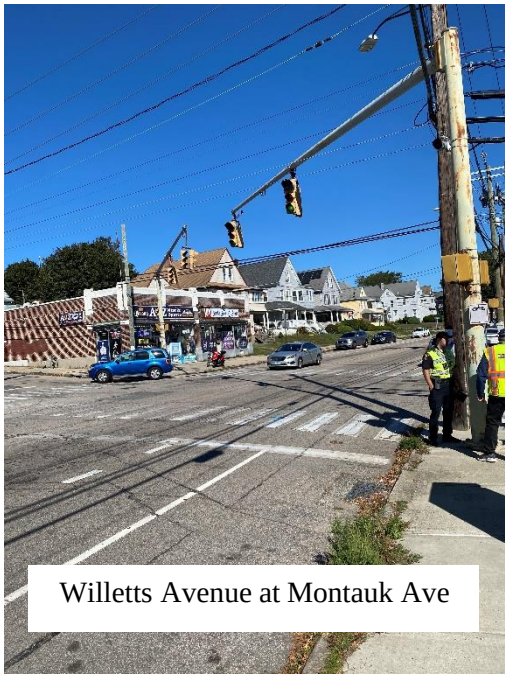
- Participants noted this location has no crosswalks or sidewalk ramps and provides access to a local park with significant use.
- They considered a crosswalk across Willetts Avenue and curb extension on southeast corner.

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.



Willetts Avenue at Montauk Ave

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.

Willetts Avenue at Ocean Ave

- 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	
Short-Term	<1 Year
Mid-Term	1-3 Years
Long-Term	>3 Years

Costs	
Low	<$10,000
Medium	$10,000-$50,000
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 Factors 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

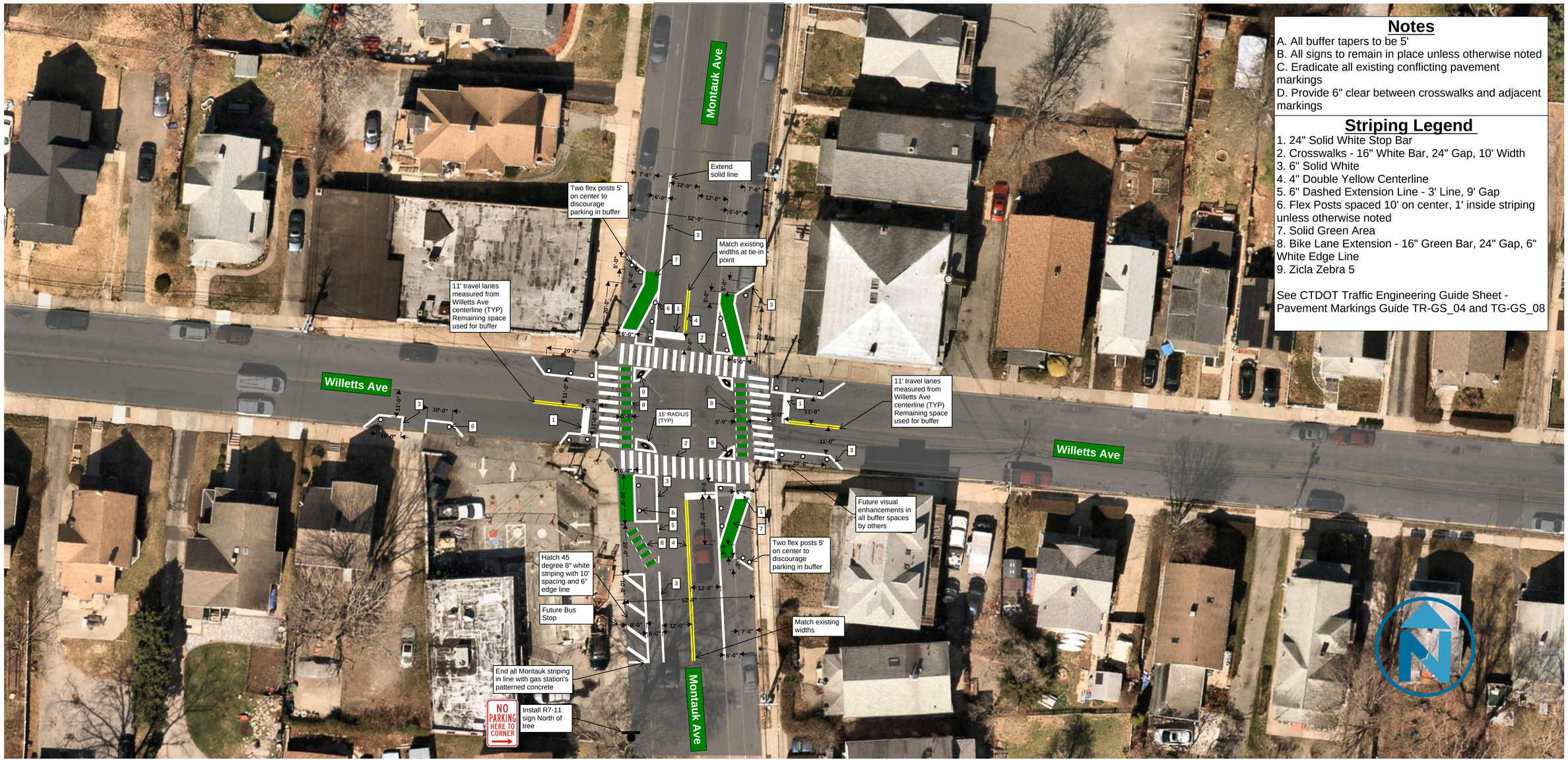
Raised Bicycle Crossing

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

Cycle Track

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

Appendix H – Willetts Avenue Preliminary Design Documents



Notes

A. All buffer tapers to be 5'
B. All signs to remain in place unless otherwise noted
C. Eradicate all existing conflicting pavement markings
D. Provide 6" clear between crosswalks and adjacent markings

Striping Legend

1. 24" Solid White Stop Bar
2. Crosswalks - 16" White Bar, 24" Gap, 10' Width
3. 6" Solid White
4. 4" Double Yellow Centerline
5. 6" Dashed Extension Line - 3' Line, 9' Gap
6. Flex Posts spaced 10' on center, 1' inside striping unless otherwise noted
7. Solid Green Area
8. Bike Lane Extension - 16" Green Bar, 24" Gap, 6" White Edge Line
9. Zicla Zebra 5

See CTDOT Traffic Engineering Guide Sheet - Pavement Markings Guide TR-GS_04 and TG-GS_08

0 60 120
Feet

WILLETTS AVE AT MONTAUK AVE

TEMPORARY SAFETY IMPROVEMENT CONCEPT

FOR INTERIM REVIEW ONLY

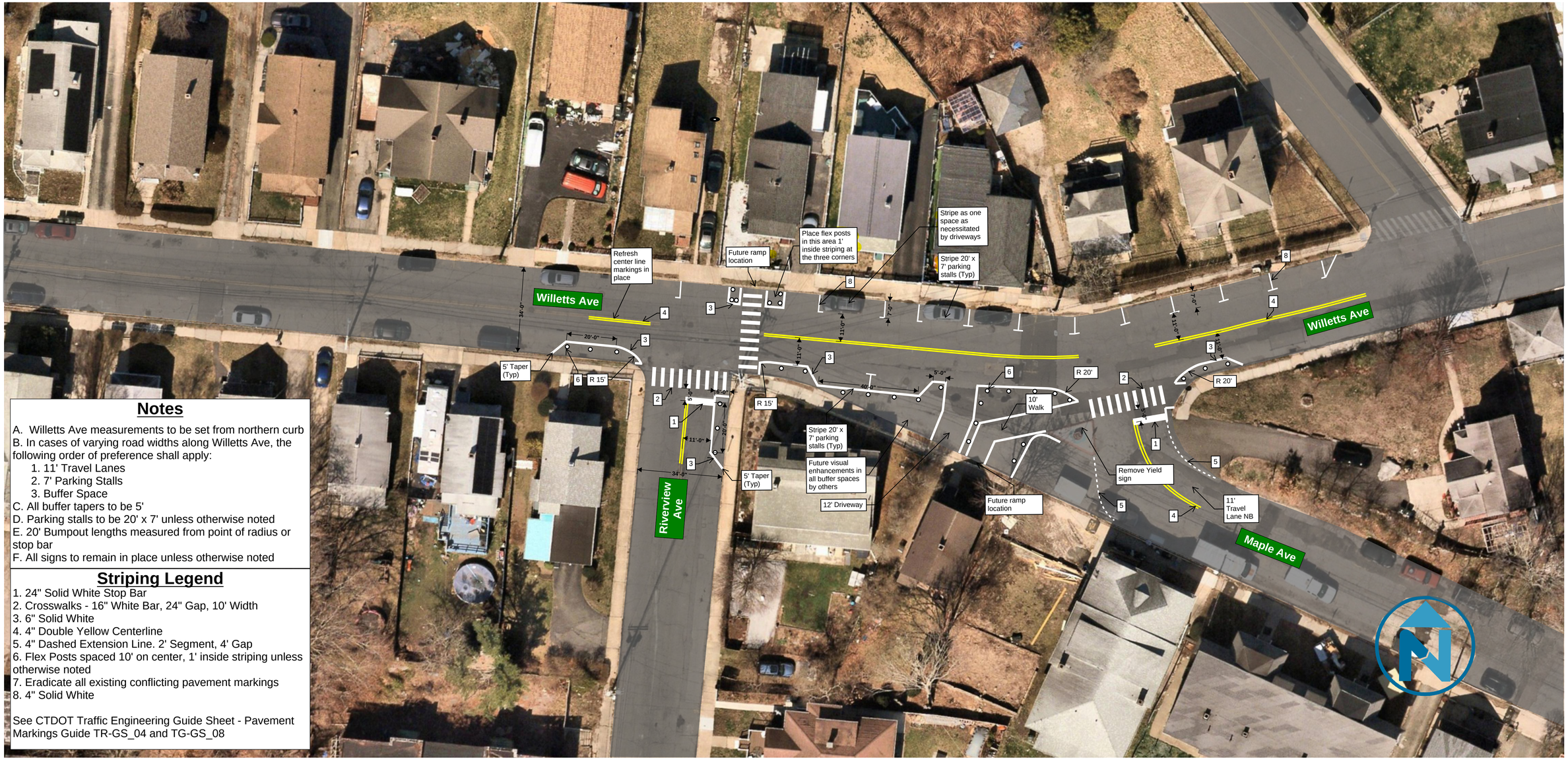
DOCUMENT INCOMPLETE:
NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

ENGINEER: JAMES L. LLAMAS
PE SERIAL NO. 36313
DATE: 2/24/2026

NELSON NYGAARD

DRAWN:	PVV
DESIGNED:	PVV
REVIEWED:	JLL
DATE:	FEBRUARY 24, 2026
SHEET:	1/2

DRAWING: Willetts_Maple.dwg



Notes

A. Willetts Ave measurements to be set from northern curb
B. In cases of varying road widths along Willetts Ave, the following order of preference shall apply:
   1. 11' Travel Lanes
   2. 7' Parking Stalls
   3. Buffer Space
C. All buffer tapers to be 5'
D. Parking stalls to be 20' x 7' unless otherwise noted
E. 20' Bumpout lengths measured from point of radius or stop bar
F. All signs to remain in place unless otherwise noted

Striping Legend

1. 24" Solid White Stop Bar
2. Crosswalks - 16" White Bar, 24" Gap, 10' Width
3. 6" Solid White
4. 4" Double Yellow Centerline
5. 4" Dashed Extension Line. 2' Segment, 4' Gap
6. Flex Posts spaced 10' on center, 1' inside striping unless otherwise noted
7. Eradicate all existing conflicting pavement markings
8. 4" Solid White

See CTDOT Traffic Engineering Guide Sheet - Pavement Markings Guide TR-GS_04 and TG-GS_08

0 60 120 Feet

WILLETTS AVE AT MAPLE AVE

TEMPORARY SAFETY IMPROVEMENT CONCEPT

FOR INTERIM REVIEW ONLY

DOCUMENT INCOMPLETE:
NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

ENGINEER: JAMES L. LLAMAS
PE SERIAL NO. 36313
DATE: 2/24/2026

NELSON NYGAARD

DRAWN:	PVV
DESIGNED:	PVV
REVIEWED:	JLL
DATE:	FEBRUARY 24, 2026
SHEET:	2/2

DRAWING: Willetts_Maple.dwg

Willetts Ave at Montauk Ave - Cost Estimate

Date of Estimate: 2/24/2026

Estimate By: PV

Checked By: JL

Item	Unit	Qty	Each	Cost
Stop Bar - White	SF	116	$ 8.50	$ 986.00
Crosswalk - White	SF	700	$ 4.15	$ 2,905.00
6" Lane Line - White	LF	725	$ 1.00	$ 725.00
4" Dashed Line - White	LF	100	$ 0.75	$ 75.00
4" Double Yellow Centerline	LF	245	$ 0.75	$ 183.75
6" Dotted Extension Line	LF	6	$ 0.75	$ 4.50
8" Hatching - White	LF	40	$ 1.50	$ 60.00
Flex Posts - White	EA	28	$ 112.50	$ 3,150.00
Green Area	SF	800	$ 6.00	$ 4,800.00
Zicla Zebra 5	EA	4	$ 187.50	$ 750.00
Signage	EA	1	$ 500.00	$ 500.00
Striping Removal Area	SF	1700	$ 3.50	$ 5,950.00
Striping Removal Linear	LF	290	$ 0.50	$ 145.00
Layout Billable	MH	8	$175	$ 1,400.00
Subtotal				**$ 21,634.25**
Mobilization	LS	1	5%	$ 1,081.71
Traffic Control	LS	1	10%	$ 2,163.43
Construction Area Signs	LS	1	5%	$ 1,081.71
Total				**$ 25,961.10**
Contingency				20%
Grand Total				**$ 31,153.32**

Willetts Ave at Maple Ave - Cost Estimate

Date of Estimate: 2/24/2026

Estimate By: PV

Checked By: JL

Item	Unit	Qty	Each	Cost
Stop Bar - White	SF	45	$ 8.50	$ 382.50
Crosswalk - White	SF	630	$ 4.15	$ 2,614.50
4" Lane Line - White	LF	105	$ 0.75	$ 78.75
6" Lane Line - White	LF	500	$ 1.00	$ 500.00
4" Double Yellow Centerline	LF	620	$ 0.75	$ 465.00
4" Dotted Lane Extension - White	LF	25	$ 0.75	$ 18.75
Flex Posts - White	EA	32	$ 112.50	$ 3,600.00
Sign Removal	EA	1	$ 200.00	$ 200.00
Striping Removal	LF	590	$ 0.50	$ 295.00
Layout Billable	MH	8	$ 175.00	$ 1,400.00
Subtotal				**$ 9,554.50**
Mobilization	LS	1	5%	$ 477.73
Traffic Control	LS	1	10%	$ 955.45
Construction Area Signs	LS	1	5%	$ 477.73
Total				**$ 11,465.40**
Contingency				**20%**
Grand Total				**$ 13,758.48**

TITLE		DATE*
TR-GS_04	PAVEMENT MARKINGS LINES AND SYMBOLS	12-25
TR-GS_05	PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS DETAILS A - I	12-25
TR-GS_06	PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS DETAILS J - Q	12-25
TR-GS_07	PAVEMENT MARKINGS FOR EXIT RAMPS	12-25
TR-GS_08	PAVEMENT MARKINGS FOR NON-FREEWAYS INTERSECTIONS & CROSSWALKS	12-25
TR-GS_09	PAVEMENT MARKINGS FOR NON-FREEWAYS MISCELLANEOUS DETAILS	12-25
TR-GS_10	PAVEMENT MARKINGS FOR BUFFERED SHOULDERS	12-25
TR-GS_11	PAVEMENT MARKINGS FOR RAILROAD GRADE CROSSINGS	12-25
TR-GS_12	PAVEMENT MARKINGS FOR BICYCLE FACILITIES	12-25

TITLE	DATE*

SIGNATURE BLOCK:

DESIGNER/DRAFTER: Q. BECOTTE CHECKED BY: A. MERMELSTEIN

NOT TO SCALE

CONNECTICUT DEPARTMENT OF TRANSPORTATION

PROJECT TITLE:
CTDOT TRAFFIC ENGINEERING GUIDE SHEET

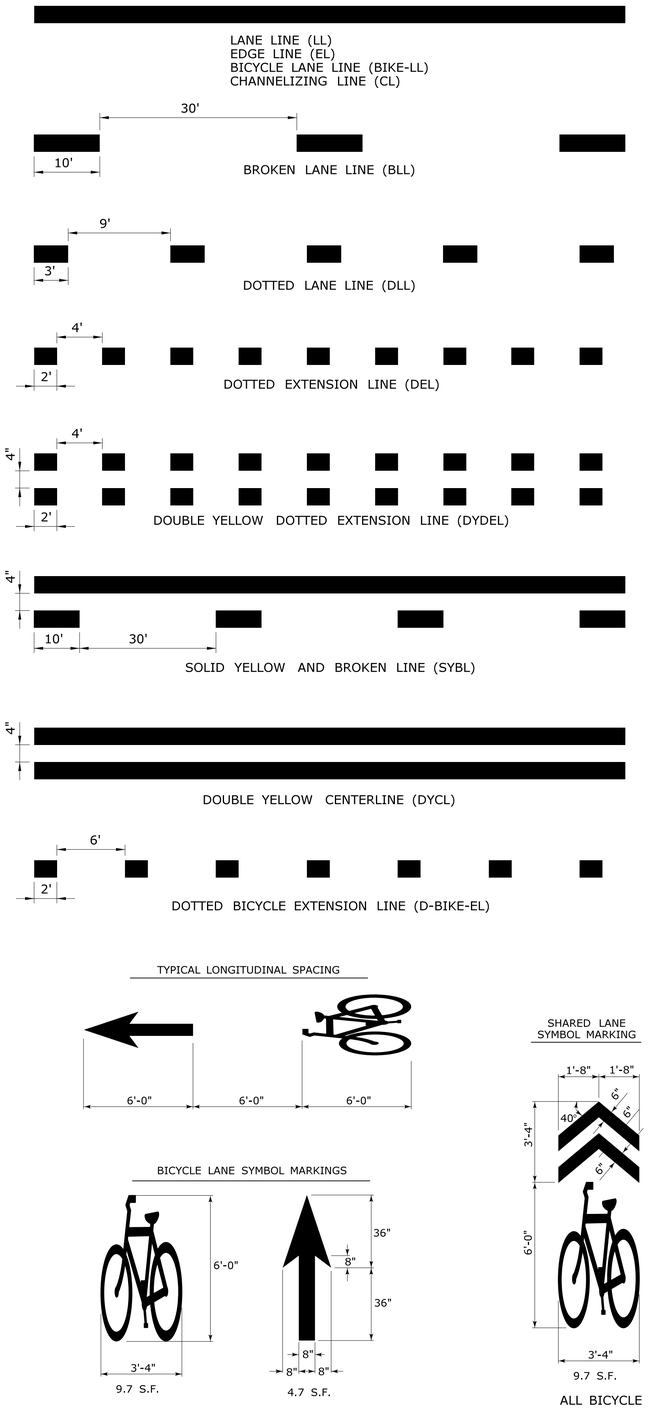
TOWN(S):
-

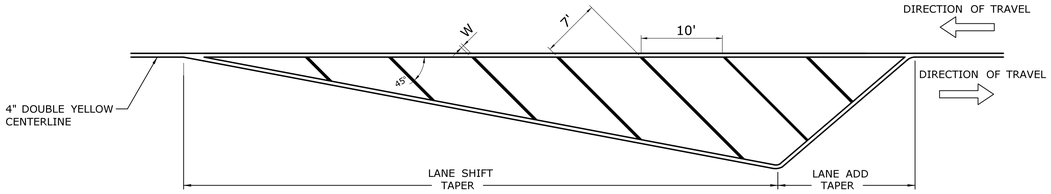
DRAWING TITLE:
PAVEMENT MARKINGS GUIDE SHEET INDEX

PROJECT NO.:

DRAWING NO.:
TR-GS_INDEX

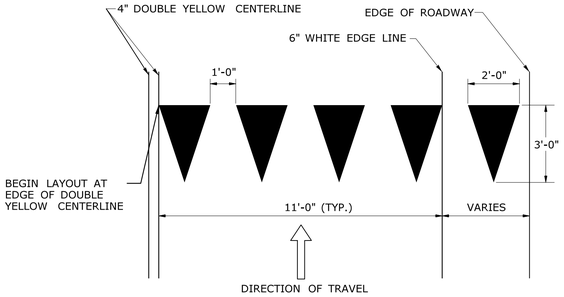
SHEET NO.:



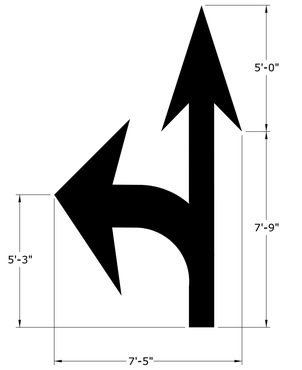


CROSS HATCHED ISLAND DETAIL
(YELLOW)

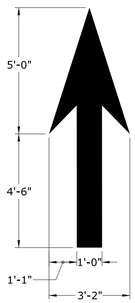
W IS TO BE 8" WHEN POSTED SPEED < 45 MPH
W IS TO BE 12" WHEN POSTED SPEED ≥ 45 MPH
CROSS HATCHED ISLANDS ARE OPTIONAL AND ARE TO BE INSTALLED ONLY WHERE CALLED FOR ON THE PLANS



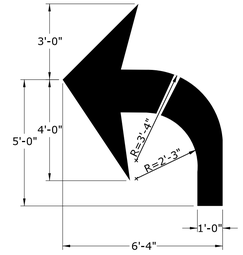
YIELD LINE DETAIL
(WHITE)



REFER TO ADJACENT VIEWS FOR DIMENSIONING
27.0 S.F.



12.5 S.F.



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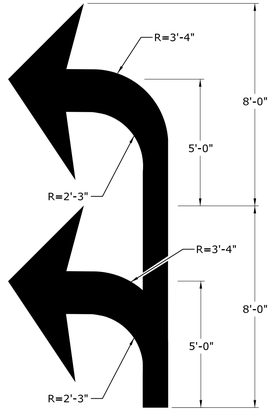
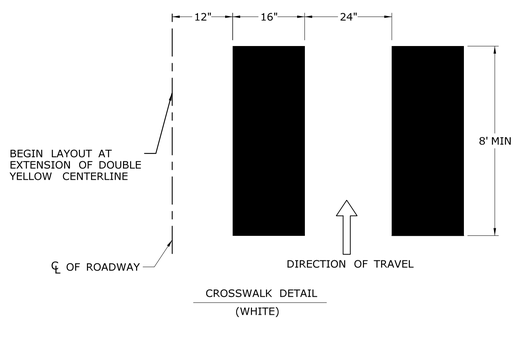
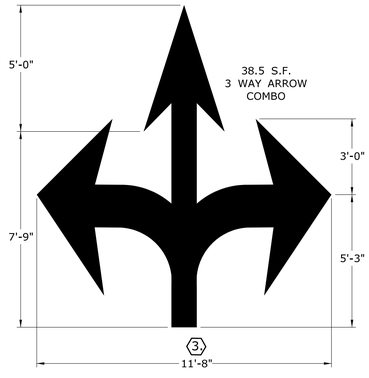
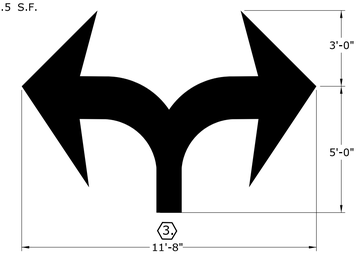


35 S.F.
DOUBLE LEFT
ARROW

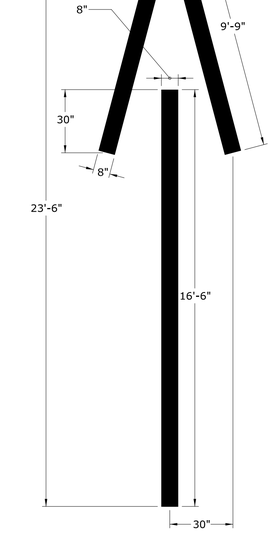


CROSSWALK DETAIL
(WHITE)

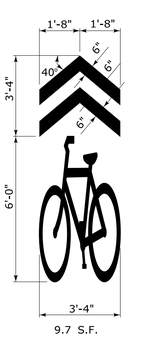


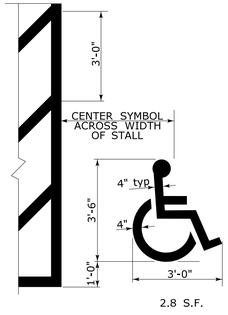


27.0 S.F.
LEFT & RIGHT
ARROW COMBO



WHITE WRONG WAY
PAVEMENT ARROW
36.2 S.F.





2.8 S.F.

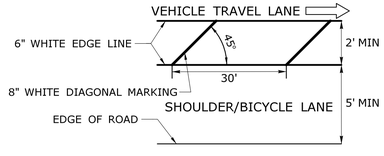
ALL BICYCLE SYMBOL PAVEMENT MARKINGS TO BE WHITE.

PAVEMENT ARROW DETAILS
(WHITE)

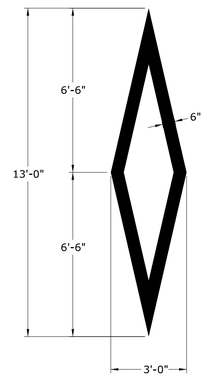
ARROWS SHALL BE CENTERED IN TRAVEL LANE

NOTES :

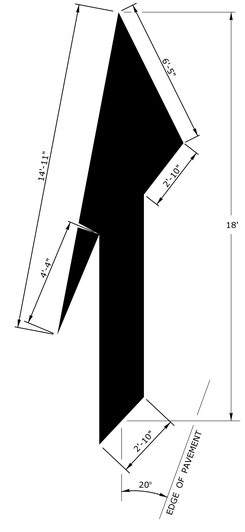
1. AREA OF PAVEMENT MARKINGS AS INDICATED IS APPROXIMATE.
2. RIGHT TURN PAVEMENT MARKING ARROWS ARE MIRROR IMAGE OF LEFT TURN PAVEMENT MARKING ARROWS.
3. WIDTH OF COMBINATION PAVEMENT MARKING ARROWS MAY BE REDUCED AS NEEDED BASED ON LANE WIDTH.



BUFFER DETAIL

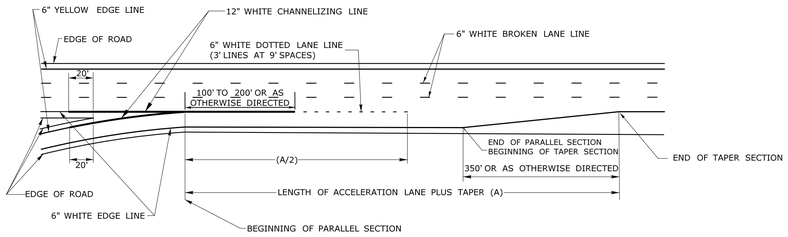


WHITE PREFERENTIAL
LANE SYMBOL
13.0 S.F.

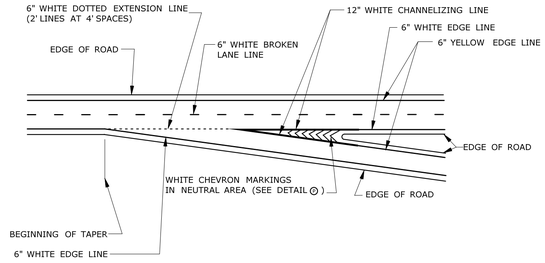


WHITE LANE
REDUCTION ARROW
41.8 S.F.

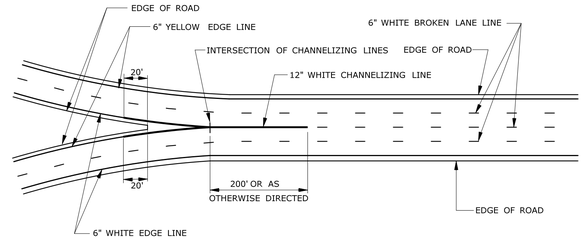
SIGNATURE BLOCK: DESIGNER/DRAFTER: Q. BECOTTE CHECKED BY: A. MERMELSTEIN	NOT TO SCALE	CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE: **CTDOT TRAFFIC ENGINEERING GUIDE SHEET**	TOWN(S): -	DRAWING TITLE: **PAVEMENT MARKINGS LINES AND SYMBOLS**	PROJECT NO.:	DRAWING NO.: **TR-GS_04** SHEET NO.:



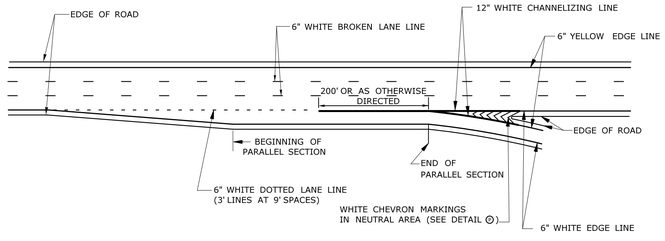
A TYPICAL PARALLEL ACCELERATION LANE



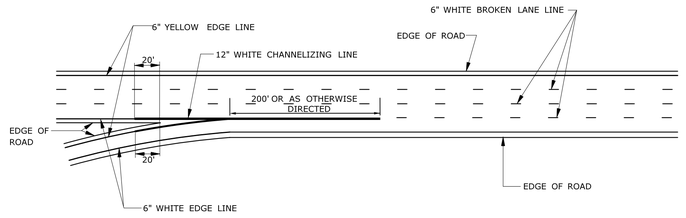
D TYPICAL TAPERED DECELERATION LANE



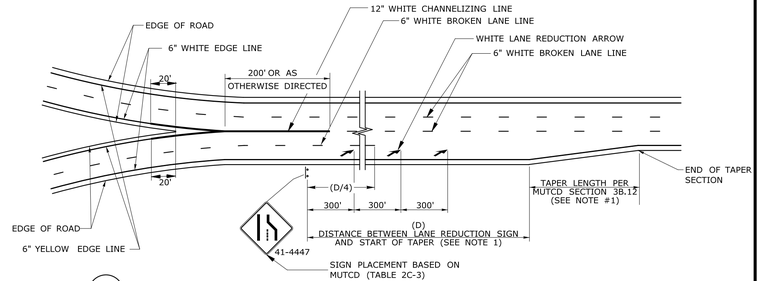
G TYPICAL MERGE TWO MAJOR ROADWAYS



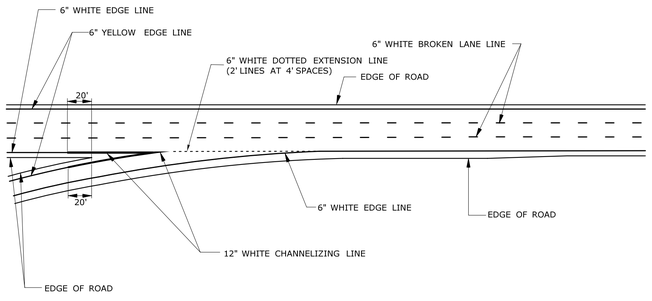
B TYPICAL PARALLEL DECELERATION LANE



E TYPICAL LANE ADDITION

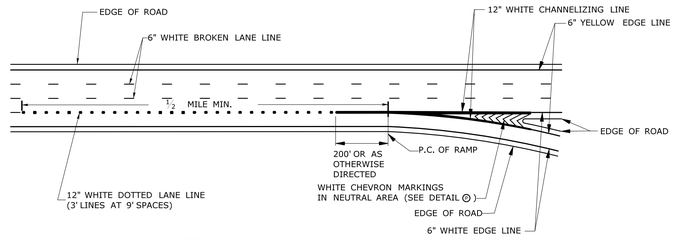


H TYPICAL MERGE TWO MAJOR ROADWAYS
WITH LANE REDUCTION

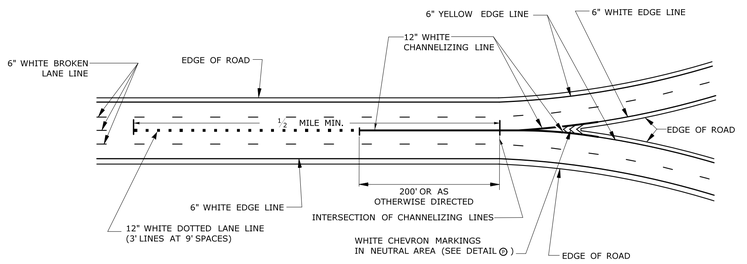


C TYPICAL TAPERED ACCELERATION LANE

TREATMENT OF CLIMBING LANE - THROUGH ACCELERATION LANE



F TYPICAL LANE DROP



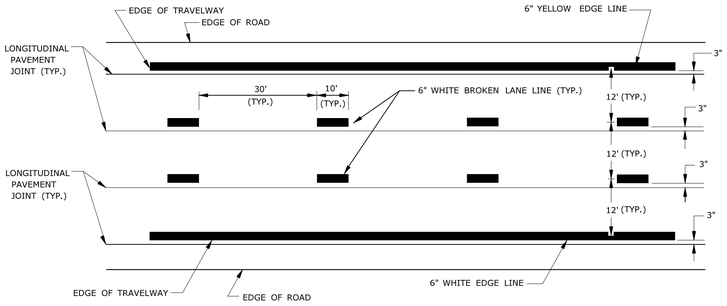
I MULTI LANE SPLIT

GENERAL NOTES:

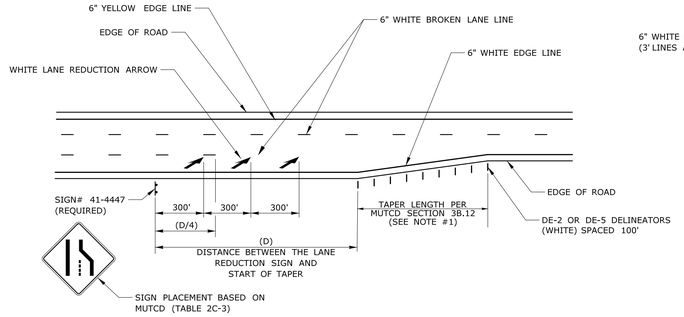
DENOTES DIRECTION OF TRAVEL

1. CONTACT THE ENGINEER TO REVISE DISTANCES IF NEEDED BASED ON FIELD CONDITIONS.
2. SEE STANDARD SHEET "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS" (SHEET #TR-1210_06) FOR DETAILS (J) THRU (Q).
3. SEE STANDARD SHEET "PAVEMENT MARKINGS FOR EXIT RAMPS" (SHEET #TR-1210_07) FOR DETAILS (R) THRU (U).

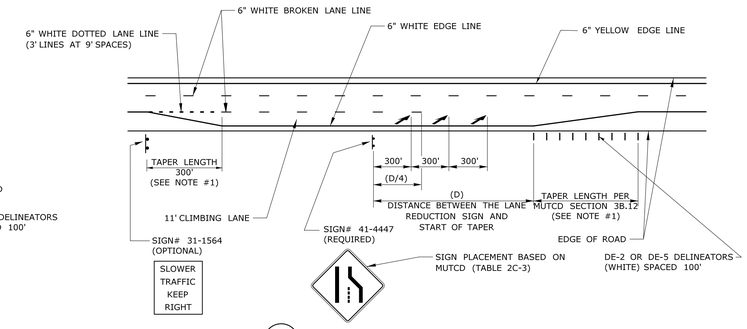
SIGNATURE BLOCK: DESIGNER/DRAFTER: Q. BECOTTE CHECKED BY: A. MERMELSTEIN	NOT TO SCALE	CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE: CTDOT TRAFFIC ENGINEERING GUIDE SHEET	TOWN(S): -	DRAWING TITLE: PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS DETAILS A - I	PROJECT NO.:	DRAWING NO.: TR-GS_05 SHEET NO.:



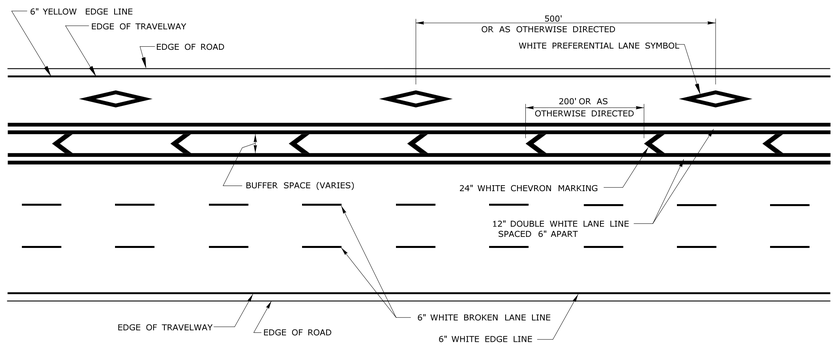
J PLACEMENT OF BROKEN LINES AND EDGE LINES



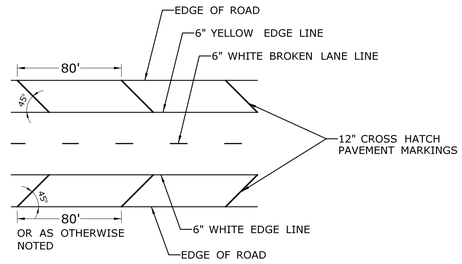
M TYPICAL LANE REDUCTION TRANSITION



O TYPICAL CLIMBING LANE



K TYPICAL HIGH OCCUPANCY VEHICLE (HOV) LANE

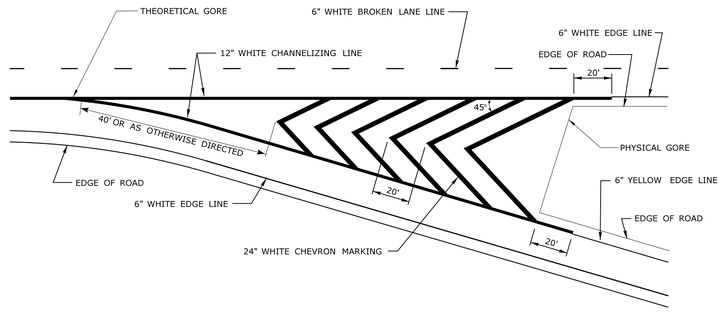


NOTES:

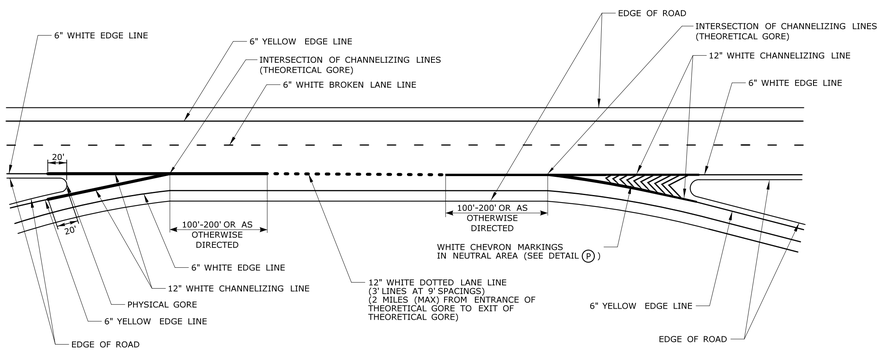
CROSS HATCHING A SHOULDER ON AN EXPRESSWAY OR RAMP IS OPTIONAL AND SHOULD BE RESERVED TO SELECT LOCATIONS.

CROSS HATCH COLOR TO BE WHITE WHEN INSTALLED IN THE RIGHT-HAND SHOULDER OF AN EXPRESSWAY OR RAMP. CROSS HATCH COLOR TO BE YELLOW WHEN INSTALLED IN THE LEFT-HAND SHOULDER OF AN EXPRESSWAY OR RAMP.

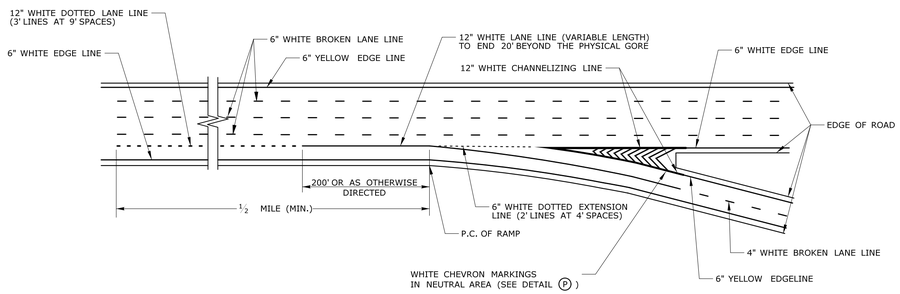
N CROSS HATCH ON AN EXPRESSWAY SHOULDER



P TYPICAL CHEVRON MARKINGS AT GORE (NEUTRAL) AREAS OF BITUMINOUS PAVEMENT



L AUXILIARY LANE AT CLOSELY SPACED RAMPS



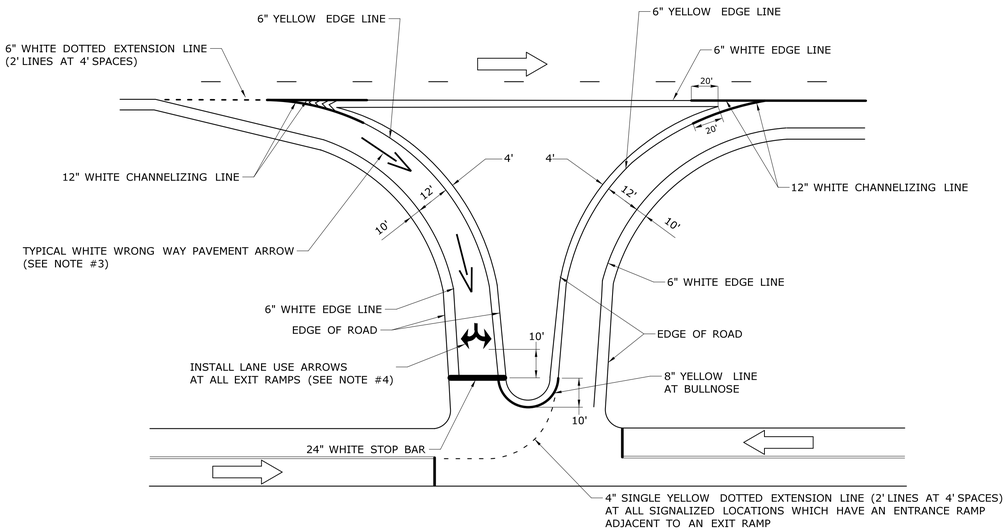
Q LANE DROP AT A MULTI-LANE EXIT RAMP WITH OPTIONAL EXIT LANE

NOTES:

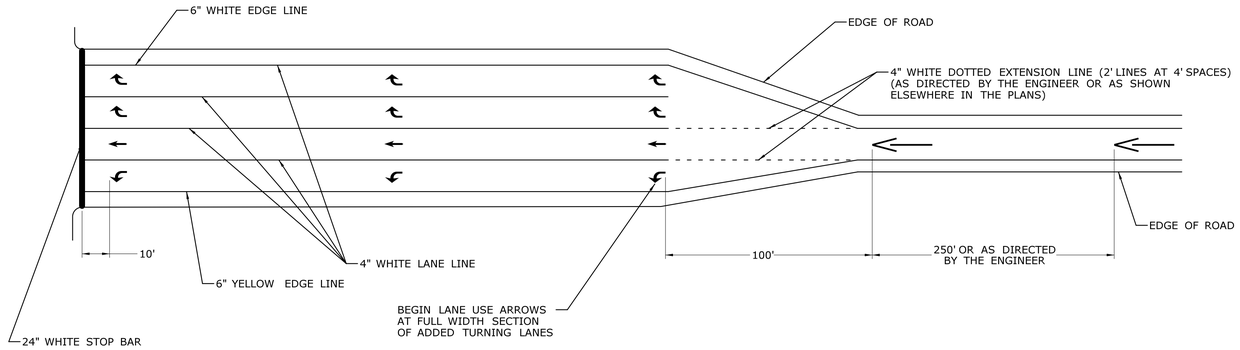
DENOTES DIRECTION OF TRAVEL

1. CONTACT THE ENGINEER TO REVISE DISTANCES IF NEEDED BASED ON FIELD CONDITIONS.
2. SEE STANDARD SHEET "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS" (SHEET # TR-1210_05) FOR DETAILS (A) THRU (I).
3. SEE STANDARD SHEET "PAVEMENT MARKINGS FOR EXIT RAMPS" (SHEET # TR-1210_07) FOR DETAILS (R) THRU (U).

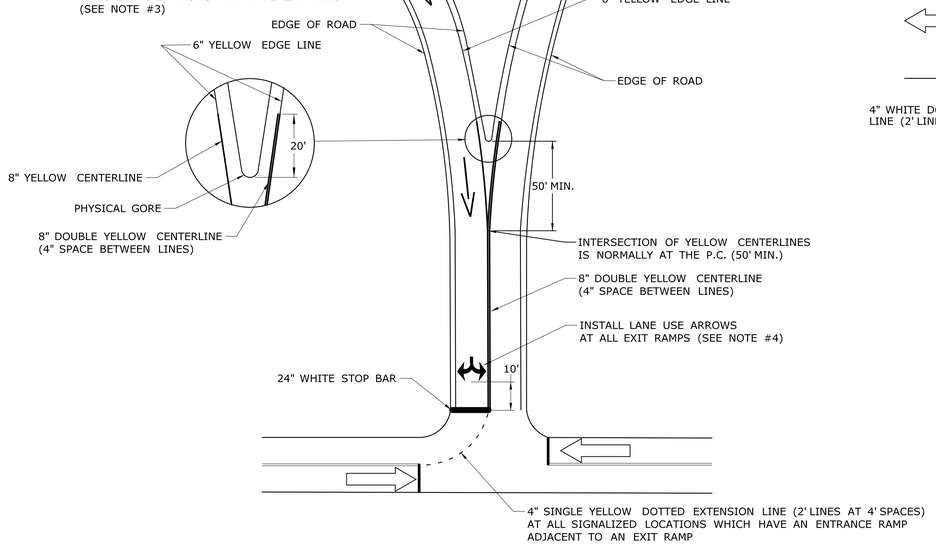
SIGNATURE BLOCK: DESIGNER/DRAFTER: Q. BECOTTE CHECKED BY: A. MERMELSTEIN	NOT TO SCALE	CTDOT CONNECTICUT DEPARTMENT OF TRANSPORTATION	PROJECT TITLE: **CTDOT TRAFFIC ENGINEERING GUIDE SHEET**	TOWN(S): -	DRAWING TITLE: **PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS DETAILS J - Q**	PROJECT NO.:	DRAWING NO.: **TR-GS_06** SHEET NO.:



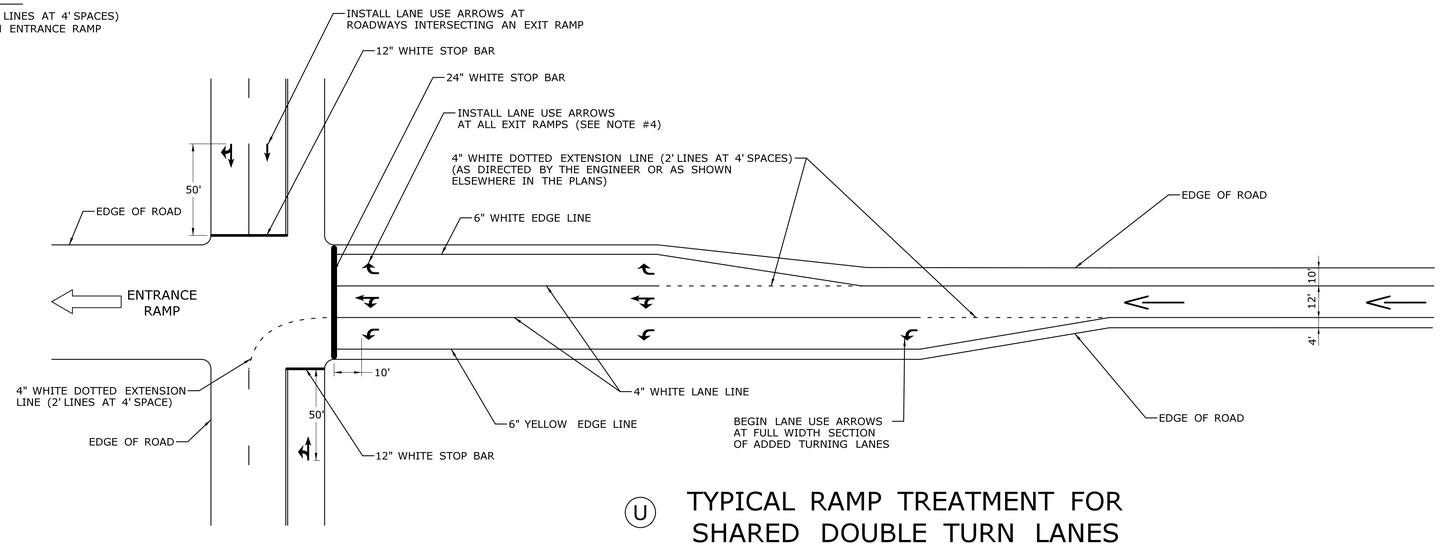
(R) TYPICAL RAMP TREATMENT ON ABUTTING RAMPS WITH MEDIAN



(T) TYPICAL RAMP TREATMENT FOR DOUBLE TURN LANES



(S) TYPICAL RAMP TREATMENT ON ABUTTING RAMPS WITHOUT MEDIAN



(U) TYPICAL RAMP TREATMENT FOR SHARED DOUBLE TURN LANES

NOTES :

1. SEE DETAILS (J) AND (P) ON STANDARD SHEET "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS" (SHEET #TR-1210_06) FOR RELATIONSHIP OF DIRECTIONAL LINES AND NORMAL EDGE LINE TO EDGE OF TRAVELWAY.
2. TWO WHITE WRONG WAY PAVEMENT ARROWS SHOULD BE INSTALLED ON ALL EXIT RAMPS. THE FIRST SHALL BE INSTALLED 100' FROM THE LANE-USE ARROW(S), THE SECOND SHOULD BE 250'± FROM THE FIRST WHERE SPACE PERMITS.
3. FOR EXIT RAMPS WITH MORE THAN ONE LANE, INSTALL LANE USE ARROWS IN EACH LANE. INSTALL SETS OF LANE USE ARROWS EQUALLY SPACED FROM THE STOP BAR TO THE BEGINNING OF THE MULTI LANE SECTION (160' MAX SPACING).
4. USE A 4" WHITE LANE LINE TO SEPARATE AN EXCLUSIVE LEFT (OR RIGHT) TURN LANE FROM AN ADJACENT THROUGH LANE OR AN ADJACENT SHARED THROUGH LANE.
5. USE A 4" WHITE LANE LINE TO SEPARATE DUAL EXCLUSIVE LEFT (OR RIGHT) TURN LANES.
6. DIMENSION FROM THE FIRST LANE USE ARROW TO STOP BAR IS FOR EXIT RAMPS ONLY.
7. SEE STANDARD SHEETS "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS" (SHEET #TR-1210_05 & SHEET #TR-1210_06) FOR DETAILS (A) THRU (Q) .

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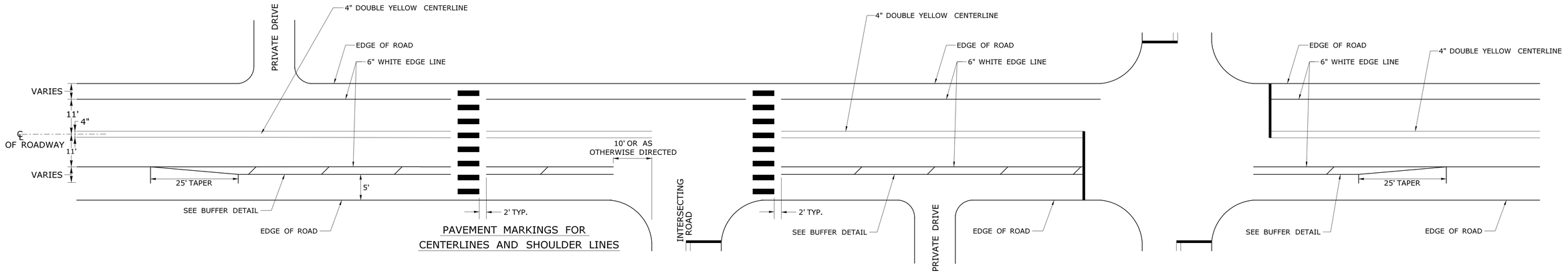
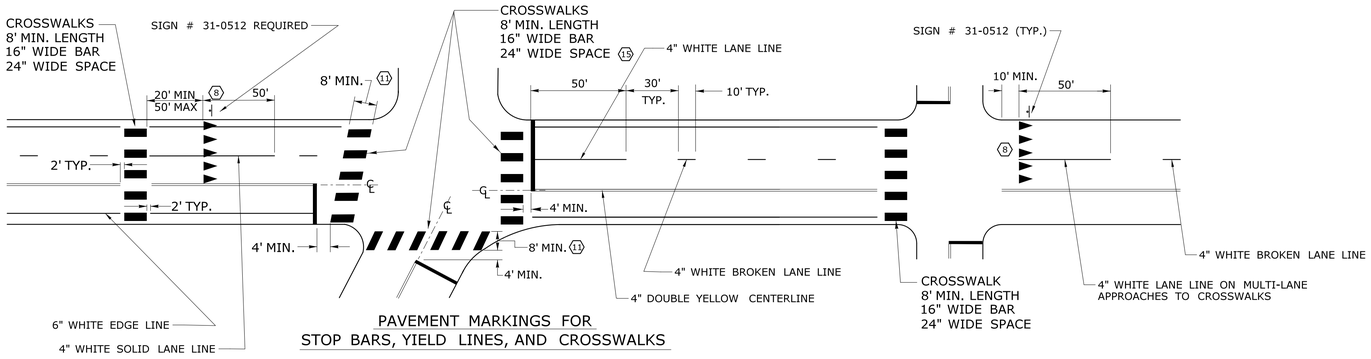
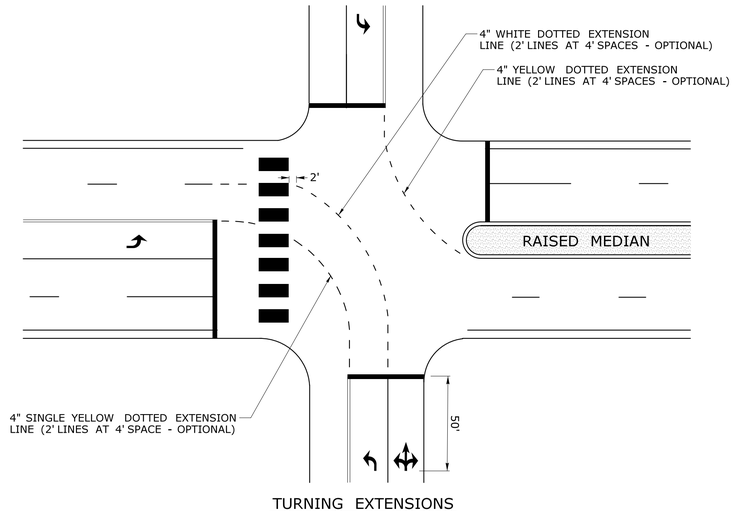


PAVEMENT MARKINGS FOR
CENTERLINES AND SHOULDER LINES



PAVEMENT MARKINGS FOR
STOP BARS, YIELD LINES, AND CROSSWALKS



TURNING EXTENSIONS

NOTES:

STOP BARS AND YIELD LINES

1. STOP BARS AND YIELD LINES SHALL BE WHITE.
2. STOP BARS SHALL BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
3. STOP BARS TO BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF CROSSWALK AND SHOULD BE PLACED 90° TO THE CENTERLINE OF THE ROADWAY.
4. IN THE ABSENCE OF A MARKED CROSSWALK THE STOP BAR SHOULD BE PLACED 90° THE CENTERLINE OF THE ROADWAY, AT THE DESIRED STOPPING POINT AT LEAST 5' AND NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.
5. THE STOP SIGN SHOULD BE PLACED IN LINE WITH THE STOP BAR. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
6. FOR STOP BARS AT RAMPS SEE DETAILS "R", "S", "T", & "U" AND NOTES ON TRAFFIC STANDARD SHEET TR-1210 07 "PAVEMENT MARKINGS FOR DIVIDED HIGHWAYS EXIT RAMPS".
7. FOR YIELD LINE INSTALLATIONS, ONLY FULL TRIANGLES ARE TO BE INSTALLED.

(8) YIELD LINES SHALL ONLY BE INSTALLED ON UNCONTROLLED MULTI-LANE APPROACHES TO CROSSWALKS AND SHOULD BE LOCATED 20 TO 50 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE OR AS DIRECTED BY THE ENGINEER. WHERE A YIELD LINE EXISTS ON AN APPROACH TO A CROSSWALK, THE "YIELD TO PEDESTRIANS" SIGN IS REQUIRED.

9. THE YIELD SIGN SHOULD BE PLACED IN LINE WITH A YIELD LINE. HOWEVER, IF THE YIELD SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLES ARE EXPECTED TO YIELD, THE YIELD LINE SHOULD BE PLACED AT THE YIELDING POINT.

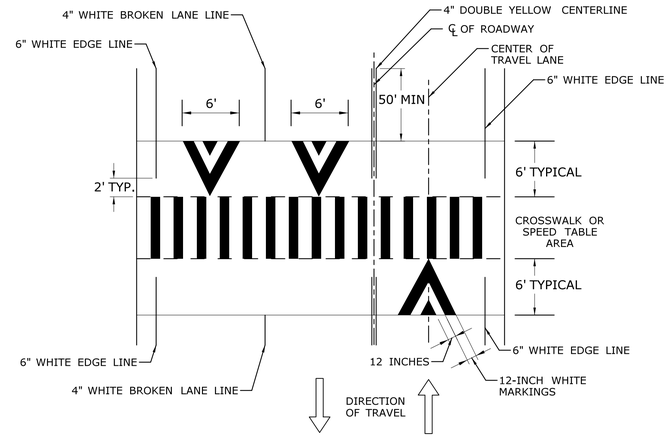
CROSSWALKS

10. CROSSWALK MARKINGS SHALL BE WHITE.

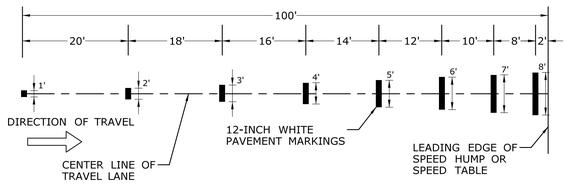
(11) AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.

12. BARS SHOULD BE NO CLOSER THAN 1' FROM EDGE OF ROAD.
13. ONLY FULL LENGTH BARS ARE TO BE INSTALLED.
14. DECORATIVE CROSSWALKS SHALL BE BANDED FROM CURB TO CURB WITH A MINIMUM 12" WIDE WHITE TRANSVERSE LINE ALONG EACH EDGE.

(15) 24" WIDE SPACE TO BE CENTERED ON YELLOW CENTERLINE.



PAVEMENT MARKINGS FOR SPEED TABLES
OR SPEED HUMPS WITH CROSSWALKS
(WHITE)



SPEED HUMP OR SPEED TABLE
ADVANCE WARNING MARKINGS DETAIL
(WHITE)

SPEED HUMP OR SPEED TABLE ADVANCE WARNING MARKINGS ARE OPTIONAL

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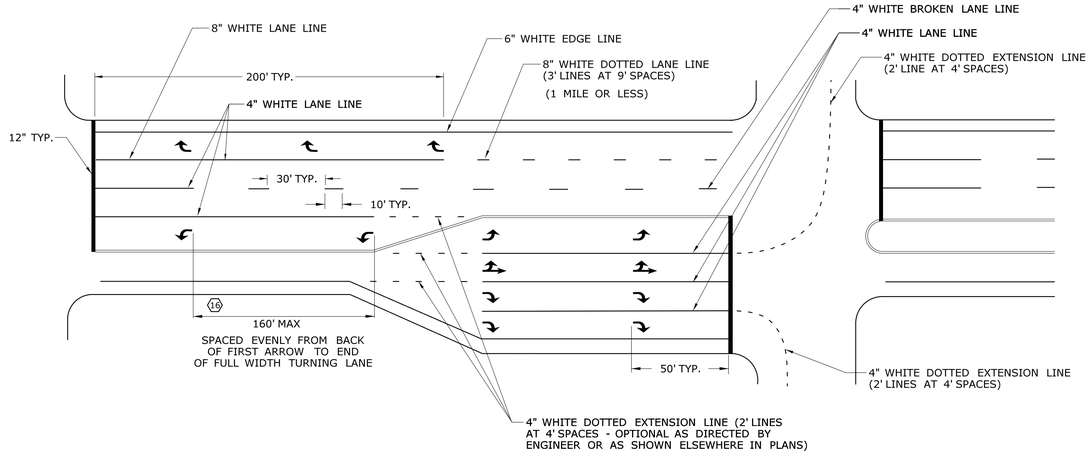
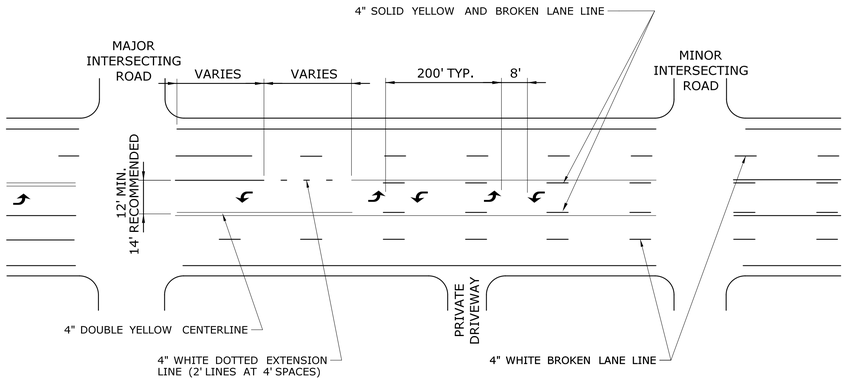


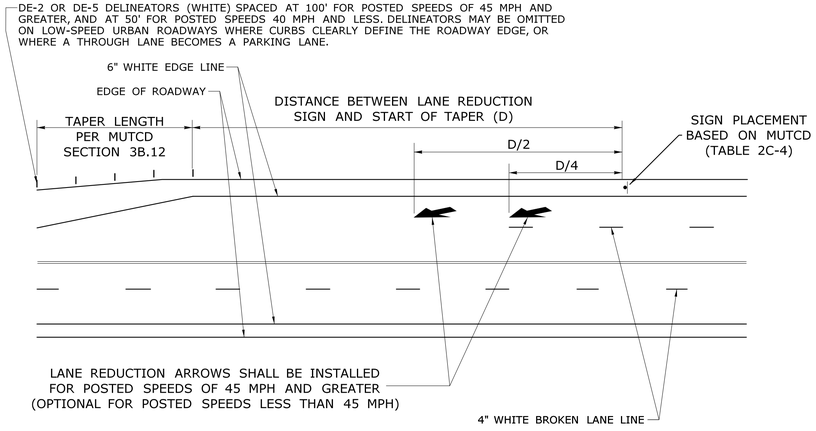
PAVEMENT MARKINGS FOR TURNING LANES
AND ROAD LANE-DROP

PAVEMENT MARKINGS FOR TURNING LANES

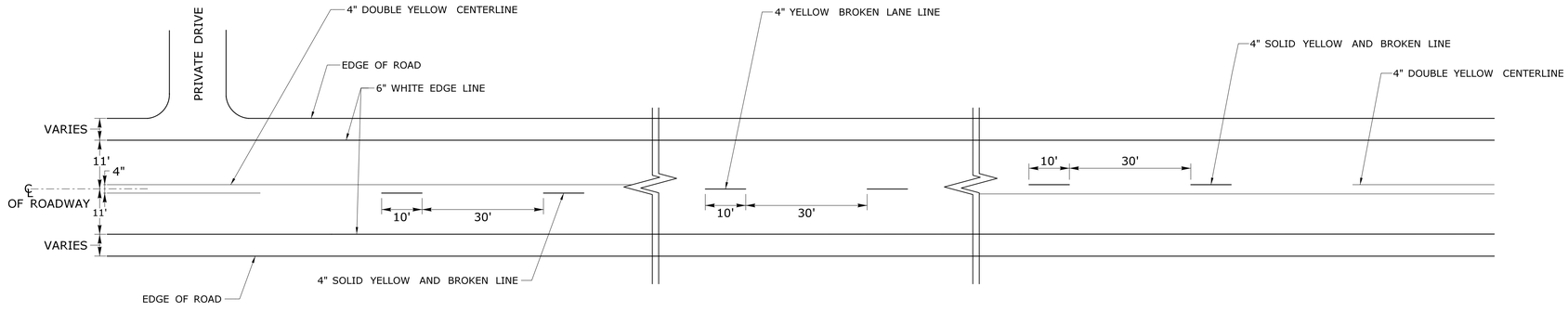
16 INSTALL AT LEAST TWO ARROWS PER LANE WHERE STORAGE LENGTH IS GREATER THAN 150 FEET.



TWO-WAY LEFT-TURN MARKINGS APPLICATIONS



LANE REDUCTION TRANSITIONS



PAVEMENT MARKINGS
FOR PASSING ZONES

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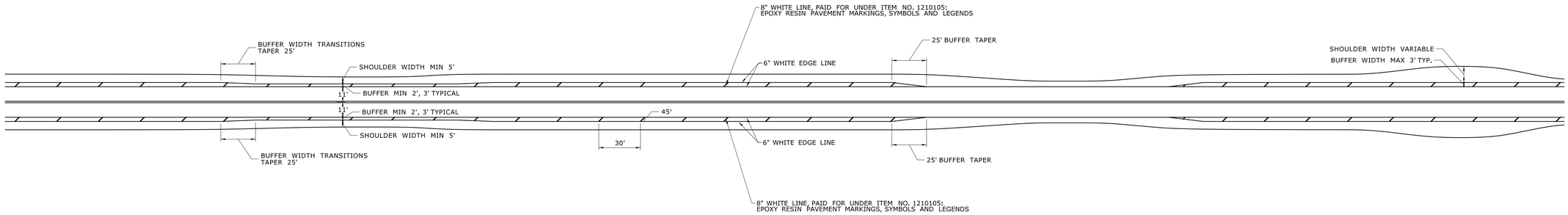
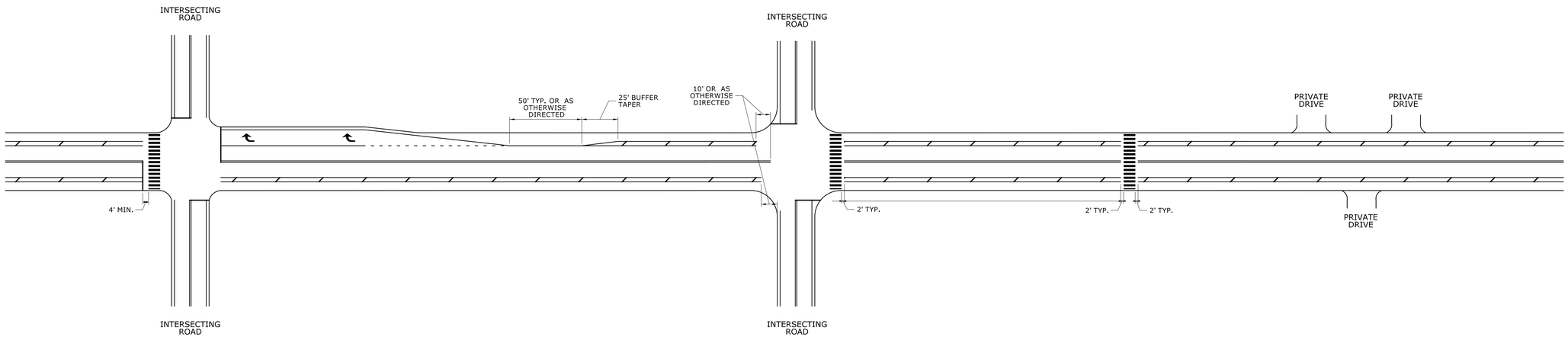
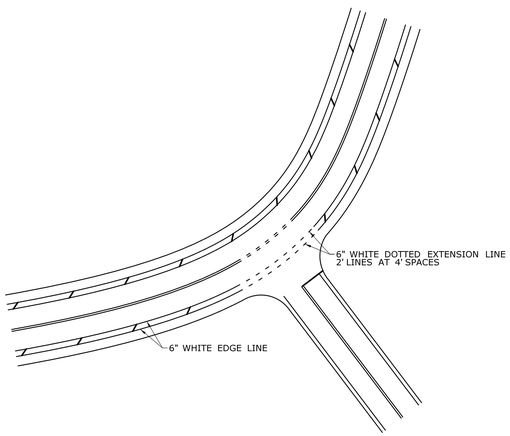
TYPICAL BUFFERED SHOULDER DETAIL



TYPICAL BUFFERED SHOULDER WITH INTERSECTING ROADWAYS



TYPICAL BUFFERED SHOULDER WITH INTERSECTING ROADWAY AT CURVE



NOTES:

1. BUFFERED SHOULDERS SHOULD BE USED ON ROADWAYS WITH SPEED LIMITS ≤ 45 MPH.
2. REFER TO GUIDE SHEET TR-1210_04 FOR PAVEMENT MARKING LINE AND BUFFER DETAILS.

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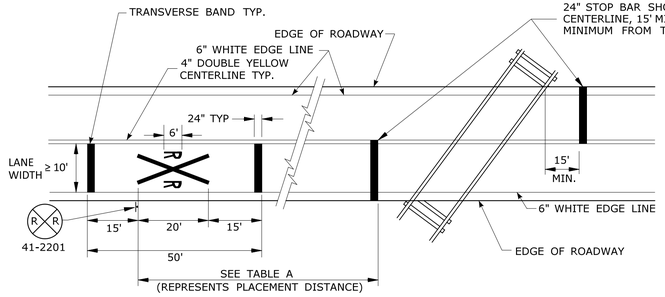
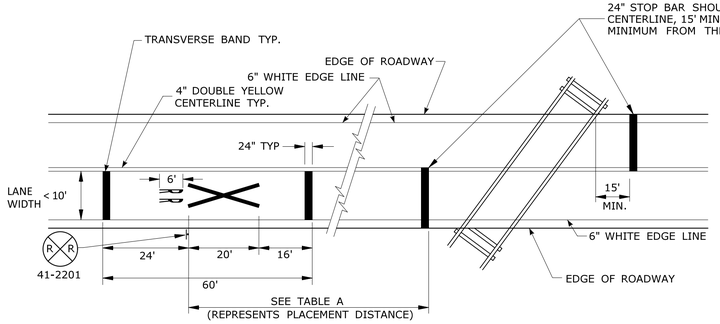
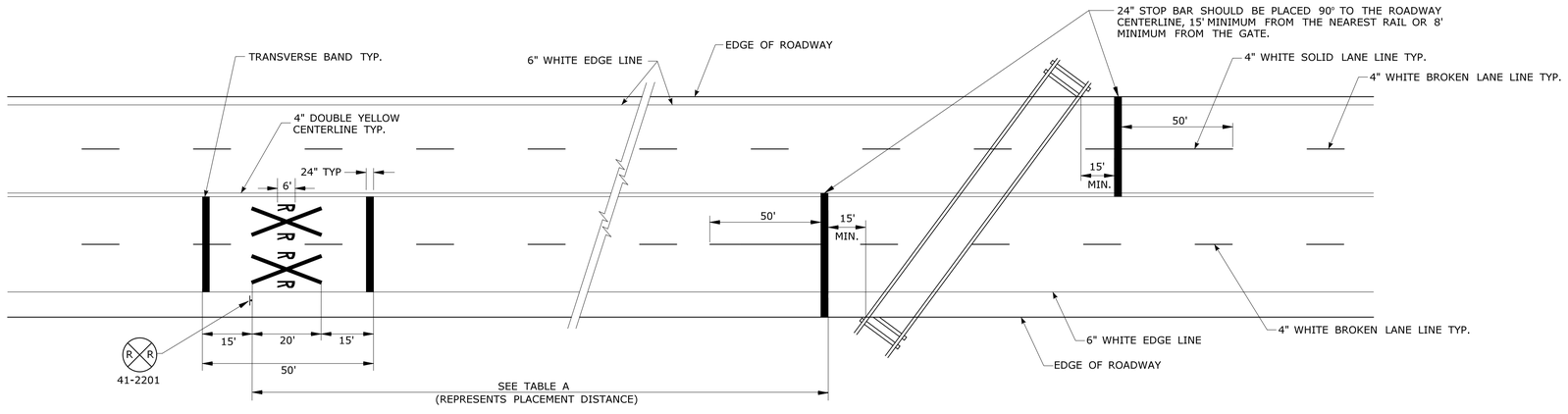
TYPICAL RAILROAD GRADE CROSSING DETAIL (LANE WIDTH ≥ 10')



TYPICAL RAILROAD GRADE CROSSING DETAIL (LANE WIDTH < 10')

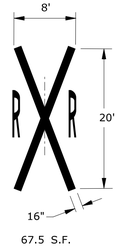


TYPICAL RAILROAD GRADE CROSSING DETAIL (MULTIPLE LANES)

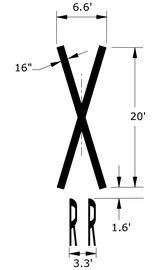


NOTES:

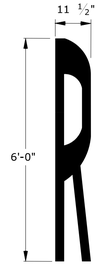
1. RAILROAD MARKINGS SHALL BE WHITE.
2. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS THE APPROACH LANES AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. SEE DETAIL "TYPICAL RAILROAD GRADE CROSSING DETAIL (MULTIPLE LANES)".
3. LONGITUDINAL PAVEMENT MARKINGS SHALL BE INSTALLED CONTINUOUSLY ACROSS THE TRACKS.
4. IF A YIELD AHEAD OR A STOP AHEAD SIGN IS INSTALLED ON THE APPROACH TO THE CROSSING, THE 41-2201 SIGN SHALL BE INSTALLED UPSTREAM FROM THE YIELD AHEAD OR STOP AHEAD SIGN.



67.5 S.F.



67.5 S.F.



5.75 S.F.

NOTE: THE AREA (S.F.) OF PAVEMENT MARKING SYMBOLS IS APPROXIMATE.

TABLE A	
POSTED OR 85TH PERCENTILE SPEED M.P.H.	MINIMUM DISTANCE (1) FT.
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

(1) ADJUST DISTANCE AS NEEDED FOR CROSSINGS LOCATED LESS THAN THE MINIMUM DISTANCE FROM A PARALLEL ROADWAY.

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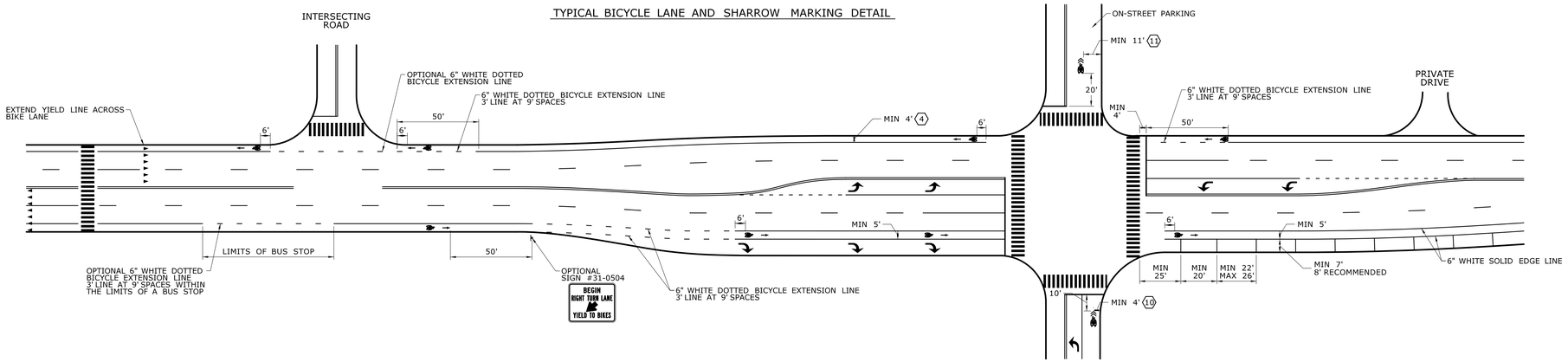
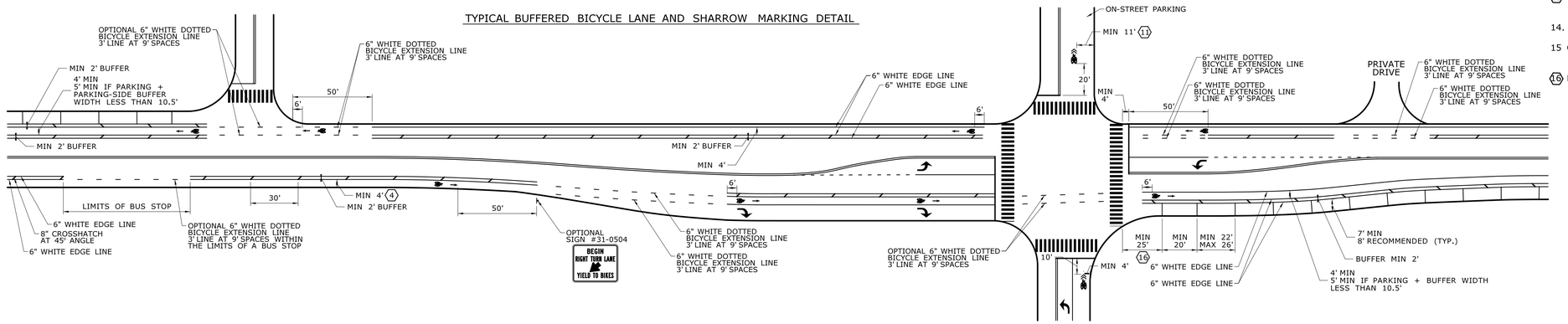
TYPICAL BICYCLE LANE AND SHARROW MARKING DETAIL



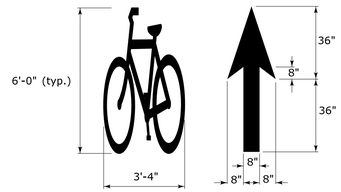
TYPICAL BUFFERED BICYCLE LANE AND SHARROW MARKING DETAIL



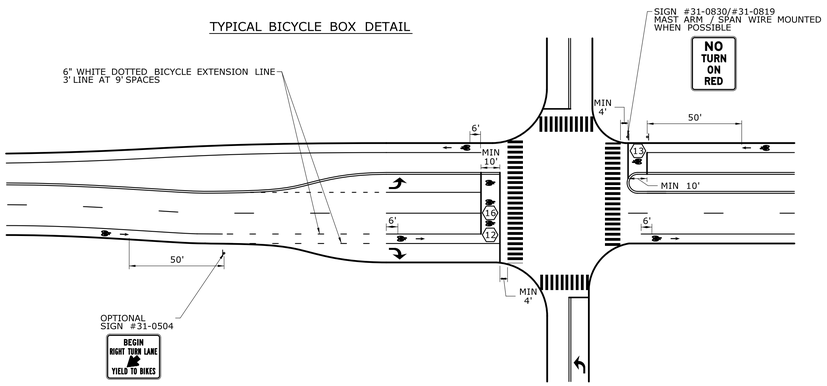
NOTES:

1. IF USED, BICYCLE PAVEMENT MARKINGS AND GREEN PAVEMENT TO BE OWNED AND MAINTAINED BY THE MUNICIPALITY.
4. 5 FEET WIDE BICYCLE LANES SHALL BE USED IF IMMEDIATELY ADJACENT TO A CURB, GUIDE RAIL, OR OTHER VERTICAL SURFACES.
5. PAVEMENT MARKINGS USED ON BIKEWAYS SHALL BE RETROREFLECTIVE.
6. BICYCLE LANE MARKINGS SHOULD BE SPACED AT INTERVALS NO GREATER THAN 500 FT.
7. IF USED, SHARED LANE MARKINGS SHOULD BE SPACED AT INTERVALS NO GREATER THAN 250 FT.
8. SHARED LANE MARKINGS SHOULD NOT BE PLACED ON ROADWAYS THAT HAVE A SPEED LIMIT ABOVE 35 MPH, EXCEPT IN SHARED TURN LANES.
9. AREA OF PAVEMENT MARKING SYMBOLS AS INDICATED IS APPROXIMATE.
10. ON STREETS WITHOUT ON-STREET PARKING AND WITH OUTSIDE TRAVEL LANES LESS THAN 14 FEET WIDE, THE CENTERS OF THE SHARED LANE MARKINGS SHOULD BE AT LEAST 4 FEET FROM THE FACE OF THE CURB, OR FROM THE EDGE OF THE PAVEMENT WHERE THERE IS NO CURB.
11. ON STREETS WITH ON-STREET PARKING THE CENTERS OF THE SHARED LANE MARKINGS SHOULD BE AT LEAST 11 FEET FROM THE FACE OF THE CURB, OR FROM THE EDGE OF THE PAVEMENT WHERE THERE IS NO CURB.
12. COUNTDOWN PEDESTRIAN SIGNAL HEADS ARE REQUIRED FOR BICYCLE BOXES LOCATED ACROSS MULTILANE APPROACHES. THE PEDESTRIAN CHANGE INTERVAL SHALL BE DISPLAYED WITHOUT THE NEED FOR ACTIVATION.
13. TURNS ON RED SHALL BE PROHIBITED FROM ANY LANE WHERE A BICYCLE BOX IS PROVIDED.
14. REFER TO GUIDE SHEET TR-1210_04 FOR PAVEMENT MARKING LINE DETAILS.
15. ONE BIKE SYMBOL PER BIKE BOX REQUIRED. ONE BIKE SYMBOL PER LANE RECOMMENDED.
16. REDUCTION TO 10' ALLOWED FOR INTERSECTIONS ON CITY OF NEW HAVEN OWNED ROADS WITH CURB BUMP-OUTS, REFER TO CONNECTICUT STATE STATUTE SECTION 14-251.

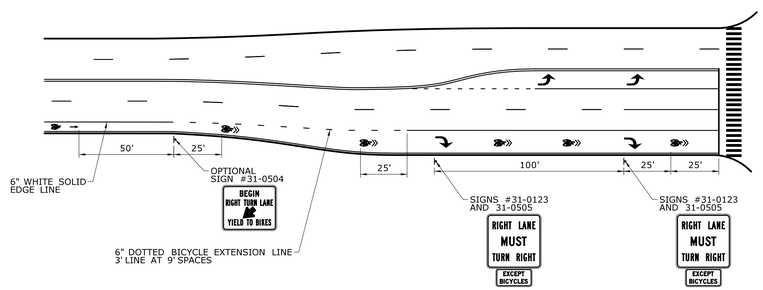
BICYCLE LANE SYMBOL MARKINGS



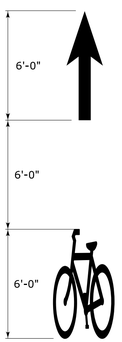
TYPICAL BICYCLE BOX DETAIL



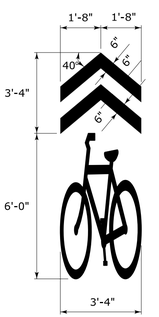
TYPICAL SHARED BICYCLE LANE AND TURN LANE DETAIL



TYPICAL LONGITUDINAL SPACING



SHARED LANE SYMBOL MARKING



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Appendix I – Public Comment Period Resolution Matrix

Section	Source	Comment	Addressed?	BETA Response
Projects and Strategies	Public Comment from Montville staff	Anna - I was in attendance last night. Thanks for everything. As I was going through the plan to extract an excerpt specific to Montville for my commission I noted the crash maps in the appendix do not have the project id noted. It would be helpful for ease of cross reference. Same with the website, I see the rankings at each project on the map but no notations of the project IDs for cross reference. thanks!	Yes	Updated maps and relinked using the ranking instead of the project ID.
Projects and Strategies	Public Comment from Bozrah Staff	Ms. Sangree, I have been aware that this Safety Action Plan has been in motion for some time. In looking at the draft I find that, once again, Bozrah is casually mentioned (on a map that I believe indicates ongoing and proposed projects). I am in concurrence with the Key Issues listed on page 8 of the draft. Most in that list ARE applicable to Bozrah and have been the subject of comment many times over the past few years. I have never been contacted by anyone during the formation of this draft. Bozrah, like most other towns under the jurisdiction of the Connecticut State Police, receive little or no effective enforcement. The trend in distracted driving and pedestrian accidents/deaths, and subsequent evading responsibility by involved drivers, is a daily report on Connecticut news stations. In the current situation, to have a goal of ZERO in the plan, is a larger lift than it has ever been. I'm sorry, but I blame our current "leadership" and the myriad of hurdles that are hinderances to get anything done. Two examples that Bozrah is dealing with: Since 2016 a Village District Sidewalk for the Fitchville section of our town has been in development which would greatly enhance one of the items listed in the Key Issues.....PEDESTRIAN SAFETY. It is log-jammed once again. Solar speed monitoring signs on any of our State roads had to go through a gauntlet of approval to be erected. THE TOWN OF BOZRAH is trying to address speeding (another one of the Key Issues) by taking proactive action in the absence of real enforcement efforts. We did finally get approval. A band-aid, but it is all that we have at our disposal. That is all that I have for comment on this document. As with any plan, or law, it is no good unless it is implemented or enforced. I hope that your efforts in the creation of this document will serve a real purpose.	Yes	These comments are addressed in the municipal guide. SECOG to update the website to make the municipal guide more obvious.

Projects and Strategies	Anna's Notes from the public meeting	There is a New London project printed as Colchester	Yes	This was an issue just with the dashboard but we checked and the report has the correct countermeasures for the Colchester Projects.
Projects and Strategies	Anna's Notes from the public meeting	Make sure the municipal guide pages print correctly for each town grouped. Issues with towns M-N and Sprague Salem (may be more)	Yes	Note: Need to ensure printer settings are set up correctly.
Projects and Strategies	Anna's Notes from the public meeting	Learned Groton just got approved for automated enforcement.	Yes	Comment noted.
Projects and Strategies	Anna's Notes from the public meeting	There is a statewide initiative to add more signage to help with wrong way driving onto interstate ramps	Yes	This was already included in the CTDOT countermeasures list.
Projects and Strategies	Anna's Notes from the public meeting	Conversation with Griswold: Towns want to do these projects but feel like they will never get funding if they are further down the list. There are too many different stakeholders in the mix. They find CTDOT is often highly bureaucratic making it difficult to move projects along. They would love to get the crosswalk in the plan built but feel stuck.	Yes	Comment noted. Consideration should be made to assisting municipalities with coordinated applications.
Projects and Strategies	Email from Bob Carlson - N Stonington	I have reviewed the North Stonington section of the Safety Action Plan. I am comfortable with the designated areas that are earmarked for improvement. There is one designation on the map however that I don't recognize. It probably doesn't make a difference. To the Northwest of the intersection of routes 2 & 102 there is a building marked as the Hewitt School. I don't know what that is. I never heard of it before.	Yes	In the plan, it says Hewitt Pond which is just northwest of the intersection. Perhaps there was a typo in a previous version.

Projects and Strategies	Steve Sadlowski from the subbase	"Crystal Lake @ Military Highway needs a transit hub for seat bus and kiss and ride for uber/lyft to access subbase and museum. RT12 @ Crystal Lake Signal - please change the center lane to left only all the time (currently left turn during peaks only) to address congestion"	Yes	Team added comment about center lane to left only. The kiss and ride is a good comment but is outside the scope of a safety action plan.
Projects and Strategies	Public Dashboard	I want to safely ride my bike from Bank Street in new london and take a left onto RT156 and get to the library but the signal at RT156 is scary and there is no bike lane. RE: Project Boston Post Rd focusing on intersections of Rope Ferry Rd and Clark Ln	Yes	Added evaluation of bicycle accommodation on US-1 and through the intersection of Rope Ferry Road.
Projects and Strategies	Public Dashboard	Close sidewalk gap between Ohio and Crystal Lake. RE: Route 12 at Crystal Lake Road to Ohio Ave	Yes	Added filling the sidewalk gap.
Projects and Strategies	Public Dashboard	Consider centerline vertical delineators RE: Project Route 12 from Long Cove Rd to Barry Dr	Yes	Added to the countermeasure description.
Projects and Strategies	Public Dashboard	This is not geolocated correctly and should be in Groton not stonington. At this location include consideration of a road diet, pedestrian/bike amenities, crossings. Potentiallly revise the access from the frontage road to Coogan to allow incoming traffic to the Mystic aquarium in a way that does not endanger pedestrians in the parking lot. RE: Coogan Blvd pedestrian and bike improvements - crossings and sidewalks	Yes	Recommendations of a road diet already included as well as pedestrian and bicycle amenities. Revised wording to strengthen need for control for the crosswalk by Mystic Aquarium. This project is in Stonington, not Groton. Added recommendation for enhanced pedestrian access to the aquarium.
Projects and Strategies	Mario Tristani - Town of Griswold	Good morning Avery, I was just reviewing the SECOG Safety Plan and noticed incorrect information for Griswold #8. The highlighted information does not correlate with Green Avenue and North Main Street in Jewett City.	Yes	The project spreadsheet has been updated and should correctly link to the appropriate countermeasures.

		Regards, Mario **Rank 8 - Griswold Non-Motorist - Pedestrian improvements on N Main Street, focusing on intersection of Green Ave and N Main Street (CT 12)** **Rank**: Non-Motorist #8 **Project Limits (for Segments Only)** - From south of Lenox Ave to south of Green Ave **Location Issue:** Angle and Rear End Crashes, Access Management, Ped/Bike Conflicts **Counter Measures** • Evaluate a road diet and/or corridor study on RT-1. • Evaluate signal timing, phasing, coordination, and clearance intervals, add signal backplates. • Consider center median barriers, add pedestrian refuge islands. • Evaluate and repair/connect sidewalk network between Miner Lane and Rope Ferry Road. • Install crosswalks on side streets. • Evaluate corridor access management. • Evaluate and improve corridor lighting. • Long term - consider roundabout at Rope Ferry Road and RT-1.		