



**Safe Streets for  
Southeastern CT**

# **SS4A REGIONAL TRANSPORTATION SAFETY ACTION PLAN**

Public Meeting 2  
January 22, 2026  
5:30-7:00 PM



# Meeting Purpose

SECOG is hosting this public meeting to share its draft safety action plan, Safe Streets for Southeastern CT, and invite comments from residents and community members on proposed projects and safety strategies

- Feedback we're looking for:
  - Comments on proposed projects
  - Comments on recommended policies and strategies
  - General feedback about the plan

# AGENDA

Introduction

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Public Engagement Overview

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Analysis and Project Development

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Recommendation Development and Countermeasures

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Policies and Strategies

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Comments and Feedback

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Schedule and Next Steps

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# **INTRODUCTION**

# Project Team



Jeff Maxtutis, Project  
Manager at BETA Group



Kate Rattan, Director of  
Transportation at SECOG



Anna Sangree, AICP  
Transportation Planner,  
BETA



Srilekha Murthy, AICP  
Transportation Planner,  
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Austin Pzenny  
Traffic Engineer, BETA



Dominic Anziano  
Transportation Planner,  
SECOG

# Vision Zero Task Force

**Brian Kent**, Bike Groton

**Brian Sear**, City of New London

**Bailey Blanchard**, Windham Region Transit District

**Bob Carlson**, Town of North Stonington

**Rob Zarnetske**, Town of Windham

**Shawn Barry**, University of Connecticut T2

**Stephanye Clarke**, Ledge Light Health District

**Deb Jones**, Town of Groton

**Bill Middleton**, Town of Stonington

**Natasha Fatu**, Connecticut Department of Transportation

**Tina Falcke**, Town of Griswold

**Sal Tassone**, Town of Colchester

**Brandon McIntyre**, Mashantucket Pequot Tribal Nation

# The Safety Action Plan: Safe Streets for Southeastern CT

## Crafting a Safety Action plan

- SECOG developed a Comprehensive Safety Action Plan for the region, funded through an SS4A grant from the Federal Highway Administration.
- SS4A funded Safety Action Plans apply the **Safe Systems approach** to roads and streets.
- The plan considered **projects and programs** from each angle of the Safe System approach:
  - Safer Roads
  - Safer Vehicles
  - Safer Speeds
  - Safer People
  - Post-crash care



# Where are we in the planning process?

## Identifying Key Issues & Priority Areas

- Public Survey
- Public and Stakeholder Meetings
- Safety Analysis and High Injury Network Development

## Recommending

- Project Development
- Non-Infrastructure Strategy & Policy Development

## Draft Safety Action Plan

Draft plan and public comment period

We're here

## Endorsement

- COG adoption and local adoption of the plan enables SS4A implementation grant application

## Implementation

- Application for SS4A Implementation Grants
- Coordination of recommendations with CTDOT
- 5 year update of the plan

# **PUBLIC ENGAGEMENT OVERVIEW**

# Methods

Vision Zero  
**Task Force  
Meetings**

Online survey

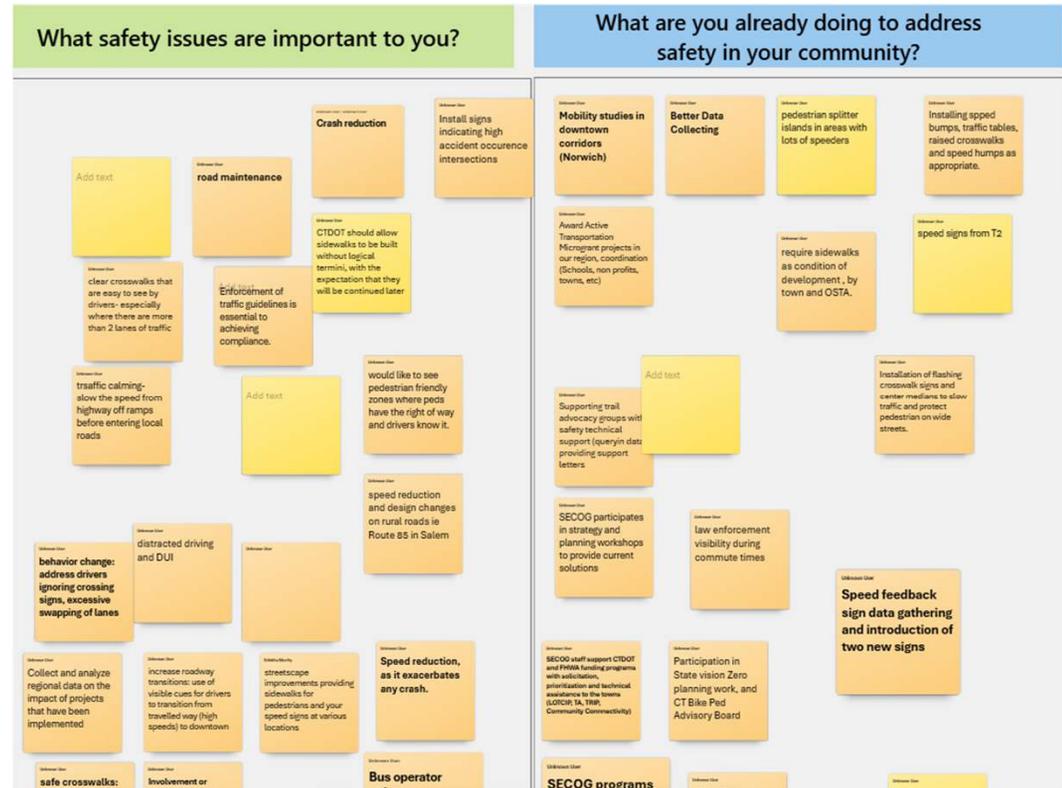
Public  
Meetings

Stakeholder  
interviews  
with member  
municipalities

Interviews  
with  
regional/  
statewide  
stakeholders

# Vision Zero Task Force

- Discussion of Vision Zero Statement and goal
- Goal setting activity on Whiteboard, asking participants to share safety issues in their communities and how they are currently being addressed
- Initial results of high-injury network development and crash trends in the region
- Provided input on strategies, countermeasures and recommendations
- Four meetings: 3/12/2025, 5/15/2025, 10/16/2025, 12/16/2025



# Online Survey

- Asked respondents about travel habits, commonly used modes, specific locations with safety concerns, and desired safety improvements
- Over **550 responses** representing nearly every municipality in the region
- Active from spring to fall 2025

## SECOG Safety Action Plan Survey

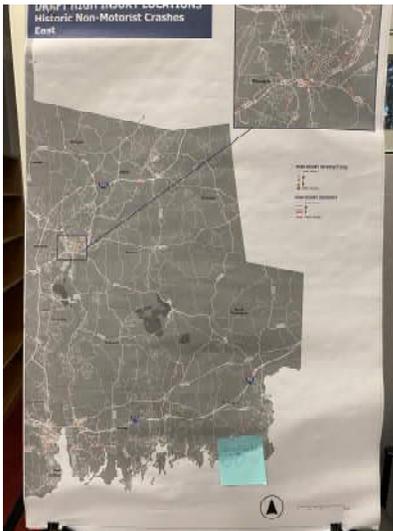
Oct 9, 2025

The Southeast CT Council of Governments (SECOG) received a U.S. DOT Safe Streets and Roads for All (SS4A) grant to update its Regional Transportation Safety Plan and we want to hear from you!

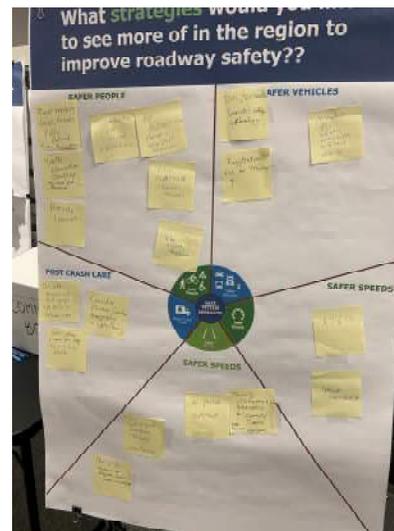
# Public Meetings

Virtual public meeting on 6/16/25  
In-person public meeting on 6/17/25  
COG Board 1st overview 6/18/25  
COG Board 2nd overview 1/21/25  
In-person public meeting on 1/22/25

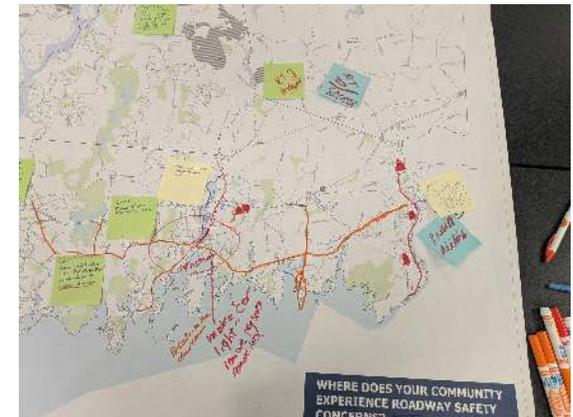
Shared initial crash analysis results including draft high-injury network and overrepresentation analysis



Facilitated activities asking attendees to share what safety strategies they would like to see

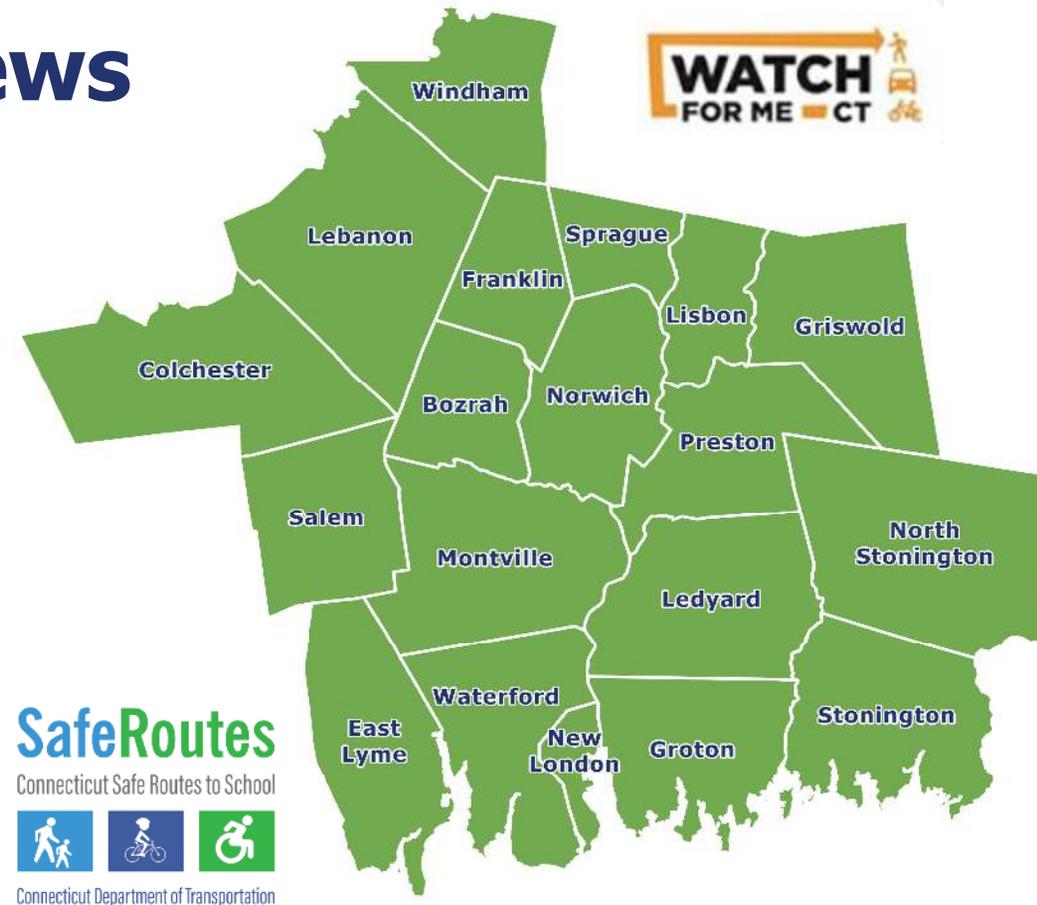


Provided large-format map for attendees to identify unsafe locations

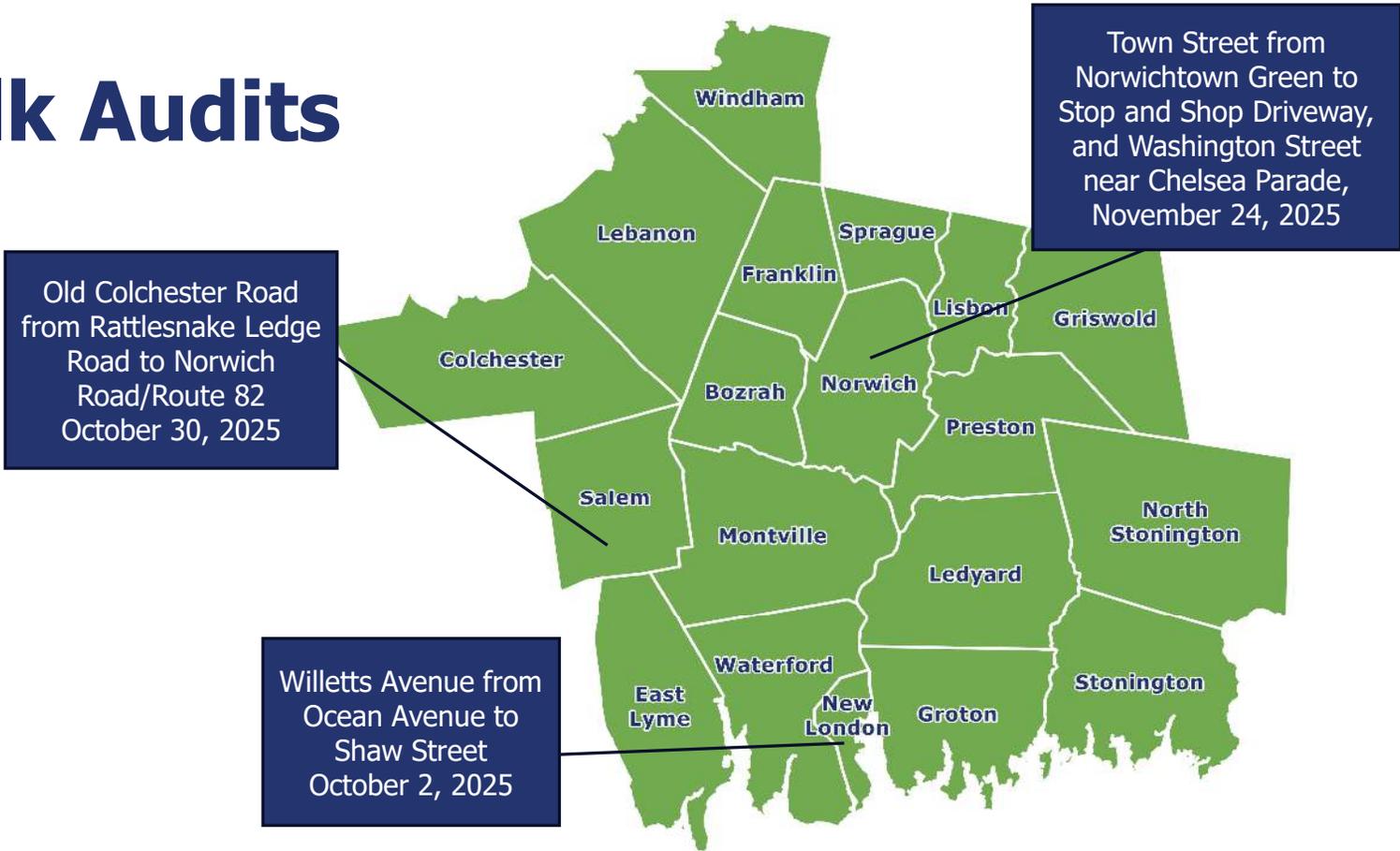


# Stakeholder Interviews

- 17 municipalities, 1 federally recognized tribe, and three external stakeholders participated in stakeholder interviews
- Presented top crash locations within each municipality and discussed other potentially unsafe locations
- Gauged interest in countermeasures and other safety strategies
- Further discussed how organizations such as Safe Routes to School and Watch For Me CT can support municipalities through their safety education campaigns



# Walk Audits



# What We Heard

**Over 50%**

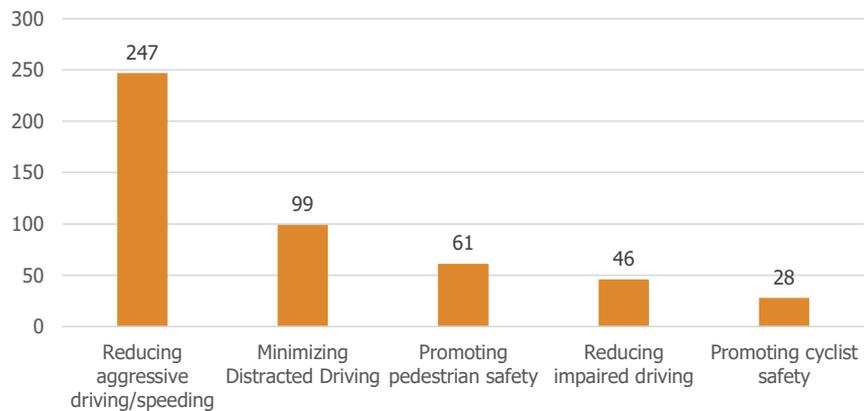
of survey respondents cited **speeding and aggressive driving reduction as a high priority**

Municipalities often cited support for **RRFBs, speed humps, illuminated stop signs, and roundabouts.**

Site Specific comments such as:

"Stricter enforcement of speeding. We need a better light at the intersection of 354 and Lake Hayward. Too many accidents."

**What is your highest priority safety enhancement?**



**“What can be done to improve roadway safety?”**

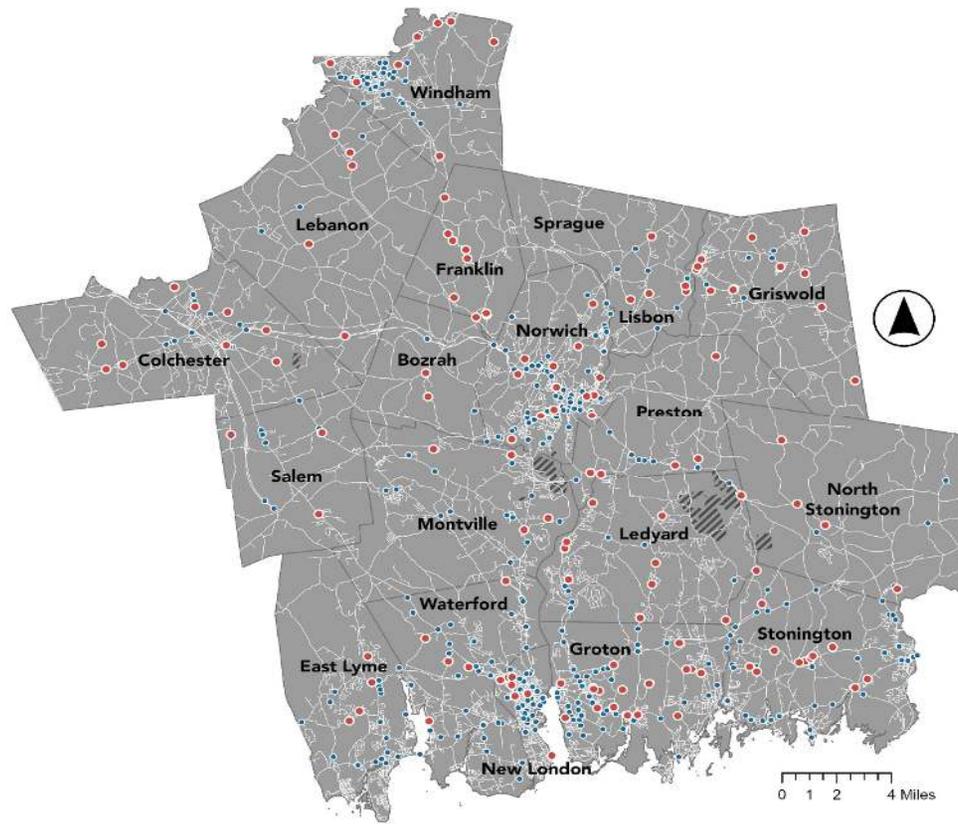


# Public Engagement Summary: Key Issues & Desires

ISSUES	IMPROVEMENTS DESIRED
<ul style="list-style-type: none"><li>• Vehicle speeding on both state and local roadways</li><li>• Lack of pedestrian and bicycle connectivity</li><li>• Intersection conflicts</li><li>• Enforcement can be a barrier for many small towns</li><li>• Impaired/distracted driving</li><li>• Motorcyclist safety</li><li>• Managing conflicts between vehicles, e-bikes, dirt bikes and pedestrians</li></ul>	<ul style="list-style-type: none"><li>• Improved coordination with DOT and state transportation programs desired</li><li>• Speed humps</li><li>• RRFBs</li><li>• Enhanced Enforcement</li><li>• Intersection realignments</li><li>• Roundabouts</li><li>• Curve ahead signage</li><li>• Illuminated stop signs</li><li>• More signalized intersections</li><li>• Enhanced sidewalk network</li></ul>

# **ANALYSIS AND PROJECT DEVELOPMENT**

# Fatal and Serious Injuries, 2020-2024



**423**

Serious  
Injury  
Crashes

**135**

Fatal Injury  
Crashes

- Fatal Injury
- Serious Injury

# Safety Analysis

## Crash Types More Likely to Result in Serious or Fatal (KSI) Injury

### Vehicle-Pedestrian Crashes

1% of total crashes vs.  
**11% of KSI crashes**

### Single Vehicle Crashes

27% of total crashes vs.  
**39% of KSI crashes**

### Head-On Crashes

2% of total crashes vs.  
**9% of KSI crashes**

### Crashes into Tree

2% of total crashes vs.  
**9% of KSI crashes**

### Motorcycle Crashes

2% of total crashes vs.  
**16% of KSI crashes**

### Under the Influence (Reported)

3% of total crashes vs.  
**9% of KSI crashes**

### Unlighted Dark Roadway

8% of total crashes vs.  
**16% of KSI crashes**

### Curved Roadways

14% of total crashes vs.  
**26% of KSI crashes**

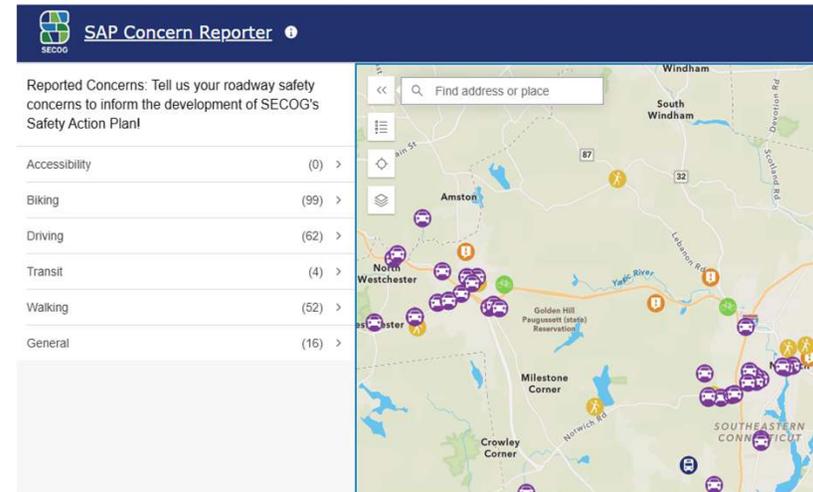
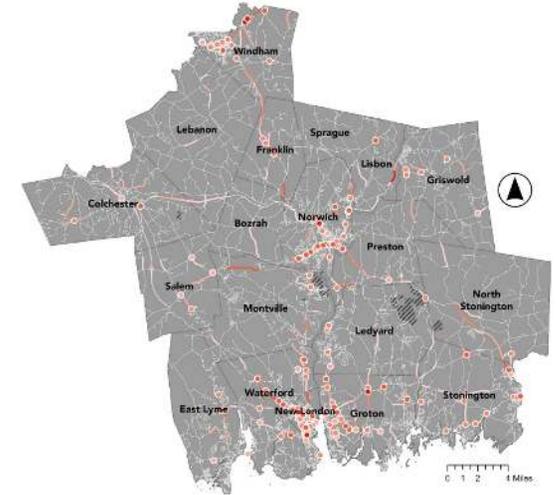
# Project Development Process

## Identify key regional and municipal specific project locations within the SECOG region using:

- High Injury Network (HIN)
  - Segments
  - Intersections
- Public Survey and Public Input Map
- Municipal Stakeholder Input
- Previous Plans
  - SECOG Pedestrian Bike Plan
  - 2022 Safety Action Plan

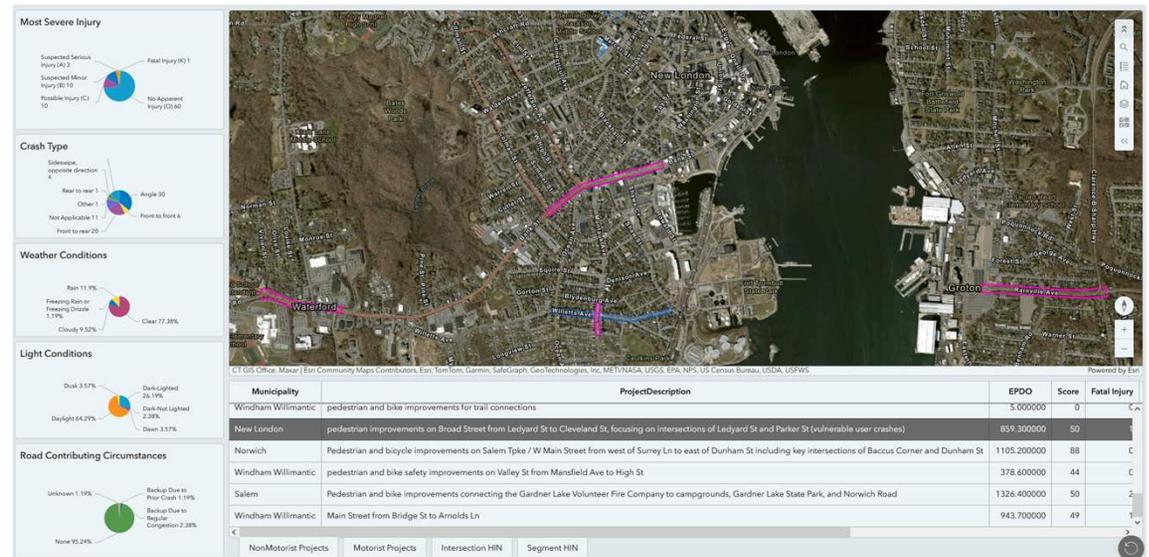
## Key Notes:

- Listen to feedback provided from residents and key stakeholders from each town, including police, DPW, firefighters, municipal staff, and others.
- Identify projects that address **vehicular** and **non-motorist** (walking, biking, etc.) concerns.



# Proposed Projects

- 88 projects
  - 65 Motorist Focused Projects
  - 23 Non-Motorist Focused Projects
- Selected for geographic diversity as well as targeting highest crash locations



# **RECOMMENDATION DEVELOPMENT & COUNTERMEASURES**

# Prevention Strategies: Safety Countermeasures

## • **Systemic improvements**

- Improvements applied to the entire transportation system, such as:
  - Speed limit signage
  - High-friction surface treatments
  - Road safety plans
  - Larger and double stop signs on municipal roadways
  - Wider Edge Lines
  - High Friction Surface Treatment
  - Curve Warning Signs
  - Speed Feedback signs
  - Over height vehicle detection
  - Wrong way driver detection at interstate ramps
  - Providing bicycle and pedestrian facilities

## • **Location-specific improvements**

- Improvements applied to specific locations within the transportation systems, such as:
  - Midblock crossing upgrades (i.e. RRFBs)
  - Road diets
  - Crosswalk and pavement marking improvements
  - Signal timing changes
  - APS upgrades
  - Replace Crosswalk Signs and Pavement Markings
- **CTDOT's education and enforcement efforts address safety issues on a statewide scale**
  - Be Safe Be Seen campaigns
  - Safe Routes to School
  - Speed enforcement programs (including Automated Traffic Enforcement Safety Devices)
  - Speed limit studies
  - CRSMS UCONN tool
  - CHAMP Safety Service Patrol

# Developing Countermeasures



## Traffic Engineering - Safety



Proven Safety Countermeasures

Search Safety Proven Countermeasures

Resources

### Proven Safety Countermeasures

FHWA's Proven Safety Countermeasures initiative (PSCI) is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways. Transportation agencies are strongly encouraged to consider widespread implementation of PSCs to accelerate the achievement of local, State, and National safety goals. These strategies are designed for all road users and all kinds of roads—from high-volume freeways to less traveled two-lane State and county roads—management, intersections, roadway design, and everything in between. Each countermeasure addresses a specific safety issue that address multi-



# What are CMFs?

## SPEEDING

Countermeasure	CMF
Narrow travel lanes	0.76
Road Diet (4 to 3 lanes)	0.53 – 0.71
Speed feedback radar signs	0.95 (rural single vehicle crashes)

“A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.”

[A Guide to Developing Quality Crash Modification Factors](#)

▼ Countermeasure: Convert 12-foot lanes to 11-foot lanes

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	0.76	24	★★★★★	All	All	Rural	ABDEL-ATY ET AL., 2014	Analysis method was a before-a... [READ MORE]
<input type="checkbox"/>	0.85	15	★★★★★	All	All	Rural	ABDEL-ATY ET AL., 2014	Analysis method was a before-a... [READ MORE]

# Single Vehicle Crashes



## SPEEDING

Countermeasure	CMF
Narrow travel lanes	0.76
Road Diet (4 to 3 lanes)	0.53 – 0.71
Speed feedback radar signs	0.95 (rural single vehicle crashes)

## EDGE OF ROAD OR CURVE VISIBILITY

Countermeasure	CMF
Reflective edge lines (paint)	0.67 - 0.85
Shoulder rumble strips	0.67 – 0.84 (run-off road, fatal and injury crashes)
Chevrons	0.59 - 0.82 (fatal and injury crashes)



4-3 Road Diet

# Single Vehicle Crashes (Continued)

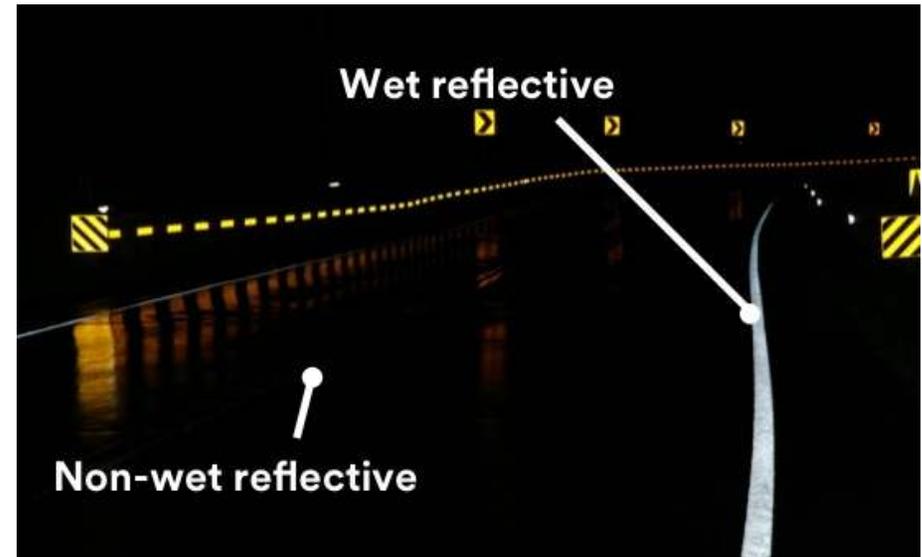


## WET OR DARK CONDITIONS

Countermeasure	CMF
High friction surface treatment	0.26 (wet road crashes) – 0.53
Wet reflective pavement markings (thermoplastic)	0.47 (wet road crashes) – 0.86
Install lighting	0.63 (injury crashes) – 0.79

## OBSTRUCTIONS ON SIDE OF ROAD

Countermeasure	CMF
Reflective object markers on utility poles, guardrails and posts on side of road	CMF not available
Relocate utility poles	0.66 (injury crashes) – 0.86



Wet Reflective Pavement Markings  
(Source: [3mcanada](http://3mcanada.com))

# Angle Crashes



## CONFLICTING TURNING MOVEMENTS AND SPEEDING

Countermeasure	CMF
Roundabout	0.18 (injury crashes) – 0.52
No Turn on Red	CMF not available
2-Way to 4-Way Stop	0.3 (injury crashes) – 0.4
Protected Left Turn Phasing	0.84 – 0.94
Road Diet	0.53 – 0.71
Access management (driveway closures, restricted movements)	0.8
Advanced Stop Signs	0.89 – 0.92
Flashing Beacons	0.9 (injury crashes) – 0.95



Roundabouts (Source: CTDOT)

# Angle Crashes (Continued)



## RED LIGHT RUNNING

Countermeasure	CMF
Yellow change interval modification	0.88
Backplates with retroreflective borders	0.85
Red light running camera	Varies



Retroreflective Backplates (FHWA)

# Head-On Crashes



## CROSSING CENTER LINE

Countermeasure	CMF
Centerline rumble strips	0.33 – 0.73
Median Barrier	0.56



Median Barrier

# Vehicle-Pedestrian Crashes



## CROSSWALK VISIBILITY

Countermeasure	CMF
Rapid Rectangular Flashing Beacon (RRFB)	0.31 (pedestrian crashes)
Curb extension at crosswalk	CMF not available



Curb Extension

## SPEEDS

Countermeasure	CMF
Raised crosswalks	0.55 (pedestrian crashes)
Raised intersection	CMF not available
Speed humps	0.6

# Vehicle-Pedestrian Crashes (Continued)



## SEPARATION IN SPACE AND TIME

Countermeasure	CMF
Leading Pedestrian Intervals (LPIs)	0.83 (injury crashes)
Pedestrian Crossing Islands	0.69 (pedestrian crashes) – 0.86
Pedestrian Hybrid Beacons (HAWK)	0.57 (pedestrian crashes)
Sidewalks	0.6



Pedestrian Hybrid Beacons

# Vehicle-Bicycle Crashes



## SPEEDS

Countermeasure	CMF
Bicycle boulevard	0.37 (bicycle crashes)
Raised bicycle crossing	0.49 (bicycle crashes)

## SEPARATION

Countermeasure	CMF
Bike lanes	0.27 (bicycle crashes) – 0.44
Buffered Bike Lane	0.73
Add bike lane separation	0.5



Shared Use Paths

# CTDOT Safety Countermeasure Examples



**High Friction Surface Treatment (HFST)**

A High Friction Surface Treatment (HFST) applies a highly durable aggregate to the pavement using a strong polymer binder to restore or maintain pavement friction.



**Rectangular Rapid Flash Beacons (RRFB)**

Rectangular Rapid Flash Beacons (RRFB) can enhance safety by reducing crashes between vehicles and pedestrians at uncontrolled approaches to unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.



**Centerline Rumble Strips (CLRS)**

Centerline rumble strips are grooves within the double yellow centerline that produce noise and vibration when the tires of a vehicle come into contact with them.



**Roundabouts & Traffic Circles**

Modern roundabouts eliminate points of conflict, and reduce the severity of crashes while offering congestion benefits. Pedestrian refuge islands may improve pedestrian experience by shortening individual crossing distances.

Source: CTDOT, roundabout description from SECOG

# Top Motorist Projects & Countermeasures

Rank	City / Town	Project Location	EPDO	TOTAL KABC Crashes	Location Issue	Traffic Safety Countermeasures
1	Franklin	Franklin Turnpike (CT-32) from Franklin Town Hall to Tyler Road	2336	22	Speeding, Single Vehicle and Angle Crashes, Night Crashes	<ul style="list-style-type: none"> <li>• Install speed feedback radar signs.</li> <li>• Install center line rumble strips.</li> <li>• Re-stripe climbing lane striping north of Town Hall.</li> <li>• Trim vegetation at Whippoorwill Hollow Road.</li> <li>• Consider installing no passing signs on the downhill.</li> </ul>
2	Lisbon	River Road (CT-12) from Lee Road to I-395 Interchange	1592	29	Angle Crashes, Access Management, Speeding	<ul style="list-style-type: none"> <li>• Narrow lanes to 11' consistently near Lisbon Landing Shopping Plaza.</li> <li>• Evaluate a road diet.</li> <li>• Install signal backplates.</li> <li>• Provide pedestrian crossing refuge island at Lisbon Landing and Target intersection across the north leg of River Road.</li> <li>• Evaluate sidewalk connectivity.</li> <li>• Install wayfinding signage at commercial area north of I-395 to reduce access management confusion.</li> </ul>

Rank	City / Town	Project Location	EPDO	TOTAL KABC Crashes	Location Issue	Traffic Safety Countermeasures
3	Groton	Fort Hill Road (US-1) from South Road (CT-649) to Vergennes Court	1563	40	Rear-End and Angle Crashes, Access Management, Ped/Bike Conflicts	<ul style="list-style-type: none"> <li>· Replace side street signals at South Road with pedestrian signal and new crosswalk on north leg.</li> <li>· Consider options for developing a continuous sidewalk network on the north and south sides of US-1, including accommodation at driveways.</li> <li>· At Depot Road, consider mountable curb extension on southwest corner to shorten crossing distance.</li> <li>· Evaluate yellow and all-red clearance intervals at Depot Road intersection and signal timing optimization.</li> <li>· At Newtown Road (CT-117), move stop bar and crossing for the north leg further south, provide bump-out on the northeast corner. Close gas station driveway closest to intersection.</li> <li>· Install crosswalk across east leg of US-1.</li> <li>· Consider upgrades to crosswalk and ramps at Vergennes Court, consider RRFB at midblock crossing.</li> </ul>
4	Colchester	Middletown Road (CT-16) corridor improvements from Westchester Road (CT-149) to Standish Rd	1313	52	Speeding, Single Vehicle, Rear End, and Angle Crashes	<ul style="list-style-type: none"> <li>· Install speed feedback radar signs.</li> <li>· Implement traffic calming measures in line with CTDOT guidance on state roads near businesses and driveways</li> <li>· Ensure lanes are consistently 11 feet wide.</li> <li>· Install wider edge lines.</li> <li>· Delineate the side of road using reflective object markers.</li> <li>· Install centerline rumble strips.</li> <li>· Extend sidewalk on south side of roadway to Dunkin Donuts at the intersection of Westchester Road.</li> <li>· Narrow eastbound lane in commercial district. Evaluate clearance intervals and left turn phasing at the intersection of CT-149 and CT-16.</li> <li>· Provide a median refuge island at the CT-149 and CT-16 intersection on the eastern leg of CT-16.</li> </ul>

# Top Non-Motorist Projects & Countermeasures

Rank	City / Town	Project Location	EPDO	TOTAL KABC Crashes	Location Issue	Traffic Safety Countermeasures
1	Salem	Old Colchester Road (CT-354) from Gardner Lake Volunteer Fire Company to Norwich Road (CT-82)	1326.4	22	Ped/Bike Crashes, Single Vehicle Crashes, Speeding	<p><b>For additional countermeasures refer to walk audit notes.</b></p> <p>Install speed feedback radar signs.</p> <p>Use 6" edge lines to slow vehicles.</p> <p>Install lighting at key locations.</p> <p>Consider corridor-wide speed limit with signage.</p> <p>Trim vegetation for improved visibility and sight distances.</p> <p>Consider a flashing overhead beacon or pre-emption at the fire station.</p> <p>Install no passing signs.</p>

Rank	City / Town	Project Location	EPDO	TOTAL KABC Crashes	Location Issue	Traffic Safety Countermeasures
2	Norwich	Salem Turnpike / W Main Street (CT-82) from west of Surrey Lane to east of Dunham Street	1105.2	76	Ped/Bike Crashes, Access Management, Speeding, Traffic Congestion	<ul style="list-style-type: none"> <li>• Evaluate a road diet on CT-82.</li> <li>• Remove side street green at 45 Driveway CT-82 intersection, replace with pedestrian signal heads and APS push buttons.</li> <li>• Upgrade pedestrian signal and APS equipment along corridor.</li> <li>• Install LPI for pedestrian phasing, review signal timing, phasing, and clearance intervals.</li> <li>• Coordinate with project 0103-0275 CT-82 improvements phase two - replacing 3 signalized intersections with roundabouts and installing a continuous raised median between Old Salem Plaza and Maple Street.</li> <li>• Evaluate and connect sidewalk network between Dunham Street and 45 CT-82 Plaza.</li> <li>• Improve corridor lighting, crosswalks, and landscaping.</li> <li>• Provide a separated bicycle facility.</li> </ul>
3	Windham Willimantic	Main Street (CT-66) from Bridge Street (CT-32) to Arnolds Lane	943.7	31	Ped/Bike Crashes and Conflicts, Speeding, Access Management	<ul style="list-style-type: none"> <li>• Curb extensions at intersection of Bridge Street and Main Street.</li> <li>• Consider a further corridor study of Main Street evaluating a road diet to 1 11' lane each direction, install buffered bike lanes, and provide shortened turn pockets where necessary (evaluating Bridge Street intersection).</li> <li>• Realign crosswalks, repaint crosswalks, and evaluate all ADA ramps for compliance.</li> <li>• Evaluate access management along the corridor including restricting driveways to entrance or exit only, consider center left turn lane where applicable.</li> <li>• Provide bike infrastructure such as bike parking near Memorial Park.</li> <li>• Provide speed calming measures such as speed feedback signage. Evaluate need for midblock RRFB crossing at Memorial Park with bump outs.</li> <li>• For additional countermeasures refer to Main Street RSA completed in 2016.</li> <li>• Short-term countermeasures included: adjusting pedestrian crossing times, repaint crosswalks, repair damaged sidewalks, add detectable warning panels that are missing, and add pavement markings for shoulder lanes to direct vehicles to travel in one lane.</li> <li>• Medium-term countermeasures included: add ADA pushbuttons and pedestrian signal heads, provide bike accommodations in front of the First Baptist Church, add signage for bikers to dismount when crossing, add speed feedback radar signage. Consider updating intersection to include bike actuated movements, a bike box and a bicycle signal phase.</li> <li>• Long-term countermeasures included: develop bike accommodations on Riverside Drive (curb protected bike lanes, cycle track, other traffic calming), including signage for the trail connection.</li> <li>• Where parking is not allowed, stripe hatched markings.</li> </ul>

# **POLICIES AND STRATEGIES**

# Developing Policies & Strategies



- Organized by facets of the Safe System Approach
  - Safer People: encouraging safe and responsible travel behavior
  - Safer Vehicles: expanding the availability of vehicle safety systems and features, and encouraging wider adoption of safety features on bicycles
  - Safer Speeds: promoting context-appropriate speeds on all roadway environments
  - Safer Roads: designing roads to mitigate human mistakes and encourage safer driving behavior
  - Post-Crash Care: Improve emergency response outcomes, enhance data sharing, and prevent secondary crashes

# Existing Connecticut Programs

Program Name	Jurisdiction	Program Focus
Safe Routes to School	State and local	Encouraging students to walk, bike, or roll to school safely through education and safety assessments
Automated Traffic Enforcement Safety Devices	State and local	Speed and red-light running violation enforcement
Connecticut Rider Education Program	State and local	Education program for motorcycle operators
CTDOT Maintenance Resurfacing Program	State	Repaving and maintenance on state-owned roads
Town Aid Road Program	State and local	Maintenance, reconstruction, safety planning, traffic signs and signal improvements
Quick Build Complete Streets Demonstration Projects on State Roads	State	Temporary demonstration projects to test efficacy of Complete Streets-aligned interventions, such as protected bike lanes, curb extensions, and traffic calming measures.

# Programs (Continued)

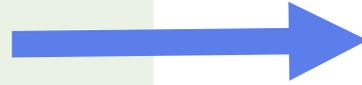
Program Name	Focus Area
STP	Used for roads collector and greater in urban areas and major collector and greater in rural areas
Transportation Alternative Program	Bicycle and pedestrian projects
Local Road Accident Reduction Program	Lower cost safety improvements on local roads
Small Town Economic Assistance Program	Broad applicability, including local roads
Town Aid Road Program	Infrastructure funding to every community based on population and road mileage

Program Name	
Community Connectivity Grant Program	<\$800,000 for bicycle, pedestrian and transit enhancement
Transportation Rural Improvement Program (TRIP)	Similar to LOTCIP, for rural areas
Federal and State Local Bridge Programs	Funding for bridge (>20'fed and >7' state)
Local Capital Improvement Program (LoCIP)	Formula funds for local road projects
Active Transportation Microgrants	Funds available to towns, schools, and non-profits for bike and pedestrian safety programs
Community Development Grants (CDBG)	Infrastructure projects in low- or moderate- income communities
Local Transportation Capital Improvement Program (LOTICIP)	Capital funds for transportation projects on Collectors and Arterials

# Moving from Issues to Strategies

## SAFER PEOPLE

Motorcyclist injuries  
and fatalities



Promote motorcycle safety awareness  
utilizing resources from Connecticut  
Rider Education Program

## SAFER VEHICLES

Bicycle visibility at night



Expand bike light and reflector  
distribution programs

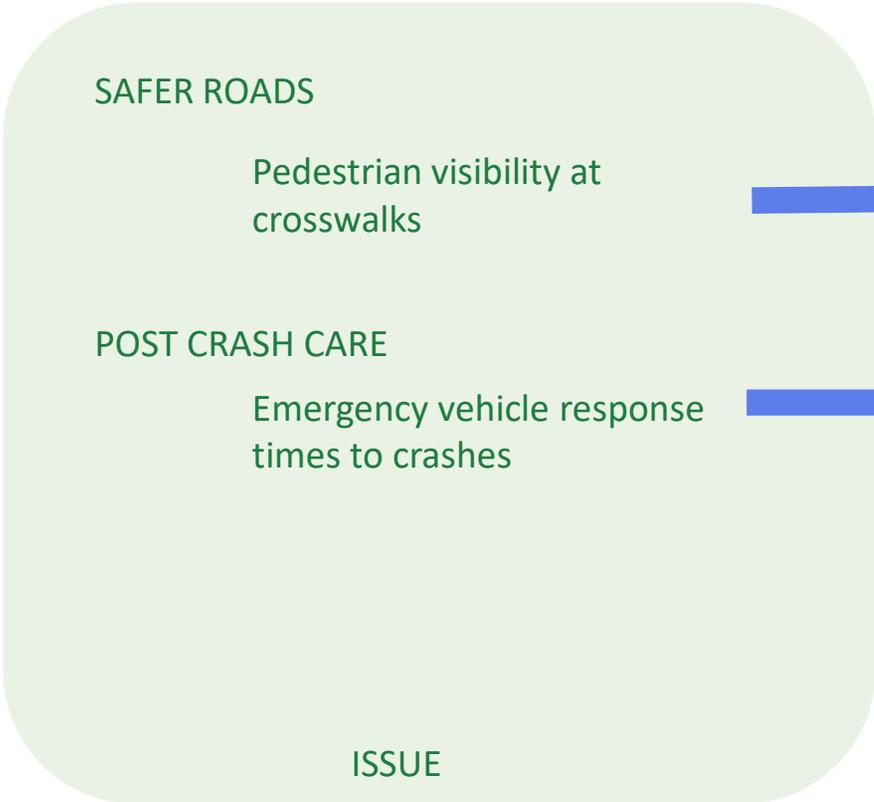
## SAFER SPEEDS

Vehicle – Pedestrian  
Crashes



Implement traffic calming measures in  
downtown areas through interventions  
such as pavement markings, traffic  
control devices, and signage to naturally  
slow traffic

# Continued



Work with communities to apply for CTDOT funding for Rectangular Rapid Flashing Beacons (RRFB) installations



Increase use of traffic signal pre-emption for emergency vehicles

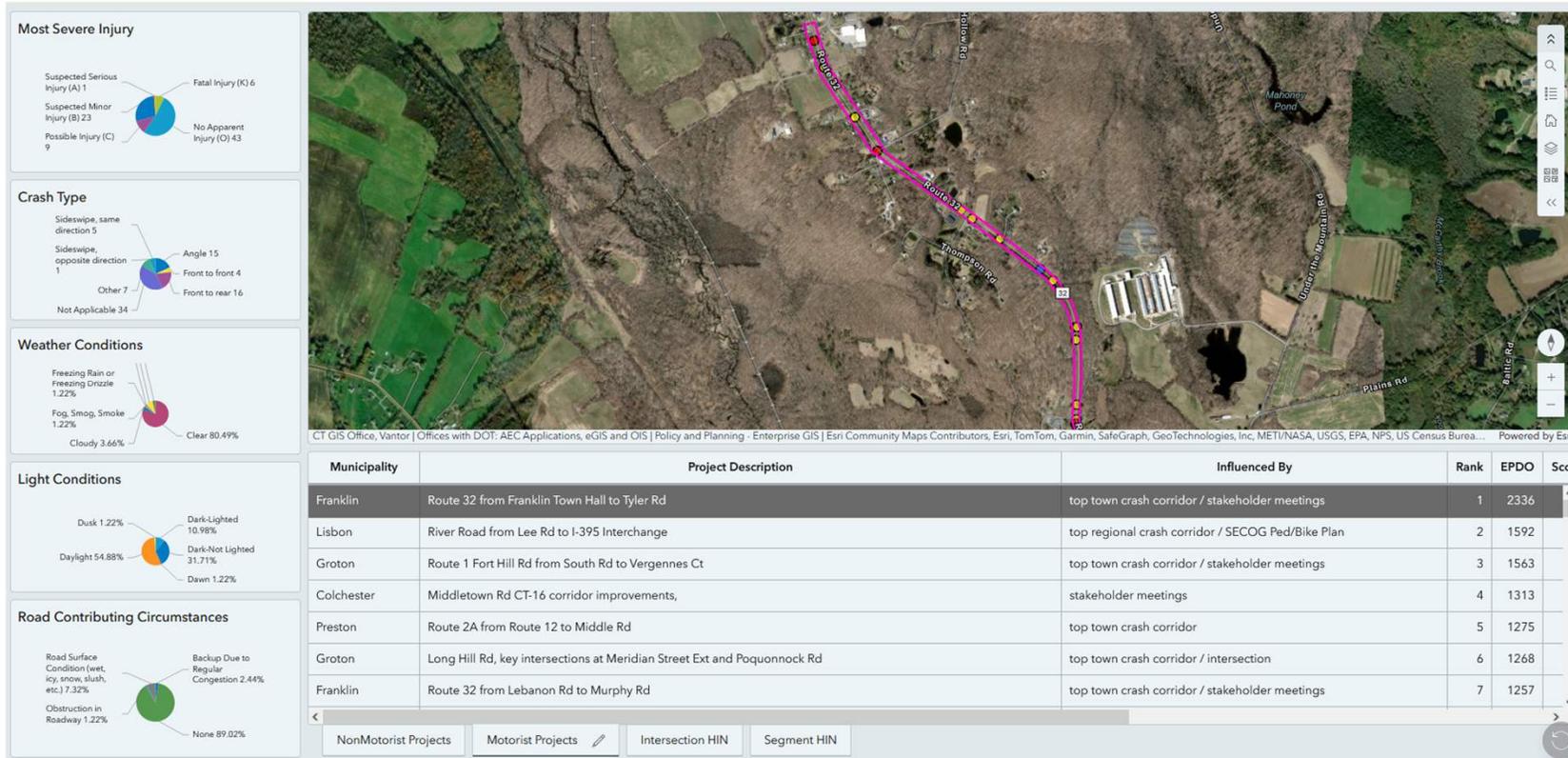
STRATEGY

**COMMENTS & FEEDBACK**

# Provide Feedback

- Looking for input on:
  - Proposed projects
  - Recommended policies and strategies
  - Feedback about the draft Safety Action Plan
- You can provide feedback virtually
  - Submit a comment on specific projects through the project dashboard
  - Email a member of the project team
    - [krattan@secogct.gov](mailto:krattan@secogct.gov)
    - [jmaxtutis@beta-inc.com](mailto:jmaxtutis@beta-inc.com)
  - Link to “provide feedback” on the website
- Feedback we are collecting tonight
  - Drop a note in the comment box
  - Talk to a team member
  - Interactive maps and boards

# SECOG Project Dashboard



Projects are organized by rank, in Motorist and Non-motorist tabs. Countermeasures pop-up for selected projects or can be referenced from the draft plan.

- Injury Types
- Crash Types
- Weather
- Light
- Contributing Circumstances

# **SCHEDULE & NEXT STEPS**

# Project Schedule

We are here.



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

**LEGEND:**

Kick Off Mtg (In-person)



Work Progress



Public Mtg (In-person)



SECOG Review/Comments



Task Force Meeting\*



Notice to proceed



Project Team Progress Meeting (Virtual)



Report Deliverable



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

# Next Steps

- 30-day comment period beginning January 22<sup>nd</sup>
- Revisions to final plan based on comments (ongoing)
- SECOG Board Adopts Final Plan (March 2026)
- Implementation begins
  - Coordinating recommendations with CTDOT
  - Supporting towns in grant applications
  - Preliminary project development

# What's Next?

- Check out the maps around the room
  - Project maps
  - High-injury network
- Read municipal guides
  - View crash information and proposed projects by towns
- Review proposed strategies and policies
  - Share your thoughts on the question boards
- Leave a comment on the draft plan
  - SECOG and BETA staff will be around to answer questions