

SS4A Regional Transportation Safety Action Plan

SECOG

Vision Zero
Task Force Meeting #4
December 16, 2025



SECOG

AGENDA

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The Project Team

Project Team



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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
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**Stephanye
Clarke, Ledge
Light Health
District**

**Deb Jones,
Town of Groton**

**Bill Middleton,
Town of
Stonington**

**Natasha Fatu,
Connecticut
Department of
Transportation**

**Tina Falck, Town
of Griswold**

**Sal Tassone, Town
of Colchester**

**Brandon
McIntyre,
Mashantucket
Pequot Tribal
Nation**

Where are we in the planning process?

Identifying Key Issues & Priority Areas

- Initial VZTF meeting
- Public Survey
- Virtual and In-Person Public Meeting
- Meetings with each SECOG community
- High Injury Network Development
- Risk Based Network Analysis
- Evaluation of Over-Represented Crash Types

Developing Recommendations

- Walk Audits
- Meetings with SRTS, DPH, CTDOT
- Review of existing policies and strategies
- Research into policies and recommendations proposed elsewhere
- Project Development
- Non-Infrastructure Strategy & Policy Development

Writing Safety Action Plan

- Synthesizing information into a cohesive final plan the region can use to apply for SS4A implementation funding



We're here

PUBLIC ENGAGEMENT UPDATES

Completed Public Engagement Activities

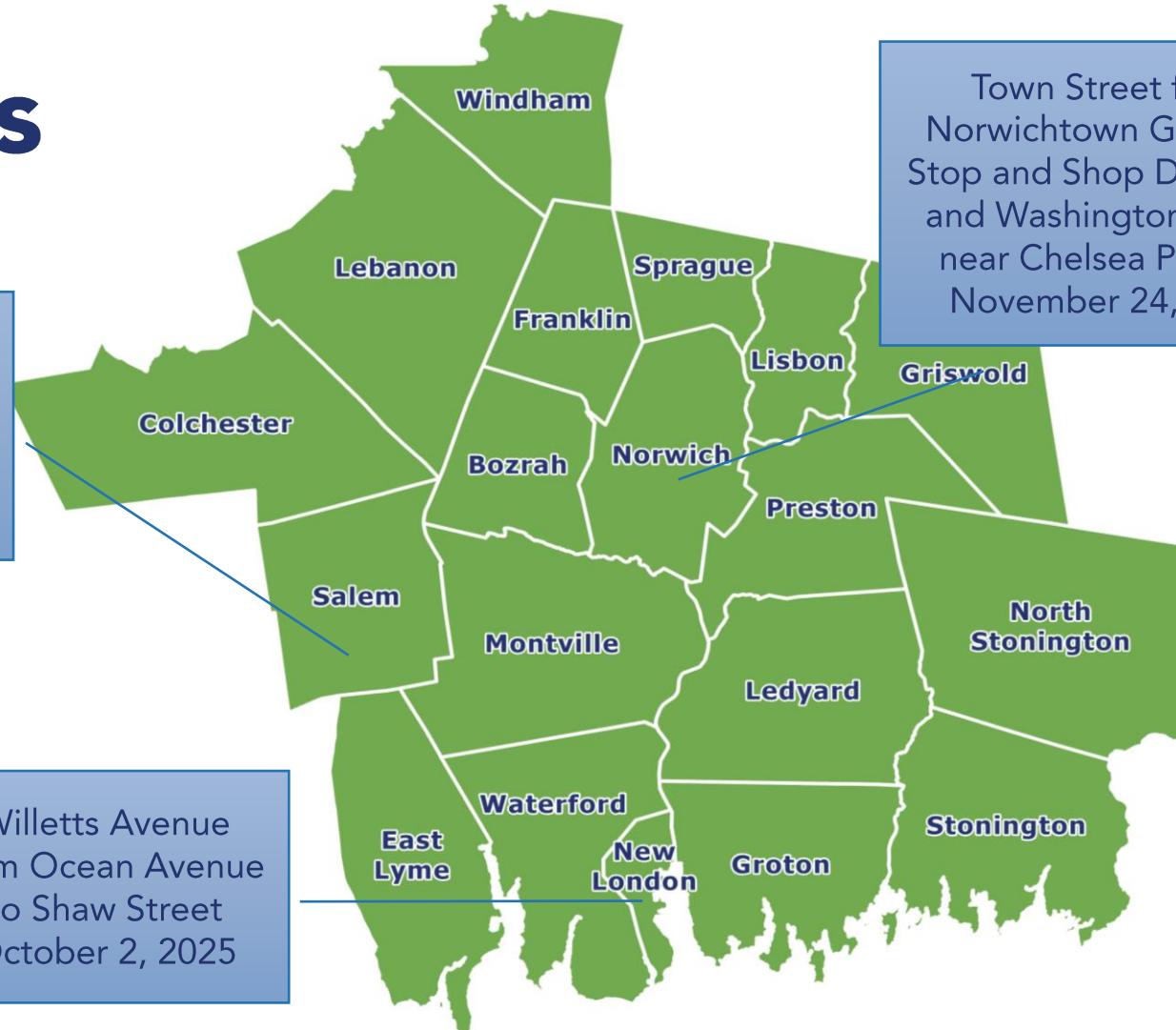
- Public-facing Survey
 - Open from spring to November 2025
 - Received 568 total responses
- Interactive Map and Dashboard
 - Open from spring to November 2025
 - Received 243 total responses
- Stakeholder Interviews
 - From June to September 2025
 - Met with 17 municipalities, 1 federally recognized tribe, and 3 external stakeholders
- Walk Audits
 - Fall 2025
 - Conducted three walk audits at top crash locations in Norwich, New London, and Salem

Walk Audits

Old Colchester Road
from Rattlesnake
Ledge Road to
Norwich Road/Route
82
October 30, 2025

Willetts Avenue
from Ocean Avenue
to Shaw Street
October 2, 2025

Town Street from
Norwichtown Green to
Stop and Shop Driveway,
and Washington Street
near Chelsea Parade,
November 24, 2025



Public Engagement Summary: Key Issues & Desires

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

ANALYSIS AND PROJECT DEVELOPMENT

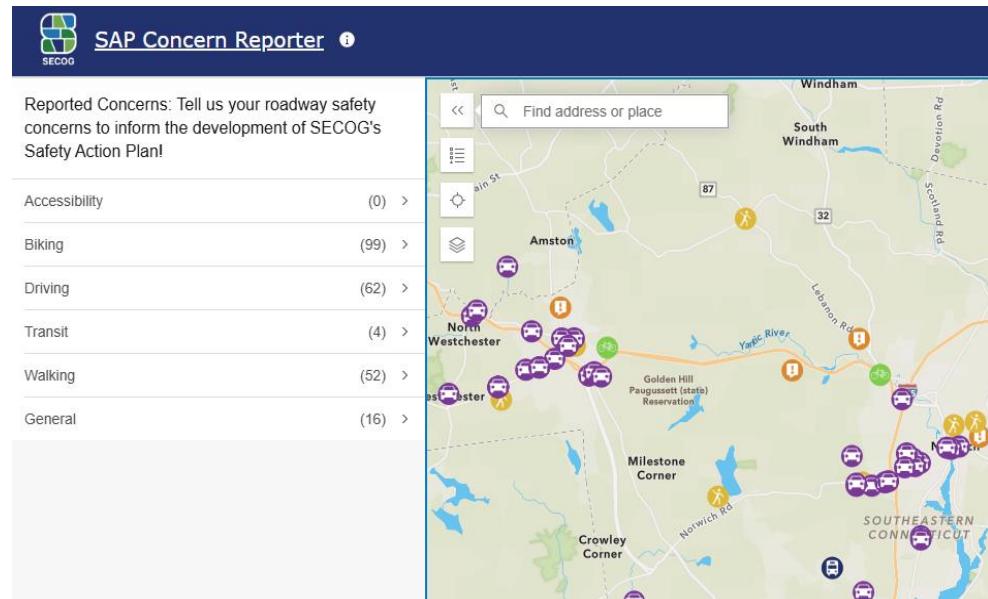
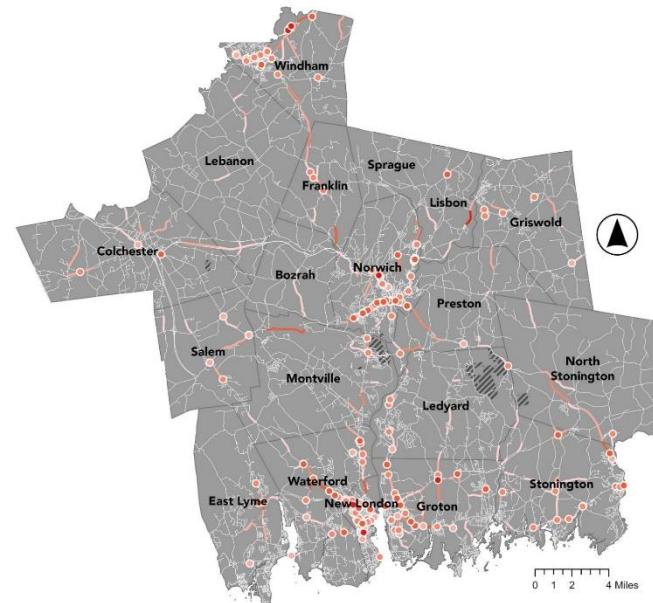
Project Development Process

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

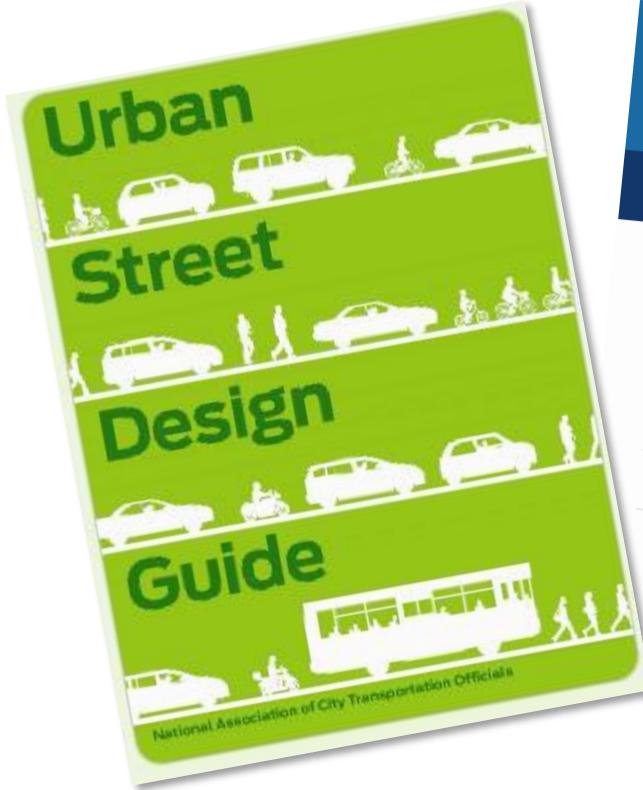
- High Injury Network (HIN)
 - Segments
 - Intersections
- Public Survey and Public Input Map
- Municipal Stakeholder Input
- Previous Plans
 - SECOG Pedestrian Bike Plan
 - 2022 Safety Action Plan

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.



Developing Countermeasures



The image is a screenshot of the Connecticut Department of Transportation (CTDOT) website. At the top is a dark blue header with the CTDOT logo on the left and the text 'Department of Transportation' in white. Below the header is a navigation bar with links: Home, Travel Gateway, Business, Careers, Bureaus, News, Programs & Projects, and About.

Traffic Engineering - Safety

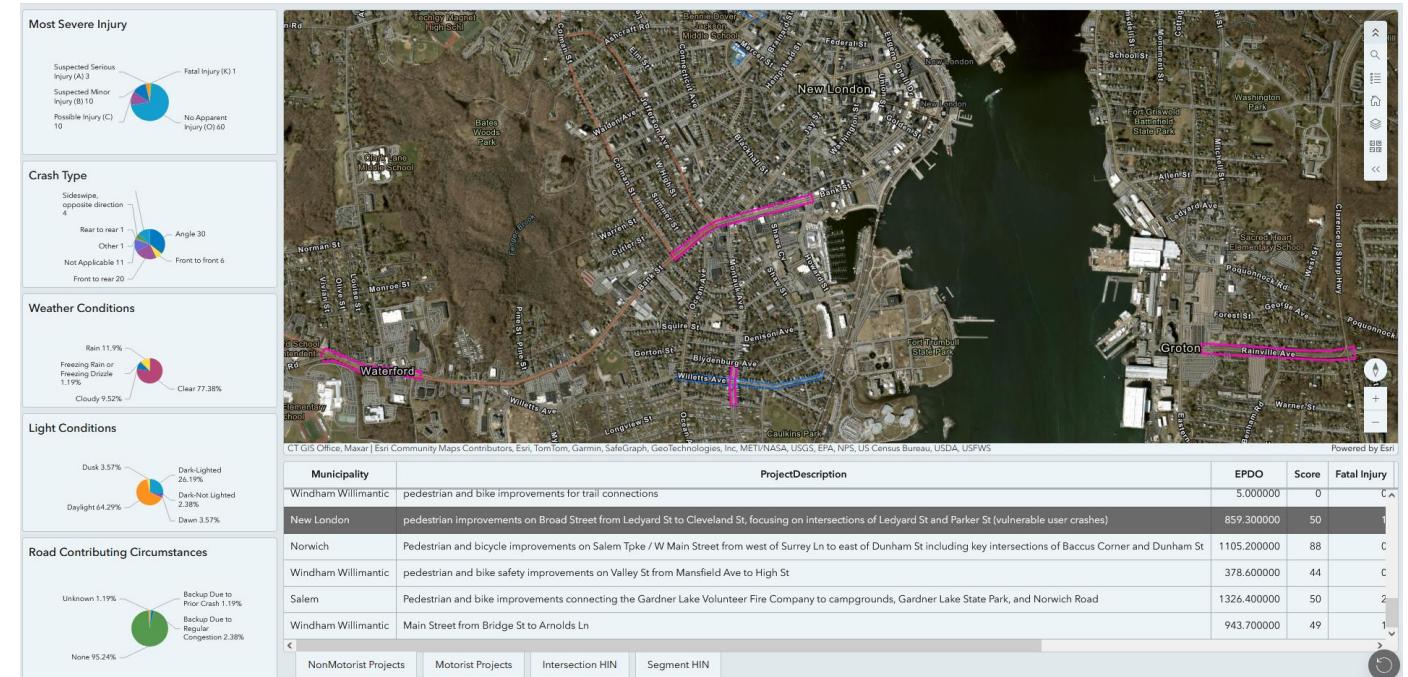
The image is a screenshot of the Federal Highway Administration (FHWA) website. The header is blue with the FHWA logo on the left and navigation links: About FHWA, Programs, Resources, and Newsroom. Below the header, there is a breadcrumb navigation: Home / Safety / Proven Safety Countermeasures. The main content area has a white background with a dark blue header. The title 'Proven Safety Countermeasures' is in large, bold, blue letters. Below the title, there is a detailed description of the initiative.

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, from curves, and everything in between. Each countermeasure addresses multiple safety issues that address multiple safety issues.

The image is a screenshot of the Crash Modification Factors Clearinghouse (CMF) website. The logo is on the left, featuring a stylized 'CMF' with a triangle icon. To the right of the logo, the text 'CRASH MODIFICATION FACTORS CLEARINGHOUSE' is written in large, bold, white letters on a dark blue background.

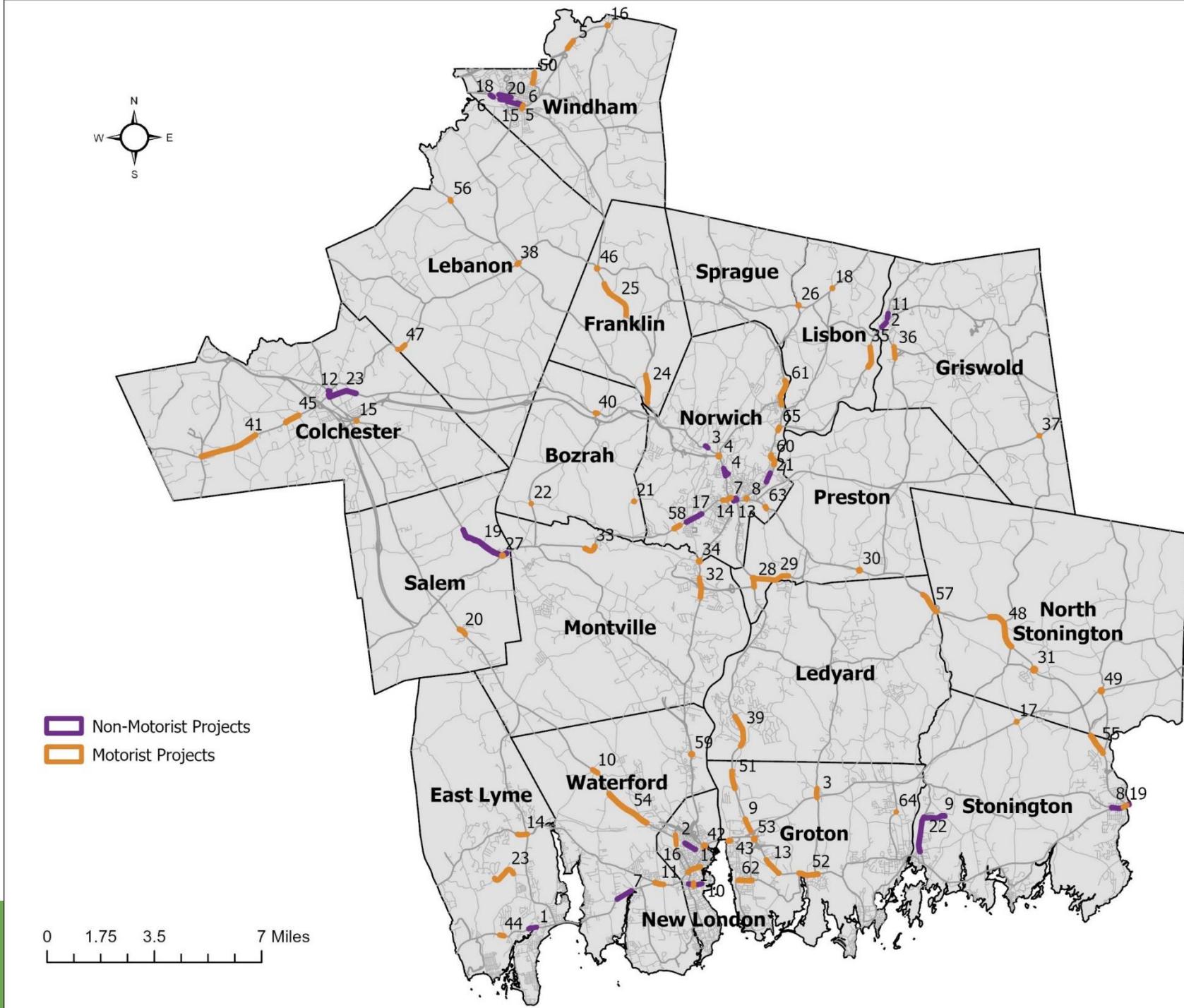
Projects

- 88 total projects
- 65 Motorist Focused Projects
- 23 Non-Motorist Focused Projects
- We selected them for geographic diversity as well as targeting highest crash locations



PRIORITY PROJECTS AND COUNTERMEASURES

Project Locations



Common Countermeasures

- Long Term
 - Roundabouts (angle)
 - Intersection realignment (all)
 - Traffic signals (all)
 - Pedestrian refuge island (pedestrian)
 - Expanding sidewalk network (pedestrian)
- Short and Medium Term
 - Flex post curb extensions (pedestrian)
 - Road restriping (all)
 - Road diet (angle)
 - Quick-build bike lanes (bicycle)
 - Centerline rumble strips (head-on)
 - Reflective edge line or reflective markers along side of the road (nighttime)
 - Crosswalk and sidewalk upgrades (pedestrian)
 - RRFB (pedestrian)
 - Signal timing changes (all)
 - Lighting improvements (nighttime)
 - Stop signs (head-on)

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"> Install speed feedback radar signs. Install center line rumble strips. Re-stripe climbing lane striping north of Town Hall. Trim vegetation at Whippoorwill Hollow Road. Consider installing no passing signs on the downhill.
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"> Narrow lanes to 11' consistently near Lisbon Landing Shopping Plaza. Evaluate a road diet. Install signal backplates. Provide pedestrian crossing refuge island at Lisbon Landing and Target intersection across the north leg of River Road. Evaluate sidewalk connectivity. Install wayfinding signage at commercial area north of I-395 to reduce access management confusion.

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"> Replace side street signals at South Road with pedestrian signal and new crosswalk on north leg. Consider options for developing a continuous sidewalk network on the north and south sides of US-1, including accommodation at driveways. At Depot Road, consider mountable curb extension on southwest corner to shorten crossing distance. Evaluate yellow and all-red clearance intervals at Depot Road intersection and signal timing optimization. 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. Install crosswalk across east leg of US-1. Consider upgrades to crosswalk and ramps at Vergennes Court, consider RRFB at midblock crossing.
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"> Install speed feedback radar signs. Implement traffic calming measures in line with CTDOT guidance on state roads near businesses and driveways Ensure lanes are consistently 11 feet wide. Install wider edge lines. Delineate the side of road using reflective object markers. Install centerline rumble strips. Extend sidewalk on south side of roadway to Dunkin Donuts at the intersection of Westchester Road. Narrow eastbound lane in commercial district. Evaluate clearance intervals and left turn phasing at the intersection of CT-149 and CT-16. Provide a median refuge island at the CT-149 and CT-16 intersection on the eastern leg of CT-16.

Rank	City / Town	Project Location	EPDO	TOTAL KABC Crashes	Location Issue	Traffic Safety Countermeasures
5	Preston	Poquetanuck Road (CT-2A) from Laurel Hill Road (CT-12) to Middle Road	1275	7	Speeding, Single Vehicle Run Off Road Crashes, Night Crashes	<ul style="list-style-type: none"> Evaluate impact and future needs of the Preston Riverwalk project, provide multimodal facilities that address existing and future congestion along Routes 12 and 2A. Install chevron signage, curve ahead signage, add reflectors on telephone poles and trees near curves. Consider high friction surface treatment near 188-196 Poquetanuck Road (CT-2A). Evaluate corridor illumination. Consider edge rumble strips and thicker edge lines. Coordinate with project 0172-0515 resurfacing for restriping edge lines and center lines. Provide a multiuse path from Route 117 to Route 12 and consider the need for multiuse paths in the design of the Riverwalk development.
6	Groton	Long Hill Road (US-1) from Wayne Road to Poquonock Rd	1268	17	Access Management, Angle and Rear End Crashes, Ped/Bike Conflicts	<ul style="list-style-type: none"> Consider road diet from 4 to 3 lanes with a center left turn lane and/or center median with separated bike lanes. Install pedestrian signal heads and crosswalks across the east leg of Meridian Street intersection. Install or rehabilitate existing sidewalks to provide a multiuse path >10' on southbound Route 1 and a 5' sidewalk on the northbound side of Route 1. Add detectable warning panels at Poquonock Road Evaluate yellow and all-red clearance intervals at all signals along the corridor. Update signal timing and phasing, consider signal coordination for improved corridor mobility. Install signal backplates at Meridian Street intersection. At Drozdyk Drive revise and narrow driveways to allow a westerly unrestricted "in" and a easterly right-turn-only "out" Install pedestrian signal heads on east leg of Poquonock Road intersection. Restripe crosswalks at Poquonock Road. Conduct a corridor study.

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>For additional countermeasures refer to walk audit notes.</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>

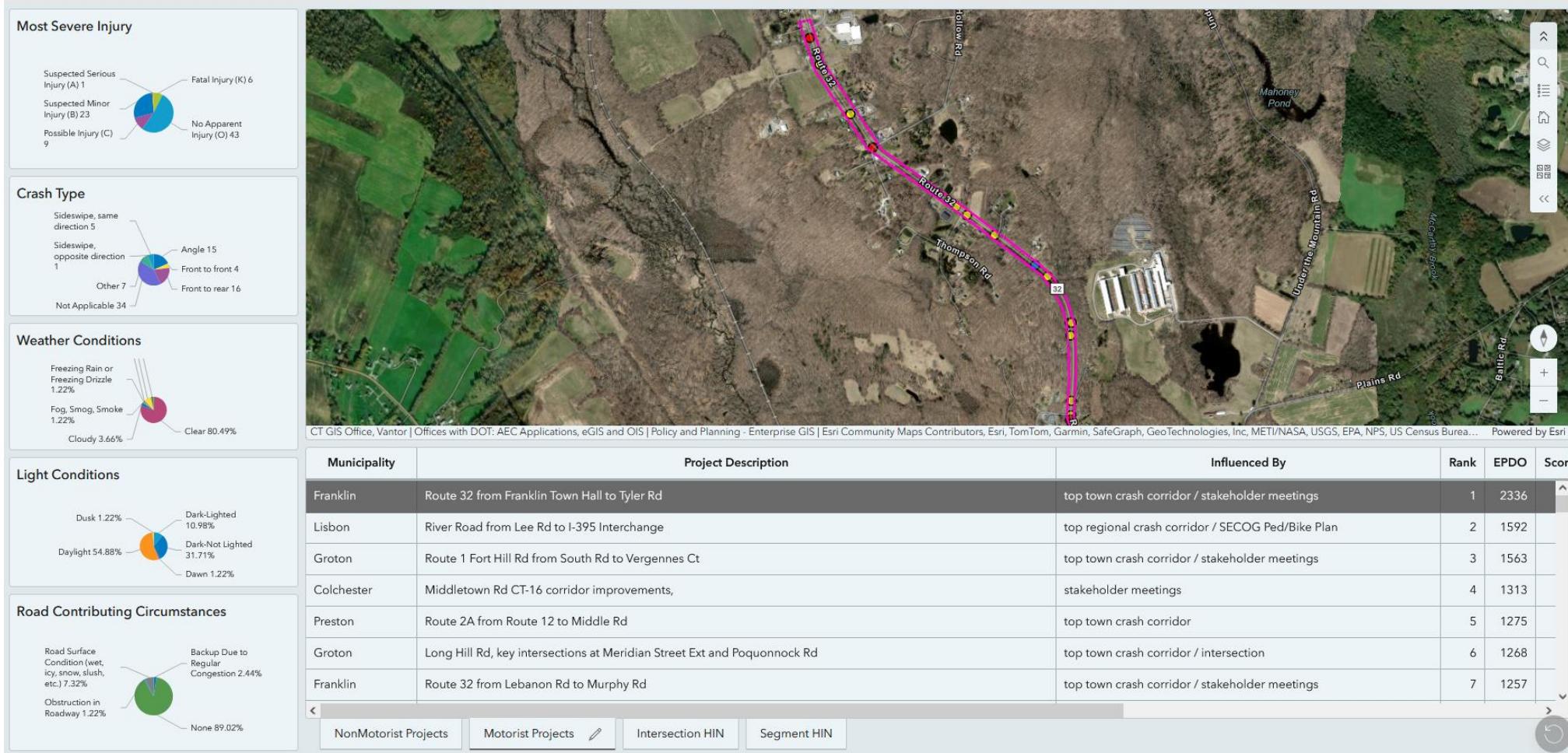
Rank	City / Town	Project Location	EPDO	TOTAL KABC Crashes	Location Issue	Traffic Safety Countermeasures
2	Norwich	Salem Turnpike / W Main Street (CT-82) from west of Surrey Lane to east of Dunham Street	1105.2	76	Ped/Bike Crashes, Access Management, Speeding, Traffic Congestion	<ul style="list-style-type: none"> • Evaluate a road diet on CT-82. • Remove side street green at 45 Driveway CT-82 intersection, replace with pedestrian signal heads and APS push buttons. • Upgrade pedestrian signal and APS equipment along corridor. • Install LPI for pedestrian phasing, review signal timing, phasing, and clearance intervals. • 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. • Evaluate and connect sidewalk network between Dunham Street and 45 CT-82 Plaza. • Improve corridor lighting, crosswalks, and landscaping.
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"> • Curb extensions at intersection of Bridge Street and Main Street. • 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). • Realign crosswalks, repaint crosswalks, and evaluate all ADA ramps for compliance. • Evaluate access management along the corridor including restricting driveways to entrance or exit only, consider center left turn lane where applicable. • Provide bike infrastructure such as bike parking near Memorial Park. • Provide speed calming measures such as speed feedback signage. Evaluate need for midblock RRFB crossing at Memorial Park with bump outs. • For additional countermeasures refer to Main Street RSA completed in 2016. • 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. • Medium-term countermeasures included: add ADA pushbuttons and pedestrian signal heads, provide bike accommodations in front of the First Baptist Church, add signage for bikers to dismount when crossing, add speed feedback radar signage. • Long-term countermeasures included: develop bike accommodations on Riverside Drive (bike lanes, cycle track, other traffic calming), add signage for the trail connection. • Where parking is not allowed, stripe hatched markings.

Discussion

- Do you have any questions about methodologies, projects, or countermeasures?

Raise your hand to unmute or drop your thoughts in the chat!

SECOG Project Dashboard



Projects are organized by rank, and countermeasures can be referenced from the draft plan.

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

Municipal Project Guide

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

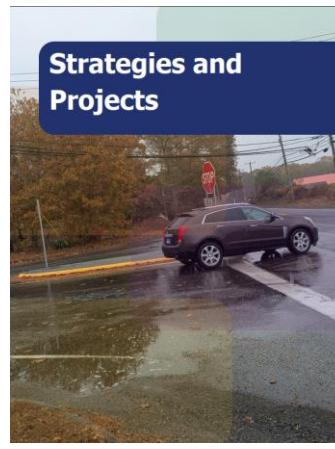
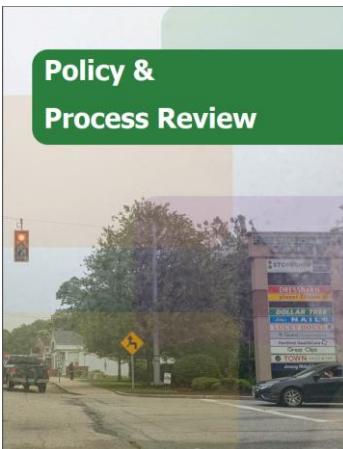
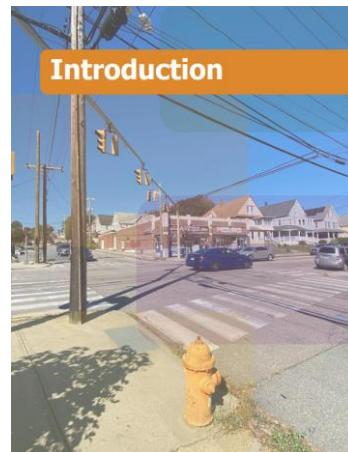
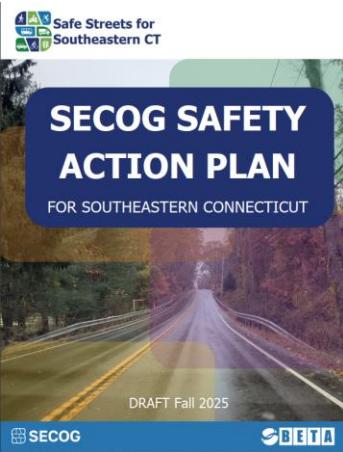
SAFETY ACTION PLAN

MUNICIPAL PROJECT GUIDE

- Municipal Facts
- Previous 2022 Safety Action Plan
- Local Concerns
- 2025 Municipal Input
- Top 3 Municipal Motorist Projects
- Top Municipal Non-Motorist Projects
- Additional Project Information Tables
 - Scoring
 - All Crash Types

DRAFT SAFETY ACTION PLAN ELEMENTS

Draft Safety Action Plan Elements for Review



PUBLIC MEETING #2

Public Meeting #2: Comment Period

- Scheduled for January 22nd, 2026, at 5:30 PM
- Draft plan release for public comment period

Next Steps

- Vision Zero Task Force reviews draft project list and provides preliminary comments
- Release draft plan for public comment period
- Host in-person public meeting to invite questions and comments
- Work to finalize plan once comment period is complete
- SECOG endorsement

Questions?