

SS4A Regional Transportation Safety Action Plan

SECOG

Vision Zero
Task Force Meeting 2
May 15, 2025



INTRODUCTIONS

1. SECOG Staff
2. BETA Staff
3. Vision Zero Task Force

AGENDA

Introductions

Vision Statement

Vision Zero Goal Setting

SAP Branding

Draft High Injury Network Analysis Results

Draft Crash Trends and Over-Representation Analysis Results

Public Meeting Preparation

Next Steps

VISION STATEMENT



- Based on facets of the Safe System Approach, we developed an initial vision statement
- A **Safe System Approach** looks at our transportation system from more angles than just people and their vehicles and behaviors
- The guiding principles:
 - Death and serious injuries on our roads are unacceptable.
 - People make mistakes.
 - Responsibility is shared.
 - Safety is proactive.
 - Redundancy is crucial.

VISION STATEMENT

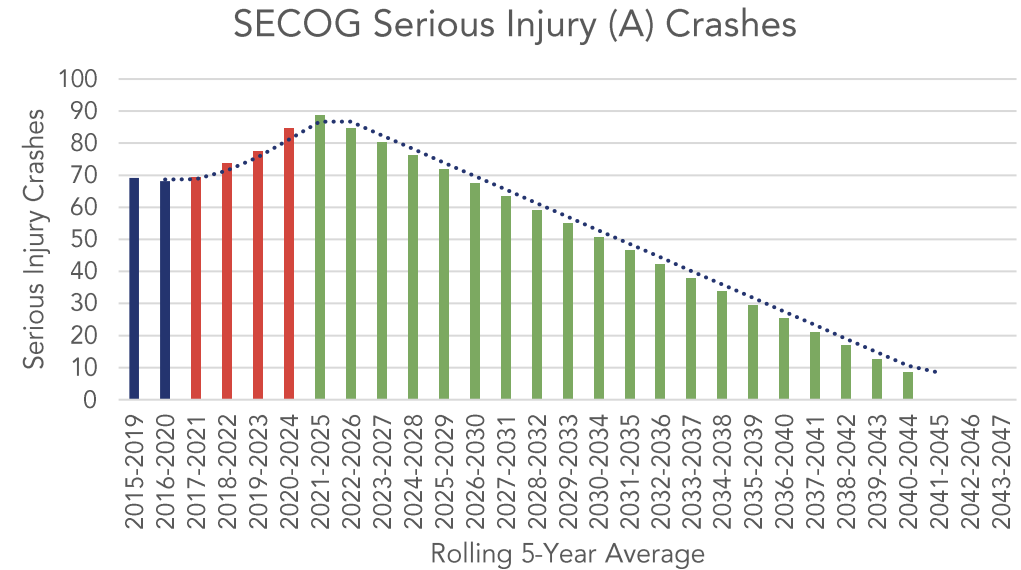
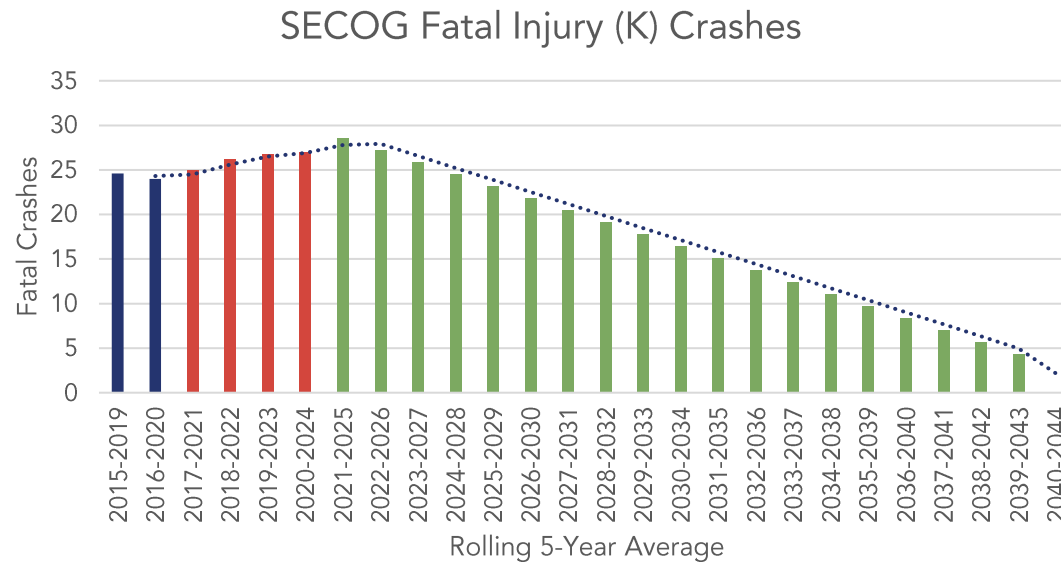
*THE SECOG COMMUNITY PRIORITIZES **SAFE TRAVEL FOR ALL** WHO USE OUR TRANSPORTATION SYSTEMS. SECOG'S PLANS AND PROGRAMS SUPPORT THE **ELIMINATION OF FATALITIES AND SERIOUS INJURIES** ON OUR ROADS USING A **DATA-DRIVEN APPROACH** TO REDUCE SPEEDS AND **ENHANCE SAFETY** FOR ALL USERS ACROSS ALL MODES. 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.***

VISION ZERO GOAL SETTING

- Defines a clear target date by which the region will eliminate roadway deaths or serious injuries
- CTDOT's goal: 15% reduction in deaths between 2022-2026
 - E.g. "CRCOG's Vision Zero goal is to reach zero fatal and serious injury roadway (and multi-use trail) crashes by 2040 with an intermediate target to reduce fatal, serious, and overall crashes by 50% by 2032."
 - E.g. "The Berkshire Region MPO has set a goal to achieve zero roadway deaths or serious injuries by the year 2040."
 - E.g. "MV Vision Zero is a commitment by the Merrimack Valley Metropolitan Planning Organization to eliminate all injury crashes by the year 2050 because life-changing injuries and death are unacceptable consequences of travel by any mode."

VISION ZERO GOAL SETTING

- Vision Zero Goal: a year by which the SECOG region achieves zero deaths



VISION ZERO GOAL SETTING

- Whiteboard Activity: think about how safety is currently being addressed in your community
- Drag a sticky into one of the question categories and write your answer

BRANDING

- Ranking in Whiteboard

High Injury Network & Crash Trends 2020-2024

HIGH INJURY NETWORK & CRASH TRENDS

Where have crashes been the most frequent and severe recently?

Trends-Based (Historical)

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

Risk-Based (Predictive)

Prioritize top intersections and corridors

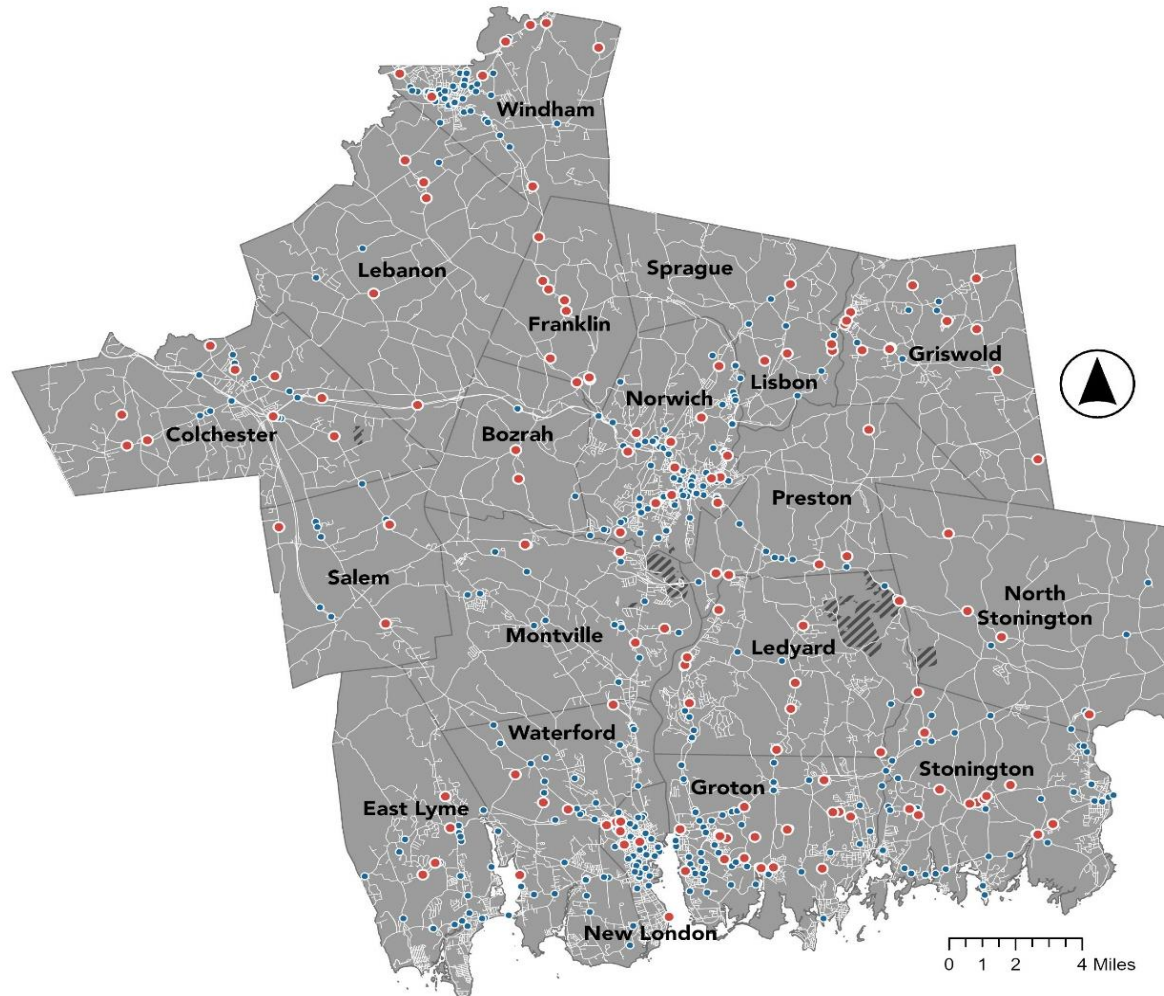
High Injury Network (HIN)

What types of crashes are more likely to be serious or fatal?

Over-Representation Analysis



FATAL AND SERIOUS INJURIES, 2020-2024



423

Serious
Injury
Crashes

135

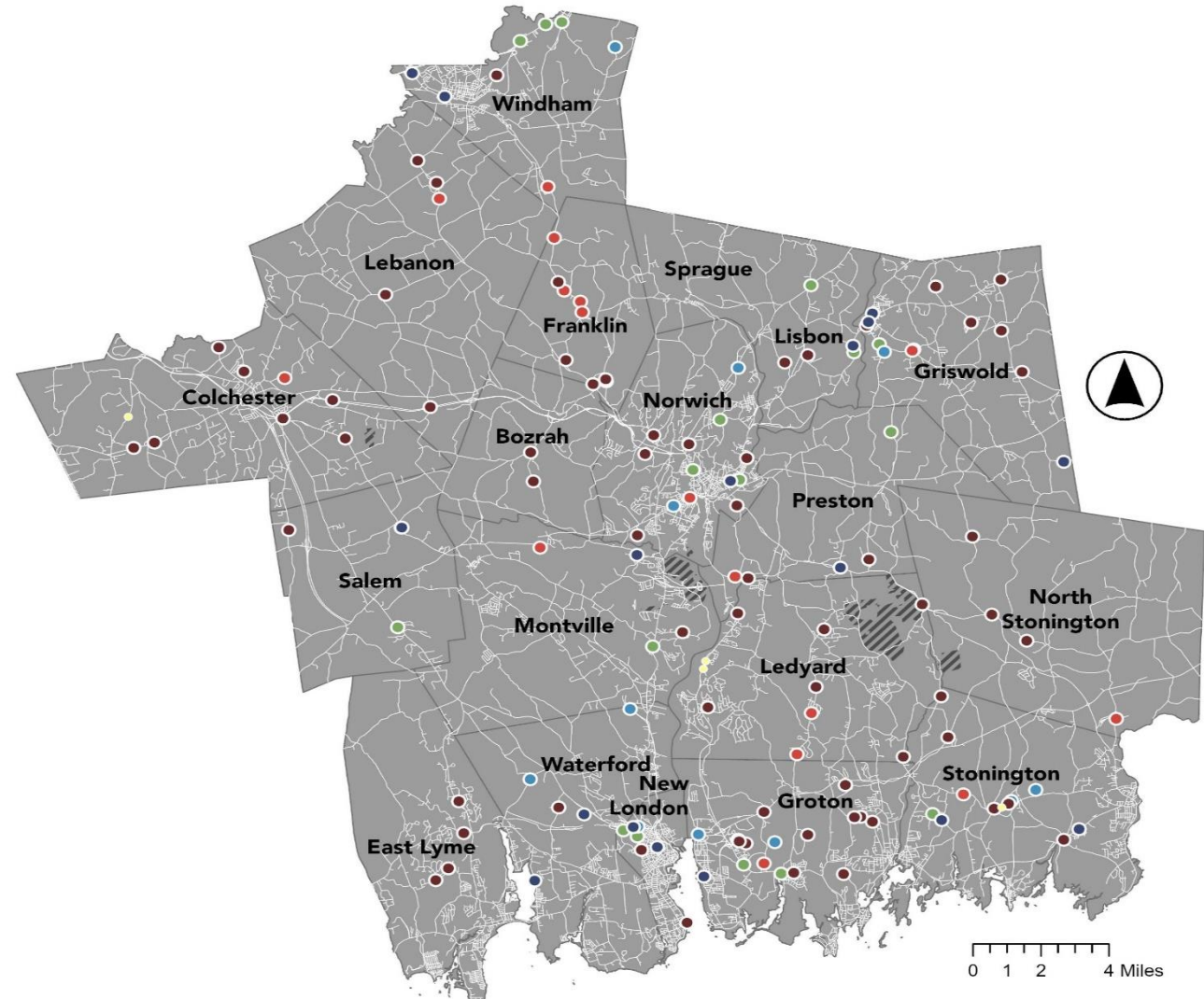
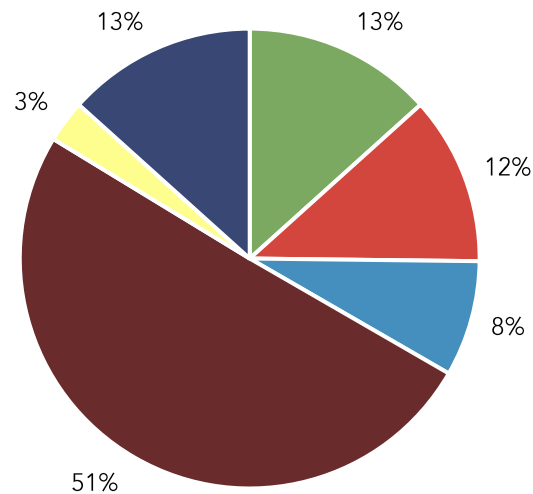
Fatal Injury
Crashes

● Fatal Injury

● Serious Injury

FATAL INJURY TYPE, 2020-2024

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



TRENDS-BASED HIN METHODS

Inputs

Roadway Segments (CTDOT)

Intersections (CTDOT)

Vehicular and Non-Motorist
Crashes by Severity 2020-2024
(CTCDR)

Process

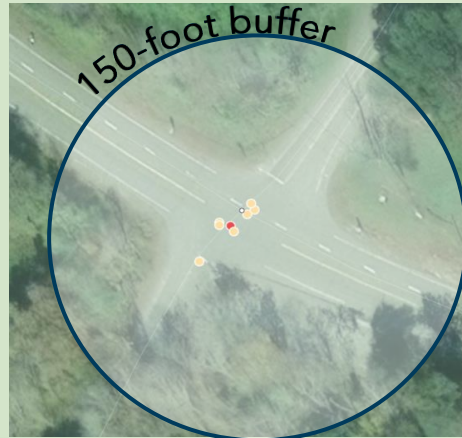
Assign crashes to intersections
and roadway segments

Score intersections and
segments based on crash
frequency and severity

Outputs

Vehicular HIN
- Segments
- Intersections

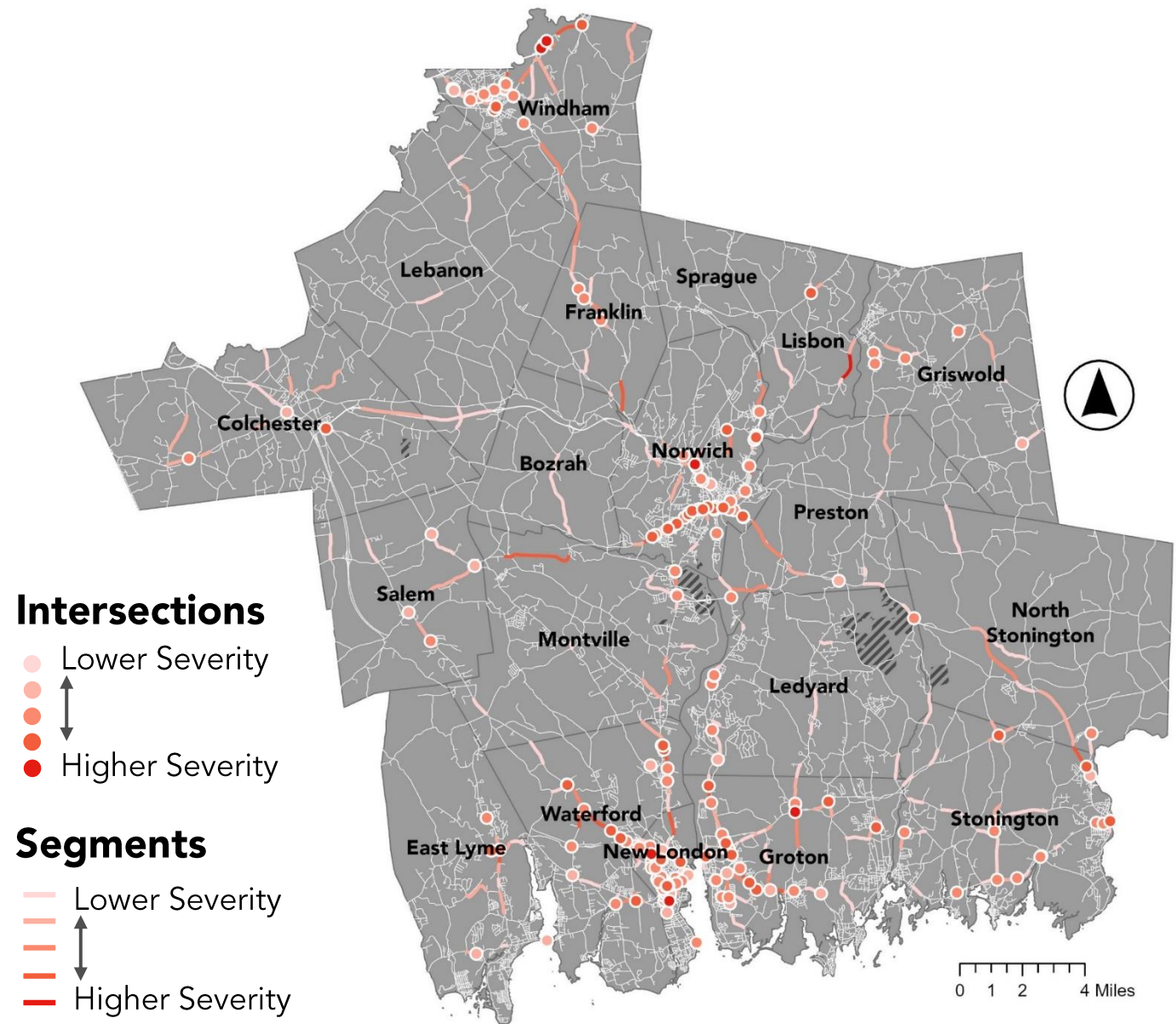
Non-Motorist HIN
- Segments
- Intersections



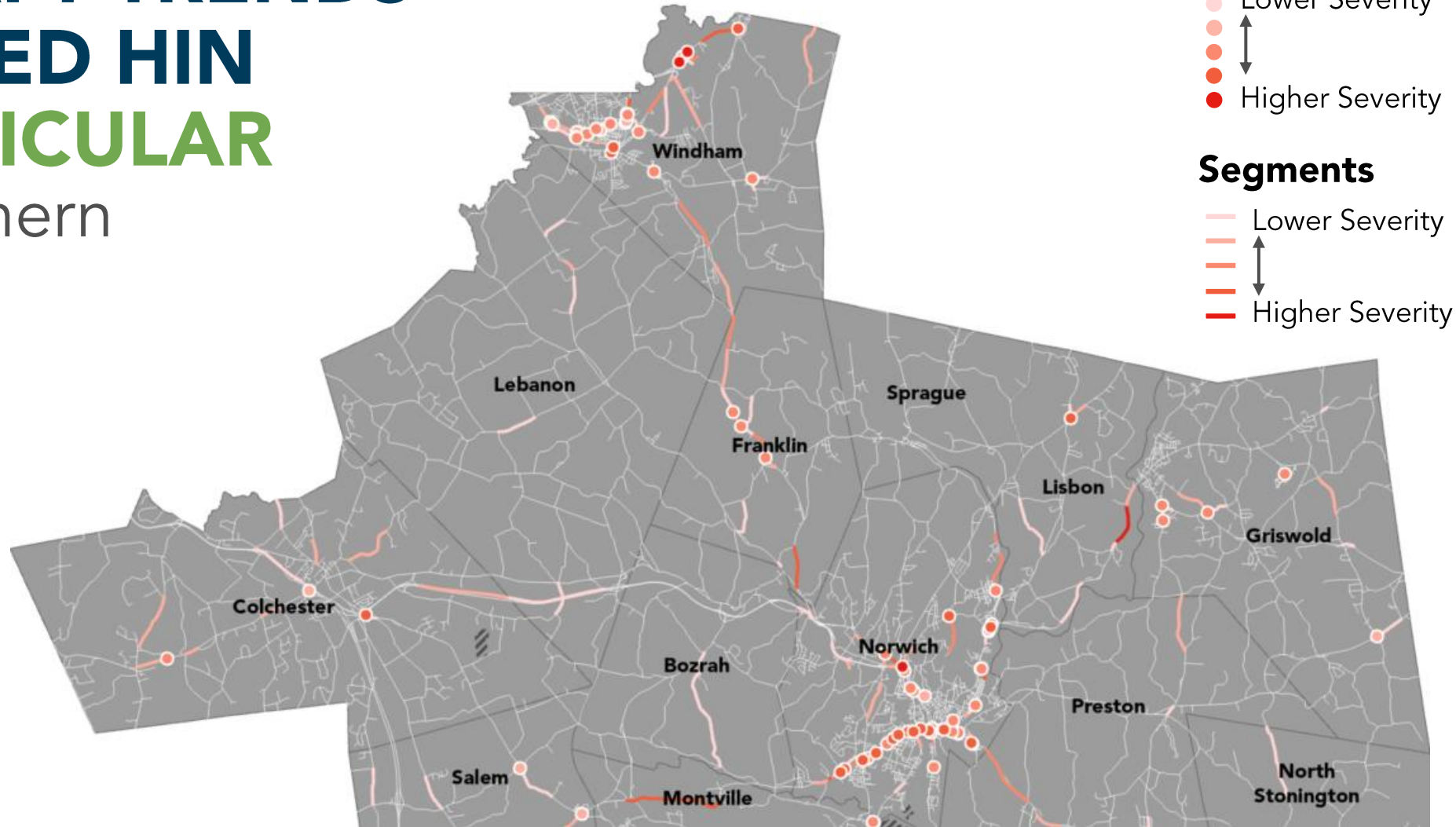
Score

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

DRAFT TRENDS- BASED HIN VEHICULAR



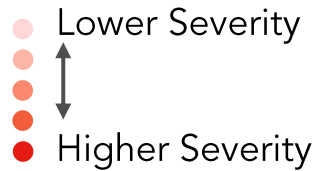
DRAFT TRENDS- BASED HIN VEHICULAR Northern



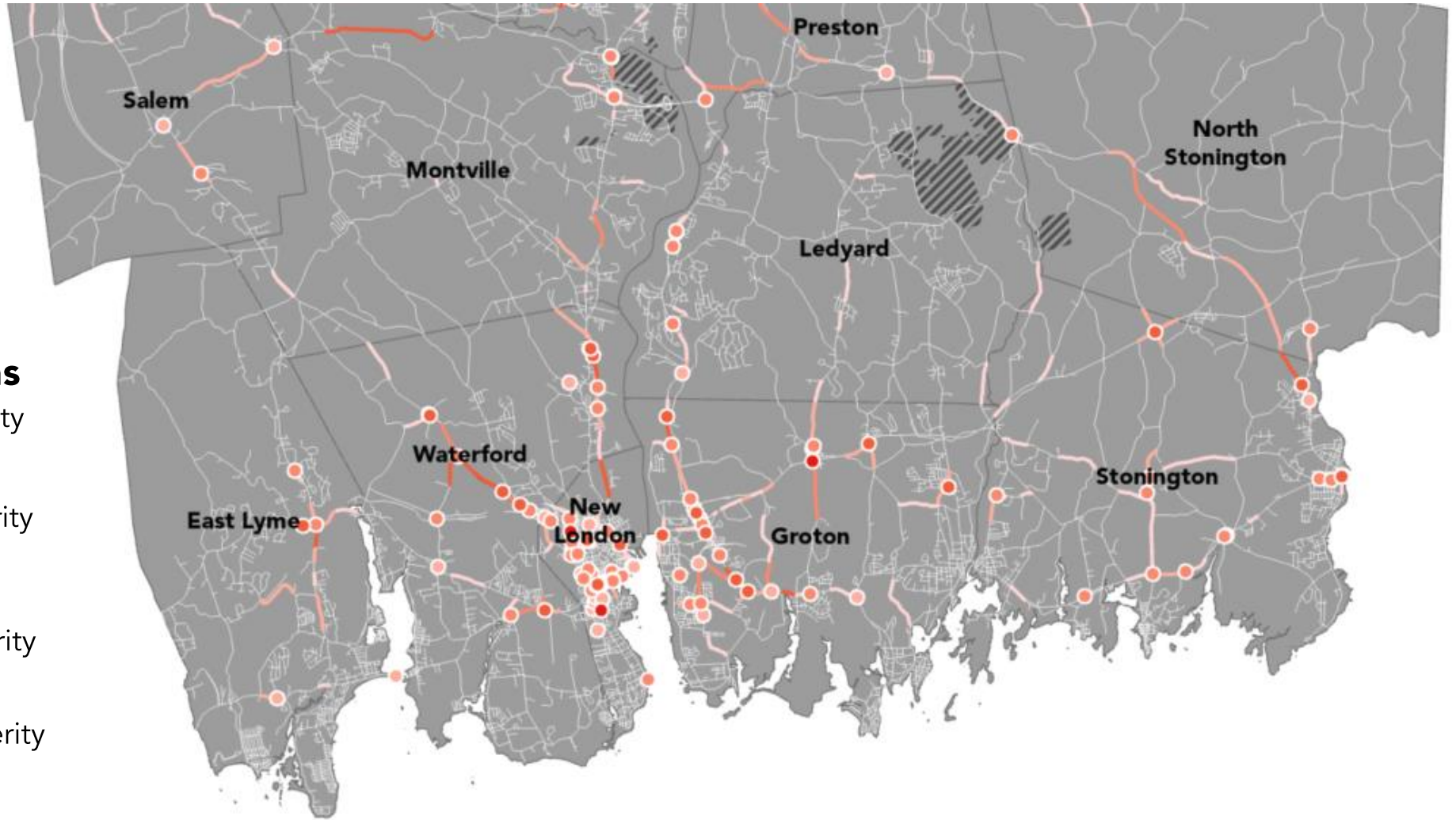
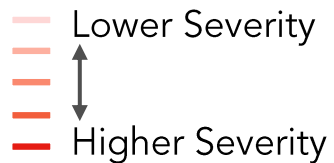
DRAFT TRENDS- BASED HIN VEHICULAR

Southern

Intersections



Segments



TOP 10 INTERSECTIONS

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

TOP 10 SEGMENTS

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

Top Segment

Route 32 from Rosemary Lane to Burlake Road in Waterford



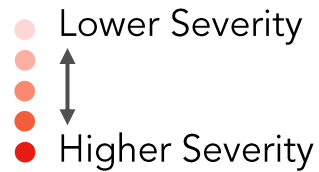
Top Intersection

Montauk Ave and Willets Ave in New London

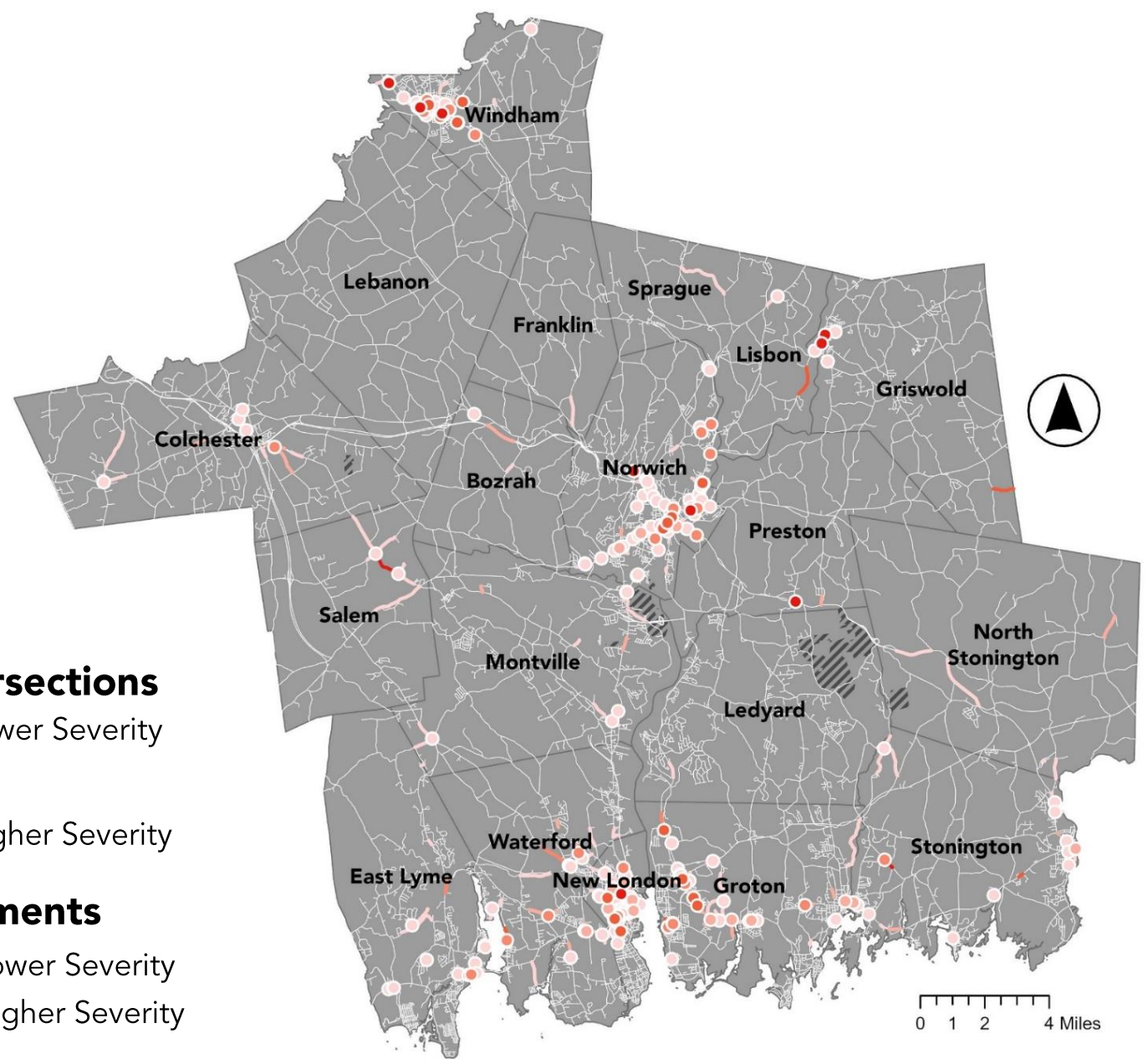
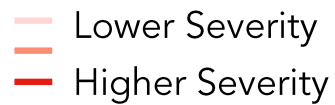


DRAFT TRENDS- BASED HIN NON-MOTORIST

Intersections



Segments



TOP 10 INTERSECTIONS

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

TOP 10 SEGMENTS

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

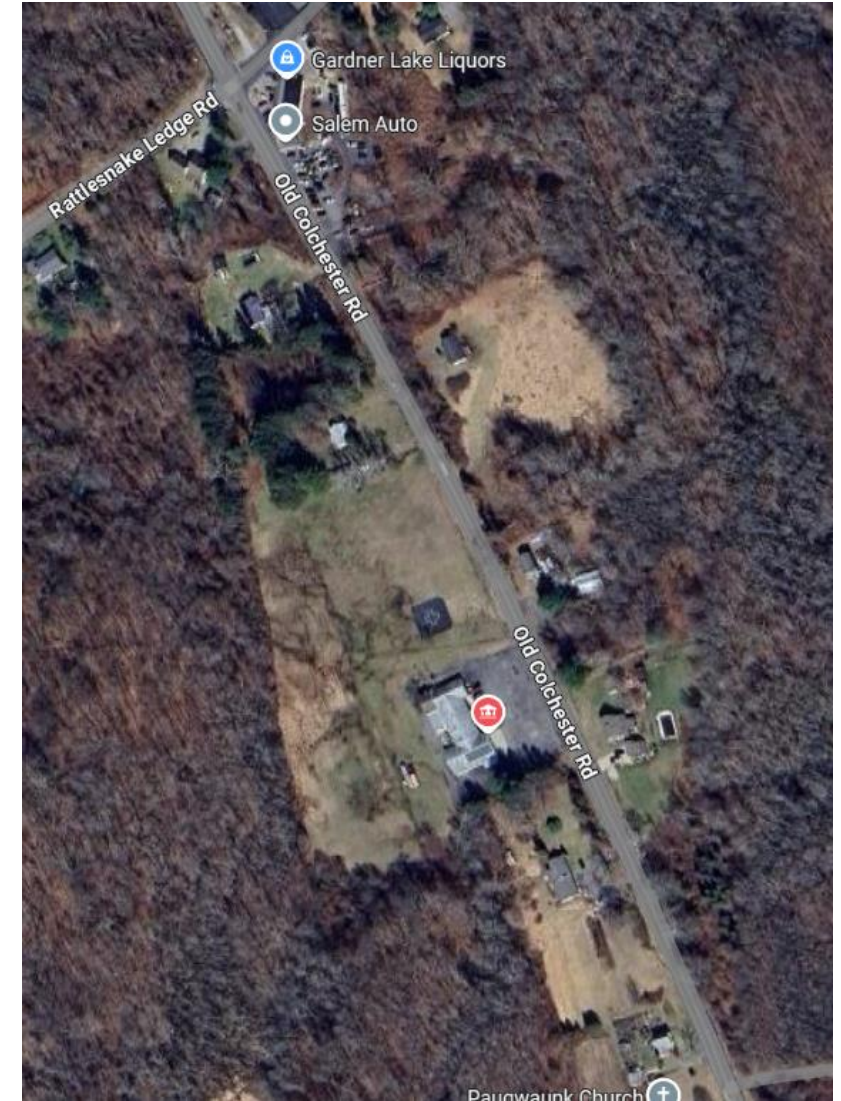
Top Segment

Old Colchester Road from Rattlesnake Ledge to Forest Drive, including Fire Department, Salem

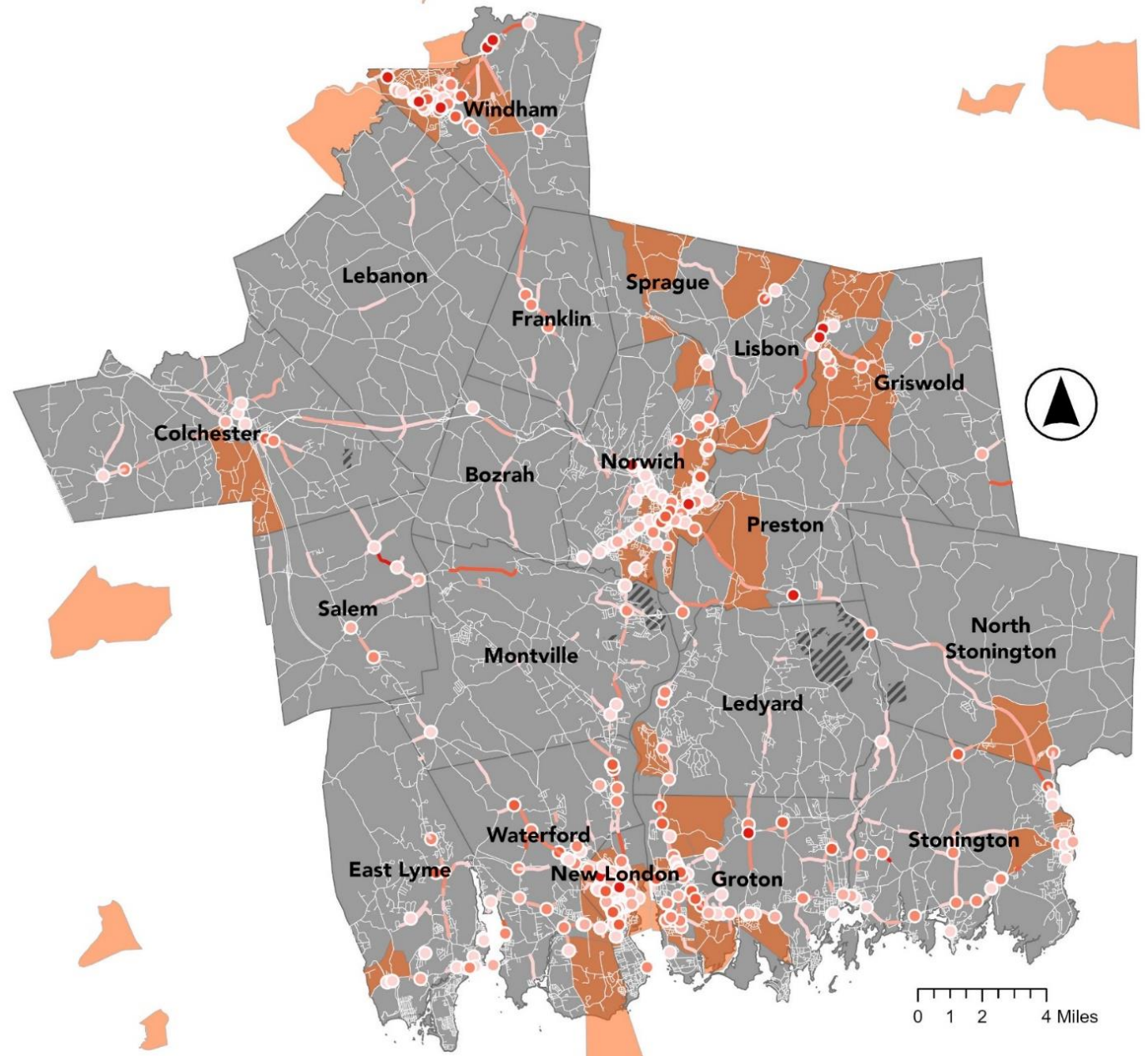


Top Intersection

Route 2 & Mathewson Mill Road/Ross Road, Preston

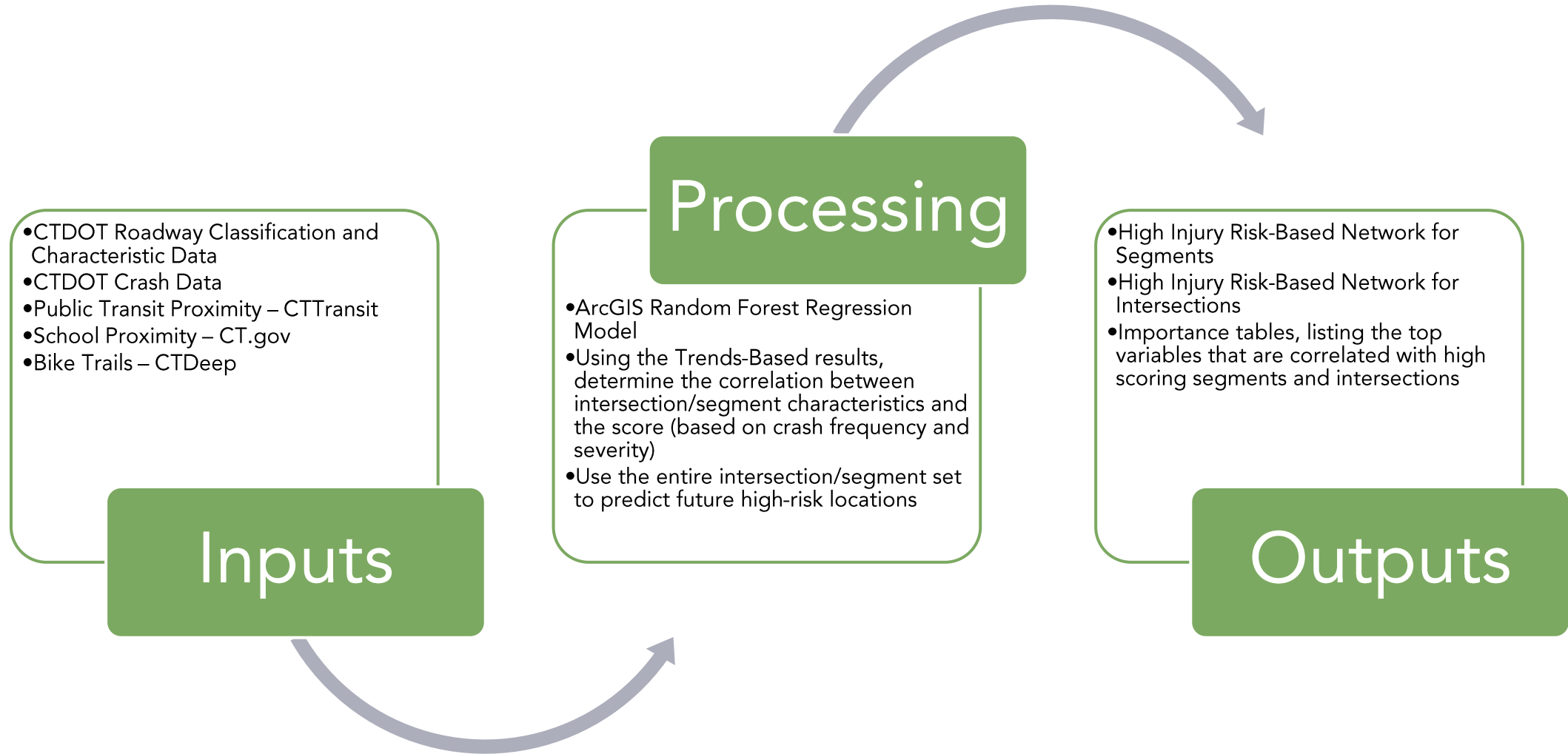


HIGH INJURY NETWORK IN AREAS OF PERSISTENT POVERTY



Using CT Deep Environmental Justice Block Groups 2023

RISK-BASED HIN METHODS



DRAFT RISK-BASED HIN VEHICULAR

Roadway characteristics that predict crashes include:

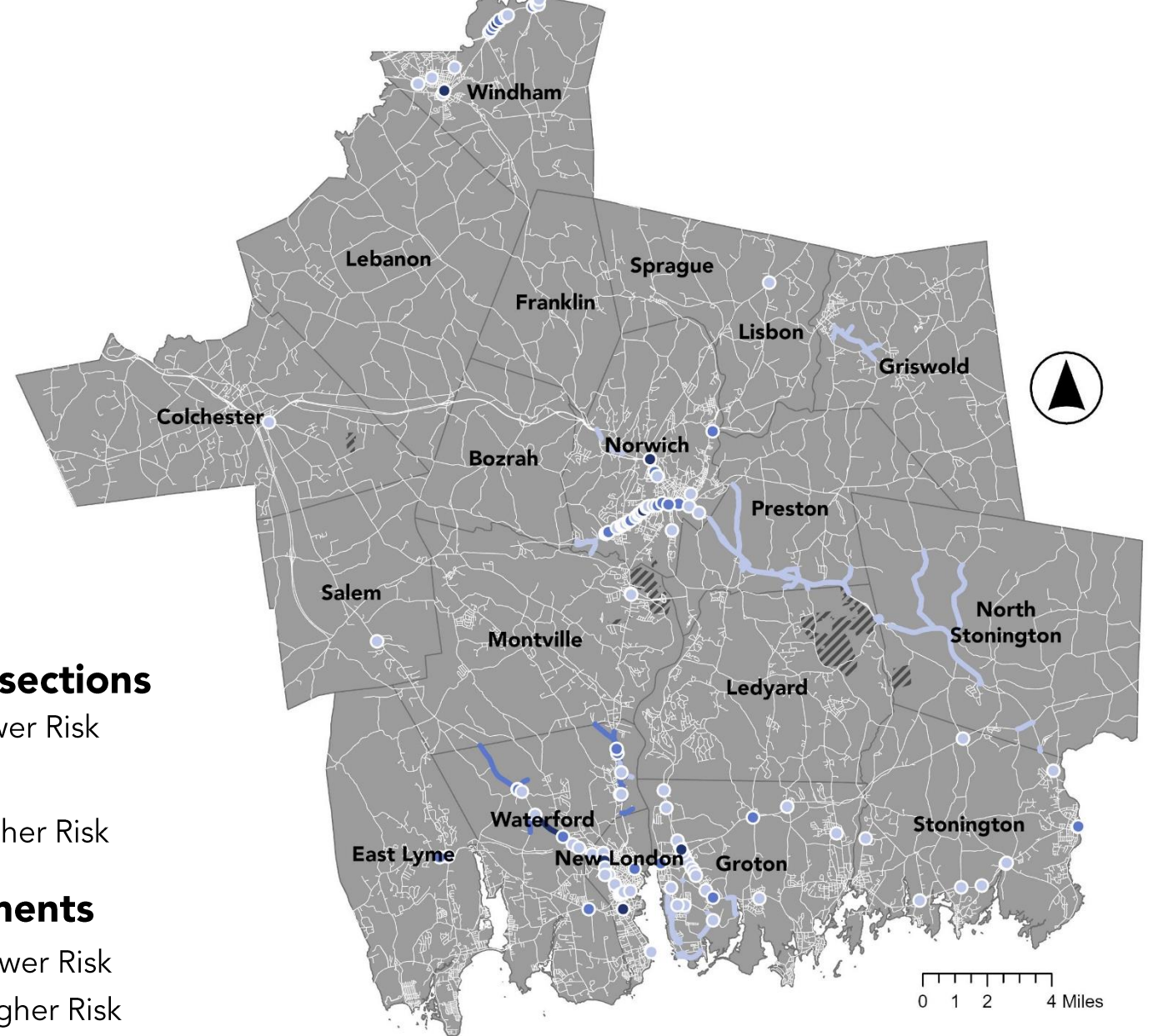
- Proximity to transit stops, bike routes, and schools
- Average daily traffic
- Shoulder width
- Median width

Intersections

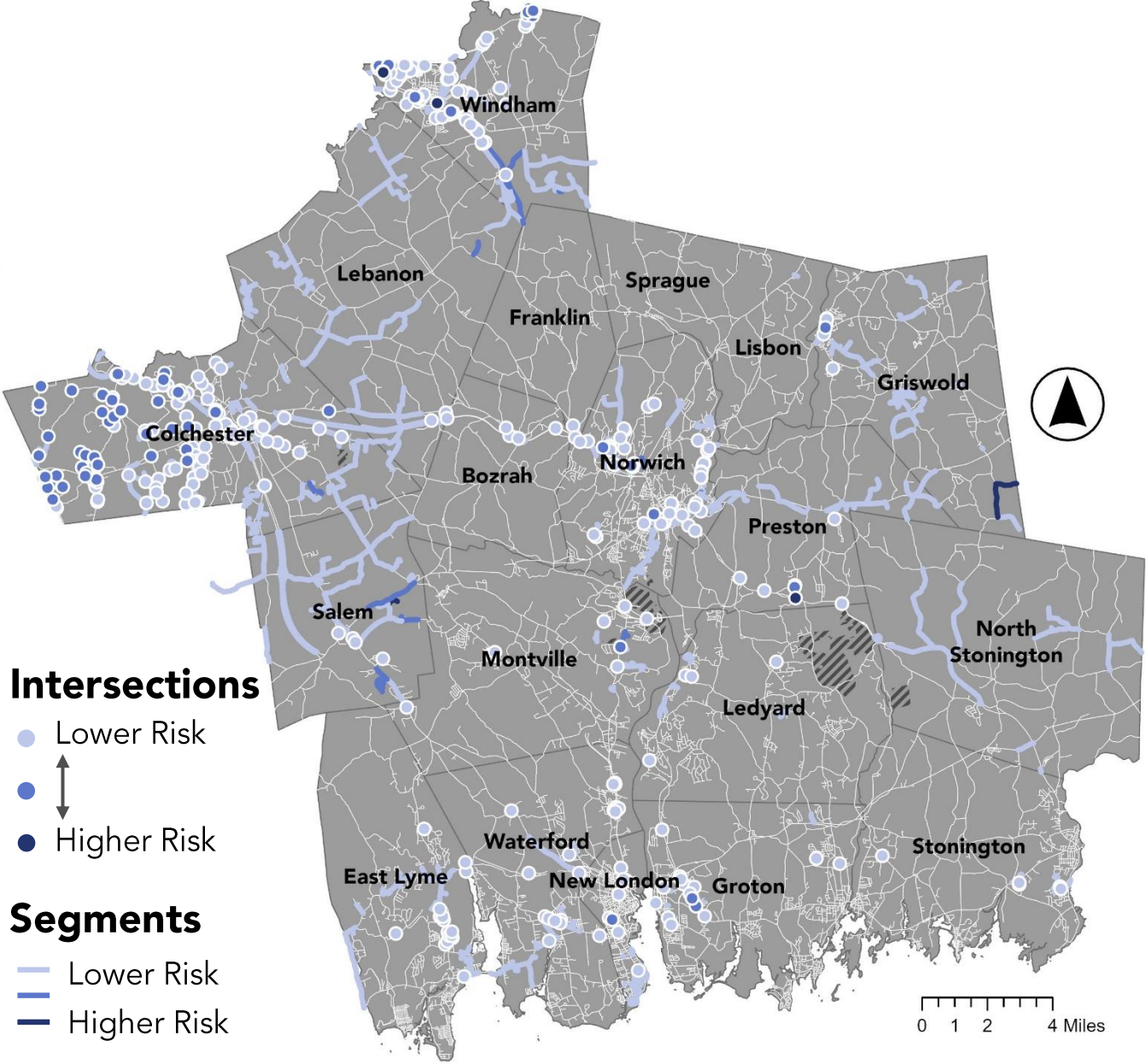
- Lower Risk
- ↕
- Higher Risk

Segments

- Lower Risk
- Higher Risk

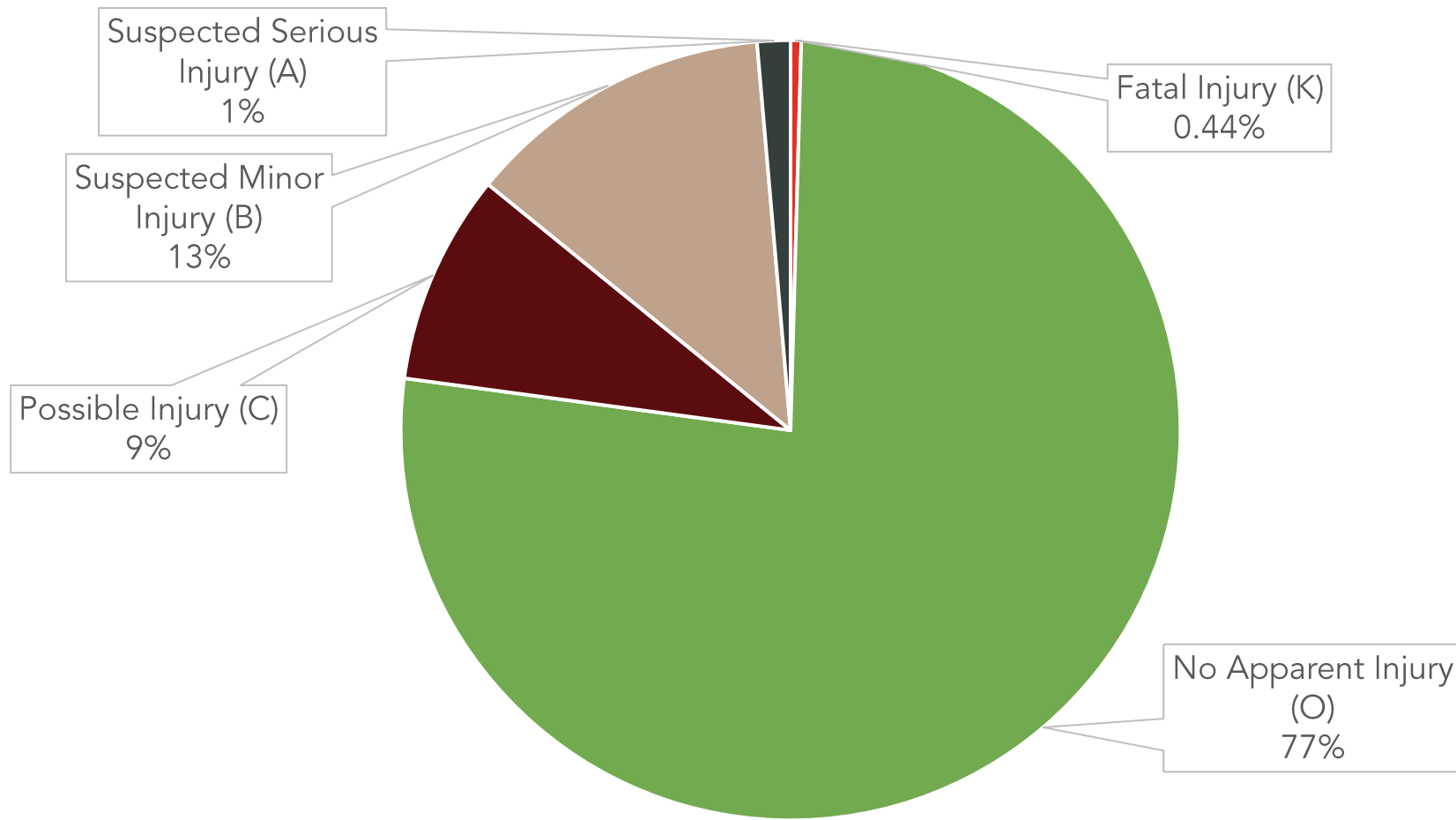


DRAFT RISK- BASED HIN NON-MOTORIST

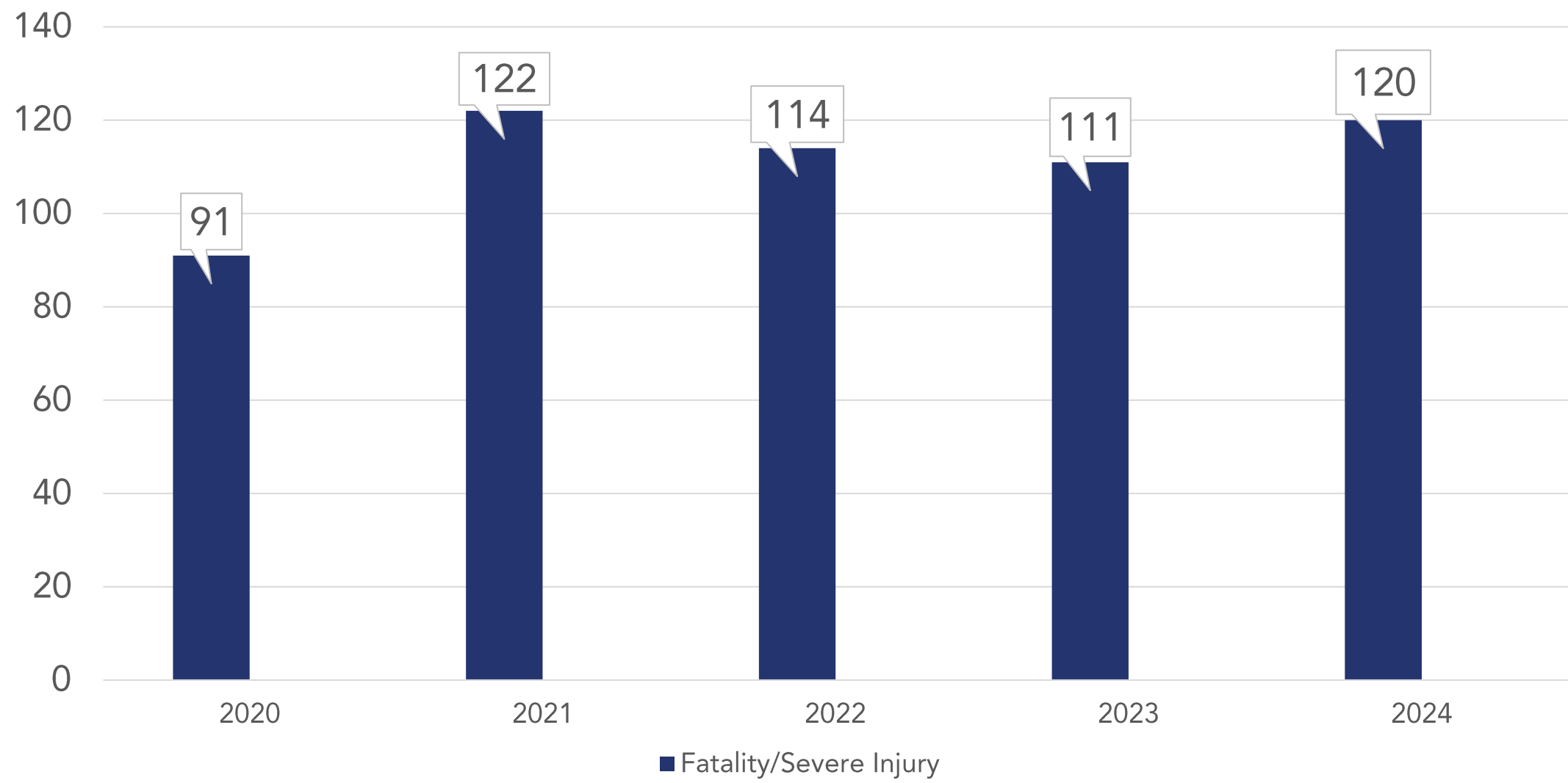


Over-Representation Analysis

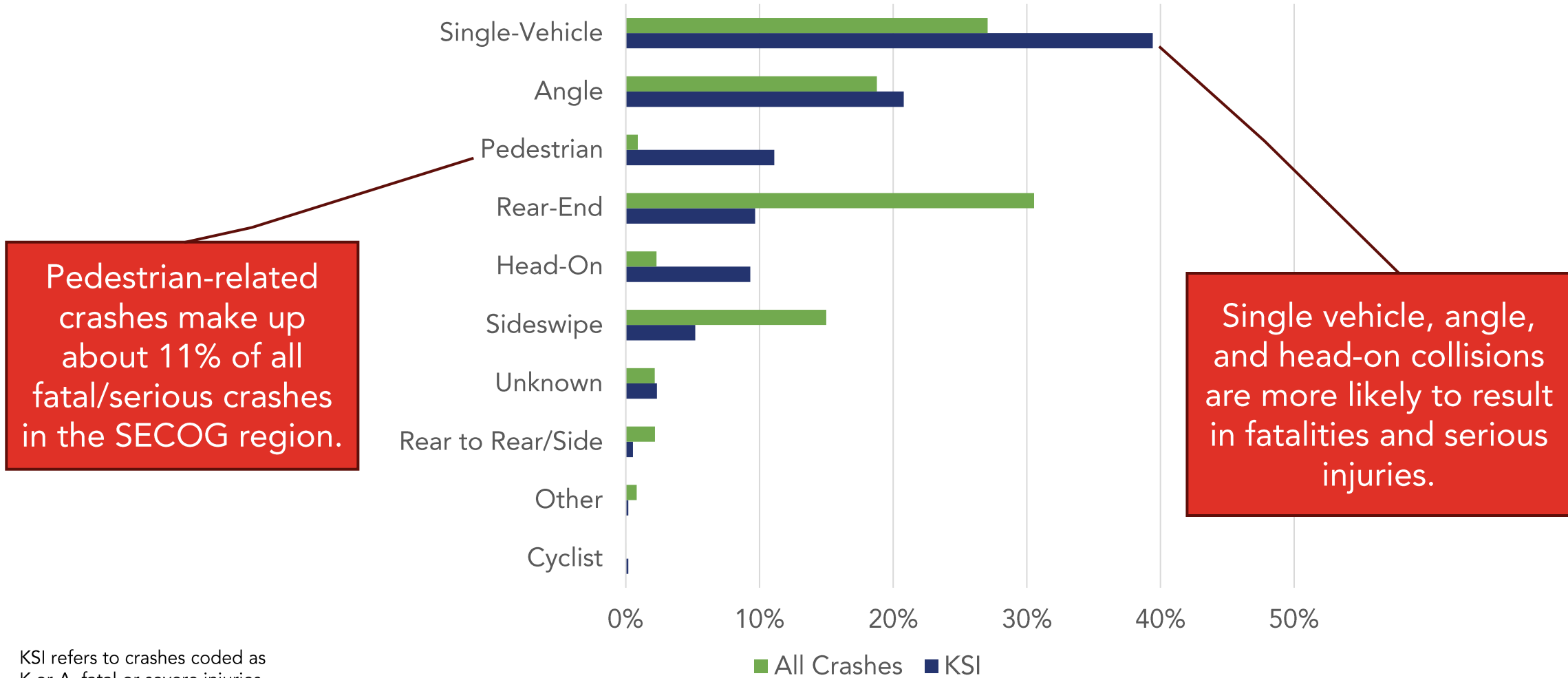
CRASH TRENDS: INJURY SEVERITY



FATAL AND SEVERE INJURY CRASHES BY YEAR

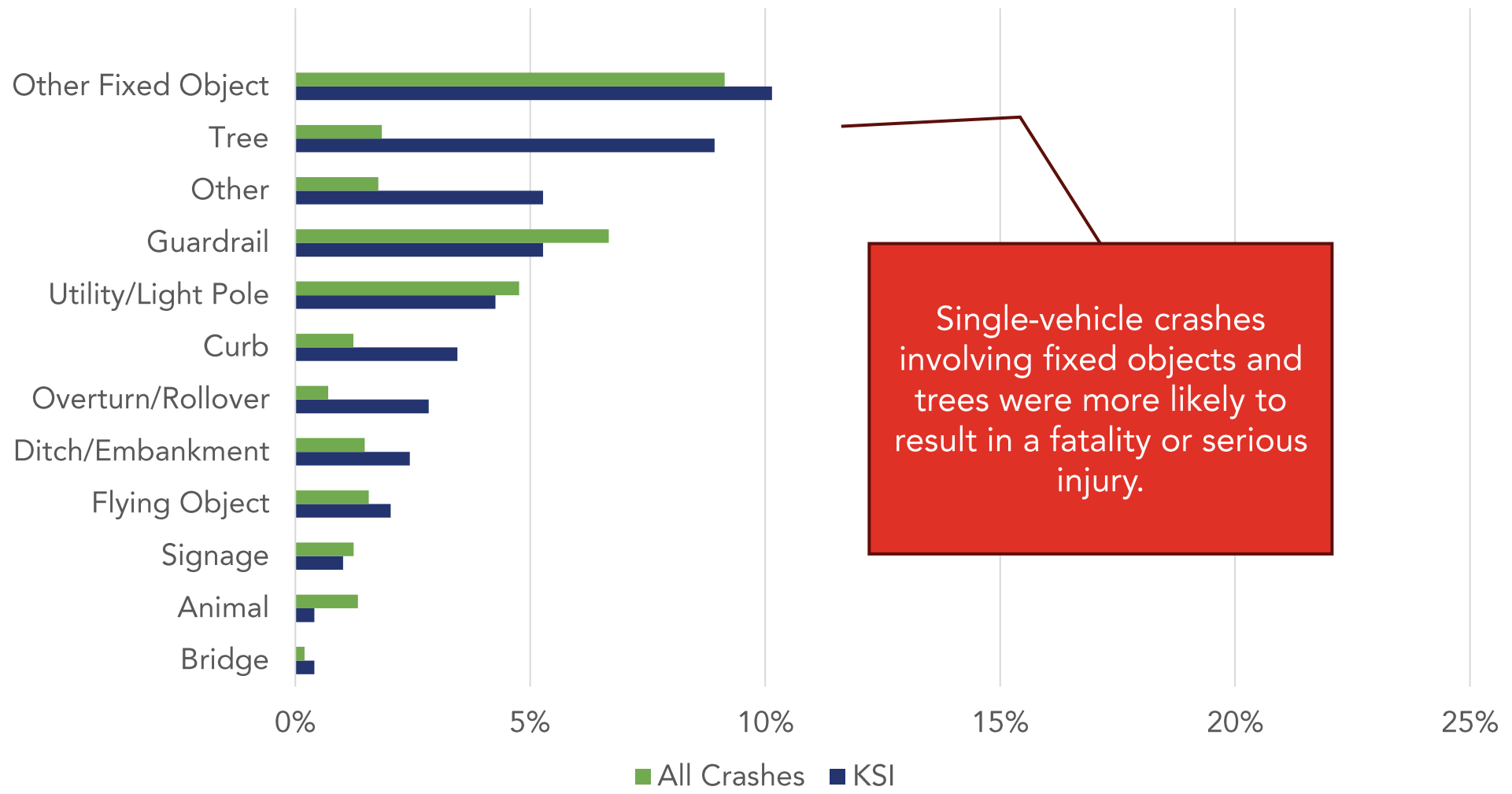


MANNER OF COLLISION

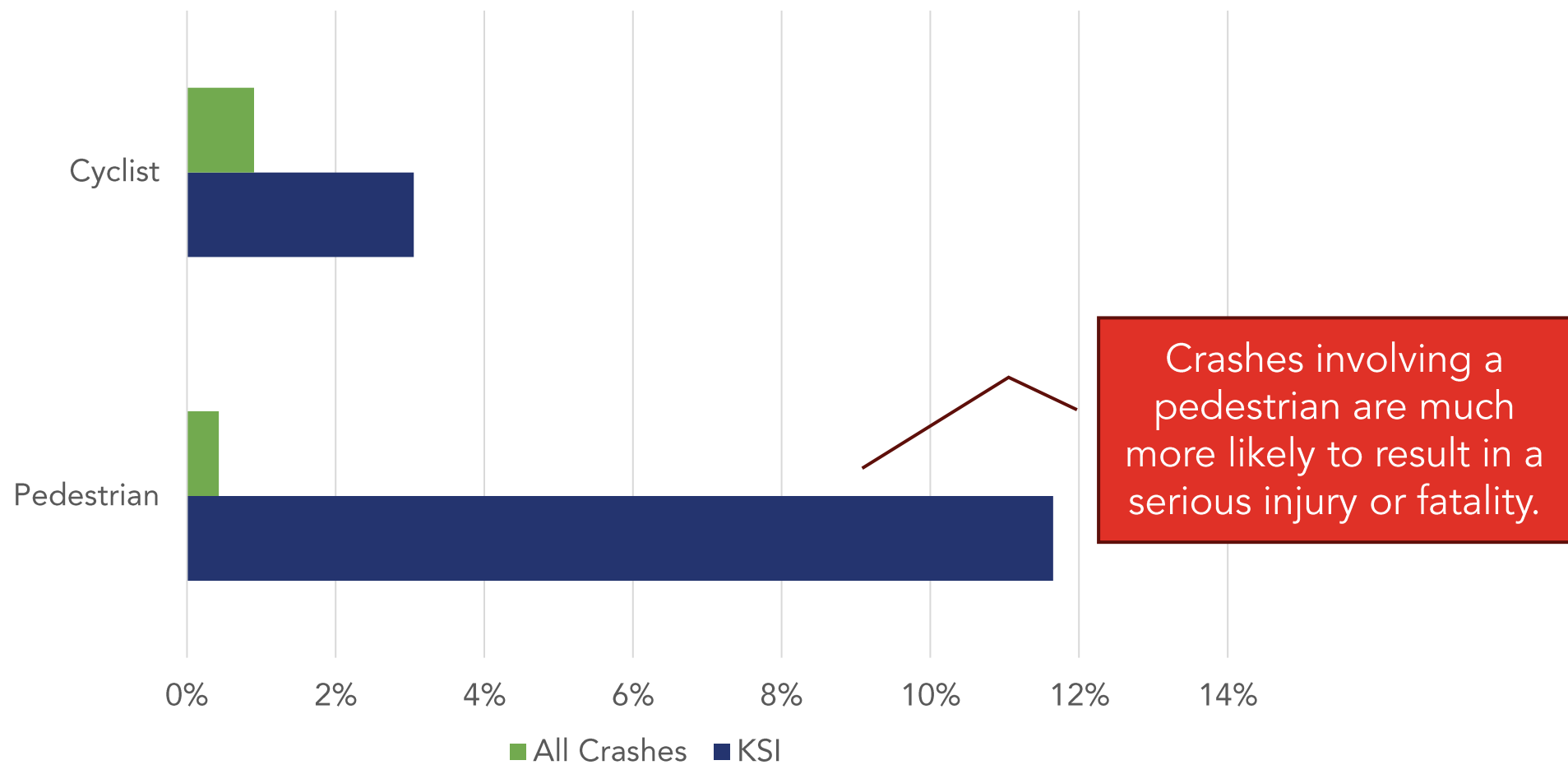


KSI refers to crashes coded as K or A, fatal or severe injuries.

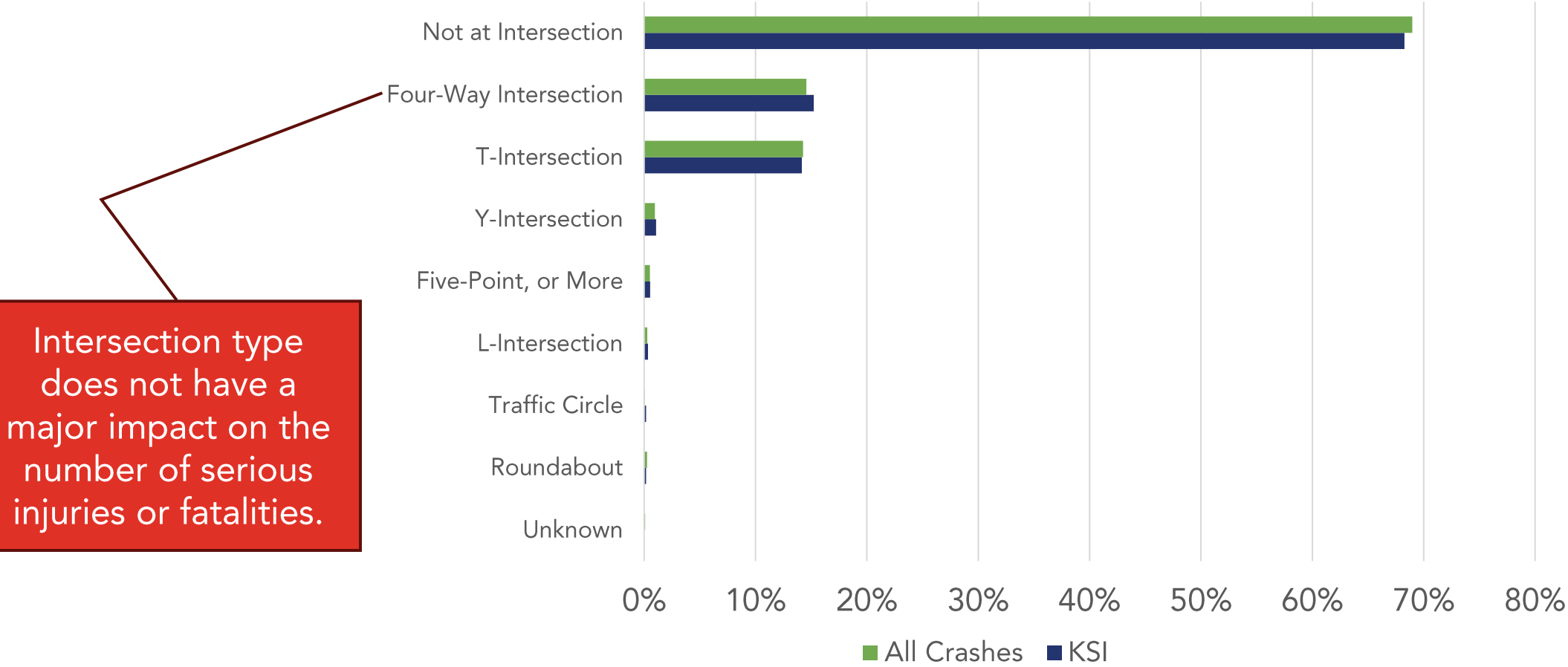
SINGLE-VEHICLE CRASHES



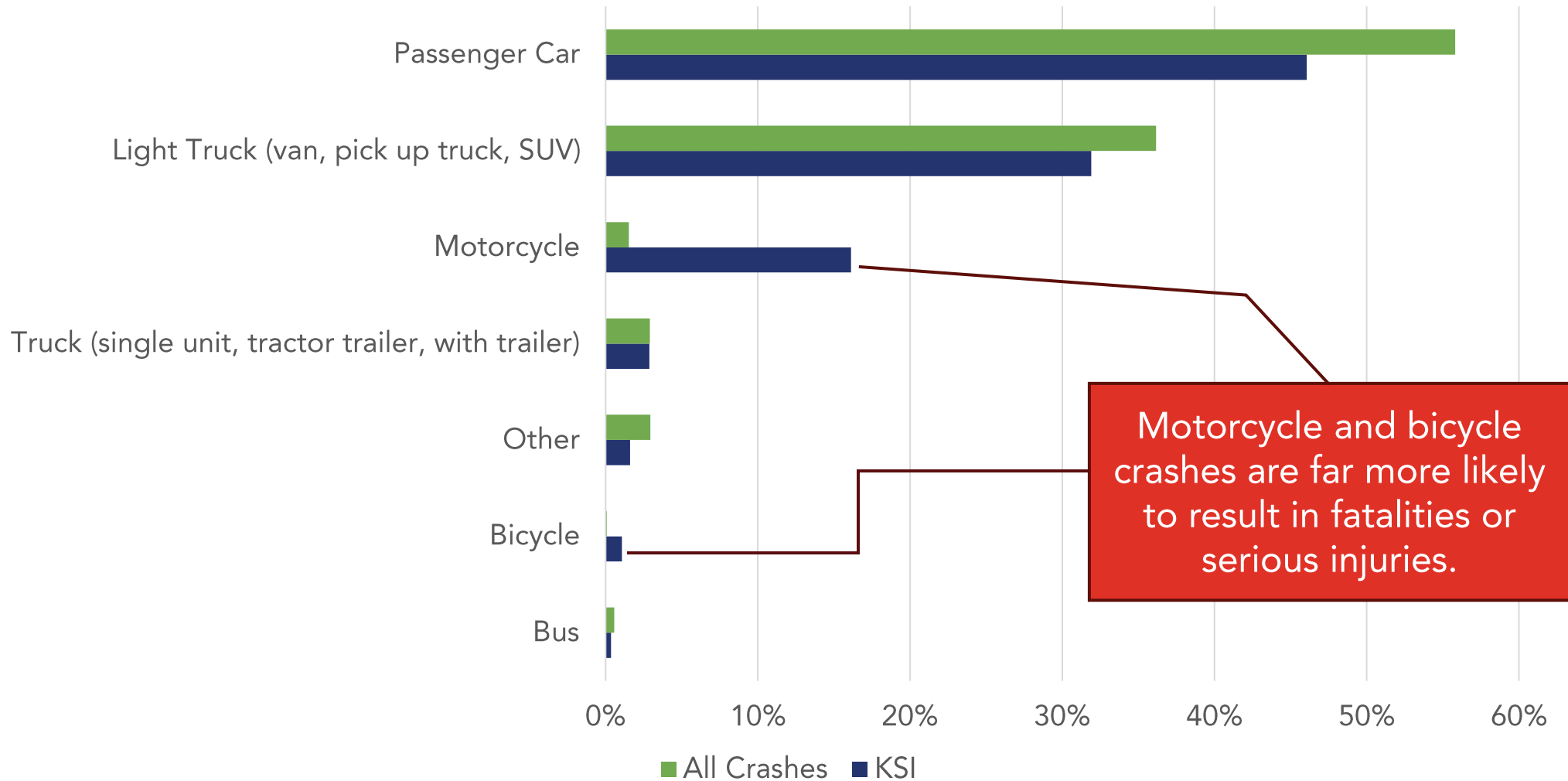
BICYCLE AND PEDESTRIAN CRASHES



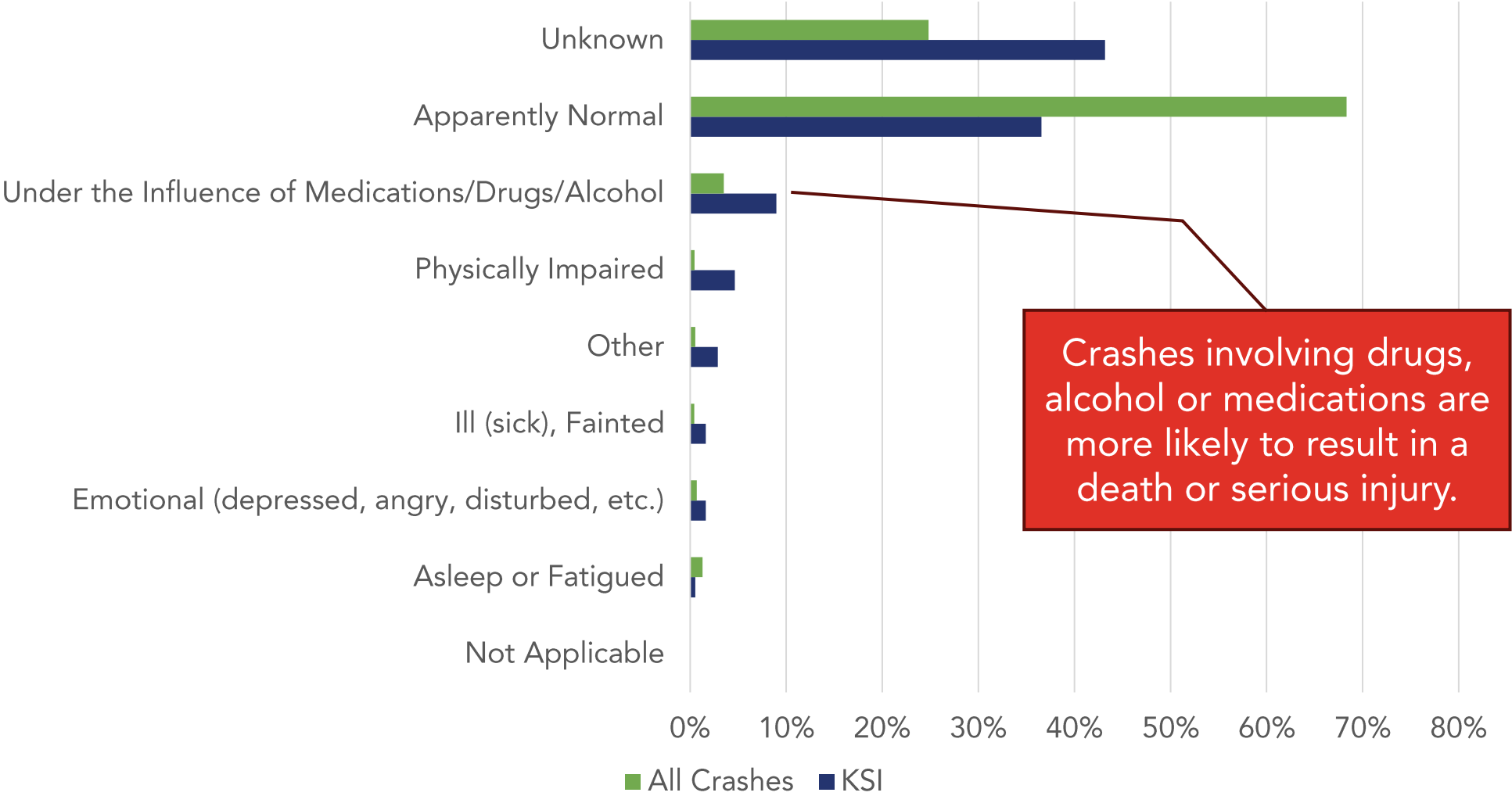
INTERSECTION TYPE



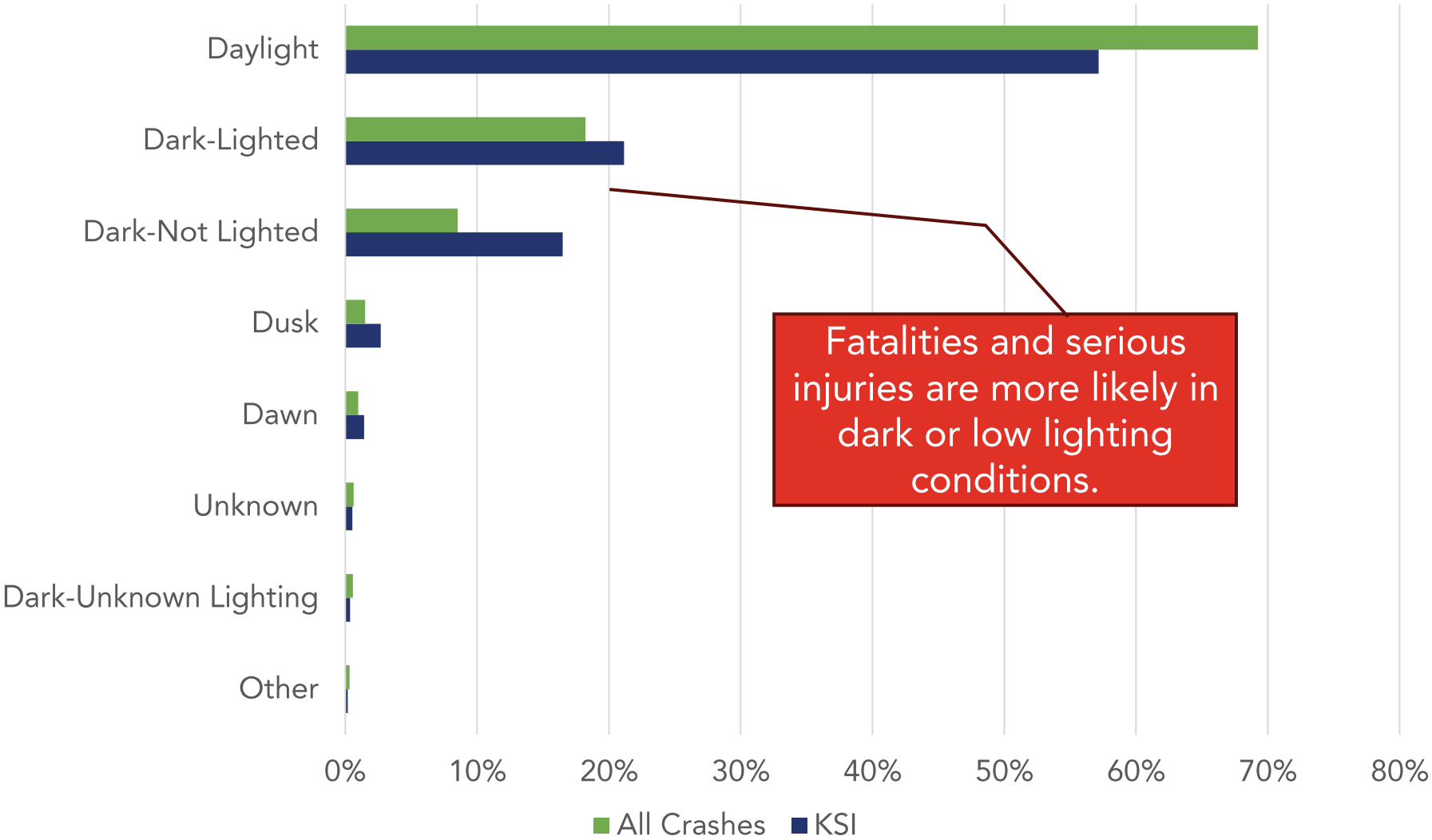
VEHICLE TYPE



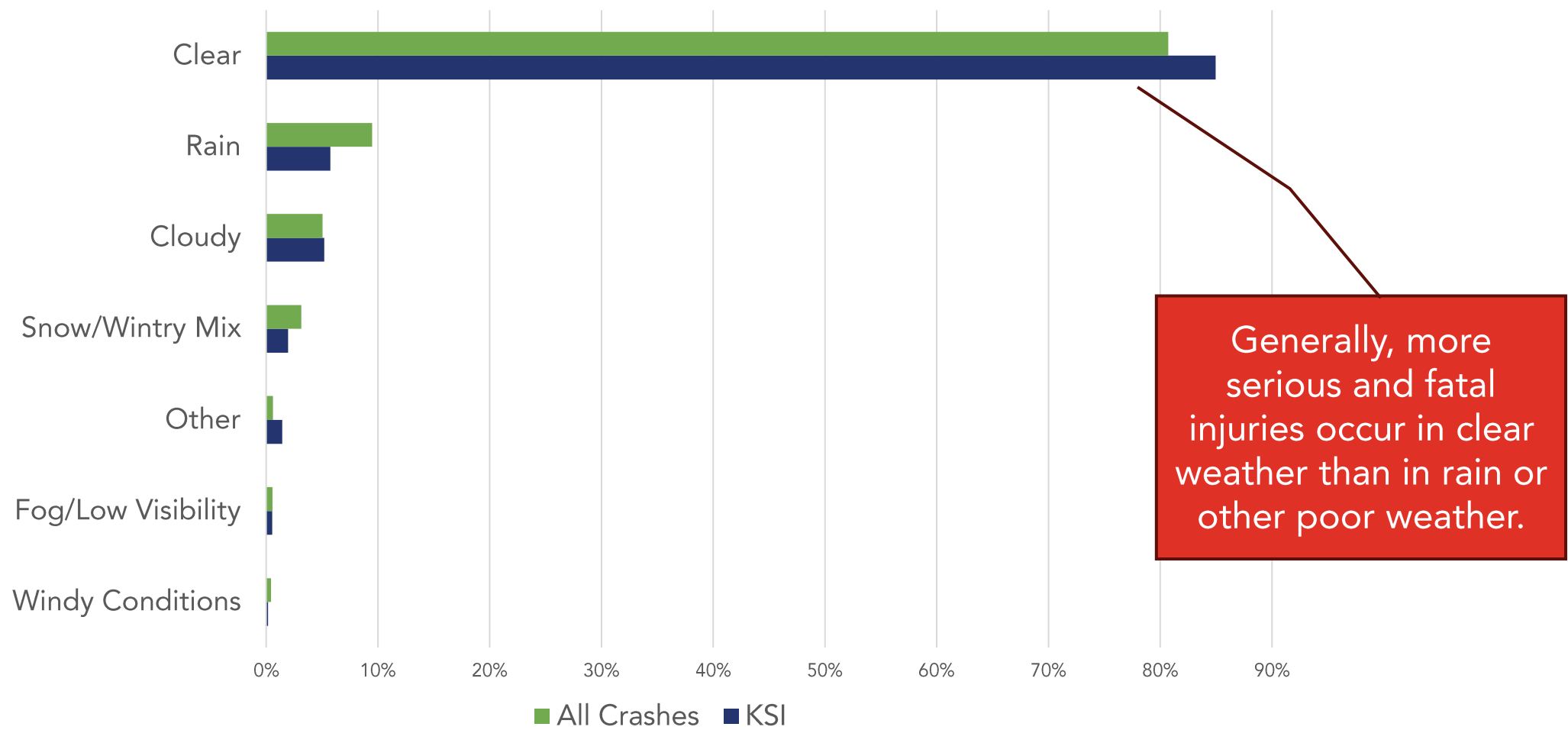
DRIVER CONDITION



LIGHTING CONDITIONS

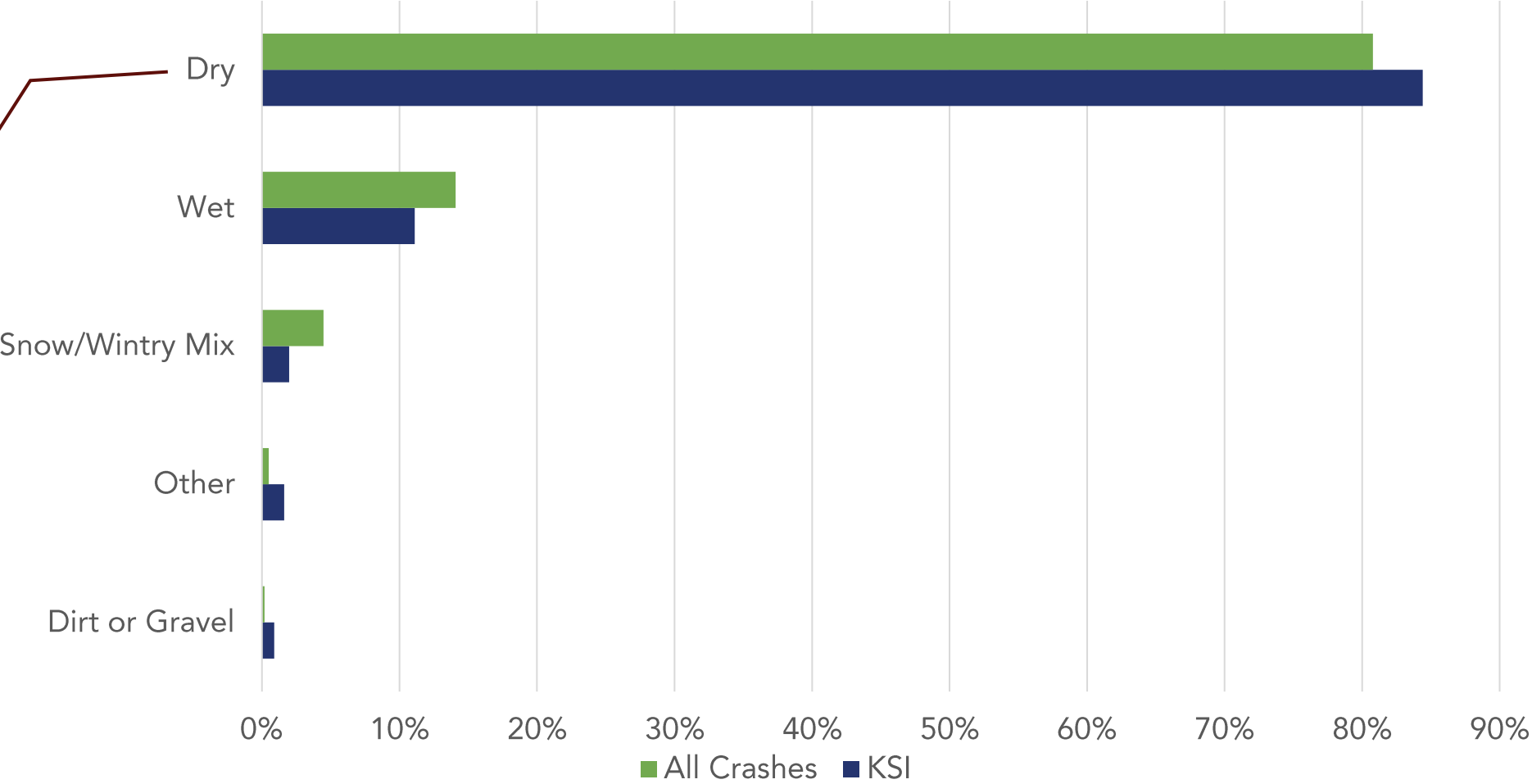


WEATHER CONDITION

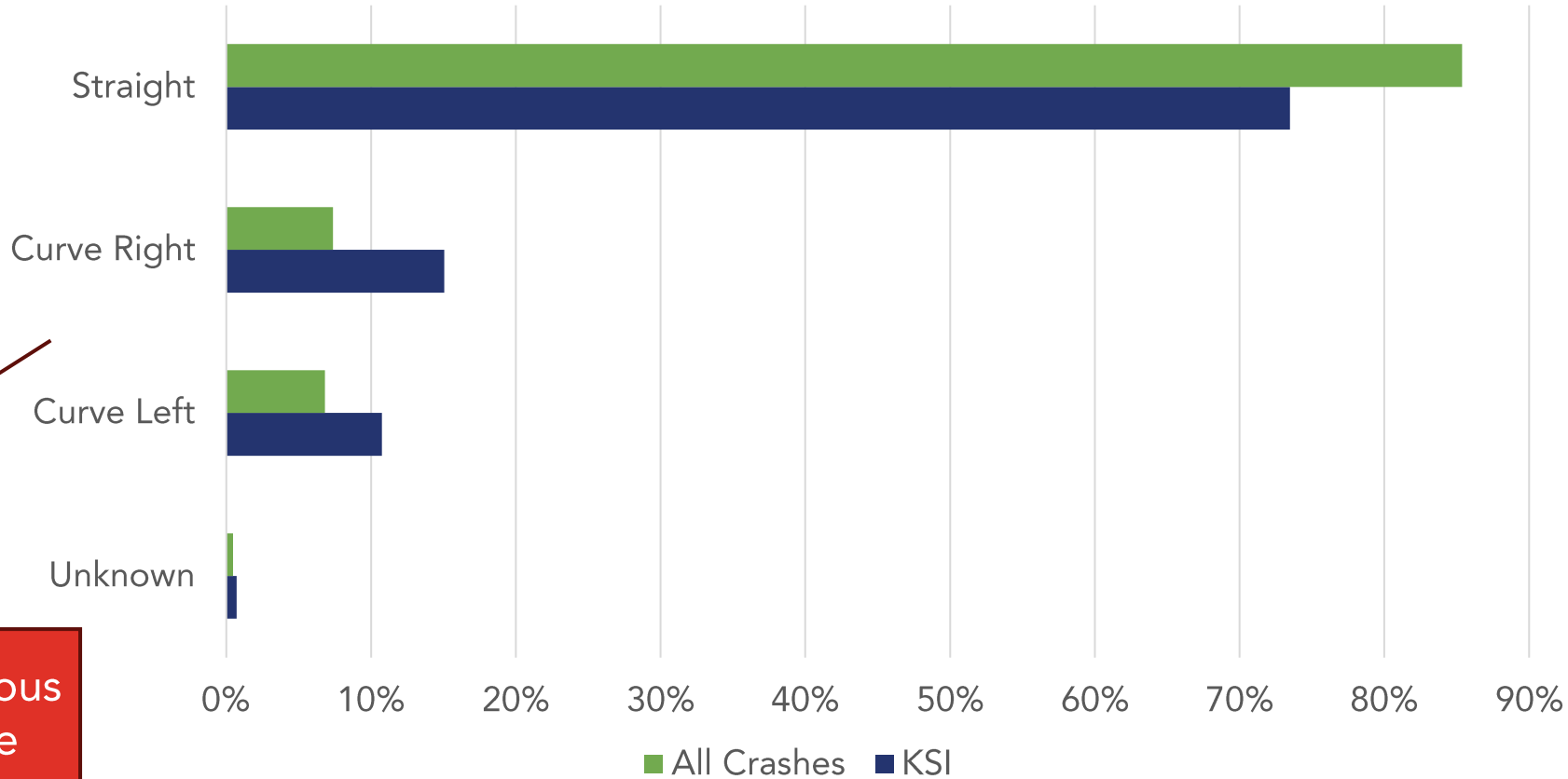


ROAD CONDITION

Fatalities and serious injuries are more likely to occur on dry roads.



ROADWAY ALIGNMENT



Fatalities and serious injuries are more likely to occur on curved roads.

CTDOT EMPHASIS AREAS

Infrastructure EA

- Roadway Departure
- Intersections

Behavior EA

- Impaired
- Unrestrained
- Aggressive
- Motorcycle
- Distracted

Pedestrian EA

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



These areas include:

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

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

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

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



Next Steps

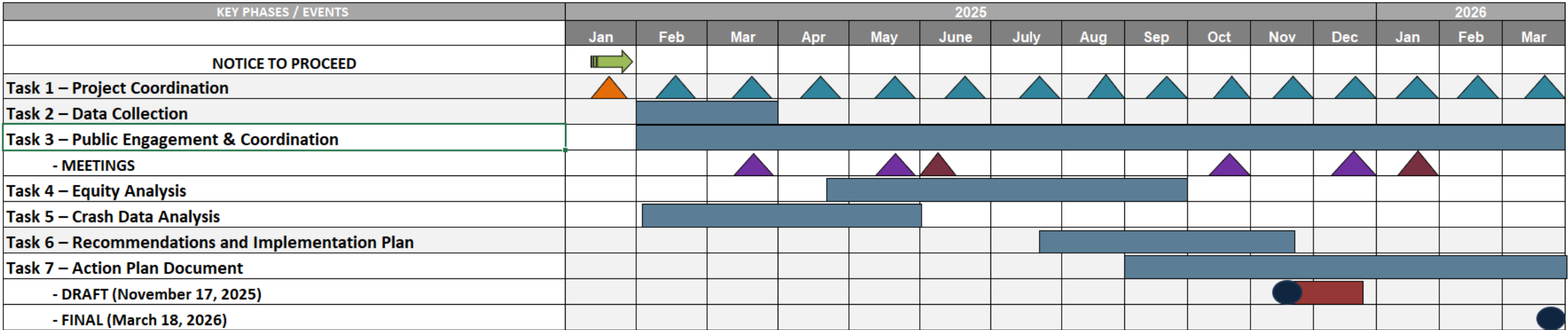
FIRST PUBLIC MEETING

- June 16-17
- Virtual and in-person public meetings
 - Discussion of safe systems approach
 - Present draft crash results
 - Receive input and feedback on high-crash locations

NEXT STEPS

- Public Meeting 1 (June 2025)
 - Receive input through survey and interactive map
- Stakeholder Interviews
- Vision Zero Task Force Meeting 3 (October 2025)
 - Review project prioritization
 - Review countermeasures
 - Plan for continuing policy work, including establishing methods to measure safety benchmarks and targets
- Vision Zero Task Force Meeting 4 (December 2025)
 - Review draft Safety Action Plan
 - Discuss upcoming Public Meeting 2 in January 2026

SCHEDULE



LEGEND:

Kick Off Mtg (In-person)



Public Mtg (In-person)



Task Force Meeting*



Project Team Progress Meeting
(Virtual)



Work Progress



SCCOG Review/Comments



Notice to proceed



Report Deliverable



*Task force will take place of regular check in meetings

QUESTIONS?