



**Capitol Region
Transportation Safety
Action Plan**

Vision Zero



Technical Stakeholder Meetings

Crash Analysis & Mapping
April 15 & 16, 2025

Today's Agenda

Agenda

 Brief overview of the Team, the Program & Goals, and our Plan

 Description of crash analysis methodology

 Regional maps, descriptive analysis, and trends

 Sample of municipal maps and descriptive analysis

 Online survey results and engagement activities update

 Invitation for further discussion with your town



CRCOG

Project Team

Capitol Region Council of Governments (CRCOG)

- Roger Krahn (PE), Principal Transportation Engineer
- Rob Aloise (PE), Director of Transportation Planning
- Cara Radzins (AICP), Deputy Director of Transportation Planning
- Anaka Maher (EIT), Senior Transportation Planner
- Aaliyah Miller, Senior Communications Manager

FHI Studio, now IMEG

- Michael Morehouse (PE), Project Manager
- Christian Mazur (EIT), Transportation Engineer
- Cassandra Valcourt, Community Engagement Planner

CDM Smith

- Rebecca Hall (PE)
- Carl Duesler (PE)

Toole Design Group

- Shawna Kitzman (AICP)
- Perri Sheinbaum



CRCOG

Program, Plan, and Goals

Safe Streets for All (SS4A)

Federal program that provides funding for *planning, infrastructure, behavioral, and operational initiatives* that *reduce or eliminate fatal and serious injury* on roads and streets involving *all roadway users*.

The program supports the development of a *Safety Action Plan* that identifies *significant roadway safety concerns* and the *implementation of projects and strategies* that addresses them.



CRCOG

Principles

Death/serious injury is unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared

Safety is proactive

Redundancy is crucial



Elements

Safe Road Users

Safe Vehicles

Safe Speeds

Safe Roads

Post-crash Care



CRCOG

Vision Zero Task Force: Safety Action Plan Goals

1. Reach zero fatal & serious injury roadway crashes by 2040
 - *High Injury Network* for the region
2. Reduce all roadway crashes by 50% by 2032
 - *High Risk Network* for each municipality



CRCOG

Safety Action Plan Elements

1. Leadership Commitment & Goal Setting
2. Planning Structure
3. Crash (Safety) Analysis
4. Engagement & Collaboration
5. Equity Considerations
6. Policy and Process Changes
7. Strategy and Project Selection
8. Progress and Transparency



**Progress
Report**
June 2025

Final Report
December 2025



CRCOG

Crash Analysis

Methodology

Data Collection

- Connecticut Crash Data Repository (CTCDR)
- Analysis years 2019 through 2023
 - Previous update only included three years of data
- Roadway facility criteria
 - Excludes interstates, interchange ramp systems, and limited/controlled-access freeways

Crash Severity

- Classification of crash outcomes
 - Severity is just one of many ways to classify data
- Weighting factor: Equivalent Property Damage Only (EPDO), adjusted based on local \$ value

Code	Severity Level	Description	EPDO
K	Fatal Injury	At least one person died because of the crash	948.72
A	Suspected Serious Injury	Severe injury (e.g., broken bones, unconsciousness)	55.01
B	Suspected Minor Injury	Non-life-threatening injury (e.g., bruises, small cuts)	16.67
C	Possible Injury	No visible injury, but person reported pain or discomfort (e.g., whiplash)	10.55
O	Property Damage Only	Only vehicles or property were damaged	1.00



High Injury Network (HIN)

- Injury level: *Fatal (K) and Serious Injury (A)*
- Network: *Regional* Intersections and Segments
- Roadway facility criteria
- Weighting factor: *None*

High Risk Network (HRN)

- Injury level: *All severity levels*
- Network: *Municipal* Intersections and Segments
- Roadway facility criteria
- Weighting factor: *Crash severity*



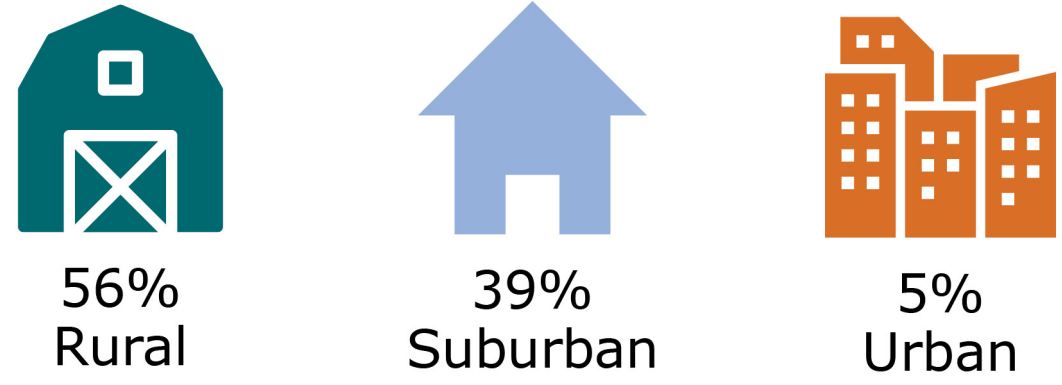
CRCOG

Regional Data

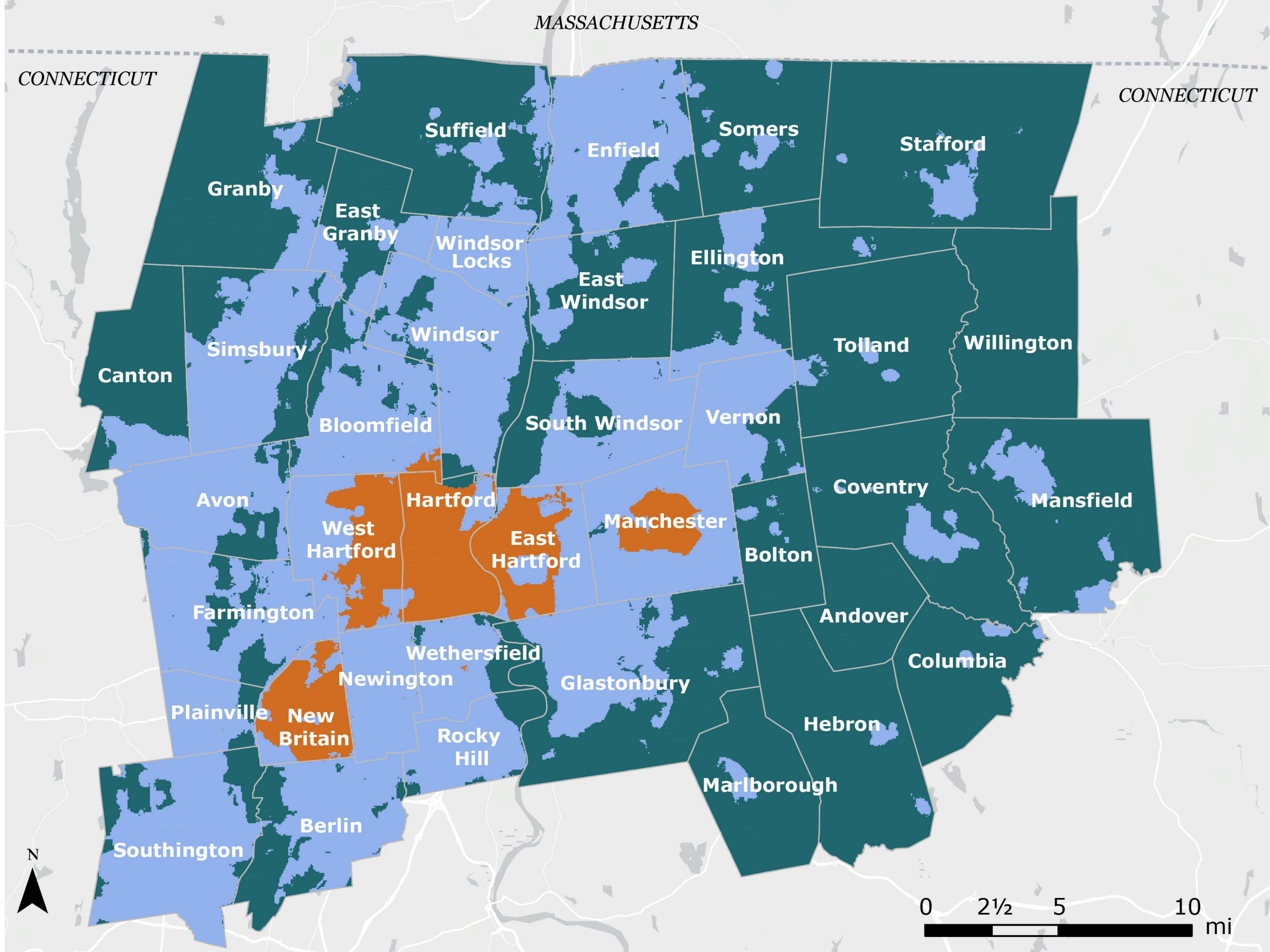
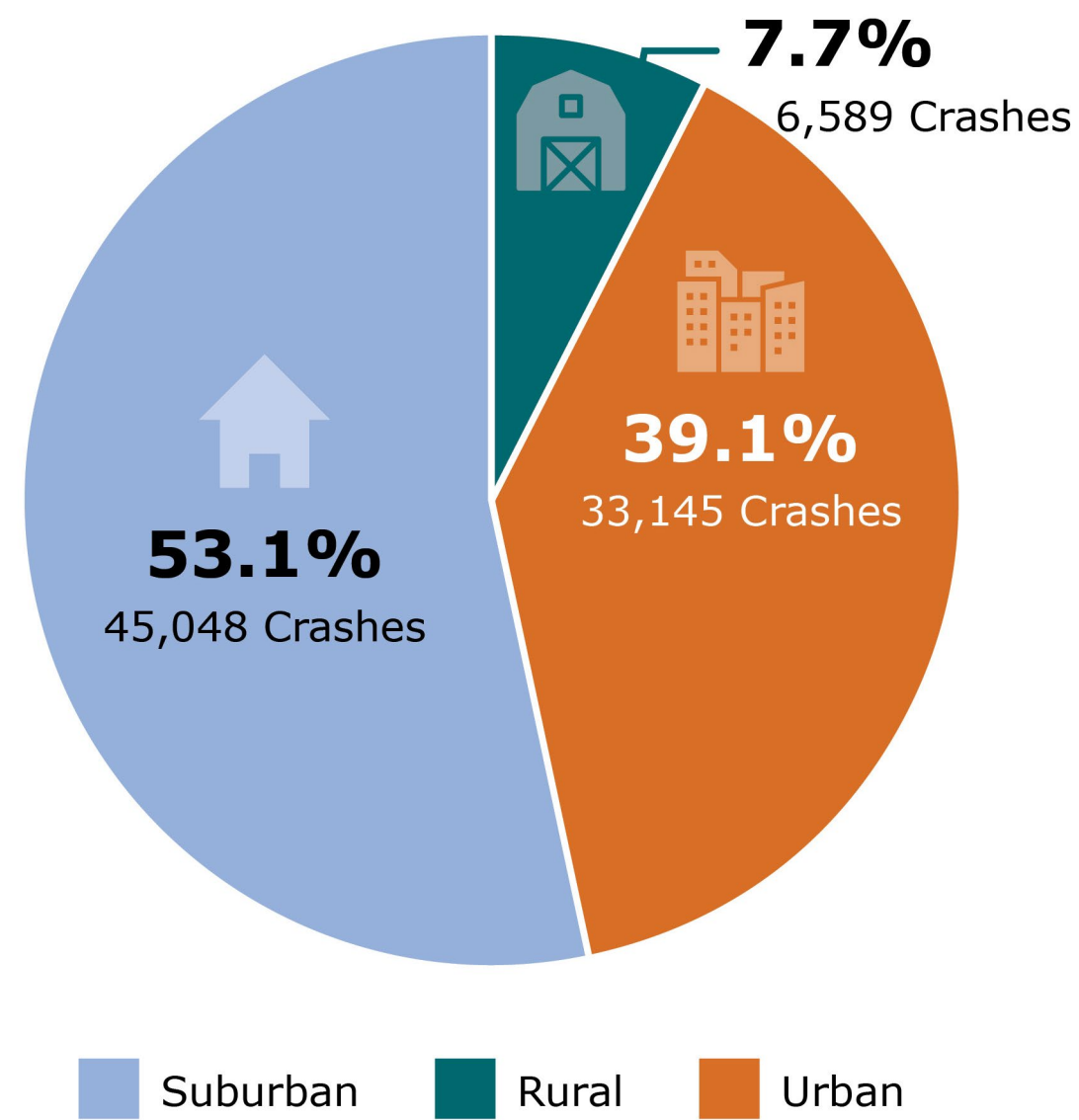
- *Land Use*
- *Vulnerable Users*
- *HIN*

Capitol Region Crash Profile

Crashes by Land Use



Crashes by Land Use

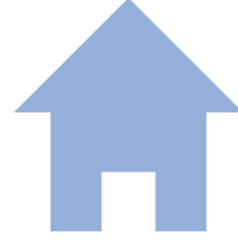


Capitol Region Crash Profile

Crashes by Time of Day



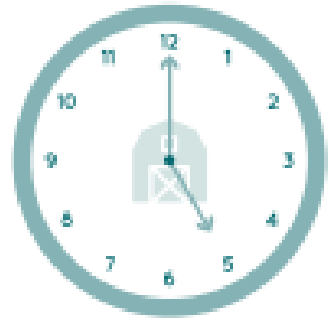
56% Rural



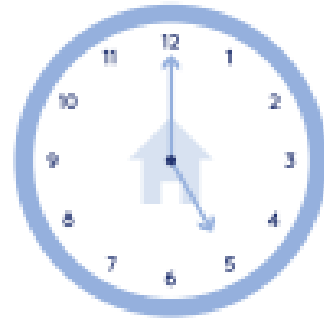
39% Suburban



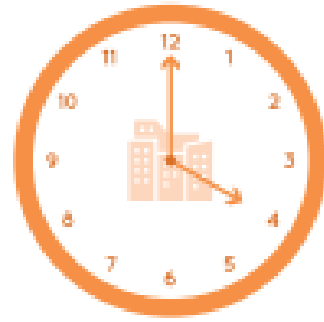
5% Urban



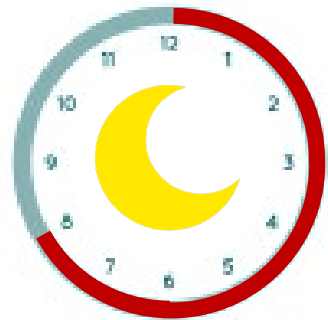
Most crashes in rural areas occur around 5pm.



Most crashes in suburban areas also occur around 5pm.



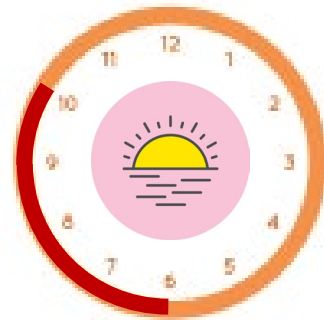
Most crashes in urban areas occur around 4pm.



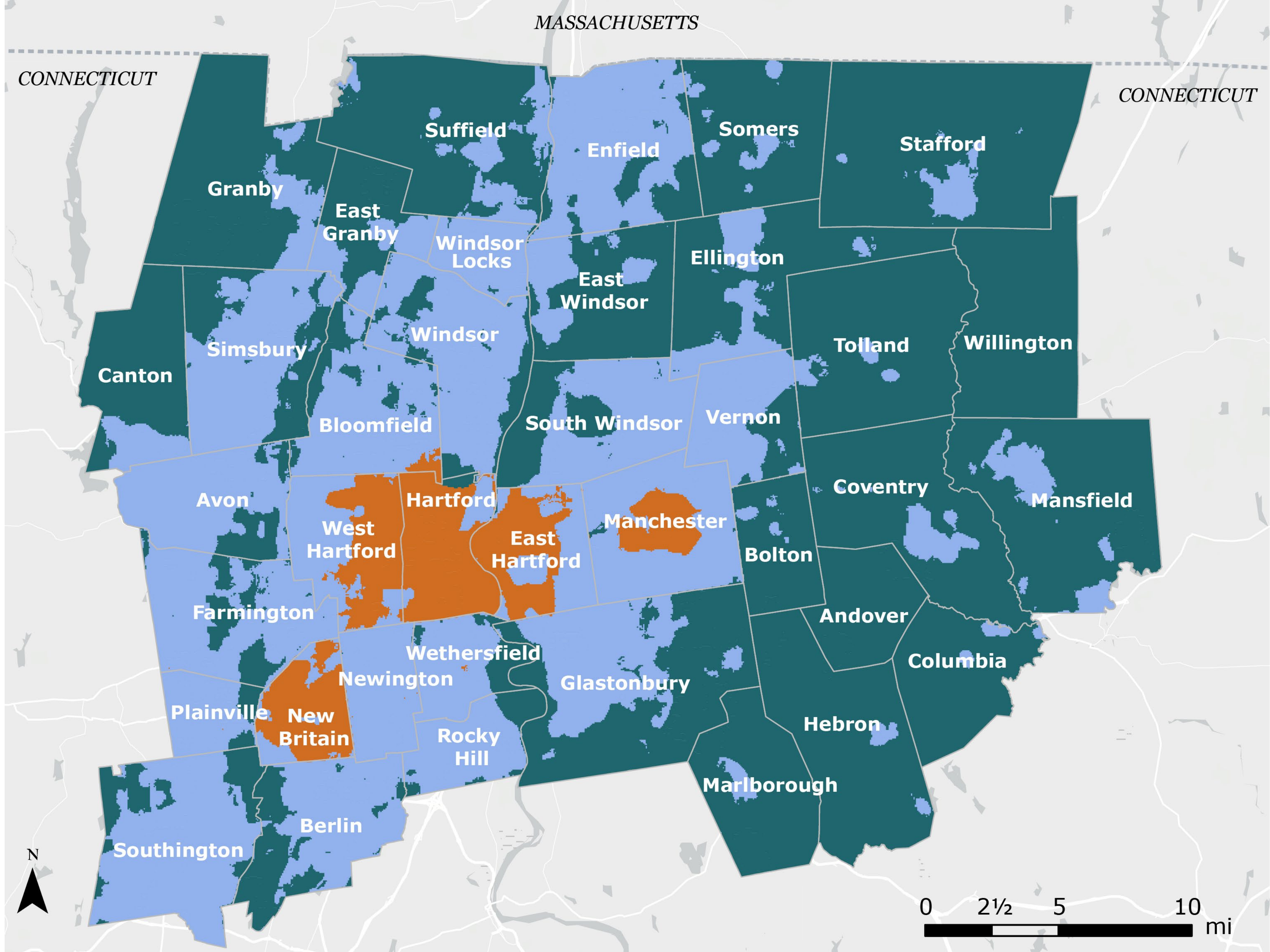
Crashes between 12 AM and 8 AM are the highest in rural areas



Crashes between 9 AM and 5 PM are the highest in suburban areas

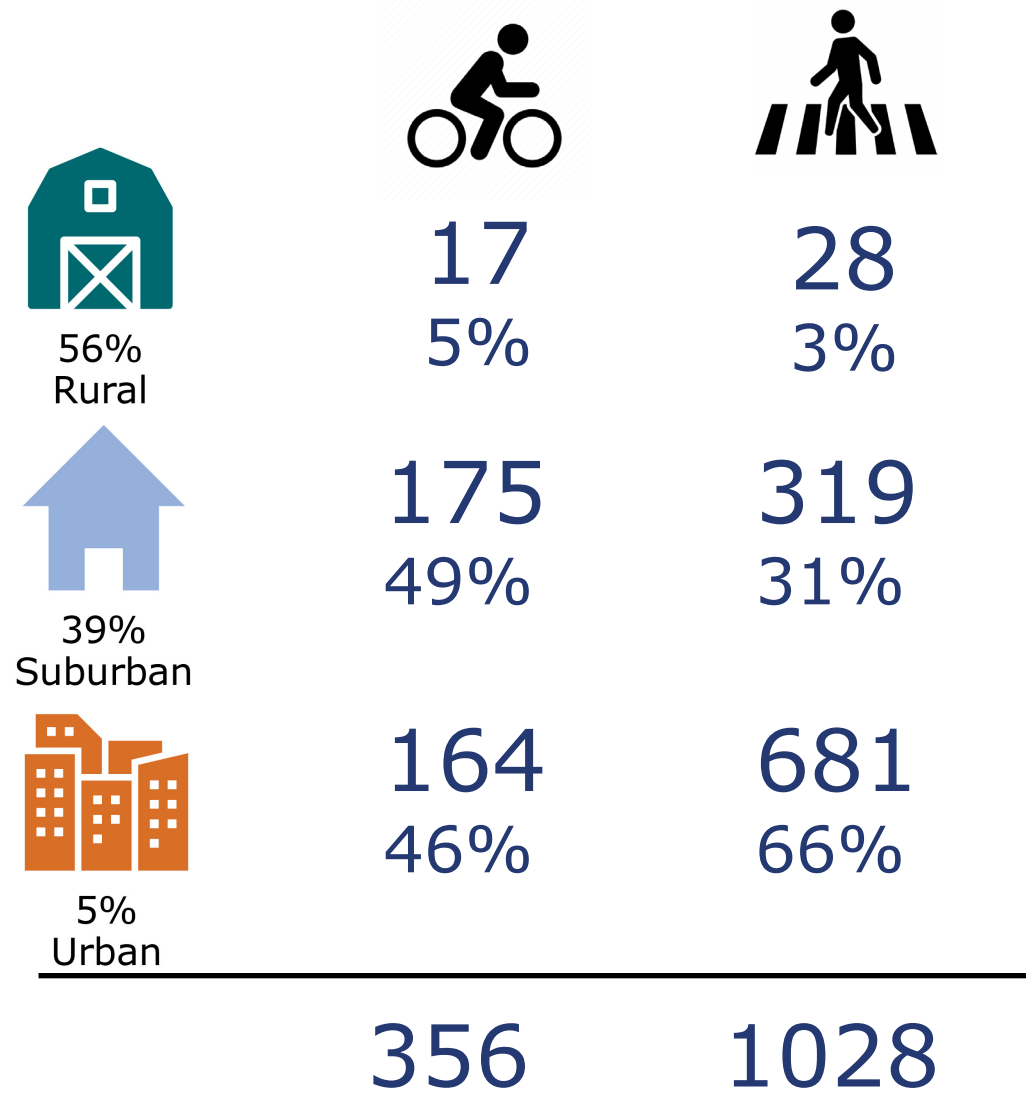


Crashes between 6 PM and 10 PM are the highest in urban areas



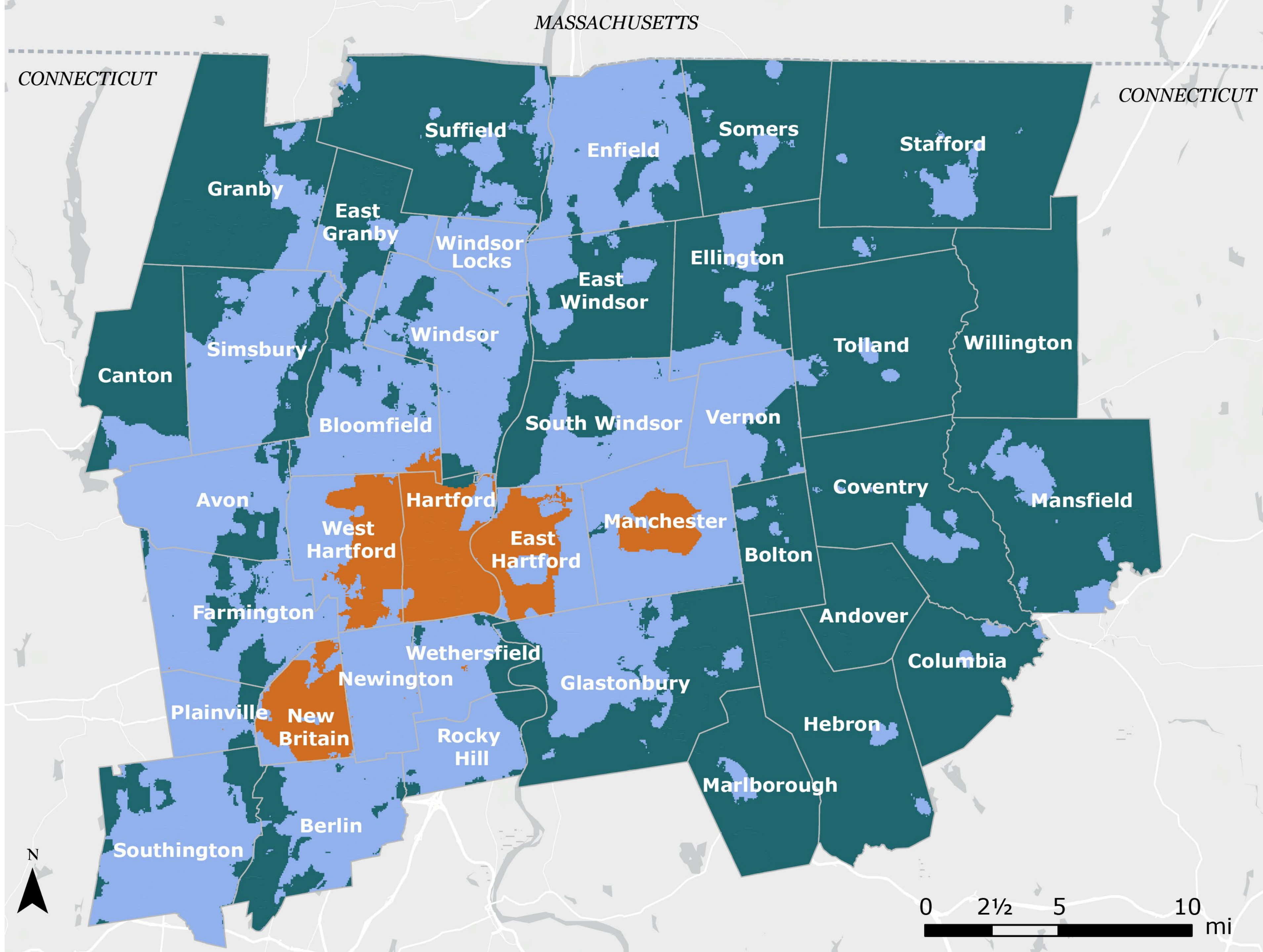
Capitol Region Crash Profile

Crashes by Vulnerable User



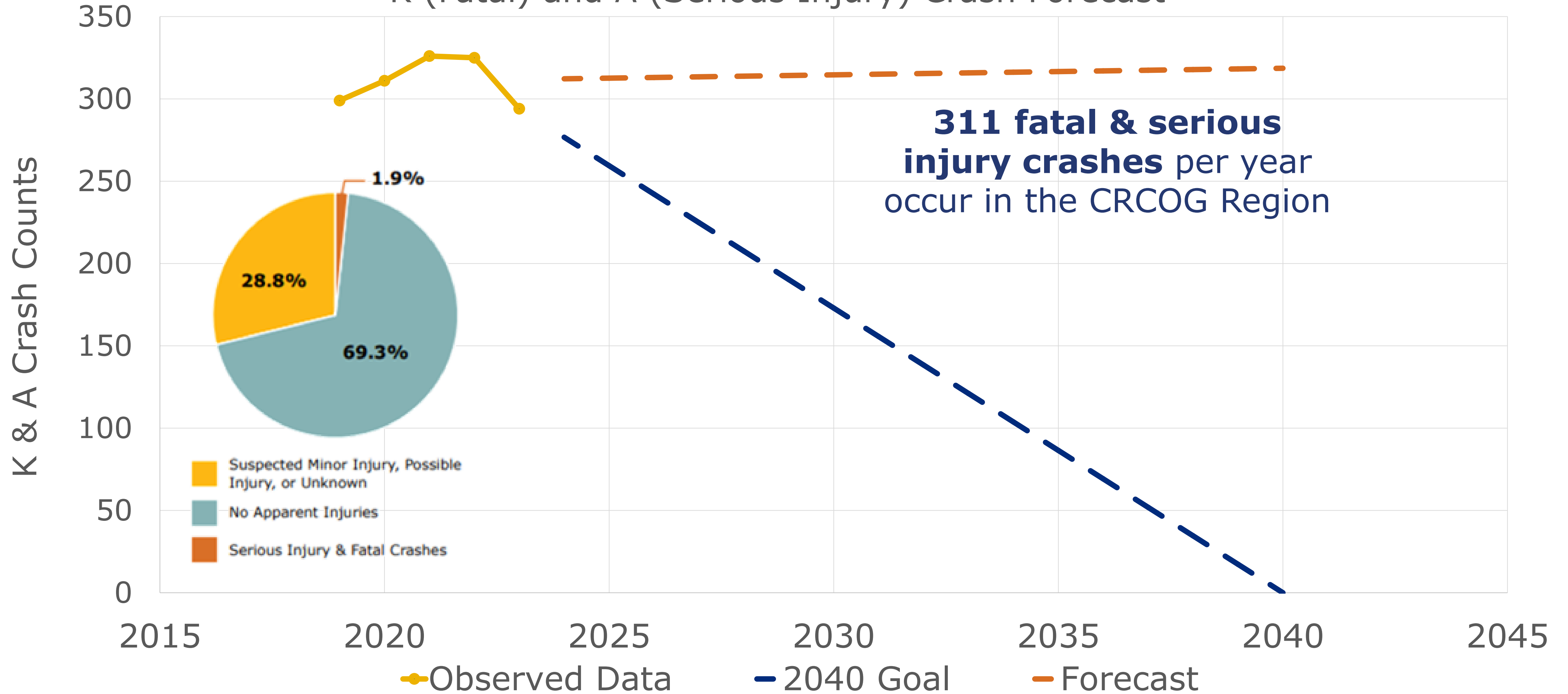
Crashes by Age Group

	<i>K & A</i>	<i>All</i>
1	25-29	25-29
2	20-24	30-34
3	30-34	20-24



Vision Zero Forecast

K (Fatal) and A (Serious Injury) Crash Forecast



CRCOG

Route 44

Blue Hills Ave

Main St

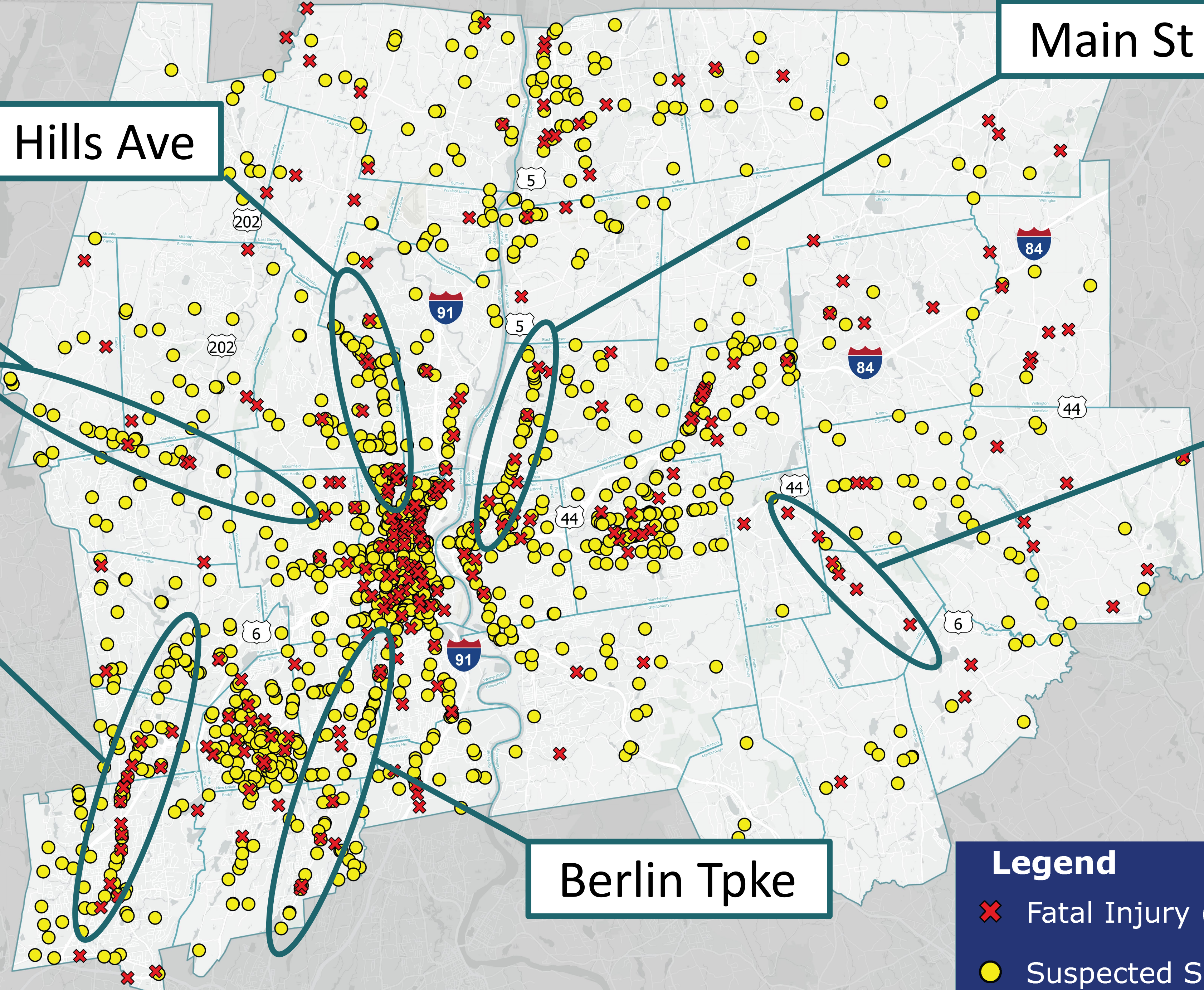
Route 10

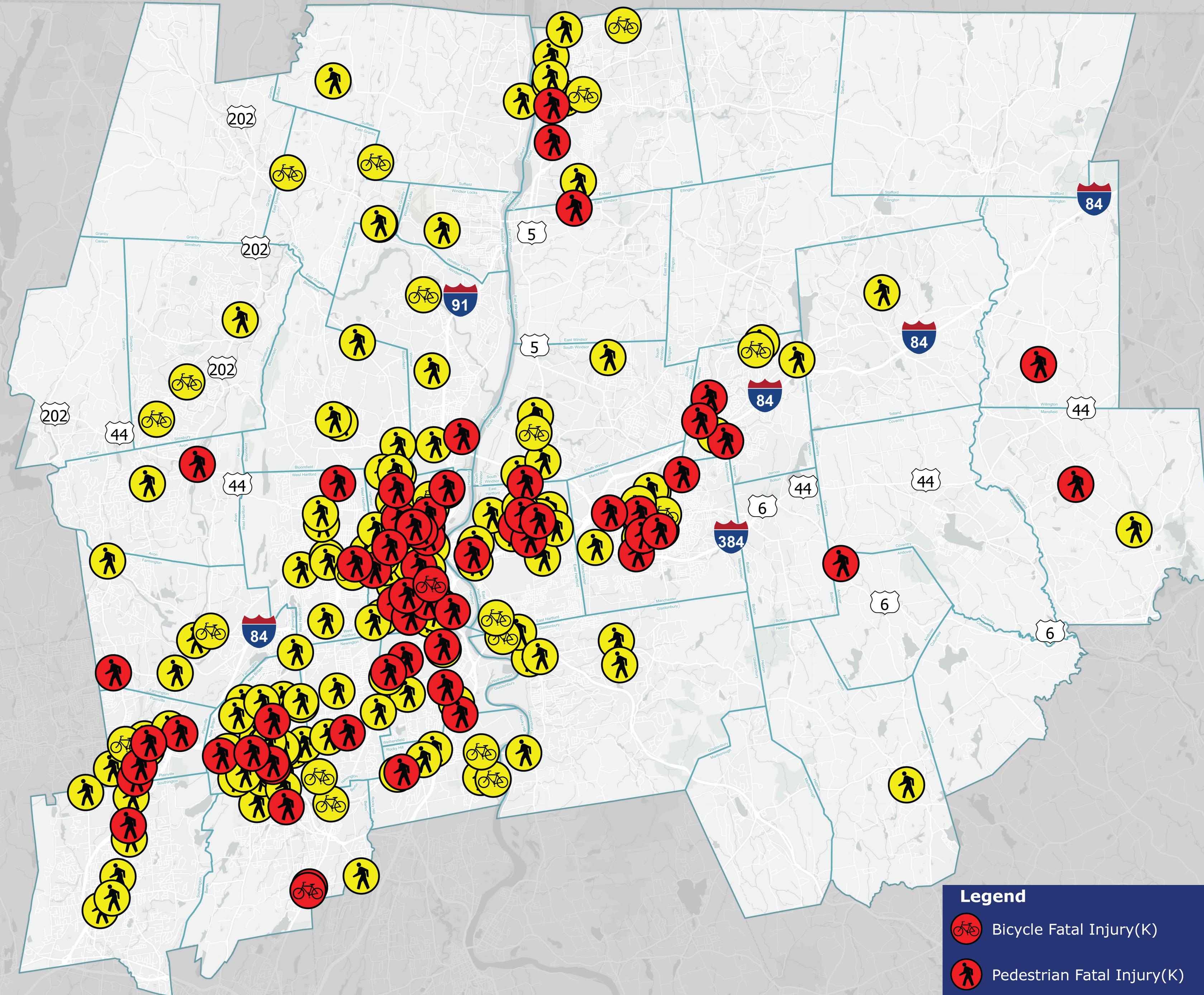
Route 6

Berlin Tpke





Legend

- ✖ Fatal Injury (K)
- Suspected Serious Injury (A)

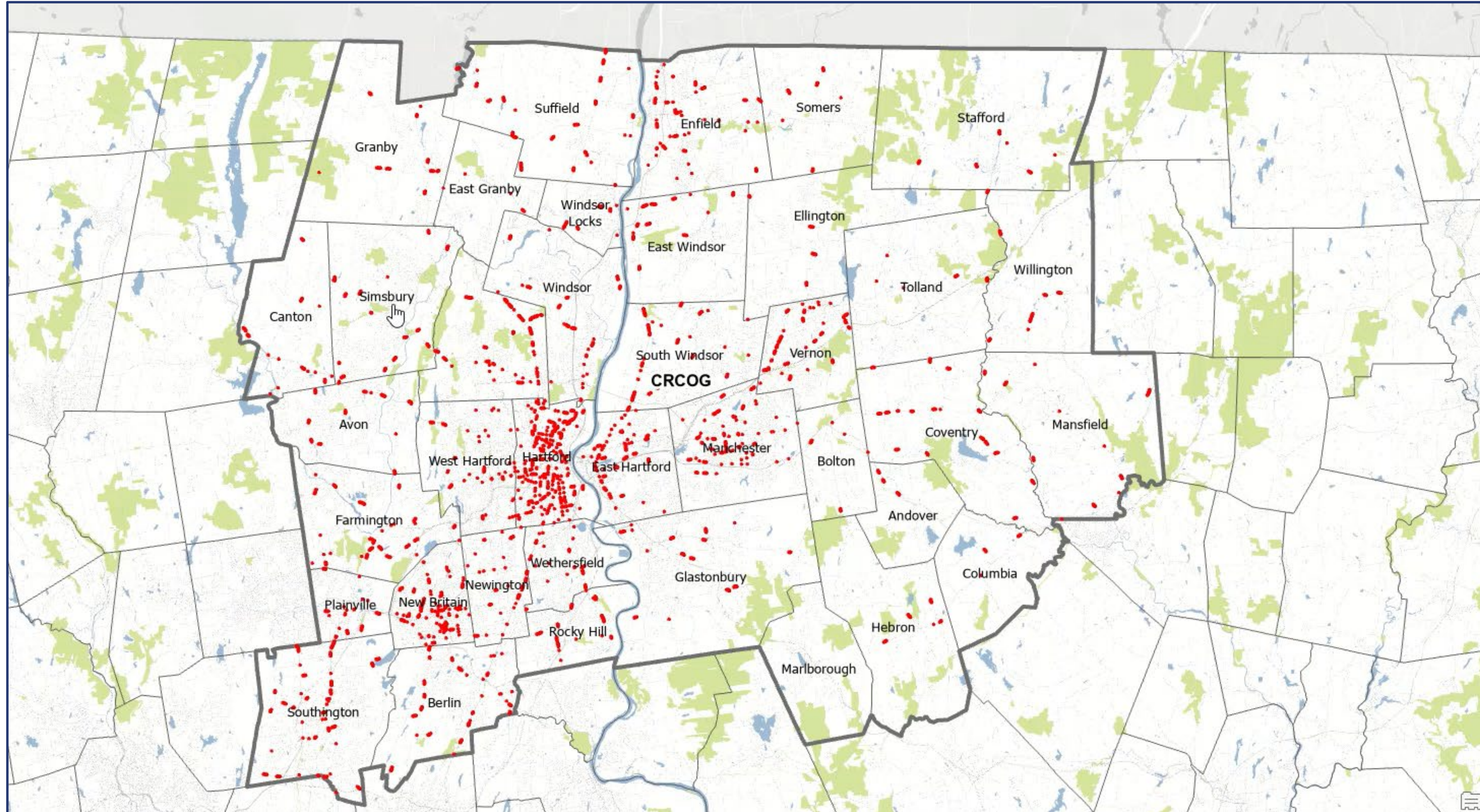




Legend

 Bicycle Fatal Injury(K)	 Bicycle Serious Injury(A)
 Pedestrian Fatal Injury(K)	 Pedestrian Serious Injury(A)

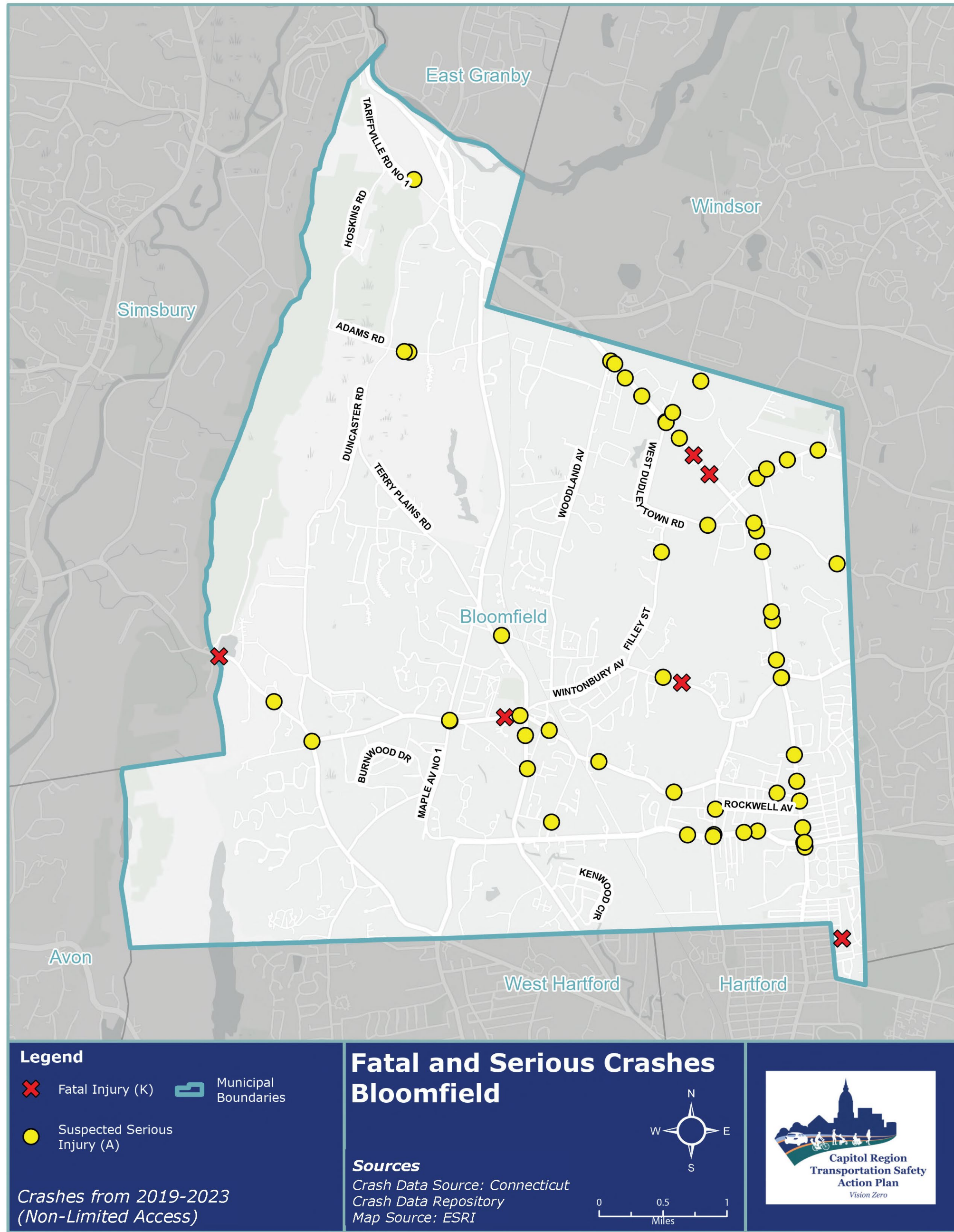
High Injury Network



CRCOG

Municipal Data

• *Sample town*



High Injury Network

Segments and intersections based on Fatal and Serious Injury crashes only

Developed at the *regional level*

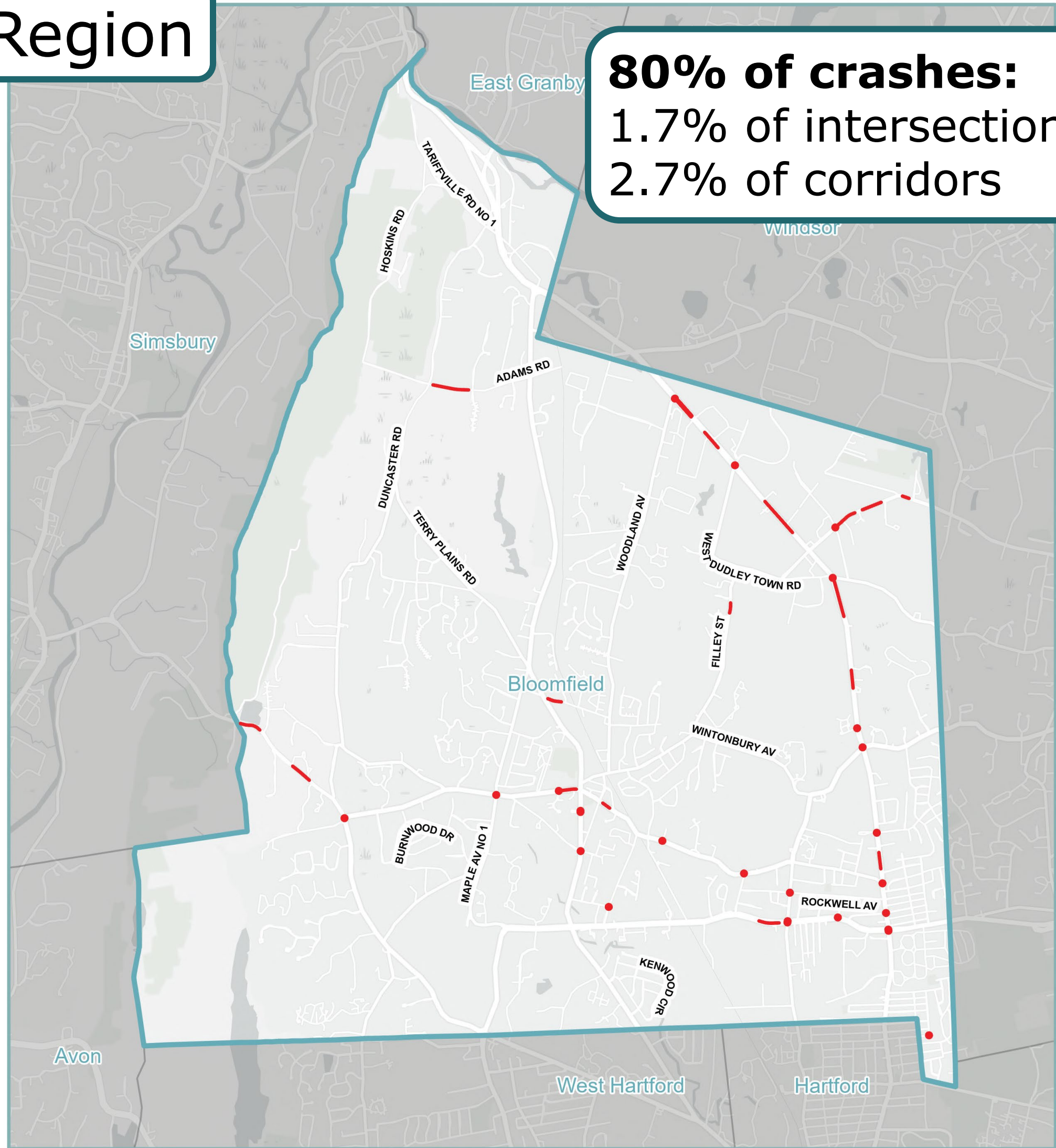
Aligns with SS4A structure and Vision Zero goals

Severity	EPDO
K	1.00
A	1.00
B	N/A
C	N/A
O	N/A



Region

80% of crashes:
1.7% of intersections
2.7% of corridors



High Injury Network

Segments and intersections based on Fatal and Serious Injury crashes only

Developed at the *regional level*

Aligns with SS4A structure and Vision Zero goals

Severity	EPDO
K	1.00
A	1.00
B	N/A
C	N/A
O	N/A

Legend
 High Injury Intersection
 High Injury Corridor
 Municipal Boundary

Crashes from 2019-2023
(Non-Limited Access)

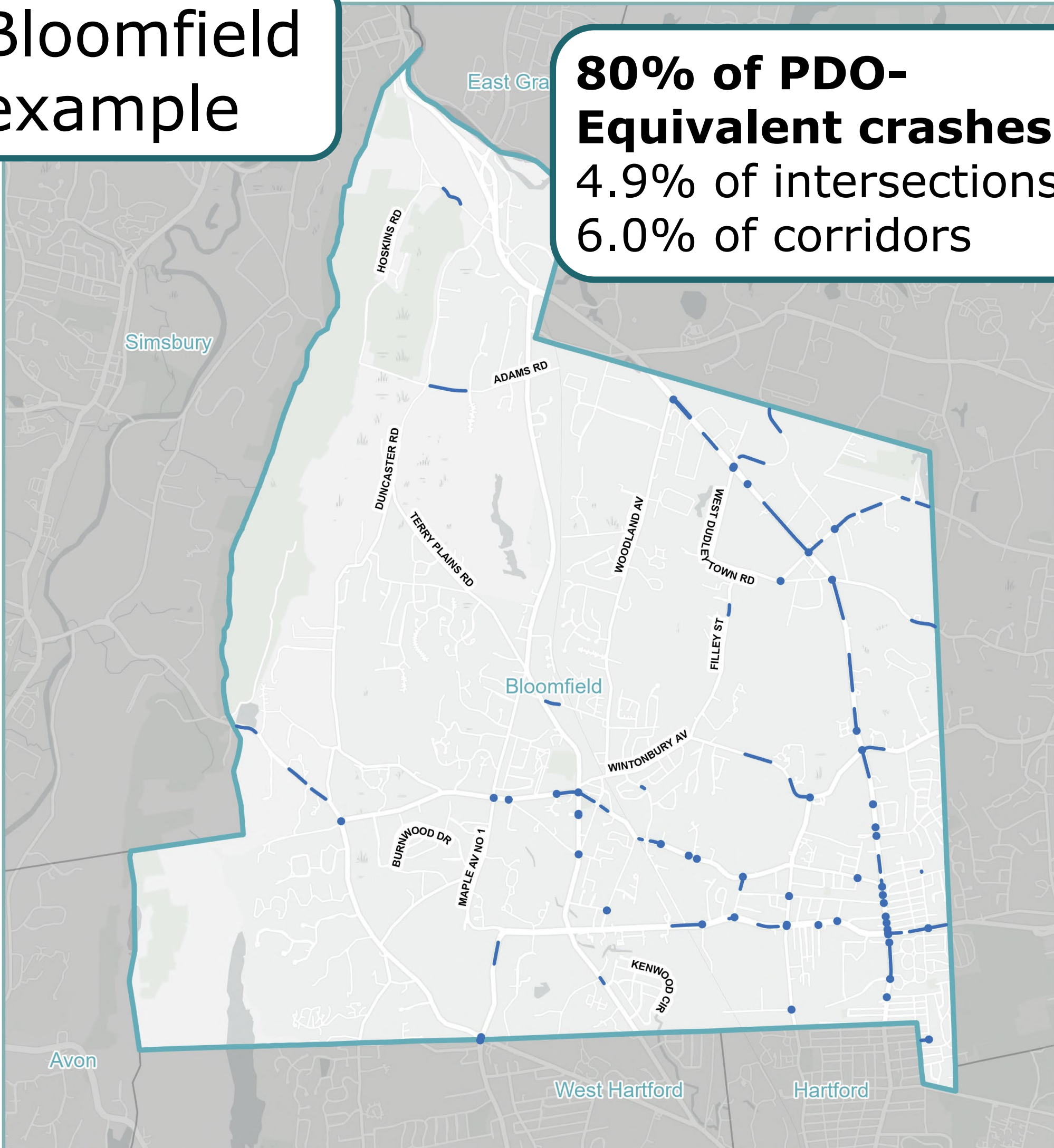
High Injury Network Bloomfield
 (analysis of Fatal and Serious Injury Crashes Only)
Sources
 Crash Data Source: Connecticut Crash Data Repository
 Map Source: ESRI



CRCOG

Bloomfield example

80% of PDO-Equivalent crashes:
 4.9% of intersections
 6.0% of corridors



High Risk Network

Segments and intersections with weighted crash frequency (K through O)

Developed at the *municipal level*

Supports broader planning and prioritization

Severity	EPDO
K	948.72
A	55.01
B	16.67
C	10.55
O	1.00

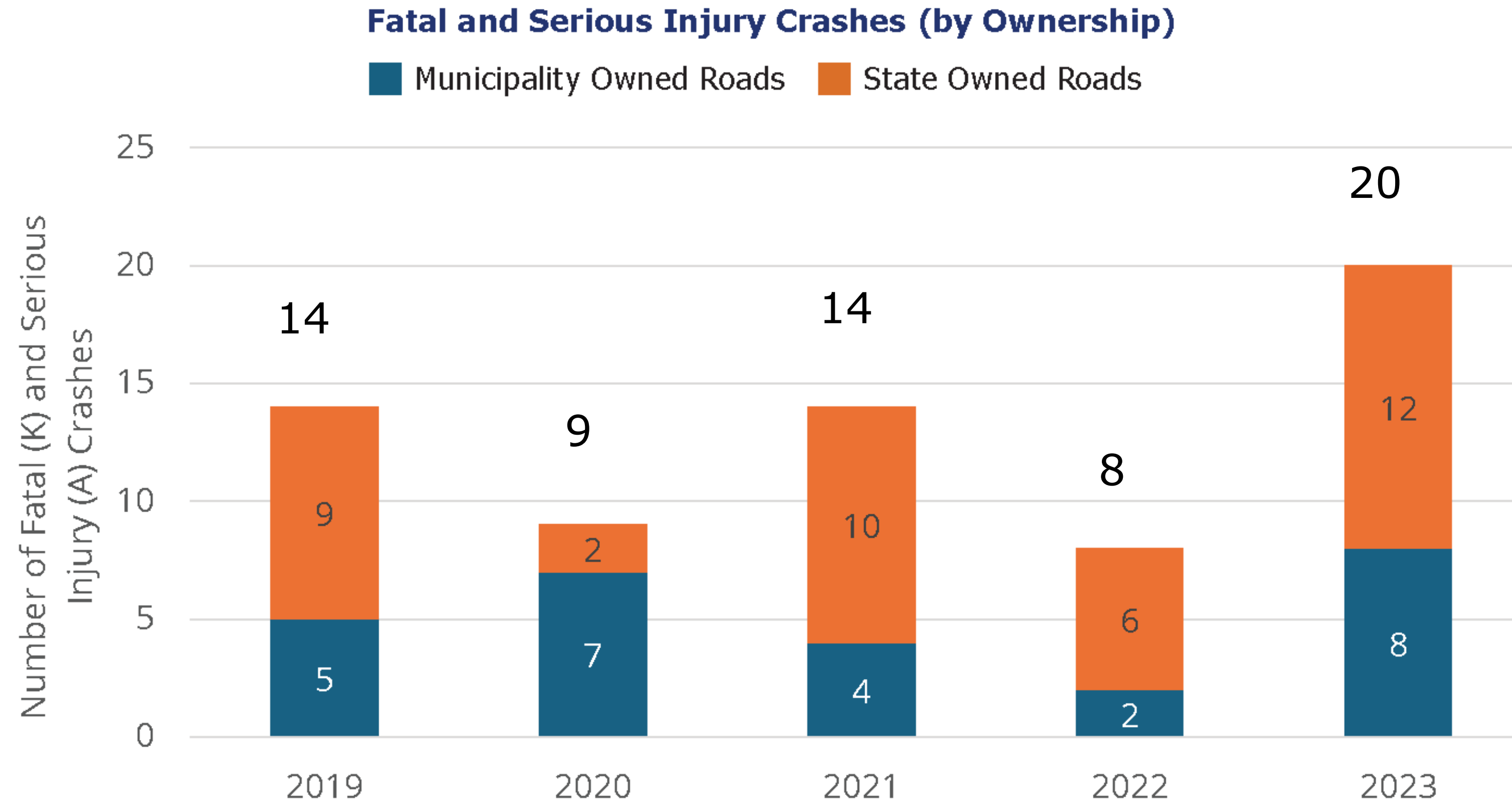
Legend
 ○ High Risk Intersection
 □ Municipal Boundary
 — High Risk Corridor
 Crashes from 2019-2023
 (Non-Limited Access)

High Risk Network Bloomfield
 (weighted analysis of all crashes)
Sources
 Crash Data Source: Connecticut Crash Data Repository
 Map Source: ESRI

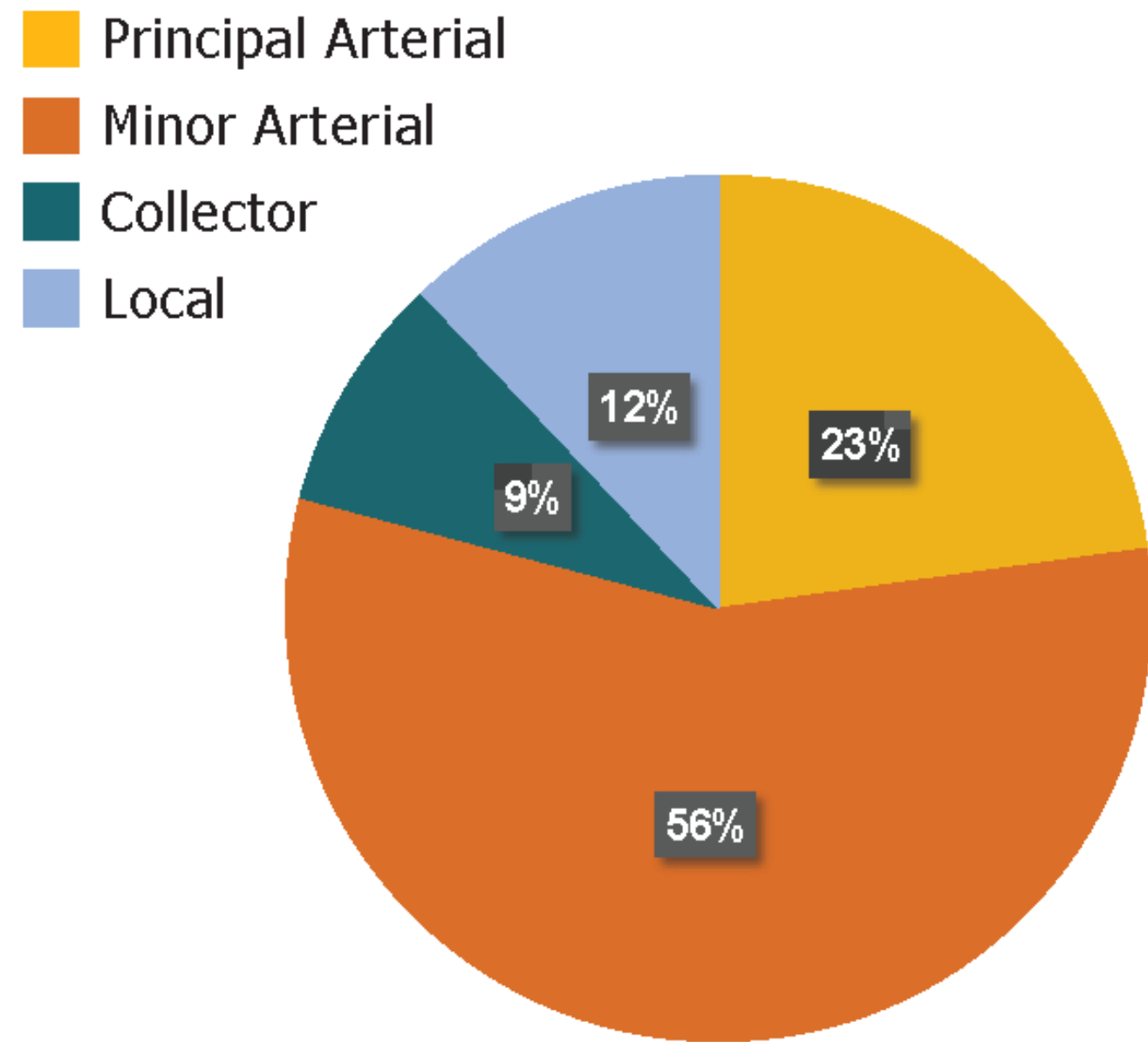


CRCOG

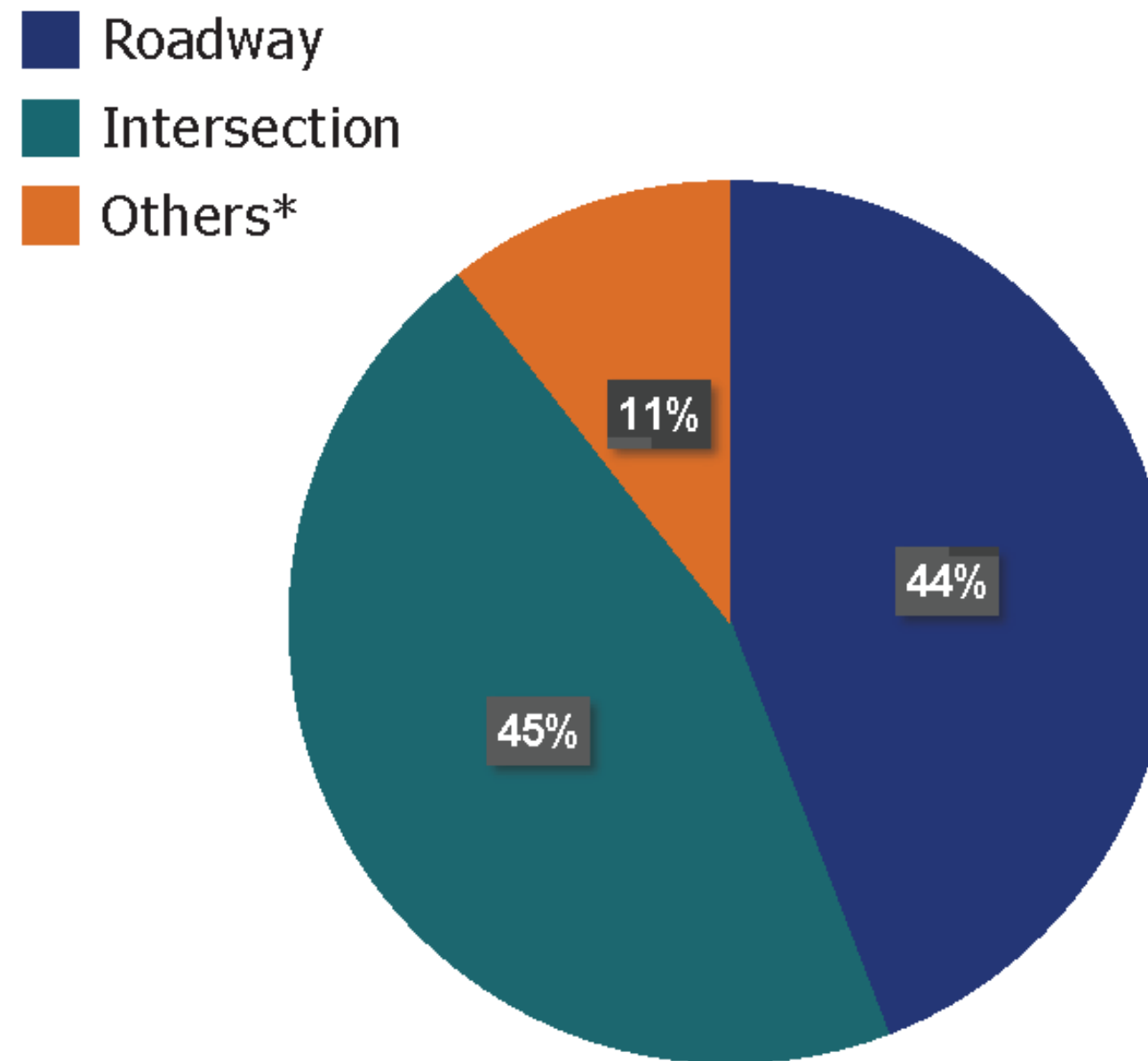
Bloomfield Crash Summary



All Crashes by Functional Class



All Crashes by Roadway Site



Number of Crashes by Severity

Severity	2019	2020	2021	2022	2023
Fatal Injury (K)	2	1	1	1	1
Suspected Serious Injury (A)	12	8	13	7	19
Suspected Minor Injury (B)	73	52	49	76	67
Possible Injury (C)	82	56	70	58	67
No Apparent Injury (O)	468	312	370	379	356
Unknown	0	0	0	0	0
Total Crashes	637	429	503	521	530

*Other sites include:

- Driveway Access
- Service or Rest Area
- Shared-use Path or Trail
- Unknown



Questions

Do these data align with your firsthand experience?

Are there specific locations or corridors that deserve more attention than others?

Are there areas you expected to see but didn't show up in your town's crash analysis?

Which locations feel unsafe even if crash data does not reflect it yet?

Which ongoing or planned projects in your community should we know about?

Are there known challenges to implementing safety projects in your community?

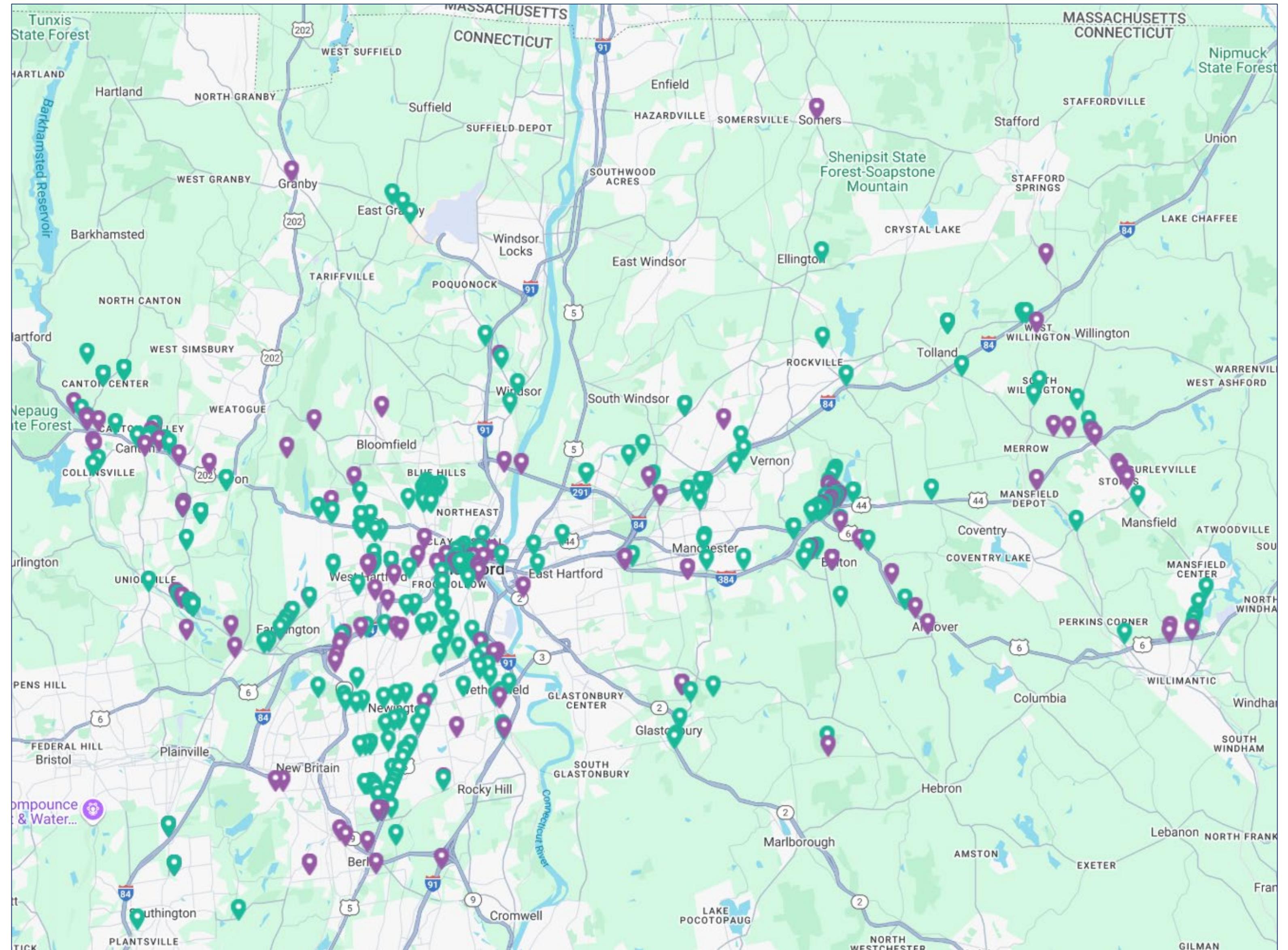


Public Engagement: Survey and Outreach Events



Map Responses

- Speeding, aggressive driving, and red-light running puts pedestrians, cyclists, and drivers at risk
- Pedestrian & bicycle infrastructure is inconsistent, unsafe, and missing
- Key corridors and intersections feel dangerous and unwelcoming
- Connectivity across the Connecticut River and between communities limits access to jobs, services, and businesses
- Community members want bold action



Respondents said...

- I mostly travel by car (78%)
- I sometimes also travel by walking/rolling (37%)
- I feel most unsafe traveling by bicycle (34%)
- The most important areas to target for improved roadway safety are infrastructure and enforcement
- The most important behavioral areas to target are aggressive, distracted, and impaired driving
- Widespread concern about **speeding** and **aggressive driving**
- Request for infrastructure improvements that **benefit all users**
- Need for consistent and visible **enforcement**
- Emphasis on safety for **vulnerable road users**
- Support for **education, technology, and planning activities**

476 responses to date!



CRCOG

Public Outreach Events

Winter Village



Vision Zero Workshop



CRCOG

Focus Groups and Table Talk Events

April 1 – **Hartford Proud Drill Drum & Dance Corp**
April 22 – **AARP Focus Group**
April 22 – **Bike and Pedestrian Advocate Table Talk**



Hartford Proud

CRCOG Regional Transportation Safety Action Plan

Table Talk Toolkit

Did you end up walking to school today?

I ride my bike as long as it doesn't rain

Big ideas start with just a conversation

Capitol Region
Transportation Safety
Action Plan
Vision Zero

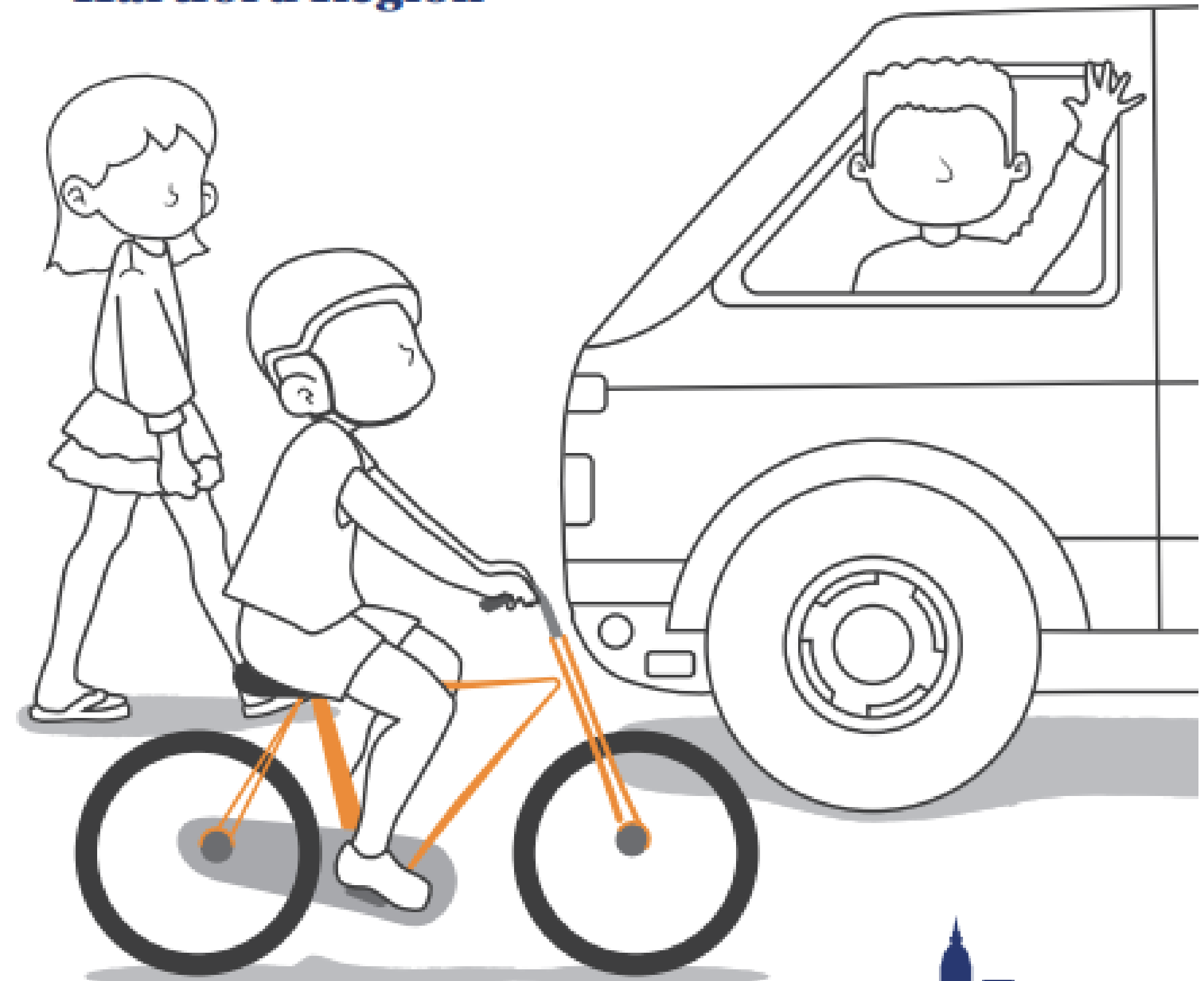
Student Engagement

April 25 – Silver Lane Elementary School Bike Bus Kick-off
May 6 – Bike New Britain School Day
May 8 – Walk, Bike and Roll to School at Smith STEM
May 16 – Bowers Bike Bus



SAFETY FIRST!

Traveling in the Greater
Hartford Region



THIS BOOK BELONGS TO:



Next Steps

- Please contact **Roger Krahn** (rkrahn@crcog.org) to schedule a meeting for your town or for any other questions
- Promote and distribute the survey!



CRCOG

Thank you!



Capitol Region Transportation Safety Action Plan

Vision Zero