



**Capitol Region  
Transportation Safety  
Action Plan**

*Vision Zero*



# Public Information Meeting

## Transportation Safety Action Plan

Wednesday, November 19, 2025  
6:00-7:00 PM



Note: This presentation is being recorded for accessibility purposes

# Public Information Meeting



## Agenda

- A. Introduction
- B. Background Information
- C. Safety Action Plan Elements
  1. Leadership Commitment and Goal Setting
  2. Planning Structure
    - Vision Zero Task Force
  3. Crash Analysis
  4. Engagement and Collaboration
  5. Underserved Community Considerations
  6. Policy and Process Review
  7. Strategy and Project Selection
    - Regional Infrastructure Projects
    - Municipal Infrastructure Projects
    - Non-Infrastructure Strategies
  8. Progress and Transparency
- D. Public Comments & Open Discussion
- E. Contact Information

# Introduction

# 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*

## FHI Studio, now IMEG

- Michael Morehouse (PE), Project Manager
- *Christian Mazur (EIT), Transportation Engineer*
- Stephen Edwards (PE), Deputy Project Manager

## CDM Smith

- Rebecca Hall (PE)
- Carl Duesler (PE)
- *Rima Abisaad (PE)*

## Toole Design Group

- *Shawna Kitzman (AICP)*
- *Perri Sheinbaum*
- *Kate Rozen*



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# Housekeeping...

- **Questions Welcome and Encouraged**

Feel free to use the meeting chat throughout the hour to ask questions.

- **After the Presentation**

We will hold open discussion. Please wait to be recognized before speaking and avoid interrupting others.

- **Written Comments**

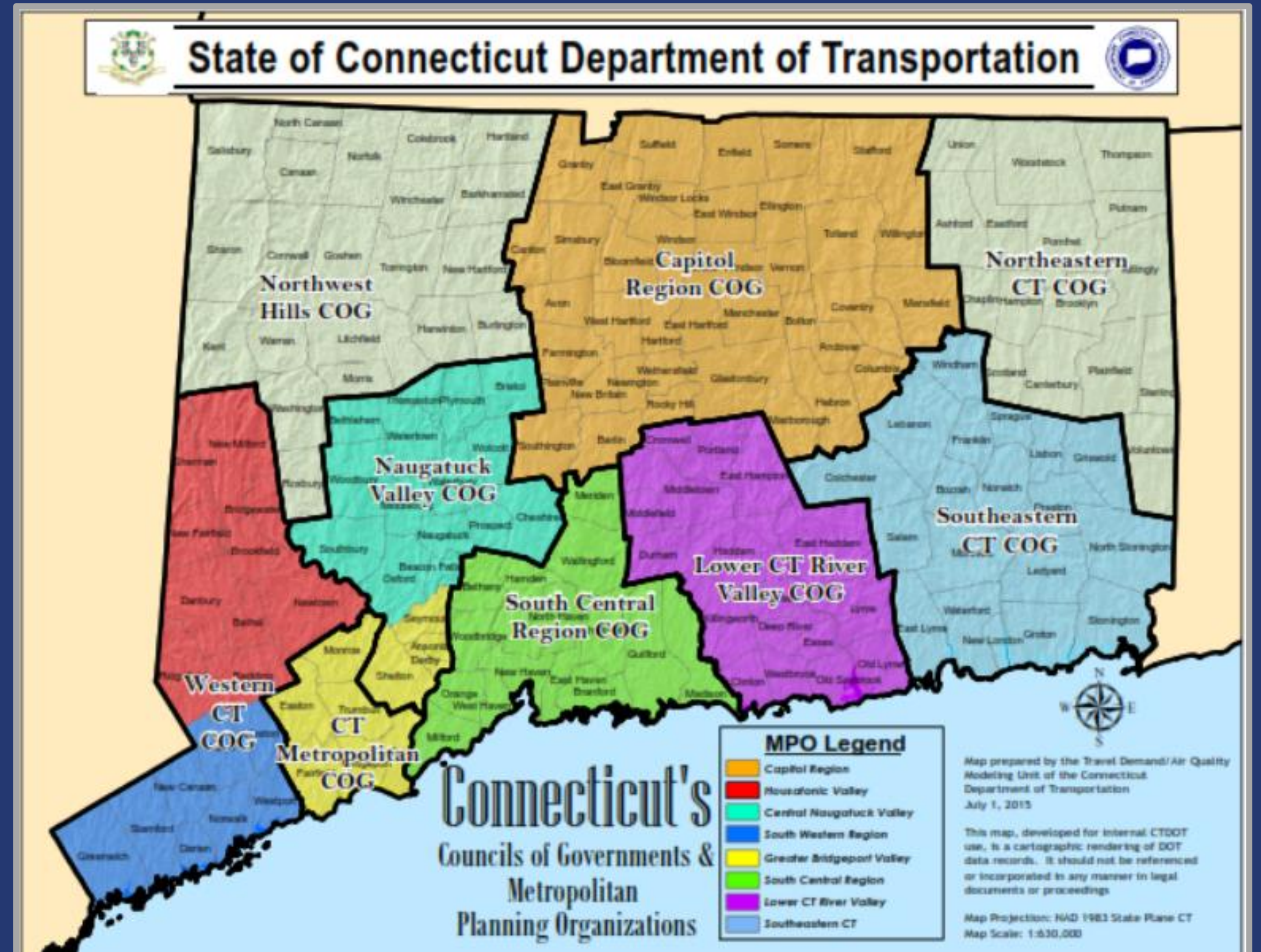
Detailed feedback can be submitted during the *two-week public comment period*

- *11/19/2025 – 12/3/2025*

# Background Information

# What is the Capitol Region Council of Governments?

- One of 8 Metropolitan Planning Organizations (MPO) in CT
- 38 member municipalities in the Hartford Capitol Region
- Responsible for transportation planning and programming federal transportation funds



**CRCOG**

**What are we discussing today?**

**A plan to address the roadway safety problem in the CRCOG Region**

*Exhibit 3-4 CRCOG Crashes by Year – All Injury Severities*

Severity	2019	2020	2021	2022	2023
Fatal Injury (K)	45	56	58	53	33
Suspected Serious Injury (A)	254	255	268	272	261
Suspected Minor Injury (B)	2,263	1,923	2,065	2,280	2,328
Possible Injury (C)	2,783	2,058	2,140	2,103	2,176
No Apparent Injury (O)	14,411	10,885	11,795	11,951	11,908
Unknown	24	18	28	48	38
<b>Total</b>	<b>19,780</b>	<b>15,195</b>	<b>16,354</b>	<b>16,707</b>	<b>16,744</b>



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# Current CRCOG Regional Transportation Safety Plan



**Regional  
Transportation  
Safety Plan**

**Capitol Region  
Connecticut**



1



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CRCOG received a **Safe Streets and Roads for All (SS4A) Grant** to prepare a **Safety Action Plan**

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.



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## Principles

Death/serious injury is unacceptable

Humans make mistakes

Humans are vulnerable

Responsibility is shared

Safety is proactive

Redundancy is crucial

## Safe System Approach



## Elements

Safe Road Users

Safe Vehicles

Safe Speeds

Safe Roads

Post-crash Care



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# Safety Action Plan Elements

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



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# 1. Leadership Commitment and Goal Setting

**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.**

## RESOLUTION

### CRCOG Vision Zero Goal

**WHEREAS**, Vision Zero is a strategy to eliminate traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all roadway users; and

**WHEREAS**, CRCOG was awarded a U.S. Department of Transportation Safe Streets and Roads for All (SS4A) grant to develop a comprehensive safety action plan for the Capitol Region Council of Governments region; and

**WHEREAS**, the first component of a safety action plan requires leadership commitment and goal setting, that includes an official public commitment by a high-ranking official and/or governing body to an eventual goal of zero roadway fatalities and serious injuries; and


**WHEREAS**, the CRCOG Vision Zero Task force approved the following goal at its September 5, 2024 meeting; and the CRCOG Transportation Committee endorsed the goal at its September 16, 2024 meeting for approval by the CRCOG Policy Board.

**NOW THEREFORE BE IT RESOLVED THAT**, the Capitol Region Council of Governments does hereby set the following Vision Zero goal:

**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.**

#### CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board, at its meeting held on October 23, 2024.

BY:   
Jason Bowsza, Secretary

DATE: 10/29/24



## 2. Planning Structure

- CRCOG Vision Zero Task Force provides oversight of Action Plan development

### Vision Zero Task Force Charter October 2023

1. The Task Force will advise CRCOG's Transportation Committee and Policy Board.
2. Recommendations of the Task Force will initially be submitted to the Transportation Committee, and then to the Policy Board as needed.
3. The Task Force may make suggestions for agenda items to be addressed by the Transportation Committee and other CRCOG committees.
4. The Task Force will, at a minimum, be established for the duration of the SS4A grant agreement with an ending date of September 30, 2026. (Note that elements of the SS4A grant activities are anticipated to be completed in advance of that final agreement ending date).
5. The Task Force is charged with oversight, development, implementation, and monitoring of the Regional Transportation Safety Plan.
6. The number of Task Force members is not to exceed 15.
7. The Task Force members will be approved by the Transportation Committee, from a multi-disciplinary group among the following organizations and positions.
  - Town/City Engineers and DPW Directors
  - Town/City Planners
  - Police Department
  - Fire Department
  - EMS and Traffic Incident Responders
  - Educators
  - Vulnerable Transportation Users (Bicycles , Pedestrians, etc.)
  - Local Traffic Authorities (LTA Officials)
  - UConn Transportation Technology Center
  - CTDOT
  - FHWA
  - Outreach / Publicity personnel
  - CRCOG Staff



# 3. Crash Analysis



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# Data Collection

Connecticut Crash Data Repository

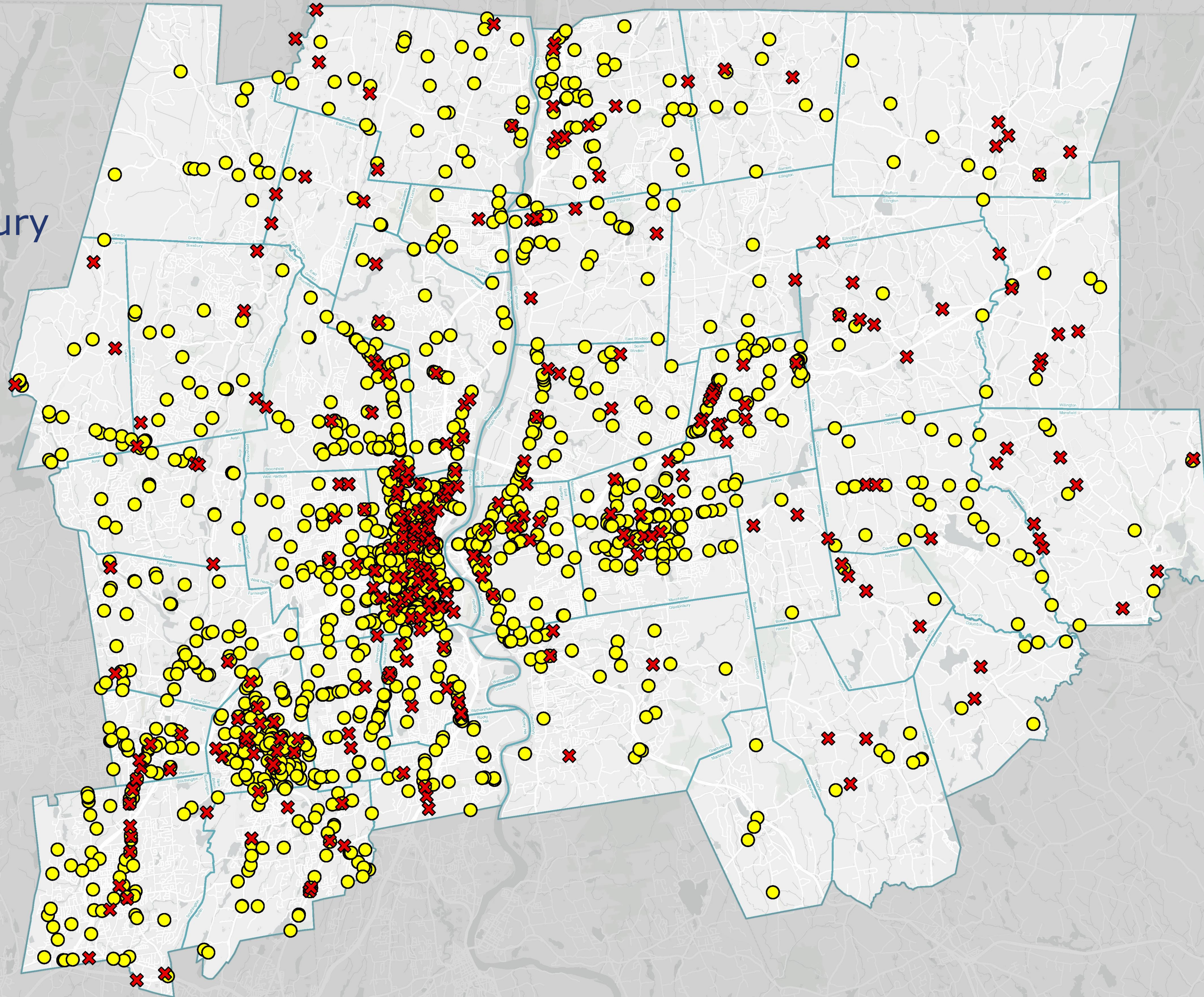
Analysis years 2019 through 2023 (5 years)

Local & state-owned roadways, excluding freeways, expressways  
(i.e., I-84)

Police Departments across CRCOG use consistent reporting

✖ Fatal injury

● Serious injury



# Network Analysis – Two Methods

## High Injury Network (HIN)

- ❑ Intersections and corridors *at the regional level (1 network)*
- ❑ Fatal (K) and Serious Injury (A) crashes only
- ❑ 80% of crashes
  - 1.7% of intersections
  - 2.7% of corridors miles

## High Risk Network (HRN)

- ❑ Intersections and corridors *per municipality (38 unique networks)*
- ❑ All severity levels
- ❑ 80% varies per municipality
  - 1.3-11.1% of intersections
  - 1.0-9.3% of corridor miles

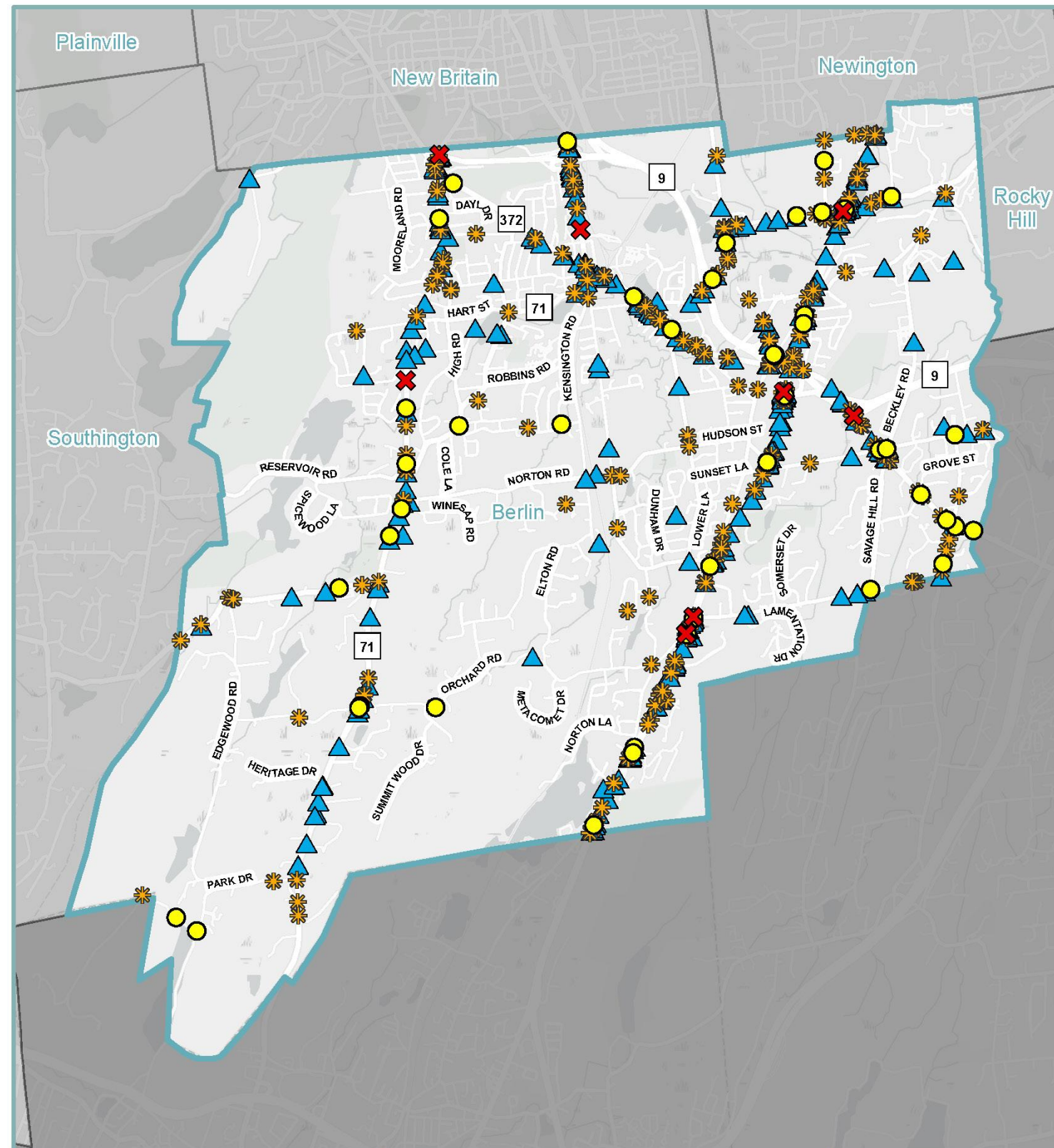
		<b>Weighting Factor</b>	
<b>Code</b>	<b>Crash Severity</b>	<b>HIN</b>	<b>HRN</b>
K	Fatal Injury	1	949
A	Serious Injury	1	55
B	Minor Injury	N/A	17
C	Possible Injury	N/A	11
O	Property Damage Only	N/A	1



# Municipality Profiles — Example: Berlin

## High Injury Network

## High Risk Network



**Legend**

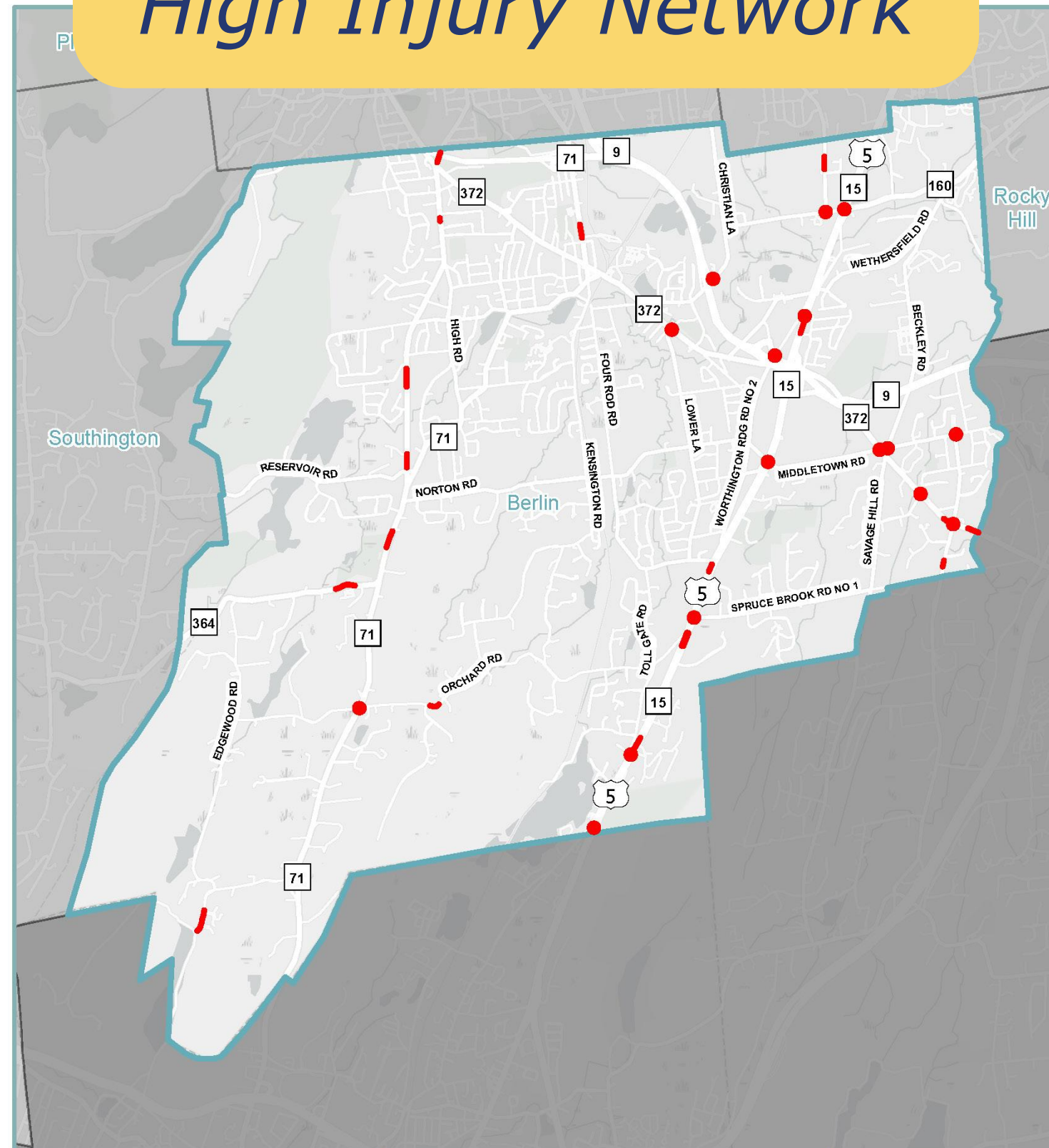
- Fatal Injury (K) (9)
- Suspected Serious Injury (A) (48)
- Suspected Minor Injury (B) (276)
- Possible Injury (C) (419)
- Municipal Boundaries

**Crashes by Severity Berlin**

**Sources**  
 Crash Date Source: Connecticut Crash Data Repository  
 Map Source: ESRI

Crashes from 2019-2023 (Non-Limited Access)

Revised July 2025



**Legend**

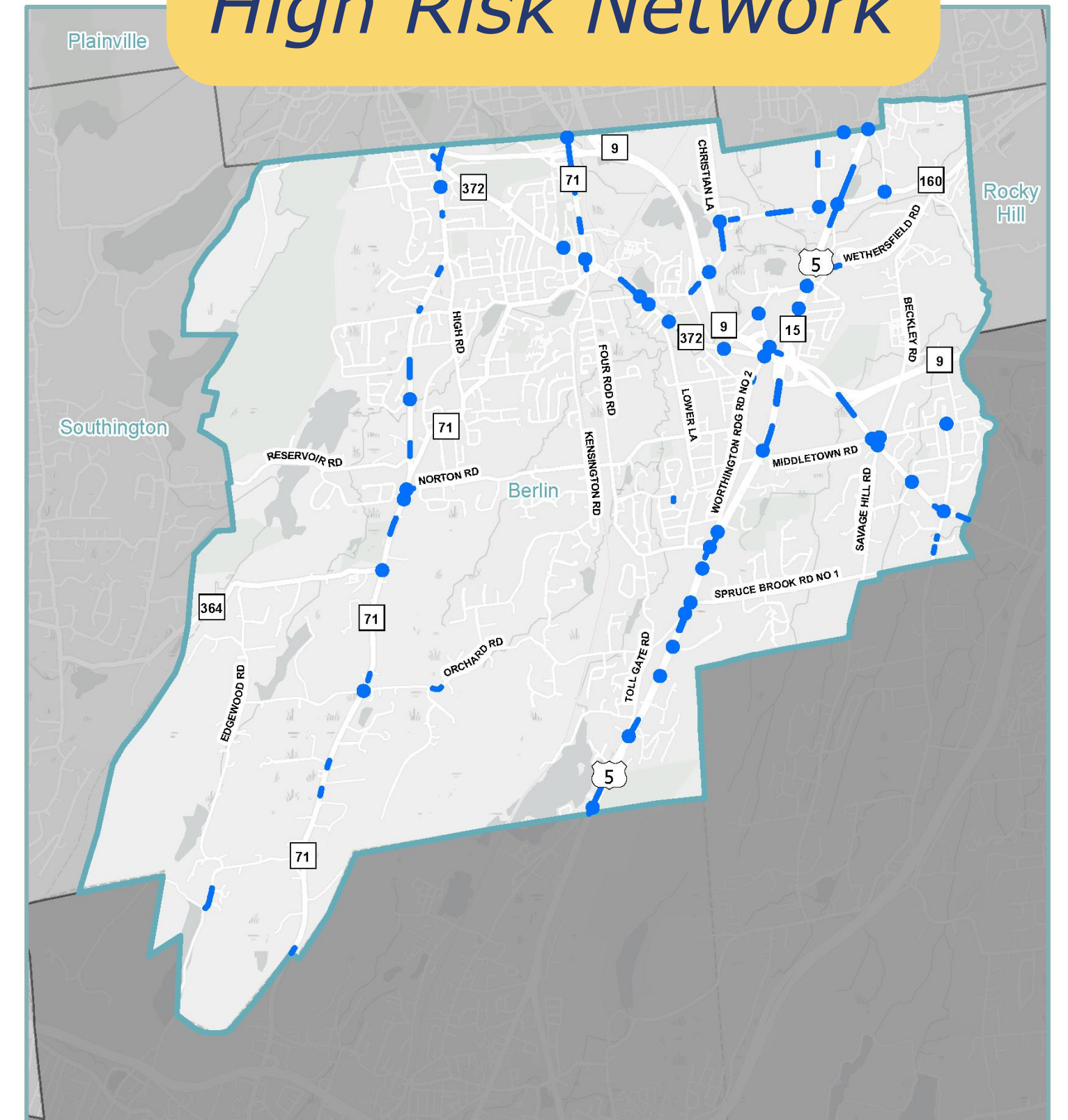
- High Injury Intersection
- High Injury Corridor
- Municipal Boundary

**High Injury Network Berlin**  
 (analysis of Fatal and Serious Injury Crashes Only)

**Sources**  
 Crash Date Source: Connecticut Crash Data Repository  
 Map Source: ESRI

Crashes from 2019-2023 (Non-Limited Access)

Revised July 2025



**Legend**

- High Risk Intersection
- High Risk Corridor
- Municipal Boundary

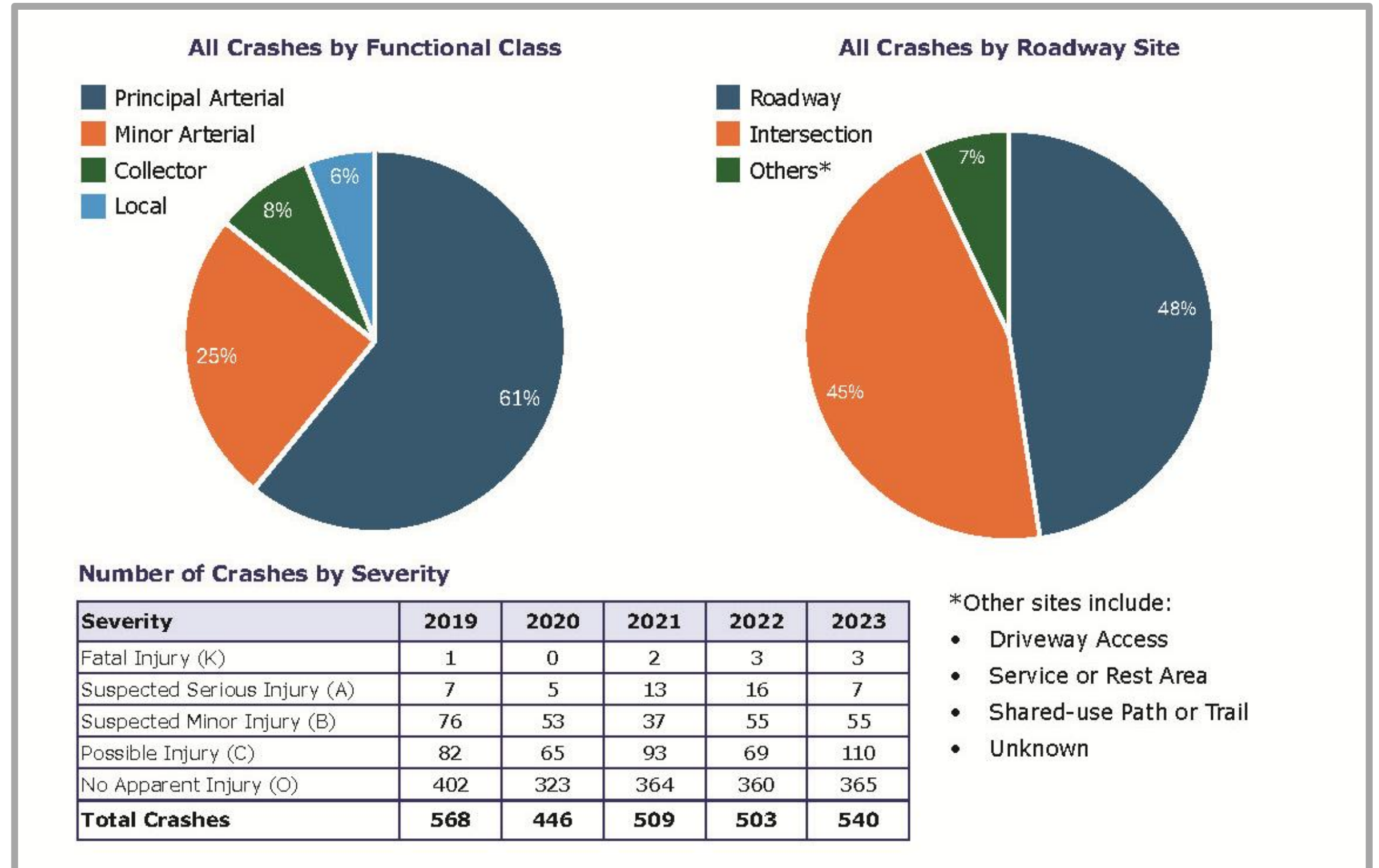
**High Risk Network Berlin**  
 (weighted analysis of all crashes)

**Sources**  
 Crash Date Source: Connecticut Crash Data Repository  
 Map Source: ESRI

Crashes from 2019-2023 (Non-Limited Access)

Revised July 2025

# Municipality Profiles — Example: Berlin



**Note:** Municipality profiles available on CRCOG’s website  
Full data analysis to be attached in the final Plan


# 4. Engagement and Collaboration



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**Hartford Proud Drill Drum and Dance Corp**



**Smith STEM Walk, Bike, and Roll to School**



**Bike Mafia Table Talk**



**Pratt Street Winter Village**



**Bowers Bike Bus**



**Adults with Disabilities Focus Group**



**CCSU Walk Audit**



**Bike Advocates Table Talk**



**Municipal Meetings**



**AARP Focus Group**



**Silver Lane Elementary School Bike Bus**





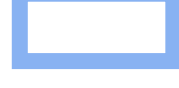



**Community Survey**



**Bike New Britain School Engagement**




**Eight Six Go Table Talk**

-  Community Focus Groups /Table Talks
-  K-12 student activities
-  Walk audits
-  Community Pop-up Event
-  Municipal Stakeholder Meetings
-  Community Survey

# Public Engagement Summary



**Hartford Proud Drill Drum and Dance Corp**



**Smith STEM Walk, Bike, and Roll to School**



**Bike Mafia Table Talk**



**Pratt Street Winter Village**



**Bowers Bike Bus**



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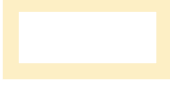
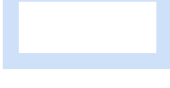



**Community Survey**



**Bike New Britain School Engagement**

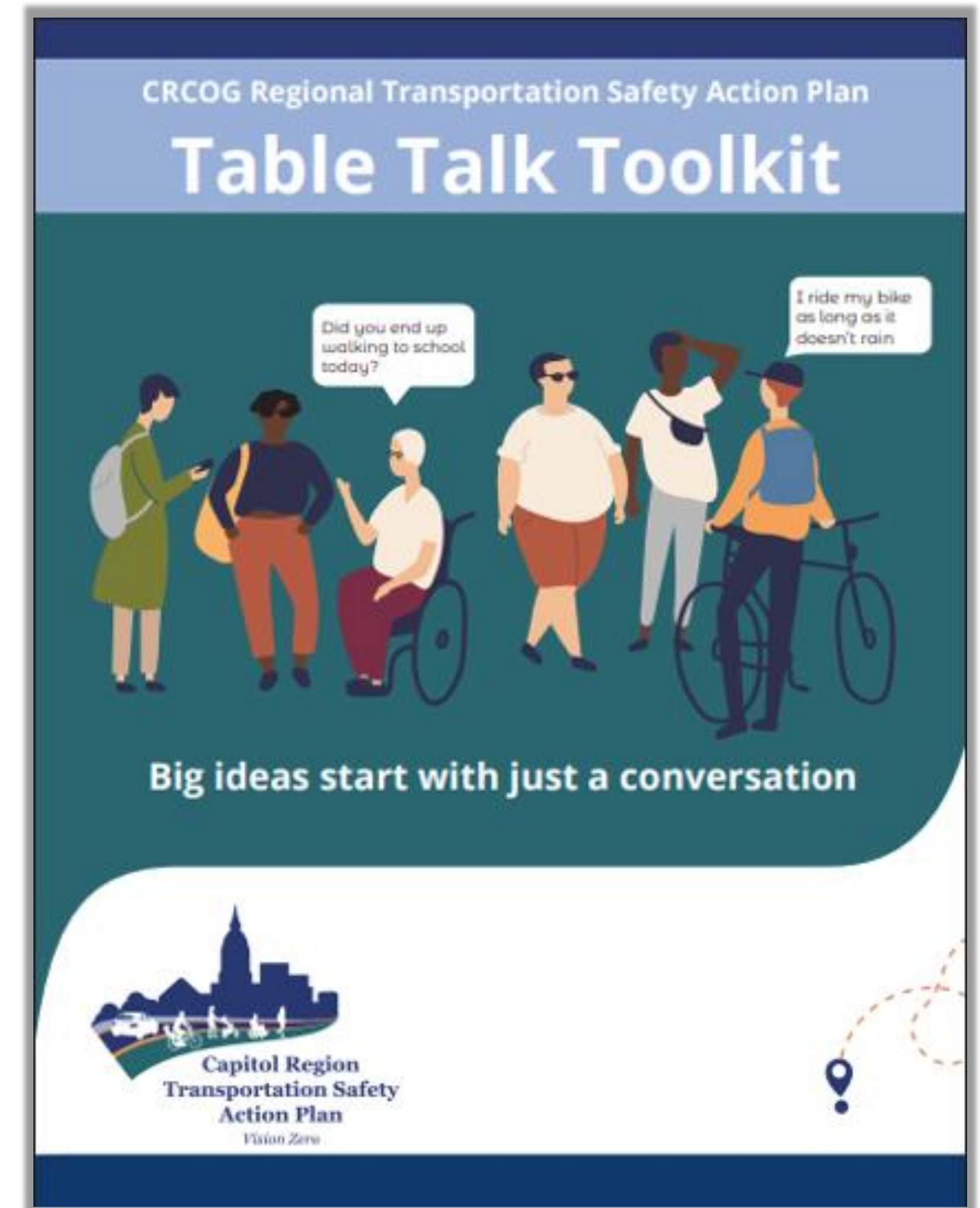


**Eight Six Go Table Talk**

-  **Community Focus Groups /Table Talks**
-  K-12 student activities
-  Walk audits
-  Community Pop-up Event
-  Municipal Stakeholder Meetings
-  Community Survey

# Public Engagement Summary

# Community Focus Groups and Table Talks



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# Community Focus Groups and Table Talk Events

April 1– Hartford Proud Drill Drum & Dance

April 22– AARP Focus Group


April 22– Bike Advocates Table Talk



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Hartford Proud Drill Drum and Dance Corp



Smith STEM Walk, Bike, and Roll to School



Bike Mafia Table Talk



Pratt Street Winter Village



Bowers Bike Bus



Adults with Disabilities Focus Group



CCSU Walk Audit



Bike Advocates Table Talk



Municipal Meetings



AARP Focus Group



Silver Lane Elementary School Bike Bus





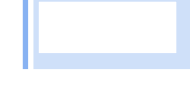



Community Survey



Bike New Britain School Engagement



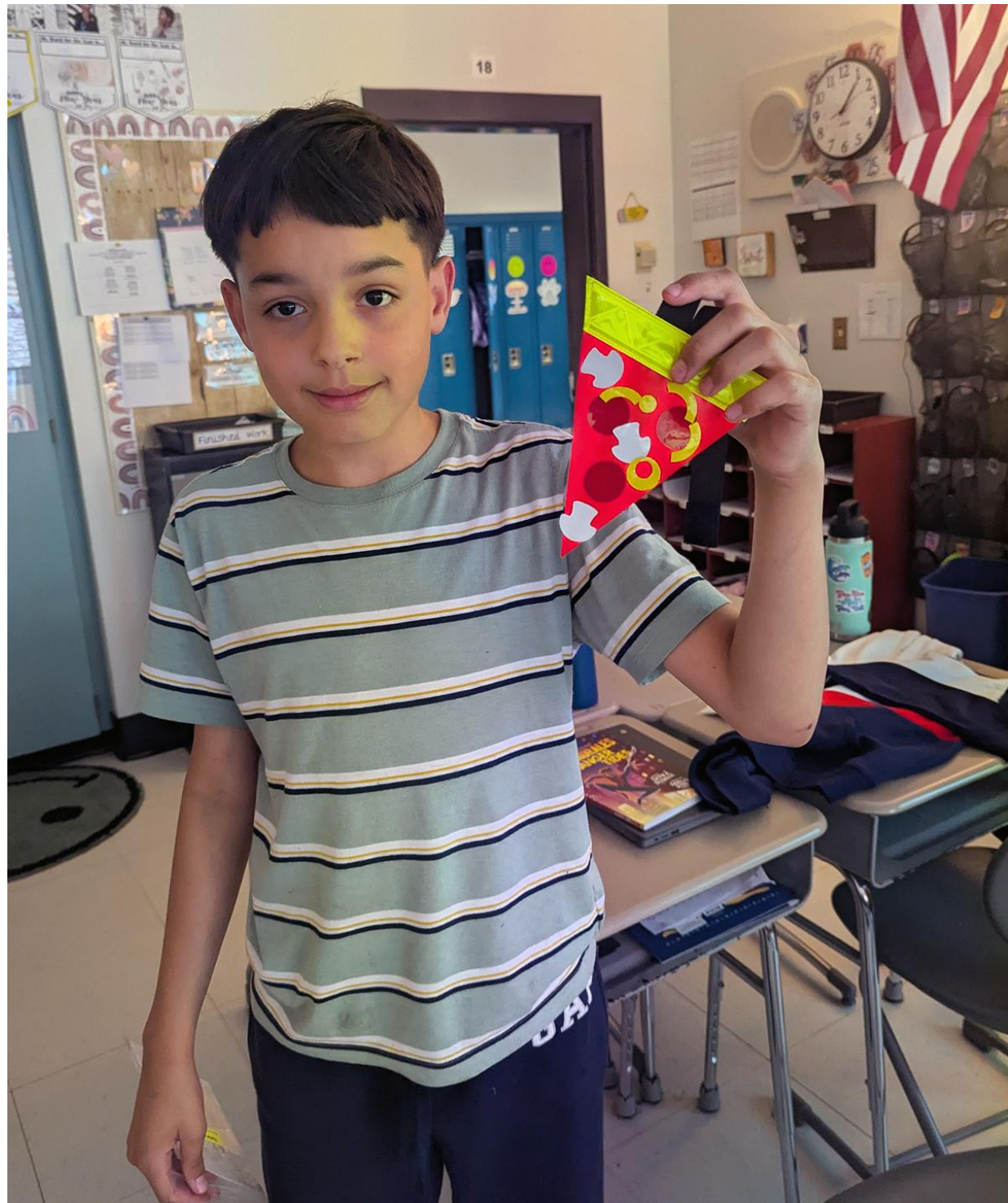
Eight Six Go Table Talk

-  Community Focus Groups /Table Talks
-  **K-12 student activities**
-  Walk audits
-  Community Pop-up Event
-  Municipal Stakeholder Meetings
-  Community Survey

# Public Engagement Summary

# Student Engagement Events

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: \_\_\_\_\_

Original content courtesy of Elk Grove, CA.

Capitol Region  
Transportation Safety  
Action Plan  
Vision Zero



Hartford Proud Drill  
Drum and Dance Corp



Smith STEM Walk, Bike,  
and Roll to School



Bike Mafia Table Talk



Pratt Street Winter  
Village



Bowers Bike Bus



Adults with  
Disabilities  
Focus Group



CCSU Walk Audit



Bike Advocates Table  
Talk



Municipal Meetings



AARP Focus Group



Silver Lane Elementary  
School Bike Bus



Community Survey



Bike New Britain School  
Engagement



Eight Six Go Table Talk



Community Focus Groups /Table  
Talks



K-12 student activities



**Walk audits**



Community Pop-up Event



Municipal Stakeholder Meetings



Community Survey

# Public Engagement Summary

# CCSU New Britain/Newington Walk Audit to CTfastrak

April 15, 2025 – College students at Central Connecticut State University





Hartford Proud Drill Drum and Dance Corp



Smith STEM Walk, Bike, and Roll to School



Bike Mafia Table Talk



Pratt Street Winter Village



Bowers Bike Bus



Adults with Disabilities Focus Group



CCSU Walk Audit



Bike Advocates Table Talk



Municipal Meetings



AARP Focus Group



Silver Lane Elementary School Bike Bus




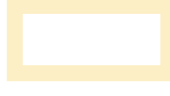
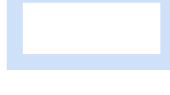



Community Survey



Bike New Britain School Engagement



Eight Six Go Table Talk

-  Community Focus Groups /Table Talks
-  K-12 student activities
-  Walk audits
-  **Community Pop-up Event**
-  Municipal Stakeholder Meetings
-  Community Survey

# Public Engagement Summary

# Community Pop Up Events


December 13-14, 2024 – Pratt Street Winter Village



**CRCOG**



Hartford Proud Drill Drum and Dance Corp



Smith STEM Walk, Bike, and Roll to School



Bike Mafia Table Talk



Pratt Street Winter Village



Bowers Bike Bus



Adults with Disabilities Focus Group



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Bike Advocates Table Talk



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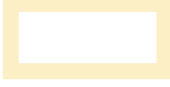
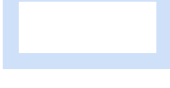



Community Survey



Bike New Britain School Engagement



Eight Six Go Table Talk

-  Community Focus Groups /Table Talks
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-  **Municipal Stakeholder Meetings**
-  Community Survey

# Public Engagement Summary

# Municipal Meeting Process

- The Project Team met with **36 municipalities** across the region
- Each virtual meeting included **2-4 neighboring municipalities** and up to lasted **2 hours**
- **Planners, engineers, public works staff, and law enforcement** attended



**Project Introduction**



**CRCOG Safety Action Plan**

- Builds on the Regional Transportation Safety Plan (RTSP).
- Funded through FHWA's *Safe Streets and Roads for All (SS4A)* program.
- Vision Zero goal: eliminate roadway deaths and serious injuries by 2040.
- Developed with the Vision Zero Task Force, municipal leaders, and community voices.

What is a Safe System Approach? | US Department of Transportation



**CRCOG**

# Municipal Meeting Process


- The goal: **ground-truth crash data** and identify each **community's top safety concerns**, high-risk corridors, and ongoing or planned safety projects
- Local feedback will guide **project prioritization** and ensure the Regional Safety Action Plan reflects **conditions and municipal priorities**



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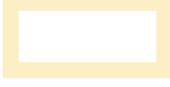
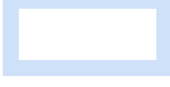



Community Survey



Bike New Britain School Engagement



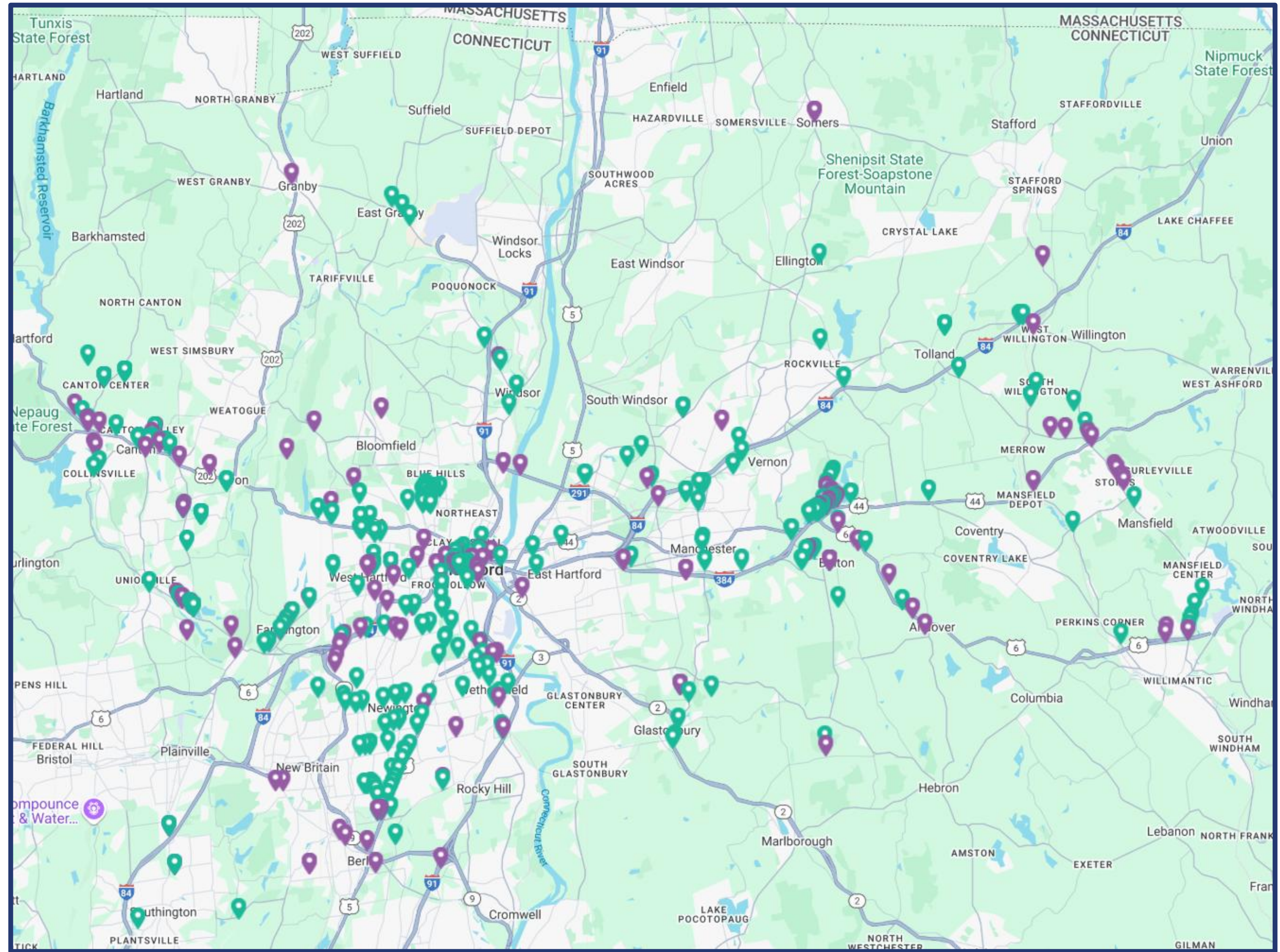
Eight Six Go Table Talk

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# Public Engagement Summary

# Map Responses

- 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***



*~500 recorded responses!*



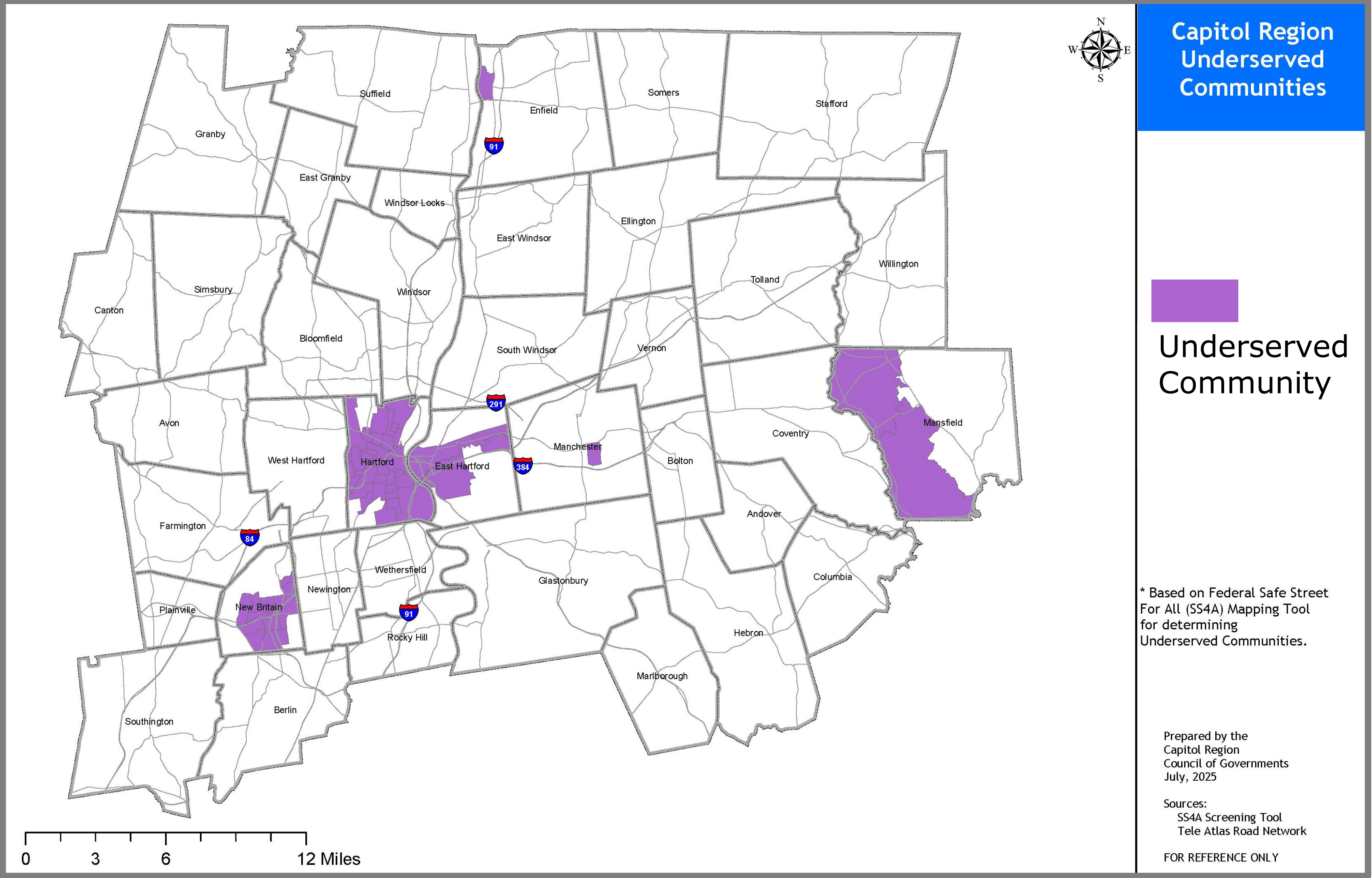
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# 5. Underserved Community Considerations



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# Underserved Communities in the Capitol Region



All grant applicants must identify whether jurisdictions and any project areas are included within an underserved community



## 6. Policy and Process Changes

Examples of current CRCOG policies and plan documents to be assessed to identify opportunities to improve the prioritization of transportation safety:

- Metropolitan Transportation Plan 2023-2050
- Unified Planning Work Program
- CRCOG Complete Street Policy
- LOTCIP Project Selection Process
- CRCOG Roundabout Screening Study



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## **7. Project Strategy: *Prioritization and Selection***

- Regional Infrastructure Projects
- Municipal Infrastructure Projects
- Regionwide non-infrastructure strategies



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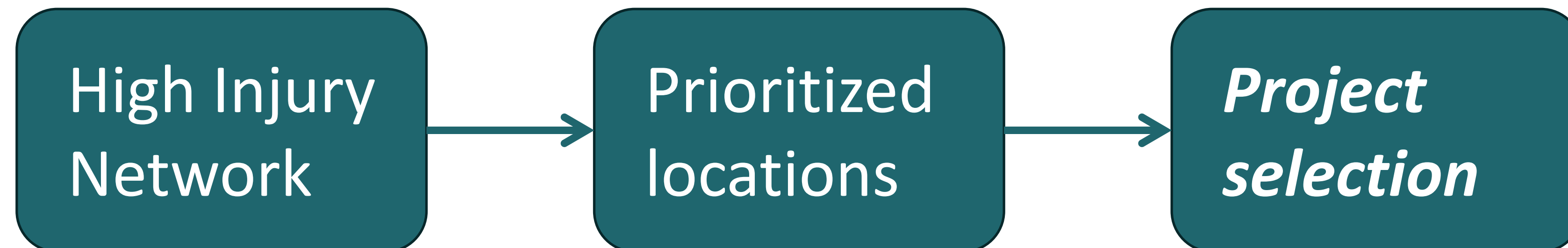
# Regionwide Infrastructure Projects

## *Prioritization*

- ~1300 locations (intersections and corridors)
- Vulnerable users
- Align with planned or ongoing safety work

## *Selection*


- Localized context
  - Recurring safety concerns
- Suggested safety countermeasures
- Identified projects can be used to obtain future state and federal funding



# Countermeasures

## MAKING OUR ROADS SAFER

One Countermeasure at a Time




The FHWA has identified and is promoting widespread use of a set of 28 Proven Safety Countermeasures that can offer significant, measurable impacts as part of any agency's data-driven, systemic approach to improving safety. These strategies are designed to enhance safety on all kinds of roads—from rural to urban, from high-volume freeways to less traveled two-lane State and county roads, from signalized crossings to horizontal curves, and everything in between. Each countermeasure addresses **speed management, intersections, roadway departures, or pedestrians/ bicyclists**—along with crosscutting strategies that address all four safety focus areas.

**Which Proven Safety Countermeasures Will You Use?**

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.





A SAFE SYSTEM IS HOW WE GET THERE

<https://safety.fhwa.dot.gov/>

OFFICE OF SAFETY

## Proven Safety Countermeasures

### SPEED MANAGEMENT



Speed Safety Cameras



Variable Speed Limits



Appropriate Speed Limits for All Road Users

### ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



SafetyEdge<sup>SM</sup>



Roadside Design Improvements at Curves



Median Barriers

### INTERSECTIONS



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals

### PEDESTRIANS/BICYCLES



Crosswalk Visibility Enhancements



Bicycle Lanes



Rectangular Rapid Flashing Beacons (RRFB)



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Road Diets (Roadway Reconfiguration)



Walkways

### CROSSCUTTING



Pavement Friction Management



Lighting



Local Road Safety Plans



Road Safety Audit

FHWA-SA-21-082



CRCOG

# Countermeasures Examples

OFFICE OF SAFETY  
Proven Safety Countermeasures

## ROADWAY DEPARTURE



## INTERSECTIONS



FHWA-SA-21-082

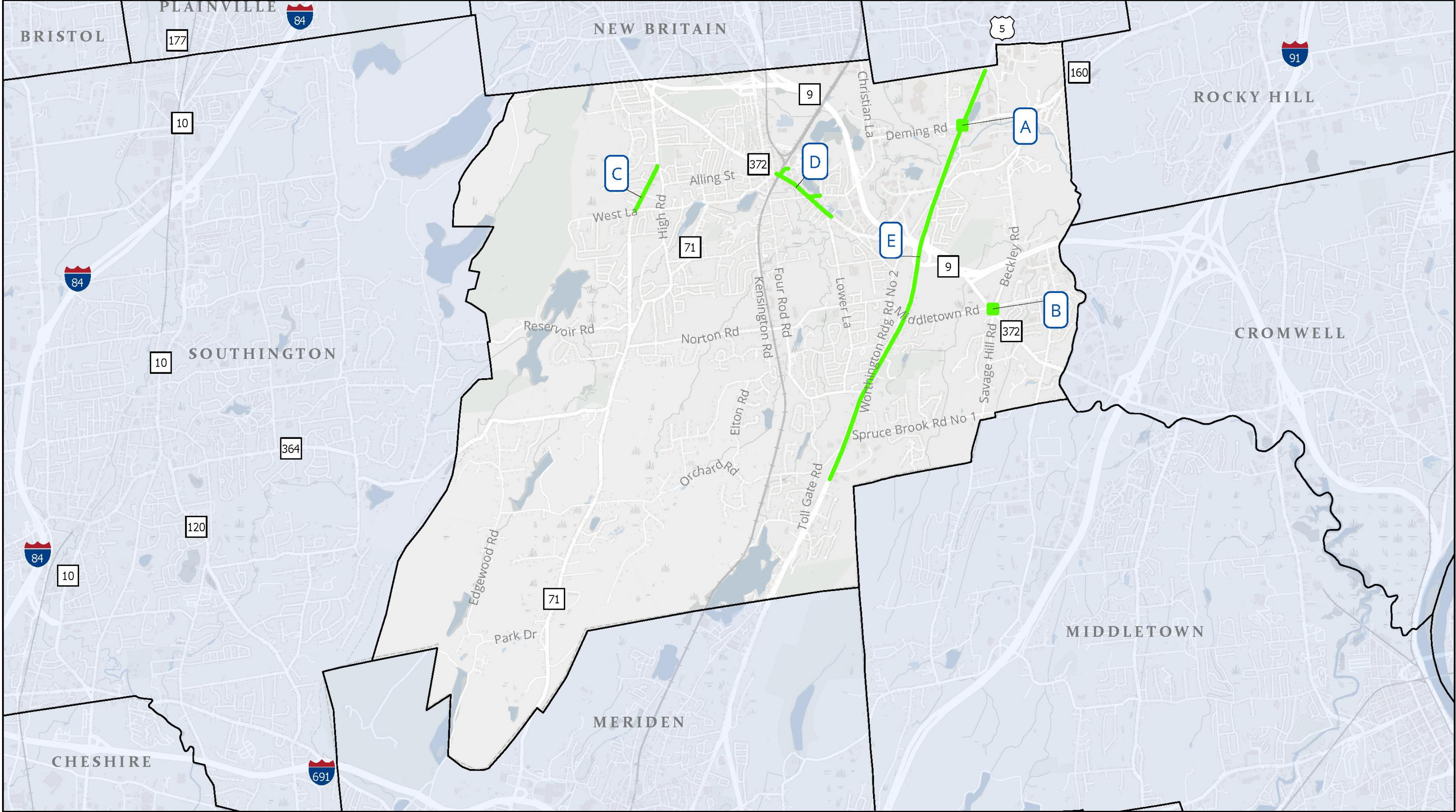
# Municipal Infrastructure Projects

## *Prioritization and Selection*

- Municipality-identified corridors and intersections of concern
- Supplemental data analyses
- Preferred and suggested safety countermeasures
- Identified projects can be used to obtain future state and federal funding



# Draft Municipal Projects



- Safety issues and local priorities
- Suggested safety countermeasures

Priority Safety Projects

Berlin




**Legend**

— Project Corridor

■ Project Intersection



0 3,250 6,500 Feet



N

Date Exported:  
11/18/2025



# Regionwide Non-Infrastructure Strategies

## Education

Regional campaigns  
School-based safety programs  
Community engagement tools

## Enforcement

High-visibility enforcement and media  
Regional enforcement units  
Speed/red-light cameras

## Policy and Legislation

Vision Zero and Complete Streets adoption  
Model ordinances  
E-bike regulations

## Data and Evaluation

High Injury Network and crash maps  
Data-driven targeting and evaluation  
Regional dashboards

## Regional Coordination

On-going Vision Zero Task Force efforts  
Shared staff and equipment  
Joint grant applications (e.g., SS4A)



## 8. Progress and Transparency

- CRCOG's Vision Zero/Safety Action Plan website page shows current progress
- Safety Action Plan will be posted online for review and comment prior to final approval
- Final Safety Action Plan to be approved in early 2026
- Ongoing progress toward reducing roadway fatalities and serious injuries will be posted online



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# Vision Zero / Safety Action Plan webpage

## 8. Progress and Transparency



ABOUT ▾ SERVICES ▾ GOVERNANCE / COMMITTEES ▾ GENERAL PUBLIC ▾ NEWS & EVENTS ▾



Capitol Region  
Transportation  
Safety Action Plan  
*Virtual Public Information Meeting*

Wednesday, November 19, 2025  
6:00-7:00pm  
Virtual (Zoom)  
Register at:  
[bit.ly/CRCOGSafetyMeeting](https://bit.ly/CRCOGSafetyMeeting)



### UPDATES

#### Public Meeting

There will be a **public meeting** to share updates on the Capitol Region Transportation Safety Action Plan on **Wednesday, November 19, 2025, from 6-7pm**. This meeting will be held virtually. Please register for the meeting at the link below.

 [REGISTER FOR THE NOVEMBER 19 PUBLIC MEETING HERE](#)

 [PRINTABLE FLYER](#)

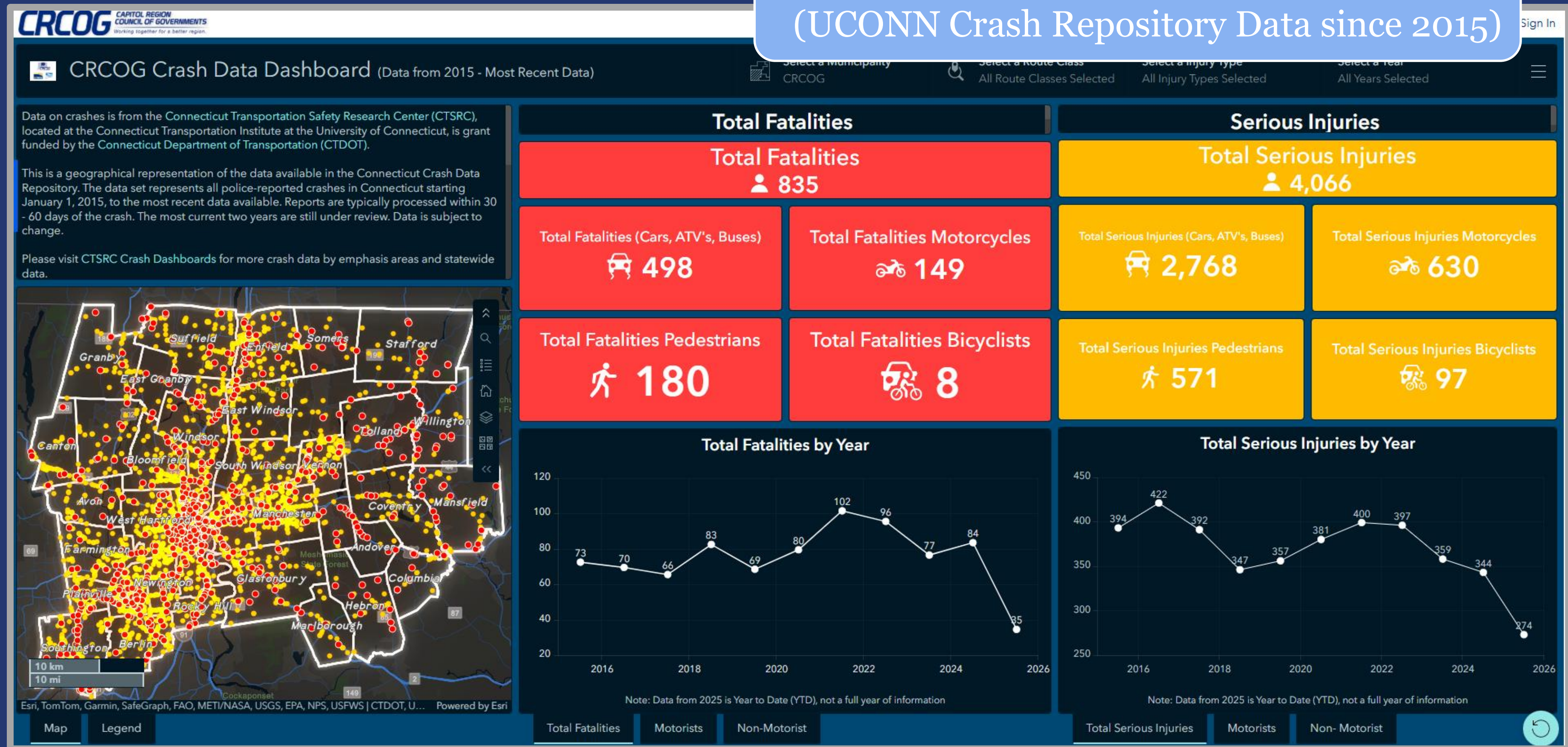
#### Municipal Project Prioritization

The project team has been working with the municipalities to identify priority locations for safety improvements to be included in the Safety Action Plan.

 [MUNICIPAL PROJECT SELECTION MEETING SCHEDULE](#)



# CRCOG Crash Data Dashboard (UCONN Crash Repository Data since 2015)



## 8. Progress and Transparency



**CRCOG**

# Public Information Meeting Comments

Comments and suggestions can be submitted to:

## **Roger Krahn, CRCOG Principal Transportation Engineer**

- ❑ **rkrahn@crcogct.gov**
- ❑ **860-724-4215**
- ❑ **350 Church St., 3<sup>rd</sup> Floor, Hartford, CT 06103**

## **Kate Rozen, Project Planner**

- ❑ **krozen@tooledesign.com**
- ❑ **857-398-6494**



**CRCOG**

# Open Discussion

**Thank you!**



# Capitol Region Transportation Safety Action Plan

*Vision Zero*