

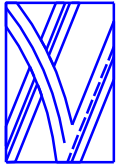
VN Engineers, Inc.

116 Washington Ave.
NORTH HAVEN, CT 06473
Ph: (203) 234-7862
Fax: (203) 234-9154

DESIGN REVIEW RECORD

Town/City: **CRCOG Staff**

DOCUMENT BEING REVIEWED:		Project Name & No. 217-102 Regional Transportation Safety Plan CRCOG	REVIEWED BY: R. Krahn, T. Thompson, D. Lechtenberg, M. Cipriano REVIEW DATE: June 4, 2020 Responses by: Checked by:
ITEM NO.	PAGE NUMBER	COMMENT	RESPONSE AND ACTION TAKEN
1	ALL	Change date in Header from 2019 to 2020	
2	1	Remove the 2 small photos from the cover (lower right showing road with cracks, and left side with double utility pole and trash can).	
3	2	Delete the full page photo. Document is already large and an additional photo without conveying a caption or message is not needed. Consider adding this small photo on cover.	
4	3	Include "Table of Contents" on the list of items in the Table of Contents.	
5	3	Change "Appendix A: Town Reports" to "Appendix A: Municipal Reports" to be consistent with other reference to municipal reports in the document.	



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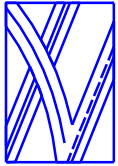
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6	6	<p>Please add a statement that describes the overall context of this report, that it is being prepared by CTDOT , in coordination with the municipalities in the region, and the primary focus of the report is to identify specific high crash locations and identify potential countermeasures. The overall purpose is not to evaluate other broad strategies (such as education, enforcement, etc.) that are the focus of the CT Strategic Highway Safety Plan.</p> <p>Also, if this report is required to be updated every 5 years, as noted on page 44, section 9.3, then the five year period dates of this report should be specified.</p>	
7	6	<p>Paragraph #4: Change the sentence ... “The overall goal of the Capitol Region’s RTSP is to reduce traffic fatalities and injuries by 15% by 2025.”, to read:</p> <p><i>The overall goal of the SHSP covering the five-year period from 2017 to 2021 is to reduce traffic fatalities and injuries by 15% by 2021.</i></p> <p>In the next sentence “This means a reduction...” Add “<i>For the Capitol Region to meet the SHSP goal, this means a reduction...</i>”</p> <p>Note that there is no current document with CRCOG’s approval of a 15% goal for 2025.</p>	



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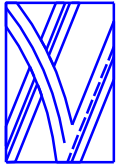
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8	6	<p>Paragraph #5: Delete from “and this regional safety plan will follow the same update process.” The process for updating the SHSP has a wider statewide strategic scope, and currently identifies 6 broad statewide Emphasis Areas, such as “Driver Behavior” and “Young Drivers”. This Regional Safety Plan is different, ranking specific top intersection and corridor crash locations, and identifying specific countermeasures. Therefore, the process of updating this Regional Plan will be different from the State Strategic Plan.</p>	
9	6	<p>Paragraph #5: Delete the last sentence “The regional plan will adhere to the same mandates....”</p> <p>Similar to other p.6 comments above, the 5-year SHSP mandate and process is different from this regional plan document. Beginning in 2018, CTDOT has complied with Federal regulations that mandate setting 5 performance targets each year for fatalities and serious injuries. CTDOT requests the CT Council of Governments to support CTDOT’s targets which recently have been set using 5 year rolling averages of past data.</p> <p>CRCOG has endorsed these 5 targets in the past and anticipates support for significant reduction in crashes and compliance with federal mandates in the future.</p>	



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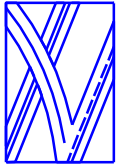
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10	7	Update the CRCOG Transportation Committee Members, with the names on the current year 2020 list that CRCOG provided for distribution of the draft report. For example, Hartford is represented by Frank Dellaripa and Sandra Fry, and delete Jim Ford's name.	
11	7	Consider reorganizing the lists so that the Town Representatives and Committee Member names show the municipality they are affiliated with.	
12	8 & 9	In paragraph #3 on page 8, it states that "all roads except limited access highways were included in the study." However, the Crash Map on page 8 includes crashes on limited access highways such as I-84, Route 2, I-291, I-384. Consider removing freeway route crashes on the page 9 map or providing further clarification on page 8.	
13	9	Edit the hierarchy on the map to show injury severity in a more prominent fashion. For example, have all fatal injuries on top, major injuries in tier 2, minor injuries in tier 3 and possible injuries beneath them all. Currently, there colored dots showing less severe injuries covering up more severe crash dots.	

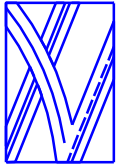
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14	9	Please swap the legend colors of “major injuries” and “possible injuries. Major injuries could be blue dots, which are more prominent, while possible injuries could be yellow dots, which are less prominent, since they blend into the yellow background color.	
15	9	Consider changing town borders a different color than a color used to depict injuries (no red, blue, green, yellow). This may help emphasize the crash locations and avoid blending the dot colors with the town borders.	
16	9	Consider adding another map showing only Fatal (K) and Serious Injury (A) types only, since the Minor (B) and Possible (C) injury types crowd out the locations of the Fatal and Serious types.	
17	10	“The methodology for the municipal reports (Appendix A) began with the collection of fatal and injury crash data...” Define that the what injury designations being used in the municipal reports are KABC, and do not include O (property damage only).	
18	10	Change the period ending date from December 31, 2018 to December 21, 2017.	
19	10	Change “municipal reports are in appendices” to “municipal reports are in Appendix A”.	



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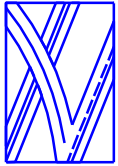
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20	10	In paragraph #1 of 4.1.1 change "The crash data studied in this report consisted of only fatal and injury crashes" to "The crash data studied in the Municipal Reports consisted of only fatal and injury crashes". Note that Section 5 does include Property Damage Only crashes.	
21	10	In paragraph #1 of 4.1.1. change "PDO crashes were not included in this study" to "PDO crashes were not included in the Municipal Reports"	
22	11	Replace the sentence "The crash data are evaluated on a five-year average" with "The annual safety performance targets are set after CTDOT evaluates the 5-year rolling average of crash data".	
23	11	Delete the sentence, "This includes a 15% reduction in the number of fatalities and injuries on all public roads in the Capitol Region by 2022" Note that the 15% reduction is not the same % reduction in the 5 performance targets, which change each year.	



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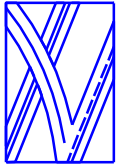
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24	12	If the Top Regional Crash Locations include motorized and non-motorized that should be stated in the narrative (right hand side of page). Currently non-motorized is called out separately in Appendix E, and a reference to Appendix E should be added. See comments below regarding Appendix E. More explanation of the Non-Motorized Rankings is needed, such as which type of accidents are included, or not included, and why these are separated in the Appendix.	
25	13	In column explanation for <u>Crashes</u> , specify the severity types included. Is it KAB (fatal, serious, and minor), or KABC (fatal, serious, minor, and possible)?	
26	13	In column explanation for <u>EPDO</u> , specify that K, A, B, C and O severity types are included, so that the distinction is specified.	
27	15-18	Add "Table 5.2" to the header to match page 14.	
28	20-25	Add "Table 5.3" to the header to match page 19	
29	31	Change year "2022" to "2021", in top left highlight box to be consistent with the end of the 2017 to 2021 SHSP, like comment on p. 6.	



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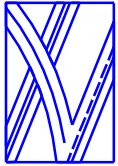
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30	33	Is the 8% reduction in speed -related fatalities, a goal in the 2017 to 2021 SHSP? The wording “exceeding the State’s goal” and “... the regional objective is to lower the average of 22 speed -related deaths per year to 20 per year by 2021” needs further discussion. This type of detailed goal and dates appears too detailed for this report, having a primary purpose of identifying the top crash locations and suggested countermeasures in the region.	
31	32	The 20% reduction in roadway departure fatalities and serious injuries appears to be the goal in the 2017 to 2021 SHSP. Adding these goals set in 2017; to this document being prepared in 2020 needs further discussion with CTDOT.	
32	34	CRCOG has very little involvement with most of these Unrestrained Occupant programs. It should not be implied that that CRCOG will perform strategies such as car seat clinics, perform Click it or Ticket campaigns, etc. <u>In general, the Performance Objectives and Strategies in Section 7 need more discussion with CRCOG</u> . Some performance objectives are shown as a percentage over the 5 year period of the SHSP (p.32) , while others are show a specific number of crash reductions for a specific year (20 deaths per year by 2021 on p.32). A more uniform approach should be considered for stating performance objectives.	



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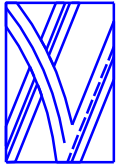
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33	43	<p>Is annual reporting of RTSP strategies and performance measures a requirement of CRCOG?</p> <p>Is annual review of goals a requirement?The process of annual reporting and annual review of goals needs more discussion with CRCOG & CTDOT. Currently, CRCOG has the understanding that only the 5 safety performance targets, as shown on P.8 of the 2017 SHSP need to be reviewed and approved annually by CRCOG.</p>	
34	44	<p>Section 9.3 indicates that the Regional Safety plan will follow the same updated process as the SHSP. As noted in comments on page 6, they are different documents and the <u>update process will be different from the SHSP</u>. CRCOG will discuss this process more with CTDOT.</p>	
35	A...	<p>Term "Corridor Access Management" mentioned several times (20 instances) in Appendix A for town reports. It should be defined as to what this is and what strategies etc. are to be used. Include in Appendix C – Infrastructure Countermeasures.</p>	
36	A3	<p>US6 & CT 87 recommendation. Should indicate restripe to create 11 ft lanes which is consistent with new pavement marking criteria by CTDOT. Refer to note on page A4 for CT316. The revision from 12' to 11' is done when re-line striping after overlays.</p>	



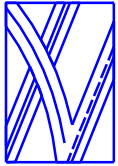
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37	A6	Under Bike and Ped issues includes “sharrows”. Consider adding to the p.5 Report Terminology, that a “sharrow is a double-chevron road marking indicating a shared cycle/vehicle lane.”	
38	A33	For CT87 and CT66 include roundabout assessment as potential countermeasure as mentioned on page A32.	
39	A35	Daly Road narrative in 2 nd paragraph, last sentence blocked by image.	
40	D205-D207	What is the difference between locations in the “Top <u>Motorized Crash Corridors</u> ” on pp. D205 to D207, and the “Top Crash Corridors and Countermeasures” in Table 5.3? Provide an explanation in an opening statement on D205.	
41	D205-D207	Table 5.3 ranks 39 Top Crash Corridors. Highlight which of the corridors on D205-D207 are included in that ranking.	
42	D208	What is the difference between locations in the “Top <u>Motorized Crash Intersections</u> ” on p. D208, and the “Top Crash Intersections and Countermeasures” in Table 5.2 (pp.14- 18)? Provide an explanation in an opening statement on D208.	



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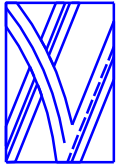
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43	D208	Table 5.2 ranks 36 Top Crash Intersections. Highlight which of the Top Motorized Crash Intersections on D208 are included in that ranking.	
44	E209-E220	<p>Non-Motorized Corridors:</p> <p>Include an introduction on E209 that explains the difference between the locations in these "Top <u>Non-Motorized Crash Corridors</u>" on pp. E209 to E220, and the "<u>Top Crash Corridors</u> in Table 5.3. Give a short explanation how the EPDO is calculated- using crashes involving non motorists. For example, Rank #1 on p. E209 for Route CT 83 in Manchester has an EPDO rank of 1091; however, it is ranked #14 with an EPDO of 1650 on p. 21.</p>	



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45	E221- E222	<p>Non-Motorized Intersections:</p> <p>Include an introduction on E221 that explains the difference between the locations in these "Top Non-Motorized Crash Intersections" on pp. E221 to E222, and the "Top Crash Intersections in Table 5.2 (page 16) Give a short explanation how the EPDO is calculated- using crashes involving non motorists only?</p> <p>Upon review of the top 5 ranked locations, as shown on E221, all with a high EPDO score of '949', it is noted that none of these are included in Table 5.2. Are the same '949' scoring for the top five correct? If, so, why not include in Table 5.2 This would put these 5 intersections between the current Rank 19 and 20, with EPDO scores of '959' and '672'.</p>	
46	F223	Appendix F - This provides detailed information regarding search length for intersections 250' from intersection centerline, and 100' from intersection, for segments/corridors. Reference this appendix on page 12.	
47	F223	This study does not include limited access roads, therefore change, paragraph #1 in right column from "ramps and interstates were removed" to "all limited access roads were removed". For example, this includes removing Route 2 and segments of Route 3,	