Connecticut Strategic Highway Safety Plan
2024 CT Road Safety Summit – Highlights Document

January 2025

Prepared for:
Connecticut Department of Transportation

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Challenging today.
Reinventing tomorrow.

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Acronyms and Abbreviations

ASA	Additional Safety Area
CCSU	Central Connecticut State University
CRCOG	Capitol Region Council of Government
CSP	Connecticut State Police
CTDOT	Connecticut Department of Transportation
EA	Emphasis Area
FHWA	Federal Highway Administration
HSO	Highway Safety Office
ISA	Intelligent Speed Assistance
LPI	Leading Pedestrian Interval
NHTSA	National Highway Traffic Safety Administration
NTSB	National Transportation Safety Board
SHSP	Strategic Highway Safety Plan
SSA	Safe System Approach
T2 Center	Connecticut Training and Technical Assistance Center
TE3	CTDOT Transportation Engineer III
TZD	Toward Zero Deaths

1. Executive Summary

The 2024 Connecticut Road Safety Summit (Summit) was held on May 30th, 2024, at Central Connecticut State University (CCSU) as part of the Implementation Phase (Phase 2) of the Connecticut Strategic Highway Safety Plan (SHSP). This document highlights collaboration amongst stakeholders on SHSP strategies, current implementation challenges, and key implementation efforts to include in future SHSPs, as the primary outcome of the Summit was to gather insight and feedback from attendees on the current state of safety in Connecticut and what can be done to progress Connecticut Toward Zero Deaths (TZD). The previous SHSP Summit took place as part of the SHSP Plan Phase (Phase 1) of this project, occuring in December 2020 as a two-day virtual summit with over 200 attendees in attendance.

For this year's Summit, nearly 200 safety stakeholders representing federal, state, and local agencies and organizations joined for a one day in-person gathering to collaborate on multimodal transportation safety implememention strategies with the overarching goal to save lives on all Connecticut roadways. Participants included members of the broader SHSP stakeholder group with diverse backgrounds in engineering, education, law enforcement, and emergency services.

Connecticut Department of Transportation (CTDOT) Commissioner Garrett Eucalitto and FHWA Acting Division Administrator David Nardone welcomed the participants. The National Highway Traffic Safety Administration (NHTSA), National Transportation Safety Board (NTSB) and Federal Highway Administration (FHWA) provided presentations focused around current and future initiatives for speed-related crash reduction and integrating the Safe System Approach (SSA). A panel discussion also took place providing a local perspective on transportation safety innovative approaches. The panel was moderated by the Connecticut Training and Technical Assistance Center (T2 Center) and consisted of representatives from municipalities, enforcement, higher education, and advocacy groups. Emphasis Area (EA) breakout sessions gave attendees the opportunity to engage and collaborate on the Behavioral, Infrastructure, and Pedestrian EA SHSP implementation strategies being recommended. Attendees utilized worksheets during the breakout sessions to identify challenges, additional countermeasures, and future SHSP strategies. During lunch, the Additional Safety Areas (ASAs) were highlighted where attendees had the opportunity to discuss SHSP strategies, current initiatives, and areas of concern with their colleagues. Collaboration amongst all safety stakeholders across Connecticut supports the SSA and a common goal of the SHSP to assist in coordinating efforts and accelerating implementation to ensure Connecticut is on "The Road to Saving Lives".

2. Summit Background

The Connecticut SHSP Implementation Phase (Phase 2) is nearing completion, set to wrap up in December 2024. This Phase aims to recommend strategies for implementation by gathering stakeholder feedback, vetting the strategies through the EA teams, and ultimately recommending strategies to the SHSP Steering and Executive Committees for endorsement. As part of the Implementation Phase, the Summit was conducted on Thursday, May 30th, 2024, from 8:30AM – 4:30PM at CCSU.

The Summit was led by CTDOT and managed by Jacobs Engineering Group, Inc. (Jacobs) on behalf of CTDOT. A Summit planning committee was formed with representatives from the CTDOT Safety Engineering Unit, Connecticut T2 Center, Capitol Region Council of Governments (CRCOG), FHWA, CTDOT Highway Safety Office (HSO), and Jacobs. The committee initially met in December 2023 and continued meeting approximately every three weeks until the Summit. The list of planning committee members can be found in Appendix A.

The Summit provided federal, state, and local safety stakeholders the opportunity to share current and future initiatives with a goal of reducing fatal and serious injury crashes, especially as they relate to the Summit theme of speed, on all Connecticut roadways. The SSA was another key pillar of discussion including how it can be used to support speed-related crash reduction.

2.1 Summary of Attendance

An initial Save the Date was sent in early February 2024 to the T2 Center listservs as well as to the SHSP EA and ASA teams encouraging people to register and help spread the word. The Save the Date flyer is in Appendix B. Over 200 people registered for the Summit with 183 in attendance. Participants represented a broad range of traffic safety partners from federal and state agencies, municipalities, consultants and industry representatives, higher education practitioners, and advocacy groups. Figure 1 provides a breakdown of the Summit participants. The full Summit registration list is in Appendix C.

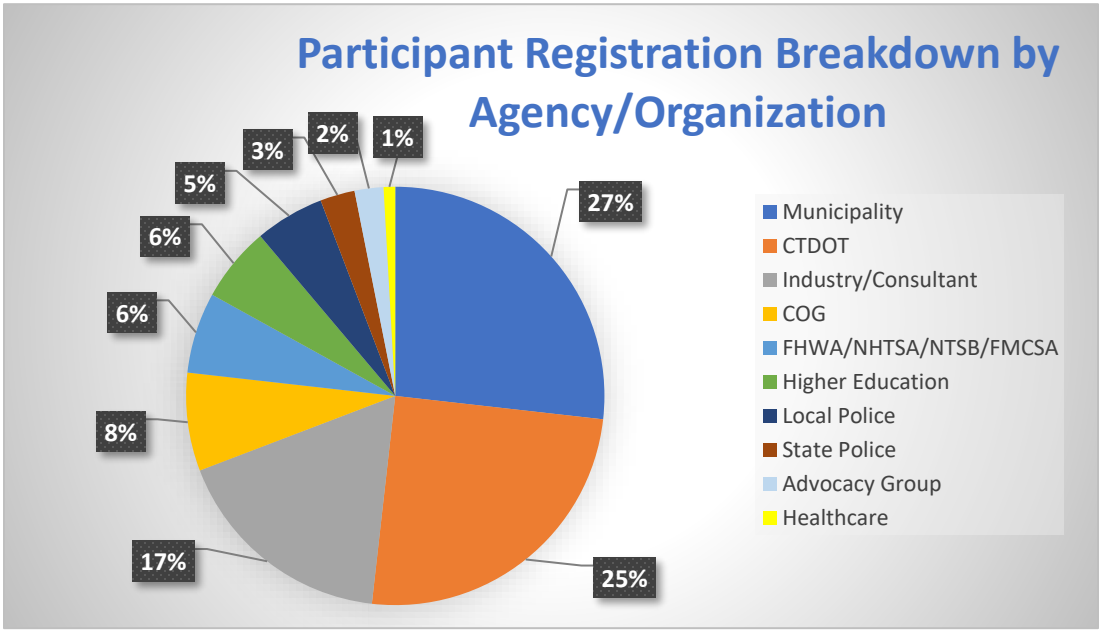


Figure 1. Registration Breakdown by Agency/Organization Percentage

2.2 Summit Format Overview & Agenda

The Summit was held as an all-day in-person event at CCSU. Participants had the opportunity to listen to presentations from federal safety partners including FHWA, NHTSA, and NTSB on traffic safety culture, current initiatives related to speed reduction, and the importance of the SSA. The local roundtable panel on transportation safety innovative approaches allowed attendees to learn about local traffic safety priorities and speed-related initiatives from municipal, enforcement, higher education, and advocacy group representatives. Each panelist brought a unique viewpoint and allowed attendees to gain a broader perspective of initiatives and challenges related to traffic safety at the local level that may otherwise go unnoticed. Attendees also participated in three breakout sessions for each EA within the SHSP where they had the opportunity to engage in open discussion and share their thoughts on the key strategies outlined in the SHSP, new ideas, and how the strategies can be used to drive down fatal and serious injury crashes in Connecticut.

The following topics summarize the agenda followed at the Summit. Appendix D contains the full agenda.

- Welcome & Opening Remarks
- Federal Safety Partner Perspective – Reducing Speed-Related Crashes
- Local Perspective on Transportation Safety Innovative Approaches Roundtable
- EA (Infrastructure, Pedestrian, and Behavioral) Breakout Sessions
    - Three concurrent open discussion sessions focusing on implementation strategies
    - Challenges to implementation
    - Strategies to include in future SHSPs
- Closing Remarks - FHWA
- Adjourn

2.3 Summary of Summit Objectives and Goals

The Summit purpose and vision aimed to support the SSA by facilitating collaboration amongst safety partners across the state on transportation safety strategies and initiatives to save lives on all Connecticut roadways, while also raising awareness of Connecticut's transportation safety needs to allow partners to collectively address emerging trends and proactively bring down fatalities and serious injuries, moving TZD. The focus theme was to address speed-related crashes in Connecticut.

The objectives included an opportunity for:

- Participants to rally around the vision of zero fatalities.
- Enhanced collaboration and to broaden engagement between SSA partners.
- Implementation strategies and approaches to be discussed to improve road safety.
- Gaining an understanding of barriers and opportunities to address strategies.
- Discussion related to what can be done differently to reverse trends and make greater gains in reducing fatalities and serious injuries.

More specific goals and keys to success are outlined below:

- To engage local agencies and safety partners to get their perspective.
- To help carry the Summit messages forward.
- To improve understanding of transportation safety in Connecticut.
- To bring new and innovative ideas focused on SSA.
- To ensure consideration of equity.

3. Summit Proceedings

3.1 Welcome and Opening Remarks

CTDOT Commissioner Garrett Eucalitto and Acting FHWA Connecticut Division Administrator David Nardone welcomed the participants, and both discussed the state of safety from each of their perspectives with an emphasis on speeding-related crashes. Commissioner Eucalitto mentioned Vision Zero and some of the countermeasures being deployed currently in Connecticut. David Nardone included statistics related to nationwide total and speeding-related traffic fatalities, and emphasized FHWA's endorsement of the SSA while also providing additional information on speeding countermeasures that can be implemented.

3.2 Federal Safety Partner Perspective – Reducing Speed-Related Crashes

NHTSA and NTSB provided the federal perspective on speed-related crashes. Arthur Kinsman from NHTSA presented on "Traffic Safety Culture and Speed Management". He summarized information from the National Roadway Safety Strategy, SSA, and data on national speeding-related traffic fatalities. He provided information on NHTSA's programs and resources including "Countermeasures That Work", data analysis publications, traffic safety marketing, and behavioral and enforcement countermeasures and provided details on Intelligent Speed Assistance (ISA).

Ellen Lee from NTSB's Office of Safety presented "Reducing Speed and Speeding Recidivism: Lessons from NTSB Investigations." She provided some background on NTSB, including the overarching mission to make transportation safer. She reiterated that speeding is a critical highway safety issue and presented an investigation from a crash that happened in North Las Vegas, Nevada, in January 2022. Some of NTSB's technology recommendations include safety cameras for automated enforcement and ISA, with consideration of ISA installation in all vehicles that, at a minimum, warn drivers when they exceed the posted speed limit. Recommendations also included the need for improved data and implementation of programs to identify and deter repeat offenders as they are more likely to cause a fatal crash.

3.3 Local Perspective on Transportation Safety Innovative Approaches Roundtable

Melissa Evans and Jason Hughes from the T2 Center Safety Circuit Rider Program moderated the roundtable session. Panelists included:

- City of Stamford – Luke Buttenwieser
- Town of Fairfield Police Department – Chief Robert Kalamaras
- Town of Litchfield – Raz Alexe
- Town of West Hartford – Greg Sommer
- CRCOG – Roger Krahn
- Watch for Me CT – Amy Watkins
- CT Transportation Safety Research Center – Eric Jackson
- UMass Transportation Center – Mike Knodler

The discussion focused on speed and safety initiatives from each organization. Topics included current municipal programs such as speed data collection; UConn's data availability and ongoing research; Watch for Me CT's outreach, education, and publications; and UMass's traffic calming and speed management resources. The main goal of this session was to provide municipalities with key takeaways and resources to help them with implementation of traffic safety countermeasures.

Presentations from NHTSA, NTSB, and the Local Perspective on Transportation Safety Innovative Approaches Roundtable session shared at the Summit can be found on the CT T2 Center website.

3.4 EA and ASA Information

After the morning presentations concluded, participants were divided into three groups to allow for opportunity to collaborate. Details regarding the EA Breakout Sessions and ASA information are included in Sections 4 and 5 of this report.

3.5 Closing Remarks

The Summit ended with a full group session led by FHWA's Mark Doctor. He summarized and emphasized the SSA, noting the SSA highlights a unique way of thinking, with different priorities and decisions made over the traditional approaches to highway safety. For the five elements of the SSA, steps can be taken to strengthen each element, such as working collaboratively to eliminate or mitigate crash risk. It is a paradigm shift in thinking; humans make mistakes and crashes will occur. The key is to focus on keeping them survivable to eliminate fatalities and reduce serious injuries.

4. EA Breakout Sessions

The overarching goal of the EA breakout sessions was to facilitate open discussion by highlighting current initiatives for each EA, recommending strategies from the SHSP, and identifying barriers to implementing strategies in the SHSP, while reinforcing speed-related crashes as the focus. Equity metrics and the SSA were areas of consideration throughout each EA breakout session.

4.1 Summary of Process

Every registered attendee, excluding the EA co-leads and designated breakout room moderators, was designated a group identified by color (red, yellow, green). By designating group members for each breakout room, a multi-disciplinary stakeholder group was ensured. They remained with their respective group as they rotated through each of the three EA breakout sessions (pedestrian, infrastructure, behavioral) as shown in Figure 2. There were approximately 60 attendees in each group, which allowed for engaging discussion that considered multiple points of view, with the goal of sharing and capturing their insights.

Room	EA	EA Breakout Session 1 (10:45AM – 12:00PM)	EA Breakout Session 2 (1:00PM – 2:15PM)	EA Breakout Session 3 (2:30PM – 3:30PM)
Alumni Hall	Pedestrian	Red	Yellow	Green
Philbrick/Camp	Behavioral	Green	Red	Yellow
Sprague/Carleton	Infrastructure	Yellow	Green	Red

Figure 2. EA Breakout Session Schedule

Each EA was located in a designated breakout room and had two moderators, two co-leads, one CTDOT Transportation Engineer III (TE3), and at least one Jacobs Team member present. The moderators, as identified in Figure 3, provided a brief presentation outlining SHSP implementation strategies supported by their respective EA. Following the presentations, the attendees were divided into smaller groups of 8-10 people where they worked to complete EA worksheets provided to them (Appendix I). Attendees were given EA data fact sheets and EA implementation strategy reference sheets to aid discussion and guide worksheet responses. The worksheets asked questions related to proposed implementation strategy effectiveness, additional countermeasures to include in future SHSPs, and challenges to implementation. Responses gave insight on what SHSP strategies to further prioritize moving forward and helped identify challenges and gaps within the current SHSP.

Moderators, co-leads, TE3s, and support members worked with small groups to help answer questions and encourage collaboration. Toward the end of each session, each small group was asked to summarize their worksheet responses to the entire group. Each worksheet was collected for further documentation and analysis. Worksheet responses are summarized in Section 4.3 of this report, with the full responses provided in Appendix I.

Behavioral EA	Infrastructure EA	Pedestrian EA
Moderators: Jacobs: Kim Kolody & Mahdi Rajabi *Co-Leads:* Phyllis DiFiore & Alec Slatky *TE3:* Steve Bruno	*Moderators:* Tighe and Bond: Chris Granatini & Matthew Stoutz *Co-Leads:* Balazs Szoke & Melissa Evans *Jacobs:* Maryam Shaygan *TE3:* Claire Sylvestre	*Moderators:* Tighe & Bond: Craig Yannes & Thomas Wamser *Co-Leads:* Aaron Swanson & Eamon Flannery *Jacobs:* Zainab Saka *TE3:* Khadiza Jannat

Figure 3. EA Breakout Room Moderators

4.2 Summary of Presentations

The EA breakout session presentations provided an outline of each respective EA, as well as the applicable crash report definitions as outlined in the SHSP. Data trend updates for each EA were provided including data from the respective EA data fact sheets. Strategy recommendations that arose from the EA team meetings over the course of the year were also included in the presentation for each EA crash type, and the conclusion slide of the presentation provided guidance to attendees for filling out the EA worksheets. Presentations given in each EA breakout session can be found in Appendices F-H.

4.3 Summary of EA Worksheets

EA worksheets were filled out in each respective breakout session by groups of attendees. Many attendees advocated for increased education and outreach campaigns, stiffer penalties for repeat offenders, increased enforcement and funding, and ensuring adjudication of citations, while also providing additional countermeasure ideas and strategies to include in the next SHSP for each EA crash type (pedestrian, roadway departure, intersection related, aggressive driver, distracted driver, impaired driving, motorcycle, and unrestrained occupant). A summary of the worksheet responses for each EA is as follows:

4.3.1 Pedestrian EA

The Pedestrian EA worksheet responses centered around four key focus areas including reducing pedestrian exposure, increasing pedestrian safety awareness, employing safe speed and slowing vehicle strategies, and improving visibility for pedestrians. Countermeasures, challenges, and strategies recommended for consideration in future SHSPs are summarized below.:

Reducing Pedestrian Exposure:

- Countermeasures: Implementing infrastructure improvements such as pedestrian bridges, bump-outs, filling sidewalk gaps, and improved crosswalk maintenance.
- Challenges: Keeping up with maintenance, ensuring ADA compliance, navigating resident pushbacks, and adapting updated infrastructure to present pedestrian facilities.
- Strategies for future SHSPs: Tailoring pedestrian education for older adults, completing targeted studies on pedestrian facilities, and increasing awareness campaigns for distracted pedestrians.

Safe Speed and Slowing Vehicles:

- Countermeasures: Lowering speed limits around pedestrian areas, implementing road diets, and using in-street crosswalk signs.

- Challenges: Addressing public perception and concerns around speed cameras, funding, and enforcement staffing.
- Strategies for future SHSPs: Data analysis on infrastructure improvements, such as speed camera effectiveness, and exploring autonomous vehicle technology.

Improving Visibility for Pedestrians:

- Countermeasures: Installing RRFBs, integrating embedding lighting facilities, promoting use of high visibility clothing, and reducing crossing distances for pedestrians.
- Challenges: Maintenance costs, light pollution, and winter conditions affecting visibility.
- Strategies for future SHSPs: Improved crash reporting, increasing grant opportunities for RRFB installation and education, and enhancing sightline visibility.

4.3.2 Behavioral EA

The Behavioral EA worksheet responses focused on strategies to address aggressive driving, distracted driving, impaired driving, motorcycle, and unrestrained occupant fatal and serious injury crashes in Connecticut. Countermeasures, challenges, and strategies recommended for consideration in future SHSPs are summarized below.

Aggressive Driving:

- Countermeasures: Using media and commercials to show consequences of speeding, GPS notifications for speed traps, ignition interlock devices for repeat offenders, and increased penalties.
- Challenges: Staffing resources for speed camera verification, gaps in enforcement at local and state levels, and adjudication issues.
- Strategies for future SHSPs: Improving license plate recognition, increasing data sharing between towns, and implementing impactful campaigns highlighting crash consequences.

Distracted Driving:

- Countermeasures: Data sharing across states, integration of lockdown areas for cell phones, and promotion of apps offering insurance discounts for safe driving.
- Challenges: Enforcement resources in rural areas and issues with plea deals for citations.
- Strategies for future SHSPs: Integration of early education on distracted driving and better coding for distracted driving crash data.

Impaired Driving:

- Countermeasures: Incentives for driver training, ride-share voucher promotions, more DUI checkpoints, and increasing public education campaigns.
- Challenges: Integrating effective roadside testing and changing societal attitudes toward impaired driving.
- Strategies for future SHSPs: Targeted programs for high-risk demographics and integrating educational requirements during license renewals.

Motorcycle:

- Countermeasures: Mandatory safety classes for new riders and implementing visibility enhancements for riders.
- Challenges: Implementing helmet laws and addressing speeding or impaired motorcyclists.
- Strategies for future SHSPs: Educating drivers on sharing the road with motorcyclists and gathering data on motorcycle exposure.

Unrestrained Occupants:

- Countermeasures: Ticketing for unrestrained passengers, tying insurance rates to driver behavior, and promoting Child Passenger Safety.
- Challenges: Changing behaviors of repeat offenders and funding for safety equipment.

- Strategies for future SHSPs: Increasing targeted social media campaigns and enhancing data collection on car seat usage.

4.3.3 Infrastructure EA

The Infrastructure EA worksheet responses focused on strategies to address intersection related and roadway departure fatal and serious injury crashes in Connecticut. Countermeasures, challenges, and strategies recommended for consideration in future SHSPs are summarized below.

Intersection Related:

- Countermeasures: Implementing variable speed limits, enhancing crosswalk facilities, utilizing concurrent signaling for Leading Pedestrian Intervals (LPI) and protected left turns, developing quick-build projects such as bump-outs with pedestrian refuge islands, implementing coordinated signal systems, implementing road diets, reducing crossing widths, and ensuring clearer signage and pavement markings.
- Challenges: Limitations on the number of automated enforcement cameras that can be installed, resistance from political figures and the public regarding proposed improvements, balancing safety with efficiency and managing funding constraints for education and infrastructure, ensuring compliance with ADA standards, and addressing education gaps for both drivers and pedestrians, especially older individuals.
- Strategies for future SHSPs: Incorporate training for drivers regarding new intersection features and moving violations, promoting the use of automated enforcement, educating the public about roundabouts and related intersection improvements, focusing on proactive data analysis for countermeasures, and enhancing outreach for upcoming projects to improve community engagement and support.

Roadway Departure:

- Countermeasures: Increasing illumination at curves and installing double yellow lines, implementing lane departure warning systems on new vehicles, utilizing illuminated sequential chevrons on sharp curves, introducing speed reduction transition lines, providing selective tree cutting to improve sight distance, implementing guiderails on state roads, shoulder and centerline rumble strip applications, enhancing pavement markings, considering variable speed limits, and exploring innovative guiderail designs to minimize impacts on motorcyclists.
- Challenges: Funding and legislative constraints that hinder the implementation of improvements, need for political support and public buy-in, educational gaps regarding roadway departure safety features, physical limitations related to available land for improvements and roadway grade challenges, and resistance to measures like rumble strips, particularly from the cycling community, as well as concerns about noise pollution.
- Strategies for future SHSPs: Focus on funding for demonstration projects, targeted installation of illuminated signs, conducting an analysis on crash trends related to speed limits and lane widths, promoting public education campaigns on the importance of new safety features, such as lane departure technology, encouraging collaboration among municipalities to improve funding and staffing for roadway departure projects.

Overall, worksheet responses from the breakout sessions emphasized the need to integrate and implement comprehensive strategies that combine education, enforcement, community engagement, and enhanced infrastructure design to improve roadway safety for each EA. Detailed responses from the EA breakout room worksheets can be found in Appendix I.

5. ASA Information

ASAs were integrated into the Summit by designating every lunch table with an ASA crash type (unlicensed driver, hit-and-runs, work zones, commercial vehicles, older drivers and pedestrians, pedal cyclists, younger drivers, wrong way drivers). Each table was provided a reference document outlining proposed strategies for implementation from the ASA SHSP team meetings over the course of the past year as well as a worksheet to fill out (Appendix E), similar to what was used for the EA breakout sessions. While there was no designated ASA breakout room, attendees were encouraged to discuss SHSP strategies, challenges, and additional countermeasures to be implemented related to the ASAs with their colleagues during the lunch hour. A summary of the ASA worksheet responses can be found in Appendix I.

6. Summit Survey Summary

Following the Summit, a survey was shared with all registered participants to gather feedback on several aspects, including what attendees found most meaningful, potential improvements, quality of speakers and presentation content, effectiveness of breakout rooms, and recommendations for increased inclusion within the EA and ASA CT SHSP teams. A total of thirty-one people responded, with overall positive feedback.

Key aspects of the Summit that participants found meaningful, engaging, and productive based on survey responses are presented in Figure 4. Participants indicated that the Breakout Sessions were the most meaningful aspect of the Summit, followed by Networking Opportunities, Panel Discussions and Presentations, Knowledge Sharing, and General Program Elements.

Most attendees stated the Summit's theme of *Speed* was appropriate and effectively raised awareness on current trends in Connecticut. Many emphasized the need to focus on speed given its link to aggressive driving and other critical safety issues and appreciated the integration of the theme in discussions throughout the Summit. A few attendees noted it is also important to raise awareness of additional contributing factors to fatal and serious injury speed-related crashes.

The participants also stated that the Summit speakers and roundtable panelists provided valuable insight into transportation safety, especially as it relates to speed, with many commenting on the quality and diverse representation of speakers from federal and local levels. However, some suggested more time for audience questions during the panelist roundtable would have enhanced the experience.

Attendees found the EA breakout rooms engaging and productive, noting they enjoyed the variety of perspectives brought to light during discussions and felt the rooms were well organized. Some suggested holding the breakout rooms in larger spaces and to include more variety in questions asked across the rooms.

Survey responses regarding implementation strategies to prioritize in the future varied, with most participants expressing satisfaction with the implementation strategies currently being pursued. Specific strategies that were suggested included increasing fines for red light running and speed cameras, improving collaboration between state agencies on transportation-related issues, implementing more pilot projects, increasing data analysis on traffic signal timing changes and effectiveness of traffic calming measures, and advocating for adjudication of citations for driving violations.

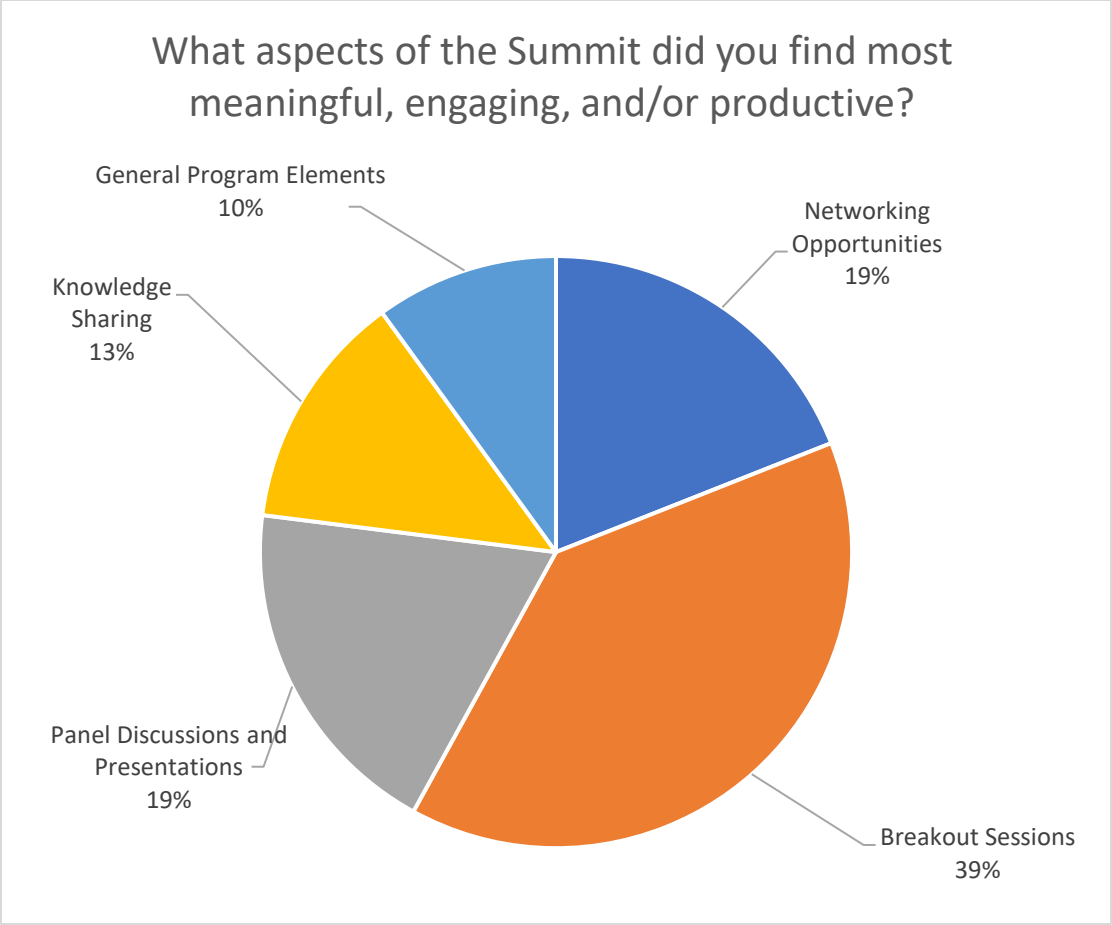


Figure 4. Response Breakdown to Summit Survey Question 1

Detailed responses from the Summit survey can be found in Appendix J for reference.

7. Conclusion

This 2024 CT Road Safety Summit - Highlights Document serves as a guide for the CTDOT and other safety stakeholders to use when considering planning for future Safety Summits. This one-day in-person Summit gathered nearly 200 safety stakeholders representing federal, state, and local agencies and organizations to collaborate on multimodal transportation safety implementation strategies with the overarching goal to save lives on all Connecticut roadways. Collaboration amongst all safety stakeholders across Connecticut supports the Safe System Approach and is a goal of the Connecticut SHSP.

Appendices

Appendix A: Summit Planning Committee Recognition

The 2024 Connecticut Road Safety Summit Planning Committee was comprised of the following members:

- Erika Lindeberg – Jacobs
- Kim Kolody – Jacobs
- Sam Paglia – Jacobs
- Donna Shea – T2 Center
- Joe Cristalli – CTDOT Highway Safety Office
- Natasha Fatu – CTDOT Safety Engineering Unit
- Balazs Szoke – CTDOT Safety Engineering Unit
- Khadiza Jannat – CTDOT Safety Engineering Unit
- Andrea Merejo – FHWA
- Terri Thompson – CRCOG

Appendix B: Save-the-Date

Appendix C: Participant Registration and Attendance List

First	Last	Title	Company	Attended
John	Acampora		Connecticut State Police	Yes
Linda	Ackerman		CT Dept. of Transportation	Yes
Raz	Alexe	Director of Public Works / Town Engineer	Town of Litchfield	Yes
Michael	Allen		3M	Yes
Robert	Aloise		Capitol Region Council of Governments	Yes
Christopher	Arciero	Chief of Police	Town of Canton	Yes
Sal	Aresco	Project Manager	CT Dept. of Transportation	Yes
Chris	Atkinson	Highway Foreman	Somers Public Works Department	Yes
Sandeep	Aysola	Director Transportation, Traffic and Parking	City of New Haven	Yes
Craig	Babowicz	Transportation Supervising Planner	CT Dept. of Transportation	Yes
Haimanti	Bala		University of Connecticut	Yes
Dustin	Baldis	Sergeant Traffic Division	City of Torrington	Yes
Charles	Ballard	Road Design Engineer	New Milford Public Works Department	Yes
Joe	Balskus	Director of Transportation Services	VHB/CT Bicycle and Pedestrian Advisory Board	No
Anshu	Bamney	Assistant Research Professor	University of Connecticut	No
Rhonda	Barangan		CT Transportation Safety Research Center	Yes
Colin	Baummer	Transportation Supervising Engineer	CT Dept. of Transportation	Yes
Kyle	Benjamin	Traffic Analyst	City of Norwalk	Yes
Joshua	Bernegger	Chief of Police	Town of Watertown	Yes
Timothy	Bernier	Lieutenant	Guilford Police Department	Yes
Nate	Berube	VP of Operations	Coastal Traffic, Inc.	Yes
Matt	Blume		CT Dept. of Transportation	No
Garrett	Bolella	Assistant Director of Transportation, Mobility & Parking	City of Norwalk	Yes
Edward	Brickner	Division Administrator	FMCSA	Yes
Briany	Bridges-Hightower		CT Dept. of Transportation	Yes
Dana	Briere	Risk Manager	Garrity Asphalt Reclaiming Inc	No
Stephen	Bruno	Transportation Engineer 3	CT Dept. of Transportation	Yes
John	Bucherati	Chief of Police	Town of Seymour	No
Timothy	Budd	Officer	Darien Police Department	Yes

First	Last	Title	Company	Attended
Scott	Bushee	Project Manager	CT Dept. of Transportation	Yes
Luke	Buttenwieser	Transportation Planner	Stamford Transportation Traffic & Parking	Yes
Collene	Byrne		Tighe & Bond	Yes
Raffaella	Calciano		CT Department of Public Health	Yes
Nick	Campbell		VHB	Yes
Gabriel	Cano	Deputy Regional Administrator	NHTSA Region 1	Yes
Mark	Carlino	Engineering Administrator	CT Dept. of Transportation	Yes
Anthony	Carpenter	Training Director	Connecticut Fire Police Association	No
Jennifer	Carrier	Transportation Specialist	CT Division - Federal Highway Administration	No
Richard	Casey	Sergeant	Guilford Police Department	Yes
David	Castro	Director of Public Works	Guilford Public Works Department	Yes
Vincent	Caterino	Assistant City Engineer	City of Waterbury	No
Roy	Cavanaugh		City of Waterbury Engineering	Yes
Michael	Chachakis	Transportation Engineer 3	CT Dept. of Transportation	Yes
Jake	Chamberlain		CT Dept. of Transportation	Yes
Michael	Cherpak	Transportation Principal Engineer	CT Dept. of Transportation	Yes
Suzanne	Choate		Town of Windsor	Yes
Devin	Clarke	Sr. Transportation Planner	CT Metropolitan Council of Governments	Yes
Kate	Coney	Lieutenant	CT State Police	Yes
Austin	Cook		Safety Marking, LLC	Yes
Jonathan	Corilla	Transportation Engineer	CT Dept. of Transportation	Yes
John F.	Cottell, Jr.	Assistant Public Works Director	Town of Fairfield	Yes
Devin	Cowperthwaite	Public Works Director	Town of Stafford	Yes
Joseph	Cristalli	Principal Safety Program Coordinator	CT Dept. of Transportation	Yes
Laurina	D'Appollonio	Administrative Assistant	CT Dept. of Transportation	No
Phyllis	DiFiore	Transportation Supervising Planner	CT Dept. of Transportation	Yes
Derek	Dilaj	Asst. Town Engineer	Mansfield Public Works Department	Yes
Mark	Doctor	Senior Safety and Design Engineer	FHWA Resource Center	Yes
Renee	Dominguez	Deputy Chief	Watertown Police Department	Yes
Richard	Donovan	Director of Transportation Planning	Naugatuck Valley Council of Governments	Yes
Nicolas	Dostal	Regional Planner	MetroCOG	Yes

First	Last	Title	Company	Attended
Jane	Dunbar		CT Dept. of Transportation	Yes
Donald	Dunning		Connecticut State Police	Yes
Nancy	Dutta	Traffic Engineer	VN Engineers Inc.	Yes
Kevin	Ellis		Naugatuck Valley Council of Governments	Yes
Garrett	Eucalitto	CTDOT Commissioner	CT Dept. of Transportation	Yes
Melissa	Evans	Safety Circuit Rider	CT T2 Center	Yes
Kathryn	Faraci	Transportation Director	Northwest Hills Council of Governments	Yes
Jason	Farias		NHTSA	Yes
Thomas	Farrelly	Road Foreman	Town of Southbury	No
Marley	Fasipe	Safety Division Office Assistant	CT Dept. of Transportation	No
Natasha	Fatu	Transportation Engineer	CT Dept. of Transportation	Yes
Delia	Fey	Senior Regional Planner	Northeastern Connecticut Council of Governments	Yes
Daniel	Fitzgerald		Tighe & Bond	Yes
Eamon	Flannery	Transportation Supervising Engineer	CT Dept. of Transportation	Yes
Todd	Fontanella	Principal Planner	Western CT Council of Governments	Yes
Laura	Francis	Deputy Director/Director Transportation Planning	SCRCOG	Yes
Stephen	Frycz	Traffic Signal Operations Manager	Stamford Transportation Traffic & Parking	No
Gary	Fuerstenberg	Traffic Operations Manager	City of Meriden	Yes
Robert	Fulton		Avon Police Department	Yes
Jake	Fusco		CT Dept. of Transportation	Yes
David	Gannon	Sergeant	Town of Avon	Yes
Travis	Gendron	Business Development and Sales Manager	Safety Marking, LLC	Yes
Christopher	Granatini	Vice President	Tighe & Bond	Yes
Jim	Grossmann	Public Works Supervisor	Town of Marlborough	No
Diana	Gugliotta	Regional Program Manager	NHTSA	Yes
John	Guzze	Project Manager	Fuss & O'Neill	No
Najib	Habesch	Senior Vice President	BETA Group, Inc.	Yes
Kristin	Hadjstylianos	Transportation Director	Western CT Council of Governments	Yes
Rebecca	Hall	Traffic Engineer	CDM Smith	Yes
Steve	Hall		CT Dept. of Transportation	Yes

First	Last	Title	Company	Attended
Joseph	Hallisey	Transportation Supervising Engineer	CT Dept. of Transportation	Yes
Charles	Harlow	Associate	Fuss & O'Neill, Inc.	Yes
Matthew	Hart	Executive Director	Capitol Region Council of Governments	No
Jack	Healy	Director of Public Works	New Milford Public Works Department	Yes
Katherine	Hedberg	Transportation Engineer	CT Dept. of Transportation	Yes
Edmund	Hedge	Community Outreach Liaison	CPCA	Yes
Humberto	Henriques	Lieutenant	CT State Police	No
Scott	Hill	Chief Engineer	CT Dept. of Transportation	Yes
Kevin	Huang		Tighe & Bond	Yes
Alison	Hudyma	Captain	Darien Police Department	Yes
Jason	Hughes	Safety Technical Associate	CT T2 Center	Yes
William	Hurley	Engineering Manager	Town of Fairfield	Yes
Mouyid	Islam	Dr.	Virginia Tech	Yes
Eric	Jackson	Director	CT Transportation Safety Research Center	Yes
Amy	Jackson-Grove	Division Administrator	Federal Highway Administration	No
Khadiza	Jannat	Transportation Engineer	CT Dept. of Transportation	Yes
Joseph	Jazwicz	Project Engineer	CT Dept. of Transportation	Yes
Matthew	Johnson		New Britain Fire Department	No
Robert	Kalamaras	Chief of Police	Town of Fairfield	Yes
Andrew	Kennerson	Safety Advisor 1	CT DOT District Two	No
Arthur	Kinsman	Regional Administrator	NHTSA	Yes
Michael	Kiselak	Civil Engineer II	Town of Greenwich	Yes
Devon	Kleeblatt	Connecticut Careers Trainee	CT Dept. of Transportation	Yes
Breanna	Kline	State Programs Specialist	FMCSA	Yes
Michael	Knodler	Associate Professor	University of Massachusetts	Yes
Kim	Kolody	Highway & Traffic Safety Engineer	Jacobs Engineering Group	Yes
John	Korte		Gannett Fleming, Inc.	No
David	Kozak		K & S	Yes
Roger	Krahn	Principal Transportation Engineer	Capitol Region Council of Governments	Yes
Greg	LaCava	First Selectman	Town of Warren	No
Radha	Lamichhane	Designer	Town of Hamden	Yes
Clement	Langlois, III	Superintendent	Town of Stafford	Yes

First	Last	Title	Company	Attended
John	Lawlor, Jr.	Director of Public Works & Engineering	City of Meriden	Yes
Josh	Lecar		CT Dept. of Transportation	Yes
Ellen	Lee		National Transportation Safety Board	Yes
Eric	Lemke	Crash Data Liaison	University of Connecticut	No
Brent	Leveille	State Coordinator, AARP Driver Safety	AARP	Yes
Kristen	Levesque		CT Dept. of Transportation	Yes
Tyler	Limoges	Asst. Town Engineer	Town of Windham	No
Erika	Lindeberg	Senior Project Manager	Jacobs Engineering Group	Yes
Juliet	Little	Transportation Planner 2	CT Dept. of Transportation	No
Christopher	Lockhart	Transportation Engineer 3	CT Dept. of Transportation	Yes
Yi	Lou	Transportation Engineer	CT Dept. of Transportation	Yes
Daniel	Loughman	Colonel	CT State Police	Yes
Gerald J.	Lukowski	Director of Public Works	Town of Watertown	Yes
Anaka	Maher		Capitol Region Council of Governments	Yes
Tiger	Mann	Director Public Works	Town of New Canaan	Yes
Yousheng	Mao	Traffic Engineering Services Manager	City of Hartford DPW	Yes
Duane J.	Martin	Director of Community Development	Town of West Hartford	No
Emilio	Masella	Police officer	Naugatuck PD	Yes
Jeff	Maxtutis		BETA Group, Inc.	Yes
Marty	Maynard	Risk Manager	Town of Windsor	No
Mary	McCarthy	Program Director	CT T2 Center	No
Kevin	McNeill		CT Dept. of Transportation	Yes
Ricky	Mears		CT Division – Federal Highway Administration	No
Andrea	Merejo	Safety Engineer	Federal Highway Administration	Yes
Kyle	Miller	VP Sales	Coastal Traffic, Inc.	Yes
John	Mills	Senior Project Manager / Inland Wetlands Agent	Town of Wethersfield	Yes
Jose	Miranda		Avon Police Department	Yes
Christopher	Mojica	Senior Technical Director	AKRF	Yes
Elliott	Moore		Federal Highway Administration	Yes
Bridget	Moriarty		VN Engineers	Yes
Mark	Moriarty	Director of Public Works	City of New Britain	Yes
Marco	Mucciacciaro	Superintendent of Streets	South Windsor Public Works Department	Yes
Larry	Murphy	Vice President	Jacobs Engineering Group	Yes

First	Last	Title	Company	Attended
Heba	Naqvi		CT Dept. of Transportation	Yes
David	Nardone	Acting FHWA CT Administrator	Federal Highway Administration	Yes
Joseph	Ouellette	Executive Director--OSTA	CT Dept. of Transportation	Yes
Quinn	Packer	School of Engineering	University of Connecticut	Yes
Pat	Padlo	OSTA Engineer	CT Dept. of Transportation	Yes
Sam	Paglia	Civil Engineer	Jacobs Engineering Group	Yes
Joseph	Palhete		Naugatuck Police Department	Yes
Greg	Palmer	Transportation Engineer	CT Dept. of Transportation	Yes
Pramod	Pandey	Principal Planner II	Capitol Region Council of Governments	Yes
Myra	Parker	Project Manager	City of Hartford	Yes
Bryan	Pavlik		CT Dept. of Transportation	Yes
Angela	Pellegrini	Safety Director	CT Dept. of Transportation	No
Flavia	Pereira		CT Dept. of Transportation	Yes
Frank W.	Petise	Bureau Chief - Traffic & Parking	Stamford Transportation Traffic & Parking	Yes
Kaethe	Podgorski	Senior Project Engineer	BETA Group Inc.	No
Harley	Polverelli		CT Dept. of Transportation	Yes
Stuart	Popper	Director of Planning and Development	Town of Cromwell	No
Mahdi	Rajabi	Data Engineer	Jacobs Engineering Group	Yes
Prakash	Ranjan		University of Connecticut	Yes
Shayla	Ranmal-Suppies	Senior Project Manager	City of Hartford Health and Human Services Department	Yes
Bob	Regina	Deputy Chief	Town of Newington	No
Karen	Riemer	Transportation Principal Engineer	CT Dept. of Transportation	Yes
Joe	Rimiller	Lead Traffic Engineer	BETA Group Inc.	No
Olivia	Rizzuto	CCT Intergovernmental Affairs	CT Dept. of Transportation	No
Christopher	Roberts		CT Dept. of Transportation	Yes
Taylor	Rodrigue	Project Engineer	Town of South Windsor	Yes
Todd	Rolland	Director of Land Use & Public Works	Somers Public Works Department	Yes
Stephen	Roux	Advocate		Yes
Patrick	Roy		Town of Roxbury	Yes
Sarah	Roy	Outreach & Engagement Specialist	AECOM	No
Tom	Russell	Transportation Planner 2	CT Dept. of Transportation	Yes
Zainab	Saka	Civil Engineer	Jacobs Engineering Group	Yes
David	Schneider	Traffic Officer	Southington Police Department	No
Maryam	Shaygan	Transportation Engineer | Data Scientist	Jacobs Engineering Group	Yes

First	Last	Title	Company	Attended
Donna	Shea	Executive Program Director	CT T2 Center	Yes
Lisa	Sherman	Principal/Traffic & Safety Discipline Leader	CDM Smith	Yes
Natalie	Shurtleff		AARP	Yes
Thomas	Silva	Transportation Engineer 2	CT Dept. of Transportation	Yes
Alec	Slatky	Managing Director of Public/Gov't Affairs	AAA Northeast	Yes
Lisa	Slonus	Transportation Division Manager	VN Engineers	No
Robert	Smith	Transportation Engineer 3	CT Dept. of Transportation	Yes
Gregory	Sommer	Town Engineer	Town of West Hartford	Yes
Parker	Sorenson	Civil Engineer II	Town of West Hartford	Yes
Jean	Speck	Senior Regional Planner	Northwest Hills Council Of Governments	Yes
Ellie	Stamp	CCT/ Transportation Planner 1	CT Dept. of Transportation	No
Karolina	Staszewski	Officer	Avon Police Department	Yes
Evelyn	Stender	Lieutenant	CT Department of Motor Vehicles	No
Anna	Stern		Connecticut Children's Medical Center	Yes
Vincent	Stetson	Director of Public Works	South Windsor Public Works Department	Yes
Matthew	Stoutz		Tighe & Bond	Yes
Aaron	Swanson	Transportation Planner 2	CT Dept. of Transportation	Yes
Claire	Sylvestre	Transportation Engineer	CT Dept. of Transportation	Yes
Balazs	Szoke	Transportation Supervising Engineer	CT Dept. of Transportation	Yes
Bryan	Tarbell	Town Engineer	Town of Windham	No
Tatum	Thomas	Transportation Planner/ GIS and Data Manager	SCRCOG	No
Terri	Thompson	Traffic Incident Mgmt Planner	Capitol Region Council of Governments	Yes
Michele	Velez	Director of Public Works	Town of East Haddam	No
John	Ventura	Chief of Police	Town of Wallingford	No
Timothy	Vibert	President	Towing & Recovery Professionals of CT	No
Kevin	Vincens	Civil Engineer	Town of South Windsor	Yes
Linda	Waiculonis		CT Dept. of Transportation	Yes
Andrew	Walsh	Deputy Chief	New Canaan CT Police Dept.	Yes
Thomas	Wamser		Tighe & Bond	Yes
Jianhong	Wang	Traffic Engineer	Stamford Transportation Traffic & Parking	No

First	Last	Title	Company	Attended
Amy	Watkins	Program Manager Watch for Me CT	Connecticut Children's Medical Center	Yes
Howard	Weissberg	Deputy Director of Public Works	City of Middletown	Yes
Michael	Williams	Police Officer	Guilford Police Department	Yes
Douglas R.	Wilson	Town Engineer	Town of East Hartford	Yes
Craig	Yannes	Project Manager	Tighe & Bond	Yes
Ben	Yeung	Senior Traffic Engineer	City of Norwalk	Yes
Michael	Zacchera		CT Department of Public Health	Yes
Patrick	Zapatka	Transportation Planner II	CT Dept. of Transportation	Yes
Adelle	Zocher	Community Outreach Specialist	AAA Northeast	Yes

Appendix D: Summit Agenda

*Note: Col. Daniel Loughman was unable to present due to day-of emergency. FHWA's Mark Doctor provided closing remarks.

Appendix E: EA/ASA Worksheet Questions

EA Breakout Session Worksheet

Circle One: Pedestrian EA Behavioral EA Infrastructure EA

Crash Type: _____

Do you feel the proposed strategies for implementation will proactively decrease fatal and serious injury crashes on Connecticut roadways?
Are there additional roadway safety countermeasure strategies you would like to be considered for implementation?
Do you foresee any implementation challenges related to the proposed strategies?
Are there any strategies and/or crash trends that you feel would be important to include in the next SHSP?

Additional Safety Area (ASA) Discussion Worksheet

Circle One: Unlicensed Driver Hit-and-Run Work Zones Pedalcyclists

Commercial Vehicles Older Drivers Younger Driver Wrong Way

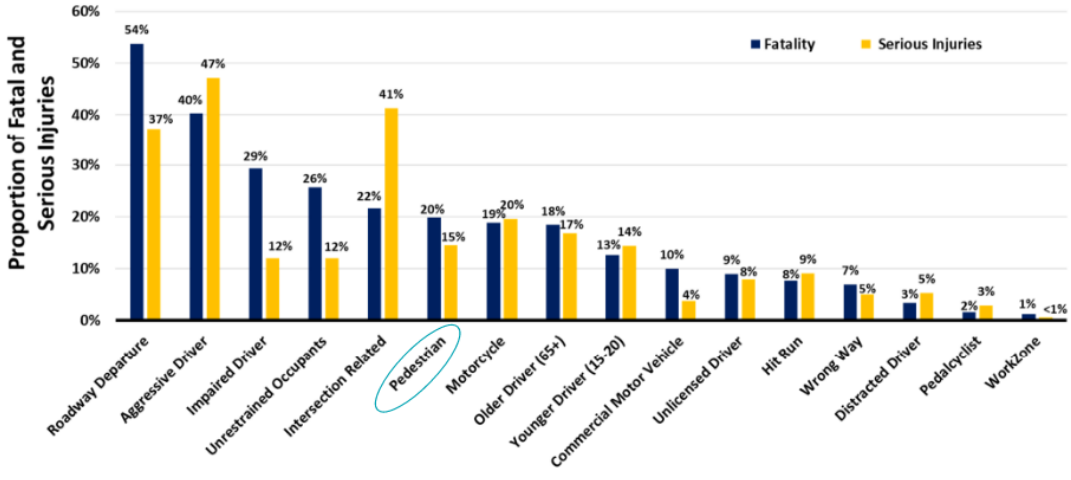
Do you feel the proposed strategies being considered will proactively decrease fatal and serious injury crashes on Connecticut roadways?
Are there additional roadway safety countermeasure strategies you would like to be considered for implementation?
Do you foresee any implementation challenges related to the strategies being considered?
Are there any strategies and/or crash trends that you feel would be important to include in the next SHSP?

Appendix F: Pedestrian EA Breakout Session Presentation

SHSP Pedestrian EA Overview

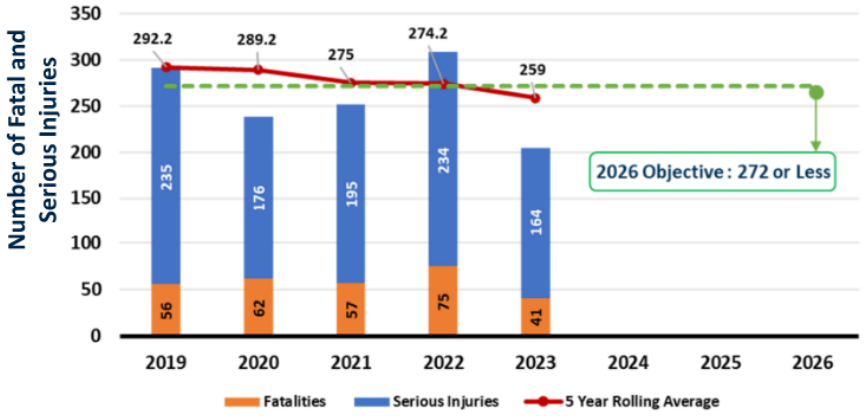
- **Goal:**
  - Eliminating fatalities and serious injuries while walking, running, or standing along or near the roadway.
  - Pedestrians may be in the crosswalk, crossing at a midblock, or walking on the side of the road, on a path, or on a sidewalk.
- **Crash Report Definition:**
  - Based on the "person type" field in the crash report marked as "Pedestrian" or "Other Pedestrian (wheelchair, person in a building, skater, pedestrian conveyance)".

EA Proportions (2018-2023)



Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Trend of Fatal and Serious Injuries of Pedestrian Crashes per Year



Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Pedestrian EA TEAM Recommended Implementation Strategies

- Reduce Pedestrian Exposure:
  - Identify key locations for No Turn on Red (NTOR) & blank out sign installation
  - Pedestrian Crash Location Study
  - Municipal Clearance Interval Project
- Improve Visibility for Pedestrians:
  - Crosswalk illumination
  - Raised Intersections and Raised Crosswalks
- Safe Speed or Slowing Vehicle Strategies to Improve Safety for Pedestrians:
  - Automated enforcement for speed reduction and red-light running
  - Reduce regulatory speed limits in school zones

Pedestrian EA TEAM
Recommended Implementation Strategies

- Improving Awareness for Pedestrian Safety:
  - Implementation of the Intersection Control Evaluation (ICE) Policy
  - Support for continued Road Safety Audits (RSAs)
  - Continued support of pedestrian awareness campaigns through the Highway Safety Office (HSO)
  - Concurrent Pedestrian Phasing outreach and education
  - Continued support of Community Connectivity Grants
  - Accessibility & ADA Transition Plans

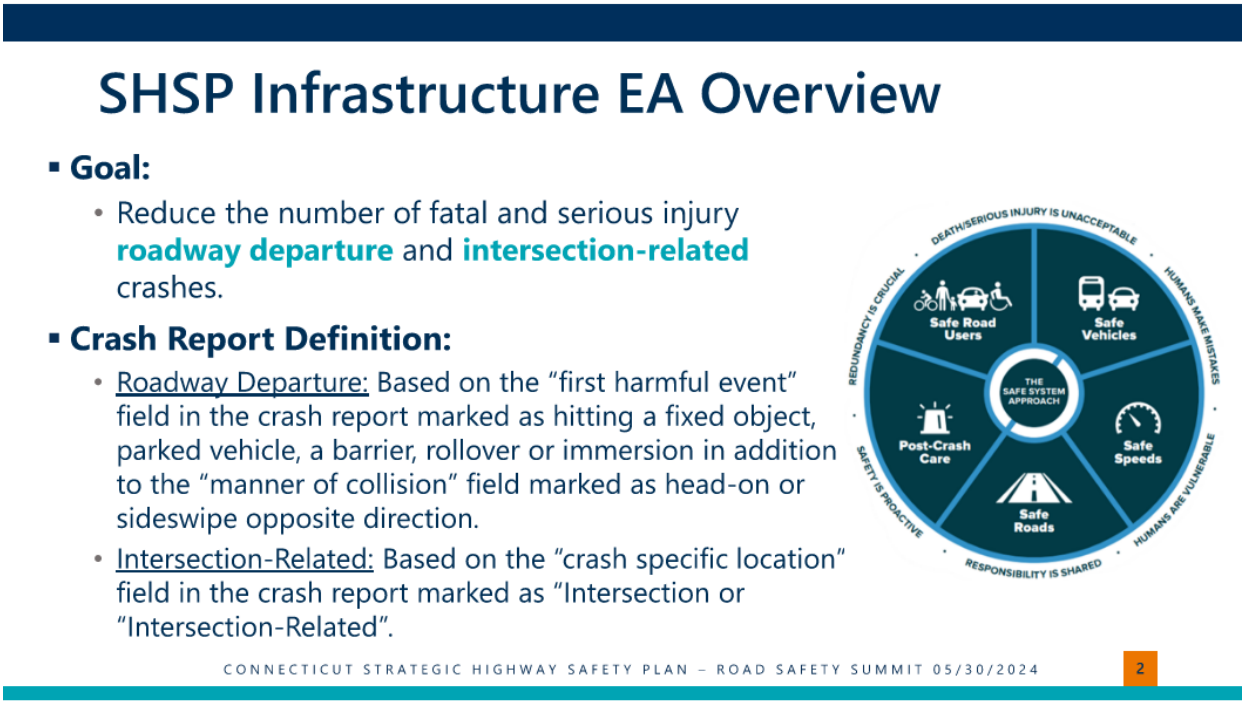
EA Worksheet & Open Discussion

Please collaborate with your group to fill out the provided worksheet(s) based on the strategies for the **Pedestrian** EA:

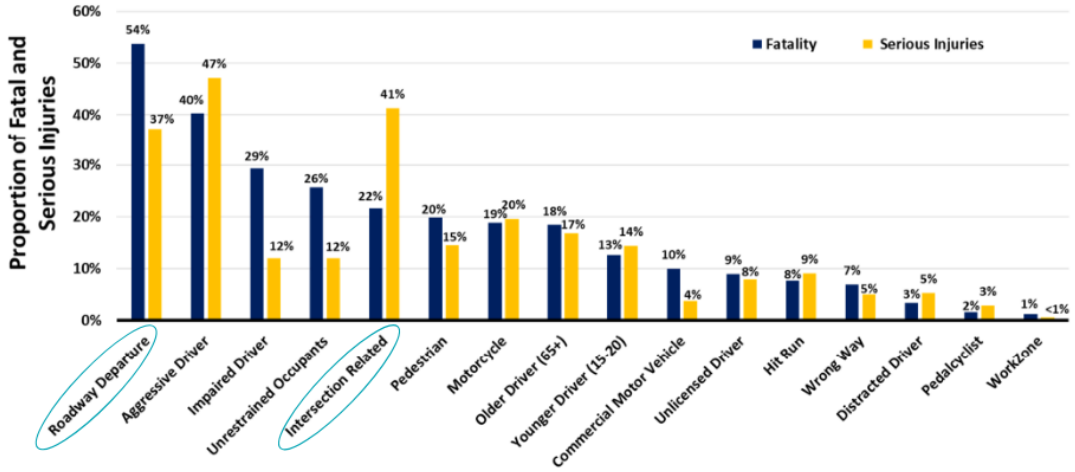
- Designate a notetaker to record your responses
- Make note of the strategy on the top
- Be prepared to summarize your group's discussion to the full group at the end
- Please turn in worksheet at the end

CONNECTICUT ROAD TO SAVING LIVES

Appendix G: Infrastructure EA Breakout Session Presentation

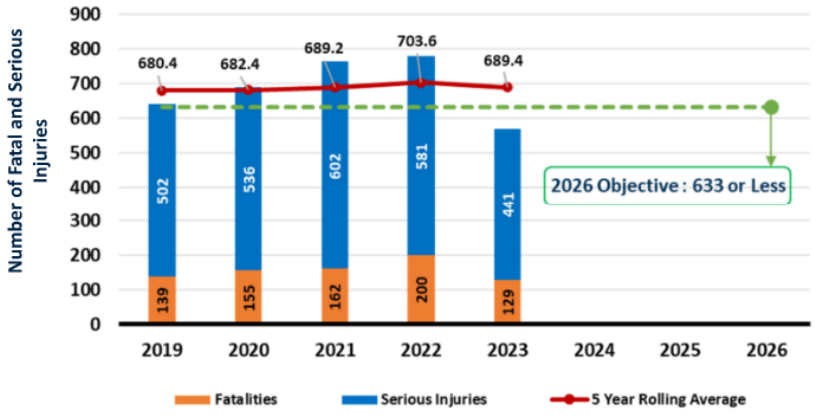


EA Proportions (2018-2023)



Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Trend of Fatal and Serious Injuries of Roadway Departure Crashes per Year

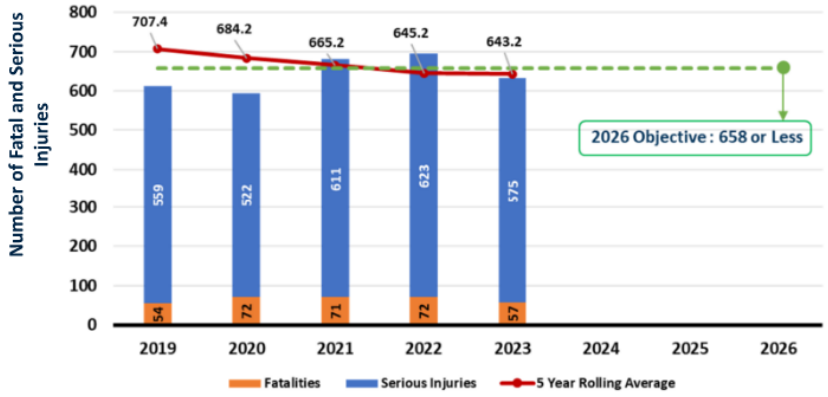


Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Infrastructure EA Team Recommended Implementation Strategies:
Roadway Departure

- Keeping vehicles from encroaching on the roadside along tangents and curves:
  - Implementation of 6" Edgelines
  - Wet reflective pavement markings
  - Utilizing guiderail inventory for crash data analysis
- Keeping vehicles on the road via speed management:
  - Supporting implementation of automated enforcement for speeding
  - Continued use of speed feedback signs

Trend of Fatal and Serious Injuries of Intersection Related Crashes per Year



Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Infrastructure EA Team
Recommended Implementation Strategies:
Intersection Related

- Reducing fatal and severe crashes at unsignalized intersections:
  - Intersection Control Evaluation (ICE) policy implementation
  - Unsignalized Intersection Improvement Projects
- Improving driver awareness and operations at unsignalized intersections:
  - Statewide Roundabout Study
  - Unsignalized Intersection Improvements Projects

Infrastructure EA Team
Recommended Implementation Strategies:
Intersection Related

- Reducing fatal and serious injury crashes at signalized intersections:
  - Flashing yellow arrow installation
  - Intersection Control Evaluation (ICE) policy implementation
  - Municipal Clearance Interval Project
- Improving driver compliance and access management:
  - Automated Enforcement for Red Light Running

EA Worksheet & Open Discussion

Please collaborate with your group to fill out the provided worksheet(s) based on the strategies for the **Infrastructure** EA:

- Designate a notetaker to record your responses
- Make note of the strategy on the top
- Be prepared to summarize your group's discussion to the full group at the end
- Please turn in worksheet at the end

Appendix H: Behavioral EA Breakout Session Presentation

CONNECTICUT

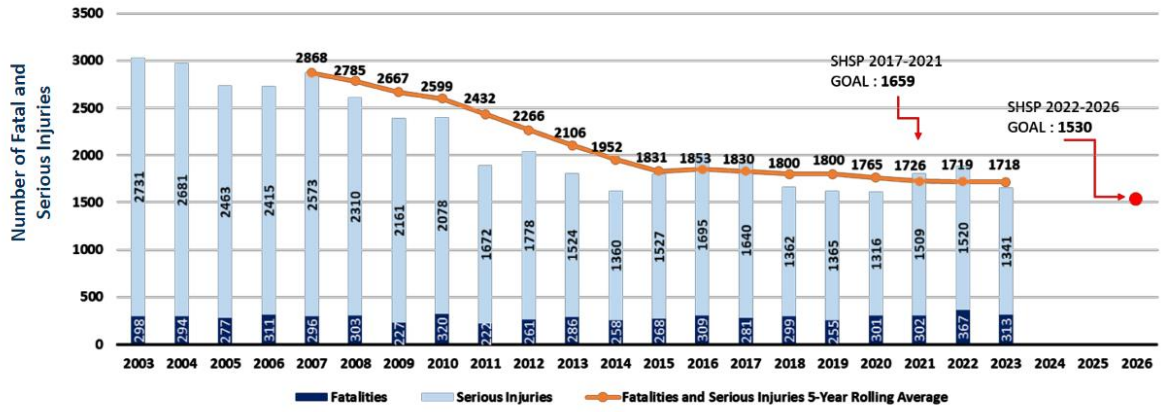
ROAD TO SAVING LIVES

Education Enforcement Emergency Services Engineering

BEHAVIORAL EA BREAKOUT SESSION

MAY 30TH, 2024

Connecticut Fatalities and Serious Injuries and SHSP Goals



Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

SHSP Behavioral EA Overview

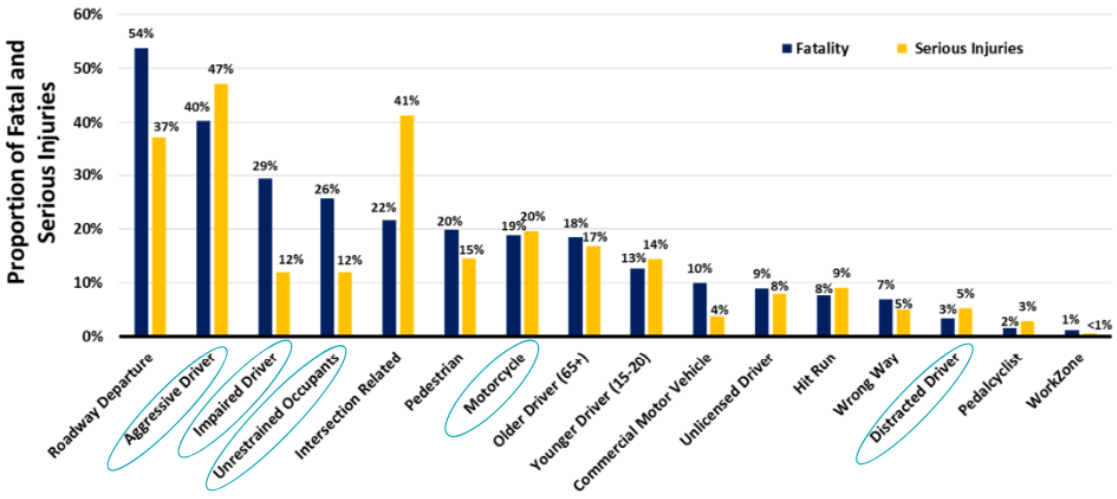
- **Goal:**

  Eliminating fatalities and serious injuries related to the following five crash types:

  - **Aggressive Driver**
  - **Impaired Driving**
  - **Unrestrained Occupants**
  - **Motorcycle**
  - **Distracted Driving**

- **Crash Report Definition – on Data Fact Sheets**

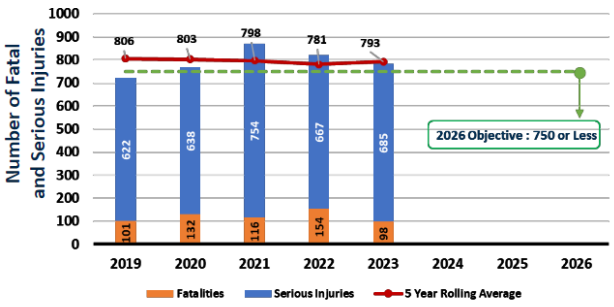
EA Proportions (2018-2023)



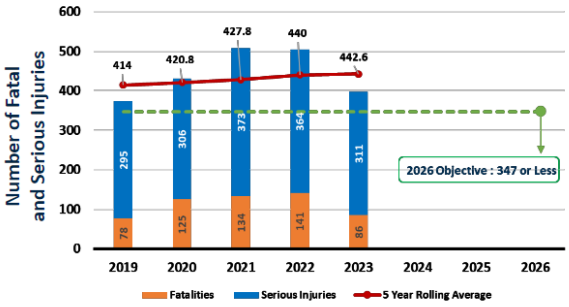
Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Trend of Fatal and Serious Injuries Per Year:

Aggressive Driver Crashes[1]



Speeding Related Crashes[2]



[1] Aggressive Driver crash: Defined based on the "Driver Actions" field marked as "Followed Too Closely", "Reckless/inattentive" driving, "Ran red light/stop sign", "Disregard other traffic signs/road Markings", "Failed to Yield right-of-way" or "Improper passing".

[2] Speeding Related Crash: Defined based on the "speed related" field in the crash report marked as "Racing", "Exceeded Speed Limit" or "Too Fast for Conditions".

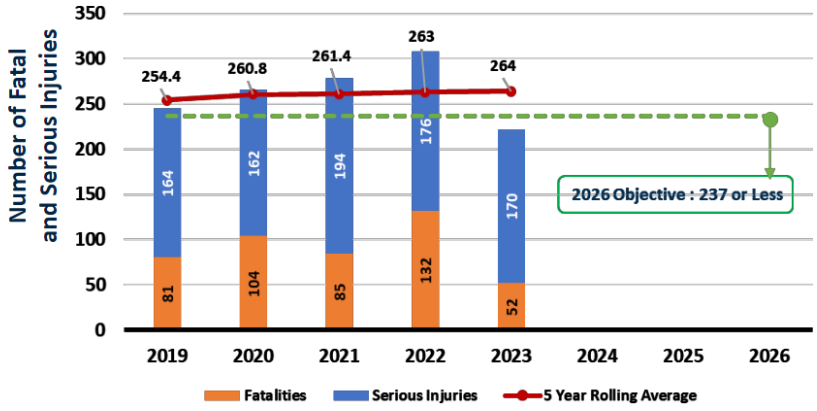
Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Behavioral EA TEAM
Recommended Implementation Strategies

Aggressive Driver:

- High Visibility Enforcement – increase at both state and local levels
- Automated Enforcement
  - Work zone automated enforcement pilot complete; just passed legislation to allow for more use.
  - Implementing speed cameras and red-light running cameras
    - School zones, pedestrian safety zones, work zones are key locations
- Strengthen Penalties
  - Support legislation to strengthen penalties (not fines, but more adjudication of citations)
  - Address repeat offenders - need for required courses/education?
- Complete Streets Policy Implementation - support new CTDOT policy
  - Implementing traffic calming and speed management strategies
- Deploy Speed Measuring Devices

Trend of Fatal and Serious Injuries of Impaired Driving Crashes per Year



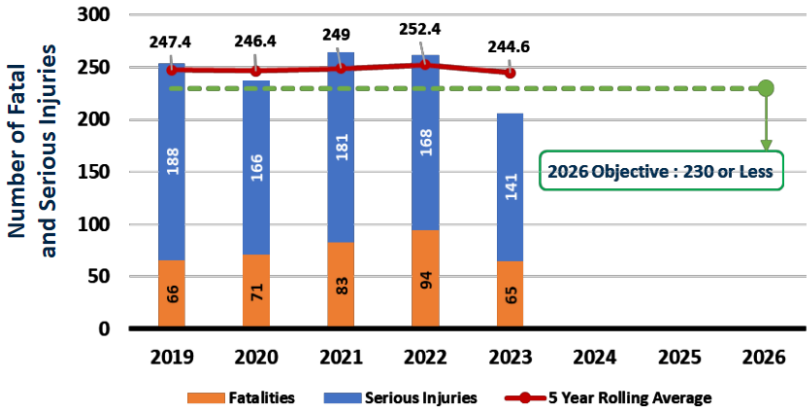
Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Behavioral EA TEAM Recommended Implementation Strategies

Impaired Driving:

- E-Warrants:
  - Pilot e-warrant program taking place
  - Support legislation of e-warrant use for roadside drug-impairment testing
- Phlebotomy:
  - Pilot law enforcement phlebotomy program taking place
  - Support roadside phlebotomy testing and continue Drug Recognition Expert (DRE) training for officers
- BAC Reduction: Continue to support legislation to reduce BAC from 0.08 to 0.05
- Open Container law: Continued support for legislation to prohibit passengers over the age of 21 to have open containers of alcohol in the car
- Oral Fluids Testing: Support implementation of pilot programs to address drug-impaired driving
- High Visibility Enforcement: Increase use of this - challenge is staffing limitations even while grant money is available.
- A-44 forms: Support efforts to digitalize and create an electronic database for A-44 forms
- Training for servers and bartenders: Consider mandatory training for servers and bartenders to minimize overserving alcohol

Trend of Fatal and Serious Injuries of Unrestrained Occupants Crashes per Year



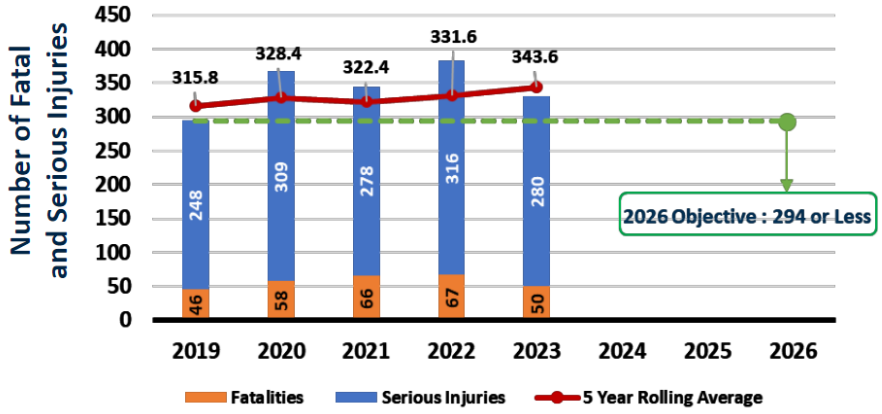
Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Behavioral EA TEAM Recommended Implementation Strategies

Unrestrained Occupants:

- High Visibility Enforcement:
  - Increase and promote high visibility enforcement across CT
- Repeat Offenders:
  - Strengthen legislation and enforcement
  - Consider requiring additional trainings for repeat offenders
- Child Passenger Safety (CPS)
  - Increase funding and education for car seat distribution and use
- Primary Enforcement for Rear Seated Passengers
  - Continue to support; currently a secondary law

Trend of Fatal and Serious Injuries of Motorcycle Crashes per Year



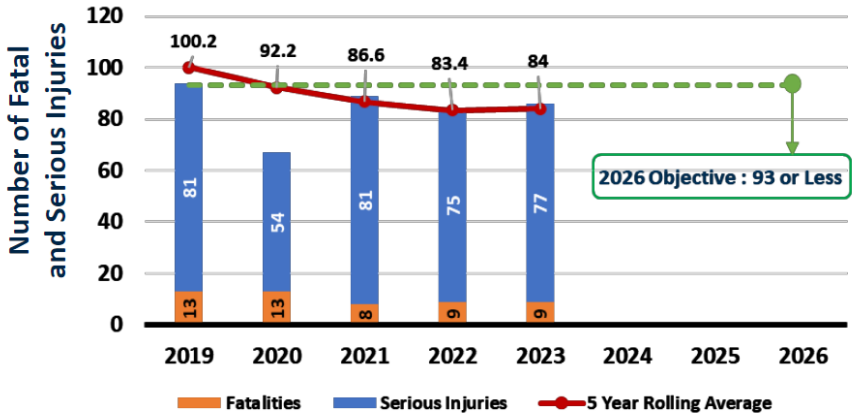
Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Behavioral EA TEAM Recommended Implementation Strategies

Motorcycle:

- Helmet Law:
  - Continue to support legislation
- Licensing Requirements:
  - Increasing and/or requiring rider training prior to licensure
  - Strengthening licensure requirements
- Rider Education Program:
  - Continue to support; explore making mandatory for all riders
- Targeted Education:
  - Implementation of campaigns on sharing the road with motorcycles

Trend of Fatal and Serious Injuries of Distracted Driving Crashes per Year



Source: Connecticut Crash Data Repository as of 04/25/2024-2023 data is preliminary.

Behavioral EA TEAM
Recommended Implementation Strategies

Distracted Driving:

- Increasing Enforcement
  - Conduct high visibility enforcement
- Continue Campaigns to Promote Distracted Driving Awareness
  - Promoting phone use tips (i.e. automatic message when driving) & vehicle technology tips
  - Partnering with employers to promote safe driving

EA Worksheet & Open Discussion

Please collaborate with your group to fill out the provided worksheet(s) based on the strategies for the **Behavioral** EA:

- Designate a notetaker to record your responses
- Make note of the strategy on the top
- Be prepared to summarize your group's discussion to the full group at the end
- Please turn in worksheet at the end

Appendix I: EA/ASA Worksheet Responses

Pedestrian EA Breakout Session Worksheet Responses			
	Additional Countermeasures	**Challenges**	**Strategies to include in the next SHSP**
Reduce Pedestrian Exposure	• Pedestrian Bridges • Pedestrian Bump-outs • Permissive left-turn signal phasing • Fill in sidewalk gaps • Crosswalk maintenance-visibly painted • Pedestrian education (not just driver education) • Physical Infrastructure improvements and funding • Education classes for the elderly	• Push back from residents • DPW aversion to raised crosswalks • Maintenance challenges with quick builds • Drainage constraints for bump-outs • Meeting ADA compliance standards • Decreases in parking spaces • Infrastructure differences on local and state roads	• Industry standards for automatic braking in vehicles • Complete streets policy impacts • In depth analysis of crash trends for failure to yield and red-light running cases • Timing signals to reduce pedestrian delay and encourage crossing with the signal phase • Municipal clearance interval effectiveness
Pedestrian Safety Awareness	• Increase access to materials in doctor's office, daycare, etc. • Pedestrian Safety curriculum in schools • Boy scouts and Bike advocates to promote safety	• Promoting education on pedestrian safety awareness • Ensuring equity metrics are considered • Educating drivers on CTDMV updates and changes • Funding for trainings and campaigns • Engaging the public in campaigns and PSAs	• More studies targeted at addressing the over representation of fatalities in 55-60 year old male pedestrians • Digitize audit materials to increase accessibility • Education tailored toward older pedestrians in senior centers/communities • Study of pedestrian behavior at crosswalks • Collaboration with OSTA • Consideration of E-scooters • Offer safety training in lieu of paying tickets • Distracted pedestrian awareness campaigns • Near-miss data analysis • Utilizing StreetLight data • MUTCD definition awareness
Safe Speed & Slowing Vehicle Strategies	• Lower regulated speed limits not just in school zones but near any pedestrian traffic generator • Road diets (reduce lanes or lane widths) • Pedestrian Education • In-street pedestrian crosswalk signs • Raised Crosswalks and intersections	• Public perception and concern around speed camera implementation • Funding for speed cameras • Coordination with GPS companies • Staffing for enforcement • Reducing speed limits	• Automated enforcement and speed reduction in school zones effectiveness • Analysis of locations that received infrastructure improvements • Exploration of autonomous vehicle technology • Data analysis on raised intersection effectiveness

Pedestrian EA Breakout Session Worksheet Responses			
	Additional Countermeasures	**Challenges**	**Strategies to include in the next SHSP**
Improve Visibility for Pedestrians	• RRFBs with education at unsignalized high volume pedestrian crossing locations • Embedded pavement lighting at crosswalks • Winter snow removal for access to sidewalks • Handing out high visibility arm bands (retroreflectivity) • Reducing pedestrian crossing distance (bump outs, refuge islands) • Yield to pedestrian bollards • Education for people to wear high visibility clothing • Daylighting (enforcement needed) • Pedestrian Hybrid Beacon (PHB) • Parking/Landscaping restrictions to reduce parking near crosswalks	• Maintenance funding & costs • Contributing to light pollution • Winter conditions affecting embedded lighting • Ensuring lighting facilities at crosswalks is effective for pedestrians, not just vehicles	• Improve crash reporting to include details on why a pedestrian may not have been visible • Grants for RRFB installation • Analysis of illumination study • Increasing sightline visibility • RRFB education

Behavioral EA Breakout Session Worksheet Responses			
	Additional Countermeasures	**Challenges**	**Strategies to include in the next SHSP**
Aggressive Driver	• Show consequences of actions through commercials • GPS notifications for "Speed Trap Ahead" and "Speed limit vs your speed" • Speed limitation and Ignition Interlock Devices (IID) in cars for both regular drivers and repeat offenders • Increase penalties for repeat offender aggressive drivers and speeders	• Speed cameras requiring manpower for verification • Mandatory reporting • Addressing enforcement gaps • Adjudication of citations • Increase judicial resources to facilitate processing violations	• Improve license plate sequencing so plates are easier to remember • Pull over laws • Make sure towns have official speed limits posted through OSTA • Data sharing for violations and warnings between towns • More impactful campaigns showing the consequences of crashes • Increased use of ignition interlock devices • Ensuring adjudication of citations
Distracted Driver	• Explore interstate sharing of data • Lock down area for cell phones • Default to a "focus" or "do not disturb" message • Insurance companies' apps-policy discounts	• Enforcement increases • Enforcement resources in rural towns • Funding • Citations getting pled down	• Greater understanding of all distracted driving modes Vehicle technology advocacy • Training on coding distracted driving crashes • Start education for distracted driving at an early age, i.e., 1st grade • Gathering and analyzing citation data • Change laws so court cases involving distracted driving outcomes are not classified as protected information
Impaired Driving	• Increasing incentives (insurance or otherwise) to take driver training courses • Ride share vouchers • Equipment in vehicles to avoid impaired driving • Support for more checkpoints on roadways • Encourage/promote alternate travel methods (ride sharing, public transit) • Support public education campaigns • Targeted programs to demographics (high percent of males in fatal crashes) • Increasing fines	• Enforcement • Requiring mandatory training for servers and bartenders • Changing attitudes around impaired driving • Administering roadside phlebotomy effectively • Testing for cannabis impairment	• Targeting specific groups of offenders • Preventative education • Add educational requirements to license renewals • Increased enforcement funding that is not attached to local approval
Motorcycle	• More frequent testing • Mandatory safety classes • Educating in drivers education programs • Infrastructure, median barriers, crashes at signals • Insurance benefits for safe riding • Visibility of riders (reflectivity)	• Helmet law implementation • Cracking down on motorcyclists who speed and ride impaired • Rumble strip push-backs	• Prohibiting lane splitting • Improving motorcycle visibility • Educating drivers on spacing when sharing the road with motorcycles • Mandate having motorcycle endorsement before being able to purchase a motorcycle • Gather motorcycle exposure data • Analyze rider trends

Behavioral EA Breakout Session Worksheet Responses			
	Additional Countermeasures	**Challenges**	**Strategies to include in the next SHSP**
Unrestrained Occupants	• Ticket operation for unrestrained passengers • Tie insurance rates to education and driver behavior • Bring points back • Repeat offender Course • Increased fines • More Child Passenger Safety techs in police departments • Greater education on Child Passenger Safety from birth (hospitals, pediatricians, etc.) • More targeted intervention or enforcement of new younger drivers • Proper social media campaigns targeting age groups • Dashcam to confirm seatbelt use • Better access to public transit	• Changing driver behavior; specifically for repeat offenders • Increasing enforcement	• Funding for car seats & increased educational efforts • Data collection on percentage of car seats used

Infrastructure EA Breakout Session Worksheet Responses			
	Additional Countermeasures	**Challenges**	**Strategies to include in the next SHSP**
Intersection Related	• Variable Speed limits • Crosswalk enhancements • Concurrent signaling of Leading • Pedestrian Interval (LPI) • Protected only left turns • Quick build projects and policies • Bump outs • Hardening textured pavements around stop • Lane diets • Reducing crossing width • Grade separation • Educate drivers to help them understand new features such as yellow flashing arrows • Bump-outs with pedestrian refuge islands • Coordinated signals • Bike boxes • Clear pavement markings • Clearer signage • Remove slip lanes where possible • Municipal backplates • Red light running cameras specifically for “do not block the box” locations	• Limitations on how many automated enforcement cameras you can install • Resistance from political figures and the public on improvements • Balancing safety and efficiency • Funding for education • Addressing education gaps • Analyzing reactive vs. proactive data for countermeasures • Funding and staffing constraints • Education increases on intersection improvements • Maintaining access management • Ensuring ADA compliance standards are met • Educating older drivers and pedestrians on intersection improvements	• Autonomous vehicle technology and connected vehicle infrastructure • Concurrent signaling with LPI • Education/training for moving violations and/or during license renewals • Blank out sign installation • Automated enforcement at intersections • Roundabout education and implementation • Near miss technology integration and analysis • Reduction of motorcycle crashes at intersections • Considering context sensitive detection and crossing laws for bikes/peds • COG outreach for upcoming projects and implementation efforts • Centerline median installation • Restrictive speed limits • Buffered shoulder integration
Roadway Departure	• Increased illumination at curves • Expand to 6” double yellow • Lane departure warning signs on all new vehicles • Use of illuminated sequential chevrons on sharp curves • Installation of speed reduction transition lines on approach to curves • Selective tree cutting for large trees adjacent to roadways • Incline of over 5% grade • Guardrails on state roads • Pavement markings for curve • In-road reflectors • Shoulder rumble strips • Safety edge • Speed reduction transition lines on approaches to curves and stop bars with texture pavement or in-lane rumble strips around the stop bars • Horizontal/transverse rumble strips • Variable speed limits Zigzag markings used in Europe to indicate hazardous areas (e.g., pet crossings in schools)	• Funding and legislative constraints to implementation of improvements • Political willpower • Public buy-in • Education • Available area/land to integrate improvements • Roadway grade constraints • Maintenance efforts and associated costs • Public resistance to rumble strips from bicyclist community • Noise pollution • Municipal funding and staffing for projects • HFST longevity and maintenance requirements	• Fixed object crash data analysis and countermeasures • Narrow shoulders • Sightline improvement • Visibility improvements at curves • Funding for demonstration projects • Targeted location criteria for illuminated sign installation to limit oversaturation • Analysis of guiderail type and effectiveness Lane departure vehicle technology effectiveness study • Analysis of crash trends based on speed limits and lane widths • Effective reduction of head-on crashes

ASA Worksheet Response Summary			
	Additional Countermeasures	**Challenges**	**Strategies to include in the next SHSP**
Hit-and-Run	• Addressing the correlation between hit-and-run crashes and impaired driving • Utilizing vehicle technology to mitigate hit-and-run crashes	• Difficult to enforce; hit-and-runs can happen anywhere at any time	No responses
Younger Driver	• Continuing education for drivers retesting/renewing their license and/or vehicle registration • Ensuring out of state license transfers receive education • Encouraging parents to teach younger drivers on proper safety and driving habit	No responses	• Return driver safety courses to public schools • Ensuring driving training courses are accessible and affordable to all demographics
Commercial Vehicles	• Over height detection and alert system integration for passings with low clearance	• Driver compliance with posted signs	No responses
Work Zones	• Encouraging municipalities to use up to date maintenance and protection of traffic plans • Monitor sign and metering conditions Providing driver education for safely navigating work zones	• Shortage of troopers to monitor work zones • Change orders requiring re-design of M&PT plans • Resistance to work zone automated enforcement	No responses
Older Drivers	• More frequent license retesting for older drivers • More effective public transportation for the elderly such as on demand transit • Outreach to senior centers with driver education information • Require eye and hearing exams prior to issuing license renewal	• Funding constraints for outreach • Getting older drivers who should not be on the road off the road • Providing accessible transit	• Assistance in getting older drivers off the road if they are no longer fit to drive
Wrong Way Driver	• Wrong way detection that notifies the police department	• Addressing impaired wrong way drivers	• Changing the mindset around wrong way drivers as confused driver • Limiting electronic billboards as they distract drivers
Pedalcyclist	• Protected and connected infrastructure networks for bicyclists • Incorporating cyclists on all projects during the early stages of design development	• Pushback from business owners over parking fears • Costs/impacts of bicycle facilities	• Road safety audits that emphasize greater traffic protection is needing in areas with increased traffic speeds
Unlicensed Drivers	No responses	No responses	No responses

Appendix J: Post Summit Survey Responses

Response Number	Question 1: What aspects of the Summit did you find most meaningful, engaging, and/or productive?
1	Ability to network with road safety advocates and get their perspective on what is important to them.
2	The group discussions in each session were great. We had a wide variety of people with different backgrounds and perspectives.
3	The workout groups for the 3 different scenarios.
4	The presentations.
5	Knowledge sharing with other participants
6	Honestly, I found value in the whole program. However, the breakout sessions were very valuable.
7	It is a tad self serving, but the local perspective panel was great.
8	I found the most meaningful aspect of the summit was the breakout group discussions. Allowing everyone to participate and hear their words towards the topic was insightful.
9	First of breakout sessions. A bit repetitive later in the afternoon.
10	Work groups
11	Panel discussions on how each member/group was handling speed issues. Break out sessions were good.
12	I enjoyed being able to talk with professionals of different backgrounds and experience levels. We had good conversations and everyone was able to contribute.
13	The free form discussion in the breakout sessions. Also the assigning folks to certain breakout groups lead to a nice mix of attendees
14	The panel at the beginning of the summit was great and it was good to see different Towns and agencies and their efforts for safety
15	Loved the local agency panel Enjoyed the conversation in each of the EA breakout groups
16	The recognition that only so much can be done to engineer safety on the roadways. Driver behavior, which is deteriorating, is the key factor working against improved safety at this point.
17	Panel presentations
18	I thought the entire day was very productive. Break-out sessions were engaging.
19	Breakouts - made u think Plus the guest speakers
20	The breakout sessions were most valuable. Loved the discussions.
21	The break out room discussions were amazing! Learned a lot from others and was motivated. The NTSB presentation was helpful and the local perspective panel was interesting.
22	Hearing the input & perspective on the various topics was great. Even though I'm not an engineer I felt welcomed.
23	The local panel and breakout sessions were great!
24	Break out sessions and Mark Doctor closing talk
25	Breakout groups were very well done. Great participation!
26	The workshops and the mixture of professionals within the groups
27	The summit was excellent. I thoroughly enjoyed engaging in conversations and discussions during each breakout session.
28	The breakout sessions were quite informative and being able to gain perspectives from other members of the community was so insightful. Being in the consultant community, hearing from representatives from the police and towns was very helpful.
29	The group list of counter measures agreements and suggestions but also the challenges that also go with it.
30	I found the discussion aspect of the breakout rooms to be the most enlightening. In these discussions I was able to hear candid and honest feedback in relation to other industries efforts to increase roadway safety.
31	Small group discussions where ideas were shared.

Response Number	Question 2: Do you feel the Summit's theme of speed was appropriate and brought awareness to the trends seen in CT?
1	Yes
2	Yes.
3	Yes
4	With certainty, a great initiative.
5	Yes
6	Yes
7	Yes, several of the presenters drove home that point.
8	Yes, the summit did a good job from start to finish of making speed the main theme.
9	Yes.
10	Didn't know it was the theme
11	yes
12	Yes.
13	Yes
14	Definitely
15	Yes, I think the Speed theme was important but glad it also touched on other factors.
16	Yes. Aggressive driving, recklessness and speeding are the most critical problems currently.
17	Yes
18	Yes
19	Yes - especially the unfortunate thing that happed to the state trooper the afternoon of the event
20	fully appropriate
21	Yes the speed theme was great for identifying opportunities.
22	Absolutely!
23	Absolutely
24	Yes
25	Yes
26	Yes
27	Yes, it was beneficial to emphasize speed during the Summit. By doing so, participants were prompted to critically evaluate the proposed strategies.
28	Absolutely. So many factors tie back to speed, whether it is the root cause, or secondary to other contributing factors such as impairment or lack of education. Overall, it was a great topic which everyone in the room can relate to.
29	Yes, this is a very accurate topic for the region and country wide.
30	Yes, however the initial round table discussion left a bit to be desired. Understanding the format to keep the conversation moving, having so many panelist with varied perspectives and different avenues of engagement-I feel there was a missed opportunity to engage with some of these professionals due to the time constraints and format.
31	Yes, although i felt speed in addition to other factors are contributing factors to traffic violence in CT.

Response Number	Question 3: Do you feel the Summit speakers and roundtable panelists provided valuable insight on transportation safety, especially as it relates to speed?
1	Yes
2	Yes, the speakers were excellent and representative of federal, state and local governments.
3	Yes
4	All the speakers and the group sessions focused a lot on speed related initiatives, it was a good experience.
5	Yes
6	Yes
7	Yes, all the speakers had valuable insight offered from different perspectives
8	Yes, they all did a good job at illustrating what they are working on to help control speeds within their profession. However, it would have been nice to have more time for questions for the panelists.
9	Yes
10	I think speed was part of but not focus
11	yes
12	Yes.
13	Yes
14	Yes, I think this topic was well represented by most of the speakers.
15	Yes - the NTSB speakers presentation was very powerful.
16	To a point, but I believe there are legal, cultural and behavioral issues that participants acknowledge are problems in one-on-one conversations and yet these cannot be addressed.
17	Yes
18	Yes
19	Yes they did
20	yes.
21	Yes they introduced new strategies for implementation
22	Definitely
23	Yes
24	Yes
25	Yes- great job!
26	Yes I do
27	Yes, it was particularly valuable to hear from local representatives, law enforcement, and UCONN representatives, as they provided insights on safety issues and outlined their specific plans to assist with or address these concerns. I also liked the audience getting the national perspective from NHTSA, NSC, and FHWA.
28	Yes. It was also helpful that the speakers/panelists were from a variety of backgrounds and agencies to offer a broad perspective.
29	Yes having the data and facts of how speed is affecting our roads and vulnerable road users helps all of us to work harder at a solution or goals to be safer.
30	Yes, the graphic visualization of the data was sobering in relation to the increase of roadway speeds overall in the past 5 years. Will be intersting to see if this trend persists.
31	Somewhat

Response Number	Question 4: Do you have any further ideas on what implementation strategies should be prioritized in the future?
1	N/A
2	Nothing that wasn't already talked about at the Summit and Steering Committee meeting on Tuesday.
3	No
4	Increase the fines issued from the red light/speed cameras.
5	Collaboration with/support for other state agencies on topics such as social services, housing, and land use which influence transportation infrastructure and behavior.
6	I gave that input in the breakout sessions
7	I think there were so many ideas that were brought up in the breakout rooms that I have no additions
8	find pilot projects to test new implementations.
9	-Safety driven research/guidance on application of Leading Protected Interval vs. Exclusive Ped Phase. Not sure it's the way to go on busy intersections with children, elderly and lots of turns etc. Confusion on when nearby signals have different ped phase approach (e.g. concurrent next to exclusive)? We have heard that some towns have had many complaints with the switch to LPI (see Rte 1 Fairfield). -Extended guidance for LPI + Concurrent and left-turn phasing. FHWA-reps indicated some midwestern states omit permitted left-turn phase when ped signal is called (protected only).
10	N/A
11	Pros/Cons of Traffic calming measures implemented. Handling public complaints- planning vs reactionary measures.
12	N/A
13	No
14	road design for target speed, try to reduce speeds by changing road designs and standards
15	N/A
16	Changes in the judicial system that stiffen penalties for driving citations - not watering them down.
17	N/A
18	N/A
19	Do this once a year !!! Maybe a handout with contacts
20	N/A
21	Collaboration with insurance and auto industry to highlight technology and incentives
22	Traffic safety for pedestrians & cyclists & child restraint seats/ boosters for bigger kids should be shared with schools who can share with parents. It should also be shared frequently on social media since a lot of people don't watch regular TV anymore.
23	N/A
24	N/A
25	N/A
26	N/A
27	None so far.
28	Many of the implementation strategies focused on enforcement or what to do after the speeding has already occurred. It would be helpful to have some additional emphasis on countermeasures to prevent speeding through impacting cultural norms so that drivers perceive speeding as an unacceptable behavior.
29	None at this time
30	There should be more synchronicity between the automobile design industry and NHTSA, there's an obvious disconnect with the amount of distractions designed into the dashboard of a vehicle, along with their ability to attain higher speeds even faster...
31	Allowing municipalities to incorporate temporary safety measures on roadways provides interim safety treatments prior to more permanent improvements.

Response Number	Question 5: Did you find the Emphasis Area (EA) breakout rooms engaging?
1	A bit crowded but conversations were productive
2	Yes. We had a variety of people serving in different capacities that added to the conversation.
3	Very
4	It was well organized.
5	Ok
6	Absolutely. Breaking the room up in smaller groups worked especially well.
7	Very engaging.
8	I enjoyed the EA breakout groups, however in 1 of the 3 EA groups, there was a lack of participation.
9	The first of the set.
10	Yes
11	yes
12	Yes.
13	Yes. Some of the initially discussion was a little more stringent answering the pre-populated questions, but after that each smaller group I was in naturally moved on to other aspects of that particular emphasis area, and that conversation/ideas/sharing I found to be the best.
14	they were engaging however the questions got repetitive because they were the same in all three rooms
15	Yes, the conversations were a good idea. Would have been good if everyone had a copy of the strategies to both refer to and take back to their agency. Rooms were small so a bit loud. Overall, a good experience.
16	It's always good to talk among others.
17	Yes
18	Yes,
19	EA YES !!!!
20	very engaging and I believe everyone's voice was heard
21	Yes very effective discussions
22	Yes. Well worth it.
23	Yes
24	Yes. Infrastructure and Behavior the best of the three
25	Very
26	Yes
27	Yes, the sessions were highly engaging. It was interesting to listen to the diverse experiences shared by the participants and to hear their thoughtful perspectives on each proposed strategy.
28	Definitely. One recommendation would be to encourage a good mix of consultant/town/police/agency representatives in each breakout group to encourage different perspectives into the conversation.
29	Yes, they brought many professions and points of view all into one location to talk about the topics.
30	Very much so
31	Absolutely

Response Number	Question 6: What do you think could have been done differently during the Summit?
1	N/A
2	I think the Summit was done very well and have nothing to add.
3	No
4	It was a good introductory and brought more awareness to the speed issues. Just continue the trend and organize more activities speed related. invite speakers from other states with more experience in this field.
5	More knowledge sharing from the presenters, more presentations with specific recommendations, more time for the initial panel
6	Maybe include more vendors or demonstrations
7	Larger rooms for breakout sessions.
8	I think it would have been valuable to have 30 minutes or an hour to have an organized networking breakout where we would have a sheet of a couple questions and got to introduce ourselves to others. I also think that next time we should print the implementation strategies sheet in mass and only have a couple data sheets because everyone was reaching for the implementation sheet.
9	Different afternoon agenda after first breakout sessions.
10	If you have theme/target, maybe focus on it
11	See # 4
12	N/A
13	N/A
14	The breakout rooms could have been shortened allowing for additional speakers to the overall group.
15	Possibly send the strategy list out in advance to the participants and ask them to bring their suggestions for any other.
16	It would have been good to hear from the judicial community as to their viewpoint on traffic enforcement. Without stiff penalties, bad behavior will continue.
17	N/A
18	Two of the breakout rooms were small so there was a lot of background noise and hard to hear people in my group. I think 2 breakout sessions are plenty - by the 3rd one people were getting tired
19	Nothing
20	I know it was a full day, but there sure was a lot packed into it.
21	N/A
22	Not sure
23	N/A
24	Use smaller room for all breakouts
25	N/A
26	I feel like the summit should be about 2 days long. Its alot of information to cram into one day.
27	It would have been beneficial to include a brief discussion or some illustrations on the proposed strategies and their effectiveness.
28	Going into the first breakout session, I wasn't sure what to expect or how the forms we filled out would be used. It would have been helpful to have this information in advance.
29	This was a good start for having break outs and gatherings a lot of good information. Nothing to mention here.
30	An opportunity may have been missed by not inviting media outlets to attend and cover the conference, more awareness of the issue; road safety is now more then ever a cultural issue as opposed to an engineering or enforcement failure.
31	larger meeting spaces, and better seating in breakout sessions.

Response Number	Question 7: Is there anyone you recommend including on the SHSP Behavioral EA, Pedestrian EA, Infrastructure EA and/or Additional Safety Areas Teams? If so, please provide their name and/or organization/agency contact information.
1	N/A
2	Not at this time.
3	No
4	N/A
5	N/A
6	N/A
7	I don't have any specific recommendations but I think we should include more law enforcement in each EA so that there will be a wider perspective on implementation.
8	N/A
9	I would be willing to participate in the Pedestrian EA. Parker Sorenson, Town of West Hartford.
10	N/A
11	N/A
12	N/A
13	N/A
14	N/A
15	Laura Francis
16	N/A
17	N/A
18	N/A
19	No
20	In the past SHSP, there were advocates for motorcyclists. The offered valuable input, especially for roadway departure crashes.
21	Judicial for behavior
22	N/A
23	N/A
24	N/A
25	N/A
26	N/A
27	N/A
28	N/A
29	N/A
30	N/A
31	N/A

Response Number	Question 8: Do you have any additional questions/comments/concerns?
1	N/A
2	Not at this time.
3	None
4	N/A
5	N/A
6	N/A
7	N/A
8	N/A
9	N/A
10	I think it was a great day, thank you
11	Overall though the program was helpful.
12	N/A
13	N/A
14	Are there additional working groups made up with persons including municipal staff for this type of initiative? The collaboration on this is extremely beneficial.
15	No, thanks for your hard work putting this together.
16	I do not believe that safety is going to improve. Engineers can do only so much. Distracted driving and use of mobile devices by pedestrians as well as motorists is and will continue to be a problem. Substance abuse is rampant and growing as well, which is impacting public safety.
17	N/A
18	No. Well done.
19	Thank You
20	great job
21	N/A
22	People are responsible for the own safety so while obviously we need to design for smart transportation for vehicles but we also need to educate & expect pedestrians & cyclists to be smart too!
23	N/A
24	N/A
25	N/A
26	It was great and a wonderful opportunity. Thank you
27	N/A
28	N/A
29	N/A
30	One of the most concerning things I heard was the likely hood of consequence for drivers being issued tickets. To hear a police officer say that 9 out of 10 infraction tickets he issues gets thrown out of court or pleaded down is jarring. To then hear that the system can't handle the amount of tickets issued-when from the outside looking in it doesn't seem like nearly enough folks are being pulled over in the first place-is an indicator that the system is broken. As we didn't have time to really parse out the causation, it sounds like a perfect storm of retirements due to pandemic, changes in approach to law enforcement due to don't chase laws and a lack of bandwidth to handle the amount of tickets-some automation to the judicial system sounds prudent.
31	I would hope that updates and projects within the SHSP gets implemented and provide regular project updates to the municipalities and project partners.

Response Number	Question 9: If you would like a CT SHSP Team Member to follow up with you, please provide your Contact Information:
1	N/A
2	Joseph Hallisey, CTDOT, Joseph.Hallisey@ct.gov
3	David Castro, Town of Guilford, castrod@guilfordct.gov
4	Raz Alexe, P.E., Town of Litchfield, ralexe@townoflitchfield.org
5	N/A
6	N/A
7	N/A
8	N/A
9	Parker Sorenson, Town of West Hartford, parker.sorenson@westhartfordct.gov
10	N/A
11	William Hurley, Town of Fairfield, whurley@fairfieldct.org
12	N/A
13	N/A
14	Taylor Rodrigue, Town of South Windsor, taylor.rodrigue@southwindsor-ct.gov
15	N/A
16	N/A
17	N/A
18	N/A
19	Jerry Lukowski, Watertown DPW, lukowski@watertownct.org
20	Charles Harlow, Fuss & O'Neill, charles.harlow@fando.com
21	N/A
22	Delia Fey, NECCOG, delia.fey@neccog.com
23	N/A
24	N/A
25	N/A
26	Patrick Zapatka, CTDOT, patrick.zapatka@ct.gov
27	N/A
28	N/A
29	N/A
30	Vincent Stetson, Town of South Windsor, vincent.stetson@southwindsor-ct.gov
31	N/A