New Statewide Community Connectivity Program that will:

- Improve accommodations for bicyclists/pedestrians in urban, suburban and rural community centers
- Improve connectivity to foster economic development, social interaction and recreational activities
- Address short-term and long-term transportation needs across the State
- Apply to both state and local roadways
Community Connectivity Program

- Phase 1 focuses on identification of issues/concerns and preliminary recommendations for proposed projects

- Audits performed through Road Safety Audit Process

- Phase 2 involves application process “to apply for infrastructure and improvement funding “ estimated $40M or a 5-year period
Road Safety Audits (RSAs)

- An innovative tool/process from FHWA that identifies:
  - Safety issues
  - Counter-measures

- To help improve safety by a “Boots on ground” approach

- To help reduce crashes between vehicles and pedestrians/bicycle

- Focus on locations that have non-motorized safety challenges
RSA Safety Concerns

- Issues include, but are not limited to:
  - Shoulder width
  - Sidewalk width/condition
  - Bicycle accommodation
  - Crosswalks/pavement markings
  - School Zones
  - Intersection operations
  - Traffic volume, speed, trucks
  - On-street parking
  - Topography
  - Drainage
  - Visibility/sightlines
  - Historic Districts
  - Local politics
RSA Roles and Responsibilities

• CTDOT’s Role
  o Provide consultant (AECOM) assistance to municipalities
  o Conduct road safety audits
  o Produce a professional report with recommendations

• Community’s Role
  o Participation in RSA by local/public safety professionals (Mayor/Town Admin, DPW, Planning, Schools, Police, Fire, local ped/bike advocates)

• Why it’s important
  o Local officials know their community best
  o Locals need to be involved in any discussions on how to improve safety and connectivity in the area
CT RSA Communities
What to Expect the Day of the RSA

• Will take about 1 day

• Consists of 3 major components:
  1. Pre-Audit Meeting
  2. Field Audit
  3. Post-Audit Meeting
RSA Pre-Audit Meeting

• The audit team leader presents relevant information to the participants such as:
  o RSA objectives
  o Location map
  o Crash data
  o Traffic volumes
  o Existing facilities, geometrics and operations
  o Audit checklist
  o Identifies issues, concerns, constraints, opportunities
RSA Pre-Audit Meeting

2015 Crashes

UCONN Connecticut Crash Data Repository
RSA Pre-Audit Meeting

Road Safety Audit – Avon

Crash Summary

Data: 3 years (2012-2014)

There were no crashes that involved pedestrians.

There was 1 crash involving a bicyclist resulting in injury.

<table>
<thead>
<tr>
<th>Severity Type</th>
<th>Number of Crashes</th>
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</thead>
<tbody>
<tr>
<td>Property Damage Only</td>
<td>195 79%</td>
</tr>
<tr>
<td>Injury (No fatality)</td>
<td>53 21%</td>
</tr>
<tr>
<td>Fatality</td>
<td>0 0%</td>
</tr>
<tr>
<td>Total</td>
<td>248</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Manner of Crash / Collision Impact</th>
<th>Number of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unknown</td>
<td>1 0%</td>
</tr>
<tr>
<td>Sideswipe-Same Direction</td>
<td>27 11%</td>
</tr>
<tr>
<td>Rear-end</td>
<td>155 63%</td>
</tr>
<tr>
<td>Turning-Intersecting Paths</td>
<td>19 8%</td>
</tr>
<tr>
<td>Turning-Opposite Direction</td>
<td>15 6%</td>
</tr>
<tr>
<td>Fixed Object</td>
<td>6 2%</td>
</tr>
<tr>
<td>backing</td>
<td>4 2%</td>
</tr>
<tr>
<td>Angle</td>
<td>7 3%</td>
</tr>
<tr>
<td>Turning-Same Direction</td>
<td>7 3%</td>
</tr>
<tr>
<td>Moving Object</td>
<td>2 1%</td>
</tr>
<tr>
<td>Parking</td>
<td>0 0%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>0 0%</td>
</tr>
<tr>
<td>Overturn</td>
<td>0 0%</td>
</tr>
<tr>
<td>Head-on</td>
<td>1 0%</td>
</tr>
<tr>
<td>Sideswipe-Opposite Direction</td>
<td>4 2%</td>
</tr>
<tr>
<td>Miscellaneous-Non Collision</td>
<td>0 0%</td>
</tr>
<tr>
<td>Total</td>
<td>248</td>
</tr>
</tbody>
</table>
RSA Pre-Audit Meeting

Kent - Main St / Downtown Area

Legend:
- Sidewalk
- Railroad Crossing
- Crosswalk
- Stop Controlled Intersection
- Pedestrian Crossing Sign
- Signal Controlled Intersection
- Bridge or Culvert
- One Way Street
- On street Parking
- Median
- VIP Paving
- Railroad Crossing
- School Zone Crossing Ahead
- School Zone Crossing

DRAFT
RSA Pre-Audit Meeting
RSA Field Meeting

- Confirm issues, constraints & opportunities
- Identify feasible solutions
RSA Field Audit Meeting

Bridgewater - Intersection of Route 133 and Center Street

Cromwell - Crosswalk on Court Street west of Court Place
RSA Field Audit Meeting

Southington – Pedestrian Push Button

Haddam – South side Route 82 before Riverhouse

Haddam – Swing Bridge looking east
RSA Field Audit Meeting

Avon– Constraints

Avon– ADA Issues

Avon– Material and ramps
RSA Field Audit Meeting

Kent - Outdated pedestrian crossing sign

Kent - Main Street and at-grade railroad crossing
RSA Field Audit Meeting

Litchfield - Constraints
RSA Field Audit Meeting

Woodbridge. Sidewalk interrupted by restaurant sign

Southington
RSA’s Post-Audit Meeting

- Preliminary results are discussed and documented
- All safety improvements would be identified
- Identify short-term low-cost measures to medium and long-range higher-cost projects
A report summarizing the RSA was produced and provided each municipality for their review, before being finalized.
2. Bump out curb at southeast corner of Rt. 133 and Center St.
   a. Realign to a 90 degree T-intersection
   b. Radius to accommodate design vehicle
   c. Bump out curb at store exit driveway for ADA ramp.

3. Bump out curb at southeast corner of Clapboard Rd. and Center St.
   a. Extend sidewalk to bump out area
   b. Install handicap ramp and detectable warning strips.

4. Construct new sidewalk between Congregational Church’s auxiliary lot and Rt. 133.
   a. Evaluate new crosswalk on west side of auxiliary lot.
   b. Remove existing pedestrian crosswalk and signs.

5. Install sidewalk in front of Congregational Church between driveways.

6. Install crosswalk and handicap ramps on south leg of Rt. 133 and Clapboard Rd. intersection.
   a. Reconstruct sidewalks to ADA standards.

*Figure 28: Long Term Recommendations Map*
Common Issues and Deficiencies

- Inconsistency in sidewalk and crosswalk network, materials, size condition
- Lack of maintenance
- Lack of ADA facilities
- Old signage, pavement markings, signals
- Vehicle conflicts (speed, volume, trucks, parking)
- Wide travel lanes for traffic
- Lack of/incomplete pedestrian connections
Common Needs/Recommendations

Infrastructure

- Maintain sidewalks, signage, sightlines and crosswalks
- Upgrade signal equipment, signage, pavement markings, sidewalks and crosswalks
- Narrow travel lanes on State Roads to 11 feet, widen shoulders

Communication

- Develop community consensus around proposed plan/improvements to advance to design
- Improve working relations - build transparency between municipalities & agencies
Common Needs/Recommendations

- Detectable Tactile Warning Strips
- Rectangular Rapid Flashing Beacon
- Pedestrian Push Button
- School Beacon
- Speed Limit 20
- School Zone
- Countdown Signal
RSA Statistics

- Completed 80 RSAs in 18 months
- Produced 80 Final RSA Reports
- Total Town/Municipal Participants – 501
- Total Miles observed – 117
- Total Intersections observed – 583

  - State Roads Observed – 67
  - Local Roads Observed – 13
  - Downtown Area – 11
  - Town Centers – 10
  - Urban Areas – 8
  - Suburban Areas – 26
  - Rural Areas - 25
Next Steps

- Communities continue to build consensus
- Aid the municipality to develop design plans
- Look to the Municipality/MPO/DOT for funds
Thank You

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Extra Slides
RSA Field Audit Meeting

Norfolk

Bridgewater. Proposed new crosswalk location on Route 133 at Episcopal Church