COMMUNITY
connectivity program

# Ansonia

## Main Street - Route 115 – Road Safety Audit

October 25, 2016

CONNECTICUT DEPARTMENT OF TRANSPORTATION

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With assistance from AECOM Transportation Planning Group

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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the Federal Highway Administration (FHWA). For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.

# 1 Introduction to the Ansonia (Main Street) RSA

The City of Ansonia submitted an application to complete an RSA along Main Street to improve safety for pedestrians and bicyclists. Main Street, from Bridge Street to Maple Street is the heart of downtown Ansonia. This corridor contains approximately 30 businesses, and City Hall, employing approximately 300 workers. It is one of the densest segments of roadway in the City. Ansonia has vibrant downtown with ample parking. However, the need to improve safety at key locations and bike/pedestrian accommodations throughout the downtown remains a priority for the City.

The Ansonia application contained information on traffic volumes, crash data, and mapping. The application and supporting documentation are included in Appendix A.

## 1.1 Location

The RSA corridor includes Main Street from Bridge Street to Maple Street (Figure 1). Main Street is classified as a principal arterial. The Main Street Average Daily Traffic (ADT) ranges from 5,700 to 4,100 vehicles per day (vpd). While these are relatively light volumes of traffic for the corridor to process, the high concentration of pedestrian traffic and on-street parking make the area complicated and present potential concerns. Figure 2 shows the regional context of the study area.

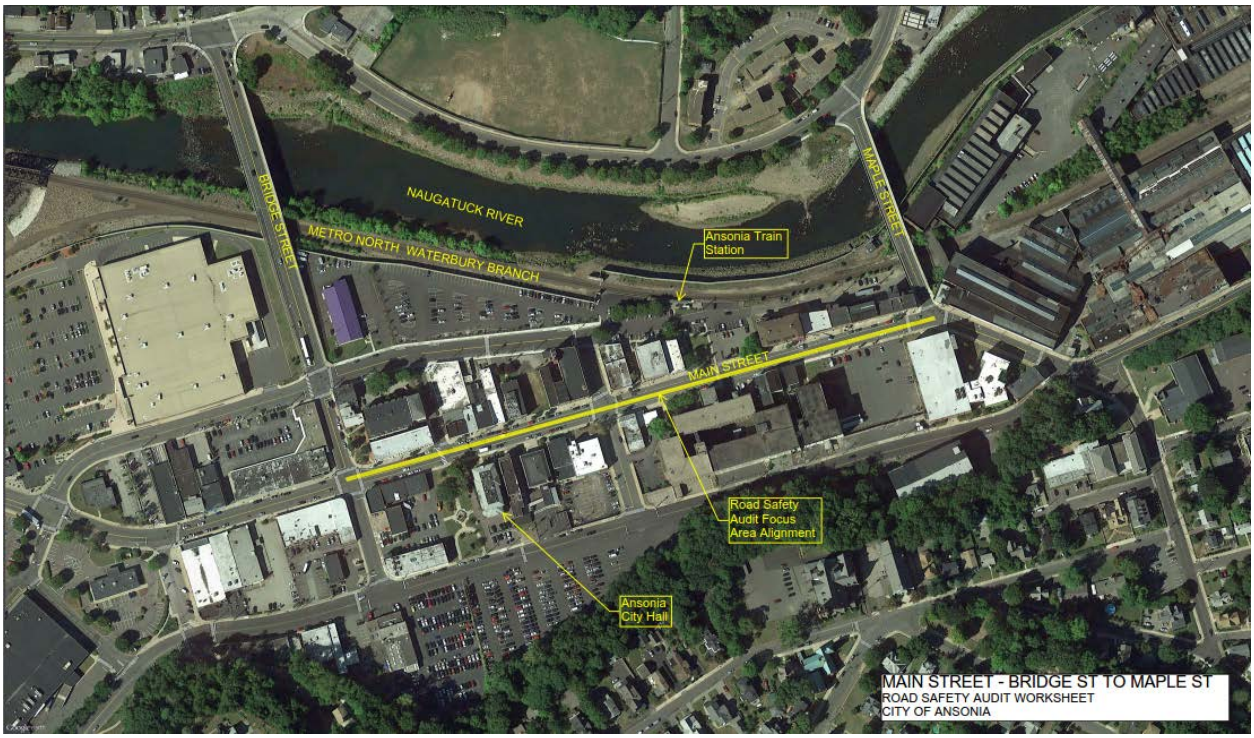



**Figure 1. Main Street Ansonia**

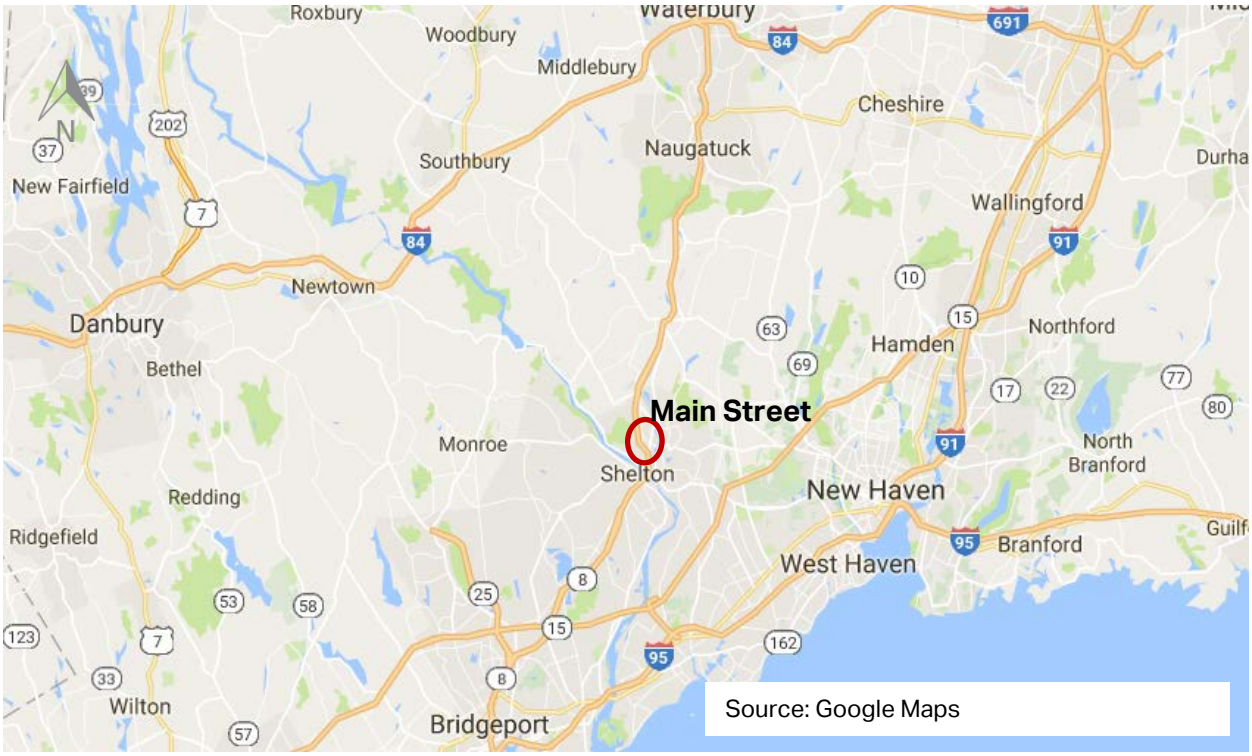



**Figure 2. Route 74 and Old Post Road Regional Context**

# 2 Pre-Audit Assessment

## 2.1 Pre-Audit Information

Between 2012 and 2014 there were 26 crashes in the RSA Area. The majority of crashes (77%) reported in this area resulted in property damage only; however 23% of crashes did result in an injury (Table 1 and Table 2). No crashes involved bicyclists, but one did involve a pedestrian. This crash was a sideswipe occurring just north of the Bridge Street Intersection. It did result in injuries. The crash types reported were primarily sideswipe-same direction and parking. Figure 3 displays crashes that occurred in this area during 2015. The crash history for year 2015 shows that they are clustered around the Maple Street intersection.

| Severity Type | Number of Accidents | |
|---|---|---|
| Property Damage Only | 20 | 77% |
| Injury (No fatality) | 6 | 23% |
| Fatality | 0 | 0% |
| Total | 26 | |

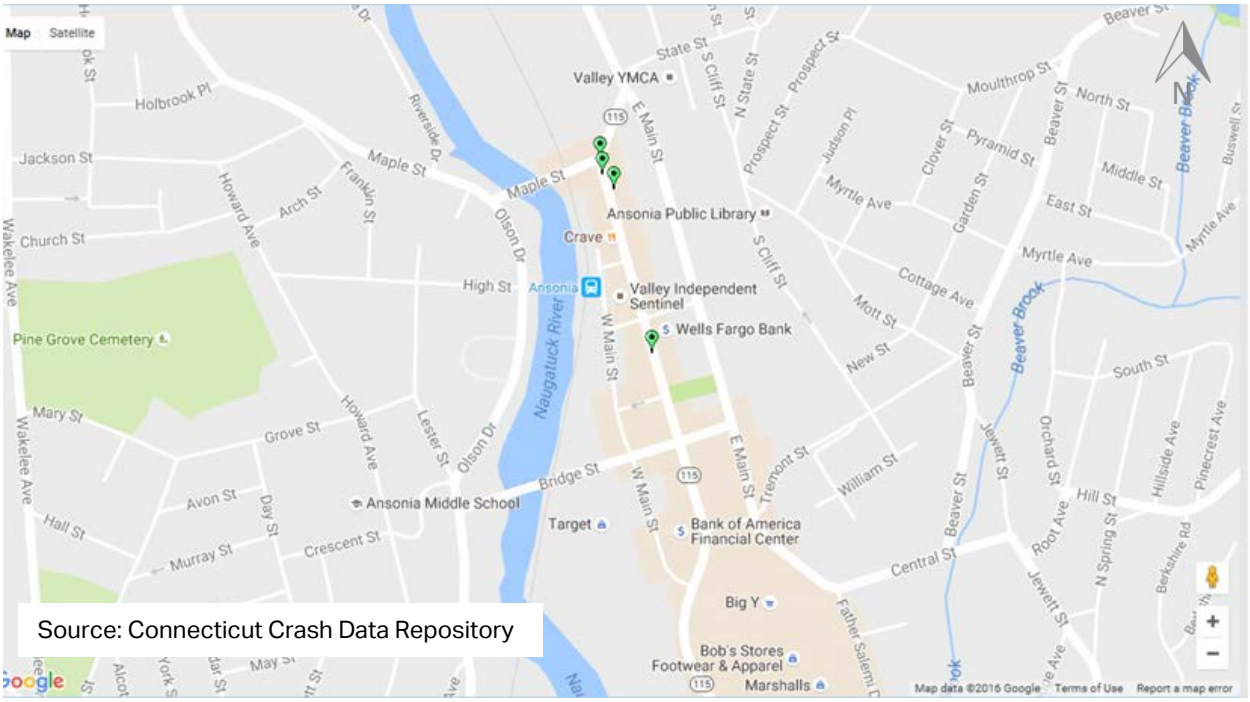
**Table 1. Crash Severity 2012-2014**

Source: UConn Connecticut Crash Data Repository

| Manner of Crash / Collision Impact | Number of Accidents | |
|---|---|---|
| Unknown | 0 | 0% |
| Sideswipe-Same Direction | 7 | 27% |
| Rear-end | 2 | 8% |
| Turning-Intersecting Paths | 1 | 4% |
| Turning-Opposite Direction | 1 | 4% |
| Fixed Object | 1 | 4% |
| Backing | 3 | 12% |
| Angle | 2 | 8% |
| Turning-Same Direction | 0 | 0% |
| Moving Object | 0 | 0% |
| Parking | 7 | 27% |
| Pedestrian | 0 | 0% |
| Overturn | 0 | 0% |
| Head-on | 2 | 8% |
| Sideswipe-Opposite Direction | 0 | 0% |
| Miscellaneous- Non Collision | 0 | 0% |
| Total | 26 | |

**Table 2. Crash Type 2012-2014**

Source: UConn Connecticut Crash Data Repository




Source: Connecticut Crash Data Repository

**Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)**

Main Street/Route 115 is a two lane, state owned road with a speed limit of 25 mph. There is sidewalk along the entirety of the study corridor on both sides. On-street parking is allowed on the entire west side and from Water Street to Maple Street on the east side. There are three signalized intersections, in addition to two non-signalized intersections, described in the following sections. The geometry of the corridor is shown in Figure 4 and described in Table 3.

**#1 Intersection of Main Street and Bridge Street.** This is a four-way signalized intersection with a crosswalk on each leg. Each leg of the intersection has one approach lane.

**#2 Intersection of Main Street and Water Street.** This is a three-way unsignalized intersection with a crosswalk across Water Street and the southern leg of Main Street. Water Street is one-way westbound.

**#3 Intersection of Main Street and Kingston Drive.** This is a four-way signalized intersection with a crosswalk on each leg. Each leg of the intersection has one approach lane.

**#4 Intersection of Main Street and Railroad Ave.** This is a three-way unsignalized intersection with a crosswalk across Railroad Ave and the southern leg of Main Street. Railroad Avenue is one-way westbound.

**#5 Intersection of Main Street and Maple Street.** This is a skewed, four-way signalized intersection with crosswalks on all three roadway legs. Main Street southbound has two approach lanes, with a dedicated through lane and a right turn lane. The northbound approach has one lane, and Maple Street has one approach lane. The fourth leg is a driveway exit from a parking garage, and the sidewalk continues across the driveway.

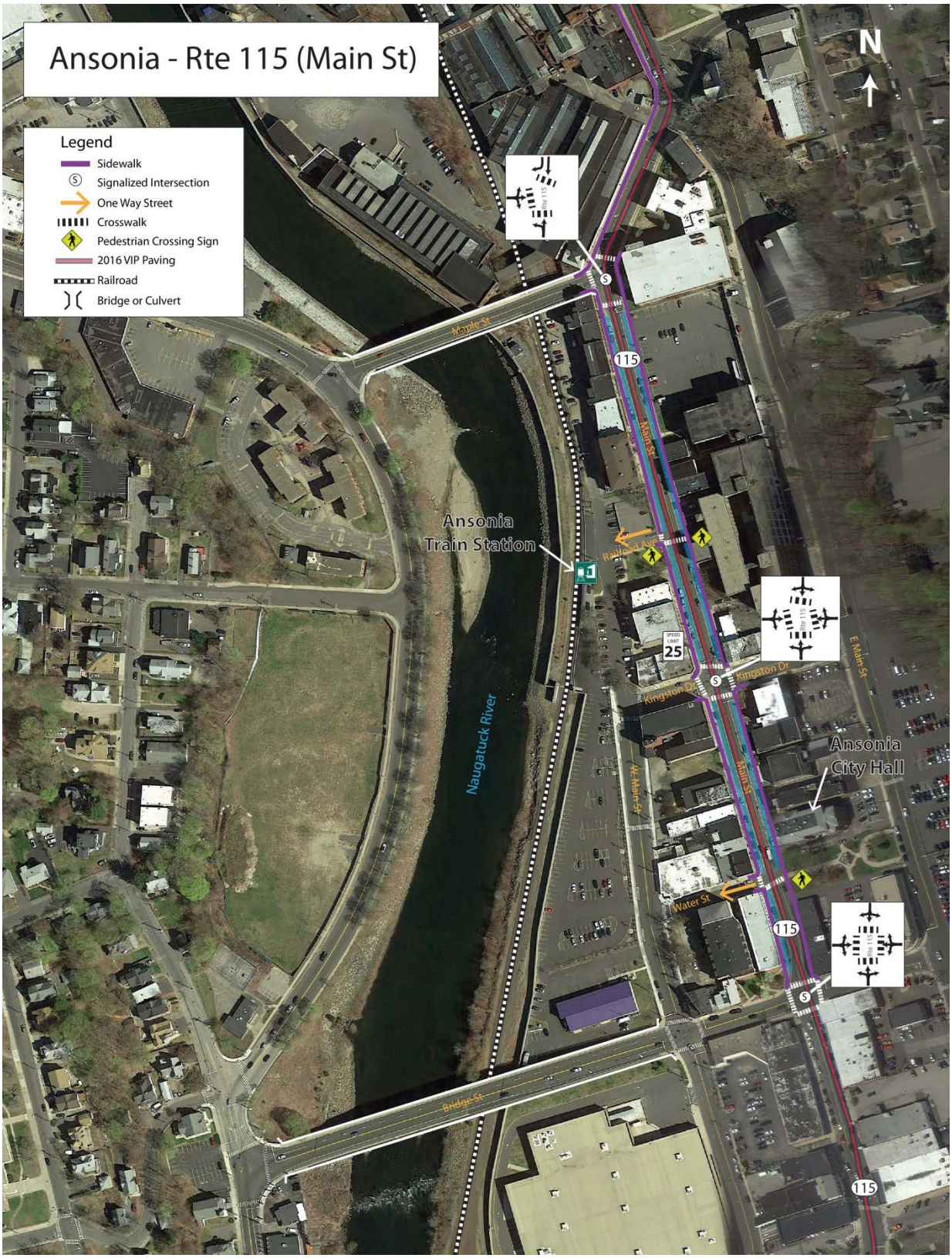



Figure 4. Main Street Road Geometrics

# Ansonia - RSA

## Street Inventory

| From | To | Length | Lanes (width) | Sidewalk | | | | Curb | Parking | Shoulder | Ramps | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Side | Type | Width | Condition | | | | Exist | Compliant |
| Bridge Street | Water Street | 250 feet | 1 (11') | NB | Concrete | 7'-10' | Fair | Granite | No | 10' | Yes | No |
| | | | 1 (11') | SB | Concrete | 10'-11' | Fair | Granite | Yes | 10' | Yes | No |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Water Street | Maple Street | 1250 feet | 1 (11') | NB | Concrete | 7'-10' | Good | Granite | Yes | 10' | Yes | No |
| | | | 1 (11') | SB | Concrete | 10'-11' | Fair | Granite | Yes | 10' | Yes | No |

***CONDITION – "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.**

**Table 3. Street Inventory**

## 2.2 Prior Successful Efforts

A number of best practices have already been applied to this corridor. There are several development/redevelopment projects underway. In 2002 a former manufacturing mill complex was redeveloped into a Target retail store. The Ansonia Copper & Brass manufacturing facility is currently being demolished to convert the site into a potential sports complex. Two City-owned buildings within the project area are slated to be converted into 90 residential apartments with retail space at ground level. To improve streetscaping, Ansonia has applied for Fast Act funding. There are sidewalks along both sides of the road with crosswalks across all legs at signalized intersections.

## 2.3 Pre-Audit Meeting

The RSA was conducted on October 25, 2016. The Pre-Audit meeting was held at 8:30 AM in the City Hall located at 253 Main Street in Ansonia

The RSA Team was comprised of staff from CTDOT, staff from AECOM, and representatives from several City departments and organizations including the Mayor's Office, Police Department and Department of Economic Development. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

RSA Team members from Ansonia presented relevant information for the audit, including:

- Main Street was recently repaved as part of the state VIP process.
- The pedestrian signal phases are not long enough and the pushbuttons are not ADA compliant.
- The sidewalks are not walkable. They have a steep cross slope.
- The city has no complete street policy or plan.
- Ansonia is considering extending the river walk to Main Street via Bridge Street. Currently it ends at Persian Drive.
- The City just applied for Fast Act funding to do streetscape along Main Street.
- The POCD is updated.
- There is room for bike lanes along Main Street.
- There are problems with parking, there is not enough parking and a lot of redevelopment is occurring. Parking is crucial downtown to attract businesses. Parking is currently free and because of this the lots are also full. With development increasing, alternatives need to be explored but it is important that the parking is conveniently located. Options discussed include:

    - Make Main Street one way (southbound) with angled parking (or reverse angle parking) and East Main Street one way northbound.
    - Consider bringing back paid parking.
- Ansonia is looking into transit oriented development in the vicinity of the rail station.
- The senior center is by Railroad Avenue with parking along Railroad Avenue. There is a crosswalk that should be addressed. Within the next year, Ansonia is looking to relocate the center to East Main Street.
- Better signage is needed so that vehicles do not park in crosswalks.
- Lowering the speed limit below 25 mph in businesses areas is usually not effective at reducing speeds.
- Ansonia has radar speed trailers and is looking to get a pole mounted one. When placed, they are effective for about two weeks in the area.
- The recent VIP project reduced the travel lanes to 11 feet and widened the shoulders to 10 feet. Some vehicles use them as travel lanes.
- At the Maple Street intersection there is a parking garage that is controlled by the signal. This intersection is oddly configured. The southwest corner is tight and has sight line issues. Northbound Main Street has a one lane approach, but because of the wide shoulder it appears that there is a second lane for through traffic.
    - Maple Street allows right on red.
- The street lighting is new; UI recently installed new lighting and removed the old.
- It is the business owners' responsibility to maintain the sidewalks, but when there is a lot of snow DPW will help out.
- There are not many bicyclists through the area but accommodations could be important for future tenants in the new development.
- CTTransit provides the current bus service. The bus stops lack amenities
- The Bridge Street and Main Street intersection is being redesigned by CTDOT.

# 3 RSA Assessment

## 3.1 Field Audit Observations

**Intersection of Bridge Street and Main Street**

- There is a planter that creates a pinch point for pedestrians on the northeast corner (Figure 5).

Figure 5. Planter Creating a Pinch Point

- There are ramps on each corner of the intersection but they do not have tactile warning strips. The ramps on the northern corners do not have sufficient landing areas. All ramps are diagonal instead of directional (Figure 6).

Figure 6. Bridge Street Intersection

- There are crosswalks on all four legs and the signal has an exclusive pedestrian phase. There are pedestrian signals, but they are not countdown or audible. There can be a significant delay when activated.
- The pedestrian signal has a 20 second duration, with 14 seconds during the flashing hand. This does not appear to be enough time to cross the 69 foot length at the longest crossing.
- In the northwest corner, the pedestrian signal to cross Main Street flashing hand is not functioning.

**Water Street and Main Street**

- This is an unsignalized intersection with crosswalks on the Water Street leg and the southern leg of Main Street. The crosswalk on Main Street is on a diagonal (Figure 7).

Figure 7. Kingston Drive Intersection

- The Main Street crossing has a pedestrian crossing sign on the northbound approach only. It is not retroreflective.
- There are ramps but no tactile warning strips. The southwest ramp is on a diagonal.

**Kingston Drive and Main Street**

- This intersection has crosswalks across all four legs. The crosswalks on the western leg and northern leg are on a diagonal.
- The ramps on the east side are diagonal. The northwest corner ramps are directional. The southwest corner is directional, facing east. There

is no ramp to cross Kingston Drive from the southwest. None of the ramps have tactile warning strips.

- This signal has an exclusive pedestrian phase. It comes on quickly when pushed. There are pedestrian signals, but they are not countdown or audible.
- The pedestrian signal to cross has a 16 second duration, with 11 seconds during the flashing hand. This does not appear to be enough time to cross the 48 foot length at the longest crossing.
- On the southwest corner the pedestrian signal to cross Kingston Drive flashing hand is not functioning.
- The pedestrian push button on the southeast corner is missing the placard (Figure 8).
- The traffic control box on the northwest corner has rusted off its foundation (Figure 9).

Figure 8. Push Button Missing Placard

Figure 9. Rusted Traffic Control Box

**Railroad Avenue and Main Street**

- This is an unsignalized intersection, with a crosswalk across Railroad Avenue and the southern leg of Main Street.
- The Main Street crossing has a pedestrian crossing sign on the southbound approach. It is not retroreflective. The northbound sign has been taken down and is lying beside the building.
- There are ramps but no tactile warning strips. The northwest and southwest corner ramps are diagonal.
- The sign for the Railroad station is bent.
- The metal fence on the west side of the road just north of the intersection is unstable and rusting out (Figure 10).

Figure 10. Rusted and Broken Fence

**Maple Street and Main Street**

- This signal has crosswalks across all three roadway legs.
- There are ramps on each corner of the intersection but many lack sufficient landing areas. None of the ramps have tactile warning strips. (Figure 11).
- This signal has an exclusive pedestrian phase. There are pedestrian signals. They are not countdown but they are audible.
- The pedestrian signal has a 14 second duration, with 7 seconds during the flashing hand. This does not appear to be enough time to cross the 40 foot length at the longest crossing.
- On the southwest and northwest corners the pedestrian signal to cross Maple Street flashing hand is inoperative.
- There is no turn on red on northbound Main Street.
- The northbound stop bar and crosswalk are set back from the intersection.

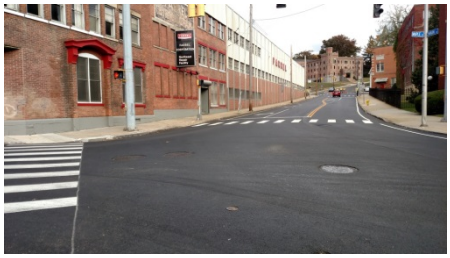


Figure 11. Maple Street Intersection

**Main Street**

- There is on street parking along both sides of the road but no tick marks to delineate spots (Figure 12).
- The catch basin grates are not bicycle friendly
- Previously there was a bus stop shelter at the stop just north of Bridge Street on the west side of Main Street. It was removed a few years ago when hit by a car and has not been replaced. The pad for it still exists. There is no bus stop sign for this stop.

Figure 12. Main Street With Parking

- The sidewalk on the west side ranges from 10 to 11 feet and is concrete with granite curbing and in fair condition. There are some cracks and settling issues.
- The sidewalk on the east side ranges from 7 to 10 feet.
- On the east side, the side walk was recently upgraded between Maple Street and Railroad Avenue.
- Along Main Street in front of the Smith building the sidewalk has a steep cross slope (Figure 13).
- Main Street was recently repaved.
- The roadway width is 42 feet. The travel lanes are 11 feet each and the shoulders/parking are 10 feet.
- There are several parking signs; many are in poor condition and faded.
- Parking is free but in the past was metered as evident by the old meter posts. According to the town paid parking was removed in 1993.
- In front of the old Valley Electric Supply and Lighting shop there is a water valve in the sidewalk missing its lid (Figure 14).
- Utilities along Main Street are underground.
- The street light poles are 150 feet apart providing minimal lighting. The bulbs are not LED.
- The speed limit and yield to pedestrians in crosswalk sign just north of the Kingston Drive intersection is leaning and does not meet minimum height requirements (7 feet) (Figure 15).
- The street tree canopies are in the sidewalk and need to be trimmed.

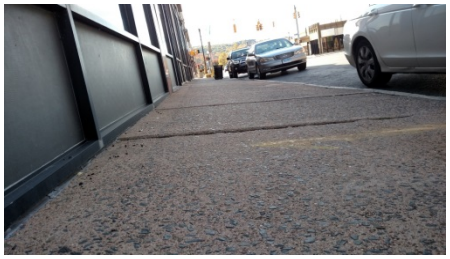


**Figure 13. Steep Cross Slope on Sidewalk**

**Figure 14. Handhole Missing Cover**


**Figure 15. Sign Does Not Meet Height Requirements**

- In front of the senior center there is a large curb cut and asphalt sidewalk with no curb. This was previously a parking area (Figure 16).

**Figure 16. Curbcut in Front of Senior Center**

## 3.2 Post-Audit Workshop - Key Issues

- There are issues with the sidewalks; they have a steep cross slope in some places.
- All of the intersections are not ADA compliant, lack detectable warning strips, have steep ramps, do not have countdown pedestrian heads, pushbuttons aren't tactile or audible, and are not positioned well. Some of the signal equipment is aging.
- A few of the signs are bent, knocked over, or in poor condition.
- Street lighting is not sufficient.
- The Bridge Street intersection's northeast corner is very narrow and constrained.
- Bump outs could be used to define parking at key intersections. They would also tighten up the intersection and reduce the crossing length. In the winter they can be used for snow storage.
- Parking spots are not defined, having defined spots could maximize the number of parking spots and indicate where parking is not allowed.
- The mid-block crossings do not have proper signage.
- A road diet study could be conducted to determine the best configuration to maximize parking and provide bicycle accommodations.
- Relocating the bus stop to the train station would improve multi-modal access.

# 4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require

significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two years or more when funding is available.

## 4.1 Short Term

1. Contact CTDOT to fix the broken pedestrian signals.
2. Add bus stop signs, where missing.
3. Remove the planter on the northeast corner of Bridge Street.
4. Paint tick marks to delineate on street parking spots.
5. Paint areas where on street parking is not allowed (Figure 17).
6. Add sharrow markings on Main Street (Figure 18).
7. Install pedestrian crossing signs for mid-block crossings (Figure 19).
8. Replace faded and worn out signs with new retroreflective ones.
9. Contact Aquarian to fix the missing valve cover.
10. Retime signals to meet current MUTCD standards for pedestrian crossings.
11. Replace missing pushbutton placard.
12. Replace the rusted out traffic control box.
13. Contact DOT to get catch basins cleaned.
14. Raise sign heights to seven feet when in the sidewalk.
15. Trim trees with low canopies over the sidewalk.
16. Fix signs that are bent.
17. Add a "No turn on red" sign on Maple Street as well as on Main Street heading northbound.
18. Reach out to UI to convert to LED bulbs.
19. Fix the broken railing (Figure 20).


**Figure 17. No Parking Pavement Markings**

**Figure 18. Example of a Sharrow**

**Figure 19. Pedestrian Crossing Signs**

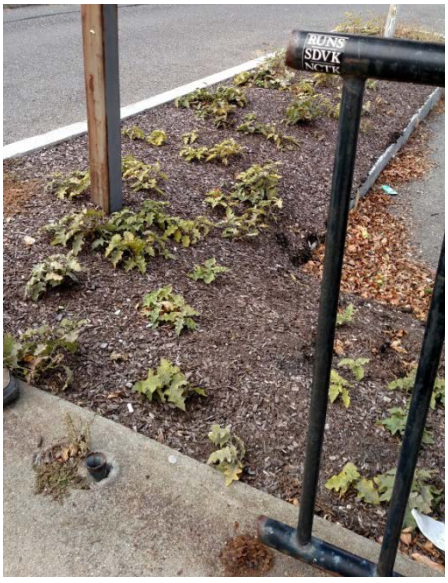


**Figure 20. Example of Broken Fence**

20. Inventory parking and create a preliminary design to determine the amount of parking which could be added using angled parking.
21. Contact CTTransit to replace the shelter at Bridge Street.

Figure 21 depicts these recommendations.

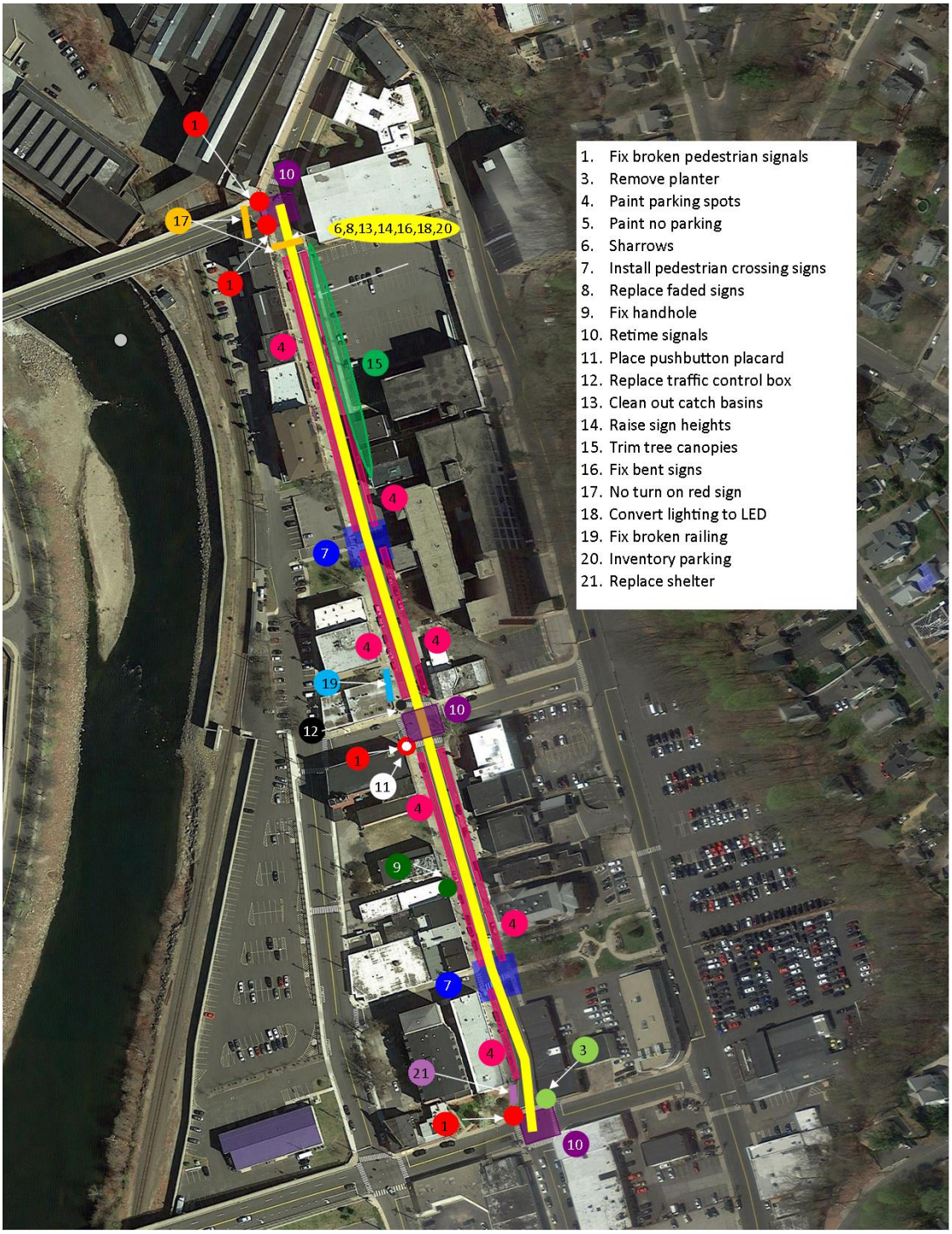



**Figure 21. Short Term Recommendations**

## 4.2 Medium Term

1. Improve streetscaping with beautification, landscaping, lighting and street furniture.
2. Upgrade pedestrian signals to be audible and include pushbuttons that are tactile, audible and directional at all signalized intersections (Figure 22).
3. Install pedestrian signal heads with countdown timers (Figure 22).
4. Install tactile warning strips where missing (Figure 23).
5. Create a pedestrian and bicycle plan.
6. Replace catch basin grates with bicycle friendly ones (Figure 24).
7. Conduct a study to determine the possibility of paid parking.
8. Conduct a road diet study for the downtown and look at making Main Street one-way, backed in angled parking, and bike lanes.
9. Purchase and use mountable speed signs.
10. Convert the area in front of the Senior Center to concrete sidewalk and add curbing.
11. Straighten out crosswalks that are diagonal.


**Figure 22. Tactile Push Button (Left), Countdown Pedestrian Signal Head (Right)**

**Figure 23. Tactile Warning Strip**

**Figure 24. Bike Friendly Catch Basin Grate**

Figure 25 depicts these recommendations.

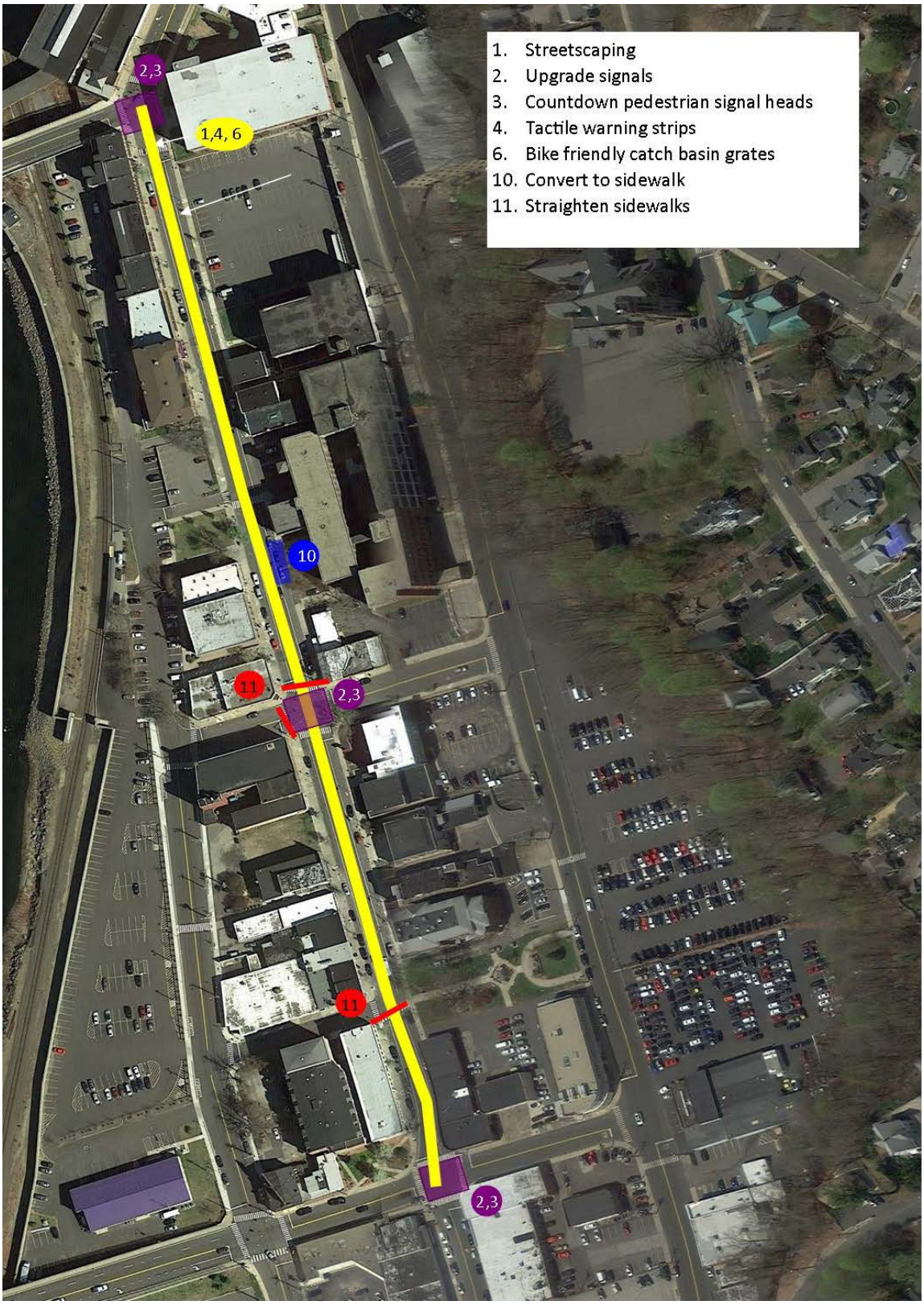



**Figure 25. Mid Term Recommendations**

## 4.3 Long Term

1. Create a transit-oriented development plan.
2. Install bump outs at the mid-block crosswalks to define parking at key intersections (Figure 26).
3. Increase the landing area for sidewalk ramps.
4. Upgrade the sidewalks and reduce the large cross slopes.
5. Implement the results of the road diet.
6. Add light posts between the existing ones to reduce the spacing from 150 feet to 75 feet.

**Figure 26. Example of a Bump Out**

Figure 26 depicts these recommendations.

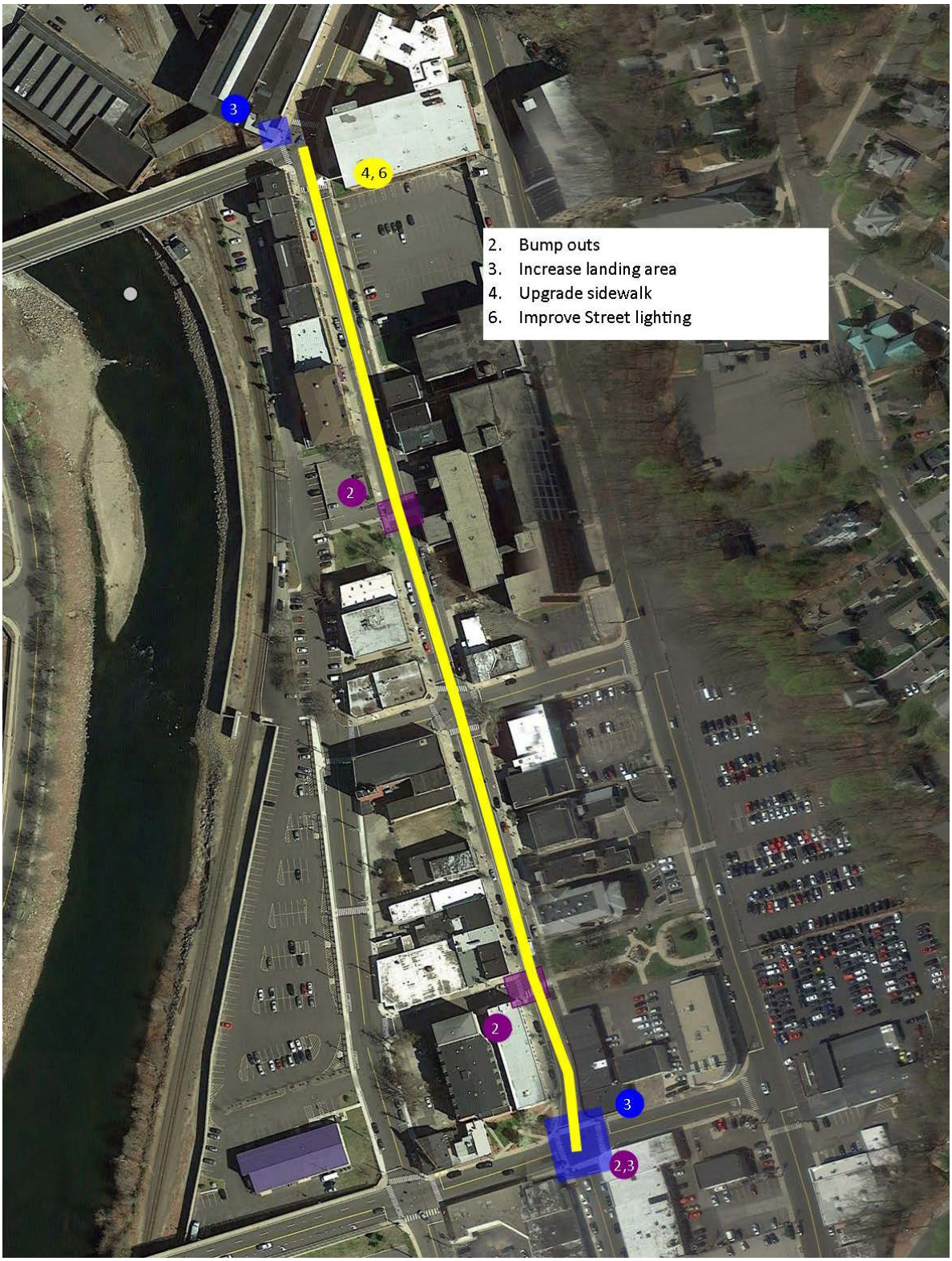



**Figure 27. Long Term Recommendations**

## 4.4 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the City of Ansonia RSA and provides Ansonia with an outlined strategy to improve the transportation along Main Street/Route 115 for all road users at, particularly focusing on pedestrians and cyclists. Moving forward, Ansonia may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development along Main Street/Route 115.

COMMUNITY
connectivity program

# Appendix A

CONNECTICUT DEPARTMENT OF TRANSPORTATION

AECOM
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# Welcome to the Community Connectivity Program Application


**Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.**

## 1. Applicant contact information

| | |
|---|---|
| **Name** | Ms. Sheila O'Malley |
| **Title** | Economic Development Director - City of Ansonia |
| **Email Address** | somalley@ansoniact.org |
| **Telephone Number** | (203) 736-5940 |

## 2. Location information

| | |
|---|---|
| **Address** | 253 Main Street, Ansonia, CT 06401 |
| **Description** | Main Street (Route 115) (from Bridge Street to Maple Street) |
| **City / Town** | Ansonia |

**3. Roadway type**
**(Please select all that apply)**

- [x] **State road**
- [ ] **Local road**
- [ ] **Private Road**
- [ ] **Other (please specify)**

**4. Zoning**
**(Please select all that apply)**

- [ ] **Industrial**
- [ ] **Residential**
- [ ] **Commercial**
- [x] **Mixed Use**
- [ ] **Retail**
- [ ] **N/A (not applicable)**
- [ ] **Other (please specify)**

Train Station

**5. Approximate mile radius around the location**

Less than an 1/8 mile

Other (Please Specify)

## 6. Community Sites
**(Please select all that apply)**

- [x] **Community Centers**
- [x] **Business Districts**
- [x] **Restaurant/Bar Districts**
- [x] **Churches**
- [x] **Housing Complexes**
- [ ] **Proximity to Schools**
- [x] **Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)**
- [ ] **N/A (not applicable)**
- [x] **Other (please specify)**

Train Station

## 7. Employment Facilities
**(Retail, Industrial, etc...)**

- [x] **Yes**
- [ ] **No**

**If Yes please describe (please specify)**

Main Street, from Bridge Street to Maple Street is the heart of downtown Ansonia. This stretch of road contains approximately 30 businesses, including City Hall, employing approximately 300 workers.

**8. Educational facilities**
**(Please select all that apply)**

- [ ] **Public, Parochial, Private Schools (more than 1 school within a ½ mile)**
- [ ] **University / Community Colleges**
- [x] **N/A (not applicable)**
- [ ] **Other (please specify)**

**9. Transit facilities**
**(Please select all that apply)**

- [x] **Bus**
- [x] **Rail**
- [ ] **Ferry**
- [ ] **Airport**
- [x] **Park and Ride Lot**
- [ ] **N/A (not applicable)**
- [ ] **Other (please specify)**

**10. Safety Concerns**
**(Please select all that apply)**

- [ ] **Traffic (volumes & speed)**
- [x] **Collisions**
- [x] **Sidewalks**
- [x] **Traffic Signals**
- [ ] **Traffic Signs**
- [x] **Parking Restrictions / Additions**
- [ ] **Drainage**
- [x] **ADA Accommodations**
- [ ] **Agricultural & Live Stock crossing**
- [ ] **Maintenance issues (cutting grass, leaves, snow removal)**
- [ ] **N/A (not applicable)**
- [ ] **Other (please specify)**

**11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?**

Yes

**If Yes please describe and list all projects.**

Past:
2002 Redevelopment of former manufacturing mill complex into a Target retail store.

Current:
Ansonia Copper & Brass manufacturing facility is currently being demolished to convert the site into a potential sports complex.

Future 2018:
Two City owned buildings within the project area are slated to be converted into 90 residential apartments with retail at ground level.

## 12. Environmental Concerns:

Brownfield

**If Yes please describe and list.**

Ansonia is an historic mill City that developed along the Naugatuck River. Its proud manufacturing history has left an environmental legacy that the City continues to address.

Many of the redevelopment efforts include some level of environmental remediation / Brownfield work. While these environmental concerns exist, they shouldn't impact the RSA or future bike/ped improvement projects.

## 13. Please explain why this location should be considered for an RSA

Main Street / Route 115 from Maple Street to Bridge Street is one of the densest segments of roadway in the City. The City is blessed to have a vibrant downtown with ample parking, however, the need to improve safety at key locations and bike/ped accommodations throughout the downtown remain a priority for the City.

**14. Are there plans to expand the area?**
(Transportation Oriented Development, Economic Development, housing, etc...)

Yes

The City's downtown has essentially reached its full build out potential, however significant re-use of existing infrastructure continues within the project area and immediately adjacent. Within a quarter mile of the project corridor some potential exist for TOD and other development and the City feels that conducting a road safety audit is a prudent next step.

**15. Any other pertinent information that is unique to this location?**

No

# Thank you for completing the Community Connectivity application.

**Please click on the "submit button" below and include the following attachments**

1. Location map (google, GIS) **(Required)**
2. Collision data (If available)
3. Traffic data (ADT or VMT) (If available)
4. Pedestrian/bicycle data (If available)

**Submit Application**

NAUGATUCK RIVER

METRO NORTH WATERBURY BRANCH

BRIDGE STREET

MAPLE STREET

MAIN STREET

Ansonia Train Station

Road Safety Audit Focus Area Alignment

Ansonia City Hall

# MAIN STREET - BRIDGE ST TO MAPLE ST

ROAD SAFETY AUDIT WORKSHEET

CITY OF ANSONIA

COMMUNITY
connectivity program

# Appendix B

Built to deliver a better world

## Road Safety Audit

**Town:** Ansonia
**RSA Location:** Route 115 (Main Street)
**Meeting Location:** Ansonia City Hall Erlingheuser Room
**Address:** 253 Main Street Ansonia CT, 06401
**Date:** 10/25/2016
**Time:** 8:30 AM

## Participating Audit Team Members

| Audit Team Member | Agency/Organization |
|---|---|
| Krystal Oldread | Aecom |
| Patrick Zapatka | CTDOT |
| Kwame Aidoo | Aecom |
| Richard Dziekan | Ansonia |
| Jerry Nocerino | NCI |
| David Bladcrall | |
| Kevin Hale | Ansonia PD |
| Mayor Dave Cassetti | City of Ansonia |
| Sheila O'Malley | City of Ansonia |
| Fred D'Amico | City of Ansonia |

COMMUNITY
connectivity program

# Appendix C

Built to deliver a better world

# Road Safety Audit – Ansonia

**Meeting Location:** Ansonia City Hall Erlingheuser Room
**Address:** 253 Main Street Ansonia CT, 06401
**Date:** 10/25/2016
**Time:** 8:30 AM

## Agenda

**Type of Meeting:** **Road Safety Audit – Pedestrian Safety**

**Attendees:** **Invited Participants to Comprise a Multidisciplinary Team**

**Please Bring:** **Thoughts and Enthusiasm!!**

**8:30 AM** **Welcome and Introductions**

- Purpose and Goals
- Agenda

**8:45 AM** **Pre-Audit**

- Definition of Study Area
- Review Site Specific Data:
  - Average Daily Traffic
  - Crash Data
  - Geometrics
- Issues
- Safety Procedures

**10:00 AM** **Audit**

- Visit Site
- As a group, identify areas for improvements

**12:00 PM** **Post-Audit Discussion / Completion of RSA**

- Discussion observations and finalize findings
- Discuss potential improvements and final recommendations
- Next Steps

**2:30 PM** **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

# Audit Checklist

| Pedestrians and Bicycles | Comment |
|---|---|
| **Pedestrian Crossings**<br>• Sufficient time to cross (signal)<br>• Signage<br>• Pavement Markings<br>• Detectable warning devices (signal)<br>• Adequate sight distance<br>• Wheelchair accessible ramps<br>  o Grades<br>  o Orientation<br>  o Tactile Warning Strips<br>• Pedestrian refuge at islands<br>• Other | |
| **Pedestrian Facilities**<br>• Sidewalk<br>  o Width<br>  o Grade<br>  o Materials/Condition<br>  o Drainage<br>  o Buffer<br>• Pedestrian lighting<br>• Pedestrian amenities (benches, trash receptacles)<br>• Other | |

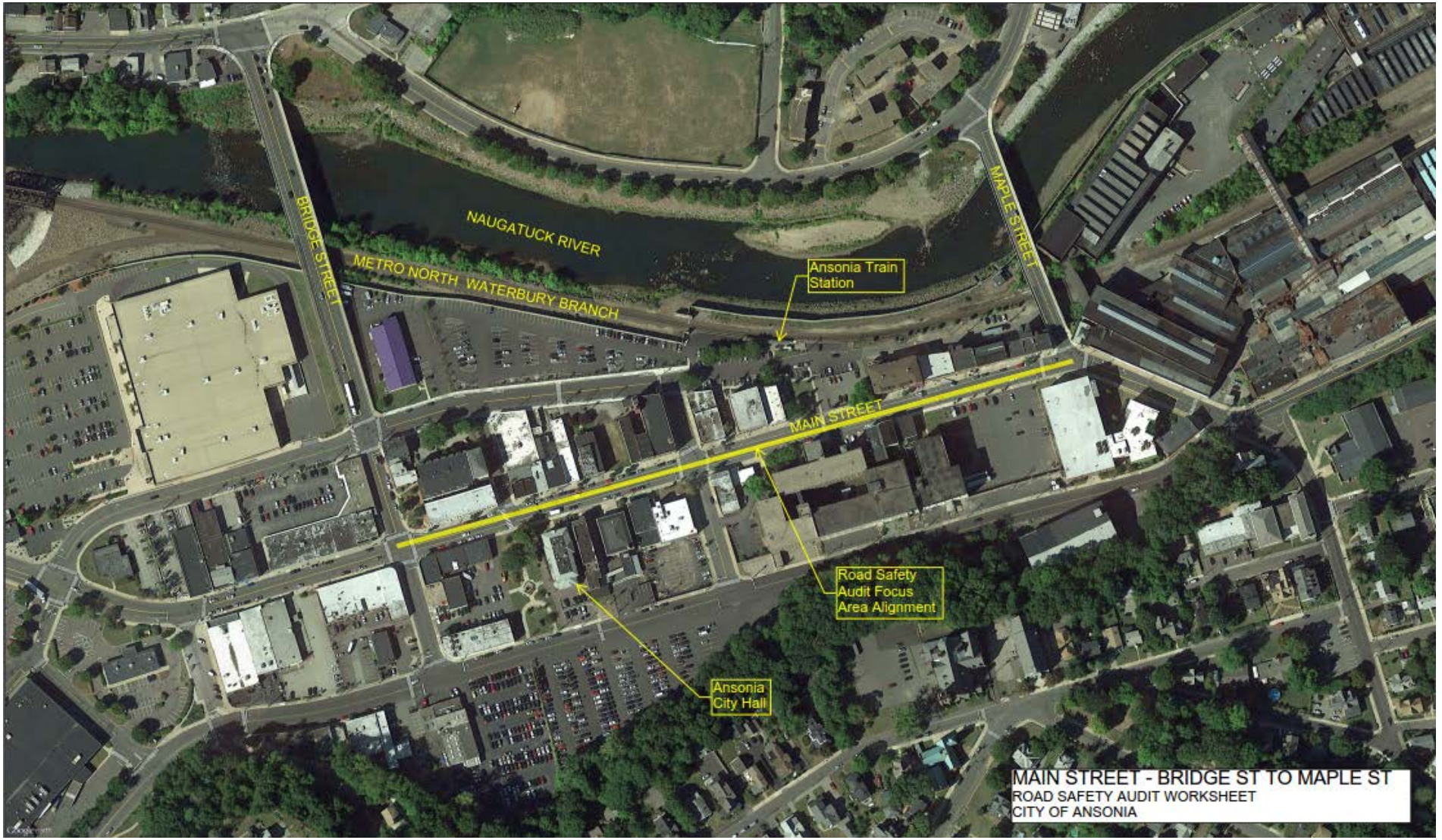
| | |
|---|---|
| **Bicycles**<br>• Bicycle facilities/design<br>• Separation from traffic<br>• Conflicts with on-street parking<br>• Pedestrian Conflicts<br>• Bicycle signal detection<br>• Visibility<br>• Roadway speed limit<br>• Bicycle signage/markings<br>• Shared Lane Width<br>• Shoulder condition/width<br>• Traffic volume<br>• Heavy vehicles<br>• Pavement condition<br>• Other | |

| **Roadway & Vehicles** | |
|---|---|
| • Speed-related issues<br>o Alignment;<br>o Driver compliance with speed limits<br>o Sight distance adequacy<br>o Safe passing opportunities | |
| • Geometry<br>o Road width (lanes, shoulders, medians);<br>o Access points;<br>o Drainage<br>o Tapers and lane shifts<br>o Roadside clear zone /slopes<br>o Guide rails / protection systems | |

| | |
|---|---|
| • Intersections<br>o Geometrics<br>o Sight Distance<br>o Traffic control devices<br>o Safe storage for turning vehicles<br>o Capacity Issues | |

| | |
|---|---|
| • Pavement<br>  o Pavement Condition (excessive roughness or rutting, potholes, loose material)<br>  o Edge drop-offs<br>  o Drainage issues<br>• Lighting Adequacy | |
| • Signing<br>  • Correct use of signing<br>  • Clear Message<br>  • Good placement for visibility<br>  • Adequate retroreflectivity<br>  • Proper support | |
| • Signals<br>  o Proper visibility<br>  o Proper operation<br>  o Efficient operation<br>  o Safe placement of equipment<br>  o Proper sight distance<br>  o Adequate capacity | |
| • Pavement Markings<br>  o Correct and consistent with MUTCD<br>  o Adequate visibility<br>  o Condition<br>  o Edgelines provided | |

| | |
|---|---|
| • Miscellaneous<br>  o Weather conditions impact on design features.<br>  o Snow storage | |


NAUGATUCK RIVER
METRO NORTH WATERBURY BRANCH
BRIDGE STREET
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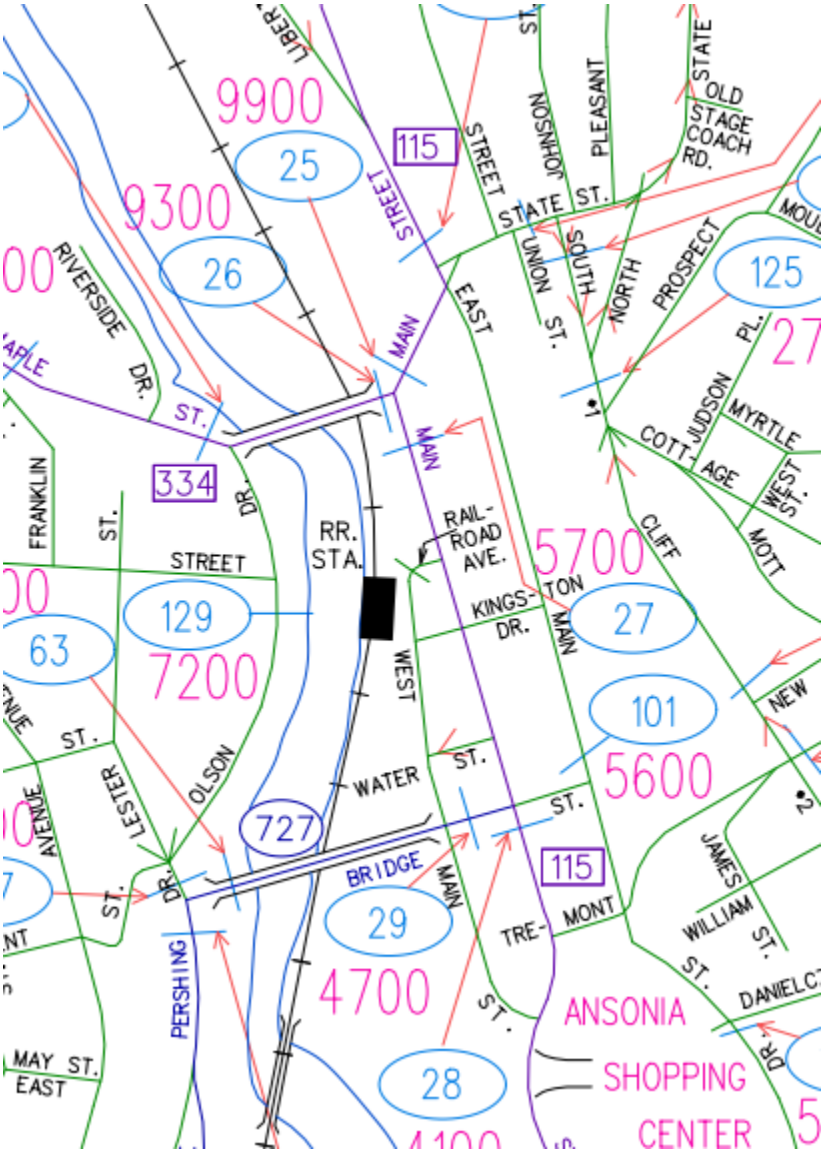
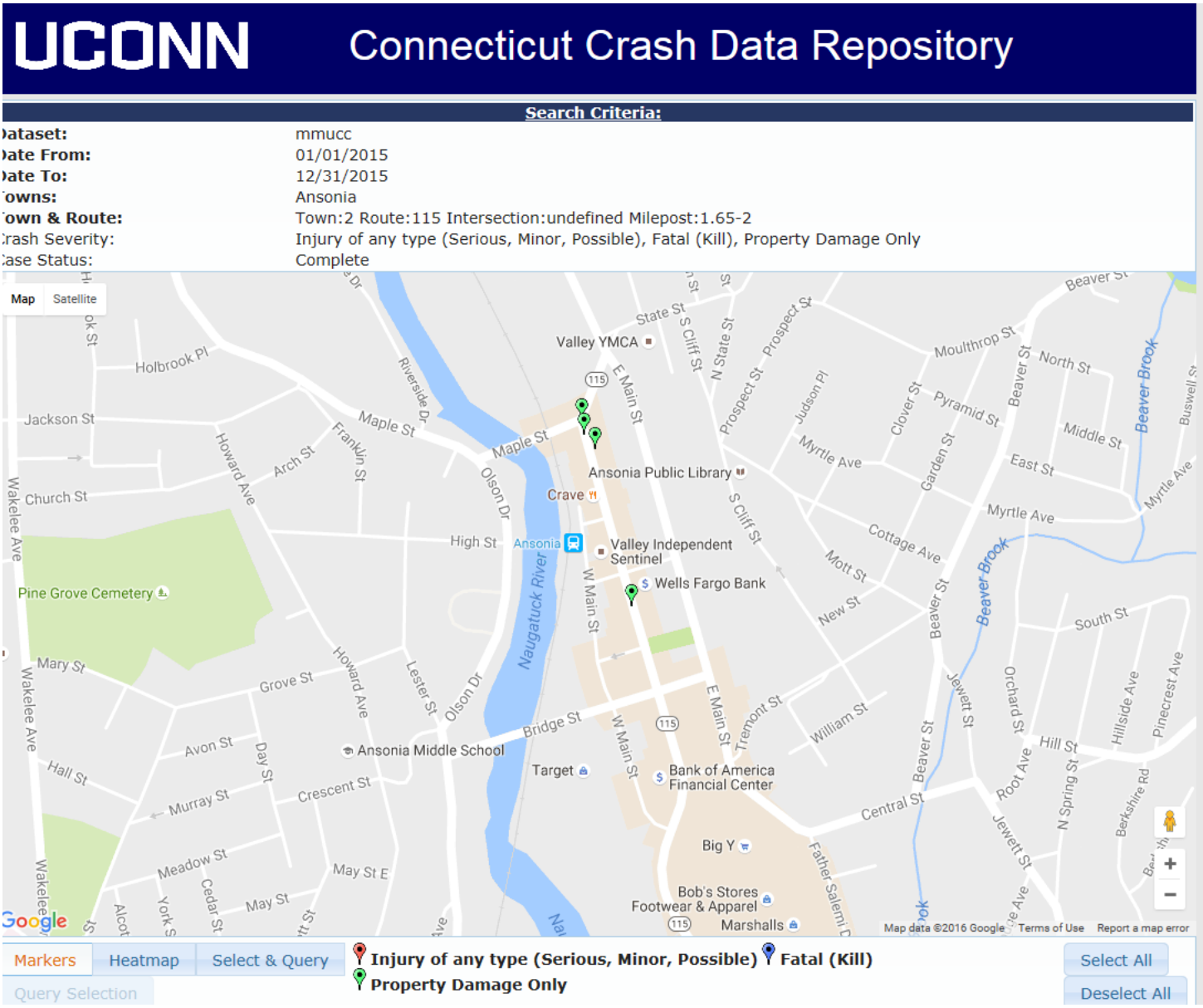
Ansonia City Hall
MAIN STREET - BRIDGE ST TO MAPLE ST
ROAD SAFETY AUDIT WORKSHEET
CITY OF ANSONIA

# Average Daily Traffic (ADT)



# 2015 Crashes



# Road Safety Audit – Ansonia

## Crash Summary

Data: 3 years (2012-2014)

There was 1 crash that involved pedestrians.

There were no crashes involving bicyclists.

| Severity Type | Number of Crashes | |
|---|---|---|
| Property Damage Only | 20 | 77% |
| Injury (No fatality) | 6 | 23% |
| Fatality | 0 | 0% |
| Total | 26 | |

| Manner of Crash / Collision Impact | Number of Crashes | |
|---|---|---|
| Unknown | 0 | 0% |
| Sideswipe-Same Direction | 7 | 27% |
| Rear-end | 2 | 8% |
| Turning-Intersecting Paths | 1 | 4% |
| Turning-Opposite Direction | 1 | 4% |
| Fixed Object | 1 | 4% |
| Backing | 3 | 12% |
| Angle | 2 | 8% |
| Turning-Same Direction | 0 | 0% |
| Moving Object | 0 | 0% |
| Parking | 7 | 27% |
| Pedestrian | 0 | 0% |
| Overturn | 0 | 0% |
| Head-on | 2 | 8% |
| Sideswipe-Opposite Direction | 0 | 0% |
| Miscellaneous- Non Collision | 0 | 0% |
| Total | 26 | |

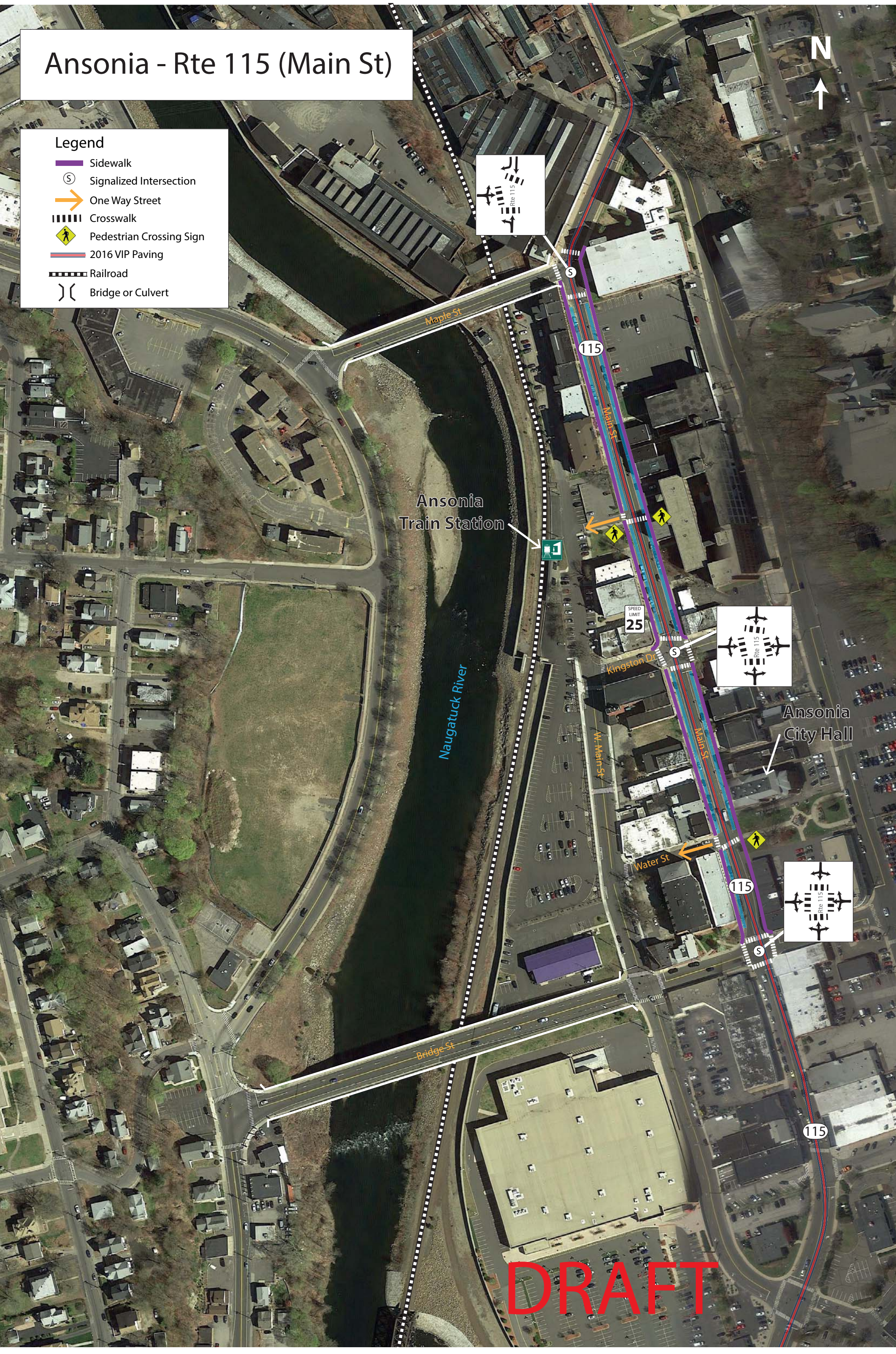
| Weather Condition | Number of Crashes | |
|---|---|---|
| Snow | 0 | 0% |
| Rain | 4 | 15% |
| No Adverse Condition | 22 | 85% |
| Unknown | 0 | 0% |
| Blowing Sand, Soil, Dirt or Snow | 0 | 0% |
| Severe Crosswinds | 0 | 0% |
| Sleet, Hail | 0 | 0% |
| Total | 26 | |

| Light Condition | Number of Crashes | |
|---|---|---|
| Dark-Not Lighted | 0 | 0% |
| Dark-Lighted | 2 | 8% |
| Daylight | 23 | 88% |
| Dusk | 1 | 4% |
| Unknown | 0 | 0% |
| Dawn | 0 | 0% |
| Total | 26 | |

| Road Surface Condition | Number of Crashes | |
|---|---|---|
| Snow/Slush | 0 | 0% |
| Wet | 7 | 27% |
| Dry | 19 | 73% |
| Unknown | 0 | 0% |
| Ice | 0 | 0% |
| Other | 0 | 0.0% |
| Total | 26 | |

| Time | | Number of Crashes | |
|---|---|---|---|
| **0:00** | **0:59** | 0 | 0% |
| **1:00** | **1:59** | 0 | 0% |
| **2:00** | **2:59** | 1 | 4% |
| **3:00** | **3:59** | 0 | 0% |
| **4:00** | **4:59** | 0 | 0% |
| **5:00** | **5:59** | 0 | 0% |
| **6:00** | **6:59** | 1 | 4% |
| **7:00** | **7:59** | 1 | 4% |
| **8:00** | **8:59** | 1 | 4% |
| **9:00** | **9:59** | 2 | 8% |
| **10:00** | **10:59** | 1 | 4% |
| **11:00** | **11:59** | 3 | 12% |
| **12:00** | **12:59** | 4 | 15% |
| **13:00** | **13:59** | 3 | 12% |
| **14:00** | **14:59** | 3 | 12% |
| **15:00** | **15:59** | 0 | 0% |
| **16:00** | **16:59** | 2 | 8% |
| **17:00** | **17:59** | 3 | 12% |
| **18:00** | **18:59** | 1 | 4% |
| **19:00** | **19:59** | 0 | 0% |
| **20:00** | **20:59** | 0 | 0% |
| **21:00** | **21:59** | 0 | 0% |
| **22:00** | **22:59** | 0 | 0% |
| **23:00** | **23:59** | 0 | 0% |
| **Total** | | 26 | |

# Ansonia - Rte 115 (Main St)



# Post-Audit Discussion Guide

**Safety Issues**

- Confirmation of safety issues identified during walking audit

**Potential Countermeasures**

- Short Term recommendations

- Medium Term recommendations

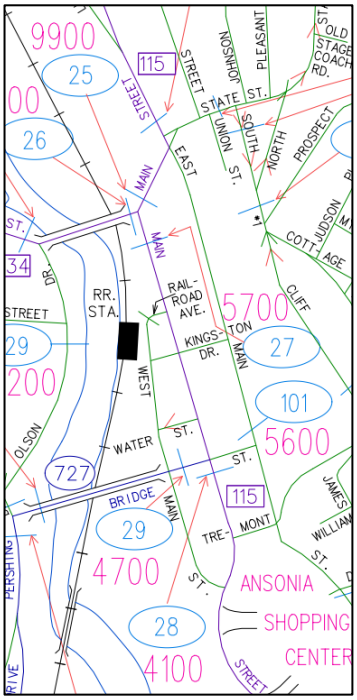
- Long Term recommendations

**Next Steps**

- Discussion regarding responsibilities for implementing the countermeasures (including funding)

# Road Safety Audit – Ansonia

## Fact Sheet




**Functional Classification:**

- Main Street is classified as a Principal Arterial Other

**ADT**

- ADT on Main Street is 5,700

**Population and Employment Data (2014):**

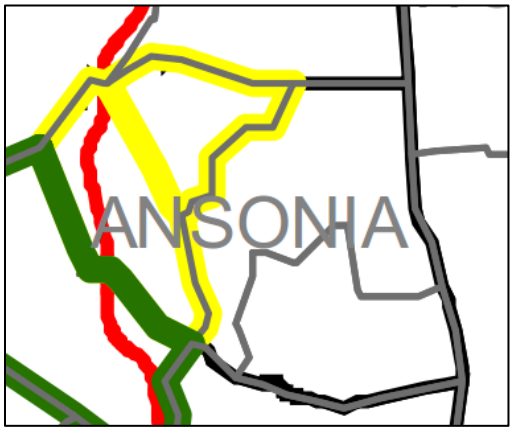
- Population: 19,128
- Employment: 3,371

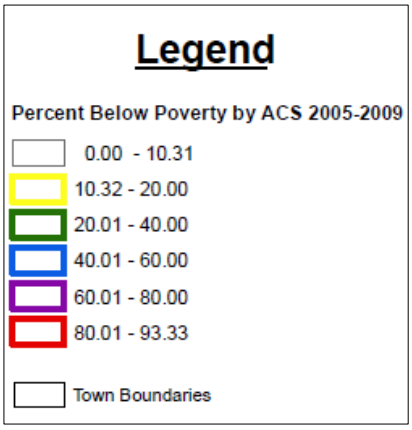
**Urbanized Area**

- Ansonia is in the Bridgeport-Stamford Urbanized Area

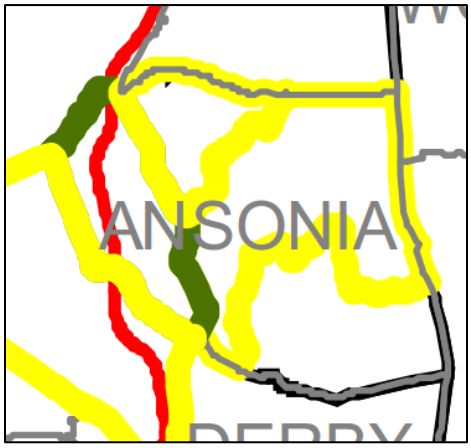
**Demographics**

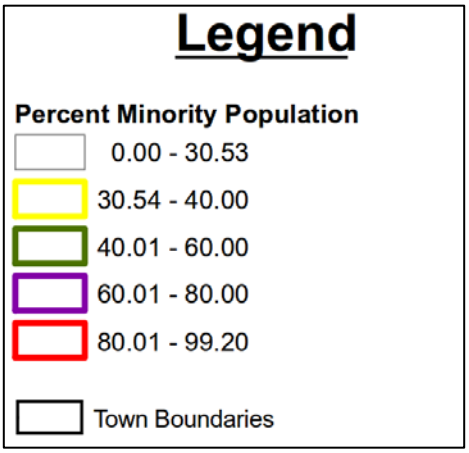
- The statewide average percentage below the poverty line is 10.31%. Within the vicinity of Main Street up to 20% of residents are below the poverty line.




- The statewide average percentage minority population is 30.53%. Within the vicinity of Main Street up to 60% of residents are minorities.




**Air Quality**

- Ansonia's CIPP number 501
- Ansonia is within the NY/NJ/CT Marginal Ozone Area and PM2.5 Attainment/Maintenance Area
- Ansonia is within a CO Maintenance Area