



COMMUNITY
connectivity program

Avon

West Main Street/East Main Street (Route 44) from Dale
Road to Waterville Road – Road Safety Audit

August 25, 2016



AECOM

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Acknowledgements:

OFFICE OF INTERMODAL PLANNING
BUREAU OF POLICY AND PLANNING
CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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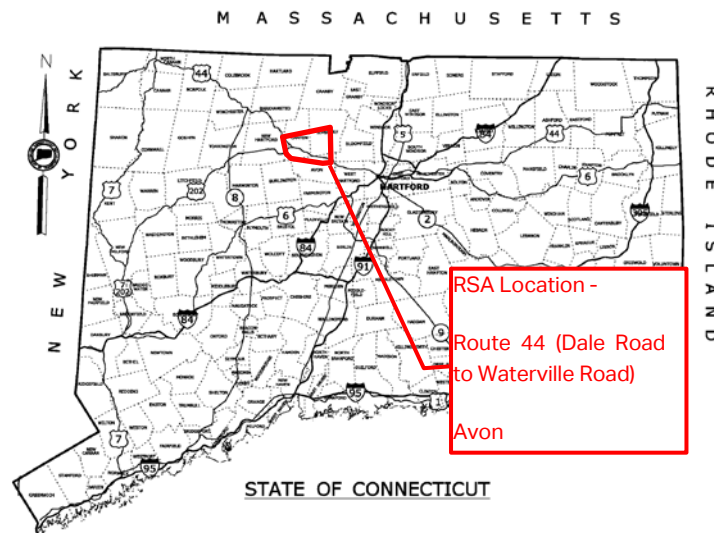
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this 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 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 West Main Street and East Main Street (Route 44), Avon RSA

The Town of Avon submitted an application to complete an RSA along West Main Street/East Main Street (Route 44), between Dale Road and Waterville Road to improve safety for pedestrians and bicyclists. An increase in commercial activity and traffic volumes along Route 44, coupled with high traffic speeds has resulted in what is perceived as a confusing and stressful environment for pedestrians and bicyclists. Specifically, the Town has expressed a need for pedestrian enhancements and safety features at 12 locations along the corridor.

The Town of Avon's application contained information on traffic volumes, crash data, and mapping of the intersections. The application and supporting documentation are included in Appendix A.

1.1 Location

The audit corridor (Route 44) is a Principal Arterial bounded by Waterville Road (Route 10) to the east and Dale Road to the west, in the Town of Avon (Figure 1). The audit corridor includes 12 signal controlled locations (locations #8 and #9 are at the same intersection). Average Daily Traffic (ADT) on the Route 44 RSA corridor is between 20,600 vehicles per day (vpd) on the west end and 28,900 vpd on the east end. These are considered high volumes for a roadway of this type. Figure 2 shows the study area in a regional context.

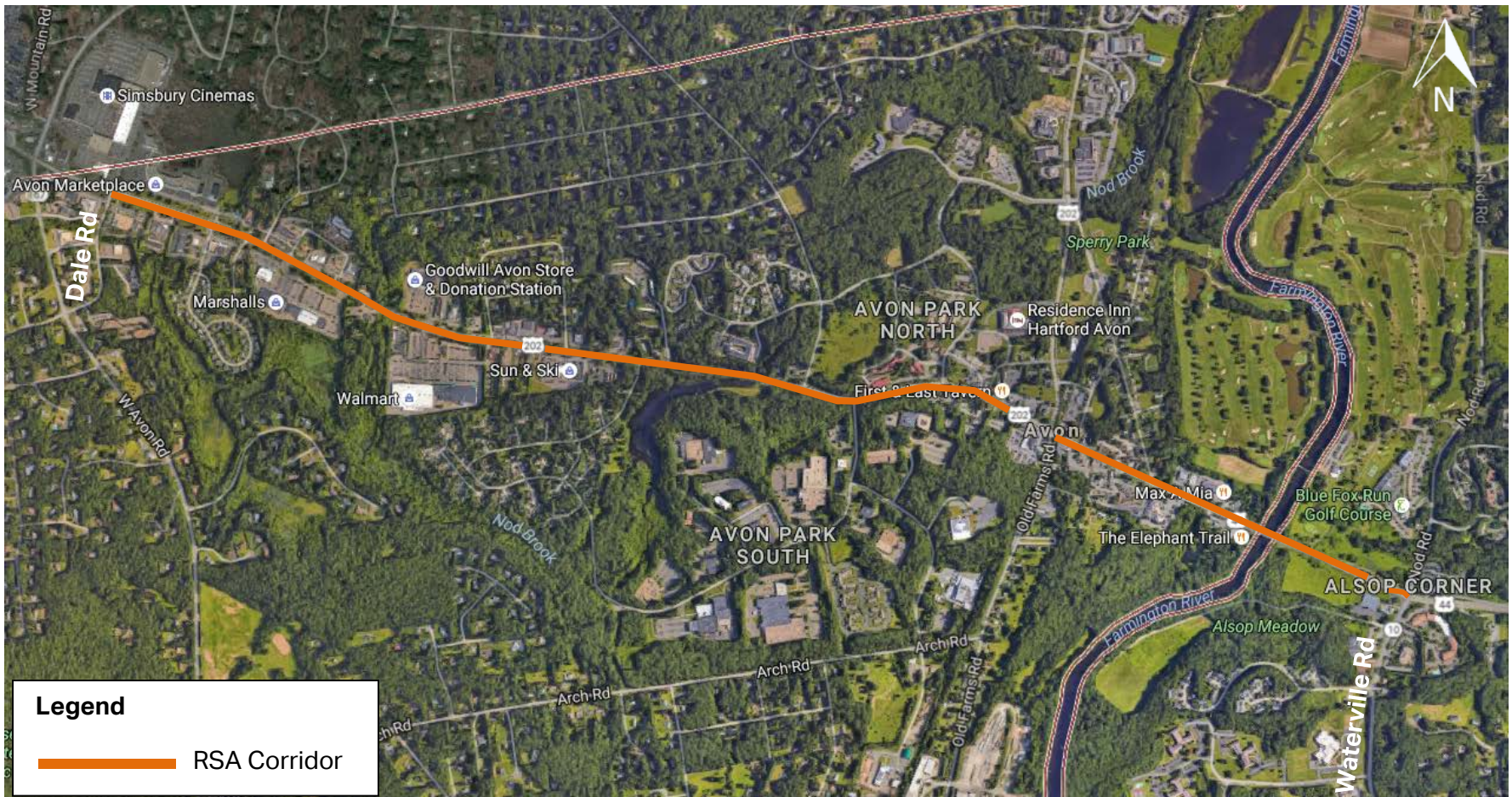


Figure 1. Route 44 Corridor (Dale Road to Waterville Road), Avon

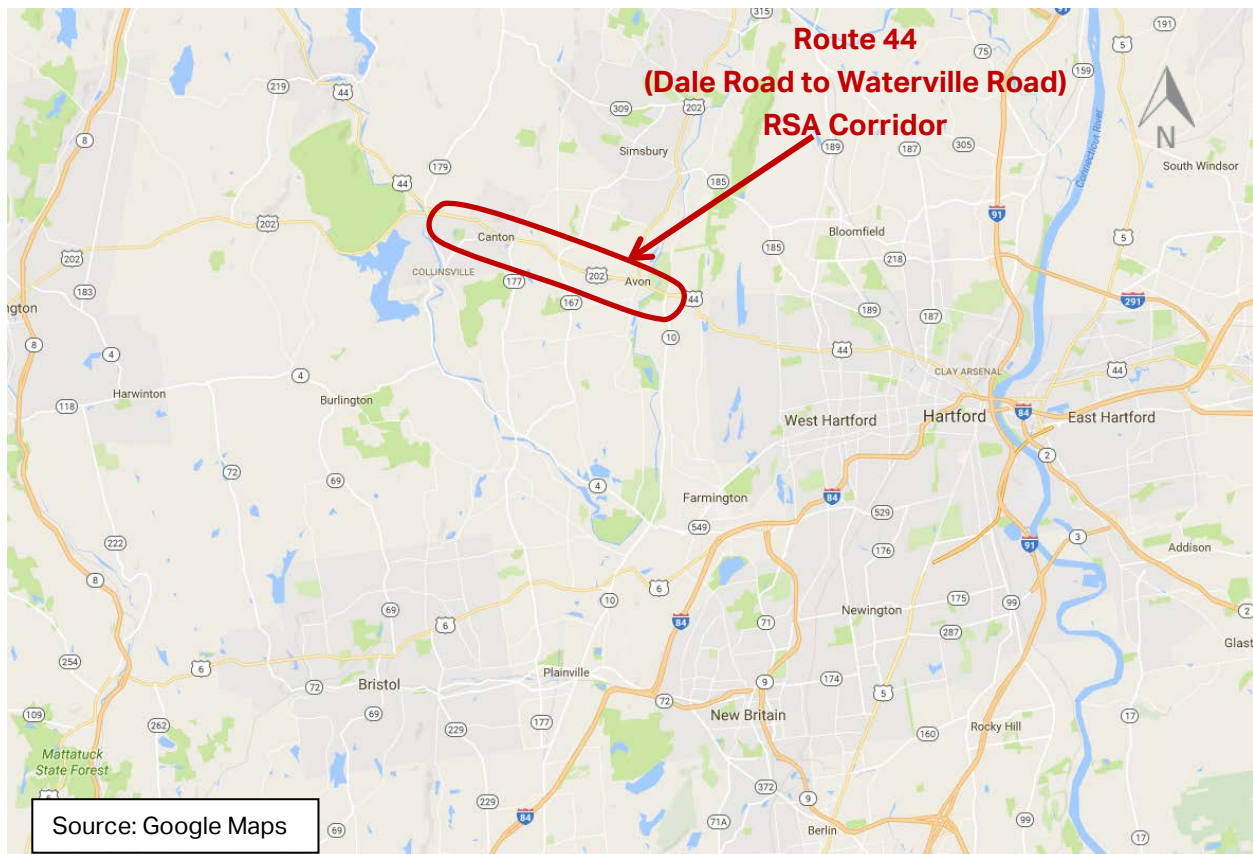


Figure 2. Route 44 (Dale Road to Waterville Road Corridor) - Regional Context

Route 44 is a State-owned facility that runs in a relatively straight east/west direction connecting New York and Rhode Island. Route 10 south (Waterville Road) intersects Route 44 at the eastern limit of the audit corridor and runs to the south. Route 10 north and US 202 (Simsbury Road) intersect Route 44 west of the Farmington River and continue north.

2 Pre-Audit Assessment

2.1 Pre-Audit Information

The crash history for year 2015 shows a generally even distribution of crashes along the RSA corridor with a cluster of crashes at the intersections of Route 44 with the Wal-Mart driveway, Darling Drive, Lawrence Avenue and Old Farms Road, as shown in Figure 3, Figure 4, and Figure 5. Between 2012 and 2014, there were 248 crashes in the RSA corridor. The majority of crashes reported in this area resulted in property damage (79%); however, 53 crashes did result in injuries (Table 1). There was one injury crash involving a bicyclist and no crashes involving pedestrians between 2012 and 2014. The crash types reported were primarily rear-end collisions, accounting for 63 percent of all reported incidents (Table 2). Rear-end crashes

are typically indicative of congested areas with signalized intersections, multiple driveways, and stop and go operations.

Severity Type	Number of Crashes	
Property Damage Only	195	79%
Injury (No fatality)	53	21%
Fatality	0	0%
Total	248	

Table 1. Crash Severity – 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	1	0%
Sideswipe-Same Direction	27	11%
Rear-end	155	63%
Turning-Intersecting Paths	19	8%
Turning-Opposite Direction	15	6%
Fixed Object	6	2%
Backing	4	2%
Angle	7	3%
Turning-Same Direction	7	3%
Moving Object	2	1%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	1	0%
Sideswipe-Opposite Direction	4	2%
Miscellaneous- Non Collision	0	0%
Total	248	

Table 2. Crash Type - 2015

Source: UConn Connecticut Crash Data Repository

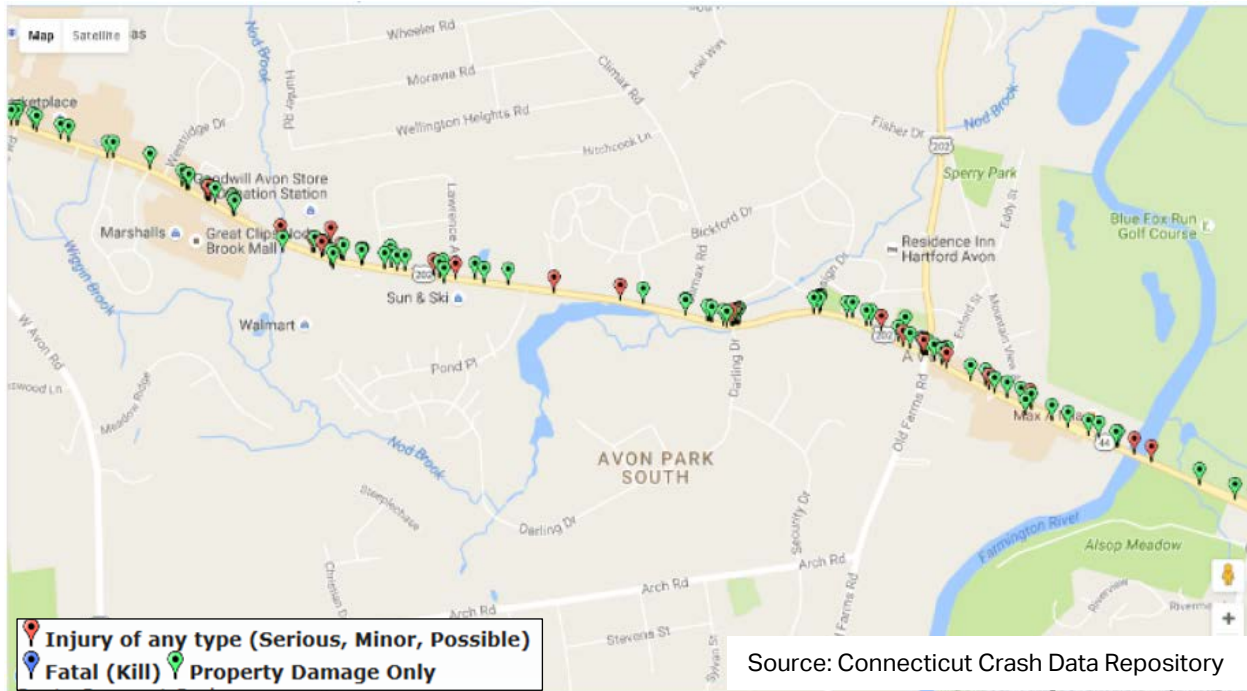


Figure 3. Crashes that Occurred in 2015 – Route 44 Corridor

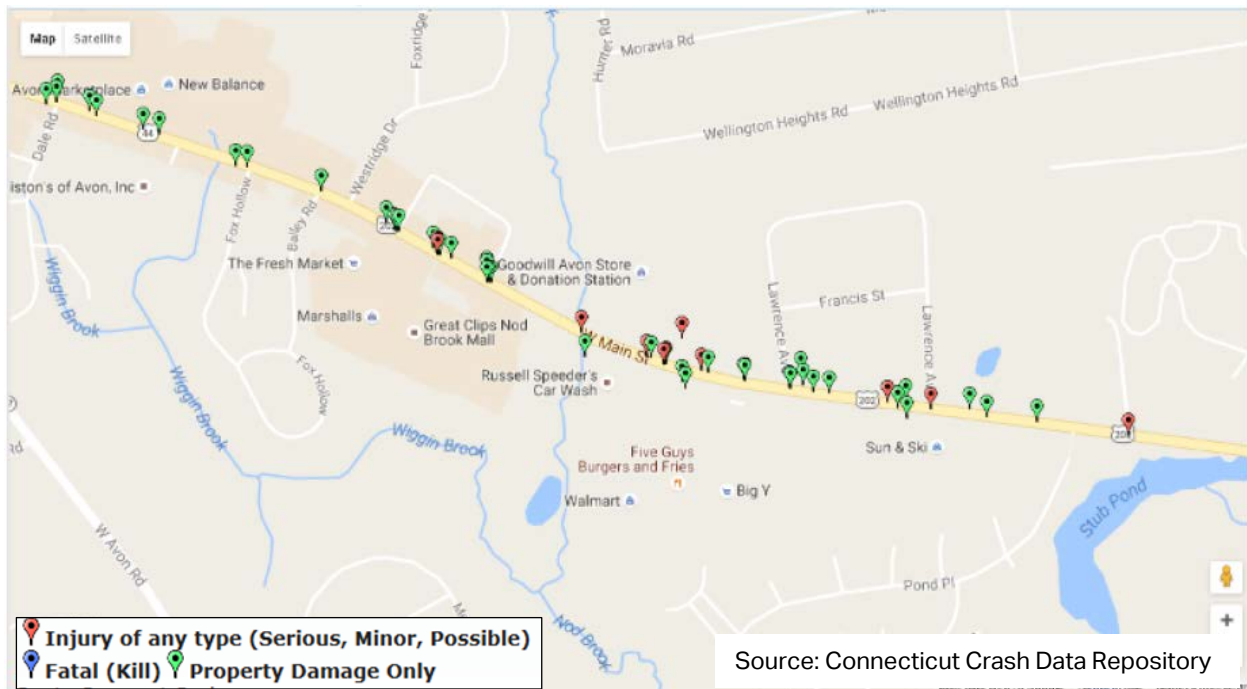


Figure 4. Crashes that Occurred in 2015 – Route 44 (Dale Road to Pond Place)

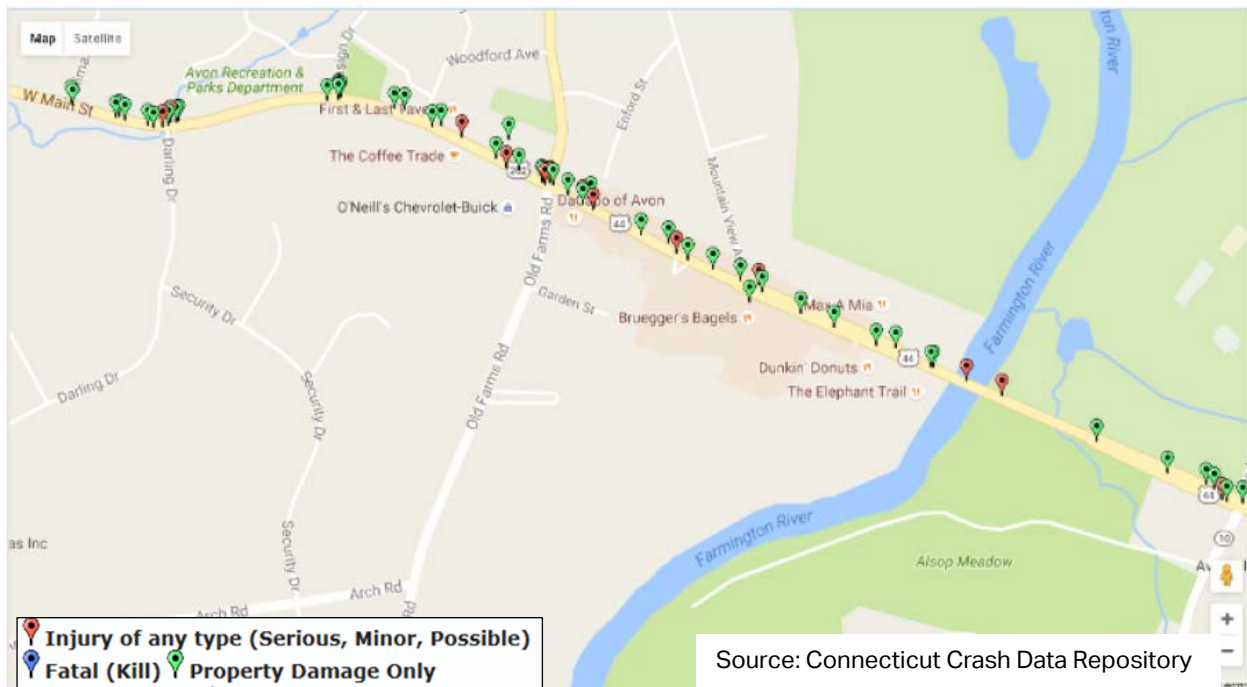


Figure 5. Crashes that Occurred in 2015 – Route 44 (Climax Road to Waterville Road)

Route 44 is a Principal Arterial with two travel lanes (11 feet wide) in each direction. Additional turn lanes are provided at intersections. Shoulders are provided on both sides and generally vary from one to six feet in width. Some sections of the road have shoulders as narrow as six inches (Dale Road to Fox Hollow Road). Five-foot wide sidewalks are located along the south side of Route 44 from Fox Hollow Road to Fresh Market Plaza driveway and on both sides of Route 44 from Ensign Drive to Towpath Lane. The RSA corridor has significant concentrations of commercial activity with more development planned. The posted speed limit on Route 44 in the study area is 35 MPH.

The audit portion of the corridor focuses on 12 locations, as summarized below.

Location #1: Intersection of West Main Street (Route 44), Dale Road and Simsbury Commons/Avon Marketplace Driveways: This is a four-way signalized intersection with a crosswalk on the east leg of West Main Street and pedestrian pushbuttons on each side of the crosswalk (Figure 6). The crosswalk is connected to the sidewalks on both sides, which only serve the adjacent businesses. The east leg of the West Main Street has four approach lanes. Avon Marketplace Driveway and the west leg of the West Main Street have three approach lanes. Dale Road has two approach lanes.

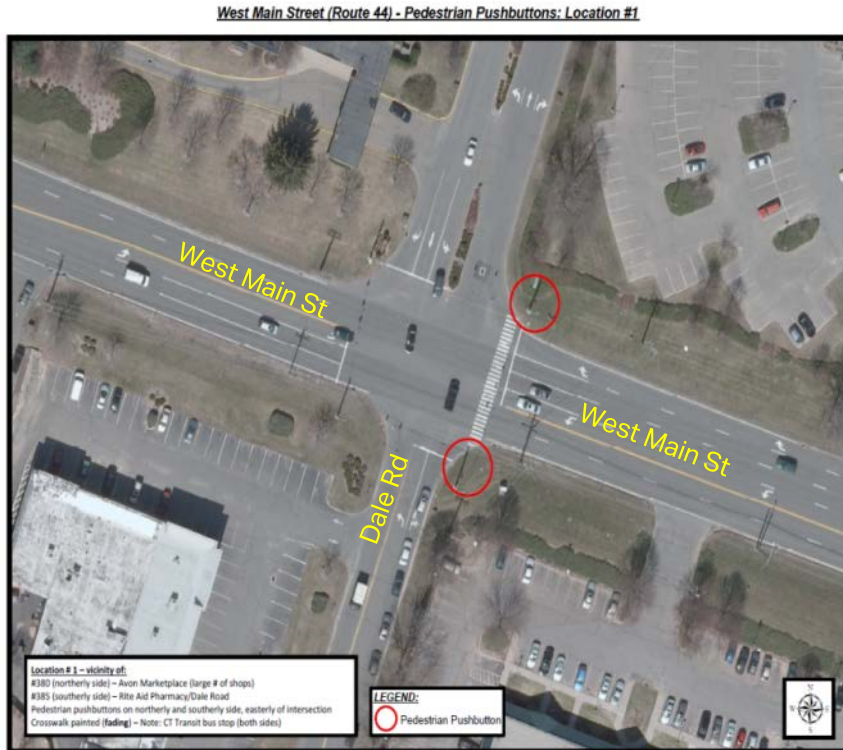


Figure 6. Location #1 - Intersection of West Main Street and Dale Road

Location #2: Intersection of West Main Street (Route 44), Fox Hollow and Avon Marketplace Driveway: This is a four-way signalized intersection with a crosswalk on the east leg of West Main Street and pedestrian pushbuttons on each side of the crosswalk (Figure 7). Sidewalk is provided on the south side along the east leg of West Main Street, and it continues to the south along Fox Hollow to service the Hartford Hospital Family Health Center building. The westbound West Main Street approach has four approach lanes and the eastbound approach has three lanes. Fox Hollow and Avon Marketplace Driveway both have two approach lanes and a median. Fox Hollow serves the Hartford Hospital facility as well as a residential subdivision. The Avon Marketplace Driveway serves a CVS, and connects to Avon Marketplace.

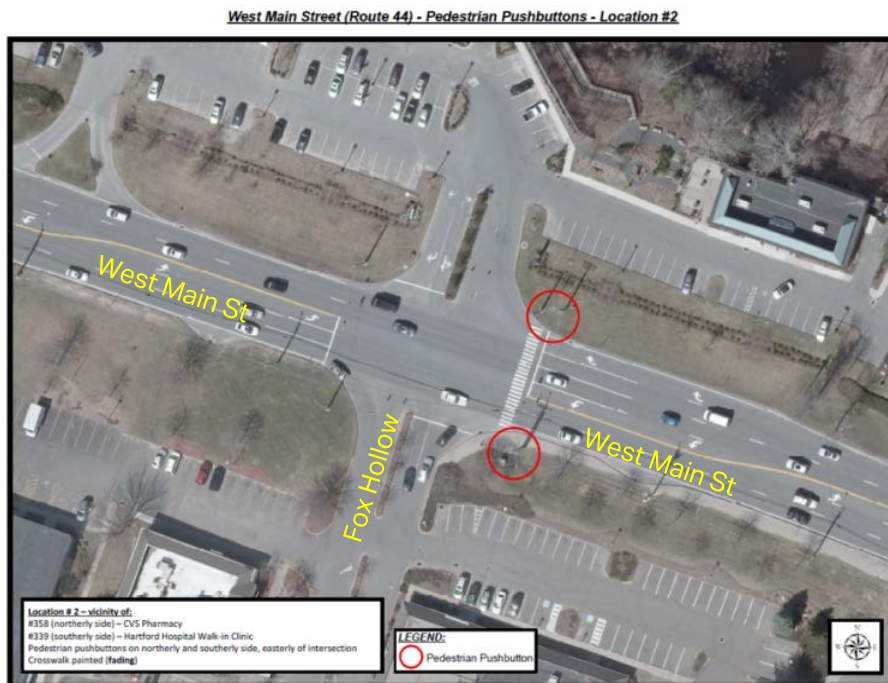


Figure 7. Location #2 - Intersection of West Main Street and Fox Hollow

Location #3: Intersection of West Main Street (Route 44), Nod Brook Mall and Westridge Shops:

This is a four-way signalized intersection with no painted crosswalks (Figure 8). The pedestrian pushbuttons are located on the north and south sides of the west leg of West Main Street. Sidewalk is located on the south side along the west leg of West Main Street, and continues into the Nod Brook Mall. Each leg of the intersection has three approach lanes except for the southbound approach, which has two lanes. The northern leg of the intersection serves Westridge Shops and the southern leg serves the Fresh Market and Nod Brook Mall plazas.

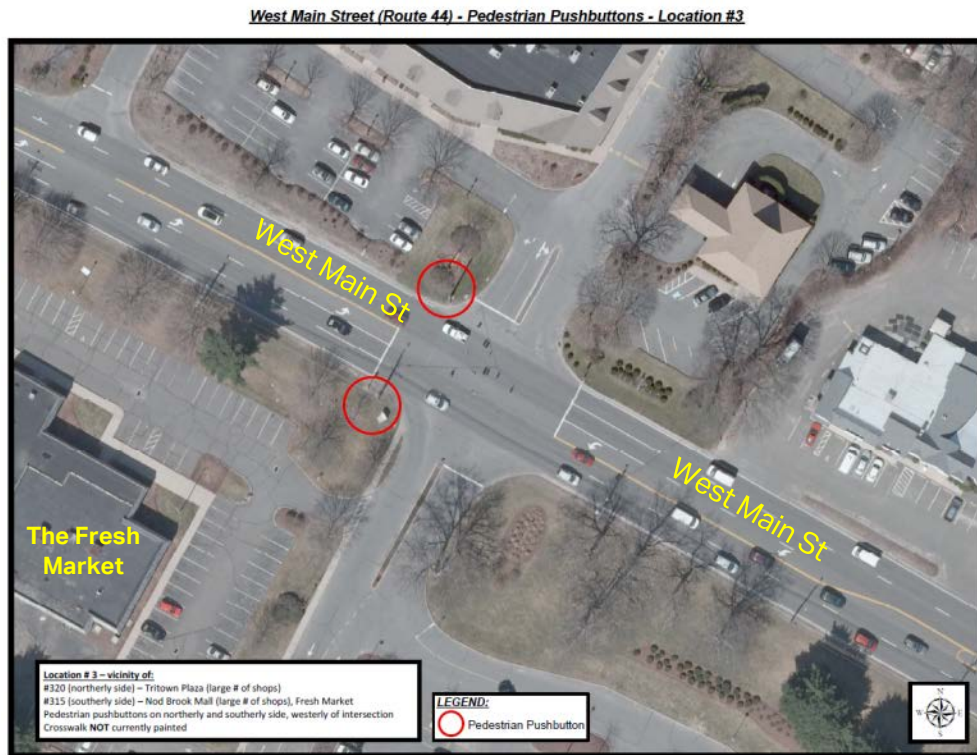


Figure 8. Location #3 – Intersection of West Main Street and Nod Brook Mall Driveway

Location #4 - Intersection of West Main Street (Route 44) and Wal-Mart Plaza and Town Fair Tire Driveways: This is a four-way signalized intersection with no painted crosswalks and no sidewalks (Figure 9). The pedestrian pushbuttons are located on the north and south sides of the east leg of West Main Street. Each leg of the intersection has three approach lanes except for the southbound approach, which has two lanes. The northern leg of the intersection serves a commercial plaza that includes Town Fair Tire and Advance Auto Parts, and the southern leg serves the Wal-Mart Plaza with a number of retail shops.

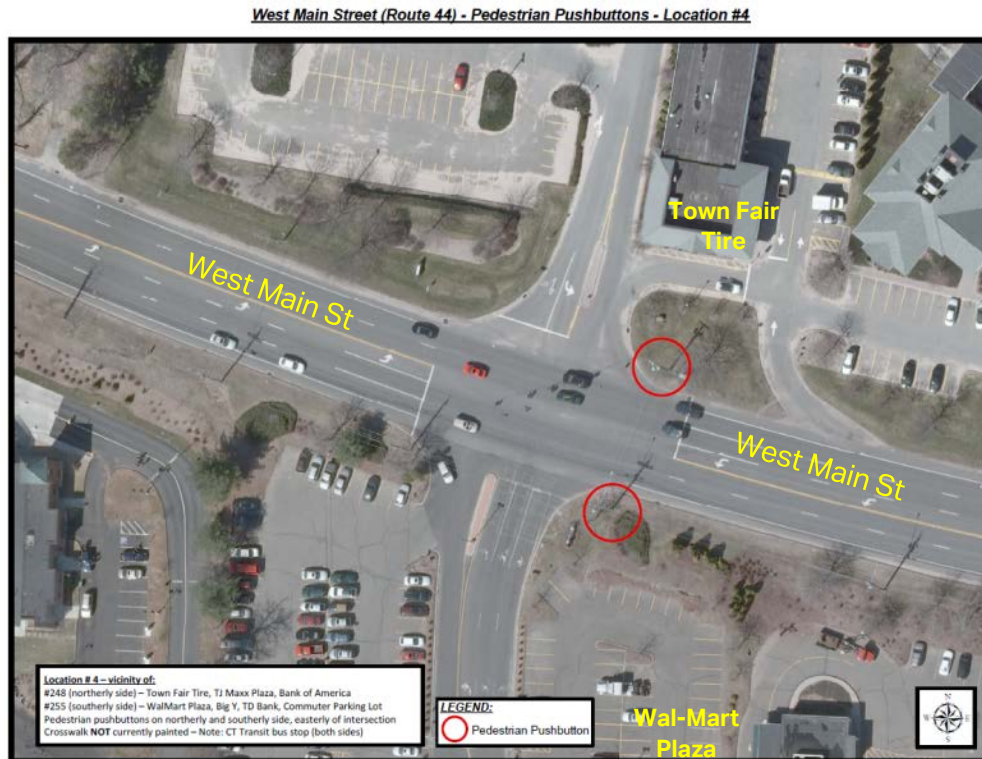


Figure 9. Location #4 – Intersection of West Main Street and Wal-Mart Plaza Driveway

Location #5 - Intersection of West Main Street (Route 44), Lawrence Avenue (east) and Plaza 44 Driveway: This is a four-way signalized intersection with no painted crosswalks and no sidewalks (Figure 10). The pedestrian pushbuttons are located on the north and south sides of the east leg of West Main Street. Each leg of the intersection has two approach lanes except for the Lawrence Avenue approach, which has only one approach lane. Lawrence Avenue serves businesses such as Jazzercise, Rosie's Laundry Company, and Avon Master Pizza. The Plaza 44 driveway serves a number of shops and restaurants.

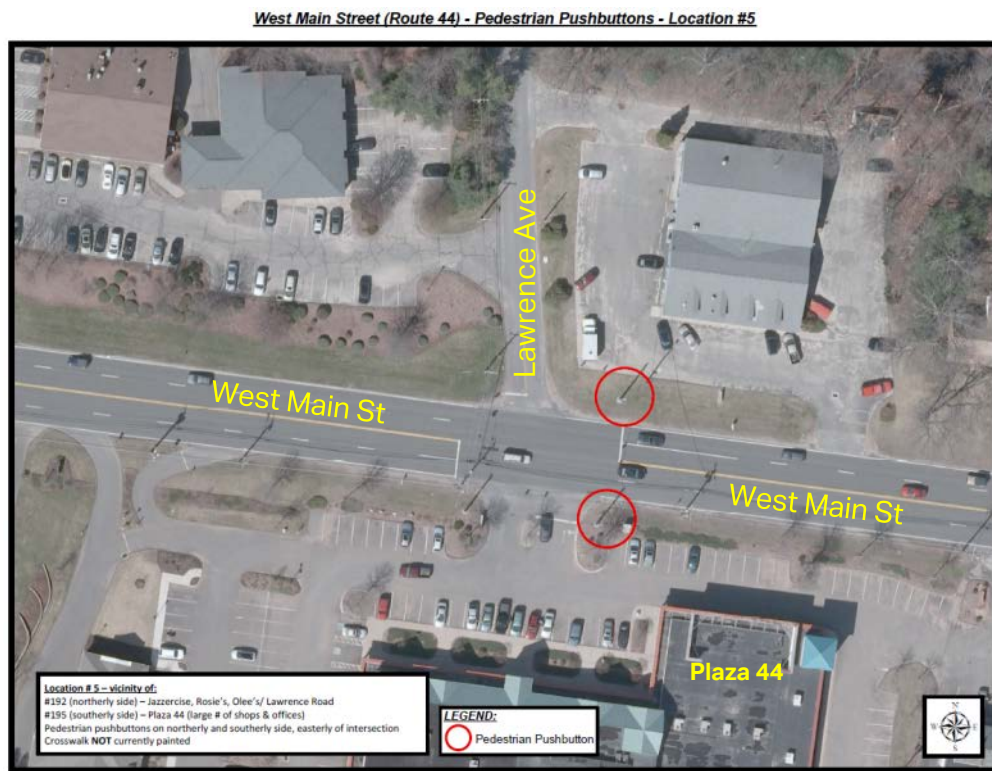


Figure 10. Location #5 – Intersection of West Main Street and Lawrence Avenue

Location #6 - Intersection of West Main Street (Route 44) and Darling Drive: This is a three-way signalized intersection (Figure 11). There are no painted crosswalks and no sidewalks at this location. The pedestrian pushbuttons are located on the north and south sides of the east leg of West Main Street. The Avon Police Department is located along the north side of the east leg of West Main Street. Each leg of the intersection has two approach lanes.



Figure 11. Location #6 – Intersection of West Main Street and Darling Drive

Location #7 - Intersection of West Main Street (Route 44) and Ensign Drive: This is a four-way signalized intersection of West Main Street, Ensign Drive and the Avon Center Office Park driveway (Figure 12). There are no painted crosswalks at this location. Sidewalks and pedestrian pushbuttons are located on the north and south sides of the east leg of West Main Street, and turn into Ensign Drive and the Avon Center Office Park. Ensign Drive serves Avon Town offices, Avon Town Green and several other businesses. The Avon Center Office park serves Farmers Insurance and other businesses.



Figure 12. Location #7 – Intersection of West Main Street and Ensign Drive

Locations #8 and #9 - Intersection of West Main Street (Route 44), Simsbury Road (SR 10 and US 202) and Old Farms Road: This is a four-way signalized intersection with crosswalks on all legs and pedestrian pushbuttons on all four corners (Figure 13 and Figure 14). Sidewalks are located along both sides of West Main Street and Simsbury Road to the north of the intersection. There are no sidewalks to the south on Old Farms Road. CT Transit bus stops are located on both sides of west leg of West Main Street. Each leg of the intersection has three approach lanes except for the Old Farms Road northbound approach which has two approach lanes.

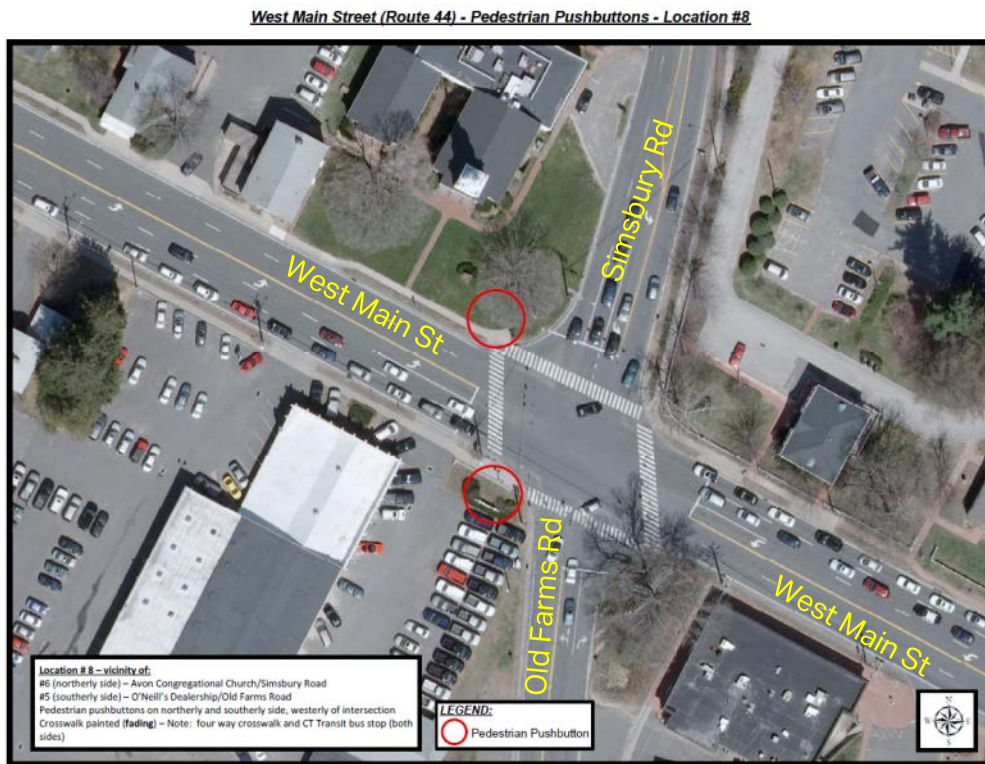


Figure 13. Location #8 – Intersection of West Main Street, Simsbury Road and Old Farms Road

East Main Street (Route 44) - Pedestrian Pushbuttons - Location #9



Figure 14. Location #9 – Intersection of West Main Street, Simsbury Road and Old Farms Road

Location #10 - Intersection of East Main Street (Route 44) and Towpath Lane: This is a four-way signalized intersection of East Main Street, Towpath Lane and a driveway on the north side that serves professional offices (Figure 15). Towpath Lane serves a large number of shops including Old Avon Village and People's Bank. There is a crosswalk on the west leg of East Main Street, which is connected to sidewalks on both sides. Sidewalks continue into the developments to the north and south, but do not continue east of this intersection. Pedestrian pushbuttons are provided at each end of the crosswalk. Each approach has two lanes except the south approach, which has one lane and a channelized right turn lane.



Figure 15. Location #10 – Intersection of East Main Street and Towpath Lane

Location #11 - Intersection of East Main Street (Route 44), Fairway Shops and River Park Driveways: This is a four-way signalized intersection of East Main Street, the Fairway Shops driveway on the north and River Park driveway on the south (Figure 16). This intersection has no painted crosswalks and no sidewalks. There are pedestrian pushbuttons on the north and south side of the west leg of East Main Street. There are CT Transit bus stops on both sides of the intersection. East Main Street has three approach lanes on both legs and the driveways have two approach lanes.



Figure 16. Location #11 – Intersection of East Main Street, and Fair Shops and River Park Driveway

Location #12 - Intersection of East Main Street, Avon Mountain Road (Route 44), Waterville Road and Nod Road: This is a four-way signalized intersection with a crosswalk on the east leg of Avon Mountain Road (Figure 17). Pedestrian pushbuttons are located at each end of the crosswalk. There are no other sidewalks along any of the roads. The crosswalk connects with sidewalks that provide access to the restaurant on the north and the Avon Old Farm Hotel on the south. Each leg has three approach lanes except for the eastbound approach of East Main Street which has four approach lanes.



Figure 17. Location #12 – Intersection of East Main Street, Waterville Road and Nod Road

Roadway geometrics for the study roadways are shown in Figure 18 and described in Table 3.

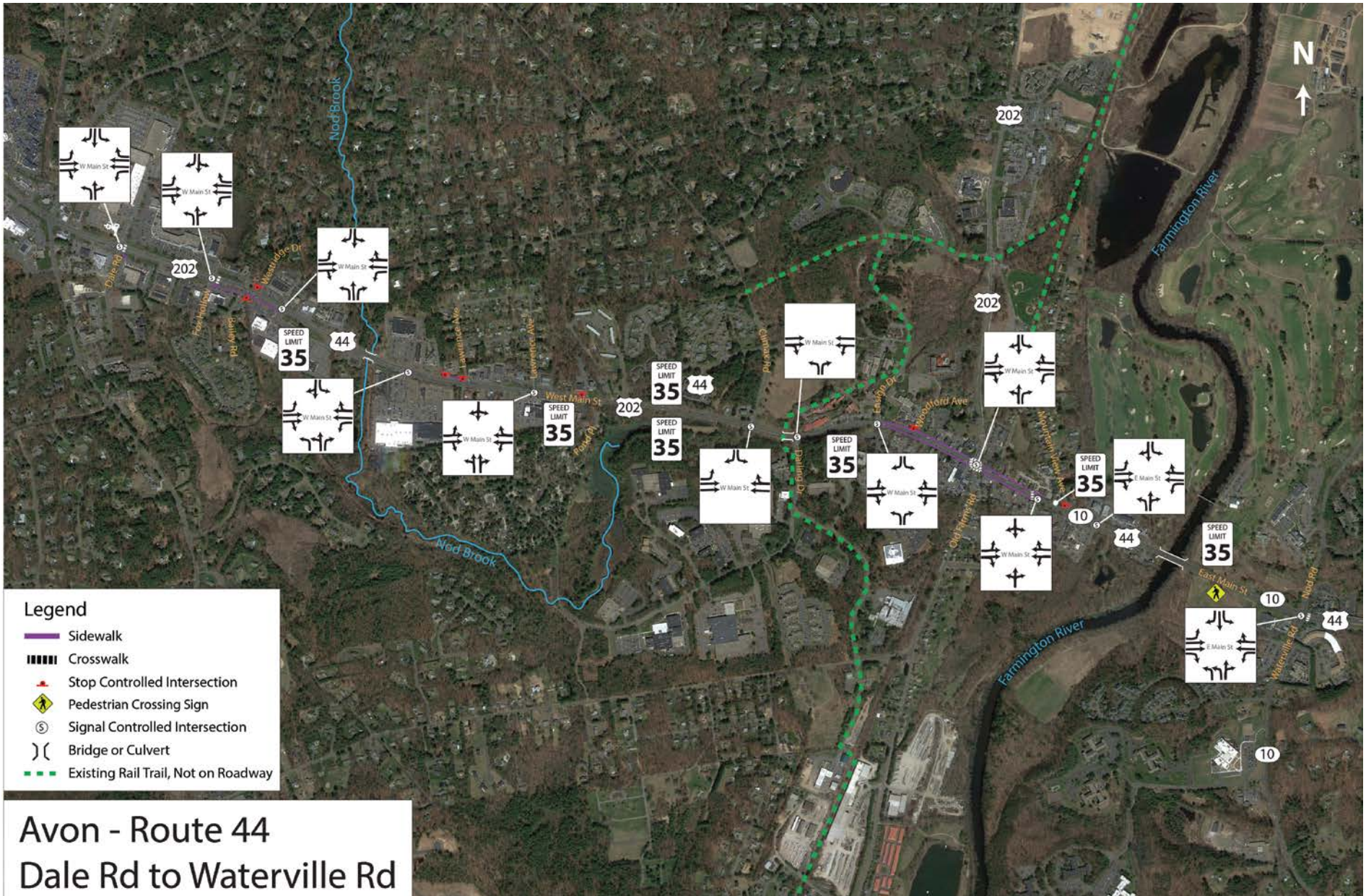


Figure 18. Route 44 Roadway Geometrics

Avon – Route 44 (Dale Road to Waterville Road)

Roadway Inventory

From	To	Distance	Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Dale Rd	Fox Hollow	1000 feet	2 lanes	EB	No	N/A	N/A	Asphalt	No	6"-1'	N/A	N/A
			2 lanes	WB	No	N/A	N/A	Asphalt	No	6"-1'	N/A	N/A
Fox Hollow	Fresh Market	700 feet	2 lanes	EB	Concrete	5'	Good	Asphalt	No	1'-2'	Yes	Yes
	plaza		2 lanes	WB	No	N/A	N/A	Asphalt	No	1'-2'	Yes	N/A
Fresh Market	Ensign Dr	1.25 miles	2 lanes	EB	No	N/A	N/A	Asphalt	No	1'-6'	N/A	N/A
	plaza		2 lanes	WB	No	N/A	N/A	Asphalt	No	1'-6'	N/A	N/A
Ensign Drive	Mountain View Ave	0.4 miles	2 lanes	EB	Concrete	5'	Fair	Granite	No	1'-2'	Yes	No
			2 lanes	WB	Concrete	5'	Good	Granite	No	1'-2'	Yes	Yes
Mountain View Ave	Waterville Rd	800 feet	2 lanes	EB	No	N/A	N/A	Asphalt	No	1'-6'	N/A	N/A
			2 lanes	WB	No	N/A	N/A	Asphalt	No	1'-6'	N/A	N/A

Table 3. Roadway Inventory

2.2 Prior Successful Efforts

There are a significant number of commercial businesses located along the Route 44 corridor and more are planned in the future. The Avon Village Center Master Plan was approved in 2015, and site plans will be developed for the first phase of development (1.2 million square feet). Several other projects are in the approval stage. Approximately 97 acres will be developed in the coming years, including 400+ residential units and over 500,000 square feet of non-residential use.

The Farmington Valley Greenway passes underneath Route 44. The Town would like to improve pedestrian, bicycle and transit access into the study corridor.

In 2013 the Town studied the 12 locations that are part of this Road Safety Audit. This included identifying where crosswalks and pedestrian pushbuttons were located.

A study was performed in 1998 that recommended a median along Route 44.

The Town has an access management program to encourage consolidation of driveways.

There is currently no formal pedestrian and bicycle plan, but the Town had an abbreviated bicycle plan conducted in 2012 as part of the Plan of Conservation and Development. The Town is working on a complete streets program.

2.3 Pre-Audit Meeting

The RSA was conducted on August 25, 2016. The Pre-Audit meeting was held at 8:30 AM in the Avon Town Offices Building 7 Conference Room located at 60 West Main Street in Avon.

The RSA Team was comprised of a representative from CTDOT, AECOM staff, and representatives from several Avon departments, including: Planning, Public Works, Police Department, and the Fire Department. 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 Avon presented relevant information for the audit, including:

- In 1998 Avon was part of the Route 44 study conducted by the Capital Region Council of Governments (CRCOG). Since then, significant development has occurred along the corridor and many of the recommendations are obsolete, but the town would like to re-examine the feasibility of a median along Route 44.
- In 2013 Avon examined 11 of the signalized intersections along Route 44 in response to CTDOT repaving and painting the roadway. The results showed that many of the intersections were lacking proper pedestrian amenities and markings.

- Most intersections do not have updated pedestrian signal heads. Buttons are provided at many locations.
- People walk in the area, even without sidewalks, and cross Route 44.
- West of the town center the sidewalk is disconnected.
- When CT Transit buses stop on Route 44 for riders to board/alight, they block traffic.
- People get dropped off by the CT Transit bus in front of O'Neill's auto dealership and walk west along Route 44, but the sidewalk ends at Ensign Drive. There is no place for people to walk when snow is piled along the side of the road. Police officers have had to give rides to pedestrians to get them off the road. There are no bus stop pads or shelters along Route 44.
- The Town has been getting developers to install sidewalks as they construct their projects. This results in construction of small sections of sidewalk or at least the preservation of right of way or easements.
- A new development is planned behind the municipal complex. The master plan has been approved and access points to the development will be via Route 44 and Route 10 at signalized intersections. The primary connection will be via the Route 44 and Climax Road intersection. This intersection will need to be redesigned to accommodate pedestrians and an increase in traffic.
- There is a bike trail tunnel under Route 44 just west of Darling Drive.
- The Town indicated that there have been three crashes involving bicyclists. The shoulder width on Route 44 is narrow for bicycle travel.
- The Town is interested in looking at striping narrower lanes on Route 44 to increase shoulder width. Need to check the CTDOT Vendor In-Place (VIP) schedule for repaving Route 44.
- It is not known if the signals along Route 44 are coordinated.
- The signal green time at the Wal-Mart/Big Y intersection for left turns into the shopping plaza appears too short. As a result, motorists are turning into the lot earlier (at an unsignalized intersection) and cutting through the parking lots.
- There are long delays for motorists on Climax Road turning onto Route 44.
- The signals along Route 44 were last updated 20 years ago.
- The Town has an access management program and is attempting to consolidate driveways along Route 44.
- There is no formal pedestrian and bicycle plan, but the Town had an abbreviated plan completed in 2012. The Town is working on a complete streets program to encourage walkability and bicycle and pedestrian access.
- The Town would like to coordinate with the Town of Simsbury for future sidewalk expansion.

3 RSA Assessment

3.1 Field Audit Observations

All study intersections described below are signalized.

Location #1 Intersection of West Main Street (Route 44) and Dale Road:

- The crosswalk on the east leg of the intersection has handicap ramps and detectable warning strips. This is the only crosswalk at this intersection (Figure 19). The ramp on the northeast corner is incorrectly angled at 45 degrees. The sidewalk on the northeast corner turns into a four foot wide stone dust path that connects to the development to the north, but that is not as well maintained. There is a five foot wide concrete sidewalk on the southeast corner that connects to the development to the south.
- The pedestrian crossing phase is concurrent.
- There are accessible pedestrian "Push for Green" buttons (Figure 20) to cross the east leg of the intersection. The pedestrian signals are vehicle signal heads.
- The Town indicated they held easements on the west side of the intersection.
- There are CT Transit stops on both sides of the intersection on Route 44. The bus stops do not have pull outs
- There are multiple closely-spaced driveways in close proximity to the intersection, leading to turning conflicts and driver confusion.
- The shoulders at this location are one-foot wide. In the northbound direction the right turn lane is



Figure 19. Intersection of Route 44 and Dale Road



Figure 20. Pedestrian pushbutton on the east leg of West Main Street

14 feet wide, the through lanes are 11 feet and the left turn lane is 10.5 feet wide.

Location #2 Intersection of West Main Street (Route 44), Fox Hollow and Avon Marketplace Driveway:

- The crosswalk on the east leg of the intersection has a handicap ramp and detectable warning strip on the south side. There is no ramp or sidewalk on the north side. There is a sidewalk on the south side of Route 44 east of Fox Hollow.
- There are pedestrian pushbuttons on the east leg of the intersection. The pushbutton on the southeast corner is located too far from the sidewalk to meet ADA requirements, the button is turned away from the sidewalk and the placard is missing. No pedestrian signals are provided (Figure 21).
- The Town would like to coordinate with the incoming restaurant on the northeast corner to provide a handicap ramp and sidewalk.
- There is a new five-foot wide concrete sidewalk on the south side of Route 44 between Fox Hollow and Nod Brook Mall (Figure 22). New ramps and detectable warning strips are provided at Bailey Road.
- The turning radius on the southeast side of the intersection is large, resulting in a long distance for pedestrians to cross. Vehicles also take the turn at high speeds due to the large radius.

Location #3 Intersection of West Main Street (Route 44), Nod Brook Mall and Westridge Shops:

- There are no crosswalks. There is a handicap ramp and detectable warning strip on the southwest corner (Figure 23). There are no ramps on any other corners.



Figure 21. Inadequate pedestrian pushbutton in the south east corner at Fox Hollow



Figure 22. New Sidewalk on Route 44 east of Fox Hollow



Figure 23. Handicap ramp on the southwest corner of Route 44/Nod Brook Mall

- There are accessible pedestrian “Push for Green” buttons. The pedestrian signals are vehicle signal heads.
- The south side of Route 44 appears to have fewer constraints for constructing a new sidewalk.

Location #4 Intersection of West Main Street (Route 44) and Wal-Mart Plaza and Town Fair Tire Driveways:

- There are no crosswalks or handicap ramps (Figure 24).
- There are accessible pedestrian “Push for Green” buttons to cross the east leg of the intersection. The pedestrian signals are vehicle signal heads.
- There are no sidewalks connecting the shopping plaza to the intersection.
- There are CT Transit bus stops on both sides of Route 44 east of the intersection.
- The signal time for the Route 44 westbound left-turn phase is not long enough clear the vehicle queue in one cycle. Only three vehicles were processed during the phase in the mid-morning (Figure 25).

Location #5 Intersection of West Main Street (Route 44), Lawrence Avenue (east) and Plaza 44 Driveway (Figure 26):

- There are no crosswalks or handicap ramps.
- There are pedestrian “Push for Green” buttons on the east leg of the intersection. No pedestrian signals are provided.
- There is residential neighborhood access form Lawrence Avenue.



Figure 24. Intersection of West Main Street and Wal-Mart Plaza



Figure 25. Traffic queuing to take a left turn into Wal-Mart Plaza



Figure 26. Intersection of West Main Street and Plaza 44

- A future sidewalk on Route 44 would have to transition to the north side in this area due to wetlands on the south side.
- There is a wide grass buffer strip between the edge of the roadway and buildings. It may be possible to install a multi-use trail here.

Location #6 Intersection of West Main Street (Route 44) and Darling Drive:

- There are no crosswalks or handicap ramps.
- There are pedestrian pushbuttons on the east leg of the intersection. The button on the north side is behind the guide rail. There is an auxiliary signal head on the north side (facing south) that may be mounted to improve visibility for pedestrians. No other pedestrian signals are provided.
- The site distance on Route 44 in both directions approaching Darling Drive is restricted due to horizontal and vertical curves.
- A multi-use trail runs along the west side of Darling Drive and travels beneath Route 44 (Figure 27). It is nine feet wide and paved with asphalt.
- Mowing the grass on the south side of Route 44 east of Darling Drive would improve walking conditions in the short term (Figure 28).
- If a new sidewalk is constructed on the north side of Route 44, then a crosswalk should be considered at Climax Road.

Location #7 Intersection of West Main Street (Route 44) and Ensign Drive:

- There are no crosswalks. One handicap ramp with a detectable warning strip is located on the northeast corner, incorrectly oriented at 45 degrees.



Figure 27. Multi-use path looking north under Route 44 west of Darling Drive



Figure 28. Long grass on the south side of Route 44 east of Darling Drive



Figure 29. Stepped sidewalk on the southeast corner of Route 44/Ensign Drive

- There is a non-ADA compliant stepped sidewalk end on southeast corner (Figure 29)
- Sidewalk continues to the east on both sides of Route 44 east of Ensign Drive. The sidewalk on the south side is four feet wide and then transitions to five feet.
- There is overgrown vegetation on sidewalk on south side (Figure 30).
- There are pedestrian pushbuttons on the east leg of the intersection, but no pedestrian signals.

Locations #8 and #9 Intersection of West Main Street (Route 44) and Simsbury Road (US 202 and SR 10) and Old Farms Road:

- Crosswalks, handicap ramps, pedestrian buttons and signals are provided on each intersection leg and corner. Some ramps lack tactile warning strips (Figure 32). Pedestrian signals are not ADA compliant and lack countdown heads.
- The crosswalks are long on all four intersection legs due to multiple lanes and skewed angles (Figure 31).
- There are sidewalks on both sides of Route 44 and Simsbury Road. There are no sidewalks on Old Farms Road. Sidewalk on south side of Route 44 heading east becomes brick surface.
- The pedestrian phase is exclusive (all red phase).
- The walk signal on the southeast corner facing west is not functioning.
- Tree branches on the southeast corner obscure the visibility of the pedestrian signal head.



Figure 30. Overgrown vegetation on sidewalk on south side of Rt. 44 east of Ensign Drive



Figure 31. Crosswalk on Rt. 44 west of



Figure 32. Lack of detectable warning strips

Locations #10 Intersection of East Main Street (Route 44) and Old Avon Village and Towpath Lane:

- Brick sidewalks are on both sides of Route 44 west of Towpath Lane. There is broken bituminous sidewalk on the south side of Main Street, in front of #1-45 Avon Village East (Figure 33).
- There are no handicapped ramps at Old Avon Village driveway (unsignalized) or Towpath Lane (signalized) on south side of Route 44 (Figure 34).
- There is an angled crosswalk on the west leg of the intersection that causes a long crossing distance. A concrete handicap ramp and detectable warning strip is provided on the north side and a brick ramp with no detectable warning strip is on the south side (Figure 35).
- Pedestrian buttons and signal heads are provided on both ends of the crosswalk. They are not countdown or audible devices.
- The pedestrian signal runs on an exclusive (all red) phase. The measured time to walk across Main Street did not appear adequate.
- The sidewalk from the west ends at this intersection.



Figure 33. Broken sidewalk at Avon Village East



Figure 34. Missing Ramps at Old Avon Village

Locations #11 Intersection of East Main Street (Route 44) and 51 East Driveway and Fairway Shops:

- CT Transit bus stops are located on the Route 44 eastbound and westbound approaches to the intersection.
- There are no sidewalks or crosswalks (Figure 36).
- There are pedestrian pushbuttons on the west leg of the intersection. No pedestrian signals are



Figure 35. Angled cross on East Main Street west of Towpath Lane with no detectable warning strip on south side

provided. The measured time to walk across Main Street did not appear adequate.

- Traffic was noted traveling at high speed on Route 44.

Locations #12 Intersection of East Main Street (Route 44) and Nod Road and Waterville Road:

- There is a crosswalk on only the east leg of Route 44. Sidewalks are only provided as connections to the North House on the northeast corner and Avon Old Farms Hotel on the southeast corner (Figure 36).
- Pedestrian buttons and vehicle signals are provided on both ends of the crosswalk.
- The pedestrian signal time for crossing was measured to be 30 seconds green time and 3 seconds of yellow time, which appeared adequate.
- The handicap ramps are not ADA compliant. There are no detectable warning strips. The ramp on the north side is narrow and on the south side is steep.
- Traffic was noted traveling at high speed on Route 44.



Figure 36. Intersection of Route 44 and Fairway Shops



Figure 37. Crosswalk between Avon Old Farms Hotel (near side) and North House (far side) across Rt. 44 east of Old Farms Road

Non-Signalized Intersections on Route 44:

- Between Fox Hollow and Bailey Road there are several tree canopies that block the sidewalk (Figure 38).
- At Bailey Road there are ramps and detectable tactile warning strips, but no crosswalks (Figure 39). The stop bar is faded and in front of the crosswalk.

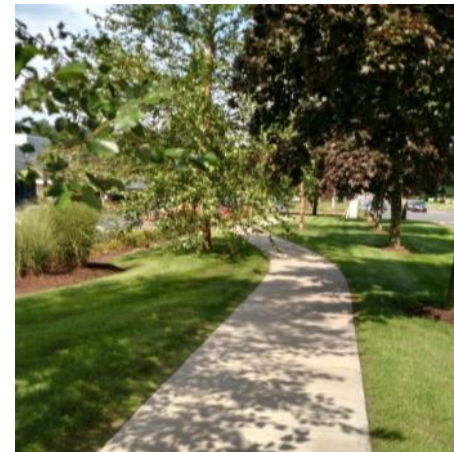


Figure 38. Vegetation blocking the sidewalk

- There is a brook crossing 400 feet west of the Plaza 44 intersection that would require a pedestrian bridge to cross if a sidewalk was installed.
- In all locations where there is a sidewalk there is a snow shelf.
- In most locations where there is a sidewalk and driveway crossing the sidewalk either extends through the driveway or there are ramps with detectable warning strips.



Figure 39. Bailey Road crossing

3.2 Post-Audit Workshop - Key Issues

1. There are many commercial and retail businesses along Route 44, with more planned development in the future. Sidewalks are provided in some sections along Route 44, but are inconsistent. The Town would like to provide new sidewalks to improve connectivity between the commercial and other land uses along Route 44. The Town will continue to work with developers and businesses along the corridor to preserve right of way for future sidewalks.
2. Pedestrian crossing facilities are not adequate at most of the study intersections along the Route 44 corridor. At most of the signalized intersections, pedestrian pushbuttons are provided so that pedestrians cross Route 44 concurrently with traffic. Most intersections provide pedestrian indications only through vehicular signals. New countdown pedestrian signals and accessible pedestrian systems (APS) should be provided at study intersections.
3. Crosswalks are not provided at most side streets along Route 44. In addition, many intersections do not provide adequate handicap ramps and detectable warning devices (strips) for the sight impaired. Crosswalks should be provided in these locations.
4. The traffic signals at some locations along Route 44 do not appear to be adequate to process traffic demand (e.g. Wal-Mart Plaza driveway). The Town would like to request that CTDOT perform a traffic signal evaluation to optimize signal operations and the potential for signal coordination.

5. Three crashes involving bicyclists have occurred over the last few years. The shoulders on Route 44 are narrow and generally do not provide a three-foot minimum width for accommodating bicycle travel. The Town would like to evaluate increasing the shoulder width and narrowing travel lanes on sections of Route 44 to improve bicycle accommodations. The town should coordinate with CTDOT to evaluate the narrowing the travel lanes to 11 feet the entire length of the corridor.
6. There are several CT Transit bus stops located along Route 44 in the study area. There are no pads or shelters provided. Pedestrians often are dropped off and walk on the side of the road where no sidewalks are provided. When there is snow on Route 44 there is nowhere for pedestrians to walk.
7. There is significant right-of-way along the corridor. Many of the buildings are set back from the roadway and have wide grass buffers trips. There is sufficient room for wide sidewalks with grass buffer strips.

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. The town will request that CTDOT perform an evaluation of signals in the Route 44 corridor to optimize operations. Specific locations of concern along Route 44 include Climax Road; Wal-Mart Plaza and Town Fair Tire driveways.
2. The town will coordinate with CTDOT to identify when Route 44 is scheduled to be repaved under the Vendor in Place (VIP) program. CTDOT will be asked to consider narrower travel lanes and increased shoulder width.
3. The town will contact CT Transit to request a map of bus stops and discuss potential for providing pads and shelters at bus stop locations.
4. The town will coordinate with Avon Marketplace to upgrade stone dust path on the northeast corner of Route 44/Dale Road to concrete sidewalk when an application for a new store is filed with the Town.
5. The town is to coordinate with restaurant on northeast corner of Route 44/Fox Hollow (in Avon Marketplace) to add a handicap ramp and sidewalk on the northeast corner.
6. The town is to request that the CTDOT pedestrian pushbutton on the southeast corner at Route 44/Fox Hollow is relocated to be closer to the sidewalk in compliance with ADA requirements.
7. The town is to request that CTDOT evaluate the intersection of West Main Street/Wal-Mart Plaza for crosswalks.
8. The town is to request that CTDOT mow the grass on the south side of Route 44 east of Darling Drive to provide areas for pedestrians to walk in the near term.
9. The town will trim vegetation on the south sidewalk east of Ensign Drive.
10. The town is to request CTDOT repair the broken pedestrian walk signal on the southeast corner facing West Main Street/Old Farms Road.
11. The town will trim tree branches blocking the pedestrian signal on the southeast corner of West Main Street/Old Farms Road.
12. The town is to request that CTDOT evaluate the pedestrian signal crossing time at East Main Street/Old Avon Village Towpath lane and East Main Street/51 East Driveway/Fairway Shops.
13. The town will coordinate with CTDOT to install missing detectable warning strips at handicap ramps at intersections as needed throughout the Route 44 corridor.
14. The Town is to continue the access management program along Route 44 to better manage and consolidate driveways and coordinate with land owners.
15. The town will paint a crosswalk at Bailey Road and relocate the stop bar behind the crosswalk.

Figure 40 depicts these recommendations.

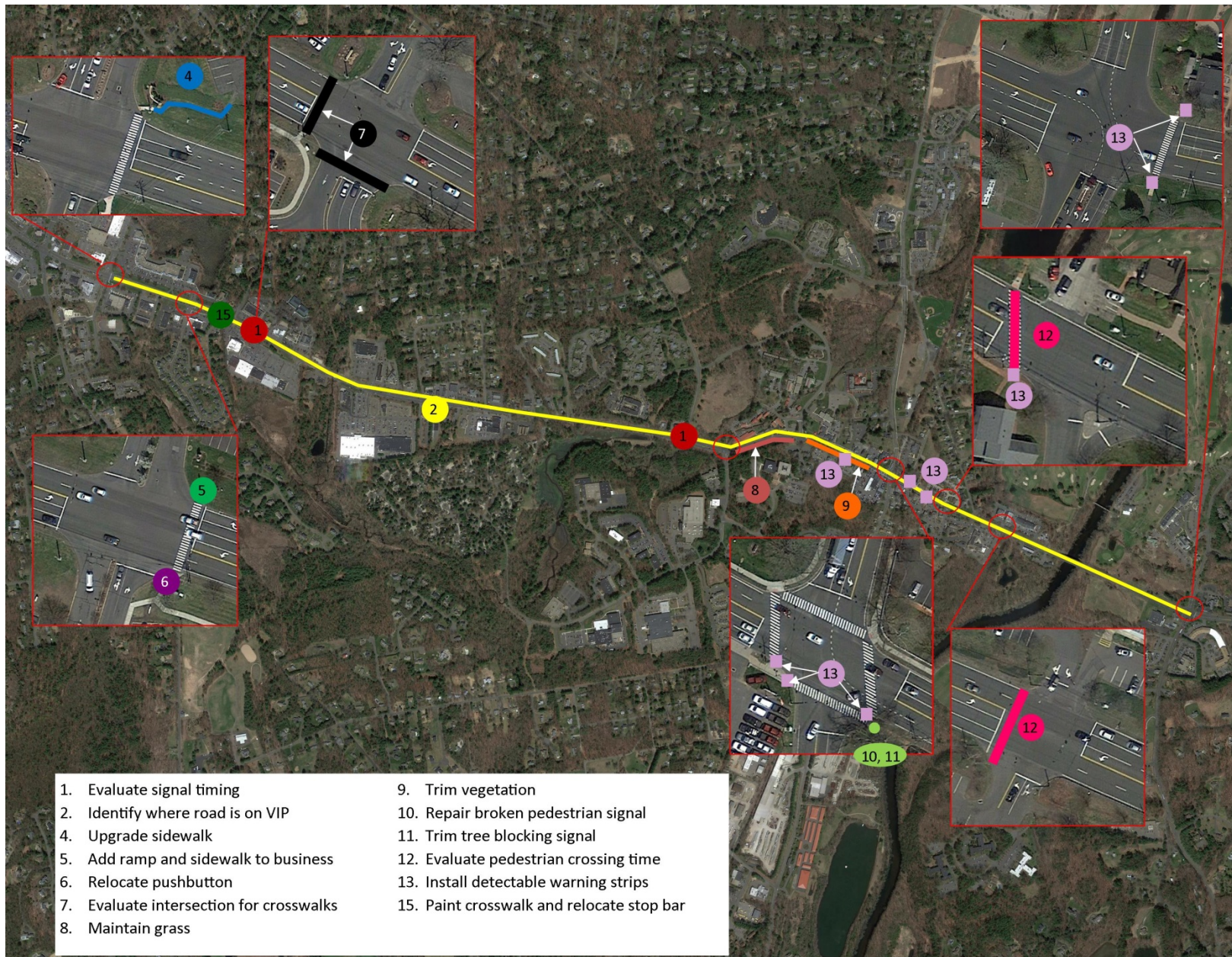


Figure 40. Short-term Recommendations

4.2 Medium Term

1. The Town is to develop a pedestrian and bicycle plan and Complete Streets Policy.
2. The Town should coordinate with CTDOT evaluate all signalized intersections along Route 44 for upgrading pedestrian signal equipment.
 - a. Install handicap ramps where missing;
 - b. Upgrade ramps that do not meet ADA requirements;
 - c. Provide crosswalks at side streets and across Route 44 at pedestrian signals where missing.
3. Evaluate the southeast corner of the West Main Street/Fox Hollow intersection for consideration of a curb radius reduction to reduce future crosswalk distance.
4. Coordinate with businesses at Nod Brook Mall and Westridge Shops to provide a sidewalk and handicap ramps in the future.
5. The town is to coordinate with business at #1-45 Avon Village East Main to repair broken bituminous sidewalk on the south side of Main Street.
6. The Town should coordinate with CTDOT to evaluate if crosswalks at Route 44/Simsbury Road/Old Farms Drive and Towpath lane can be realigned to reduce crossing distance.
7. The town is to evaluate options for providing a new sidewalk to meet the existing walk on Ensign Drive on Route 44:
 - a. east of Nod Brook Mall driveway (south side);
 - b. east of Lawrence Avenue signalized intersection (north side);
 - c. east of Darling Drive (south side).

Figure 41 depicts these recommendations.

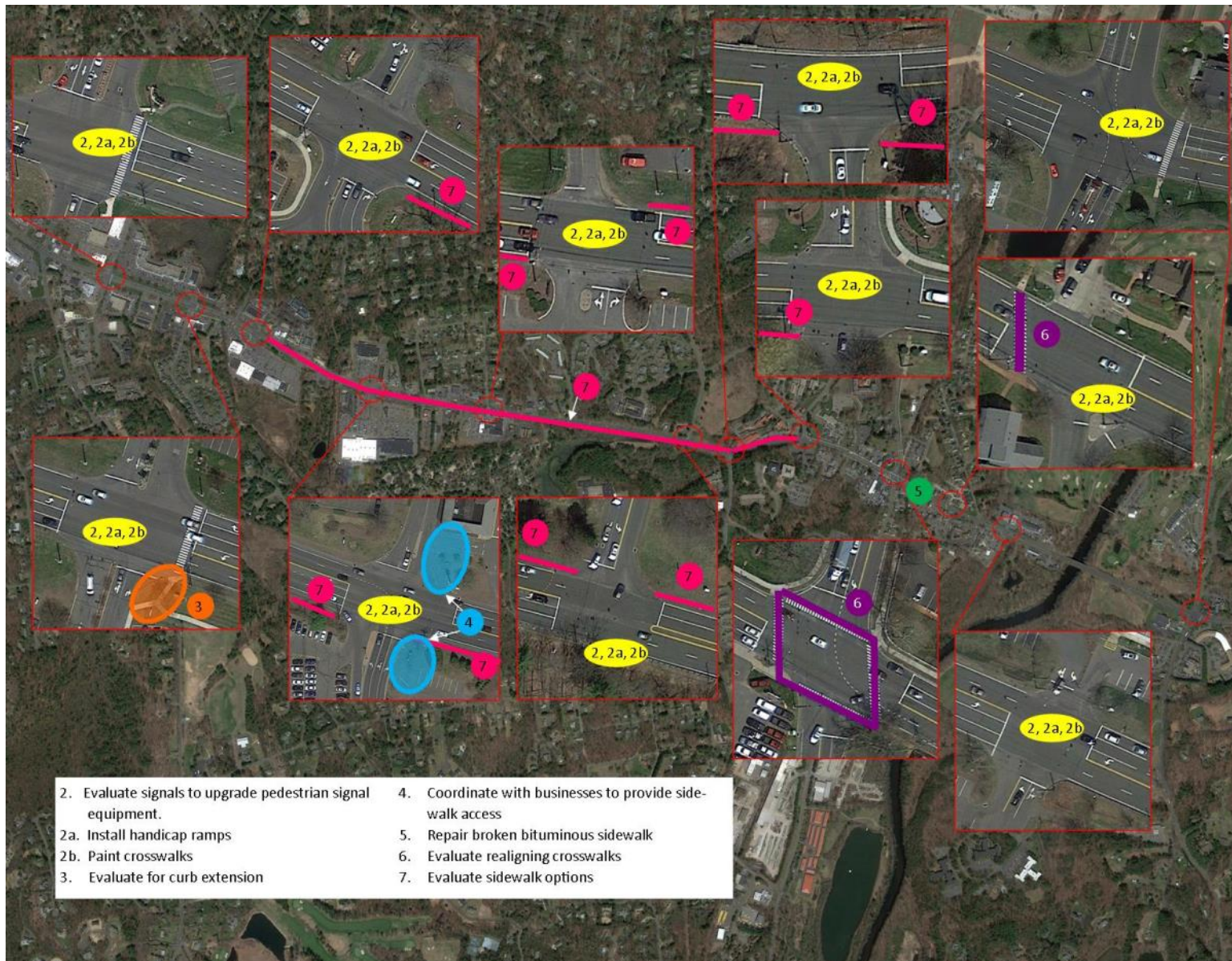


Figure 41. Medium-term Recommendations

4.3 Long Term

1. The town is to construct new sidewalks along Route 44 within the center study area.
2. Evaluate the need for a new crosswalk on Climax Road in conjunction with new sidewalk on Route 44.
3. Relocate the crosswalk to the west side across Route 44 at the Lawrence Avenue signalized intersection.
4. With the installation of a sidewalk at Darling Road on the south side remove the pedestrian pushbuttons to cross Route 44.
5. Provide a sidewalk connection to the multi-use trail at Darling Drive.

Figure 42 depicts these recommendations.

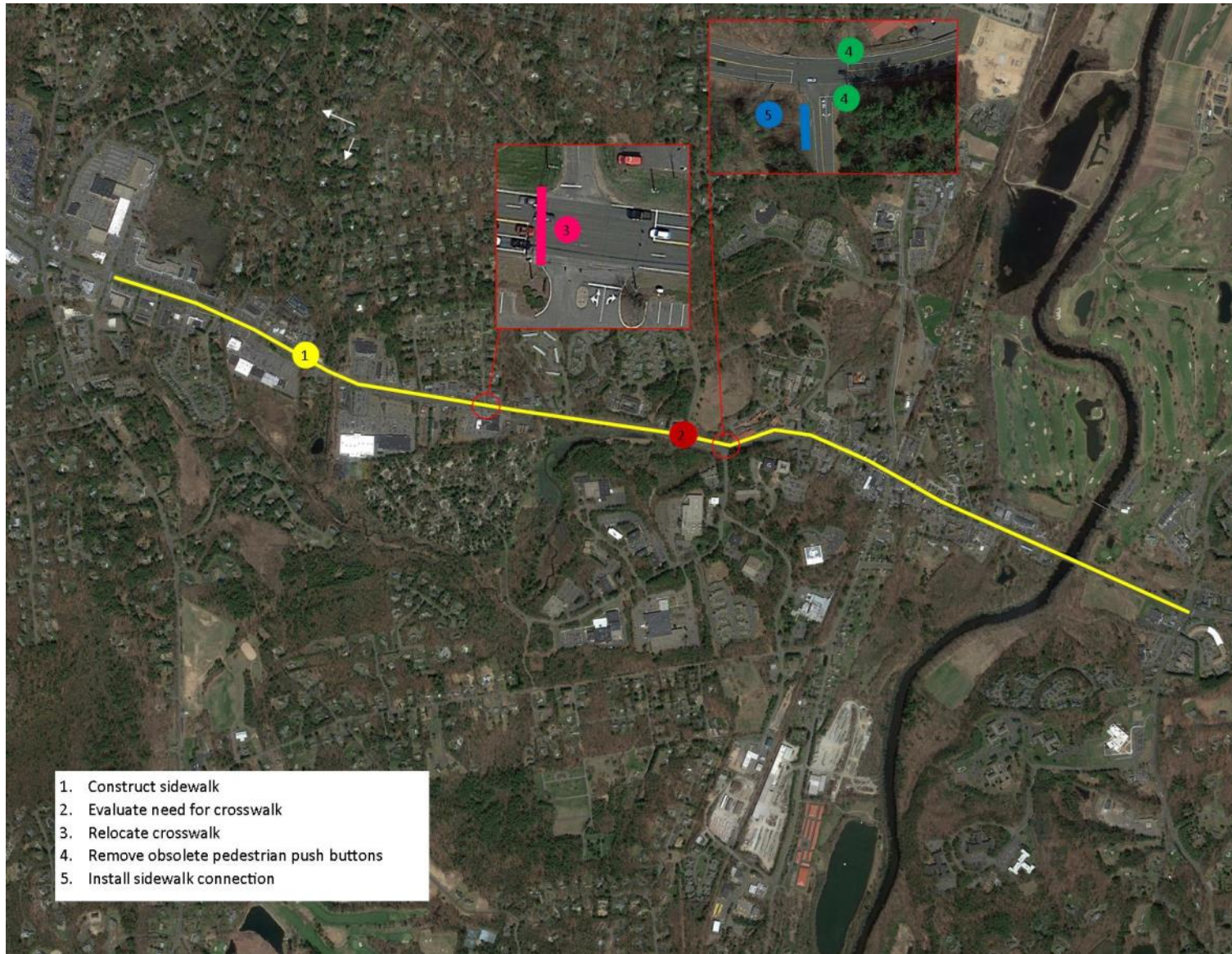


Figure 42. Long-term Recommendations

4.4 Summary

This report outlines the observations, discussions, and recommendations developed during the RSA. It documents the successful completion of the Town of Avon RSA and provides Avon with an outlined strategy to improve the transportation network along Route 44 for all road users, particularly focusing on safety. Moving forward, Avon 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 Route 44.



COMMUNITY
connectivity program

Appendix A



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	<input type="text"/>
Title	<input type="text"/>
Email Address	<input type="text"/>
Telephone Number	<input type="text"/>

2. Location information

Address	<input type="text"/>
Description	<input type="text"/>
City / Town	<input type="text"/>

3. Roadway type
(Please select all that apply)

State road

Local road

Private Road

Other (please specify)

4. Zoning
(Please select all that apply)

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)

N/A (not applicable)

Other (please specify)

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

Yes

No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

Public, Parochial, Private Schools (more than 1 school within a ½ mile)

University / Community Colleges

N/A (not applicable)

Other (please specify)

9. Transit facilities

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

10. Safety Concerns
(Please select all that apply)

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

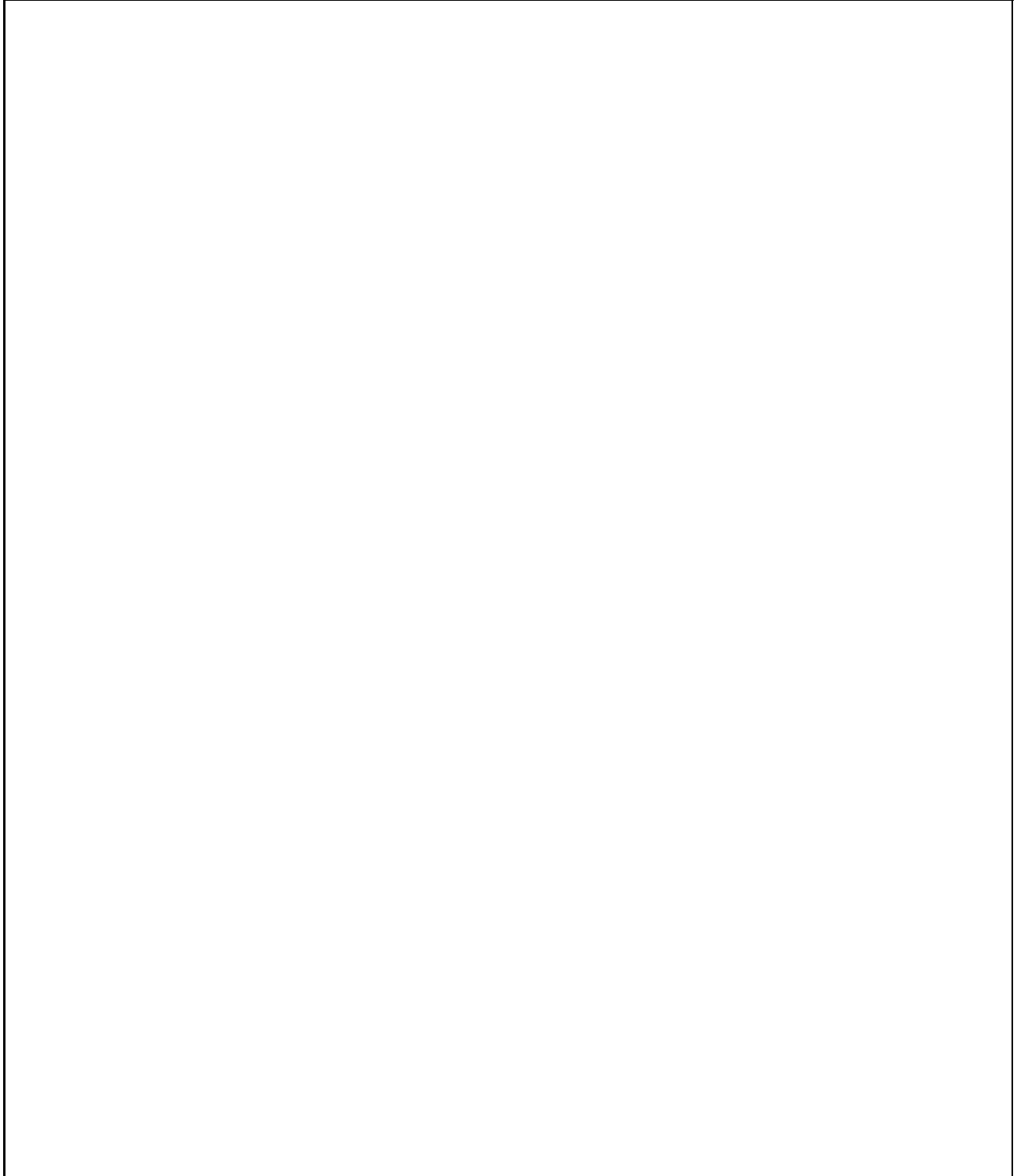
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

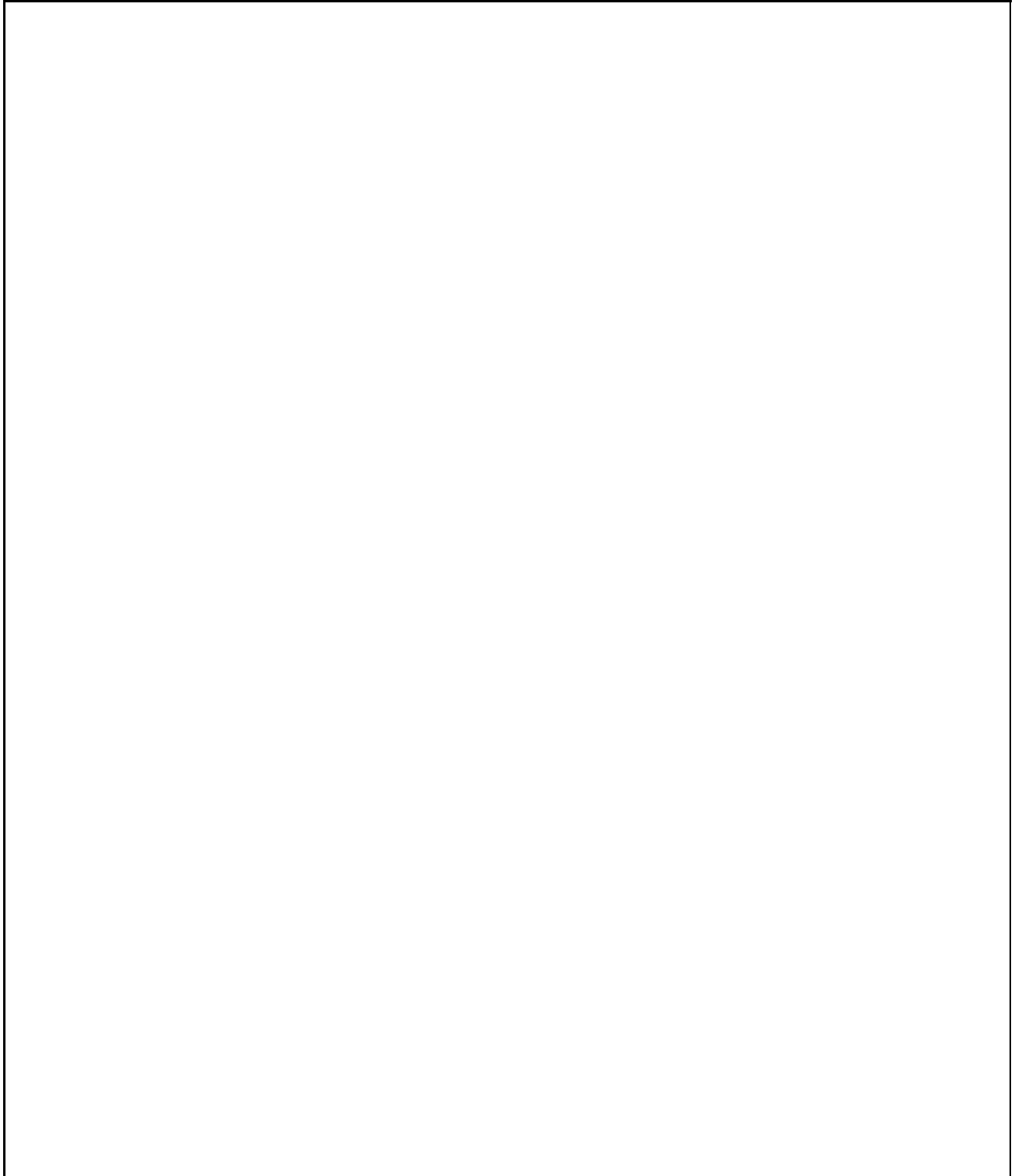
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

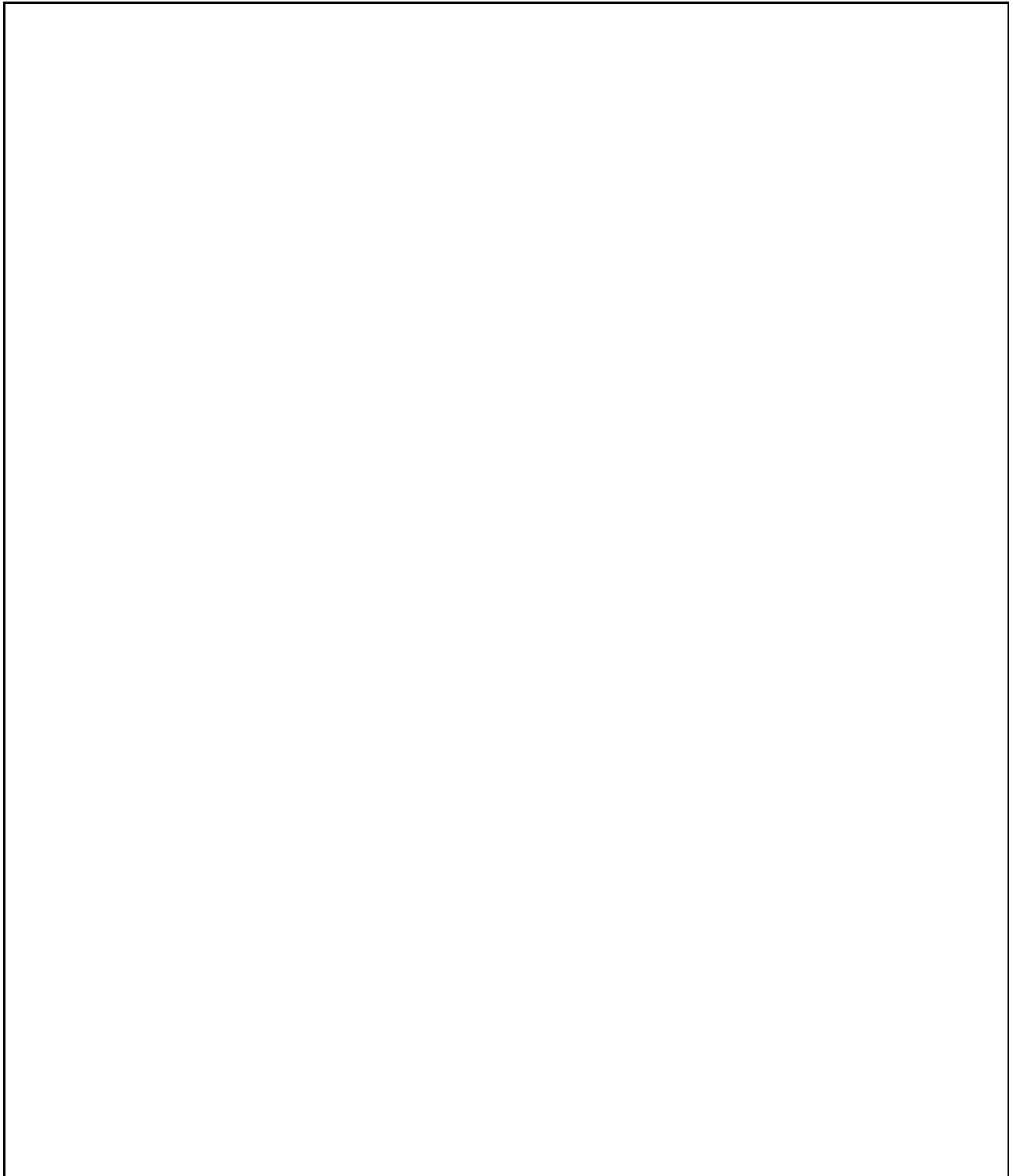
A large, empty rectangular box with a thin black border, intended for the user to describe and list any past, current, or future transportation or economic development projects near the location. The box is currently blank.

12. Environmental Concerns:

If Yes please describe and list.

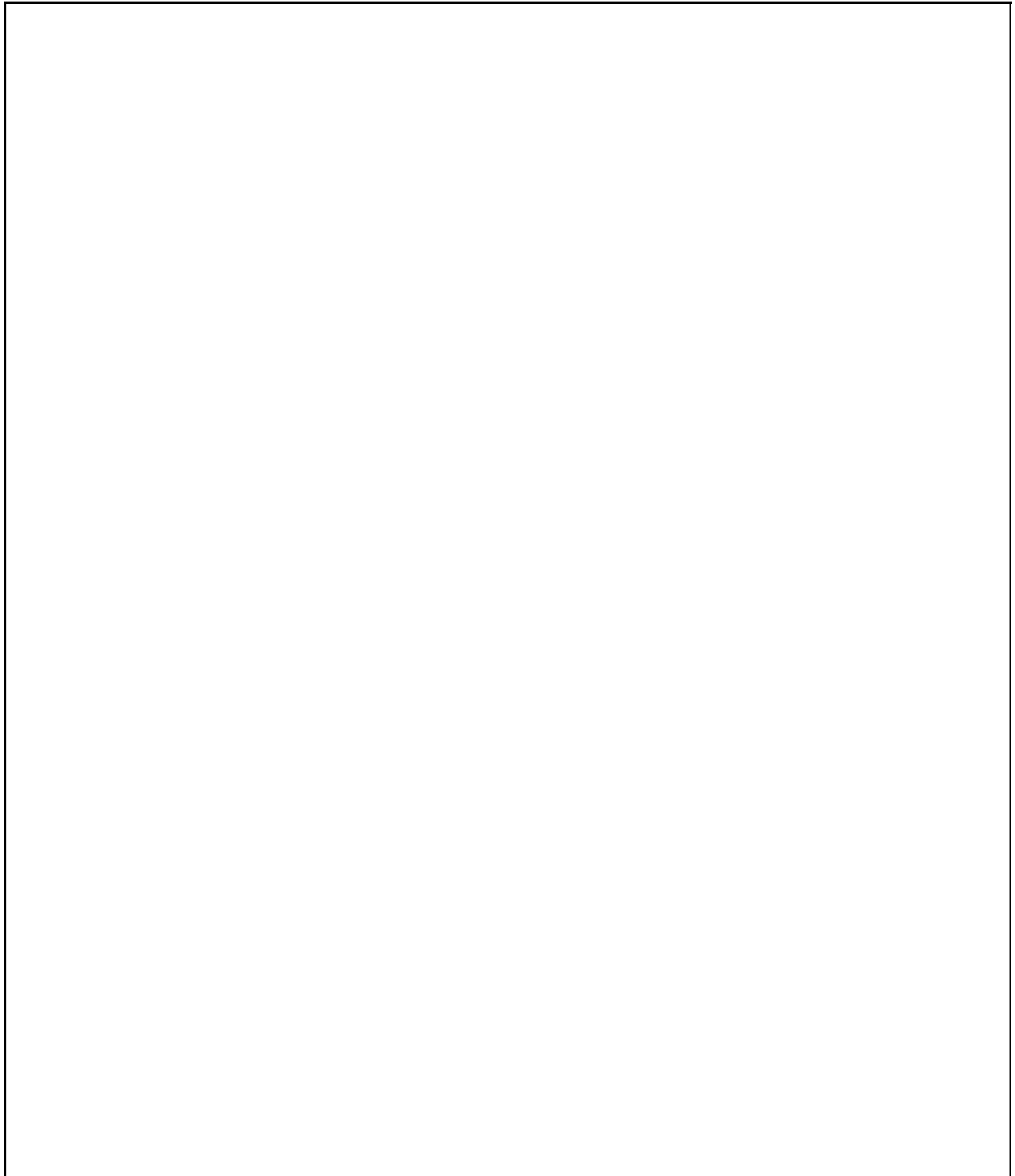
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

A large, empty rectangular box with a thin black border, intended for the user to provide an explanation for why a location should be considered for an RSA. The box occupies most of the page's vertical space below the question.

14. Are there plans to expand the area?

(Transportation Oriented Development, Economic Development, housing, etc...)



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

A large, empty rectangular box with a thin black border, intended for the user to provide any other pertinent information unique to the location.

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)



COMMUNITY
connectivity program

Appendix B



AECOM
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Road Safety Audit

Town: Avon
RSA Location: Route 44 Dale Rd to Waterville Rd
Meeting Location: Avon Town offices Building 7 Conf Room
(Conf room is located in lower level of Building 7)
Address: 60 West Main Street, Avon, CT
Date: 8/25/2016
Time: 8:30 AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Krystal Oldread	AECOM
Hiram Peck	AVON
John McCahill	AVON
Jaime DiPace	AVON
Larry Baril	AVON
Ryan Cuscovitch	AVON
Anna Bergeron	CTDOT
Jeff Maxtutis	AECOM



COMMUNITY
connectivity program

Appendix C



AECOM
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Road Safety Audit – Avon

Meeting Location: Avon Town offices Building 7 Conf Room
(Conf room is located in lower level of Building 7)
Address: 60 West Main Street, Avon, CT
Date: 8/25/2016
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
<p>Pedestrian Crossings</p> <ul style="list-style-type: none">• Sufficient time to cross (signal)• Signage• Pavement Markings• Detectable warning devices (signal)• Adequate sight distance• Wheelchair accessible ramps<ul style="list-style-type: none">○ Grades○ Orientation○ Tactile Warning Strips• Pedestrian refuge at islands• Other	
<p>Pedestrian Facilities</p> <ul style="list-style-type: none">• Sidewalk<ul style="list-style-type: none">○ Width○ Grade○ Materials/Condition○ Drainage○ Buffer• Pedestrian lighting• Pedestrian amenities (benches, trash receptacles)• Other	



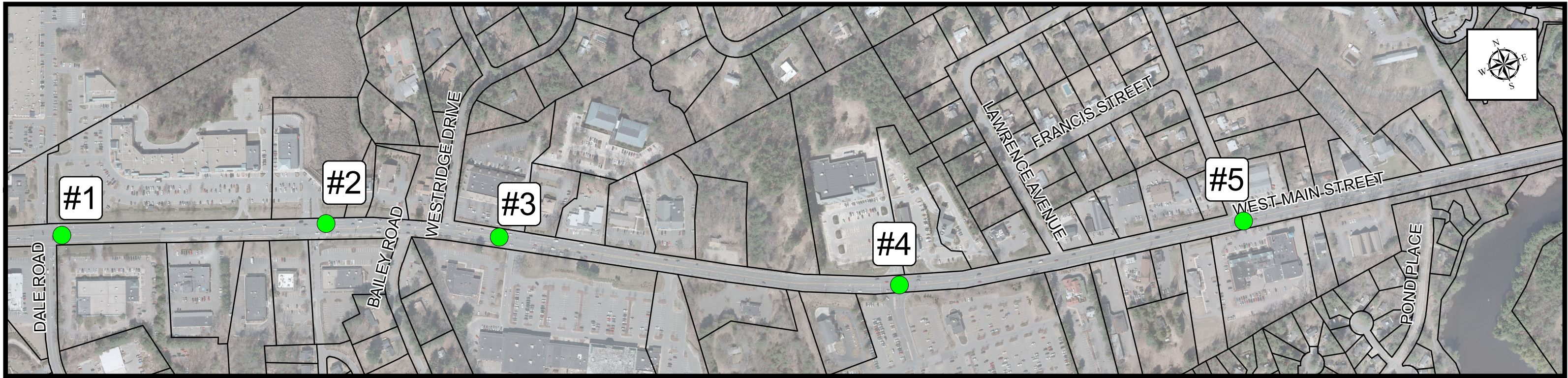
Bicycles <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume• Heavy vehicles• Pavement condition• Other	
--	--

Roadway & Vehicles	
<ul style="list-style-type: none">• Speed-related issues<ul style="list-style-type: none">○ Alignment;○ Driver compliance with speed limits○ Sight distance adequacy○ Safe passing opportunities	
<ul style="list-style-type: none">• Geometry<ul style="list-style-type: none">○ Road width (lanes, shoulders, medians);○ Access points;○ Drainage○ Tapers and lane shifts○ Roadside clear zone /slopes○ Guide rails / protection systems	

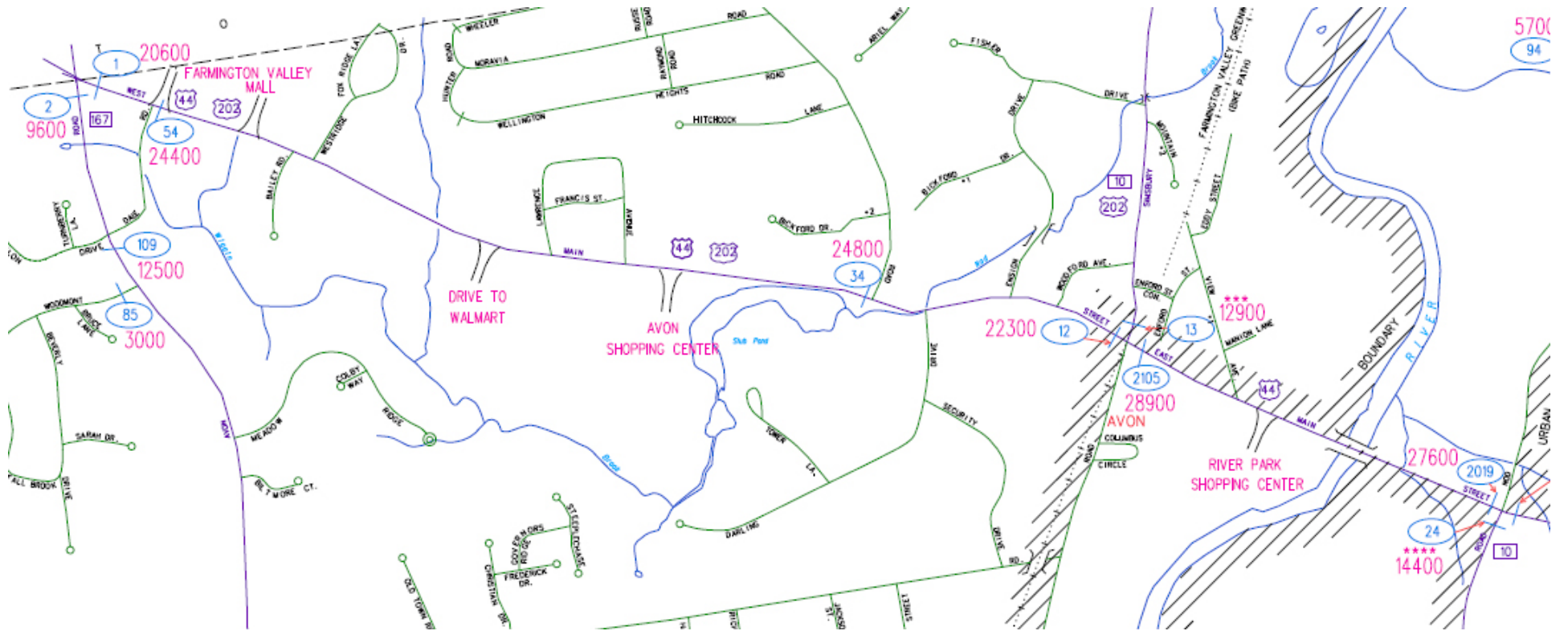
<ul style="list-style-type: none">• Intersections<ul style="list-style-type: none">○ Geometrics○ Sight Distance○ Traffic control devices○ Safe storage for turning vehicles○ Capacity Issues	
--	--



<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use of signing• Clear Message• Good placement for visibility• Adequate retroreflectivity• Proper support	
<ul style="list-style-type: none">• Signals<ul style="list-style-type: none">○ Proper visibility○ Proper operation○ Efficient operation○ Safe placement of equipment○ Proper sight distance○ Adequate capacity	
<ul style="list-style-type: none">• Pavement Markings<ul style="list-style-type: none">○ Correct and consistent with MUTCD○ Adequate visibility○ Condition○ Edgelines provided	
<ul style="list-style-type: none">• Miscellaneous<ul style="list-style-type: none">○ Weather conditions impact on design features.○ Snow storage	



Town Of Avon
 Community Connectivity Grant
 Location Map Showing:
 West Main Street, East Main Street & Avon Mountain Road
 Existing Pedestrian Pushbuttons
 August 2016



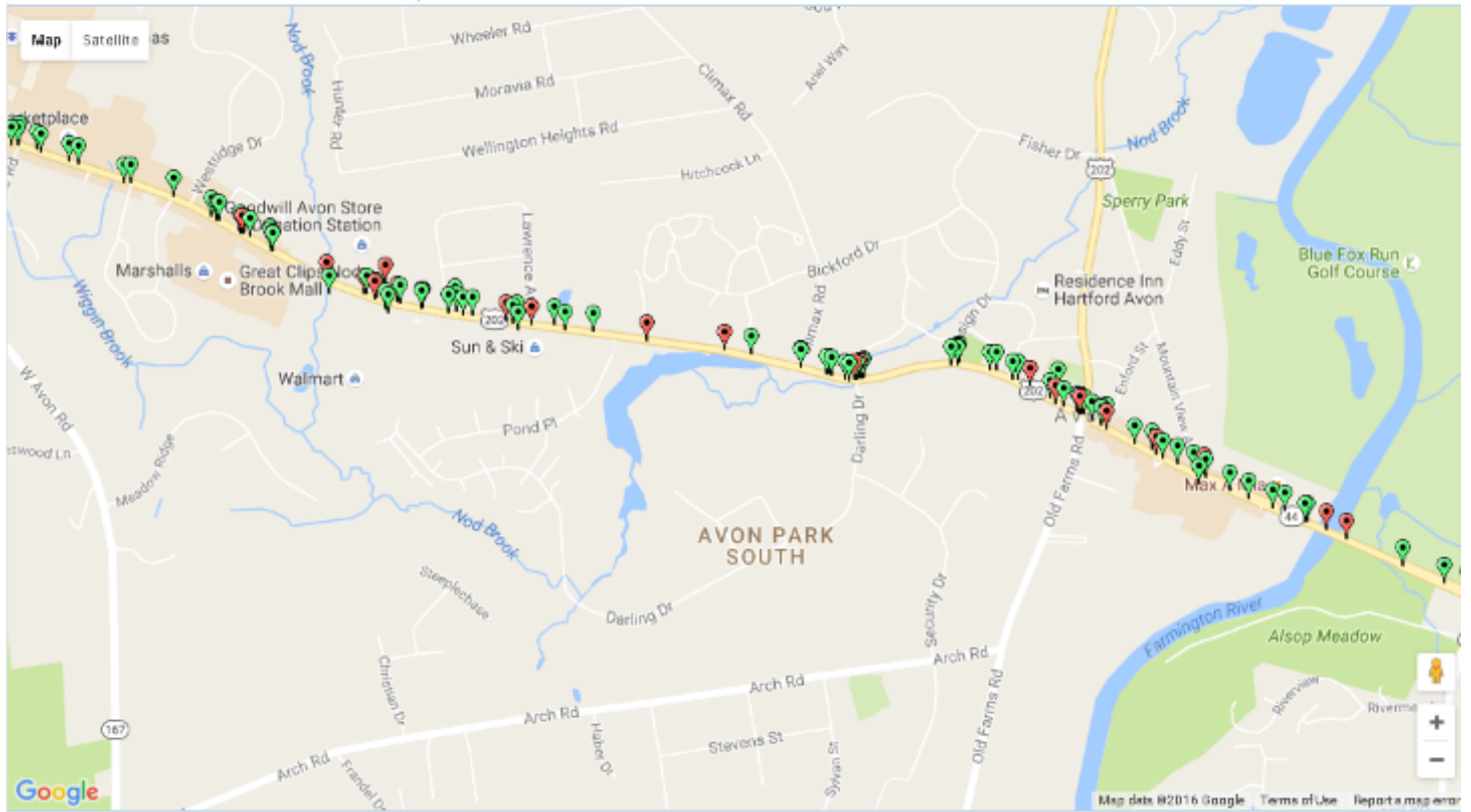
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmuoc
Towns: Avon
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



Map data ©2016 Google Terms of Use Report a map error

Markers Heatmap Select & Query

Query Selection

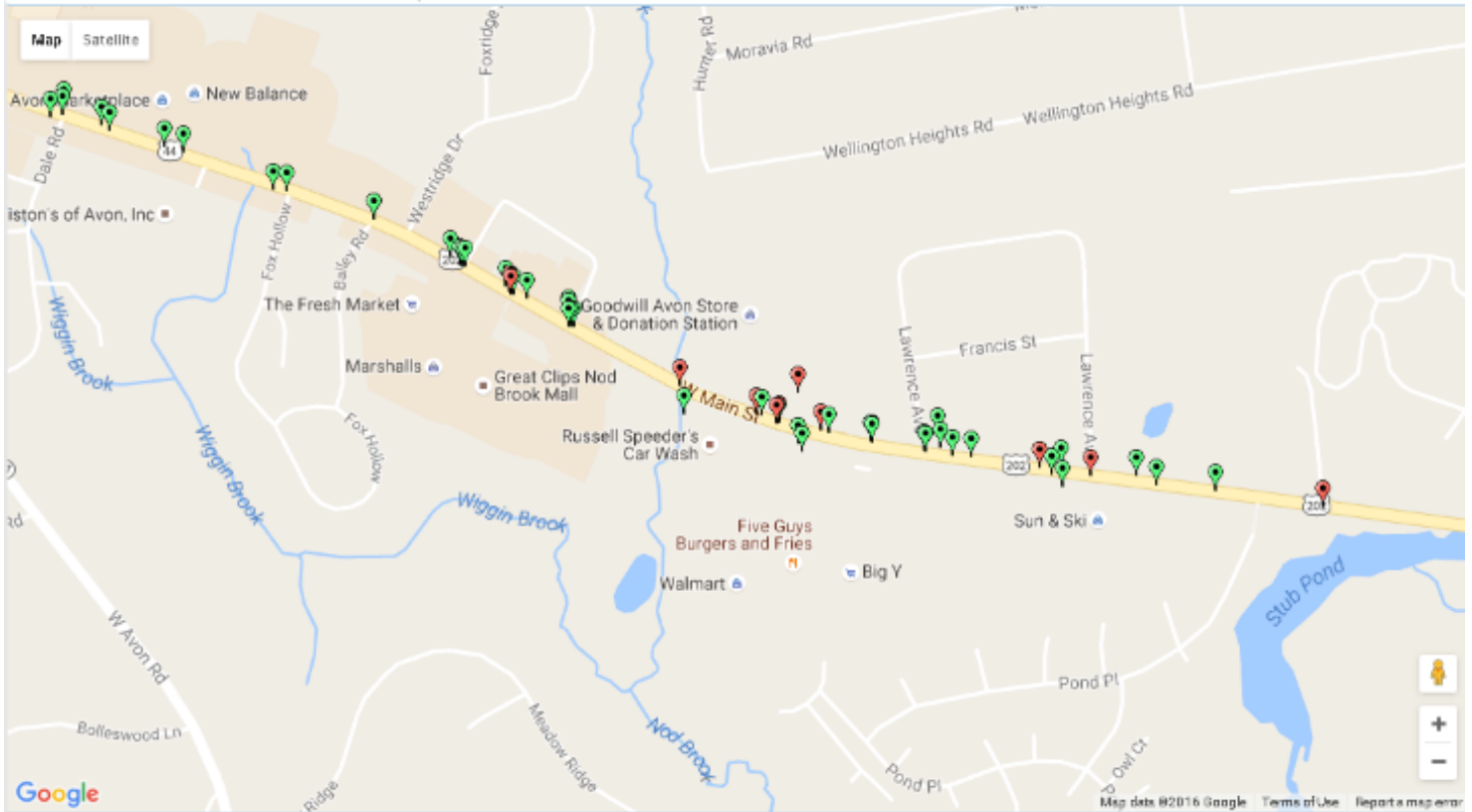
Injury of any type (Serious, Minor, Possible) Fatal (Kill)
 Property Damage Only

Select All
Deselect All

This web site is exempt from discovery or admission under 23 U.S.C. 409.

Search Criteria:

Dataset: mnucc
Towns: Avon
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



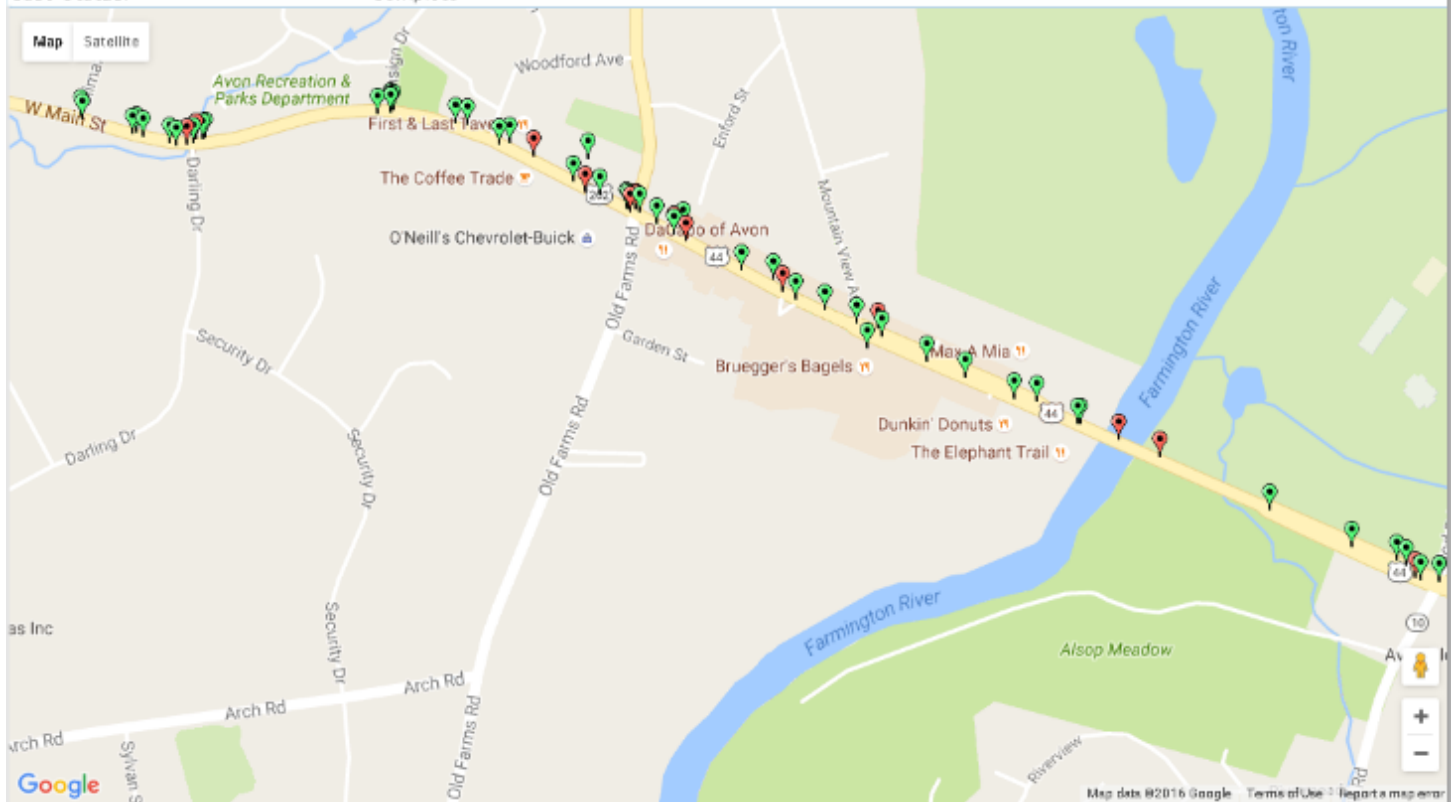
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Injury of any type (Serious, Minor, Possible) Fatal (Kill)
 Property Damage Only

Select All Deselect All

Search Criteria:

Dataset: mmuoc
Towns: Avon
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



Map data ©2016 Google Terms of Use Report a map error

Markers Heatmap Select & Query

Injury of any type (Serious, Minor, Possible) Fatal (Kill)

Property Damage Only

Query Selection



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.

Severity Type	Number of Crashes	
Property Damage Only	195	79%
Injury (No fatality)	53	21%
Fatality	0	0%
Total	248	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	1	0%
Sideswipe-Same Direction	27	11%
Rear-end	155	63%
Turning-Intersecting Paths	19	8%
Turning-Opposite Direction	15	6%
Fixed Object	6	2%
Backing	4	2%
Angle	7	3%
Turning-Same Direction	7	3%
Moving Object	2	1%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	1	0%
Sideswipe-Opposite Direction	4	2%
Miscellaneous- Non Collision	0	0%
Total	248	



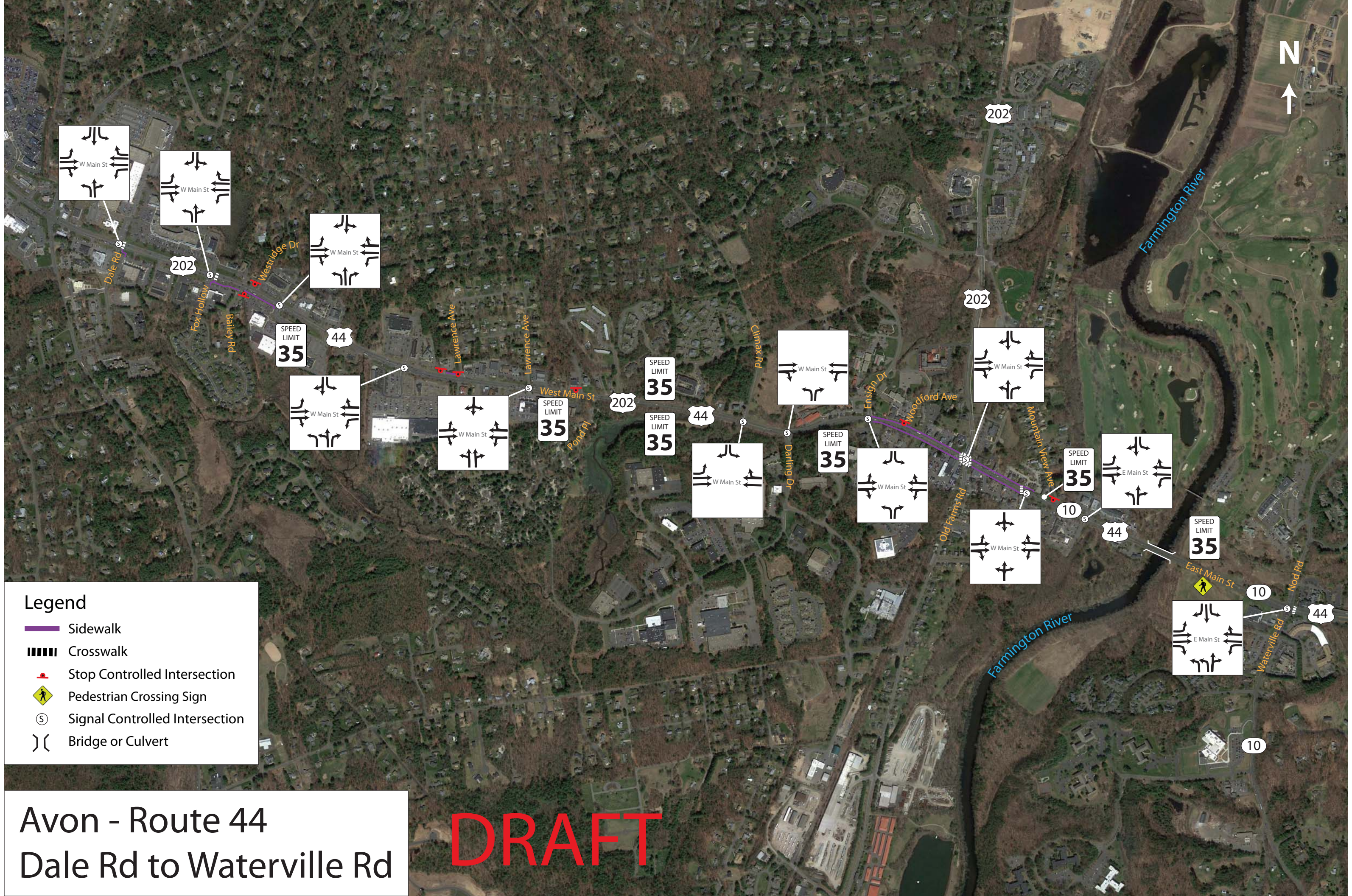
Weather Condition	Number of Crashes	
Snow	6	2%
Rain	25	10%
No Adverse Condition	216	87%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	1	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	248	

Light Condition	Number of Crashes	
Dark-Not Lighted	5	2%
Dark-Lighted	25	10%
Daylight	214	86%
Dusk	4	2%
Unknown	0	0%
Dawn	0	0%
Total	248	







Road Surface Condition	Number of Crashes	
Snow/Slush	7	3%
Wet	38	15%
Dry	200	81%
Unknown	0	0%
Ice	3	1%
Other	0	0.0%
Total	248	



Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	1	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	2	1%
7:00	7:59	13	5%
8:00	8:59	23	9%
9:00	9:59	14	6%
10:00	10:59	14	6%
11:00	11:59	16	6%
12:00	12:59	22	9%
13:00	13:59	20	8%
14:00	14:59	17	7%
15:00	15:59	24	10%
16:00	16:59	35	14%
17:00	17:59	22	9%
18:00	18:59	11	4%
19:00	19:59	10	4%
20:00	20:59	1	0%
21:00	21:59	2	1%
22:00	22:59	0	0%
23:00	23:59	1	0%
Total		248	



Legend

-  Sidewalk
-  Crosswalk
-  Stop Controlled Intersection
-  Pedestrian Crossing Sign
-  Signal Controlled Intersection
-  Bridge or Culvert

Avon - Route 44
Dale Rd to Waterville Rd

DRAFT



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 – Avon

Fact Sheet

Functional Classification:

- West Main Street / East Main Street is classified as a Principal Arterial Other

ADT

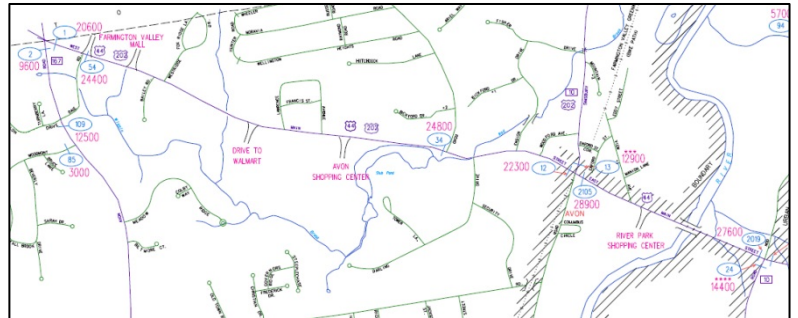
- ADT on West Main Street / East Main Street is 20,600 – 27,600

Population and Employment Data (2014):

- Population: 18,298
- Employment: 8,013

Urbanized Area

- Avon is in the Hartford Urbanized Area



Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Avon exceeding the state average
- The statewide average percentage minority population is 30.53%. There are no areas in Avon exceeding the state average.

Air Quality

- Avon's CIPP number 201
- Avon is within the Greater CT Marginal Ozone Area
- Avon is within a CO Attainment Area

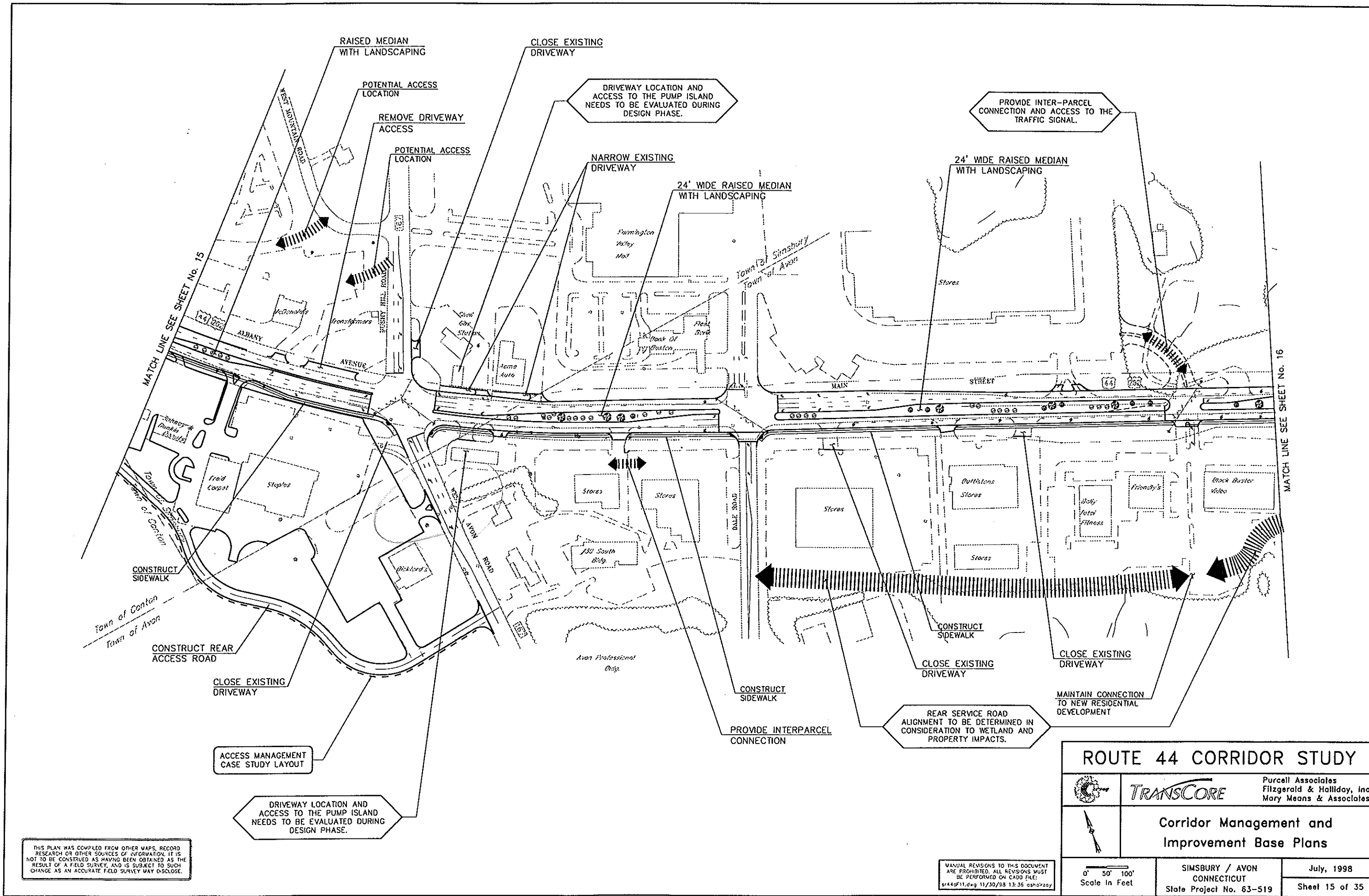


COMMUNITY
connectivity program

Appendix D



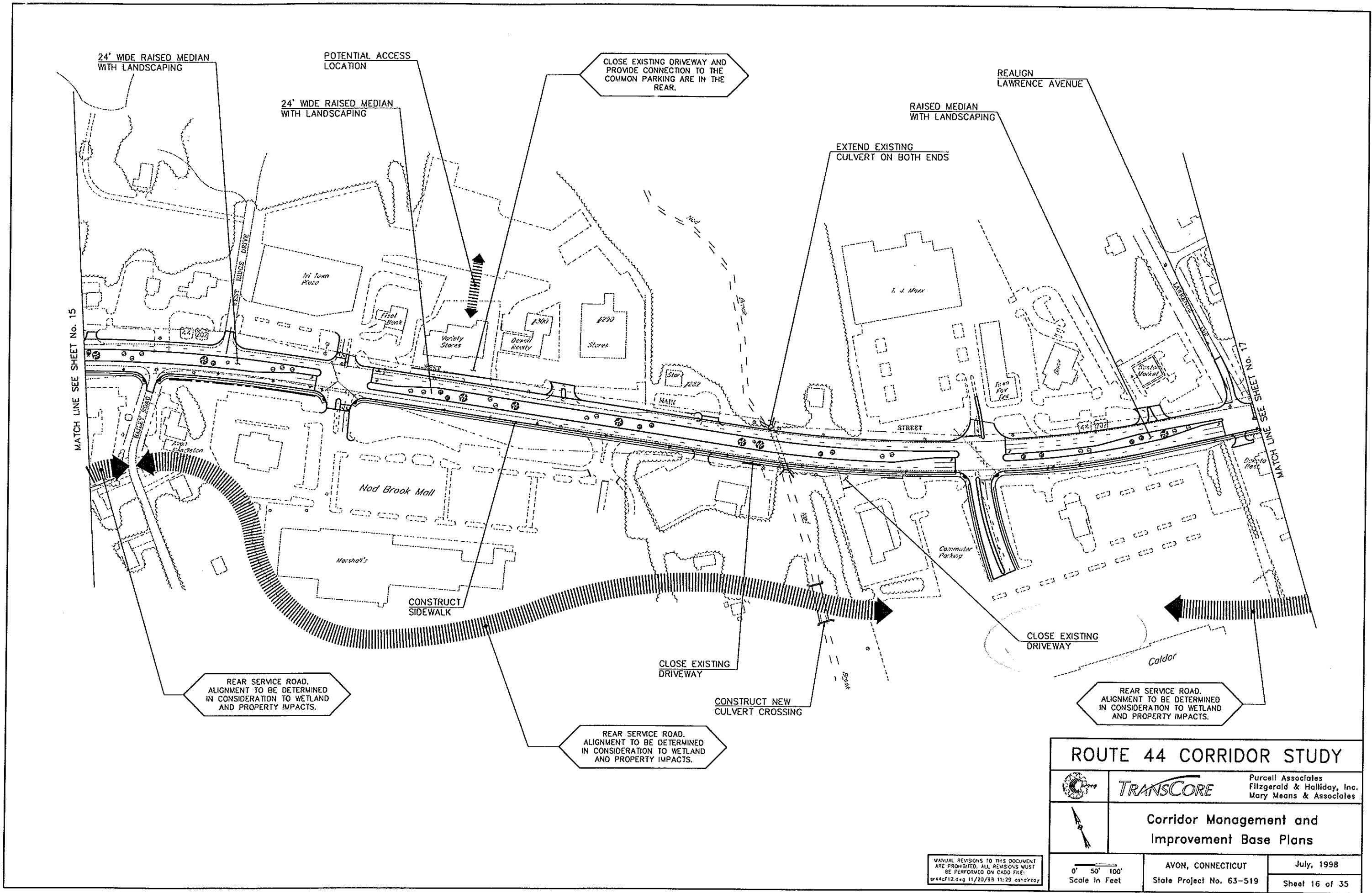
AECOM
Built to deliver a better world




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MANUAL REVISIONS TO THIS DOCUMENT ARE PROHIBITED. ALL REVISIONS MUST BE PERFORMED ON CADD FILE:
sr44of11.dwg 11/30/98 13:36 osh/rzay

ROUTE 44 CORRIDOR STUDY		
	Purcell Associates Fitzgerald & Halliday, Inc. Mary Means & Associates	
	Corridor Management and Improvement Base Plans	
0' 50' 100' Scale In Feet	SIMSBURY / AVON CONNECTICUT State Project No. 63-519	July, 1998 Sheet 15 of 35



ROUTE 44 CORRIDOR STUDY	
 TRANSCORE	Purcell Associates Fitzgerald & Halliday, Inc. Mary Means & Associates
Corridor Management and Improvement Base Plans	
0' 50' 100' Scale in Feet	AVON, CONNECTICUT State Project No. 63-519
July, 1998 Sheet 16 of 35	

MANUAL REVISIONS TO THIS DOCUMENT ARE PROHIBITED. ALL REVISIONS MUST BE PERFORMED ON CADD FILE.
 s744d12.dwg 11/20/98 11:29 osh2r2ay

CLOSE EXISTING DRIVEWAYS

DRIVEWAY LOCATION AND ACCESS TO THE PUMP ISLAND NEEDS TO BE EVALUATED DURING DESIGN PHASE.

CLOSE EXISTING DRIVEWAYS

16 FEET WIDE RAISED MEDIAN WITH LANDSCAPING

16 FEET WIDE RAISED MEDIAN WITH LANDSCAPING

MOVE HORIZONTAL ALIGNMENT

MOVE HORIZONTAL ALIGNMENT

STREET

MATCH LINE SEE SHEET NO. 16

MATCH LINE SEE SHEET NO. 18

CLOSE EXISTING DRIVEWAYS

PROVIDE ACCESS BETWEEN ADJACENT SITES

CLOSE EXISTING DRIVEWAYS


CONSTRUCT SIDEWALK

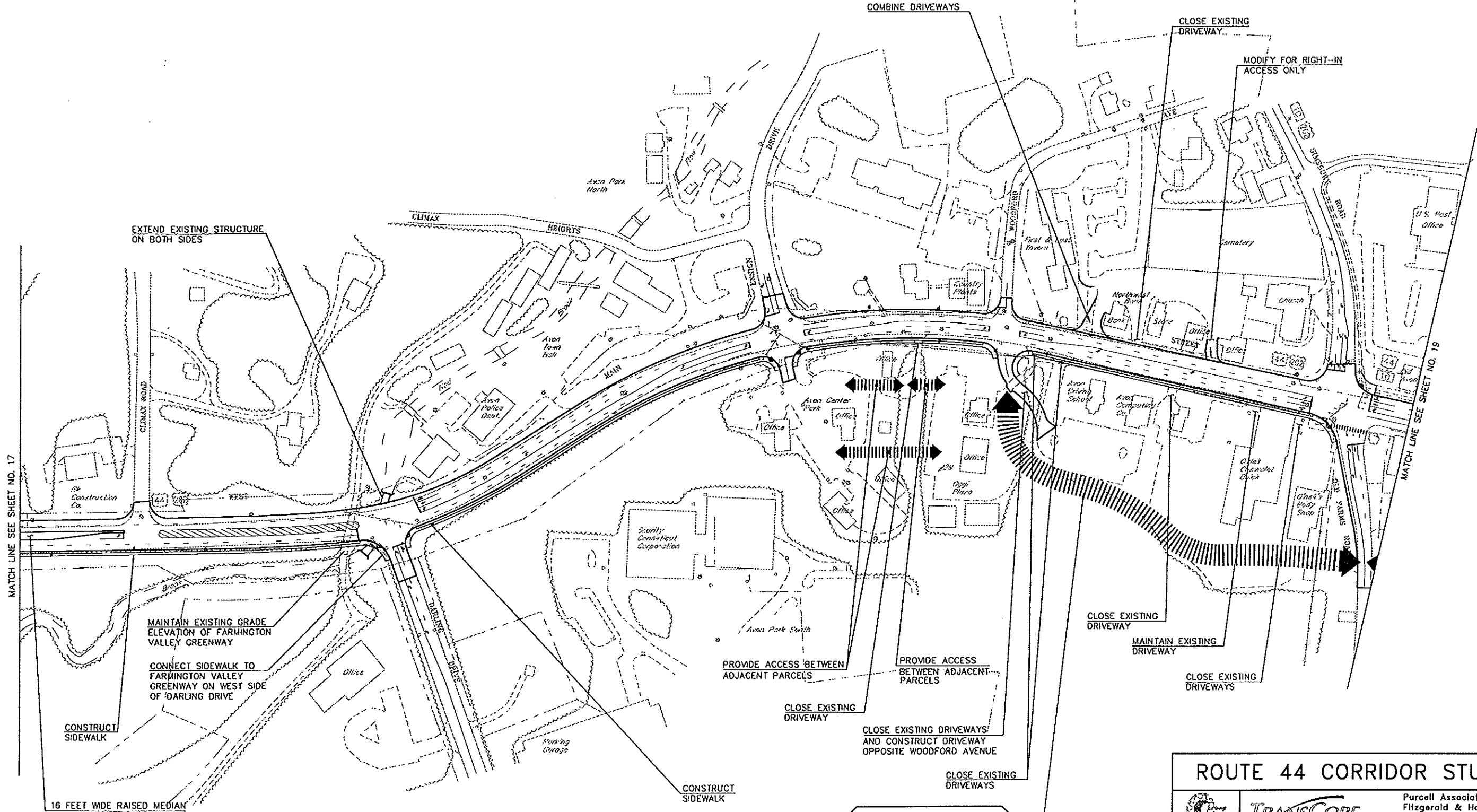
REAR SERVICE ROAD. ALIGNMENT TO BE DETERMINED IN CONSIDERATION TO WETLAND AND PROPERTY IMPACTS.

NOTE:
1. TREES AND OTHER VEGETATIONS DISTURBED BY ROADWAY WIDENING SHALL BE RELOCATED OR REPLACED IN KIND.

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ROUTE 44 CORRIDOR STUDY	
	TRANSCORE Purcell Associates Fitzgerald & Halliday, Inc. Mary Means & Associates
Corridor Management and Improvement Base Plans	
0' 50' 100' Scale in Feet	AVON, CONNECTICUT State Project No. 63-519
July, 1998 Sheet 17 of 35	



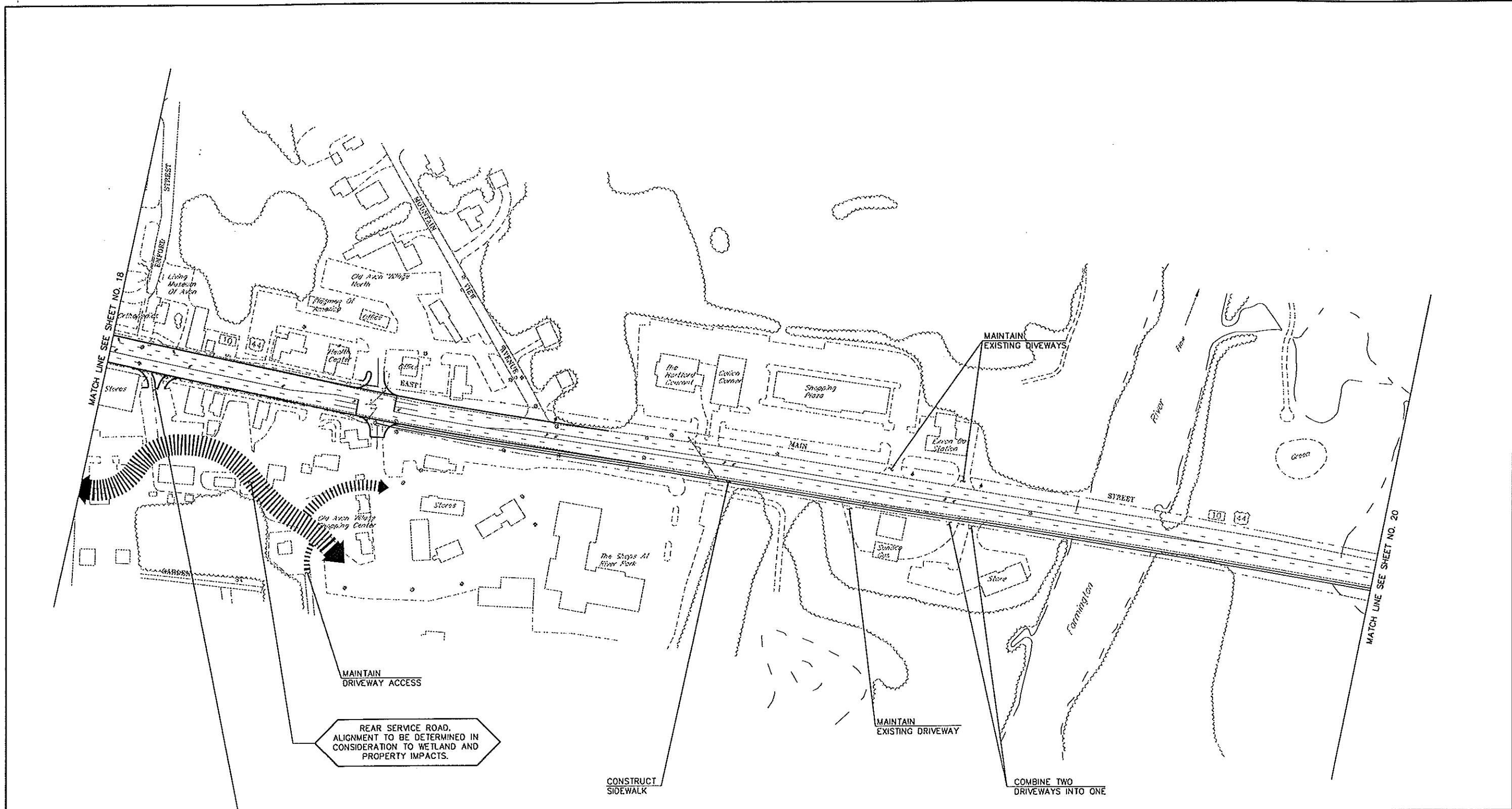
MATCH LINE SEE SHEET NO. 17

MATCH LINE SEE SHEET NO. 19

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ROUTE 44 CORRIDOR STUDY		
	Purcell Associates Fitzgerald & Halliday, Inc. Mary Means & Associates	
	Corridor Management and Improvement Base Plans	
0' 50' 100' Scale in Feet	AVON, CONNECTICUT State Project No. 63-519	July, 1998 Sheet 18 of 35



MATCH LINE SEE SHEET NO. 18

MATCH LINE SEE SHEET NO. 20

CONVERT TO RIGHT-IN AND RIGHT-OUT ACCESS

REAR SERVICE ROAD. ALIGNMENT TO BE DETERMINED IN CONSIDERATION TO WETLAND AND PROPERTY IMPACTS.

CONSTRUCT SIDEWALK

MAINTAIN EXISTING DRIVEWAY

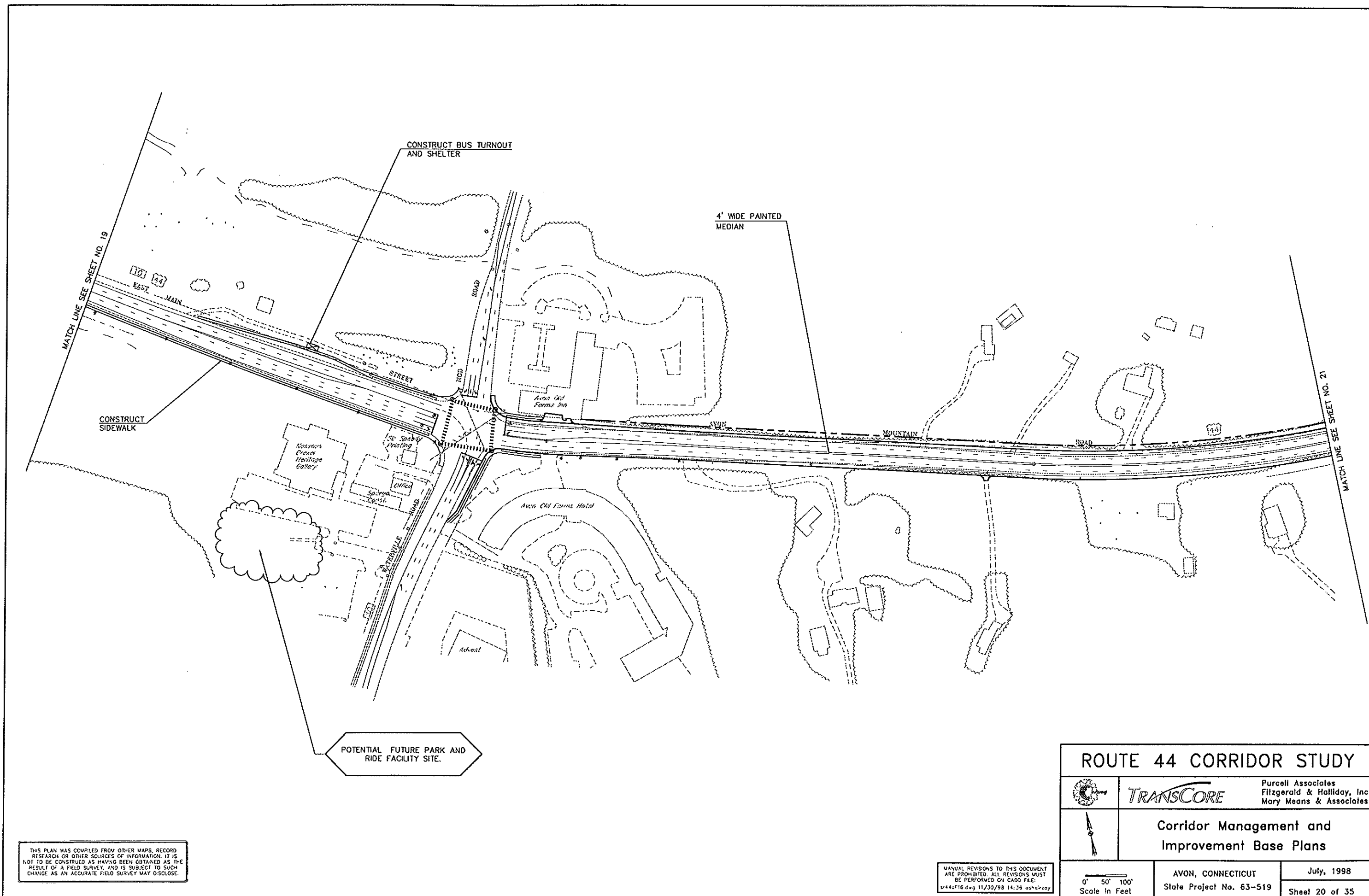
COMBINE TWO DRIVEWAYS INTO ONE

MAINTAIN EXISTING DRIVEWAYS

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ROUTE 44 CORRIDOR STUDY		
	Purcell Associates Fitzgerald & Holliday, Inc. Mary Means & Associates	
	Corridor Management and Improvement Base Plans	
0' 50' 100' Scale in Feet	AVON, CONNECTICUT State Project No. 63-519	July, 1998 Sheet 19 of 35



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ROUTE 44 CORRIDOR STUDY		
	TRANSCORE	Purcell Associates Fitzgerald & Holliday, Inc. Mary Means & Associates
	Corridor Management and Improvement Base Plans	
0' 50' 100' Scale In Feet	AVON, CONNECTICUT State Project No. 63-519	July, 1998 Sheet 20 of 35



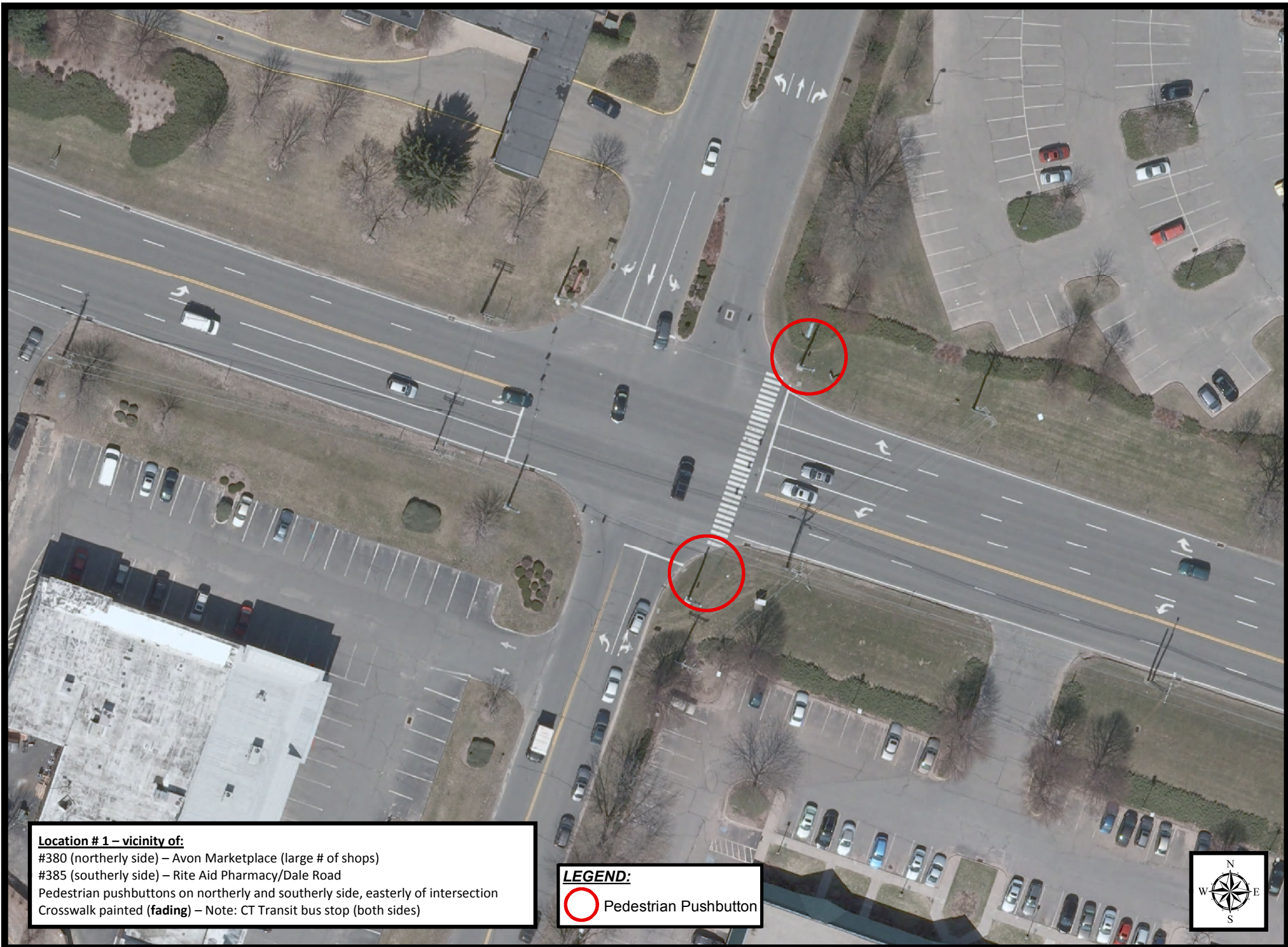
COMMUNITY
connectivity program

Appendix E



AECOM
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West Main Street (Route 44) - Pedestrian Pushbuttons: Location #1



Location # 1 – vicinity of:


#380 (northerly side) – Avon Marketplace (large # of shops)

#385 (southerly side) – Rite Aid Pharmacy/Dale Road

Pedestrian pushbuttons on northerly and southerly side, easterly of intersection

Crosswalk painted (**fading**) – Note: CT Transit bus stop (both sides)

LEGEND:

 Pedestrian Pushbutton



East Main Street (Route 44) - Pedestrian Pushbuttons - Location #10



Location # 10 – vicinity of:

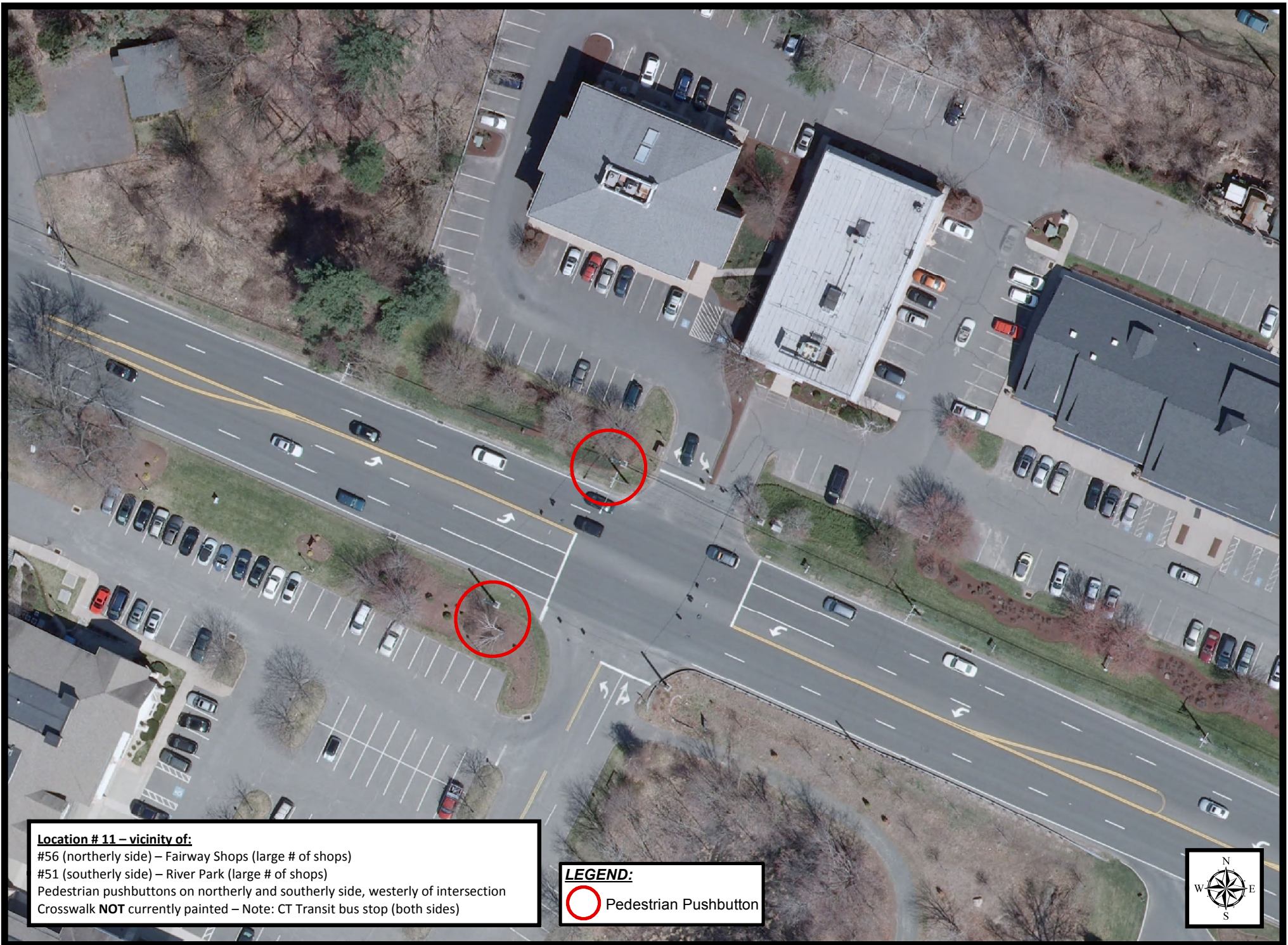
- #24 (northerly side) – Professional Offices (large # of shops)
- #19 (southerly side) – Old Avon Village, People’s Bank (large # of shops)
- Pedestrian pushbuttons on northerly and southerly side, westerly of intersection
- Crosswalk painted (**fading**)

LEGEND:

-  Pedestrian Pushbutton



East Main Street (Route 44) - Pedestrian Pushbuttons - Location #11



Location # 11 – vicinity of:

#56 (northerly side) – Fairway Shops (large # of shops)

#51 (southerly side) – River Park (large # of shops)

Pedestrian pushbuttons on northerly and southerly side, westerly of intersection

Crosswalk **NOT** currently painted – Note: CT Transit bus stop (both sides)

LEGEND:

 Pedestrian Pushbutton



Avon Mountain Road (Route 44) - Pedestrian Pushbuttons - Location #12



Location # 12 – vicinity of:

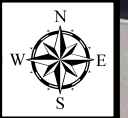
#280 (northerly side) – Belle Terrace at Avon Old Farms/Nod Road

#279 (southerly side) – Avon Old Farms Hotel & Season’s Restaurant/Waterville Road

Pedestrian pushbuttons on northerly and southerly side, easterly of intersection
Crosswalk painted (good condition)

LEGEND:

 Pedestrian Pushbutton



West Main Street (Route 44) - Pedestrian Pushbuttons - Location #2



Location # 2 – vicinity of:

#358 (northerly side) – CVS Pharmacy

#339 (southerly side) – Hartford Hospital Walk-in Clinic

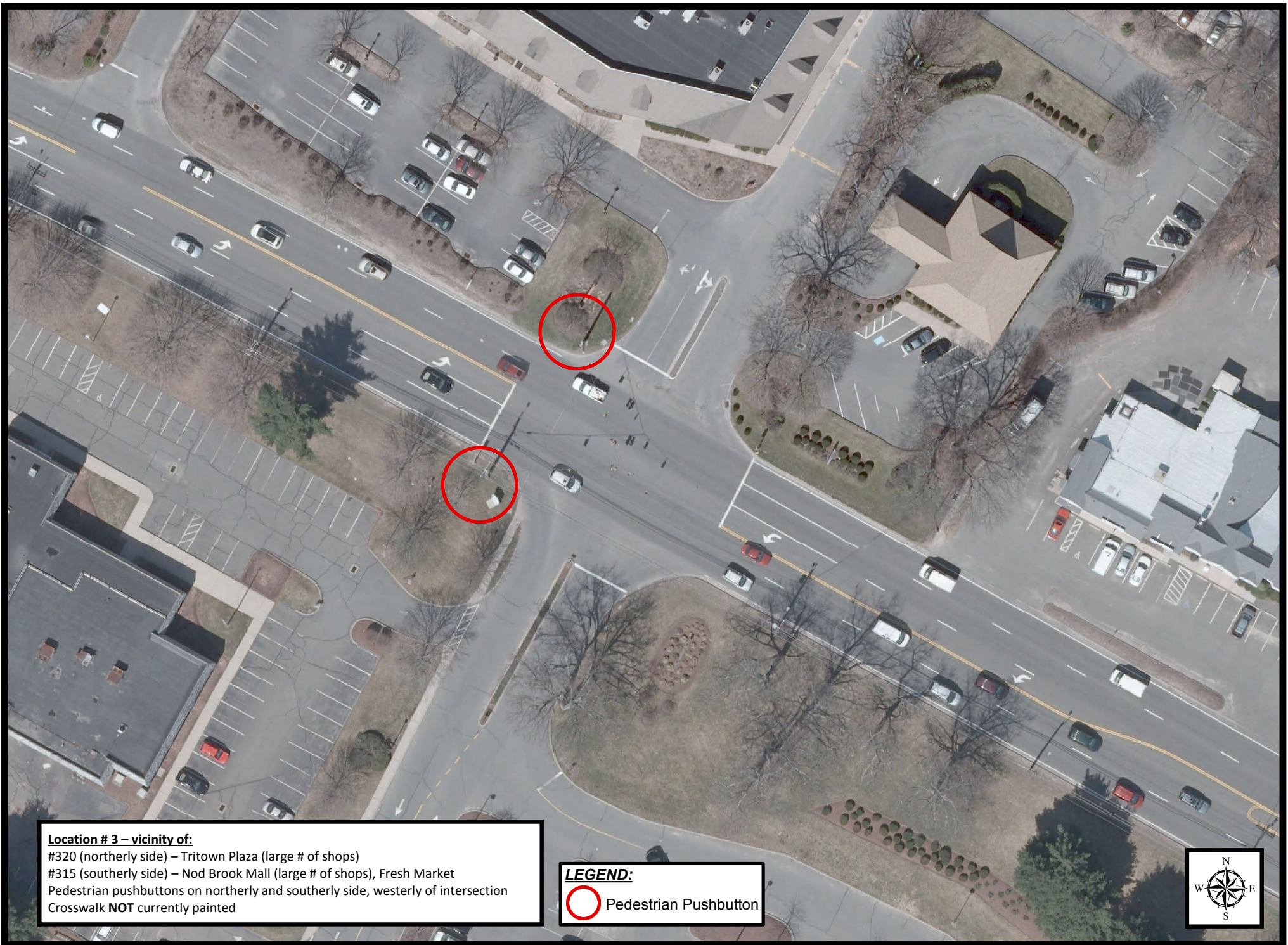
Pedestrian pushbuttons on northerly and southerly side, easterly of intersection
Crosswalk painted (fading)

LEGEND:

 Pedestrian Pushbutton



West Main Street (Route 44) - Pedestrian Pushbuttons - Location #3



Location # 3 – vicinity of:

#320 (northerly side) – Tritown Plaza (large # of shops)

#315 (southerly side) – Nod Brook Mall (large # of shops), Fresh Market

Pedestrian pushbuttons on northerly and southerly side, westerly of intersection

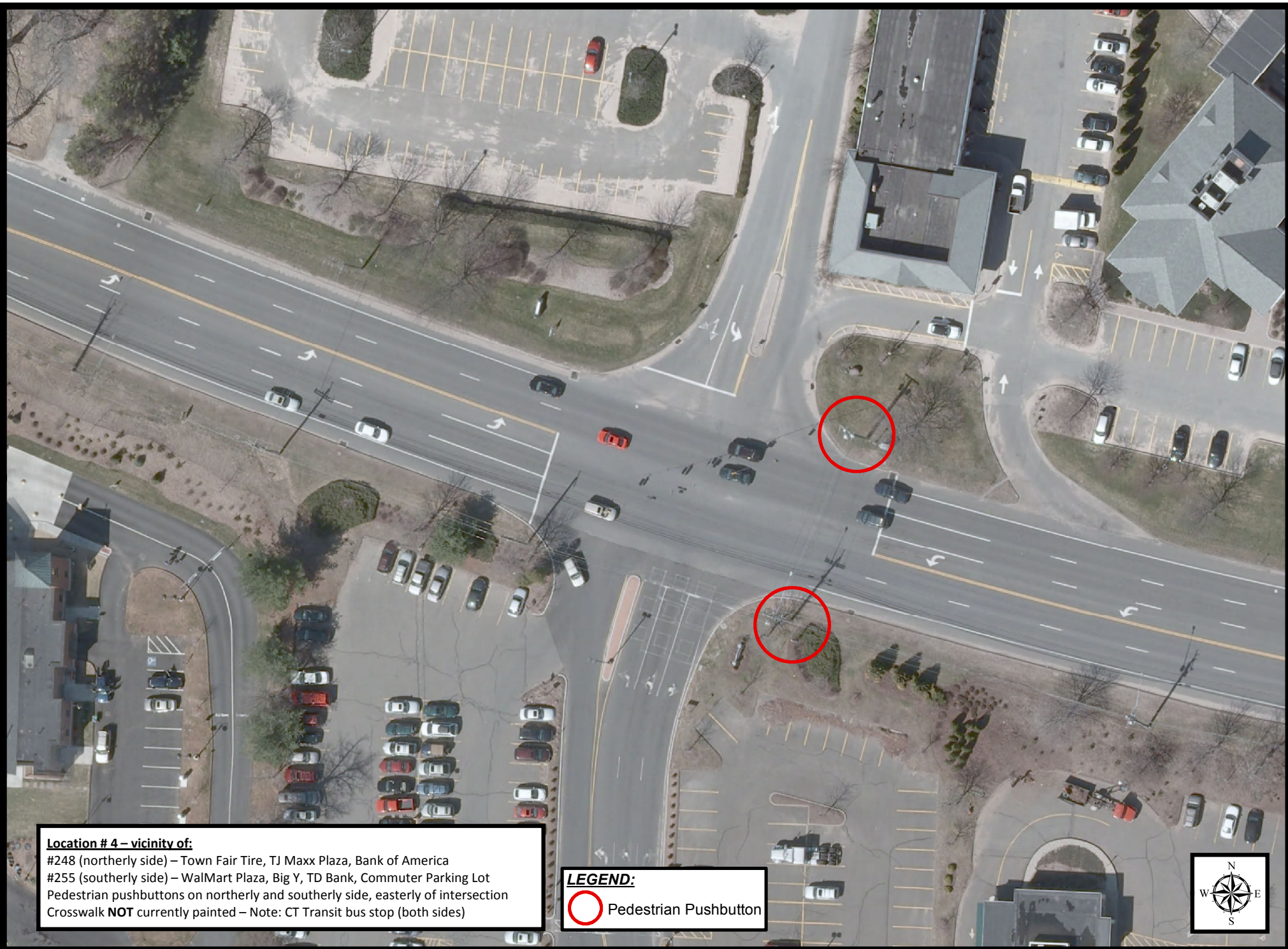
Crosswalk **NOT** currently painted

LEGEND:

 Pedestrian Pushbutton




West Main Street (Route 44) - Pedestrian Pushbuttons - Location #4



Location # 4 – vicinity of:

#248 (northerly side) – Town Fair Tire, TJ Maxx Plaza, Bank of America
#255 (southerly side) – WalMart Plaza, Big Y, TD Bank, Commuter Parking Lot
Pedestrian pushbuttons on northerly and southerly side, easterly of intersection
Crosswalk **NOT** currently painted – Note: CT Transit bus stop (both sides)

LEGEND:

 Pedestrian Pushbutton



West Main Street (Route 44) - Pedestrian Pushbuttons - Location #5



Location # 5 – vicinity of:

#192 (northerly side) – Jazzercise, Rosie’s, Olee’s/ Lawrence Road

#195 (southerly side) – Plaza 44 (large # of shops & offices)

Pedestrian pushbuttons on northerly and southerly side, easterly of intersection

Crosswalk **NOT** currently painted

LEGEND:

 Pedestrian Pushbutton



West Main Street (Route 44) - Pedestrian Pushbuttons - Location #6



Location # 6 – vicinity of:

#55 (northerly side) – Avon Police Department
#20 Security Drive (southerly side) – Darling Drive
Pedestrian pushbuttons on northerly and southerly side, easterly of intersection
Crosswalk **NOT** currently painted

LEGEND:

 Pedestrian Pushbutton



West Main Street (Route 44) - Pedestrian Pushbuttons - Location #7



Location # 7 – vicinity of:

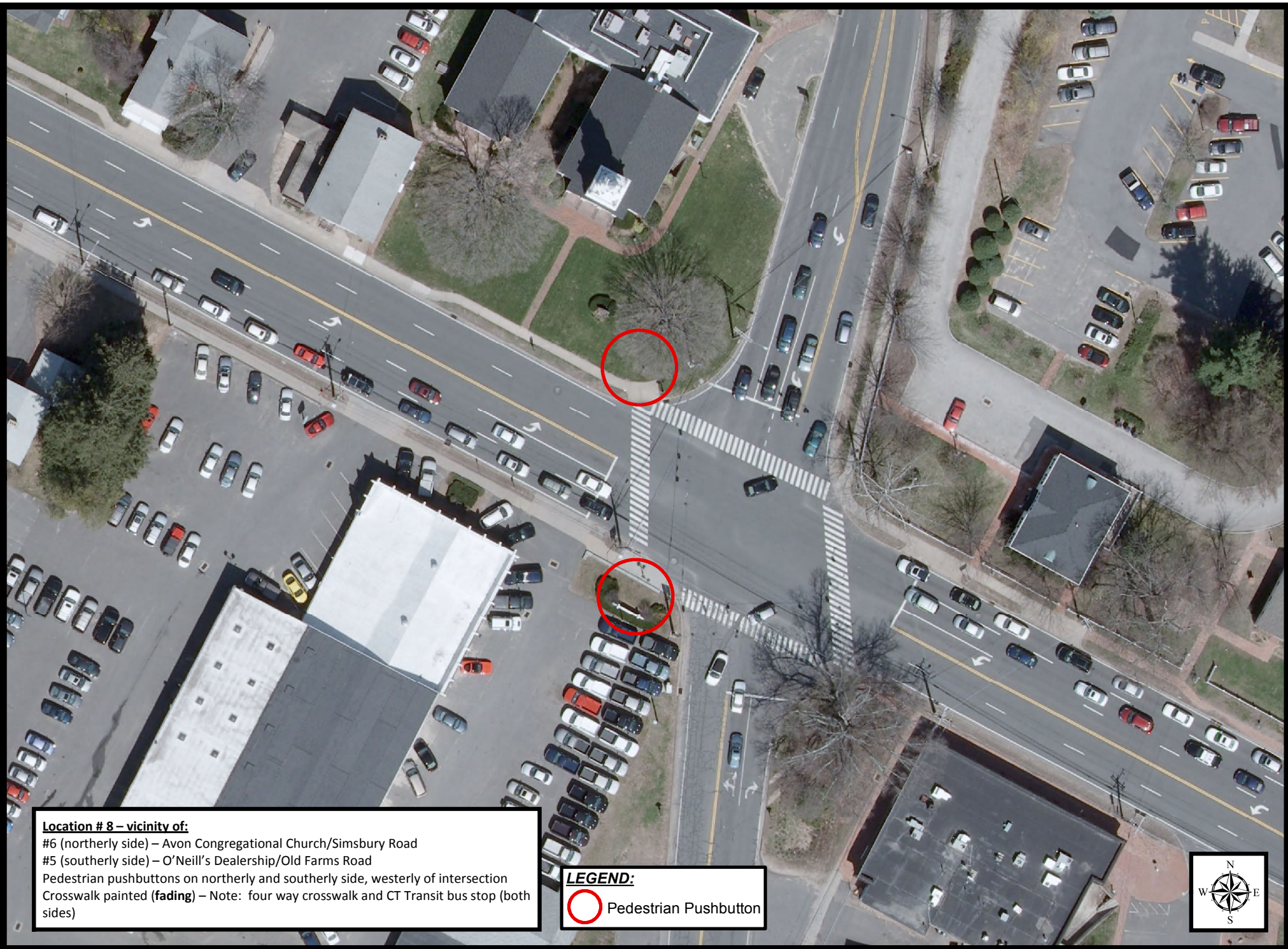
#56 (northerly side) – Avon Town Green, Avon Town Offices/Ensign Drive
#43 (southerly side) – Avon Center Office Park (large # of professional offices)
Pedestrian pushbuttons on northerly and southerly side, easterly of intersection
Crosswalk **NOT** currently painted

LEGEND:

 Pedestrian Pushbutton



West Main Street (Route 44) - Pedestrian Pushbuttons - Location #8

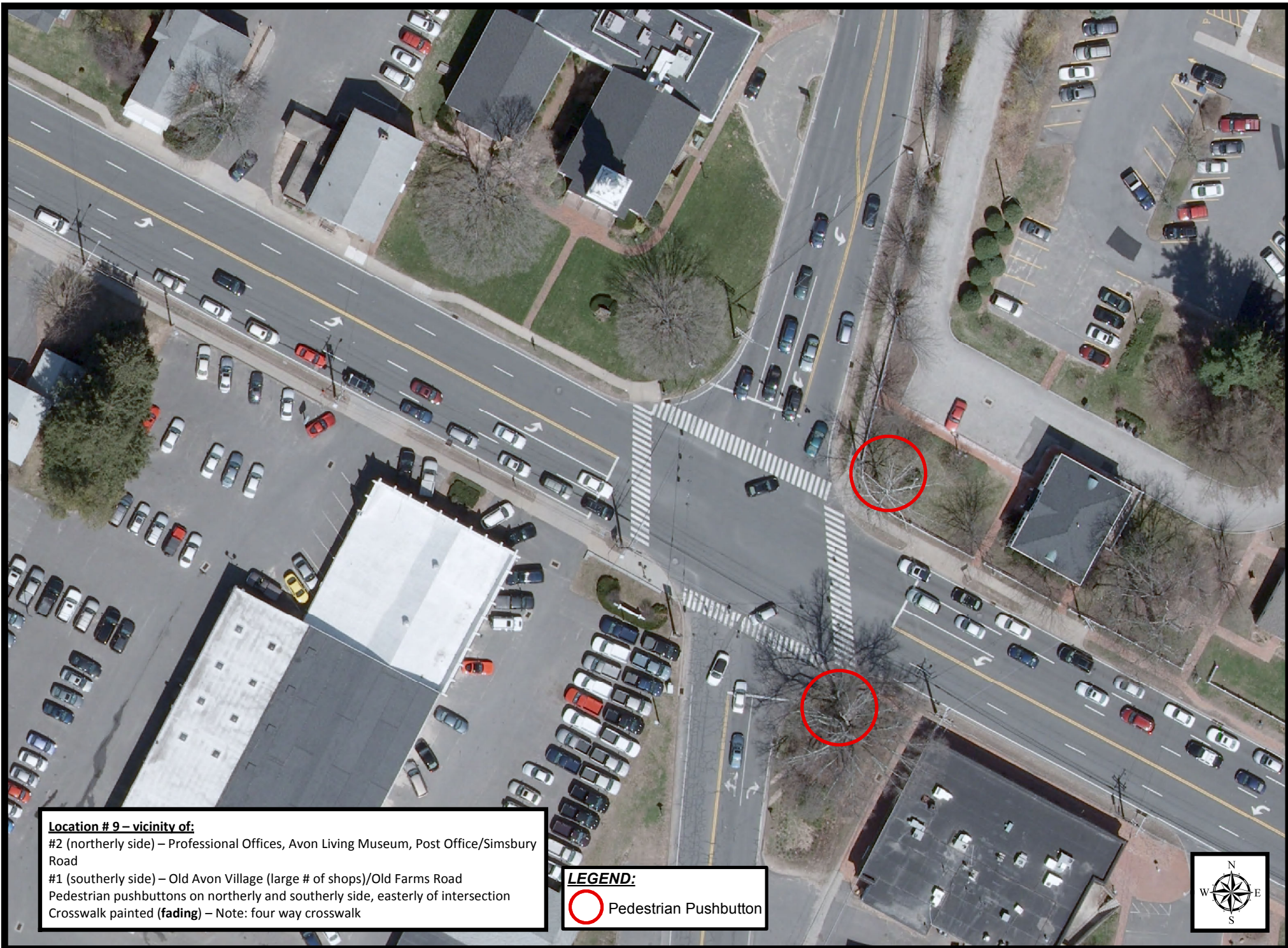


Location # 8 – vicinity of:
#6 (northerly side) – Avon Congregational Church/Simsbury Road
#5 (southerly side) – O’Neill’s Dealership/Old Farms Road
Pedestrian pushbuttons on northerly and southerly side, westerly of intersection
Crosswalk painted (fading) – Note: four way crosswalk and CT Transit bus stop (both sides)

LEGEND:
 Pedestrian Pushbutton



East Main Street (Route 44) - Pedestrian Pushbuttons - Location #9



Location # 9 – vicinity of:

#2 (northerly side) – Professional Offices, Avon Living Museum, Post Office/Simsbury Road

#1 (southerly side) – Old Avon Village (large # of shops)/Old Farms Road

Pedestrian pushbuttons on northerly and southerly side, easterly of intersection
Crosswalk painted (**fading**) – Note: four way crosswalk

LEGEND:

 Pedestrian Pushbutton

