



COMMUNITY
connectivity program

Bethany

Amity Road (Route 63) – Road Safety Audit

June 23, 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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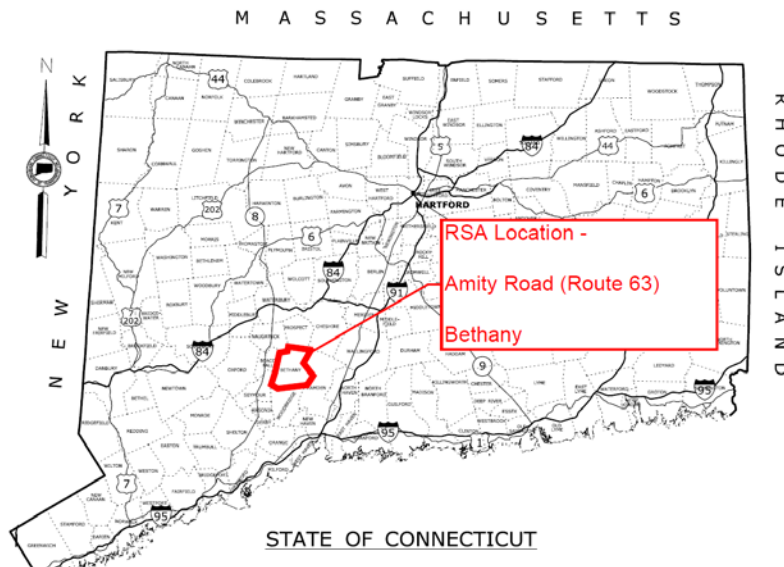
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this 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 Bethany (Amity Road) RSA

The Town of Bethany submitted an application to complete an RSA along Amity Road (Route 63) from Peck Road to Fairwood Road, to improve safety for pedestrians and bicyclists. The corridor is a medium traffic volume roadway with an average number of crashes. Pedestrian and bicycle traffic is not significant, as the high speed roadway does not encourage pedestrian travel and only attracts avid bicyclists. The community wants to improve safety for bicycle traffic along this roadway and add pedestrian walkways. There are currently no sidewalks in the study area.

The Town of Bethany application contained mapping of the study area. The application and supporting documentation are included in Appendix A.

1.1 Location

The site is the 1.6 mile long section of Amity Road from Peck Road to Fairwood Road (Figures 1 and 2). The Amity Road ADT is 7,600 vehicles per day (vpd). This is an average volume of traffic for a roadway of this design to process.

Amity Road is a state-owned and maintained facility (Route 63) that runs in a relatively straight north/south direction. Amity Road consists of one lane in each direction. Along the length of Amity Road there are side street intersections along with business and residential driveways. The primary land use is institutional and residential in the southern portion of the corridor and recreational and commercial at the northern end.

There are no sidewalks throughout the entire study corridor. Amity Road has potential to act as a town center but currently lacks connections between major facilities. The current golf driving range (at the northerly end of the corridor) is planned to be the site of a youth soccer club development. The town is interested in finding locations to begin creating a sidewalk network, and feels that this redevelopment area could be a catalyst for expanding the sidewalk to other locations along Amity Road. The Town of Bethany would eventually like to have Amity Road, Peck Road and Fairwood Road act as a 4.3 mile long biking and walking route.

Bethany Airport is located adjacent to Amity Road at the northern end of the study corridor on the west side of the street. This unpaved airport was in use from the 1920's to the early 1960's, after which it has been used by the town as a location for civic events, fairs, farmer's markets and athletic facilities. Although no longer usable as an airport, the site has retained its historic name. The town is interested in using this site as a focal point for a "Town Center" , and sees the expansion of the trail system and establishment of a sidewalk system as strong supporters of this vision.



Figure 1. Location Map – RSA Corridor: Amity Road (Route 63)

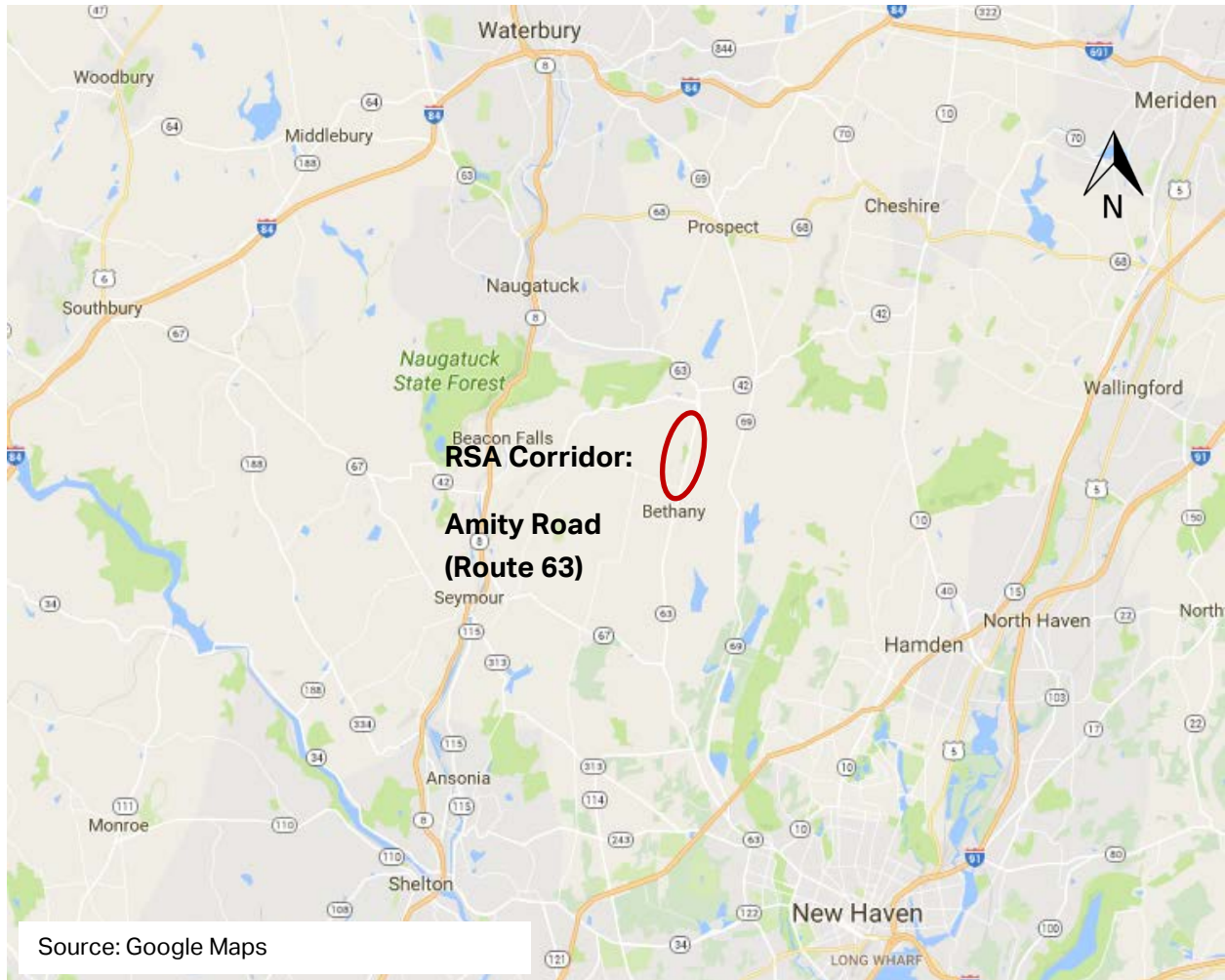


Figure 2. Regional Context Map

The roadway consists of a single lane in each direction between 12 and 13 feet wide and shoulders that are generally 3 to 4 feet wide. In some sections of the study area, the shoulders are up to 7 feet wide or as narrow as 1.5 feet wide. There are no turning lanes and no signalized intersections in the study corridor. The roadway characteristics are summarized in Table 3.

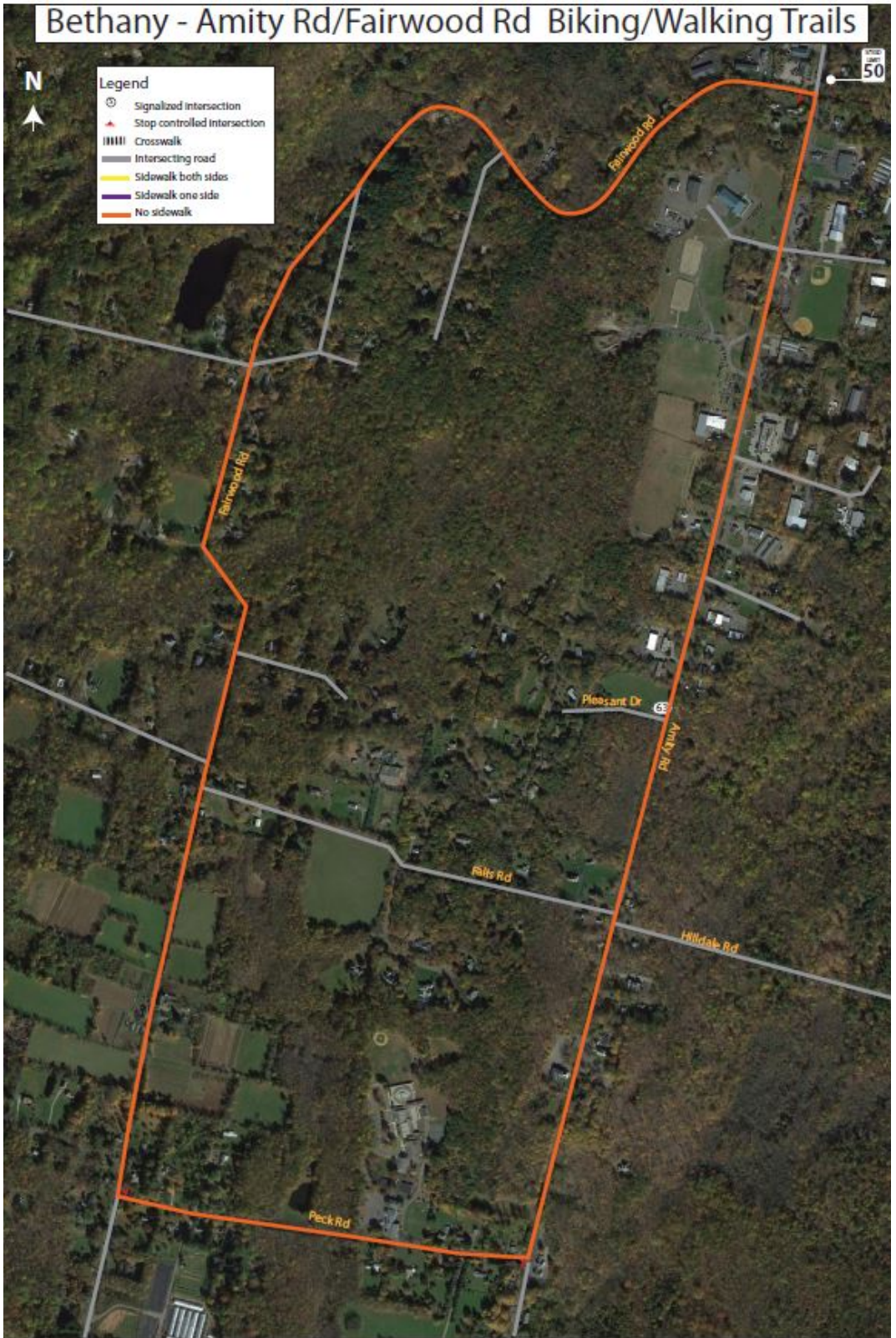


Figure 3. Amity Road (Route 63) Roadway Geometrics

2 Pre-Audit Assessment

2.1 Pre-Audit Information

As noted previously, traffic volumes are moderate at this location. Crash history within the RSA corridor was obtained from the UConn Connecticut Crash Data Repository for the three year period from 2012 to 2014. Tables 1 and 2 summarize the crash history for the study

Severity Type	Number of Accidents	
Property Damage Only	17	59%
Injury (No fatality)	12	41%
Fatality	0	0%
Total	29	

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	1	3%
Rear-end	8	28%
Turning-Intersecting Paths	8	28%
Turning-Opposite Direction	0	0%
Fixed Object	9	31%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	1	3%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	3%
Head-on	0	0%
Sideswipe-Opposite Direction	1	3%
Unknown	0	0%
Total	29	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

corridor for this three year period. The data indicates that the most frequent are fixed object crashes (9), which is typically indicative of speeding issues. The peak crash rates are seen during the afternoon hours, when traffic is highest related to school pick up and afternoon errands. Figure 4 is a plot of the locations of the crashes that occurred in 2015.

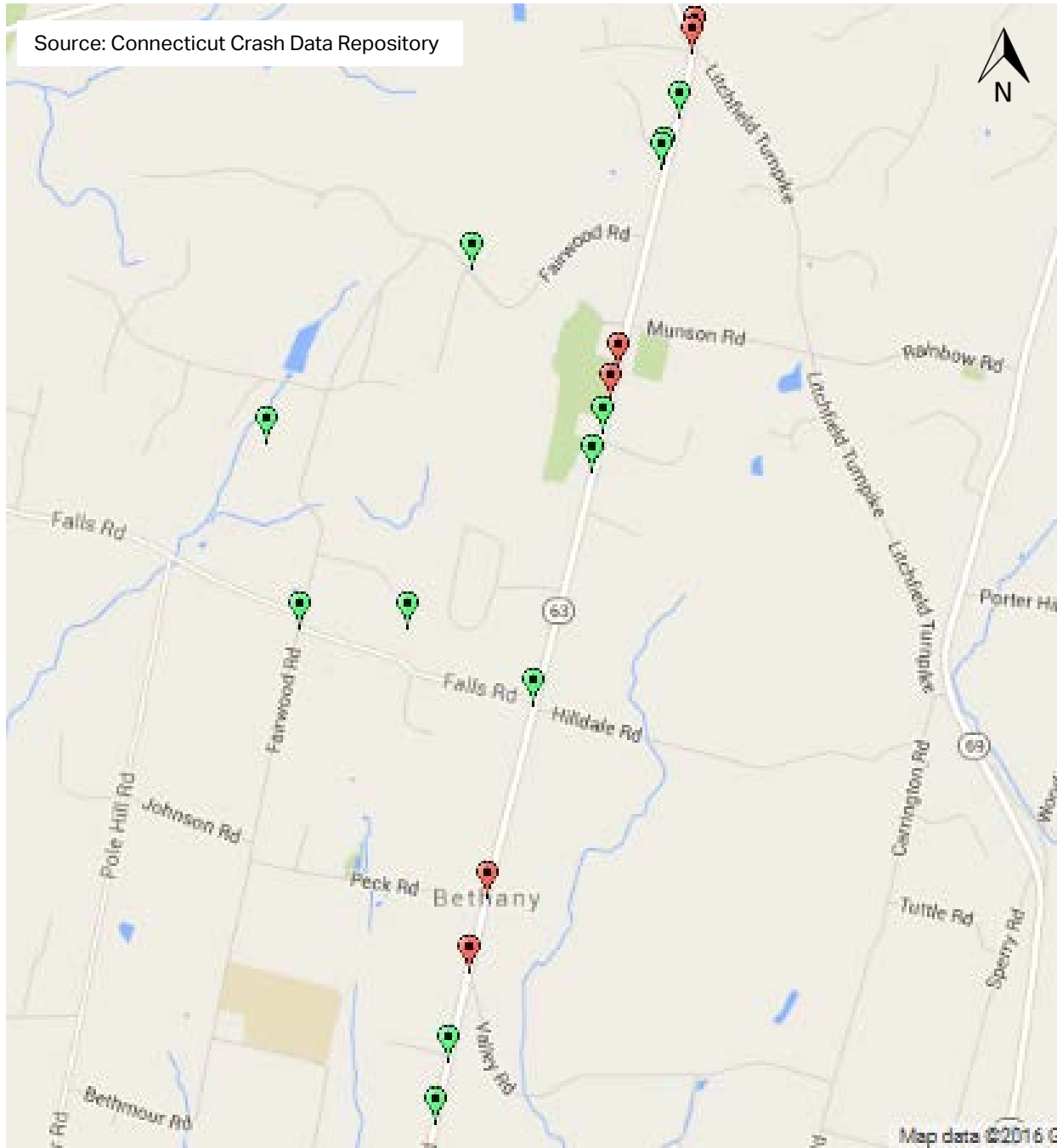


Figure 4. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

Bethany - Amity Road (Route 63) Street Inventory

From	To	Distance	Lane width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Peck Road	Fairwood Road	1.58 miles	12-13'	East	None	None	None	Asphalt	No	2-4'	None	None
				West	None	None	None	Asphalt	No	1.5-7'	None	None

***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

The Town of Bethany has created an extensive biking and walking trail system connecting to the Bethany Airport parcel. These trails connect residential areas in different parts of town without relying on the town and state roads.

The town also uses the Bethany Airport as a valuable public space. It is used for recreational opportunities and a variety of community events. It hosts events such as youth sports, equestrian events, carnivals, flea markets and farmer's markets.

2.3 Pre-Audit Meeting

The RSA was conducted on June 23, 2016. The Pre-Audit meeting was held at 8:30 AM in the Bethany Town Hall, located at 40 Peck Road in Bethany.

The RSA Team was comprised of staff from CTDOT and AECOM, as well as representatives from several Bethany departments and organizations, including the Police, Planning and Zoning, Zoning Enforcement, Board of Education, Clark Memorial Library and First Selectman's Office. 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 roadway geometrics, can be found in Appendix C.

RSA Team members from Bethany were presented with relevant information for the audit, and the following issues were discussed:

- Although the Town of Bethany does not have a true town center, the area surrounding the Bethany Airport property most closely resembles a town center.
- There are no sidewalks on any roads in the Town of Bethany.
- There are no traffic signals on Amity Road. There is a town installed flashing beacon at the crosswalk between the Historical Society and the First Church of Christ.
- The library is becoming more active and the town wants to provide a safe connection to the library from the Bethany Community School.
- The Town is interested in creating an infrastructure that encourages residents to bicycle.
 - The Town was informed that, due to high speeds on Amity Road, a more robust and expensive bike facility would be needed.
 - Potential options would include a cycle track or large sidewalk to be shared between pedestrians and bikes.
- Despite the speed limit dropping from 50 mph to 40 mph in the study area, drivers do not slow down.
- The Town is interested in traffic calming measures on Amity Road.
- Most tickets are given out for speeding on Amity Road

- Pedestrians are rarely seen on Amity Road and the bike activity on the road for the most part experienced bicyclists.
 - Amity Road does not feel like a road to walk on even with wider shoulders in some sections

3 RSA Assessment

3.1 Field Audit Observations and Questions

Site 1 – Bethany Historical Society and Church of Christ

- There is a flashing beacon at the crest of the hill on Amity Road at the church and historical society (Figure 5).
- A crosswalk between the historical society and church is located directly under the flashing beacon (Figure 5).
- There is no landing area on the east side of the crosswalk (Figure 7).
- Vehicles traveling north on Amity Road have a poor sight line to the crosswalk.
 - Sight line measured as 290 feet.
 - Branches and bushes block the view of pedestrians waiting on the east side of the crosswalk (Figure 6).
 - If the town would like to keep a crosswalk in this area it may be more accessible to pedestrians if relocated further north on Amity Road.
- Vehicles traveling south on Amity Road have a good sight line to the crosswalk (Figure 7).
- The total road width of Amity Road was measured at 32 feet in this area.



Figure 5. Flashing Beacon and Crosswalk



Figure 6. Poor Sightline



Figure 7. No Landing Area, Long Sightlines

- It was discussed that a sidewalk on the west side of Amity Road would be the preferred side if a sidewalk is desired in this area.
 - This would require the embankment on the west side in front of the church to be cut into.
 - Where the utility poles close in on the road they would need to be relocated to install a sidewalk (Figure 8).

Site 2 – In Front of Clark Memorial Library

- It was acknowledged that a sidewalk between the church and library would be expensive due to the relocation of utilities.
- The Town may be able to extend their trail network to have an outlet across from the library.
 - May need an easement through private properties.
 - This would provide the desired connection between the school and the library.
- A goat path between the church and library could be a shorter term and less costly option to connect the two destinations.
 - The town road crew could clear brush.
 - This could be done as a community project.
- A crosswalk at the driveway to the library would have great sightlines for approaching traffic. (Figure 10 and Figure 11).

Site 3 – Bethany Airport

- Long term the town has a goal to connect the library to the airport with a sidewalk.



Figure 8. Utility Poles Close in on Roadway



Figure 9. Good Sightlines for Northbound Traffic at Library



Figure 10. Good Sightlines for Southbound Traffic at Library

- Some of the trails in the town's trail system connect directly to the airport field.
- This area would make the most sense to begin the town's sidewalk network due to the concentration of businesses within walking distance of the airport.
 - The first step would be to identify right of way along Amity Road in this area.
- The Town may want to require the new youth soccer development to install a sidewalk during construction.
- On the east side of Amity Road, the airport driveway opposite Steve's Deli has a seven foot shoulder and approximately ten additional feet of space between the curb and utility poles. This could leave enough room for a sidewalk and a buffer between the road and sidewalk (Figure 12).
- Sidewalks could be installed at each cluster of businesses in the area and connected later on.
- The town could have a traffic and/or planning study conducted on Amity Road.



Figure 11. Space for Sidewalk with Buffer



Figure 12. Walking in Shoulders to Avoid Obstacles

3.2 Post-Audit Workshop - Key Issues

1. There are a number of issues regarding the crosswalk between the Bethany Historical Society and the Church of Christ:
 - a. Vehicles traveling north on Amity Road do not have a long enough sight line to this crosswalk. This is largely due to vehicles traveling uphill and the crosswalk being located after the crest of the vertical alignment of the road.
 - b. A landing area is not provided for pedestrians on the east side of the crosswalk.

- c. The bushes on the east side of the crosswalk are overgrown and further impede pedestrian visibility.
 - d. The flashing beacon may not be effective in warning drivers of the crosswalk. Since it is always flashing, people who drive the road frequently may dismiss it or see it as just part of the scenery.
2. There is no pedestrian connection between the church and the library. Currently pedestrians must either walk in the shoulder of the road or on the grass on the side of the road. During the walk audit there were spots where participants had to walk in the shoulder due to signage or landscaping.
3. There is not an existing walking connection between the school and library.
4. There are no sidewalks between or within business clusters in the vicinity of Bethany Airport property. There are also no facilities that allow pedestrians access to these businesses from the airport, which is a very popular community space.

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. Signage:
 - a. Request to have the study area named a village district.

- b. Install village district gateway signing as a traffic calming measure (Figure 13).
 2. Crosswalk:
 - a. Eradicate the crosswalk at the Historical Society.
 3. Produce a sketch of sidewalks in the town center to show town residents the concept of sidewalks to create a town center. Could help garner support for the sidewalk project.
 4. Restripe Amity Road to narrow the lanes and widen the shoulders so that it operates better for avid bikes. The shoulder could operate as an informal bike lane.



Figure 13. Gateway Signing

Figure 14 depicts these short-term recommendations.

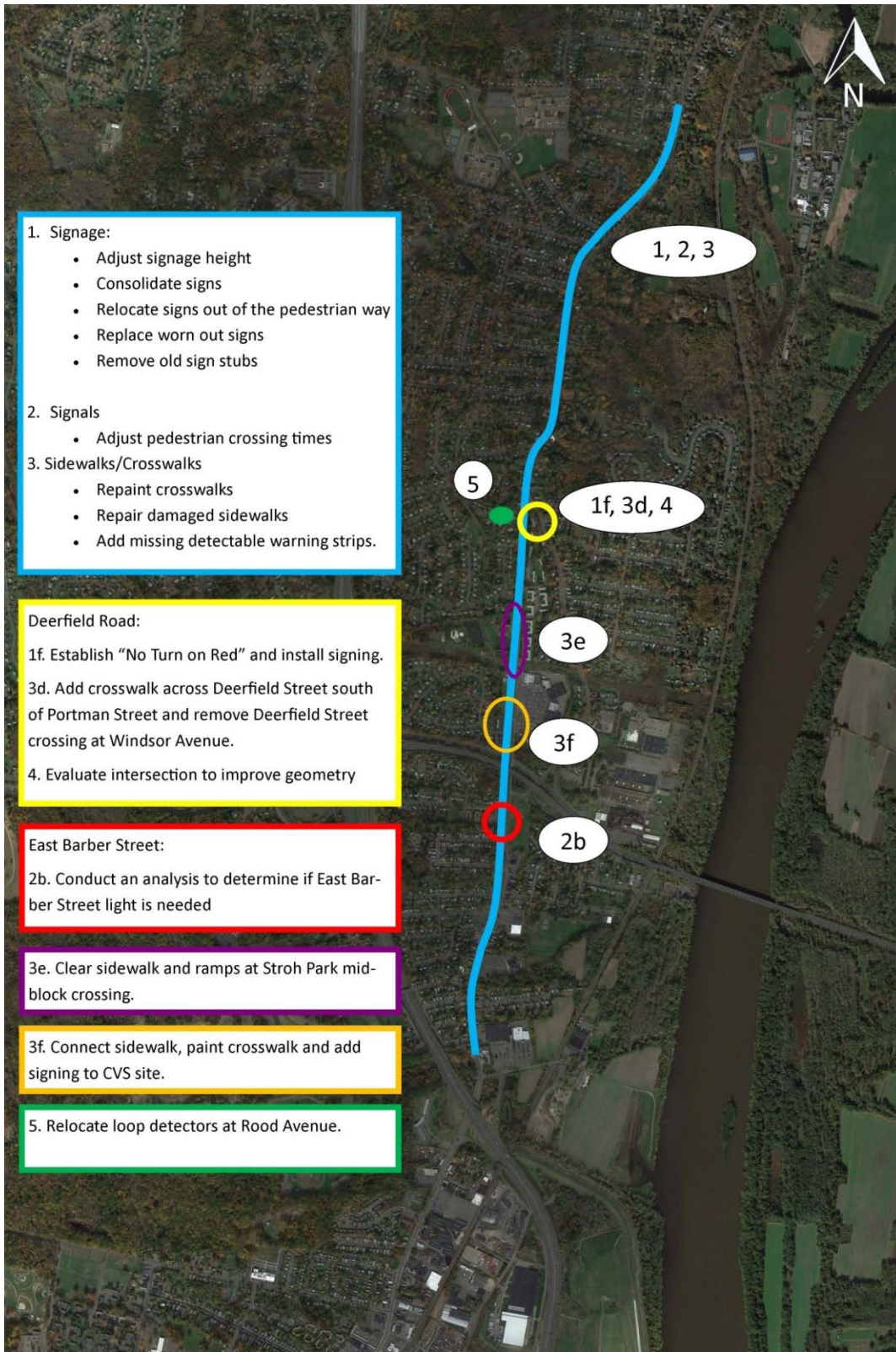


Figure 14. Short-Term Recommendations

4.2 Mid-Term

1. Acquire necessary easements and create a trail that connects the existing trail network to the Clark Memorial Library.
2. Apply to CTDOT for a crosswalk installation on Amity Road between the trail outlet and the library.
3. Clear brush and create a path connecting the church and the library on the west side of Amity Road. This could meet up with the trail outlet and utilize the same crosswalk.
4. Crosswalk:
 - o Relocate crosswalk at historical society further north on Amity Road.
 - o Install rapid flashing pedestrian beacons at crosswalk activated by push button (Figure 15).
 - o Install advance rapid flashing beacons for both approaches as warning.
 - o Coordinate existing flashing beacon signal with pedestrian push button.

Plan out phases in which the sidewalk network will be constructed.

Figure 16 depicts these mid-term recommendations.



Figure 15. Typical Flashing Beacons

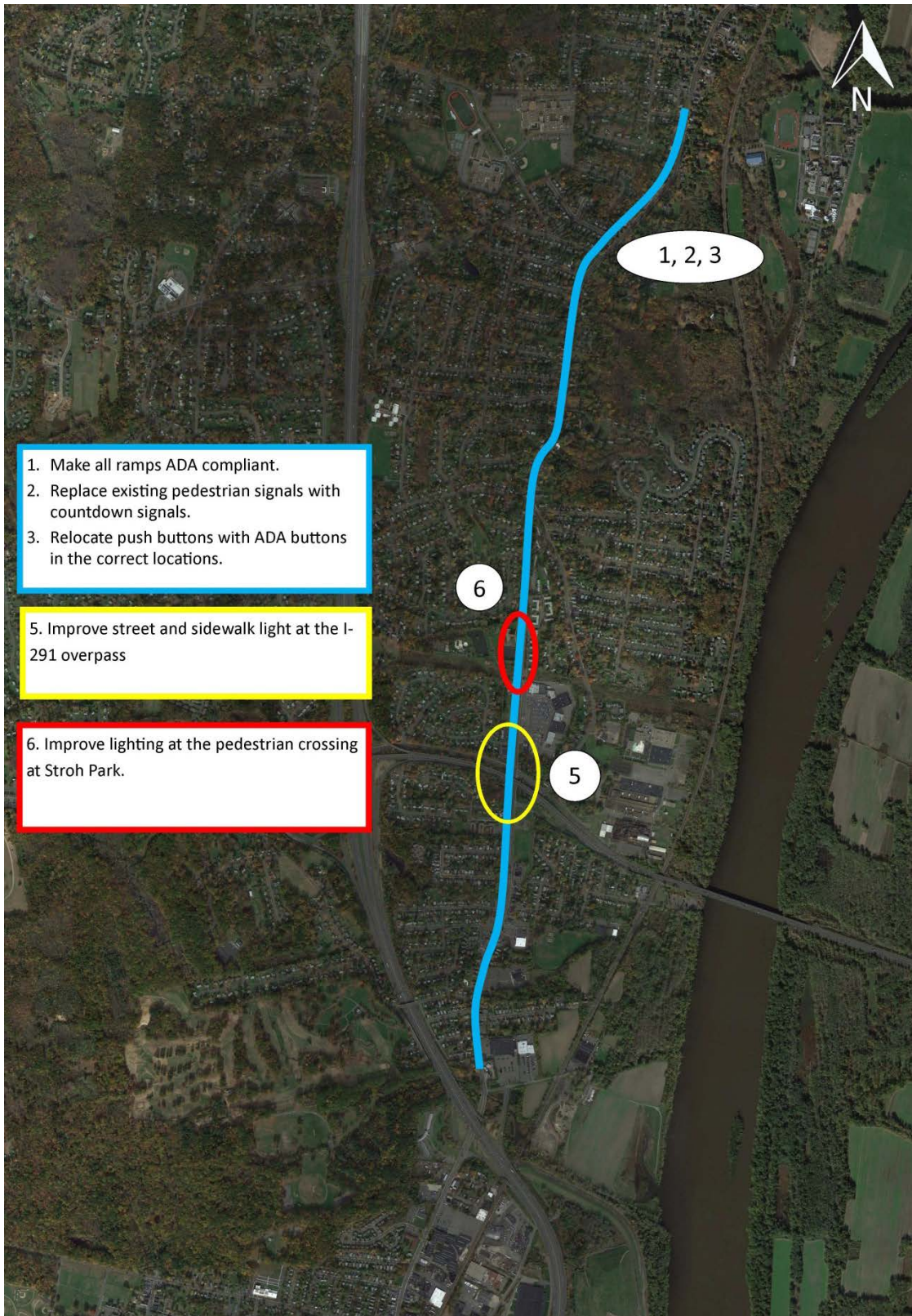


Figure 16. Medium-Term Recommendations

4.3 Long-Term

1. Adopt a bike, pedestrian and/or complete streets plan.
2. Install sidewalks in the area of the Bethany Airport property that connect the airport and the clusters of businesses in the area.
3. Create a sidewalk connection between the airport and the library.
4. Install a sidewalk between the library and the church and replace the medium term path.
5. Cut into the crest of Amity Road at the church to create a less severe crest and improve sight lines of upcoming crosswalks.

Figure 18 depicts these long-term recommendations.

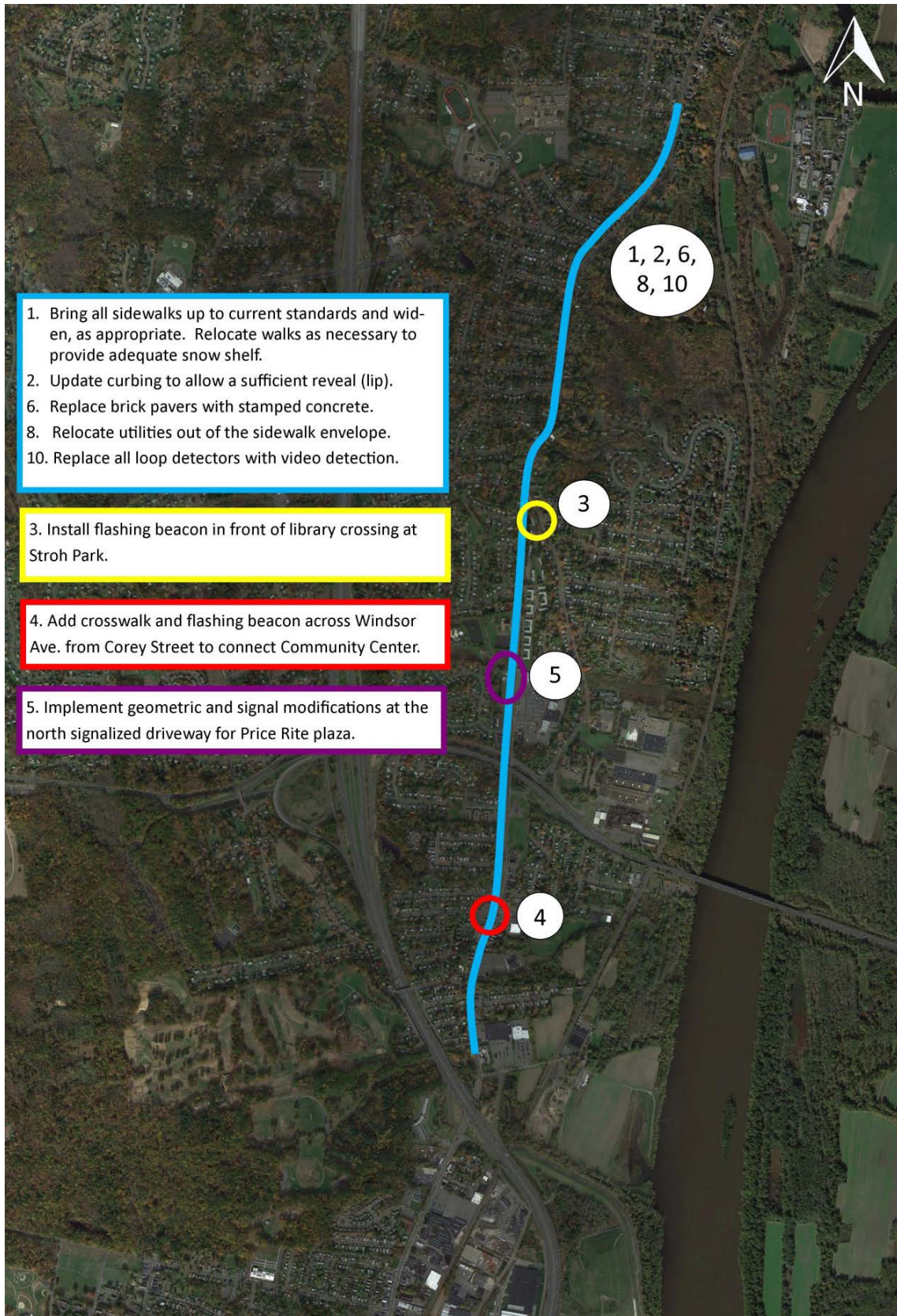


Figure 18. Long Term Recommendations

4.4 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the Town of Bethany RSA and provides Bethany with an outlined strategy to improve the transportation network along Amity Road (Route 63) for all road users, particularly focusing on pedestrians and cyclists. Moving forward, Bethany 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 Amity Road.



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Appendix A



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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

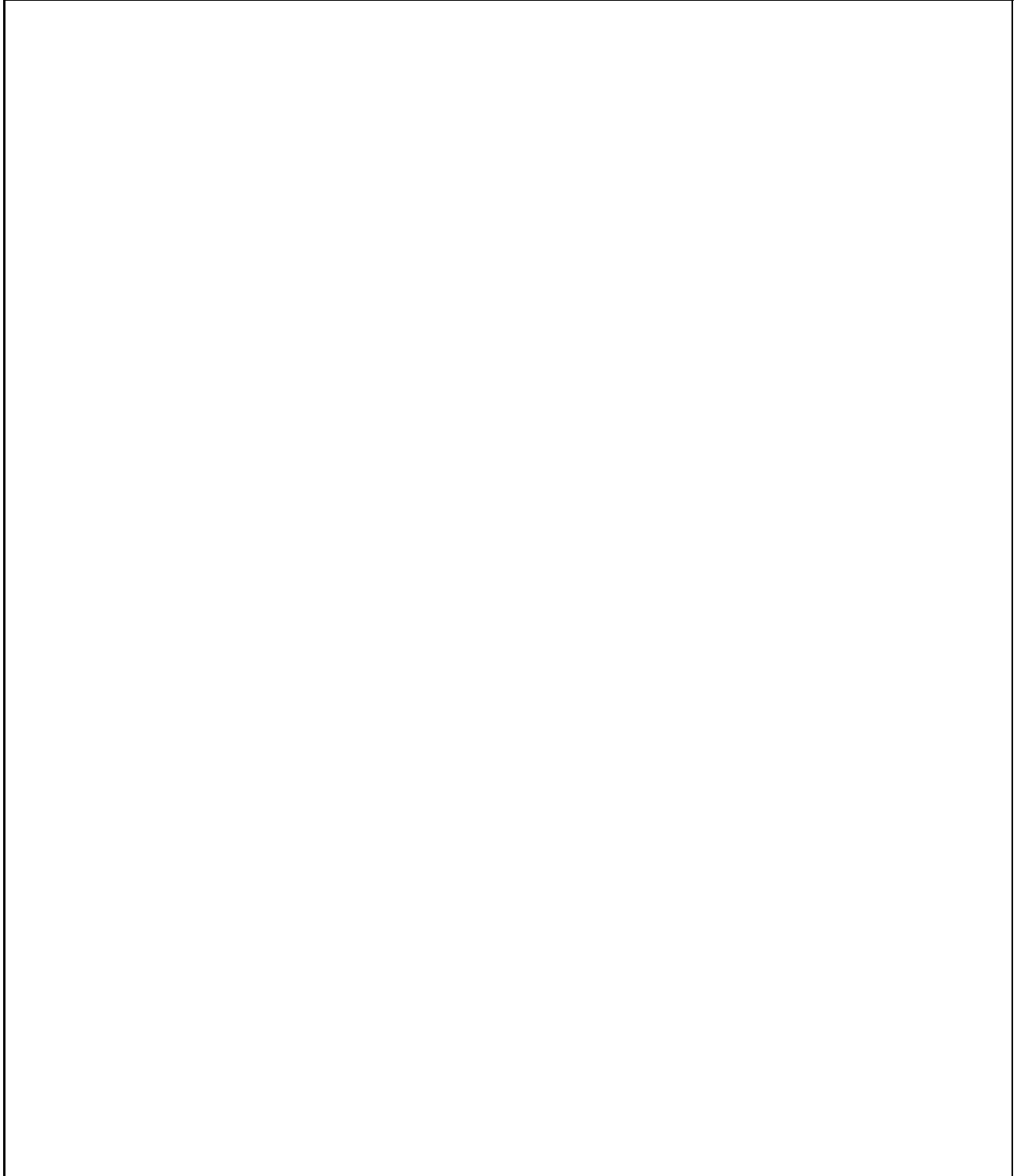
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

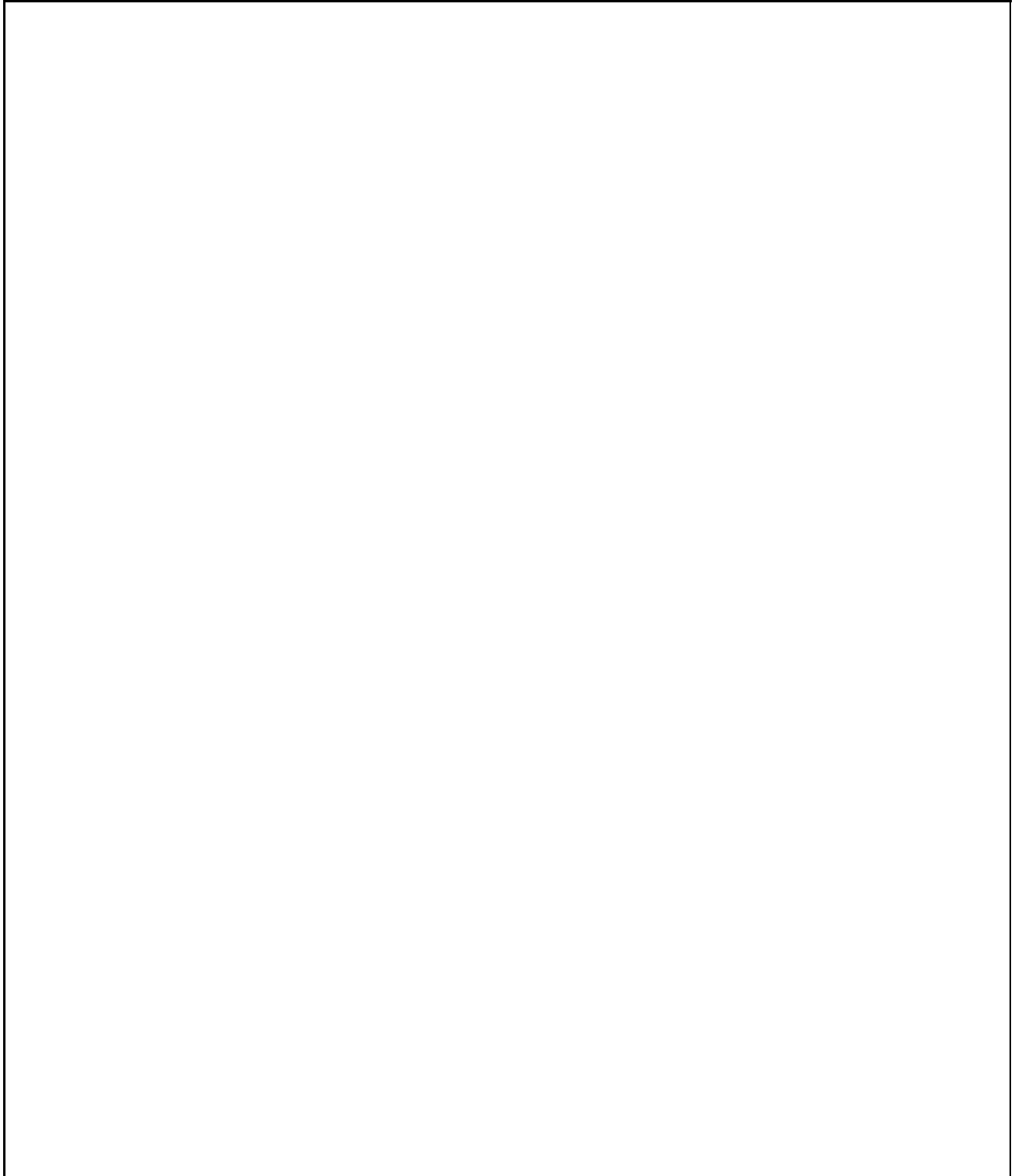
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

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.

12. Environmental Concerns:

If Yes please describe and list.

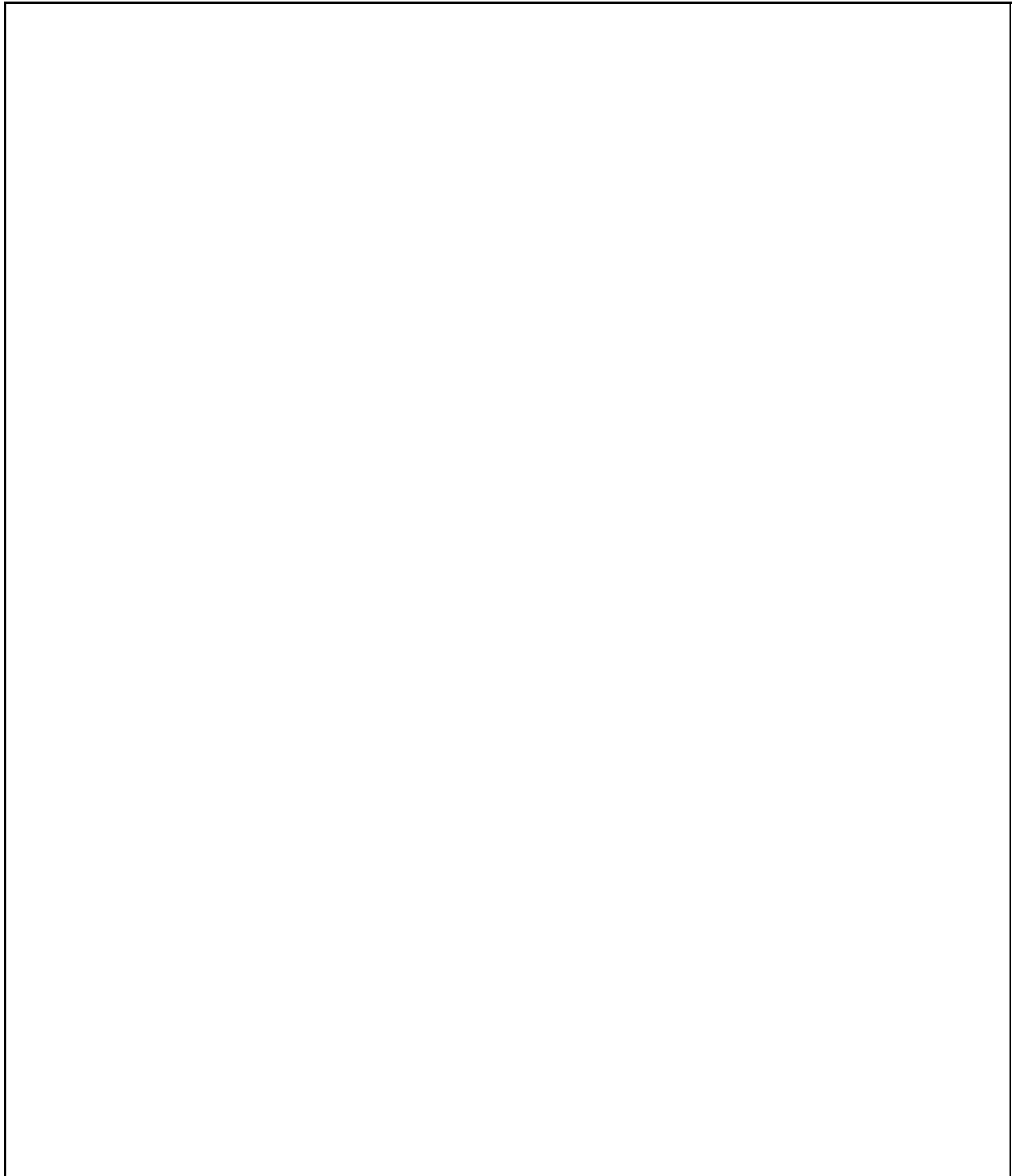
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

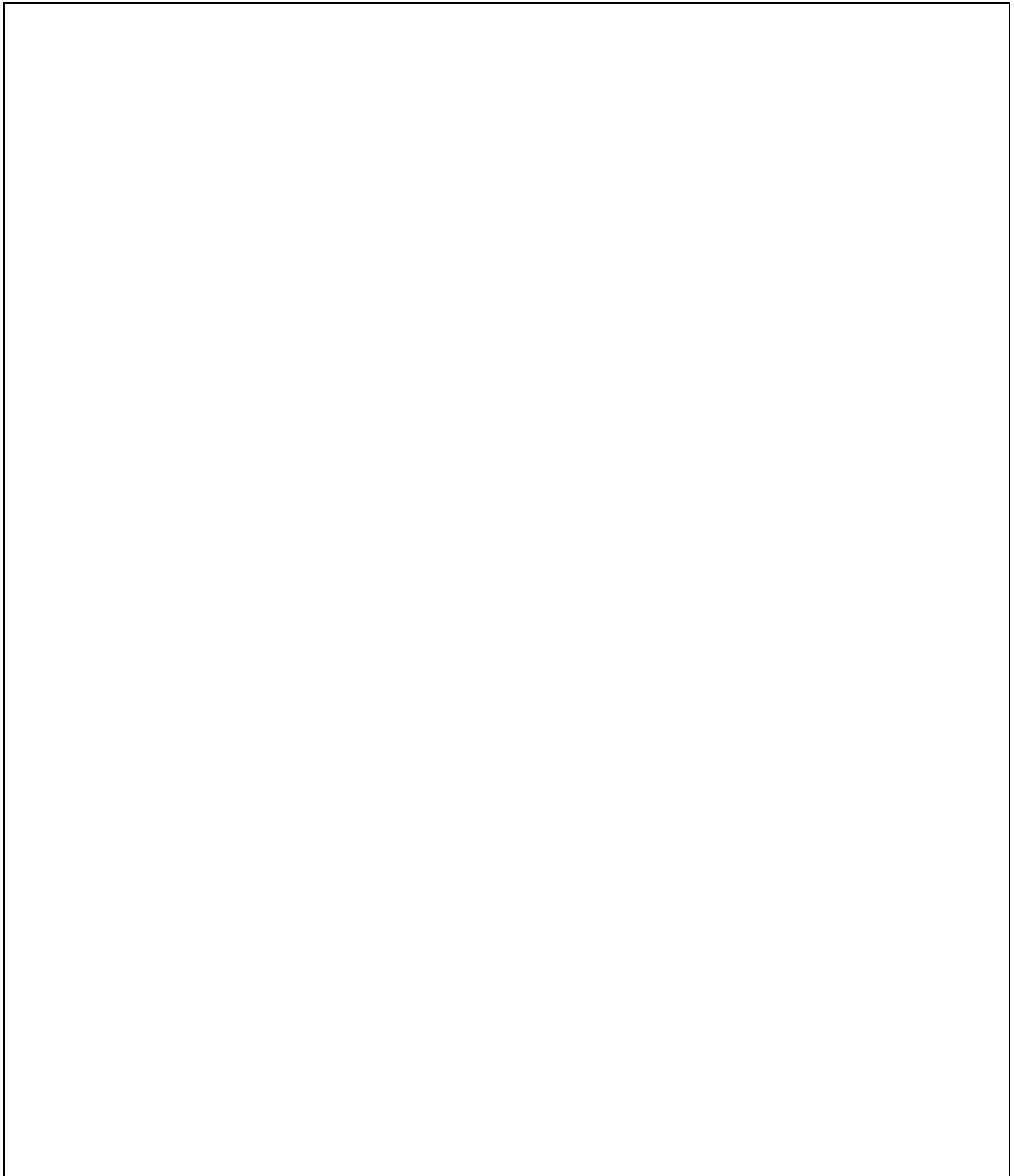
A large, empty rectangular box with a thin black border, intended for the user to provide an explanation for why a location should be considered for an RSA. The box occupies most of the page's vertical space below the question.

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)



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Appendix B



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Road Safety Audit

Town: Bethany
RSA Location: Route 63 (Amity Road)
Meeting Location: Bethany Town Hall
Address: 40 Peck Road
Date: 6/23/2016
Time: 8:00 - 11:00

Participating Audit Team Members

Audit Team Member	Agency/Organization
Lorenzo Varone	AECOM
Stephen Mitchell	AECOM
Clark Hurlburt	Town of Bethany
Carol Lambiase	P&Z
Isabel Kearns	Zoning Enforcement
Janice Howard	Town of Bethany
Colleen Murray	BOE
Kevin Tedesco	CTDOT
Anna Bergeron	CTDOT
Melissa Canham-Clyne	Clark Memorial Library
Vivian Shih	BOE
Derrylyn Gorski	FS
David Merriam	Resident Trooper



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Appendix C



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Road Safety Audit – Bethany

Meeting Location: Bethany Town Hall, Commission Room
Address: 40 Peck Road
Date: 6/23/2016
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	



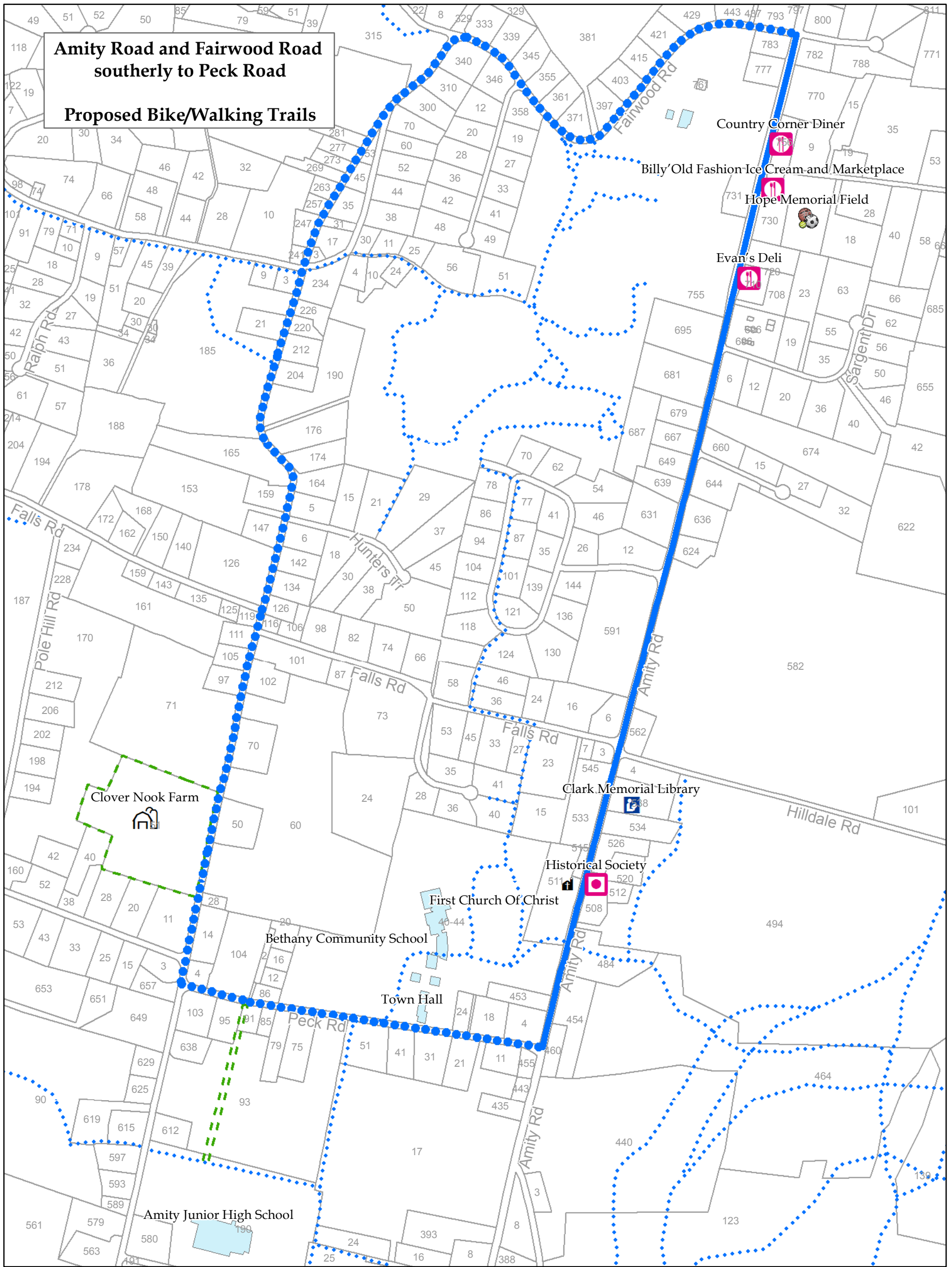
Bicycles <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume• Heavy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

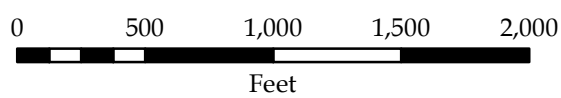
<ul style="list-style-type: none">• Intersections<ul style="list-style-type: none">○ Geometrics○ Sight Distance○ Traffic control devices○ Safe storage for turning vehicles○ Capacity Issues	
--	--



<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	



Amity Road and Fairwood Road southerly to Peck Road
Proposed Bike/Walking Trails

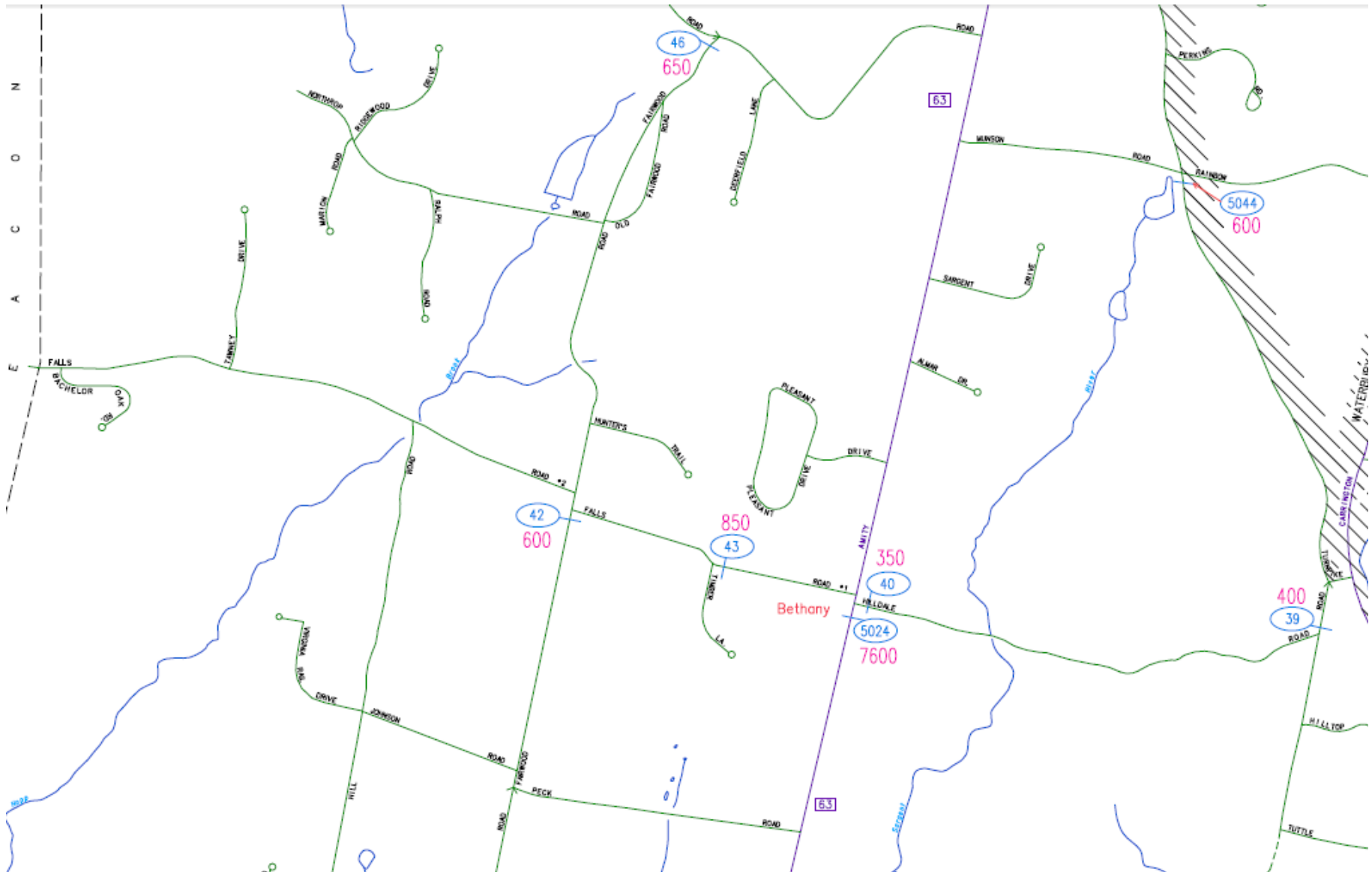


- Proposed Bike/Walk Path
- Proposed Bike/Walk Path
- Trails
- Easements
- Buildings

Disclaimer: This map is for informational purposes only. All information is subject to verification by any user. Hydrography is included for reference only. Marsh boundaries taken from CT DEEP. The Town of Bethany and its mapping contractors assume no legal responsibility for the information contained herein.



Average Daily Traffic (ADT)



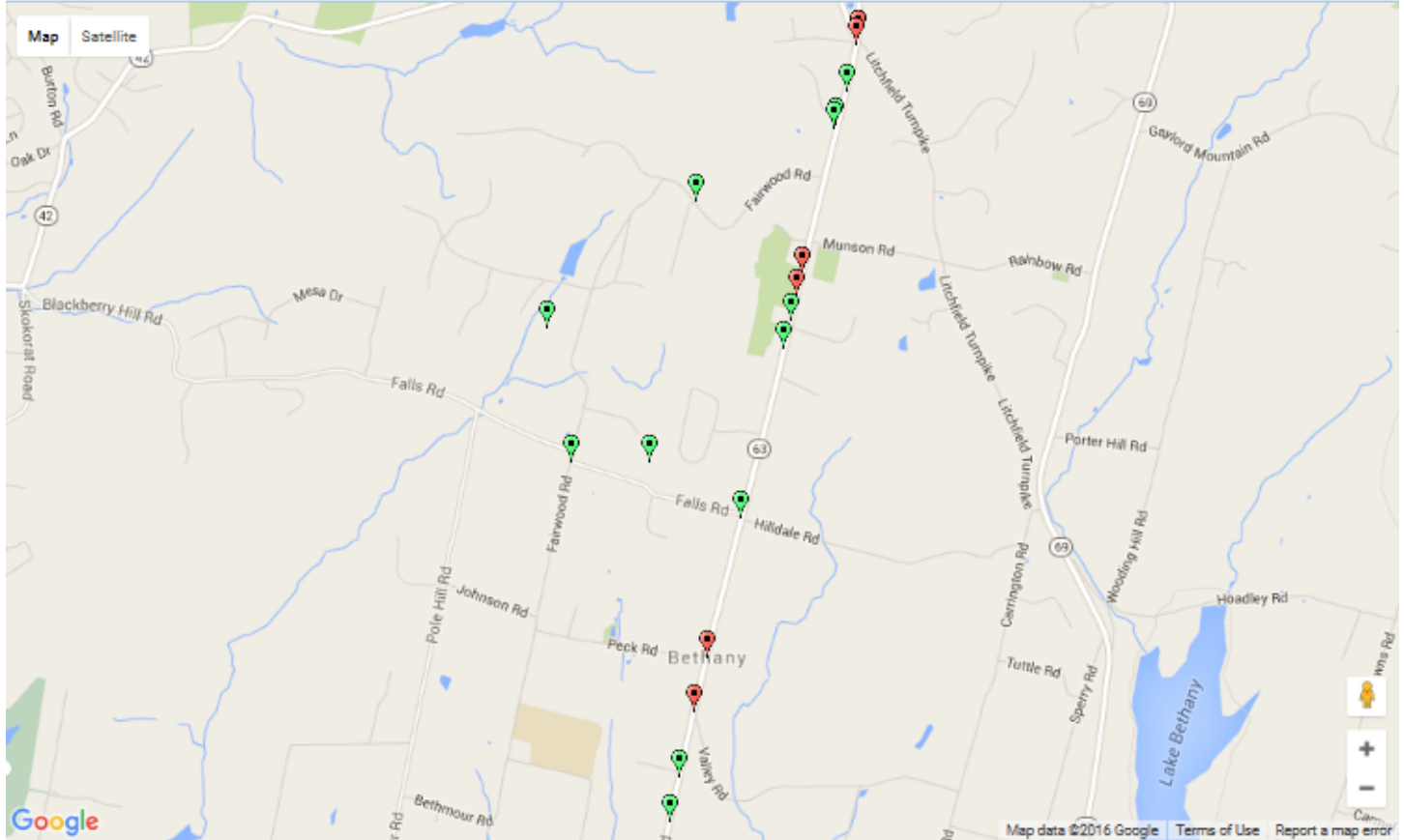
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

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



Markers Heatmap Select & Query 📍 Injury of any type (Serious, Minor, Possible) 📍 Fatal (Kill) Select All

Query Selection 📍 Property Damage Only Deselect All

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

Connecticut Crash Data Repository - [User Guide](#) [Contact Us](#)



Road Safety Audit – Bethany

Crash Summary

Data: 3 years (2012-2014)

There was 1 crash involving a bicycle which resulted in an injury

There were no crashes involving pedestrians.

Severity Type	Number of Crashes	
Property Damage Only	17	59%
Injury (No fatality)	12	41%
Fatality	0	0%
Total	29	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	1	3%
Rear-end	8	28%
Turning-Intersecting Paths	8	28%
Turning-Opposite Direction	0	0%
Fixed Object	9	31%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	1	3%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	3%
Head-on	0	0%
Sideswipe-Opposite Direction	1	3%
Miscellaneous- Non Collision	0	0%
Total	29	



Weather Condition	Number of Crashes	
Snow	3	10%
Rain	6	21%
No Adverse Condition	20	69%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	29	

Light Condition	Number of Crashes	
Dark-Not Lighted	3	10%
Dark-Lighted	3	10%
Daylight	23	79%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	29	

Road Surface Condition	Number of Crashes	
Snow/Slush	3	10%
Wet	7	24%
Dry	18	62%
Unknown	0	0%
Ice	1	3%
Other	0	0.0%
Total	29	



Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	1	3%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	0	0%
8:00	8:59	1	3%
9:00	9:59	0	0%
10:00	10:59	0	0%
11:00	11:59	2	7%
12:00	12:59	3	10%
13:00	13:59	1	3%
14:00	14:59	4	14%
15:00	15:59	8	28%
16:00	16:59	0	0%
17:00	17:59	1	3%
18:00	18:59	3	10%
19:00	19:59	2	7%
20:00	20:59	1	3%
21:00	21:59	2	7%
22:00	22:59	0	0%
23:00	23:59	0	0%
Total		29	

Bethany - Amity Rd/Fairwood Rd Biking/Walking Trails



Legend

- Ⓢ Signalized intersection
- Ⓡ Stop controlled intersection
- ||||| Crosswalk
- Intersecting road
- Sidewalk both sides
- Sidewalk one side
- No sidewalk

SPEED
LIMIT
50



DRAFT



Road Safety Audit – Bethany

Fact Sheet

Functional Classification:

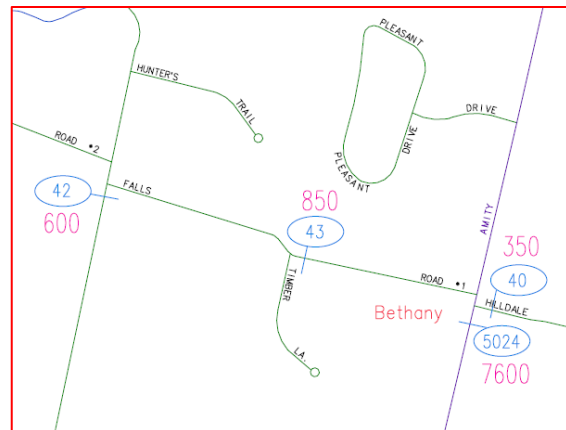
- Route 63 (Amity Road) is classified as a Minor Arterial
- Peck Road is classified as a Local Road
- Fairwood Road south of Falls Road is classified as a Major Collector
- Fairwood Road north of Falls Road is classified as a Minor Collector

ADT

- ADT on Route 63 is 7,600
- ADT on Fairwood Road is 600 – 650

Population and Employment Data (2014):

- Population: 5,546
- Employment: 1,172



Urbanized Area

- The loop of Route 63, Peck Road, and Fairwood Road is not in an Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Bethany exceeding the state's average.
- The statewide average percentage minority population is 30.53%. There are no areas in the vicinity of the study area that exceed the state's average.

Air Quality

- Bethany's CIPP number 503
- Bethany is within the NY/NJ/CT Marginal Ozone Area and PM_{2.5} Attainment/Maintenance Area
- Bethany is within a CO Maintenance Area