



COMMUNITY
connectivity program

Cheshire

Jarvis Street from Farmington Canal Linear Trail westerly
to Guinevere Ridge – Road Safety Audit

July 26, 2016



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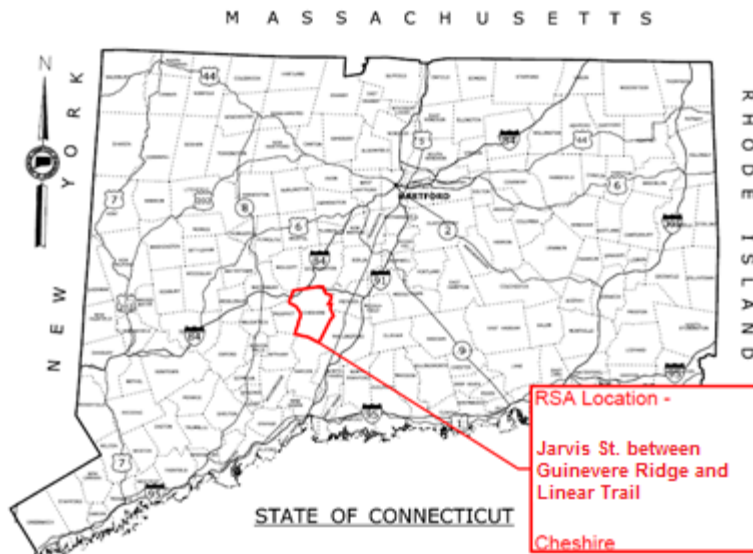
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this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

The Town of Cheshire Engineering Division submitted an application to complete an RSA on Jarvis Street (between Guinevere Ridge and the Farmington Canal Linear Trail) for a planned sidewalk and improved safety for pedestrians and bicyclists travelling along the corridor. Jarvis Street is a steep and winding roadway with only a short section of existing sidewalk. This combination of factors makes the street challenging for pedestrians and bicyclists. The Farmington Canal Linear Trail (Linear Trail) in the study area was completed in 2016, and will generate an increase in pedestrians and bicyclists in the area. A new sidewalk connection to the Linear Trail may help to reduce parking demand at Linear Trail parking lot.

The application and supporting documentation are included in Appendix A.

1.1 Location

The RSA site is the section of Jarvis Street between Guinevere Ridge to the west and the Linear Trail to the east (Figure 1). Figure 2 shows the study corridor in a regional context. The Average Daily Traffic (ADT) on Jarvis Street near the Guinevere Ridge intersection is 1,700 vehicles per day (vpd). Jarvis Street consists of a single lane in each direction, separated by a double yellow center line. There are no shoulders on the road.

There are five intersections on Jarvis Street in the study area. The Linear Trail driveway to the parking lot forms a T-intersection with stop control on the southbound driveway approach. The intersection with Peck Lane is controlled with a four-way stop. The intersection with Lancaster Way is a T-intersection with stop control on the southbound Lancaster Way approach. The intersection with Devonwood Drive is a T-intersection with stop control on the northbound Devonwood Drive approach. The intersection with Guinevere Ridge is a T-intersection with stop control on the southbound Guinevere Ridge approach.

There is a sidewalk on the north side of Jarvis Street between Lancaster Way on the east to 624 Jarvis Street on the west. There are sidewalks on both sides of Lancaster Way, Devonwood Drive, and Guinevere Ridge.

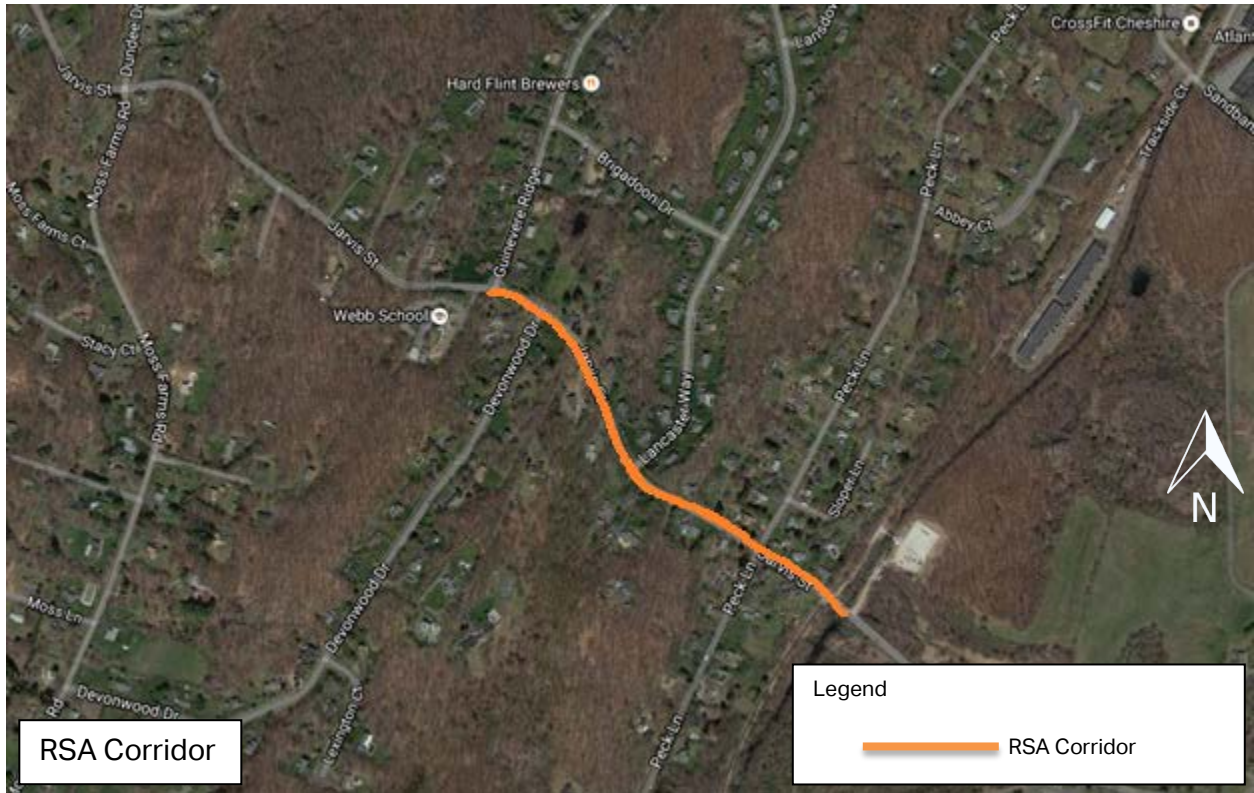


Figure 1. Jarvis Street, Cheshire

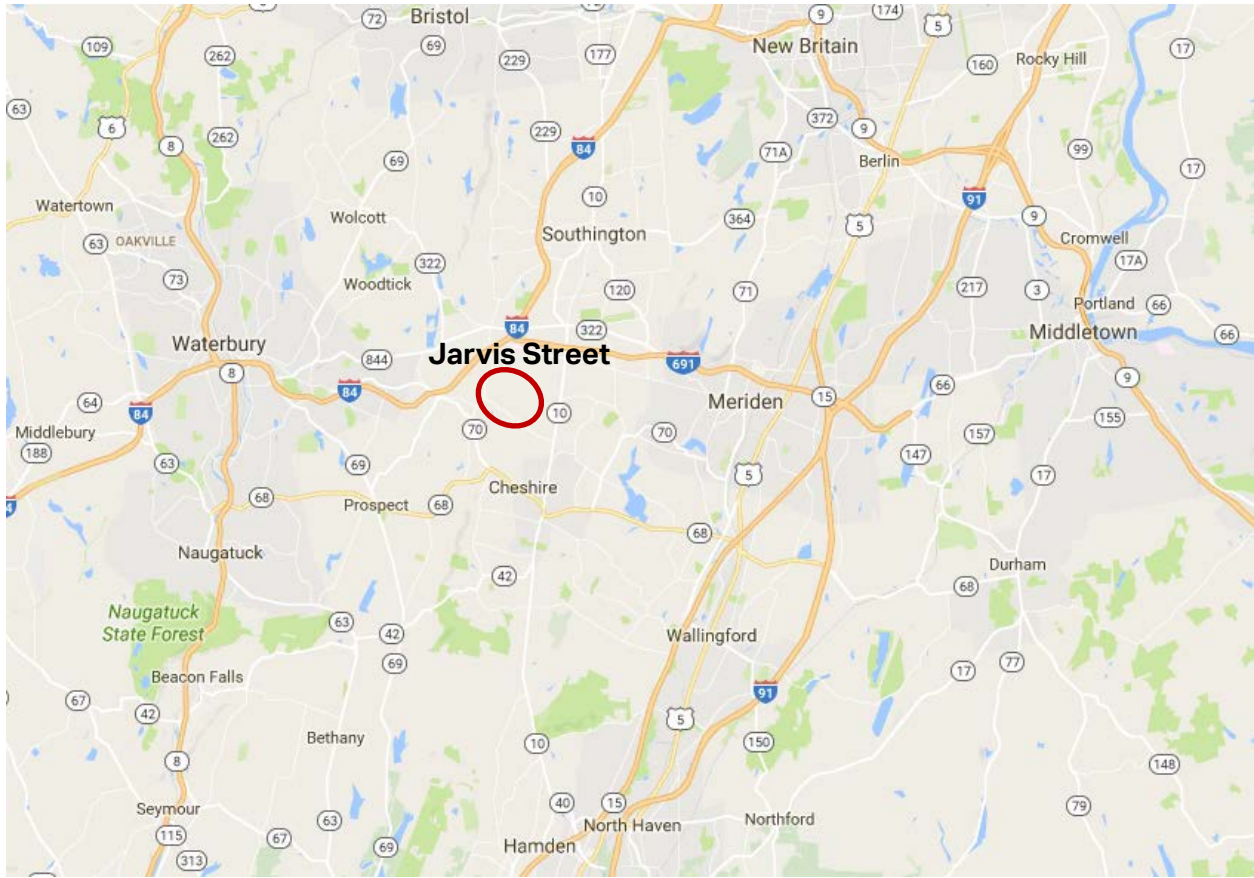


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

As noted above, traffic volumes are relatively low along the Jarvis Street corridor. Jarvis Street provides a connection between Highland Avenue (Route 10) on the east and Marion Road on the west and direct access to the Linear Trail. Although the crash history in this area is relatively low, there were two accidents involving injuries between 2012 and 2014 (Table 1 and Table 2). Figure 3 displays crashes that occurred in this area during 2015.

Severity Type	Number of Accidents	
Property Damage Only	9	82%
Injury (No fatality)	2	18%
Total	11	

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	0	0%
Rear-end	0	0%
Turning-Intersecting Paths	1	9%
Turning-Opposite Direction	0	0%
Fixed Object	3	27%
Backing	1	9%
Angle	3	27%
Turning-Same Direction	0	0%
Moving Object	2	18%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	1	9%
Miscellaneous- Non Collision	0	0%
Total	11	

Table 2. Crash Type 2012-2014

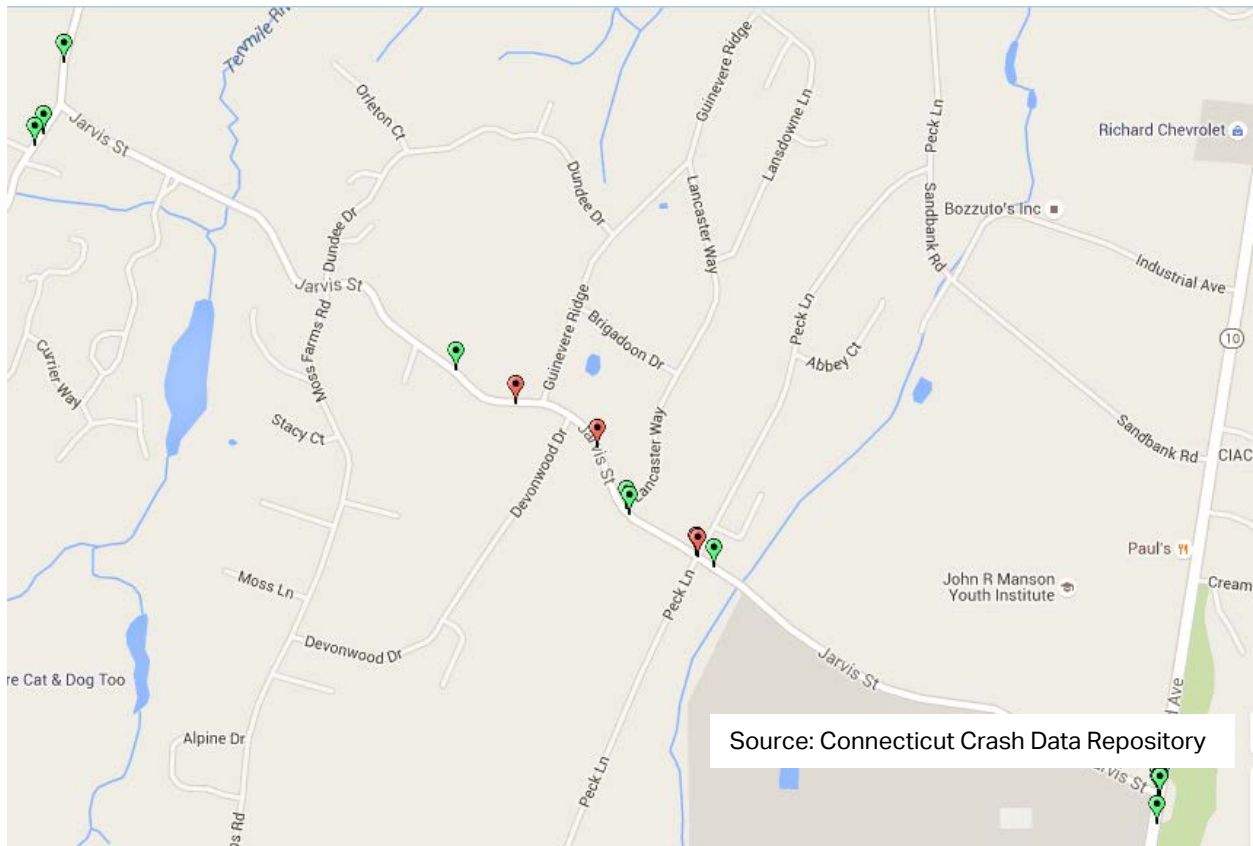


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

To improve connectivity to the newly created Linear Trail, the Town of Cheshire is planning to construct a 1,100 foot long sidewalk along Jarvis Street. The sidewalk was identified by the town’s Engineering Department as a way to enhance pedestrian and bicycle safety. A top priority of the department is to enhance pedestrian and bicycle safety along Jarvis Street.

Currently many residents in the Jarvis Street neighborhoods drive to the Liner Trail parking lot rather than walking or riding on Jarvis Street, which is steep and winding. A new sidewalk could improve walking and bike access to the Liner Trail from the surrounding neighborhoods.

Figure 4 and Table 3 below show the roadway geometrics for the Jarvis Street corridor.



Figure 4. Jarvis Street Road Geometrics

Cheshire - Jarvis Street Street Inventory

From	To	Distance	Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Farmington Canal	Guinevere Ridge	0.4 miles	1 lane	N/A	N/A	N/A	N/A	Asphalt	Yes	No	N/A	N/A
Linear Trail			1 lane	N/A	N/A	N/A	N/A	Asphalt	Yes	No	N/A	N/A

***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 Effort

The Town of Cheshire has recently completed construction of the Farmington Canal Linear Trail through town to a northerly terminus at Jarvis Street, where they have placed a new parking lot. The parking lot has handicap facilities complete with ramps with pedestrian detectable warning strips. In addition, the parking lot is equipped with bike racks, trash receptacles, benches, kiosk and rest rooms. A pedestrian bridge was also built over the river to connect the parking lot to the Linear Trail (Figure 5). The Linear Trail is expected to be extended north to the southern border of Plainville and south to I-95 in New Haven.



Figure 5. New Trailhead Parking Lot and Facilities

2.3 Pre-Audit Meeting

The RSA was conducted on July 26, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall located at 84 South Main Street in Cheshire.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, representatives from several Cheshire Department of Public Works, Local Police, Economic Development and Engineering. The complete list of attendees can be found in Appendix B.

Several items were presented for general information prior to conducting the Audit in the field:

- The Town of Cheshire requested that the study area be extended west to Guinevere Street. Originally the audit was planned to end at Lancaster Way.
- Cheshire stated that it is not necessary to extend the planned sidewalk to the school in the study area since it is a special needs school where all students are driven.
- Jarvis Street has low traffic volumes and is a local road. Higher traffic volumes are on Route 10. Many avid bicyclists use Route 10.
- Cheshire is responsible for maintaining the Linear Trail and parking lot, but not for plowing in the winter.
- Linear Trail construction was completed as part of funding from the CTDOT Rails to Trails program.
- The Linear Trail is used mainly by recreational users.
- Cheshire is planning to install a sidewalk on Jarvis Street in order to provide desired connectivity between the Linear Trail head and the surrounding neighborhoods.
 - The Town has not reached out to home owners yet about the planned sidewalk installation.
 - Residents will need to maintain the sidewalk in front of their own property.
 - There is adequate right of way where the sidewalk would be installed.
- Vehicles may be traveling at relatively high speeds.
- The majority of crashes occurred in daylight during non-adverse conditions.
- Some street lighting is provided at side streets and intersections in the study area.
- The sidewalk has been initially planned to be on the north side of Jarvis Street.
 - The steep sections of Jarvis Street would require the construction of retaining walls and the reworking of an existing steep driveway.
 - Installing the sidewalk on the north side of the road avoids having to put in pedestrian crossings to reach Lancaster Way and Guinevere Ridge.
- The utility conflicts on Jarvis Street include utility poles and catch basins. The Town still needs to complete a survey to fully identify utility conflicts.
- LOTCIP funding cannot be used for the Jarvis Street sidewalk project because it is already being used to fund other projects in Cheshire.
- The Town estimates that the Linear Trail will see 100,000 users per year.

- A State Fire Academy facility is planned across from trail head parking lot.
- Jarvis Street has very steep hills (10-11%) so only experienced bikers will use this street.
- Cheshire has not completed a Bike and Pedestrian or Complete Streets plan.

3 RSA Assessment

3.1 Field Audit Observations

Jarvis Street at Trail Crossing:

- Jarvis Street has bituminous curbs.
- Previously the crosswalk from the trail head parking lot to the Linear Trail was aligned diagonally across Jarvis Street. The new trail crosswalk is realigned so that it is a more direct crossing (Figure 6).



Figure 6. Trail Crossing of Jarvis Street

Jarvis Street between Trail Crossing and Peck Lane:

- There are many utility poles on the North side of Jarvis street (Figure 7):
 - If a sidewalk is to be installed on the north side of Jarvis Street, then utility pole relocation may be necessary.

Jarvis Street and Peck Lane Intersection:

- The distance to cross Peck Lane is 40 feet.
- There are no crosswalks at this intersection.
- The catch basin on the northwest corner of the intersection may be an issue if the sidewalk is placed on the north side of Jarvis Street.
- The stop signs are mounted below the required height of 7 feet.



Figure 7. Utilities Along North Side of Jarvis Street

Jarvis Street between Peck Lane and Lancaster Way

- Width of Jarvis Street is a 13-foot wide westbound travel lane and a 12-foot wide eastbound travel lane (Figure 8).
- There is no shoulder painted on Jarvis Street (Figure 8).
- There is a steep side slope grade on the north side between 530 and 540 Jarvis Street. This may be an issue for sidewalk installation (Figure 9).



Figure 8. Jarvis Street Cross Section

- A retaining wall may be required if the sidewalk is installed on the north side of Jarvis Street.
- There are fewer grade issues on south side of Jarvis Street at this location. There is an existing retaining wall that would need to be replaced significantly closer to a dwelling.

Intersection of Jarvis Street and Lancaster Way:

- Lancaster Way has existing sidewalks throughout the neighborhood in good condition.
- There are no crosswalks at Lancaster Way (Figure 10):
 - The curbing could be extended to tighten the intersection and shorten crossing distance.
 - Existing crossing distance is 36 feet.
 - The stop bar is set back from the intersection.
 - The existing ramps are not ADA compliant.



Figure 9. Steep Grade on North Side of Jarvis Street

- The ramps are aligned to have pedestrians cross behind the stop bar, which is not standard practice (Figure 10).

Jarvis Street between Lancaster Way and Devonwood Drive:

- The section of existing sidewalk on Jarvis Street is a continuation of the sidewalk on Lancaster Way.
 - This sidewalk is four feet wide.
 - There is a six-foot grass buffer between the street and sidewalk (Figure 11).
 - The sidewalk terminates (abruptly) at 624 Jarvis Street (Figure 12).

Intersection of Jarvis Street and Devonwood Drive:

- There is limited sight distance due to the horizontal and vertical curves on Jarvis Street; therefore, a crosswalk at this location may not be advisable.
- There is available right of way on Jarvis Street to the rock wall at 664 Jarvis Street across from Devonwood Drive.

Intersection of Jarvis Street and Guinevere Ridge:

- There are sidewalks throughout Guinevere Ridge in fair condition with a width of four feet.
- There are no crosswalks at this location. The ramps at the crossing of Guinevere Ridge are not ADA compliant or aligned well (Figure 13).
- The curbing could be extended to tighten the intersection and shorten the crossing distance.

Other Observations and Information:

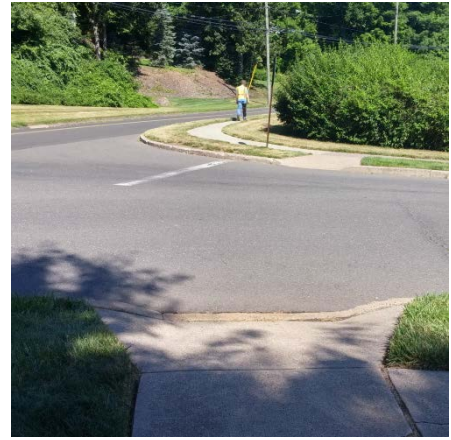


Figure 10. Lancaster Way Pedestrian Crossing



Figure 11. Jarvis Street existing sidewalk



Figure 12. End of Sidewalk on Jarvis Street

- There is a Town ordinance that prohibits bike riding on sidewalks, but it is not strictly enforced.
- The Town can consider painting edge lines on Jarvis Street to accommodate bike and pedestrian traffic and slow down vehicles.



Figure 13. Guinevere Ridge Pedestrian Crossing

3.2 Post Audit Workshop - Key Issues

- There are utility poles and catch basins on the north side of Jarvis Street. If the sidewalk is installed on the north side of Jarvis Street then the relocation of utilities and drainage will increase the cost of the sidewalk project significantly.
- At side street intersections along Jarvis Street crosswalks are not painted, crossing distances are long, handicap ramps are not ADA compliant. The Lancaster Way crossing is aligned behind the stop bar.
- Existing sidewalks in the study area are four feet or less. The minimum width of a sidewalk should be five feet.
- There are multiple locations along Jarvis Street where there is a steep side slope grade on the north side of the road. This would require a retaining wall for sidewalk installation and would increase the cost of the sidewalk project.
- Bikes are not allowed to ride on the sidewalks. Families with children may not feel comfortable riding in the road and might be more comfortable using the sidewalk.
- A sidewalk placed on the southside of Jarvis Street may face strong resistance by residents due to the proximity to the dwelling at 995 Peck Lane and the need to remove about five mature trees east of Peck Lane.

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, performing a route field survey, 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 or more years when funding is available.

4.1 Short Term

1. Address the following during preliminary planning for the sidewalk project on Jarvis Street:
 - a) Perform a route land survey
 - b) Evaluate sidewalk alignment options and consider alternating between the south and north side of Jarvis Street. Avoiding utilities and slopes where possible to reduce the cost of the project.
 - c) Contact residents who may be affected by a new sidewalk on Jarvis Street.
2. Stripe edge line(s) and narrow lane width on Jarvis Street to lower traffic speed and provide accommodation for pedestrians and bicyclists.
3. Raise mounted height of stop signs at Peck Lane to 7 feet (standard height).
4. Pursue alternate funding options. Cheshire has capital funds for sidewalks that can be used for funding match.
5. Contact COG regarding project priority status.

Figure 14 depicts these recommendations.

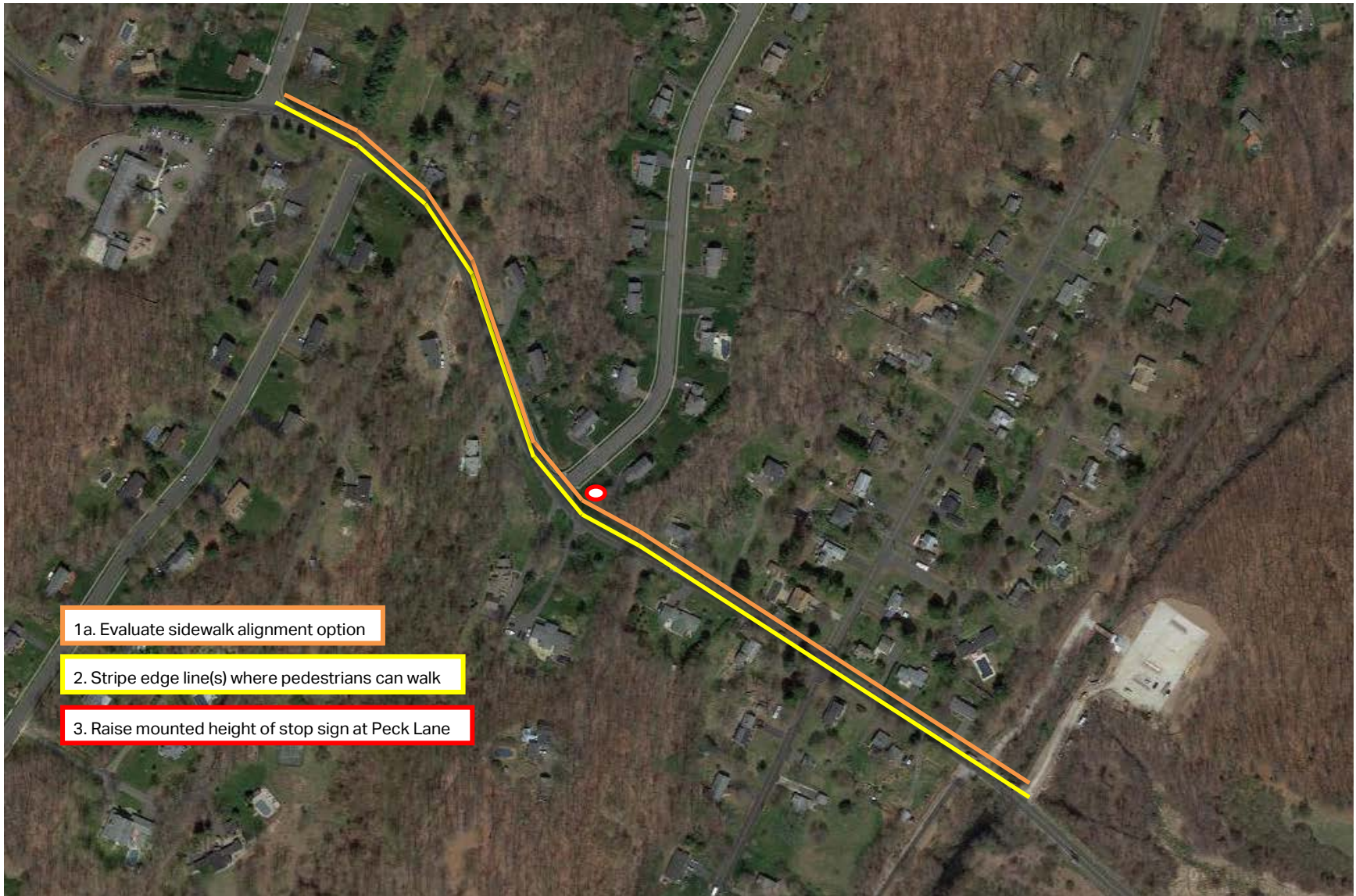


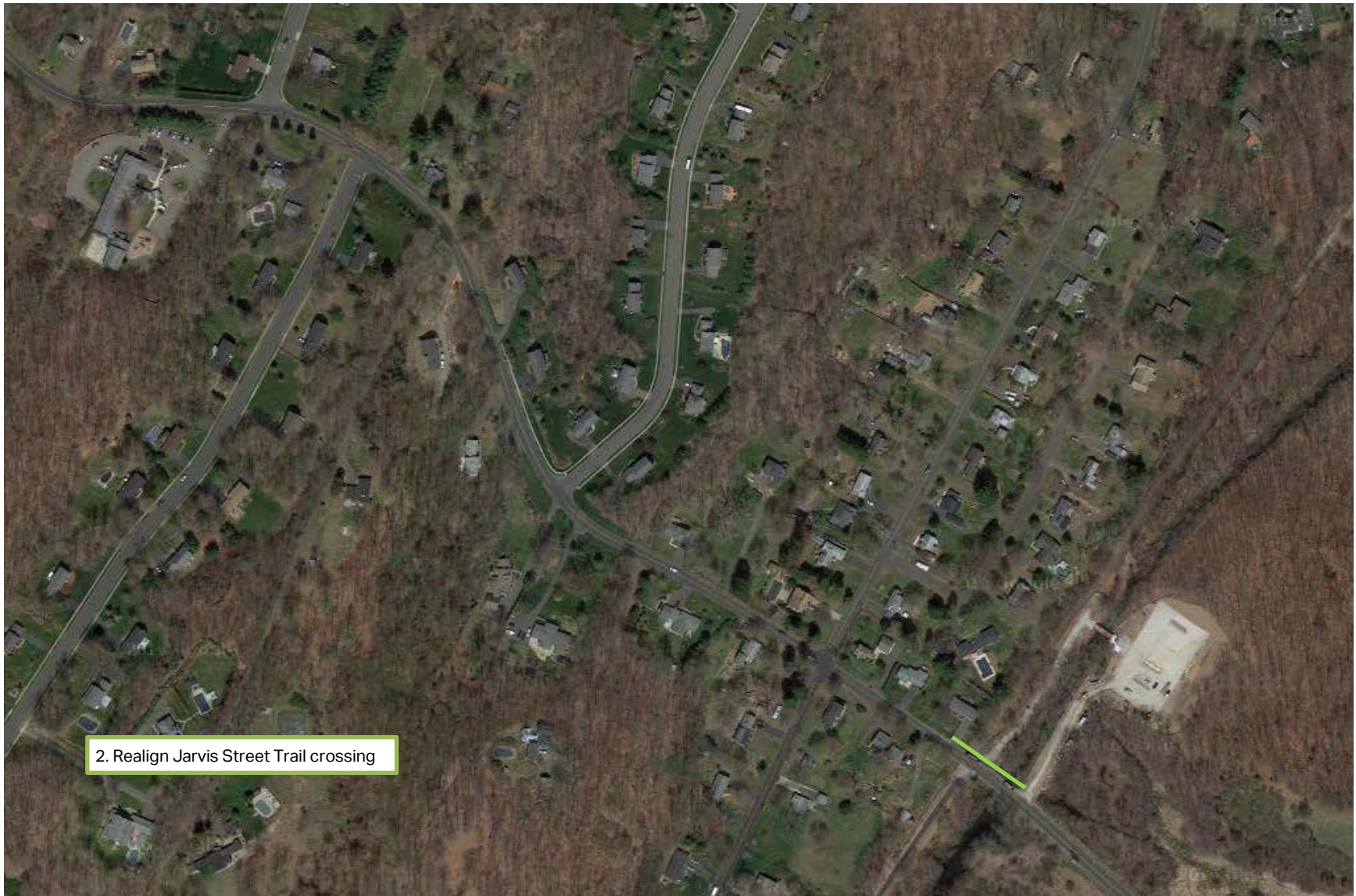
Figure 14. Short Term Recommendations

4.2 Medium Term

1. Hold a public meeting and provide a visual representation of plan to help gain community support.
2. The Town plans to realign the Jarvis Street trail crossing near the trail head parking lot in order to provide a more direct crossing¹.

Figure 15 depicts these recommendations.

¹ This has been completed as of 10/5/16



2. Realign Jarvis Street Trail crossing

Figure 15. Mid-term Recommendations

4.3 Long Term

1. Implement the following improvements at the intersection of Lancaster Way with Jarvis Street and Guinevere Ridge with Jarvis Street:
 - a. Tighten the turn radius.
 - b. Realign ramps so that they direct pedestrians in front of the stop bar.
 - c. Install detectable warning strips on ramps to current ADA standard (Figure 16).
 - d. Upgrade ADA ramps.
2. Finalize the Jarvis Street sidewalk design.
 - a. Relocate utility poles and catch basins where the sidewalk is to be installed.
3. Construct the Jarvis Street sidewalk.
4. Review the Town ordinance prohibiting bikers on sidewalks for this section of sidewalk due to the residential nature and high traffic speeds on Jarvis Street.



Figure 16. Pedestrian Detectable Warning Strips

Figure 17 depicts some of these recommendations.

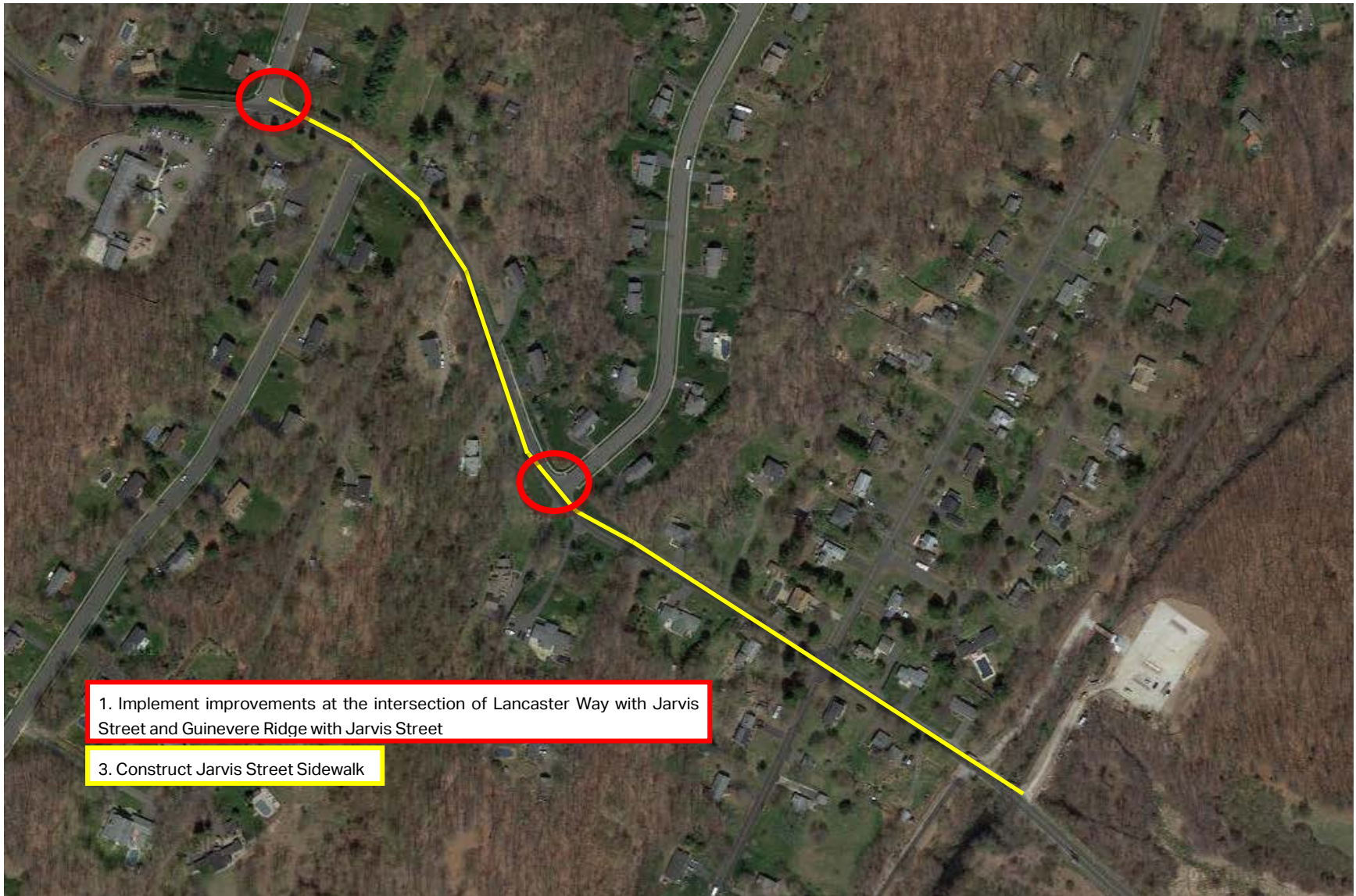


Figure 17. Long-term Recommendations

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Cheshire RSA. It provides Cheshire with an outlined strategy to improve the transportation network for all road users on Jarvis Street, particularly focusing on pedestrians and cyclists. Moving forward, Cheshire 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 Jarvis Street.



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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

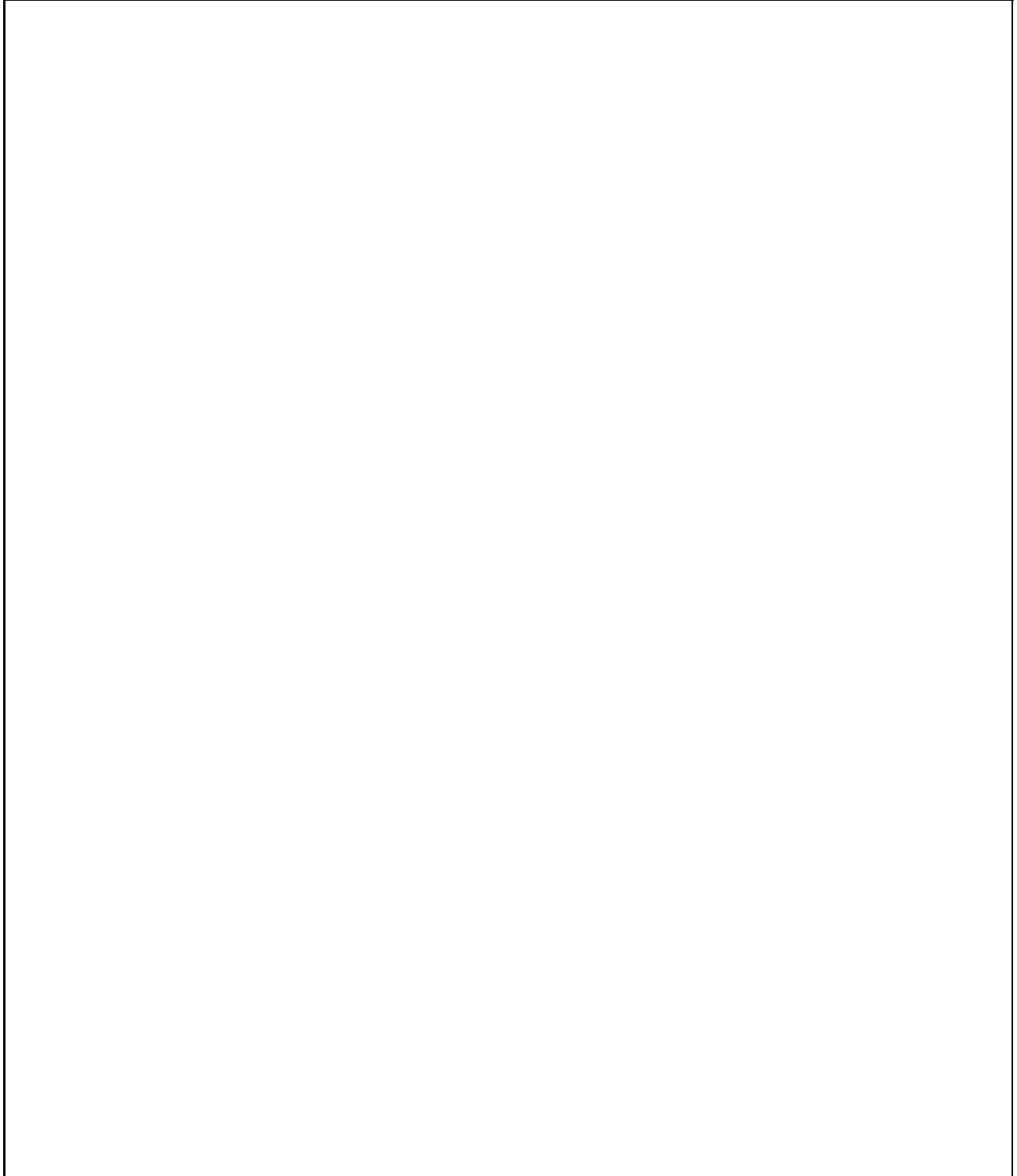
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

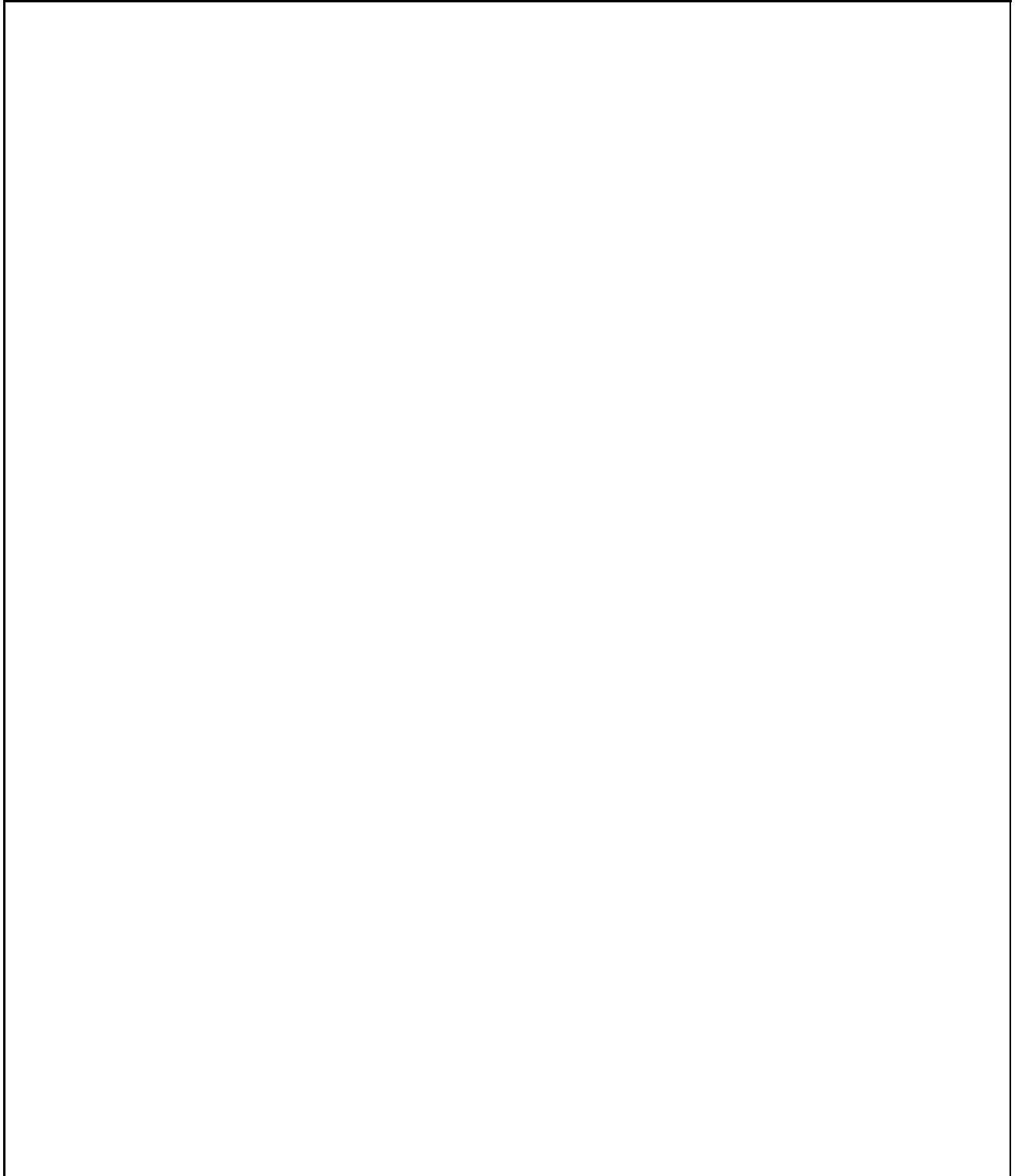
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

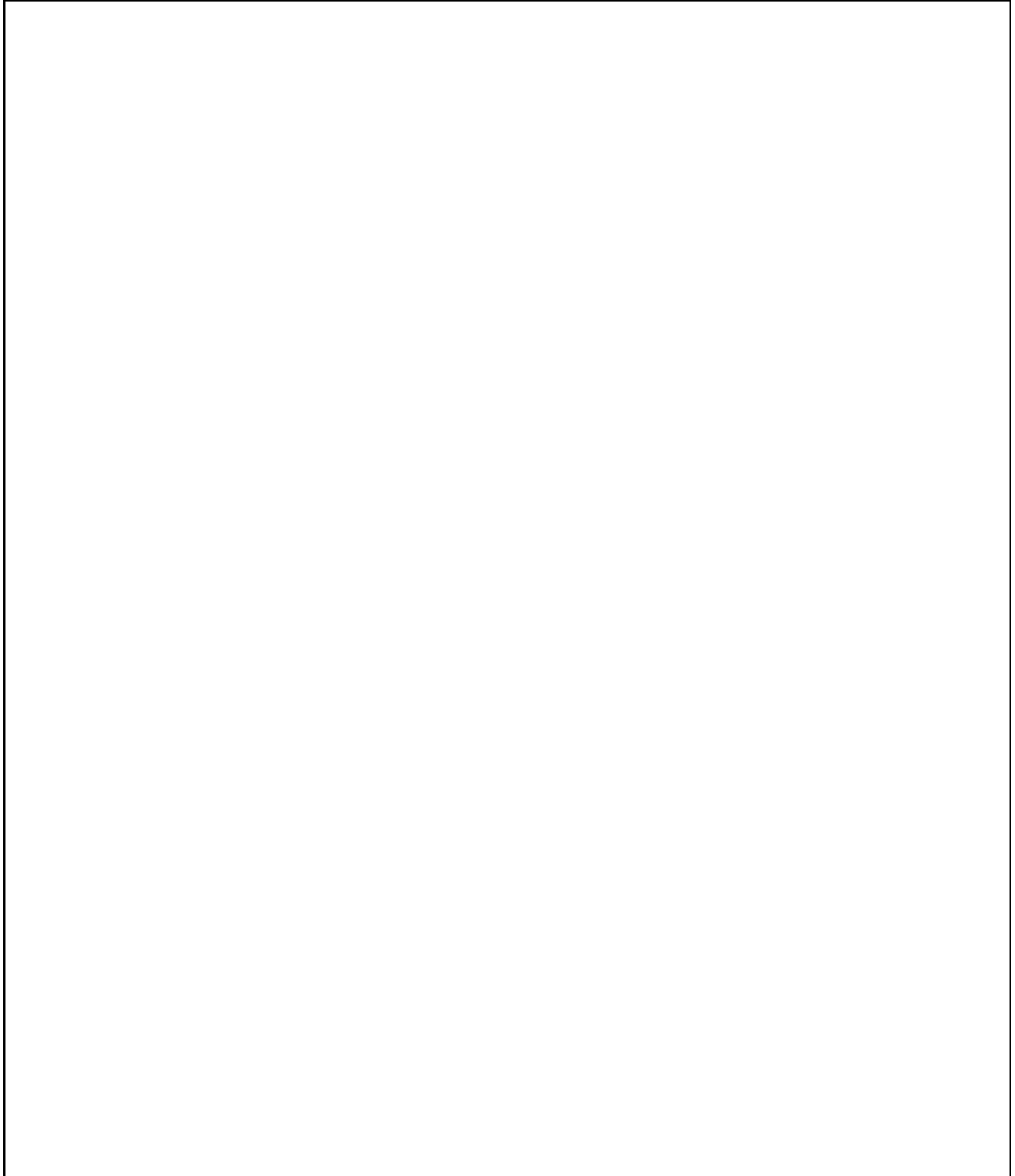
A large, empty rectangular box with a black border, intended for the user to describe and list any past, current, or future transportation or economic development projects near the location. The box is currently blank.

12. Environmental Concerns:

If Yes please describe and list.

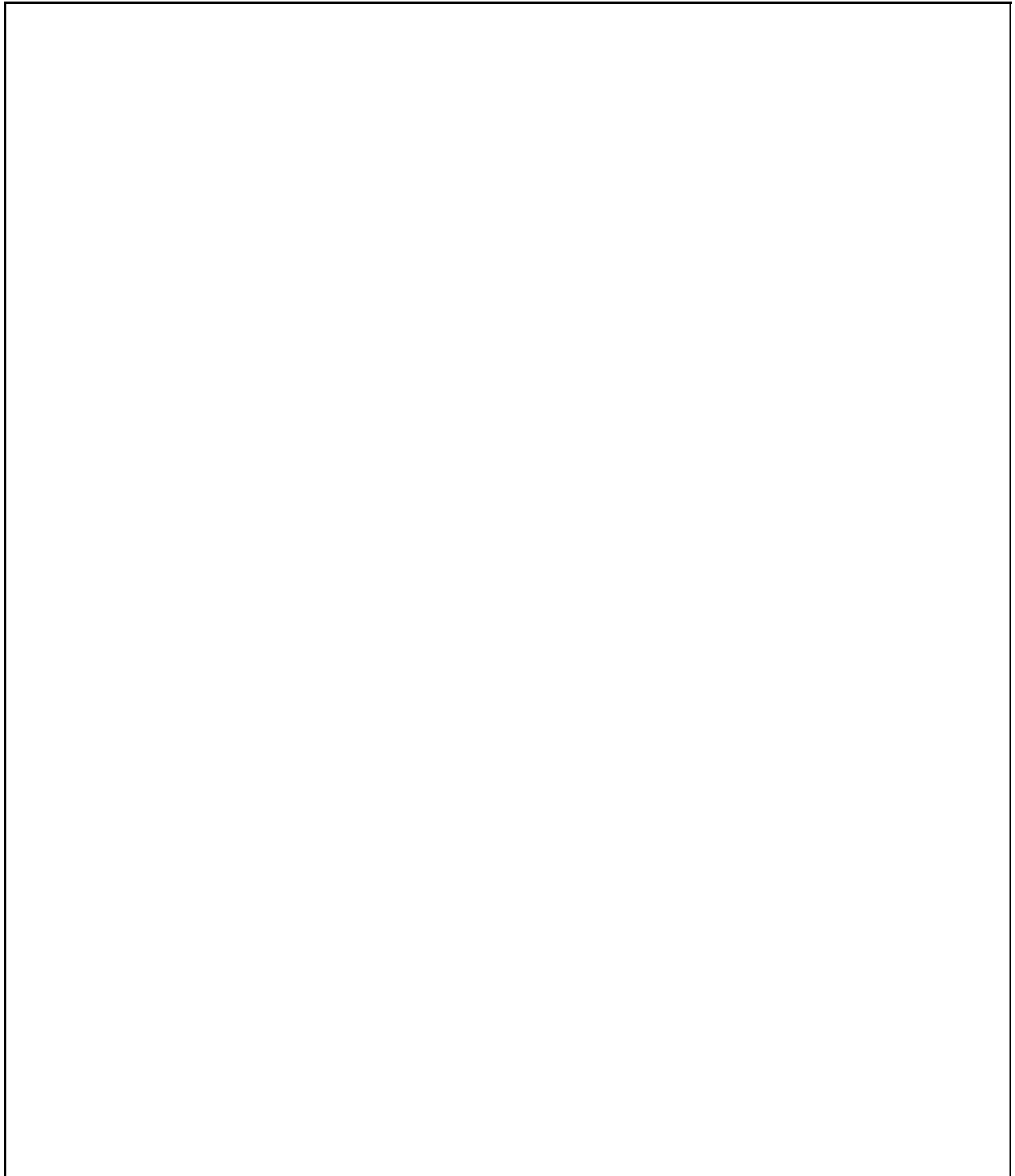
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

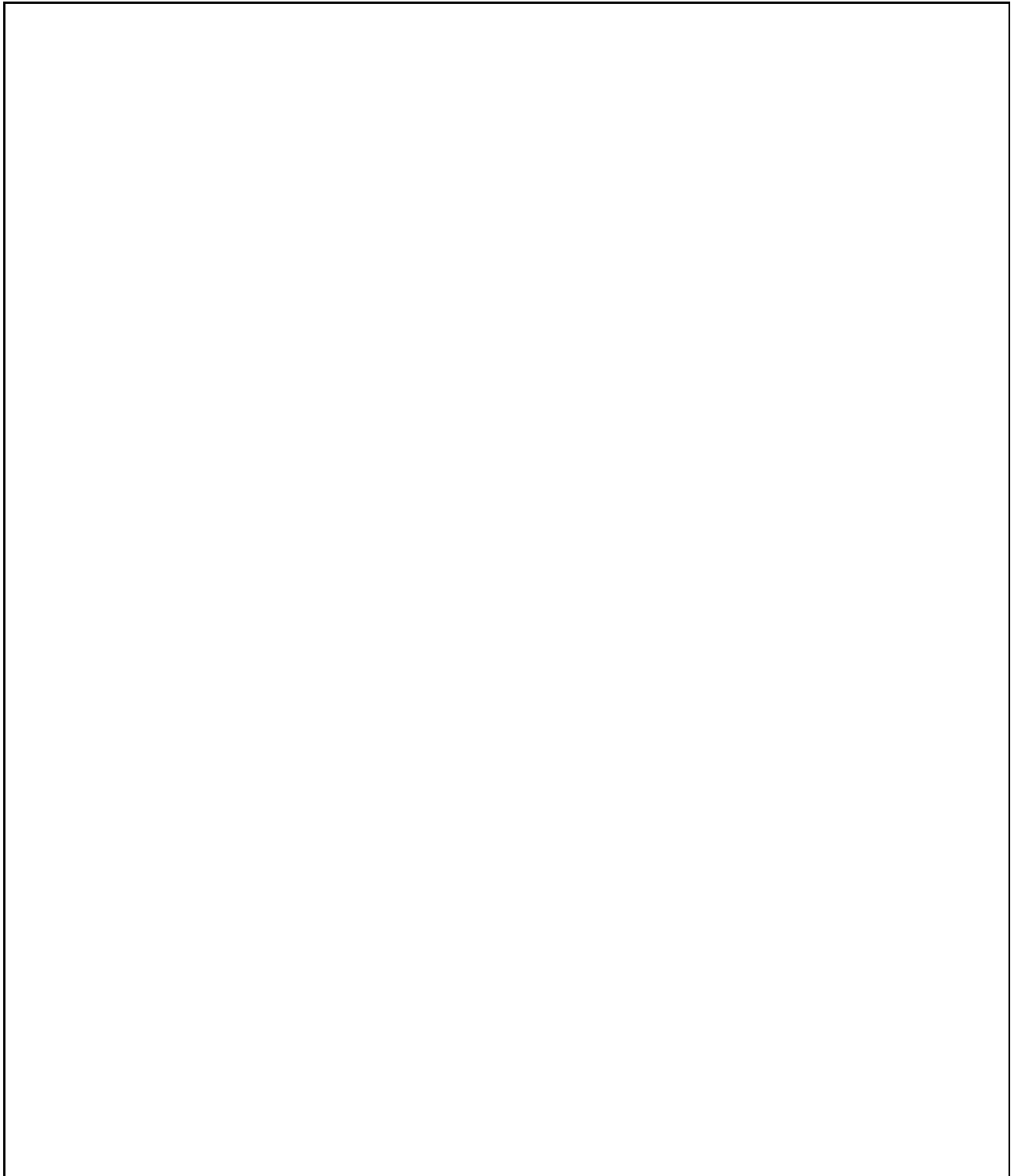
A large, empty rectangular box with a thin black border, intended for the user to provide an explanation for why a location should be considered for an RSA. The box occupies most of the page's vertical space below the question.

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)



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Appendix B



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Road Safety Audit

Town: Cheshire
RSA Location: Jarvis Street between Lancaster Way and Linear Trail
Meeting Location: Cheshire Town Hall
Address: 84 South Main St, Cheshire, CT 06410
Date: 7/26/2016
Time: 8:30AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Jeff Maxtutis	AECOM
Lorenzo Varone	AECOM
George Noewatne	Cheshire PW
Dan Bombero	Cheshire PW
Don Nolte	Cheshire PW
Fred Jortner	Cheshire Police
Brian Pichnarcik	Cheshire Police
Jerry Sitko	Cheshire Econ Dev.
Walt Gancarz	Cheshire Engr.
Anna Bergeron	CT DOT



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Appendix C



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Road Safety Audit – Cheshire

Meeting Location: Cheshire Town Hall
Address: 84 South Main Street
Date: 7/26/2016
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	



**PROPOSED SIDE WALK
FOR NEIGHBORHOOD
CONNECTIVITY TO LINEAR PARK**

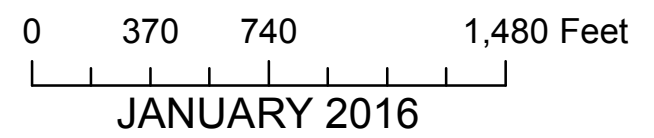
TRAIL PARKING LOT

41.529512
-72.907091

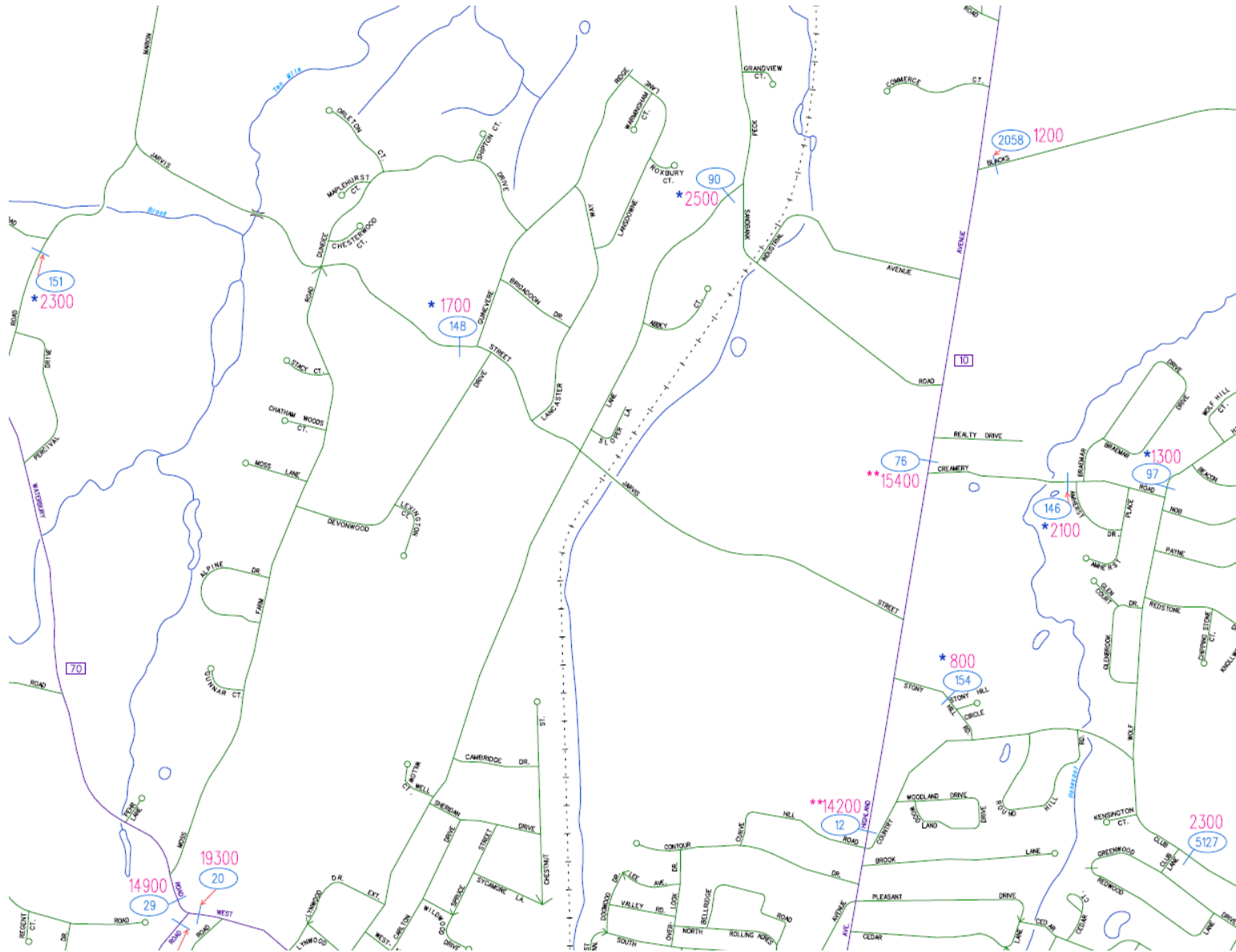
1,100 L.F.

FARMINGTON CANAL LINEAR TRAIL

MAP SHOWING VICINITY OF PROPOSED
SIDE WALK CONNECTION FOR TRAIL ACCESS
COMMUNITY CONNECTIVITY GRANT APPLICATION
JARVIS STREET, CHESHIRE, CT



Average Daily Traffic (ADT)



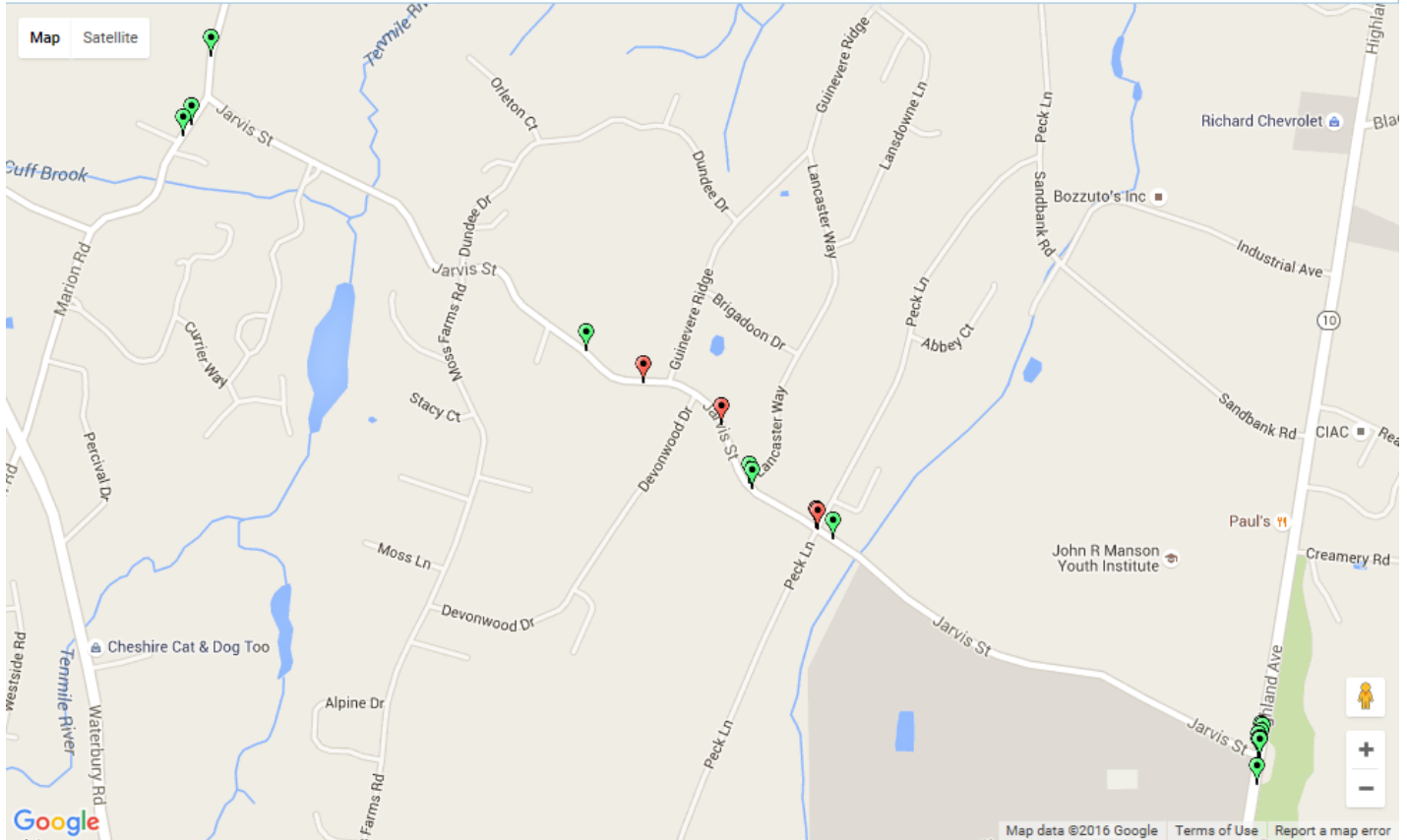
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

Dataset: mnucc
Towns: Cheshire
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 Crashes By Route Select & Query

Query Selection

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

Route Segment Scale
0 0

Select All
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 – Cheshire

Crash Summary

Data: 3 years (2012-2014)

There were no crashes involving pedestrians or cyclists.

Severity Type	Number of Crashes	
Property Damage Only	9	82%
Injury (No fatality)	2	18%
Fatality	0	0%
Total	11	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	0	0%
Rear-end	0	0%
Turning-Intersecting Paths	1	9%
Turning-Opposite Direction	0	0%
Fixed Object	3	27%
Backing	1	9%
Angle	3	27%
Turning-Same Direction	0	0%
Moving Object	2	18%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	1	9%
Miscellaneous- Non Collision	0	0%
Total	11	



Weather Condition	Number of Crashes	
Snow	1	9%
Rain	2	18%
No Adverse Condition	8	73%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	11	

Light Condition	Number of Crashes	
Dark-Not Lighted	1	9%
Dark-Lighted	3	27%
Daylight	6	55%
Dusk	0	0%
Unknown	0	0%
Dawn	1	9%
Total	11	

Road Surface Condition	Number of Crashes	
Snow/Slush	2	18%
Wet	3	27%
Dry	6	55%
Unknown	0	0%
Ice	0	0%
Other	0	0.0%
Total	11	



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

Guinevere Ridge

SPEED LIMIT 25

Devonwood Dr

Lancaster Way

Peck Lane

Sloper Lane

Farmington Canal Linear Trail

Jarvis St

John R Manson Youth Institute

Cheshire Correctional Institution

Cheshire Park

N

Legend

- Sidewalk
- Proposed Sidewalk
- ⬇ Stop Controlled Intersection
- Area Under Construction
- - - Existing Rail Trail, Not on Roadway
- Study Corridor
- } { Bridge or Culvert
- Waterway

Cheshire - Jarvis Street Lancaster Way & Linear Trail

DRAFT





Road Safety Audit – Cheshire

Fact Sheet

Functional Classification:

- Jarvis Street is classified as a Collector

ADT

- ADT on Jarvis Street is 1,700 (2010 ADT)

Population and Employment Data (2014):

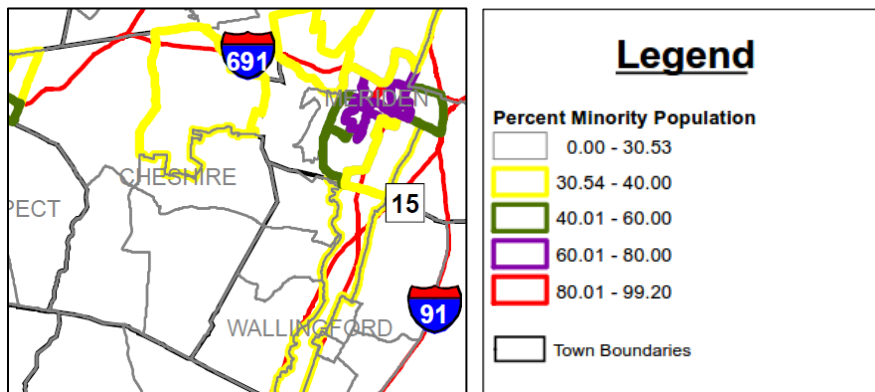
- Population: 29,272
- Employment: 16,127

Urbanized Area

- This area of Cheshire is located in the New Haven Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Cheshire exceeding the state's average.
- The statewide average percentage minority population is 30.53%. In the vicinity of Jarvis Street up to 40% of residents are minorities



Air Quality

- Cheshire's CIPP number 505
- Cheshire is within the Greater CT Marginal Ozone Area and PM_{2.5} Attainment/Maintenance Area
- Cheshire is within a CO Maintenance Area

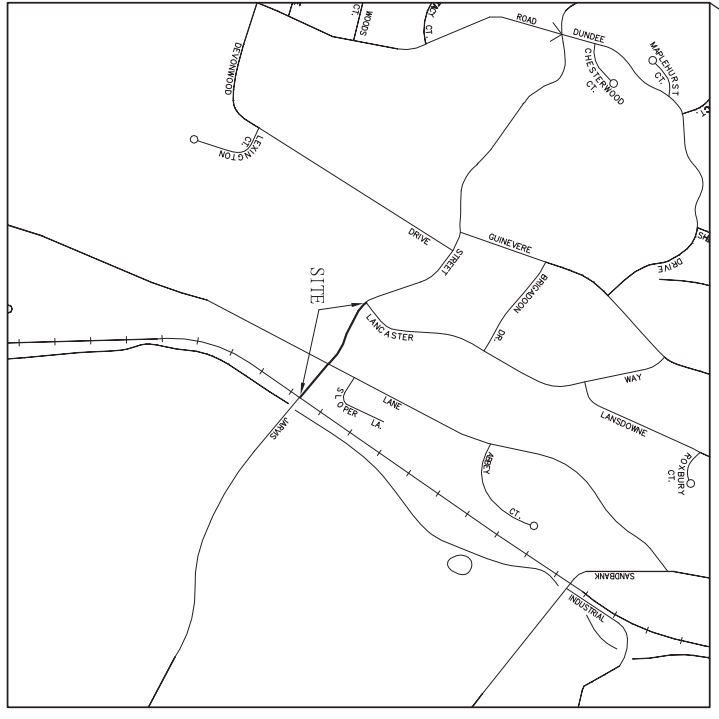
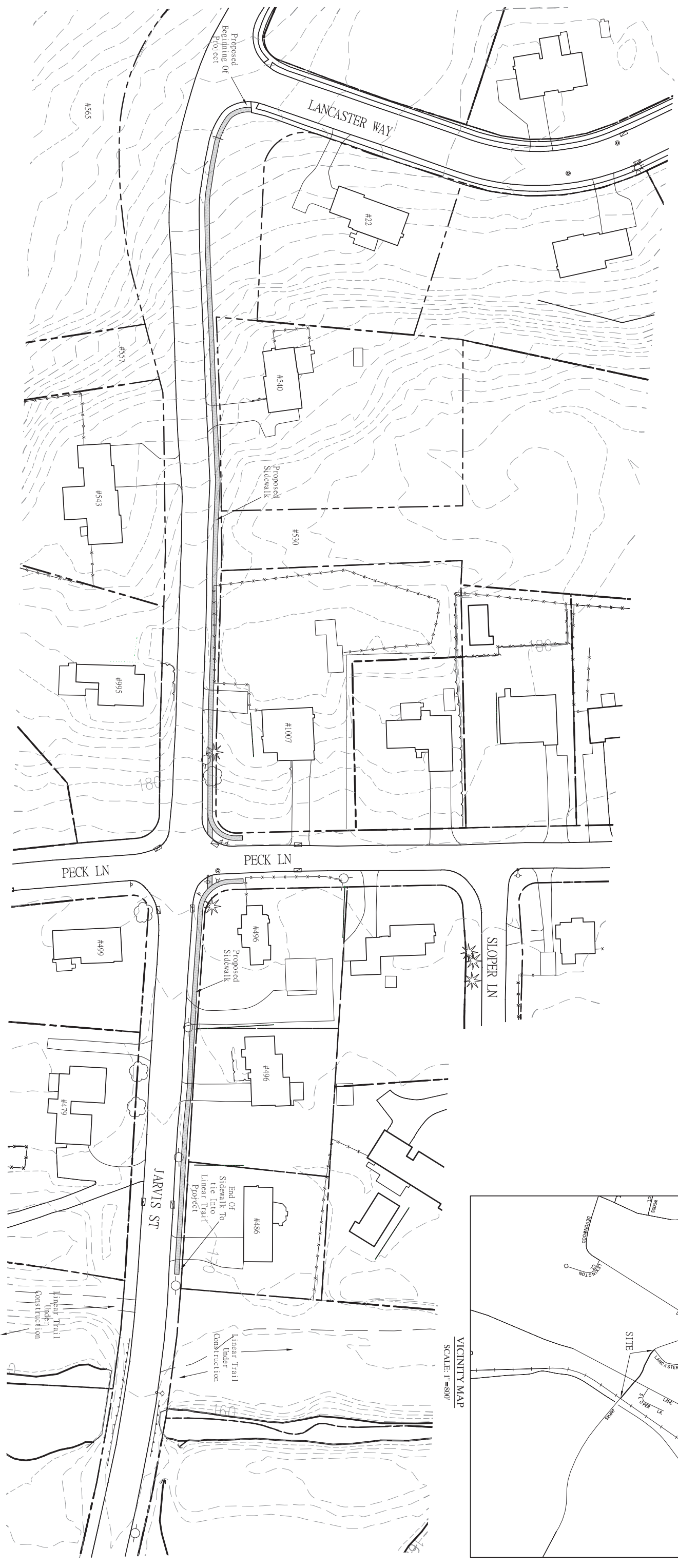


COMMUNITY
connectivity program

Appendix D



AECOM
Built to deliver a better world



VICINITY MAP
SCALE: 1"=800'

TOWN OF CHESHIRE, CONNECTICUT
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
85 South Main Street, Shelton, Connecticut 06484
TEL: (203) 261-2200 FAX: (203) 261-2201

SIDWALK CONNECTIVITY PLAN
JARVIS STREET, CHESHIRE CONNECTICUT
FROM LANCASTER WAY EASTERLY TO
FARMINGTON CANAL LINEAR TRAIL

DATE:	01/16/2016	SCALE:	1"=20'	DRAWN:	BS	GIS PANEL:	XX	1/1
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