



COMMUNITY
connectivity program

Enfield

Enfield Street Corridor

June 29, 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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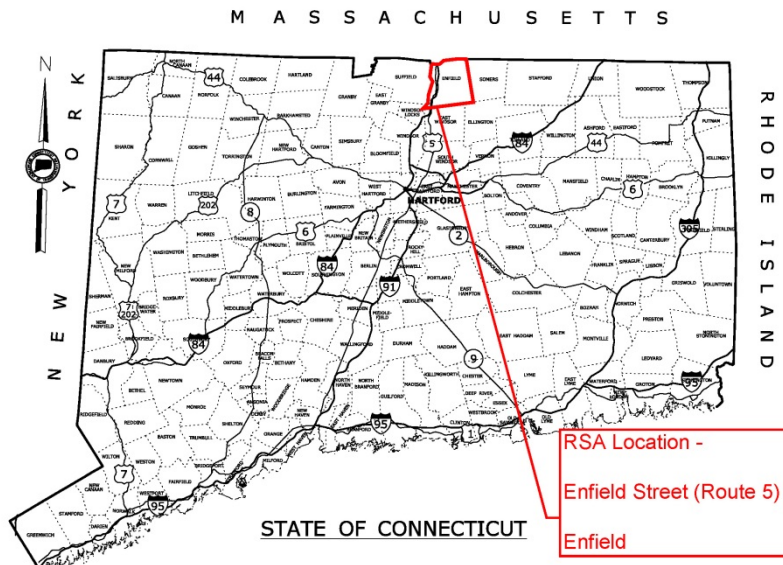
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this 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 the Enfield RSA

The Town of Enfield submitted an application to complete an RSA along Route 5 (Enfield Street) between Franklin Street and South Road to improve safety for pedestrians and bicyclists. In particular, Enfield expressed their desire to provide bike lanes on Route 5 to connect the town's historic district to the newer multi-use path on the Route 190 Bridge near Franklin Street. The Town of Enfield would like to improve bike route facilities to encourage cyclists to travel through this historic district of the town.

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

1.1 Location

The site consists of a one-mile corridor on Route 5 between Franklin Street and South Road in the Town of Enfield (Figure 1). Enfield submitted an application identifying Route 5 as in need of improved bike route connections. There are currently sidewalks on the west side of Route 5, most of which are separated by a wide grass buffer. Route 5 is a Principal Arterial and provides a north-south connection throughout Enfield and central Connecticut (Figure 2). In this part of Enfield, Route 5 runs parallel with I-91. As a result, this route is often used as a bypass for motorists travelling between the Hartford and Springfield area. The Average Daily Traffic (ADT) on Route 5 ranges from 11,900 at Franklin Street, 10,300 at Frew Terrace and 12,200 near South Road.

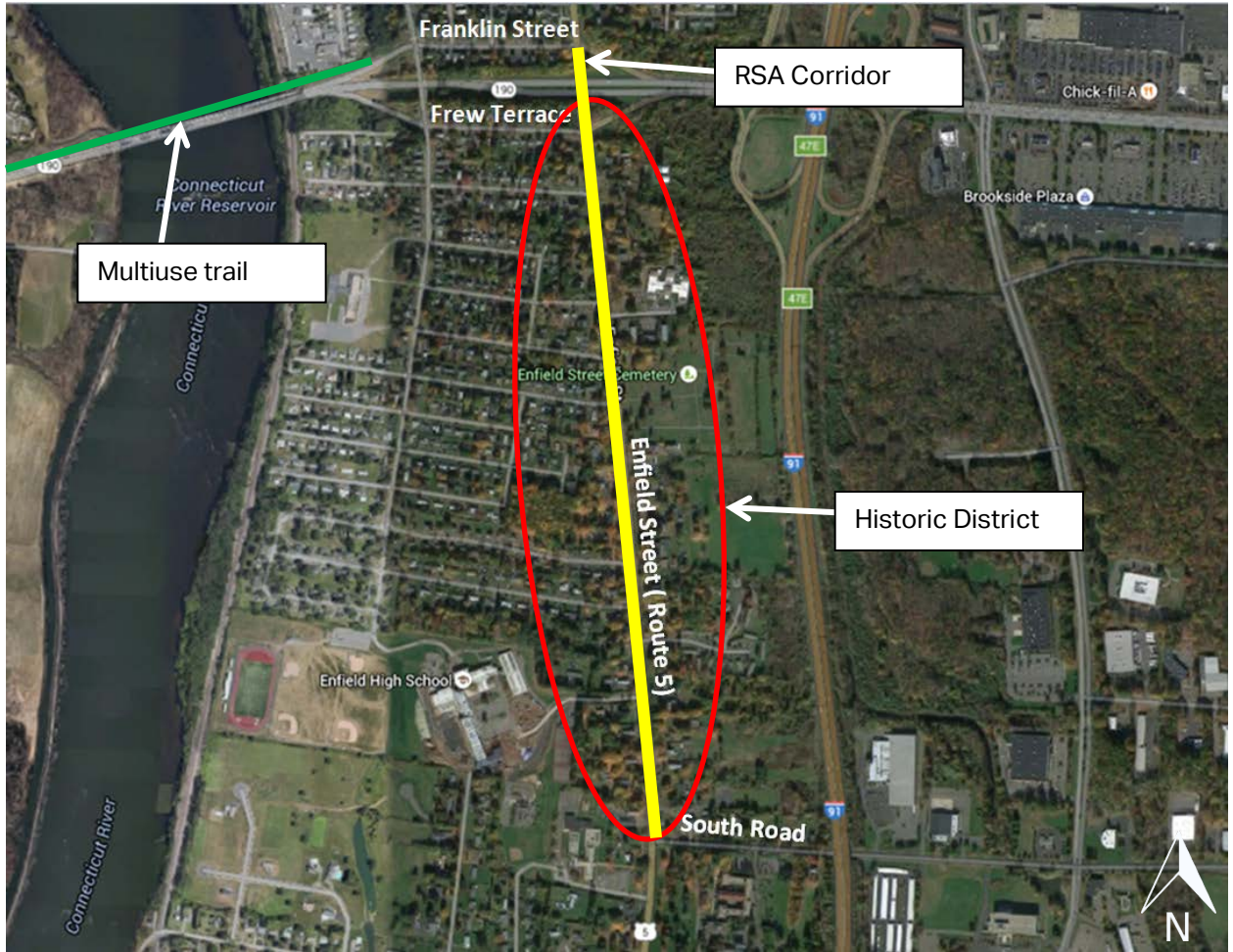


Figure 1. Route 5 between Franklin Street and South Road

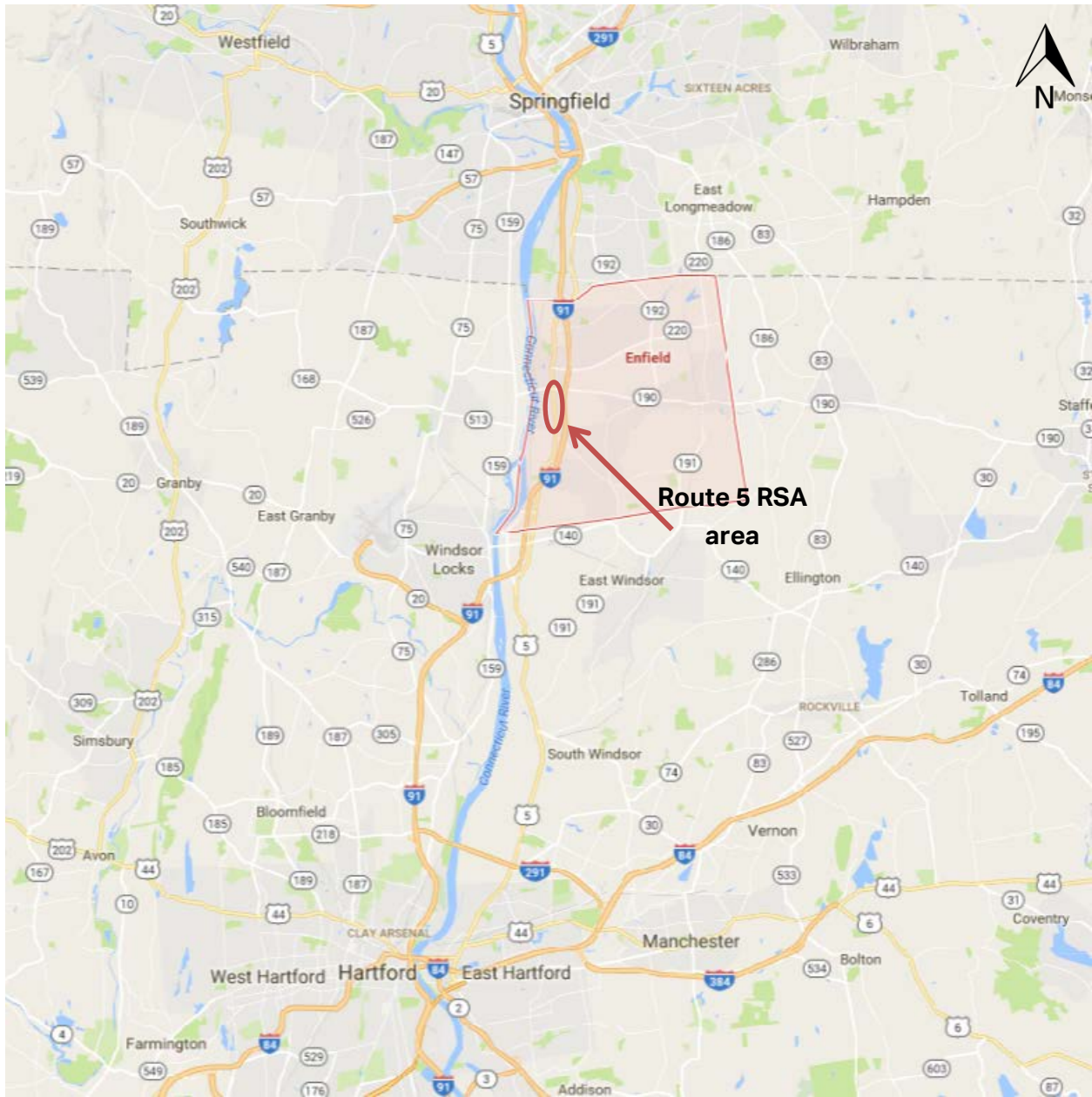


Figure 2. Route 5 Regional Context

2 Pre-Audit Assessment

2.1 Pre-Audit Information

Between 2012 and 2014, there were 54 crashes along Route 5 between Franklin Street and South Road. A majority (41%) of these crashes involved rear-end collisions followed by turning (intersecting paths) collisions. Most crashes resulted in property damage only,

however 13 crashes reported injuries to involved parties (Table 1 and Table 2). There were no reported crashes involving pedestrians or cyclists. Figure 3 displays the location of crashes in the Route 5 RSA area that occurred in 2015. There are clusters of crashes along the corridor, particularly at major intersections such as Frew Terrace and South Road.

Severity Type	Number of Accidents	
Property Damage Only	41	76%
Injury (No fatality)	13	24%
Total	54	

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	4	7%
Rear-end	22	41%
Turning-Intersecting Paths	9	17%
Turning-Opposite Direction	2	4%
Fixed Object	3	6%
Backing	1	2%
Angle	5	9%
Turning-Same Direction	4	7%
Moving Object	1	2%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	2%
Head-on	0	0%
Sideswipe-Opposite Direction	2	4%
Miscellaneous- Non Collision	0	0%
Total	54	

Table 2. Crash Type

2012-2014

Source: UConn Connecticut Crash Data Repository

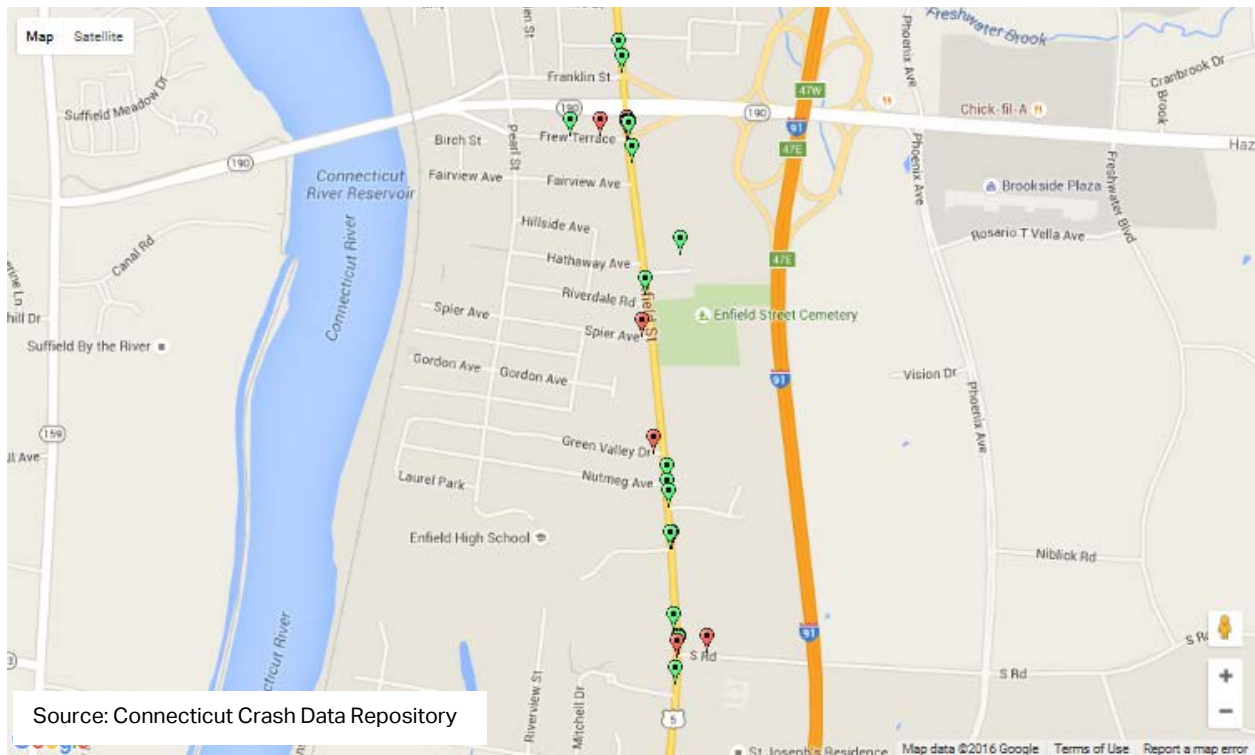


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

Route 5 (Enfield Street) is a state owned and maintained facility and runs in a relatively north-south direction through the Town of Enfield. Due to its proximity to I-91, this road is often used as a bypass for commuters and as a result can experience high traffic volumes during the commuter peak morning and evening periods. Through this part of Enfield, Route 5 generally has one northbound and one southbound travel lane. Near major intersections, such as the I-91 ramps, there are additional pocket turn lanes. There are sidewalks on the west side of Route 5.

Roadway geometrics for the study area and intersections are shown in Figure 4. An inventory of existing conditions of the intersection can be found in Table 3.

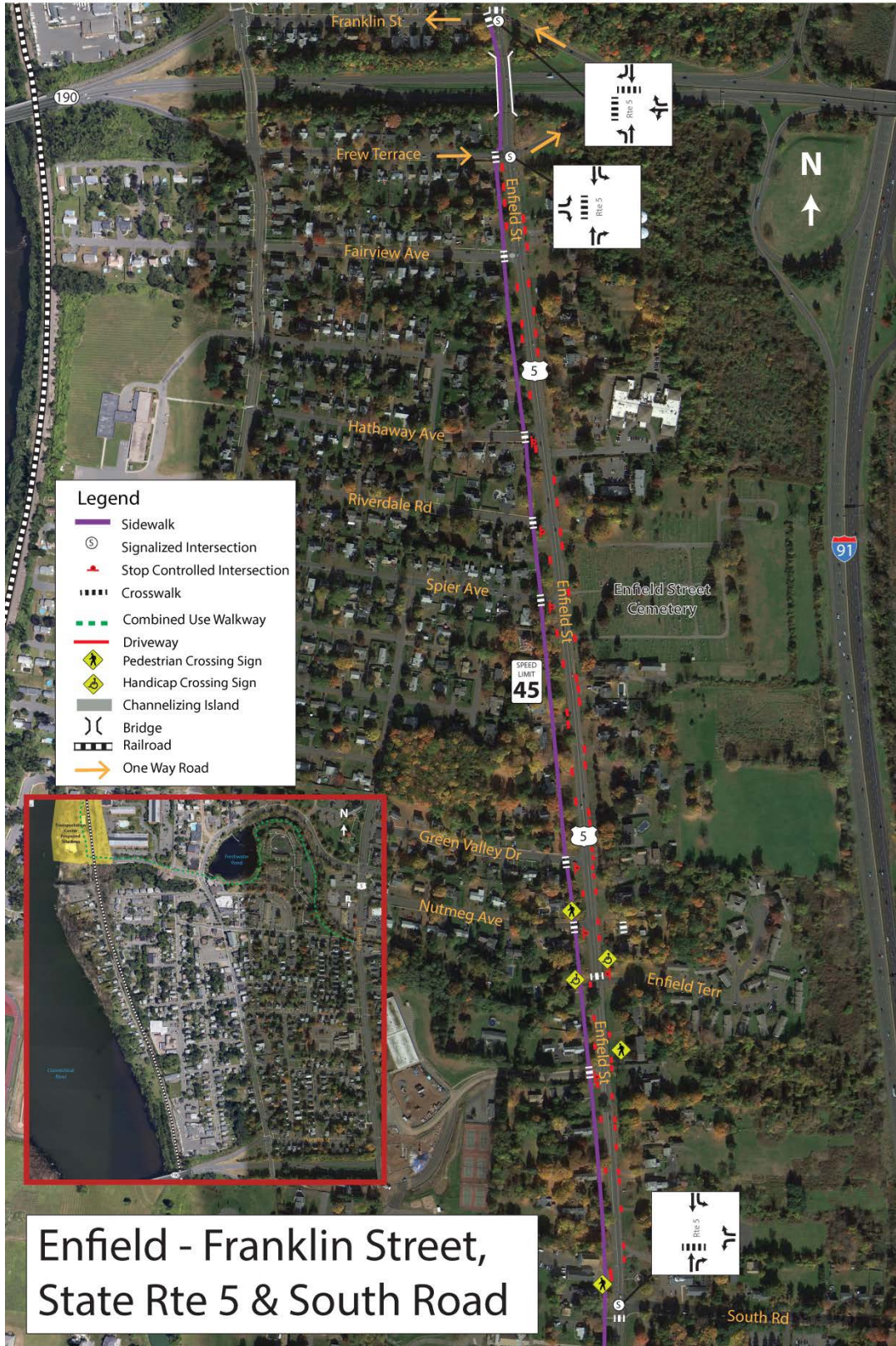


Figure 4. Town Center Area Road Geometrics

Enfield - Route 5 (Enfield Street) Street Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Compliant
Enfield Street near Frew Terrace	Route 5	LT/TH + RT	11'	NB	Concrete	5'	Good	Granite and Asphalt	No	5'	Yes	Yes
		LT+TH/RT	10' - 11'	SB	Concrete	5'	Good	Granite	No	6'	Yes	Yes
Enfield Street near Spier Avenue	Route 5	1	13'	NB	Concrete	5'	Fair	Asphalt	No	7'	No	-
		1	13'	SB	Concrete	5'	Fair	Asphalt	No	7'	No	-
Enfield Street near South Road	Route 5	1	21'	NB	Concrete	5'	Fair	Asphalt	No	2'	Yes	No
		LT+TH	10'	SB	Concrete	5'	Fair	Asphalt	No	-	Yes	No

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

Table 3. Street Inventory

2.2 Prior Successful Efforts

A number of best practices have already been applied to this area of Enfield. When Route 5 was repaved, the roadway was striped to include 5 foot shoulders (Figure 5) that can be used as a bike lane. Along this corridor in the historic district of Enfield, the sidewalks are separated from the roadway by a wide grass buffer (Figure 6). The crosswalks at the intersection of Route 5 and Franklin Street have been updated and include ramps, detectable warning strips (Figure 7) and newer pushbuttons and signal heads.



Figure 5. Wide Shoulders



Figure 6. Grass Buffer Between Roadway and Sidewalk



Figure 7. Upgraded Crosswalk

2.3 Pre-Audit Meeting

The RSA was conducted on June 29, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall located at 820 Enfield Street in Enfield.

The RSA Team was comprised of staff from CTDOT and AECOM, as well as representatives from several Enfield departments and organizations, including the Public Works Department, Community Development and Police 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 Enfield presented relevant information for the audit, including:

- Enfield would like to identify a bike route to connect the historic district of Route 5 to the multi-use trail on Route 190 Bridge via Franklin Street.
- Enfield has already developed a Complete Streets policy and master plan for the town.
- South Road was repaved and striped with 5 foot shoulders to accommodate cyclists.
- There may be more crashes on Enfield Street than what is reported to the Connecticut Crash Data Repository. Parties involved in minor accidents may sign accident waiver forms. These forms are kept at the Enfield Police Department but not reported to the state.
- Enfield expressed concerns with bike lanes on Franklin Street as there is parking on both sides of the road.
- There was discussion regarding using Pearl Street as a bike route, however this road has parking on both sides near downtown and the roadway narrows near the proposed transit center. Enfield would prefer not to use Pearl Street for the bike route.
- Part of Route 5 was recently repaved and 5 foot shoulder lanes were striped to create a wide shoulder for bike lanes.
- Groups will meet at the nearby school and use the sidewalks on Enfield Street for recreational activities (walking, jogging, biking).
- Enfield does not currently have any provisions in town for bikes on sidewalks.
- Enfield would like to connect bike lanes on Enfield Street to surrounding local road and surrounding communities.
- Enfield has applied to CRCOG for funding to construct a multi-use path on the west side of Route 5 from Franklin Street to High Street to access the existing multi-use path along and around the Freshwater Brook and Pond.

3 RSA Assessment

3.1 Field Audit Observations

- On Franklin Street there is on-street parking and sidewalks on both sides of the road.
- At the intersection with South Road, sidewalks are not connected to the crosswalk ramps (Figure 8). This is not compliant with ADA standards.
- Signs on Franklin Street are low to the ground and do not meet standards.
- South of Frew Terrace, the sidewalk on the southbound side of Route 5 is separated from the roadway by a wide grass buffer.
- Route 5 was repaved by CTDOT recently. Upgrades include bike-friendly catch basins and 5-foot wide shoulders
- Vegetation near Spier Avenue blocks visibility of pedestrians.
- Stop bar on Spier Avenue at Enfield Street is located further back.
- There are no painted crosswalks on Spier Avenue.
- Pedestrian crosswalk at the South Road intersection is not ADA compliant. There are no pedestrian push buttons or signals. The current crossing time does not meet new ADA standards.
- Cyclists were observed riding in both the roadway shoulder and on the sidewalks (Figure 9).
- Some crosswalks are worn and should be repainted.
- Some sections of sidewalks throughout the corridor are in need of repairs.



Figure 8. Ramp Not Connected to Sidewalk



Figure 9. Cyclist on Sidewalk

- The advanced crosswalk warning sign on Route 5 near South Road is partially blocked by vegetation.
- Pedestrian crosswalk signals (Figure 10) do not have countdowns and the timings are not compliant with new ADA standards.



Figure 10. Crosswalk Signal

3.2 Post-Audit Workshop - Key Issues

1. Enfield would like to extend the bike routes into other towns in the future.
2. Some crosswalks are not ADA compliant. Upgrades to the crosswalks throughout the corridor are inconsistent. In some areas, the crosswalk ramps are not connected to sidewalks. Some pushbuttons are located in areas that are inaccessible to pedestrians with disabilities (Figure 11). This may result in a challenging environment for pedestrians to navigate.
3. On the newly paved section of Route 5, the shoulder areas are striped to approximately 5 feet wide. Further south on Route 5, in the areas that were not re-paved, the shoulders are very narrow or not defined by striping (Figure 12).
4. There are no sidewalk ordinances in Enfield restricting cyclists from using the sidewalks. As a result, cyclists use both the roadway (Figure 13) and the sidewalks to navigate through the corridor. However, Enfield would prefer to keep cyclists separate from the pedestrians on the sidewalks.
5. Vegetation needs to be trimmed to improve sign and pedestrian visibility. Some of the trees on the sidewalks near the local street crosswalks could be trimmed to improve visibility.
6. Enfield expressed concerns about identifying a clear route for cyclists to use to cross Route 5 onto Franklin Street.



Figure 11. Pushbutton Located on Utility Box



Figure 12. Shoulder Area is Not Defined by Striping



Figure 13. Cyclist Using Shoulder Area on Route 5

7. Constructing a multi-use path on Franklin Street (Figure 14) to connect to the existing path on Route 190 is not feasible at this time. During the winter months, maintenance could be a challenge as clearing a multi-use path would not be the town's highest priority. Bike lanes in the roadway would be more feasible.



Figure 14. Franklin Street

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) Clear overgrown vegetation blocking signs, such as the pedestrian sign on the southbound side of Route 5 at the South Road intersection (Figure 15).
- 2) Along the sidewalks, trim tree branches near the crosswalks to improve visibility of pedestrians.
- 3) Paint faded crosswalks (Figure 16).
- 4) Repair any damaged sections of sidewalks (Figure 17).
- 5) Raise signs to standard height to improve visibility (Figure 18).
- 6) Stripe shoulders on Route 5 (Figure 19).

- 7) Upgrade all pedestrian and advanced warning signage to dayglow green (Figure 20). Install pedestrian and cyclist signs on Franklin Street.
- 8) In areas of Route 5 where the shoulder area is narrow, considering adding sharrows to the travel lanes.
- 9) Install "No Parking" signs near the crosswalks on the side streets of Route 5 to prevent vehicles from blocking the crosswalk or obstructing visibility of pedestrians using the sidewalk and crosswalk.
- 10) Designate bike route on Franklin Street:
 - a) Eliminate parking on the southern side of Franklin Street and paint a contraflow bike lane for cyclists travelling eastbound towards Route 5.
 - b) Paint westbound bike lane between travel lane and parking area.

Figure 22 depicts these recommendations.



Figure 15. Trim Areas with Overgrown Vegetation



Figure 16. Repaint Crosswalks



Figure 17. Repair Damaged Sidewalks



Figure 18. Raise Signs to Standard Height



Figure 19. Paint Shoulder Lines



Figure 20. Upgrade Pedestrian Signs



Figure 21. Counter Flow Bike Lane



Figure 22. Short Term Recommendations

4.2 Medium Term

- 1) Construct sidewalks to complete gaps between the existing sidewalk and crosswalk ramps (Figure 23).
- 2) In areas of Route 5 where the roadway is narrow and there is no room to expand shoulder, consider paving a path on the grass buffer area to use as a bike path (Figure 24).
- 3) In areas where the Route 5 roadway is wide enough, paint a two foot buffer between the roadway and shoulder/bike lane area (Figure 25).
- 4) Paint a bike box (Figure 26) in front of the northbound stop bar at the Route 5 and Franklin Street intersection. Adjust traffic signal to include an advanced green-arrow phase for cyclists to turn left onto Franklin Street. This will provide cyclists with an opportunity to travel through the intersection ahead of motorists.
- 5) Upgrade all crosswalks to be ADA compliant including:
 - a) Ramps and detectable warning strips (Figure 27).
 - b) Pushbuttons in accessible locations.
 - c) Pedestrian signal heads with countdowns (Figure 28).

Figure 29 depicts these recommendations.



Figure 23. Construct Sidewalks to Connect to Existing Crosswalk Ramps



Figure 24. Consider Paving a Bike Path in the Grass Buffer



Figure 25. Painted Buffer Between Travel Lane and Bike Lane



Figure 26. Bike Box at Intersection



Figure 27. Ramp and Detectable Warning Strip



Figure 28. Pedestrian Crosswalk Countdown Signal



Figure 29. Medium Term Recommendations

4.3 Long Term

- 1) In areas of Route 5 where the shoulder area is narrow, consider widening the road to increase shoulder width for use a bike lane.

Figure 30 depicts these recommendations.

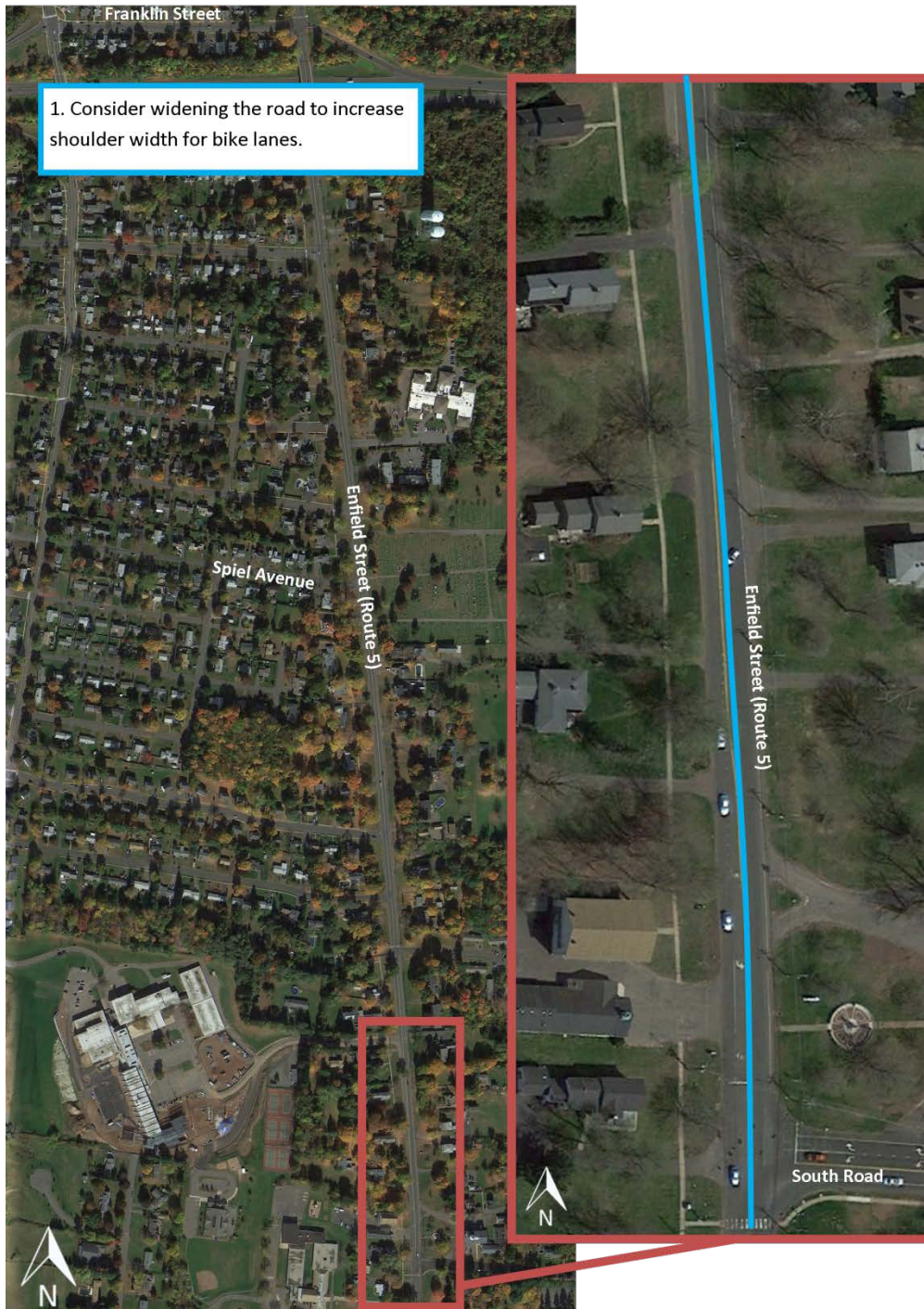


Figure 30. Long Term Recommendations

4.4 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the Town of Enfield RSA and provides Enfield with an outlined strategy to improve the transportation network along Route 5 for all road users, particularly focusing on pedestrians and cyclists. Moving forward, Enfield 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 in this area.



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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

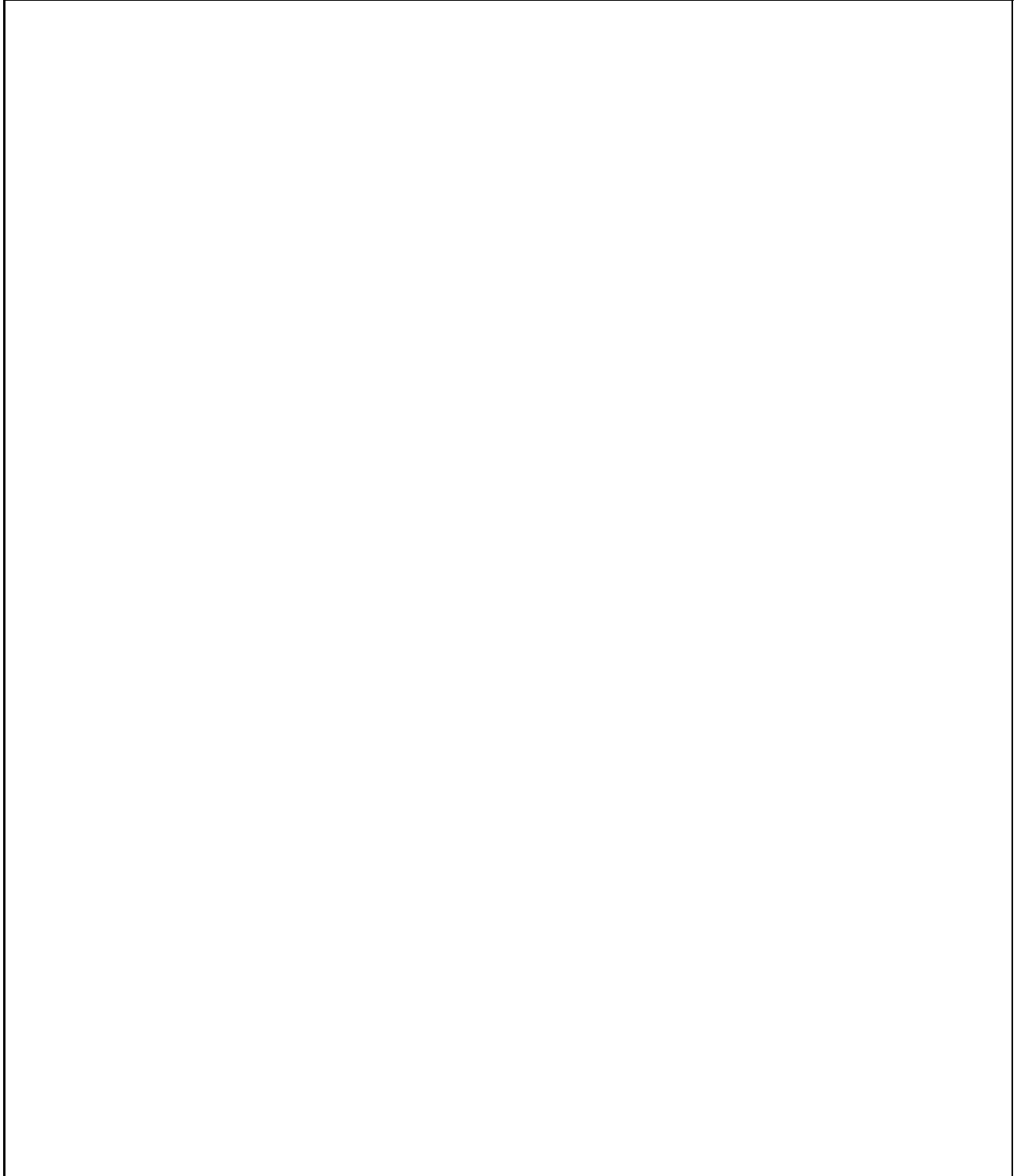
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

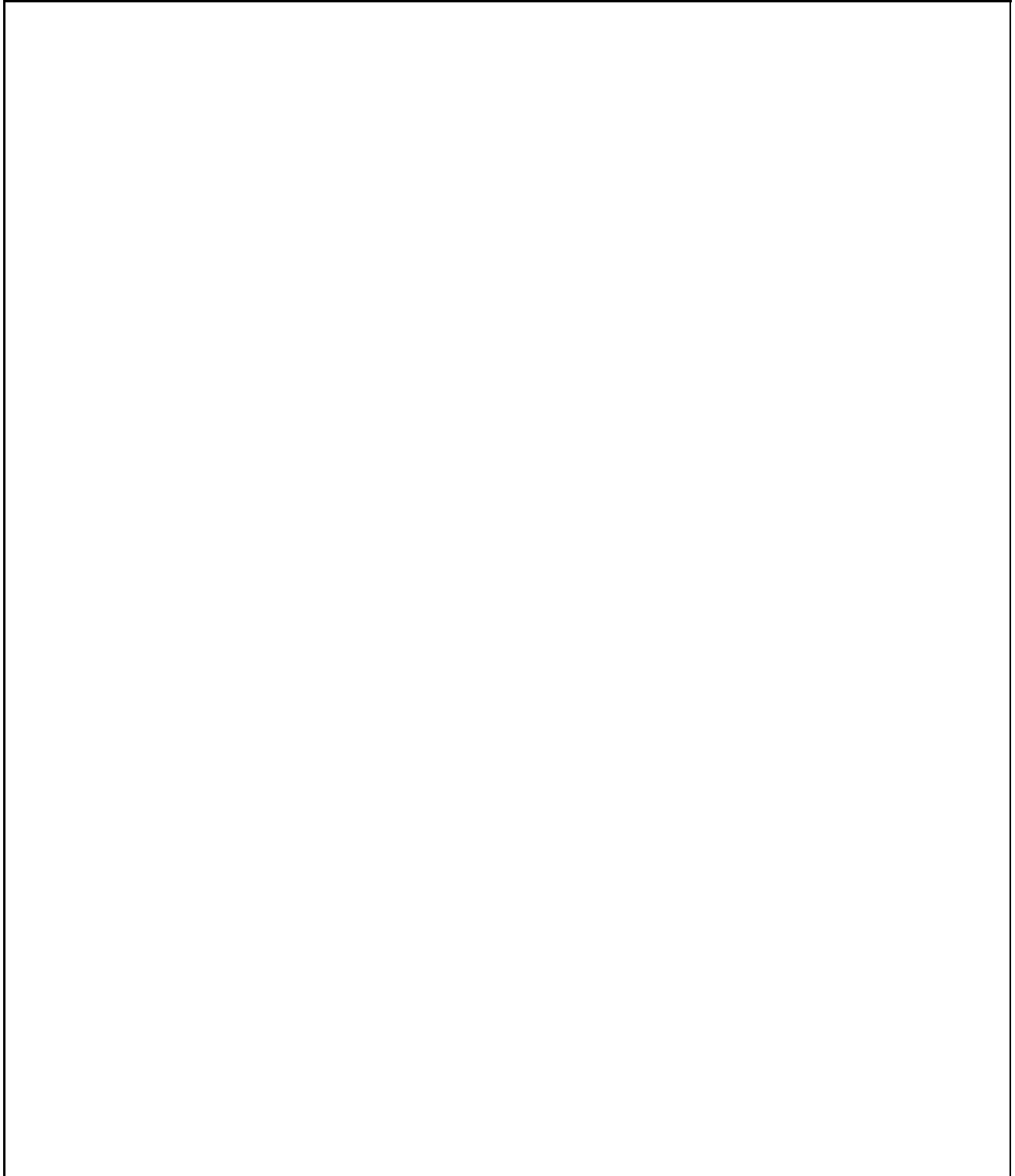
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

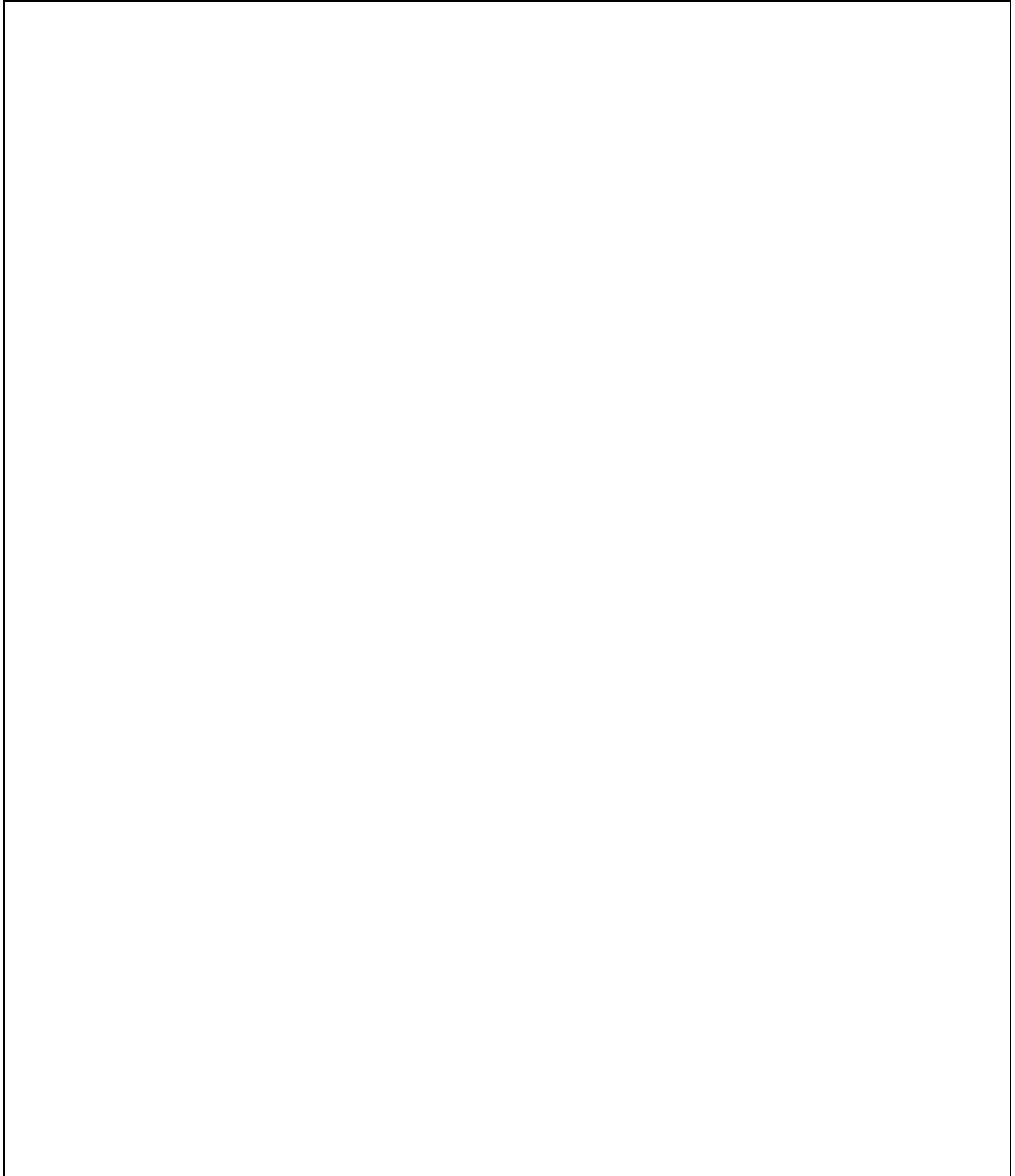
A large, empty rectangular box with a thin black border, intended for the user to describe and list any past, current, or future transportation or economic development projects near the location. The box is currently blank.

12. Environmental Concerns:

If Yes please describe and list.

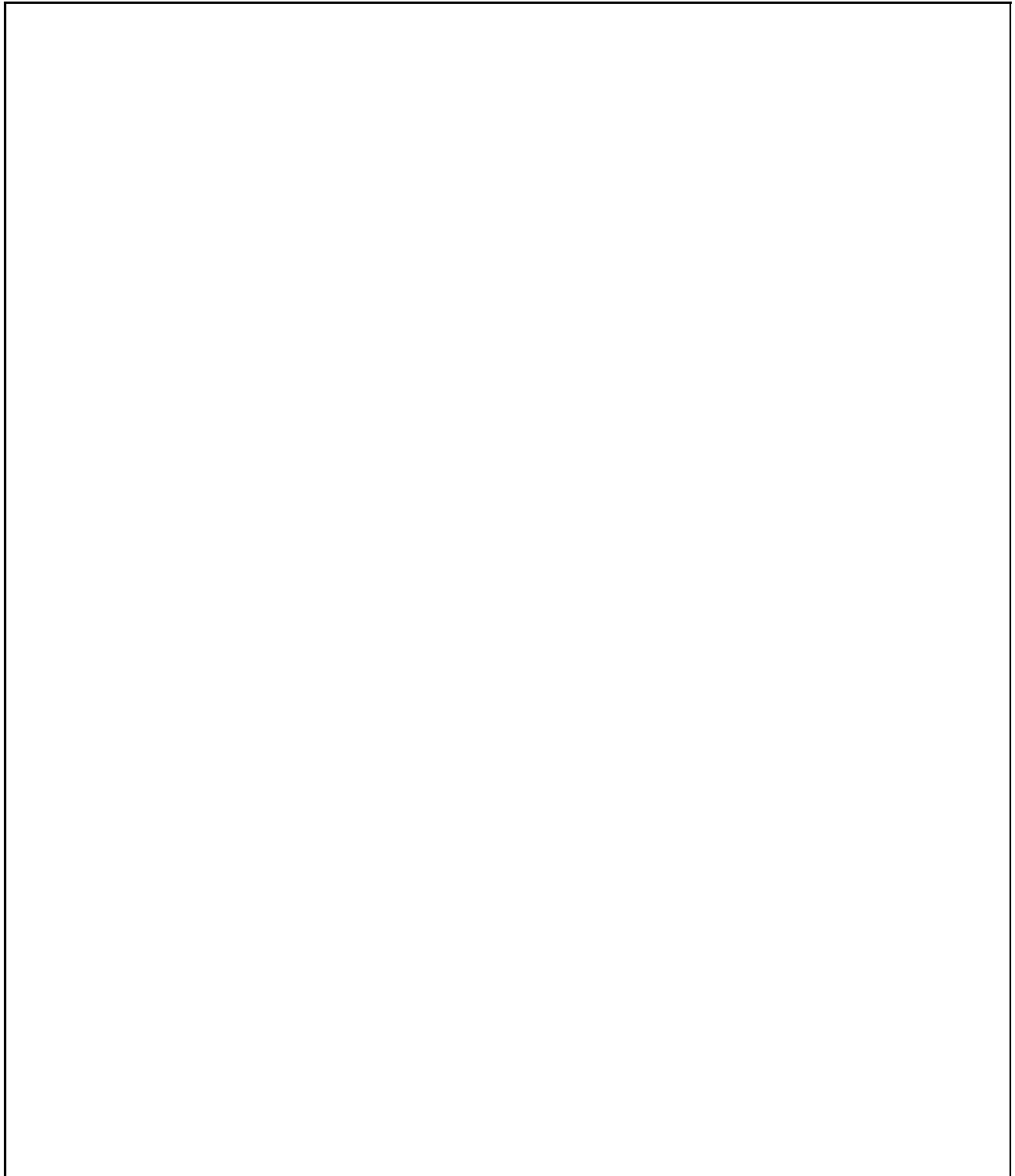
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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: Enfield
RSA Location: Franklin Street, State Rte 5 & South Road
Meeting Location: Enfield Town Hall; Thompsonville Room (2nd Floor)
Address: 820 Enfield Street
Date: 6/29/2016
Time: 8:30am

Participating Audit Team Members

Audit Team Member	Agency/Organization
Audit Team Member	Agency/Affiliation
John Cabibbo	Town of Enfield
Matthew Meier	Enfield PD
Peter Bryanton	Enfield Comm Develop
Kevin Tedesco	CTDOT
Kristin Hadjstylianos	AECOM
Stephen Mitchell	AECOM



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Appendix C



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Road Safety Audit – Enfield

Meeting Location: Enfield Town Hall; Thompsonville Room (2nd Floor)
Address: 820 Enfield Street
Date: 6/29/2016
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	



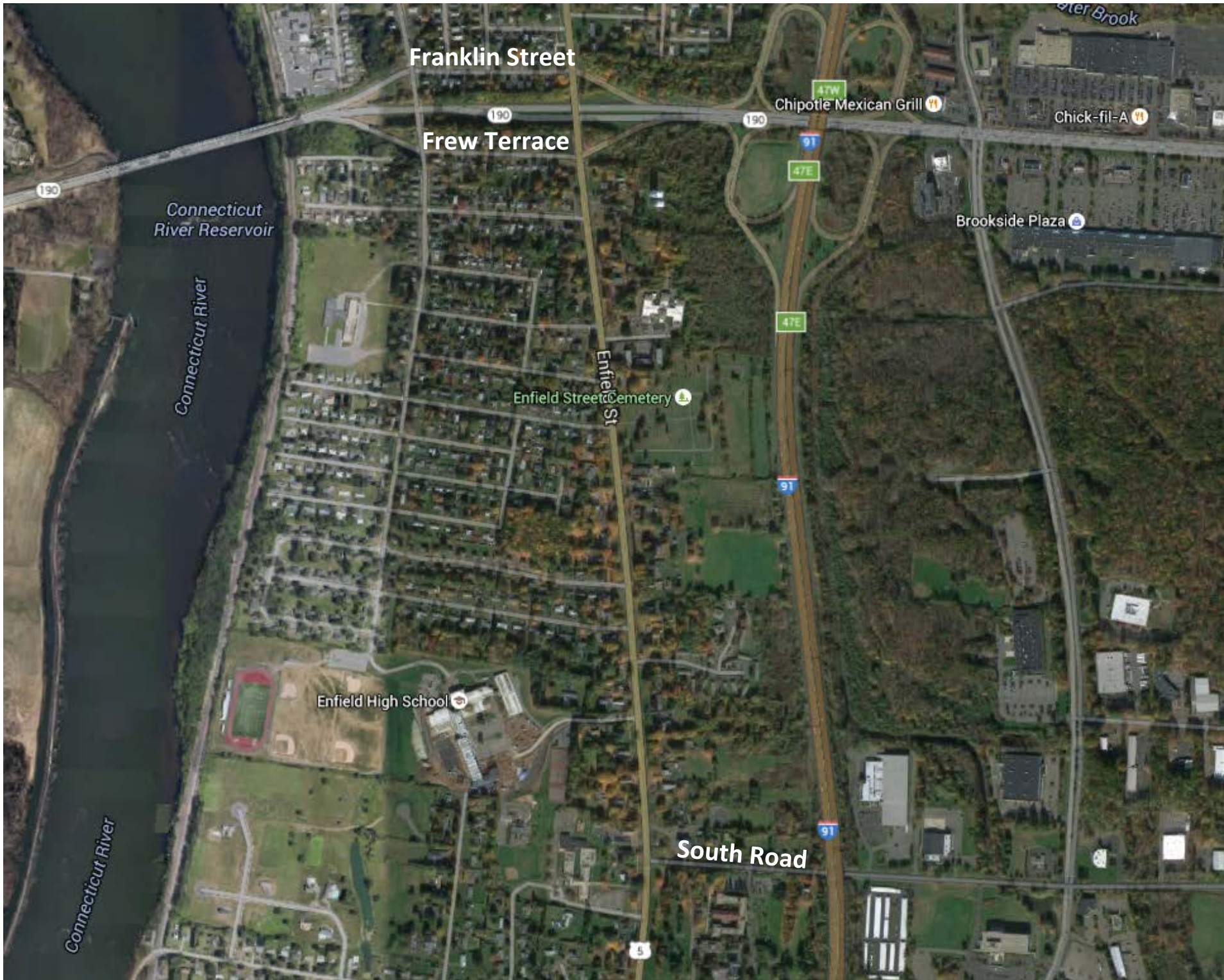
Bicycles <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume• Heavy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



Franklin Street

Frew Terrace

South Road

Connecticut River Reservoir

Connecticut River

Connecticut River

Enfield Street Cemetery

Enfield High School

Chipotle Mexican Grill

Chick-fil-A

Brookside Plaza

Entfield St

190

190

91

47E

47E

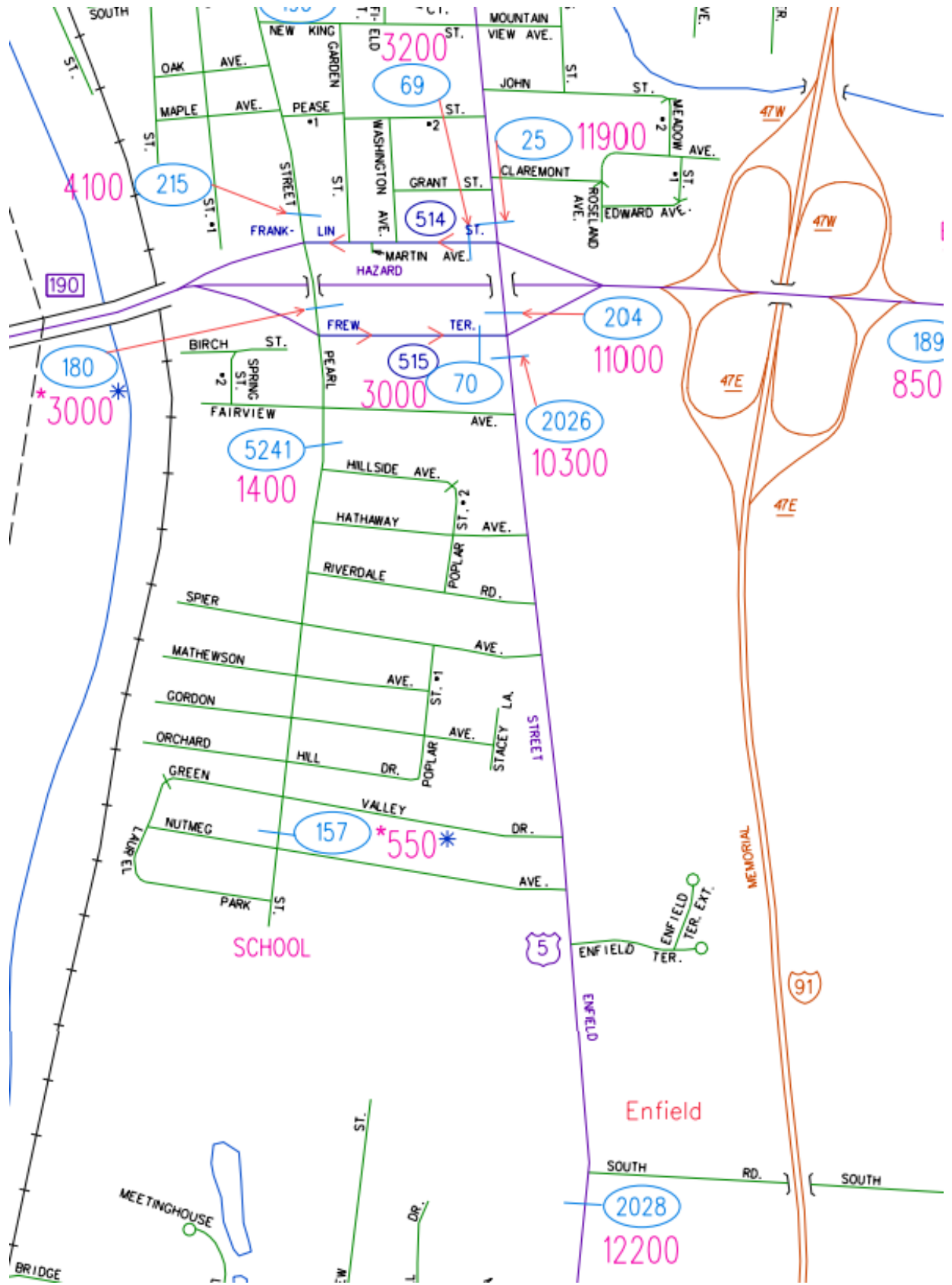
91

91

5

ater Brook

Average Daily Traffic (ADT)



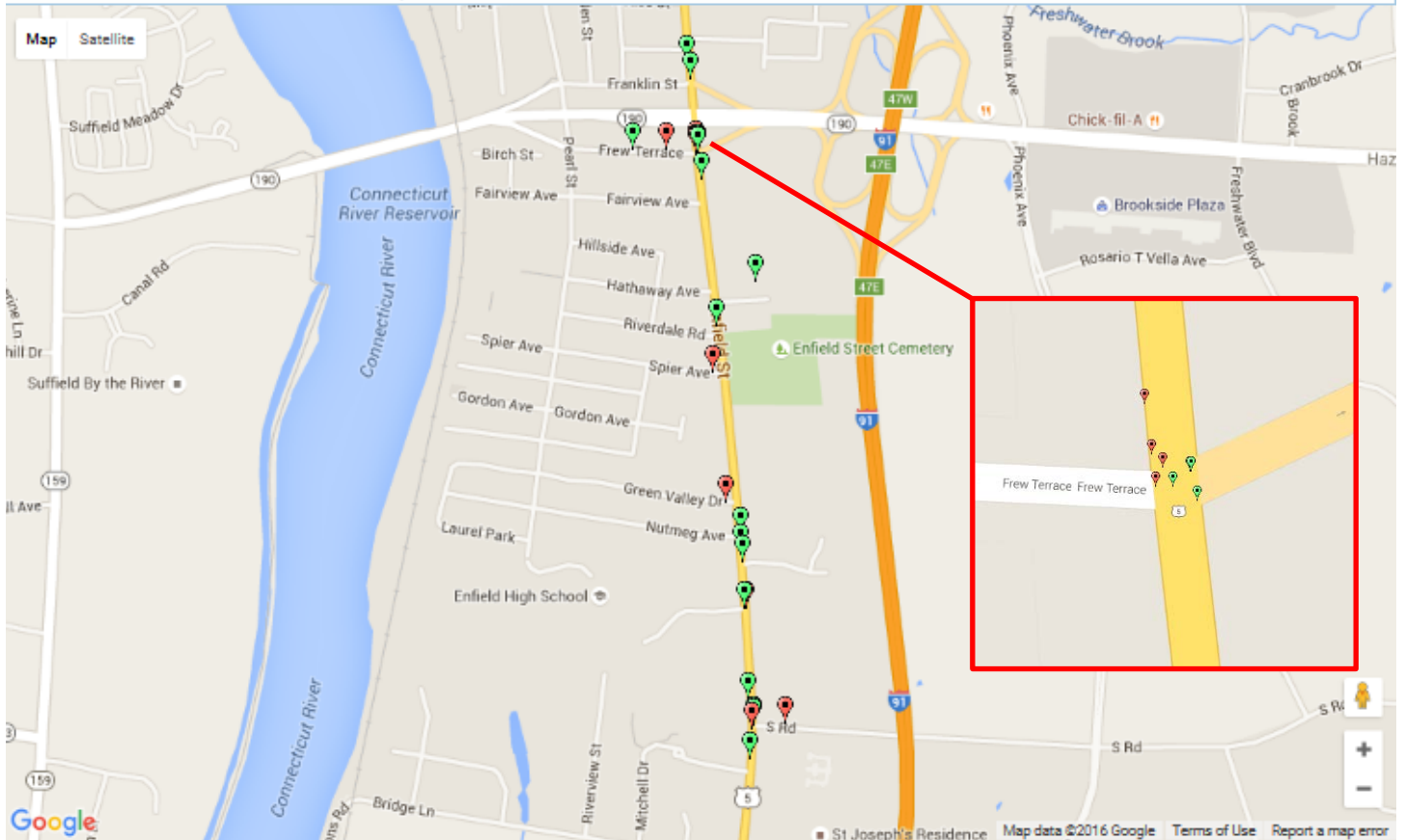
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

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



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.

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



Road Safety Audit – Enfield

Crash Summary

Data: 3 years (2012-2014)

There were no crashes involving bicycles.

There were no crashes involving pedestrians.

Severity Type	Number of Crashes	
Property Damage Only	41	76%
Injury (No fatality)	13	24%
Fatality	0	0%
Total	54	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	4	7%
Rear-end	22	41%
Turning-Intersecting Paths	9	17%
Turning-Opposite Direction	2	4%
Fixed Object	3	6%
Backing	1	2%
Angle	5	9%
Turning-Same Direction	4	7%
Moving Object	1	2%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	2%
Head-on	0	0%
Sideswipe-Opposite Direction	2	4%
Miscellaneous- Non Collision	0	0%
Total	54	



Weather Condition	Number of Crashes	
Snow	1	2%
Rain	7	13%
No Adverse Condition	46	85%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	54	

Light Condition	Number of Crashes	
Dark-Not Lighted	0	0%
Dark-Lighted	7	13%
Daylight	45	83%
Dusk	2	4%
Unknown	0	0%
Dawn	0	0%
Total	54	

Road Surface Condition	Number of Crashes	
Snow/Slush	2	4%
Wet	13	24%
Dry	39	72%
Unknown	0	0%
Ice	0	0%
Other	0	0%
Total	54	

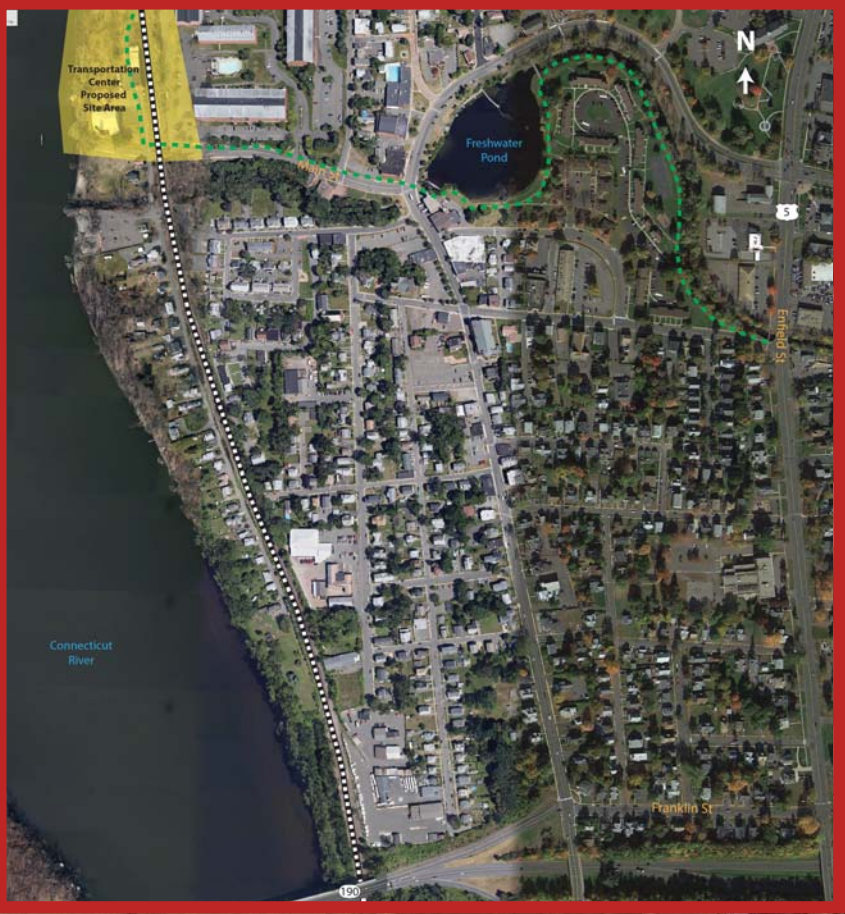


Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	1	2%
7:00	7:59	5	9%
8:00	8:59	4	7%
9:00	9:59	4	7%
10:00	10:59	0	0%
11:00	11:59	4	7%
12:00	12:59	6	11%
13:00	13:59	3	6%
14:00	14:59	5	9%
15:00	15:59	3	6%
16:00	16:59	5	9%
17:00	17:59	5	9%
18:00	18:59	3	6%
19:00	19:59	1	2%
20:00	20:59	3	6%
21:00	21:59	0	0%
22:00	22:59	2	4%
23:00	23:59	0	0%
Total		54	

DRAFT

Legend

- Sidewalk
- Signalized Intersection
- Stop Controlled Intersection
- Crosswalk
- Combined Use Walkway
- Driveway
- Pedestrian Crossing Sign
- Handicap Crossing Sign
- Channelizing Island
- Bridge
- Railroad
- One Way Road



Enfield - Franklin Street, State Rte 5 & South Road





Road Safety Audit – Enfield

Fact Sheet

Functional Classification:

- Route 5 classified as a Principal Arterial (Other)

ADT

- ADT on Route 5 is 10,300 – 12,200

Population and Employment Data (2014):

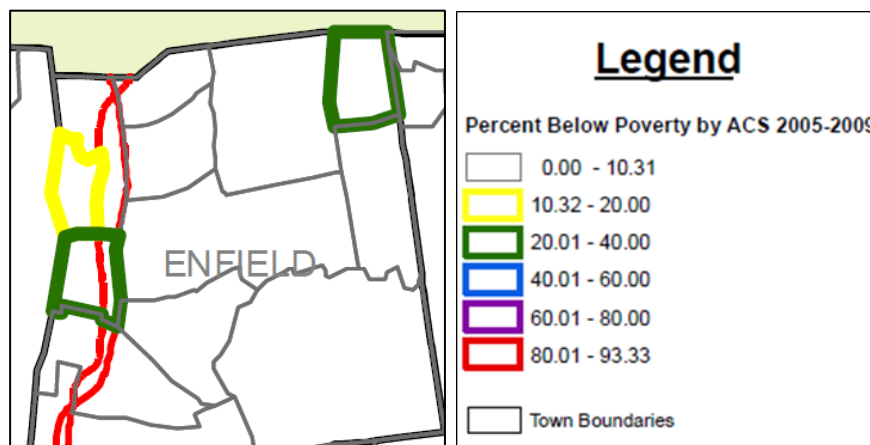
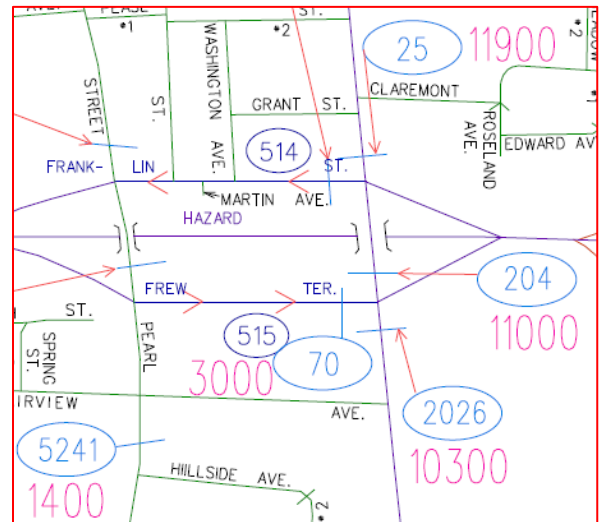
- Population: 42,713
- Employment: 19,044

Urbanized Area

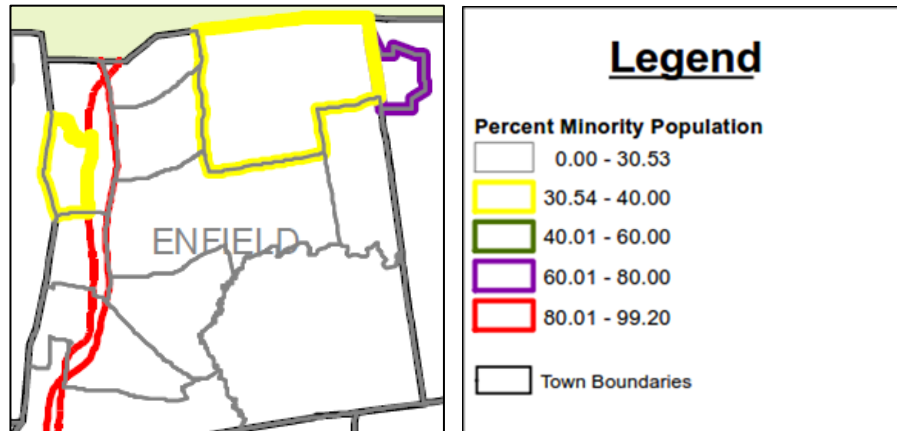
- The study area of Route 5 is in the Springfield Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. Within the vicinity of Route 5 up to 40% of residents are below the state poverty level.



- The statewide average percentage minority population is 30.53%. Within the vicinity of Route 5 up to 40% of residents are minorities.



Air Quality

- Enfield's CIPP number 210
- Enfield is within the Greater CT Marginal Ozone Area
- Enfield is within a CO Attainment Area