COMMUNITY
connectivity program

Plainville

Route 372 / Route 536

November 17, 2016

CONNECTICUT DEPARTMENT OF TRANSPORTATION

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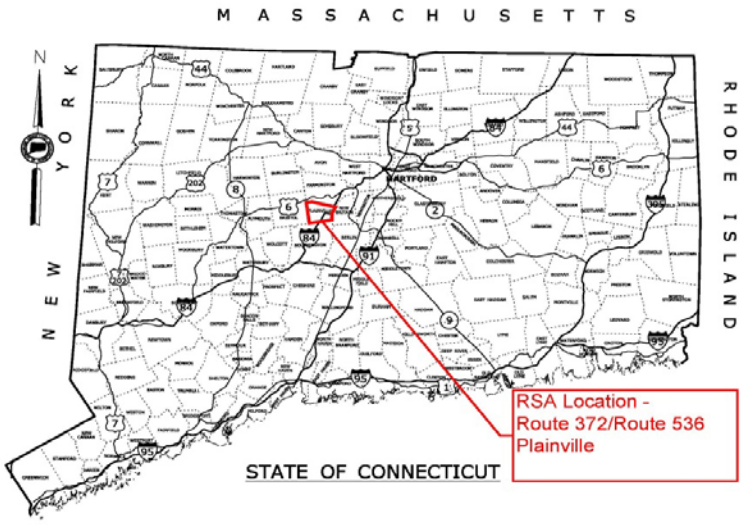
The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at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

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

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



1 Introduction to Route 372 and Route 536, Plainville RSA

The Town of Plainville submitted an application to complete an RSA on Route 372 and Route 536 to improve safety for pedestrians and bicyclists travelling along the corridor, primarily between the Municipal Center and the New Britain town line. There is currently a multi-use path in New Britain and the Farmington Canal Heritage Trail (FCHT) is proposed to be completed through Plainville. The Town would like to connect a spur line from the future FCHT to the existing trail in New Britain along existing roadways. There are several sections of street that have minimal shoulder widths, which has created concern for bicyclists.

The Town of Plainville's application contained background information on the area and a description of the corridor. The application is included in Appendix A.

1.1 Location

The RSA site is the section of Route 372 and Route 536 between Whiting Street and the New Britain town line (Figure 1). Route 372 is also designated as East Main Street and Route 536 changes names four times within the study area. The west end of Route 536 is Pine Avenue, the next section to the east is Woodford Avenue, the third section to the east is White Oak Avenue and the eastern end to the New Britain town line is Black Rock Avenue. The Average Daily Traffic (ADT) on Route 372 near the Route 536 intersection is 14,100 vehicles per day (vpd) and the ADT on Route 536 ranges from 4,400 vpd to 14,100 vpd. Both streets consist of a single lane of varying width in each direction with additional turn lanes at intersections. There are striped shoulders on each side of the road, with widths that vary.

There are seven signalized intersections in the study area and several other intersections are controlled by stop signs on the minor roads.

The roads in the study area are generally straight with no major horizontal curves and with generally flat terrain. Several of the shoulders in the study area are very narrow, which can make bicycle maneuvers challenging. Figure 2 shows the study area in a regional context.

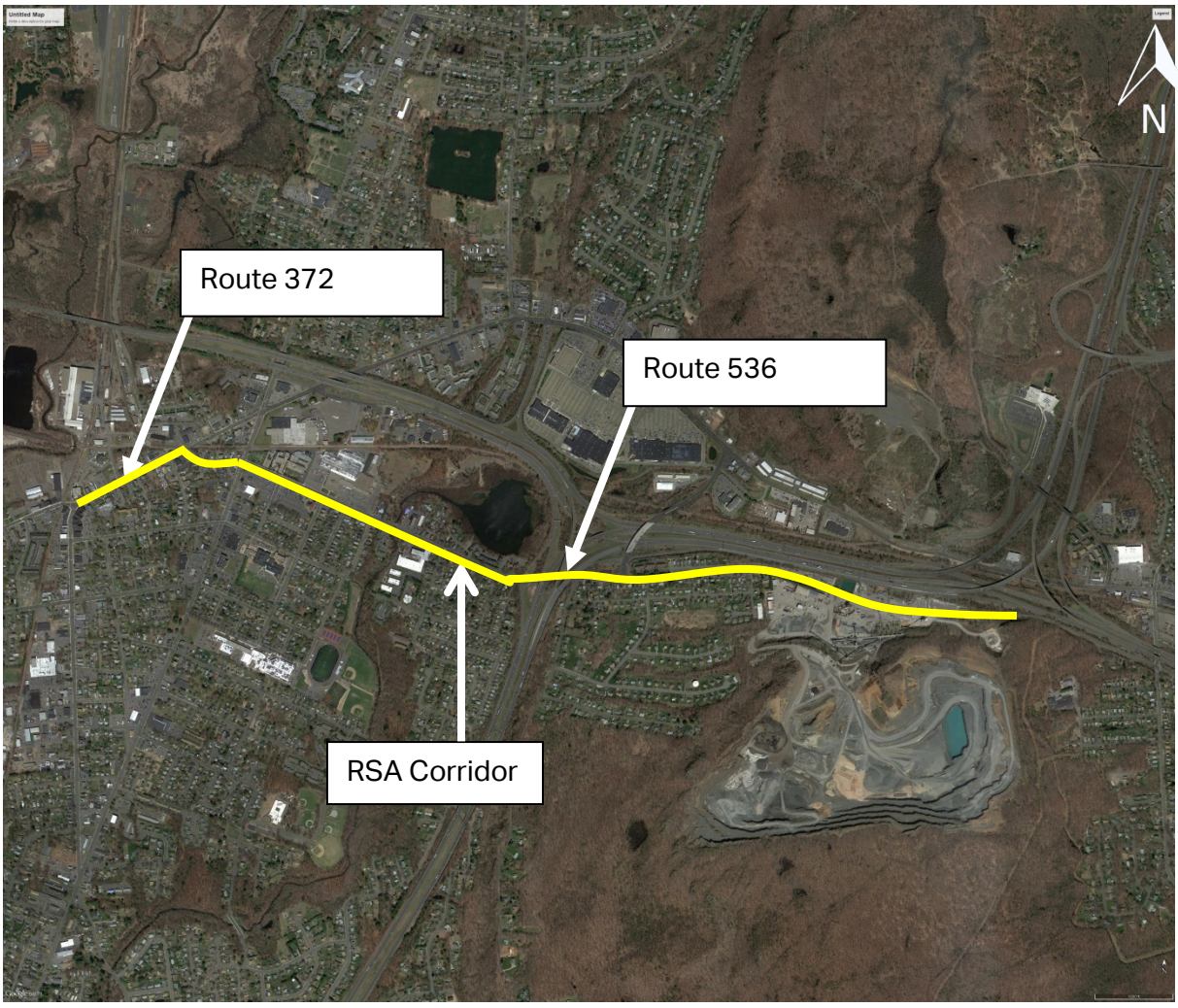


Figure 1. Route 372 and Route 536, Plainville

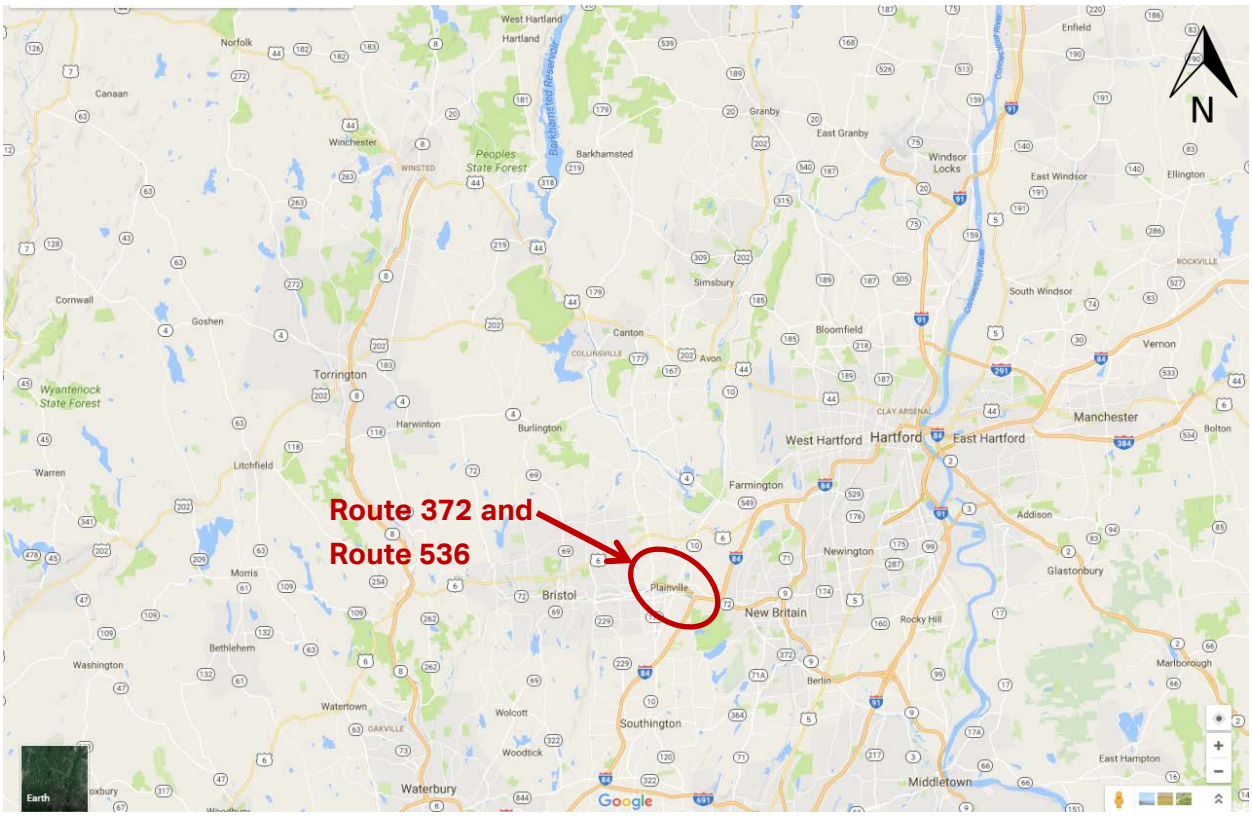


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

Route 372 and Route 536 are located in the center of Plainville and are oriented in an east west direction. There is a significant amount of through traffic on some sections of the corridor. There are already several facilities along this corridor that have the potential to generate pedestrian traffic, including the downtown area and businesses along the corridor, but the number of pedestrians could significantly increase when the trail connections are made. The proposed section of the FCHT through Plainville is the last connection to be made to complete the trail, and an east-west connection to the existing trail in New Britain would have the potential to significantly increase bike and pedestrian traffic throughout the corridor.

The crash history in this area is significant and there were two crashes involving pedestrians and two crashes involving bicyclists between 2012 and 2014 (Table 1 and Table 2). Figure 3 displays crashes that occurred in this area during 2015. A significant percentage of crashes resulted in injury (32%).

Severity Type	Number of Crashes	
Property Damage Only	95	68%
Injury (No fatality)	44	32%
Fatality	0	0%
Total	139	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	13	9%
Rear-end	60	43%
Turning-Intersecting Paths	14	10%
Turning-Opposite Direction	11	8%
Fixed Object	12	9%
Backing	5	4%
Angle	8	6%
Turning-Same Direction	6	4%
Moving Object	1	1%
Parking	2	1%
Pedestrian	2	1%
Bicycle	2	1%
Overturn	1	1%
Head-on	0	0%
Sideswipe-Opposite Direction	3	2%
Miscellaneous- Non Collision	1	1%
Total	141	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

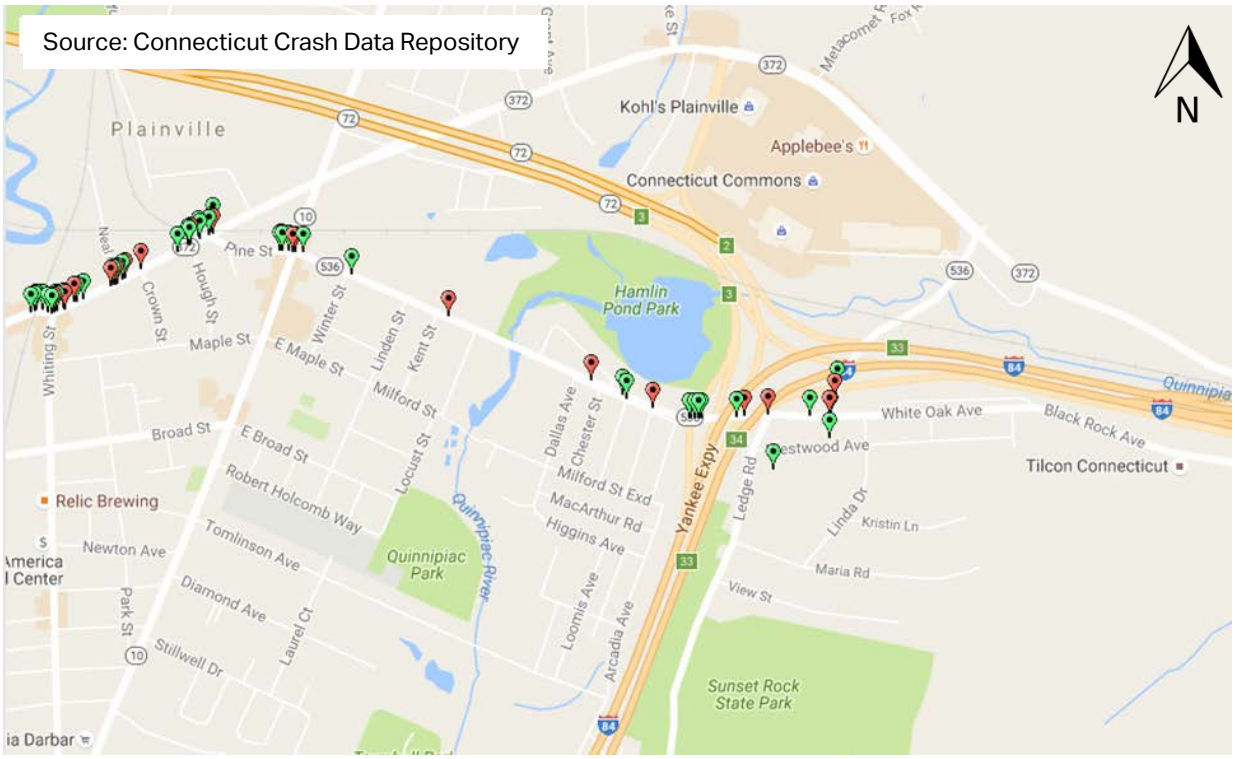


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

Route 372 generally consists of a single travel lane in each direction, separated by a double yellow center line. Additional turning lanes provided at major intersections. Between Whiting Street and Route 536, there is concrete sidewalk provided on both sides of the road, with some locations providing additional width for a snow shelf. The shoulder width varies significantly.

Route 536 begins at an oblique, signalized "T" intersection with Route 372, and travels in a relatively straight direction to the New Britain town line. It is typically a single lane in each direction with significantly varying width, separated by a double yellow center line. Sidewalks are provided on the south side between Route 372 and East Street (Route 10) and then on the north side to Linden Street. Sidewalks are intermittent on both sides between Linden Street and the Interstate 84 overpass, and there are no sidewalks at all east of that point. Perceived speeds in the corridor are moderate, and truck traffic is significant.

The Town of Plainville would like to assess the feasibility of a future connection between the FCHT and the existing trail in New Britain, focusing on bicycle use, but also enhancing pedestrian accessibility throughout the corridor. The Town would like to have a plan in place to link the two trails so that once the FCHT alignment is finalized, they can begin to plan and design this spur trail connection.

Figure 4 and Table 3 summarize the roadway geometrics in the study area.

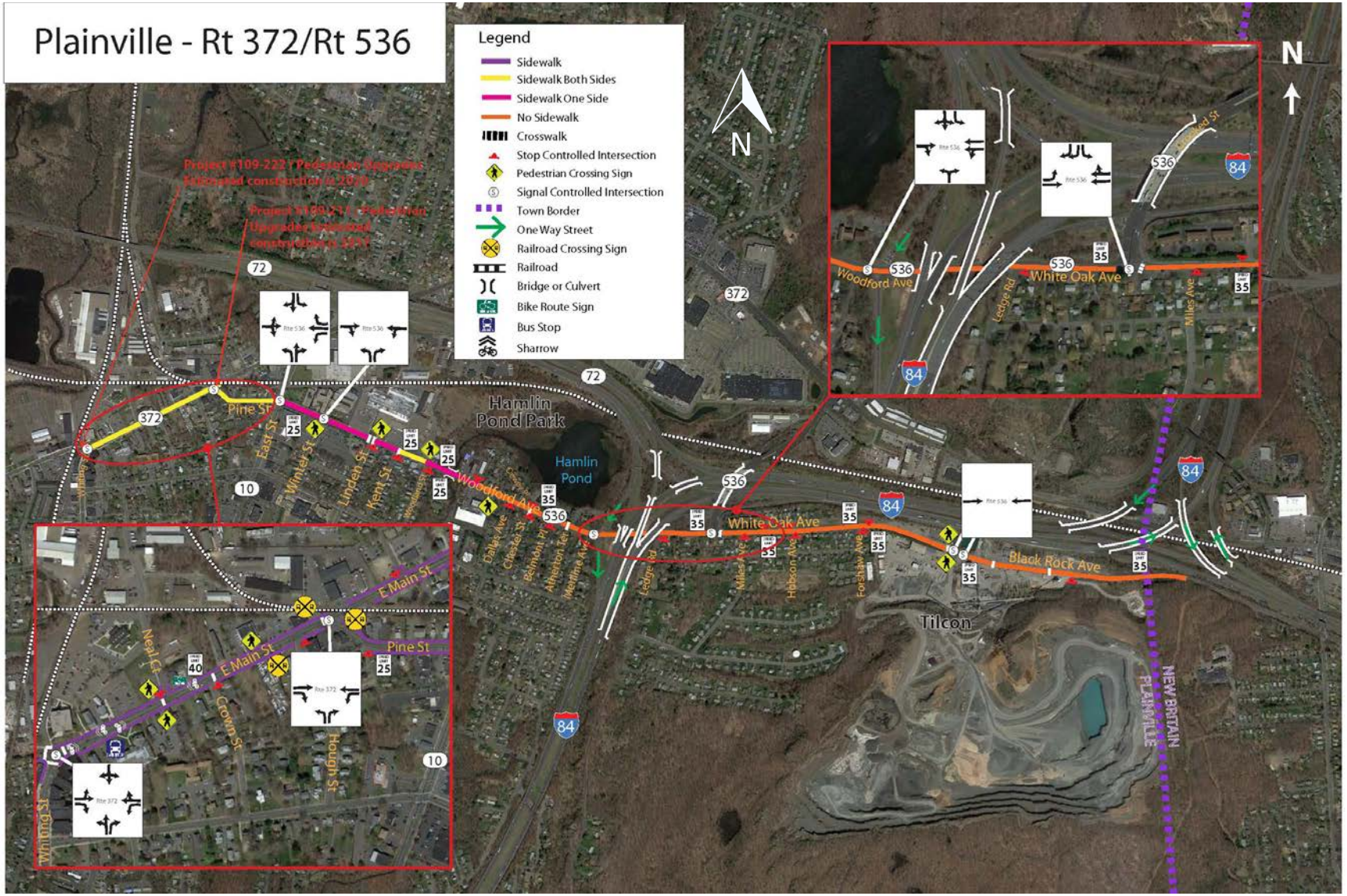


Figure 4. Route 372 and Route 536 Geometrics

Plainville - Downtown Area

Street Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Compliant
East Main Street	Route 372	1	12-15'	WB	Concrete	4-6'	Good	Mixed	No	0-8'	Yes	No
		1	12-17'	EB	Concrete	4-8'	Good	Mixed	7-24'	1-8'	Yes	No
Pine Street	Route 536	1	12-17'	WB	Asphalt	5'	Fair	Asphalt	No	No	Yes	No
		1	12-17'	EB	Concrete	4-5'	Good	Asphalt	No	No	Yes	No
Woodford Avenue	Route 536	1	12-25'	WB	Concrete/	5'	Good	Asphalt	Yes	No	Yes	No
		1	12-30'	EB	None	N/A	N/A	Asphalt	Yes	No	Yes	No
White Oak Avenue	Route 536	1	14-16'	WB	None	N/A	N/A	None	No	2-3'	No	No
		1	14'	EB	None	N/A	N/A	None	No	0-3'	No	No
Black Rock Avenue	Route 536	1	12-23'	WB	None	N/A	N/A	Asphalt	No	8-22'	No	No
		1	12-16'	EB	None	N/A	N/A	Asphalt	No	No	No	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 Effort

A gap closure study is currently underway to determine the best way to finish the last section of the FCHT through Plainville. The Town hopes that completion of this trail will bring additional economic development to its downtown area.

2.3 Pre-Audit Meeting

The RSA was conducted on November 17, 2016. The Pre-Audit meeting was held at 8:30 AM in the Plainville Municipal Center.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, a representative from CRCOG, a representative from New Britain and representatives from Plainville departments including the Town Planner, Town Engineer, Greenway Alliance and a consultant. 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 primary purpose of the RSA is to plan for a link between the future FCHT and the existing multi-use trail in New Britain.
    - The alignment of the FCHT through Plainville is not yet determined and may not end up crossing exactly where the RSA area concludes in downtown.
- There is public support for the Route 372/Route 536 connection to New Britain.
    - The only other feasible option would be to route the trail on Route 372 to the north, which is less supported.
- Incorporating bike lanes and/or multi-use paths to the intersections within the RSA area will be a challenge.
- The crossing under I-84 will be a challenge due to the space constraints.
- Woodford Avenue may be wider than necessary and a road diet may be possible.
- It may be possible to separate a trail facility from the roadway in some areas.
- Tilcon is negotiating to expand onto property currently owned by the City of New Britain so it may be possible to exchange land with them if additional right of way is needed for a trail in that area.
- There are currently some challenges for bicyclists in this corridor, including narrow shoulders and many catch basin grates.
    - Several of the RSA attendees participated in a bike audit of the corridor in July and noted that right of way may be a constraint.
    - The Town would like more information from CTDOT regarding right of way and a contact to refer to for additional right of way information and plans.
- There was some discussion regarding underground utilities but it was decided that underground utilities would not control the plan unless they were obvious and major.
- An east-west trail connection is constrained by the overall geography in the area, which makes the RSA area the logical route.

- Local property owners are not likely to support any plan that puts sidewalks or roads closer to their homes, regardless of right of way.
    - The community as a whole is supportive of the proposed connection.
- This study and the FCHT gap closure study will determine which routes are feasible but there still needs to be additional support and input from the community to finalize a route.
- Tilcon may be concerned about curb cuts but this area but is not expected to be a major challenge.

3 RSA Assessment

3.1 Field Audit Observations

Route 372:

- The western end is already streetscaped and is not a major concern.
- The intersection of Whiting Street and Route 372 could be re-designed as a roundabout (Figure 5).
- The road width just east of the Whiting Street intersection was measured at 61-feet including 24-feet for the two westbound lanes, 16-feet for the single eastbound lane and a 21-foot parking/bus stop area (Figure 6).
    - These widths can be narrowed to gain space for a multi-use path or bike lanes.

Intersection of Route 536 and Route 372:

- Route 536 has three lanes at the intersection and is 41.5-feet wide in total.
- Access management is poorly controlled around this intersection, with a wide driveway in the intersection and parking that backs out directly into traffic (Figure 7).
- The sidewalk network around the intersection is incomplete and there is only one existing crosswalk.

Figure 5. Intersection of Route 372 and Whiting Street

Figure 6. Route 372 looking east

Figure 7. Driveway at intersection of Route 536 and Route 372

- There is a worn path where the sidewalk ends (Figure 8), indicating an unmet need to accommodate pedestrians.

- Current ADA standards are not met by the pedestrian signals, handicap ramps and pedestrian pushbuttons.
- There are utility poles and signs in the sidewalk, limiting the space available to pedestrians (Figure 11).
- Crossing of the rail line is controlled by Pan Am Railroad. The Town needs to coordinate with Pan Am when pursuing improvements.

Figure 8. Worn path at intersection of Route 536 and Route 372

Intersection of Route 10 and Route 536:

- Route 536 to the west of the intersection is 34-feet wide, with a single lane in each direction (Figure 10).
    - Some of this space could be re-allocated to bike lanes by striping 11-foot wide lanes.
- Crosswalks are faded (Figure 9).
- Crossing times were short given the width of the road.

Figure 9. Faded crosswalks at intersection of Route 536 and Route 372

Figure 11. Pole and sign in sidewalk

Figure 10. Route 536 west of Route 10 intersection, facing east

- Overgrown plants around the intersection are encroaching on sidewalks.
- The pole at the southeast corner showed signs of having been clipped by a car (from multiple angles) and there were ruts in the grass. The curbing was also severely deteriorated.
- On Woodford, a little ways down from Route 10, there is a bus stop in the middle of the grass that is not accessible.
- The intersection does not have significant excess space so adding bike lanes through it will be a challenge.
- Route 536 east of the intersection consists of a single 14-foot eastbound lane and three 12-foot westbound lanes for a total width of 50-feet.
    - Some of this space can be re-allocated for bike lanes but additional space would be needed.

Route 536 (Woodford Avenue):

- The road consists of a single 30-foot eastbound lane and a single 25-foot westbound lane where measured at Linden Street (Figure 12).
    - This width far exceeds requirements and some of the space could be re-allocated via a road diet.
- Handicap ramps are missing.
- The I-84 overpass is a pinch point for the trail that will pose a challenge to a successful alignment (Figure 13).
    - There appears to be space to incorporate a trail behind the bridge piers, but structural constraints need to be investigated further.

Figure 12. Route 536 (Woodford Avenue) looking east

Figure 13. I-84 overpass

- The off road area near the intersection with Crooked Street is significantly lower than the roadway, which would lend itself to a potential tunnel under Crooked Street for the multi-use path.
- There are some access management issues such as wide driveways and some parking areas that in some cases probably result in cars sticking out into the public ROW (D'Amico's Restaurant).
- East of Dewey Place there are no sidewalks on the north side, but substantial desire paths, as well as bus stops and cross walks.

Route 536 (Black Rock Avenue):

- It was unclear in the field where the right of way was near Tilcon, so additional investigation of right of way constraints in this area is needed.
- Additional study is needed of how driveways at Tilcon are used to determine the impacts of a proposed multi-use trail.

3.2 Post Audit Workshop - Key Issues

Route 372:

- Lane widths at the western end are excessive and can be re-striped to accommodate bike lanes. Some lightly used on street parking spaces may have to be eliminated to gain enough space.
    - Curb bumpouts in this area would need to be designed to make bike lanes work in this area.
- The intersection of Route 372 and Whiting Street is being studied for replacement with a roundabout.
    - It is unknown currently whether a roundabout will be constructed and how it

would affect bikes and pedestrians if it was constructed.

- Bike lane spending in this area should be minimized until the roundabout study is completed to prevent spending money on work that may need to be re-done shortly thereafter.

Intersection of Route 536 and Route 372:

- This intersection is challenging for pedestrians due to an incomplete sidewalk network and only 1 crosswalk (Figure 14, Figure 15).
- The possibility of removing the right turn lane on Route 536 should be studied further.
  - The nearby railroad crossing is likely why this lane exists, to allow left turning vehicles to bypass right turning vehicles that must wait for the tracks to clear.
  - The railroad may become more active in the future.
  - The road network in this area suggests that the right turn volumes are likely low. Potentially, this movement could be eliminated.
- A pedestrian crossing of the railroad on Route 372 should be studied in the future.
- ADA improvements to this intersection are scheduled for construction next year under CTDOT Project #109-211.

Intersection of Route 10 and Route 536:

- Pedestrian accommodations at the intersection do not meet the latest ADA standards and should be updated to reflect current standards.
  - It is unclear when these upgrades will take place.

Figure 14. Intersection of Route 536 and Route 372

Figure 15. Crosswalk at intersection of Route 536 and Route 372

- The pole on the southeast corner of the intersection may restrict sidewalk design and should be accounted for in the design process (Figure 16).

Figure 16. Pole at the southeast corner of intersection

Route 536 (Woodford Avenue):

- There is substantial width here and the potential for a road diet with inclusion of a multi-use path (Figure 17).
    - It is still to be determined if this should be a two-way multi-use path on one side of the road or a one-way path on each side of the road.
    - If a two-way path is used in this area, a split will need to be designed at some point where one direction will diverge and cross the road.
    - In the short term, bike lanes can be added by re-striping only.
- A retaining wall will need to be designed to generate sufficient width for the path under the I-84 overpass (Figure 18).
    - The structural constraints of the bridge will need to be investigated and designed for.
- Any design on Woodford Avenue should maintain parking for the local businesses on the south side of the road since parking is limited for them currently.
    - Narrowing the travel way could make entering and exiting parking spaces more comfortable.
- It is thought that Route 536 is a road that CTDOT would like to turn over to the Town so it may be possible to negotiate for construction money from CTDOT in exchange for the Town agreeing to take over maintenance of the road in the future.

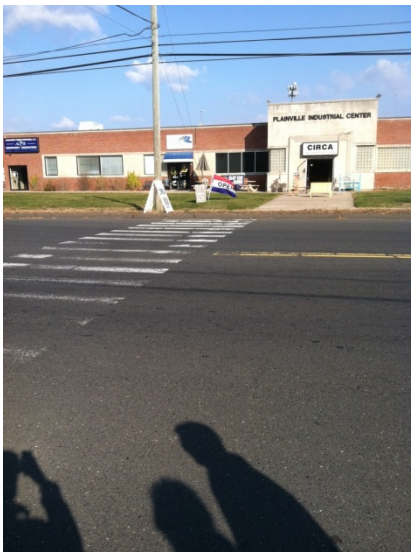


Figure 17. Route 536 (Woodford Avenue) at Linden Street

Figure 18. I-84 overpass of Route 536

Route 536 (White Oak Avenue and Black Rock Avenue):

- A path should probably be on the north side of the road to reduce conflicts with trucks entering and exiting Tilcon on the south side.
    - In the short term, bike lanes can be added with re-striping only.

General:

- Over time, handicap ramps should all be brought up to the current ADA standards.
- Pedestrian crossings need to be upgraded and some are already in progress.
- The Town would like bike lanes to be well signed in order to promote awareness for drivers and way-finding for bikes.

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 or more years when funding is available.

4.1 Short Term

1. Town to coordinate with CTDOT to re-stripe 11-foot lanes on Route 372 and include bike lanes.
2. Town to re-stripe faded crosswalks.
3. Town to coordinate with CTDOT to re-stripe Route 536 with 11-foot lanes and include bike lanes where pavement widths are already sufficient.
4. Town to study the driveways surrounding Tilcon to determine how they were used and how any design of a multi-use trail would affect the existing driveways.
5. Town to clear and trim plants that are overgrown and encroaching on the sidewalk.

Figure 19 depicts some of these recommendations.

1. Town to coordinate with CTDOT to re-stripe 11-foot lanes on Route 372 and include bike lanes.
2. Town to re-stripe faded crosswalks (Corridor Wide).
3. Town to coordinate with CTDOT to re-stripe Route 536 with 11-foot lanes and include bike lanes where pavement widths are already sufficient.
4. Town to study the driveways surrounding Tilcon to determine how they were used and how any design of a multi-use trail would affect the existing driveways.
5. Town to clear and trim plants that are overgrown and encroaching on the sidewalk (Corridor Wide).

Figure 19 Short Term Recommendations

4.2 Medium Term

1. Town to negotiate with CTDOT to see if it is possible to receive State funding for construction on Route 536 in exchange for a Town agreement to take over maintenance of Route 536.
2. Town to investigate structural constraints at the I-84 overpass of Route 536 to determine a strategy for design of a retaining wall and the multi-use path.
3. Town to investigate the option of a tunnel under Crooked Street and determine the best design for a path across Crooked Street.
4. Town to monitor the CTDOT study of a roundabout at the intersection of Route 372 and Whiting Street and adjust bike lane and path designs to incorporate any changes to the intersection.
5. Town to study and determine whether the right turn lane on Route 536 at Route 372 is necessary.
6. Town to study a pedestrian crossing of the railroad on Route 372 near the Route 536 intersection and implement if possible.

Figure 20 depicts some of the recommendations.

1. Town to negotiate with CTDOT to see if it is possible to receive State funding for construction on Route 536 in exchange for a Town agreement to take over maintenance of Route 536.
2. Town to investigate structural constraints at the I-84 overpass of Route 536 to determine a strategy for design of a retaining wall and the multi-use path.
3. Town to investigate the option of a tunnel under Crooked Street and determine the best design for a path across Crooked Street.
4. Town to monitor the CTDOT study of a roundabout at the intersection of Route 372 and Whiting Street and adjust bike lane and path designs to incorporate any changes to the intersection.
5. Town to study and determine whether the right turn lane on Route 536 at Route 372 is necessary.
6. Town to study a pedestrian crossing of the railroad on Route 372 near the Route 536 intersection and implement if possible.

Figure 20 Mid Term Recommendations

4.3 Long Term

1. Town to update pedestrian facilities to the latest ADA standards as construction projects are done including handicap ramps, detectable warning strips, pedestrian signals and pedestrian pushbuttons.
2. Town to implement a road diet on Woodford Avenue to reduce road widths and add a multi-use path.
3. Town to design and construct multi-use paths and bike lanes from the New Britain town line on Route 536 to the future FCHT.

Figure 21 depicts some of these recommendations.

1. Town to update pedestrian facilities to the latest ADA standards as construction projects are done including handicap ramps, detectable warning strips, pedestrian signals and pedestrian pushbuttons (Corridor Wide).
2. Town to implement a road diet on Woodford Avenue to reduce road widths and add a multi-use path.
3. Town to design and construct multi-use paths and bike lanes from the New Britain town line on Route 536 to the future FCHT.

Figure 21 Long Term Recommendations

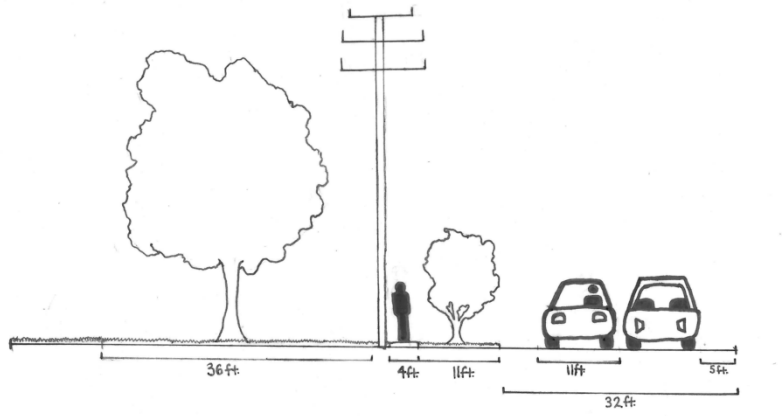


Figure 22 Potential street design for Woodford Avenue (Graphic from CCRPA Woodford Avenue Comprehensive Study and Redesign Study)

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Plainville RSA. It provides Plainville with an outlined strategy to improve the transportation network for all road users on Route 372 and Route 536, particularly focusing on pedestrians and cyclists. Moving forward, Plainville 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.

COMMUNITY
connectivity program

Appendix A

Built to deliver a better world

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	Robert Lee
Title	Town Manager
Email Address	relee@plainville-ct.gov
Telephone Number	(860) 793-0221

2. Location information

Address	1 Central Square
Description	Town Hall x 201
City / Town	Plainville

3. Roadway type
(Please select all that apply)

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

RTE 536 changes names four times: Pine St, Woodford Ave, White Oak, Black Rock

4. Zoning
(Please select all that apply)

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

Requesting an RSA be conducted for a length of approximately 2.4 miles starting on RTE 372 and continuing the length of RTE 536 where it stops at the Plainville/New Britain town line.

5. Approximate mile radius around the location

1/8 mile

Other (Please Specify)

6. Community Sites
(Please select all that apply)

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

Requesting an RSA be conducted for a length of approximately 2.4 miles starting on

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

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

If Yes please describe (please specify)

Along the approximate 2.4 linear miles is a variety of employment facility types including but not limited to: local government, banking, restaurants, recreational, transportation, automotive, industrial, heavy industrial.

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

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

Day care facility, elementary & high schools

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

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

10. Safety Concerns
(Please select all that apply)

- [x] Traffic (volumes & speed)
- [ ] Collisions
- [x] Sidewalks
- [x] 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)
- [x] Other (please specify)

Three rail crossings over state roads through the center of town. As well a major high

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

Yes

If Yes please describe and list all projects.

Plainville is interested in "closing the gap" along the Farmington Canal Heritage Trail (FCHT) where the trail, currently terminates at the town lines of Farmington to the north, and Southington to the south respectively.

Plainville is hoping to align the proposed trail or bring segments of the trail towards the Plainville Center (downtown). The hope is to stimulate economic development for local businesses near the proposed trail.

As well, Plainville is working with the City of New Britain to propose a spur of the FCHT from Plainville Center easterly and connect with an existing multi-use trail system located at the CT Fastrak station located in downtown New Britain.

By granting an RSA it assists with the multi-modal planning efforts Plainville is actively engaged in. an RSA also incorporates into regional planning efforts with the award winning City of New Britain which has recently earned a "National Recognition Award" from the American Council of Engineering Companies for improvements made under Complete Streets Master Plan.

12. Environmental Concerns:

N/A not applicable

If Yes please describe and list.

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

Plainville is interested in "closing the gap" along the Farmington Canal Heritage Trail (FCHT) where the trail, currently terminates at the town lines of Farmington to the north, and Southington to the south respectively.

Plainville is hoping to align the proposed trail or bring segments of the trail towards the Plainville Center (downtown). The hope is to stimulate economic development for local businesses near the proposed trail.

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By granting an RSA it assists with the multi-modal planning efforts Plainville is actively engaged in. an RSA also incorporates into regional planning efforts with the award winning City of New Britain which has recently earned a "National Recognition Award" from the American Council of Engineering Companies for improvements made under Complete Streets Master Plan.

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

Yes

Transportation Oriented Development and Economic Development

Plainville is interested in "closing the gap" along the Farmington Canal Heritage Trail (FCHT) where the trail, currently terminates at the town lines of Farmington to the north, and Southington to the south respectively.

Plainville is hoping to align the proposed trail or bring segments of the trail towards the Plainville Center (downtown). The hope is to stimulate economic development for local businesses near the proposed trail.

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By granting an RSA it assists with the multi-modal planning efforts Plainville is actively engaged in. an RSA also incorporates into regional planning efforts with the award winning City of New Britain which has recently earned a "National Recognition Award" from the American Council of Engineering Companies for improvements made under Complete Streets Master Plan.

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

Yes

The 2.4 linear miles changes routes and road names several times where we are requesting the RSA to terminate at the Plainville/New Britain town line.

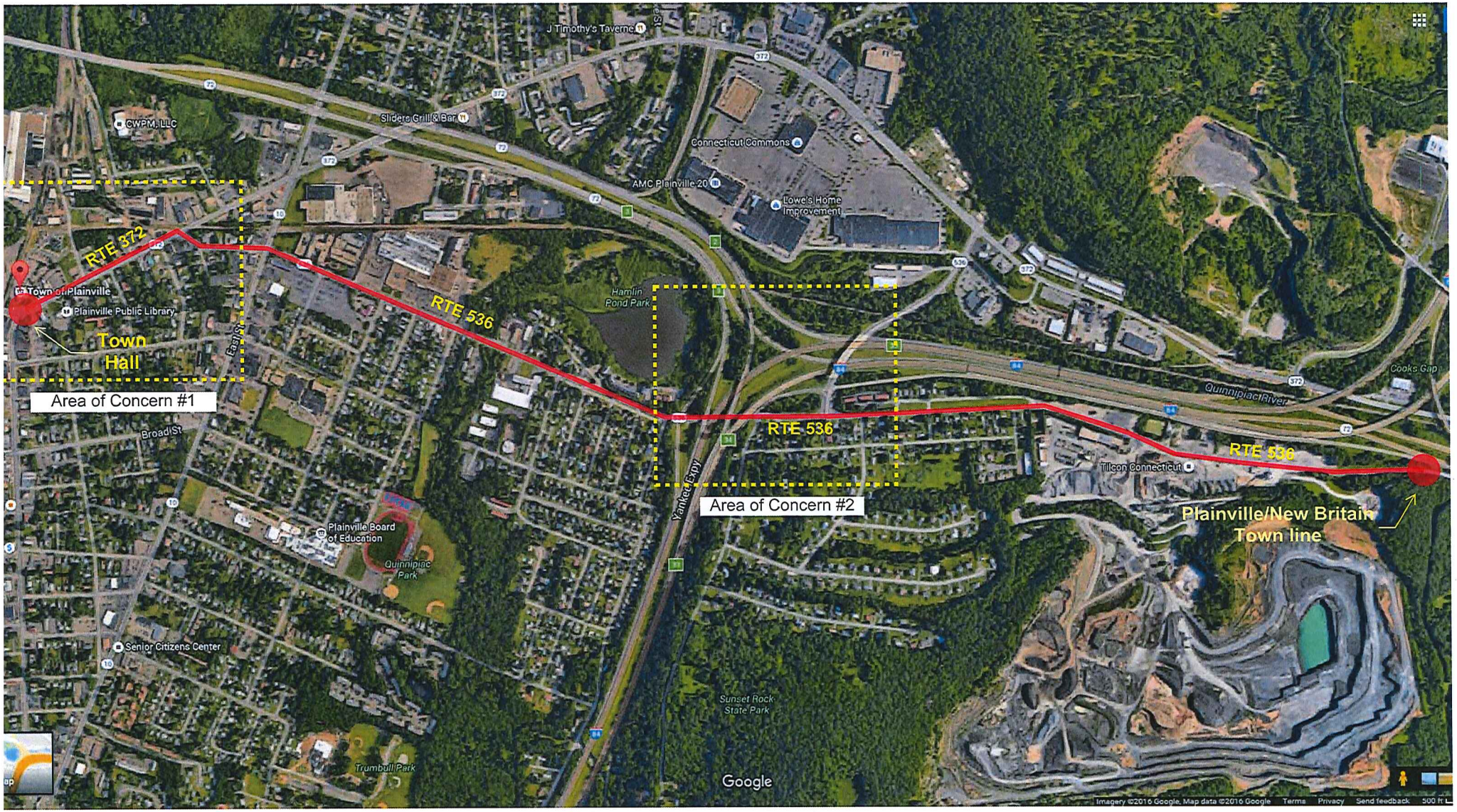
Route 372 - Length: .2 miles
Three rail road crossing in this area. See aerial photo: Area of Concern #1

Route 536 - Length 2.2 miles
- This road changes names four times: Pine St., Woodford Ave., White Oak Ave., Black Rock Ave.
- At the intersection with Route 10 (East Street) traveling westbound on Rte 536 there is a right-hand lane that narrows down causing high congestion due to the employment facilities in the area i.e. Dunkin Donuts & General Electric (GE).
- There is a three highway interchange, see aerial photo: Area of Concern #2
- There is a large gravel and sand mining operation located in Plainville on the town line with New Britain.

Thank you for completing the Community Connectivity application.

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

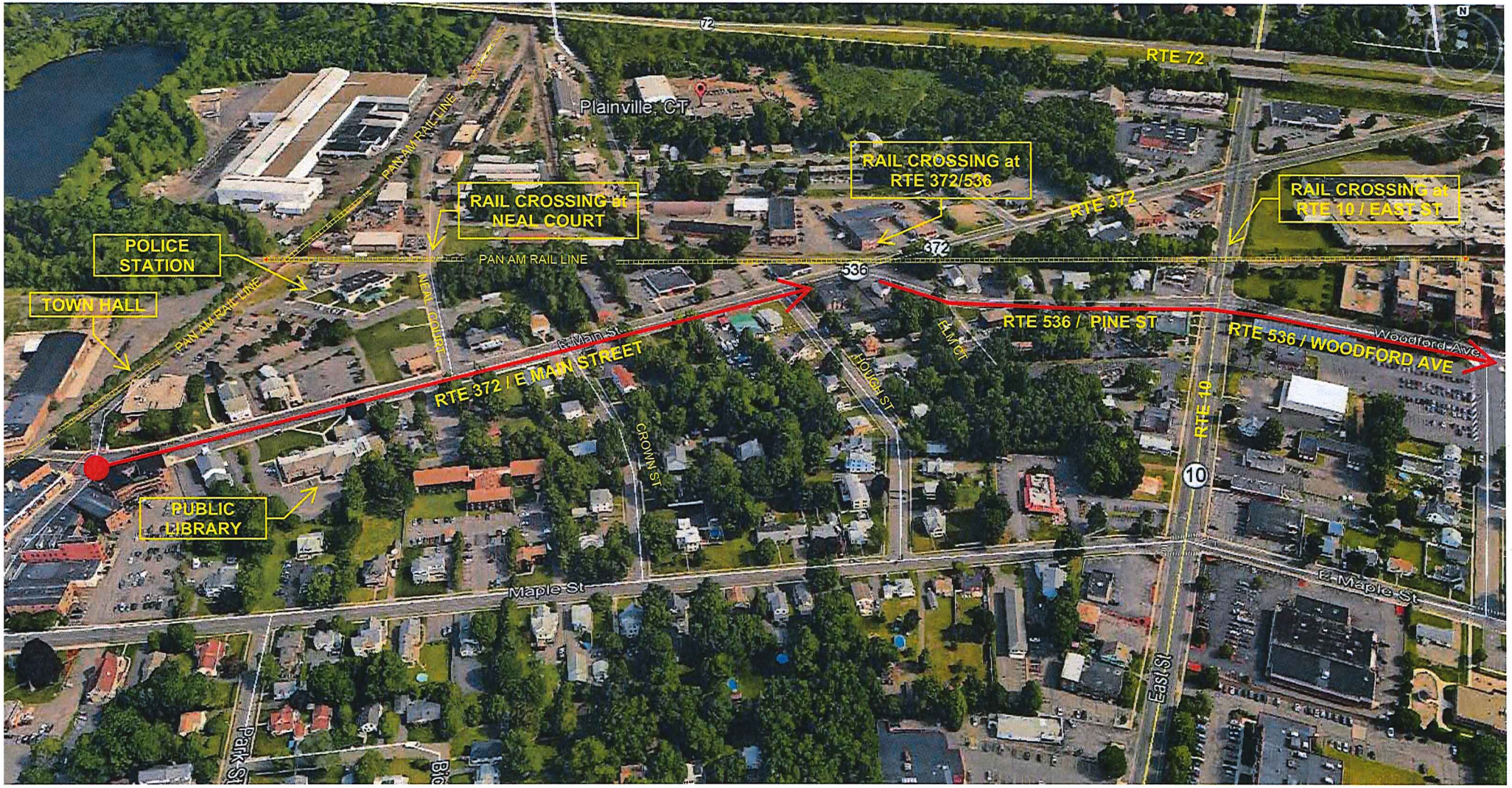
1. Location map (google, GIS) **(Required)**
2. Collision data (If available)
3. Traffic data (ADT or VMT) (If available)
4. Pedestrian/bicycle data (If available)



RTE 372 E. MAIN ST. to RTE 536 WOODFORD / BLACK ROCK AVE.

ROAD SAFETY AUDIT LOCATION MAP

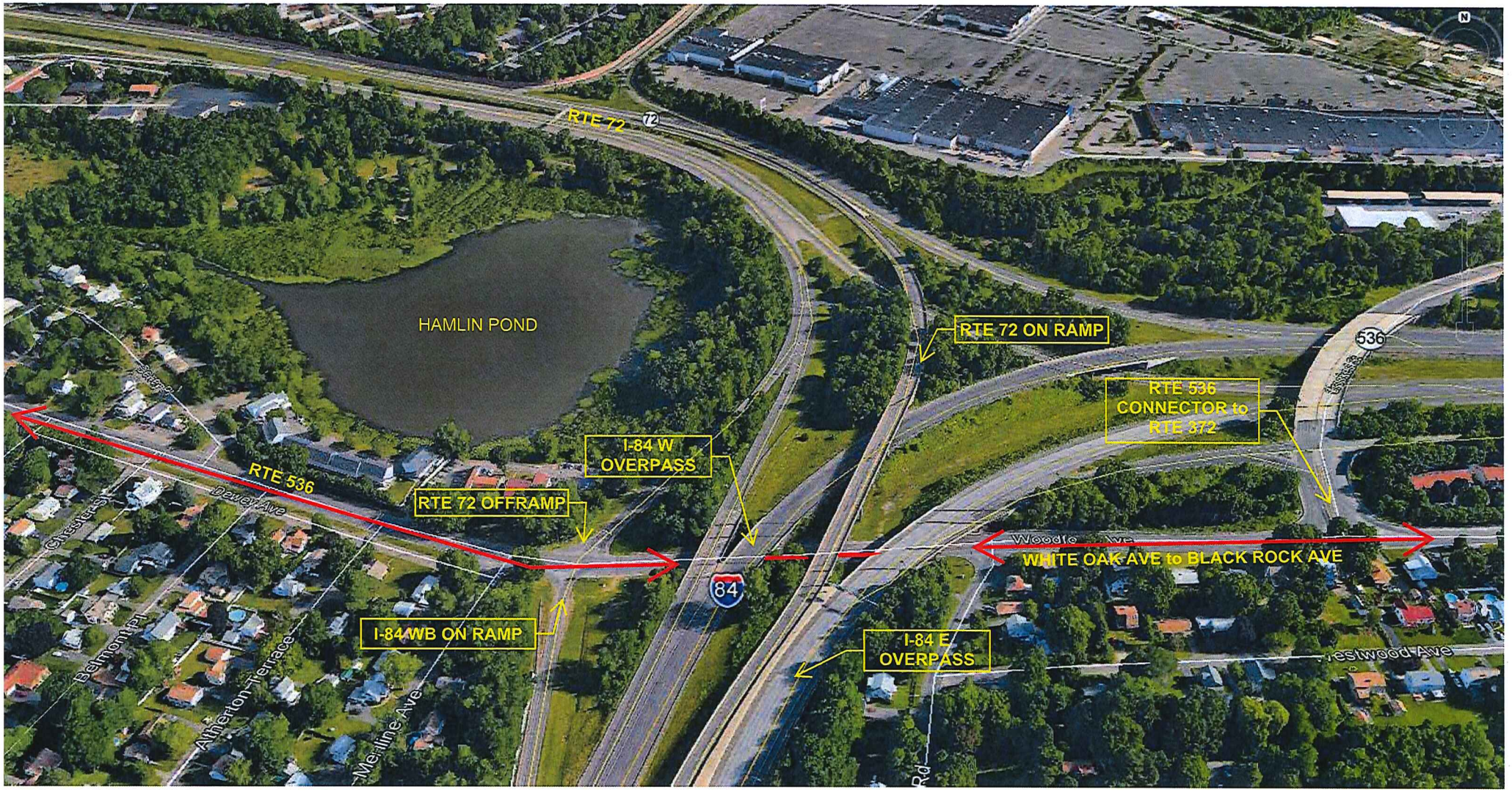
PLAINVILLE, CONNECTICUT



PLAINVILLE CENTER RTE 372 to RTE 536 PINE ST/WOODFORD AVE

ROAD SAFETY AUDIT: AREA OF CONCERN #1

PLAINVILLE, CONNECTICUT



RTE 536 to WHITE OAK AVE / I-84 INTERCHANGE

ROAD SAFETY AUDIT: AREA OF CONCERN #2

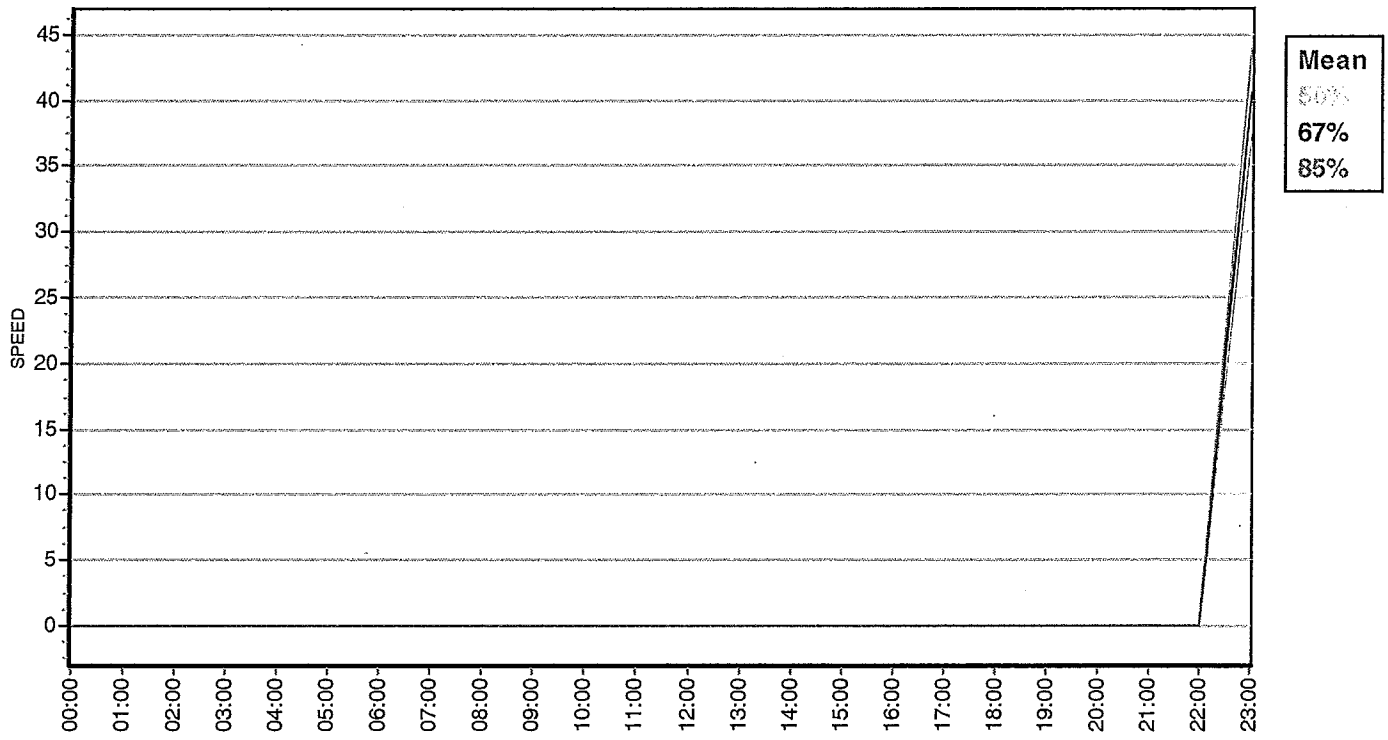
PLAINVILLE, CONNECTICUT

Special Speed Study Summary: WHITE OAK AVENUE

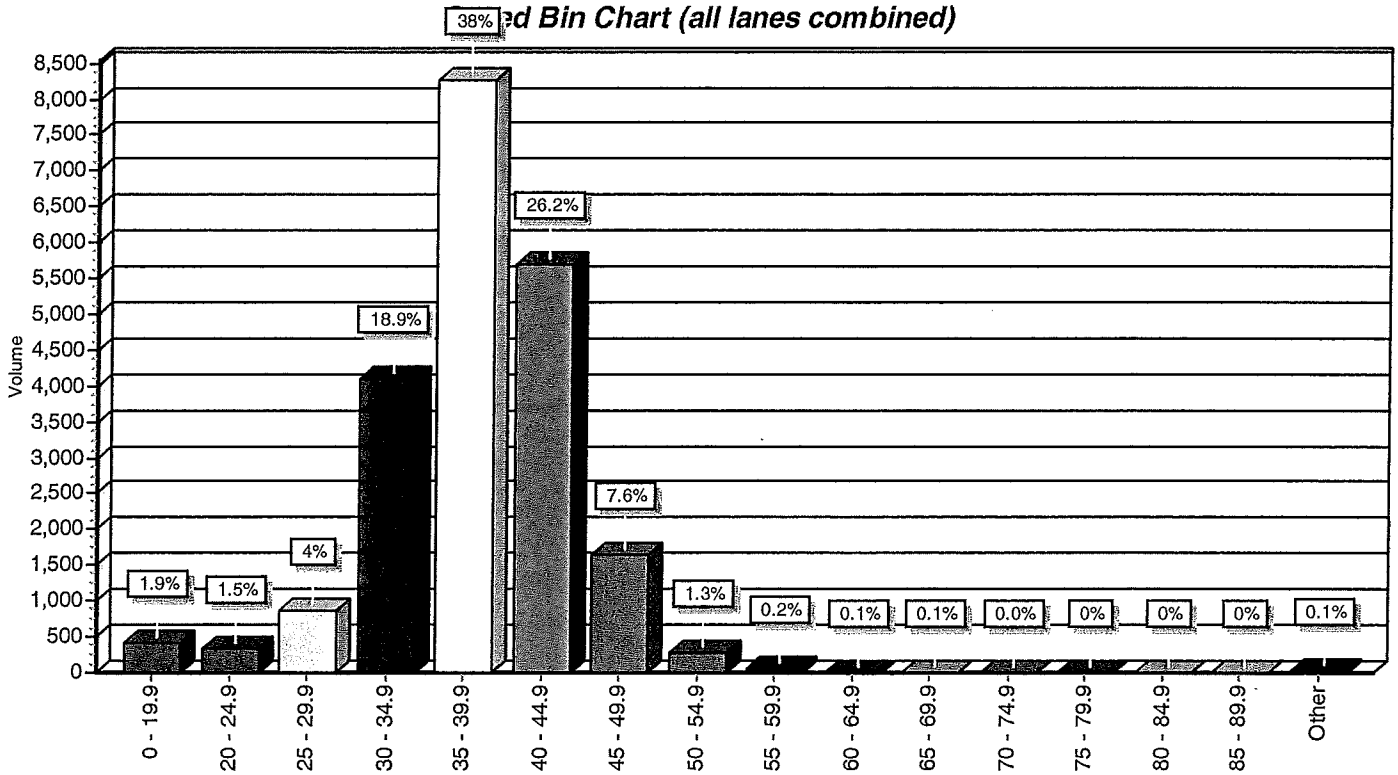
Description	Lane	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	**#1**	169	245	419	1625	2955	1898	512	77	10	1	0	0	0	0	0	1	7912
Percent :		2%	3%	5%	21%	37%	24%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	5%	11%	31%	68%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		34	49	84	325	591	380	102	15	2	0	0	0	0	0	0	0	1582
ADT = 1582		Average Speed 36.8 mph					50% Speed : 37.6 mph				67% Speed : 39.8 mph					85% Speed : 43.4 mph		
											10mph Pace: 35.0 - 44.9 (61.3%)							
Grand Total :	**#2**	248	84	454	2489	5312	3811	1147	214	37	10	12	4	1	2	0	19	13844
Percent :		2%	1%	3%	18%	38%	28%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	2%	6%	24%	62%	90%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		50	17	91	498	1062	762	229	43	7	2	2	1	0	0	0	4	2768
ADT = 2768		Average Speed 38.1 mph					50% Speed : 38.5 mph				67% Speed : 40.9 mph					85% Speed : 44.2 mph		
											10mph Pace: 35.0 - 44.9 (65.9%)							
Comb. Total :		417	329	873	4114	8267	5709	1659	291	47	11	12	4	1	2	0	20	21756
Percent :		2%	2%	4%	19%	38%	26%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	3%	7%	26%	64%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		83	66	175	823	1653	1142	332	58	9	2	2	1	0	0	0	4	4350
ADT = 4351		Average Speed 37.7 mph					50% Speed : 38.2 mph				67% Speed : 40.5 mph					85% Speed : 43.9 mph		
											10mph Pace: 35.0 - 44.9 (64.2%)							

WHITE OAK AVENUE Charts For Data From: 00:00 - 10/08/2015 To: 23:59 - 10/12/2015

Speed Percent vs. Time (all lanes)



ed Bin Chart (all lanes combined)



Special Speed Study Summary: WHITE OAK AVENUE

Description	Lane	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	**#1**	179	261	538	2131	3809	2376	647	101	15	3	1	0	0	0	0	3	10064
Percent :		2%	3%	5%	21%	38%	24%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	4%	10%	31%	69%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	4	15	27	17	5	1	0	0	0	0	0	0	0	0	72

ADT = 1689

Average Speed 37.0 mph 50% Speed : 37.5 mph 67% Speed : 39.8 mph 85% Speed : 43.4 mph
10mph Pace: 35.0 - 44.9 (61.5%)

Grand Total :	**#2**	267	97	598	3032	6278	4506	1353	248	40	10	12	4	1	2	0	19	16467
Percent :		2%	1%	4%	18%	38%	27%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	2%	6%	24%	62%	90%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	4	21	44	32	9	2	0	0	0	0	0	0	0	0	115

ADT = 2763

Average Speed 38.1 mph 50% Speed : 38.4 mph 67% Speed : 40.8 mph 85% Speed : 44.1 mph
10mph Pace: 35.0 - 44.9 (65.5%)

Comb. Total :		446	358	1136	5163	10087	6882	2000	349	55	13	13	4	1	2	0	22	26531
Percent :		2%	1%	4%	19%	38%	26%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	3%	7%	27%	65%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	3	8	36	71	48	14	2	0	0	0	0	0	0	0	0	185

ADT = 4452

Average Speed 37.7 mph 50% Speed : 38.1 mph 67% Speed : 40.4 mph 85% Speed : 43.9 mph
10mph Pace: 35.0 - 44.9 (64.0%)

Basic Volume Report: WHITE OAK AVENUE

Station ID : WHITE OAK AVENUE
Info Line 1 : Lane 1 EB
Info Line 2 : Lane 2 WB
GPS Lat/Lon :
DB File : WHITE OAK.DB

Last Connected Device Type : Apollo
Version Number : 1.53
Serial Number : 16838

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.						

Lane #1 Basic Volume Data From: 15:00 - 10/07/2015 To: 13:59 - 10/13/2015

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
100715	W																184	218	206	142	123	78	66	37	31	1085
100815	T	20	12	7	8	17	56	122	206	196	141	147	155	175	151	172	219	201	218	141	102	85	62	50	28	2691
100915	F	16	19	11	1	9	55	117	184	152	159	158	162	163	186	148	207	182	188	120	88	71	49	46	38	2529
101015	S	32	28	19	9	8	24	34	36	76	100	139	128	147	135	151	142	121	117	118	86	80	69	55	21	1875
101115	S	16	7	6	1	5	9	13	13	40	53	79	98	77	124	128	127	124	113	97	78	49	41	28	19	1345
101215	M	12	12	2	6	9	40	85	132	113	113	103	124	170	191	165	162	157	192	132	93	67	59	28	31	2198
101315	T	15	9	8	5	9	35	108	203	210	138	147	125	63	0											1075
Month Total :		111	87	53	30	57	219	479	774	787	704	773	792	795	787	764	1041	1003	1034	750	570	430	346	244	168	12798
Percent :		1%	1%	0%	0%	0%	2%	4%	6%	6%	6%	6%	6%	6%	6%	6%	8%	8%	8%	6%	4%	3%	3%	2%	1%	
ADT :		19	15	9	5	10	37	80	129	131	117	129	132	133	131	153	174	167	172	125	95	72	58	41	28	2162

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	1345	2198	1075	1085	2691	2529	1875
# Days :	1.0	1.0	0.6	0.4	1.0	1.0	1.0
ADT :	1345	2198	1843	2893	2691	2529	1875
Percent :	11%	17%	8%	8%	21%	20%	15%

	Total	Percent
Weekday (Mon-Fri) :	9578	75%
ADT :	2420	
Weekend (Sat-Sun) :	3220	25%
ADT :	1610	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.						

Lane #2 Basic Volume Data From: 15:00 - 10/07/2015 To: 13:59 - 10/13/2015

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
100715	W																289	361	371	261	176	101	101	70	59	1789
100815	T	43	29	26	18	20	44	129	192	224	233	227	266	261	247	270	307	343	393	265	170	105	82	63	45	4002
100915	F	35	36	26	12	16	41	110	207	244	270	240	266	300	253	257	300	338	462	299	200	155	108	101	94	4370
101015	S	64	51	31	19	23	40	75	110	167	229	314	281	333	304	307	295	258	268	249	177	155	119	93	60	4022
101115	S	39	16	15	7	14	16	25	44	94	129	172	212	196	250	209	197	179	157	147	108	111	70	44	47	2498
101215	M	22	23	12	16	14	51	97	165	189	211	198	215	252	238	261	260	282	281	217	128	105	60	33	55	3385
101315	T	26	23	16	13	10	35	107	192	249	216	222	207	100	0											1416
Month Total :		229	178	126	85	97	227	543	910	1167	1288	1373	1447	1442	1292	1304	1648	1761	1932	1438	959	732	540	404	360	21482
Percent :		1%	1%	1%	0%	0%	1%	3%	4%	5%	6%	6%	7%	7%	6%	6%	8%	8%	9%	7%	4%	3%	3%	2%	2%	
ADT :		38	30	21	14	16	38	91	152	195	215	229	241	240	215	261	275	294	322	240	160	122	90	67	60	3626

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	2498	3385	1416	1789	4002	4370	4022
# Days :	1.0	1.0	0.6	0.4	1.0	1.0	1.0
ADT :	2498	3385	2427	4771	4002	4370	4022
Percent :	12%	16%	7%	8%	19%	20%	19%

	Total	Percent
Weekday (Mon-Fri) :	14962	70%
ADT :	3780	
Weekend (Sat-Sun) :	6520	30%
ADT :	3260	

Basic Volume Summary: WHITE OAK AVENUE

Grand Total For Data From: 15:00 - 10/07/2015 To: 13:59 - 10/13/2015

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	111	87	53	30	57	219	479	774	787	704	773	792	795	787	764	1041	1003	1034	750	570	430	346	244	168	12798
Lane #2	229	178	126	85	97	227	543	910	1167	1288	1373	1447	1442	1292	1304	1648	1761	1932	1438	959	732	540	404	360	21482
TOTAL	340	265	179	115	154	446	1022	1684	1954	1992	2146	2239	2237	2079	2068	2689	2764	2966	2188	1529	1162	886	648	528	34280

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	1%	0%	0%	0%	2%	4%	6%	6%	6%	6%	6%	6%	6%	6%	8%	8%	8%	6%	4%	3%	3%	2%	1%
Lane #2	1%	1%	1%	0%	0%	1%	3%	4%	5%	6%	6%	7%	7%	6%	6%	8%	8%	9%	7%	4%	3%	3%	2%	2%
TOTAL	1%	1%	1%	0%	0%	1%	3%	5%	6%	6%	6%	7%	7%	6%	6%	8%	8%	9%	6%	4%	3%	3%	2%	2%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	19	15	9	5	10	37	80	129	131	117	129	132	133	131	153	174	167	172	125	95	72	58	41	28	2162
Lane #2	38	30	21	14	16	38	91	152	195	215	229	241	240	215	261	275	294	322	240	160	122	90	67	60	3626
TOTAL	57	45	30	19	26	75	171	281	326	332	358	373	373	346	414	449	461	494	365	255	194	148	108	88	5788

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	1345	2198	1075	1085	2691	2529	1875	Weekday (Mon-Fri) :	9578	75%
# Days :	1.0	1.0	0.6	0.4	1.0	1.0	1.0	ADT :	2420	
ADT :	1345	2198	1843	2893	2691	2529	1875	Weekend (Sat-Sun) :	3220	25%
Percent :	11%	17%	8%	8%	21%	20%	15%	ADT :	1610	

LANE #2

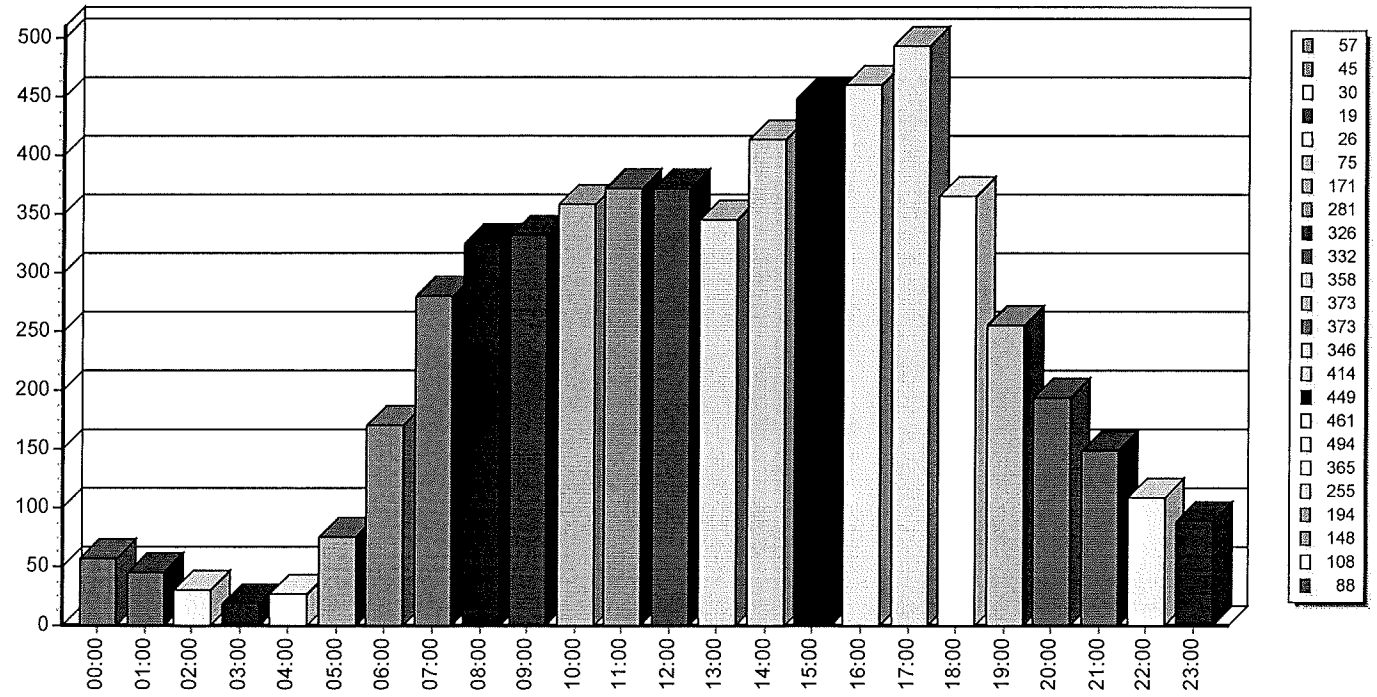
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2498	3385	1416	1789	4002	4370	4022	Weekday (Mon-Fri) :	14962	70%
# Days :	1.0	1.0	0.6	0.4	1.0	1.0	1.0	ADT :	3780	
ADT :	2498	3385	2427	4771	4002	4370	4022	Weekend (Sat-Sun) :	6520	30%
Percent :	12%	16%	7%	8%	19%	20%	19%	ADT :	3260	

ALL LANES

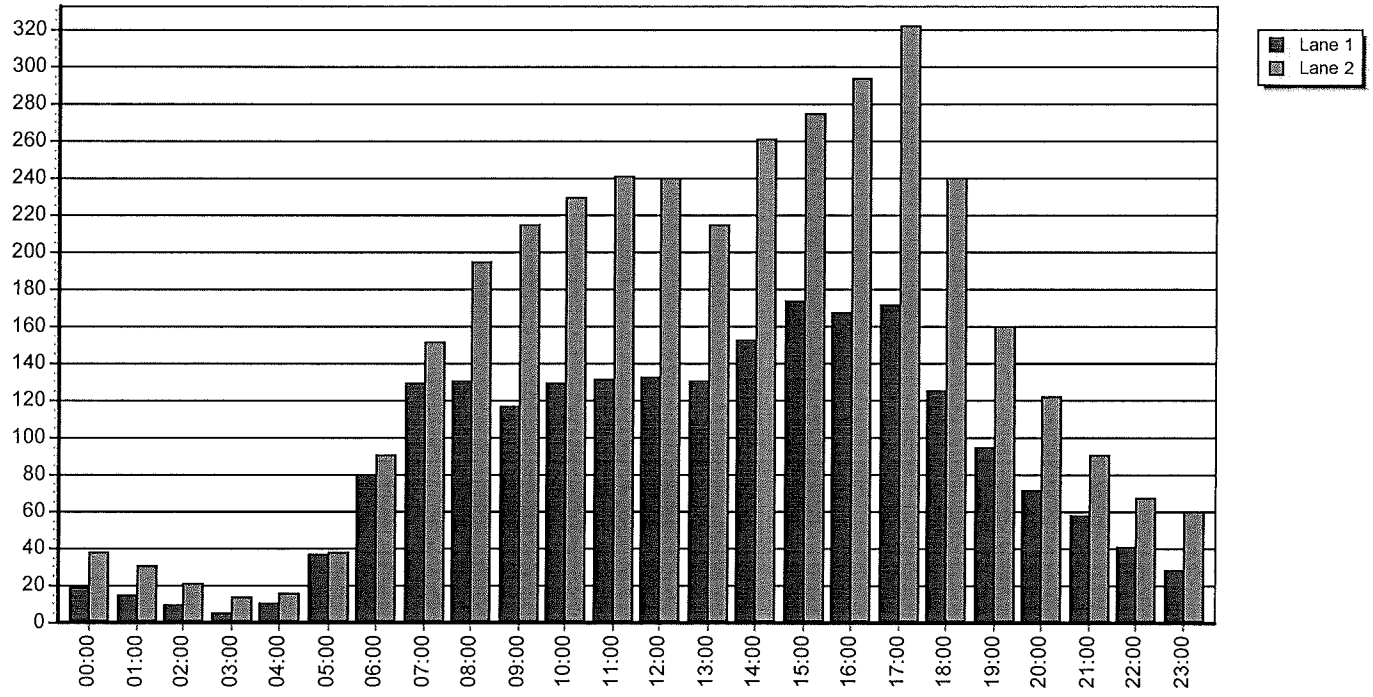
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3843	5583	2491	2874	6693	6899	5897	Weekday (Mon-Fri) :	24540	72%
# Days :	1.0	1.0	0.6	0.4	1.0	1.0	1.0	ADT :	6200	
ADT :	3843	5583	4270	7664	6693	6899	5897	Weekend (Sat-Sun) :	9740	28%
Percent :	11%	16%	7%	8%	20%	20%	17%	ADT :	4870	

WHITE OAK AVENUE Charts For Data From: 15:00 - 10/07/2015 To: 13:59 - 10/13/2015

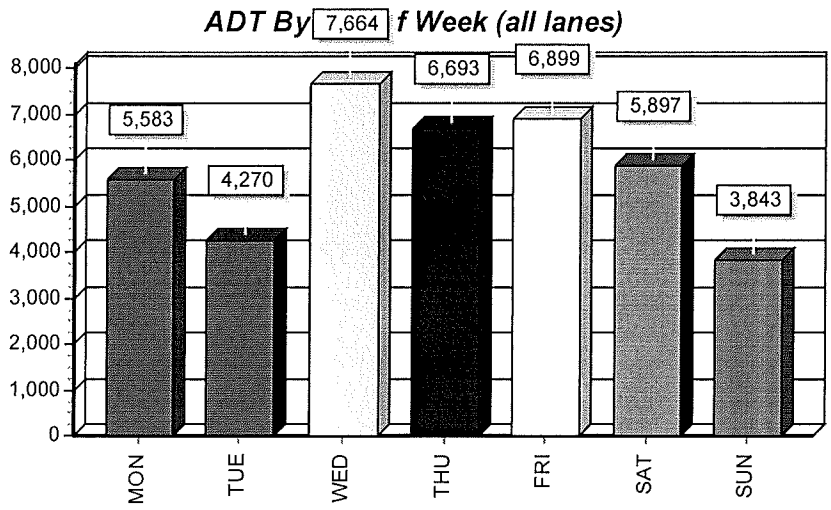
ADT Volume vs. Time (all lanes combined)



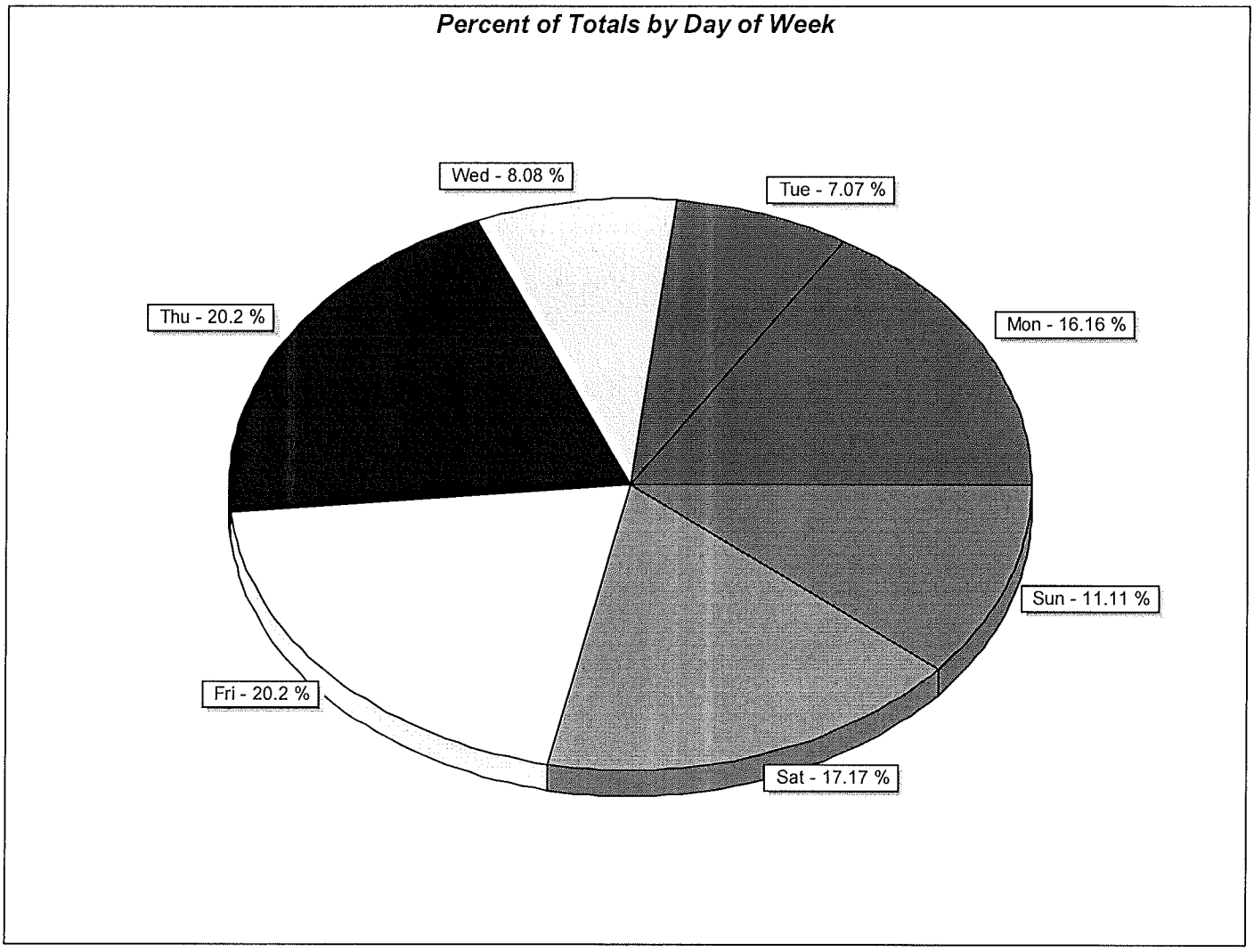
ADT Volume vs. Time (lane comparison)



WHITE OAK AVENUE Charts For Data From: 15:00 - 10/07/2015 To: 13:59 - 10/13/2015



DAY	ADT	TOTAL	# DAYS
Mon	5583	5583	1.0
Tue	4270	2491	0.6
Wed	7664	2874	0.4
Thu	6693	6693	1.0
Fri	6899	6899	1.0
Sat	5897	5897	1.0
Sun	3843	3843	1.0



COMMUNITY
connectivity program

Appendix B

Built to deliver a better world

Road Safety Audit

Town:	Plainville
RSA Location:	Route 372 & 536
Meeting Location:	Plainville Municipal Center, Room 302
Address:	1 Central Square, Plainville, CT 06062
Date:	11/17/2016
Time:	8:30

Participating Audit Team Members

Audit Team Member	Agency/Organization
Brad Sabean	AECOM
Steven Giannitti	CTDOT
Anna Bergeron	CTDOT
Stephen Gazillo	AECOM
Pete Salomone	PGA
Tim Malone	CRCOG
John Bossi	Plainville
Mark DeVoe	Plainville
CJ Gandza	New Britain
Andrea Drabicki	VHB
Garrett Daigle	Plainville

COMMUNITY
connectivity program

Appendix C

Built to deliver a better world

Road Safety Audit – Plainville

Meeting Location: Plainville Municipal Center, Room 302
Address: 1 Central Square, Plainville, CT 06062
Date: 11/17/16
Time: 8:30 AM

Agenda

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

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

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

8:30 AM **Welcome and Introductions**

- Purpose and Goals
- Agenda

8:45 AM **Pre-Audit**

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

10:00 AM **Audit**

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

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

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

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

Instruction for Participants:

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

Audit Checklist

Pedestrians and Bicycles	Comment

Pedestrian Crossings
• Sufficient time to cross (signal)
• Signage
• Pavement Markings
• Detectable warning devices (signal)
• Adequate sight distance
• Wheelchair accessible ramps
  o Grades
  o Orientation
  o Tactile Warning Strips
• Pedestrian refuge at islands
• Other	

Pedestrian Facilities
• Sidewalk
  o Width
  o Grade
  o Materials/Condition
  o Drainage
  o Buffer
• Pedestrian lighting
• Pedestrian amenities (benches, trash receptacles)
• Other	

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

• Intersections o Geometrics o Sight Distance o Traffic control devices o Safe storage for turning vehicles o Capacity Issues	

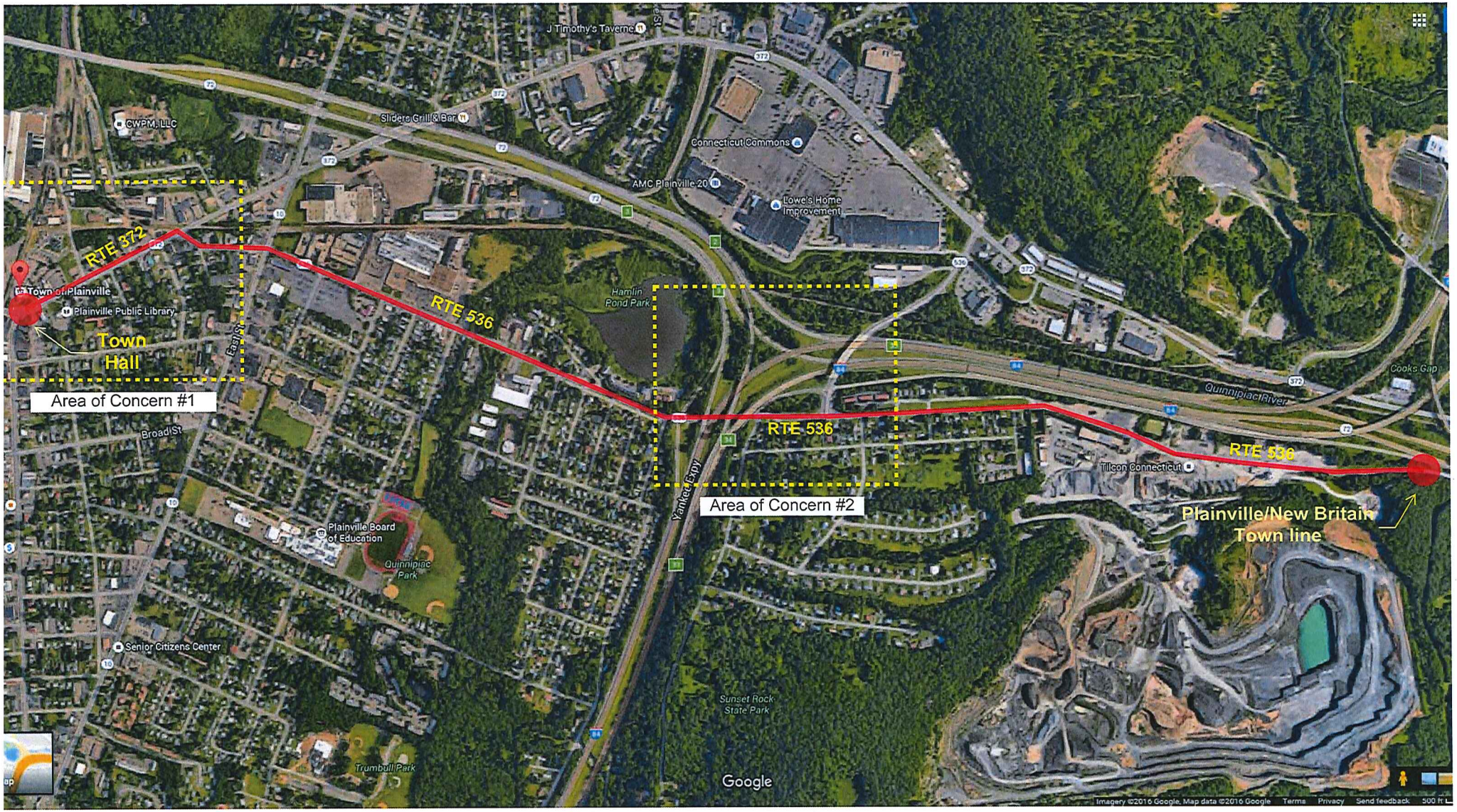
• Pavement
  o Pavement Condition (excessive roughness or rutting, potholes, loose material)
  o Edge drop-offs
  o Drainage issues
• Lighting Adequacy	

• Signing
  • Correct use of signing
  • Clear Message
  • Good placement for visibility
  • Adequate retroreflectivity
  • Proper support	

• Signals
  o Proper visibility
  o Proper operation
  o Efficient operation
  o Safe placement of equipment
  o Proper sight distance
  o Adequate capacity	

• Pavement Markings
  o Correct and consistent with MUTCD
  o Adequate visibility
  o Condition
  o Edgelines provided	

• Miscellaneous
  o Weather conditions impact on design features.
  o Snow storage	

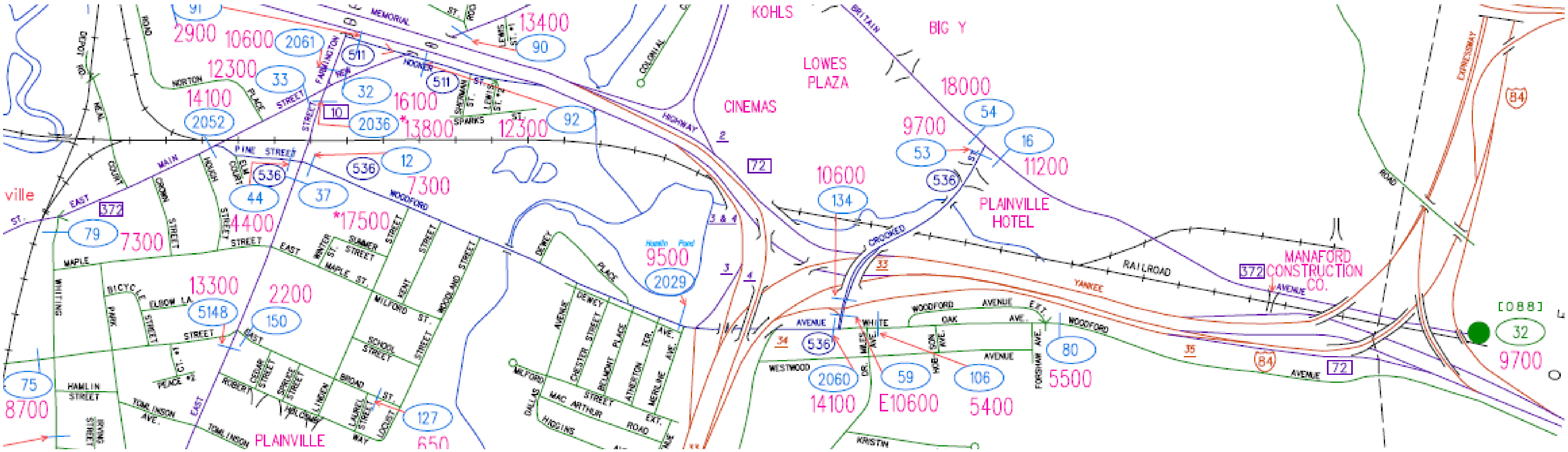


RTE 372 E. MAIN ST. to RTE 536 WOODFORD / BLACK ROCK AVE.

ROAD SAFETY AUDIT LOCATION MAP

PLAINVILLE, CONNECTICUT

ADT MAP

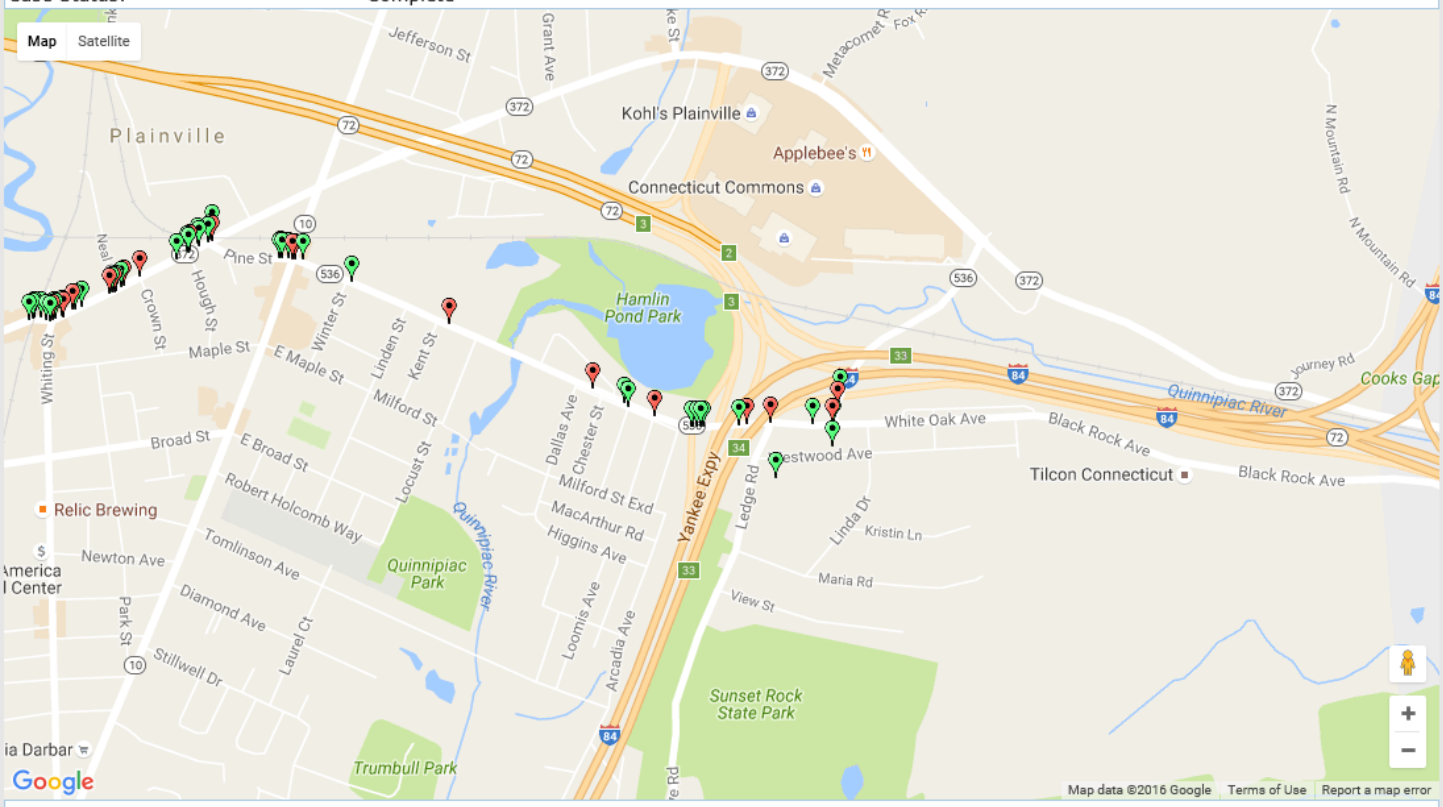

KOHLS
BIG Y
LOWES PLAZA
CINEMAS
PLAINVILLE HOTEL
MANAFORD CONSTRUCTION CO.
PLAINVILLE
ville
2900
10600
2061
13400
90
12300
33
32
14100
2052
2036
16100
*13800
12300
92
18000
54
9700
53
16
11200
10600
134
536
12
7300
44
37
4400
*17500
372
79
7300
13300
5148
2200
150
9500
2029
72
2060
14100
59
E10600
106
5400
80
5500
32
9700
75
8700
127
650
84
MAIN
EAST
WOODFORD
CROOKED
RAILROAD
YANKEE
EXPRESSWAY
WHITE
WESTWOOD
MILFORD
MAPLE
NORTON
MEMORIAL
HIGHWAY
COLONIAL
BRITAIN
FARMINGTON
HOOKER
SPARKS
PINE STREET
HAMLIN STREET
TOMLINSON AVE.
KRISTIN
HIGGINS
MAC ARTHUR
DEWEY
ROAD
AVENUE

2015 Crashes

UCONN Connecticut Crash Data Repository

Search Criteria:

Dataset:	mmucc
Towns:	Plainville
Town & Route:	Town:110 Route:372 Intersection:undefined Milepost:-
Town & Route:	Town:110 Route:536 Intersection:undefined Milepost:-1.2
Crash Severity:	Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status:	Complete



Markers | Heatmap | Crashes By Route | Select & Query

Query Selection | View Vehicle Vectors

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

Property Damage Only

Route Segment Scale

0 0

Select All

Deselect All

Road Safety Audit – Plainville

Crash Summary

Data: 3 years (2012-2014)

There were 2 crashes that involved pedestrians.

There were 2 crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	95	68%
Injury (No fatality)	44	32%
Fatality	0	0%
Total	139	

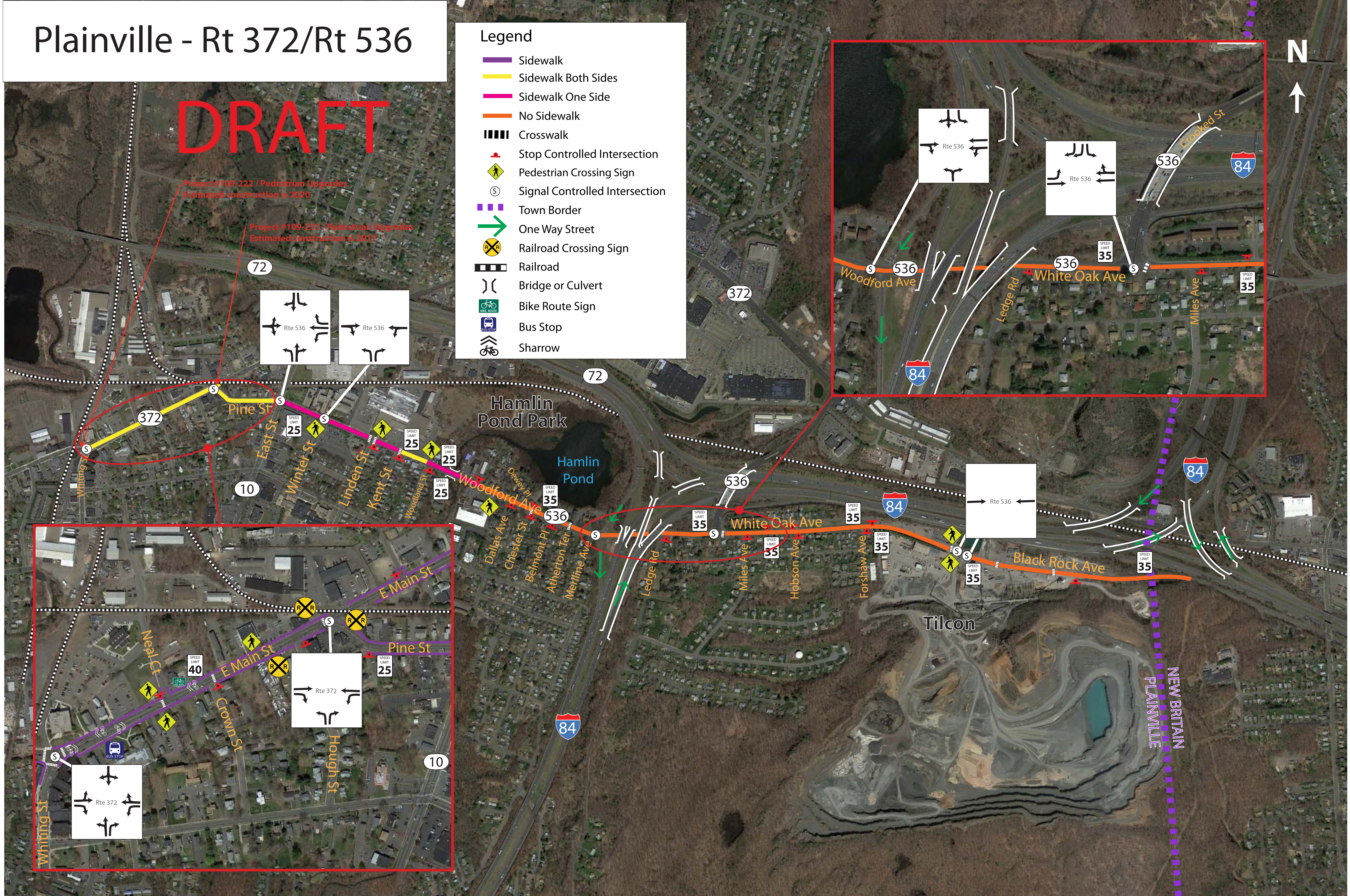
Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	13	9%
Rear-end	60	43%
Turning-Intersecting Paths	14	10%
Turning-Opposite Direction	11	8%
Fixed Object	12	9%
Backing	5	4%
Angle	8	6%
Turning-Same Direction	6	4%
Moving Object	1	1%
Parking	2	1%
Pedestrian	2	1%
Overturn	1	1%
Head-on	0	0%
Sideswipe-Opposite Direction	3	2%
Miscellaneous- Non Collision	1	1%
Total	139	

Weather Condition	Number of Crashes	
Snow	3	2%
Rain	17	12%
No Adverse Condition	117	84%
Unknown	0	0%
Fog	1	1%
Other	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	1	1%
Total	139	

Light Condition	Number of Crashes	
Dark-Not Lighted	1	1%
Dark-Lighted	26	19%
Daylight	108	78%
Dusk	2	1%
Unknown	0	0%
Dawn	2	1%
Total	139	

Road Surface Condition	Number of Crashes	
Snow/Slush	2	1%
Wet	24	17%
Dry	110	79%
Unknown	0	0%
Ice	3	2%
Other	0	0.0%
Total	139	

Time		Number of Crashes	
0:00	**0:59**	0	0%
1:00	**1:59**	2	1%
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**	3	2%
7:00	**7:59**	10	7%
8:00	**8:59**	5	4%
9:00	**9:59**	9	6%
10:00	**10:59**	7	5%
11:00	**11:59**	7	5%
12:00	**12:59**	15	11%
13:00	**13:59**	8	6%
14:00	**14:59**	10	7%
15:00	**15:59**	16	12%
16:00	**16:59**	11	8%
17:00	**17:59**	12	9%
18:00	**18:59**	7	5%
19:00	**19:59**	3	2%
20:00	**20:59**	2	1%
21:00	**21:59**	8	6%
22:00	**22:59**	3	2%
23:00	**23:59**	1	1%
Total		139	


Plainville - Rt 372/Rt 536
DRAFT
Legend
Sidewalk
Sidewalk Both Sides
Sidewalk One Side
No Sidewalk
Crosswalk
Stop Controlled Intersection
Pedestrian Crossing Sign
Signal Controlled Intersection
Town Border
One Way Street
Railroad Crossing Sign
Railroad
Bridge or Culvert
Bike Route Sign
Bus Stop
Sharrow
Project #109-222 / Pedestrian Upgrades
Estimated construction is 2020
Project #109-211 / Pedestrian Upgrades
Estimated construction is 2017
N
72
372
10
536
84
Pine St
East St
Winter St
Linden St
Kent St
Woodland St
Woodford Ave
Whiting St
Dewey Pl
Dallas Ave
Chester St
Belmont Pl
Atherton Ter
Merline Ave
Ledge Rd
White Oak Ave
Miles Ave
Hobson Ave
Forshaw Ave
Black Rock Ave
Crooked St
Hamlin Pond Park
Hamlin Pond
Tilcon
PLAINVILLE
NEW BRITAIN
E Main St
Neal Ct
Crown St
Hough St
Rte 536
Rte 372
25
35
40

Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations

- Medium Term recommendations

- Long Term recommendations

Next Steps

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

Road Safety Audit – Plainville

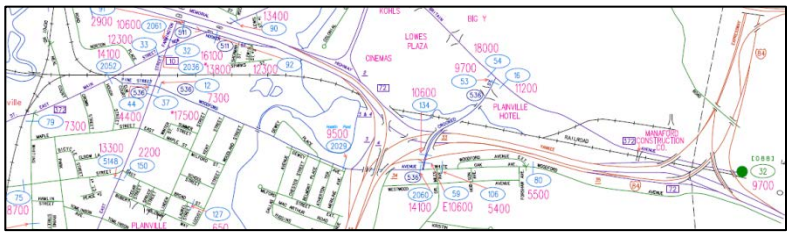
Fact Sheet

Functional Classification:

- Route 372 is classified as a Minor Arterial
- Route 536 is classified as a Collector

ADT

- ADT on Route 372 is 14,100
- ADT on Route 536 is 4,400 to 5,500



Population and Employment Data (2014):

- Population: 17,791
- Employment: 9,524

Urbanized Area

- Plainville is in the Hartford Urbanized Area

Demographics

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

Air Quality

- Plainville's CIPP number 220
- Plainville is within the Greater CT Marginal Ozone Area
- Plainville is within a CO Attainment Area