



COMMUNITY
connectivity program

Westport

Hillspoint Road, Compo Road and Compo Beach Road
Road Safety Audit
August 23, 2016



AECOM

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Acknowledgements:

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

With assistance from AECOM Transportation Planning Group

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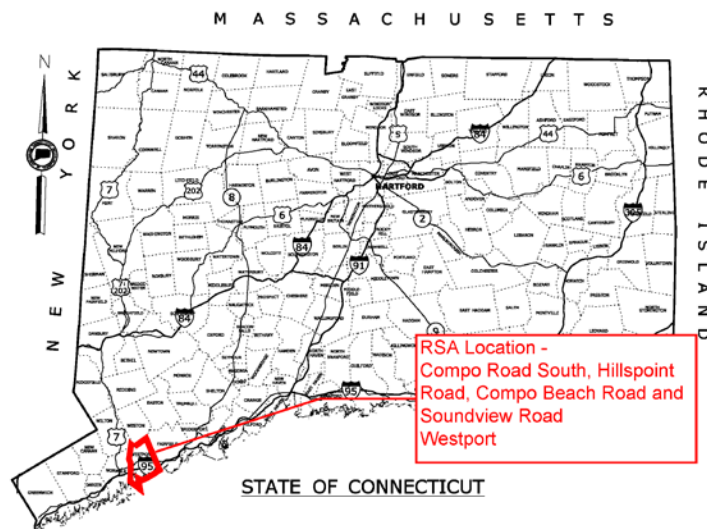
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this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

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

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



1 Introduction to Compo Road South, Hillspoint Road, Compo Beach Road, and Soundview Drive, Westport RSA

The Town of Westport submitted an application to complete an RSA on Compo Road South, Hillspoint Road, Compo Beach Road and Soundview Drive to improve safety for pedestrians and bicyclists accessing Compo Beach and the numerous surrounding recreational attractions. The 5.6 miles of roadway included in the RSA study are the gateway to Westport's main recreational facilities, are heavily utilized by the residents in all seasons, and attract visitors traveling by automobile, bike, public transit, and on foot. As a result, there is often competition for road space among different users, which can create a challenging environment motorists, pedestrians, and cyclists. Furthermore, the Town has recently adopted a Master Plan for Compo Beach and is in the process of improving and expanding amenities for beach-goers, further increasing potential pedestrian and bicycle access along routes leading to these recreation areas.

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

1.1 Location

The RSA corridor includes Compo Road South, Hillspoint Road, Compo Beach Road and Soundview Drive (Figure 1). Figure 2 shows the study area in a regional context. There are three signalized intersections along the RSA study roadways: Compo Road South at Post Road East (Route 1), Compo Road South at Bridge Street, and Hillspoint Road at Route 1.

All RSA study roadways have a single travel lane per direction. North of I-95, Compo Road South is designated as State Route 136 (Minor Arterial), and serves as a commuter route between Route 1 and I-95, by way of Bridge Street. These commuting patterns are reflected in the Average Daily Traffic (ADT) of 7,400 vehicles per day (vpd) along this section. South of I-95, Compo Road South is a Local Road and experiences lower volumes. Hillspoint Road has one travel lane in each direction and is a Local Road with an ADT of 3,900 vpd. Soundview Drive and Compo Beach Road are both local roads on the southern limits of the study area, providing direct access to Compo Beach via the primary study corridors of Compo Road South and Hillspoint Road.

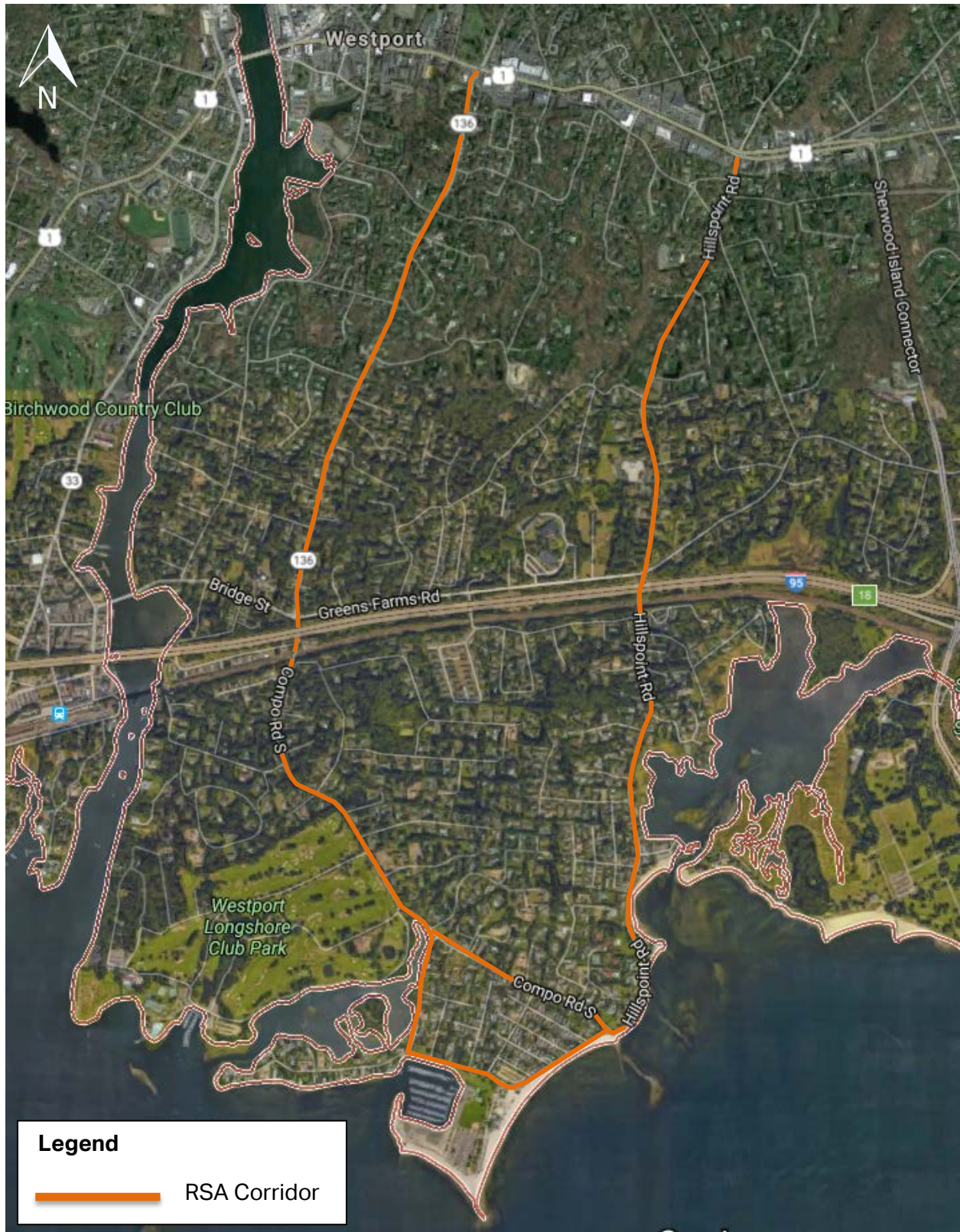


Figure 1. Compo Road South, Hillspoint Road, Compo Beach Road and Soundview Drive, Westport

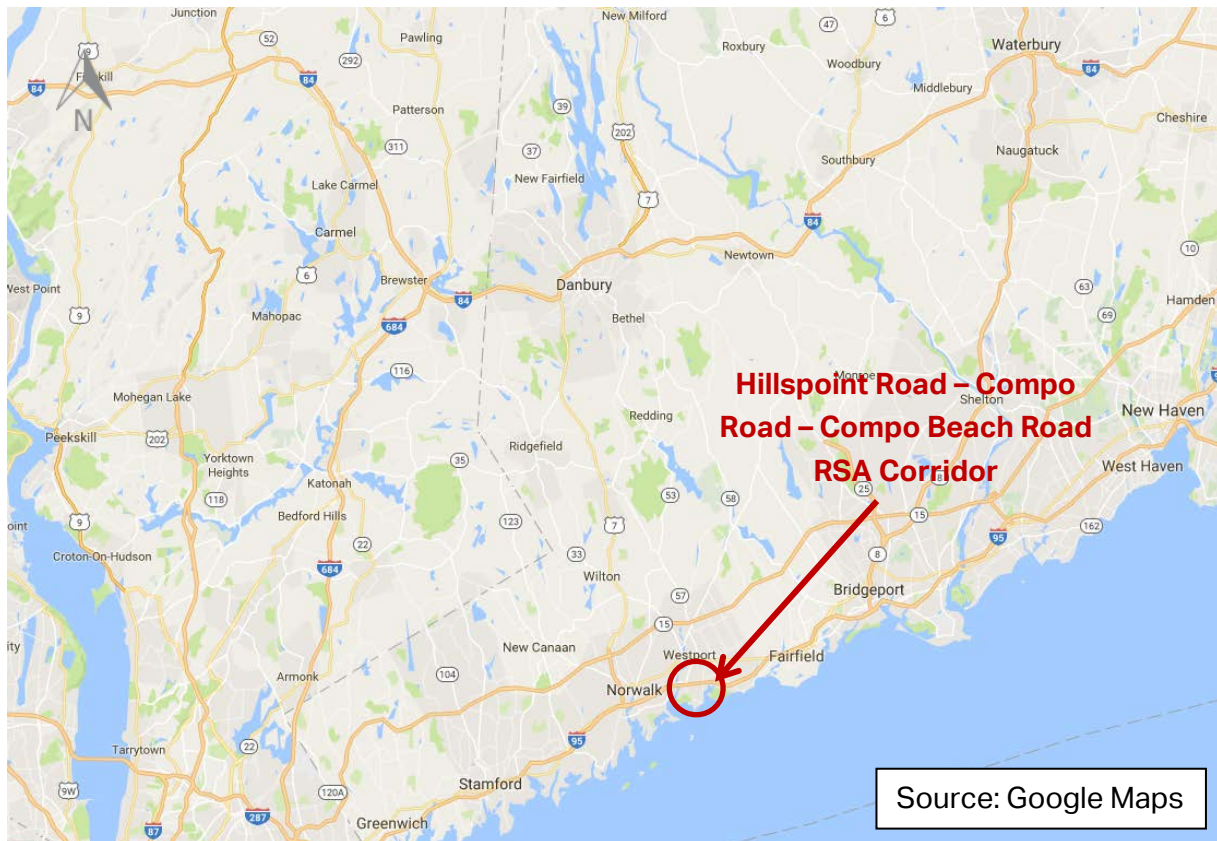


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

Traffic volumes are moderate along the corridors, and the ADT is highest along Compo Road South to the north of I-95. Between 2012 and 2014 there were 81 crashes in the RSA area. A majority of crashes in this area were rear-end collisions. Table 1 and Table 2 provide additional information on the type of collision as well as the severity of the crash. While a majority of crashes (75 percent) resulted in property damage only, 20 crashes (25 percent) did result in injuries and represent a significant portion of total crashes. There was one crash involving a bicycle and one crash involving pedestrian injury between 2012 and 2014, each of which resulted in injuries.

Figure 3 displays crashes that occurred in this area during 2015. Crashes are distributed evenly along Compo Road South and Hillspoint Road to the north of I-95. Clusters of crashes are seen at the high-volume intersections of Compo Road South and Route 1, and Hillspoint Road and Route 1.

Severity Type	Number of Accidents	
Property Damage Only	61	75%
Injury (No fatality)	20	25%
Fatality	0	0%
Total	81	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	1	1%
Sideswipe-Same Direction	5	6%
Rear-end	34	42%
Turning-Intersecting Paths	8	10%
Turning-Opposite Direction	6	7%
Fixed Object	6	7%
Backing	5	6%
Angle	3	4%
Turning-Same Direction	0	0%
Moving Object	8	10%
Parking	1	1%
Pedestrian	1	1%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	2	2%
Miscellaneous- Non Collision	1	1%
Total	81	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

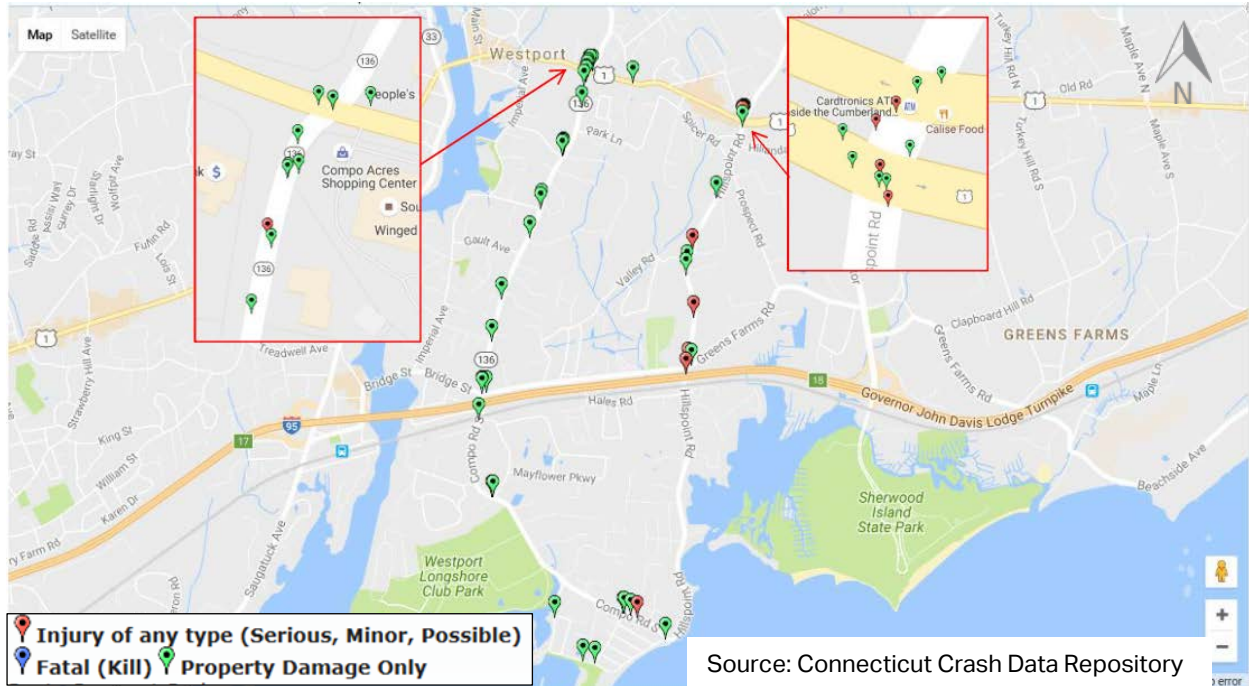


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

Compo Road South between Route 1 and I-95

Compo Road South (State Route 136) between Route 1 and I-95 is a Minor Arterial with single lane (11-foot wide) in each direction and shoulders (5 to 6 feet wide) on both sides. The shoulders are also used as bike routes and there are bike route signs along the road. The posted speed limit on Compo Road South is 35 mph. There are some sidewalks along Compo Road South, but there are no sidewalks for almost half the length of the road (approximately from Birch Street to Baker Avenue). There are two signalized intersections with pedestrian crosswalks.

Compo Road South, south of I-95

Compo Road South, south of I-95 is classified as a Local Road with single lane (10-foot wide) in each direction and shoulders (5 to 6 feet wide) on both sides. There are three crosswalks and several pedestrian crossing signs along this section of the road. The posted speed limit on Compo Road South, south of I-95 is 25 mph. Three foot wide sidewalks are located on Compo Road South on the west side. A short section of the road between Narrow Rocks Road and Compo Parkway and the section of the road under the I-95 overpass have sidewalks on both sides.

At the southern limits east of Compo Beach Road, Compo Road South has the posted speed limit of 20 mph and has no sidewalks. There are two pedestrian crosswalks on this section of

the road. Shoulders are located on the north side of the road, but there is no shoulder between Longview Road and Bradley Street.

Compo Beach Road and Soundview Drive

Compo Beach Road is a Local Road with single lane (9 to 13 feet wide) in each direction and shoulders on only one side. Soundview Drive is a one way (eastbound) Local Road with 15-foot wide travel lane with shoulders on both sides. The posted speed limits are 20 mph on Compo Beach Road and 15 mph on Compo Beach Road east of Owenoke Park road and on Soundview Drive. There are sidewalks along the west side of Compo Beach Road north of Owenoke Park Road, but none to the east. There are two pedestrian crosswalks and one pedestrian crossing sign on Compo Beach Road. East of Owenoke Park road, Compo Beach Road has two speed humps, three pedestrian crosswalks and three pedestrian crossing signs. Soundview Drive has five pedestrian crosswalks.

Hillspoint Road north of I-95 (between Route 1 and Greens Farms Road)

Hillspoint Road is classified as a Local Road/Collector with single lane in each direction (9 feet wide). North of I-95, Hillspoint Road has shoulders (5 feet wide) on both sides and sidewalks (3 – 4 feet wide) on one side for the entirety of the audit corridor. Sidewalks are located along Hillspoint Road northbound between Route 1 and Valley Road and along Hillspoint Road southbound south of Valley Road. The posted speed limit on Hillspoint Road is 25 mph. There are no pedestrian crosswalks and crossing signs on this section of the road.

Hillspoint Road south of I-95 (between Greens Farms Road and Compo Road South)

South of I-95, Hillspoint Road has a 9 to 14 foot wide single lane in each direction. Sidewalks are located on the east side of Hillspoint Road (5 feet wide) between Compo Hill Road and Compo Road South and along the west side (3 feet wide) between Compo Hill Road and Greens Farms Road. Four foot wide shoulders are located along Hillspoint Road southbound between Hales Road and Compo Hill Avenue. The posted speed limit on Hillspoint Road is 25 mph. There is a “shared roadway” sign for bicycles on the road. There are two pedestrian crosswalks and several pedestrian crossing signs.

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



Westport - Hillspoint Rd/Compo Rd/Compo Beach Rd

Figure 4. Compo Road South, Hillspoint Road, Compo Beach Road, Soundview Drive - Road Geometrics

Westport - RSA Corridor Street Inventory

Street	Direction	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Compo Road South/ Rt 136 (north of I-95)	Northbound	1	11'	East	None	None	None	Concrete and Asphalt	No	5'	None	None
	Southbound	1	11'	West	Concrete and Asphalt	4'	Fair	Concrete and Asphalt	No	4' - 6' (varies)	Yes	No
Compo Road South (south of I-95)	Northbound	1	10'	East	None	None	None	None	No	5' - 6' (varies)	None	None
	Southbound	1	10'	West	Asphalt	3'	Fair	None	No	4' - 5' (varies)	Yes	No
Compo Road South (east of Compo Beach Road)	Northbound	1	9'	East	None	None	None	None	No	5'	None	None
	Southbound	1	13'	West	None	None	None	Asphalt	No	None	None	None
Hillspoint Road north of I-95	Northbound	1	9'	East	Asphalt	3' ¹	Fair	Asphalt	No	4' - 5' (varies)	Yes	No
	Southbound	1	9'	West	Asphalt	3' - 4' ²	Fair	Asphalt	No	4' - 5' (varies)	Yes	No
Hillspoint Road south of I-95	Northbound	1	14'	East	Asphalt	5'	Fair	Asphalt	No ³	None	Yes	No
	Southbound	1	9'	West	Asphalt	3'	Fair	Asphalt	No	4' ⁴	None	None
Compo Beach Road	Northbound	1	10'	East	None	None	None	None	No	None	None	None
	Southbound	1	9'	West	Asphalt	4.5'	Fair	Asphalt	No	3'	Yes	No
Compo Beach Road (east of Dwenoque Park)	Eastbound	1	9'-11'	North	None	None	None	None	No	None	None	None
	Westbound	1	9'-13'	South	None	None	None	None	No	4.5' - 6' (varies)	None	None
Soundview Drive	Northbound	1	15'	East	None	None	None	None	No	5' - 7' (varies)	None	None
				West	None	None	None	None	No	4'	None	None

1. On Hillspoint Road northbound, sidewalk is located from Valley Road to Route 1
2. On Hillspoint Road southbound, sidewalk is located from Valley Road to Green Farms Road
3. Parking is not allowed however, on-street parking is available on Hillspoint Road just south of Compo Hill Avenue
4. There are no shoulders between Hales Road and Greens Farms Road and between Compo Road South and Compo Hill Avenue.

Table 3. Street Inventory

2.2 Prior Successful Effort

The town of Westport has already taken several steps to improving the pedestrian and bicycle environment within the RSA area, including the following:

- Applied for LOTCIP funding through WestCOG to improve existing sidewalks and add additional sidewalks along the northern section of Compo Road South.
- Created a pedestrian friendly Environment along lower Hillspoint Road.
- Installed a bicycle lane along parts of Compo Road South.

2.3 Pre-Audit Meeting

The RSA was conducted on August 23, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall located at 110 Myrtle Avenue in Westport.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, representatives from Westport departments including the Police Department and Department of Public Works and WestCOG. 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:

- Compo Road South and Hillspoint Road are the gateways to Westport's recreational areas though sidewalks do not exist along the entire length of either roadway.
- Westport would like to create a bicycle/pedestrian loop along Compo Road South, Compo Beach Road, Soundview Drive, Hillspoint Road, and State Route 1. This would provide connections between the downtown area and the recreational beach areas to the south.
- The state section of Compo Road South from Route 1 to Green Farms Road has received LOTCIP funding through WestCOG to improve existing sidewalks and extend the existing one by 1,800 feet to the north (from Route 1 to Baker Street). The sidewalks will be concrete and five feet wide.
- The town owned sidewalks tend to be in better shape than the state owned due to local control. In residential areas, bituminous asphalt is used for town owned sidewalks. State sidewalks are typically concrete. Town concrete sidewalks use a reinforced mesh and monolithic curb.
- There are concerns regarding the Route 1 and Compo Road South intersection. This intersection was redone within the last 10 years. It has an exclusive pedestrian phase, which results in traffic queueing. The town would like to see it converted to a concurrent pedestrian phase.
- The Hillspoint Road and Route 1 intersection needs to be reconfigured. The intersection has poor pedestrian flow, limited sidewalk, and skewed angles. There are

no pedestrian refuges or clearly define areas. This intersection is in need of upgrades to accommodate bicycles and pedestrians.

- There is a shoulder-running bike lane along Compo Road South from Baker Street to Green Farms Road. If possible, Westport would like to extend the bicycle lane to Route 1.
 - Between 9 and 11 AM joggers can be found running in the bike lane against traffic.
- The town shares maintenance with CTDOT on Compo Road South. The town maintains all pavement paintings.
- Compo Road South is a heavily used corridor for walking and biking.
- Installing a sidewalk from Thomas Road south to the existing sidewalk will be tricky, as there are areas where space would be tight, and this segment is a state road.
- The Compo Road South and Bridge Street intersection was reconstructed within the last seven years.
- Under the I-95 bridge the lighting is poor.
- A pinch point exists for under the rail bridge.
 - There is a sidewalk but it is elevated above the roadway for drainage purposes and narrow (approximately 2 feet wide). There is a need to improve the pedestrian barrier for the sidewalk.
 - The roadway narrows here, reducing the shoulder for cyclists.
 - The sight line for vehicles is poor due to the sag curve short transition into a crest curve.
- Most of the midblock crosswalks do not have concrete ramps. The crossings are used to serve neighborhoods on the other side and are in need of upgrades.
- There are sight line issues on Compo Road South at the curve where the Westport Longshore Club Park begins.
- Is it possible to extend the sidewalk on the east side of Compo Road South from Compo Parkway to the Minuteman Hill intersection? The right of way is limited at this location.
- Soundview Drive is a one way road with heavy pedestrian and bicycle traffic. The neighborhood association installs planters by the crosswalks that act as seasonal traffic calming devices during the busier summer months.
- There is no sidewalk on Compo Beach Rd between Soundview Drive and Owenoke Park. Westport would like a defined walkway.
- Hillspoint Road is narrow, with limited shoulder and sidewalk space and is not welcoming for pedestrians and cyclists. There is sidewalk along the entire length of the road on the west side north of Compo Hill Road, and on the east side south of that intersection.
- Motorists tend to speed on Hillspoint Road and 40 mph is perceived as a typical speed.

- The Green Farms Road and Hillspoint Road intersection is large. The town recently installed an island to channel traffic and narrow the roadway.
 - Hillspoint Road south of Greens Farms Road will be repaved within the next two years

3 RSA Assessment

3.1 Field Audit Observations

- At Valley Road the sidewalk transitions from the west side to the east side of Hillspoint Road. There is no crosswalk connecting the two sides.
- Under the I-95 bridge on Compo Road South there are wide shoulders and sidewalks with a snow shelf (buffer strip). It is dark under the bridge even during the daytime and it lacks sufficient lighting to provide a safe and inviting environment for pedestrians. (Figure 5).
- The intersection of Bridge Street and Compo Road South does not have pedestrian signal heads, ADA compliant pushbuttons, or tactile warning strips. The current buttons are “push button for green light” which activates the concurrent vehicle phase.
 - The radius on the southwest corner is large. This increases the crossing distance and encourages vehicles to go faster.
- There is no crosswalk across Green Farms Road even though there is sidewalk on either side (Figure 6).
- Six runners/walkers and ten cyclists were observed along Compo Beach Road during an off-peak mid-morning period on a weekday.
- Westport has installed share the road signs along Compo Road South, to the south of the I-95 Bridge (Figure 7).



Figure 5. Under the I-95 Bridge



Figure 6. No Crosswalk Across Green Farms Road



Figure 7. Share the Road Sign

- South of Elaine Road the sidewalk narrows and transitions from five feet wide concrete with a snow shelf to three to four feet wide asphalt without a snow shelf. The sidewalk is narrowest passing under the Metro North railroad bridge. Conduit on the north side of the bridge further creates a pinch point, narrowing the passage down to less than three feet. The sidewalk is elevated under the bridge, requiring a railing (Figure 8).



Figure 8. Narrow Sidewalk and Lack of Lighting Under the Metro North Bridge

- Under the Metro North railroad bridge there is no lighting (Figure 8).
- The road narrows going under the Metro North railroad bridge creating an unsafe space for cyclists. Widening the road would require replacing the bridge and adding retaining walls.
- Dirt and leaf debris have begun to encroach on the sidewalk just south of the railroad bridge narrowing the sidewalk (Figure 9).



Figure 9. Narrowing Sidewalk Due to Leaf Debris

- Across from Vani Court there are tree branches blocking road signs.
- South of Vani Court the shoulders on both sides are wide and the catch basin grates are either bike friendly or set back into the snow shelf out of the roadway.
- The midblock crosswalk at Vani Court does not have ramps on either side.
- Utility poles are on the west side of Compo Road South, the same side was the sidewalk. In a few locations the pole is within the sidewalk.
- Between Vani Court and 220 Compo Road South there is a snow shelf.
- The asphalt sidewalks along Comp Road South are in fair condition but are beginning to crack.



Figure 10. Long Crosswalk for Compo Beach Road

- The intersection of Compo Road South and Compo Beach Road is a three way stop, but due to the Minuteman Statue the crosswalk for Compo Beach Road is 150 feet long (Figure 10).
- There are no ramps for the crosswalk across Compo Road South at the intersection with Compo Beach Road.
- The sidewalk along Compo Beach Road is only on the west side and ends at Owenoke Park. It is asphalt and four feet wide with no snow shelf (Figure 11).
- There is no sidewalk from Owenoke Park to Soundview Drive. The shoulder is wide but pedestrians tend to walk behind the wooden guard rail for Compo Beach & Yacht Club (Figure 12).
- East of Roosevelt Road there is new pavement in the shoulder but the shoulder line was not repainted.
- There is a shoulder line on the west side of Compo Beach Road.
- The mid-block crossings at Quentin Road and at Soundview Drive do not have any pedestrian signage or landing ramps.
- The mid-block crossings at Roosevelt Road and Appletree Trail do not have ramps.
- Several pedestrians and bicyclists were observed on Compo Beach Road.
- Vehicles tend to drive slower on Compo Beach Road than along the other RSA study roadways.
- Many of the pedestrian crossing signs are older and lack retro reflectivity.



Figure 11. Sidewalk Ends at Owenoke Park



Figure 12. Wide Shoulder on Compo Beach Road and Wooden Fence Pedestrians Walk Behind

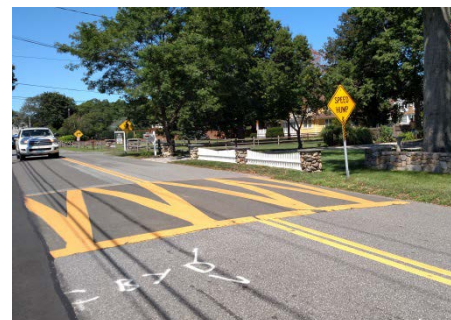


Figure 13. Speed Hump on Compo Beach Road

- There are two speed humps on Compo Beach Road (Figure 13).
- Where Compo Beach Road becomes Soundview Road the sidewalk can get washed out during large storm events.
- Soundview Drive has no sidewalks but has wide shoulders (Figure 14). It is a one-way road and vehicles tend to go the speed limit. There are several mid-block crosswalks which provide access from the side streets to the beach. The neighborhood association has put up planters by the crosswalks that act as traffic calming (Figure 15). There is a substantial amount of pedestrian activity along this corridor.
- There are wrong way bicycle signs on Soundview Drive to notify bicyclists that it is a one way road.
- Along Compo Road South between Bradley Street and Hillspoint Road and Compo Beach Road and Longview Road there is a shoulder line on the north side only. Between Longview Road and Bradley Street there are no shoulder lines and the road narrows to 10.5 foot lanes.
- There is no sidewalk along Compo Road South from Compo Beach Road to Hillspoint Road. The road is narrow and installing a sidewalk would require right-of-way acquisition or converting this segment of the road to one way. Utility poles are on the south side of the road. Many properties have stone walls built to the property line which may need to be relocated if the road is widened (Figure 16).
- The Compo Hill Avenue and Hillspoint Road intersection is a three way stop. Here the sidewalk transitions from the east side to the west side. There is a crosswalk on the northern side of Hillspoint Road which connects to the sidewalk on

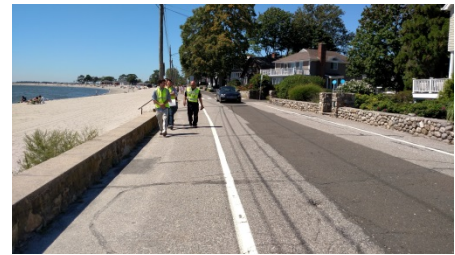


Figure 14. Wide Shoulders on Soundview Drive



Figure 15. Planters Provide Traffic Calming at Crosswalks



Figure 16. Compo Beach Road, Narrow With Stone Walls



Figure 17. Crosswalk at Compo Hill Avenue Intersection Lacks Sidewalk Connection on the East Side

the west but does not connect to the sidewalk on the east (Figure 17). The sidewalk on the east ends just before the crosswalk. The crosswalk does not have a landing ramp.

- There is a shoulder line only on the west side of Hillspoint Road north of the Compo Hill Avenue to Hales Road. In certain places the shoulder is less than a foot wide.
- The sidewalk north of Compo Hill Avenue is narrow but in good condition. There are locations where bushes have overgrown onto the sidewalk. Widening the sidewalk would require right-of-way acquisition.
- There is no shoulder line striping on either the bridge over I-95 or the Metro North Rail Road on Hillspoint Road. The sidewalk over both bridges is only three feet, the travel lanes are 20 feet. A load analysis should be done to determine if the sidewalk can be widened on the bridge and travel lanes narrowed (Figure 18).
- There is no protective fence on the I-95 bridge to prevent people from leaning over the railing.
- There is no formal right turn lane at the Hillspoint Road (Northbound) and Green Farms Road intersection but since the lane is wide cars often create their own lane (Figure 19).



Figure 18. I-95 Bridge With Narrow Sidewalk and Wide Lanes



Figure 19. Wide Lane Leads to Vehicles Creating Own Turn Lanes

3.2 Post Audit Workshop - Key Issues

- The signalized intersections do not meet current ADA standards.
- The sidewalk conditions between Baker Avenue and Bridge Street need to be improved.
- North of the I-95 bridge, Compo Road south experiences heavier traffic and higher speeds. This is where the bike lane is needed most and should be extended. South of the bridge there is less traffic and "share-the-road signs" have been installed.

- Compo Road South east of Compo Beach road could be investigated for the possibility of converting to a one-way road heading westbound as a means to provide more space for pedestrians and cyclists. Traffic counts should be conducted to determine the potential impact.
- The Compo Hill Avenue and Hillspoint Road intersection needs to be reconstructed to improve pedestrian flow. There is an opportunity to redesign the driveway of the closed restaurant. Due to heavy pedestrian volumes, sidewalks in this area should be five feet wide.
- All crosswalks need to be brought up to current ADA standards with concrete landing pads and tactile warning strips. Every ten years, Westport updates their sidewalks and will incorporate crossing upgrades into the rotation.
- A sidewalk connection is need from Owenko Park to Soundview Drive.
- The hot spots to improve crossings along Hillspoint Road are at the intersections of Compo Hill Avenue and Valley Road.
- The Hillspoint Road corridor needs to be widened to improve the sidewalk and add shoulders to accommodate bicyclists.
- The intersection of Hillspoint Road and Route 1 needs to be improved. The pedestrian phase should be examined to determine if it should be concurrent, exclusive, or have a leading pedestrian interval.

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. Change the Route 1 and Compo Road South intersection pedestrian phase to be concurrent.

2. Improve the pedestrian sidewalk barrier under the railroad bridge on Compo Road South (Figure 20).
3. Improve lighting under the I-95 and Metro North railroad bridges on Compo Road South (Figure 21).
4. Evaluate need for existing mid-block crosswalks.
5. Perform roadside clearing at the Longshore Club Park curve to improve sight lines.
6. Examine the right of way on the east side of Compo Road South between Compo Parkway and the Minuteman intersection for a potential sidewalk.
7. Perform clearing and grubbing along the sidewalk south of the Metro North Railroad Bridge.
8. Trim overgrown tree branches blocking signs (Figure 22).
9. Perform sidewalk maintenance (Figure 23).
10. Install pedestrian crossing signs at unsignalized crosswalks where missing.
11. Paint a shoulder line on the side of Compo Beach Road.
12. Repaint shoulder on Compo Beach Road where missing due to recent repaving (Figure 24).
13. Replace signs with newer retro-reflective ones.
14. Examine right-of-way along Hillspoint Road to determine potential for widening the sidewalk and painting shoulder lines on both sides.
15. Paint shoulder lines on the I-95 and Metro North bridges.
16. Conduct a load analysis on the I-95 and Metro North bridges to determine if it can accommodate additional weight from sidewalk widening.
17. At the Green Farms Road and Hillspoint Road intersection, add a formal right turn lane onto Green Farms Road (eastbound) by adjusting the center line slightly (Figure 25).
18. Conduct traffic counts on Compo Road South east of Compo beach road.
19. Incorporate concrete landing pads and tactile warning strips into future sidewalk and crosswalk rehabilitation which occurs every ten years.
20. Reconfigure the Hillspoint Road and Compo Hill Avenue intersection.
 - a. Redesign the driveway for the old Positano's Restaurant and pull back the stop bar.
 - b. Add a crosswalk to the southern side of Hillspoint Road.
 - c. Extend the sidewalk to connect to the new crosswalk.
 - d. Eliminate the existing crosswalk.
 - e. Place a crosswalk across Compo Hill Avenue.
 - f. Install ramps with tactile warning strips where missing.
21. Install a crossing at Valley Road to connect the sidewalks.
22. Study the Route 1 and Hillspoint Road intersection to determine the best pedestrian signal phase and timing.

Figure 26 depicts these short term recommendations.



Figure 20. Guard Rail to Improve



Figure 21. Add Lighting Under the Bridge



Figure 22. Trim Branches Blocking Sign



Figure 23. Repair Cracked Sidewalks



Figure 24. Add Shoulder Strip Line



Figure 25. Add Right Turn Lane

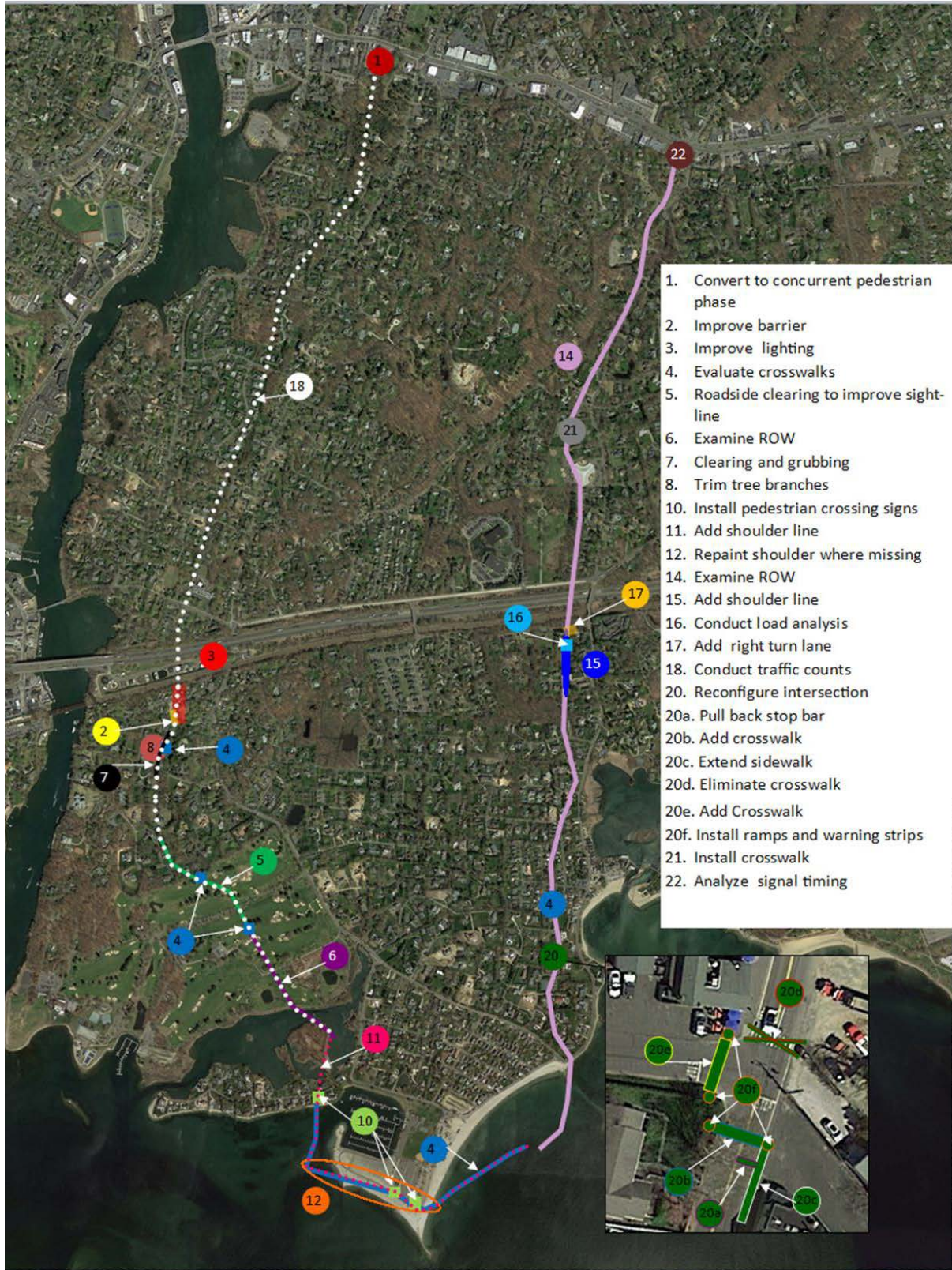


Figure 26. Short Term Recommendations

4.2 Medium Term

1. Install sidewalk along Compo Road South from the existing sidewalk north.
2. Install ramps to all crosswalks where missing with tactile warning strips.
3. Upgrade the Compo Road South and Bridge Street intersection to be ADA compliant with audible and tactile pushbuttons, tactile warning strips, and countdown pedestrian signal heads with audio.
4. Add a crosswalk across Green Farms Road to connect the sidewalks. This will require installation of ramps on both sides.
5. Tighten up the southwest corner radius at the Bridge Street and Compo Road South Intersection.
6. Create a multi-use path from Owenoke Park to Soundview Drive. Place it behind the guide rail (Figure 27).
7. Investigate the best way to add a sidewalk on Compo Road South from Compo Beach Road to Hillspoint Road. Possible alternatives include widening the roadway or converting the road to one-way.
8. Improve the sidewalk conditions from Bridge Street to Baker Avenue.
9. Extend the bike lane north to Route 1.
10. Install a protective fence on the I-95 bridge to prevent people from leaning over the railing and potentially falling on the highway (Figure 28).



Figure 27. Multi-Use Path Behind Guard Rail



Figure 28. Add Fence to Railing

Figure 29 depicts some of the mid-term recommendations.

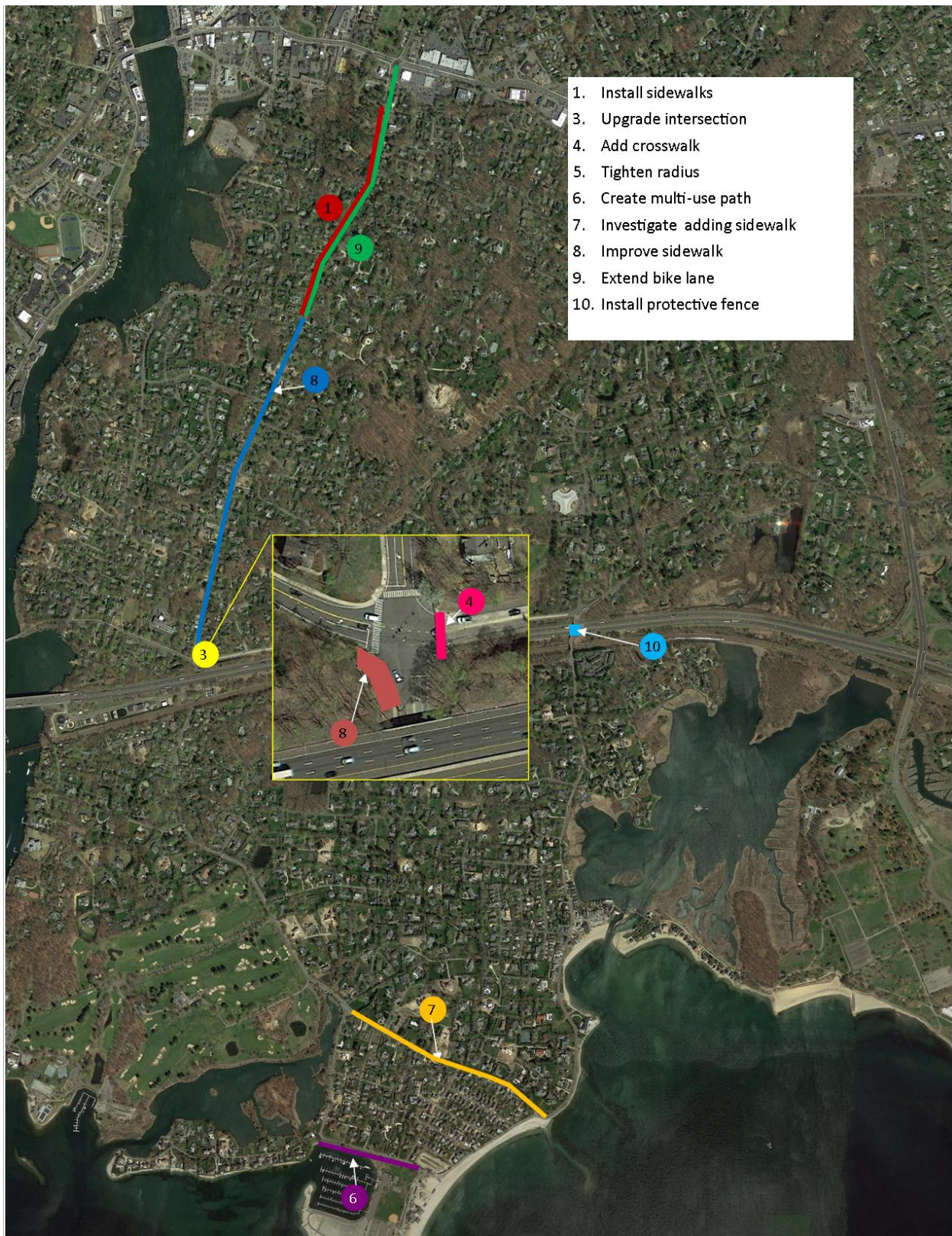


Figure 29. Medium Term Recommendations

4.3 Long Term

1. Redesign the Route 1 and Hillspoint Road intersection to improve pedestrian and bicycle safety.
2. Replace the Metro North Rail Road bridge to widen the road, sidewalk and shoulder.
3. Widen sidewalks along Compo Road South and Compo Beach Road to five feet.
4. Put in a sidewalk on Compo Road South from Compo Beach Road to Hillspoint Road.
5. Widen Hillspoint Road to accommodate shoulders and a five foot sidewalk on both sides.
6. Widen the sidewalk over the I-95 and Metro North bridges along Hillspoint Road.
7. Reconstruct the sidewalks along Hillspoint Road.

Figure 30 depicts some of these long term recommendations.

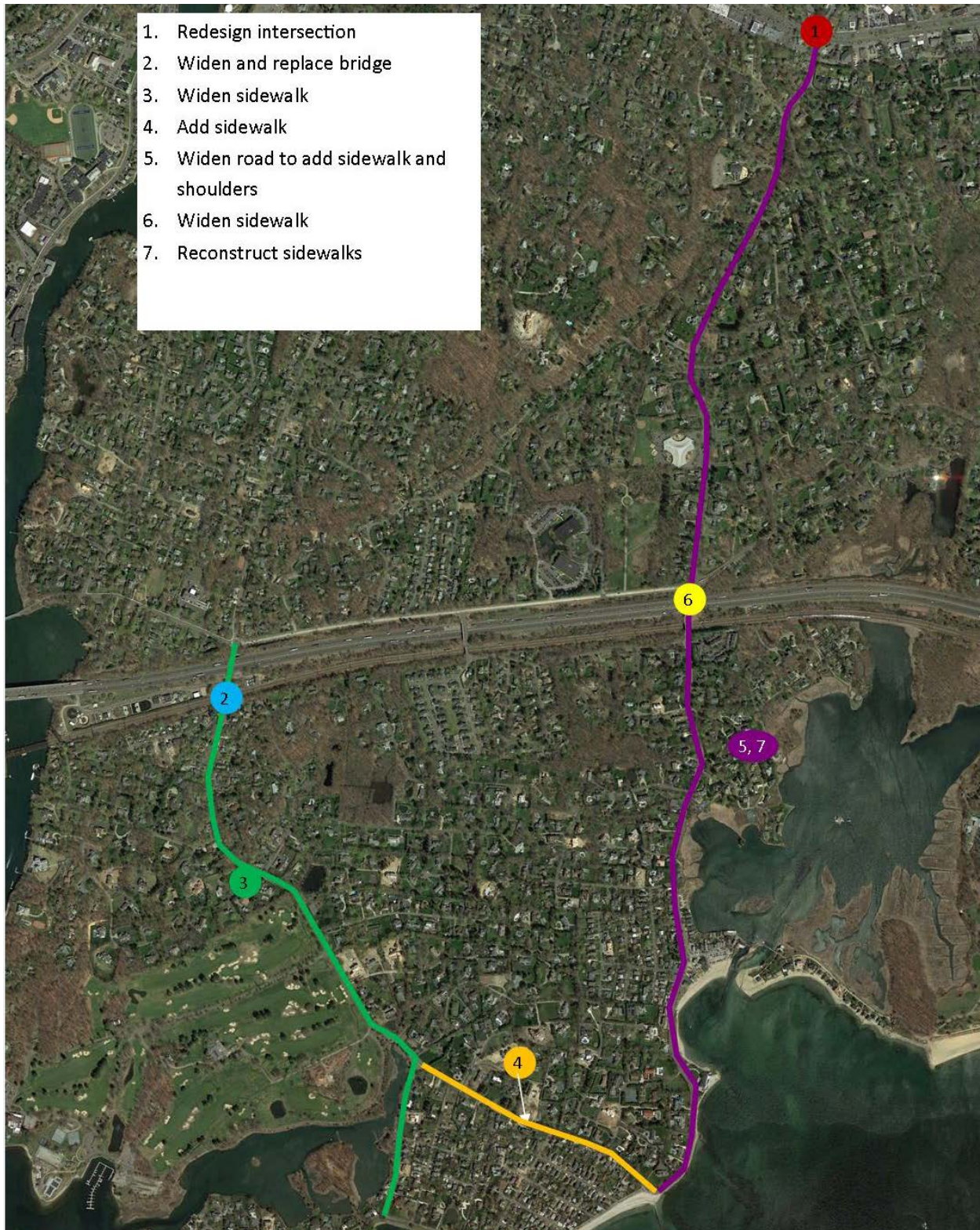


Figure 30. Long Term Recommendations

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Westport RSA. It provides Westport with an outlined strategy to improve the transportation network for all road users on Hillspoint Road, Compo Road South and Compo Beach Road, particularly focusing on pedestrians and cyclists. Moving forward, Westport 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 the vicinity of Hillspoint Road, Compo Road and Compo Beach Road.



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Appendix A



AECOM
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Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

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

2. Location information

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

3. Roadway type
(Please select all that apply)

State road

Local road

Private Road

Other (please specify)

4. Zoning
(Please select all that apply)

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

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

N/A (not applicable)

Other (please specify)

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

Yes

No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

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

University / Community Colleges

N/A (not applicable)

Other (please specify)

9. Transit facilities

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

10. Safety Concerns
(Please select all that apply)

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

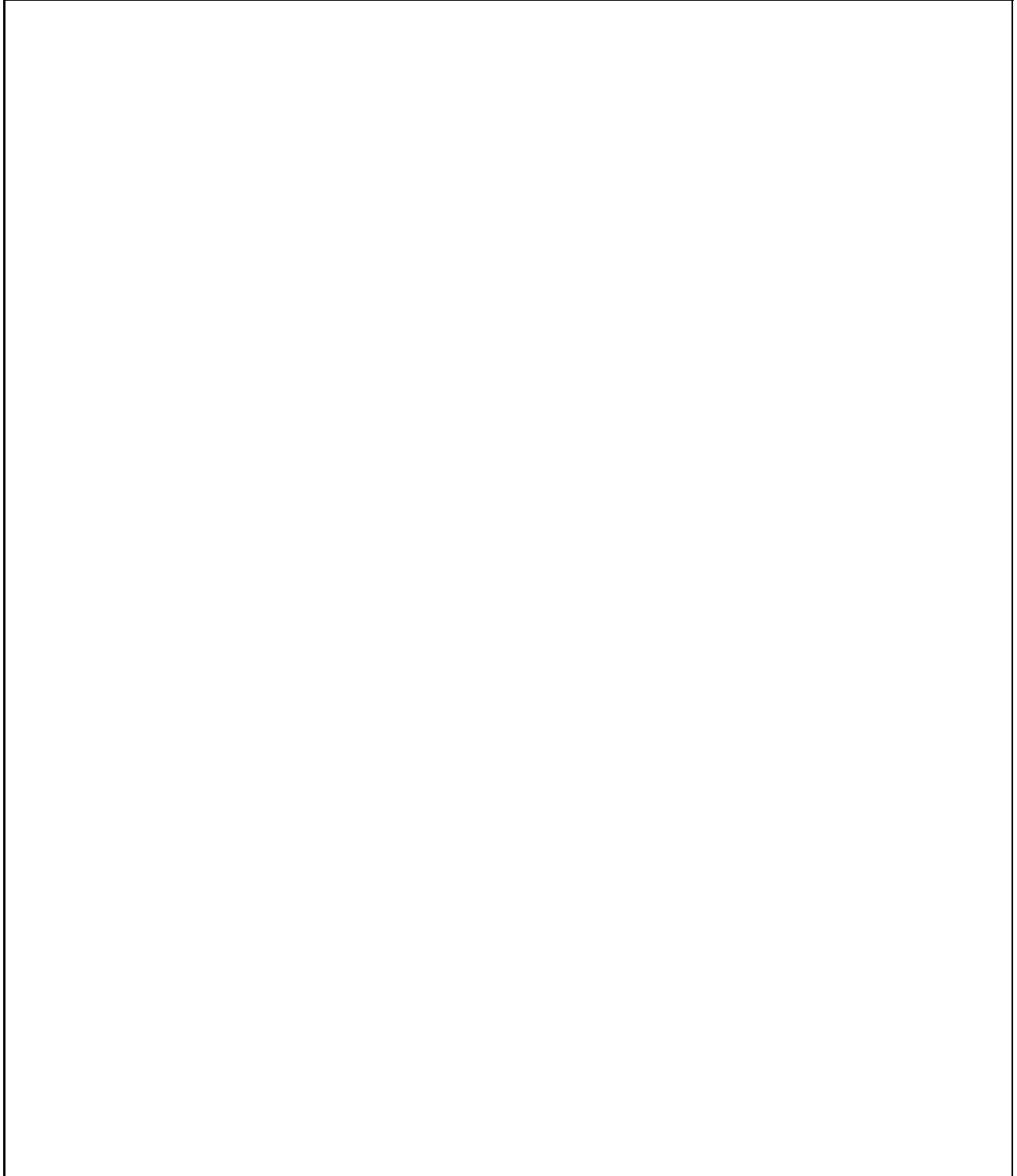
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

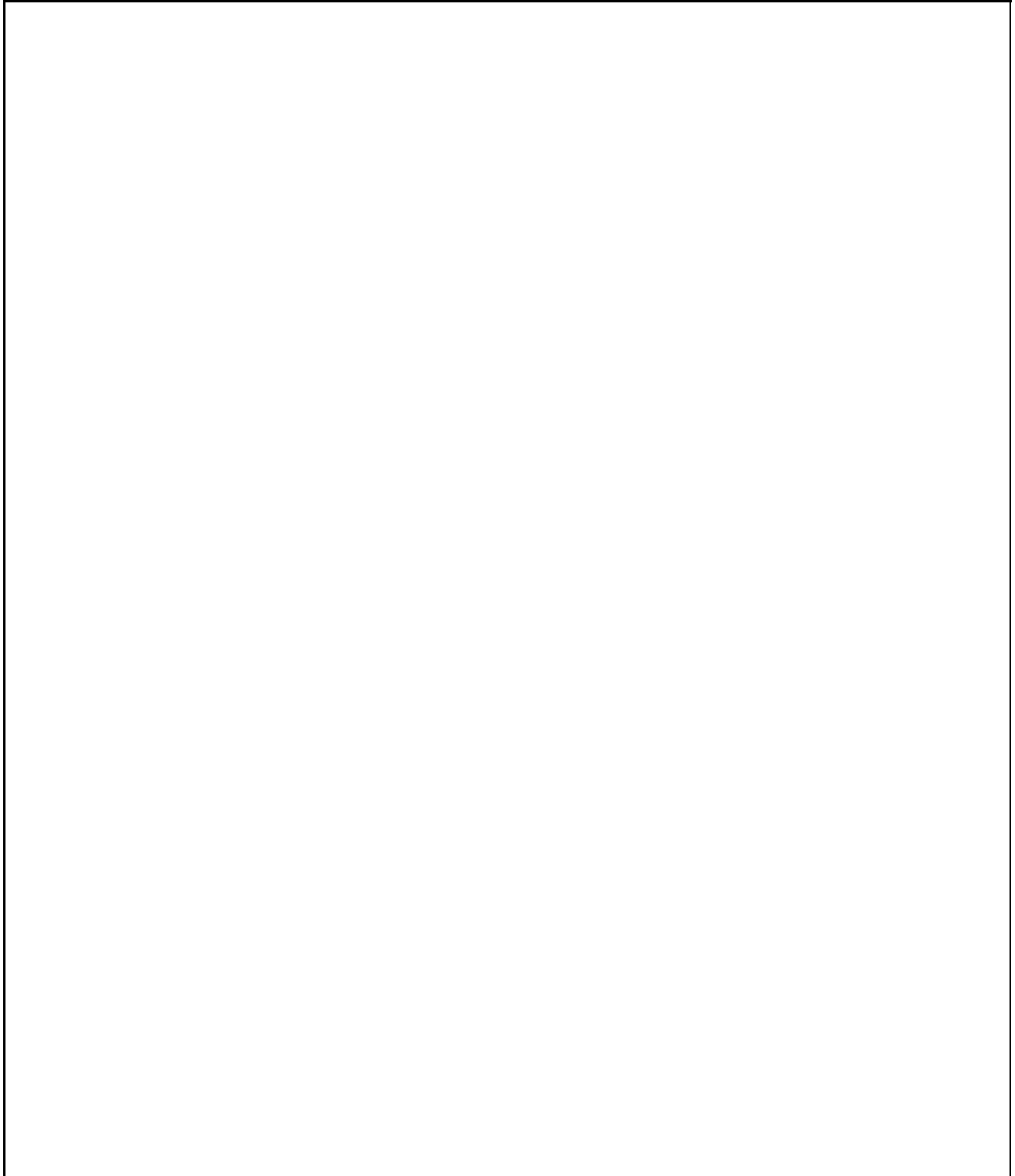
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

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

12. Environmental Concerns:

If Yes please describe and list.

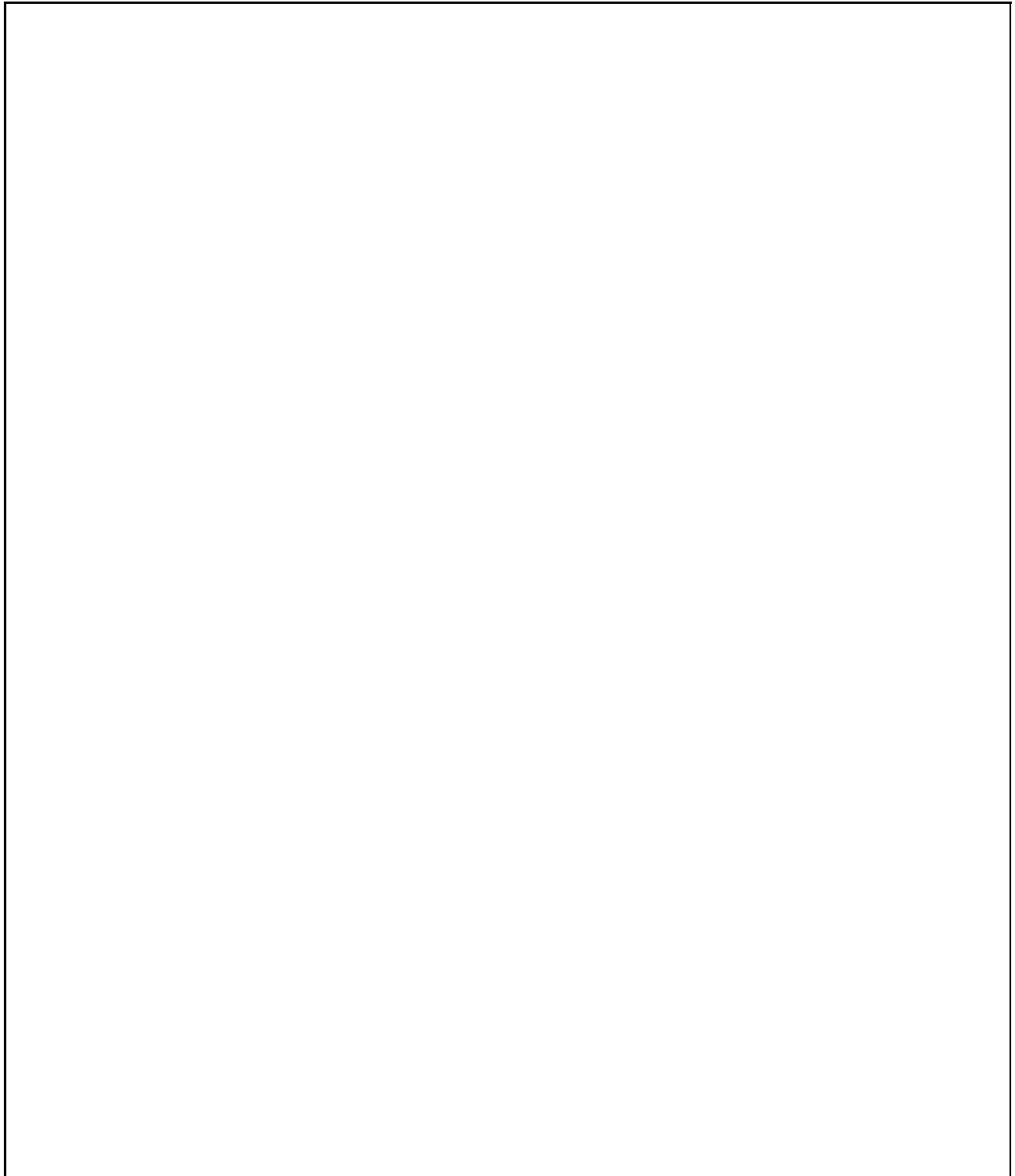
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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?

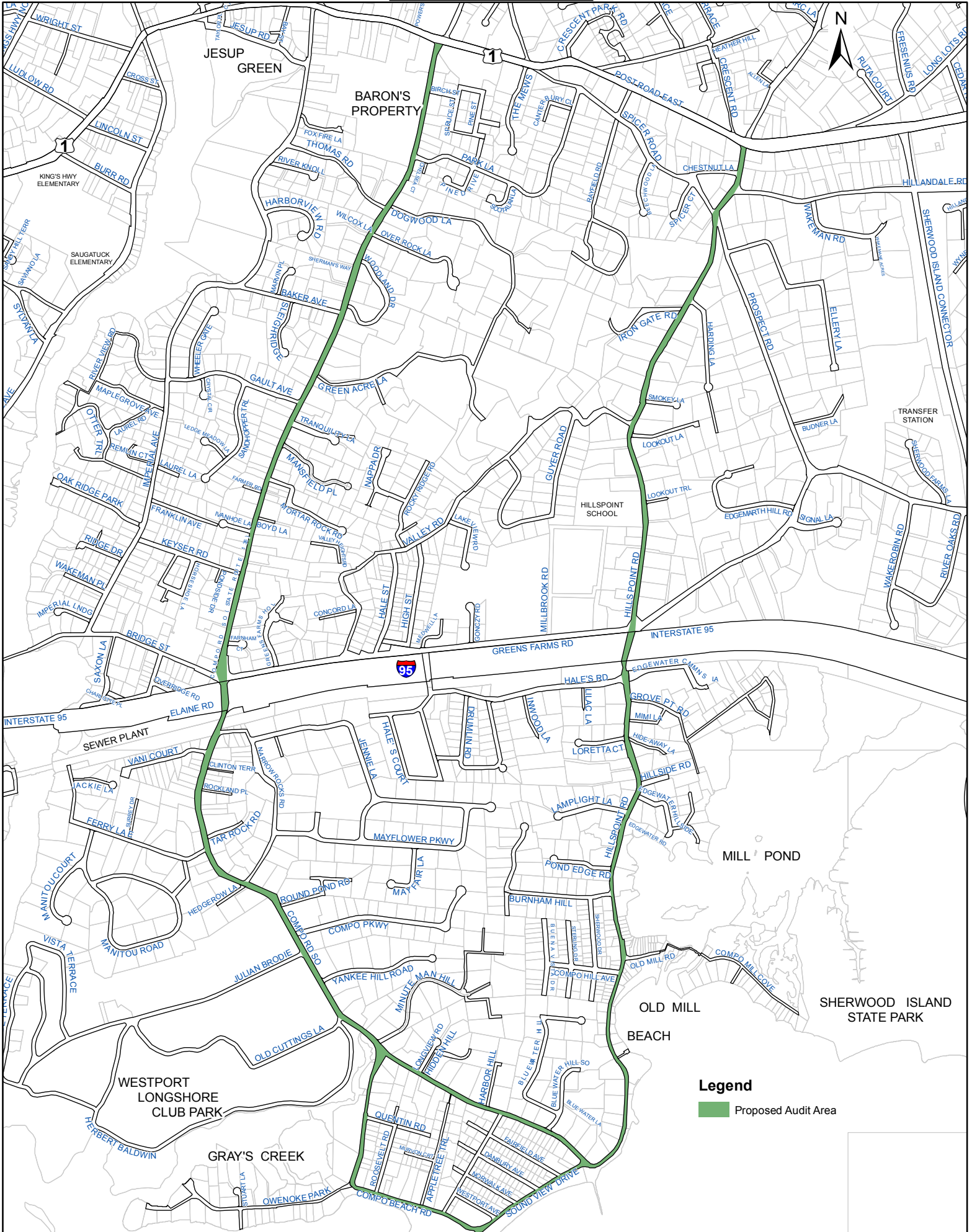
A large, empty rectangular box with a thin black border, intended for the user to provide any other pertinent information unique to the location.

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)

**TOWN OF WESTPORT
PROPOSED RSA AUDIT MAP**



Legend
Proposed Audit Area



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Appendix B



AECOM
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Road Safety Audit

Town: Westport
RSA Location: Hillspoint Road, Compo Road and Compo Beach Road Road
Meeting Location: Westport Town Hall
Address: 110 Myrtle Avenue
Date: 8/23/2016
Time: 8:30AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Krystal Oldread	AECOM
Alan D'Amuia	Westport PD
Peter Ratkiewich	Westport PD
Kevin Tedesco	CT DOT
Tom Gorr	Southington PD
James Dawson	WestCOG
Rob Sachnin	WestCOG
Michael Wulforst	AECOM



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Appendix C



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Road Safety Audit – Westport

Meeting Location: Westport Town Hall
Address: 110 Myrtle Avenue
Date: 8/23/2016
Time: 8:30 AM

Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 8:30 AM** **Welcome and Introductions**
- Purpose and Goals
 - Agenda
- 8:45 AM** **Pre-Audit**
- Definition of Study Area
 - Review Site Specific Data:
 - Average Daily Traffic
 - Crash Data
 - Geometrics
 - Issues
 - Safety Procedures
- 10:00 AM** **Audit**
- Visit Site
 - As a group, identify areas for improvements
- 12:00 PM** **Post-Audit Discussion / Completion of RSA**
- Discussion observations and finalize findings
 - Discuss potential improvements and final recommendations
 - Next Steps
- 2:30 PM** **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

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



Audit Checklist

Pedestrians and Bicycles	Comment
<p>Pedestrian Crossings</p> <ul style="list-style-type: none">• Sufficient time to cross (signal)• Signage• Pavement Markings• Detectable warning devices (signal)• Adequate sight distance• Wheelchair accessible ramps<ul style="list-style-type: none">○ Grades○ Orientation○ Tactile Warning Strips• Pedestrian refuge at islands• Other	
<p>Pedestrian Facilities</p> <ul style="list-style-type: none">• Sidewalk<ul style="list-style-type: none">○ Width○ Grade○ Materials/Condition○ Drainage○ Buffer• Pedestrian lighting• Pedestrian amenities (benches, trash receptacles)• Other	



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

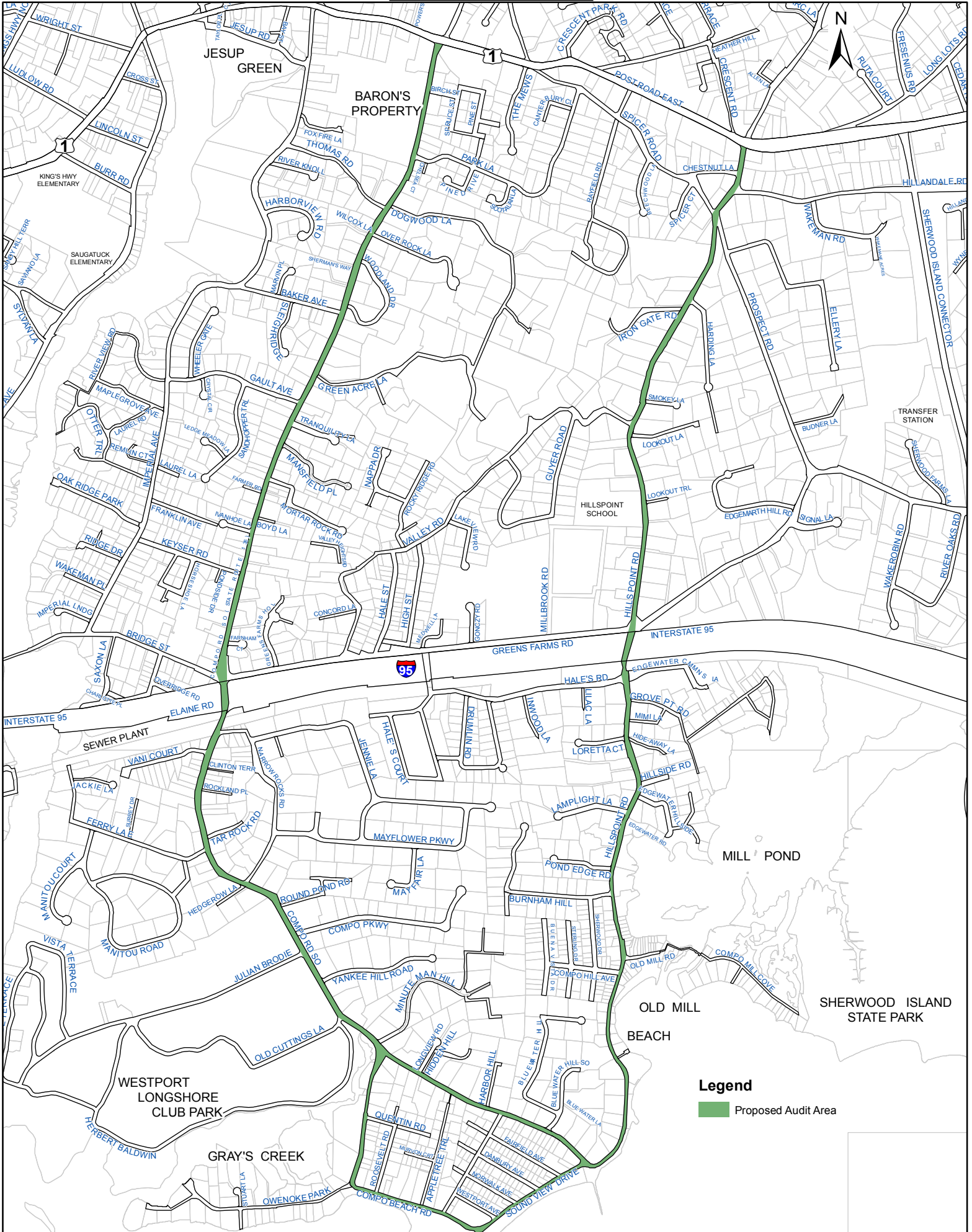
Roadway & Vehicles	
<ul style="list-style-type: none">• Speed-related issues<ul style="list-style-type: none">○ Alignment;○ Driver compliance with speed limits○ Sight distance adequacy○ Safe passing opportunities	
<ul style="list-style-type: none">• Geometry<ul style="list-style-type: none">○ Road width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

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

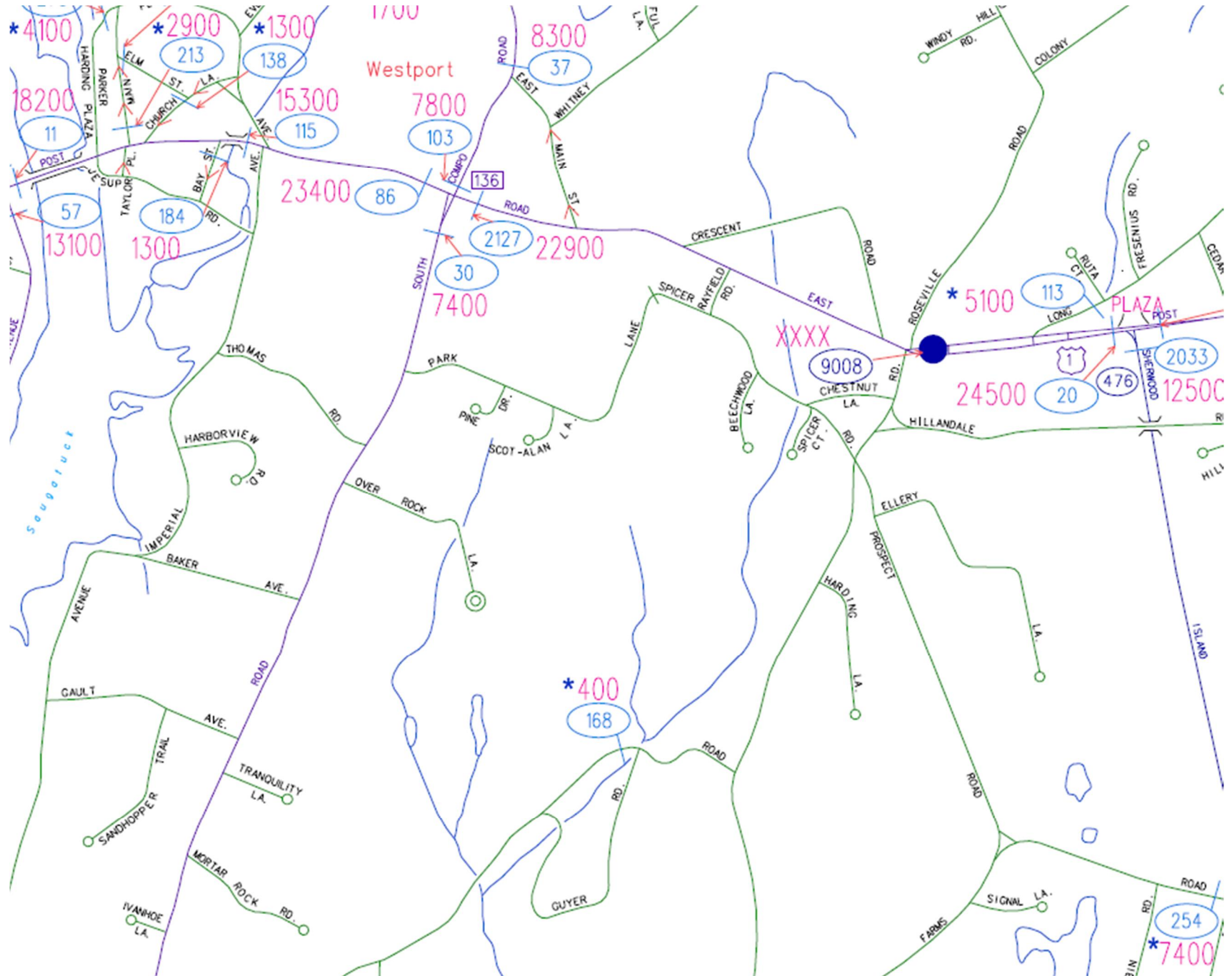


<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use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

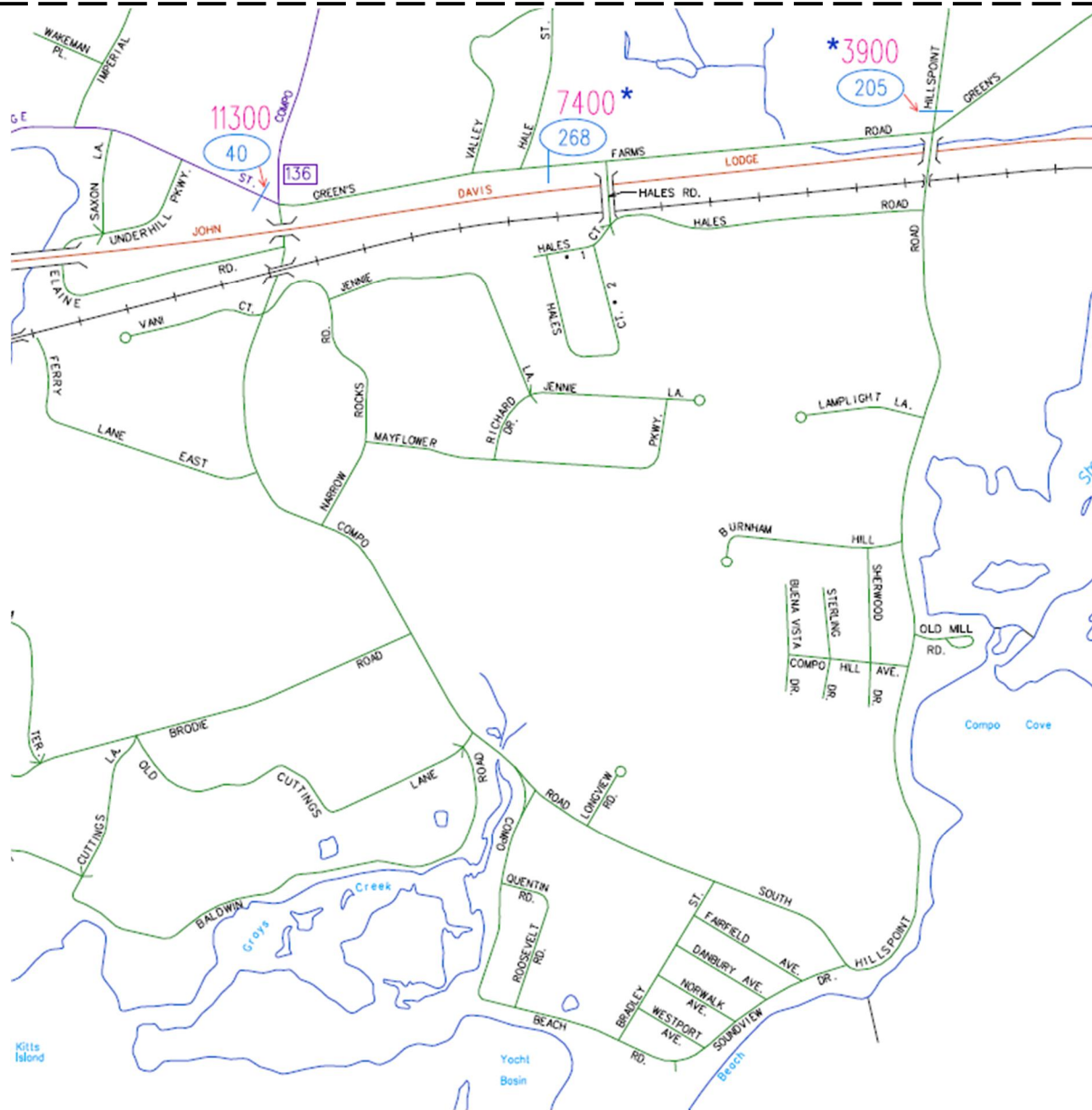
**TOWN OF WESTPORT
PROPOSED RSA AUDIT MAP**



Average Daily Traffic (ADT)



Average Daily Traffic (ADT)



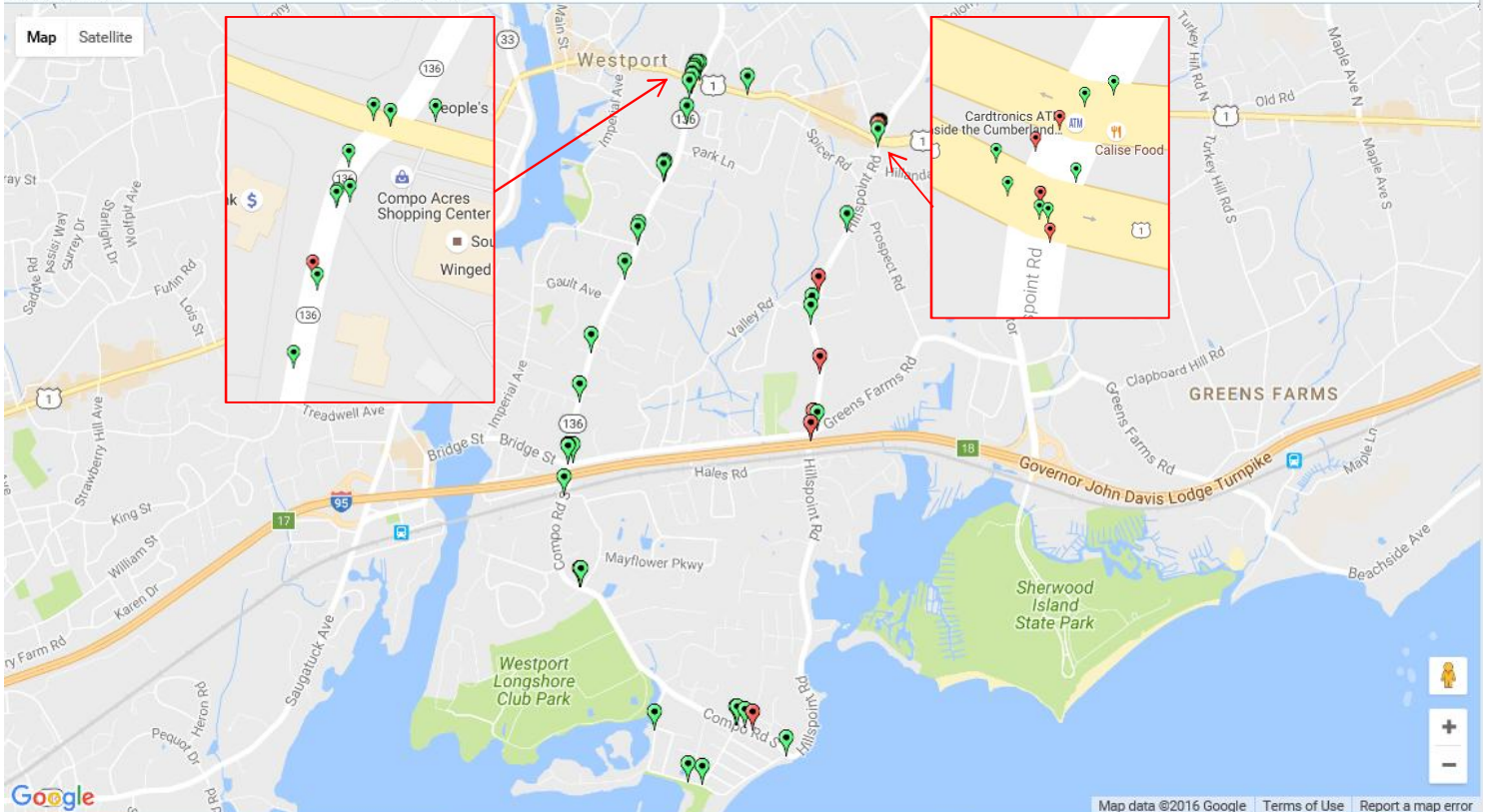
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

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



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

Markers Heatmap Select & Query Query Selection

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

Select All Deselect All

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



Road Safety Audit – Westport

Crash Summary

Data: 3 years (2012-2014)

There was one crash involving a bicycle which resulted in an injury.

There was one crash involving pedestrians which resulted in an injury.

Severity Type	Number of Crashes	
Property Damage Only	61	75%
Injury (No fatality)	20	25%
Fatality	0	0%
Total	81	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	1	1%
Sideswipe-Same Direction	5	6%
Rear-end	34	42%
Turning-Intersecting Paths	8	10%
Turning-Opposite Direction	6	7%
Fixed Object	6	7%
Backing	5	6%
Angle	3	4%
Turning-Same Direction	0	0%
Moving Object	8	10%
Parking	1	1%
Pedestrian	1	1%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	2	2%
Miscellaneous- Non Collision	1	1%
Total	81	



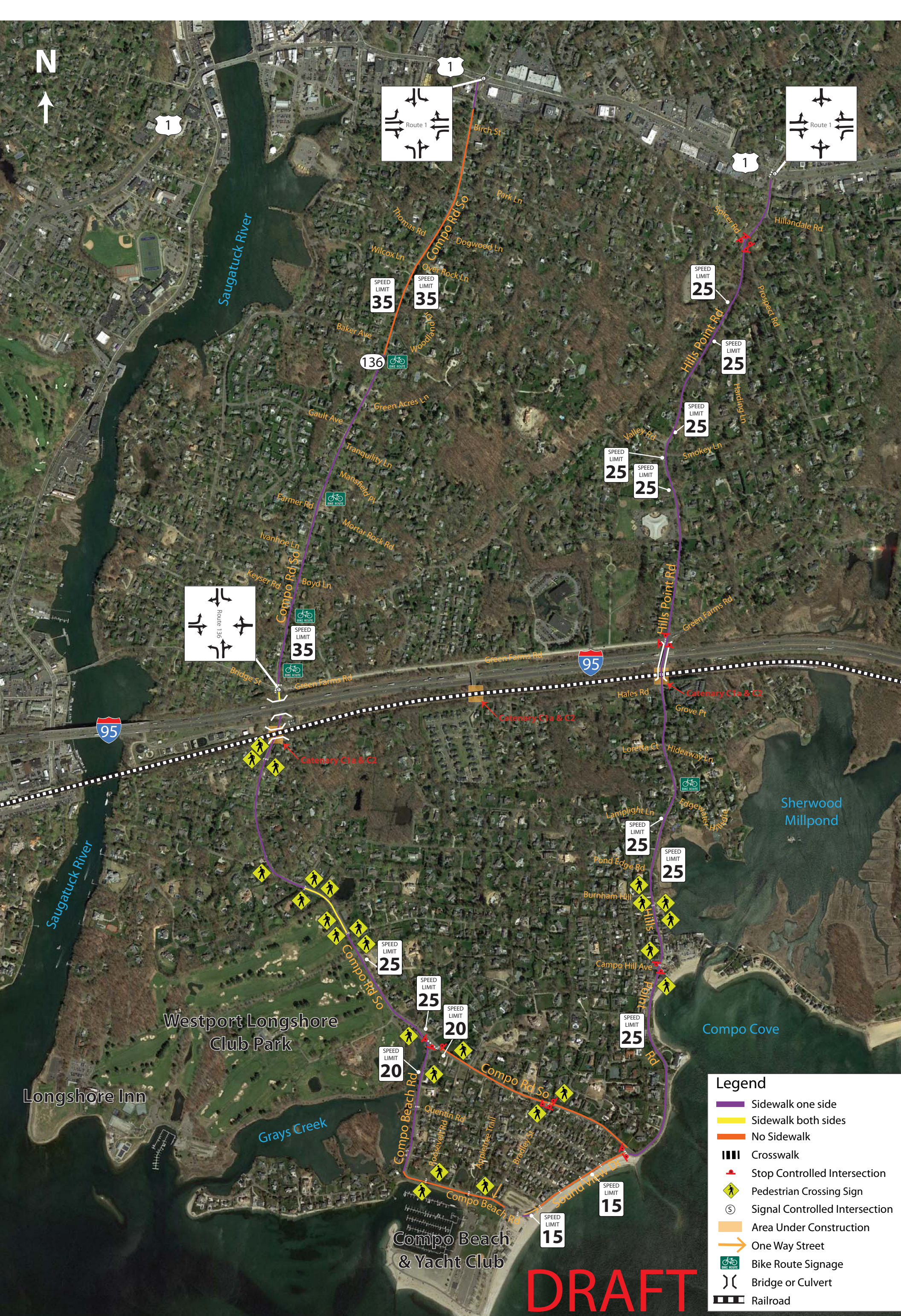
Weather Condition	Number of Crashes	
Snow	2	2%
Rain	6	7%
No Adverse Condition	71	88%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	1	1%
Severe Crosswinds	0	0%
Sleet, Hail	1	1%
Total	81	

Light Condition	Number of Crashes	
Dark-Not Lighted	3	4%
Dark-Lighted	11	14%
Daylight	64	79%
Dusk	2	2%
Unknown	1	1%
Dawn	0	0%
Total	81	

Road Surface Condition	Number of Crashes	
Snow/Slush	2	2%
Wet	15	19%
Dry	64	79%
Unknown	0	0%
Ice	0	0%
Other	0	0.0%
Total	81	



Time		Number of Crashes	
0:00	0:59	1	1%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	2	2%
5:00	5:59	1	1%
6:00	6:59	0	0%
7:00	7:59	2	2%
8:00	8:59	4	5%
9:00	9:59	4	5%
10:00	10:59	9	11%
11:00	11:59	7	9%
12:00	12:59	6	7%
13:00	13:59	8	10%
14:00	14:59	2	2%
15:00	15:59	6	7%
16:00	16:59	4	5%
17:00	17:59	10	12%
18:00	18:59	5	6%
19:00	19:59	4	5%
20:00	20:59	2	2%
21:00	21:59	1	1%
22:00	22:59	3	4%
23:00	23:59	0	0%
Total		81	



Legend

- Sidewalk one side
- Sidewalk both sides
- No Sidewalk
- |||| Crosswalk
- ⬇️ Stop Controlled Intersection
- ⚠️ Pedestrian Crossing Sign
- Ⓢ Signal Controlled Intersection
- 🚧 Area Under Construction
- ➡️ One Way Street
- 🚲 Bike Route Signage
- ⌒ Bridge or Culvert
- ▬▬▬ Railroad

DRAFT

Westport - Hillspoint Rd/Compo Rd/Compo Beach Rd



Road Safety Audit – Westport

Fact Sheet

Functional Classification:

- Compo Road South (State Route 136) is classified as a Local Road / Minor Arterial
- Compo Beach Road is classified as a Local Road
- Soundview Drive is classified as a Local Road
- Hillspoint Road is classified as a Local Road / Collector

ADT

- ADT on Compo Road South is 7,400
- ADT on Hillspoint Road is 3,900

Population and Employment Data (2014):

- Population: 27,055
- Employment: 15,503

Urbanized Area

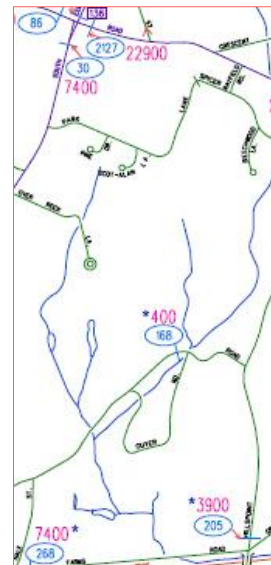
- Westport is located within the Bridgeport-Stamford Urbanized Area

Demographics

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

Air Quality

- Westport's CIPP number is 122
- Westport is within the NY/NJ/CT Marginal Ozone Area and PM_{2.5} Attainment/Maintenance Area
- Westport is within a CO Maintenance Area





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Appendix D



AECOM
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Memorandum

To: Peter A. Ratkiewich, Westport Town Engineer
CC: Dale Call, Chief of Police
From: Alan D'Amura, Staff Corporal.
Date: February 9, 20160
Re: RSA Audit Request

Peter,

Attached is data the town is requesting for auditing purposes. The info includes all Collision Data, Traffic Data, and Bicycle Pedestrian Data for Compo Road South, Hillspoint Road, Compo Beach Road and Soundview Drive.

Compo Road South:

2012- 11 accidents 1 bicycle involved accident

2013- 16 accidents

2014- 10 accidents 1 bicycle involved accident

2015- 12 accidents

Hillspoint Road:

2012- 5 accidents- one pedestrian involved

2013- 6 accidents

2014- 8 accidents

2015- 7 accidents

Compo Beach Road:

2012- 1 accident

December 21, 2016

2013- 1 parking lot accident (Compo Beach)

2014- 1 accident

2015 - 0 accidents

Soundveiw Drive:

2012- 0

2013- 0

2014- 0

2015- 0

If I can be of further assistance, please do not hesitate to contact this office.

Staff Corporal Alan D'Amura

Westport Police Department

50 Jesup Road Westport, CT 06880

203-341-6000 Main

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

1/1/2012 to 12/31/2014 Accident Experience Summary Report

Table 1 - Accident Severity

Accident Severity	2012	2013	2014	Total	%
Fatal	0	0	0	0	0.00
A-Injury	0	0	0	0	0.00
B-Injury	0	0	0	0	0.00
C-Injury	0	0	0	0	0.00
Property Damage Only	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Table 2 - Month and Year of Occurrence

Month	2012	2013	2014	Total	%
January	0	0	0	0	0.00
February	0	0	0	0	0.00
March	0	0	0	0	0.00
April	0	0	0	0	0.00
May	0	0	0	0	0.00
June	0	0	0	0	0.00
July	0	0	1	1	100.00
August	0	0	0	0	0.00
September	0	0	0	0	0.00
October	0	0	0	0	0.00
November	0	0	0	0	0.00
December	0	0	0	0	0.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 3 - Hour and Day of Week

Hour and Day of Week	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
Midnight to 12:59 AM	0	0	0	0	0	0	0	0	0.00
1:00 AM to 1:59 AM	0	0	0	0	0	0	0	0	0.00
2:00 AM to 2:59 AM	0	0	0	0	0	0	0	0	0.00
3:00 AM to 3:59 AM	0	0	0	0	0	0	0	0	0.00
4:00 AM to 4:59 AM	0	0	0	0	0	0	0	0	0.00
5:00 AM to 5:59 AM	0	0	0	0	0	0	0	0	0.00
6:00 AM to 6:59 AM	0	0	0	0	0	0	0	0	0.00
7:00 AM to 7:59 AM	0	0	0	0	0	0	0	0	0.00
8:00 AM to 8:59 AM	0	0	0	0	0	0	0	0	0.00
9:00 AM to 9:59 AM	0	0	0	0	0	0	0	0	0.00
10:00 AM to 10:59 AM	0	0	0	0	0	0	0	0	0.00
11:00 AM to 11:59 AM	0	0	0	0	0	0	0	0	0.00
Noon to 12:59 PM	0	0	0	0	0	0	0	0	0.00
1:00 PM to 1:59 PM	0	0	0	0	0	0	0	0	0.00
2:00 PM to 2:59 PM	0	0	0	0	0	0	0	0	0.00
3:00 PM to 3:59 PM	0	0	0	0	0	0	0	0	0.00
4:00 PM to 4:59 PM	0	0	0	0	0	0	0	0	0.00
5:00 PM to 5:59 PM	0	0	0	0	0	0	1	1	100.00
6:00 PM to 6:59 PM	0	0	0	0	0	0	0	0	0.00
7:00 PM to 7:59 PM	0	0	0	0	0	0	0	0	0.00
8:00 PM to 8:59 PM	0	0	0	0	0	0	0	0	0.00
9:00 PM to 9:59 PM	0	0	0	0	0	0	0	0	0.00
10:00 PM to 10:59 PM	0	0	0	0	0	0	0	0	0.00
11:00 PM to 11:59 PM	0	0	0	0	0	0	0	0	0.00
Unknown Time	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	0	0	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 4 - Hour of Occurrence

Hour of Occurrence	2012	2013	2014	Total	%
Midnight to 12:59 AM	0	0	0	0	0.00
1:00 AM to 1:59 AM	0	0	0	0	0.00
2:00 AM to 2:59 AM	0	0	0	0	0.00
3:00 AM to 3:59 AM	0	0	0	0	0.00
4:00 AM to 4:59 AM	0	0	0	0	0.00
5:00 AM to 5:59 AM	0	0	0	0	0.00
6:00 AM to 6:59 AM	0	0	0	0	0.00
7:00 AM to 7:59 AM	0	0	0	0	0.00
8:00 AM to 8:59 AM	0	0	0	0	0.00
9:00 AM to 9:59 AM	0	0	0	0	0.00
10:00 AM to 10:59 AM	0	0	0	0	0.00
11:00 AM to 11:59 AM	0	0	0	0	0.00
Noon to 12:59 PM	0	0	0	0	0.00
1:00 PM to 1:59 PM	0	0	0	0	0.00
2:00 PM to 2:59 PM	0	0	0	0	0.00
3:00 PM to 3:59 PM	0	0	0	0	0.00
4:00 PM to 4:59 PM	0	0	0	0	0.00
5:00 PM to 5:59 PM	0	0	1	1	100.00
6:00 PM to 6:59 PM	0	0	0	0	0.00
7:00 PM to 7:59 PM	0	0	0	0	0.00
8:00 PM to 8:59 PM	0	0	0	0	0.00
9:00 PM to 9:59 PM	0	0	0	0	0.00
10:00 PM to 10:59 PM	0	0	0	0	0.00
11:00 PM to 11:59 PM	0	0	0	0	0.00
Unknown Time	0	0	0	0	0.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 5 - Weather Condition

Weather Condition	2012	2013	2014	Total	%
No Adverse Condition	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Table 6 - Road Surface Condition

Road Surface Condition	2012	2013	2014	Total	%
Dry	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Table 7 - Light Condition

Light Condition	2012	2013	2014	Total	%
Daylight	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 8- Other Roadway Feature

Other Roadway Feature	2012	2013	2014	Total	%
Intersection with Public Roadway	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Table 9- Construction or Maintenance Related

Construction or Maintenance	2012	2013	2014	Total	%
Yes	0	0	0	0	0.00
No	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Table 10 - Median Barrier Penetration

Median Barrier Penetration	2012	2013	2014	Total	%
Full Penetration	0	0	0	0	0.00
Partial Penetration	0	0	0	0	0.00
No Penetration	0	0	0	0	0.00
Not Applicable	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 11 - Contributing Factor

Contributing Factor	2012	2013	2014	Total	%
Driverless Vehicle	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 12 - Type of Collision

Type of Collision	2012	2013	2014	Total	%
Rear-end	0	0	1	1	100.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 13 - Vehicle Type

Vehicle Type	2012	2013	2014	Total	%
Automobile	0	0	2	2	100.00
TOTAL	0	0	2	2	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 14 - Direction of All Vehicles

Direction of All Vehicles	2012	2013	2014	Total	%
North	0	0	2	2	100.00
South	0	0	0	0	0.00
East	0	0	0	0	0.00
West	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	0	0	2	2	100.00%

Table 15 - Offending Vehicle Direction

Offending Vehicle Direction	2012	2013	2014	Total	%
North	0	0	1	1	100.00
South	0	0	0	0	0.00
East	0	0	0	0	0.00
West	0	0	0	0	0.00
Unknown	0	0	0	0	0.00
TOTAL	0	0	1	1	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Table 17- Total Injuries by Severity

Total Injuries by Severity	2012	2013	2014	Total	%
Total Fatal	0	0	0	0	0.00
Total A-Injury	0	0	0	0	0.00
Total B-Injury	0	0	0	0	0.00
Total C-Injury	0	0	0	0	0.00
TOTAL	0	0	0	0	100.00%

Town of Westport Route/Road Mile Marker 0.00 to 0.54 Westport 2012 - 2014 Compo Beach Rd Compo Rd South to Soundview DR MP 0.00 to 0.54

Total of 1 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jul-26-14 17:07	Westport	COMPO BEACH RD	0.54	at SOUNDVIEW DR	2195511	2014-014212	Driverless Vehicle	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries				
							K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Town of Westport Route/Road Mile Marker 0.00 to 1.37 Westport 2012 - 2014 Compo Rd So (SR136) green Farms Road to Hillspoint RD MP
0.00 to 1.37

Total of 7 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-14-13 13:05	Westport	COMPO RD SOUTH	0.32	at TAR ROCK RD (PVT)	2146074	2013-024366	Speed Too Fast For Conditions	Daylight	Snow/Slush	Snow	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries				
							K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-23-13 19:31	Westport	COMPO RD SOUTH	0.60	at COMPO PKWY (PVT)	2140906	2013-024990	Speed Too Fast For Conditions	Dark - Lighted	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries				
							K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight	Fence	Off Road and Shoulder Ahead	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-28-14 12:05	Westport	COMPO RD SOUTH	0.88	at COMPO BEACH RD	2186876	2014-012193	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries				
							K	A	B	C	Total
*	North	Pedal Cycle	None Apply	Vehicle Going Straight			0	0	1	0	1
	North	Single Unit Truck 2 Axle 4 Tires	Vehicle Stopped For	Traffic Sign			0	0	0	0	0