



COMMUNITY
connectivity program

Woodbury

Main Street (Route 6) – Road Safety Audit

July 20, 2016



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Acknowledgements:

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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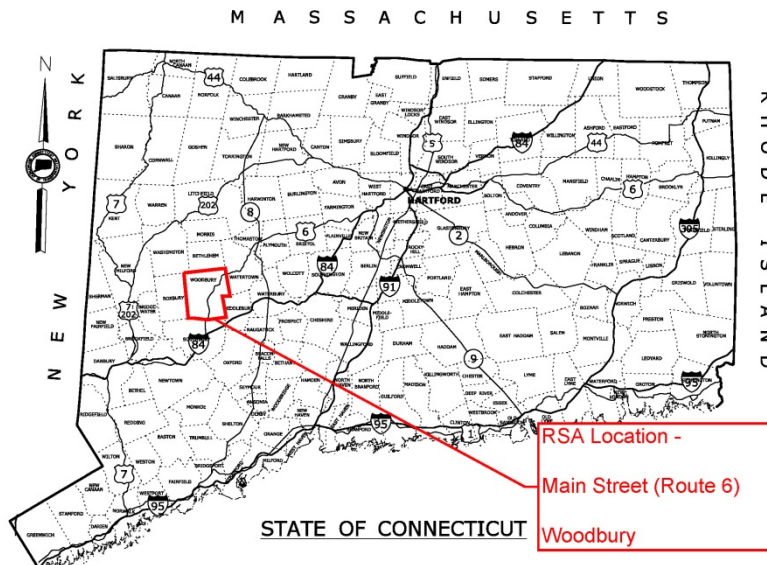
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this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

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

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



1 Introduction to the Woodbury (Main Street) RSA

The Town of Woodbury submitted an application to complete an RSA along Main Street (Route 6), between Judson Avenue and Sherman Hill Road (Route 64) to improve safety for pedestrians and bicyclists within the historic town center. The Town Hall, library, and municipal offices are all located within the corridor, which also contains numerous small retail stores. The mix of land uses, along with the historic and scenic character of the area, encourages pedestrian and cyclist activity along Route 6, where there is substantial through traffic and a history of crashes.

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

1.1 Location

The audit corridor (Main Street) is bounded by Judson Avenue to the north and Sherman Hill Road (Route 64) to the south, in the Town of Woodbury (Figure 1). Route 6 is a Major Arterial and provides a northeast-southwest connection through Woodbury to the surrounding communities. The audit corridor includes two signalized intersections, one at Main Street and Route 317 and the other at Main Street and Sherman Hill Road (Route 64). This route passes through the town center and is an historic area with numerous small retail stores. The character of the Main Street corridor encourages people to walk from one shop to another. Because Main Street is also US Route 6, there is substantial through traffic that conflicts with local traffic and pedestrians. The Average Daily Traffic (ADT) on Route 6 ranges from 12,300 to 15,400 vehicles per day. The ADT on Route 64 ranges from 6,000 to 7,000 vehicles per day.

Figure 2 shows the study area in a regional context.

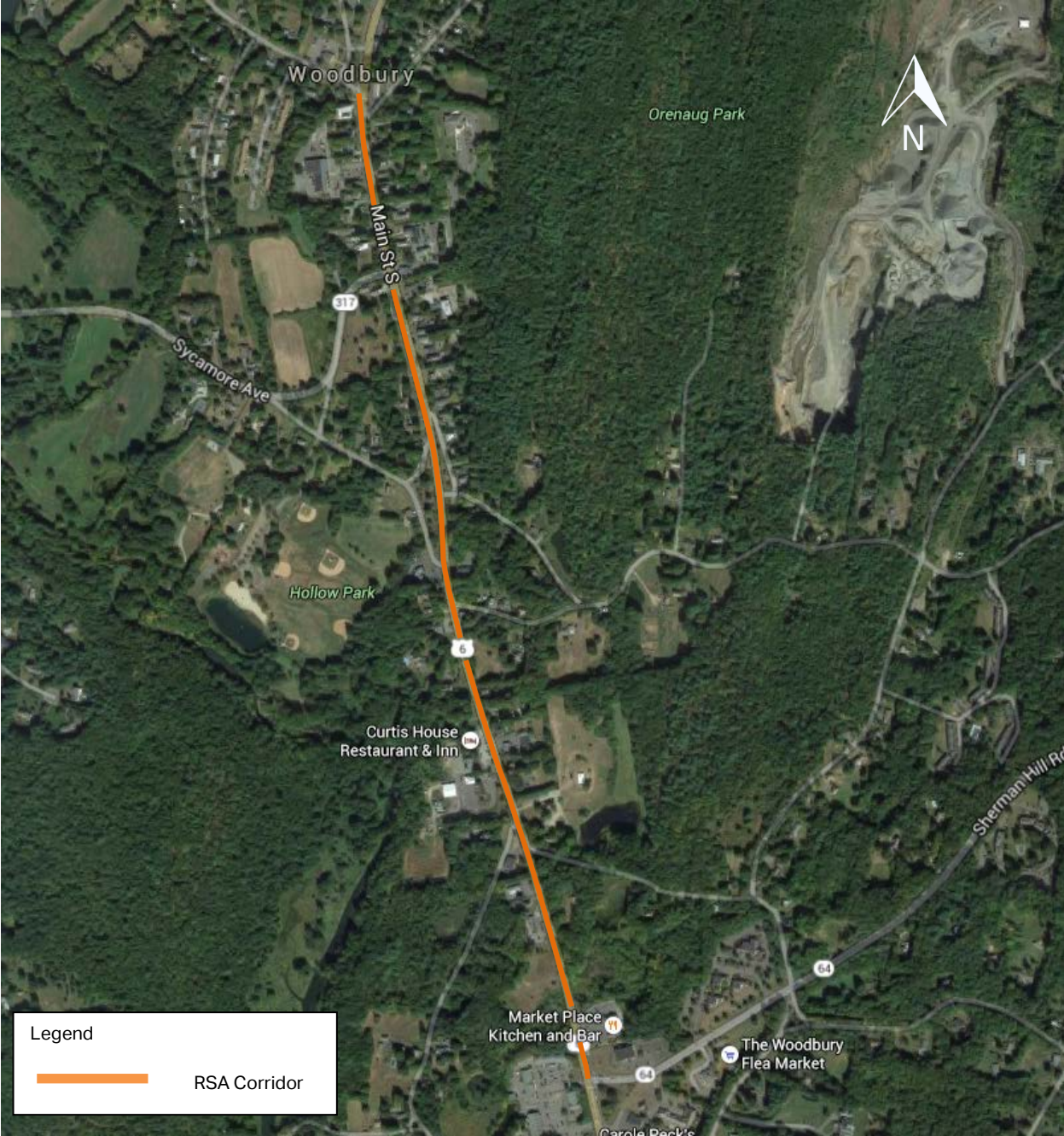


Figure 1. Main Street (Route 6) between Judson Avenue and Sherman Hill Road (Route 64)

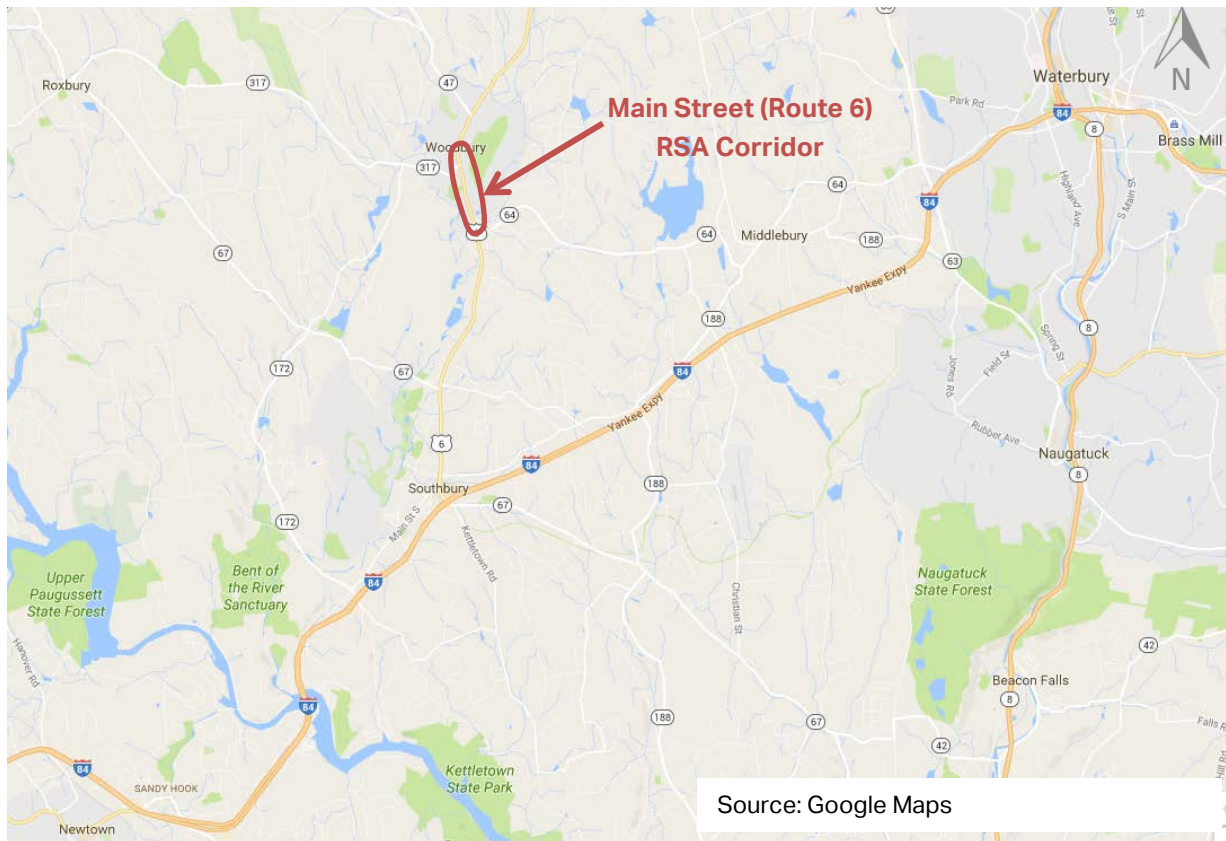


Figure 2. Main Street (Route 6) Regional Context

Main Street (Route 6) is a State-owned and maintained facility and generally runs in a northeast/southwest direction through Woodbury connecting the Towns of Watertown and Southbury in Connecticut. Judson Avenue intersects Main Street at the northern limit of the audit corridor and runs in an east/west direction. Sherman Hill Road (Route 64) intersects Main Street at the southern limit of the audit corridor and runs in an east/west direction.

2 Pre-Audit Assessment

2.1 Pre-Audit Information

Between 2012 and 2014 there were 50 crashes in the RSA area. A majority of crashes in this area were rear end collisions (58 percent). 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 (74 percent) resulted in property damage only, 13 crashes (26 percent) did result in injuries with no fatalities. There was one crash involving a bicyclist that resulted in an injury, and two crashes involving a total of three pedestrians. All pedestrian and bicycle crashes resulted in injuries. Figure 3 displays the locations of crashes that occurred in this area during 2015. As shown in Figure 3, crashes occurred throughout the RSA area; however, there is a noticeable

cluster of crashes along Main Street between Judson Avenue and Route 317. The frequency of rear-end collisions and the clustering of crash locations indicate a trend of vehicles stopping unexpectedly along Main Street to access driveways. There are many mid-block driveways and no turning lanes to separate stopped vehicles from through traffic on Main Street. The high volume of through traffic and single through lane operations along Main Street likely exacerbate these access management issues.

Severity Type	Number of Crashes	
Property Damage Only	37	74%
Injury (No fatality)	13	26%
Fatality	0	0%
Total		

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	2	4%
Rear-end	29	58%
Turning-Intersecting Paths	7	14%
Turning-Opposite Direction	1	2%
Fixed Object	6	12%
Backing	2	4%
Angle	0	0%
Turning-Same Direction	0	0%
Moving Object	0	0%
Parking	0	0%
Pedestrian	2	4%
Overturn	1	2%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	50	

Table 2. Crash Type (2012-2014)

Source: UConn Connecticut Crash Data Repository

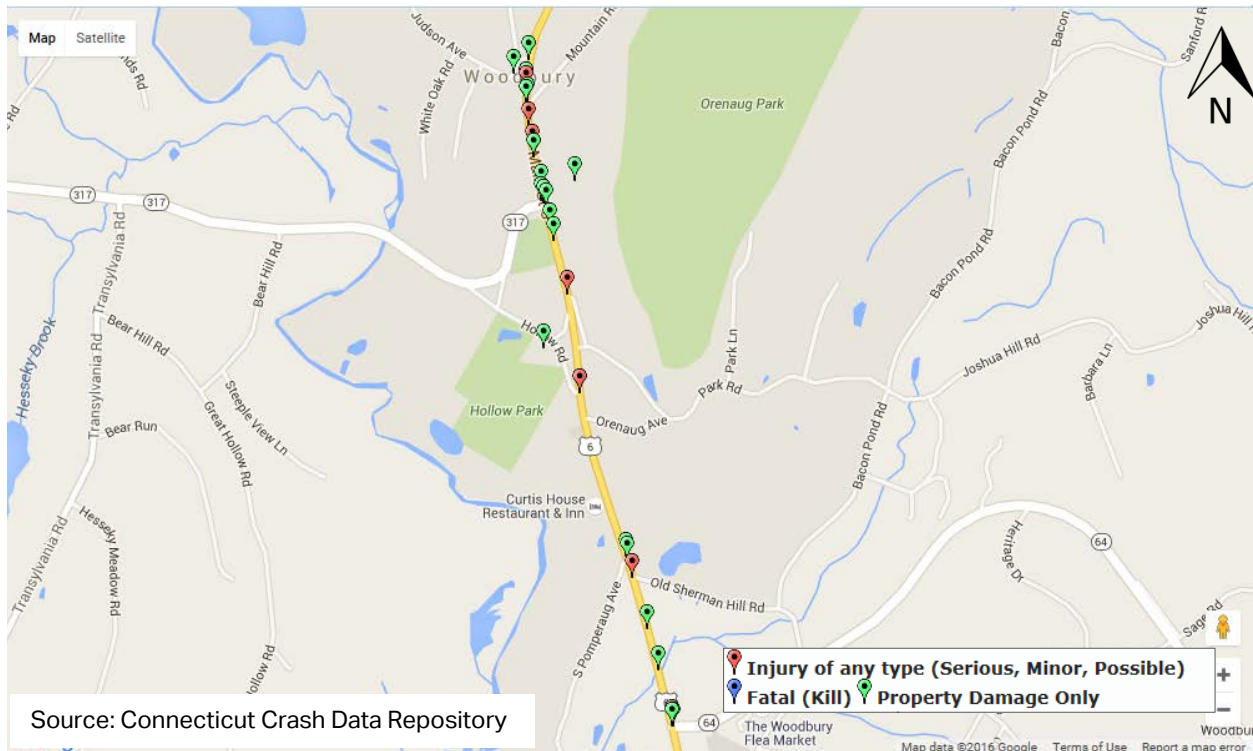


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

Main Street has wide shoulders on some sections and a single 11-foot travel lane in each direction. While predominantly rural, the corridor has focused areas of commercial and municipal activity. The Woodbury Police Department, Public Library and Town Clerk office buildings are located on the northeast corner of the intersection of Main Street and Route 317. There are sidewalks along Main Street northbound for the entirety of the audit area. On Main Street southbound, sidewalks are located only between Judson Avenue and Doolittle Hill Road. The posted speed limit on Main Street in the study area varies from 30mph between Judson Avenue and Doolittle Hill Road to 35mph between Doolittle Hill Road and Route 64 intersection. There are many driveways for residences and businesses on the both sides of Main Street.

The intersection of Main Street and Judson Avenue is a 2-way stop controlled intersection. There is no separate left turn lane for vehicles turning from Main Street to Judson Avenue. There is a pedestrian crosswalk on Judson Avenue with a pedestrian crossing sign.

The intersection of Main Street and Sycamore Avenue (Route 317) is a 4-way signalized intersection. There are no turning lanes from Main Street to Sycamore Avenue. There is perpendicular parking on the west side of Main Street for approximately 190 feet to the north of the intersection, with a painted buffer separating the parking and the single southbound travel lane. Pedestrian crosswalks are present on all four approaches of the intersection.

The intersection of Main Street and Sherman Hill Road (Route 64) is a 4-way signalized intersection. The northbound approach at the Main Street and Sherman Hill Road intersection has three lanes: a dedicated left turn lane, through travel lane and a dedicated right turn lane. Southbound traffic approaches the intersection in two lanes: a dedicated left turn lane and a through/right turn lane. The westbound approach of Sherman Hill Road at the intersection has two lanes, with a dedicated right turn lane and a through/left turn lane. The eastbound approach at the intersection has two lanes, with a dedicated left turn lane and a through/right turn lane. There are two crosswalks at this intersection; one is located at the northbound approach of Main Street and the second one at Sherman Hill Road. There are no 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.

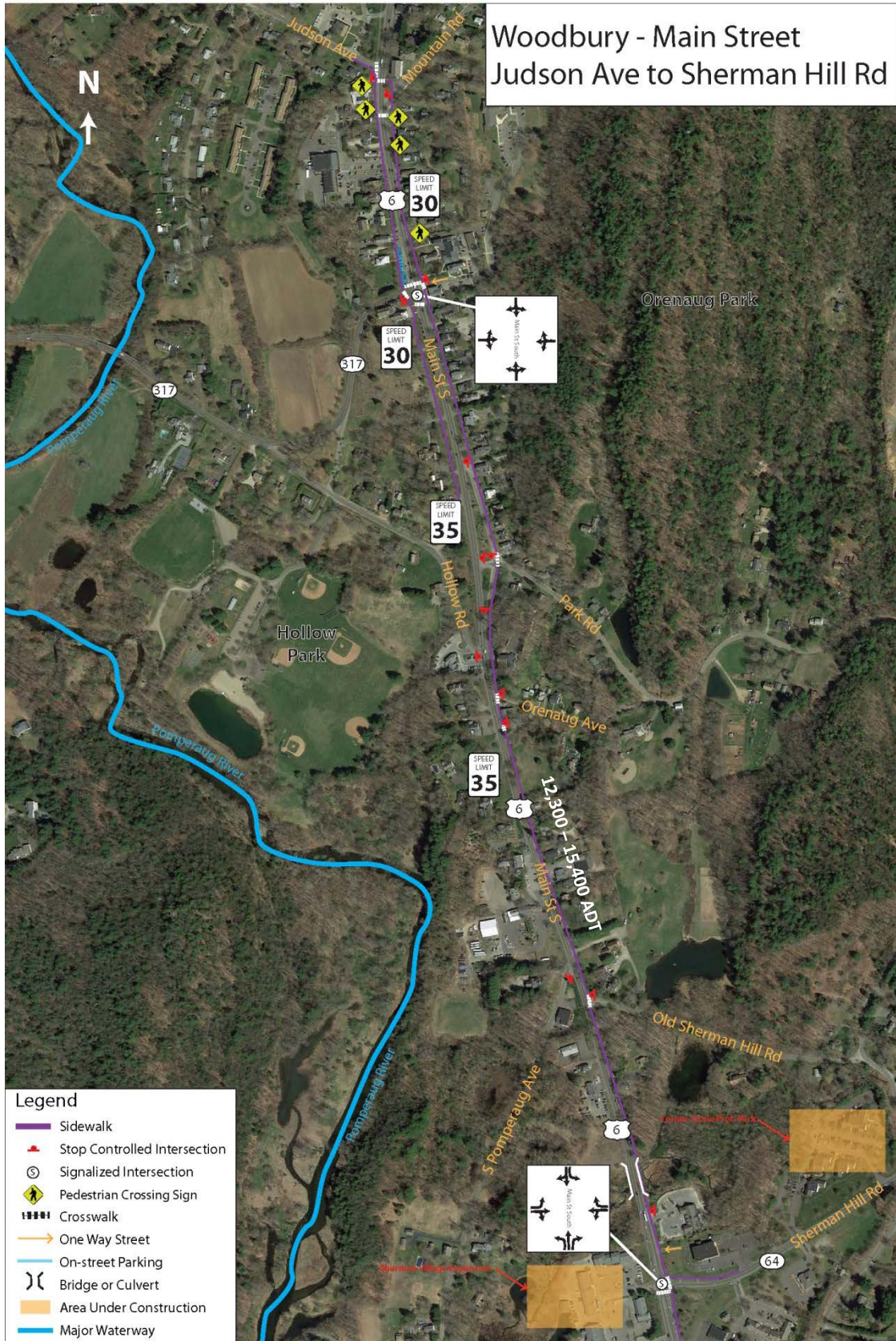


Figure 4. Main Street Roadway Geometrics and Average Daily Traffic (ADT)

Woodbury – Main Street (Route 6)

Roadway Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition**				Exist	Compliant
Main Street near Mountain Road intersection	Route 6	1	11'	East	Concrete and Asphalt	4' - 5'	Fair	Asphalt and Granite	No	6'	Yes	Yes
		1	11'	West	Concrete and Asphalt	4' - 5'	Fair	Asphalt and Granite	No	9'	Yes	Yes
Main Street at Route 317 intersection	Route 6	1	11'	East	Concrete and Asphalt	4' - 5'	Fair	Concrete/Asphalt	No	1' - 2'	Yes	No
		1	*11'	West	Concrete and Asphalt	4' - 5'	Fair	Concrete	Yes	1' - 2'	Yes	No
Main Street near Route 64 intersection (north of Sherman Hill Road)	Route 6	1	15'	East	Asphalt	5'	Fair	Asphalt	No	8'	Yes	No
		1	11'	West	None	N/A	N/A	No	No	3'	No	No

Table 3. Street Inventory and Roadway Geometrics

* Southbound approach has 20' wide striped buffer area between southbound travel lane and parking area.

**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.

2.2 Prior Successful Efforts

A number of best practices have already been applied to this area of Woodbury. The Town has an existing network of sidewalks along Main Street and crosswalks at major intersections. Advanced pedestrian warning signs are located ahead of some of these crosswalks (Figure 5). Some pedestrian pushbuttons have also been upgraded (Figure 6). In some areas, the shoulders on Route 6 are wide enough to accommodate cyclists (Figure 7). Most recently, the Town moved a crosswalk previously located on Route 6 to a local road with less vehicular traffic (Figure 8).



Figure 5. Advanced Pedestrian Warning Sign



Figure 6. New Pushbutton



Figure 7. Wide Shoulders for Cyclists



Figure 8. Crosswalk on Mountain Road

2.3 Pre-Audit Meeting

The RSA was conducted on July 20, 2016. The Pre-Audit meeting was held at 8:30 AM in the Recreation Meeting House located at 7 Mountain Road in Woodbury.

The RSA Team was comprised of staff from CTDOT and AECOM, and representatives from several Woodbury departments and organizations including the First Selectmen's Office, Public Works Department, Woodbury Police Department. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

RSA Team members from Woodbury presented relevant information for the audit, including:

- Local Transportation Capital Improvement Program (LOTICIP) funds may be available for sidewalks improvements.
- Woodbury has expressed the need to re-evaluate existing perpendicular parking and adjacent southbound lane configurations at the intersection of Main Street and Route 317 (Sycamore Avenue). The painted buffer area between the southbound travel lane and the perpendicular parking was added about 15 years ago. Although this striped area is not meant to be traversed, motorists often use this area to pass left-turning vehicles and for right turns onto Route 317.
- The intersection of Main Street and Route 317 can become congested due to turning movement conflicts. Vehicles traveling in the southbound lane waiting to turn left into the plaza often cause congestion. The Town Hall, Library and Police Department are located in this plaza. Several times throughout the year, particularly during elections, State police must direct traffic because the traffic signal cannot process the volume of traffic entering this plaza. Turning movement counts have been ordered by CTDOT for this intersection.
- Woodbury would prefer reconfigure the perpendicular on-street parking and painted buffer at the intersection of Main Street and Route 317. In its place, the Town would like to add a second southbound lane for through and right-turning traffic.
- The existing crosswalk at the Main Street and Route 317 is disjointed and is not ADA compliant.
- There are concerns with sight lines for motorists attempting to turn onto Route 6 from the surrounding local roads.
- Pedestrian and cyclist activity on Main Street is particularly high on Saturdays during the spring, summer and fall.
- Woodbury indicated that most cyclists travel on the roadway, as opposed to the sidewalks.
- The Naugatuck Valley Council of Governments inventoried the sidewalks on Main Street to identify areas needing improvements.

- Woodbury indicated that pedestrians cross Main Street mid-block in front of the Woodbury Center plaza (LaBonne's plaza).
- Homes on Main Street fall under the Main Street Design District. This requires properties to be at least 50% residential. In most cases, businesses occupy the first floor or the front of the building, while residential units are located in the rear or upper floors of the buildings.

3 RSA Assessment

3.1 Field Audit Observations

- Vehicles on Judson Road were observed pulling past the stop bar to see oncoming traffic on Main Street (Figure 9).
- The crosswalk at the Judson Road intersection is faded (Figure 9).
- At the crosswalk on Main Street near the Mountain Road intersection, pedestrians may have to step into the roadway shoulder to be visible to motorists. Triangular pavement markings and signage are currently used to warn motorists.
- There are approximately 15 parking spaces on the southbound side of Main Street near the Route 317 intersection. Part of this parking area is interrupted by the location of utility poles (Figure 10).
- The pedestrian facilities at the Main Street and Route 317 intersection are not ADA compliant. The sidewalk is disjointed and inaccessible for those with disabilities. The pedestrian pushbutton on the northeast corner of this intersection is newer and has audio signals. The pushbutton on the northwest corner is outdated.
- At the Main Street and Old Sherman Hill Road intersection, the southeast corner shows signs of northbound vehicles traversing the grass strip and sidewalk (Figure 11).
- There are no pedestrian crosswalk signs or advanced warning signs for the crosswalk at Old



Figure 9. Vehicle Pulled Past Stop Bar and Worn Crosswalk

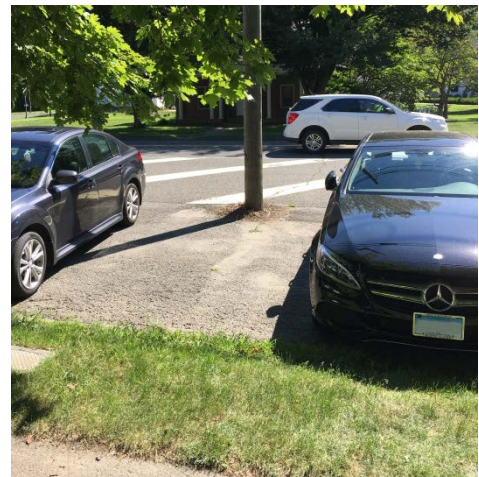


Figure 10. Utility Pole in Parking and Striped Buffer Area

Sherman Hill Road. This crosswalk is not ADA compliant and is lacking detectable warning strips.

- The crosswalks at the Main Street and Route 64 (Sherman Hill Road) intersection are not ADA compliant. At the southwest corner of this intersection, at the Sherman Village Plaza, the pedestrian push button is located on the grass with no sidewalk or landing shoulder (Figure 13).
- Although the pedestrian crosswalk at the intersection of Main Street and Park Road (Figure 12) is removed from the high traffic volumes on Route 6, Park Road experiences a regular volume of truck traffic due to the proximity to the O & G quarry.

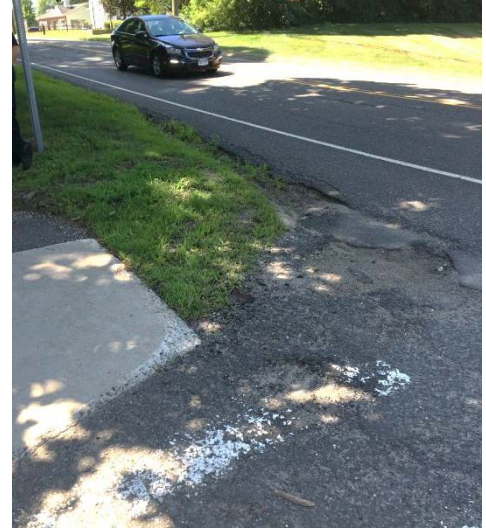


Figure 11. Corner Worn by Vehicles



Figure 13. Crosswalk on Main Street at the Route 64 Intersection



Figure 12. Crosswalk at the Main Street and Park Road Intersection

3.2 Post-Audit Workshop - Key Issues

1. The Town of Woodbury indicated their biggest concern is the functionality of the Main Street and Route 317 intersection. When southbound vehicles are stopped at the intersection waiting to turn left into the plaza, vehicles behind will often pass on the right, traversing over the striped buffer area. These movements may be unpredictable for motorists and could increase the potential for crashes.
2. The Main Street and Route 317 intersection is not compliant with current ADA standards (Figure 14, Figure 15 and Figure 16). The sidewalks, crosswalks and ramps are non-existent or disjointed. As a result, crossing this intersection may be challenging or impossible for pedestrians with disabilities. The Town would like to improve pedestrian facilities at this intersection for all pedestrians, particularly the elderly, who may be walking to and from the nearby Senior Center.
3. The Main Street and Route 317 intersection is being evaluated by CTDOT for signal upgrades. Close coordination between the Town and CTDOT will be required for any short term improvements if the entire signal, including the crosswalks and pedestrian signals, are upgraded.
4. Numerous driveways along Main Street contribute to conflicting turning movements and traffic flow.
5. Some pedestrian crosswalks, including signals and timings, are not ADA compliant.
6. The intersection at Old Sherman Hill Road is very wide and may encourage vehicles to the turn onto Old Sherman Hill Road at a faster speed. This may result in a challenging environment for pedestrians at this crosswalk. Sightline constraints between northbound vehicles and the crosswalk further



Figure 14. Crosswalks do not have a Ramp to Access Sidewalk



Figure 15. Ramp on Northeastern Side of Intersection is not Connected to Sidewalk



Figure 16. Outdated Pushbutton

exacerbate this issue. Visible wear to the grass and sidewalk on the southeast corner indicate that vehicles overrun this corner.

7. The Town of Woodbury expressed concerns about traffic entering and exiting the Woodbury Center plaza (LaBonne's) on Main Street, where there is a documented crash history. The Town would like a traffic signal warrant analysis conducted at this location.

4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two years or more when funding is available.

4.1 Short Term

- 1) Install advanced warnings signs ahead of crosswalks (Figure 17).
- 2) Continue coordination with CTDOT regarding the future upgrades to the Main Street and Route 317 intersection.
- 3) Reduce turning radius on Old Sherman Hill Road (Figure 18) by re-striping shoulder lines and shortening the crossing distance.
- 4) Reduce turning radius on Judson Avenue (Figure 19) by re-striping eastbound shoulder line.
- 5) Change on-street parking at the Route 317 intersection to short term parking only. Longer-term parking can be re-directed to the parking lot in the rear of the plaza.

Figure 20 depicts these recommendations.



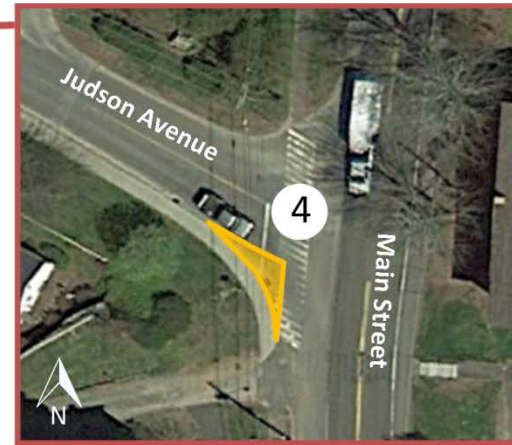
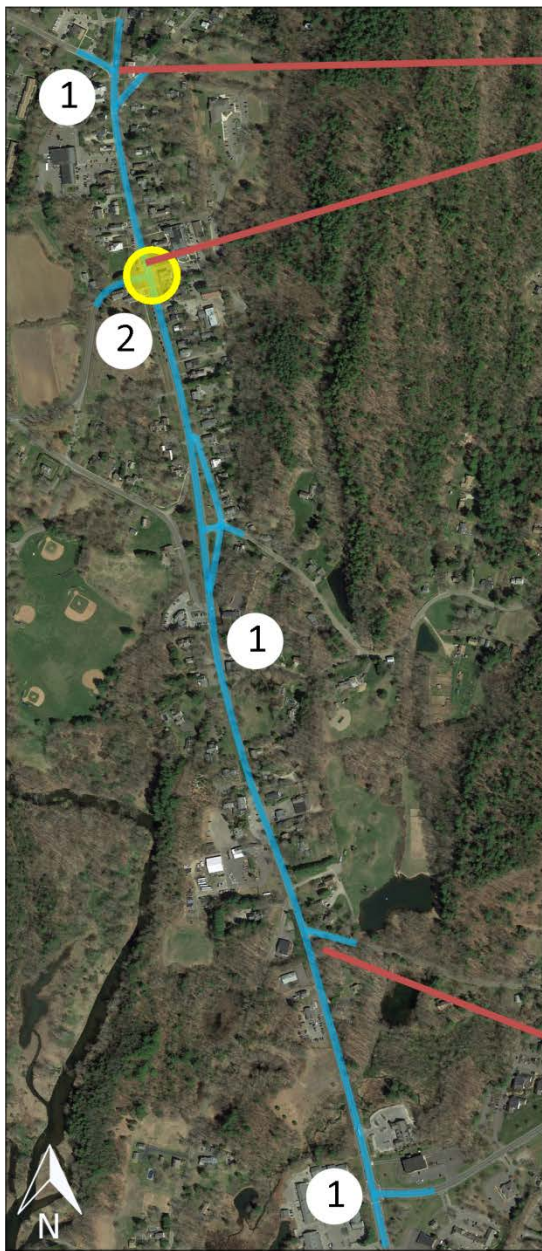
Figure 17. Advanced Pedestrian Crossing Sign



Figure 18. Old Sherman Hill Road Intersection



Figure 19. Judson Avenue Intersection



1. Install advanced warning signs ahead of crosswalks along Main Street

2. Continue discussion with CTDOT regarding upgrades to Main Street and Route 317 intersection

3. Reduce turning radius on Old Sherman Hill Road

4. Reduce turning radius on Judson Avenue

5. Change on-street parking to short-term parking only

Figure 20. Short Term Recommendations

4.2 Medium Term

- 1) Consider installing a solar-powered Rectangular Rapid Flashing Beacon (Figure 21) at the Main Street crosswalk near Mountain Road.
- 2) If re-striping on Old Sherman Hill Road to make intersection more square was successful, consider installing more permanent infrastructure (curbing).
- 3) Expand the landing area at the crosswalks at the Main Street and Route 64 intersection (Figure 22).
- 4) Coordinate with business owners in plaza to explore the feasibility of building a sidewalk into the Sherman Village Plaza (Figure 23).
- 5) Move the crosswalk at the Main Street and Judson Avenue intersection closer towards Washington Avenue (Figure 24). Move the sidewalk to the western side of the island. This will keep pedestrians further away from traffic on Main Street and provide a crosswalk in area with better visibility.

Figure 25 depicts these recommendations.



Figure 21. Rectangular Rapid Flashing Beacon



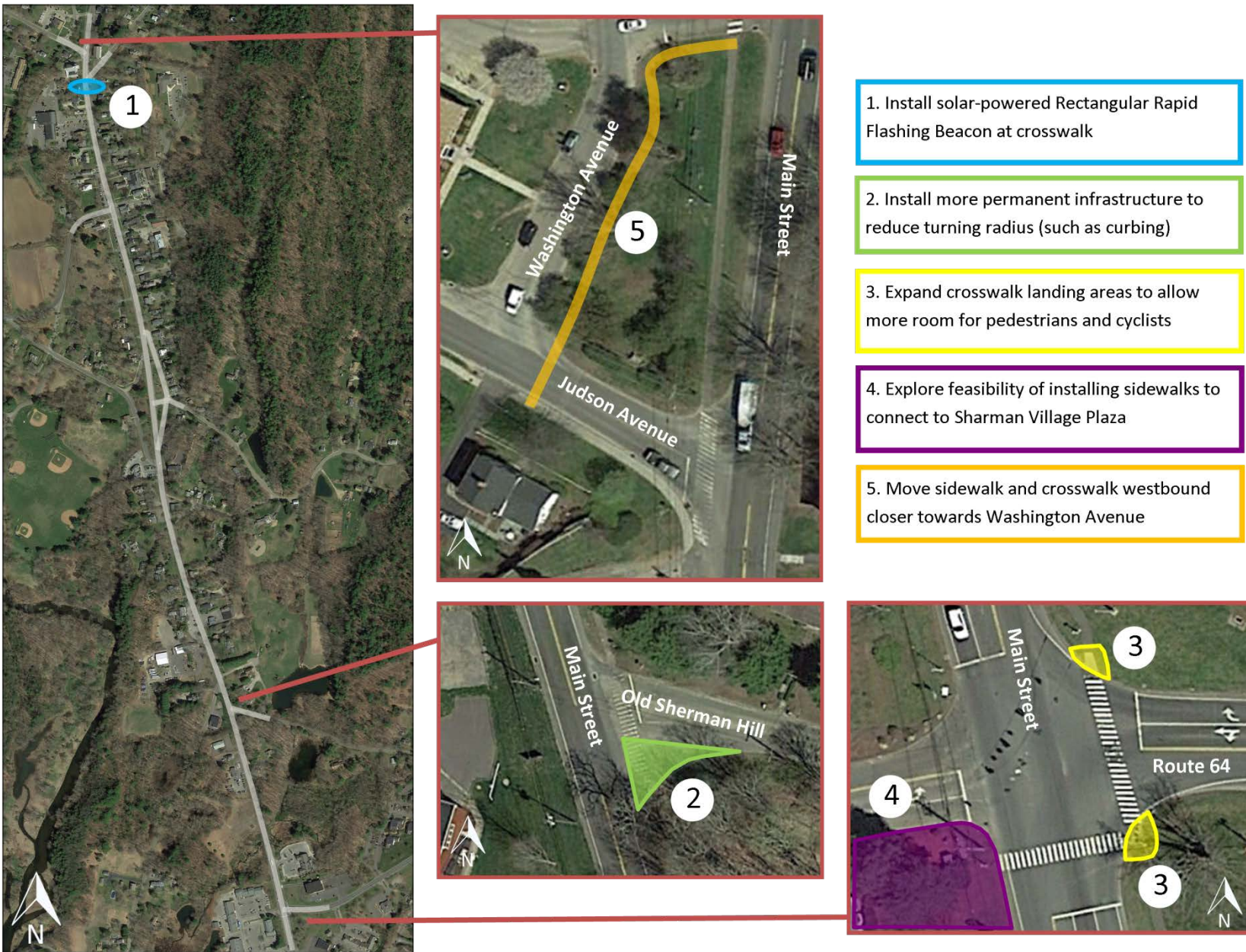
Figure 22. Expand Landing Area



Figure 23. Build Sidewalks to Provide a Connection into the Sherman Village Plaza



Figure 24. Move Judson Avenue Crosswalk Westbound Closer Towards Washington Avenue



1. Install solar-powered Rectangular Rapid Flashing Beacon at crosswalk

2. Install more permanent infrastructure to reduce turning radius (such as curbing)

3. Expand crosswalk landing areas to allow more room for pedestrians and cyclists

4. Explore feasibility of installing sidewalks to connect to Sharman Village Plaza

5. Move sidewalk and crosswalk westbound closer towards Washington Avenue

Figure 25. Medium Term Recommendations

4.3 Long Term

- 1) Eliminate perpendicular parking on Main Street at the Route 317 intersection and replace with parallel parking (Figure 26).
- 2) Remove the striped buffer area (Figure 27) and add a second traffic lane. Based on traffic count data, evaluate a new southbound lane configuration to best utilize the added lane capacity.
- 3) When the signal is upgraded at this intersection, coordinate with CTDOT and request the following:
 - a) ADA compliant signal heads (Figure 28) and crossing times.
 - b) ADA compliant ramps with tactile warning strips (Figure 29).
 - c) ADA compliant push buttons with audio signal (Figure 30).
 - d) Connect the gaps in sidewalks on both sides of Main Street (Figure 31).

Figure 32 depicts these recommendations.



Figure 26. Eliminate Pull-in Parking and Replace with Parallel Parking



Figure 27. Remove Striped Buffer Area and add Right Turn Lane



Figure 28. Pedestrian Signal Head



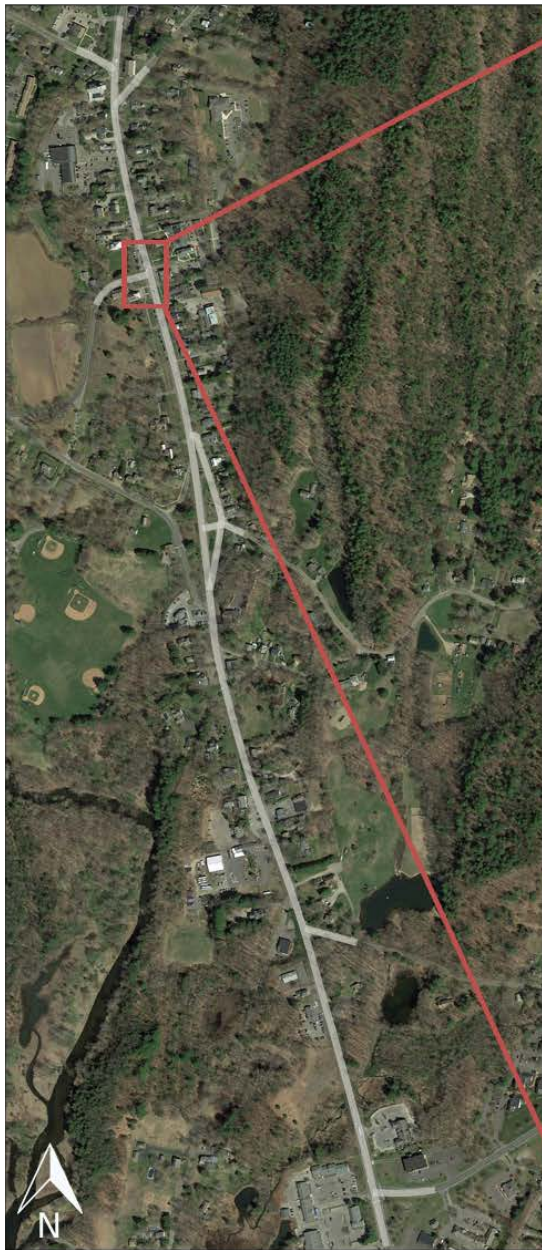
Figure 29. Ramp and Tactile Warning Strip



Figure 30. Pedestrian Pushbutton



Figure 31. Complete Gaps in Sidewalks



1. Eliminate pull-in parking and replace with parallel parking spots

2. Remove striped buffer area and add a second southbound lane for right turns

3a. Install ADA compliant signal heads and update crossing times

3b. Install ADA compliant ramps and tactile warning strips

3c. Install ADA compliant push buttons with audio signals

3d. Complete gaps in sidewalks at all intersection corners

Figure 32. Long Term Recommendations

4.4 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the Town of Woodbury RSA and provides Woodbury with an outlined strategy to improve the transportation network along Main Street, between Judson Avenue and Sherman Hill Road (Route 64), for all road users, particularly focusing on pedestrians and cyclists. Moving forward, Woodbury may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development in this area.



COMMUNITY
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Appendix A



AECOM
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	<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

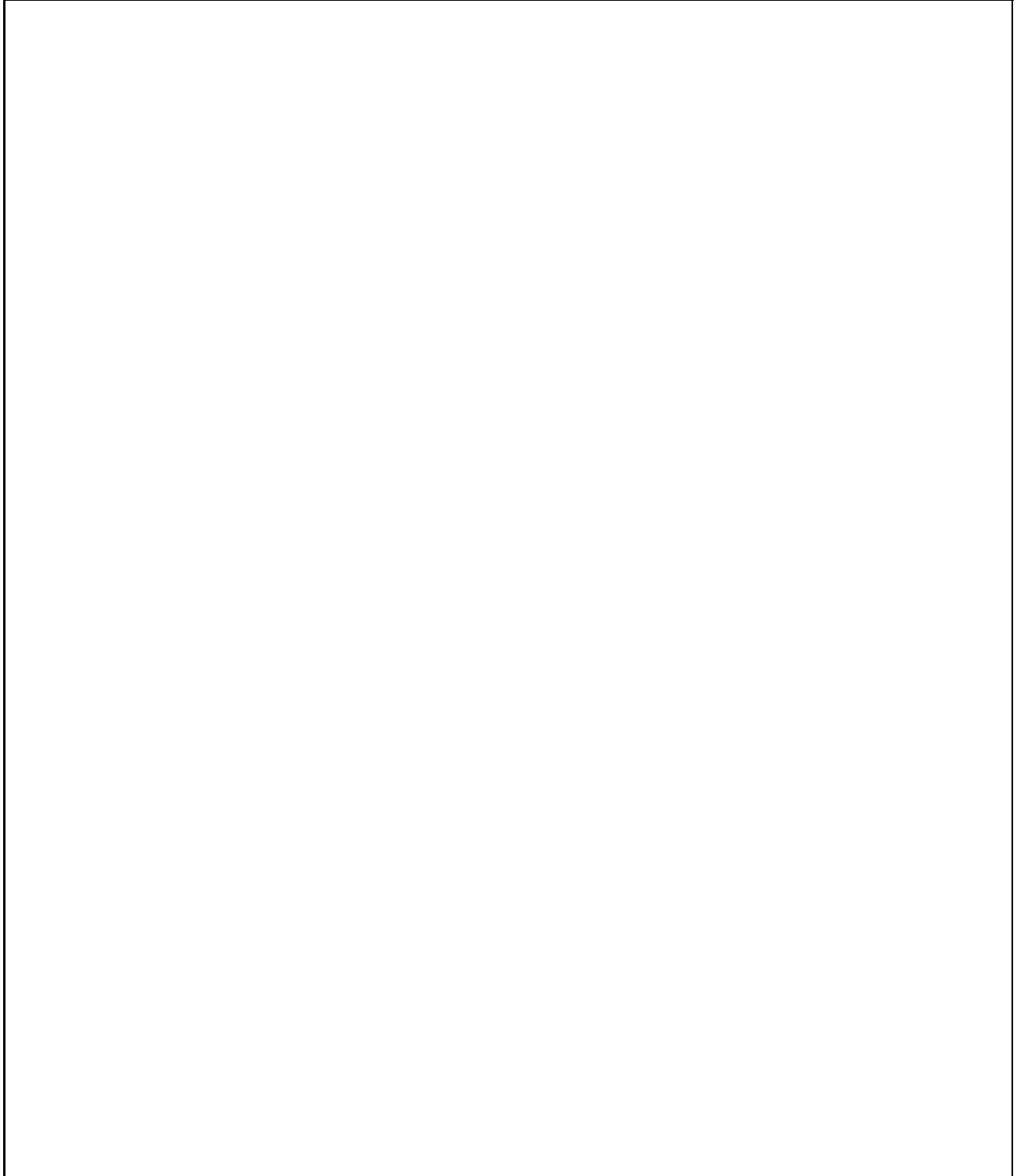
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

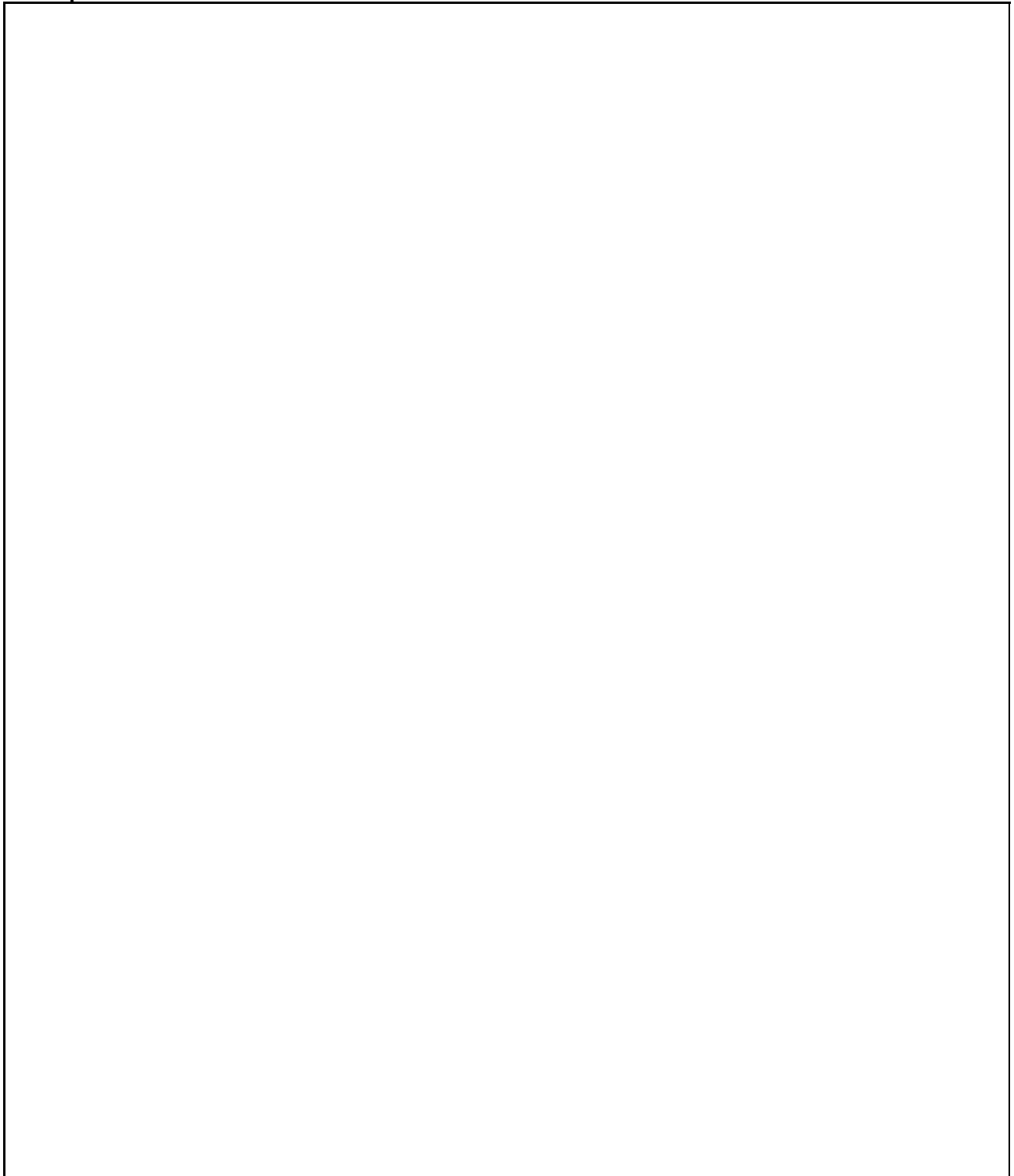
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

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.

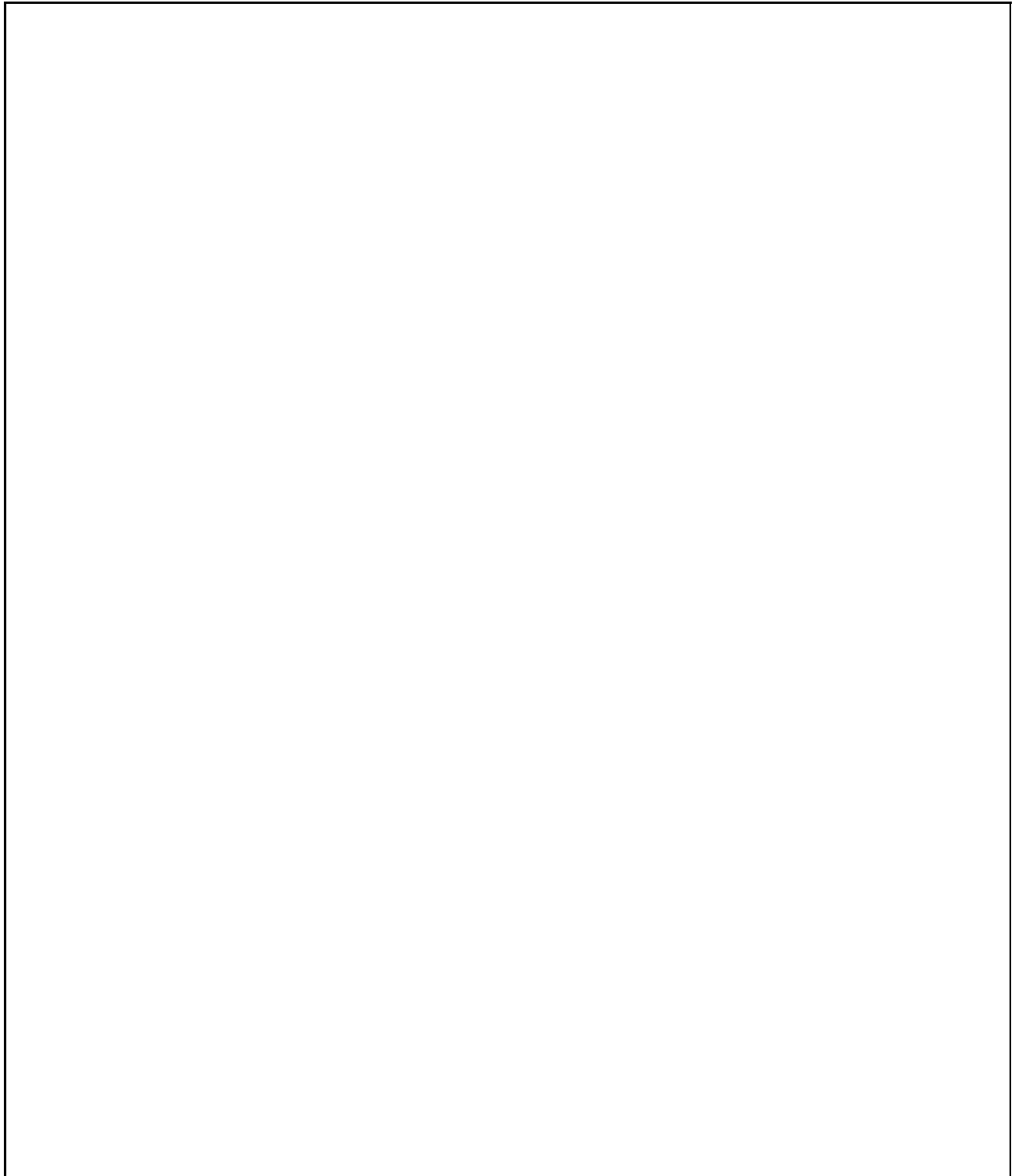
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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...)



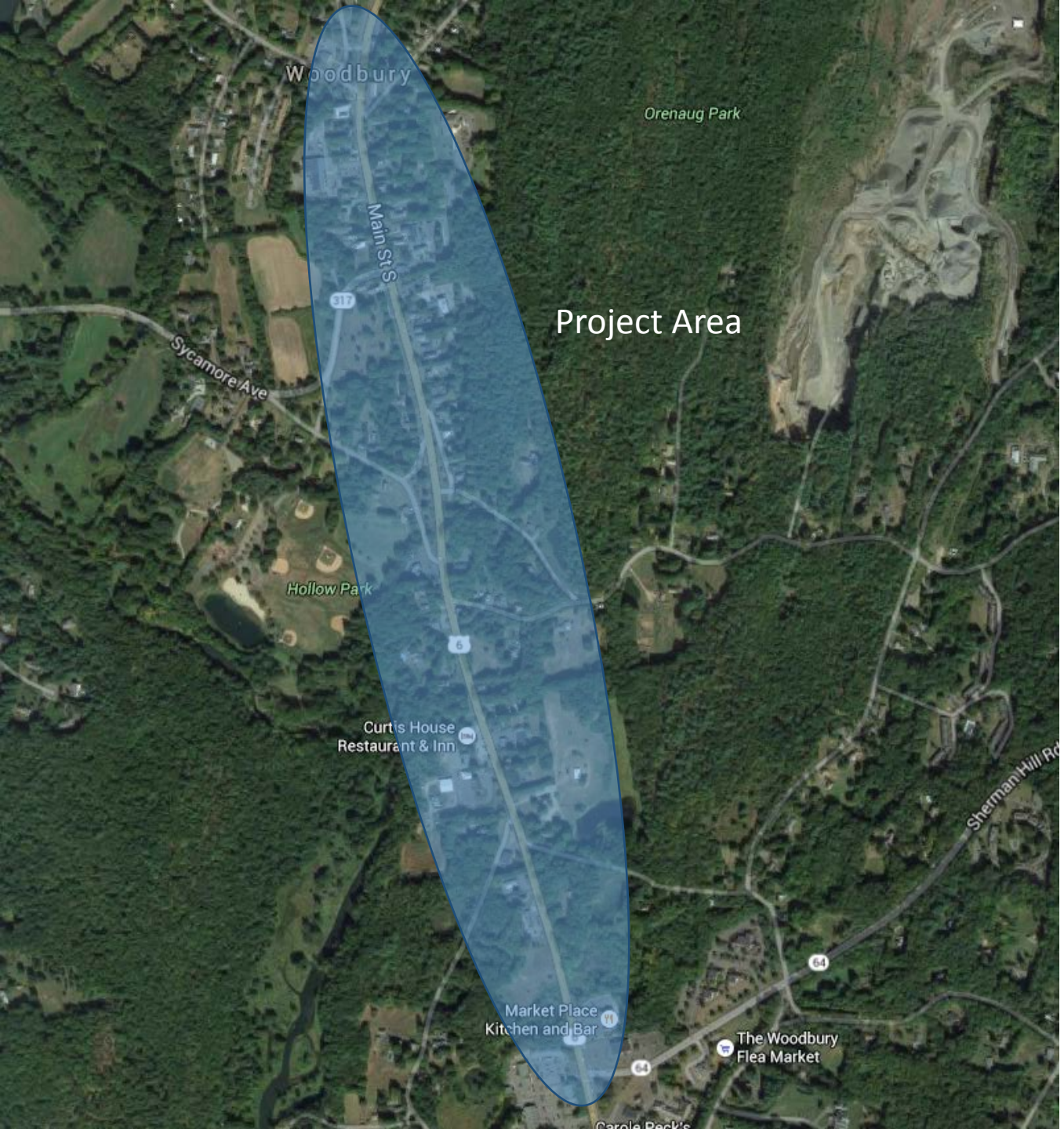
15. Any other pertinent information that is unique to this location?

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)



Project Area

Woodbury

Orehaug Park

Main St S

Sycamore Ave

Hollow Park

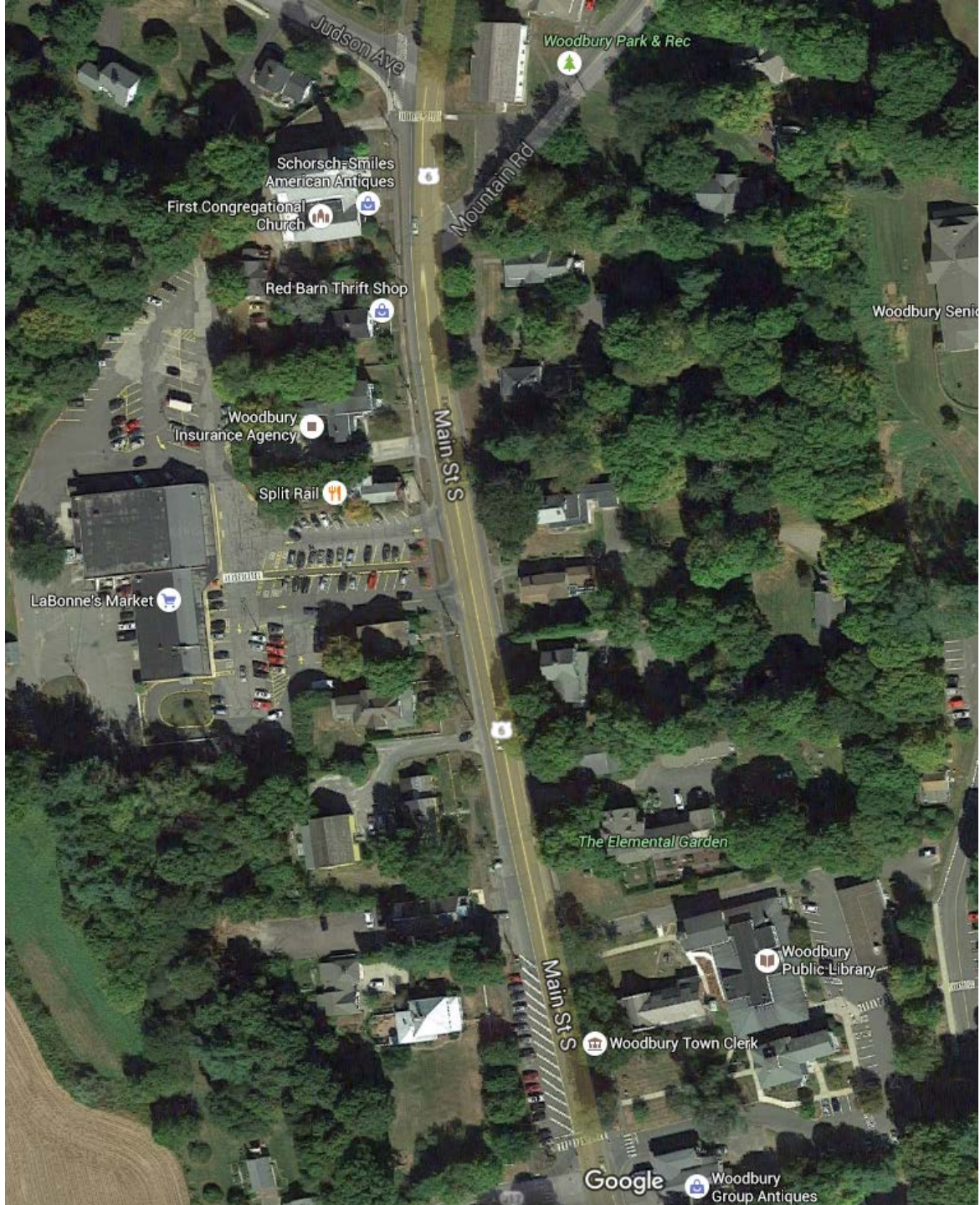
Curt's House
Restaurant & Inn

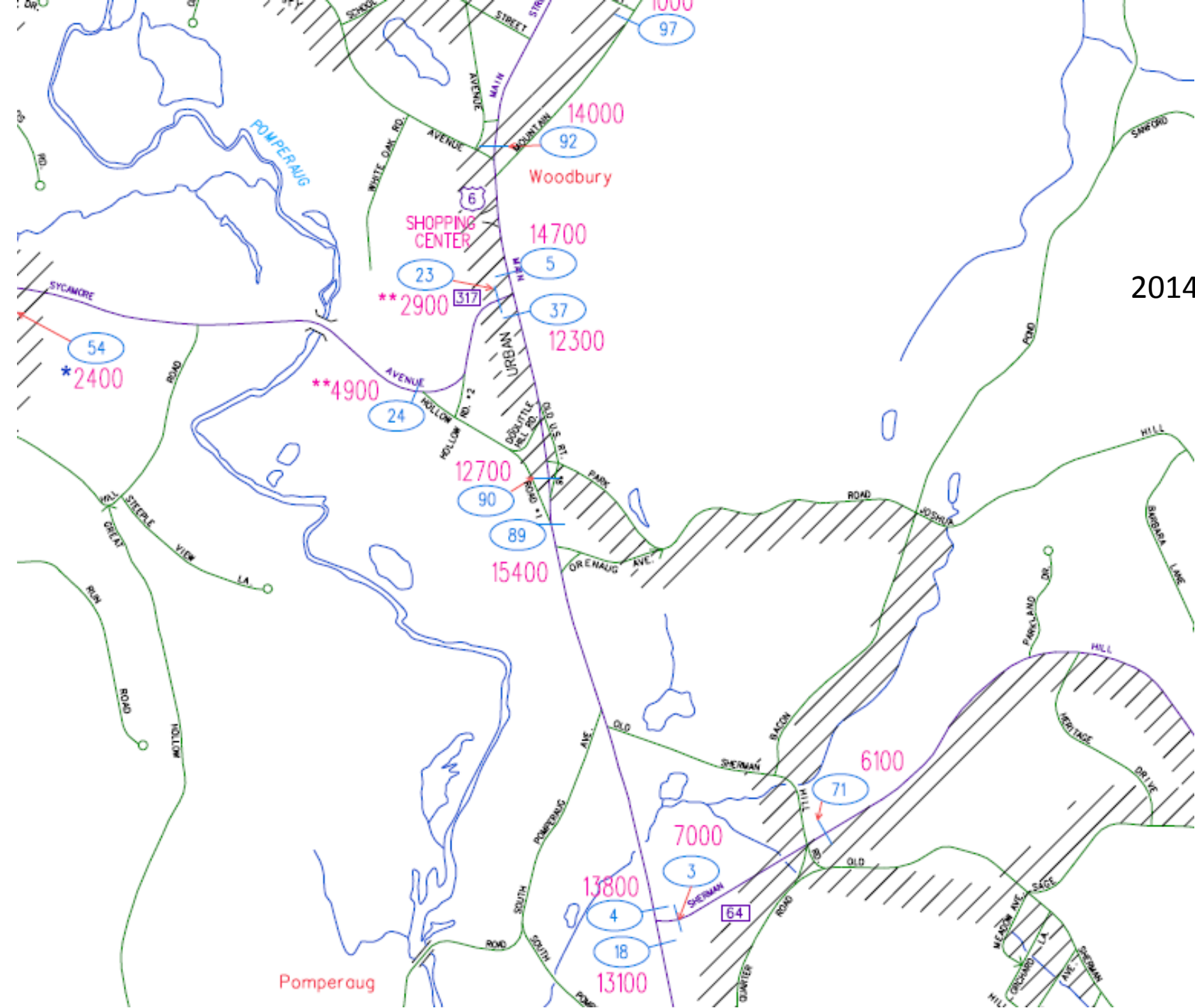
Market Place
Kitchen and Bar

The Woodbury
Flea Market

Sherman Hill Rd

Carole Beck's





2014 Woodbury ADT Map
CTDOT

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY

ROUTE 64

DIRECTION B

EAST OF US 6

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	07/15/2014	07/16/2014	0	0	0
TYPE							
HOUR							

2014 ADT = 7000 ACF = NA

12A	0	0	0	13	0	0	0
01A	0	0	0	7	0	0	0
02A	0	0	0	28	0	0	0
03A	0	0	12	0	0	0	0
04A	0	0	23	0	0	0	0
05A	0	0	89	0	0	0	0
06A	0	0	269	0	0	0	0
07A	0	0	414	0	0	0	0
08A	0	0	628	0	0	0	0
09A	0	0	493	0	0	0	0
10A	0	0	507	0	0	0	0
11A	0	0	517	0	0	0	0
12P	0	0	609	0	0	0	0
01P	0	0	563	0	0	0	0
02P	0	0	524	0	0	0	0
03P	0	0	565	0	0	0	0
04P	0	0	546	0	0	0	0
05P	0	0	566	0	0	0	0
06P	0	0	441	0	0	0	0
07P	0	0	316	0	0	0	0
08P	0	0	195	0	0	0	0
09P	0	0	151	0	0	0	0
10P	0	0	81	0	0	0	0
11P	0	0	39	0	0	0	0
TOT	0	0	7548	48	0	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY

ROUTE 6

DIRECTION B

NORTH OF ROUTE 64

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	07/15/2014	07/16/2014	0	0	0
TYPE							
HOUR							

2014 ADT = 13800

ACF = NA

12A	0	0	0	38	0	0	0
01A	0	0	0	21	0	0	0
02A	0	0	0	27	0	0	0
03A	0	0	24	0	0	0	0
04A	0	0	62	0	0	0	0
05A	0	0	235	0	0	0	0
06A	0	0	527	0	0	0	0
07A	0	0	934	0	0	0	0
08A	0	0	1029	0	0	0	0
09A	0	0	990	0	0	0	0
10A	0	0	974	0	0	0	0
11A	0	0	1119	0	0	0	0
12P	0	0	1136	0	0	0	0
01P	0	0	1082	0	0	0	0
02P	0	0	1051	0	0	0	0
03P	0	0	1179	0	0	0	0
04P	0	0	1104	0	0	0	0
05P	0	0	1132	0	0	0	0
06P	0	0	878	0	0	0	0
07P	0	0	610	0	0	0	0
08P	0	0	358	0	0	0	0
09P	0	0	279	0	0	0	0
10P	0	0	176	0	0	0	0
11P	0	0	81	0	0	0	0
TOT	0	0	14960	86	0	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY		ROUTE 6						DIRECTION B
NORTH OF ROUTE 317		SUN	MON	TUE	WED	THU	FRI	SAT
DAY	DATE	0	0	0	07/16/2014	07/17/2014	0	0
TYPE	HOUR	2014 ADT = 14700		ACF = NA				

12A		0	0	0	0	53	0	0
01A		0	0	0	0	28	0	0
02A		0	0	0	0	16	0	0
03A		0	0	0	19	0	0	0
04A		0	0	0	43	0	0	0
05A		0	0	0	203	0	0	0
06A		0	0	0	528	0	0	0
07A		0	0	0	893	0	0	0
08A		0	0	0	1087	0	0	0
09A		0	0	0	954	0	0	0
10A		0	0	0	911	0	0	0
11A		0	0	0	1077	0	0	0
12P		0	0	0	1216	0	0	0
01P		0	0	0	1094	0	0	0
02P		0	0	0	1167	0	0	0
03P		0	0	0	1117	0	0	0
04P		0	0	0	1265	0	0	0
05P		0	0	0	1322	0	0	0
06P		0	0	0	987	0	0	0
07P		0	0	0	709	0	0	0
08P		0	0	0	571	0	0	0
09P		0	0	0	385	0	0	0
10P		0	0	0	220	0	0	0
11P		0	0	0	99	0	0	0
TOT		0	0	0	15867	97	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY

ROUTE 317

DIRECTION B

WEST OF US 6

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	0	07/16/2014	07/17/2014	0	0
TYPE							
HOUR							

2014 ADT = 2900

ACF = NA

12A	0	0	0	0	9	0	0
01A	0	0	0	0	6	0	0
02A	0	0	0	0	1	0	0
03A	0	0	0	9	0	0	0
04A	0	0	0	3	0	0	0
05A	0	0	0	18	0	0	0
06A	0	0	0	98	0	0	0
07A	0	0	0	173	0	0	0
08A	0	0	0	174	0	0	0
09A	0	0	0	179	0	0	0
10A	0	0	0	175	0	0	0
11A	0	0	0	199	0	0	0
12P	0	0	0	229	0	0	0
01P	0	0	0	209	0	0	0
02P	0	0	0	233	0	0	0
03P	0	0	0	224	0	0	0
04P	0	0	0	249	0	0	0
05P	0	0	0	280	0	0	0
06P	0	0	0	226	0	0	0
07P	0	0	0	176	0	0	0
08P	0	0	0	128	0	0	0
09P	0	0	0	82	0	0	0
10P	0	0	0	57	0	0	0
11P	0	0	0	22	0	0	0
TOT	0	0	0	3143	16	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY

ROUTE 6

DIRECTION B

SOUTH OF ROUTE 317

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	0	07/16/2014	07/17/2014	0	0
TYPE							
HOUR							

2014 ADT = 12300

ACF = NA

12A	0	0	0	0	38	0	0
01A	0	0	0	0	22	0	0
02A	0	0	0	0	12	0	0
03A	0	0	0	14	0	0	0
04A	0	0	0	51	0	0	0
05A	0	0	0	196	0	0	0
06A	0	0	0	469	0	0	0
07A	0	0	0	768	0	0	0
08A	0	0	0	964	0	0	0
09A	0	0	0	796	0	0	0
10A	0	0	0	773	0	0	0
11A	0	0	0	937	0	0	0
12P	0	0	0	1043	0	0	0
01P	0	0	0	916	0	0	0
02P	0	0	0	983	0	0	0
03P	0	0	0	957	0	0	0
04P	0	0	0	1050	0	0	0
05P	0	0	0	1079	0	0	0
06P	0	0	0	768	0	0	0
07P	0	0	0	551	0	0	0
08P	0	0	0	485	0	0	0
09P	0	0	0	292	0	0	0
10P	0	0	0	170	0	0	0
11P	0	0	0	77	0	0	0
TOT	0	0	0	13339	72	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY

ROUTE 6

DIRECTION B

SOUTH OF HOLLOW ROAD #1

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	07/15/2014	07/16/2014	0	0	0
TYPE							
HOUR							

2014 ADT = 15400

ACF = NA

12A	0	0	0	36	0	0	0
01A	0	0	0	21	0	0	0
02A	0	0	0	27	0	0	0
03A	0	0	25	0	0	0	0
04A	0	0	71	0	0	0	0
05A	0	0	246	0	0	0	0
06A	0	0	654	0	0	0	0
07A	0	0	1066	0	0	0	0
08A	0	0	1176	0	0	0	0
09A	0	0	1107	0	0	0	0
10A	0	0	1098	0	0	0	0
11A	0	0	1203	0	0	0	0
12P	0	0	1249	0	0	0	0
01P	0	0	1205	0	0	0	0
02P	0	0	1190	0	0	0	0
03P	0	0	1278	0	0	0	0
04P	0	0	1222	0	0	0	0
05P	0	0	1252	0	0	0	0
06P	0	0	992	0	0	0	0
07P	0	0	711	0	0	0	0
08P	0	0	372	0	0	0	0
09P	0	0	278	0	0	0	0
10P	0	0	182	0	0	0	0
11P	0	0	81	0	0	0	0
TOT	0	0	16658	84	0	0	0

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
PLANNING INVENTORY AND DATA

TRAFFIC RECORDER DATA

TOWN OF WOODBURY

ROUTE 6

DIRECTION B

NORTH OF OLD US RTE #6

DAY	SUN	MON	TUE	WED	THU	FRI	SAT
DATE	0	0	07/15/2014	07/16/2014	0	0	0
TYPE							
HOUR							

2014 ADT = 12700 ACF = NA

12A	0	0	0	36	0	0	0
01A	0	0	0	16	0	0	0
02A	0	0	0	26	0	0	0
03A	0	0	18	0	0	0	0
04A	0	0	54	0	0	0	0
05A	0	0	199	0	0	0	0
06A	0	0	534	0	0	0	0
07A	0	0	876	0	0	0	0
08A	0	0	970	0	0	0	0
09A	0	0	984	0	0	0	0
10A	0	0	894	0	0	0	0
11A	0	0	950	0	0	0	0
12P	0	0	1070	0	0	0	0
01P	0	0	952	0	0	0	0
02P	0	0	1015	0	0	0	0
03P	0	0	1074	0	0	0	0
04P	0	0	1117	0	0	0	0
05P	0	0	1099	0	0	0	0
06P	0	0	698	0	0	0	0
07P	0	0	513	0	0	0	0
08P	0	0	288	0	0	0	0
09P	0	0	254	0	0	0	0
10P	0	0	145	0	0	0	0
11P	0	0	68	0	0	0	0
TOT	0	0	13772	78	0	0	0



COMMUNITY
connectivity program

Appendix B



AECOM
Built to deliver a better world



Road Safety Audit

Town: Woodbury
RSA Location: Main Street Judson Ave to Sherman Hill Rd
Meeting Location: Woodbury Rec House
Address: 7 Mountain Road
Date: 7/20/2016
Time: 8:30am

Participating Audit Team Members

Audit Team Member	Agency/Organization
Kay Campbell	Shade Tree / Sidewalk
Rich Lamothe	Public Works
Frans Dielemans	Woodbury Police
Bryan Batter	Land Use
William Butterfly	First Selectman
Kristin Hadjstylianos	AECOM
Michael Wulforst	AECOM



COMMUNITY
connectivity program

Appendix C



AECOM
Built to deliver a better world



Road Safety Audit – Woodbury

Meeting Location: Woodbury Rec House
Address: 7 Mountain Road
Date: 7/20/2016
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	



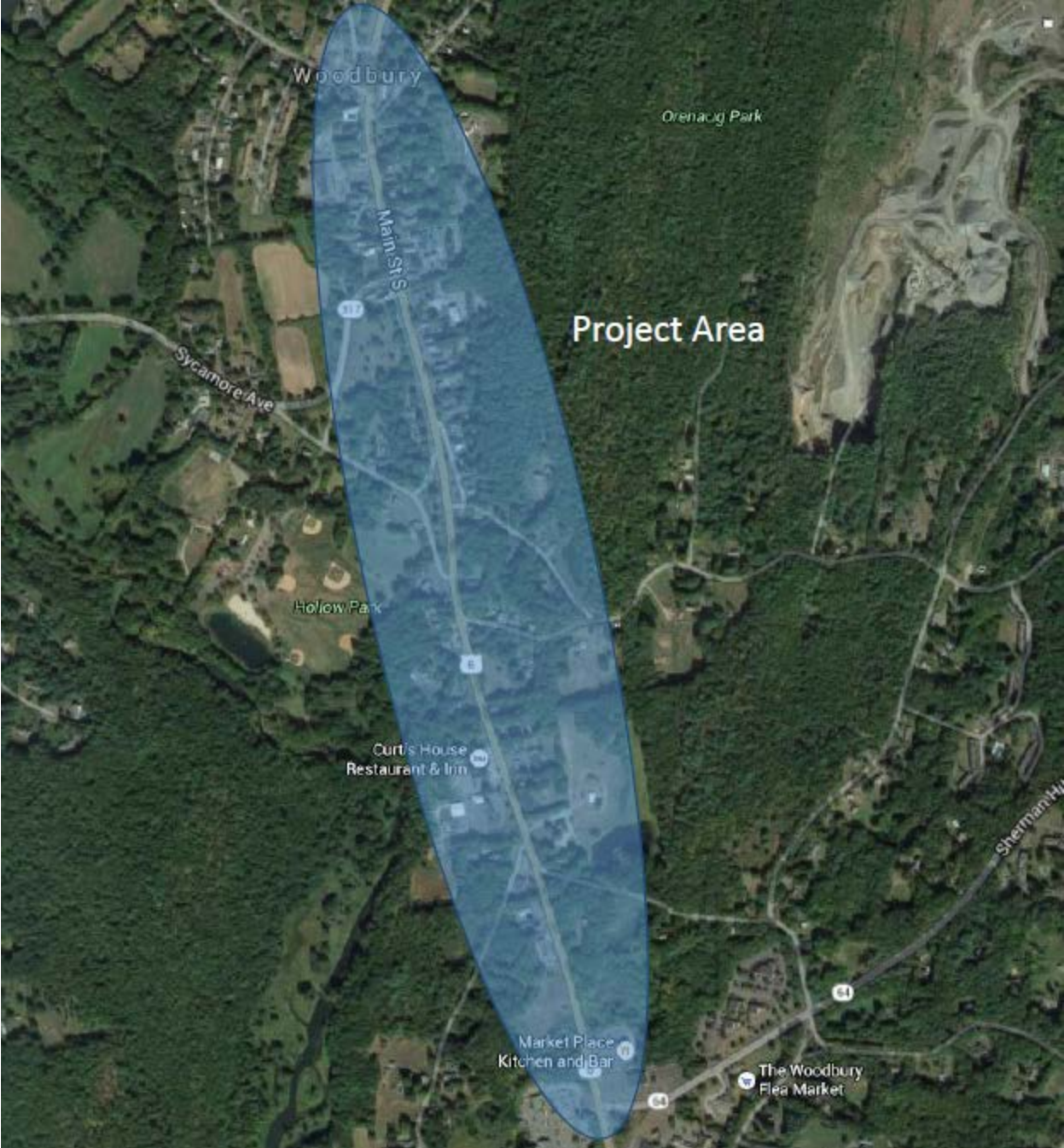
Bicycles <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume• Heavy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

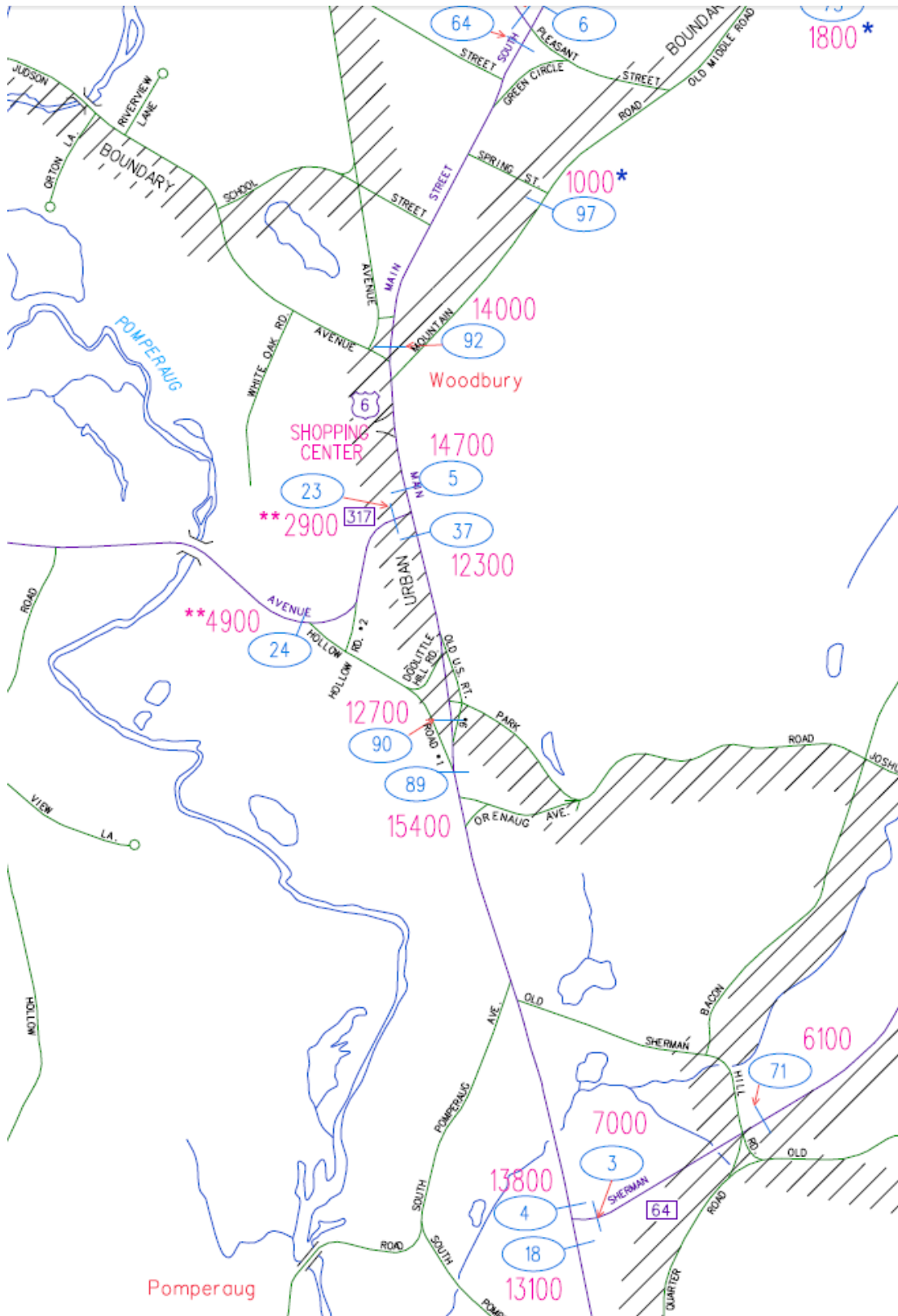


<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use 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	





Average Daily Traffic (ADT)



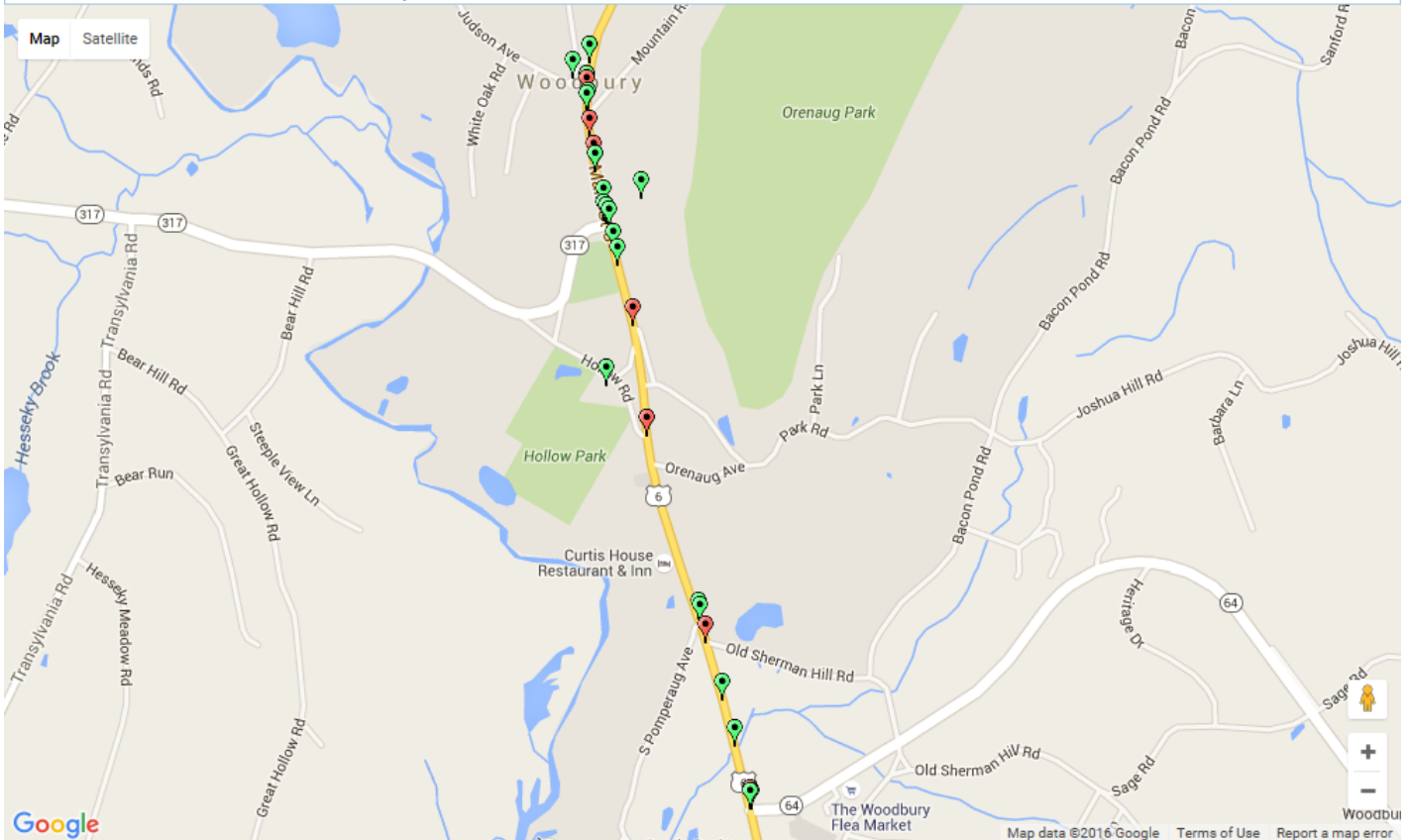
2015 Crashes

UCONN

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Towns: Woodbury
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

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

Route Segment Scale
0 0

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

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



Road Safety Audit – Woodbury

Crash Summary

Data: 3 years (2012-2014)

There was one crash involving a bicycle that resulted in an injury (no fatality).

There were 2 crashes involving 3 pedestrians (1 involved 2). All crashes resulted in injuries (no fatalities).

Severity Type	Number of Crashes	
Property Damage Only	37	74%
Injury (No fatality)	13	26%
Fatality	0	0%
Total	50	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	2	4%
Rear-end	29	58%
Turning-Intersecting Paths	7	14%
Turning-Opposite Direction	1	2%
Fixed Object	6	12%
Backing	2	4%
Angle	0	0%
Turning-Same Direction	0	0%
Moving Object	0	0%
Parking	0	0%
Pedestrian	2	4%
Overturn	1	2%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	50	



Weather Condition	Number of Crashes	
Snow	2	4%
Rain	4	8%
No Adverse Condition	43	86%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	1	2%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	50	

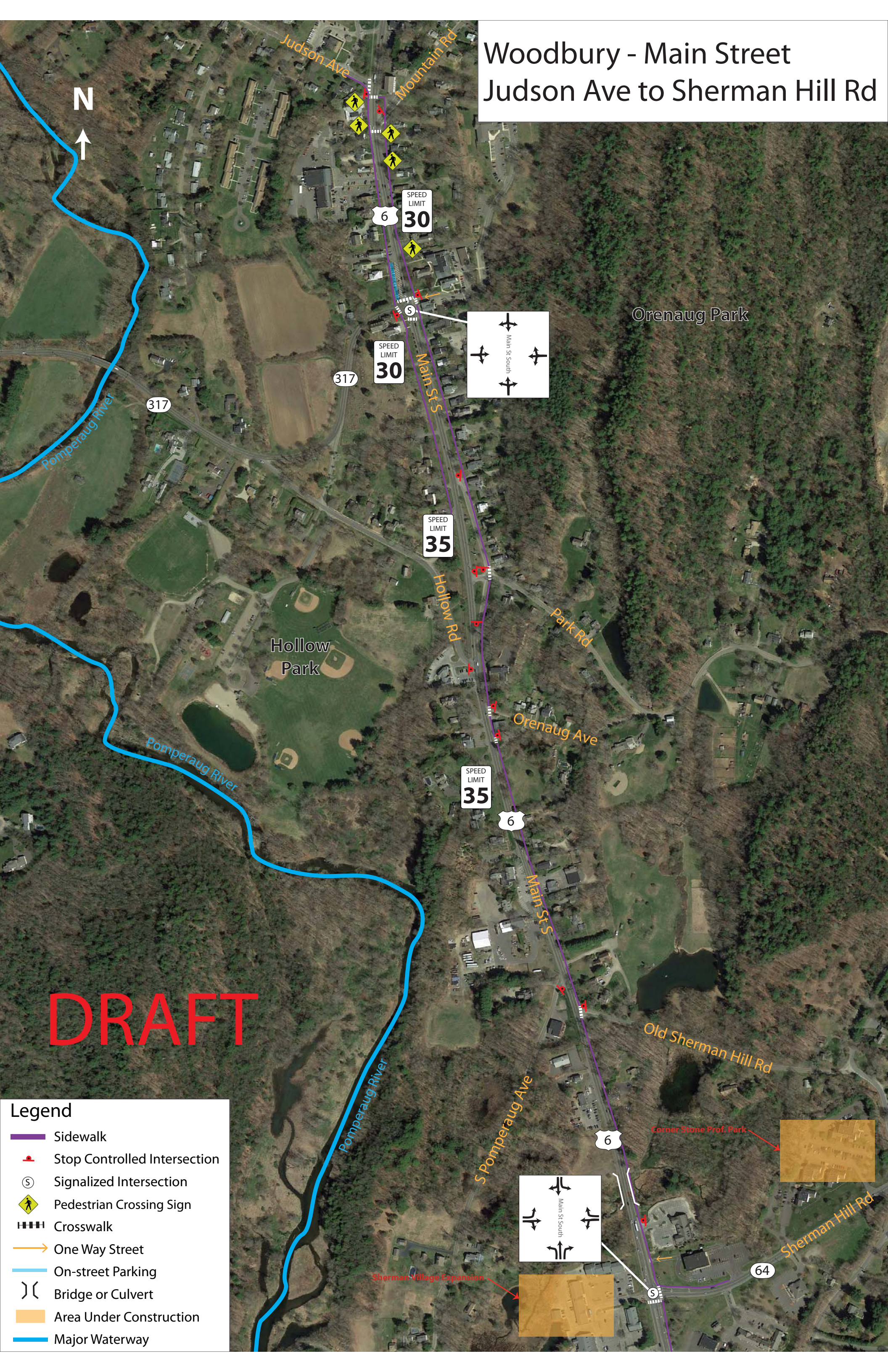
Light Condition	Number of Crashes	
Dark-Not Lighted	4	8%
Dark-Lighted	3	6%
Daylight	42	84%
Dusk	1	2%
Unknown	0	0%
Dawn	0	0%
Total	50	

Road Surface Condition	Number of Crashes	
Snow/Slush	2	4%
Wet	5	10%
Dry	43	86%
Unknown	0	0%
Ice	0	0%
Other	0	0%
Total	50	

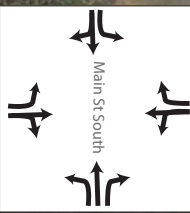
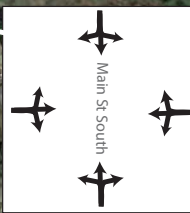


Time		Number of Crashes	
0:00	0:59	1	2%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	2	4%
8:00	8:59	2	4%
9:00	9:59	1	2%
10:00	10:59	1	2%
11:00	11:59	2	4%
12:00	12:59	1	2%
13:00	13:59	3	6%
14:00	14:59	12	24%
15:00	15:59	5	10%
16:00	16:59	9	18%
17:00	17:59	6	12%
18:00	18:59	3	6%
19:00	19:59	0	0%
20:00	20:59	0	0%
21:00	21:59	1	2%
22:00	22:59	0	0%
23:00	23:59	1	2%
Total		50	

Woodbury - Main Street Judson Ave to Sherman Hill Rd



N
↑



- Legend**
- Sidewalk
 - Stop Controlled Intersection
 - Signalized Intersection
 - Pedestrian Crossing Sign
 - Crosswalk
 - One Way Street
 - On-street Parking
 - Bridge or Culvert
 - Area Under Construction
 - Major Waterway

DRAFT



Road Safety Audit – Woodbury

Fact Sheet

Functional Classification:

- Route 6 (Main Street South) is classified as a Minor Arterial.

ADT

- ADT on Route 6 (Main Street South) is 12,300 – 15,400

Population and Employment Data (2014):

- Population: 9,851
- Employment: 2,044

Urbanized Area

- This area 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 Woodbury exceeding the state's average.
- The statewide average percentage minority population is 30.53%. There are no areas in Woodbury exceeding the state's average.

Air Quality

- Woodbury's CIPP number 326
- Woodbury is within the Greater CT Marginal Ozone Area
- Woodbury is within a CO Maintenance Area



COMMUNITY
connectivity program

Appendix D



AECOM
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Veronesi, Daniel J.

From: Lindeberg, Erika B.
Sent: Wednesday, April 20, 2016 10:58 AM
To: Veronesi, Daniel J.
Subject: FW: Bicycle/Pedestrian Issues (4/16/2016 8:06:07 AM)

Hi Dan:

JOB #168-046.

Please investigate. I have already acknowledged.

Erika

-----Original Message-----

From: Lindeberg, Erika B.
Sent: Wednesday, April 20, 2016 10:43 AM
To: 'fmlongojr@gmail.com'
Subject: RE: Bicycle/Pedestrian Issues (4/16/2016 8:06:07 AM)

Hello Frank Longo:

Mr. Charles Harlow, Division Chief of Traffic Engineering, has forwarded your email to me. Concerns such as these typically go through the Local Traffic Authority (LTA) assigned to a town. For Woodbury, the LTA is the First Selectman, Mr. William Butterly. We will review your concern and discuss this with the town. We will follow-up with you with the results of our investigation.

Erika B. Lindeberg, P.E.
Transportation Supervising Engineer
Connecticut Department of Transportation Division of Traffic Engineering
2800 Berlin Turnpike
Newington, CT 06131-7546
Tel: (860) 594-3486
Fax: (860) 594-3376
Erika.Lindeberg@ct.gov

-----Original Message-----

From: Nursick, Kevin J
Sent: Monday, April 18, 2016 1:17 PM
To: 'Frank Longo'
Cc: Tedesco, Kevin; Bergeron, Anna; Harlow, Charles S.
Subject: RE: Bicycle/Pedestrian Issues (4/16/2016 8:06:07 AM)

Hi Frank -

By way of this email I am asking our Traffic Engineering Unit as well as our bike/pedestrian specialists to look at this location and get back to you.

Respectfully,

Kevin Nursick
CTDOT

-----Original Message-----

From: Frank Longo [<mailto:fmlongojr@gmail.com>]
Sent: Saturday, April 16, 2016 8:06 AM
To: Nursick, Kevin J
Cc: Everhart, Judd B; WebMaster.ConnDOT
Subject: RE: Bicycle/Pedestrian Issues (4/16/2016 8:06:07 AM)

Name: Frank Longo
Contact phone number: (203) 507-7021
Contact E-mail address: fmlongojr@gmail.com Reported Town: Woodbury
Topic: Bicycle/Pedestrian Issues
Comment: What is the procedure to ask the DOT to review the signage at a specific intersection of state highways?

The case is the intersection of Routes 6 and 47 in Woodbury. Right now, 'right turn on red' is allowed at this intersection. This is posing a problem to pedestrians as many cars are running through the walk-light while people are crossing the street.

Part of the problem is that drivers are looking towards the left to see if they can turn, ignoring pedestrians that are crossing from their right, and never even slowing down, let alone stop before turning. Many times, I have attempted to cross this intersection with the walk-light, narrowly avoiding being hit by a car - twice this week alone. If I wasn't vigilant about how drivers treat this intersection, I might have been struck by a vehicle.

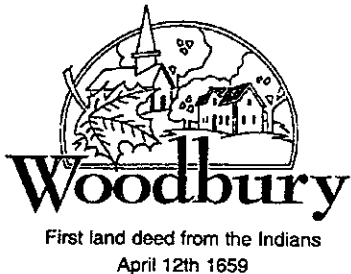
I would like to suggest that the DOT add more obvious signage about pedestrians in the crosswalk on Route 47 (there is one, but it's rather small and far from the corner). I would also like to suggest that the 'right turn on red' be prohibited in the hours of 6am to 6pm, the heaviest period of both vehicular and pedestrian traffic.

You would please direct me to how I might make these suggestions?

Regards,

F.M. Longo

This was submitted via the comment page



TOWN OF WOODBURY

Office of the First Selectman

281 Main Street South

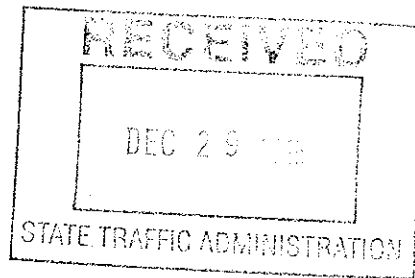
Woodbury, Connecticut 06798

TELEPHONE: (203) 263-2141

FAX: (203) 263-4755

December 22, 2015

Mr. David Sawicki
Office of the State Traffic Administration
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131



Dear Mr. Sawicki,


RE: U.S. Route 6 (Main Street South) at Route 317 (Sycamore Avenue)

This letter represents our request for OSTA to study a need for a signal light, at what is locally known as Labonne's Market parking lot, a no-parking zone and a right turn lane for subject. Please note that a length of 150 feet from the stop bar should be adequate to accommodate a turn lane and taper. I will also be contacting Traffic Engineering to investigate the need for a future district wide signal project.

Also, as you noted, OSTA would be responsible to revise pavement markings and the Town would be responsible to notify affected properties to ensure adequate parking off street.

My office receives more and more complaints about this intersection so I look forward to your cooperation to expedite these changes. Please contact me with any questions. Thank you.

Very truly yours,


William J. Butterly, Jr.
First Selectman

Jk

Contact info: billbutterly@woodburyct.org; cell 203-695-5790

Contacted 1st Selectman Butterly on 1/27/16 to Clarify what he is requesting. He is requesting a review of the Route 6 @ Route 317 intersection to determine if an advance left turn arrow and/or left turn lane or right turn lane can be provided on the Southbound Route 6 approach. He is requesting that parking on the west side of southbound Rte 6 approach be eliminated if necessary to accommodate the lane(s). He is not requesting signal study at LaBonne's Market at this time
James Jurczyk

Veronesi, Daniel J.

From: Veronesi, Daniel J.
Sent: Wednesday, May 20, 2015 11:15 AM
To: wdbyssel@woodburyct.org
Cc: Lindeberg, Erika B.
Subject: RE: FOR REVIEW_Intersection 6 and 61; and intersection 6 and 317.

Bill,

This response is intended to summarize and provide information to you regarding a series of phone calls you had with Department staff in December 2014 and January 2015. A total of three locations have been reviewed and summarized below:

U.S. Route 6 (Main Street South) at Route 317 (Sycamore Avenue)

The white hatch marks at the location serve to separate the on street parking from the travelway. This area allows vehicles to perform their parking maneuvers outside of the travelway. Should the Town wish to remove on street parking in order to establish a right turn lane, please submit a letter to the Office of the State Traffic Administration (OSTA) requesting the creation of a no parking zone and a right turn lane. A length of 150 feet from the stop bar should be adequate to accommodate a turn lane and taper. The Department would be responsible to revise pavement markings and the Town would be responsible to notify affected properties and to ensure adequate parking is available off street.

The current traffic control signal equipment does not permit the use of a protected left turn movement into Route 317 or the Town Hall offices. To provide this equipment would require a revision to the equipment, which would need to be programmed into a future District wide signal project. Please inform the Department, via a letter to Charles S. Harlow, Manager of Traffic Engineering, at the address below if the Town would like the Department to investigate this as a future need. A left turn lane would need to be constructed for a protected left turn movement to be allowed. The Department would have to formally study the location and turning volumes to determine if the left turn lane is warranted, before programming into a project. The final condition at this location, if the signal equipment were to be updated to allow for left turn lanes, would contain a dedicated left turn lane, a dedicated through lane and a dedicated right turn lane.

U.S. Route 6 (Main Street South) at Judson Avenue

The Town desires improvements to pedestrian accommodations, such as flashing crosswalk beacons, at the subject location be considered. During phone conversations, a number of treatment options appropriate for mid-block crossings were discussed, however this crossing is at an intersection. The Department cannot allow treatments such as a rectangular rapid flashing beacon or a high intensity activated crosswalk beacon to be installed, as they are intended to be used at mid-block crossings. Road users do not expect pedestrians at mid-block locations but there is an expectation of other road users at intersections. Therefore, it is beneficial to warn road users of crossing pedestrians at midblock locations. Improvements to illumination could be considered. The town should contact Eversource (formerly Connecticut Light and Power) regarding providing additional illumination. However, if the Town desires illumination for streetscape purposes, the Naugatuck Valley Council of Governments should be contacted. Accessible pedestrian sidewalks and sidewalk ramps, in conformance with the latest Americans With Disabilities Act standards, will have to be included in any improvement option. The Department would also encourage the Town to consider other options, such as increased enforcement during peak pedestrian events or providing parking choices that do not require pedestrians to use the crosswalk.

U.S. Route 6 (North Main Street) at Route 61 (Bethlehem Road) and Quassapaug Road

The town desires to have the speed limit in the vicinity of the subject intersection reduced; OSTA should be contacted. A form, to be completed by you, is available on their website to initiate the desired change. Please see the link below to access the form.

Speed Limit Link

http://www.ct.gov/dot/lib/dot/Documents/dpermits/stc_slc.pdf

Please contact me at (860) 594-2766, should you have any further questions or wish to discuss these items.

-Dan

Daniel J. Veronesi
Transportation Engineer

Division of Traffic Engineering
Connecticut Department of Transportation
2800 Berlin Turnpike, Room 4326
Newington, CT 06131

Phone: 860-594-2766
Fax: 860-594-3376
Email: daniel.veronesi@ct.gov

From: Bill Butterly [<mailto:wdbysel@woodburyct.org>]
Sent: Tuesday, November 25, 2014 9:44 AM
To: Harlow, Charles S.
Subject: Intersection 6 and 61; and intersection 6 and 317.

I am assuming that you got the photos that I sent earlier. They are of 6 and 317 across from the town hall campus. The lines were installed some years back to constrict the flow of traffic to one lane. 2 of the photos were taken looking south to show the length. I was wondering if we could leave most of these lines, but near the intersection allow for a right turn lane. I readily admit that I am not an expert on these issues so I am turning to you for guidance.

I did not include pictures of 6 and 61. This is where we have had some pretty bad accidents. Sgt. Joseph Roden, our Resident Trooper, feels that the 45 MPH speed limit might be too high. Our Fire Chief was thinking that perhaps a set of blinking lights on the stop sign for 61 would be helpful.

To Sgt. Roden's point, farmers in the area say that it is very difficult to get tractors pulling wagons, etc. across the intersection because of the speed.

I hope all this is helpful, and anxiously await your sagacious advice.

Happy Thanksgiving,

Bill

William J. Butterly, jr
First Selectman
Town of Woodbury
281 Main Street So
Woodbury, Ct 06798
203-263-2141
203-695-5790-Cell