COMMUNITY
connectivity program

Bloomfield

Bloomfield Avenue (Route 189) and Park Avenue (Route 178) Intersection – Road Safety Audit

November 3, 2016

CONNECTICUT DEPARTMENT OF TRANSPORTATION

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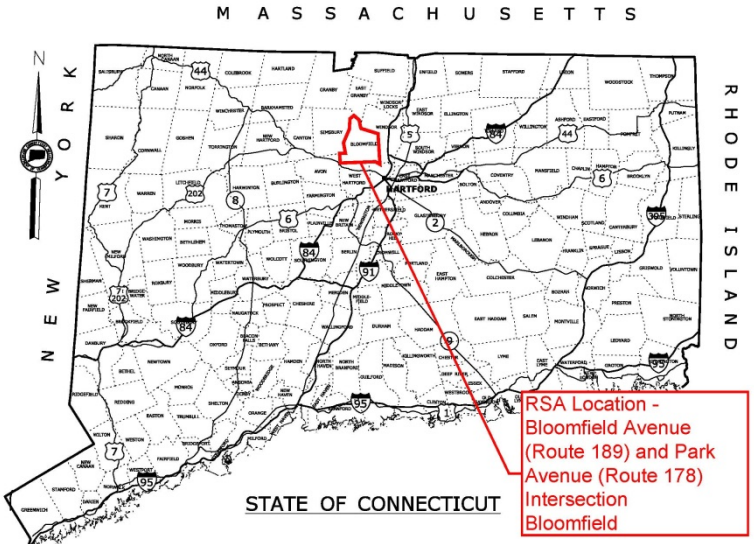
The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at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

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

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



1 Bloomfield RSA

The Town of Bloomfield submitted an application to complete an RSA at the intersection of Bloomfield Avenue (Route 189) and Park Avenue (Route 178) and the surrounding downtown area to improve safety for pedestrians and bicyclists travelling in the area. This intersection is located adjacent to the Town Center and is surrounded by a mix of commercial and residential land uses. As the intersection of two minor arterial roadways, this intersection experiences moderate peak period traffic volumes and peak period congestion. The intersection and its surrounding areas have no dedicated bicycle facilities and limited bicycle accommodations, which results in very low bicycle usage through the Town Center. The area has pedestrian accommodations, some of which are outdated and in need of maintenance. There are however gaps in the existing sidewalk and areas where additional sidewalk may be warranted, particularly in light of new developments planned and currently under construction in the Town Center. These factors have created an impetus to improve safety and accessibility for pedestrians and cyclists through this area.

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

1.1 Location

The RSA site is the Bloomfield downtown area (Figure 1), with focus on the intersection of Bloomfield Avenue (Route 189) and Park Avenue (Route 178). Figure 2 shows the study area in a regional context. The Average Daily Traffic (ADT) on Route 189 is 9,300 vehicles per day (vpd) south of the intersection and 9,700 vpd north of the intersection. The ADT on Route 178 is 9,260 vpd east of the intersection and 10,100 vpd west of the intersection. Bloomfield Avenue and Park Avenue both consist of a single 12-foot wide lane in each direction, separated by a double yellow center line. There are striped shoulders on each side of the road, with widths that vary from 2 to 8 feet.

There are several signalized intersections within the study area. Although the focus of this RSA is on the signalized intersection of Route 189 and Route 178, the intersection of Wintonbury Avenue and Route 189 (Tunxis Avenue) was also considered prominently because it is so close. These two signals are coordinated due to their proximity (approximately 200 feet apart).

Route 178 intersects Route 189 at an angle, creating a large intersection and adding complexity to walking and bicycling maneuvers through the area.

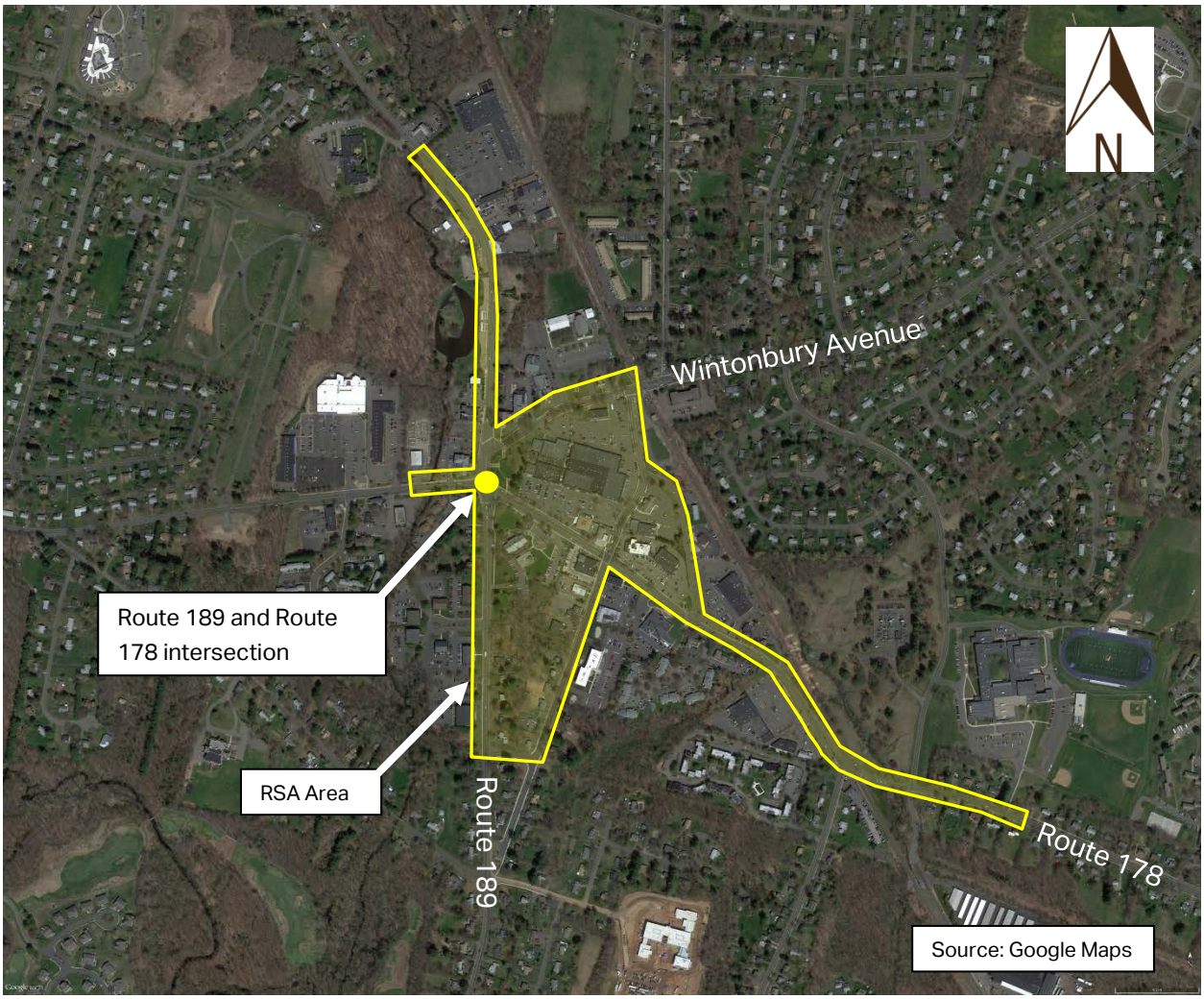


Figure 1. Intersection of Route 189 and Route 178, Bloomfield

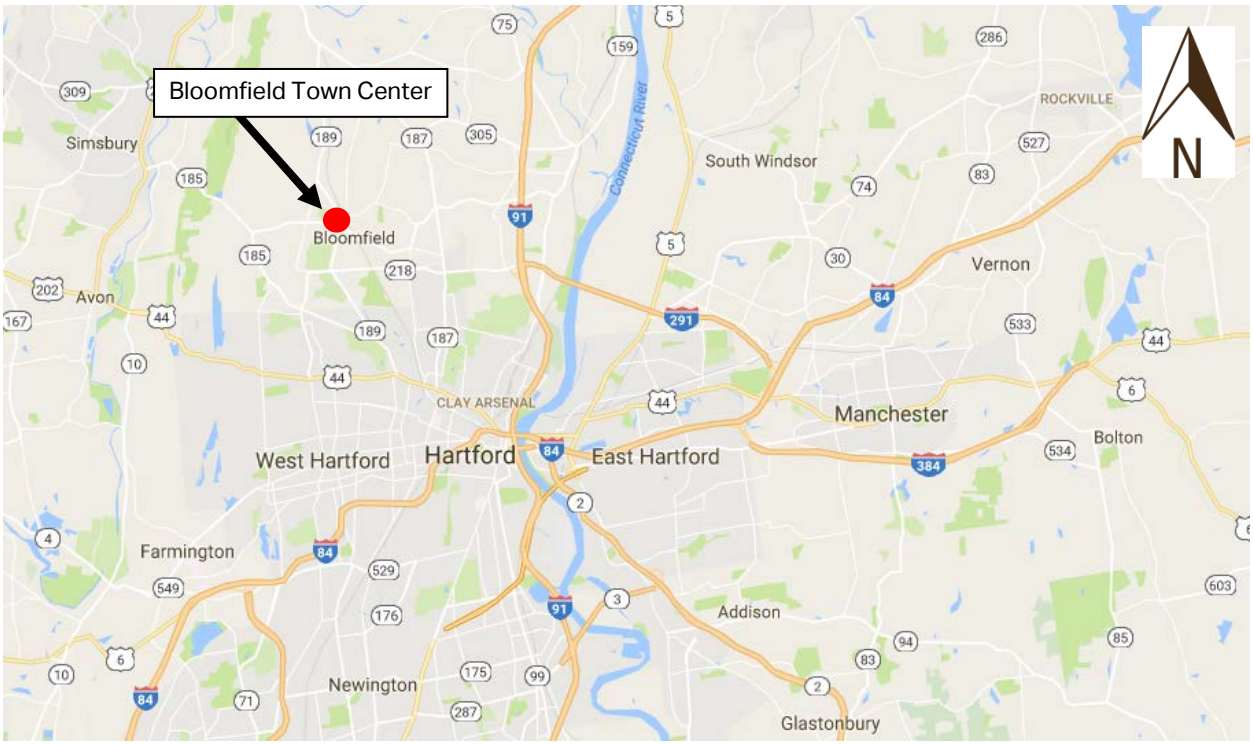


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

The intersection of Bloomfield Avenue (Route 189) and Park Avenue (Route 178) is located in the center of Bloomfield. There are several facilities in the downtown area surrounding the intersection that generate pedestrian traffic, including the High School, the public library, town offices, and several business and retail establishments.

The crash history at the intersection is moderate and there were no accidents involving pedestrians or bicyclists between 2012 and 2014 (Table 1 and Table 2). Figure 3 displays crashes that occurred in this area during 2015. There were nine crashes that caused injuries and a high percentage of crashes (55%) were rear-end type crashes.

Severity Type	Number of Crashes	
Property Damage Only	40	82%
Injury (No fatality)	9	18%
Fatality	0	0%
Total	49	

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	3	6%
Rear-end	27	55%
Turning-Intersecting Paths	3	6%
Turning-Opposite Direction	7	14%
Fixed Object	4	8%
Backing	0	0%
Angle	3	6%
Turning-Same Direction	1	2%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	2%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	49	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

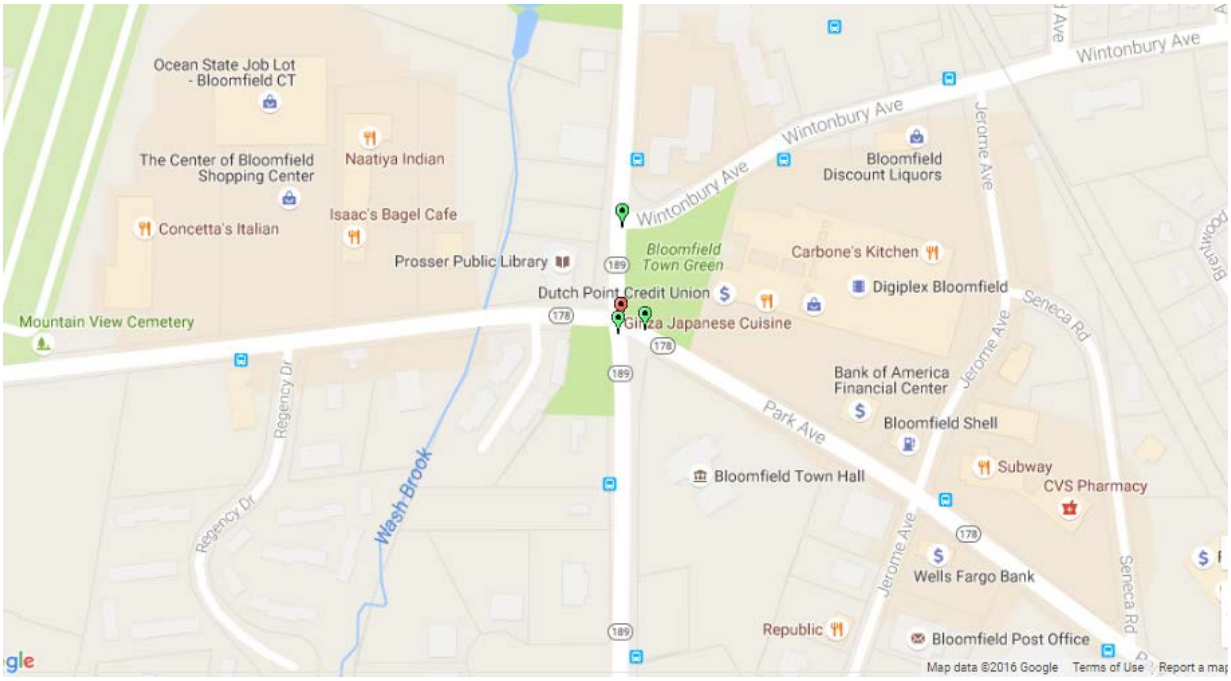


Figure 3. Crashes that Occurred in 2015

Source: UConn Connecticut Crash Data Repository

Two plans were recently adopted by the Town that stress the need for improved pedestrian and bicycle connectivity within the Town Center: the Plan of Conservation and Development and the Bloomfield Center Plan. In line with the goals of these plans, the Town of Bloomfield would like to make the RSA area more accommodating to pedestrians and cyclists, and to plan proactively for the future of the Town, which includes a growing mix of complementary residential and commercial uses within the Town Center.

The 2013 Bloomfield Center Plan identified over 200 existing commercial establishments and 315 existing apartment and residential condominium units within the Bloomfield Center District, 134 of which are designated for elderly housing. There are an additional 54 condominium units directly adjacent to the Center District on Woodland Avenue (and within 0.5 miles of the Route 178/Route 189 intersection). Construction of an additional 215 apartment units within the Town Center is slated to begin in spring of 2017; and an additional 180 units have master plan approval. This growing mix of complementary residential and commercial uses presents a significant opportunity to increase pedestrian and cyclist activity within the Town.

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

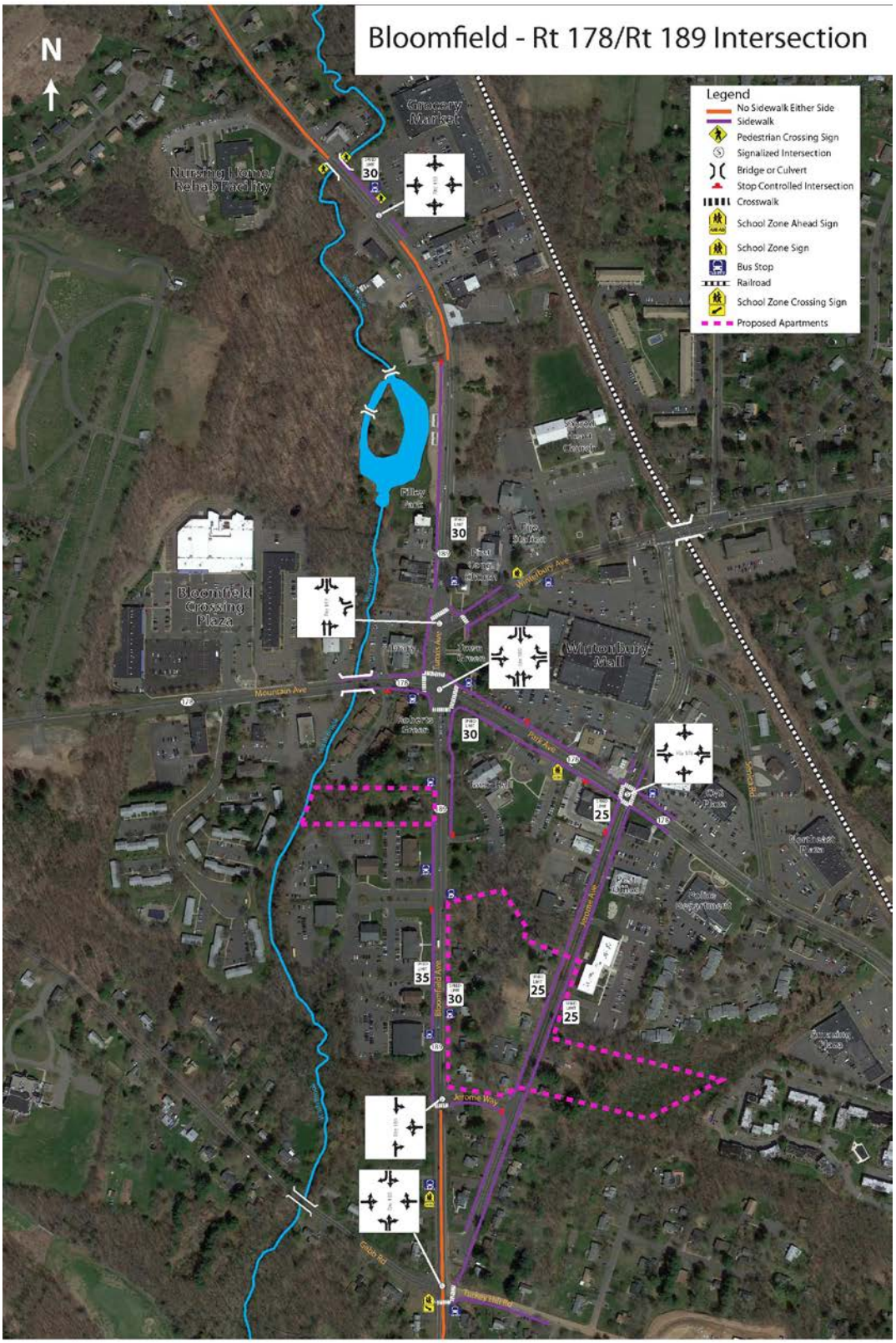


Figure 4. Route 189 and Route 178 Geometrics

Bloomfield - Bloomfield Avenue/Park Avenue Intersection

Street Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Compliant
Bloomfield Avenue	Route 189	1	12'	NB	Concrete	6'	Poor	Asphalt	No	4-8'	Yes	No
		1	12'	SB	Concrete	6'	Poor	Asphalt	No	4-8'	Yes	No
Park Avenue	Route 178	1	12'	EB	Concrete	5'	Fair	Asphalt	No	1-2'	Yes	Some
		1	12'	WB	Concrete	5'	Fair	Asphalt	No	1-2'	Yes	Some
Jerome Avenue		1	11'	NB	Concrete/	3-4'	Fair	Asphalt	No	2-4'	Yes	Some
		1	11'	SB	Asphalt	3-4'	Fair	Asphalt	No	2-4'	Yes	Some
Seneca Road		1	12'	NB	No	N/A	N/A	Asphalt	No	1-2'	No	N/A
		1	12'	SB	No	N/A	N/A	Asphalt	No	1-2'	No	N/A

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

Table 3. Street Inventory

2.2 Prior Successful Efforts

There are a number of past and on-going efforts to improve safety and accessibility in the Bloomfield Town Center. In 2013, CTDOT completed an intersection improvement project at the intersection of Route 189 (Bloomfield Avenue) and Gabb Road/Jerome Avenue/Turkey Hill Road, just south of the intersection of Route 189 and Route 178. The project improved safety at the intersection and also improved pedestrian facilities in the area. CTDOT is also in the early stages of designing potential roundabout alternatives for the intersection of Route 189 and Route 178.

The Town recently completed improvements at Filley Park on Route 189, just north of the intersection with Route 178. Additional sidewalks were constructed on the west side of Route 189 at the park as part of this project. The Town has also completed a plan to renovate the Town Green, including providing more functional sidewalks for pedestrians.

The East Coast Greenway is currently planned to pass through Bloomfield just east of the downtown area. This presents an opportunity to connect to the bike/pedestrian network in the Town Center to attract additional bicyclists and pedestrians to the downtown area.

2.3 Pre-Audit Meeting

The RSA was conducted on November 3, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall located on Bloomfield Avenue in Bloomfield.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, and representatives from Bloomfield departments, including the Town Engineer, Public Works Director, Town Council, Police Department, Planning and the Economic Development Committee. 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:

- There is a new apartment building that will have over 200 units currently under construction just south of Town Hall.
    - This development has the potential to increase pedestrian traffic in the Town Center.
    - As part of the construction, the developer will construct sidewalk on the east side of Route 189, closing the existing gap.
    - There are also about 180 additional units proposed for future development adjacent to this site.
- There are several CT Transit bus stops in town, including two sheltered bus stops in the downtown area.
- Bicycle activity is very low in the downtown area, possibly due to a lack of bicycle amenities.

- The East Coast Greenway is proposed to be constructed on the existing railroad right-of-way, just east of the downtown area.
- The Town does not currently have a formal bike or pedestrian plan; however, the Economic Development Commission has looked into the possibility of a formal plan.
- There is not a significant crash history in this area.
- There is an anticipated library improvement project in the Town Center.
- Improvements have been made to Filley Park and additional improvements are scheduled for construction.
- A multi-year development to improve the Town Green is expected to begin next year.
- There is demand for sidewalk connectivity to the north on Route 189, mainly due to the presence of a grocery store.
    - There are several driveways on the east side of Route 189, just south of the grocery store, which could create a challenge for any new sidewalk.
    - The Town would like to focus on completing sidewalk on the west side of Route 189 first and eventually have sidewalk on both sides of Route 189 to the grocery store.
    - Due to the gap in sidewalk, pedestrians currently walk in the street.
- In general, there is a need to improve sidewalk connectivity in the downtown area.
- There is a narrow bridge on Route 189 south of the RSA area that does not have sidewalks or shoulders.
    - The Town would like to have this bridge replaced by CTDOT.
- Much of the existing sidewalk is in need of maintenance and repair.
    - The downtown area may be in better condition than some of the other areas around town.
- Additional bike and pedestrian traffic is anticipated in the future.
- There is elderly housing near the intersection of Route 189 and Route 178.
- There is a daycare at the First Congregational Church at the corner of Route 189 and Wintonbury Avenue, and a CREC school on Turkey Hill Road.
- High traffic speeds in the RSA area were noted, as well as a general lack of awareness for pedestrians.
- A new signal at the intersection of Crestview Drive and Route 178, near the High School, is proposed and currently in design.

3 RSA Assessment

3.1 Field Audit Observations

Intersection of Route 189 and Route 178 and adjacent area:

- A popular illegal mid-block crossing is often made from in front of Town Hall across Route 178 to the Wintonbury Mall (Figure 5).
- Route 178 has 12-foot lanes in each direction with a one to two foot shoulder.
- The intersection has long crosswalks, with the longest being 93-feet long.
- The all-red exclusive pedestrian phase is required due to the skewed geometry of the intersection and potential vehicle-pedestrian conflicts it creates. The exclusive phase is approximately 34 seconds long, which is sufficient for the crosswalk lengths, but this increases vehicle delays during peak periods.
- The intersection does not have detectable warning strips, audible pushbuttons or countdown pedestrian signals (Figure 7; Figure 10).
- Catch basins around the intersection are the old style grate that is not bike friendly (Figure 6).
- Crosswalks in the intersection are faded (Figure 8).
- Sidewalk widths at the intersection are 4-5 feet.
- The crosswalk at the Wintonbury Avenue intersection is diagonal and is 74-feet long (Figure 9).
- Several of the handicap ramps and the sidewalks are in poor condition (Figure 9; Figure 10).

Figure 5. Popular mid-block crossing location on Route 178

Figure 6. Catch basin grate at intersection

Figure 7. Pedestrian pushbutton and signal

- Bloomfield Avenue south of the intersection consists of 12-foot lanes in each direction with shoulders that vary from 4 to 8 feet.

Downtown Area:

- Jerome Way consists of 11-foot lanes in each direction with 4-foot shoulders.
- Jerome Avenue consists of 11-foot lanes in each direction with a 2 to 4 foot shoulder and a 3 to 4 foot sidewalk that varies between concrete and asphalt. There is a snow shelf of varying width between the street and the sidewalk (Figure 13).
- There is a 5-foot wide concrete sidewalk on Park Avenue (Route 178) with a snow shelf.
- There is no sidewalk on Seneca Road, which consists of 12-foot lanes in each direction. The Town has considered making this street one-way in the past.

3.2 Post Audit Workshop - Key Issues

Intersection of Route 189 and Route 178 and adjacent area:

- Sidewalk condition is poor and should be upgraded.
- Crosswalks are faded and need to be re-striped (Figure 8).
- ADA standards are not currently being met at all of the pedestrian facilities.
- The current use of the exclusive pedestrian phase is required for pedestrian safety, due to the intersection geometry. This includes the adjacent intersection of Wintonbury Avenue and Route 189. As a result, a single pedestrian call will stop vehicle traffic at all intersections. This configuration, while essential for pedestrian safety, highlights the limitations of the current

Figure 8. Faded crosswalk at intersection

Figure 9. Diagonal crosswalk at intersection; poor sidewalk condition

Figure 10. Damaged handicap ramp, no detectable warning strips

intersection design to meet the needs of both vehicles and pedestrians.

- Roundabout concepts are currently being analyzed by CTDOT and community buy-in is needed for the concepts to proceed.
    - A public presentation by CTDOT on the concept(s) is pending.
    - CTDOT should consider enhanced pedestrian measures such as rectangular rapid flashing beacons (RRFB) as part of the design.

Downtown Area:

- The need for mid-block crossings on Jerome Avenue and Park Avenue should be evaluated.
    - Flashing beacons or other enhanced pedestrian safety measures at these locations should be considered if they are constructed.
- Traffic on Jerome Way can overwhelm the signal at rush hour.
- There is future on-street parking proposed for Jerome Avenue.
- The intersection of Jerome Way and Jerome Avenue is proposed to become a 3-way stop in the future.
- The Town is interested to know how many people drive through the Town Center and how many people drive to the Town Center as a destination.
- ADA compliant ramps, detectable warning strips and crosswalks were recently installed at the intersection of Seneca Road and Park Avenue.
- There are many driveways in the study area and access management is a goal moving forward (Figure 11).

Figure 12. Jerome Avenue sidewalk and snow shelf

Figure 11. Deteriorating sidewalk

Figure 13. Several driveways close together

- The Town would like to use decorative lighting, stamped crosswalks, granite curbing and other aesthetically pleasing amenities to enhance the Town Center area.
- The East Coast Greenway may come off the railroad alignment and come through the Town Center area but the final route has not been determined yet.
    - A 12-foot multi-use trail is proposed for the greenway.
- The sidewalk on the north side of Park Avenue ends before the High School (Figure 14).
    - Students do not cross Park Avenue to use the sidewalks on the south side, creating a worn path on the north side (Figure 14). The Town would like to extend the sidewalk on the north side of Park Avenue to accommodate these users.

Figure 14. Worn path on Park Avenue

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. Restripe the crosswalks at the intersection of Route 189 and Route 178 with reflective paint.

2. Restripe Route 189 and Route 178 with11-foot lanes to provide wider shoulders.
3. Replace any of the non-bike friendly catch basin grates on state roads and Town to replace any of the non-bike friendly grates on town roads.
4. CTDOT and Town to continue to evaluate and pursue Route 189/Route 178 roundabout concept.

Figure 15 depicts some of these recommendations.

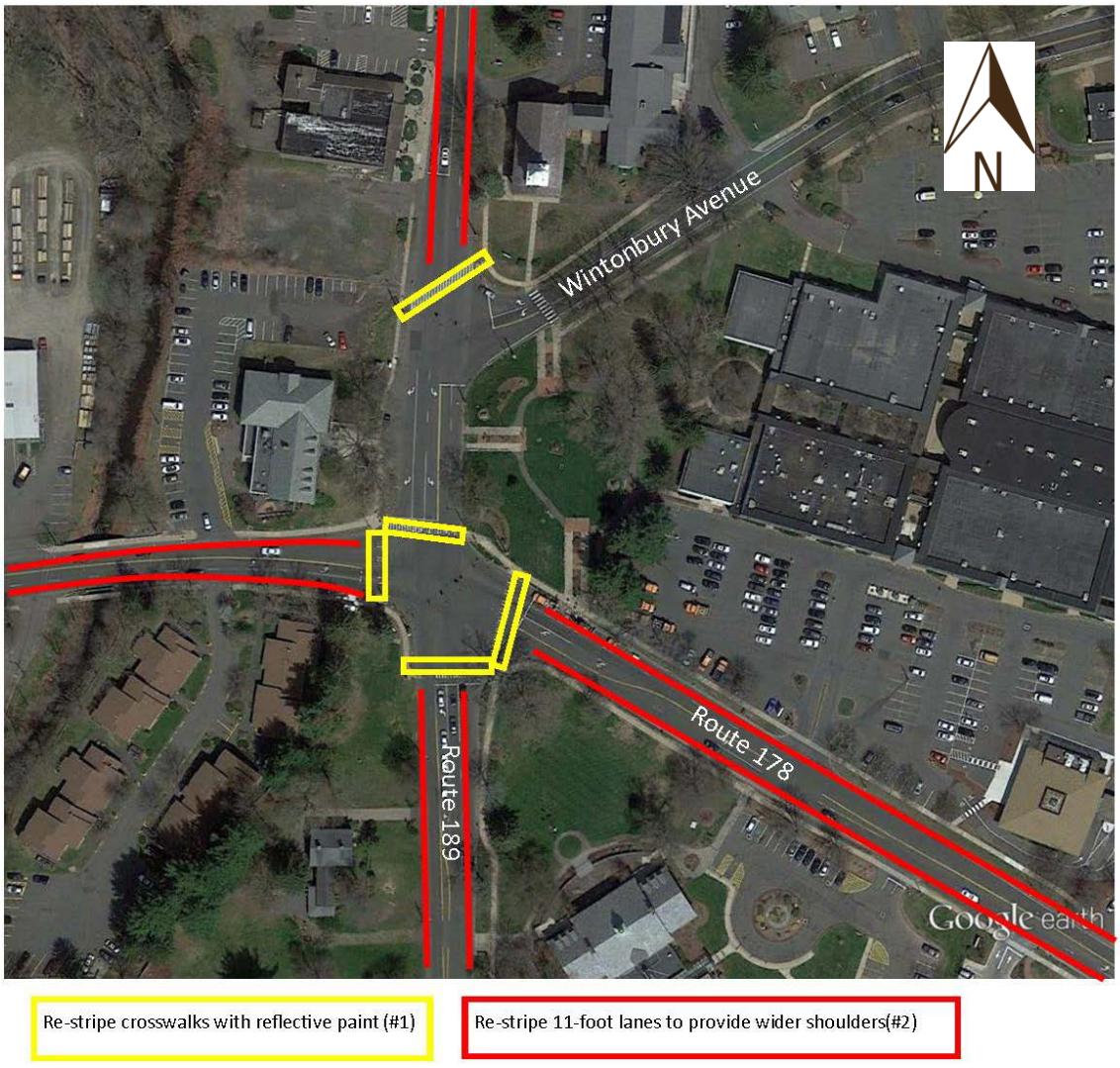


Figure 15. Short term recommendations

4.2 Medium Term

1. Town to coordinate with CTDOT to evaluate potential mid-block crosswalk on Route 178 at the Town Hall and Town to evaluate potential mid-block crosswalk on Jerome Avenue at the post office. Rectangular rapid flashing beacons (RRFB) or other advanced pedestrian safety measures should be considered as part of mid-block crossings (Figure 16).
2. Town to coordinate with CTDOT to consider realigning the skewed crosswalk on Tunxis Avenue at Wintonbury Avenue.
3. Town to coordinate with CTDOT to consider advanced pedestrian safety features such as RRFB as part of any roundabout design at the intersection of Route 189 and Route 178 (Figure 16).
4. Town to develop a pedestrian and bike plan for the study area.
5. Town to upgrade all pedestrian crossings to meet current ADA standards including installing detectable warning strips, audible pushbuttons and countdown pedestrian signals.
6. Town to extend the sidewalk on the north side of Park Avenue to connect with the High School.

Figure 17 and Figure 18 depict some of the recommendations.

Figure 16. Rectangular Rapid Flashing Beacon (RRFB)

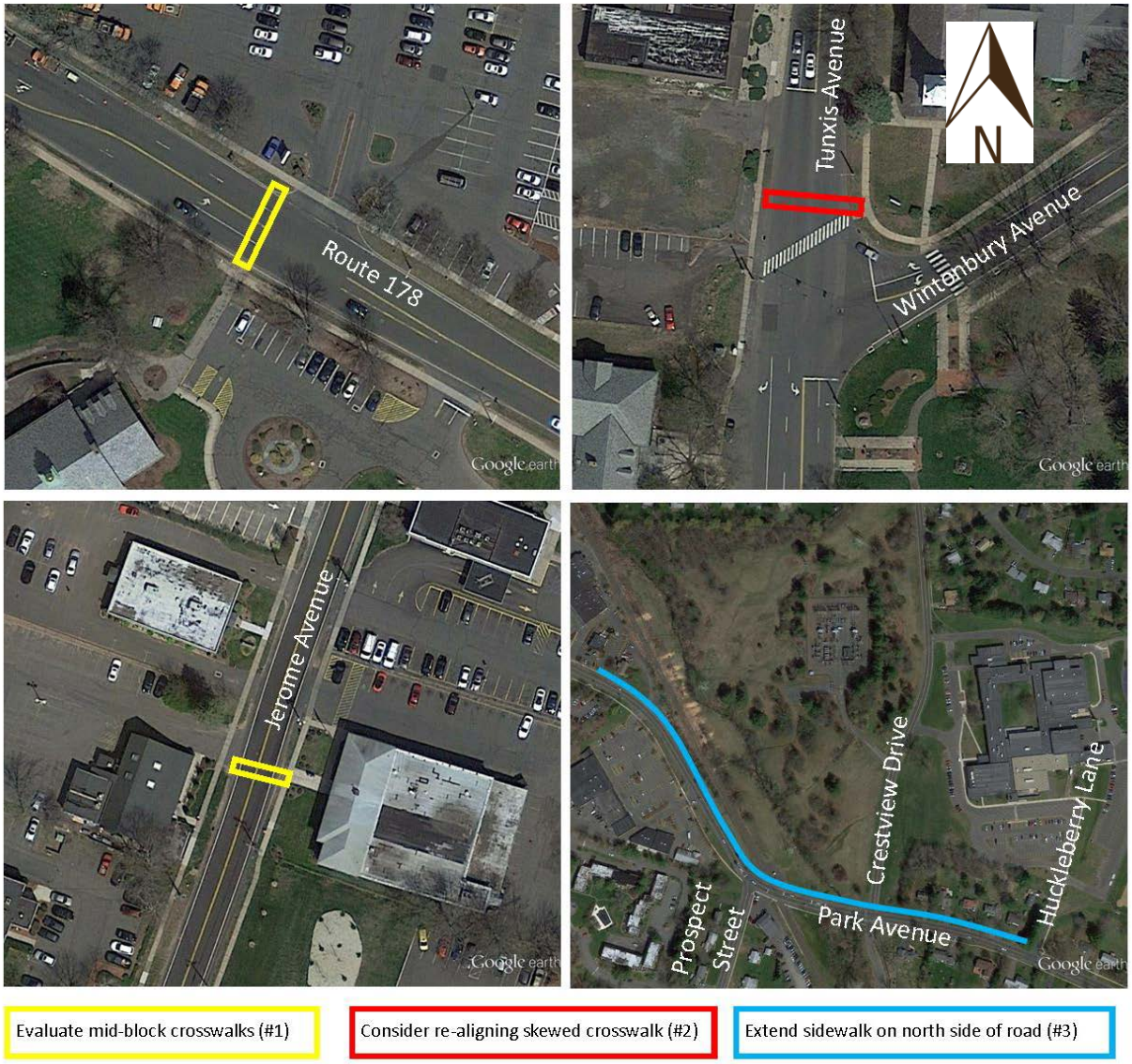


Figure 17. Medium term recommendations

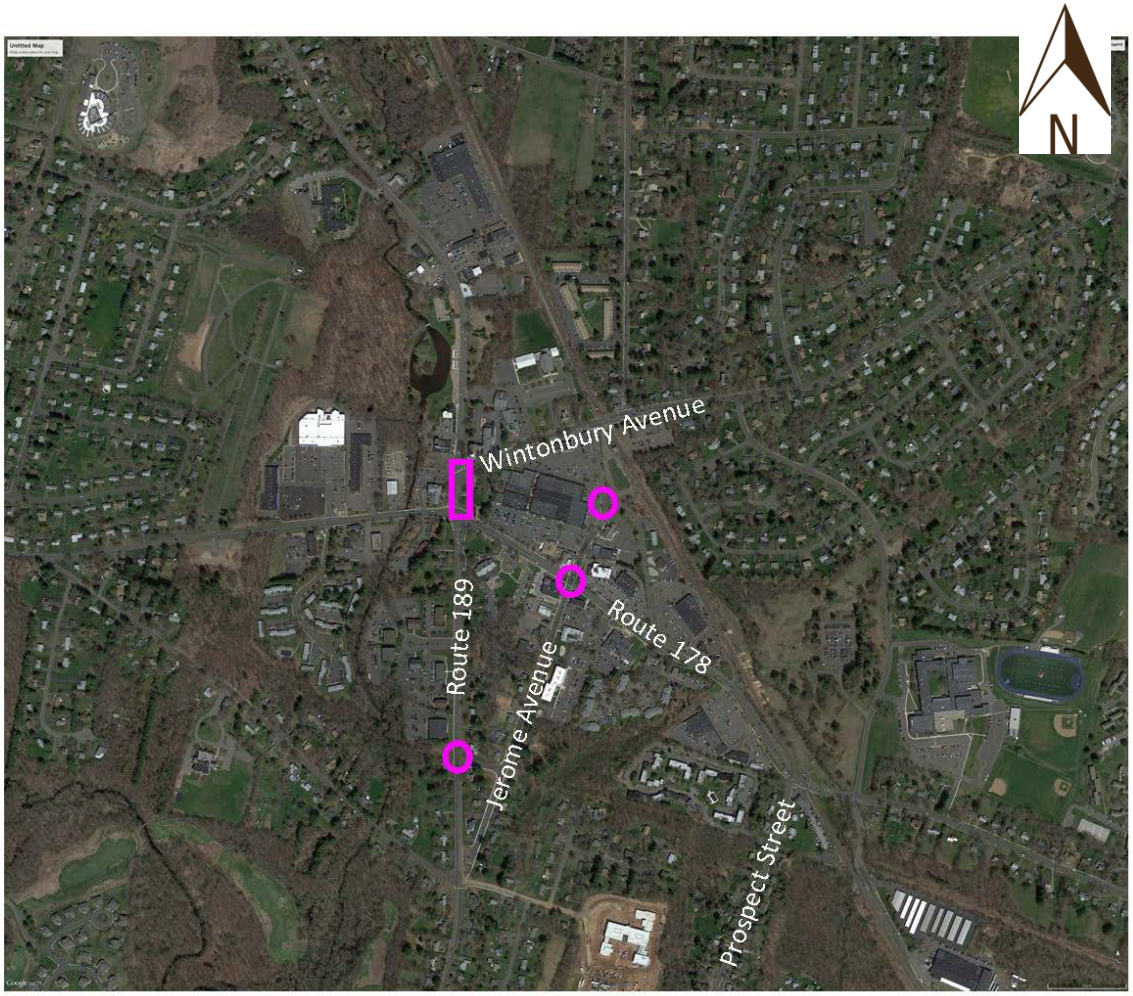


Figure 18. Medium term recommendations (continued)

4.3 Long Term

1. Town to upgrade and repair damaged and deteriorating sidewalks. Areas that were noted as being in most need of upgrade and repair include:
    a. Surrounding the intersection of Route 178 and Route 189.
    b. The south side of Route 178, especially approaching the High School and near Town Hall.
    c. The east side of Jerome Avenue.
2. Town to coordinate with property owners to consolidate driveways where possible.
3. Town to coordinate with CTDOT to reconstruct intersection of Route 189 and Route 178 (including adjacent intersection of Wintonbury Avenue and Route 189) as a roundabout or series of roundabouts.

Figure 19 depicts some of these recommendations.

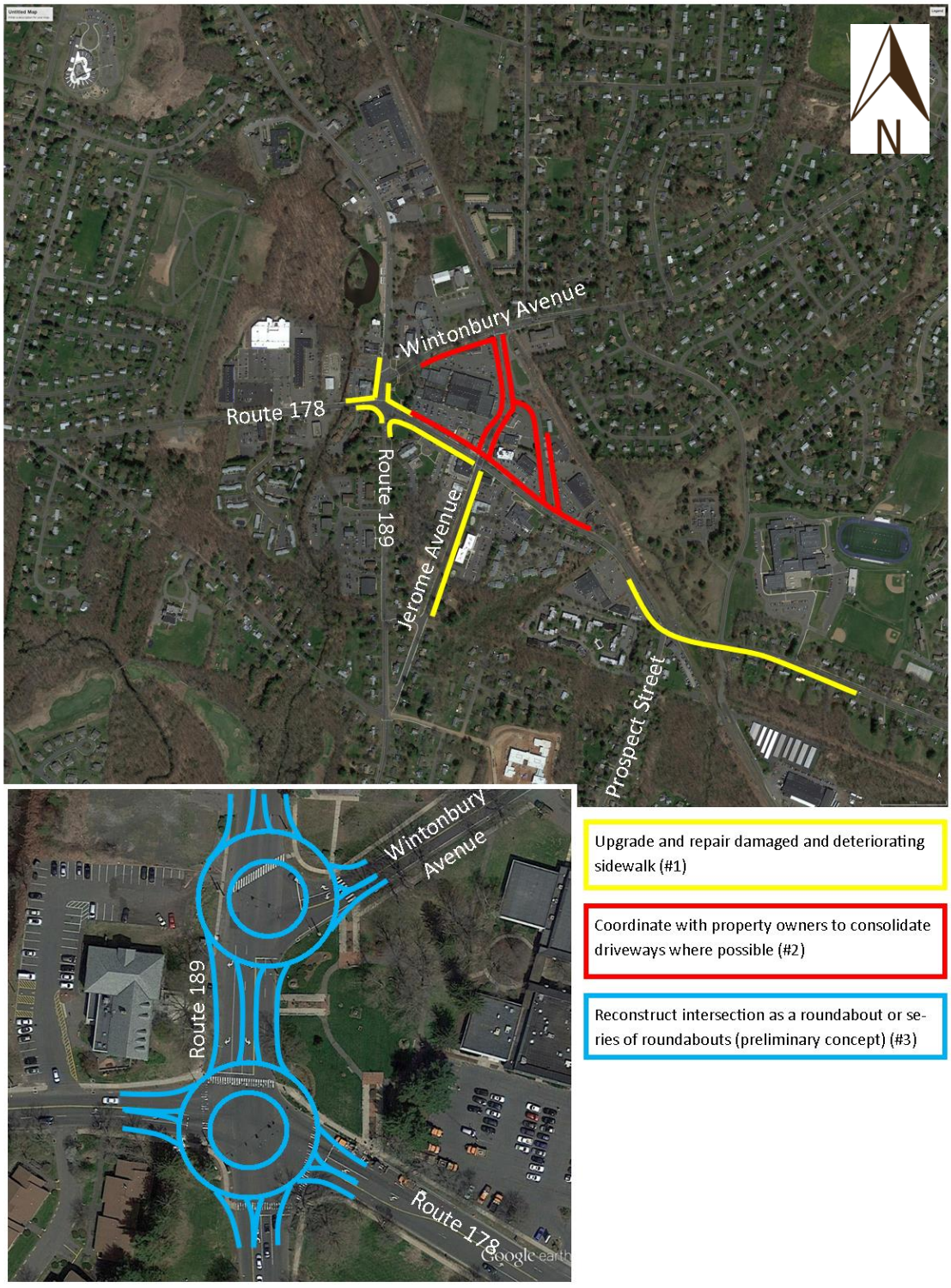


Figure 19. Long term recommendations

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Bloomfield RSA. It provides Bloomfield with an outlined strategy to improve the transportation network for all road users at the intersection of Route 189 and Route 178 and in the surrounding downtown area, particularly focusing on pedestrians and cyclists. Moving forward, Bloomfield may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development.

COMMUNITY
connectivity program

Appendix A

Built to deliver a better world

Welcome to the Community Connectivity Program Application

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

1. Applicant contact information

Name	Town of Bloomfield / Jonathan Thiesse
Title	Town Engineer
Email Address	jthiesse@bloomfieldct.org
Telephone Number	(860) 769-3587

2. Location information

Address	Intersection of SR 178 and SR 189
Description	Bloomfield Town Center
City / Town	Bloomfield

3. Roadway type
(Please select all that apply)

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

4. Zoning
(Please select all that apply)

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

government facilities, nursing home/rehab facility, cinema, park

5. Approximate mile radius around the location

½ mile

Other (Please Specify)

An additional 1000 feet east along SR 178 to include Bloomfield High School

6. Community Sites
(Please select all that apply)

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

government facilities, nursing home/rehab facility, cinema, park

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

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

If Yes please describe (please specify)

Over 200 businesses of various types, 2 schools, and 4 government buildings (see additional info below).

8. Educational facilities
(Please select all that apply)

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

9. Transit facilities
(Please select all that apply)

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

10. Safety Concerns
(Please select all that apply)

- [x] **Traffic (volumes & speed)**
- [ ] **Collisions**
- [x] **Sidewalks**
- [x] **Traffic Signals**
- [x] **Traffic Signs**
- [ ] **Parking Restrictions / Additions**
- [ ] **Drainage**
- [x] **ADA Accommodations**
- [ ] **Agricultural & Live Stock crossing**
- [ ] **Maintenance issues (cutting grass, leaves, snow removal)**
- [ ] **N/A (not applicable)**
- [x] **Other (please specify)**

Bicycle accommodation

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

Yes

If Yes please describe and list all projects.

Like many communities in Connecticut, and other states, the 1970's included a significant downtown/town center redevelopment project resulting in the construction of a mall. In Bloomfield's case, it was the Wintonbury Mall. Unlike many of theses communities, the Wintonbury Mall is still holding its own as an economic engine for Bloomfield, with a cinema and a number of popular restaurants as the base. That said, the mall is showing its age and roughly 20% of its 100,000 square feet of usable space is vacant. The community is hopeful that the afore-mentioned strong tenant base in conjunction with private developments and public initiatives, such as those that are the goal of the Community Connectivity Program and other initiatives discussed in this application, will spur an orderly, "living" redevelopment of the mall into a complimentary piece of a Town Center that is equal parts informal community meeting place and retail/business center.

In 2013, CTDOT completed a major intersection improvement project at the intersection of SR 189 with Gabb Road/Jerome Avenue/Turkey Hill Road less than 0.5 mile south of the SR 178/SR189 intersection. In addition to significantly improving the safety and performance of the intersection, the project also created important improvements to pedestrian access in the project area - and therefore an opportunity for much improved pedestrian access to the business area of the Town Center once gaps are filled.

CTDOT is currently considering a roundabout project for the SR 178/SR 189 intersection. In addition to improving safety, it is felt that the installation of a roundabout at this intersection, probably including a second roundabout at the intersection of Wintonbury Avenue with SR189 to the north, will provide an important traffic calming effect to reduce the dominance effect of vehicular traffic along the street frontage of these two roads.

Local, Regional, State, and multi-state bike/ped plans have the East Coast Greenway multi-use trail running in a north-south direction through the easterly side of the Town Center. In addition to the general connectivity benefits that such trails typically offer to community centers, this one will have the added benefit for Bloomfield Town Center of providing a direct off-road link to the University of Hartford campus, less than 3 miles to the south. Instead of having the greenway "pass by" the Town Center, it is the plan of the applicant that an RSA would include evaluating safe ways to incorporate the greenway route into the bike/ped network of the Town Center.

Prosser Library, the Town's main library branch (located at the northwest corner of the SR 178/SR 189 intersection) is undersized and it's first floor is subject to flooding. The Town is evaluating options for improving the library with the plan of putting the selected option as a referendum for Town voters in November. Three of the options being looked at include expanding and renovating at the existing site; building a new facility on, and sharing, the Town Hall site (at the southeast corner of the intersection); and, building a new facility on the Wintonbury Mall site as a private/public partnership.

In spring of 2016, the Town will complete the first phase of a multi-year restoration of Filley Park, located on the west side of SR 189 beginning about 600 feet north of the SR 178/SR 189 intersection. The park has important historical and sentimental value to the community. Yet, historically there has not been a sidewalk connection between the main portion of the Town Center and the Park. The first phase of the restoration project is correcting this issue.

In addition, the Town has completed a concept plan for renovating the Town Green. The current layout and condition of the Town Green create a number of issues with respect to pedestrian traffic in this important location within the Town Center.

12. Environmental Concerns:

Waterway (rivers, lakes, ocean, etc...)

If Yes please describe and list.

Wash Brook and Filley Brook run through the proposed study area.

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

The Bloomfield Town Center, roughly centered on the intersection of State Routes 178 and 189, is a long standing commercial hub for Bloomfield. The Town Center has an excellent varied mix of establishments. The 2013 Bloomfield Center Plan identified over 200 commercial establishments in the Town Center, including 21 restaurants, 20 retail establishments, 21 personal service businesses, 26 medical office establishments, 91 non-medical offices, 6 financial institutions, and 1 8-theater cinema. There are 315 existing apartment and residential condominium units within the Bloomfield Center District, 134 of which are designated for elderly housing. There are an additional 54 condominium units directly adjacent to the Center District on Woodland Avenue (and within 0.5 miles of the SR 178/SR 189 intersection). A nursing home/rehabilitation facility is also located within the Center District. 23 single family residences are currently located within the Center District, with dozens more located within the adjacent residential districts within 0.5 miles of the intersection. Construction on an additional 215 apartment units within the Town Center is slated to begin in spring of 2016; and another 180+ units have master plan approval.

The Bloomfield Center district is home to 3 places of worship, Bloomfield's post office, Town Hall, the main branch of the public library, the Police Headquarters, and a fire district headquarters. Bloomfield High School, the Early Learning Center pre-elementary regional magnate school, and an under-construction CREC elementary regional magnate school are located within .75 miles of the SR 178/SR 189 intersection. Filley Park, Bloomfield's premier public park, is also located within the Center District. In addition, the off-road route for the East Coast Greenway multi-use trail is proposed to run through the Center District. (The existing on-road bicycle route for the East Coast Greenway currently runs through the District.)

The Bloomfield Town Center is a thriving mixed-use community. As such, it requires complete and adequate pedestrian and bicycle facilities and accommodations to serve the full breadth of the local community, and to provide appropriate connectivity to surrounding neighborhoods and communities.

The majority of the commercial growth as it exists today in the Town Center occurred in the period from the mid-1950's to the mid-1980's. As was typical for that time period, that growth was very automobile oriented. The pedestrian and bicycle accommodations, especially from a connectivity perspective, were left lacking to varying degrees.

While a majority of the street frontage within the Town Center either has existing sidewalks, or has sidewalks planned, there remains important gaps (including connecting to the Center's grocery store from the bulk of the Town Center area). Many non-residential properties, including the Wintonbury Mall, the Town Hall, and Bloomfield High School have issues with respect to their pedestrian connectivity to or within their street frontage. A number of curb ramps do not meet current standards. Cross walks may not be in the best locations. And, a number of areas of sidewalks are in poor condition.

The state of bicycle facilities and connectivity in the Town Center is in much worse shape than that for pedestrians. The streets were not designed and/or have not been adapted to promote bicycle use. Very few non-single family buildings or sites have any accommodations for bicyclists. As a result, it is rather rare to see bicyclists within the Town Center - which is a shame.

The Plan of Conservation and Development and Bloomfield Center Plan, recently adopted by the Town, both stress the need for improved pedestrian and bicycle connectivity within the Town Center. The Town, with help of other partners (including CTDOT) has been making strides in this area. But much remains to be done. The Town views participation in the Community Connectivity Program as an important step towards meeting those goals.

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

Yes

In 2014, a master plan was approved for the development of 407 apartment units on three parcels within the proposed study area. The largest parcel is bounded by SR 189 on the west, Jerome Way on the south, Jerome Avenue on the east, the the Town Hall site on the North. The second parcel is across Jerome Avenue from the southern portion of the main parcel; and the third, and smallest, parcel is across SR 189 from the southerly portion of the Town Hall site. All Town approvals are in place for 215 units to be constructed on the main parcel; and construction is scheduled to begin this spring/summer.

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

No

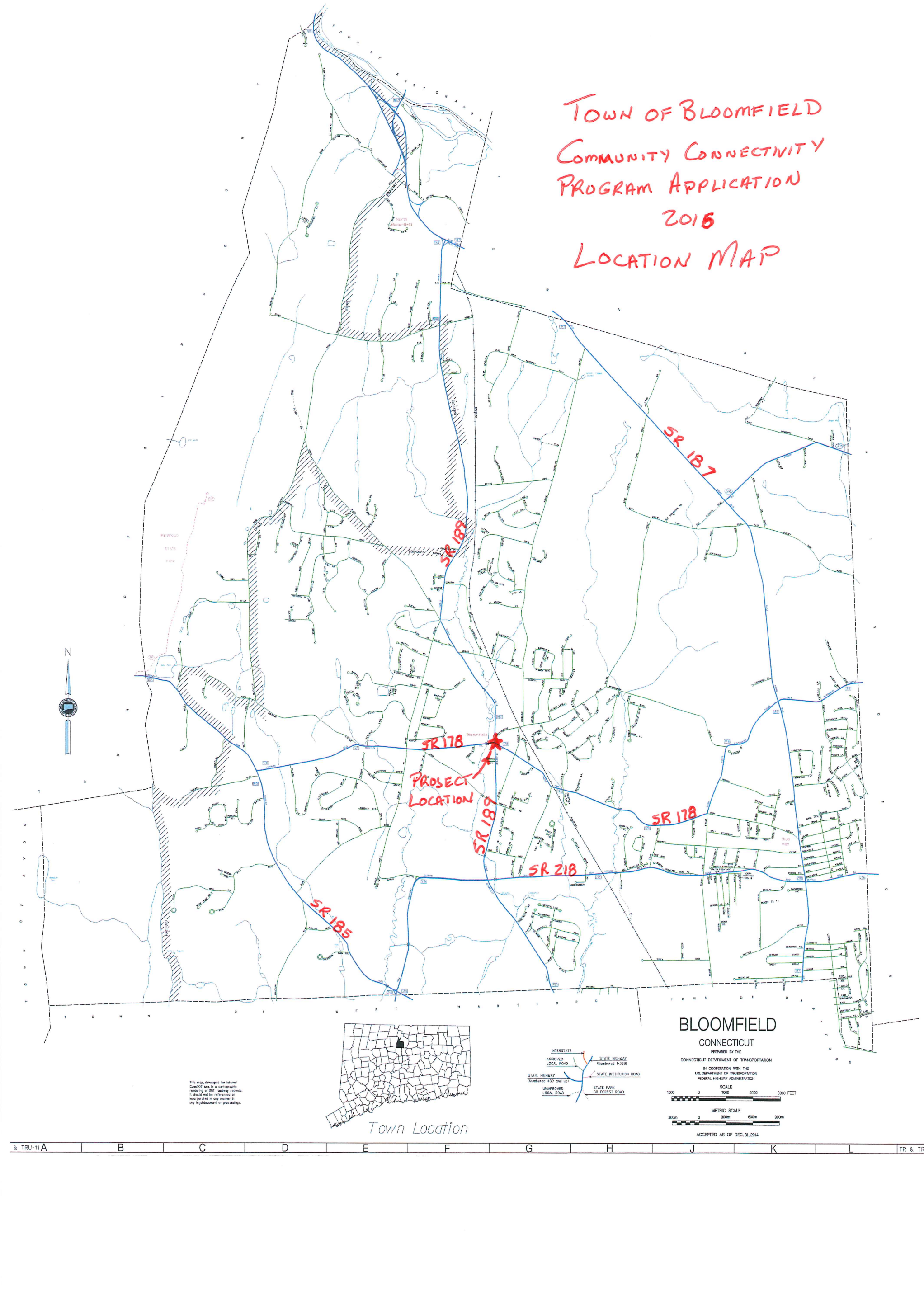
Thank you for completing the Community Connectivity application.

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)

Submit Application

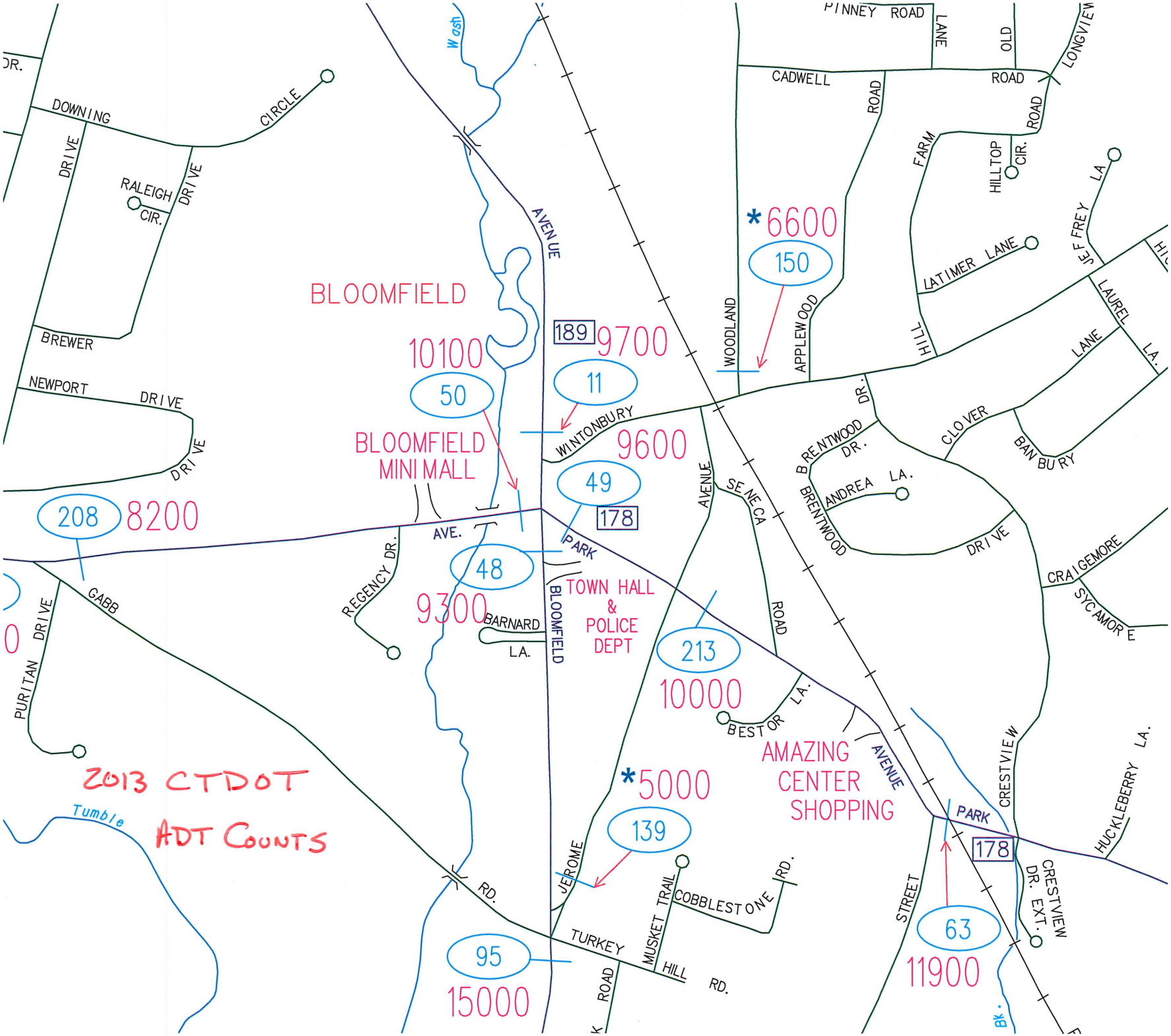
TOWN OF BLOOMFIELD
COMMUNITY CONNECTIVITY PROGRAM APPLICATION
2016
LOCATION MAP

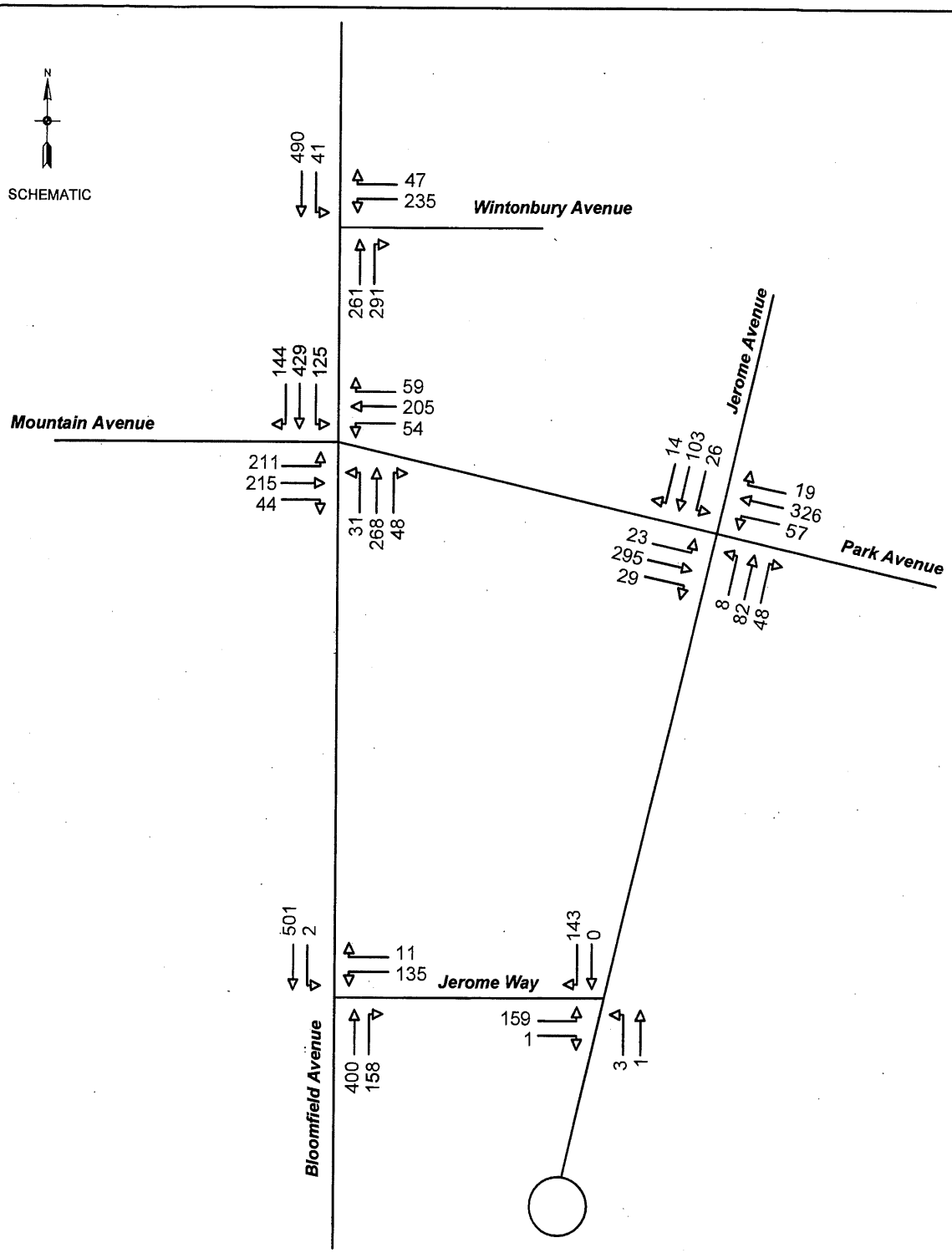


This map, developed for internal ConnDOT use, is a cartographic rendering of DOT roadway records. It should not be referenced or incorporated in any manner in any legal document or proceedings.

Town of Bloomfield
Community Connectivity Program Application 2016
Project Area Map

Wintonbury Early Childhood Magnate School
Grocery Market
Nursing Home / Rehab Facility
Bloomfield [Town] Center District Boundary (Typ.)
Filley Park
Tunxis Ave
Sacred Heart Church
Fire Station
Wintonbury Ave
First Cong. Church
(SR 189)
Bloomfield Crossing Plaza
Library
Town Green
Wintonbury Mall
Central New England Railroad
Mountain Ave (SR 178)
(SR 178)
(43 Units)
Town Hall
CVS Plaza
Park Ave
Senica Rd
Northeast Plaza
Post Office
Police HQ
Jerome Ave
(SR 189)
Proposed Apartments (215 Units)
Bloomfield High School
Amazing Plaza
(137 Units)
Jerome Way
Gabb Raod
Bloomfield Ave
0.5 mile radius line
Proposed CREC Elementary Magnate School


2013 CTDOT
ADT COUNTS
BLOOMFIELD
10100
50
BLOOMFIELD MINI MALL
208
8200
189
9700
11
WINTONBURY
9600
49
178
48
9300
TOWN HALL & POLICE DEPT
213
10000
*6600
150
*5000
139
95
15000
63
11900
AMAZING CENTER SHOPPING
DOWNING CIRCLE
DRIVE
RALEIGH CIR.
BREWER
NEWPORT DRIVE
GABB
PURITAN DRIVE
Wash
Tumble
AVENUE
REGENCY DR.
AVE.
PARK
BARNARD LA.
BLOOMFIELD
SENECA
ROAD
BESTOR LA.
JEROME
RD.
TURKEY HILL RD.
MUSKET TRAIL
COBBLESTONE RD.
PINNEY ROAD
LANE
OLD
LONGVIEW
CADWELL ROAD
FARM
HILLTOP CIR.
WOODLAND
APPLEWOOD
HILL
LATIMER LANE
JEFFREY LA.
LAUREL LA.
LANE
BRENTWOOD DR.
CLOVER
BANBURY
ANDREA LA.
CRAIGEMORE
SYCAMORE
CRESTVIEW
HUCKLEBERRY LA.
CRESTVIEW DR. EXT.
STREET

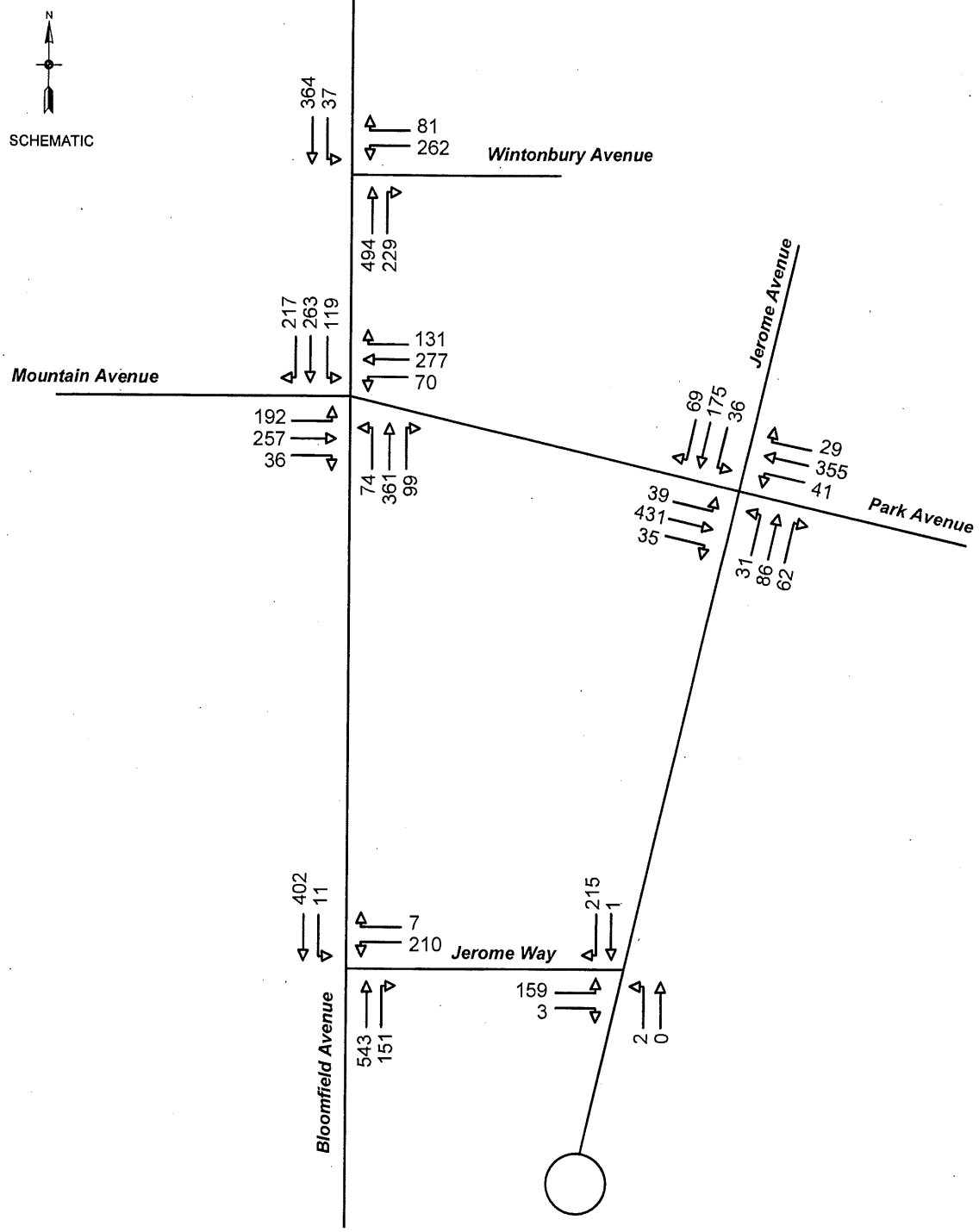


2014 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 2

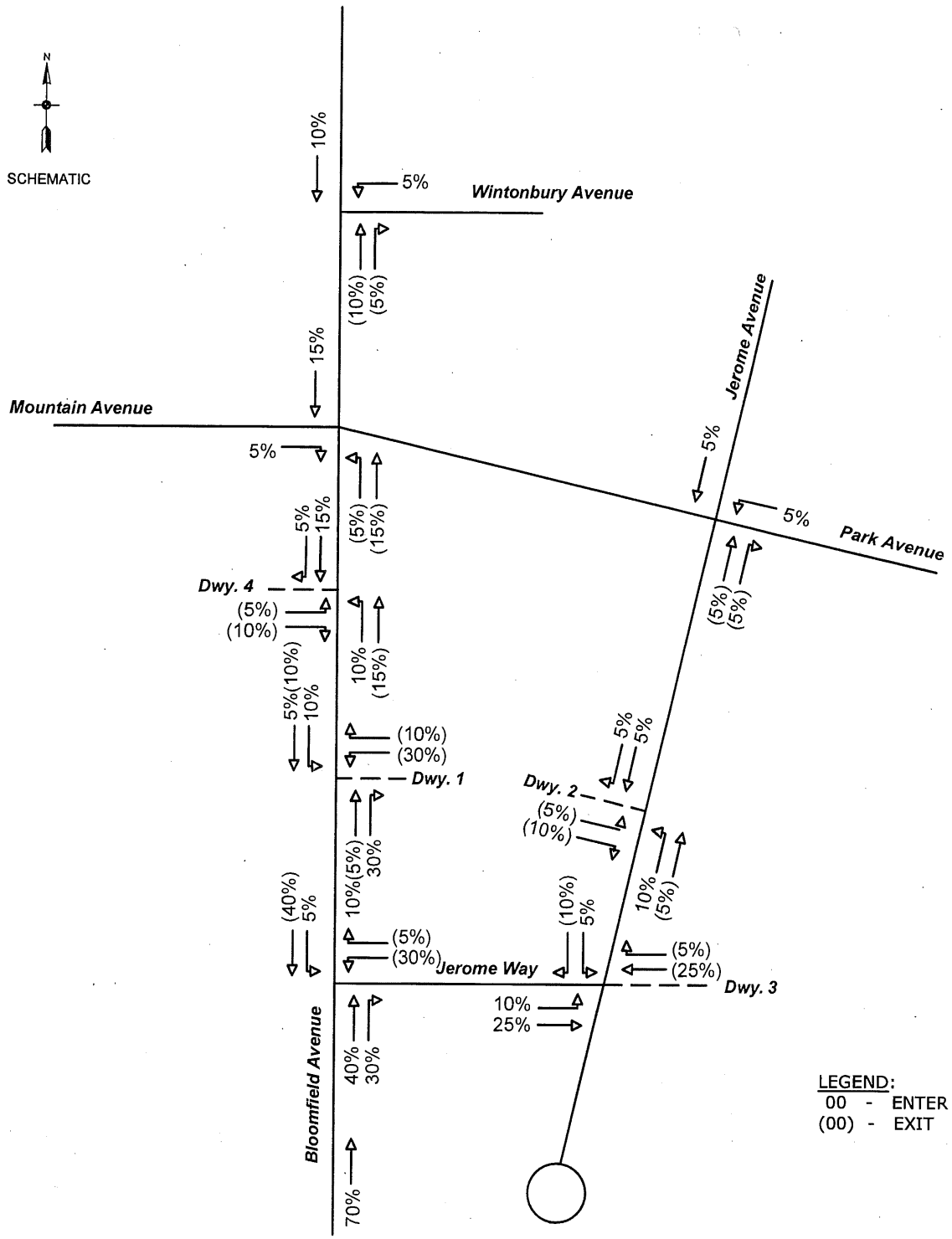


2014 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 3

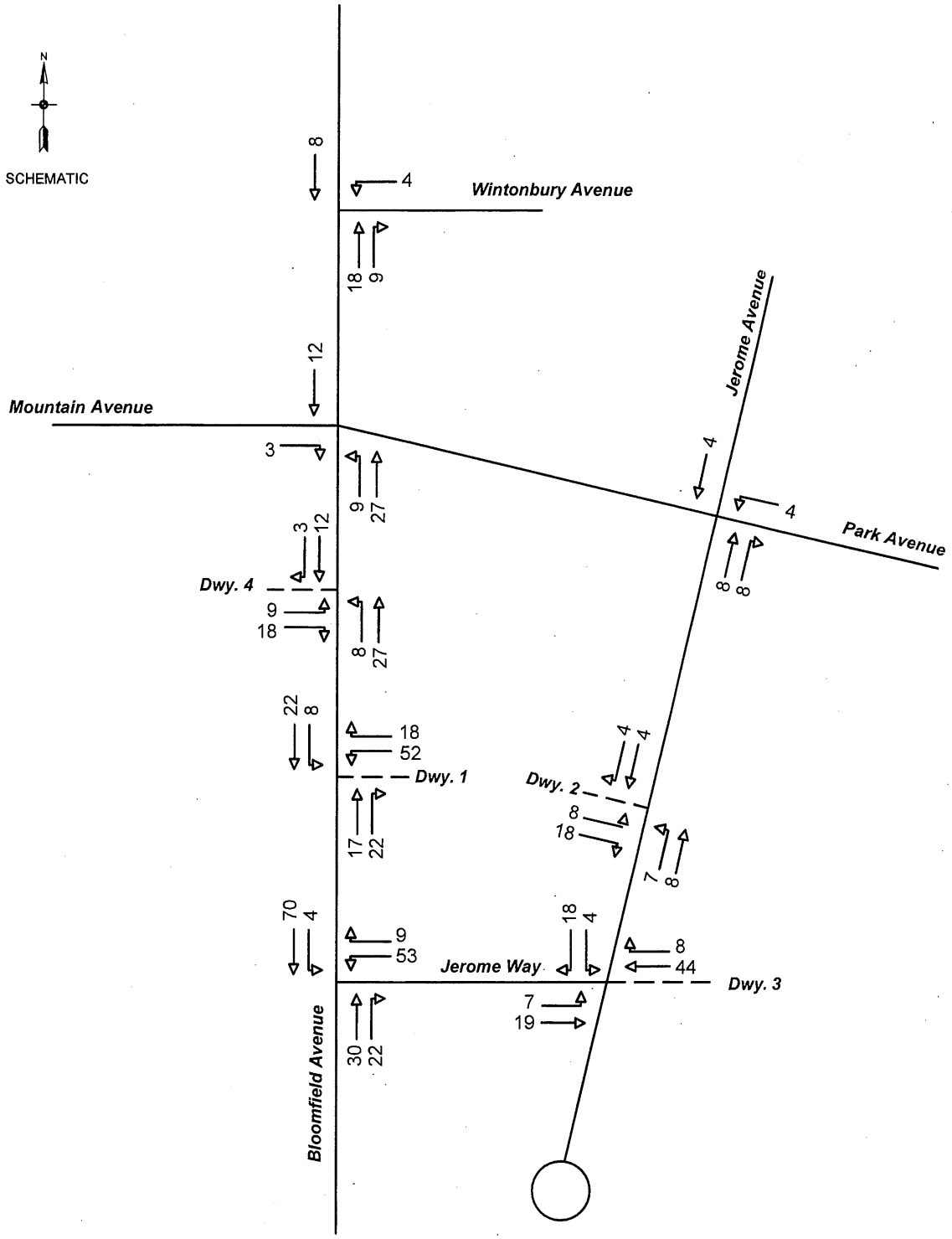


SITE TRAFFIC DISTRIBUTION

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 4



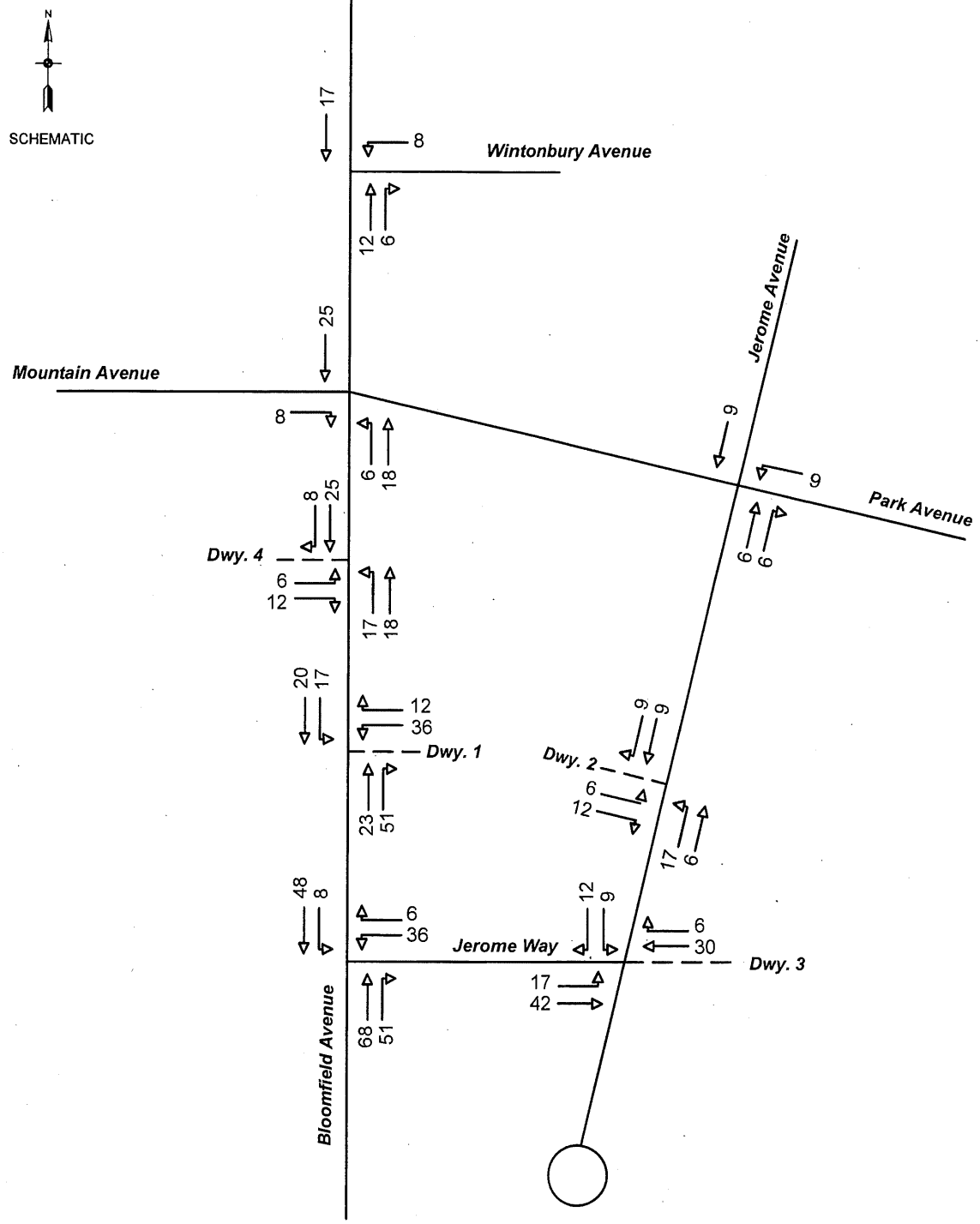
SITE TRAFFIC VOLUMES

WEEKDAY MORNING PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 5

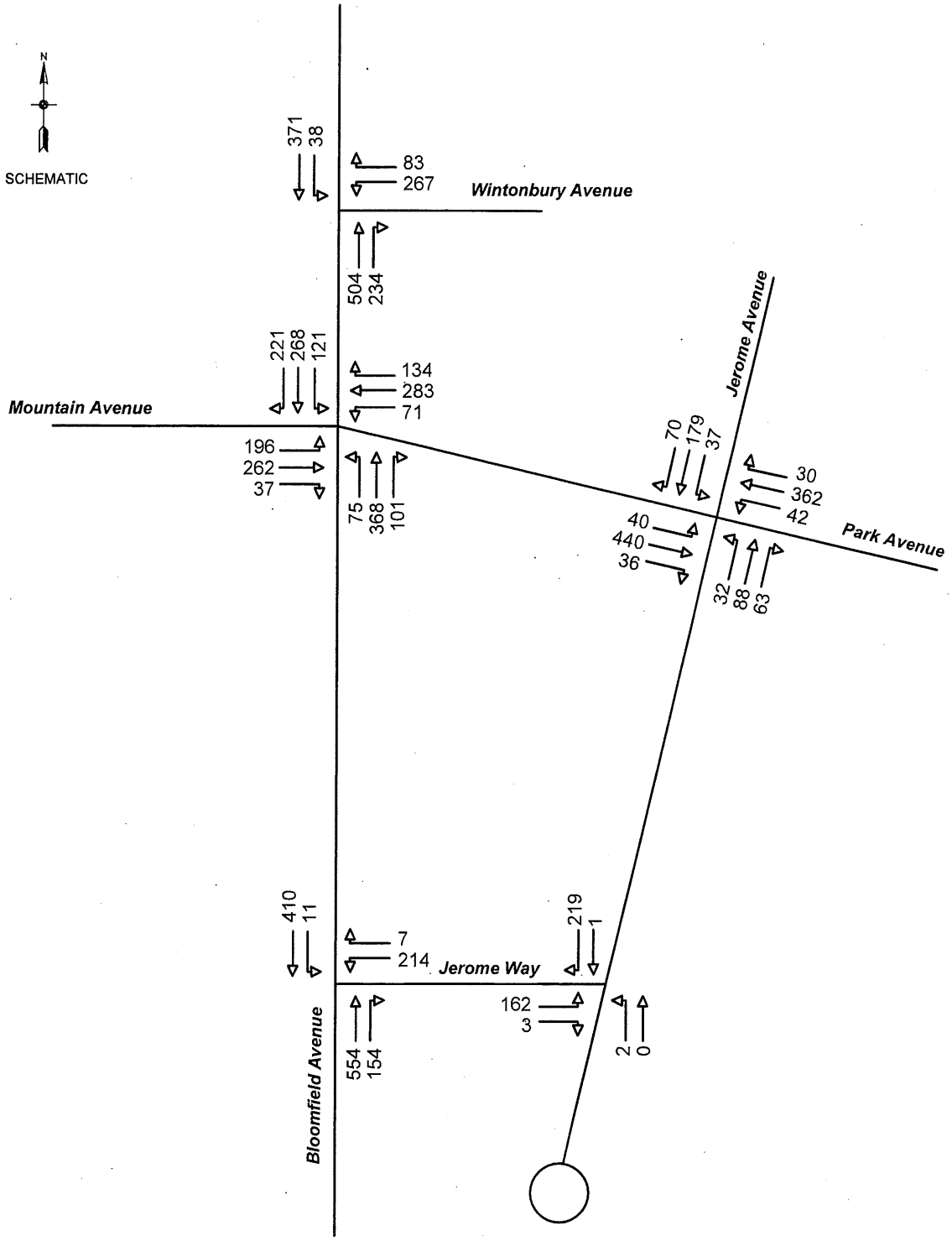


SITE TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 6

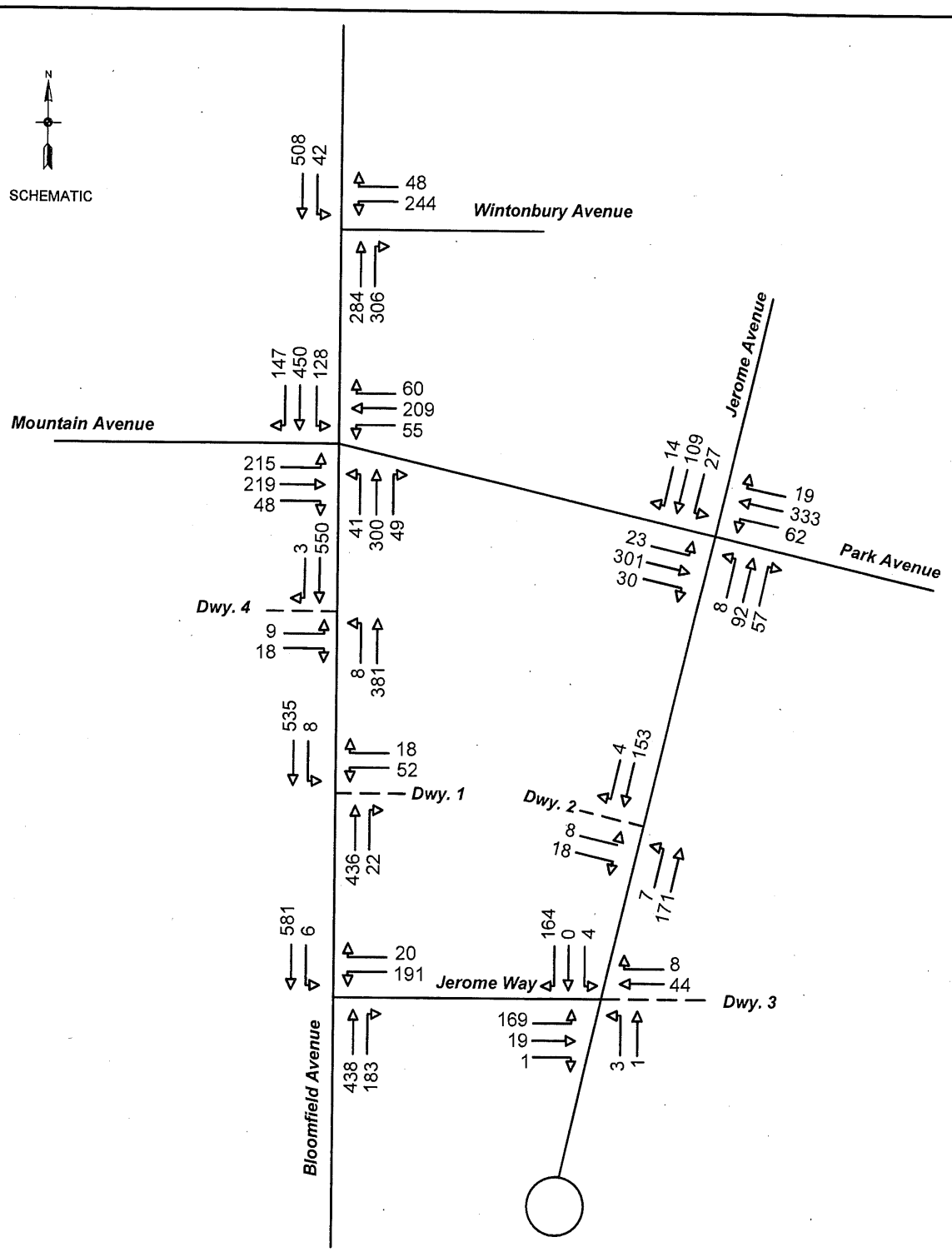


2016 BACKGROUND TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 8

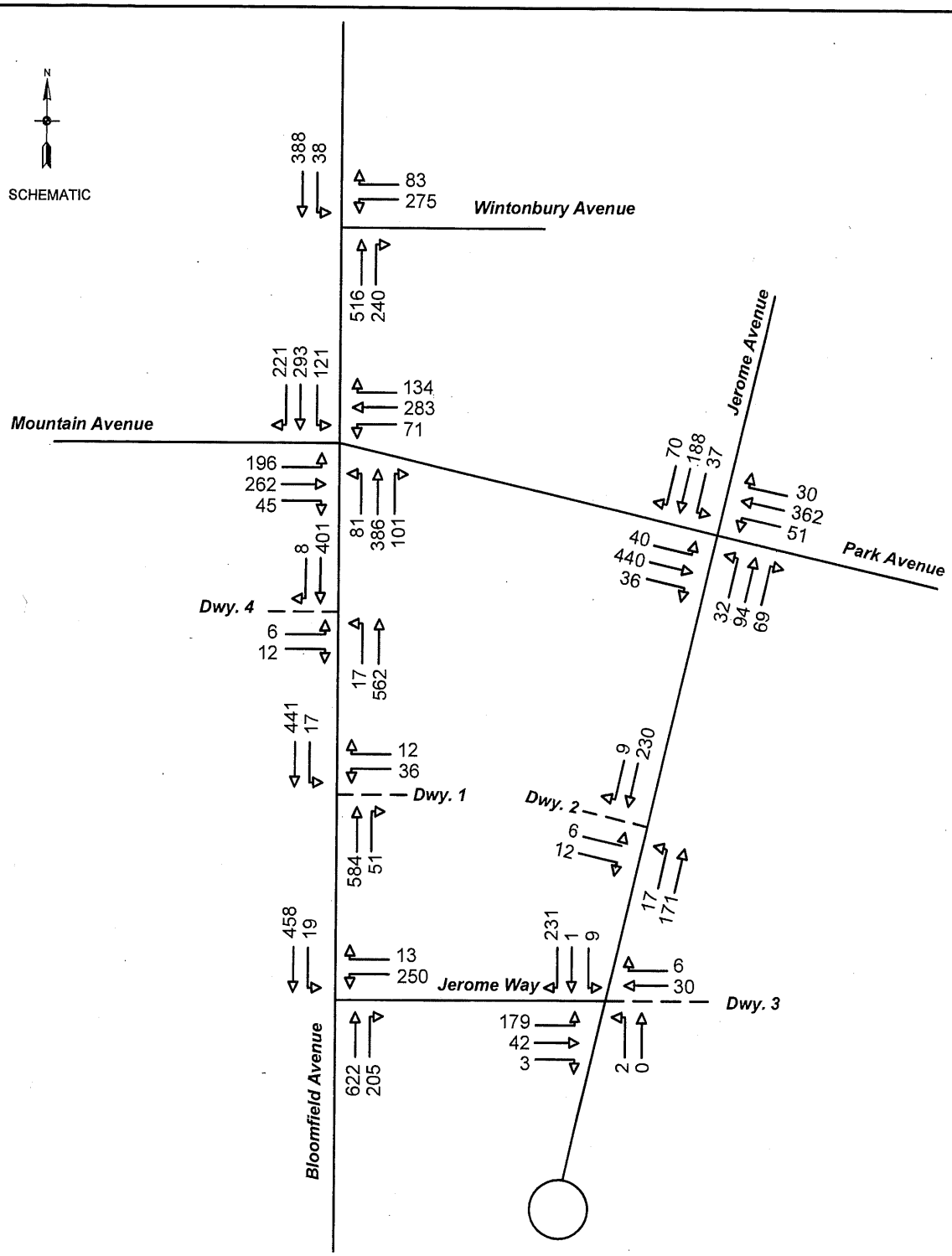


2016 COMBINED TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 9



2016 COMBINED TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

Bloomfield Center Master Plan
Bloomfield, Connecticut

MILONE & MACBROOM, Inc.

FIGURE 10

NAD83

N/F 34 JEROME AVENUE LLC
#34 JEROME AVE
LOT 4

N/F DAVID L METZGER
#26 JEROME AVE
LOT 8

N/F NORTHSHORE DEVELOPMENT PARTNERS LLC
#24 JEROME AVE
LOT 9

N/F DAVID L & DEBORAH T METZGER
#22 JEROME AVE
LOT 10

N/F CONN LIGHT & POWER CO
LOT 11-14

WETLANDS

N/F JEROME AVENUE PROPERTY MANAGEMENT LLC
#37 JEROME AVE
LOT 12

N/F 39 JEROME AVENUE REALTY LLC
#39 JEROME AVE
LOT 13

N/F TOWN OF BLOOMFIELD

N/F TOWN OF BLOOMFIELD
#800 BLOOMFIELD AVE
LOT 1

N/F CEIL S & ADELLE L GERSTON
#36 JEROME AVENUE
M:177-3 / L:10
VOL. 1485 PG. 31

OSTA CERTIFIABLE AREA AND ADMINISTRATIVE DECISION REVIEW AREA

CONCRETE CURB ADJACENT TO CHECKER BLOCK

CHECKER BLOCK PERMEABLE PAVER

RELOCATED HYDRANT

INTEGRAL CONCRETE CURB AND SIDEWALK

PAINTED YELLOW LINES

"SPEED LIMIT 25 MPH"

CONCRETE RAMP

BITUMINOUS CURB

12" PAINTED STOP BAR

PAINTED YELLOW LINES

DOUBLE YELLOW LINE TO BE 27' EAST OF AND PARALLEL TO WEST STREET LINE

PAVEMENT WIDENING (SHADED) WIDTH VARIES

190' STOCKADE FENCE

BITUMINOUS CURB

230' WOOD GUIDERAIL

CHECKER BLOCK PERMEABLE PAVER

BITUMINOUS PAVEMENT

INTEGRAL CONCRETE CURB AT WALK

CURB FLUSH HERE TO WEST

CURB FLUSH HERE TO EAST

ELECTRIC VEHICLE CHARGING

INTERMITTENT WATERCOURSE

FORESTED WETLANDS (RED MAPLE SWAMP)

BITUMINOUS CURB (TYPICAL FOR ISLANDS)

LEAKOFF (TYPICAL 2 PER ISLAND)

PROPOSED APARTMENT BUILDING

CARPORT

PROPOSED SIDEWALK

EXISTING SIDEWALK

ENTRANCE TO TOWN HALL

BLOOMFIELD AVENUE (CONN. ROUTE 189)

BARNARD LANE

"BUS STOP" SIGN ON POLE

"SPEED LIMIT 30" SIGN

12" PAINTED STOP BAR MOUNTABLE CURB

NEW BITUMINOUS CONCRETE CURB ALONG BLOOMFIELD AVENUE AT LOCATIONS OF EXISTING DRIVEWAYS AND TO REPLACE CURB IN POOR CONDITION

TRAFFIC HANDHOLE
TRAFFIC CONTROL CABINET ON CONCRETE PAD

TRAFFIC LIGHT SUPPORT POLE

PED LIGHT

CONCRETE CURB

PAINTED CROSS WALK

STOP SIGN

INTEGRAL CONCRETE CURB AND SIDEWALK

DOUBLE YELLOW LINE R=397.00' L=141.78'

3'± PAVEMENT WIDENING (SHADED)

CONCRETE CURB ALONG JEROME WAY

N/F OLGA M ROWLAND #688 BLOOMFIELD AVE

N/F OUR CAMELOT LLC #707 BLOOMFIELD AVE LOT 2001

N/F 705 BLOOMFIELD ASSOC LLC #705 BLOOMFIELD AVE LOT 2006

N/F DOUBLE D LLC #699 BLMFLD AVE LOT 5

N/F 693 BLOOMFIELD PARTNERS LLC #693 BLOOMFIELD AVE LOT 6

N/F CONN LIGHT & POWER CO LOT 7

N/F 25 JEROME AVENUE LLC #689 BLOOMFIELD AVE LOT 8

SUBJECT PROPERTY OWNER:
CRP/PR BLOOMFIELD CENTER, L.L.C.
c/o Andrew Montelli
11 Unquowa Road
Fairfield, CT 06824
Tel.# 203-254-6020

NOTES:

1. ERADICATE ALL EXISTING PAVEMENT MARKINGS THAT ARE NOT CONSISTENT WITH THIS PLAN.
2. REMOVE ALL EXISTING SIGNS THAT ARE NOT CONSISTENT WITH THIS PLAN.
3. ALL PAINTED PAVEMENT MARKINGS SHALL BE EPOXY RESIN CONFORMING TO CURRENT CONNDOT SPECIFICATIONS, OR OTHER MATERIAL AS DIRECTED BY THE TOWN OF BLOOMFIELD OR THE DEPARTMENT OF TRANSPORTATION.
4. THE CONTRACTOR SHALL PROTECT AND HANDLE WITH CARE ALL SIGNS TO BE RELOCATED. REPLACE ALL HARDWARE, SIGN POSTS, AND SIGN FACES NOT IN SATISFACTORY CONDITION AT THE TIME OF INSTALLATION.
5. ISLAND CURBING TO BE PAINTED YELLOW AT FIRE HYDRANT LOCATIONS AND DESIGNATED AS A FIRE LANE.

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND ALL UTILITIES MAY NOT BE SHOWN. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CALL 1-800-922-4455 AND HAVE UTILITIES MARKED ON THE GROUND.

BUILDING AND PARKING SUMMARY								
LAND USE	EXISTING DEVELOPMENT		PROPOSED ADMINISTRATIVE DECISION			ALLOWABLE DEVELOPMENT WITH ADMINISTRATIVE DECISION		
	SQUARE FOOTAGE	PARKING SPACES	SQUARE FOOTAGE	PARKING SPACES	TOTAL NUMBER OF UNITS	SQUARE FOOTAGE	PARKING SPACES	TOTAL NUMBER OF UNITS
APARTMENT BUILDING	0	0	236,450	323	215 (PER P&Z APPROVAL)	236,450	323	215 (PER P&Z APPROVAL)

PROJECT DATA:			
Dimensional Criteria	Required/Permitted	Proposed Center shown on "Master Plan" July 17, 2014	Proposed Center shown on this plan
Maximum Total Land Area	15 Acres	231,900 SF (5.32 acres)	231,900 SF (5.32 acres)
Dwelling Units		232	215
Commercial Space		3,650 SF	0 SF
Maximum Building Height	65 FT/5 Stories whichever is Less	65 FT	60 FT
Maximum Impervious Coverage	80%	78% (180,000 SF)	74%
Maximum Set back	15 FT From Street Right of Way	10 FT	11 FT
Non-Residential Floor Area	<20% of residential Floor Area	1.8% (3,647 SF)	0%
Residential Parking	1.5 or 1.0 Space Per Unit*	1.44	1.5
	530 Spaces (1.30 avg per unit)*	333 Spaces	323 Spaces

* Units less than 650 SF require 1 space per unit. 40% of the proposed units are studios which are less than 650 SF
2015 Plan: 33 units are less than 650 SF. (33 x 1.0) + (182 x 1.5) = 306 parking spaces required

SIGN LEGEND:

(A) RELOCATED 51-1347 (BUS STOP)
(B) EXISTING 51-6610 (VCT) 51-6616 (178)
(C) EXISTING 31-5505 (SPEED LIMIT 35)
(D) ERECT 31-0552 (STOP)
(E) ERECT 31-1620 (NO LEFT TURN SYMBOL)
(F) RELOCATED 31-5505 (SPEED LIMIT 30)
(H) ERECT 31-0629(P) (HANDICAPPED)
(J) ERECT 31-1119 (DO NOT ENTER)

LEGEND:

CB TF FL — STORM CATCH BASIN, TOP OF FRAME, FLOW LINE
YARD DRAIN
SANITARY MANHOLE
LIGHT
SIGN
UTILITY POLE WITH GUY
WATER GATE
CONCRETE MONUMENT
IRON PIN / PIPE
DECIDUOUS TREE
CONIFEROUS TREE
SHRUB
SPOT ELEVATION

EXISTING CONTOUR
STORM DRAINAGE PIPE
SANITARY SEWER
SANITARY LATERAL
WATER PIPE
GAS PIPE
WIRE FENCE
WOOD FENCE
STONE WALL
LIMIT OF PLANTED AREA
LIMIT OF WOODED AREA
PROPOSED DECORATIVE LIGHT WITHIN HIGHWAY RIGHT OF WAY SEE LANDSCAPE ARCHITECT PLAN.
PROPOSED STREET TREE WITHIN HIGHWAY RIGHT OF WAY SEE LANDSCAPE ARCHITECT PLAN.

State Traffic Administration
Decision Rendered SEP 20 2016

RECEIVED
AUG 2 2016
STATE TRAFFIC ADMINISTRATION

DATE	REVISION
8/26/16	REVISED BLOOMFIELD AVENUE ENTRANCE; REMOVED RESTRIPING AT BLOOMFIELD AVENUE
8-15-16	ADDED CROSSWALKS AND STOP SIGNS AT JEROME AVENUE / JEROME WAY INTERSECTION
8-3-16	100% CD SET
5/5/16	MISCELLANEOUS REVISIONS
4/5/16	REVISED PER WETLANDS AGENT COMMENTS
3/1/16	REVISED PER APPROVAL

STATE OF CONNECTICUT WILSON M. ALFORD, JR. No. 9344 LICENSED PROFESSIONAL ENGINEER

STATE OF CONNECTICUT LOUIS M. ALFORD, JR. No. 9344 LICENSED LAND SURVEYOR

TO THE BEST OF MY KNOWLEDGE AND BELIEF THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

L.S. NO. 9344

NOT VALID WITHOUT A LIVE SIGNATURE AND EMBOSSED SEAL

Alford ASSOCIATES, INC.

CIVIL ENGINEERS
WINDSOR, CONNECTICUT
WILSON M. ALFORD, JR. P.E.& L.S.

DATE: DECEMBER 4, 2015

SCALE: 1 IN. = 40 FT.

INLAND WETLANDS & WATERCOURSES COMMISSION AND T.P.& Z. COMMISSION PERMIT APPLICATION PLANS

LAYOUT PLAN

PREPARED FOR

POST ROAD RESIDENTIAL

23 – 31 JEROME AVENUE
632 – 700 BLOOMFIELD AVENUE
BLOOMFIELD, CONNECTICUT

Sheet
C-4.2

P: P15038 D: P15038SP FOLDER: Bloomfield Center – Jerome and Bloomfi

COMMUNITY
connectivity program

Appendix B

Built to deliver a better world

Road Safety Audit

Town: Bloomfield
RSA Location: Rt 178/Rt 189 Intersection
Meeting Location: Town Hall – Conference Room 2 (1st Floor)
Address: 800 Bloomfield Avenue, Bloomfield, CT 06002
Date: 11/3/2016
Time: 8:30 AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Brad Sabean	Aecom
Anna Bergeron	CTDOT
Jonathan thiesse	Bloomfield Engineering
Stephen Hajdasz	Bloomfield PD
Mike Wulforst	Aecom
Michael Bononi	Bloomfield EDC
Bonnie Bercowetz	Bloomfield EDC
Grayson Wright	CTDOT
Fred Hesketch	Bloomfield EDC
John Lawlor	Bloomfield Public Works
Jose Giner	Bloomfield Planning & Ec. Dev
Joe Merritt	Town Council
Dale Bertoldi	Ironwd Comm Prtnr
Vikki reski	Ironwd Comm Prtnr

COMMUNITY
connectivity program

Appendix C

Built to deliver a better world

Road Safety Audit – Bloomfield

Meeting Location: Town Hall – Conference Room 2 (1st Floor)
Address: 800 Bloomfield Avenue, Bloomfield, CT 06002
Date: 11/3/2016
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

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

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

Bicycles • Bicycle facilities/design • Separation from traffic • Conflicts with on-street parking • Pedestrian Conflicts • Bicycle signal detection • Visibility • Roadway speed limit • Bicycle signage/markings • Shared Lane Width • Shoulder condition/width • Traffic volume • Heavy vehicles • Pavement condition • Other	

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

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

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

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

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

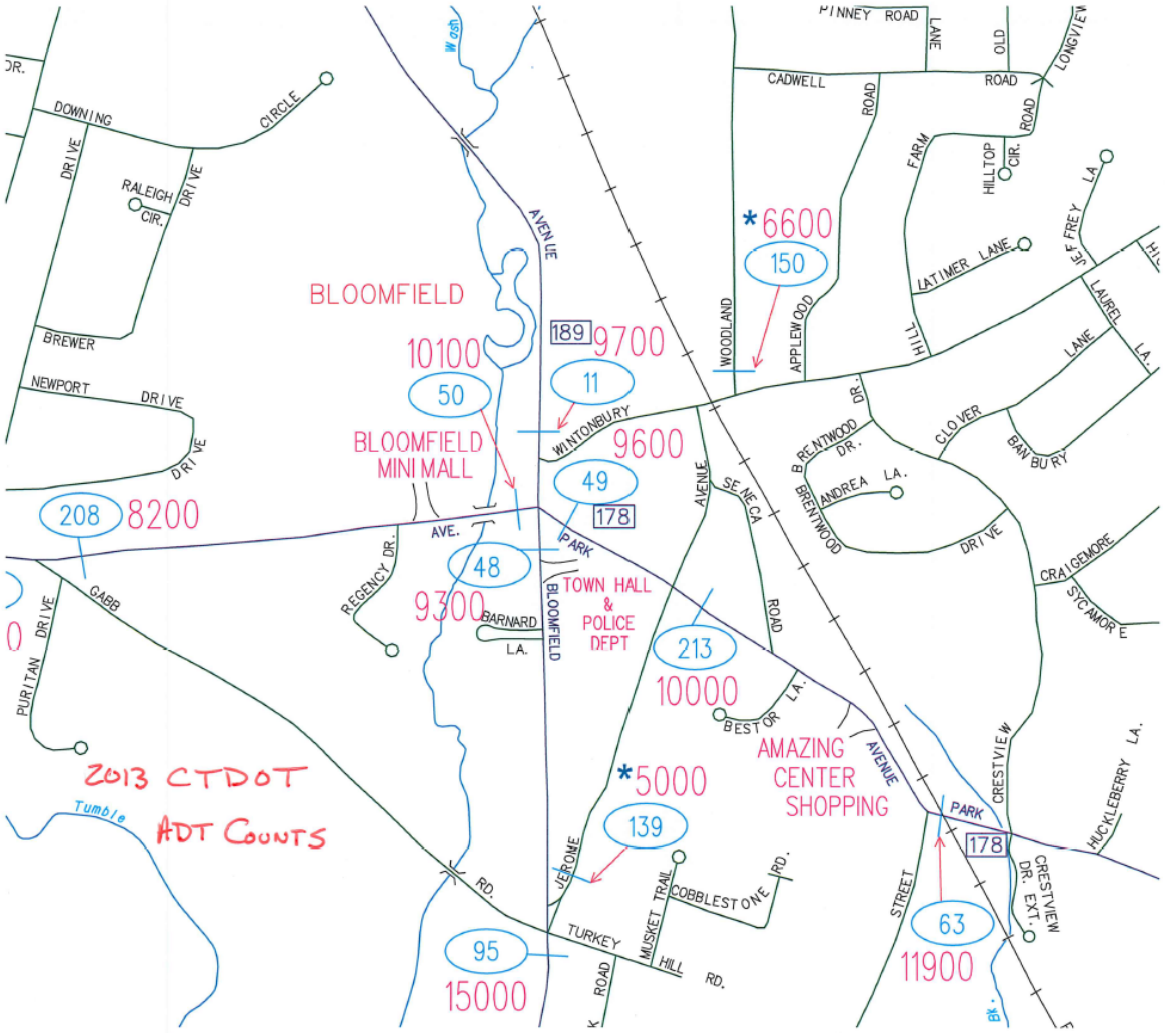
• Pavement Markings
  o Correct and consistent with MUTCD
  o Adequate visibility
  o Condition
  o Edgelines provided	

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

Town of Bloomfield
Community Connectivity Program Application 2016
Project Area Map

Wintonbury Early Childhood Magnate School
Grocery Market
Nursing Home / Rehab Facility
Bloomfield [Town] Center District Boundary (Typ.)
Filley Park
Tunxis Ave
Sacred Heart Church
Fire Station
Wintonbury Ave
First Cong. Church
(SR 189)
Bloomfield Crossing Plaza
Library
Town Green
Wintonbury Mall
Central New England Railroad
Mountain Ave (SR 178)
(SR 178)
(43 Units)
Town Hall
CVS Plaza
Park Ave
Senica Rd
Northeast Plaza
Post Office
Police HQ
Jerome Ave
(SR 189)
Proposed Apartments (215 Units)
Bloomfield High School
Amazing Plaza
(137 Units)
Jerome Way
Gabb Raod
Bloomfield Ave
0.5 mile radius line
Proposed CREC Elementary Magnate School

Average Daily Traffic (ADT)

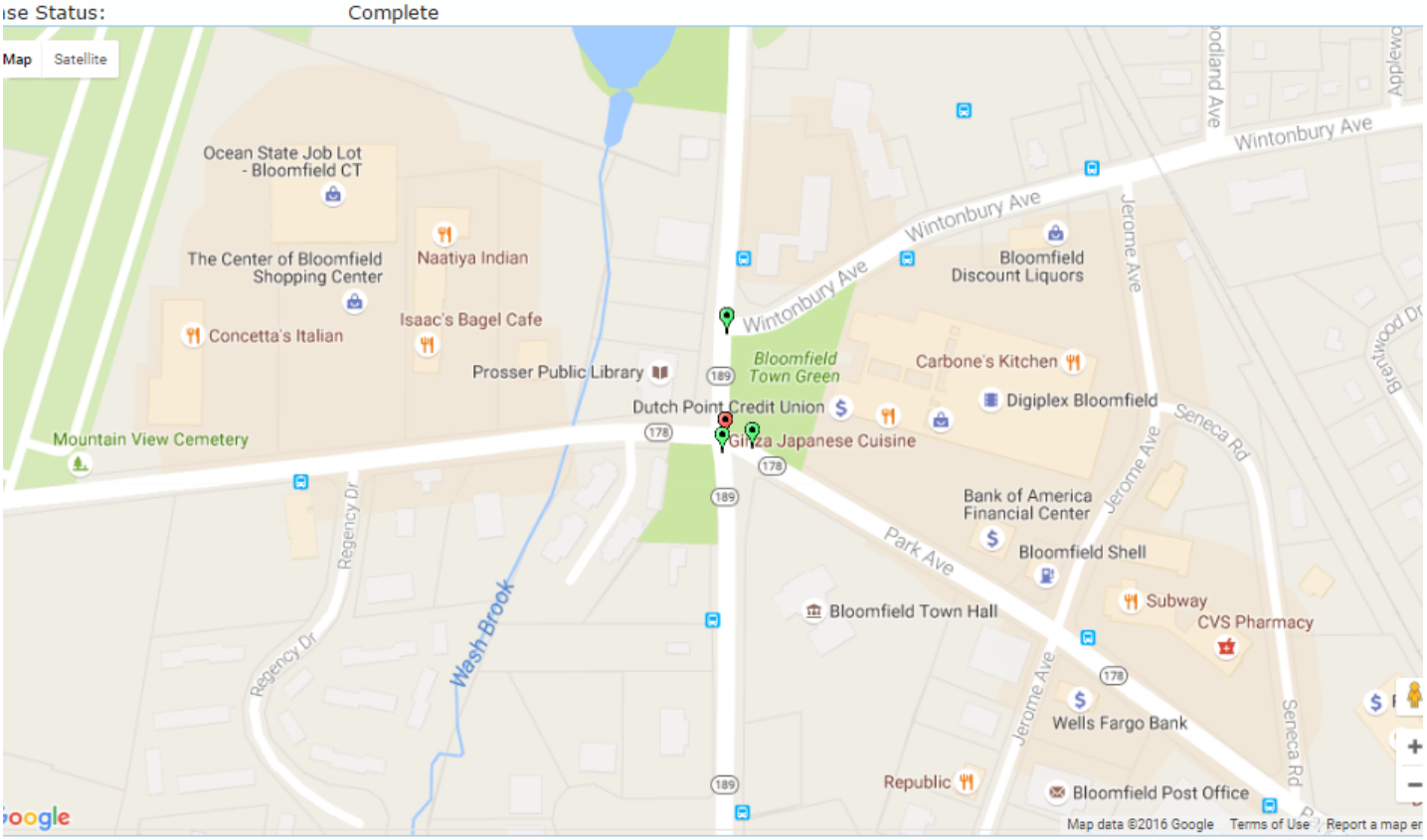


2015 Crashes

UCONN Connecticut Crash Data Repository

arch Criteria:

ataset:	mmucc
ate From:	01/01/2015
ate To:	12/31/2015
owns:	Bloomfield
own & Route:	Town:11 Route:210 Intersection:undefined Milepost:-0.05
own & Route:	Town:11 Route:178 Intersection:undefined Milepost:1.65-1.75
own & Route:	Town:11 Route:189 Intersection:undefined Milepost:3.4-3.5
ash Severity:	Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
se Status:	Complete



Markers | Heatmap | Crashes By Route | Select & Query

Query Selection | View Vehicle Vectors

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

Route Segment Scale

0 0

Select All

Deselect All

Road Safety Audit – Bloomfield

Crash Summary

Data: 3 years (2012-2014)

There were no crashes that involved pedestrians.

There were no crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	40	82%
Injury (No fatality)	9	18%
Fatality	0	0%
Total	49	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	3	6%
Rear-end	27	55%
Turning-Intersecting Paths	3	6%
Turning-Opposite Direction	7	14%
Fixed Object	4	8%
Backing	0	0%
Angle	3	6%
Turning-Same Direction	1	2%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	2%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	49	

Weather Condition	Number of Crashes	
Snow	0	0%
Rain	6	12%
No Adverse Condition	42	86%
Unknown	1	2%
Fog	0	0%
Other	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	49	

Light Condition	Number of Crashes	
Dark-Not Lighted	3	6%
Dark-Lighted	8	16%
Daylight	38	78%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	49	

Road Surface Condition	Number of Crashes	
Snow/Slush	0	0%
Wet	7	14%
Dry	41	84%
Unknown	1	2%
Ice	0	0%
Other	0	0.0%
Total	49	

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**	1	2%
4:00	**4:59**	0	0%
5:00	**5:59**	0	0%
6:00	**6:59**	1	2%
7:00	**7:59**	3	6%
8:00	**8:59**	1	2%
9:00	**9:59**	1	2%
10:00	**10:59**	2	4%
11:00	**11:59**	5	10%
12:00	**12:59**	4	8%
13:00	**13:59**	1	2%
14:00	**14:59**	2	4%
15:00	**15:59**	5	10%
16:00	**16:59**	8	16%
17:00	**17:59**	8	16%
18:00	**18:59**	2	4%
19:00	**19:59**	0	0%
20:00	**20:59**	0	0%
21:00	**21:59**	1	2%
22:00	**22:59**	2	4%
23:00	**23:59**	1	2%
Total		49	

Bloomfield - Rt 178/Rt 189 Intersection

N

Legend
- No Sidewalk Either Side
- Sidewalk
- Pedestrian Crossing Sign
- Signalized Intersection
- Bridge or Culvert
- Stop Controlled Intersection
- Crosswalk
- School Zone Ahead Sign
- School Zone Sign
- Bus Stop
- Railroad
- School Zone Crossing Sign
- Proposed Apartments

Grocery Market
Nursing Home/ Rehab Facility
Wash Brook
Rte 189
Sacred Heart Church
Filley Park
Fire Station
First Cong. Church
Winterbury Ave
Bloomfield Crossing Plaza
Library
Tunxis Ave
Town Green
Wintonbury Mall
Mountain Ave
Roberts Green
Park Ave
Rte 178
Town Hall
CVS Plaza
Senica Rd
Northeast Plaza
Post Office
Police Department
Jerome Ave
Amazing Plaza
Bloomfield Ave
Jerome Way
Gabb Rd
Turkey Hill Rd

DRAFT

Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations

- Medium Term recommendations

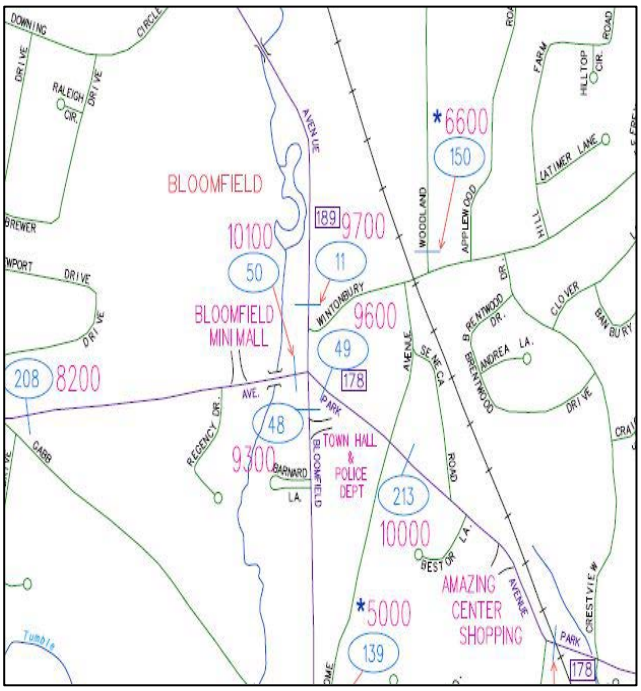
- Long Term recommendations

Next Steps

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

Road Safety Audit – Bloomfield

Fact Sheet



Functional Classification:

- SR 178 and SR 189 are classified as Minor Arterial

ADT

- ADT on SR 178 is 10,100 and SR 189 is 9,700

Population and Employment Data (2014):

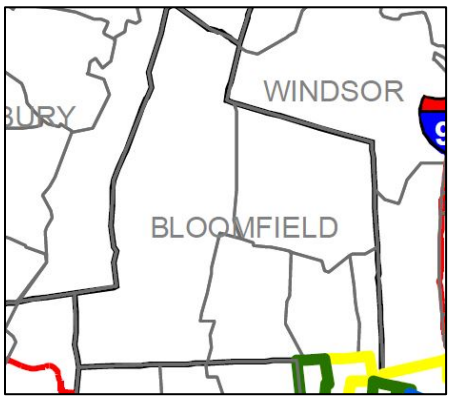
- Population: 20,626
- Employment: 19,272

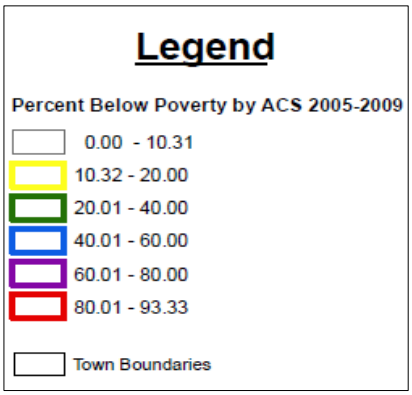
Urbanized Area

- Bloomfield is in the Hartford Urbanized Area

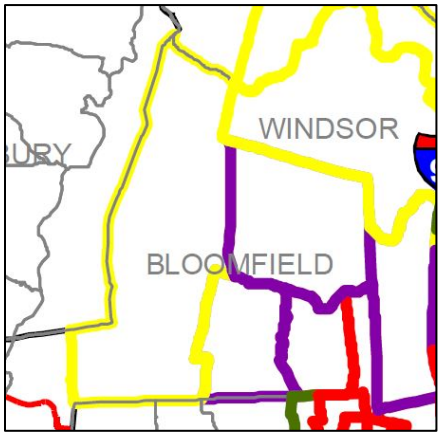
Demographics

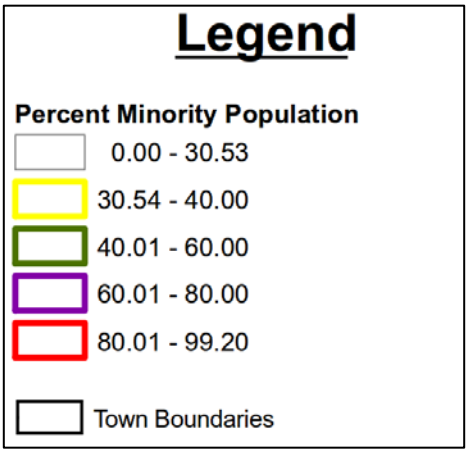
- The statewide average percentage below the poverty line is 10.31%. Within the vicinity of SR 178 and SR 189 up to 10% of residents are below the poverty line.





- The statewide average percentage minority population is 30.53%. Within the vicinity of SR 178 and SR 189 up to 80% of residents are minorities.





Air Quality

- Bloomfield's CIPP number 203
- Bloomfield is within the Greater CT Marginal Ozone Area
- Bloomfield is within a CO Attainment Area