



**COMMUNITY**  
connectivity program

# Brookfield

Still River Greenway Connection

May 10, 2016



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Acknowledgements:

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

With assistance from AECOM Transportation Planning Group

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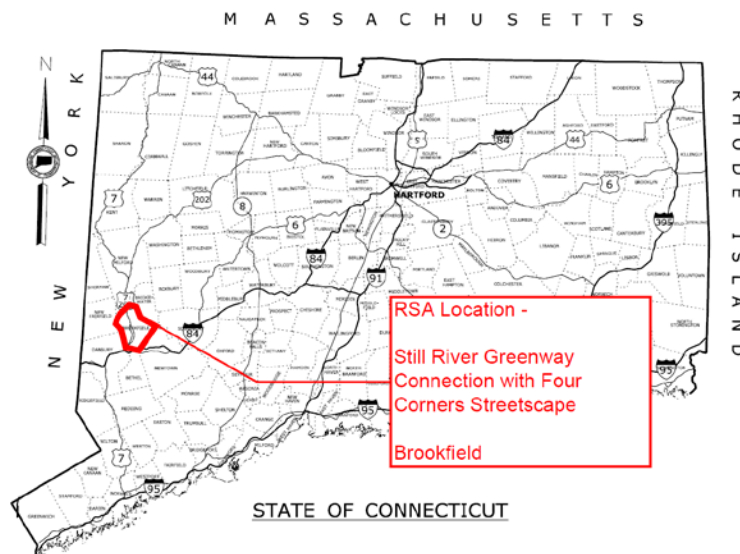




The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at 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](http://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 Still River Greenway Connection, Brookfield RSA

The Town of Brookfield submitted an application to complete an RSA related to the potential for connecting the Still River Greenway with the Four Corners Streetscape project to improve safety for pedestrians and bicyclists travelling in the Town Center District. The core of this Town Center District is the intersection of Route 202 and Route 25.

The portion of Route 202 in the study area includes the northerly terminus of the Still River Greenway connects pedestrians and bicycles between the Brookfield Town Center and the Town Hall area. Although Route 202 accommodates moderate traffic volumes and high vehicle speeds, there are no sidewalks between the end of the Greenway and the Town Village Center, except for a short unconnected piece of concrete sidewalk.

The Town of Brookfield's application contained information on their Streetscape Master Plan, state grants, Greenway Trail Project and a mapping of the corridor. The application and supporting documentation are included in Appendix A.

## 1.1 Location

The RSA site is the section of Federal Road (State Route 202) between Whisconier Road (State Route 25) and Old Route 7 (Figure 1 and Figure 2). The Average Daily Traffic (ADT) on Federal Road between Route 25 and Old Route 7 is between 6,100 and 9,000 vehicles per day (vpd). Federal Road consists of a single 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 two to ten feet. There are exclusive left turn lanes at the north and south approaches to the intersection of Federal Road and Route 25.

Route 202 was originally Route 7, the major north/south arterial in western Connecticut. Upon the completion of the parallel Route 7 freeway (sometimes referred to as "Super 7"), the use of Route 202 shifted to be more characteristic of a local arterial. Over the years, the original path Federal Road was improved to provide a straighter, more direct alignment. In many instances, the original alignment remained in use as a local road. "Old Route 7" is one such roadway.

Intersections throughout the study area are controlled by side-street stop signs, except for the Route 202 and Route 25 signalized intersection.

This section of roadway contains a significant number of business driveways, adding complexity to walking and bicycling maneuvers through the area.



Figure 1. Federal Road (US Route 202), Brookfield



Figure 2. Study Area – Regional Context

## 2 Pre-audit Assessment

### 2.1 Pre-audit Information

As noted above, traffic volumes are significant along this corridor. This is primarily because Route 202 is a major north/south facility in the area and connects with Route 25, which is a major east west/south route in the area. As a result, this portion of Main Street carries traffic to and through the town from other areas in all directions.

Crash history in this area is relatively low, and there were no crashes involving pedestrians or bicyclists between 2012 and 2014, most crashes were rear end crashes and caused property damage (Table 1 and Table 2). Figure 3 displays crashes that occurred in this area during 2015.



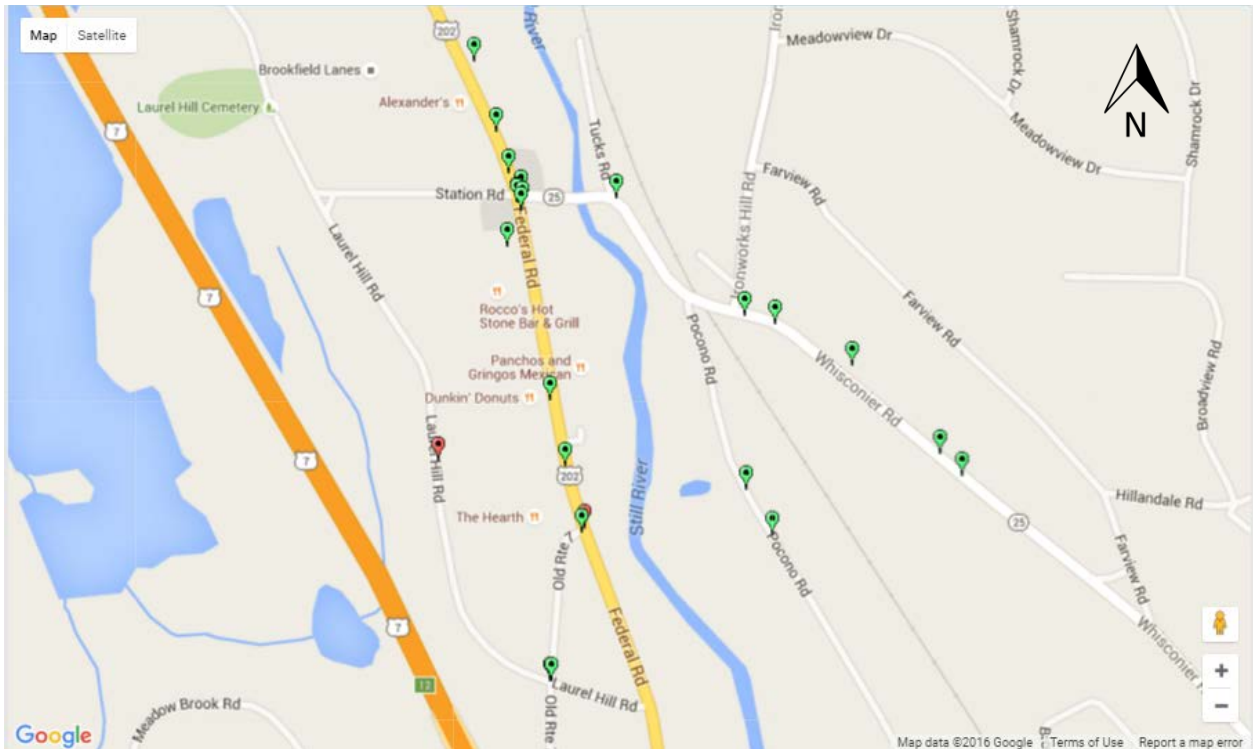
Severity Type	Number of Accidents	
Property Damage Only	24	80%
Injury (No fatality)	6	20%
Total	30	0%

**Table 1. Crash Severity**

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	1	3%
Rear-end	10	33%
Turning-Intersecting Paths	6	20%
Turning-Opposite Direction	7	23%
Fixed Object	1	3%
Backing	1	3%
Angle	0	0%
Turning-Same Direction	1	3%
Moving Object	1	3%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	3%
Head-on	0	0%
Sideswipe-Opposite Direction	1	3%
Total	30	

**Table 2. Crash Type**



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

To improve connectivity within the Town Village Center, Brookfield created the Still River Greenway Trail and more recently has completed the design of the Streetscape Project. The primary concern with the connectivity of these two projects is that there are no sidewalks or crosswalks linking the northern terminus of the Still River Greenway Trail and the southern terminus of the Streetscape Project. Linking this 650 foot long gap between the two projects will create a continuous pedestrian and bike friendly pathway through the Town Village Center (Figure 4).

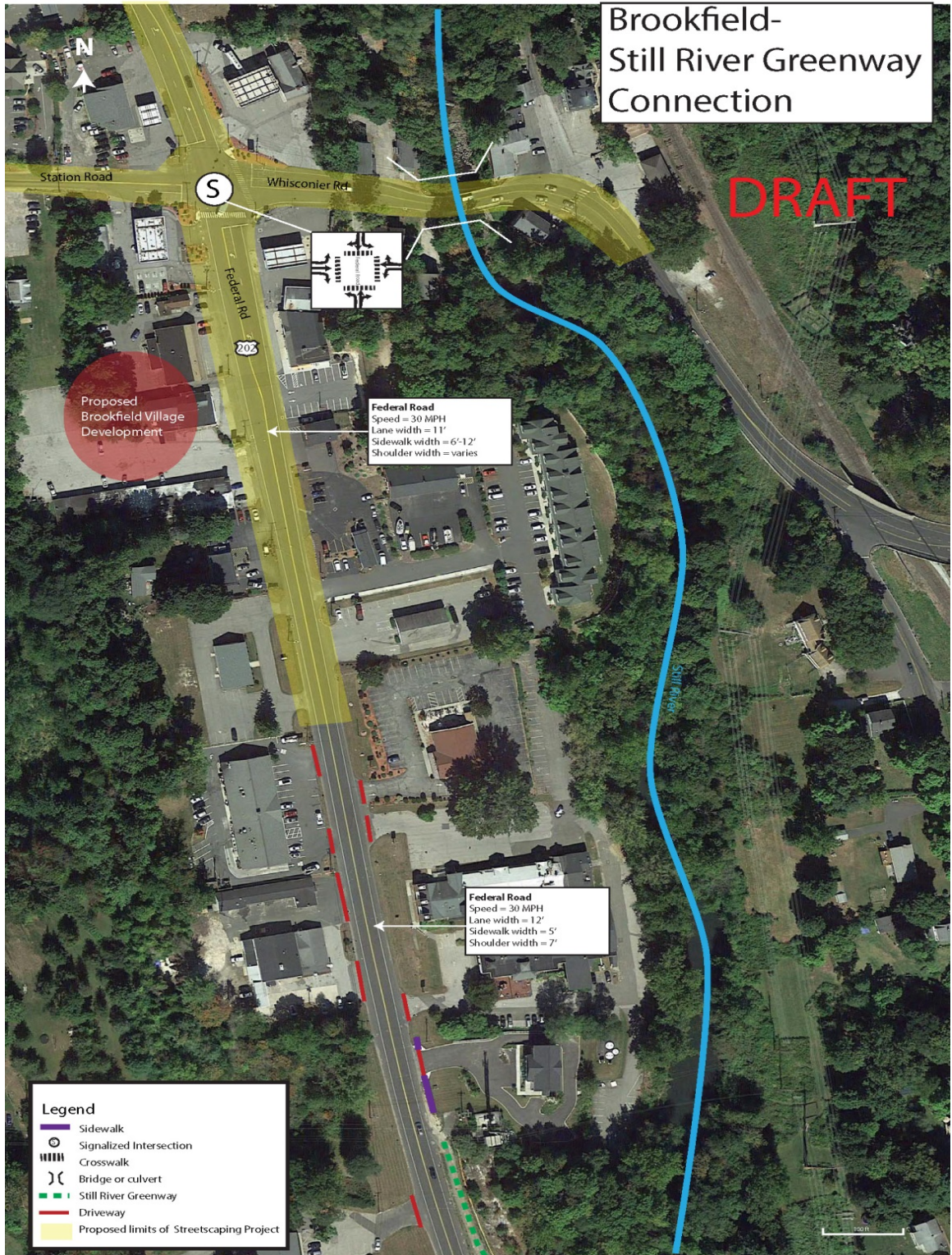


Figure 4. Route 202 Road Geometrics

## Brookfield - Route 202 Street Inventory

From	To	Distance	Lane width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition				Exist	Compliant
Route 25	Peachwave Driveway	270 ft	13', 10' (left turn)	East	None	None	None	None	No	4'	None	None
			17'	West	None	None	None	None	No	7-10'	None	None
Peachwave Driveway	777 South	900 ft	12'	East	None	None	None	Asphalt	No	4-5'	None	None
				West	None	None	None	Asphalt	No	4-8'	None	None
777 South	End of Greenway	150 ft	12'	East	Concrete	5'	Good	None	No	8-10'	None	None
				West	None	None	None	Asphalt	No	8-10'	None	None
End of Greenway	Old Route 7	250 ft	12'	East	Asphalt	10'	Good	None	No	8'	None	None
				West	None	None	None	Asphalt	No	8'	None	None

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

**Table 3. Street Inventory**

## 2.2 Prior Successful Effort

The Town of Brookfield has created a Streetscape Master Plan as part of the Town's Revitalization Plan. The Streetscape Master Plan focuses on roadway modifications, sidewalk construction and adding streetscape amenities in the Town Center District. These plans have been approved by the Town's Planning and Zoning Commission. Phase I of the Streetscape Project is under design and construction is scheduled for 2017.

The phase I of the Still River Greenway Trail Project is complete and is expected to open to public in the Fall of 2016. Phase II of this project will include continuation of the paved pedestrian/bike trail connecting the Town Hall to the Town Village Center.

The trail will provide a safe route for pedestrians and bicyclists. It will also increase recreational opportunities and boost the local economy.

## 2.3 Pre-Audit Meeting

The RSA was conducted on May 10, 2016. The Pre-Audit meeting was held at 9:30 AM in the Town Hall located at 100 Pocono Road in Brookfield.

The RSA Team was comprised of staff from CTDOT, staff from AECOM, representatives from several Brookfield departments including the Town Planner, Local Police, Parks and Recreation, WestCOG, and the Project Manager. 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:

- CTDOT has placed new emphasis on all users of the highway facilities, not just automobiles.
- There is a gap in the sidewalk between the streetscape project and the trail.
- Also, the trail is on the east side of Route 202 and the proposed streetscape walkway/bikeway is on the west side. A connection between the two needs to be added.
- The Trail is scheduled to open in the fall of 2016, which will create significant pedestrian traffic and there is no designated parking where the trail meets Route 202.
- It was suggested that close by local businesses parking lots can be used for parking temporarily.
- A long term solution will be to add a pedestrian crossing to connect the bike path and sidewalk on the west side to the trail on the east side.

### 3 RSA Assessment

#### 3.1 Field Audit Observations

The team visited the end of the Still River Greenway Trail and the Village Center and made the following notes:

- One of the driveways to the Hearth Restaurant could be closed; this would provide approximately 10-15 parking spaces. It was noted, however, that there might be a concern with an emergency vehicle's turning radius if the driveway is closed.
- The Hearth Restaurant sign is set far back from the roadway; it could be moved closer to the road. The sign may be on town property, but the exact location of the State and Town right-of-way lines is not clear (Figure 5).
- A crosswalk may be necessary at the trail end. (Would be more feasible than further north) (Figure 6).
- Parking at the Scalzo property across from the Hearth Restaurant might be a feasible option. The possible issues are that tree clearing might be required and proximity to wetlands can delay the process. Crosswalk will be required with adequate signage and ADA compliant sidewalk.
- There is a possibility of 5-6 on-street parking spots on Old Route 7. A crosswalk will be required with adequate signage and ADA compliant sidewalk.
- There is the possibility of providing a small parking area on the remaining state property that was formerly the Route 7 right-of-way. It would be necessary to discuss the disposition of this property with the CT DOT Bureau of Rights-of-Way.
- People walking southbound on Route 202 use the shoulder on the west side of the roadway.



Figure 5. Hearth Sign Set Back



Figure 6: Trail Way Crosswalk

- There is no existing signage to clarify where the Trail ends.
- Most pedestrians were observed to be walking on the east side of the road.

### 3.2 Post Audit Workshop - Key Issues

- There are no crosswalks that provide pedestrians / bicyclists with a link between the end of the trail way and the sidewalk/bike path on the west side of Route 202.
- Phase I of the streetscape project stops approximately 700 feet north of the trail. Phase II of the Streetscape Project is still being reviewed for approval. The existing condition is that there is a 50 foot gap to a short (100 feet long) piece of sidewalk on the east side of the road, and then no sidewalk to the Town Village Center.
- There is no designated parking for trail users.
- There is no designated place for pedestrians to cross mid-block in the area of Brookfield Deli, Subway and Dunkin Donuts.
- There is no signage indicating the end of the Still River Greenway Trail.
- The Hearth Restaurant sign is set too far back for roadway users to notice or read it.

## 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. Add on-street parking on Old Route 7 (west side), there seems to be room for five to six spaces. However, being in front of residential property may create concerns.
2. Install "Trail Ends" signage. (Figure 7).
3. Look into use of portions of existing parking lots at the Hearth or nearby properties for the trail, at least on a temporary basis until additional parking facilities can be constructed.



Figure 7: Trail Way Terminus Signage

Figure 8 depicts these recommendations.





Figure 8. Short Term Recommendations

## 4.2 Medium Term

1. Close the north driveway to Hearth Restaurant unless both driveways are required by fire department, or precluded by some type of agreement with CT DOT.
2. Install a crosswalk in the area of the Brookfield Deli, Subway and Dunkin Donuts.
3. Add a bus stop at the intersection south of Poncho's Gringo's.
4. Install crosswalk at the end of the Still River Greenway Trail. This will require adequate signage along with ADA compliant sidewalk ramps. (Figure 9)
5. Move the Hearth sign out closer to the street.



Figure 9: ADA Compliant Ramp

Figure 10 depicts some of the recommendations along Main Street.

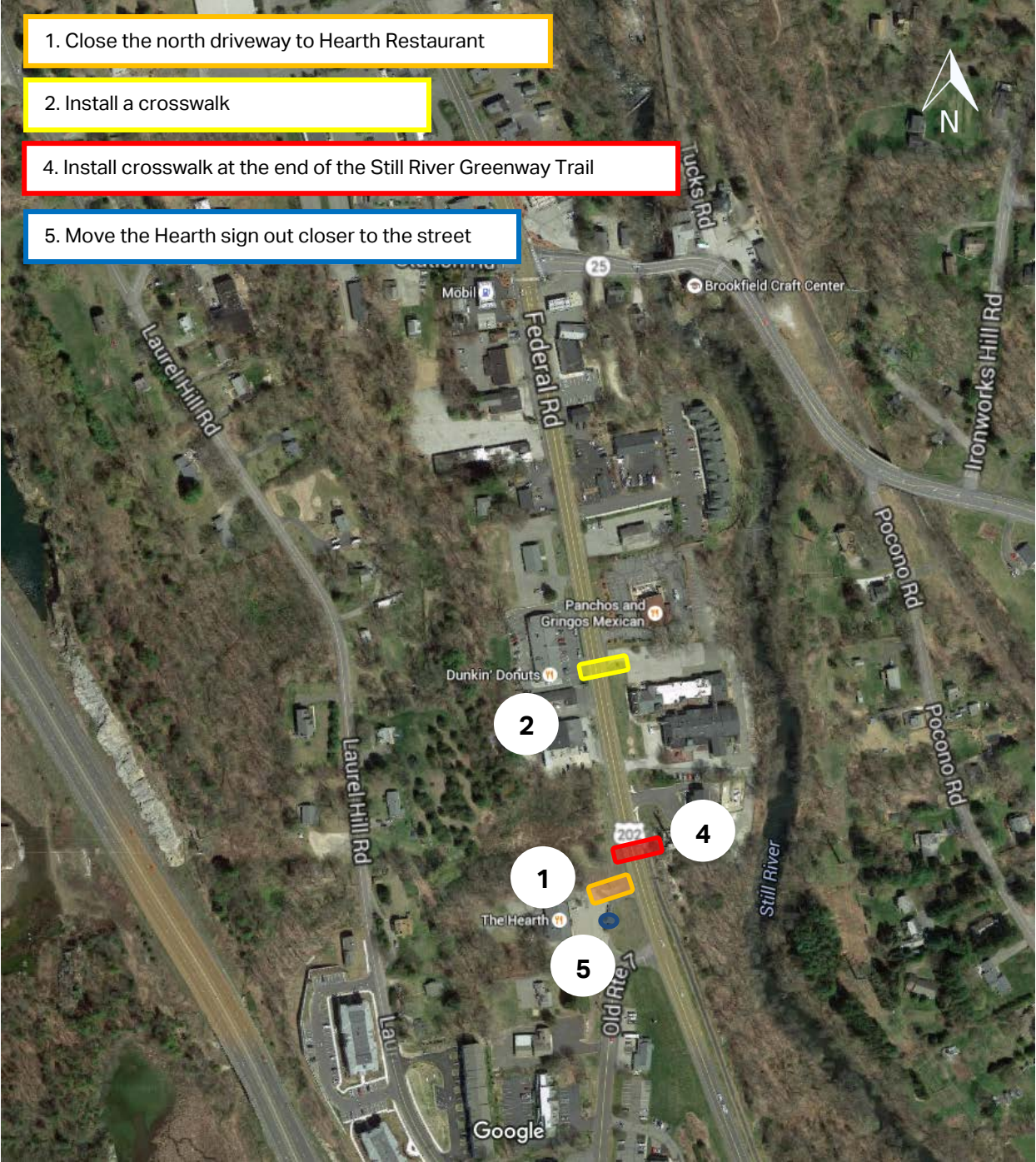


Figure 10. Medium Term Recommendations

### 4.3 Long Term

1. Extend sidewalk from the end of the trail way through the rest of the Town Village Center.
2. Construct parking (possibly gravel surface) in the former CT DOT right-of-way north of the Hearth Restaurant. This will require discussions with the Hearth Restaurant and CT DOT regarding the ownership/transfer of the land, easements, and access to Federal Road.

Figure 11 depicts these recommendations.



Figure 11. Long Term Recommendations

#### 4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Brookfield RSA. It provides the Town of Brookfield an outlined strategy to improve the transportation network for all road users in the Town Village Center, particularly focusing on pedestrians and cyclists. Moving forward, Town of Brookfield 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 along Route 202.



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# Appendix A



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# Welcome to the Community Connectivity Program Application



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

## 1. Applicant contact information

**Name**

**Title**

**Email Address**

**Telephone Number**

## 2. Location information

**Address**

**Description**

**City / Town**



**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)

Adding 24,000 square feet of retail and commercial space with the Brookfield Village Project, construction scheduled to begin in May 2016.

**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)?**

Yes

**If Yes please describe and list all projects.**

The Town of Brookfield has a Streetscape Master Plan that is making roadway modifications, adding sidewalks, and streetscape amenities in the central portion of our Town Center District. This plan has been developed to support the implementation of the Town's Revitalization Plan (<http://brookfieldedc.org/wp-content/uploads/2014/04/Four-Corners-Revitalization-Plan-090412.pdf>) which is central to Brookfield's economic development. Brookfield's 2015 Plan of Conservation and Development ([http://www.brookfieldct.gov/Pages/BrookfieldCT\\_BComm/Planning/2015%20POCD.pdf](http://www.brookfieldct.gov/Pages/BrookfieldCT_BComm/Planning/2015%20POCD.pdf)) and its website, created in 2015 to promote Brookfield (<http://brookfieldedc.org/>), all center around this plan.

The District and Revitalization Plans have been approved by the local Planning and Zoning Commissions and have the full support of the Boards of Selectmen and Finance.

The Town has received the following State grants to implement this plan:

- \$540,000 2014 STEAP Grant
- \$500,000 2015 STEAP Grant
- \$798,000 2015 LoTCIP Grant

In addition, the Town has applied for an additional \$500,000 from 2016 STEAP, and has approved and expended matching town funds totaling \$250,000. Phase I construction of the Streetscape Project is scheduled for 2017.

Also, the Town is near completion of the nearby Still River Greenway Trail Project and expects it to be completed and open to the public in July 2016. Total costs of the Still River Greenway Phase II will be \$2,407,000. Of this total 80% or \$1,926,600 is Federal Transportation Enhancement funds, and 20% or \$481,400 is Brookfield matching funds. Phase II includes the continuation of the paved pedestrian / bicycle trail connecting the Town Hall complex to the Town Village Center. Features of the Trail include a 10 foot wide paved surface, a 170 foot long prefabricated bridge that spans the Still River and the construction of pier-supported boardwalks that span environmentally sensitive areas.

Benefits of the Trail include:

- Measurable economic stimulus for the local economy
- Enhanced recreational opportunities
- A safe place for the community to bike, walk, roller blade and run

**12. Environmental Concerns:**

**If Yes please describe and list.**

None. The Streetscape and Greenway Trail projects have been reviewed and approved by DEEP.

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

There is a 650 foot gap between the northern terminus of the Still River Greenway Trail and the southern terminus of the Streetscape Project. In addition, the Trail is on the east side of State Road 202 and the Streetscape walkway/bike path is on the west side. This project would provide a pedestrian friendly connection between these two points.

See attached GIS map showing this area. Link: [http://brookfield.mapxpress.net/ags\\_map/default.htm?GIS\\_LINK=D08020](http://brookfield.mapxpress.net/ags_map/default.htm?GIS_LINK=D08020)

**14. Are there plans to expand the area?**

(Transportation Oriented Development, Economic Development, housing, etc...)

Yes

Yes, Phases II and II of the Streetscape Project are planned, including plans to extend the walkway and bike path north through Brookfield and add a public commuter parking lot.



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

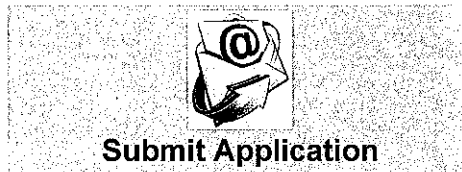
Yes

This project will benefit the community by allowing the Town of Brookfield a walkable, bike friendly downtown district on the Revitalization Plan. The plan focuses on the Town Center District, the core of which is the intersection of Route 202 and Route 25. The district has been the focus of an Incentive Housing Overlay Zone aimed at stimulating mixed use development to bring vitality back to this tired and worn out section of Brookfield. Development in the district, which includes apartments, townhomes and retail, service and office space, has been approved by the Zoning Commission. It has been estimated that the projects will add \$1 million of new annual tax revenue. The creation of an attractive and safe streetscape and Trail is an integral part of this revitalization.

**Thank you for completing the Community Connectivity application.**

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

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







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# Appendix B



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## Road Safety Audit

**Town:** Brookfield  
**RSA Location:** Route 202 and 25  
**Meeting Location:** Brookfield Town Hall  
**Address:** 100 Pocono Road  
**Date:** 5/10/2016  
**Time:** 9:30 AM

## Participating Audit Team Members

Audit Team Member	Agency/Organization
Angelo DaCunha	Brookfield Cleaners
Anna Bergeron	CTDOT
Stephen Gazillo	AECOM
Rob Sachnin	WestCOG
Dave Hannon	WestCOG
Steve Mitchell	AECOM
Shivani Mahajan	AECOM
Greg Dembowski	Brookfield
Jay Purcell	Brookfield PD
Ralph Tedesco	Brookfield PW
Dennis DiPinto	Parks and Rec
Alice Dew	Brookfield Land Use
Steve Dunn	Brookfield First Selectmen



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# Appendix C



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## Road Safety Audit – Brookfield

**Meeting Location:** Brookfield Town Hall  
**Address:** 100 Pocono Road, Brookfield, CT 06804  
**Date:** 5/10/2016  
**Time:** 9:30 AM

### Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 9:30 AM**                      **Welcome and Introductions**
- Purpose and Goals
  - Agenda
- 9:45 AM**                      **Pre-Audit**
- Definition of Study Area
  - Review Site Specific Data:
    - Average Daily Traffic
    - Crash Data
    - Geometrics
  - Issues
  - Safety Procedures
- 11:00 AM**                      **Audit**
- Visit Site
  - As a group, identify areas for improvements
- 1:00 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><b>Pedestrian Crossings</b></p> <ul style="list-style-type: none"><li>• Sufficient time to cross (signal)</li><li>• Signage</li><li>• Pavement Markings</li><li>• Detectable warning devices (signal)</li><li>• Adequate sight distance</li><li>• Wheelchair accessible ramps<ul style="list-style-type: none"><li>○ Grades</li><li>○ Orientation</li><li>○ Tactile Warning Strips</li></ul></li><li>• Pedestrian refuge at islands</li><li>• Other</li></ul>	
<p><b>Pedestrian Facilities</b></p> <ul style="list-style-type: none"><li>• Sidewalk<ul style="list-style-type: none"><li>○ Width</li><li>○ Grade</li><li>○ Materials/Condition</li><li>○ Drainage</li><li>○ Buffer</li></ul></li><li>• Pedestrian lighting</li><li>• Pedestrian amenities (benches, trash receptacles)</li><li>• Other</li></ul>	





<b>Bicycles</b> <ul style="list-style-type: none"><li>• Bicycle facilities/design</li><li>• Separation from traffic</li><li>• Conflicts with on-street parking</li><li>• Pedestrian Conflicts</li><li>• Bicycle signal detection</li><li>• Visibility</li><li>• Roadway speed limit</li><li>• Bicycle signage/markings</li><li>• Shared Lane Width</li><li>• Shoulder condition/width</li><li>• Traffic volume</li><li>• Heavy vehicles</li><li>• Pavement condition</li><li>• Other</li></ul>	
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<b>Roadway &amp; Vehicles</b>	
<ul style="list-style-type: none"><li>• Speed-related issues<ul style="list-style-type: none"><li>○ Alignment;</li><li>○ Driver compliance with speed limits</li><li>○ Sight distance adequacy</li><li>○ Safe passing opportunities</li></ul></li></ul>	
<ul style="list-style-type: none"><li>• Geometry<ul style="list-style-type: none"><li>○ Road width (lanes, shoulders, medians);</li><li>○ Access points;</li><li>○ Drainage</li><li>○ Tapers and lane shifts</li><li>○ Roadside clear zone /slopes</li><li>○ Guide rails / protection systems</li></ul></li></ul>	

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

# Town of Brookfield

Geographic Information System (GIS)



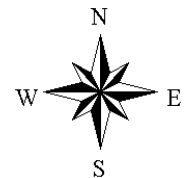
Date Printed: 2/25/2016



## MAP DISCLAIMER - NOTICE OF LIABILITY

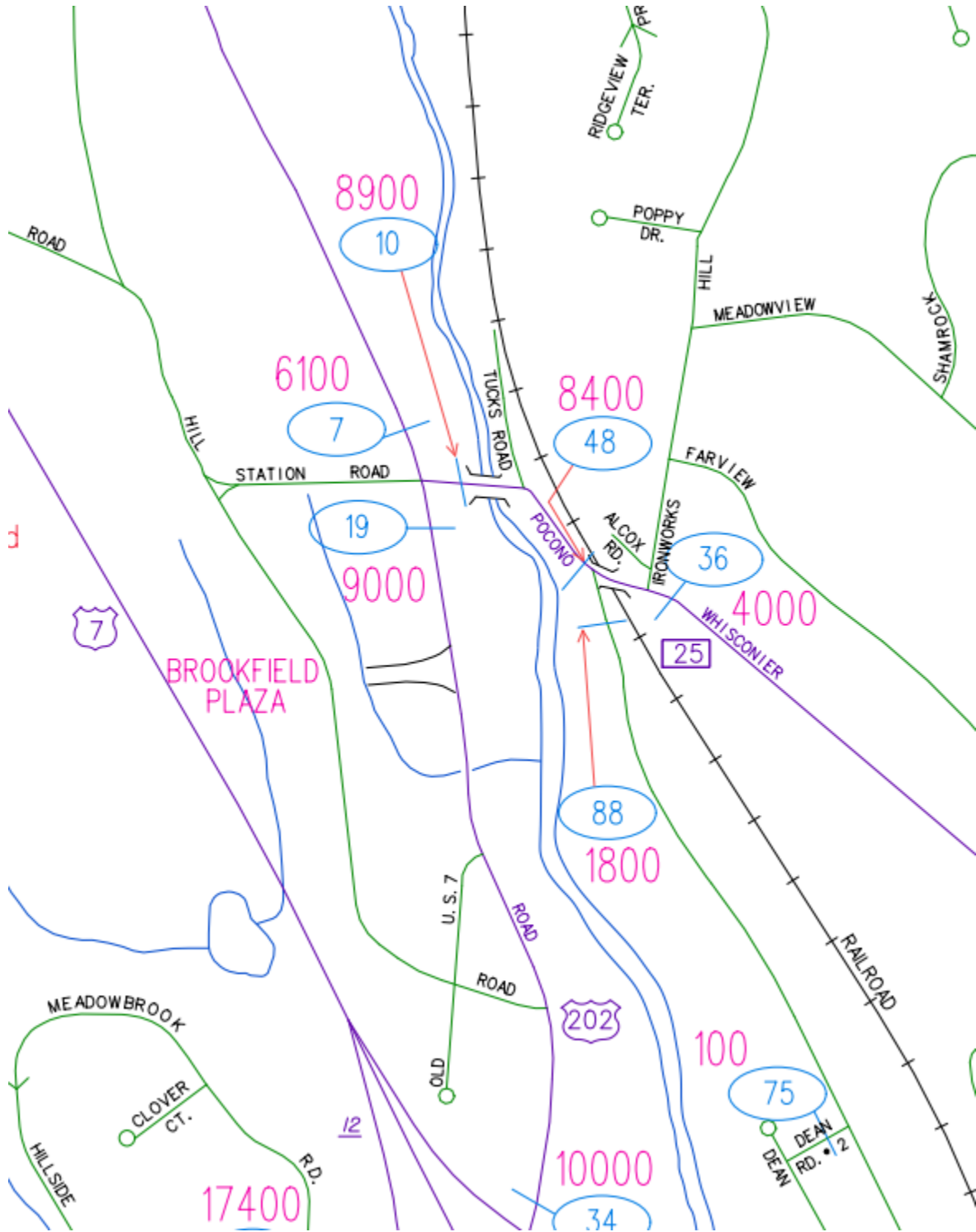
This map is for assessment purposes only. It is not for legal description or conveyances. All information is subject to verification by any user. The Town of Brookfield and its mapping contractors assume no legal responsibility for the information contained herein.

Approximate Scale: 1 inch = 400 feet





# Average Daily Traffic (ADT)



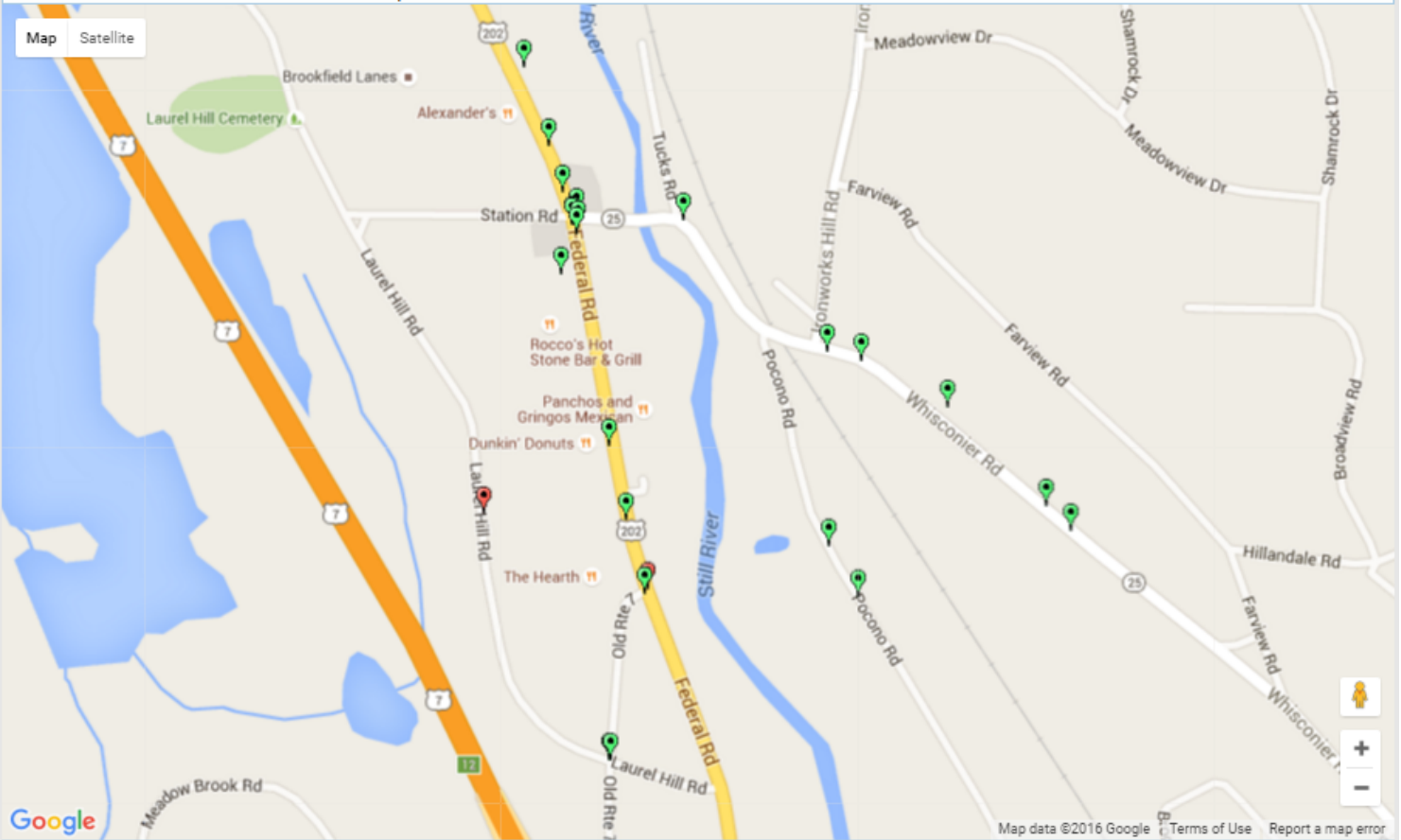
# 2015 Crashes

# UConn

## Connecticut Crash Data Repository

### Search Criteria:

**Dataset:** mmucc  
**Towns:** Brookfield  
**Crash Severity:** Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only  
**Body Type:** null, null, null  
**Condition at Time of Crash:** null, null, null  
**Driver Distracted By:** null, null, null  
**Non-motorist Distracted By:** null, null, null  
**Case Status:** Complete



Markers Heatmap Select & Query

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

Property Damage Only

Query Selection

Select All Deselect All



## Road Safety Audit – Brookfield

### Crash Summary

Data: 3 years (2012-2014)

Severity Type	Number of Accidents	
Property Damage Only	24	80%
Injury (No fatality)	6	20%
Fatality	0	0%
Total	30	

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	1	3%
Rear-end	10	33%
Turning-Intersecting Paths	6	20%
Turning-Opposite Direction	7	23%
Fixed Object	1	3%
Backing	1	3%
Angle	0	0%
Turning-Same Direction	1	3%
Moving Object	1	3%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	3%
Head-on	0	0%
Sideswipe-Opposite Direction	1	3%
Total	30	



Weather Condition	Number of Accidents	
Snow	1	3%
Rain	3	10%
No Adverse Condition	25	83%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	1	3%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
<b>Total</b>	<b>30</b>	

Light Condition	Number of Accidents	
Dark-Not Lighted	1	3%
Dark-Lighted	3	10%
Daylight	25	83%
Dusk	1	3%
Unknown	0	0%
Dawn	0	0%
<b>Total</b>	<b>30</b>	

Road Surface Condition	Number of Accidents	
Snow/Slush	1	3%
Wet	5	17%
Dry	24	80%
Unknown	0	0%
Ice	0	0%
Other	0	0%
<b>Total</b>	<b>30</b>	





Time		Number of Accidents	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	4	13%
8:00	8:59	2	7%
9:00	9:59	1	3%
10:00	10:59	3	10%
11:00	11:59	1	3%
12:00	12:59	3	10%
13:00	13:59	4	13%
14:00	14:59	1	3%
15:00	15:59	2	7%
16:00	16:59	2	7%
17:00	17:59	2	7%
18:00	18:59	3	10%
19:00	19:59	0	0%
20:00	20:59	1	3%
21:00	21:59	0	0%
22:00	22:59	1	3%
23:00	23:59	0	0%
<b>Total</b>		30	

# Brookfield-Still River Greenway Connection

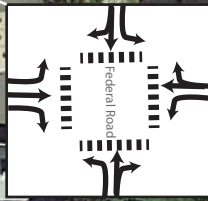
DRAFT

Station Road

Whisconier Rd



Federal Rd



Proposed Brookfield Village Development

**Federal Road**  
Speed = 30 MPH  
Lane width = 11'  
Sidewalk width = 6'-12'  
Shoulder width = varies

**Federal Road**  
Speed = 30 MPH  
Lane width = 12'  
Sidewalk width = 5'  
Shoulder width = 7'

## Legend

- Sidewalk
- Signalized Intersection
- Crosswalk
- Bridge or culvert
- Still River Greenway
- Driveway
- Proposed limits of Streetscaping Project

100 ft



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## **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)



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## Road Safety Audit – Brookfield

### Fact Sheet

#### Functional Classification:

- Route 202 and Route 25 are classified as Minor Arterials

#### Average Daily Traffic (ADT)

- ADT at this intersection spans between 6,100 and 9,000

#### Population and Employment Data (2014):

- Population: 16,774
- Employment: 7,262

#### Urbanized Area

- This area is located within the Danbury Urbanized Area.

#### Demographics

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

#### Air Quality

- Brookfield's CIPP number: 103
- Brookfield is within the NY/NJ/CT Marginal Ozone Area and PM<sub>2.5</sub> Attainment/Maintenance Area
- Brookfield is within a CO Maintenance Area