



**COMMUNITY**  
connectivity program

# Kent

Main Street (Route 7), Bridge Street and Maple Street  
(Route 341) and Maple Street Extension– Road Safety  
Audit

November 2, 2016



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Acknowledgements:

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With assistance from AECOM Transportation Planning Group

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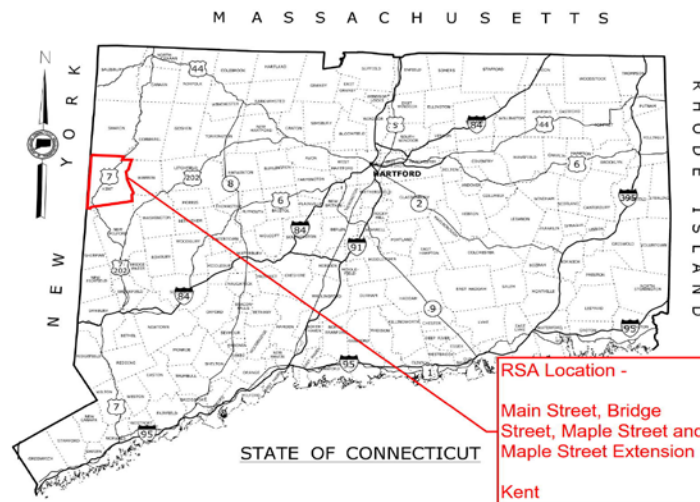
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this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

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

Each RSA was conducted using RSA protocols published by the Federal Highway Administration (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 Main Street, Kent RSA

The Town of Kent submitted an application to complete an RSA on Main Street (Route 7) from South Commons Road to First Congregational Church to improve operations and accessibility for pedestrians and bicyclists travelling in the downtown area. Kent is a busy tourist destination from May through Christmas, and the streets are lined with locally owned retail and eating establishments that support local non-profits and community efforts. During the Pre-Audit meeting, the Town requested that the following roadways be added to the RSA in addition to South Main Street and North Main Street (Route 7):

- Bridge Street (Route 341) between Elizabeth Street and Main Street;
- Maple Street (Route 341) between Main Street and Maple Street Extension; and
- Maple Street Extension between Maple Street and access to the field southwest of Town Hall.

The Town's application describes that Kent is not the stereotypical town of roughly 3,000 people. Kent has three private schools, two drug and alcohol facilities, a nursing home, an Indian reservation, three State parks and a very busy downtown. From May 1 through Christmas, Kent's streets are bustling with visitors. The Town is building a public restroom/visitor center in the town center and is also working with an incentive Housing Zone grant to determine the feasibility of more in-town dwellings and a new road that would ease the congestion in the summer months. However, the present downtown infrastructure was built decades ago. Sidewalks are fair, lighting is poor and parking can be difficult. These are detriments to the businesses that are the backbone of the Town's economy.

### 1.1 Location

The RSA site includes the section of Main Street (Route 7) from South Commons Road to the First Congregational Church; Route 341 from Elizabeth Street to Maple Street Extension; and Maple Street Extension between Maple Street and the access to the field southwest of Town Hall (Figure 1). Route 7 is a U.S. Highway running in a north-south direction through Connecticut and connects to Massachusetts to the north. Route 341 is a state highway running in an east-west direction from the New York State Line to the Town of Washington, Connecticut. North Main Street and South Main Street are classified as Minor Arterials. The Average Daily Traffic (ADT) on North Main Street ranges from 5,500 to 5,800 vehicles per day (vpd) and on South Main Street the ADT is 4,300 vpd. The Average Daily Traffic (ADT) on Route 341 ranges from 3,800 to 4,000 vpd. There is one signalized intersection in the study area at Routes 7 and 341; the remaining intersections are stop controlled. Figure 2 shows the regional context of the study area.





Figure 1. Main Street and Route 341, Kent

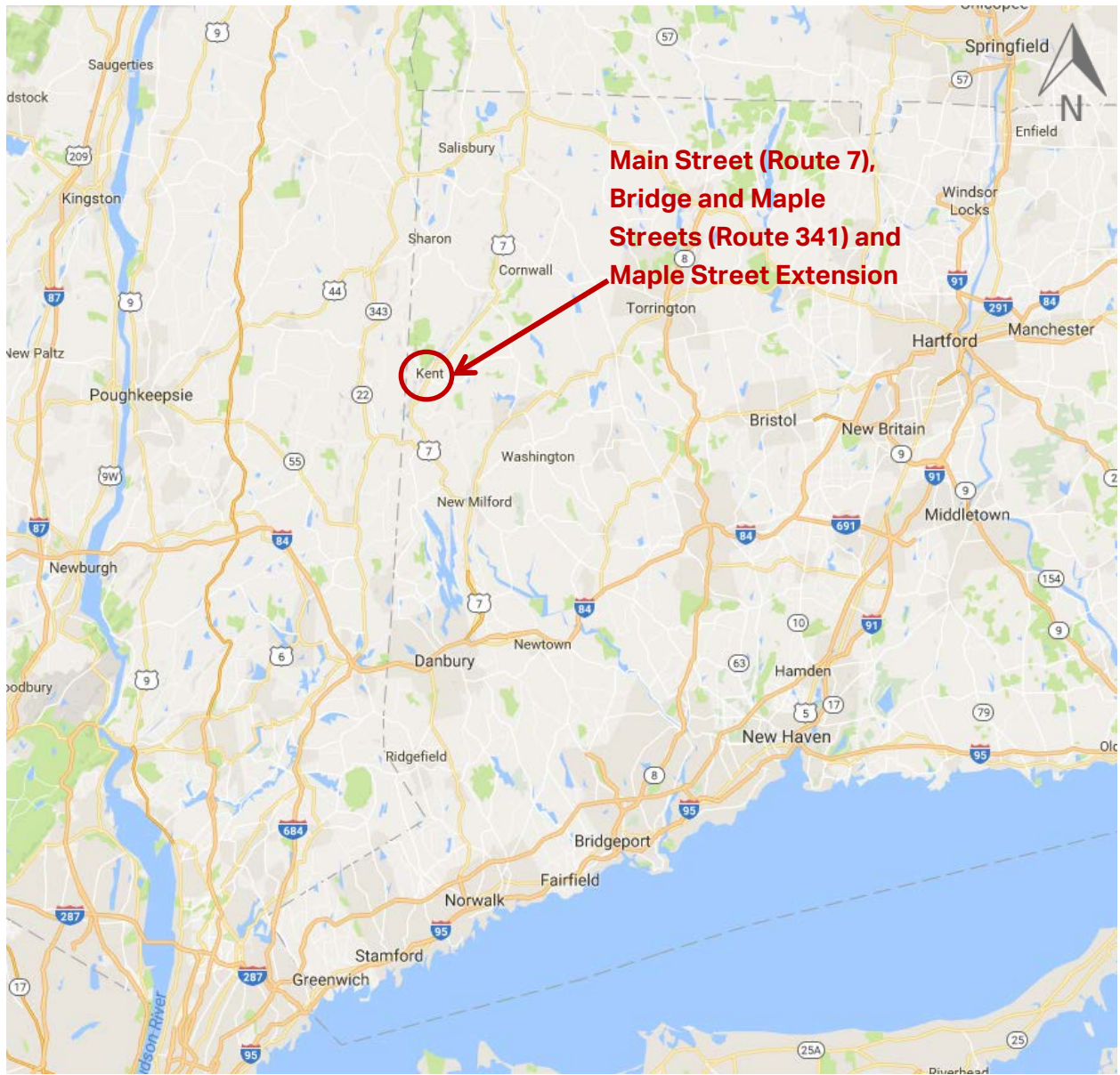


Figure 2. Study Area – Regional context

## 2 Pre-audit Assessment

### 2.1 Pre-audit Information

The crash history in this area is relatively low. Between 2012 and 2014, there were 16 crashes in the RSA corridor. The majority of crashes (88%) reported in this area resulted in property damage only; however, two crashes did result in injury (Table 1). There were no crashes involving pedestrians or bicyclists. Sideswipe-same direction, turning-intersecting paths and fixed object crashes (each 19%) were the predominant crash type in the study area, which is



typical along corridors that have multiple intersections and driveways and few traffic signals. IT is also indicative of a higher than typical percentage of unfamiliar drivers, such as found in an area with high tourism traffic (Table 2).

Figure 3 displays crashes that occurred in this area during 2015. As shown in the figure, crashes are evenly distributed in the study area with four clustered along North Main Street near the intersection with Route 341. All the crashes during 2015 resulted in property damage only except for one, which resulted in injury.

Severity Type	Number of Accidents	
Property Damage Only	14	88%
Injury (No fatality)	2	12%
Total	16	

**Table 1. Crash severity 2012-2014**

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	1	6%
Sideswipe-Same Direction	3	19%
Rear-end	2	13%
Turning-Intersecting Paths	3	19%
Turning-Opposite Direction	1	6%
Fixed Object	3	19%
Backing	0	0
Angle	0	0%
Turning-Same Direction	2	13%
Moving Object	0	0%
Parking	1	6%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
Total	16	

**Table 2. Crash type 2012-2014**

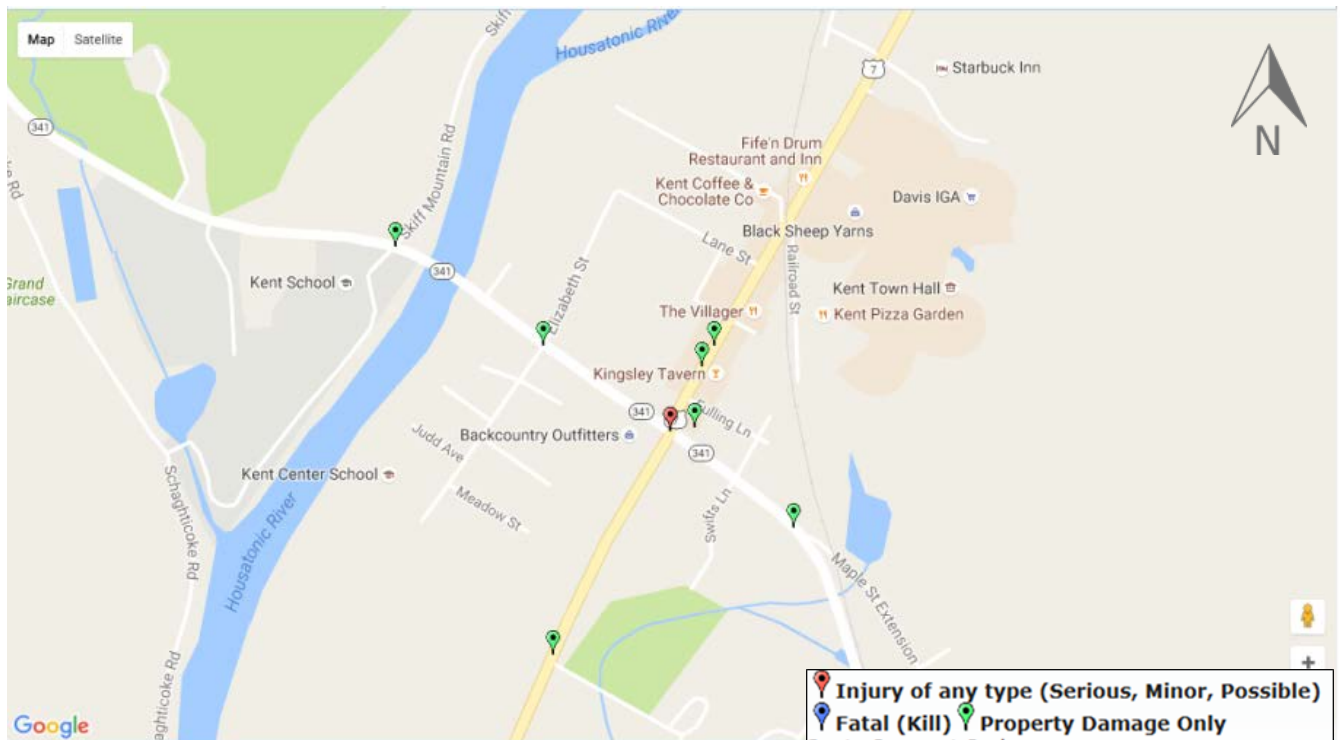


Figure 3. Crashes that occurred in 2015 (Connecticut Crash Data Repository)

Source: Connecticut Crash Data Repository

### Main Street (Route 7) between South Commons Road and the First Congregational Church

Main Street (Route 7) between South Commons Road and the First Congregational Church has one travel lane in each direction separated by a double yellow center line. The lane width varies from 11 to 15 feet wide in each direction. On-street parking is striped on both sides of North Main Street, with the width varying from seven to ten feet. Shoulders are striped on both sides of South Main Street with widths between one and four feet. The study corridor has one signal controlled intersection at Main Street and Route 341 and stop signs at the remaining intersections. All intersections have one lane in each direction, except for the North Main Street southbound approach at Route 341, which has an exclusive right-turn lane (to maneuver around the memorial monument circle) and a shared through-left lane. There is an at-grade railroad crossing on North Main Street at Railroad Street and Johnson Street. Due to the railroad track, the intersection alignment of North Main Street, Railroad Street and Johnson Street is skewed.

Sidewalks are five to five and one-half feet wide on North Main Street and three to eight feet wide on South Main Street. On the east side of Main Street, sidewalks are provided for the entire length of the Main Street study area. On the west side of Main Street, a sidewalk is provided between Johnson Road to the north and Wasabi restaurant to the south. All sidewalks on Main Street are bituminous asphalt; except for a short portion of private sidewalk fronting the Fife and Drum Restaurant, which is blue stone and pavers. Bituminous asphalt curbing is provided along most of Main Street, but the reveal height is low in some sections. The condition of most of the sidewalk along North Main Street is fair to good but there are some poor sections. The condition of the curbing is fair to poor, and some is missing.

Pedestrian crosswalks along Main Street in the study area are located at:

- South Main Street south of Bridge Street and Maple Street (signalized);
- North Main Street mid-block at Golden Falcon lot and Kent Town Center driveway;
- North Main Street south of Lane Street; and
- North Main Street mid-block, south of the Kent Community House and First Congregational Church.

The Town places pedestrian bollards daily at the Town Center drive and Lane Street.

On-street parking is allowed on both sides of North Main Street in most areas. The posted speed limit is 30 mph along Main Street within the study corridor. There are retail shops, a bank, restaurants, offices, art galleries, a gas station, auto repair shops, churches, outlet shops, shopping centers, residential properties, an inn, the public library and a Bull House along this section of the corridor.

### **Route 341 (Bridge Street/Maple Street) between Elizabeth Street and Maple Street Extension**

Route 341, between Elizabeth Street and Maple Street Extension, has one travel lane in each direction, with lane widths varying from 10.5 to 12 feet wide in each direction separated by a double yellow center line. Striped shoulders are provided on both sides, with widths varying from three to three and one-half feet, except near Maple Street Extension where the westbound shoulder is 14 feet wide for a short section to accommodate on-street parking. Dedicated turn lanes are not provided along Route 341. Minor streets along Route 341 are stop controlled.

Maple Street Extension is a 16-foot wide two-way road with no double yellow line center or shoulders. There is an at-grade railroad crossing on Maple Street Extension east of Maple Street.

Sidewalks are provided on both sides of Bridge Street (Route 341) between Main Street and Elizabeth Street. Sidewalks and curb are bituminous asphalt and the sidewalks are four to seven feet wide. There is a crosswalk on Bridge Street east of Elizabeth Street that provides access to the Kent Center School. On Maple Street (Route 341), sidewalks are provided between Main Street and Swifts lane on the south side and between Main Street and a point about 100 feet east of Old Barn Road on the north side. Sidewalks and curb are bituminous asphalt and the sidewalks are four feet wide. There is a snow shelf on both sides of Maple Street that are between two and four feet wide. There is a signal controlled crosswalk on Maple Street on the east leg of the intersection with Main Street. Shoulders and sidewalks are not provided on Maple Street Extension. There is no on-street parking provided on Route 341, with the exception of a few spaces near Maple Street Extension. The posted speed limit is 35 mph along Route 341 within the study corridor. There are retail stores, restaurants, a gas station, churches, a bicycle rental store, an art gallery, emergency services, residential properties, an inn, and a cemetery along this section of the corridor.

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

# Kent - Main St / Downtown Area

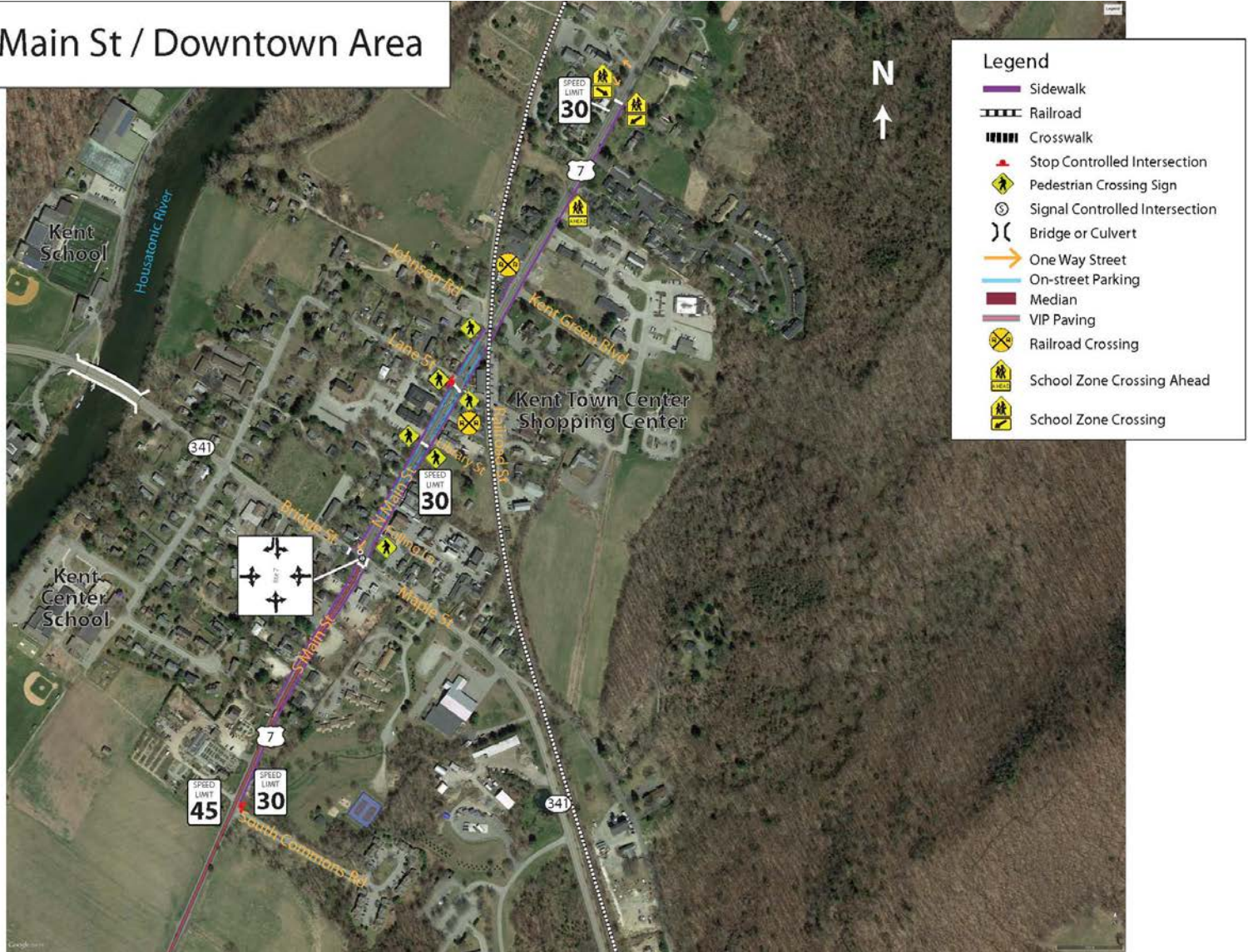


Figure 4. Main Street Road Geometrics



## Kent – Main Street (Route 7), Route 341 and Maple Street Extension Street Inventory

Street	Direction	No. of Lanes	Lane Width	Sidewalk			Curb	Parking	Shoulder	Ramps	
				Type	Width	Condition*				Exist	Compliant
South Main Street (from South Commons Rd to Rt. 341)	NB	1	11'	Bituminous asphalt	4'	Fair	Bituminous asphalt	No	2'- 4'	Yes	No
	SB	1	11'	Bituminous asphalt	3'-8'	Poor	Bituminous asphalt	No	1'- 2'	No	No
North Main Street (from Rt. 341 to Railroad St)	NB	1	11'-12.5'	Bituminous asphalt	5' – 5.5'	Fair	Bituminous asphalt	Yes	9'-10'	Yes	No
	SB	1	14' – 15'	Bituminous asphalt	5' – 5.5'	Fair	Bituminous asphalt	Yes	7' – 9'	Yes	No
North Main Street (from Railroad St to First Congregational Church)	NB	1	11'	Bituminous asphalt	5'	Fair	Bituminous asphalt	No	5'- 8'	Yes	No
	SB	1	11'	No	N/A	N/A	Bituminous asphalt	No	5'- 8'	No	No
Route 341/Bridge Street (from Elizabeth St to Main St)	EB	1	10.5'	Bituminous asphalt	7'	Fair	Bituminous asphalt	No	3'	Yes	No
	WB	1	12'	Bituminous asphalt	4'- 5'	Fair	Bituminous asphalt	No	3.5'	Yes	No
Route 341/Maple St (from Main St to Maple St Extension)	EB	1	10.5'	Bituminous asphalt	4'	Fair	Bituminous asphalt	No	3'	Yes	No
	WB	1	10.5'-11'	Bituminous asphalt	4'	Poor	Bituminous asphalt	No	3'- 14'	Yes	No
Maple St Extension	EB	1	16'	No	N/A	N/A	No	No	N/A	No	N/A
	WB	1		No	N/A	N/A	No	No	N/A	No	N/A

Table 3. Street inventory

## 2.2 Prior Successful Effort

The Town of Kent has made some attempts at improving the connectivity and vitality of this Main Street Corridor,

1. The Town completed a draft Streetscape Plan in 2013 for the Main Street corridor, (Figure 5). The plan included a roadway and sidewalk inventory and a concept for the downtown area. The plan includes narrowing travel lanes, access management, installing asphalt sidewalks, granite curb, curb extensions and landscape treatments. The Town is currently applying for grants to fund the project. The draft plan has not yet been formally adopted by the Town.
2. In 2015 the CTDOT repaved Route 7 from the center of town northbound and in 2016 the southern section was repaved.
3. The Town is currently working to complete an Incentive Housing Zone Report that will include recommendations for an overlay zone allowing smaller residential units in the downtown area.
4. The Town will be replacing the existing streetlights with LED bulbs in 2017.



Figure 5: 2013 Streetscape Plan

Possible Future Changes/Considerations:

1. The Town will be constructing a Welcome Center on Railroad Street in the downtown, including off-street parking and restroom facilities (Figure 6).
2. The Town is discussing converting Library Street to one-way eastbound and Railroad Street to a one-way westbound, exiting onto Main Street. This is in the preliminary discussion phase. There may be sight line issues for vehicles exiting from Railroad Street and turning radius issues with trucks entering on Library Street.
3. The Town is discussing providing a new roadway between the Town Hall and Maple Street Extension (Figure 7).



Figure 6: Future site of Welcome center



Figure 7: Potential site for new roadway to Maple Street Extension

4. The Northwest Hills Council of Governments secured a grant to provide new wayfinding signage. The signage will need to be approved by the CTDOT.
5. There have been discussions about providing passenger train service through Kent to Pittsfield, MA.
6. A new gallery is proposed to be constructed on the west side of Main Street on the site of the old car dealership.
7. The CTDOT is redesigning the railroad crossing on Main Street.

### 2.3 Pre-Audit Meeting

The RSA was conducted on November 2, 2016. The pre-audit meeting was held at 8:30 AM in Kent Town Hall located at 41 Kent Green Boulevard, Kent, CT 06757.

The RSA team was comprised of staff from AECOM, VN Engineers, and CTDOT, and Town representatives, including Public Works, Fire Chief, Chamber of Commerce, Kent Planning and Zoning, Streetscape Committee, and the First Selectman. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

The following observations and conditions were discussed prior to conducting the field audit of the Main Street and Route 341 Corridor:

#### Town Overview:

- The population of Kent is 2,951, but since Kent is a tourist attraction from May-December, it attracts many visitors. This results in high traffic volumes, traffic congestion and parking issues. Some other attractions in the area that bring more people to the downtown area are museums, Kent Falls State Park and Lyme Rock Race Track.
- There are three private schools, two drug and alcohol facilities, a nursing home, an Indian reservation, and three State parks in Kent.
- 21% of population is elderly. There was a crash involving an elderly driver turning left from Library Street onto Main Street.
- The Legal Traffic Authority (LTA) is the First Selectman.

## Route 7 (Main Street) and Route 341 (Maple Street):

- Issues in the downtown area include: crumbling sidewalks, poor lighting, limited sight distances at intersections, congestion, lack of sidewalk connectivity north of the railroad crossing, speeding, lack of wayfinding, limited parking lack of adequate striping, and non-functioning railroad gates (Figure 8).
- U.S. Route 7 (Main Street) and State Highway 341 are under CTDOT jurisdiction. Main Street is classified as a Minor Arterial.
- Main Street runs north and south through the downtown.
- ADT on North Main Street ranges from 5,500-5,800.
- ADT on South Main Street is 4,300.
- Speed is posted at 30 MPH on Main Street in the downtown area, but southbound south of South Commons Road it is posted at 45 MPH.
- There are many trucks and motorcycles in downtown.
- ADT on Route 341 southeast of Route 7 is 3,800 and northwest of Route 7 is 4,000.
- The posted speed Limit on Route 341 is 35 MPH.
- Intermittent parallel parking is permitted on both sides of Main Street. There is limited parking at stores, although people park at the Kent Town Center lot on the west side of Main Street.
- There is only one designated handicap parking space on Main Street in downtown.
- In 2015 Route 7 was repaved from center of town northbound and in 2016 the south section was repaved (Figure 9).
- As part of the repaving project, the catch basins were upgraded, but there were no curb improvements.
- There is lack of pedestrian connectivity north of the railroad tracks on the west side of Main Street.
- Various businesses have wide radius driveways that allow motorists to make turns at high speeds. This is not ideal for pedestrians.
- There are no bike lanes or sharrows, although the Main Street corridor is heavily travelled by cyclists.
- There are organized bike rides in town. Many riders park in the Kent Town Center lot. Route 341 is an established bike route.



Figure 8: Main Street



Figure 9: Route 7 north of center



- The Town maintains and removes snow from the sidewalks on Main Street.
- Sidewalks are bituminous asphalt except for two short sections with blue stone and pavers (Figure 10).
- Near the intersection of Route 341 (Maple Street) and Swifts Lane there is a senior housing complex. Residents have expressed concern regarding the pedestrian accommodations from this site to the retail area on Main Street. Concerns were high speeds, sight distance, and wide driveways.
- There is a school crossing guard at the intersection of Bridge Street (Route 341) and Elizabeth Street.
- The daycare center teachers and children sometimes walk along Main Street to downtown.
- There is traffic congestion at the signalized intersection of Main Street/Bridge Street/Maple Street. The lack of protected left turns for motorists is a concern. Senior citizens have concerns crossing this intersection.
- There were no pedestrian crashes reported along this corridor in the last three years. There was a pedestrian fatality on Main Street at night more than ten years ago.
- Stakeholders noted that cars do not yield for pedestrians and people walk between parked cars.
- The Resident State Trooper works five days a week.

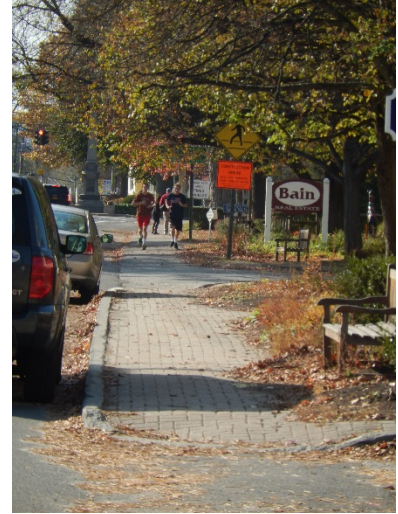


Figure 10: Main Street corridor

#### Miscellaneous:

- Stakeholders stated that near misses (vehicle crashes) occurred quite often along the Main Street corridor.
- Distracted driving is an issue.
- The railroad gate arms do not lower at the intersection of Main Street, only the flashing lights work to warn motorists of an approaching train. There are two to three freight trains per day.
- Recent changes along Main Street that have affected traffic patterns:
  - Coffee/chocolate shop, Morrison Gallery and the Bull House moved further north on Main Street, which has eased traffic congestion in the southern section of this corridor.
- The new owner of the Kent Barns retail area is redeveloping the site for high-end retail, galleries and restaurants.
- Stakeholders stated there were too many driveways; part of the streetscape plan is to modify these driveways.



- The Town has requested the CTDOT install signs to slow down and quiet motorcycles. There is no town noise ordinance. Stakeholders commented that motorcyclists cause a lot of clamor in the summer. The Town could pass a noise ordinance and install a “Violation of Noise Ordinance Strictly Enforced” sign.
- Emergency services have an issue with the congestion on weekends, which affects the ability of emergency vehicles to access sites.
- The Town will construct a new Welcome Center with rest rooms on Railroad Street near the railroad station. Approximately 15 new parking spaces will be created.

### 3 RSA Assessment

#### 3.1 Field Audit Observations

##### North Main Street at Kent Community House and Congregational Church

- Sidewalks located on the east side of Main Street are five feet wide, made of bituminous asphalt bituminous asphalt.
- The bituminous asphalt curbing has medium to low reveal.
- Road widths: 11-foot travel lanes in both directions, 5-foot shoulders.
- There is an unsignalized, mid-block crosswalk in good condition connecting to the Kent Community House on the west side. There are yield line (“shark teeth”) pavement markings on both approaches to the intersection (Figure 11).
- There is an in-street pedestrian crossing bollard, which the Kent Public Works Department places and removes daily (Figure 11).
- There are no handicap ramps. The crosswalk on the west side ends in a private access roadway.
- The pedestrian crossing signs and advance signs are new. One is blocked by vegetation (Figure 12).
- Street lighting is provided on the west side. The street lights will be replaced with LED bulbs in 2017.
- New bike-friendly catch basins have been recently installed by CTDOT along Main Street.



Figure 11: Crosswalk at Main Street and Congregational Church



Figure 12: Pedestrian crossing sign

### North Main Street and Kent Green Boulevard (north and south):

- Kent Green Boulevard (north) forms an unsignalized T-intersection with Main Street on the east side. It is a one-way exit-only driveway approaching Main Street. There is no stop sign or stop bar on the Kent Green Boulevard (north) approach.
- Kent Green Boulevard (south) forms an unsignalized T-intersection with Main Street on the east side. It is a one-way entrance-only driveway, departing Main Street. There is only one small, low entrance sign (not MUTCD compliant) and no pavement markings.
- There are handicap ramps and detectable warning strips at both driveways (Figure 13).
- Neither driveway has crosswalks.



Figure 13: ADA compliant curb ramp

### North Main Street and Greenward Way (Kent Green):

- Greenward Way (Kent Green) forms an unsignalized T-intersection with Main Street on the east side. Greenward Way is bi-directional. There is a faded stop bar on the Greenward way westbound approach and a faded single yellow center line. There is no stop sign.
- The width of Greenward Way at Main Street is 68 feet, which is a long pedestrian crossing distance. There are detectable warning strips, but there is no crosswalk.
- There is a short blue stone sidewalk on the west side of Main Street serving the Fife and Drum restaurant, but there is no connection north or south of this location (Figure 14). People often park on the east side of Main Street if the lot adjacent to the restaurant is full. There is no crosswalk for these patrons.
- Main Street has two 11-foot wide lanes and seven to eight foot wide shoulders in this area.



Figure 14: Sidewalk along western side in front of Fife and Drum

### North Main Street and Railroad Crossing

- The railroad tracks cross Main Street diagonally as a skewed four-way intersection with Johnson Road on the west and Railroad Street on the east (see Figure 15).



Figure 15: Main Street and at-grade railroad crossing

- There are flashing red beacons, drop gates and stop bars at all four intersection approaches. Town staff indicated that the beacons are operational, but that the gates do not always drop down.
- There are no crosswalks, handicap ramps or gates for pedestrians.
- There is a wide curb cut north of the railroad tracks for Webster Bank.
- South of this intersection, Main Street has 9-foot wide shoulders (for on-street parking), an 11-foot northbound lane and a 15-foot southbound lane.
- Sidewalks are between 5 and 5.5 feet wide on both sides south of the tracks. The sidewalk is generally in fair condition. The curbing is poor, with little reveal.
- The active warning gates are broken, the flashing light warning system works.
- There are two to three trains daily.

### **North Main Street, Library Street and Lane Street**

- There is a long angled crosswalk on Main Street south of Library Street.
- There are no handicap ramps.
- There is an outdated pedestrian crossing sign for southbound Main Street (Figure 16).
- A pedestrian bollard is placed on Main Street.
- There are de-facto handicap ramps at Library and Lane Street, but no detectable warning strips.
- Catch basins are full of leaves.
- There is a section with pavers on west side in front of the retail shop.
- There is one designated handicapped parking space on Main Street.
- The sidewalk in this area is generally in fair condition on both sides with some poor sections.



**Figure 16: Outdated pedestrian crossing sign**

### **North Main Street from Library Street and Lane Street to Route 341**

- At the Villager Restaurant, Main Street has a northbound 12.5-foot travel lane and 10-foot shoulder and a 14-foot southbound travel lane and 7-foot shoulder.
- There is a crosswalk on Main Street south of the Kent Town Center driveway on the west side and the Golden Falcon open space on the east side. There are plans to move this crosswalk north of the Kent Wine Store.
- The pedestrian signs are not complaint and mounted below seven feet height. The sign on the west side is blocked by vegetation.
- There are no handicap ramps and low curb reveal.
- At Kent Barns the sidewalks into the site are cobble stone.

- There is no curbing to separate vehicles from the sidewalk at the Kent Barns driveways and the Bull House building on Main Street.
- In front of the Bull House on southbound Main Street there are four signs on one pole and the height is below seven feet.
- No bike racks were observed along Main Street.

### **Intersection of Main Street and Route 341 (Bridge Street and Maple Street)**

- This is a four-way signal controlled intersection with an exclusive pedestrian phase.
- The southbound Main Street approach has two lanes, one for right turns and one shared through-left turn. These two lanes are separated by the memorial monument (Figure 17).
- The stop bars on the Bridge Street and Maple Street approaches are far back to accommodate turning vehicles.
- The pedestrian signals are old, without countdown displays.
- The exclusive pedestrian phase is 17 seconds long, which provides adequate time to cross the intersection for pedestrians.
- The pedestrian signals on the southeast corner are blocked by the double utility poles when looking south from the northeast corner and there is uneven ground around the pole.
- The southeast corner has a tight turning radius.
- There are crosswalks and pedestrian signals on the on the east, west and south intersection legs, but none on the north leg.
- There are no ramps or non-compliant handicap ramps on all corners.
- The shoulder for southbound Main Street south of the intersection is narrow (1-2 feet wide).
- The sidewalk continues along South Main Street south of the intersection on both sides. The sidewalk is poor on the west side. The sidewalk on the east is fair with a three-foot wide snow shelf.
- The PATCO gas station on the corner of Route 341 and Main Street 7 has four driveways, two on Route 341 and two on Main Street.



Figure 17: Route 341 and Route 7

### **Bridge Street (Route 341) West of Main Street**

- There are bituminous asphalt sidewalks on both sides of Bridge Street, in fair condition. The south sidewalk is seven feet wide and the north sidewalk four to five feet wide



- Low bituminous asphalt curb reveal on both sides.
- Bridge Street eastbound has a 3-foot wide shoulder and a 10.5-foot travel lane. Westbound has a 12-foot travel lane and 3.5-foot wide shoulder.
- There is lighting on the north side of street.
- The advance pedestrian crossing sign on westbound Bridge Street is blocked by a tree.

### Intersection of Bridge Street (Route 341) and Elizabeth Street

- This is a four-way, unsignalized intersection, with the Elizabeth Street approach under stop sign control.
- There is a faded thermo-plastic crosswalk on the Bridge Street east leg (Figure 18).
- There are de-facto handicap ramps, but no detectable warning strips.
- The pedestrian crossing and advance signs are new.
- Kent Center School is located off of Elizabeth Street to the south. Stakeholders stated that there was a crossing guard assigned to assist students at arrival and dismissal times. A pedestrian bollard has been used in the past at this location.



Figure 18: Crosswalk at Route 341 and Elizabeth Street

### Maple Street (Route 341) East of Main Street

- There are sidewalks on both sides of Maple Street that are four feet wide. The sidewalk on the north side is in poor condition (Figure 19).
- There are snow shelves on both sides. The snow shelf on the north side is rutted.
- There is minimal to no curb reveal.
- 35 MPH is the posted speed limit.
- Lighting is provided on south side of road.



Figure 19: Sidewalk along Route 341

### Maple Street (Route 341)/Swifts Lane/Old Barn Road

- This is a four-way, unsignalized intersection. There is a stop sign on the northbound Swifts Lane approach and no control on the other approaches.
- There are de-facto handicap ramps on the side street approaches, but no detectable warning strips.



- There is no crosswalk on Maple Street.
- The Templeton Farms senior housing complex is located on Swifts Lane. Many residents cross Maple Street here to avoid the driveways at the Patco Gas Station.
- High speeds for westbound traffic on Maple Street and limited sight distance are a concern (Figure 20).



Figure 20: Route 341 approaching senior housing facility

### Maple Street (Route 341)/ between Swifts Lane/Old Barn Road and Maple Street Extension

- The sidewalk on the south side of Maple Street ends at Swifts lane. The sidewalk on the north side ends about 100 feet east of Old Barn Road.
- Maple Street at Maple Street Extension is a Y-type intersection alignment with stop control on the Maple Street Extension approach.
- There are no pavement markings on Maple Street Extension.
- There is an at-grade railroad crossing on Maple Street Extension east of Maple Street. There are railroad cross-buck signs and flashing red beacons on both approaches. There are no drop gates or railroad crossing pavement markings.

### 3.2 Post Audit Workshop – Key Issues

- If Railroad Street is made one-way westbound (exiting onto Main Street), it may be difficult for motorists to make a left turn onto Main Street.
- Consider painting the curb blue for the handicap parking space on Main Street and paint curb yellow near crosswalks to prevent parking.
- Consider a new mid-block crosswalk on Main Street near the book store.
- Consider installing No Turn on Red signs at the intersection of Route 7 and Route 341.
- Consider installing a speed radar sign on Bridge Street (Route 341) near Elizabeth Street.

## 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 costlier and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

### 4.1 Short-Term

1. Town to request CTDOT to work with the railroad to repair the railroad active warning device and gates on North Main Street and request evaluating the addition of pedestrian crosswalks and ADA elements as part of the current CTDOT project at this location.
2. Town to coordinate with the CTDOT to repaint all faded crosswalks with reflective markings.
3. Town to coordinate with CTDOT to install handicap ramps and/or detectable warning strips at the intersections of:
  - a. North Main Street and the Kent Community House.
  - b. North Main Street at at-grade railroad crossing.
  - c. North Main Street at Library Street and Lane Street.
  - d. North Main Street midblock crossing at the Golden Falcon lot.
  - e. Kent Barns driveway (Fulling Lane).
  - f. Route 7 and Route 341 signalized intersection.
  - g. Route 341 (Bridge Street) and Elizabeth Street.
  - h. Town to coordinate with the CTDOT to replace outdated pedestrian crossing signs along the North Main Street corridor and install new standard retro-reflective MUTCD compliant signage, disaggregate signs on poles, and raise sign height as needed. Locations include at Library Street/Lane Street and at the Golden Falcon lot.

4. Town to request CTDOT to remove the debris along the South Main Street-North Main Street corridor as well as clearing all catch basins (Figure 21).
5. Town to coordinate with State Police to engage in speed enforcement along Main Street and Bridge Street (Route 341) including the use of portable radar signs.
6. Town to develop a noise ordinance statute. If approved the Town could work with police to enforce (Figure 22 and Figure 23).
7. Town to coordinate with developers to provide new sidewalk and curb for all new and proposed development. This would include the proposed gallery project on North Main Street.
8. Town to finalize and adopt the 2013 Streetscape Plan to guide improvements along the Main Street corridor. As part of the plan the Town should include the following additional elements:



Figure 21: Main Street corridor with debris

- a. Identification and concept of Gateways for motorists approaching the downtown on Route 7. The gateways would make motorists aware they are approaching an area with slower speeds and pedestrian and bicycle activity. Gateways would include signage, pavement markings and often consist of monument type signage with architectural/historic features that are consistent with the town character. A potential gateway location to the north would be north of the First Congregational Church.
- b. A wayfinding signage program should be developed to direct visitors both in the downtown area and other nearby attractions (state parks, museums, etc.). The wayfinding signage should use a consistent logo, such as the PASSPORT TO KENT CONNECTICUT logo developed by the Kent Chamber of Commerce.



Figure 22: Sample noise ordinance sign



Figure 23: Sample noise ordinance sign

9. Town to trim vegetation in Right of Way that blocks signage. Locations include the crosswalk on North Main Street at the Kent Community House and the westbound advance pedestrian crossing ahead sign on Bridge Street (Route 341) approaching the crosswalk at Elizabeth Street.
10. The Town, in coordination with the CTDOT, should consider adding one-way pavement markings, and possibly additional signage to the Kent Green Boulevard one-way pair intersections at North Main Street. The existing signage is very low and not MUTCD

compliant, and is often ignored by motorists who drive the wrong way. A stop bar should be considered for the Kent Green Boulevard (north) location.

11. Town to coordinate with the Railroad to upgrade crossing markings on Maple Street Extension

Figure 24 depicts these recommendations.



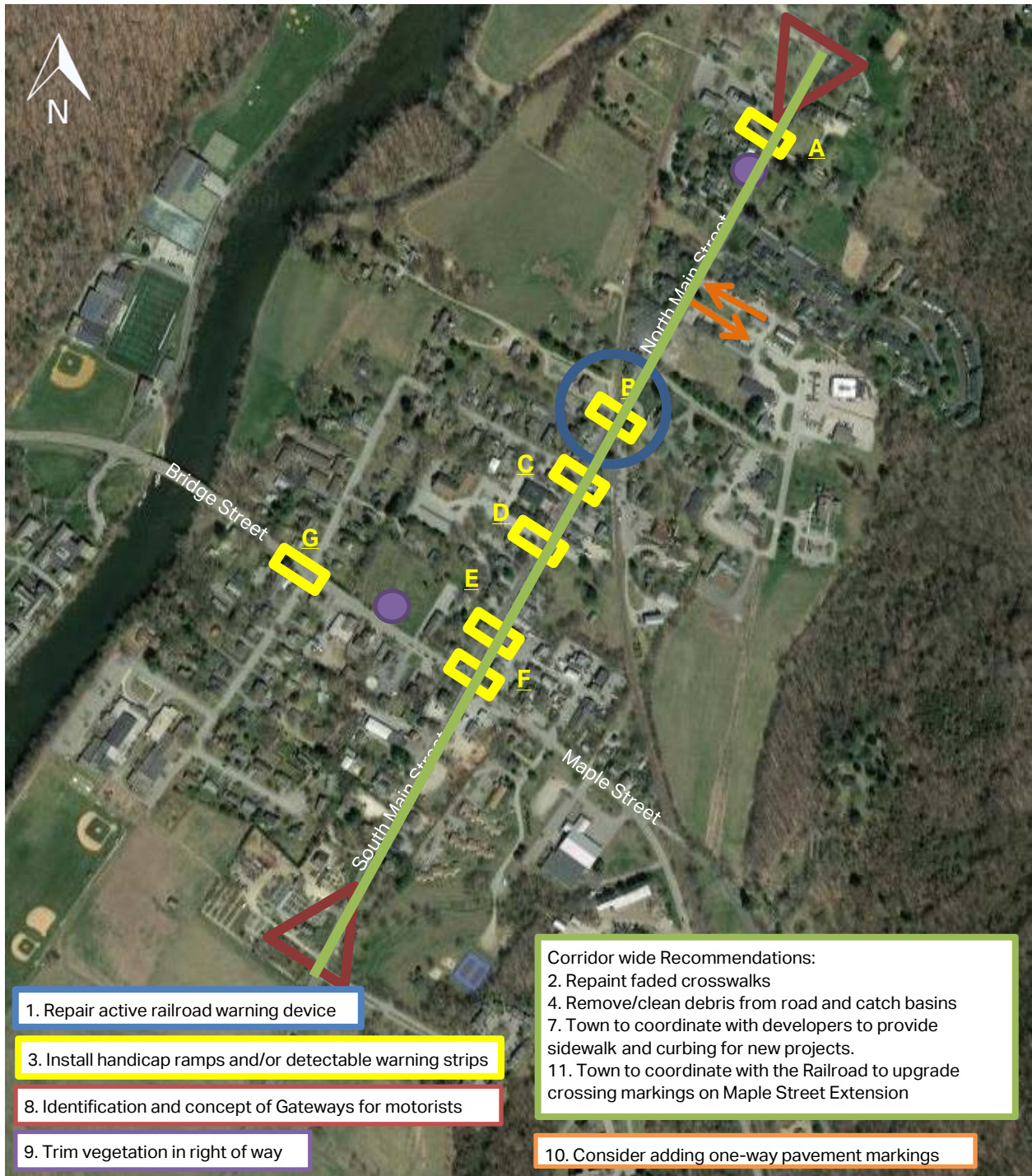


Figure 24: Short-Term Recommendations



## 4.2 Medium Term

1. Town to coordinate with CTDOT to evaluate potential improvements at the intersection of Route 7/Route 341 including:
  - a. Replace obsolete pedestrian signals and push buttons with current ADA standardized countdown and audible pedestrian signals.
  - b. Optimize signal timing and evaluate adding a new lead signal phase for the southbound Main Street approach to accommodate left-turning vehicles.
  - c. Evaluate providing a new crosswalk on the north Main leg of the intersection.
  - d. Consider installing No Right Turn on Red signs.
2. Town to coordinate with CTDOT and utility companies to remove one of the double utility poles and relocation for the utility box on the southeast corner of Route 7/Route 341 and realign so pole and utility box does not restrict pedestrian movement and sight lines.
3. Town to consider relocating the handicap parking space on the west side of Main Street nearer to destinations to better accommodate people with disabilities and consider additional handicap space(s) as part of the Streetscape Plan.
4. Town to coordinate with CTDOT to consider installing sharrows on Main Street in the downtown area (Figure 25).
5. Town to coordinate CTDOT in conjunction with the Streetscape Plan for Main Street to evaluate the number and location of crosswalks in the downtown area. Locations for crosswalks include:



Figure 25: Sharrows

- a. A potential new crosswalk on North Main Street between the Fife and Drum Restaurant on the west side and the proposed gallery on the east side.
- b. A new crosswalk and handicap ramps across Greenward Way (Kent Green) at North Main Street. This side street has detectable warning strips, but is very wide to cross (68 feet). Reducing the width of Greenward Way at North Main Street by curb extensions or other measures should be explored.
- c. The need for crosswalks and protection at the railroad crossing at Railroad Street/Johnson Road (in conjunction with current CTDOT project at this location).
- d. Realigning the existing angled crosswalk on Main Street south of Library Street and Lane Street and consider a curb extension to reduce the crossing distance for pedestrians and a Rapid Flashing Rectangular Beacon (in conjunction with streetscape plan). This location has the highest pedestrian crossing volume in downtown.

- e. Relocating the existing crosswalk on Main Street currently at the Golden Falcon lot to north of the Kent Wine store.
  - f. Consider a new crosswalk on Main Street near the House of Books store at 10 Main Street.
  - g. The need and feasibility for a new crosswalk on Maple Street at Swifts Lane to serve the nearby senior facility. There may be sight distance and vehicle speed issues at this location that would make it necessary to evaluate additional pedestrian elements such as flashing beacons, advance signage at other measures.
6. Town to coordinate with CTDOT to improve the condition of sidewalks along Route 34.
  7. Town to provide bike racks in the downtown area. The Town may want to consider coordinating with local businesses to provide funding.
  8. Town to coordinate with the Kent School to consider a shared parking arrangement for the off-street parking lot located at the west end of Kent Town Center driveway, west of Main Street. This could increase the parking supply for visitors at nighttime and on weekends.

Figure 26 depicts these recommendations.

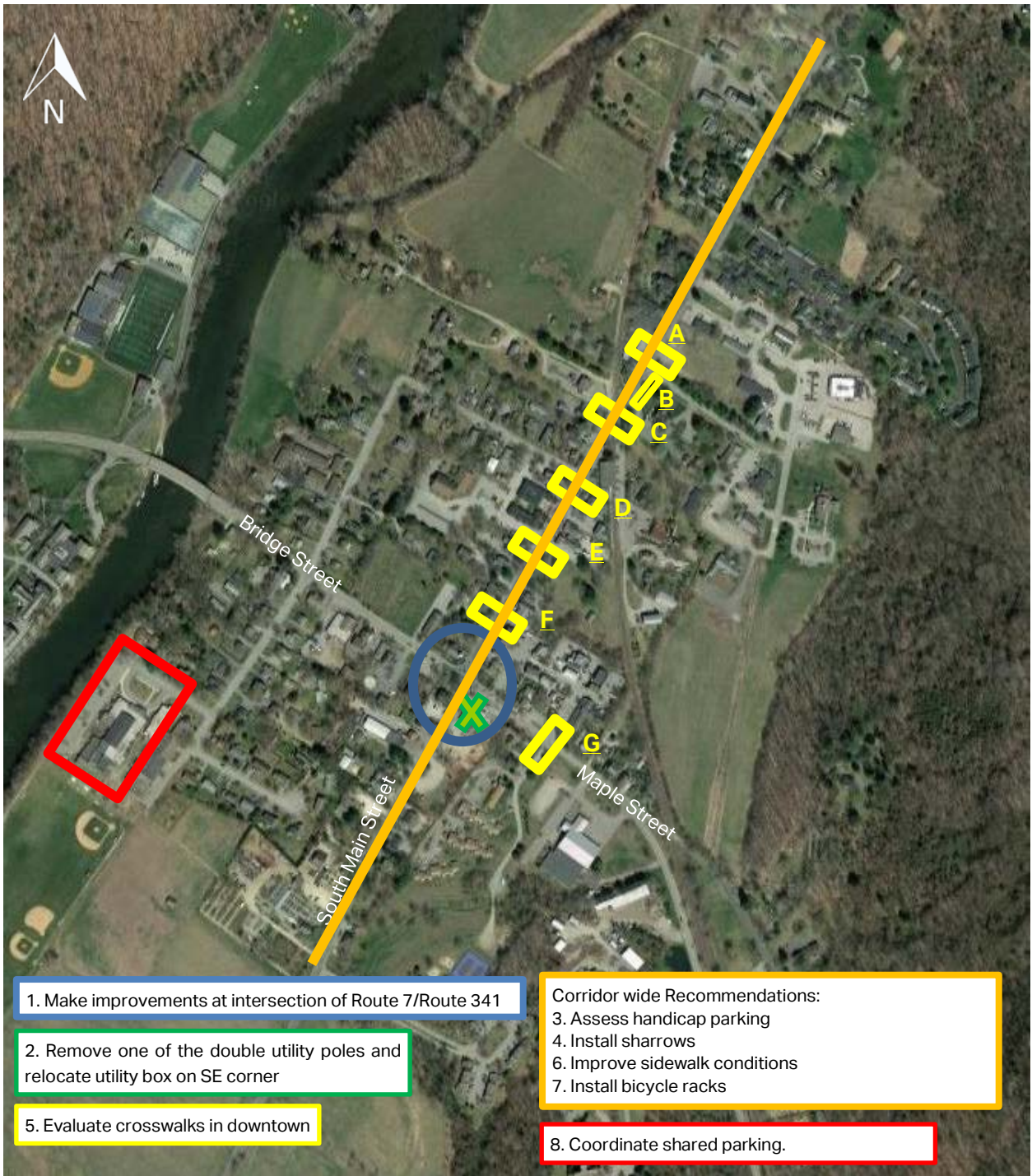


Figure 26: Mid-Term Recommendations

### 4.3 Long-Term

1. Town to coordinate with CTDOT to construct the Streetscape Plan for the Main Street corridor to improve pedestrian connectivity and slow and calm traffic. Elements will include consistent widths of travel and parking lanes; driveway access management; new asphalt sidewalk and granite curbing; curb extensions and flashing beacons at select crosswalk locations; ADA facilities; lighting and landscape features; wayfinding, and gateway locations (Figure 27).
2. Town to coordinate with CTDOT to extend the sidewalk on both sides of Maple Street (Route 341) to Maple Street Extension. This may be done in conjunction with the Town's plan to develop a new roadway between the Town Hall and Maple Street Extension.
3. Town to evaluate options for redesigning circulation at Railroad Street and the Bull House access driveway:
  - One-way
  - Angled off-street parking
  - Provide adequate turning radius for turning to and from Main Street
  - Evaluate vehicle sight lines



Figure 27: Sample of town gateway

Figure 28 depicts these recommendations.



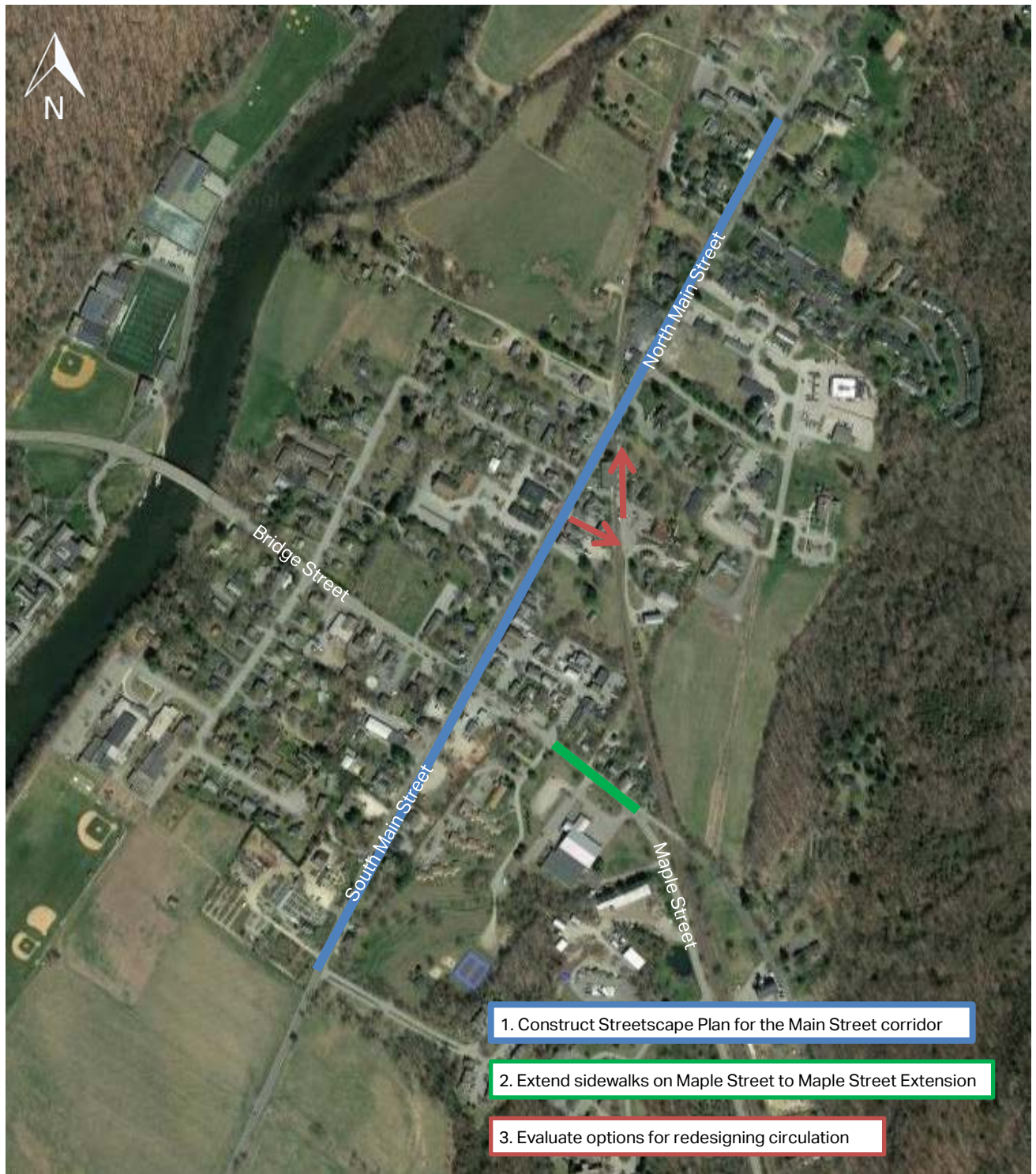


Figure 28: Long-Term Recommendations



#### 4.4 Summary

This report documents the observations, discussions, and recommendations developed during the successful completion of the Town of Kent RSA. It provides Kent with an outlined strategy to improve the transportation network for all road users on Routes 7 and Routes 341 in the center of town, particularly focusing on pedestrians and bicyclists. Moving forward, Kent may use this report to prepare strategies for funding and implementing the improvements, and as a planning tool for recommendations into future development in this area.



**COMMUNITY**  
connectivity program

# Appendix A



**AECOM**  
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# Welcome to the Community Connectivity Program Application



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

## 1. Applicant contact information

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

## 2. Location information

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

**3. Roadway type**  
**(Please select all that apply)**

State road

Local road

Private Road

Other (please specify)

**4. Zoning**  
**(Please select all that apply)**

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

**5. Approximate mile radius around the location**

Other (Please Specify)



**6. Community Sites**  
**(Please select all that apply)**

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

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

N/A (not applicable)

Other (please specify)

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

Yes

No

**If Yes please describe (please specify)**

**8. Educational facilities**

**(Please select all that apply)**

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

University / Community Colleges

N/A (not applicable)

Other (please specify)

**9. Transit facilities**

**(Please select all that apply)**

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

**10. Safety Concerns**

**(Please select all that apply)**

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

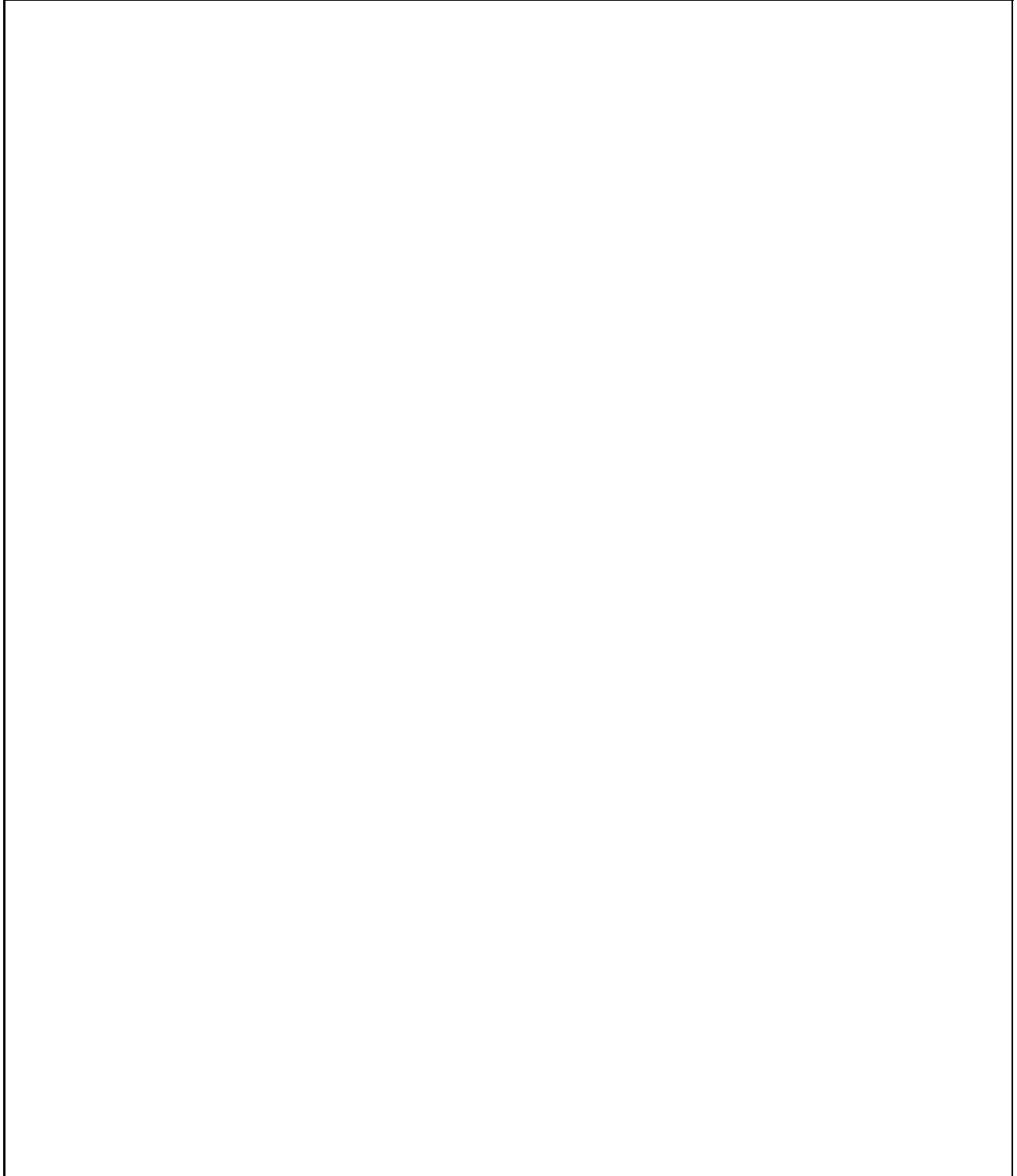
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

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

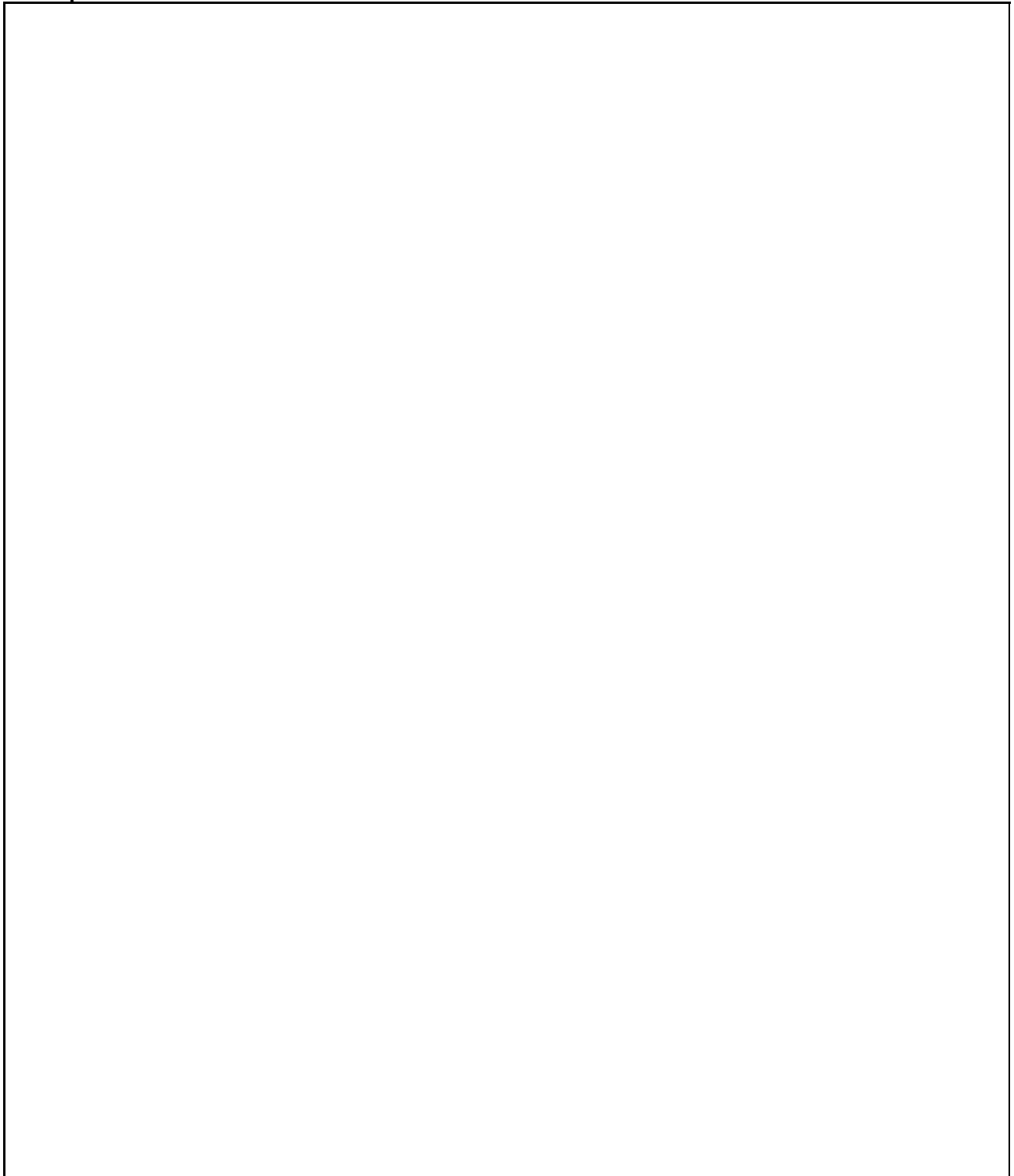
**If Yes please describe and list all projects.**

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

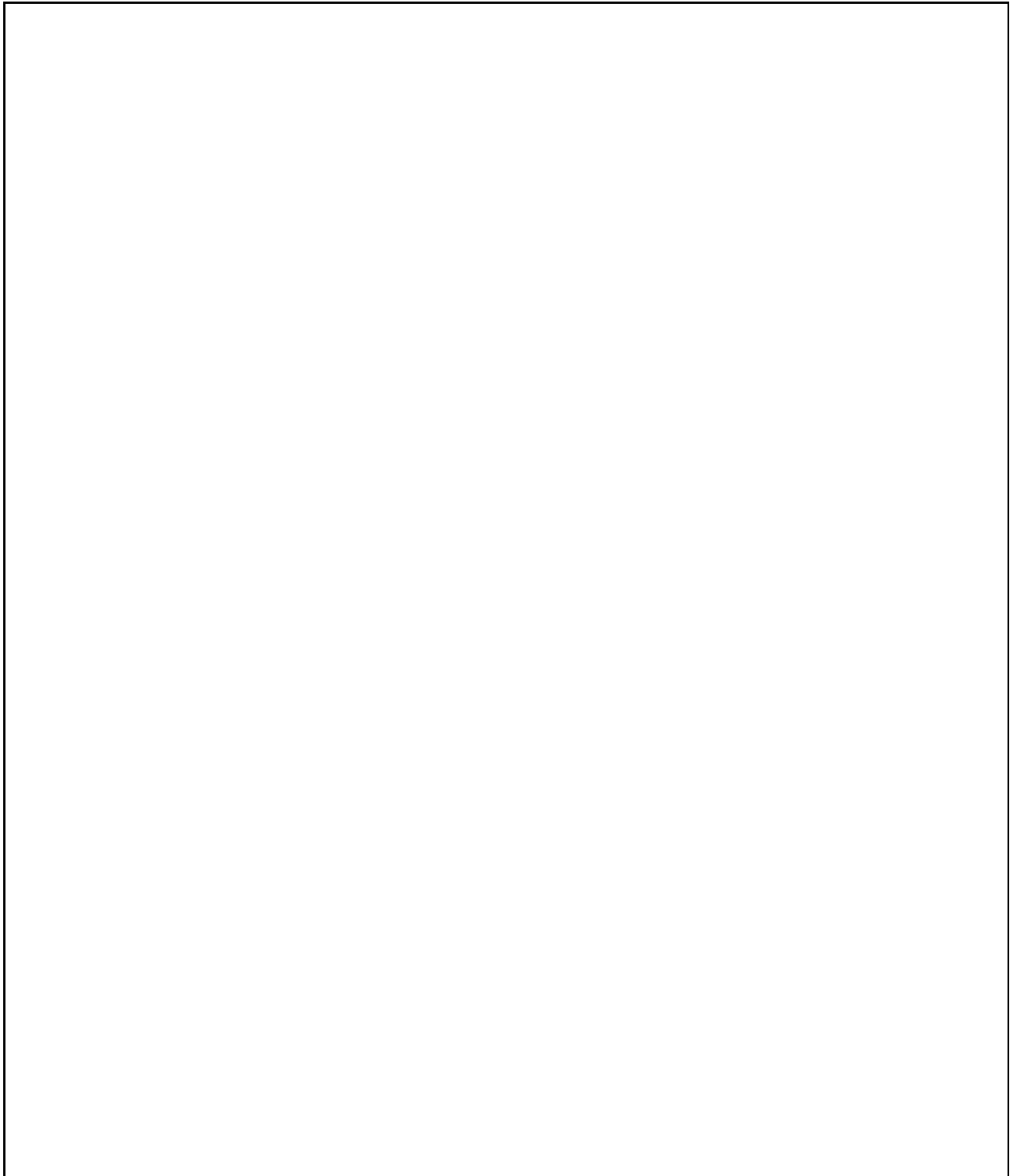


**12. Environmental Concerns:**

**If Yes please describe and list.**

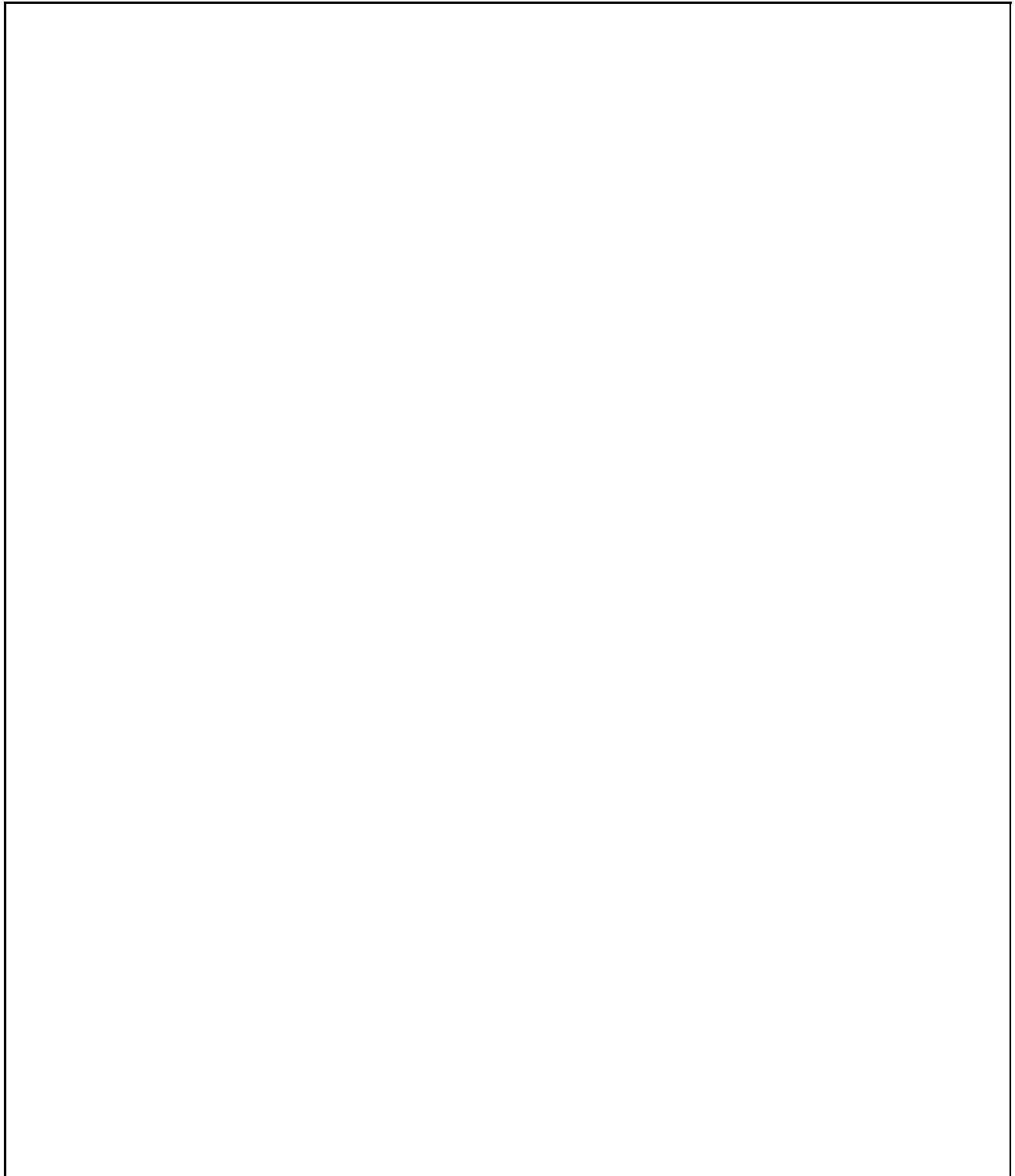
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

A large, empty rectangular box with a thin black border, intended for the user to provide an explanation for why a location should be considered for an RSA. The box occupies most of the page's vertical space below the question.

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

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



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

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



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

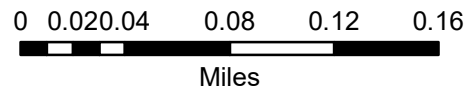
**Please click on the "submit button" below and include the following attachments**

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

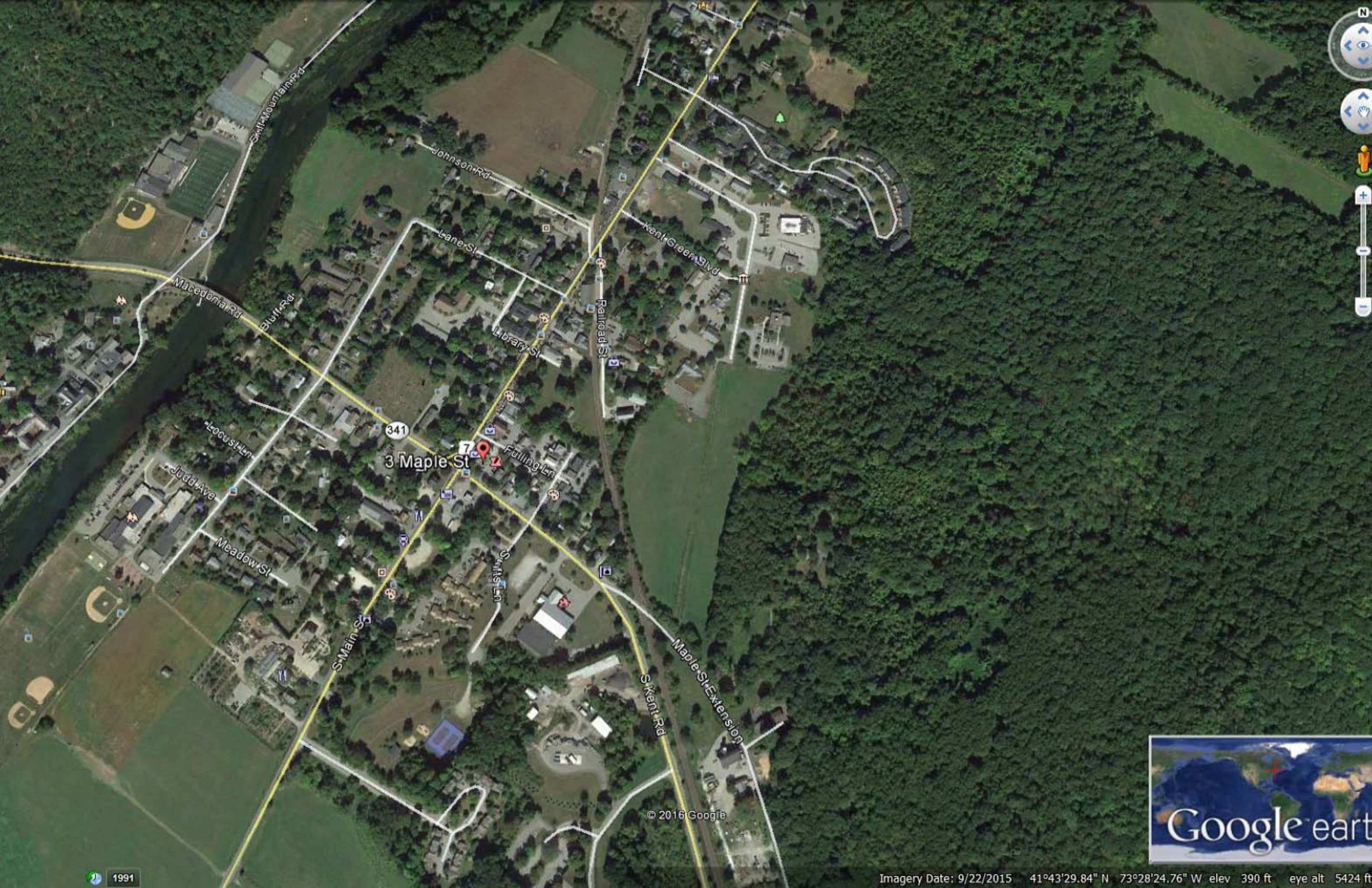


## Downtown, Kent, CT

Prepared by Joanna Wozniak-Brown  
 Northwest Hills Council of Governments  
 Drafted: February 24, 2016  
 Project: Community Connectivity Program







3 Maple St

341

© 2016 Google



1991

Imagery Date: 9/22/2015 41°43'29.84" N 73°28'24.76" W elev 390 ft eye alt 5424 ft





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# Appendix B



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## Road Safety Audit

**Town:** Kent  
**RSA Location:** Kent Downtown  
**Meeting Location:** Kent Town Hall  
**Address:** 41 Kent Green Blvd  
**Date:** 11/2/2016  
**Time:** 8:30 AM

## Participating Audit Team Members

Audit Team Member	Agency/Organization
Marlon Pena	CTDOT
Jeff Maxtutis	Aecom
Partick Zapatka	CTDOT
Bridget Boucaud	VN Engineers Inc.
Bruce Adams	Town of Kent
John Johnson	Chamber
Rick Osborne	Town of Kent
Eric Epstein	Kent Fire Department
Catherine Bachrach	Kent Streetscape Committee





**COMMUNITY**  
connectivity program

# Appendix C



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## Road Safety Audit – Kent

**Meeting Location:** Kent Town Hall  
**Address:** 41 Kent Green Blvd  
Kent, CT 06757  
**Date:** 11/2/2016  
**Time:** 8:30 AM

### Agenda

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

Instruction for Participants:

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



## Audit Checklist

Pedestrians and Bicycles	Comment
<p><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>	
--	--

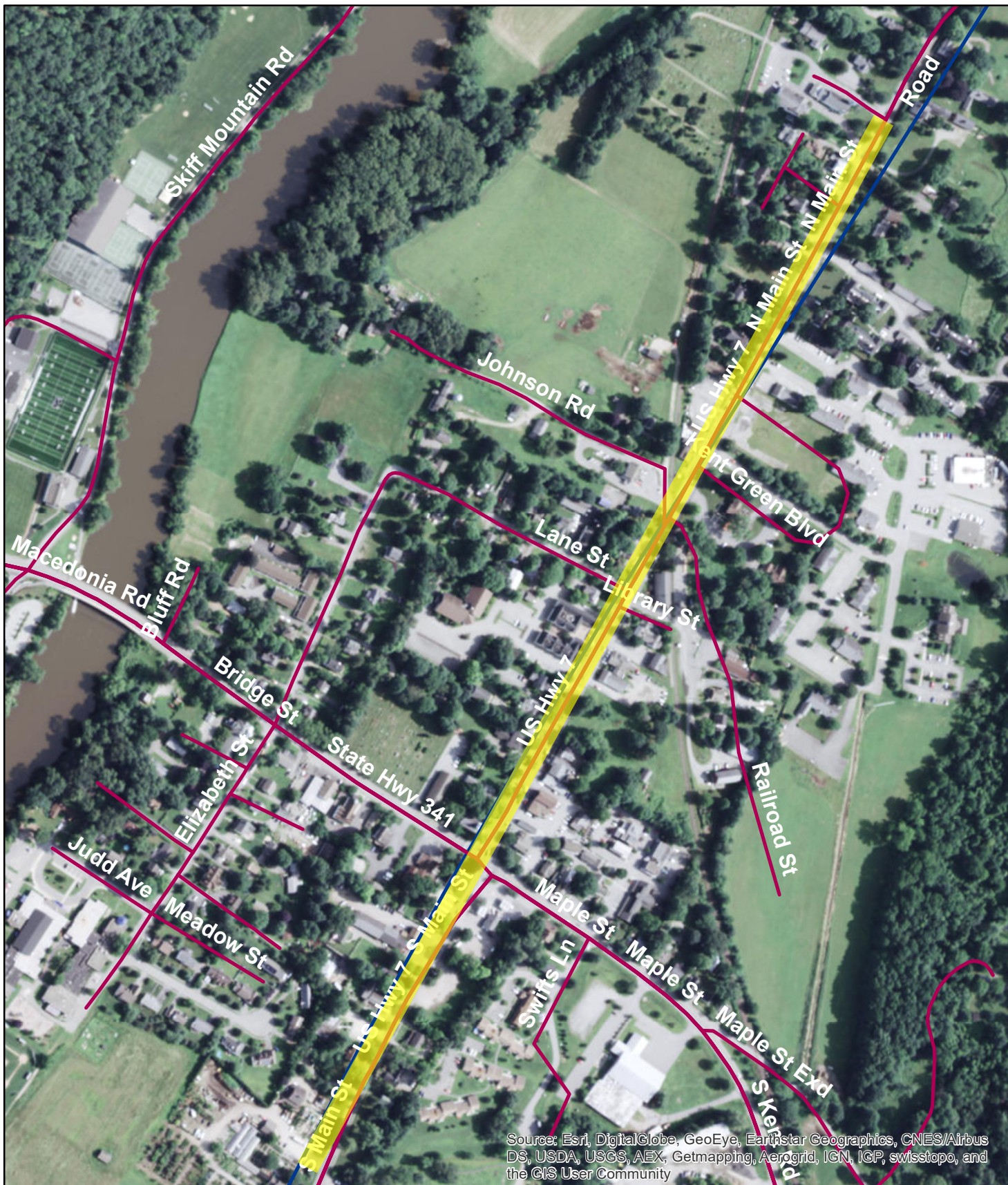
<b>Roadway &amp; Vehicles</b>	
<ul style="list-style-type: none"><li>• Speed-related issues<ul style="list-style-type: none"><li>○ Alignment;</li><li>○ Driver compliance with speed limits</li><li>○ Sight distance adequacy</li><li>○ Safe passing opportunities</li></ul></li></ul>	
<ul style="list-style-type: 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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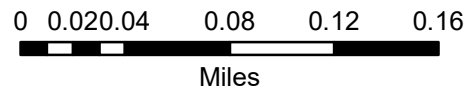
<ul style="list-style-type: none"><li>• Pavement<ul style="list-style-type: none"><li>○ Pavement Condition (excessive roughness or rutting, potholes, loose material)</li><li>○ Edge drop-offs</li><li>○ Drainage issues</li></ul></li><li>• Lighting Adequacy</li></ul>	
<ul style="list-style-type: none"><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>	





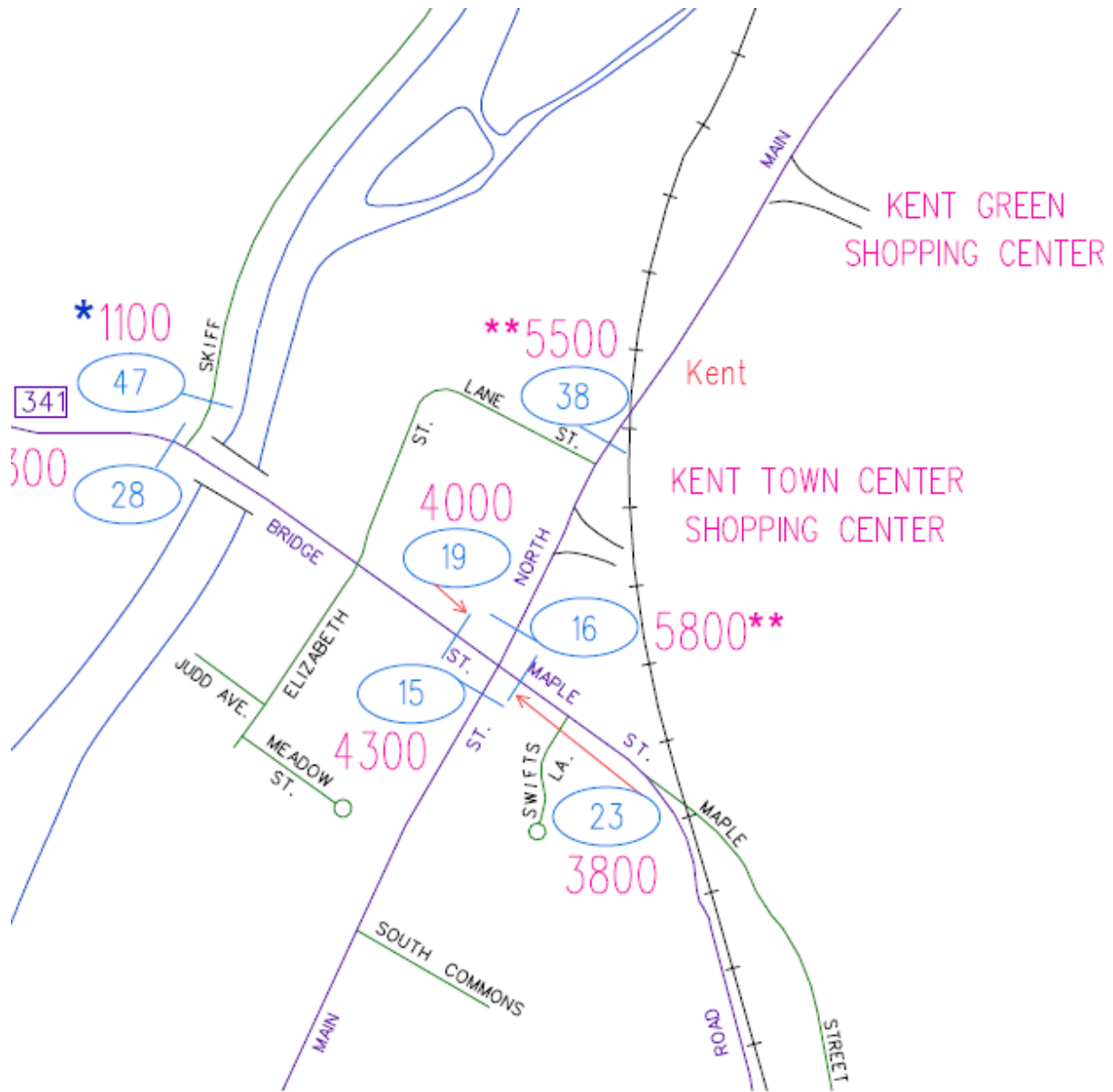
## Downtown, Kent, CT

Prepared by Joanna Wozniak-Brown  
 Northwest Hills Council of Governments  
 Drafted: February 24, 2016  
 Project: Community Connectivity Program





# Average Daily Traffic (ADT)



# 2015 Crashes

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



Map navigation and controls: Markers, Heatmap, Crashes By Route, Select & Query, Query Selection, View Vehicle Vectors. Legend: Injury of any type (Serious, Minor, Possible) (red), Fatal (Kill) (blue), Property Damage Only (green). Route Segment Scale: 0 to 0. Buttons: Select All, Deselect All.



## Road Safety Audit – Kent

### 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	14	88%
Injury (No fatality)	2	13%
Fatality	0	0%
<b>Total</b>	<b>16</b>	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	1	6%
Sideswipe-Same Direction	3	19%
Rear-end	2	13%
Turning-Intersecting Paths	3	19%
Turning-Opposite Direction	1	6%
Fixed Object	3	19%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	2	13%
Moving Object	0	0%
Parking	1	6%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	0	0%
Miscellaneous- Non Collision	0	0%
<b>Total</b>	<b>16</b>	



Weather Condition	Number of Crashes	
Snow	0	0%
Rain	2	13%
No Adverse Condition	13	81%
Unknown	0	0%
Other	1	1%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
<b>Total</b>	<b>16</b>	

Light Condition	Number of Crashes	
Dark-Not Lighted	0	0%
Dark-Lighted	1	6%
Daylight	15	94%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
<b>Total</b>	<b>16</b>	

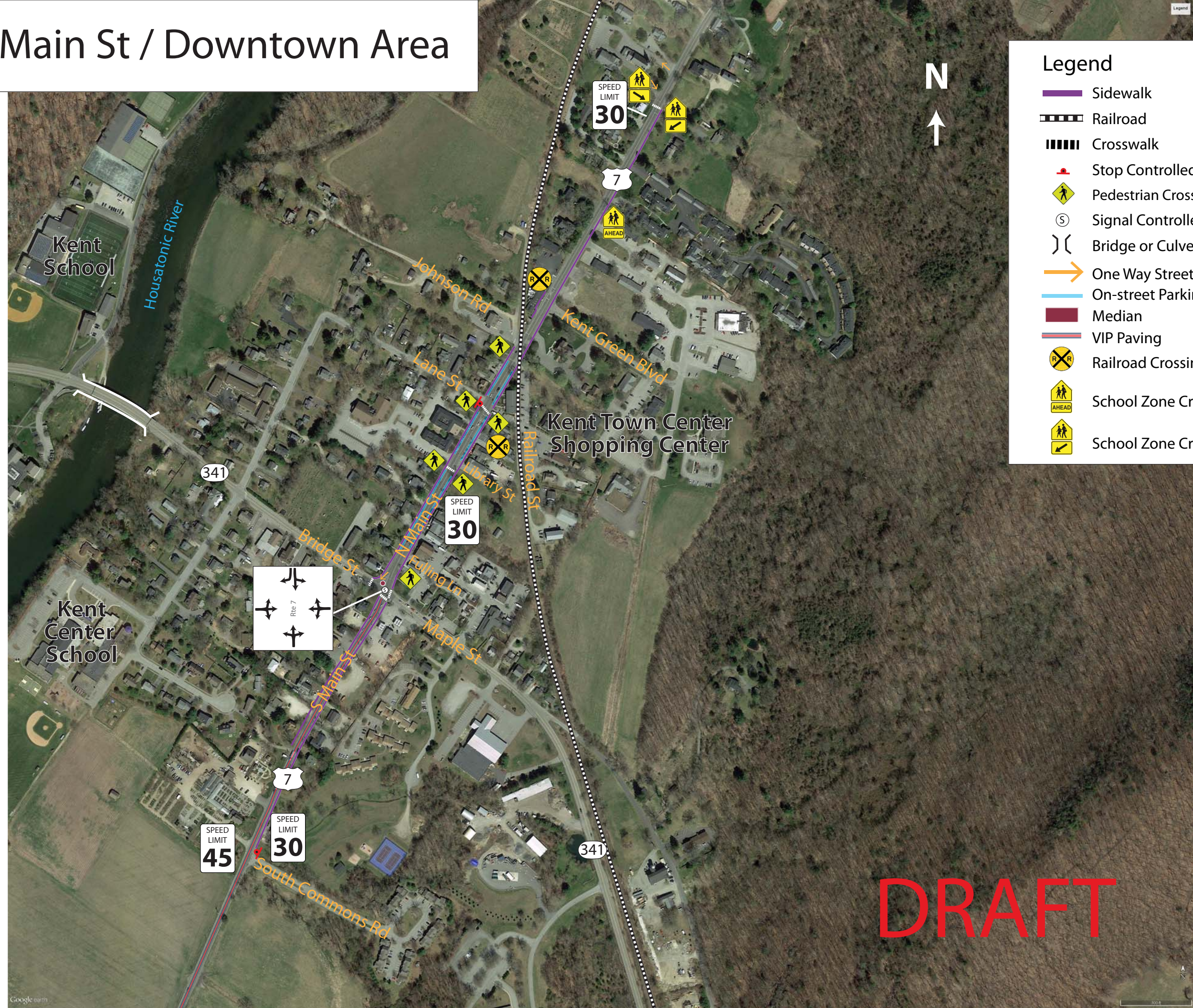
Road Surface Condition	Number of Crashes	
Snow/Slush	0	0%
Wet	3	19%
Dry	13	81%
Unknown	0	0%
Ice	0	0%
Other	0	0.0%
<b>Total</b>	<b>16</b>	

















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



# Kent - Main St / Downtown Area



## Legend

-  Sidewalk
-  Railroad
-  Crosswalk
-  Stop Controlled Intersection
-  Pedestrian Crossing Sign
-  Signal Controlled Intersection
-  Bridge or Culvert
-  One Way Street
-  On-street Parking
-  Median
-  VIP Paving
-  Railroad Crossing
-  School Zone Crossing Ahead
-  School Zone Crossing

**DRAFT**







# Road Safety Audit – Kent

## Fact Sheet

### Functional Classification:

- North Main Street and South Main Street are classified as Minor Arterial

### ADT

- ADT on North Main Street ranges from is 5,500 – 5,800
- ADT on South Main Street is 4,300

### Population and Employment Data (2014):

- Population: 2,951
- Employment: 1,291

### Urbanized Area

- Kent is in the Waterbury Urbanized Area

### Demographics

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

### Air Quality

- Kent's CIPP number 309
- Kent is within the Greater CT Marginal Ozone Area
- Kent is within a CO Attainment Area

