



COMMUNITY
connectivity program

Naugatuck

Downtown Area – Road Safety Audit

October 20, 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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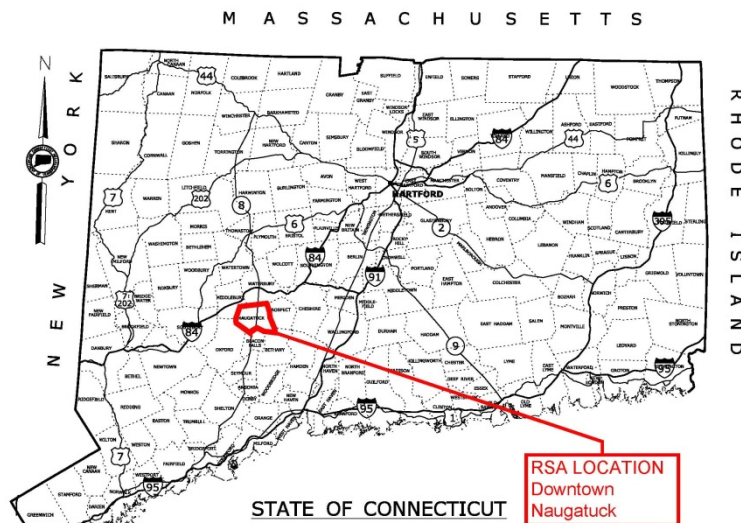
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

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

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



1 Introduction to Downtown Area, Naugatuck RSA

The Town of Naugatuck submitted an application to complete an RSA in the downtown area, including Maple Street, Old Firehouse Road, Church Street, Rubber Avenue, Meadow Street (Route 63), Park Place, Division Street, Meadow Court, Cedar Street and Water Street. The Town selected this area to investigate ways to enhance the downtown and its pedestrian and cyclist connections to the train station, popular travel routes to other towns, and connections to the Naugatuck Greenway. While the density and many attractions in the downtown area encourage pedestrian and cyclist activity, the area also experiences moderately high volumes of through traffic and moderate vehicle speeds. This has resulted in concerns for pedestrians and cyclists through this area. The Salem Elementary School, St. Francis-St. Hedwig School and the Hillside Intermediate School are located within or immediately adjacent to the study area. This section of Naugatuck also contains a train station and regional bus routes, as well as several areas proposed for new development.

The Town of Naugatuck's application contained historical information, future development plans, crash data, mapping and a description of the corridor. The application is included in Appendix A.

1.1 Location

The RSA site is the downtown section of Naugatuck between Meadow Street and the Naugatuck River, from Rubber Avenue at the south end to Bridge Street at the north end (Figure 1). The Average Daily Traffic (ADT) in the study area ranges from 3,500 vehicles per day (vpd) on Water Street to 18,100 vpd on the Maple Street bridge. The roadways in this area generally consist of a single 10 foot to 12 foot travel lane for each direction with a 7 foot to 10 foot shoulder or parking lane in each direction. Park Place, Meadow Court and a section of Water Street are one way streets.

There are five signalized intersections in the study area as well as one additional signal at Rubber Avenue that operates as a flashing all-way stop. All other intersections throughout the study area are controlled by stop signs.

Some sections of the study area contain multiple driveways, adding complexity to walking and bicycling maneuvers through the area. The regional context of the study area is shown in Figure 2.



Figure 1. Downtown Area, Naugatuck

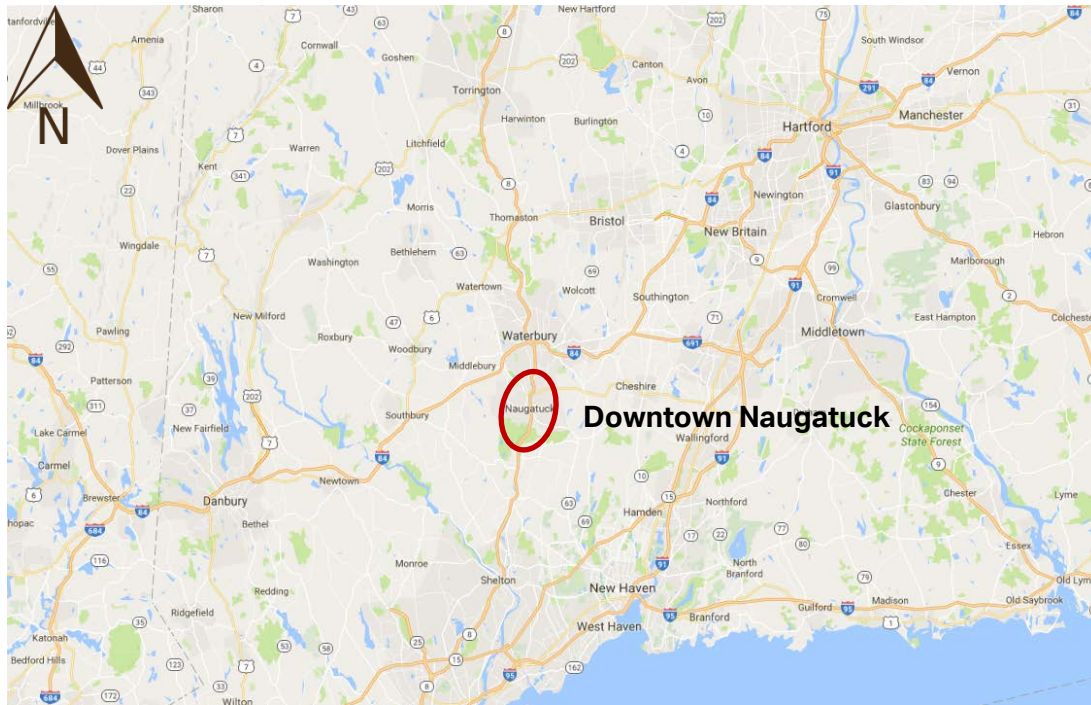


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

Downtown Naugatuck encompasses the historic center of town. Its connection to State Route 8 (via Maple Street) as well as the nearby presence of many businesses, schools, town offices and residences results in a moderately high volume of traffic on the roads in the area. There is also significant pedestrian traffic in the area as pedestrians walk to the many retail and dining establishments, as well as the schools and transit stations in the area.

The crash history in this area is significant and there were two accidents involving pedestrians between 2012 and 2014 (Table 1 and Table 2). Figure 3 displays the locations of crashes that occurred in this area during 2015.

Severity Type	Number of Crashes	
Property Damage Only	170	89%
Injury (No fatality)	22	11%
Fatality	0	0%
Total	192	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	3	2%
Sideswipe-Same Direction	31	16%
Rear-end	55	29%
Turning-Intersecting Paths	33	17%
Turning-Opposite Direction	11	6%
Fixed Object	14	7%
Backing	11	6%
Angle	13	7%
Turning-Same Direction	5	3%
Moving Object	0	0%
Parking	5	3%
Pedestrian	2	1%
Overturn	2	1%
Head-on	1	1%
Sideswipe-Opposite Direction	6	3%
Miscellaneous- Non Collision	0	0%
Total	192	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

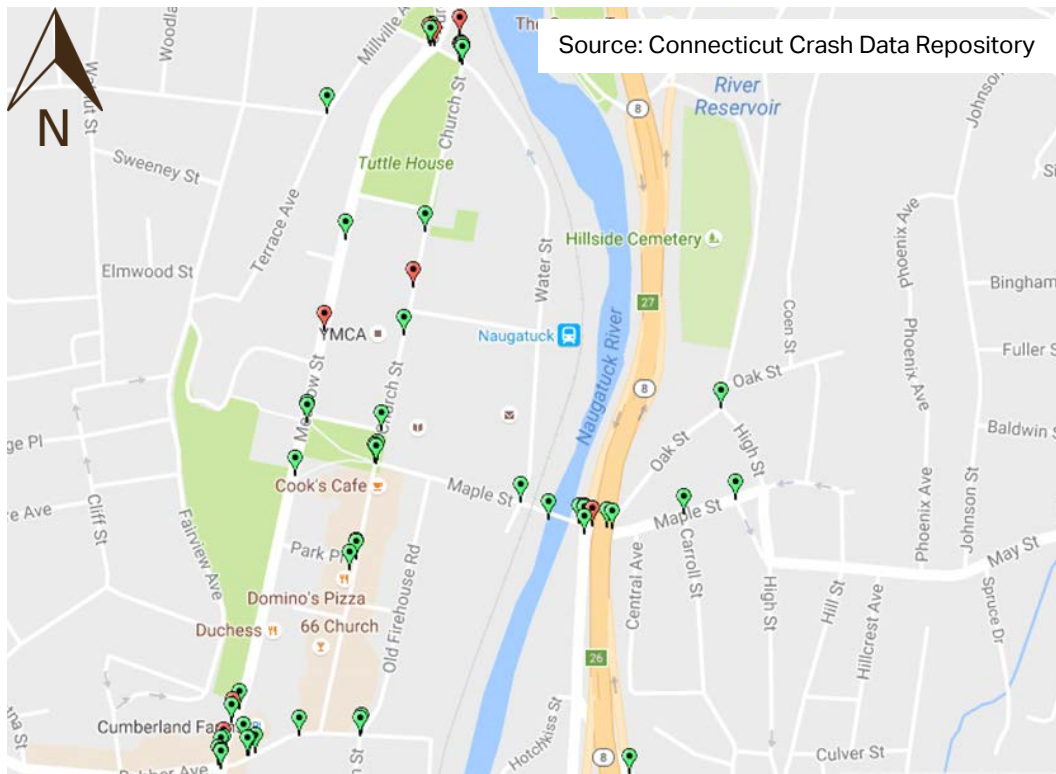


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

The Town of Naugatuck expects increased development in the downtown area in the near future. Three large parcels are proposed to be redeveloped and the existing train station will be relocated to the south, near Old Firehouse Road. Additionally, the first phase of the Naugatuck Greenway was recently completed on the east side of the Naugatuck River and is expected to bring additional pedestrian and cyclist traffic to the downtown area. Together, these changes are expected to increase traffic by all types of users.

Currently there are several sections of road that have sidewalks within the study area. Most streets in the study area have sidewalks on both sides of the road with the exception of Water Street, which has sidewalk on only one side. There are currently no bike lanes within the study area, but the Town would like to investigate the possibility of strategically incorporating them to connect the downtown with the Naugatuck Greenway.

Roadway geometrics are shown in Figure 4 and a street inventory is provided in Table 3. The entire length of the study area has a single travel lane in each direction and shoulder widths vary as shown in the street inventory table. The majority of the study area consists of a grid street network with straight alignments. The speed limit throughout the study area is 25 mph.

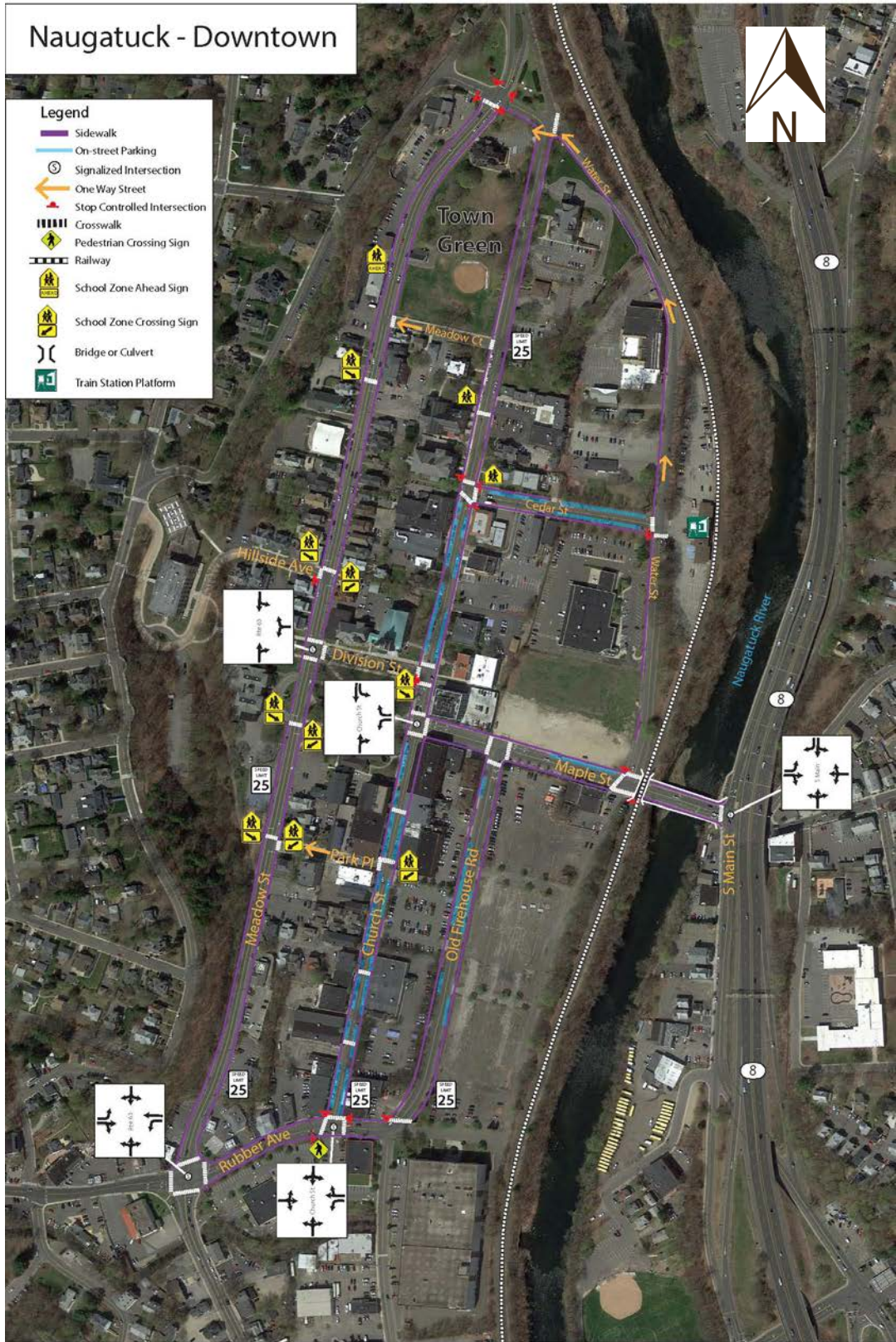


Figure 4. Downtown Naugatuck Geometrics

Naugatuck - Downtown Area Street Inventory

Street	Route	Lanes	Avg. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Compliant
Church Street		1	10'	NB	Concrete	7-12'	Good	Granite	7'	No	Yes	No
		1	10'	SB	Concrete	7-12'	Good	Granite	7'	No	Yes	No
Meadow Street	Route 63	1	12'	NB	Concrete	3-5'	Fair	Concrete/	Yes	9'	Some	No
		1	12'	SB	Concrete	5-6'	Fair	Granite	Yes	7'	Some	No
Church Street	Route 63	1	13'	NB	Mixed	6'	Fair	Asphalt	No	1-2'	Yes	No
		1	13'	SB	No	N/A	N/A	No	No	1-2'	N/A	N/A
Maple Street		1	16'	EB	Concrete	8'	Good	Granite	Yes	8'	Yes	No
		1	16'	WB	Concrete	8'	Good	Granite	Yes	8'	Yes	No
Water Street		1	17'	NB	No	N/A	N/A	Asphalt	No	No	N/A	N/A
		1	17'	SB	Concrete	6'	Good	Concrete	No	No	Yes	No
Water Street (1 Way)		1	14-22'	NB	Concrete	6'	Good	Concrete	8'	No	Yes	No

*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 Naugatuck has implemented a number of improvements to enhance pedestrian accessibility in the downtown area, including installing pedestrian signals and curb extensions at crosswalks. The Town is anticipating that on-going redevelopment of the east section of the study area will increase activity for all modes, including pedestrians. A new train station is proposed south of the existing station and the existing station has been converted to a restaurant and the existing train platform will still function while the new station is in construction. There are also three land parcels that are proposed to be redeveloped in addition to the new train station. One parcel has already had plans submitted to the zoning commission and the other two parcels are under contract to be purchased and redeveloped. These planned developments, the Town's connections to regional transit, and the Naugatuck Greenway, together present an opportunity to enhance and expand pedestrian and bicycle accessibility and connectivity in and around the downtown area.

2.3 Pre-Audit Meeting

The RSA was conducted on October 20, 2016. The Pre-Audit meeting was held at 8:30 AM in the Town Hall located at 229 Church Street #2 in Naugatuck.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, and representatives from several Naugatuck departments including the Police Department, Town Engineer, Public Works, and a representative from Siefert Associates. 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:

- The Town requested that the audit study area be extended north to include the intersection of Route 63 (Church Street) and Route 68 (Bridge Street). The audit team agreed to this request.
- Meadow Street (Route 63), Water Street, Maple Street and Old Firehouse Road are the key streets in the study area.
- The intersection of Rubber Avenue and Meadow Street was noted as a challenging intersection where there may be potential for improvement.
- The intersection of Water Street and Meadow Street was also noted as a challenging intersection where there may be potential for improvement.
- The intersection of Route 68 and Route 63 was noted as a challenging intersection, specifically for pedestrians.
- There is a greenway on the east side of the river, which will bring more bikes and pedestrians to the downtown area when it is completed.

- There have been discussions to investigate a one-way conversion of Church Street and/or Old Firehouse Road but there are concerns about the potential changes to traffic circulation patterns.
- The train station is proposed to be relocated south, opposite Old Firehouse Road, alongside the Naugatuck River.
- Significant changes are expected to the downtown area, especially in the area of the three parcels of land to be redeveloped.
- There have been many accidents at the intersection of Meadow Street and Rubber Avenue as a result of several factors:
 - The traffic signal is outdated.
 - Traffic patterns through the intersection are confusing.
 - A wide shoulder on the right side of Meadow Street south is used as a turn lane by many but not all drivers, leading to confusion.
 - There are many busy driveways in close proximity to the intersection.
 - This is a popular pedestrian route with a nearby school and crossing guard.
 - The intersection is very wide, with long crossing times.
 - There are not enough turn lanes and some of the signal phases do not match turn lane arrangements (ie. green left turn arrows with no left turn lane or vice versa).
- There are many pedestrian attractors in the study area including Dunkin Donuts, Cumberland Farms, the local schools, YMCA, and the train station and post office on Water Street.
- The intersection of Water Street and Maple Street is a concern even though there have not been many accidents at the intersection.
 - Sight distance is poor coming over the bridge and approaching the intersection.
 - Temporary all-way stop control is in place during bridge reconstruction.
 - The Town has previously considered making Water Street one way, which would change area traffic patterns and intersection operations.
- Some parking was eliminated on the east side of Church Street, north of Cedar Street, for pedestrian safety and to reduce sideswipe accidents due to the narrow roadway. The Town indicated that this effort was successful.
- There is a LOTCIP grant proposal for Rubber Avenue that is currently underway.
- The signal at the intersection of Route 68 and Route 63 is scheduled for replacement by CTDOT next year.
- There is a sidewalk on the west side of Water Street; however, many pedestrian will prefer to be on the east side, where there is no sidewalk, and they walk in the street.
- Old Firehouse Road is expected to change substantially with the new development and train station relocation.
- On-street parking is highly utilized in the downtown area, and there is a need to retain as much parking as possible when considering potential improvements.
- Maple Street is the critical link to the Naugatuck Greenway.

- The Greenway is planned to eventually connect north to Waterbury.
- The Town is in the process of a multi-year plan to upgrade signage.

3 RSA Assessment

3.1 Field Audit Observations

Church Street:

- The Town-owned signal at Church Street and Maple Street is antiquated and in need of an upgrade (Figure 5).
- The south end of Church Street typically consists of 7-foot parking lanes and 10-foot travel lanes in each direction.
- There are no detectable warning strips at the mid-block crosswalks.
- There are pedestrian crossing signs at some of the mid-block crosswalks but visibility is limited by trees.
- Some of the mid-block crosswalks do not have pedestrian crossing signs (Figure 6).
- Vehicles do not consistently yield to pedestrians in the mid-block crosswalks.
- The traffic signal at Rubber Avenue and Church Street is set to flashing red because it does not work properly in conjunction with the nearby signal at Rubber Avenue and Meadow Street.
 - There are pedestrian pushbuttons at the intersection but they do not work with the flashing red setting.
- The north section of Church Street is missing pedestrian accommodations including pedestrian crossing signs, ADA compliant ramps and detectable warning strips.



Figure 5. Church Street and Maple Avenue signal



Figure 6. Mid-block crosswalk without pedestrian crossing signs

Rubber Avenue and Meadow Street Intersection:

- The signal phases do not match the lane arrangement (ie. green left turn arrows with no left turn lane or vice versa).
- There are no detectable warning strips at the intersection (Figure 7).
- The longest crosswalk is 74-feet with a 26-second flashing red pedestrian phase.
- On Meadow Street southbound there is a 10-foot shoulder approaching the intersection which is used as a de-facto right turn lane (Figure 8).
- There is an eight-foot wide shoulder on Meadow Street northbound.
- Meadow Street lanes were measured at 12-feet in each direction.
- The pedestrian pushbuttons are not in conformance with the most current MUTCD standards – they are not audible and the pedestrian signals are not the countdown type.
- There are many busy driveways in close proximity to the intersection and access management is poor (Figure 9).
- Catch basin grates are not the bike friendly type.
- Curb radii are very large which creates a very large intersection for pedestrians.

Meadow Street:



Figure 7. Rubber Avenue and Meadow Street intersection



Figure 8. 10-foot shoulder on Meadow Street being used as a turn lane



Figure 9. Driveway in close proximity to intersection

- ADA compliant ramps and detectable warning strips are missing from most crosswalks (Figure 10).
- The road consists of a single 12-foot wide travel lane in each direction separated by a double yellow centerline with a nine-foot northbound shoulder and a seven-foot southbound shoulder.
- The northbound sidewalk is narrow in some sections (42-48 inches wide) and has obstructions that further reduce the effective width.
- Pedestrian pushbuttons are not audible and the pedestrian signals are not countdown type.

Meadow Street and Water Street Intersection:

- The nine-foot shoulder is often used as a turn lane by vehicles (Figure 11).
- Several legs of the intersection are missing crosswalks and there are no ADA compliant ramps (Figure 12).
- The sidewalk on Meadow Street does not continue to the north through the intersection (Figure 12).
- There are worn paths where pedestrians tend to walk and where sidewalks would be appropriate (Figure 12).

Church Street North of Meadow Street Intersection:

- There is a six-foot sidewalk that is bituminous in some sections and concrete in other sections.
- Some vegetation is overgrown and infringing on pedestrian space in the sidewalk.
- The road consists of 13-foot wide travel lanes



Figure 10. Crosswalk without ADA compliant ramp or warning strips



Figure 11. Wide shoulder/parking lane



Figure 12. Missing crosswalks at intersection of Church Street and Meadow Street

and one to two-foot wide shoulders in each direction.

Church Street (Route 63) and Bridge Street (Route 68) Intersection:

- The curb radii at the intersection are very large (Figure 13).
- There is a driveway in the intersection.
- The signal is scheduled to be replaced by the State next year.
- Pedestrian movements are complicated and pedestrian signal heads do not line up with the crosswalks.

Cedar Street:

- Trimming is needed along the bituminous sidewalk (Figure 14).

Water Street:

- It would be more effective to have the sidewalk on the east side of the road since pedestrians prefer that side of the street.
- The roadway is 34-feet wide in the two way section. There is no striped shoulder.

Maple Street:

- Maple Street is 48-feet wide and bike lanes could potentially be added with striping changes only as a potential bike connection to the Greenway (Figure 15).

3.2 Post Audit Workshop - Key Issues

Town Wide:

- There is a need to upgrade pedestrian amenities town wide including the following:
 - ADA compliant ramps.



Figure 13. Church Street and Bridge Street intersection



Figure 14. Vegetation growth onto sidewalk on Cedar Street



Figure 15. Maple Street facing west

- Detectable warning strips.
- Audible pushbuttons.
- Countdown pedestrian signals.

Church Street:

- There is a need to improve pedestrian visibility at all mid-block crosswalks and rectangular rapid flashing beacons (RRFB) should be investigated as an option (Figure 16).



Figure 16. Mid-block crosswalk on Church Street

Rubber Avenue and Meadow Street Intersection:

- The southbound shoulder could be changed into a right turn lane. (Figure 17).
- The intersection could be improved geometrically.
 - Reduced turn radii should be investigated.
 - Improving the location of crosswalk landing locations should be investigated.
- Rubber Avenue is scheduled to be re-paved by the State and that may be a good opportunity for the Town to request that the signal also be evaluated.



Figure 17. Rubber Avenue and Meadow Street intersection facing south

Meadow Street:

- There are several mid-block crosswalks where RRFBs would potentially be an effective way to alert drivers of pedestrians (Figure 18).
- Several crosswalks are missing ADA compliant ramps and detectable warning strips.

Meadow Street and Water Street Intersection:

- Some pedestrian movements are not accommodated at the intersection.
- There are worn paths where pedestrians like to walk but where no sidewalk has been provided.



Figure 18. Mid-block crosswalk on Meadow Street

- There is a need to identify which facilities in this area are the responsibility of the State and which are the responsibility of the Town.

Church Street North of Meadow Street Intersection:

- There are drop-offs next to the sidewalk that could be a hazard to pedestrians (Figure 19).
- There are utility poles in the sidewalk that reduce the effective width.
- A long term goal may be to construct a retaining wall and widen the sidewalk.
- Shoulder widths can be increased by re-striping to 11-foot lanes.

Maple Street:

- Maple Street is the priority for new bike accommodations because it can link to the Greenway.
- The Town would like to encourage bicyclists on the Greenway to enter the downtown area.
- A wide nine-foot sidewalk is currently proposed at the bridge, which is currently under construction. The potential for a bike lane, either at road level or as a multi-use path, should be considered.



Figure 19. Drop-off adjacent to Church Street sidewalk



Figure 20. Maple Street facing east

4 Recommendations

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

completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

4.1 Short Term

1. Town to trim vegetation that is encroaching on sidewalks or restricting visibility of signage on Church Street and Cedar Street.
2. Town to install appropriate pedestrian crossing signs at all mid-block crosswalks on town roads and work with CTDOT to install pedestrian crossing signs at all mid-block crosswalks on Route 63.
3. Town to coordinate with CTDOT/OSTA to allow the 10-foot right shoulder on Meadow Street southbound at the intersection with Rubber Avenue to be re-striped as a right turn lane, as it currently serves as a de facto turn lane.
4. Town to replace catch basin grates on town roads with the bike friendly type catch basin grates and to work with CTDOT to replace catch basin grates on state roads.
5. Town to investigate which areas of the Meadow Street, Church Street and Water Street intersection are State responsibility and which are Town responsibility.
6. Town to coordinate with CTDOT to re-stripe Route 63 (Church Street) north of Water Street with 11-foot travel lanes in order to provide a wider shoulder for bicycles.
7. Town to coordinate with CTDOT to upgrade pedestrian facilities at the Church Street (Route 63) and Bridge Street (Route 68) intersection as part of the signal replacement project.
8. Town to investigate the possibility of reconfiguring the Maple Street Bridge to include a bike lane, possibly by reducing the proposed nine-foot sidewalk or investigating a multi-use ped/bike path.
9. Town to coordinate with CTDOT to install rectangular rapid flashing beacons (RRFB) or other advanced pedestrian measures at the mid-block crosswalks on Meadow Street (Figure 21).

Figure 22 depicts the recommendations.



Figure 21. RRFB

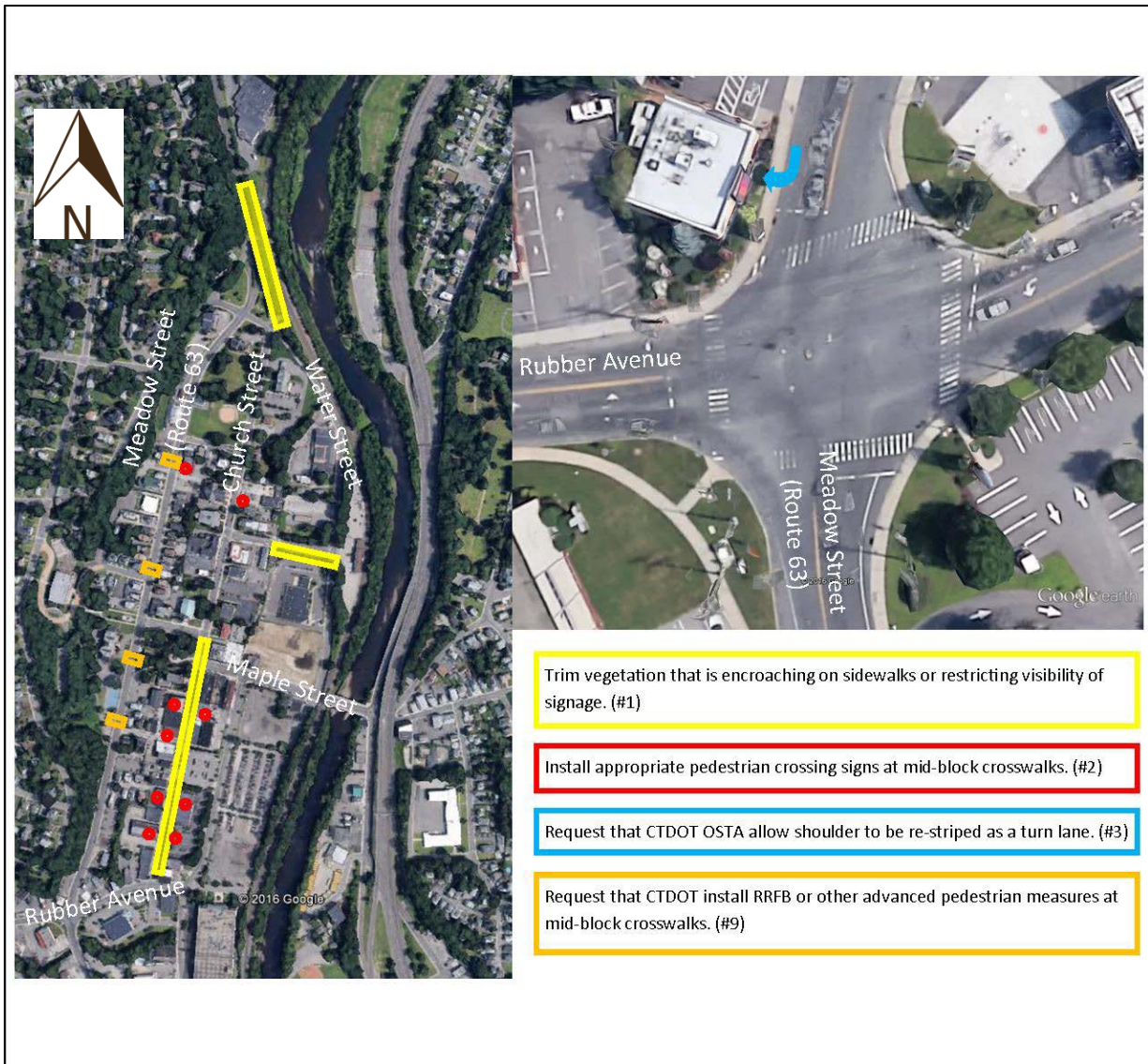


Figure 22. Short Term Recommendations

4.2 Medium Term

1. Town to install rectangular rapid flashing beacons (RRFB) at mid-block crosswalks on Church Street as funding becomes available (Figure 21).
2. Town to coordinate with CTDOT to upgrade pedestrian facilities on Route 63, including the following:
 - a. Audible pushbuttons.
 - b. Detectable warning strips.
 - c. ADA compliant ramps.
 - d. Retro-reflective signage.
 - e. Countdown type pedestrian signals at signalized intersections.
3. Town to investigate restriping Maple Street to include bike lanes that connect to the bridge.
4. Town to coordinate with CTDOT to evaluate the signal at the Meadow Street and Rubber Avenue intersection as part of its program to re-pave Rubber Avenue.

Figure 23 depicts the recommendations.

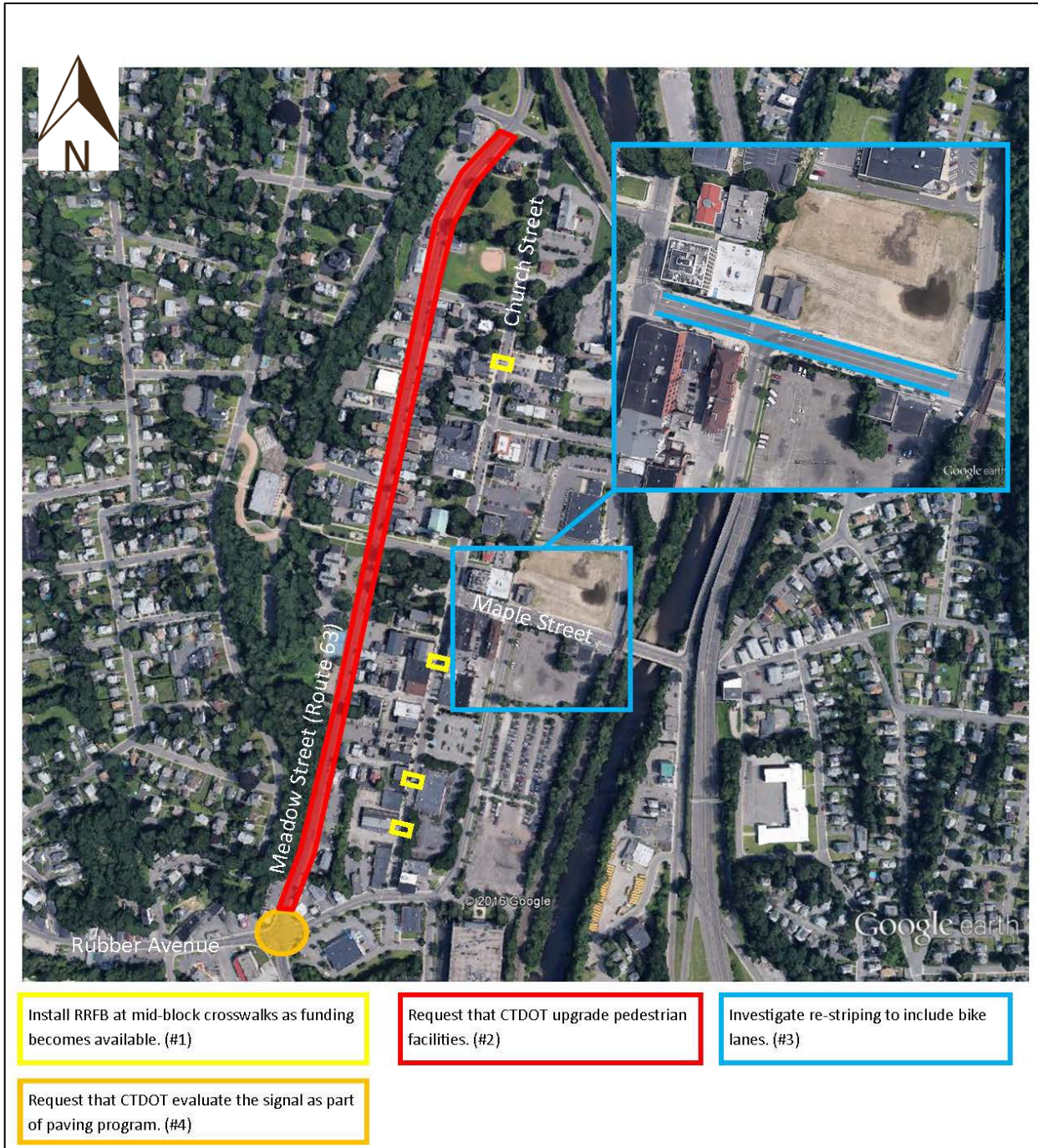


Figure 23. Medium Term Recommendations

4.3 Long Term

1. Town to replace the traffic signal at the intersection of Maple Street and Church Street.
2. Town to upgrade all pedestrian facilities to meet ADA and MUTCD standards, including the following:
 - a. Audible pushbuttons.
 - b. Detectable warning strips.
 - c. ADA compliant ramps.
 - d. Retro-reflective signage.
 - e. Countdown type pedestrian signals at signalized intersections.
3. Town to require all future redevelopments to upgrade existing pedestrian facilities to meet ADA and MUTCD standards and connect to existing facilities where possible.
4. Town to coordinate with CTDOT to evaluate the intersection of Meadow Street and Rubber Avenue to determine if geometric improvements such as reducing turn radii or relocating crosswalks can be made to improve operations.
5. Town to coordinate with CTDOT to construct additional sidewalks, crosswalks, ADA compliant ramps and detectable warning strips at the Meadow Street, Church Street and Water Street intersection.
6. Town to coordinate with CTDOT to construct a retaining wall on the east side of Route 63-Church Street and widen the existing sidewalk.
7. Town to investigate the possibility of constructing a sidewalk on the east side of Water Street and construct if applicable.

Figure 24 depicts the recommendations.

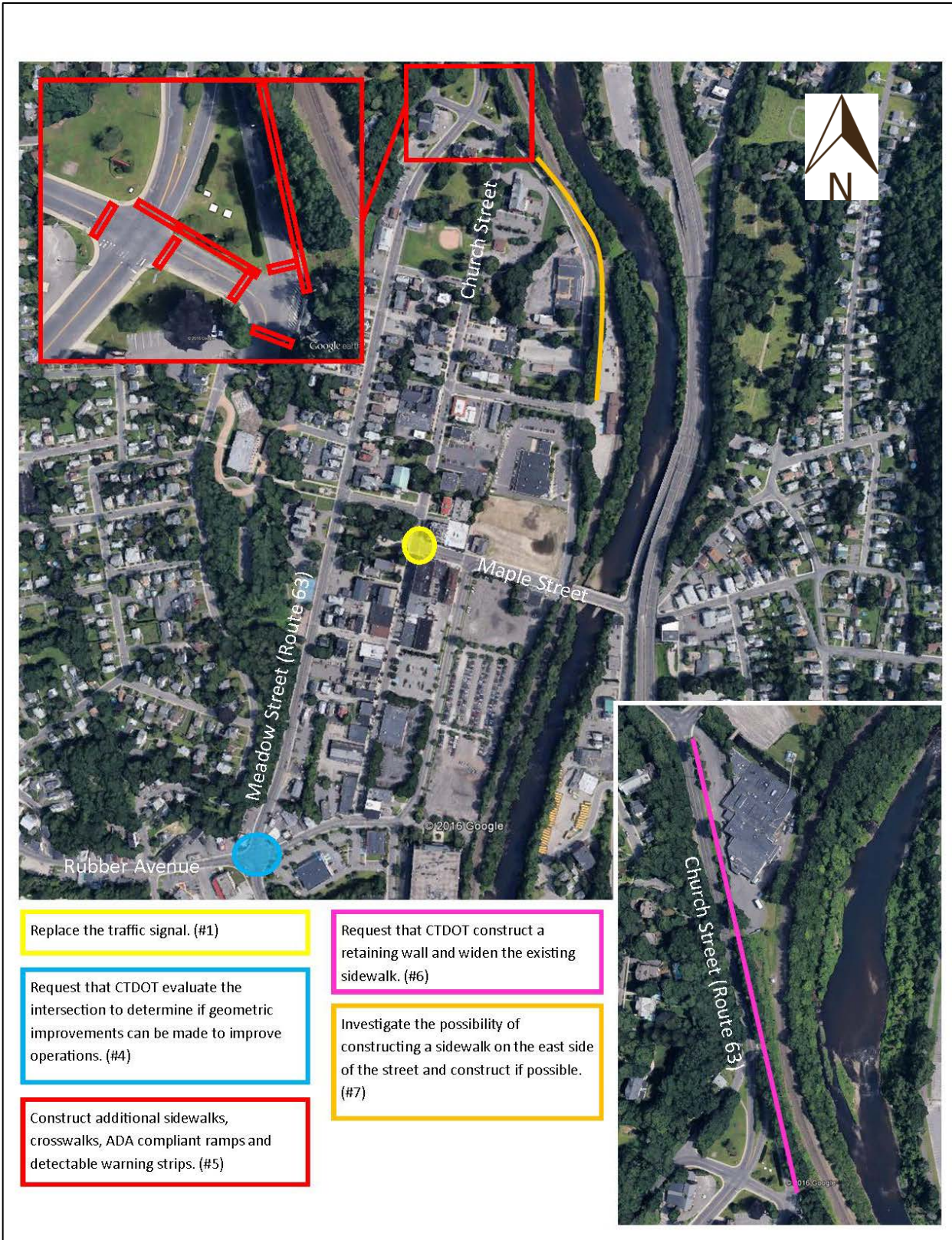


Figure 24. Long Term Recommendations

4.4 Summary

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



COMMUNITY
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Appendix A



AECOM
Built to deliver a better world

Welcome to the Community Connectivity Program Application



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

1. Applicant contact information

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

2. Location information

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

3. Roadway type
(Please select all that apply)

State road

Local road

Private Road

Other (please specify)

4. Zoning
(Please select all that apply)

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

Community Centers

Business Districts

Restaurant/Bar Districts

Churches

Housing Complexes

Proximity to Schools

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

N/A (not applicable)

Other (please specify)

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

Yes

No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

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

University / Community Colleges

N/A (not applicable)

Other (please specify)

9. Transit facilities

(Please select all that apply)

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

10. Safety Concerns

(Please select all that apply)

Traffic (volumes & speed)

Collisions

Sidewalks

Traffic Signals

Traffic Signs

Parking Restrictions / Additions

Drainage

ADA Accommodations

Agricultural & Live Stock crossing

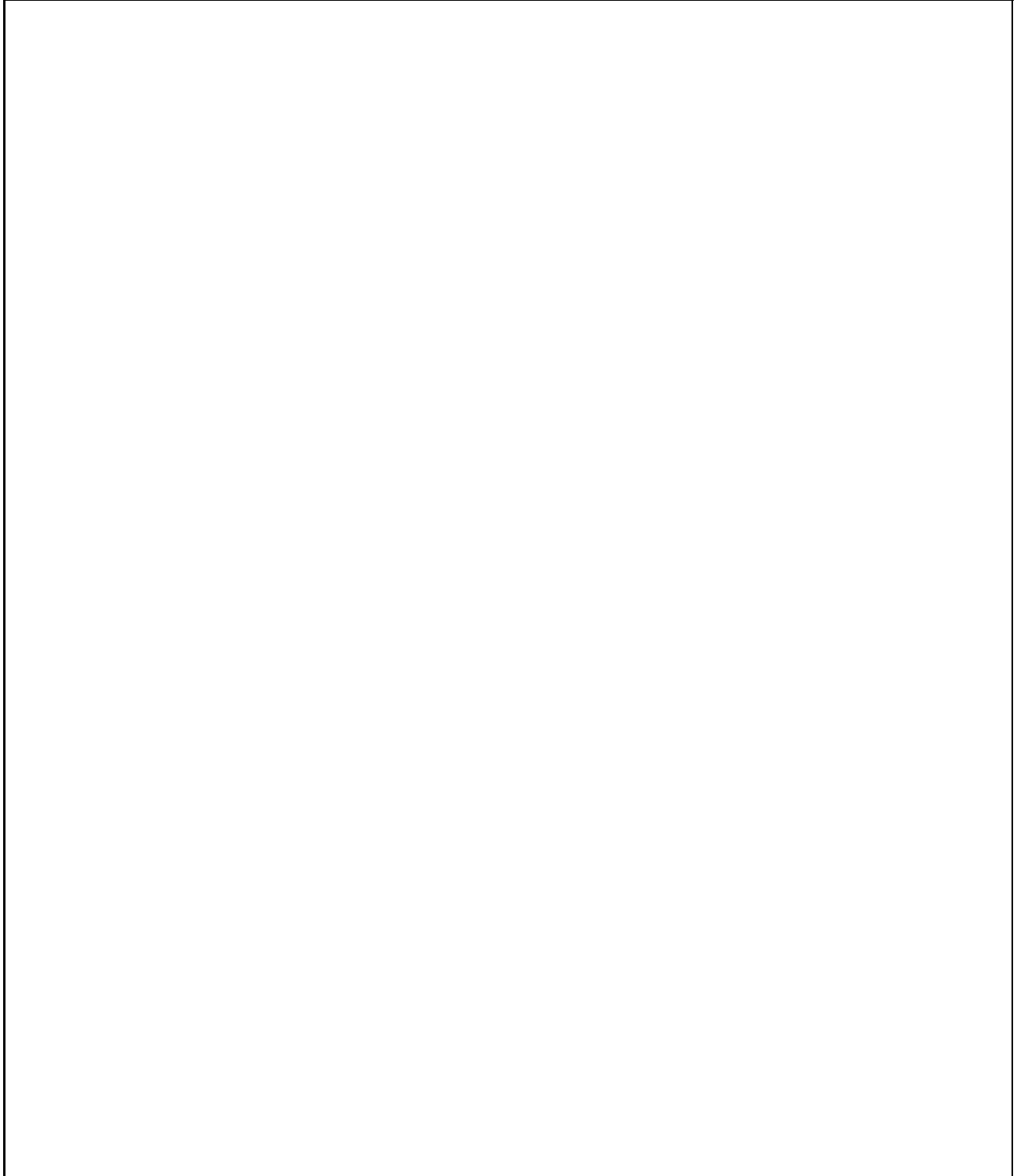
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

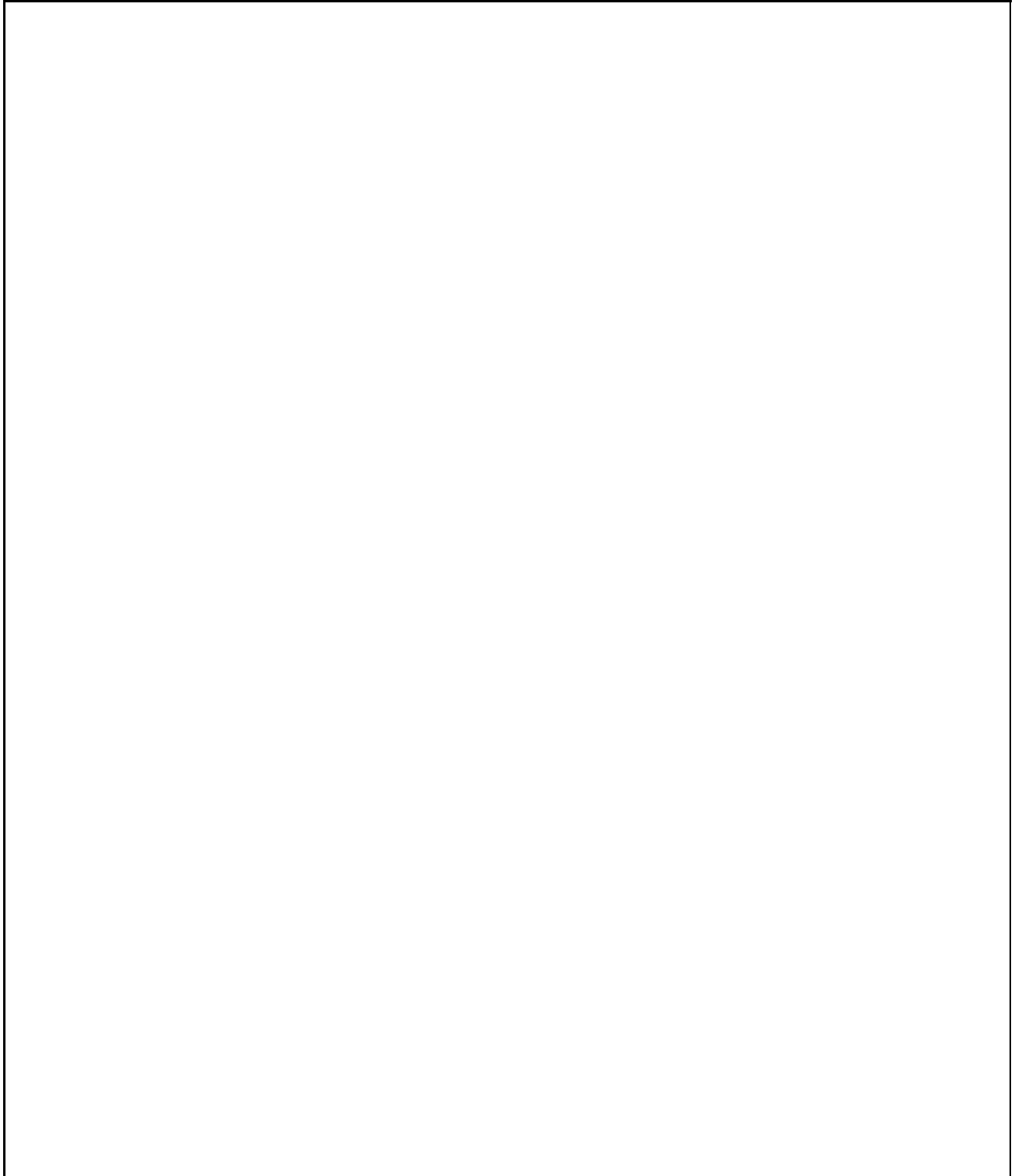
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

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

12. Environmental Concerns:

If Yes please describe and list.

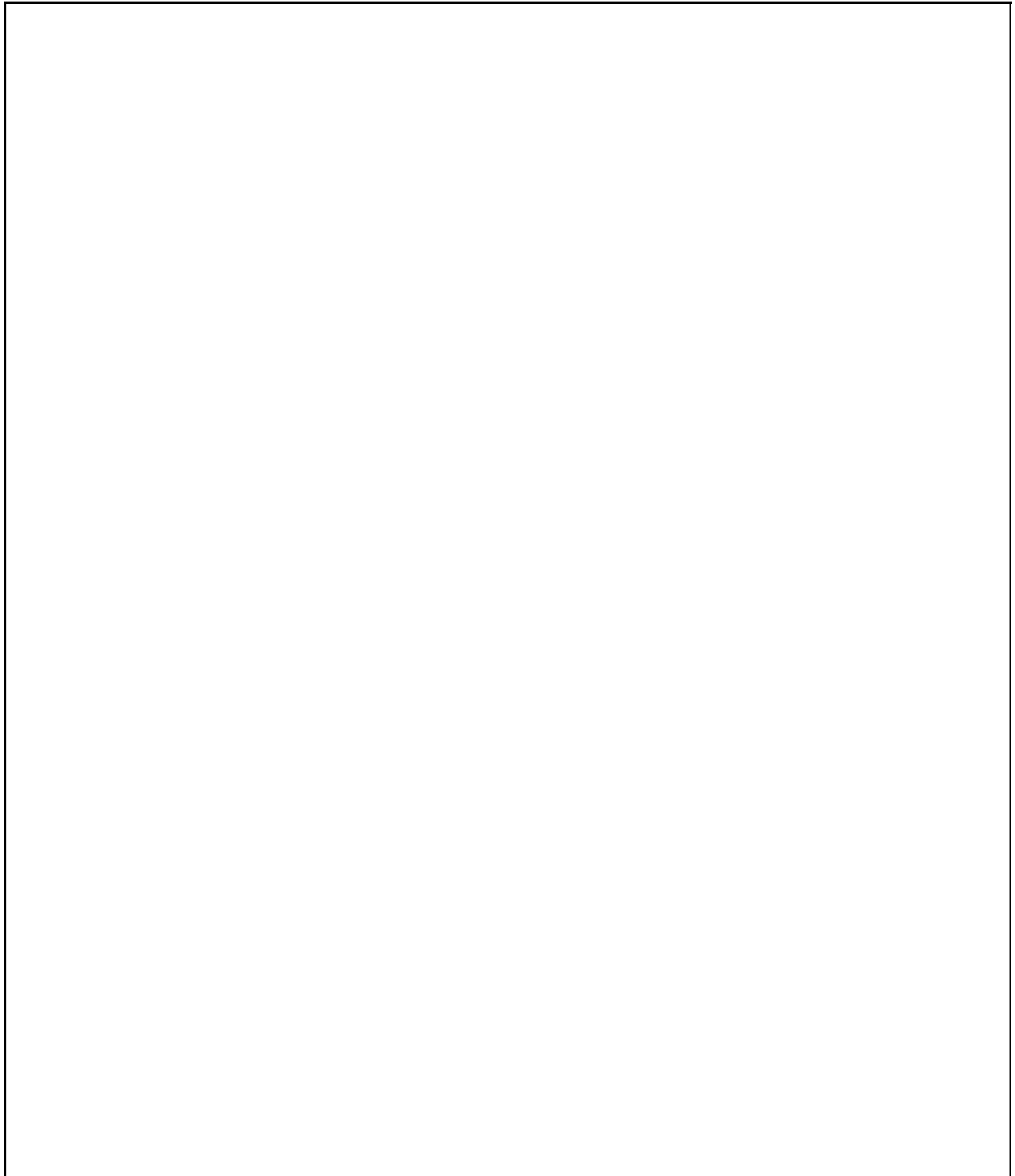
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

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

14. Are there plans to expand the area?

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



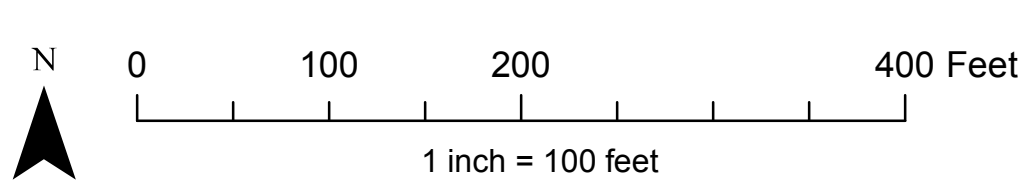
15. Any other pertinent information that is unique to this location?

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

Thank you for completing the Community Connectivity application.

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

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



Borough of Naugatuck Downtown Area

Division Street

<i>2013</i>	Case #	Date	Time	Location
	0			
<i>2014</i>	Case #	Date	Time	Location
	14-28822	11/25/2014	16:51	Division
<i>2015</i>	Case #	Date	Time	Location
	0			

Church Street

<i>2013</i>	Case #	Date	Time	Location
	13-162	1/2/2013	20:42	Church/Barnum Ct
	13-141	1/2/2013	15:36	Church
	13-829	1/9/2013	10:33	Church
	13-2167	1/23/2013	9:45	Church/Meadow Ct
	13-4267	2/13/2013	13:32	Church/Maple
	13-4617	2/17/2013	10:58	305 Church Lot
	13-6054	3/4/2013	16:50	Church
	13-6740	3/11/2003	11:00	Church/Cedar
	13-7332	3/17/2013	12:43	305 Church Lot
	13-11516	4/30/2013	14:31	Church/Cedar
	13-16796	6/19/2013	14:15	Church/Cedar
	13-23188	8/19/2013	22:08	Church/Park Place
	13-25008	9/6/2013	13:19	Church/Rubber
	13-26341	9/20/2013	10:56	Church/Rubber
	13-27270	9/30/2013	14:30	Town Hall Parking Lot
	13-28772	10/16/2013	13:25	Church/Water
	13-29135	10/20/2013	1:48	Church/Water
	13-31710	11/19/2013	17:21	Church/Maple
	13-32227	11/25/2013	14:24	87 Church Lot
<i>2014</i>	Case #	Date	Time	Location
	14-93	1/2/2014	13:48	Church/Park Place
	14-1936	1/23/2014	14:56	Church/Maple
	14-3189	2/6/2014	13:42	Church/Maple
	14-4021	2/14/2014	16:15	Church/Rubber
	14-4812	2/26/2014	12:44	Church/Divison
	14-4892	2/23/2014	11:13	305 Church Lot
	14-5276	2/27/2014	15:28	Church/Cedar
	14-7275	3/21/2014	16:06	Church/Cedar
	14-10780	4/26/2014	20:10	Church
	14-4812	2/22/2014	12:44	Church/Divison
	14-4892	2/23/2014	11:13	305 Church Lot
	14-5276	2/27/2014	15:28	Church/Cedar
	14-7275	3/21/2014	16:06	Church/Cedar
	14-10780	4/26/2014	20:10	Church
	14-11238	5/2/2014	9:17	Church/Cedar
	14-18463	7/22/2014	8:20	Church/Rubber
	14-23089	9/14/2014	16:44	Church/Meadow
	14-26559	10/27/2014	14:08	Church/Meadow
	14-26805	10/30/2014	18:22	Church/Meadow
	14-29266	12/1/2014	8:45	Church/Cedar
	14-29720	12/1/2014	14:08	Church/Meadow
	14-29824	12/8/2014	18:45	Church/Rubber
	14-29900	12/9/2014	13:48	Church/Rubber
	14-30631	12/19/2014	15:30	87 Church Lot

Church Street

<i>2015</i>	Case #	Date	Time	Location
	15-964	1/15/2015	14:34	Church/Cedar
	15-2380	2/4/2015	11:35	Church/Water
	15-2599	2/6/2015	15:54	209 Church
	15-2906	2/10/2015	14:32	Church/Water
	15-5216	3/6/2015	12:43	Church
	15-7904	4/2/2015	14:05	108 Church
	15-15762	6/24/2015	17:42	Church
	15-16589	7/1/2015	13:56	162 Church
	15-16592	7/1/2015	14:32	Church/Maple
	15-16797	7/3/2015	10:41	Church/Division
	15-20015	7/30/2015	17:41	Church
	15-24108	9/3/2015	16:08	Church/Meadow
	15-30933	11/3/2015	15:31	Church/Water
	15-33058	11/23/2015	8:37	Church/Meadow
	15-33187	11/24/2015	11:10	Church/Cedar
	15-34097	12/2/2015	11:47	Church/Park
	15-1957	1/29/2015	18:03	87 Church
	15-2156	2/1/2015	9:34	Church
	15-15750	6/24/2015	15:14	Bank of America Lot
	15-17001	7/5/2015	11:22	Church/Maple
	15-20751	8/5/2015	14:36	Church
	15-35028	12/11/2015	10:39	87 Church Lot
	15-28152	10/10/2015	11:28	Church/Maple
	15-33334	11/25/2015	12:06	Church/Park
	15-34018	12/1/2015	18:29	284 Church
<i>2016</i>	Case #	Date	Time	Location
	16-3222	1/28/2016	14:54	Church

Maple Street

<i>2013</i>	Case #	Date	Time	Location
	13-2593	1/28/2013	11:30	Maple/Old Firehouse
	13-3448	2/5/2013	15:40	Maple/Water
	13-14929	6/1/2013	10:01	Maple/Old Firehouse
	13-19524	7/13/2013	16:09	Maple
	13-22832	8/15/2013	16:20	Maple/Water
	13-27029	9/27/2013	18:20	Maple/South Main St
	13-30556	11/5/2013	10:58	Maple/Water
	13-31793	11/20/2013	15:33	Maple/Water
<i>2014</i>	Case #	Date	Time	Location
	14-5460	3/1/2014	15:58	Maple/South Main St
	14-7923	3/28/2014	6:58	Maple/Water
	14-11105	4/30/2014	19:13	Maple/Water
	14-12076	5/12/2014	9:02	Maple/Water
	14-19262	7/30/2014	15:38	Maple/South Main St
	14-20899	8/18/2014	16:32	Maple/Old Firehouse
	14-21483	8/25/2014	9:57	Maple/South Main St
	14-21827	8/29/2014	17:25	Maple
	14-22560	9/8/2014	5:30	Maple/Old Firehouse
	14-23251	9/16/2014	7:26	Maple/Water
	14-23785	9/22/2014	17:35	Maple
	14-25954	10/19/2014	13:26	Maple/South Main St
	14-29539	12/4/2014	18:29	Maple/South Main St
<i>2015</i>	Case #	Date	Time	Location
	15-540	1/8/2015	14:41	Maple/South Main St
	15-35359	9/12/2015	9:58	Maple/Water
	15-5535	3/9/2015	17:26	Maple/Water
	15-31605	11/9/2015	13:23	Maple/Water
	15-5899	3/12/2015	20:25	Maple/South Main St
	15-11909	5/16/2015	23:50	Maple/South Main St
	15-15974	6/26/2015	9:58	Maple/South Main St
	15-17006	7/5/2015	12:37	Maple/South Main St
	15-26145	9/21/2015	16:18	Maple/Water
	15-33321	11/25/2015	9:47	Maple/Water

Meadow Street

<i>2013</i>	Case #	Date	Time	Location
	13-230	1/3/2013	14:00	147 Meadow Street
	13-623	1/7/2013	15:26	Meadow/Hillside
	13-1843	1/19/2013	11:05	2 Meadow (D&D lot)
	13-2198	1/23/2013	22:06	Meadow/Meadow Ct
	13-4132	2/12/2013	9:27	Meadow/Hillside
	13-4819	2/19/2013	15:45	Meadow/Winslow Ct
	13-6422	3/8/2013	9:18	Meadow/Meadow Ct
	13-6981	3/13/2013	19:29	Meadow/Division
	13-7519	3/19/2013	15:42	Meadow/Rubber Ave
	13-14533	5/29/2013	8:15	Meadow/Salem
	13-14535	5/29/2013	8:33	2 Meadow (D&D lot)
	13-15022	6/2/2013	9:25	Meadow/Salem
	13-17009	6/21/2013	15:36	Meadow/Rubber Ave
	13-17016	6/21/2013	16:23	Meadow/Church
	13-19386	7/12/2013	11:52	223 Meadow Street
	13-20125	7/19/2013	10:34	Meadow/Meadow Ct
	13-20760	7/25/2013	13:24	Senior Center Lot
	13-21291	7/30/2013	14:14	207 Meadow Lot
	13-24044	8/28/2013	9:42	Senior Center Lot
	13-26327	9/20/2013	11:30	Senior Center Lot
	13-28637	10/15/2013	8:40	Meadow/Division
	13-29092	10/19/2013	15:13	2 Meadow (D&D lot)
	13-30487	11/4/2013	15:00	Meadow/Millville
	13-31393	11/15/2013	16:11	Meadow/Rubber Ave
	13-32858	12/2/2013	17:04	Meadow/Hillside
	13-33711	12/11/2013	17:17	Meadow/Division
	13-35307	12/31/2013	11:39	2 Meadow (D&D lot)

Meadow Street

<i>2014</i>	Case #	Date	Time	Location
	14-174	1/3/2014	14:53	Meadow/Rubber
	14-1407	1/16/2014	22:33	Meadow/Winslow
	14-4555	2/20/2014	6:21	Meadow/Rubber
	14-7640	3/25/2014	11:35	Meadow/Division
	14-8312	4/1/2014	10:39	Meadow/Hillside
	14-9912	4/17/2014	14:00	2 Meadow (D&D Lot)
	14-10912	4/28/2014	12:04	Meadow/Church
	14-11389	5/4/2014	10:19	Meadow/Rubber
	14-11821	5/9/2014	15:35	Meadow/Division
	14-13502	5/27/2014	19:13	Meadow/Church
	14-15232	6/15/2014	13:25	Meadow/Rubber
	14-17536	7/11/2014	18:18	Meadow/Cherry
	14-19486	8/1/2014	16:44	Meadow/Division
	14-25221	10/10/2014	16:54	Meadow/Meadow Ct
	14-26796	10/30/2014	15:58	207 Meadow
	14-28446	11/20/2014	19:10	Meadow/N. Church
	14-29546	12/4/2014	19:56	Meadow/N. Church
	14-30528	12/18/2014	10:24	Meadow/Millville

Meadow Street

<i>2015</i>	Case #	Date	Time	Location
	15-2370	2/4/2015	8:57	Meadow/Division
	15-3200	2/13/2015	10:33	Meadow
	15-4043	2/23/2015	11:16	Meadow/Meadow Ct
	15-12722	5/25/2015	9:36	Meadow/Rubber
	15-13636	6/4/2015	11:48	Meadow/Rubber
	15-17661	7/11/2015	8:42	2 Meadow (D&D Lot)
	15-25723	9/17/2015	17:02	Meadow/Church
	15-26639	9/26/2015	10:21	Meadow
	15-26827	9/28/2015	10:05	Meadow/Division
	15-27669	10/6/2015	15:11	Meadow/Division
	15-1089	1/17/2015	8:36	Meadow
	15-4054	2/23/2015	14:40	Meadow/Hillside
	15-23811	9/1/2015	7:34	185 Meadow Street
	15-30639	10/31/2015	18:18	Meadow/Division
	15-7330	3/27/2015	15:38	St Michael's Lot
	15-9801	4/23/2015	10:26	2 Meadow (D&D Lot)
	15-10781	5/4/2015	9:26	Meadow/Rubber
	15-17698	7/11/2015	19:37	15 Meadow (Dutchess Lot)
	15-19975	7/30/2015	8:42	2 Meadow (D&D Lot)
	15-34290	12/4/2015	7:29	2 Meadow (D&D Lot)
<i>2016</i>	Case #	Date	Time	Location
	16-3207	1/28/2016	11:09	Meadow
	16-1560	1/14/2016	18:06	Meadow/Rubber

Old Firehouse Road

<i>2013</i>	Case #	Date	Time	Location
	13-5207	2/23/2013	9:57	Old Firehouse/Rubber Ave
	13-19144	7/10/2013	11:02	Old Firehouse/Maple St
	13-19781	7/16/2013	10:05	Old Firehouse Road
	13-24187	8/24/2013	17:24	Old Firehouse/Maple St
	13-25957	9/16/2013	13:31	Old Firehouse Commuter Lot
	13-33059	12/4/2013	17:25	Old Firehouse/Maple St
<i>2014</i>	Case #	Date	Time	Location
	14-2995	2/4/2014	15:50	Old Firehouse Road
	14-4102	2/15/2014	14:52	Old Firehouse Road
	14-21196	8/21/2014	15:46	Old Firehouse Road
	14-23005	9/13/2014	11:37	Old Firehouse Road
<i>2015</i>	Case #	Date	Time	Location
	15-28164	10/10/2015	13:55	Old Firehouse Road
	15-35059	12/11/2015	17:21	Old Firehouse/Maple St

Rubber Avenue

<i>2013</i>	Case #	Date	Time	Location
	13-978	1/10/2013	14:18	Rubber/Meadow
	13-1705	1/18/2013	6:51	Cumberland Farms Lot
	13-3408	2/5/2013	7:38	Cumberland Farms Lot
	13-4625	2/17/2013	14:29	Cumberland Farms Lot
	13-5368	2/25/2013	6:09	Cumberland Farms Lot
	13-14073	5/24/2013	16:14	Rubber/Meadow
	13-15421	6/6/2013	9:33	Cumberland Farms Lot
	13-21682	8/3/2013	8:20	Rubber/Meadow
	13-24330	8/30/2013	19:45	Rubber/Meadow
	13-26801	9/25/2013	11:06	Rubber
<i>2014</i>	Case #	Date	Time	Location
	14-1445	1/17/2014	10:28	Cumberland Farms Lot
	14-2433	1/29/2014	15:31	Rubber
	14-4271	2/17/2014	13:32	Rubber
	14-5599	3/3/2014	16:04	Rubber
	14-5606	3/3/2014	18:16	Rubber
	14-6320	3/11/2014	20:51	Rubber/Meadow
	14-15487	6/18/2014	10:34	Rubber/Meadow
	14-16730	7/2/2014	14:22	Rubber
	14-30484	12/17/2014	18:24	Rubber
<i>2015</i>	Case #	Date	Time	Location
	15-8898	4/12/2015	16:34	Cumberland Farms Lot
	15-10334	4/28/2015	17:40	Cumberland Farms Lot
	15-13633	6/4/2015	11:20	Cumberland Farms Lot
	15-17240	7/7/2015	14:27	Cumberland Farms Lot
	15-19220	7/24/2015	8:06	Cumberland Farms Lot
	15-21259	8/10/2015	11:17	Cumberland Farms Lot
	15-2496	2/5/2015	14:25	Cumberland Farms Lot
	15-3824	2/21/2015	11:58	Cumberland Farms Lot
	15-11221	5/8/2015	21:00	Rubber/Meadow
	15-12342	5/21/2015	17:20	Rubber/Meadow
	15-15347	6/20/2015	21:56	Rubber/Meadow
	15-19015	7/23/2015	0:36	Rubber/Meadow
	15-20144	7/31/2015	18:37	Cumberland Farms Lot
	15-24504	9/6/2015	12:23	Rubber/Meadow
	15-32165	11/14/2015	14:31	Rubber
<i>2016</i>	Case #	Date	Time	Location
	16-6142	2/23/2016	19:35	Cumberland Farms Lot

Water Street

2013	Case #	Date	Time	Location
	13-4372	2/14/2013	13:29	Train Station
	13-6028	3/4/2013	9:20	Water St
	13-25029	9/6/2013	16:57	Water St
	13-34317	12/18/2013	11:44	Water St
2014	Case #	Date	Time	Location
	14-2037	1/24/2014	16:37	Water/North Church
	14-2706	2/1/2014	11:37	Water St
	14-16559	6/30/2014	10:56	Water St
	14-31288	12/30/2014	11:16	Post Office Parking lot
2015	Case #	Date	Time	Location
	15-3725	2/20/2015	13:26	Post Office Parking lot
	15-10029	4/25/2015	12:36	Water St
	15-17919	7/13/2015	16:15	170 Parking lot
	15-34279	12/4/2015	6:56	Train Station
2016	Case #	Date	Time	Location
	16-5074	2/13/2016	12:18	Post Office Parking lot



COMMUNITY
connectivity program

Appendix B



AECOM
Built to deliver a better world



Road Safety Audit

Town: Naugatuck
RSA Location: Downtown
Meeting Location: Naugatuck Town Hall, 4th floor
Address: 229 Church St #2, Naugatuck, CT 06770
Date: 10/20/2016
Time: 8:30 AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Brad Sabean	Aecom
Melanie Zimyeski	CTDOT
Mike Walforst	Aecom
James R. Stewart	Naugatuck DPW
Joshua Bernegger	Naugatuck PD
Elena Scarmozzino	Siefert Associates
Vincent Siefert	Siefert Associates
Edgar Wynkoop	CTDOT
Wayne Zirolli	Naugatuck Eng
Sue Goggin	Naug. Land Use
Fred Agee	GIS Coordinator



COMMUNITY
connectivity program

Appendix C



AECOM
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Road Safety Audit – Naugatuck

Meeting Location: Naugatuck Town Hall, 4th floor
Address: 229 Church St #2
Naugatuck, CT 06770
Date: 10/20/2016
Time: 8:30 AM

Agenda

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

Instruction for Participants:

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



Audit Checklist

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



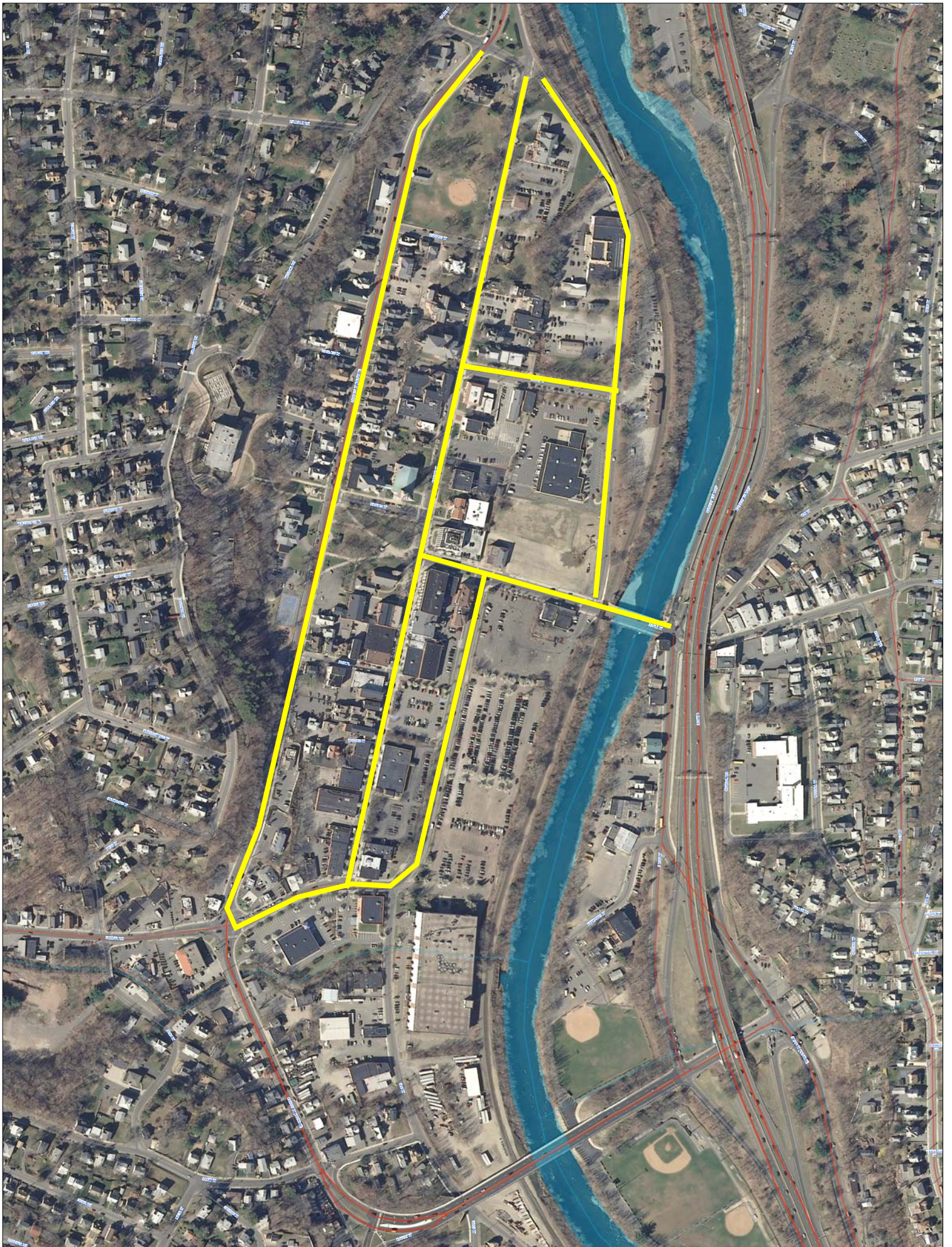
<p>Bicycles</p> <ul style="list-style-type: none">• Bicycle facilities/design• Separation from traffic• Conflicts with on-street parking• Pedestrian Conflicts• Bicycle signal detection• Visibility• Roadway speed limit• Bicycle signage/markings• Shared Lane Width• Shoulder condition/width• Traffic volume•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

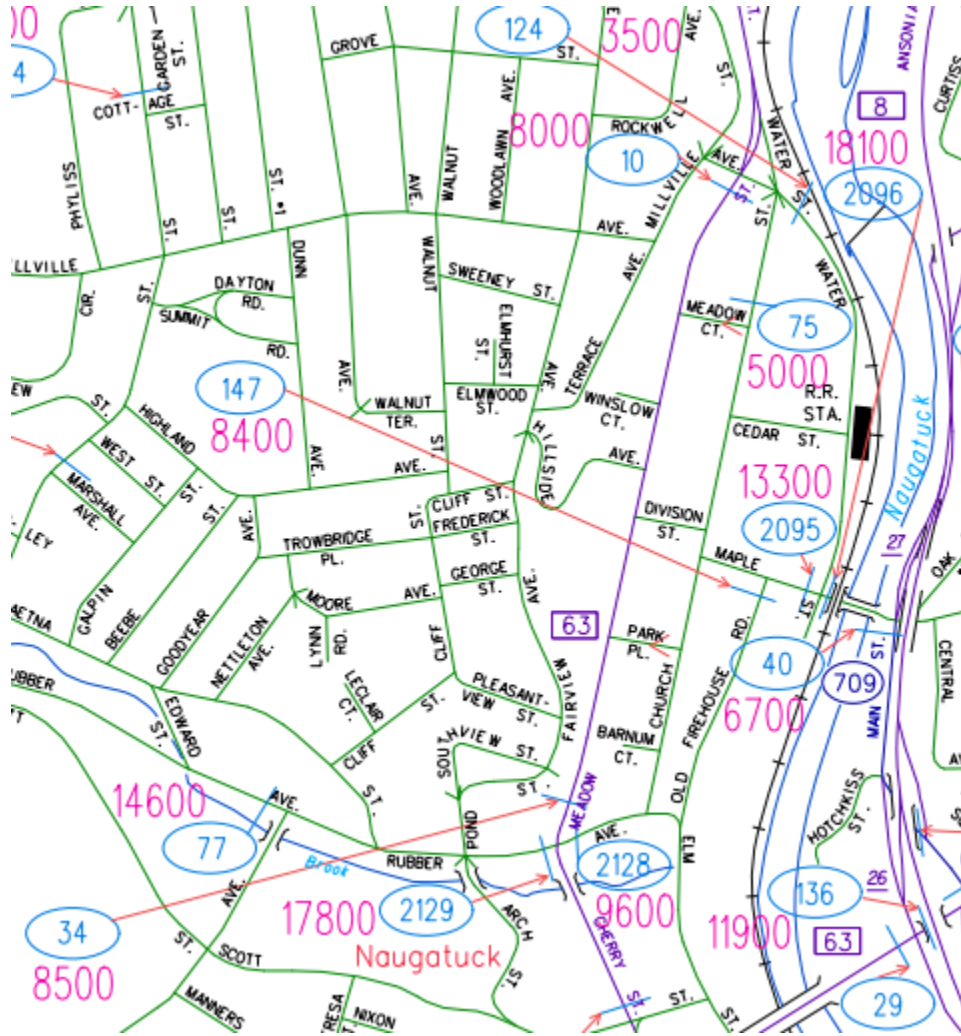
<ul style="list-style-type: none">• Intersections<ul style="list-style-type: none">○ Geometrics○ Sight Distance○ Traffic control devices○ Safe storage for turning vehicles○ Capacity Issues	
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<ul style="list-style-type: none">• Pavement<ul style="list-style-type: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



Average Daily Traffic (ADT)



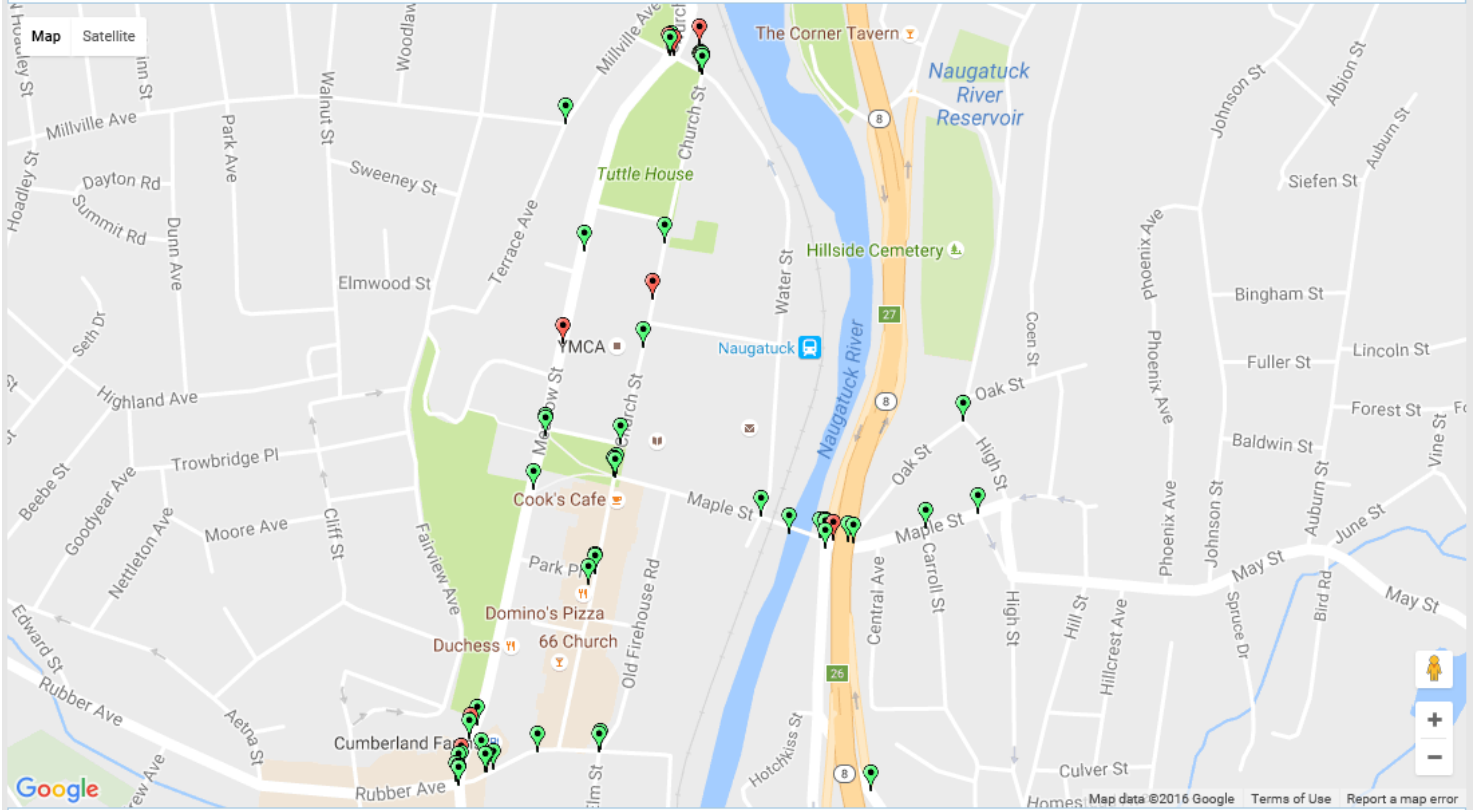
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Towns: Naugatuck
Town & Route: Town:88 Route:63 Intersection:undefined Milepost:-
Town & Route: Town:88 Route:52 Intersection:undefined Milepost:-
Town & Route: Town:88 Route:372 Intersection:undefined Milepost:-
Town & Route: Town:88 Route:249 Intersection:undefined Milepost:-
Town & Route: Town:88 Route:156 Intersection:undefined Milepost:0.18-0.34
Town & Route: Town:88 Route:210 Intersection:undefined Milepost:-0.12
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



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

Markers Heatmap Crashes By Route Select & Query

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

Query Selection View Vehicle Vectors **Select All** **Deselect All**



Road Safety Audit – Naugatuck

Crash Summary

Data: 3 years (2012-2014)

There were 2 crashes that involved pedestrians.

There were no crashes involving bicyclists.

Severity Type	Number of Crashes	
Property Damage Only	170	89%
Injury (No fatality)	22	11%
Fatality	0	0%
Total	192	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	3	2%
Sideswipe-Same Direction	31	16%
Rear-end	55	29%
Turning-Intersecting Paths	33	17%
Turning-Opposite Direction	11	6%
Fixed Object	14	7%
Backing	11	6%
Angle	13	7%
Turning-Same Direction	5	3%
Moving Object	0	0%
Parking	5	3%
Pedestrian	2	1%
Overturn	2	1%
Head-on	1	1%
Sideswipe-Opposite Direction	6	3%
Miscellaneous- Non Collision	0	0%
Total	192	



Weather Condition	Number of Crashes	
Snow	5	3%
Rain	23	12%
No Adverse Condition	162	85%
Unknown	0	0%
Other	1	1%
Blowing Sand, Soil, Dirt or Snow	1	1%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	192	

Light Condition	Number of Crashes	
Dark-Not Lighted	8	4%
Dark-Lighted	38	20%
Daylight	142	74%
Dusk	1	1%
Unknown	3	2%
Dawn	0	0%
Total	192	













Road Surface Condition	Number of Crashes	
Snow/Slush	9	5%
Wet	29	15%
Dry	151	79%
Unknown	0	0%
Ice	3	2%
Other	0	0.0%
Total	192	



Time		Number of Crashes	
0:00	0:59	3	2%
1:00	1:59	2	1%
2:00	2:59	0	0%
3:00	3:59	1	1%
4:00	4:59	1	1%
5:00	5:59	3	2%
6:00	6:59	1	1%
7:00	7:59	0	0%
8:00	8:59	10	5%
9:00	9:59	10	5%
10:00	10:59	12	6%
11:00	11:59	12	6%
12:00	12:59	15	8%
13:00	13:59	13	7%
14:00	14:59	18	9%
15:00	15:59	19	10%
16:00	16:59	19	10%
17:00	17:59	14	7%
18:00	18:59	14	7%
19:00	19:59	10	5%
20:00	20:59	7	4%
21:00	21:59	2	1%
22:00	22:59	6	3%
23:00	23:59	0	0%
Total		192	

Naugatuck - Downtown

Legend

-  Sidewalk
-  On-street Parking
-  Signalized Intersection
-  One Way Street
-  Stop Controlled Intersection
-  Crosswalk
-  Pedestrian Crossing Sign
-  Railway
-  School Zone Ahead Sign
-  School Zone Crossing Sign
-  Bridge or Culvert
-  Train Station Platform



DRAFT



Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations

- Medium Term recommendations

- Long Term recommendations

Next Steps

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



Road Safety Audit – Naugatuck

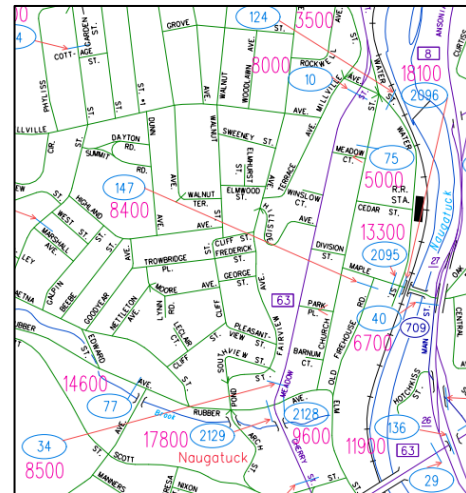
Fact Sheet

Functional Classification:

- Church Street, Water Street, Maple St and Rubber Avenue are classified as a Collectors
- Cedar Street and Old Firehouse Road are local roads
- Meadow Street is classified as a Principal Arterial-Other

ADT

- ADT on Church Street is 5,000
- ADT on Meadow Street is 8,000 to 8,500
- ADT on Old Firehouse Road is 8,400
- ADT on Maple Street is 13,300 to 18,100
- ADT on Rubber Ave is 9,600



Population and Employment Data (2014):

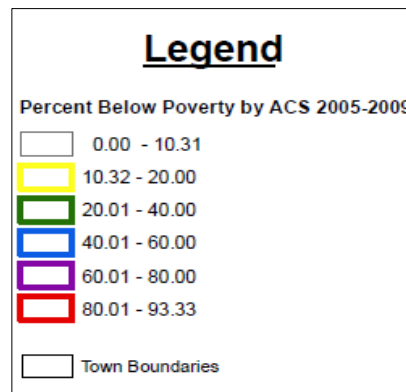
- Population: 31,790
- Employment: 7,713

Urbanized Area

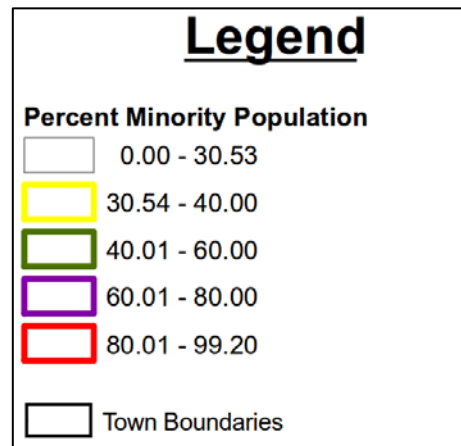
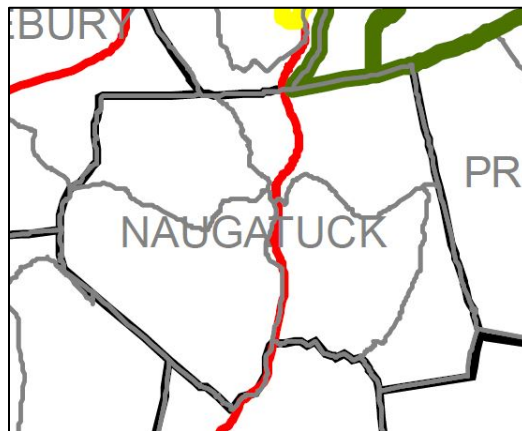
- Naugatuck is in the Waterbury Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. Within the vicinity of Church Street up to 20% of residents are below the poverty line.



- The statewide average percentage minority population is 30.53%. Within the vicinity of Church Street up to 30% of residents are minorities.



Air Quality

- Naugatuck's CIPP number 514
- Naugatuck is within the NY/NJ/CT Marginal Ozone Area
- Naugatuck is within a CO Maintenance Area