



**COMMUNITY**  
connectivity program

# New Fairfield

Route 37 – Road Safety Audit

April 24, 2017



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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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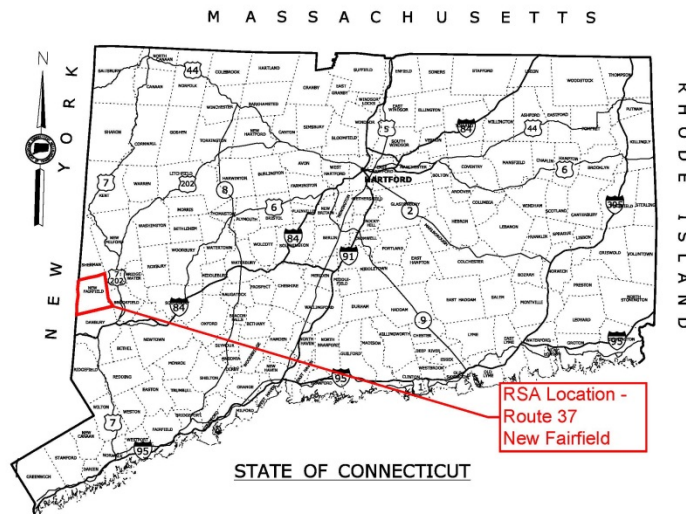
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this 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 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 the New Fairfield Route 37, New Fairfield RSA

The Town of New Fairfield submitted an application to complete an RSA on the Route 37 (Pembroke Road) corridor to improve safety for pedestrians and bicyclists. State Route 37 between New Fairfield and Danbury is one of the busiest roads in the area, and is the major connector between the two municipalities. Narrow shoulders presently exist on Route 37 alongside the Margerie Reservoir, making it uncomfortable for bicycle and pedestrian use and consequently discouraging those users. If this short section of about 1.5 miles could be made more attractive to non-motorized users, bicycle and pedestrian traffic would be more likely.

Both Danbury and New Fairfield have sidewalks within a short distance of this portion of Route 37. There is no sidewalk adjacent to the reservoir property, although there is enough room, and Mayor Boughton of Danbury has expressed willingness to cooperate in enhancing pedestrian and bicycle accessibility on this portion of Route 37. The New Fairfield sidewalk is being extended to within one block of the Margerie Reservoir, and a further extension of sidewalks is a recommendation in New Fairfield's 2005 Beautification Plan. In Danbury the sidewalk ends within 150 ft. of that RSA study area.

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

### 1.1 Location

The audit corridor of Route 37 is bounded by Route 39 on the northern end in the Town of New Fairfield, and Bear Mountain Road on the southern end in the Town of Danbury (Figure 1). The Route 37 Average Daily Traffic (ADT) is between 10,300 and 14,100 vehicles per day (vpd). These are significant volumes of traffic given the rural nature of the corridor. Figure 2 shows the regional context of the study area.

Route 37 is a major connecting link between the City of Danbury and the Town of New Fairfield. The portion of Route 37 selected for this RSA is adjacent to the east shore of the Margerie Lake Reservoir, which is part of Danbury's drinking water supply system. Danbury owns the reservoir property within the City limits, as well as within the Town of New Fairfield.

On the HVCEO Connecticut Bicycle Map entitled "Sustainability of State Routes for Bicycle Use", this specific portion of Route 37 is designated as "less suitable" for bicycle transportation, based on available shoulder width. This segment is part of a "cross state bicycle route". In 2015 WestCOG produced the Greater Danbury Regional Bike Plan which made the following recommendations for New Fairfield:

- Implement the complete streets policies as described in the New Fairfield Plan of Conservation and Development.
- Establish a town bicycle and pedestrian committee.
- Enlist community members to help the Department of Public Works prioritize and recommend sidewalk repairs.
- Create a Safe Routes to School program.
- Create car free community events.

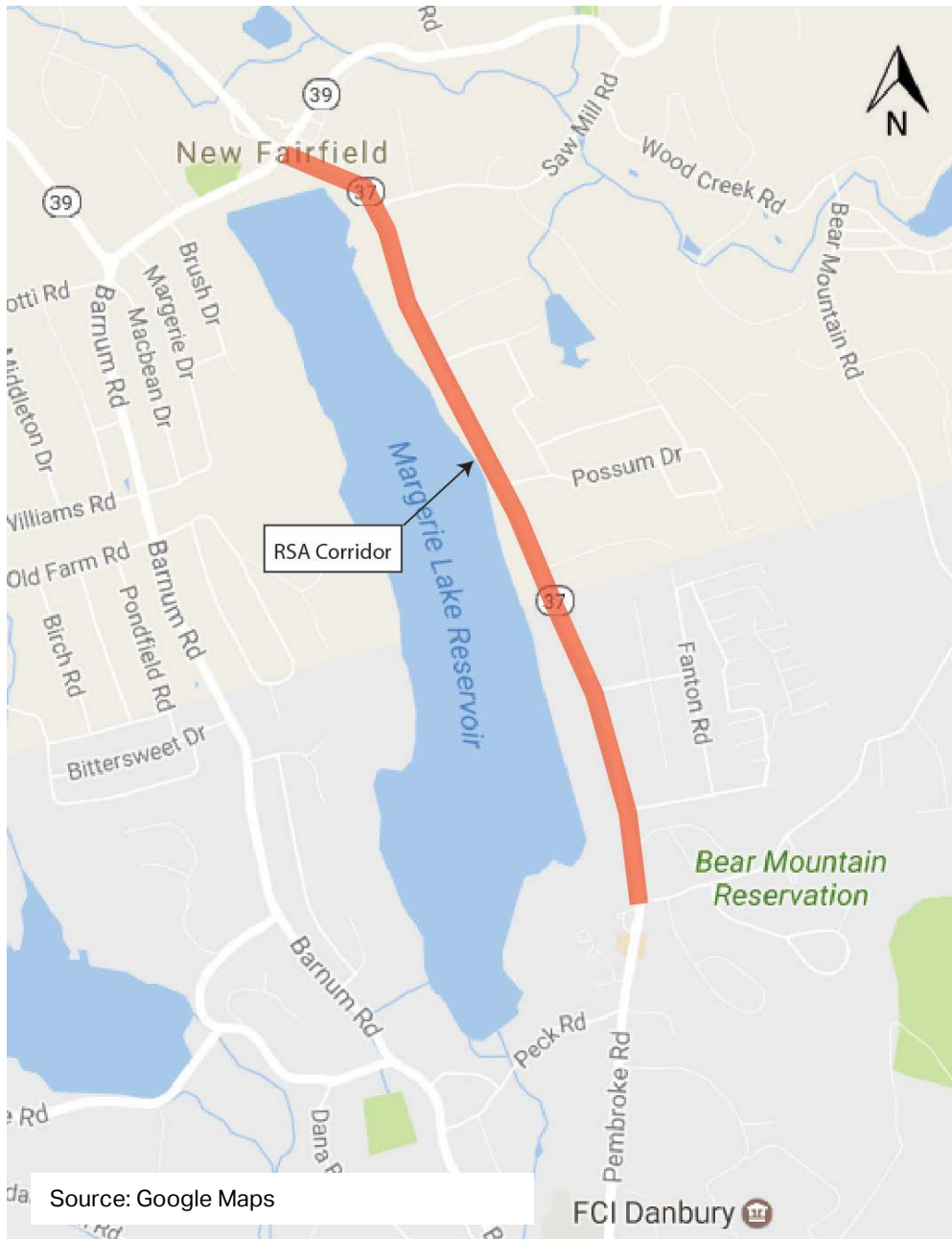


Figure 1. New Fairfield RSA Corridors

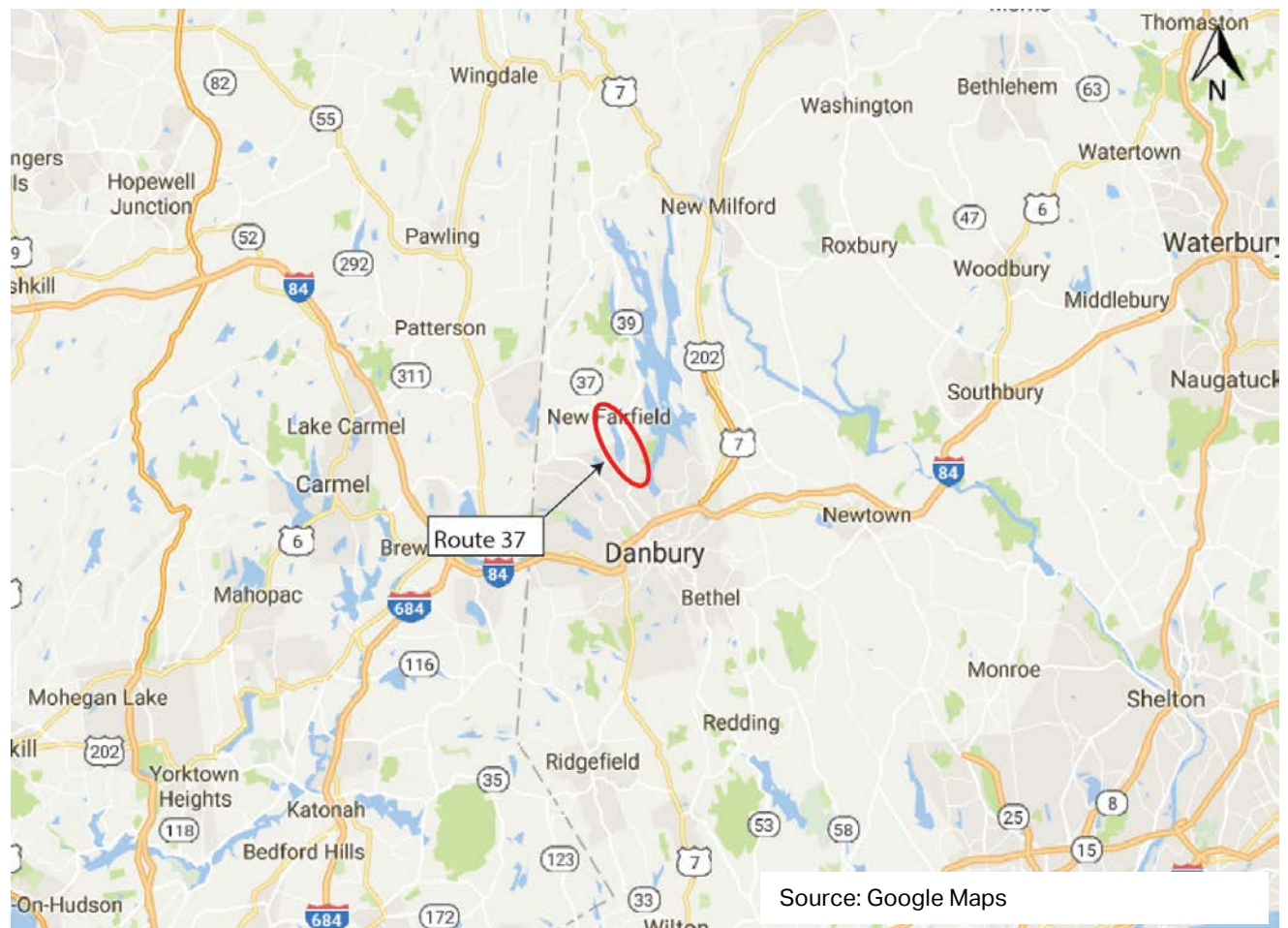


Figure 2. Regional Context

## 2 Pre-Audit Assessment

### 2.1 Pre-Audit Information

Between 2012 and 2014 there were 109 crashes in the RSA Area. Most crashes (77%) reported in this area resulted in property damage only; the remaining 23% of crashes resulted in an injury (Table 1). There were no fatal crashes, and none involved bicyclists or pedestrians. The crash types reported were primarily rear-end (Table 2). Figure 3 displays crashes that occurred in this area during 2015; they are dispersed throughout the corridor.



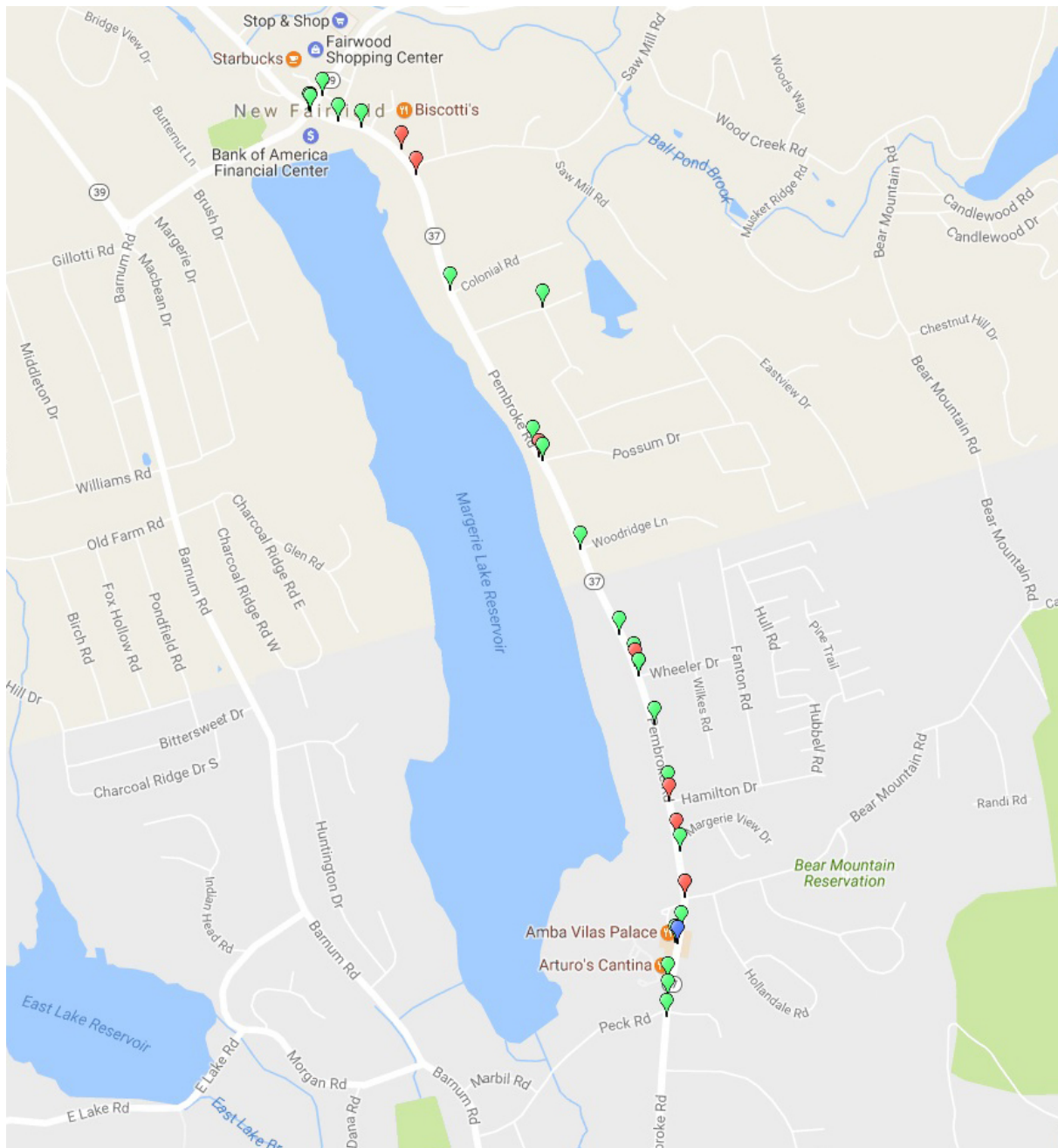
Severity Type	Number of Accidents	
<b>Property Damage Only</b>	84	77%
<b>Injury (No fatality)</b>	25	23%
<b>Fatality</b>	0	0%
<b>Total</b>	109	

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

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
<b>Unknown</b>	0	0%
<b>Sideswipe-Same Direction</b>	3	3%
<b>Rear-end</b>	41	38%
<b>Turning-Intersecting Paths</b>	24	22%
<b>Turning-Opposite Direction</b>	3	3%
<b>Fixed Object</b>	17	16%
<b>Backing</b>	1	1%
<b>Angle</b>	2	2%
<b>Turning-Same Direction</b>	4	4%
<b>Moving Object</b>	11	10%
<b>Parking</b>	0	0%
<b>Pedestrian</b>	0	0%
<b>Overturn</b>	1	1%
<b>Head-on</b>	0	0%
<b>Sideswipe-Opposite Direction</b>	2	2%
<b>Miscellaneous- Non Collision</b>	0	0%
<b>Total</b>	109	

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



Source: UConn Connecticut Crash Data Repository

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

Route 37 is a two-lane road with narrow shoulders and a posted speed limit of 40 mph. The City of Danbury has sidewalks on the west side of Route 37 within a short distance of the Margerie Lake Reservoir. The Town of New Fairfield has a sidewalk system further to the north that is being extended to the Saw Mill Road intersection in 2017. There is no sidewalk adjacent to the reservoir property in between these points. The geometry of the corridor is shown in Figure 4 and described in Table 3.



Figure 4. New Fairfield Avenue Road Geometrics

Street Name	Route	Travel Direction	Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Compliant
Pembroke Road/Brush Hill Road	37	north	Two lanes 11'/12'	n/a	n/a	n/a	n/a	Bituminous asphalt	no	.5'	no	n/a
	37	south	12'	n/a	n/a	n/a	n/a	Bituminous asphalt	no	4'	no	n/a
Pembroke Road/Cottontail Road	37	north	12'	no	n/a	n/a	n/a	no	no	3-4'	no	no
	37	south	13-15'	no	n/a	n/a	n/a	no	no	3-4'	no	no
Pembroke Road/Saw Mill Road	37	north	13'	no	n/a	n/a	n/a	no	no	3-4'	no	no
	37	south	12'	no	n/a	n/a	n/a	no	no	3-4'	no	no
Pembroke Road/Colonial Road	37	north	12'	no	n/a	n/a	n/a	no	no	1-3'	no	no
	37	south	12'	no	n/a	n/a	n/a	no	no	1'	no	no
Pembroke Road/Pond View Road	37	north	12'	no	n/a	n/a	n/a	no	no	1'	no	no
	37	south	12'	no	n/a	n/a	n/a	no	no	1'	o	no
Pembroke Road/Reservoir View Drive	37	north	12'	no	n/a	n/a	n/a	Bituminous asphalt	no	2'	no	no
	37	south	11'	no	n/a	n/a	n/a	no	no	1'	no	no
Pembroke Road/Woodbridge Lane	37	north	11'	no	n/a	n/a	n/a	no	no	.5'	no	no
	37	south	11'	no	n/a	n/a	n/a	no	no	.5'	no	no
Pembroke Road/Wheeler Drive	37	north	11'	no	n/a	n/a	n/a	n/a	no	4'	no	no
	37	south	11'	no	n/a	n/a	n/a	n/a	no	4-5'	no	no
Pembroke Road/Hamilton Drive	37	north	11'	no	n/a	n/a	n/a	Bituminous asphalt	no	1-2'	no	no
	37	south	11'	no	n/a	n/a	n/a	no	no	1-2'	no	no
Pembroke Road/Margerie Drive	37	north	11'	east	pavers	5'	good	concrete	no	1-2'	yes	no
	37	south	11'	no	n/a	n/a	n/a	no	no	1-2'	no	no
Pembroke Road/Bear Mountain Road	37	north	12'	no	n/a	n/a	n/a	Bituminous asphalt	no	1-2'	no	no
	37	south	13'	no	n/a	n/a	n/a	Bituminous asphalt	no	2-3'	no	no

**Table 3. Intersection Street Inventory**

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

## 2.2 Prior Successful Efforts

Downtown New Fairfield (Figure 5) recently underwent several revitalization efforts:

- New pedestrian pathway plan connecting activity centers.
- Design guidelines.
- Connections to open space with trails.
- Public gathering spaces and parks.
- Traffic calming techniques.
- Wayfinding plan.
- Gateway plan.
- Phasing and implementation plan.
- Budgets and funding plan.
- Creation of a Beautification Committee.



Figure 5: Downtown New Fairfield

Smaller projects such as tree planting, welcome signs, beautification planting, flagpoles, gateway sign, and benches have been funded by smaller grants and volunteers. Another piece of the pedestrian paths connecting town hall to the senior center was installed using ARRA money. Private developers are using the design guidelines to develop and improve their properties. The town's bond rating was upgraded as a direct result of these improvements.

## 2.3 Pre-Audit Meeting

The RSA was conducted on April 24, 2017. The Pre-Audit meeting was held at 8:30 AM in the New Fairfield Town Hall located at 4 Brush Hill Road in New Fairfield.

The RSA Team was comprised of staff from CTDOT, AECOM, and VN Engineers, and representatives from several New Fairfield and Danbury departments and organizations including the First Selectman's office, Department of Public Works, Danbury Traffic, and concerned citizens. The complete list of attendees can be found in Appendix B. Materials distributed to the RSA Team, including the agenda, audit checklist, ADT counts, crash data and road geometrics, can be found in Appendix C.

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

- Population of New Fairfield is 14,079.
- ADT on Route 37 is 10,300-14,100.
- Route 37 is classified as a Minor Arterial.

- The northern section of the corridor from Brush Hill Road to Woodridge Lane is within New Fairfield town lines; south of Woodridge Lane to Bear Mountain Road is within the City of Danbury.
- Danbury endorses New Fairfield's efforts to install a trail from Brush Hill Road to Bear Mountain Road.
- A multiuse trail could connect the trails at Dunham Pond to the north east of Route 37 and Route 39 south to Bear Mountain Park, located east of Route 37 on Bear Mountain Road. Bear Mountain Park is a 140-acre undeveloped recreation area with walking and hiking trails (Figure 6).
- The Town and City both expressed concern over a lack of infrastructure for walking and biking; they would like to build a trail or walkway along the eastern side of the Margerie Lake Reservoir.
- A fence surrounds the Reservoir; this is an obstacle to the trail.
- The Margerie Lake Reservoir proximity could pose some environmental concerns (Figure 7).
- In general, Route 37 needs improvement and better accessibility.
- Sections of the corridor have drainage issues, pavement edge drop-off issues, and areas of crumbling asphalt (Figure 8).
- Route 37 is a commuter route with high speeds and limited shoulder widths.
- The Town stated that there has not been a speed enforcement campaign along this corridor; there is a Resident Trooper Office with two officers or troopers working at all times.
- Corridor heavily travelled by freight carriers.
- Danbury owns the reservoir so path has to be in state right of way along Route 37.
- No street illumination along this corridor.
- Projects 0174-0405 and Project 00174-0418 at the intersection of Pembroke Road and Brush Hill Road are a district plan to provide accessible pedestrian signals, detectors, and to replace traffic control signals to meet

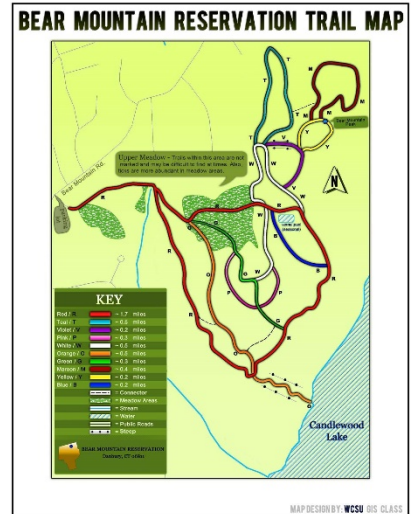


Figure 6: Bear Mountain Reservation Trail Map



Figure 7: Margerie Lake Reservoir



Figure 8: Pavement conditions along Route 37

current standards.

- Town would like trail way to connect to Saw Mill Road and Bear Mountain Road.
- First Selectwoman stated that the number one request from citizens of New Fairfield has been for the construction of more sidewalks.
- No big commercial or retail developments due to limited septic capacities.
- No schools are situated along this corridor.
- Anthony A. Lorenzetti, Safety Circuit Rider, Connecticut Technology Transfer Center, conducted a road safety audit for the area around the schools located along Gillotti Road.

### 3 RSA Assessment

#### 3.1 Field Audit Observations



Figure 9: Route 37/ Brush Hill Road

#### Route 37 / Brush Hill Road (Route 39)

- Four-way signalized intersection (Figure 9).
- Crosswalks and green light activated buttons.
- Minimal shoulder along the northbound travel lane is at the southern side of junction.
- Intersection will be upgraded per Projects 0174-0405 and 0174-0418.



Figure 10: Saw Mill Road and Route 37

#### Route 37 / Saw Mill Road

- Stop controlled intersection (Figure 10).
- Vertical and horizontal curvature along both approaches.
- Town wants to provide a safe crossing to connect to Saw Mill Road.
- Utility poles and grading issues along west side (Figure 11).
- Adequate sight distance for northbound crossing looking south, crosswalk is feasible at this site with adequate advanced crossing



Figure 11: Route 37 west side

warnings.

- Heavy traffic noted at this intersection.
- Cable and wood guardrail system on the west side southbound side along this section of Route 37.

### **Route 37 / Colonial Road**

- Stop controlled intersection.
- Utility poles on northbound side.
- Shoulder one foot or less along both lanes of travel.
- Nearly 20' fence from the edge of the road to the Margerie Lake Reservoir.
- Grading and drainage issues in this section.



**Figure 12: west side of Route 37 north at Reservoir View Drive**

### **Route 37/ Reservoir View Drive**

- Stop controlled intersection.
- Utility poles on northbound side.
- Northbound shoulder measures 5' and the south bound measures 2'.
- Distance varies from 4' to 11' from the edge of the road to the fence (Figure 12).



**Figure 13: Bear Mountain Road**

### **Route 37/Bear Mountain Road**

- Stop controlled intersection.
- Bear Mountain Road leads to Bear Mountain Park; there are no sidewalks (Figure 13).
- Shoulders measure 4' in northbound lanes, and 3' in southbound lanes.
- Empty grassy lot owned by the Town of Danbury on the western corner; possible site for a trail parking lot.
- Sidewalk begins on the southbound side of this intersection (Figure 14).



**Figure 14: Sidewalk south of Bear Mountain Road**



### 3.2 Post-Audit Workshop - Key Issues

- The Team agreed that west side of Route 37 was more amenable to the construction of a trail.
- A crosswalk on Route 37 at Saw Mill Road along the northern side was feasible; sight distance, although limited, appears adequate; further study and engineering is required.
- If a crosswalk was installed at this intersection, the following measures could be considered:
  - pedestrian crossing signs with down arrows and an advanced crossing sign,
  - flashing beacons along the northbound lane,
  - a median pedestrian refuge,
  - culvert and pipe extensions,
  - crosswalk table,
  - Town gateway signs, and
  - textured crosswalk or stamped concrete.
- Culverts would have to be considered in the design of trails (Figure 15).
- Environmental impact study may be warranted due to proximity to Margerie Lake Reservoir.
- A right of way study is needed to determine if Margerie Lake Reservoir fence is on state or City property.
- Installation of the trail might require relocating guy wires and some utility poles.
- Grading issues may require retaining walls.
- The roadway has very low to no curb reveal.
- If Danbury is not amenable to converting open green area on west side of Route 37 into trail parking area (Figure 16), another parking option would be the lot on the northwest corner of Routes 37/39.
- Street or trail illumination could improve visibility at dark.
- Town could work with Western Connecticut Council of Governments (WestCOG) and apply for Local Transportation Capital Improvement Program funding for trail.
- Coordination needed with Vendor in Place program to determine when next repaving cycle is scheduled; opportunity to restripe lanes to 11' and add or widen shoulders.
- CTDOT is in process of filling potholes.



Figure 15: Culverts along Route 37



Figure 16: Open grassy area along Margerie Lake Reservoir

## 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 should not require significant lengths of time before they can be implemented. Typically, they should be completed within a window of eighteen months to two years. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two years or more after funding is secured.

### 4.1 Short Term

1. The Town to coordinate with CTDOT to determine the status of the Vendor in Place (VIP) program to determine when next repaving cycle is scheduled. This presents an opportunity to restripe the lanes to 11' to provide wider shoulders.
2. The Town to coordinate with CTDOT to trim trees and lawn mowing on Route 37.
3. The Town to coordinate with the City of Danbury and CTDOT to improve signing on Route 37 to direct people to parking area for Bear Mountain Reservation.

Figure 17 depicts these recommendations.



1. Determine the status of the Vendor in Place (VIP) program for repaving schedule.

2. Mowing and tree trimming

3. Improve wayfinding signs to Bear Mountain Reservation

Figure 17 Short Term Recommendations

## 4.2 Medium Term

1. Initiate a study of gateway signing for approaches to the town center.
2. Conduct a right of way study to determine if Margerie Lake Reservoir fence is on state or City property, and ROW location relative to the lake, the roadway, slopes, and utilities.
3. Coordinate with the City of Danbury to determine if it is possible to provide parking at the open area on west side of Route 37 for the trail as well as Bear Mountain Reservation.
4. Investigate a trail parking option at the lot on the northwest corner of Routes 37 and 39.
5. Coordinate with Eversource regarding street illumination to improve visibility at night.
6. Coordinate with the Western Connecticut Council of Governments (WestCOG) to apply for Local Transportation Capital Improvement Program funding for the trail.

Figure 18 depicts these recommendations.



Figure 18 Mid-Term Recommendations

### 4.3 Long Term

Construct a multi-use trail on Route 37 between Saw Mill Road and Bear Mountain Road to provide a safe path for bicycles and pedestrians in this area.

1. The west side of Route 37 appears to be more amenable to the construction of a trail, as it has the least impact on adjacent properties.
2. The sidewalk being constructed north of Route 37 is on the east side, so a crosswalk will be necessary at Saw Mill Road. Placing the crosswalk at the north leg appears feasible; sight distance, although limited, appears adequate; further study and engineering is required.
3. At this location, the following crosswalk measures should be considered:
  - a. pedestrian crossing signs with down arrows and an advanced crossing sign,
  - b. Rectangular Rapid Flashing Beacons,
  - c. a median to calm traffic and provide pedestrian refuge,
  - d. culvert and pipe extensions to redirect drainage,
  - e. crosswalk table, and
  - f. textured crosswalk or stamped concrete.
4. The impact on drainage will have to be considered in the design of the trail (Figure 19).
5. An Environmental impact study may be warranted due to proximity to Margerie Lake Reservoir.
6. Utility impacts will have to be considered (guy wires and utility poles).
7. Grading issues may require retaining walls in some areas.



Figure 19 Drainage Impacts

Figure 20 depicts these recommendations.



Figure 20 Long Term Recommendations

#### 4.4 Summary

This report outlines the observations, discussions and recommendations developed during the RSA. It documents the successful completion of the Town of New Fairfield RSA and provides New Fairfield with an outlined strategy to improve the transportation network on Route 37 for all road users, particularly focusing on pedestrians and cyclists. Moving forward, New Fairfield 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 for downtown.





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# 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

**Name**

**Title**

**Email Address**

**Telephone Number**

## 2. Location information

**Address**

**Description**

**City / Town**

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

State road

Local road

Private Road

Other (please specify)

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

Industrial

Residential

Commercial

Mixed Use

Retail

N/A (not applicable)

Other (please specify)

Federal Correctional Institution

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

Other (Please Specify)

1.5 mi. linear

**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)

Federal Correctional Institution

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

Yes

No

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

At the northern terminus of the area is the New Fairfield town center. At the southern terminus is Danbury's Bear Mountain Reservation Recreation area and the Federal Correctional Institution.

**8. Educational facilities**  
**(Please select all that apply)**

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

University / Community Colleges

N/A (not applicable)

Other (please specify)

**9. Transit facilities**  
**(Please select all that apply)**

Bus

Rail

Ferry

Airport

Park and Ride Lot

N/A (not applicable)

Other (please specify)

**10. Safety Concerns**

**(Please select all that apply)**

**Traffic (volumes & speed)**

**Collisions**

**Sidewalks**

**Traffic Signals**

**Traffic Signs**

**Parking Restrictions / Additions**

**Drainage**

**ADA Accommodations**

**Agricultural & Live Stock crossing**

**Maintenance issues (cutting grass, leaves, snow removal)**

**N/A (not applicable)**

**Other (please specify)**

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

Yes

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

New Fairfield has received a state STEAP grant that will fund the construction of sidewalks in the town center.

**12. Environmental Concerns:**

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

**If Yes please describe and list.**

The road (State Rt. 37) comes very close to the Margerie Reservoir for a short stretch.



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

Please see attached supplemental document.

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

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

No

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

Please see attached supplemental document.

**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)



## **Supplemental Submission for the New Fairfield / Danbury Community Connectivity Program**

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

State Route 37 between New Fairfield and Danbury is one of the busiest roads in the area, receiving over 11,000 vehicle trips daily. It is the major connector between the two municipalities. Its narrow shoulders at the section that abuts the Margerie Reservoir make it unsafe for bicycle and pedestrian use and is therefore discouraging of those uses. If this short section of about 1.5 miles that abuts the east side of Danbury's Margerie Reservoir, could be expanded, bicycle and pedestrian traffic would be safer and therefore more likely. Because this is a state road, this must be done in coordination with the Department of Transportation.

There have been preliminary meetings with elected officials, representatives of area land trusts, bicycle groups, merchants and the New Fairfield Senior Center. All have expressed support. More public information meetings are planned. There were articles in the Danbury News Times and the Citizen News. Response to those articles was very positive.

A recommendation for a study of the feasibility of a pedestrian / bicycle path to connect New Fairfield and Danbury appears in the New Fairfield Plan of Conservation and Development (POCD). Danbury's POCD broadly endorses improved bicycle routes. Danbury has a long history of support of a trail running south from the center of New Fairfield and at one time appropriated \$100,000 for a study. (At that time it was to be on the west side of the reservoir – a far more expensive location.) Mayor Boughton of Danbury has endorsed the concept of a study of the feasibility of a trail along the east side of the reservoir, adjacent to Route 37

On the HVCEO Connecticut Bicycle Map titled "Suitability of State Routes for Bicycle Use", the portion of Route 37 under consideration is designated as "less suitable" for bicycle transportation. The rating is based on shoulder width, which is the problem this proposal is addressing, in order to make this important roadway suitable for walkers and bikers. The segment along Route 37 that runs adjacent to the Margerie Reservoir is part of a "cross state bicycle route". Improvements to Route 37, like widening to establish bicycle and pedestrian lanes, would link the "suitable" portions of routes 37 and 39 to downtown Danbury and many centers of recreation, housing and employment.

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

Both Danbury and New Fairfield have sidewalks within a short distance of the portion of Route 37 along the east side of Danbury's Margerie Reservoir. There is no sidewalk adjacent to the reservoir property, though there is room and Mayor Boughton of Danbury has expressed willingness to cooperate in enhancing pedestrian and bicycle accessibility on this portion of Route 37. The New Fairfield sidewalk ends within one block of the Margerie Reservoir section of Route 37. Extension of sidewalks is a recommendation in New Fairfield's 2005 Beautification Plan. In Danbury a sidewalk ends within 150 ft. of that portion of Route 37.

There are no bicycle lane signs. The shoulders have not been widened to accommodate bicycles or pedestrians. Because the road is adjacent to the Margerie Reservoir property, there is ample room to widen the road onto its unpaved vegetated buffer. There is a small portion of the vegetated buffer that narrows sufficiently to require taking some space from the opposite side of Route 37 to maintain optimal width.

That section of road is bounded by hundreds of residences. It is close to the Pembroke Elementary School, many stores and the Federal Correctional Institution in Danbury. It links those areas to the center of New Fairfield where there are state designated bicycle routes, sidewalks, land trust properties and the town's Senior Center and library. It is reasonable to assume that the improvements would induce residents to utilize the road for exercise and commutation to those points of interest. Ideally the road improvements will be designed to be fully handicapped accessible with sufficient room for bicycle, pedestrian and wheelchair use.

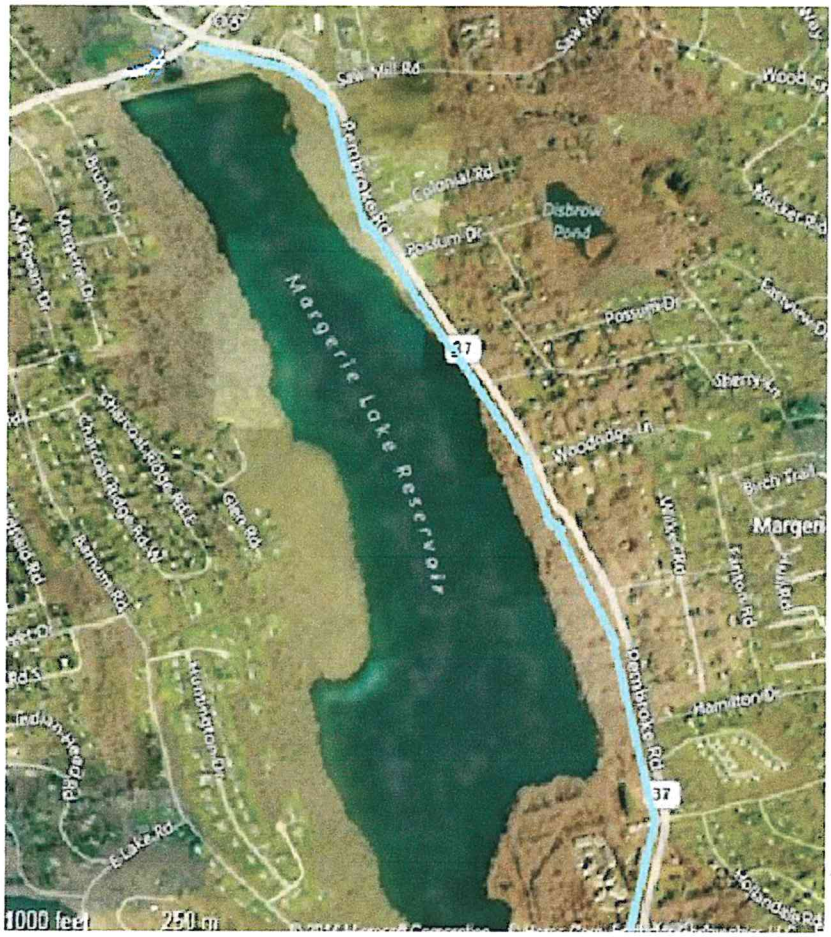
**Location map – GIS** (from link to ArcGIS map of area provided by WestCOG):

<http://www.arcgis.com/home/webmap/viewer.html?webmap=ee4bb498fcd34adcb7f6823d789c25d5&extent=-73.718,41.3205,-73.2109,41.538>

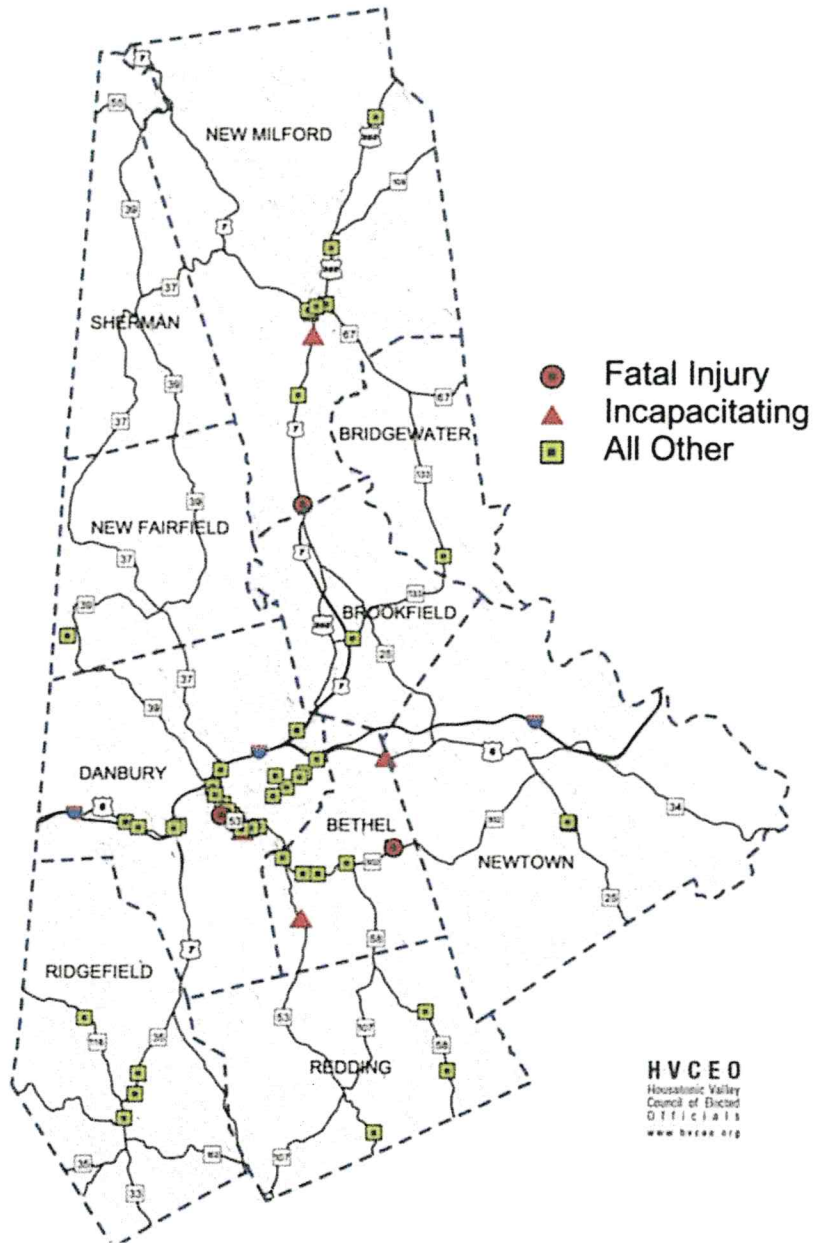
*see link for legend and more detail.*



Location map – Google:



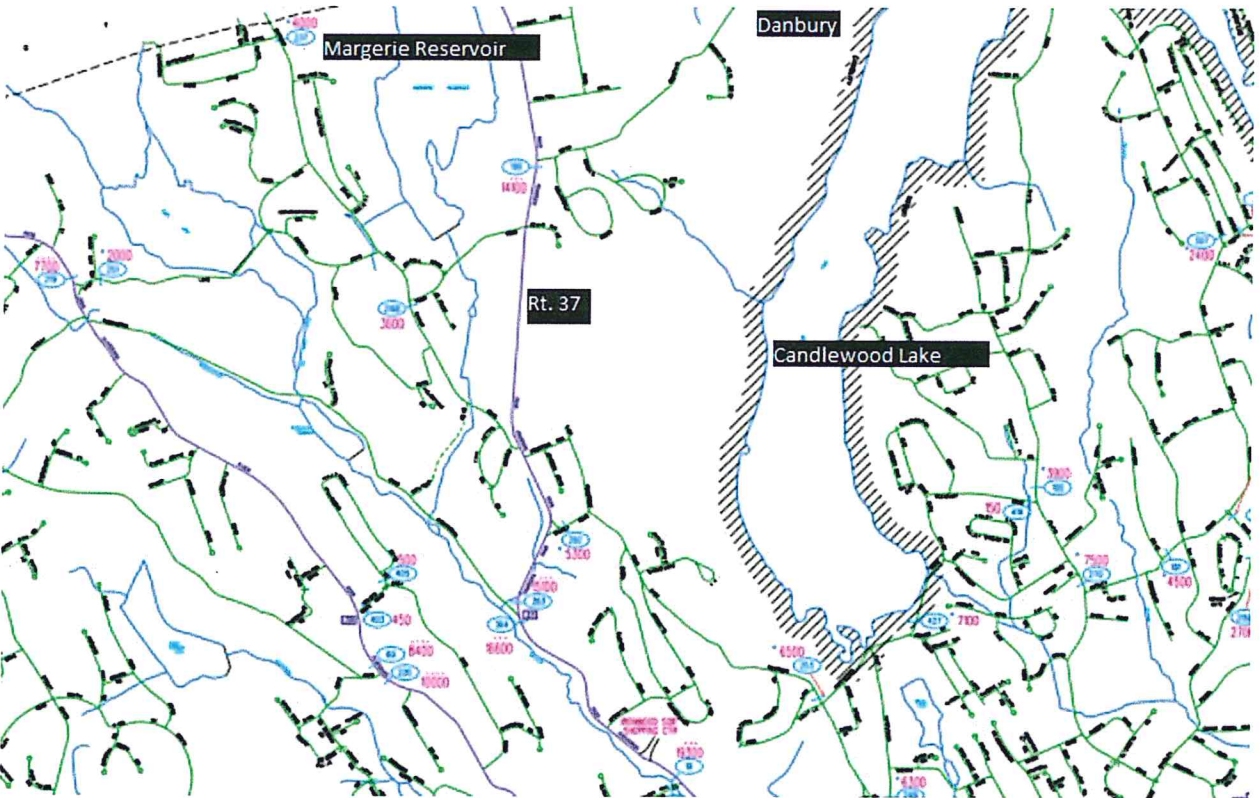
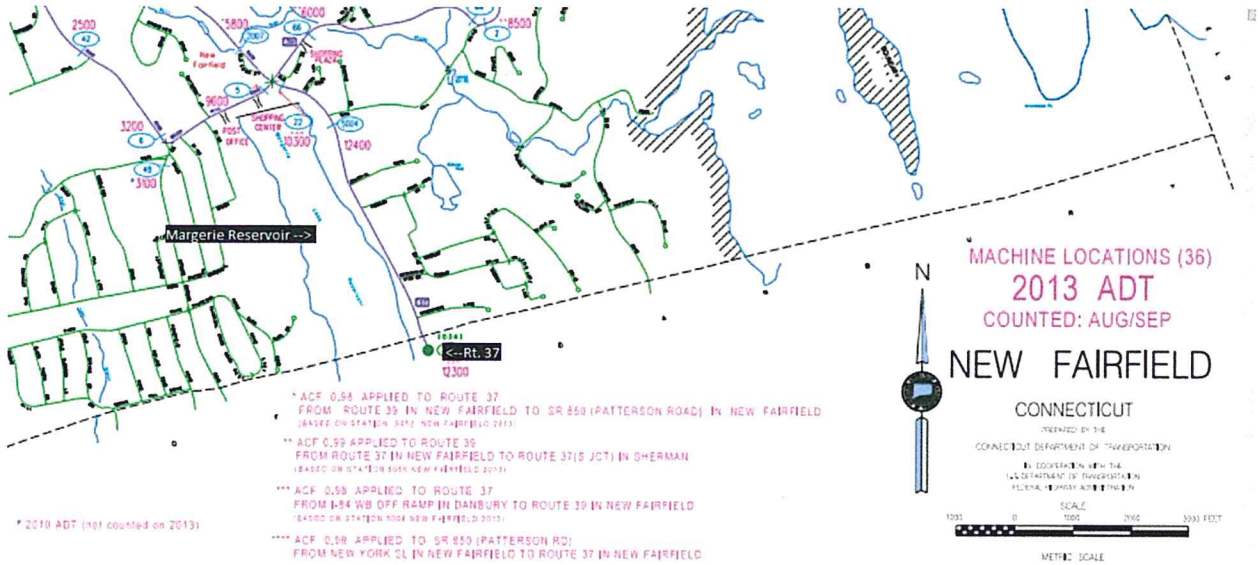
Collision data



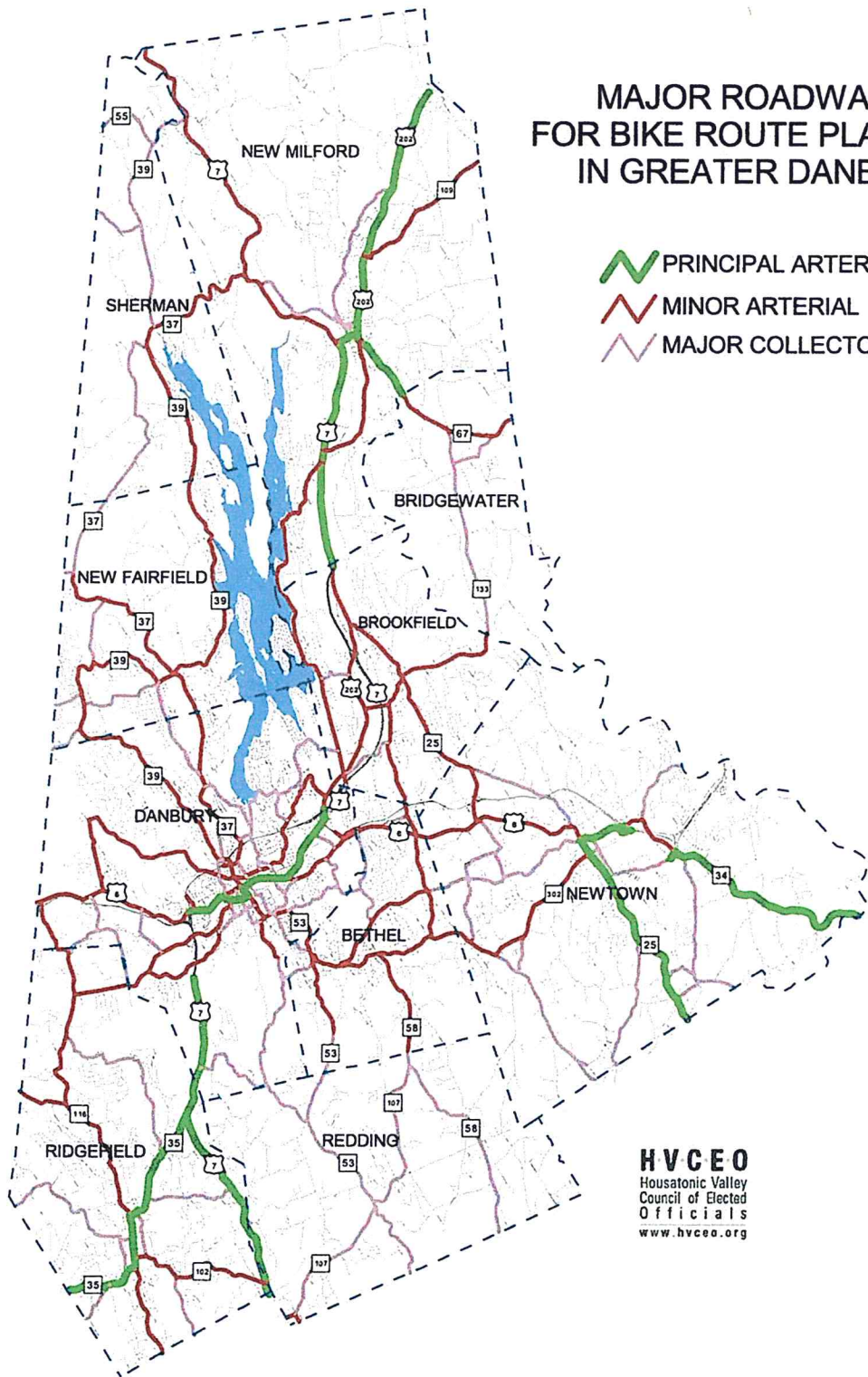


# Traffic data – ADT – for Danbury and New Fairfield




(Expand for easy reading.)



Pedestrian/bicycle data



### MAJOR ROADWAYS FOR BIKE ROUTE PLANNING IN GREATER DANBURY

-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  MAJOR COLLECTOR

**HVCEO**  
Housatonic Valley  
Council of Elected  
Officials  
[www.hvceo.org](http://www.hvceo.org)



**COMMUNITY**  
connectivity program

# Appendix B



**AECOM**  
Built to deliver a better world



## Road Safety Audit

**Town:** New Fairfield  
**RSA Location:** Route 37  
**Meeting Location:** New Fairfield Town Hall Conference Room  
**Address:** 4 Brush Hill Road, New Fairfield, CT 06812  
**Date:** 4/24/2017  
**Time:** 8:30AM

## Participating Audit Team Members

Audit Team Member	Agency/Organization
Audit Team Member	Agency/Affiliation
Stephen Mitchell	AECOM
Bridget Boucaud	VN Engineers
Patrick Zapatka	CTDOT
Stephen P. Livingston	CTDOT
Peter Hearn	Citizen
Peter Rostenberg	Doctor
Russel Loudon	New Fairfield Department of Public Works
Abdul Mohammed	Danbury Traffic Department



**COMMUNITY**  
connectivity program

# Appendix C



**AECOM**  
Built to deliver a better world



## Road Safety Audit – New Fairfield

**Meeting Location:** New Fairfield Town Hall Conference Room  
**Address:** 4 Brush Hill Road, New Fairfield, CT 06812  
**Date:** 4/24/17  
**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>	
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<b>Roadway &amp; Vehicles</b>	
<ul style="list-style-type: none"><li>• Speed-related issues<ul style="list-style-type: none"><li>○ Alignment;</li><li>○ Driver compliance with speed limits</li><li>○ Sight distance adequacy</li><li>○ Safe passing opportunities</li></ul></li></ul>	
<ul style="list-style-type: none"><li>• Geometry<ul style="list-style-type: none"><li>○ Road width (lanes, shoulders, medians);</li><li>○ Access points;</li><li>○ Drainage</li><li>○ Tapers and lane shifts</li><li>○ Roadside clear zone /slopes</li><li>○ Guide rails / protection systems</li></ul></li></ul>	

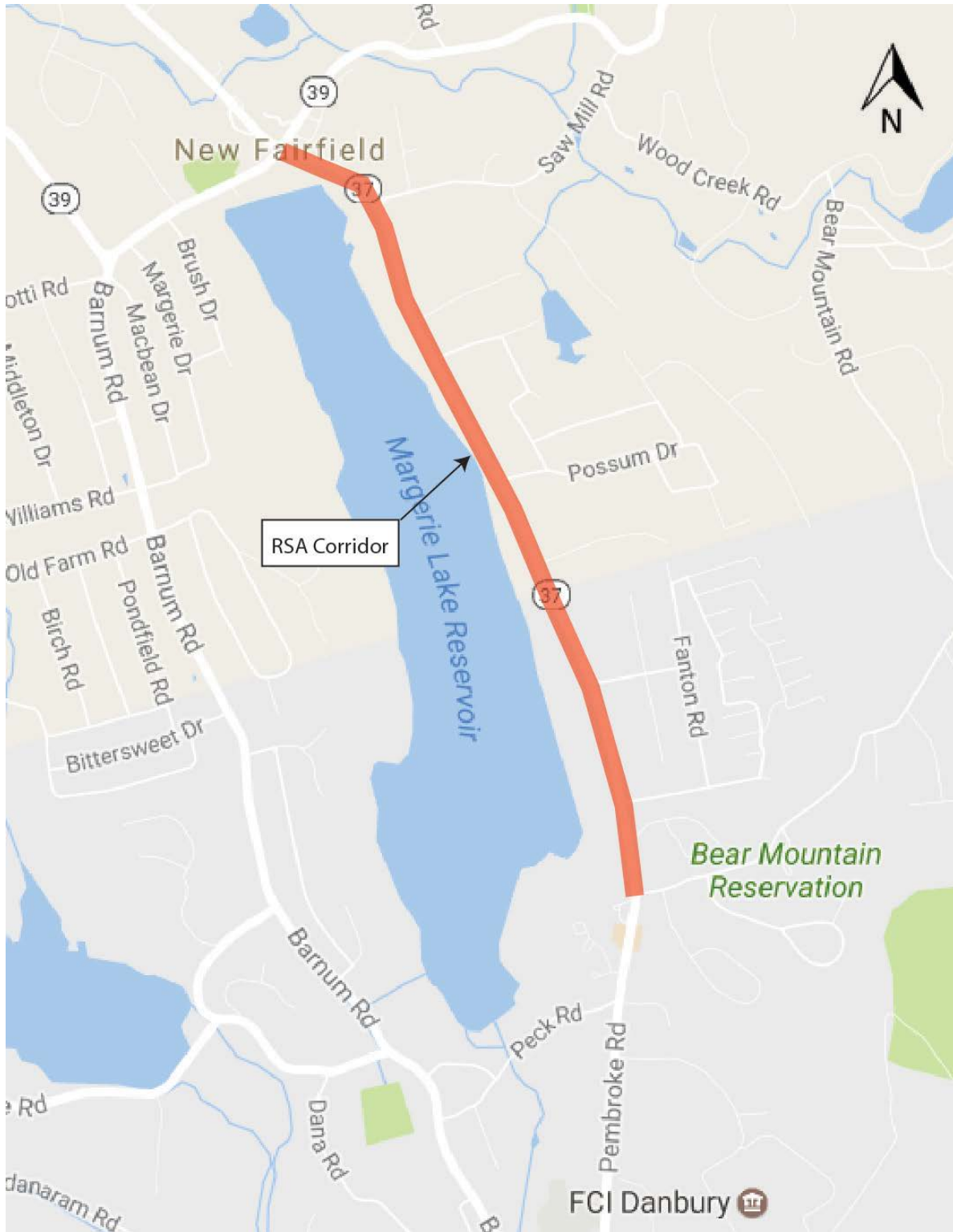
<ul style="list-style-type: none"><li>• Intersections<ul style="list-style-type: none"><li>○ Geometrics</li><li>○ Sight Distance</li><li>○ Traffic control devices</li><li>○ Safe storage for turning vehicles</li><li>○ Capacity Issues</li></ul></li></ul>	
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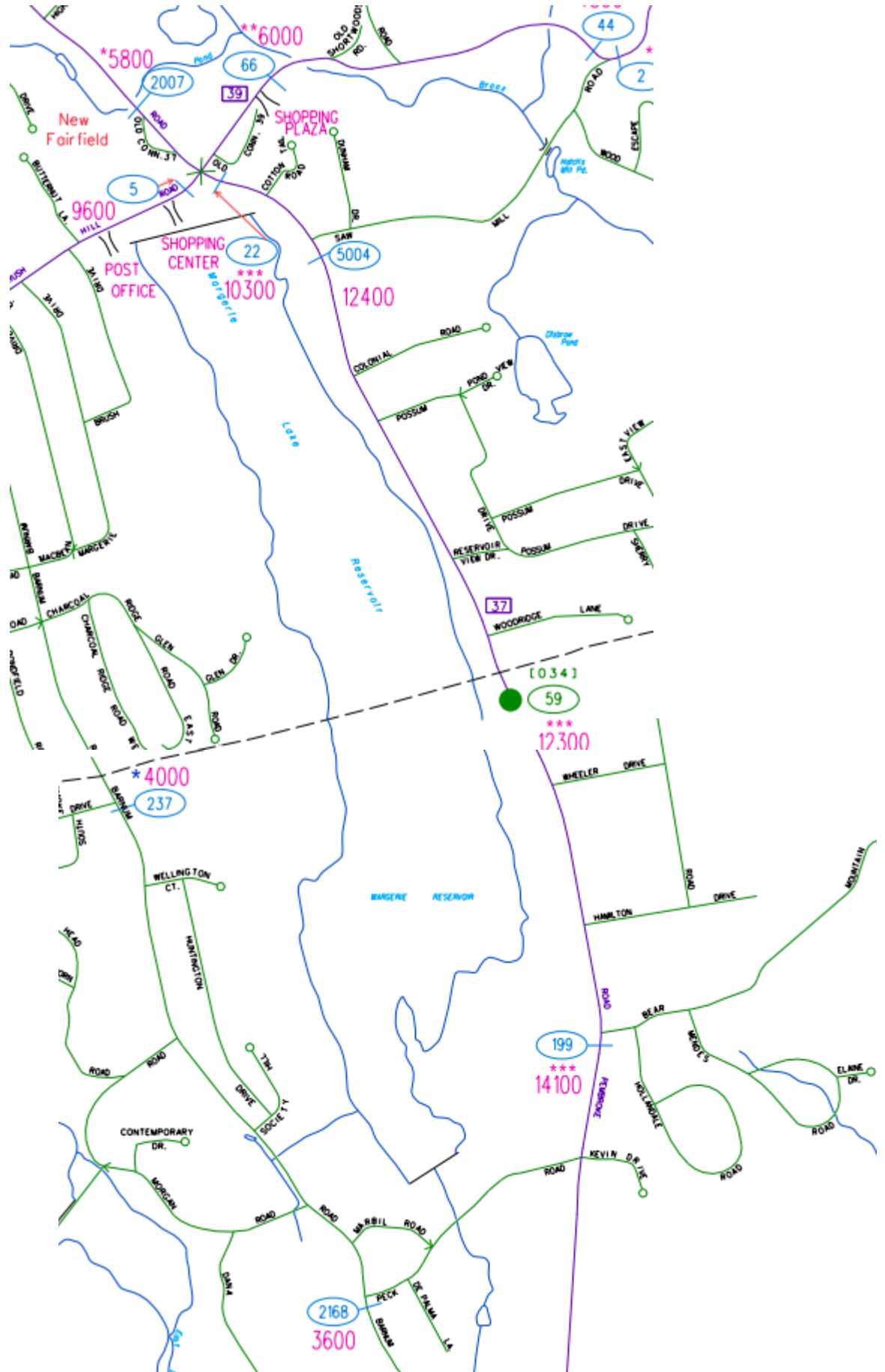


<ul style="list-style-type: none"><li>• Pavement<ul style="list-style-type: none"><li>○ Pavement Condition (excessive roughness or rutting, potholes, loose material)</li><li>○ Edge drop-offs</li><li>○ Drainage issues</li></ul></li><li>• Lighting Adequacy</li></ul>	
<ul style="list-style-type: none">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

# Location Map



# ADT MAP



# 2015/2016 Crashes

## UConn Connecticut Crash Data Repository

**Search Criteria:**

<b>Dataset:</b>	mmucc
<b>Towns:</b>	Danbury, New Fairfield
<b>Town &amp; Route:</b>	Town:34 Route:37 Intersection:undefined Milepost:3.22-4.02
<b>Town &amp; Route:</b>	Town:91 Route:37 Intersection:undefined Milepost:4.02-5.09
<b>Crash Severity:</b>	Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
<b>Trafficway Ownership:</b>	Public Road, Private Road, Not Applicable, Unknown
<b>Trafficway Class:</b>	Trafficway, On Road, Trafficway, Not on Road, Non-trafficway, Parking Lot, Unknown
<b>Case Status:</b>	Complete

Map showing crash locations in New Fairfield, CT. The map features Margerie Lake Reservoir and several roads including Route 37. Crash markers are color-coded: red for Injury of any type (Serious, Minor, Possible), blue for Fatal (Kill), and green for Property Damage Only. Landmarks like Starbucks, Bank of America, and Biscotti's are also visible.

**Markers** Heatmap Select & Query

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

Property Damage Only

Query Selection

Select All

Deselect All

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



## Road Safety Audit – New Fairfield

### 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	84	77%
Injury (No fatality)	25	23%
Fatality	0	0%
<b>Total</b>	<b>109</b>	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	3	3%
Rear-end	41	38%
Turning-Intersecting Paths	24	22%
Turning-Opposite Direction	3	3%
Fixed Object	17	16%
Backing	1	1%
Angle	2	2%
Turning-Same Direction	4	4%
Moving Object	11	10%
Parking	0	0%
Pedestrian	0	0%
Overturn	1	1%
Head-on	0	0%
Sideswipe-Opposite Direction	2	2%
Miscellaneous- Non Collision	0	0%
<b>Total</b>	<b>109</b>	



Weather Condition	Number of Crashes	
Snow	8	7%
Rain	17	16%
No Adverse Condition	83	76%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	1	1%
Sleet, Hail	0	0%
<b>Total</b>	<b>109</b>	

Light Condition	Number of Crashes	
Dark-Not Lighted	16	15%
Dark-Lighted	19	17%
Daylight	71	65%
Dusk	3	3%
Unknown	0	0%
Dawn	0	0%
<b>Total</b>	<b>109</b>	

Road Surface Condition	Number of Crashes	
Snow/Slush	8	7%
Wet	26	24%
Dry	75	69%
Unknown	0	0%
Ice	0	0%
Other	0	0%
<b>Total</b>	<b>109</b>	



Time		Number of Crashes	
0:00	0:59	1	1%
1:00	1:59	2	2%
2:00	2:59	0	0%
3:00	3:59	1	1%
4:00	4:59	1	1%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	2	2%
8:00	8:59	2	2%
9:00	9:59	2	2%
10:00	10:59	8	7%
11:00	11:59	6	6%
12:00	12:59	8	7%
13:00	13:59	7	6%
14:00	14:59	8	7%
15:00	15:59	7	6%
16:00	16:59	15	14%
17:00	17:59	14	13%
18:00	18:59	3	3%
19:00	19:59	7	6%
20:00	20:59	5	5%
21:00	21:59	7	6%
22:00	22:59	0	0%
23:00	23:59	3	3%
<b>Total</b>		109	







Project No. 0174-0405  
 PROVIDE ACCESSIBLE PEDESTRIAN SIGNALS (APS)  
 AND DETECTORS AT VARIOUS STATE MAINTAINED  
 TRAFFIC CONTROL SIGNALS IN DISTRICT 4.

Project No. 0174-0418  
 Replacement of traffic control signals  
 to meet current standards at  
 12 locations in District 4. (State Ovrst)

**DRAFT**

**Legend**

-  Existing Sidewalk
-  No Sidewalk
-  Stop Controlled Intersection
-  Crosswalk

East Lake Reservoir

**New Fairfield - Route 37  
 Intersection of Route 39 to Bear Mountain Road**









# Road Safety Audit – New Fairfield

## Fact Sheet

### Functional Classification:

- Route 37 is classified as a Minor Arterial

### ADT

- ADT on Route 37 is 10,300 – 14,100

### Population and Employment Data (2014):

- Population: 14,079
- Employment: 1,590

### Urbanized Area

- New Fairfield is in the Danbury Urbanized Area

### Demographics

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

### Air Quality

- New Fairfield's CIPP number 111
- New Fairfield is within the NY/NJ/CT Marginal Ozone Area and PM<sub>2.5</sub> Attainment/Maintenance Area
- New Fairfield is within a CO Maintenance Area

