



COMMUNITY
connectivity program

New Hartford

Main Street (Route 44) Corridor – New Hartford Center –
Road Safety Audit

November 16, 2016



AECOM

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Acknowledgements:

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CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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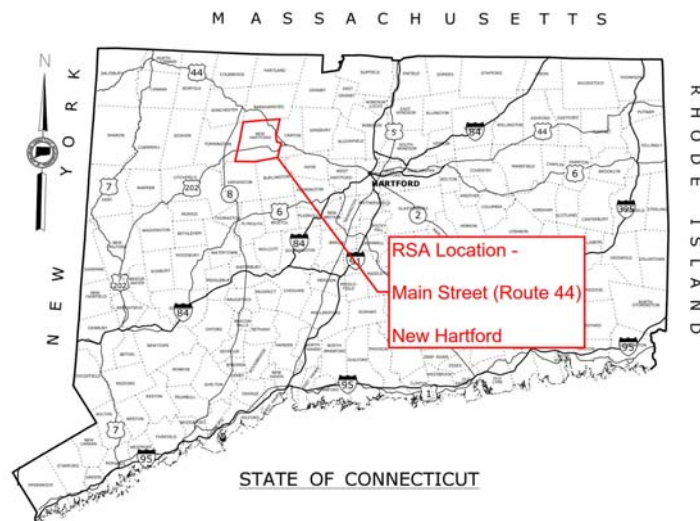
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this 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 Route 44 Corridor, New Hartford RSA

The Town of New Hartford's First Selectman submitted an application to complete an RSA on the Main Street (Route 44) Corridor near New Hartford Center. This portion of Route 44 runs parallel to the Farmington River. Route 44 is a winding roadway with no existing sidewalks for almost the entire length of the study corridor. Although the roadway has one lane of traffic in each direction, the lack of sidewalks makes the street challenging for pedestrians and bicyclists.

The Town of New Hartford has been working to establish a recreational trail connection with Canton and Barkhamsted for two years. Considerable work has been completed to date. The Town of New Hartford currently has three potential trail alternative alignments that would link the village center of New Hartford with the Canton Town Line via the Route 44 study corridor. The Route 44 corridor has a mix of residential and commercial uses, including two shopping centers. Also located in the area are smaller offices, antique shops and restaurants.

The Town seeks to partner with CTDOT and utilize the professional engineering expertise provided by the Community Connectivity Program to avoid potential pitfalls in the trail planning process. An RSA would be the first step for the Town of New Hartford to prepare a professional proposal in a manner consistent with State protocols when considering locations that intersect with the Route 44 right of way (or those that are in close proximity).

The locations to be considered for a new multi-use trail along Route 44 are in a growth area. Several properties are under development and improving the location with a walking and/or biking trail would make the location more desirable to potential investors as well as tourists. By working together with the State, the Town of New Hartford can utilize the feedback garnered from CTDOT to avoid significant areas of concern, thereby streamlining the planning and approval process.

The application and supporting documentation are included in Appendix A.

1.1 Location

The RSA site is the section of Main Street (Route 44) between Reservoir Road (Route 219) to the north-west and the Breezy Hill Road to the south-east (Figure 1). Figure 2 shows the study corridor in a regional context. Main Street (Route 44) has a functional classification of Principal Arterial. It is an east-west U.S. highway that runs from the New York state line in Salisbury to the Rhode Island state line in Putnam. In New Hartford, Route 44 runs generally in a northwest-southeast direction through the study area. The Average Daily Traffic (ADT) on Route 44 near Breezy Hill Road is 11,600 vehicles per day (vpd) and near Reservoir Road

(Route 219) is 11,500 vpd. There are three signalized intersections along the study corridor and several unsignalized intersections and driveways.

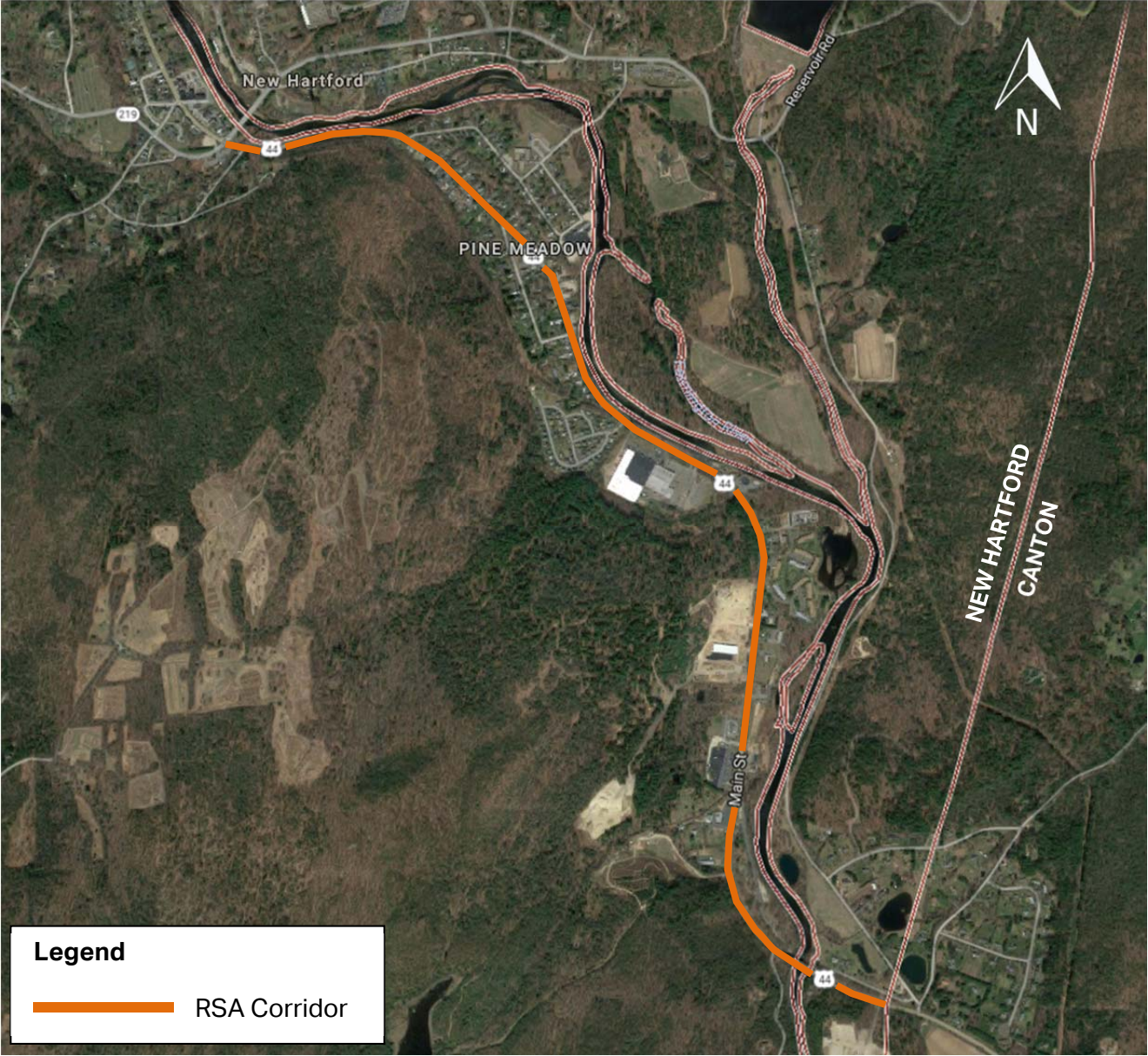


Figure 1. Main Street (Route 44), New Hartford

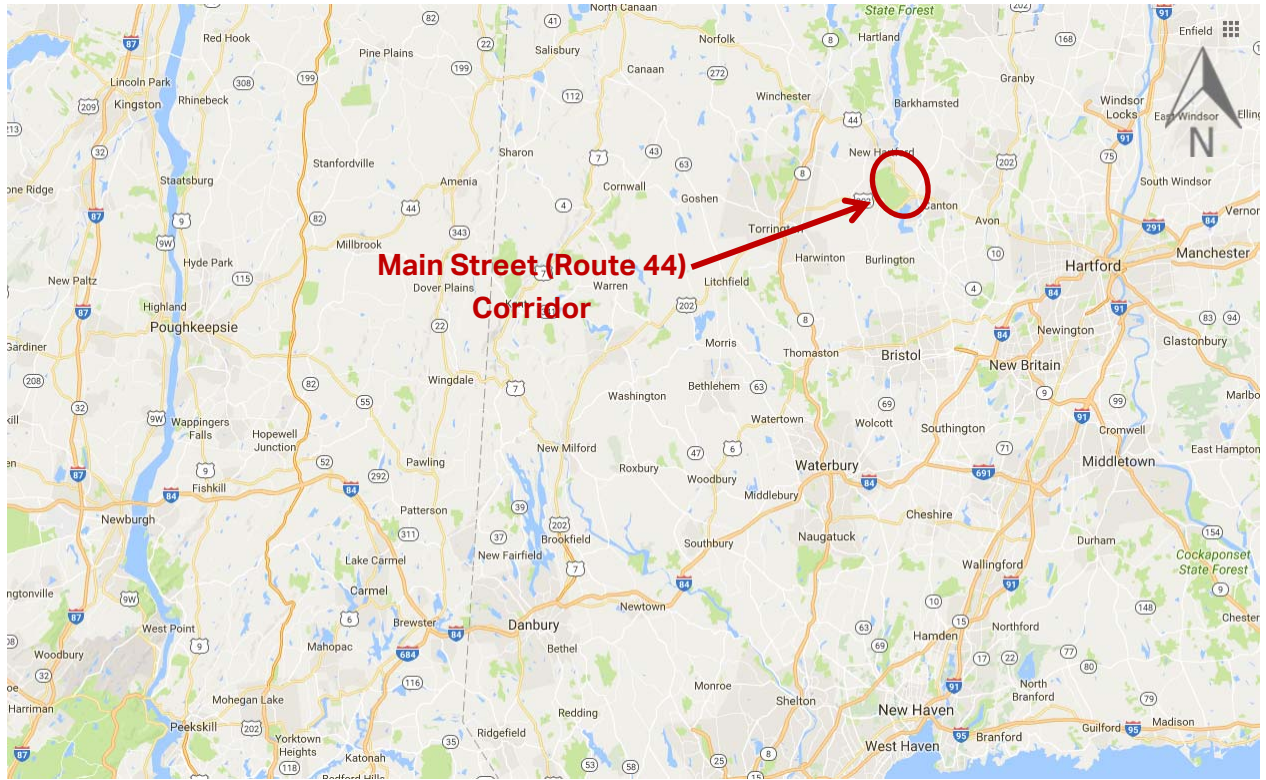


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

Traffic volumes are relatively high along the Route 44 corridor. The crash history in this area is moderate. Between 2012 and 2014, there were 62 crashes in the RSA corridor. Although the majority (71%) of crashes reported in this area resulted in property damage only, 18 crashes (29%) did result in injury (Table 1). There were no fatal crashes or crashes involving pedestrians, but there was one crash involving a bicyclist during this period¹. Rear-end crash was the predominant crash type in the study area representing 33 crashes (53%), which is typical along corridors experiencing congestion during peak commuter periods (Table 2). Additionally, eight fixed object crashes were recorded during this time period.

Figure 3 displays crashes that occurred in this area during 2015. As shown in the figure, they are evenly distributed in the study area, with four clustered along Main Street from Reservoir Road to High Street. All the crashes resulted in property damage only except for two, which resulted in injury.

Severity Type	Number of Accidents
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¹ A pedestrian crash in 2016 was noted during the pre-audit portion of the Road Safety Audit and is mentioned in Section 2.3 below.

Property Damage Only	44	71%
Injury (No fatality)	18	29%
Fatality	0	0%
Total	62	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	1	2%
Sideswipe-Same Direction	3	5%
Rear-end	33	53%
Turning-Intersecting Paths	5	8%
Turning-Opposite Direction	3	5%
Fixed Object	8	13%
Backing	1	2%
Angle	1	2%
Turning-Same Direction	1	2%
Moving Object	1	2%
Parking	2	3%
Pedestrian	0	0%
Overturn	0	0%
Head-on	2	3%
Sideswipe-Opposite Direction	1	2%
Miscellaneous- Non Collision	0	0%
Total	62	

Table 2. Crash Type 2012-2014

Source: UConn Connecticut Crash Data Repository

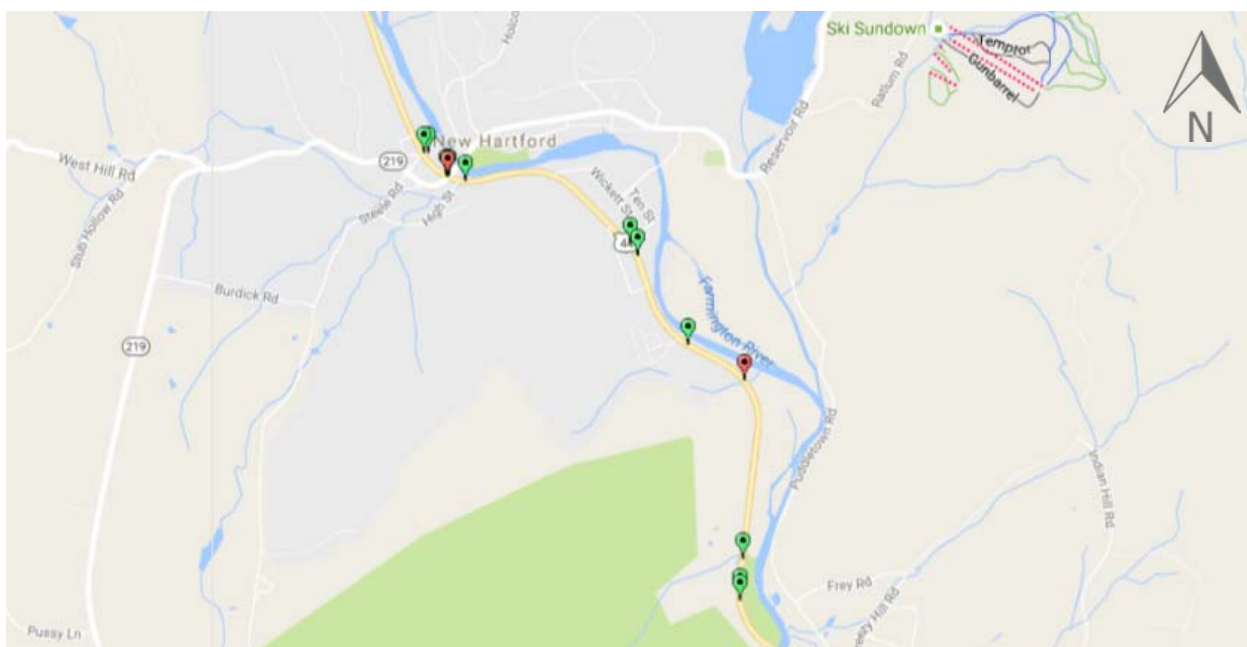


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

Route 44 consists of a single lane in each direction, separated by a double yellow center line. Turn lanes are provided at the Foothills Shopping Plaza intersection. The lanes from Reservoir Road to Wickett Street (north) are 12 feet wide in each direction, and vary from 11 to 13 feet wide in each direction from Wickett Street (north) to Breezy Hill Road. There are striped shoulders on both sides that vary from three to six and a half feet wide in the northbound direction and from two to eight feet wide in the southbound direction. Bituminous curb is provided throughout most of the study corridor, although the section on the structure south of Reservoir Road has concrete curb with low reveal. Some sections of the corridor do not have curbs and in some sections the curbs are very low and are overgrown with grass.

The intersections of Reservoir Road (Route 219); Wickett Street (south), across from Pine Meadow Post Office; and Foothills Shopping Plaza north driveway are signalized, and the remaining intersections are unsignalized, with stop control on the minor approaches.

There are no sidewalks for almost the entire length of the study corridor, except from Reservoir Road to Wickett Street (north), where a five foot wide bituminous sidewalk is provided on the east side of Main Street. There is a short gap where the sidewalk ends and does not connect to the crosswalk on the north side of Reservoir Road. There are pedestrian crosswalks located south of Wickett Street (north) and north of Wickett Street (south).

On-street parking is not allowed along the Route 44 study corridor. However, people often park cars on the sidewalk on the east side of Main Street to fish from the bridge. The posted speed limit is either 40 or 45 mph, except for northbound Main Street approaching Reservoir Road, where it is 25 mph.

The study corridor has a mix of residential and commercial uses, including gas stations, restaurants, recreational activities, daycare, auto repair shop, post office, church, fire station, single family houses, condominiums, laundromat, sewage treatment plant, shopping centers, and offices.

Figure 4 and Table 3 below show the roadway geometrics for the Main Street (Route 44) corridor.

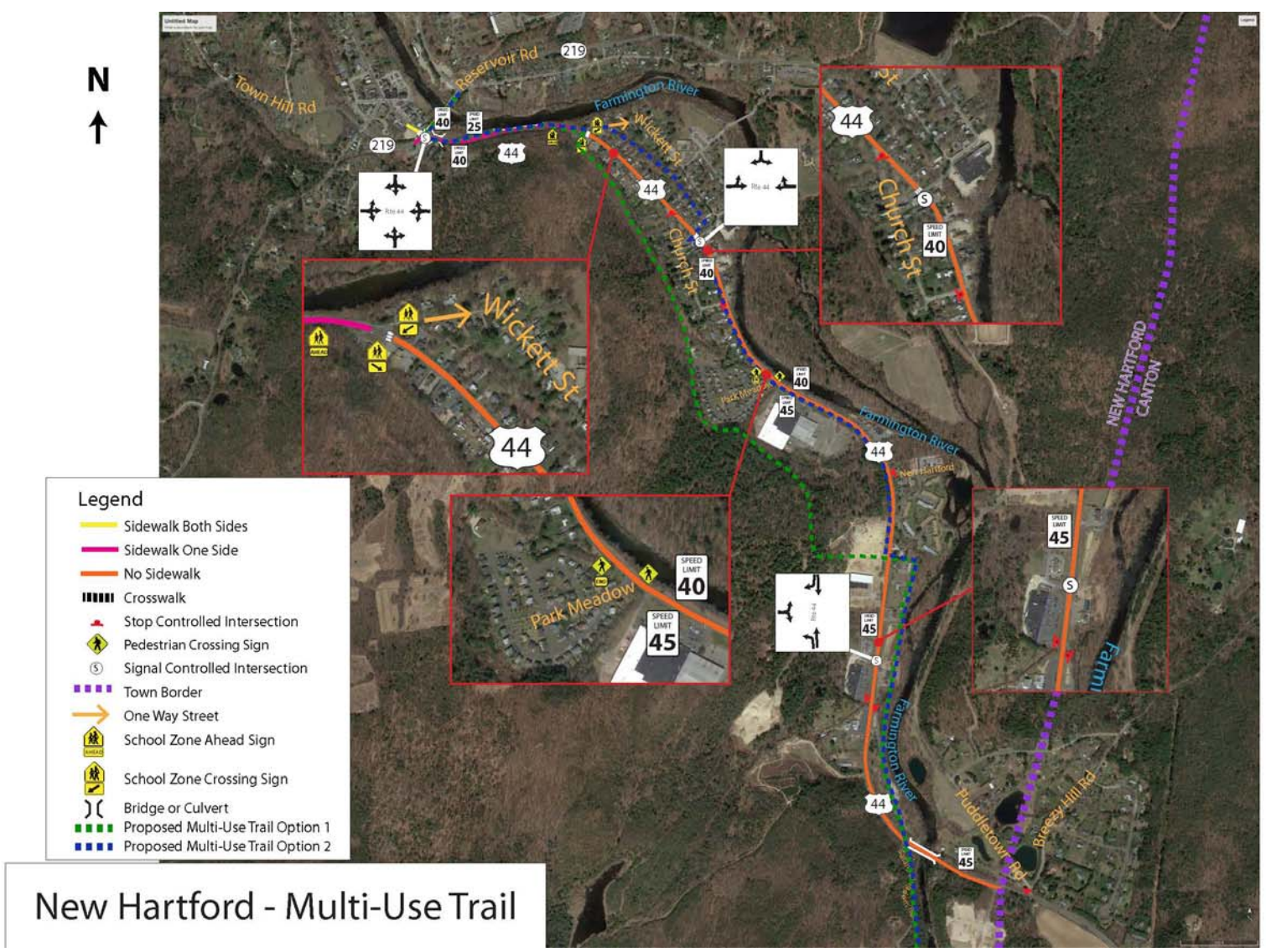


Figure 4. Route 44 Road Geometrics

New Hartford – Route 44 Street Inventory

Street	Direction	No. of Lanes	Avg. Lane Width	Sidewalk			Curb	Parking	Shoulder	Ramps	
				Type	Width	Condition*				Exist	Complaint
Main Street (Reservoir Rd to Wickett St west)	NB	1	12'	Asphalt	5'	Poor	Concrete	N/A	3'- 6.5'	No	N/A
	SB	1	12'	No	N/A	N/A	Concrete	N/A	2'- 6.5'	N/A	N/A
Main Street (Wickett St west to Breezy Hill Rd)	NB	1	11'-13'	No	N/A	N/A	Bituminous	N/A	3' - 6'	N/A	N/A
	SB	1	11'-13'	No	N/A	N/A	Bituminous	N/A	3'- 8'	N/A	N/A

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

Table 3. Street Inventory

2.2 Prior Successful Effort

- The Town of New Hartford has taken steps to improve safety along the Route 44 Main Street corridor and has been working to establish a recreational trail connection with Canton and Barkhamsted for two years. The Town currently has three potential multi-use trail alignment options (and various sub- options) that would link the village center with the Canton town line via the Route 44 corridor.
- The Town has begun to evaluate trail options along this corridor, including right-of-way (ROW) studies.
- Evaluation of trail options has been endorsed by the Capital Region Council of Governments (CRCOG) as part of their Route 44 Trail Corridor Study, which includes a recommended bike lane along Route 44 between New Hartford and Canton connecting the Farmington River Trail (Figure 5) in Canton to the newly proposed New Hartford trail network.
- The Town of New Hartford has also been working with the Town of Barkhamsted to improve an existing trail on land owned by the Metropolitan District Commission (MDC).
- The Town of New Hartford has applied for a Transportation Oriented Development (TOD) grant to complete a "Wildlife Census and Feasibility Study" on the MDC parcel.



Figure 5: Farmington River trail

Current and Future Developments

- The study area corridor along Route 44 is in a growth area. Several properties are under development, and improving the location with a walking/biking trail will make the area more desirable to potential investors as well as tourists.
- There are currently two new commercial facilities planned, totaling 70,000 gross square feet of building area. Two additional commercial lots are under consideration or development, and a Mobil gas station and convenience store (west side of Route 44 across from Wickett Street north) is slated for redevelopment with a new, more modern facility.

2.3 Pre-Audit Meeting

The RSA was conducted on November 16, 2016. The pre-audit meeting was held at 8:30 AM in the New Hartford Town Hall located at 530 Main Street.

The RSA team was comprised of staff from AECOM, VN Engineers, staff from CTDOT, and representatives from several New Hartford departments including the First Selectman and his department, Planning and Zoning, and the Economic Development Commission. The complete list of attendees can be found in Appendix B.

The following observations and conditions were discussed prior to conducting the field audit:

- New Hartford, with a population of 6,910, is located in Litchfield County.
- Main Street (Route 44) is classified as a Principal Arterial.
- This section of Route 44 has one travel lane in each direction. Although it is an east/west designated route, it primarily runs north and south in the study corridor (Figure 6).
- The average daily traffic (ADT) on Main Street is between 11,500 and 11,600 vehicles per day.
- Route 44 is mostly level, which is conducive to constructing a linear trail, but it is a highly travelled commuter route with speeding concerns.
- Route 44 is used for over-sized loads, large boats, etc.
- Route 44 has not been paved recently (last 2003-2004). The town should coordinate with the CTDOT to check the Vendor In-Place (VIP) list for the next scheduled improvement.
- The west side of Route 44 has physical impediments and ROW issues in some areas.
- The east side is more level, but does have some physical obstacles to be addressed:
 - Proximity to the Farmington River.
 - Utility poles blocking potential trail alignment.
- The utility poles are intermittently located on the east and west sides of Route 44.
- There is a bridge structure west of the Farmington River, just south of the town center. Stakeholders stated that people park their cars along the bridge, using their vehicles as protective barriers between them and the traffic while they fish. Pedestrians have to walk in the shoulder to avoid fishermen on the bridge.
- The posted Speed Limit is 40 mph in the northern segment from Reservoir Road to Park Meadow and 45 mph south of this intersection to the Town Line.
- The Town discussed the various multi-use trail options of the study corridor:



Figure 6: Route 44

- All options would have the trail located on the east side of Main Street between Reservoir Road and Wickett Street (north).
- Option 1 crosses from the east side of Route 44 to the west side at Wickett Street (north). It then follows the sewer ROW alignment along the hills west of Route 44. It crosses to the east side of Route 44 at Main Street Canoe where it continues south to the Canton Town Line.
- Option 2 continues on Wickett Street (north) for a short distance where it continues along an old canal ROW in-between residential properties to Wickett Street (south). It crosses to the west side of Route 44 at the signaled Wickett Street (south) intersection, and then continues on the west side of Route 44 crossing to the east side of Route 44 at the Marandino's Plaza signaled (north) driveway. It then continues on the east side of Route 44 to the Canton Town Line.
- Option 3 follows the same alignment as Route 2 along Wickett Street, but then runs exclusively along the east side of Route 44 to the Canton Town Line.
- The Town would ultimately like to extend the trail south through Satan's Kingdom to Collinsville and north to Barkhamsted. Satan's Kingdom is a one acre state-operated, public recreation site used for kayaking, canoeing, and tubing along the Farmington River (Figure 7).
- New Hartford has a resident state trooper for local law enforcement.
- There are organized bicycle rides that use Route 44.



Figure 7: Satan's Kingdom

3 RSA Assessment

3.1 Field Audit Observations

Route 44 north of Wickett Street (north)

- There is a five-foot wide bituminous sidewalk on the east side of Route 44 on the bridge structure adjacent to the Farmington River. The curb is concrete and has low reveal. Both the sidewalk and curb are in poor condition with no buffer or protection from vehicular traffic (Figure 8).
- There is no sidewalk south of the bridge on Route 44.
- There is a crosswalk on the south leg of Route 44 at Wickett Street (north). Yield lines (shark teeth) are painted on the northbound and southbound approaches to the crosswalk (Figure 9).
- There are MUTCD compliant crosswalk signs and arrow plaques for both the northbound and southbound direction (Figure 10).
- There are also MUTCD compliant advance crosswalk warning assembly signs posted for southbound and northbound motorists.
- The intersection has a wide turn radius on both corners. The width across Wickett Street at Route 44 is 105 feet (Figure 11). Tightening the width across this intersection is desirable.
- Utility poles are located on the east side.
- There is a utility pole on the east side of Route 44 south of Wickett Street (north) that is six feet from the curb. The curb is even with the surface of the road and has no reveal (Figure 12).
- The stopping sight distance for Route 44 southbound to the crosswalk was measured to be approximately 400 feet (Figure 13). Limited sight distance and high speeds make this crosswalk a concern for pedestrians crossing Route 44 at this location.
- The Route 44 travel lanes measured 12 feet wide in each direction with 6.5-foot shoulders.
- There are six homes close to Route 44 south of the intersection on the east side that may preclude constructing a new trail in this area.



Figure 8: Sidewalk on east side of Route 44 looking north toward bridge



Figure 9: Crosswalk on Route 44 at Wickett Street (north)



Figure 10: Pedestrian crossing assembly sign on Route 44 at Wickett Street (north)

Sewer Right-of-Way West of Route 44

- The Town has a sewer ROW located behind the commercial properties on the west side of Route 44. The ROW has been identified by the Town as multi-use trail Option 1. For this option a new multi-use trail would continue south from the area of the Mobil station parcel.
- The Mobil station located across from Wickett Street (north) is being renovated and will include a new convenience store. The owner may be amenable to providing an easement across their property for a new trail connection. The connection would link the sewer ROW on the west with the trail on the east side of Route 44 at Wickett Street (north).
- The grade is relatively steep down from the sewer ROW to Route 44 (Figure 14).



Figure 11: Looking south on Route 44 at Wickett Street (north)



Figure 14: Route 44 looking north from crosswalk at Wickett Street (north)



Figure 13: Looking east from sewer ROW to Mobile station and Wickett Street (north).



Figure 12: Route 44 looking south, south of Wickett Street (north)

Wickett Street (north) and Right-of Way Alignment

- Wickett Street is a two-way local road that measures 18.5 feet wide on the north end. There are no pavement markings or sidewalks.
- Multi-use trail Options 2 and 3 would follow the alignment behind the homes located on the west side of Wickett Street. The alignment follows a former canal with portions of the alignment under both Town (ROW) and private ownership. (Figure 15).
- The trail would continue south along the canal ROW and connect with the south end of Wickett Street, a short distance east of Route 44 (Figure 16).



Figure 15: Looking south from Wickett Street to Canal Right-of-Way alignment behind homes on the west side of Wickett Street

Wickett Street (south) and Route 44 Intersection

- Wickett Street (south) runs east-west for a short distance and has one lane in each direction. It has a 90-degree bend at the east end, where it continues in a north-south alignment to the north. It intersects with Route 44 at a signalized intersection. There is double yellow center line and stop bar at the Route 44 intersection.
- There appears to be enough room to provide a new trail on the north side of Wickett Street (south) either within the ROW or by easement (Figure 16).
- A new trail would continue west to the signalized intersection of Route 44.
- New signal equipment and pedestrian improvements have recently been completed by CTDOT. This includes new countdown pedestrian heads, accessible pedestrian signals (APS) with audible tones and indicator buttons (Figure 17), crosswalk, handicap ramps and detectable warning strips.
- The crosswalk is 39 feet long across the north leg of Route 44 (Figure 18).
- There is an exclusive pedestrian signal phase that provides 20 seconds of crossing time, which appears adequate. There are ADA compliant handicap ramps and detectable warning strips on



Figure 16: Wickett Street (south) looking west from intersection with potential trail towards Route 44 signal



Figure 17: Audible pedestrian push button

both the northeast and northwest corners.

- At Route 44 the trail could continue south on either the east or the west side of Route 44.
- Continuing the trail on the west side of Route 44 would create conflicts with the Post Office driveway and head-in parking located immediately adjacent to Route 44 (Figure 19).
- The RSA team agreed that the preferable alignment would be to continue the trail south on the east side of Route 44 to avoid conflicts on the west side and to provide views of the Farmington River.



Figure 18: Crosswalk at Wickett Street (south) and Route 44

Route 44 between Wickett Street (south) and Upcountry Sportsfishing Store

- Utility poles are located on the east side of Route 44 near the edge of roadway. Wide shoulders are provided on both sides.
- There are nine commercial curb cuts and one residential driveway on the east side. This will be a design consideration for a new trail. However, it appears that some of these driveways could be consolidated.
- On the west side there are nine residential driveways, the Church Street intersection and the Post Office driveway and parking lot. The Post Office parking lot is a constraint to constructing a new trail on the west side in this area (Figure 19).
- A sub-option to Option 1 could have the trail leave the sewer alignment and head east to connect with Route 44 via Pine Meadow and Church Street.



Figure 19: Looking at Post Office on the west side of Route 44 from Wickett Street (south)

Route 44 between Upcountry Sportsfishing Store and Waring Park Plaza

- The east side of Route 44 is located adjacent to the Farmington River. There is a steep slope with guiderail and utility poles (Figure 20). A boardwalk, cantilever structure or other alternatives would need to be considered for this segment of the trail (approximately 1,000 feet long).



Figure 20: Route 44 looking south of Upcountry Sports Fishing Store on the east side

- The west side is level with several residential driveways in this area.
- The benefit to constructing the trail on the river side of Route 44 is the natural beauty which would attract people to the trail.
- South of this area to the former Waring Park Plaza, both the east and west sides of Route 44 are relatively flat with adequate space for a trail (Figure 21).
- The former Waring Park Plaza is a large plaza that currently contains Collinsville Antiques, a café and a brewery. There are plans for a new gymnastic academy within the plaza.
- Just north of Waring Park Plaza on the west side is Pine Meadow Farms, a 63 unit housing development. The Town would like to install a crosswalk for residents to access the future trail on the east side.
- Utility poles cross from the east side of Route 44 to the west side north of Waring Park Plaza.
- If the trail is on the east side, a Route 44 crossing to Waring Park Plaza would need to be considered.



Figure 21: East side of Route 44 looking south across from Waring Park Plaza

Route 44 between Waring Park Plaza and Marandino's Plaza

- Travelling south from the Waring Plaza Park there is ledge and a drop-off on the west side that is a constraint to constructing a new trail. Stakeholders mentioned that the ledge could be cut back in the future.
- Continuing south, both sides are flat and are conducive for a new trail alignment.
- At the Jensen Mechanical Equipment business, the utility poles cross from the west side of Route 44 to the east side.
- In the vicinity of the River Run condominiums, the utility poles cross back over to the west side of Route 44.

- A dashed yellow center line for southbound traffic allows passing on Route 44 in this area.
- There are striped shoulders on both sides.
- The north access driveway to Maradino’s Plaza is a signalized T-intersection (Figure 22).
- All three legs have single-lane approaches.
- There is a pedestrian push button on the east side to allow pedestrians to cross Route 44 concurrently with Maradino’s Plaza traffic. There are no pedestrian signal heads.
- An upgraded signal could provide a crossing of Route 44 for future trail users.
- The current owner of the parcels on the east side is planning a new development and is petitioning CTDOT for a new access driveway that would form the fourth leg of the signalized intersection.
- There are no crosswalks or handicap ramps.
- Both sides of Route 44 are flat and conducive for a new trail.



Figure 22: Route 44 looking north at Marandino's Plaza

3.2 Post Audit Workshop - Key Issues

- The Town would like to have the sidewalk and curb on the east side of the bridge rebuilt. Consider rumble strips, separation, and high curb reveal.
- Evaluate the issue of vehicles parking on the sidewalk along the bridge.
- Consider a bump-out at Wicket Street (north) and new off-street parking.
- Consider a flashing beacon or traffic signal at Route 44 and Wickett Street (north).
- Consider a traffic signal at Route 44 and Pine Meadows/Waring Park Plaza. There was previously a traffic signal at the Waring driveway (south).
- A new gymnastic center is planned for the Waring Park Plaza. The parking lot and driveways should be redesigned to better accommodate access, egress and circulation.
- Relocate the River Run condominium monument sign on the east side of Route 44.
- The Option 1 trail alignment along the sewer ROW has constraints to construction including: multiple private property owners and steep grades.
- If the sewer ROW is not used for the main trail alignment it can be used as a side trail.

4 Recommendations

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

4.1 Short Term

1. Town to coordinate with CTDOT for VIP repaving schedule for Route 44. Town to coordinate with CTDOT to restripe the lanes on Route 44 to 11 feet wide when repaved.
2. Town to investigate viable parking options for people who want to fish from the bridge.
3. Town to coordinate with CTDOT to evaluate alternatives to separate and protect pedestrians from vehicles on the sidewalk of the bridge. Alternatives to evaluate should include rumble strips, barrier and high curb reveal. Lighting improvements should be investigated (Figure 23).
4. Town to continue coordinating with residents and local business owners to evaluate alternatives, identify the most feasible and beneficial alignment for a new trail, and work towards gaining consensus.



Figure 23: Shoulder rumble strips

Figure 24 depicts these recommendations.

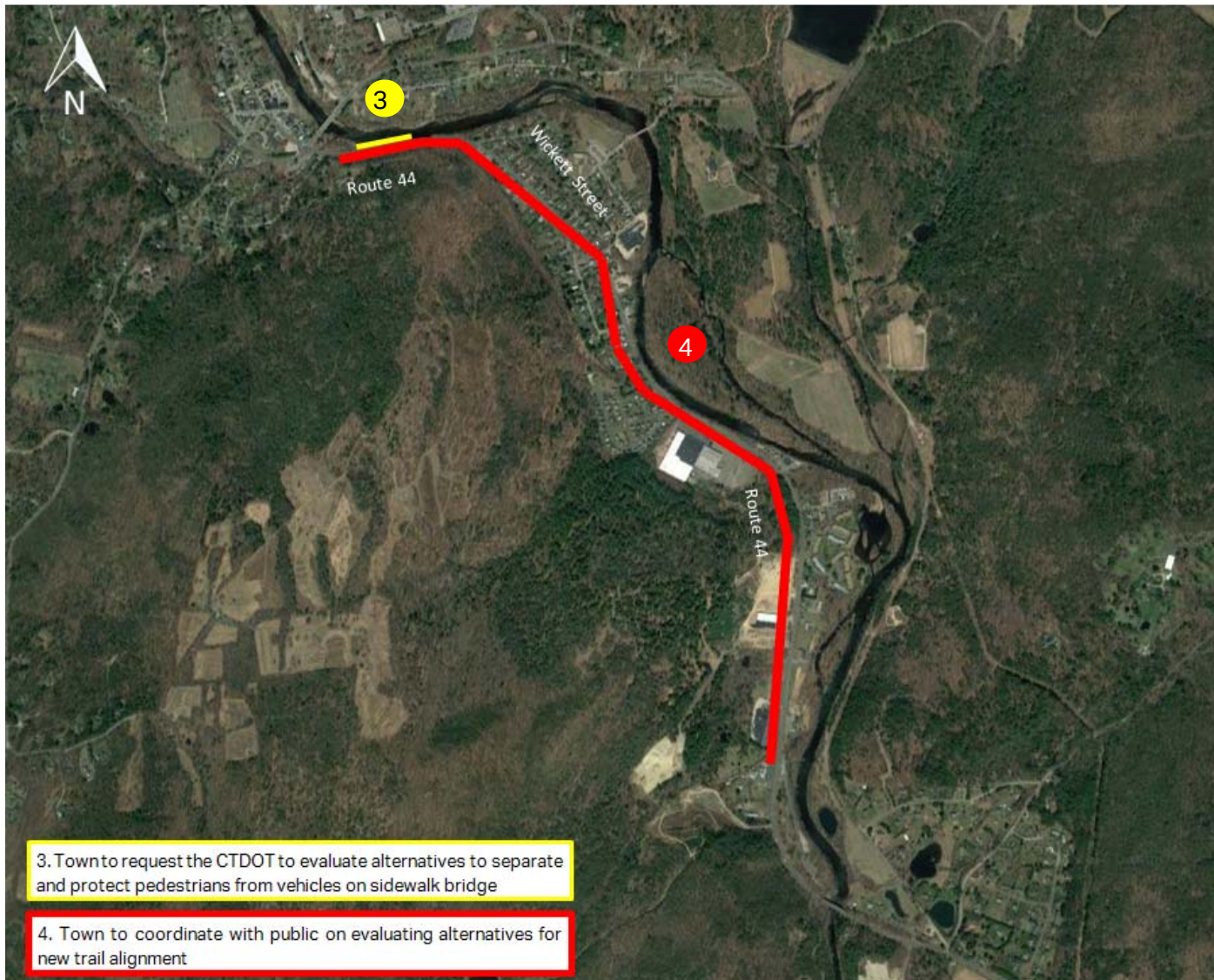


Figure 24: Short-Term Recommendations

4.2 Medium Term

1. Town to finalize plans for a new multi-use trail between Wickett Street (north) and Satan's Kingdom adjacent to or along Route 44. Based on this RSA, the following preliminary alignments for the trail should be evaluated:
 - a. Utilize the sidewalk (to be improved as noted below) along the east side of the bridge on Route 44.
 - b. Cross Wickett Street (north) and continue to the canal ROW on the west side of Wickett Street.
 - c. Follow the canal ROW behind the houses on the east side Route 44 and west side of Wickett Street.
 - d. At Wickett Street (south) continue south on the east side of Route 44 including a boardwalk and/or cantilever structure to maximize scenic views of the Farmington River.
 - e. End the trail in the vicinity of Marandino's Plaza.
2. Town to coordinate with CTDOT to provide a new sidewalk, curb, separation, rumble strip, etc. for the sidewalk along the bridge on the east side of Route 44. Town to coordinate with the CTDOT to address on-street parking issues at the bridge.
3. Town to coordinate with CTDOT to consider installing curb extensions on both corners of Wickett Street (north) and Route 44. This would reduce crossing distance for pedestrians, make pedestrians more visible to motorists, and slow turning vehicles.
4. Town to coordinate with CTDOT to evaluate the feasibility/desirability of designating bike lanes on Route 44 along the corridor.
5. Town to coordinate with CTDOT to consider installing a rectangular rapid flashing beacon (RRFB) or full pedestrian activated signal for the crosswalk at Wickett Street (north) and Route 44. An RRFB is a warning beacon that consists of a pedestrian crossing sign, diagonal downward arrow, and user-activated light-emitting diodes (LEDs) using an irregular flash pattern that is similar to an emergency vehicle flasher. The LEDs remain dark until activated by a pedestrian pushbutton or by pedestrian detection (Figure 25).
6. Town to coordinate with CTDOT and owners of Waring Plaza Park to consider alternatives to improve site access/egress and parking lot layout to improve operations and reduce conflicts. The feasibility of providing a new signalized crosswalk in the vicinity of Waring Park Plaza and Pine Meadow Farms' should be considered. This



Figure 25: Rectangular rapid flashing beacon

would provide a new pedestrian/bicycle crossing of Route 44 connecting the trail and the Pine Meadow Farms' housing development on the east side with the businesses in Waring Park Plaza on the west side.

7. Town to coordinate with CTDOT and property owner on the east side of Route 44 across from Marandino's Plaza to consider a proposed fourth leg (east side) to the existing signalized T-intersection. The new intersection leg would provide access to a potential new development on the west and could also provide a location for future trail users to cross Route 44. Pedestrian signals and facilities for all approaches should be included with any signal modification at this location.
8. Town to coordinate with land owners adjacent to the proposed trail alignment along Route 44 to identify potential constraints and solutions. One potential location is the monument sign for River Run condominiums on the east side of Route 44.

Figure 26 depicts these recommendations.

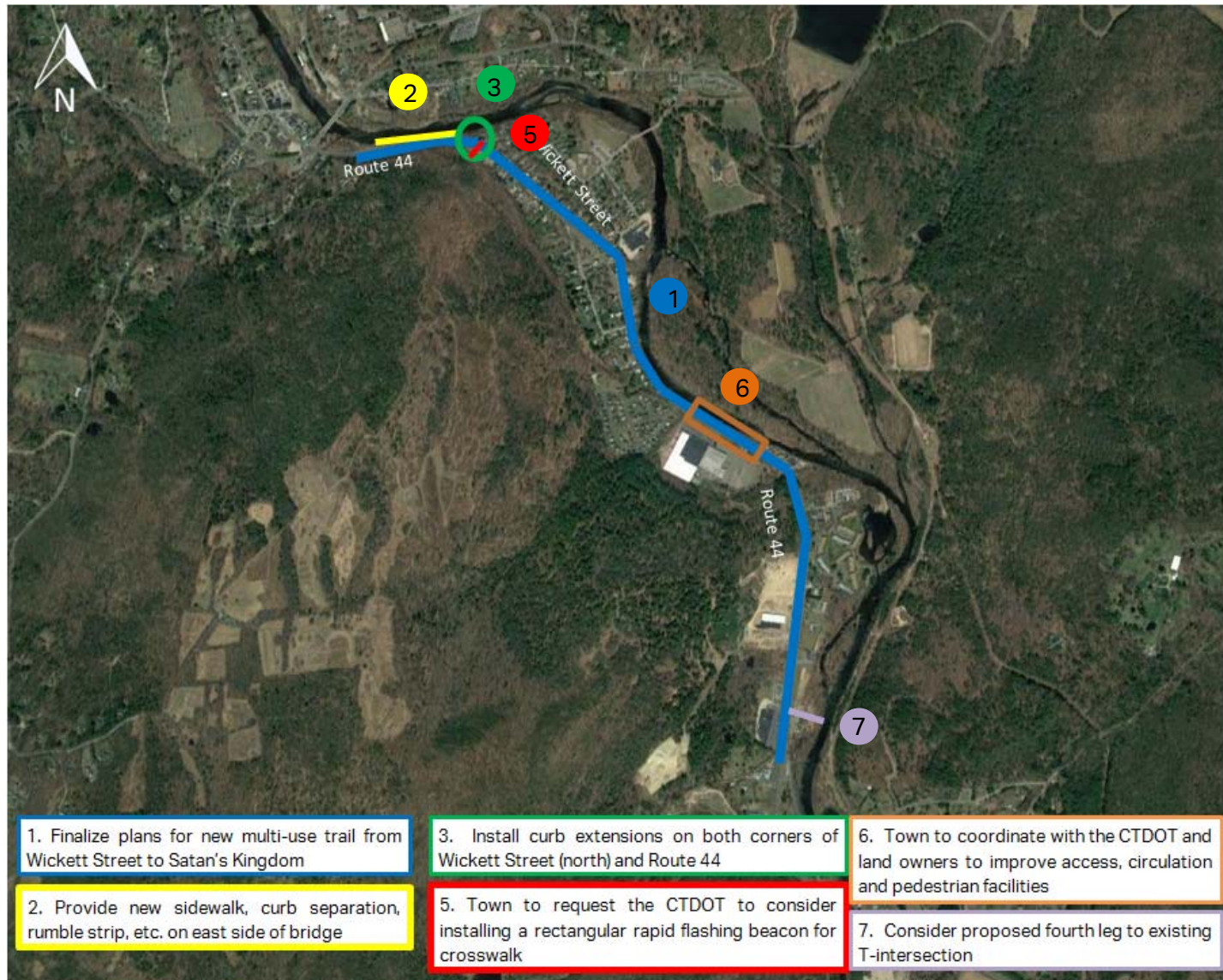


Figure 26: Medium-Term Recommendations

4.3 Long Term

1. Town to coordinate with CRCOG and CTDOT to secure funding and plans for construction of the proposed trail extension.
2. Town to consider adding a side trail at Route 44/Wickett Street (north) that would connect to the sewer ROW on the west side of Route 44. This would provide a scenic view for users.
3. Town to coordinate with CRCOG, DEEP, and Canton to develop alternatives for extending the trail south through Satan's Kingdom into Canton.
4. Town to coordinate with CTDOT to reset curb along Route 44 to standard reveal height when Route 44 is repaved as part of the VIP program.

Figure 27 depicts some of these recommendations.

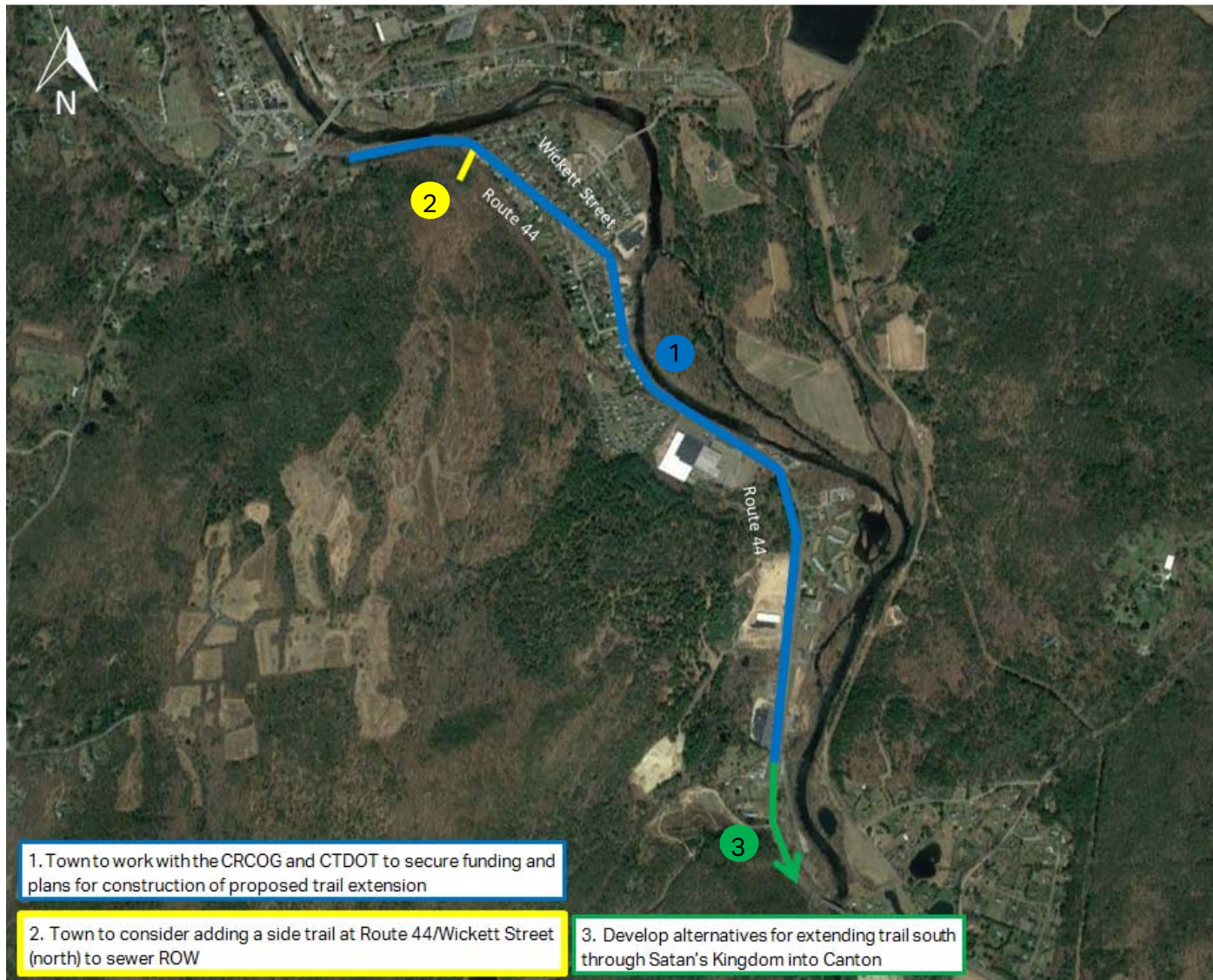


Figure 27: Long-Term Recommendations

4.4 Summary

This report documents the observations, discussions, and recommendations developed during the successful completion of the Town of New Hartford RSA. It provides New Hartford with an outlined strategy to improve the transportation network for all road users on Route 44 from Route 219 south to the Canton Town Line, particularly focusing on pedestrians and cyclists. Moving forward, New Hartford may use this report to prepare strategies for funding and implementing the improvements, and as a planning tool for recommendations into future development along Route 44.



COMMUNITY
connectivity program

Appendix A



AECOM
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Welcome to the Community Connectivity Program Application



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

1. Applicant contact information

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

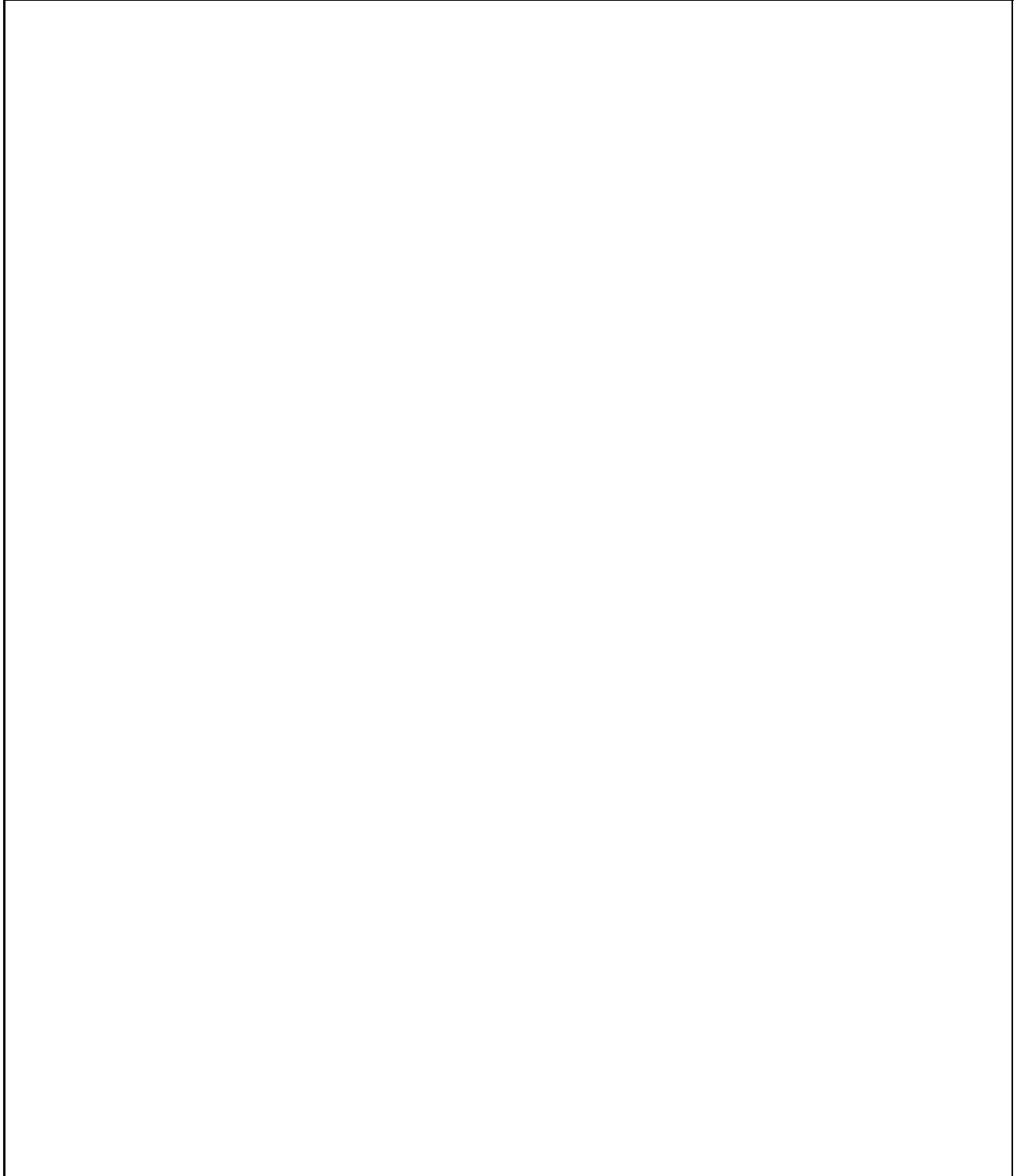
Maintenance issues (cutting grass, leaves, snow removal)

N/A (not applicable)

Other (please specify)

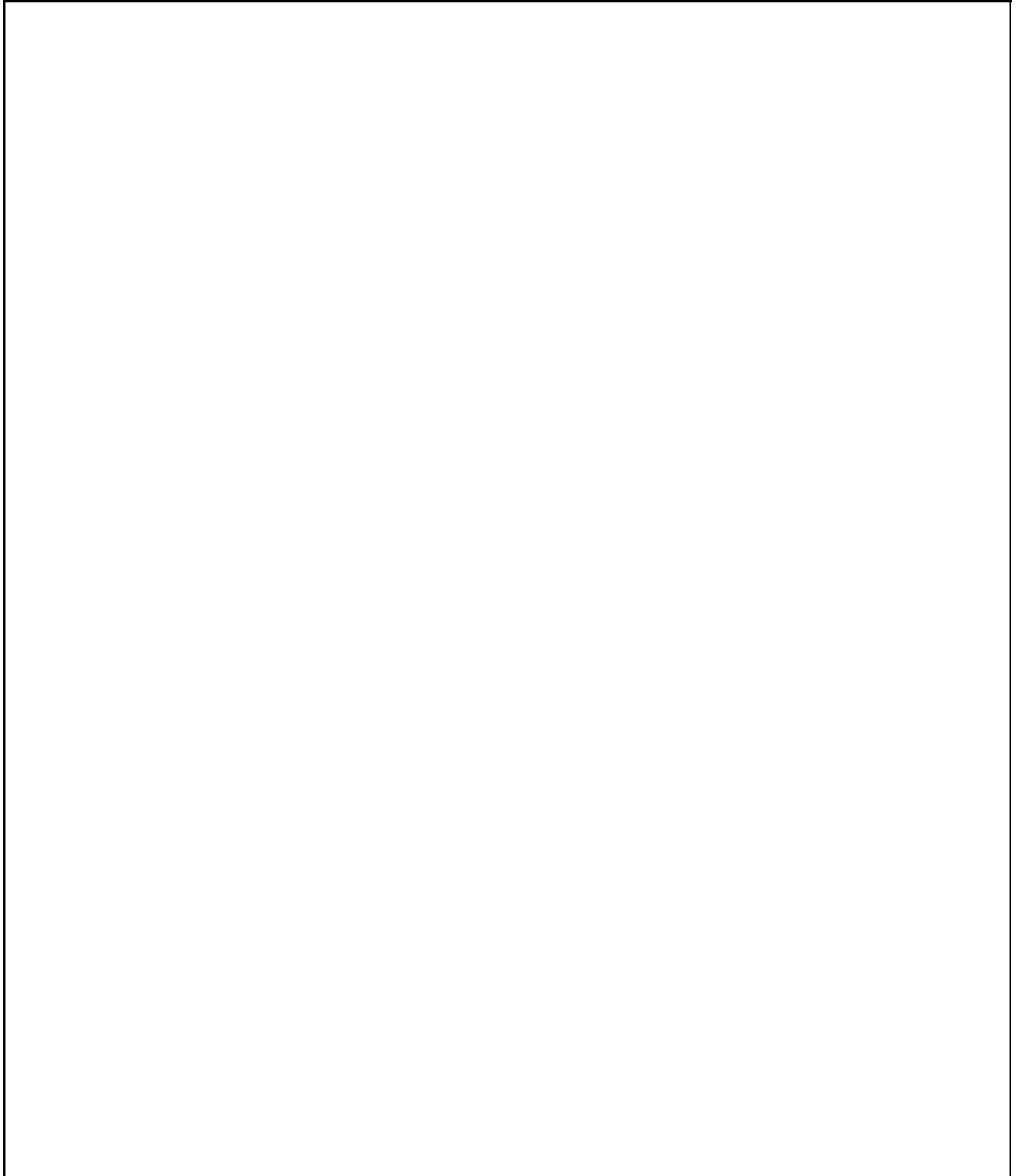
11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

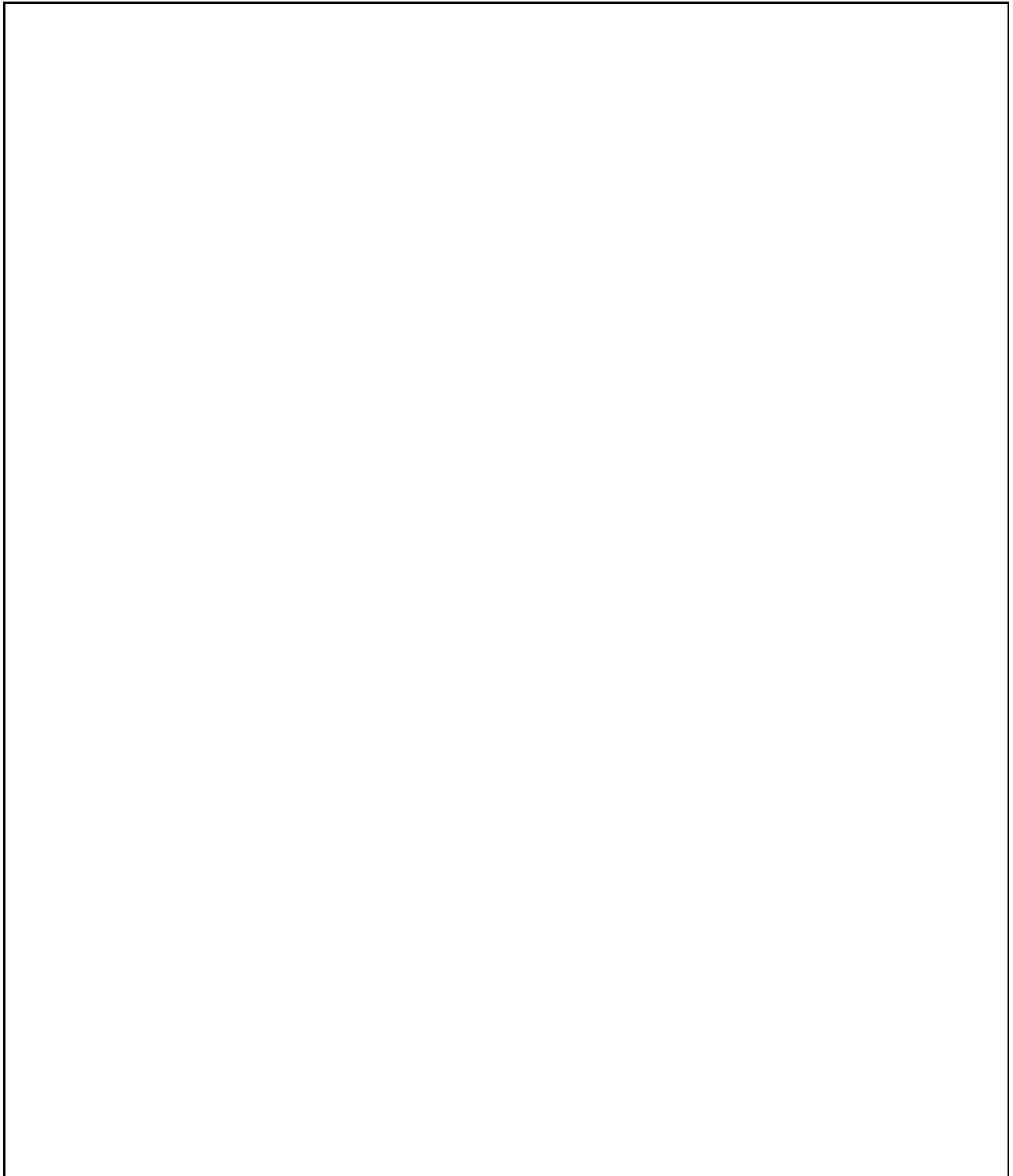
A large, empty rectangular box with a thin black border, intended for the user to describe and list any past, current, or future transportation or economic development projects near the location. The box is currently blank.

12. Environmental Concerns:

If Yes please describe and list.

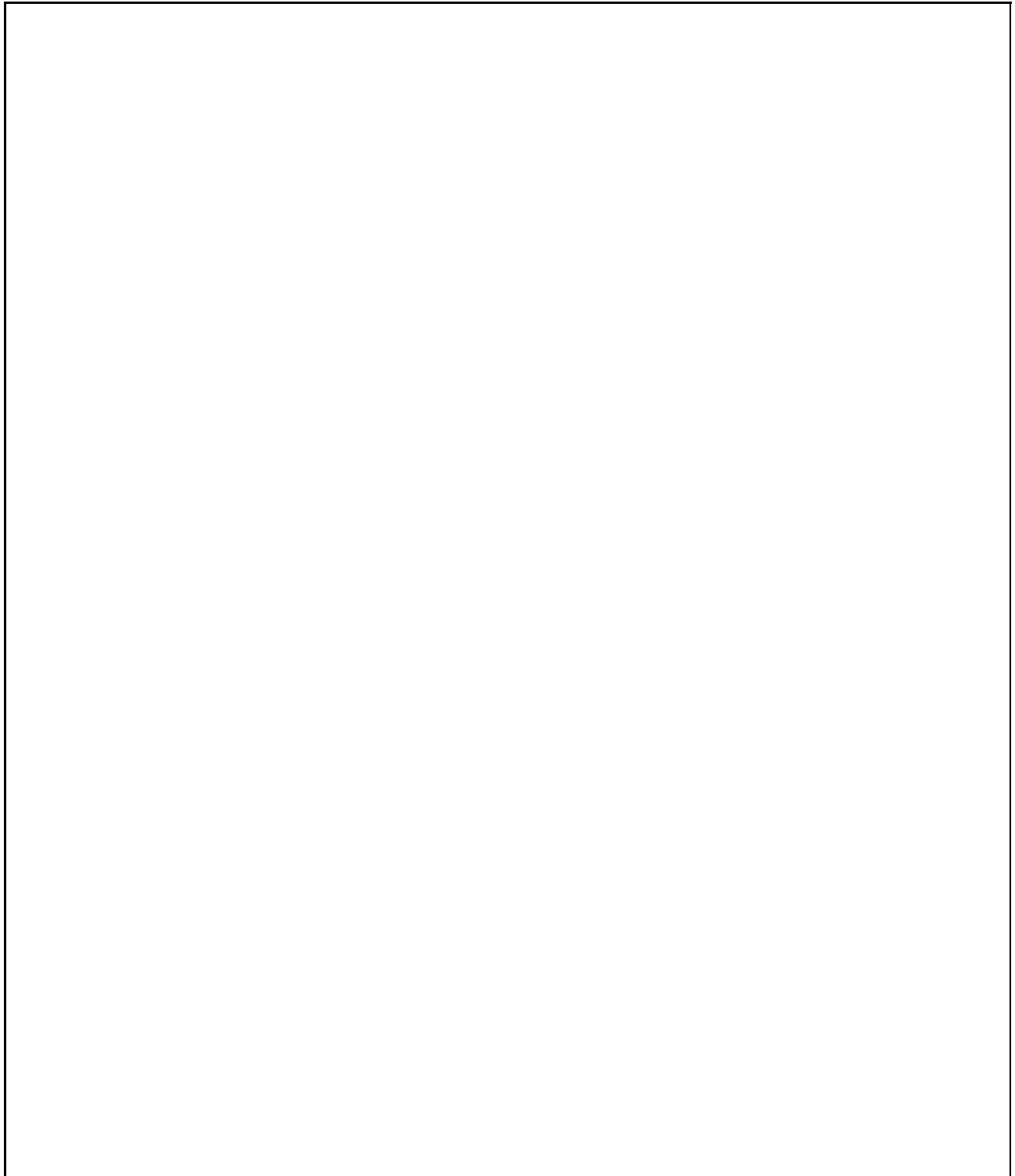
A large, empty rectangular box with a thin black border, intended for the user to describe and list any environmental concerns. The box occupies most of the page's vertical space below the instruction.

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

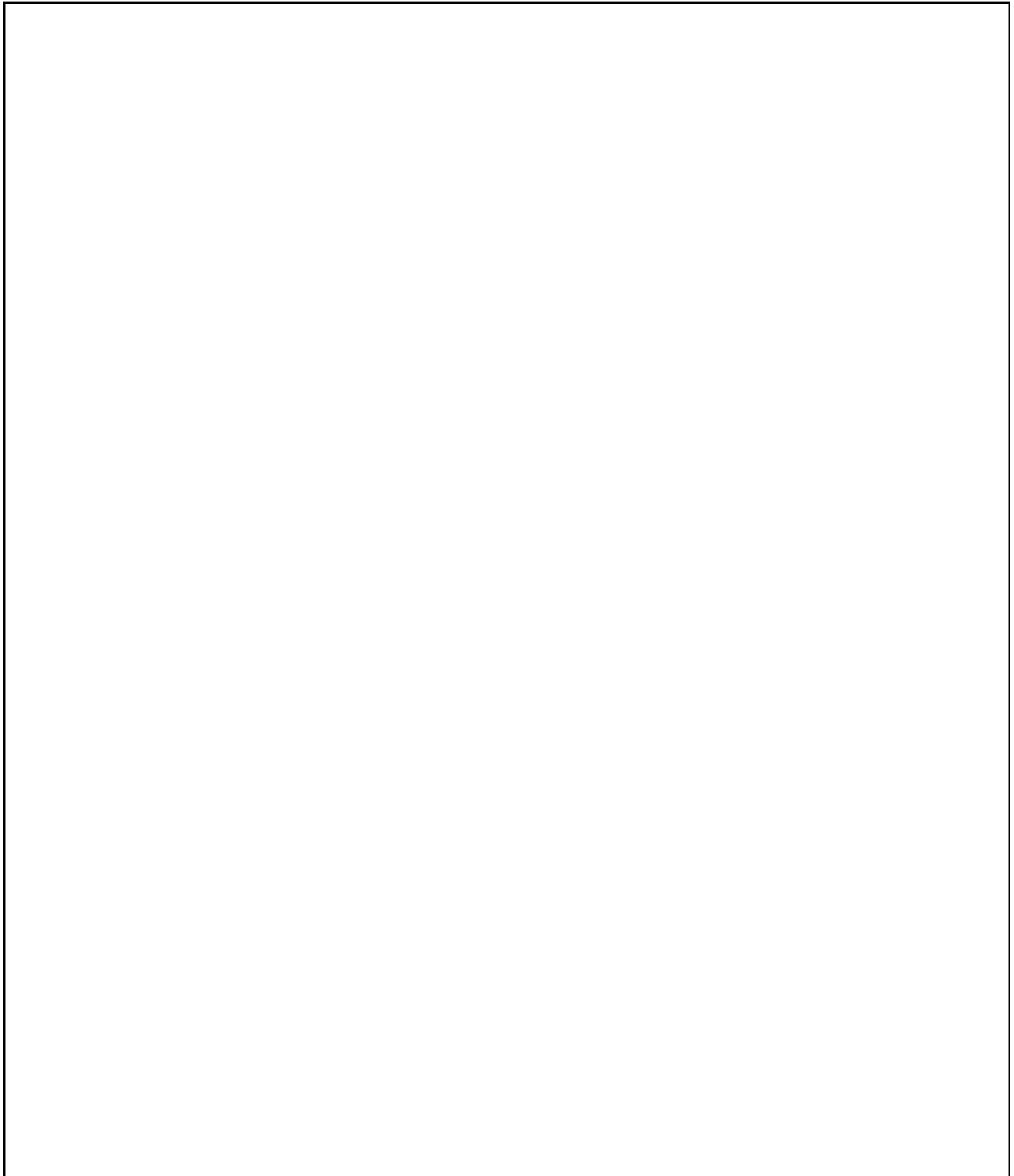
A large, empty rectangular box with a thin black border, intended for the user to provide an explanation for why a location should be considered for an RSA. The box occupies most of the page's vertical space below the question.

14. Are there plans to expand the area?

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



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

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

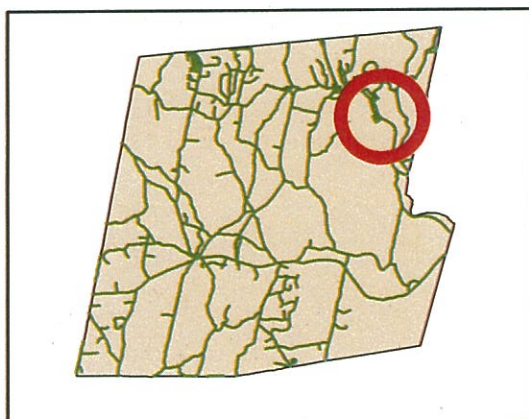
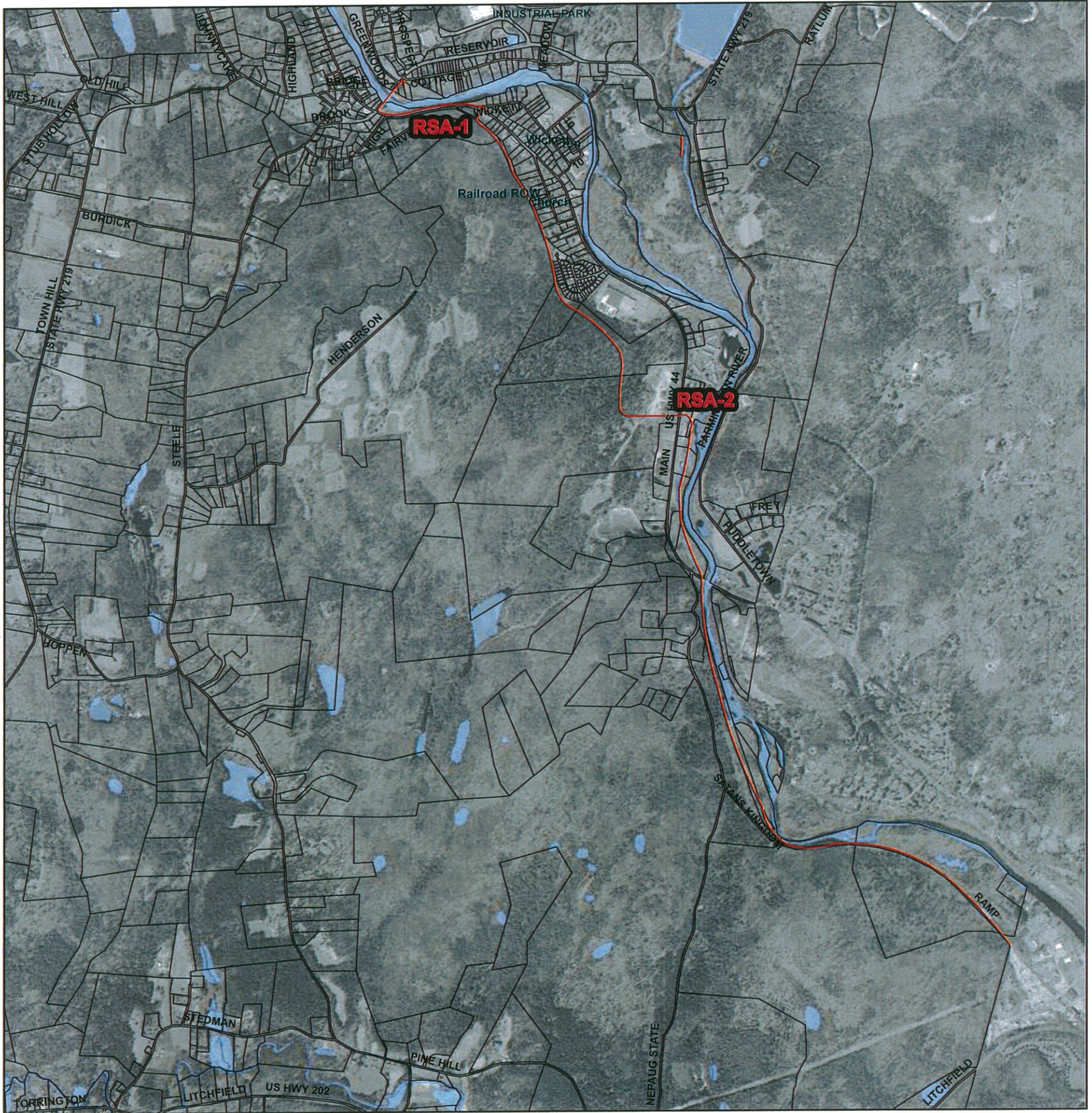
Thank you for completing the Community Connectivity application.

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

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



New Hartford Proposed Location Multi-Use Trail - Option 1



Map Prepared by:
Steven Sadlowski, AICP
Land Use Administrator
Town of New Hartford
December 31, 2014

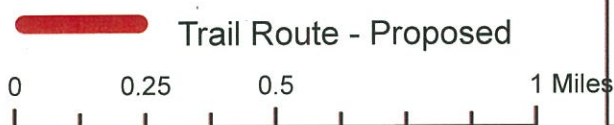
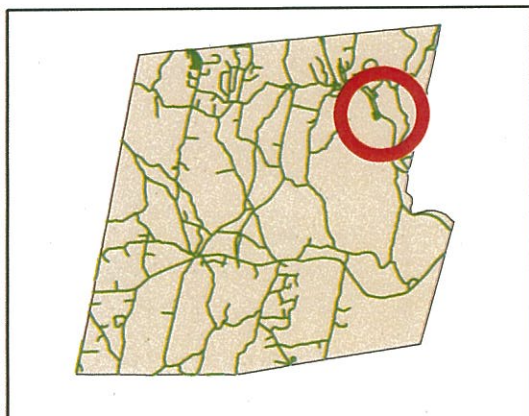
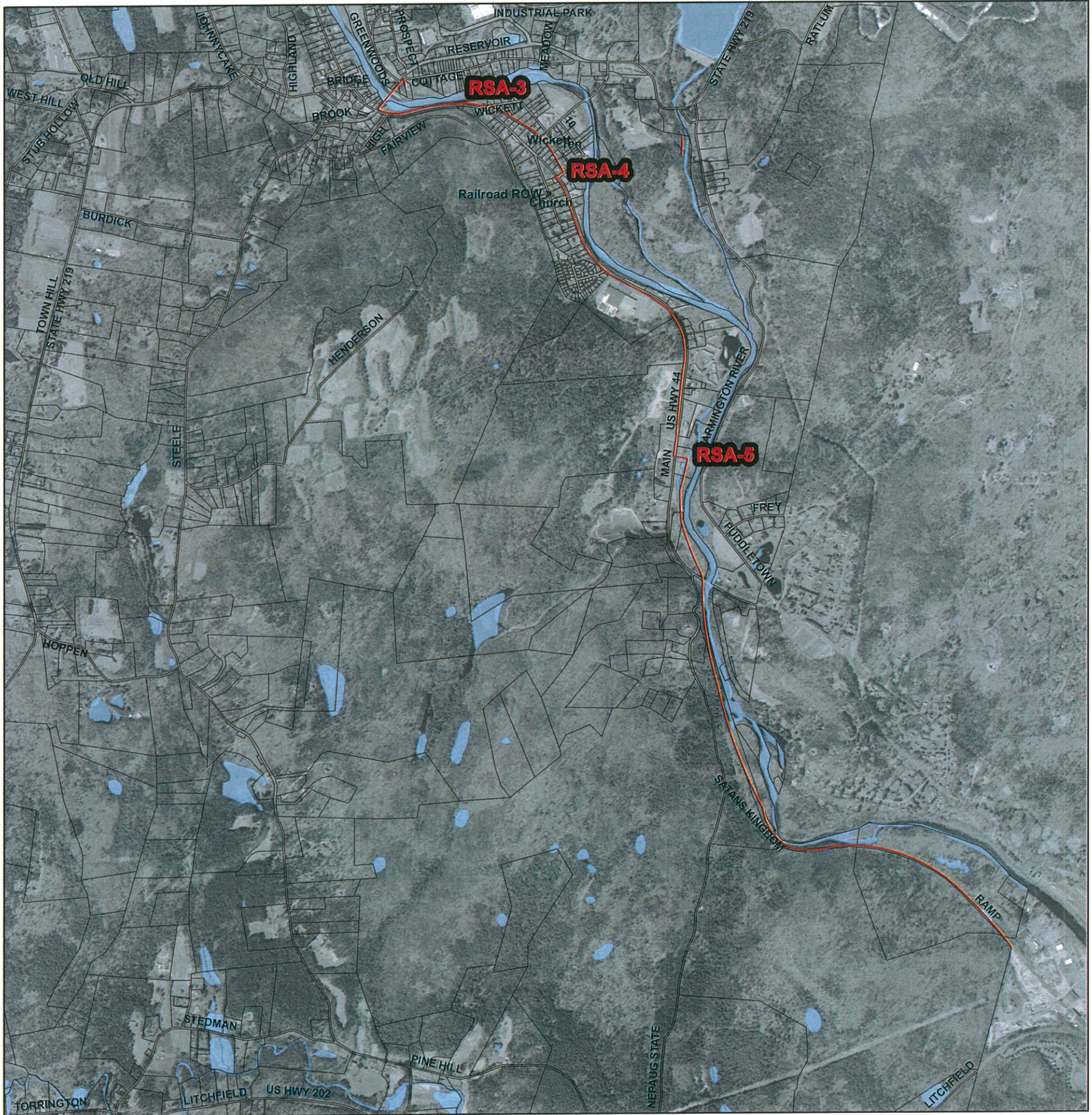
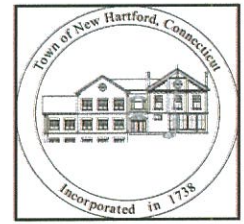


Table of RSA	
1:	Intersection of Wickett and RT 44 @ Crosswalk
2:	Crossing at Main Stream Canoe



New Hartford Proposed Location Multi-Use Trail - Option 2



Map Prepared by:
Steven Sadlowski, AICP
Land Use Administrator
Town of New Hartford
December 31, 2014

 Trail Route - Proposed

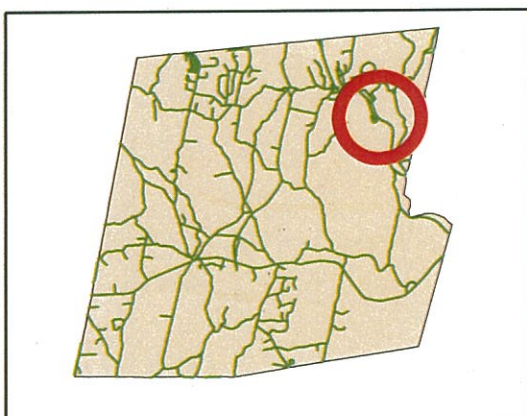


Table of RSA

- 3: Intersection of Wickett St. West & R.O.W.
- 4: Intersection of Wickett St. East & R.O.W.
- 5: Crossing at traffic light @ Marandino Plaza



New Hartford Proposed Location Multi-Use Trail - Option 3



Map Prepared by:
Steven Sadlowski, AICP
Land Use Administrator
Town of New Hartford
December 31, 2014

 Trail Route - Proposed

0 0.25 0.5 1 Miles

Table of RSA

6: Soft / steep shoulder at north side of RT 44



COMMUNITY
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Appendix B



AECOM
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Road Safety Audit

Town: New Hartford
RSA Location: Multi-Use Trail
Meeting Location: The Sessions Conference Room - Town Hall
Address: 530 Main Street
Date: 11/16/2016
Time: 8:30

Participating Audit Team Members

Audit Team Member	Agency/Organization
Craig Babowicz	CTDOT - Planning
Kerry Ross	CTDOT - Crash Data
Bridget Boucaud	VN Engineers
William Baxter	EDC
Ruth Mulcahy	New Hartford P&Z
Dan Jerram	NH First Selectman
Christine Hayward	Admin Asst NH
Jeff Maxtutis	Aecom



COMMUNITY
connectivity program

Appendix C



AECOM
Built to deliver a better world



Road Safety Audit – New Hartford

Meeting Location: The Sessions Conference Room - Town Hall
Address: 530 Main Street
Date: 11/16/16
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	



Bicycles <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	
--	--

Roadway & Vehicles	
<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	
--	--

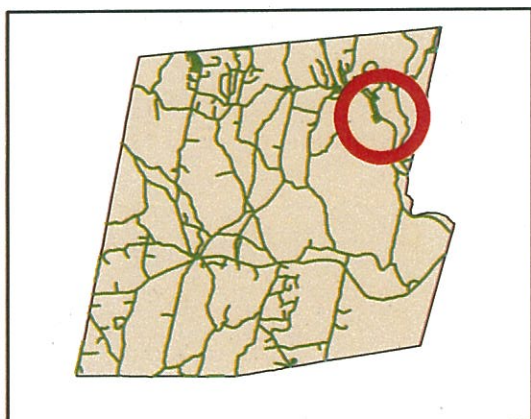
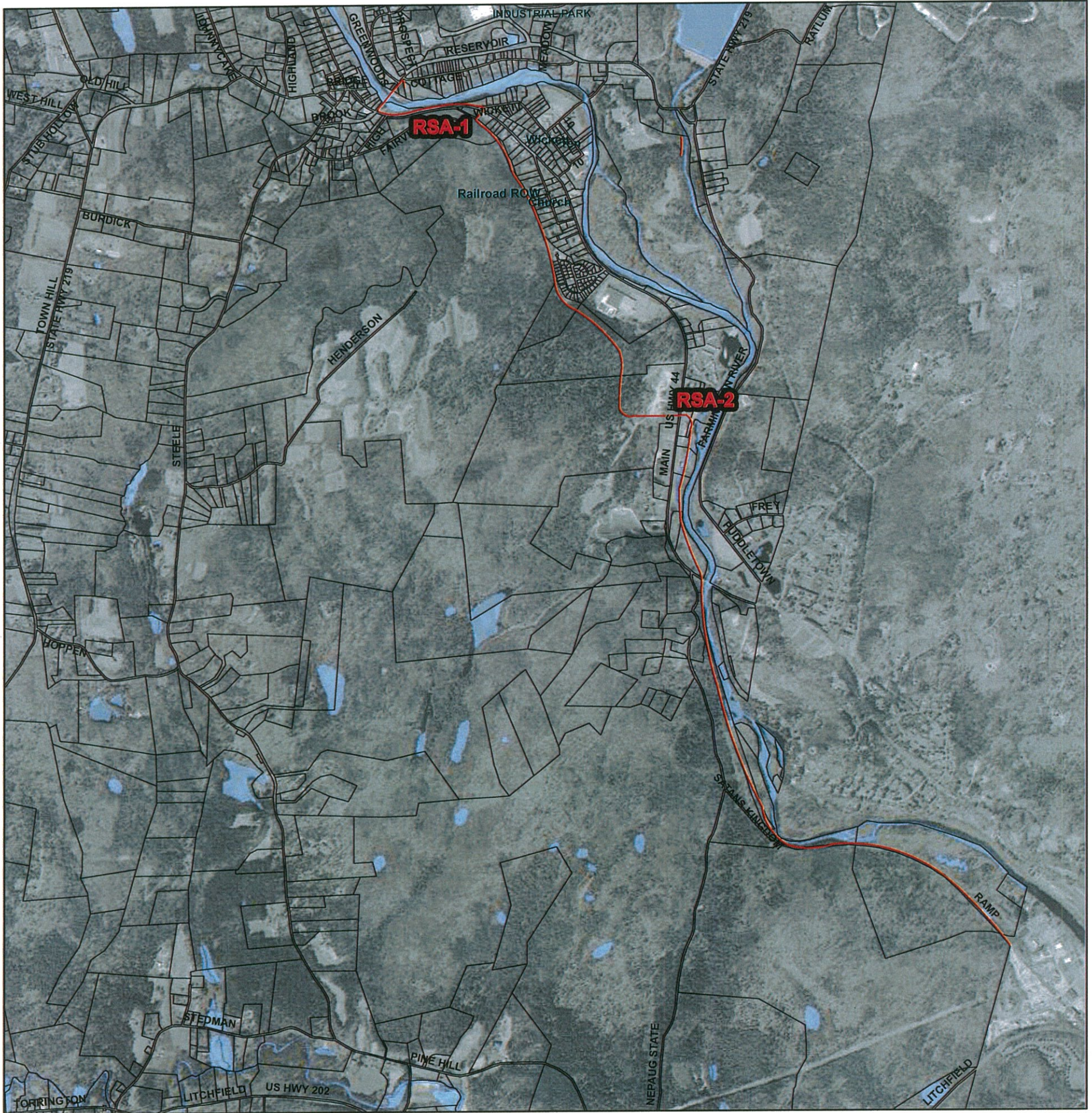


<ul style="list-style-type: none">• Pavement<ul style="list-style-type: none">○ Pavement Condition (excessive roughness or rutting, potholes, loose material)○ Edge drop-offs○ Drainage issues• Lighting Adequacy	
<ul style="list-style-type: none">• Signing<ul style="list-style-type: none">• Correct use 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	





New Hartford Proposed Location Multi-Use Trail - Option 1



Map Prepared by:
Steven Sadlowski, AICP
Land Use Administrator
Town of New Hartford
December 31, 2014

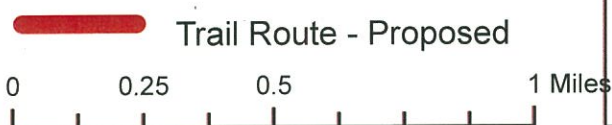
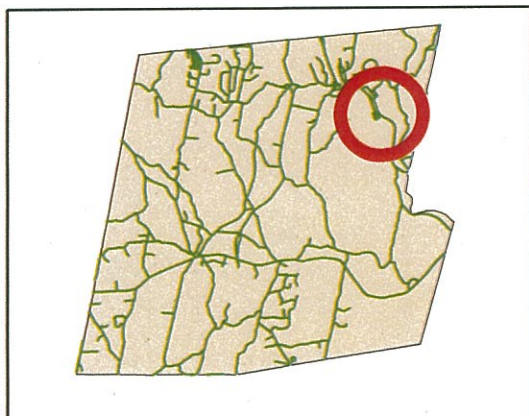
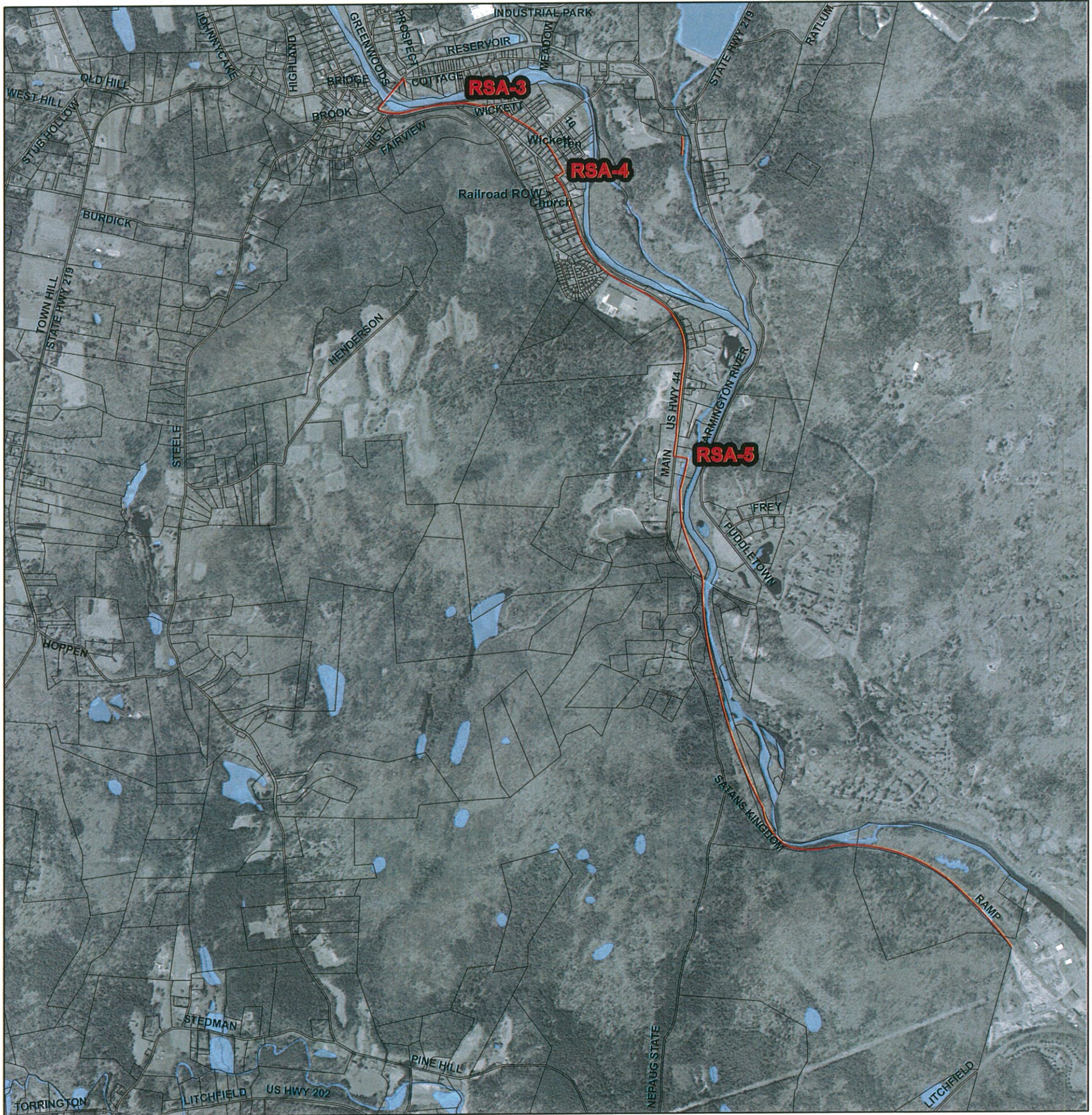


Table of RSA	
1:	Intersection of Wickett and RT 44 @ Crosswalk
2:	Crossing at Main Stream Canoe



New Hartford Proposed Location Multi-Use Trail - Option 2



Map Prepared by:
Steven Sadlowski, AICP
Land Use Administrator
Town of New Hartford
December 31, 2014

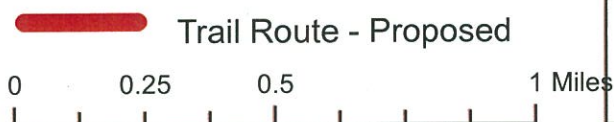
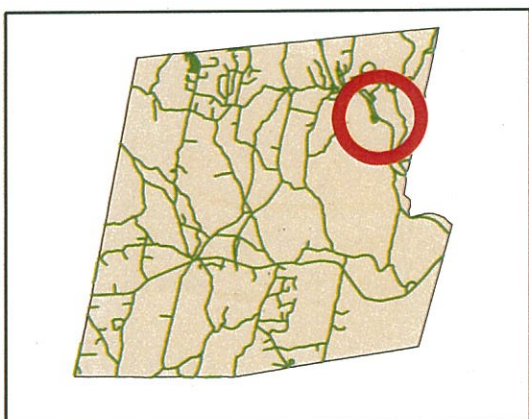


Table of RSA	
3:	Intersection of Wickett St. West & R.O.W.
4:	Intersection of Wickett St. East & R.O.W.
5:	Crossing at traffic light @ Marandino Plaza



New Hartford Proposed Location Multi-Use Trail - Option 3



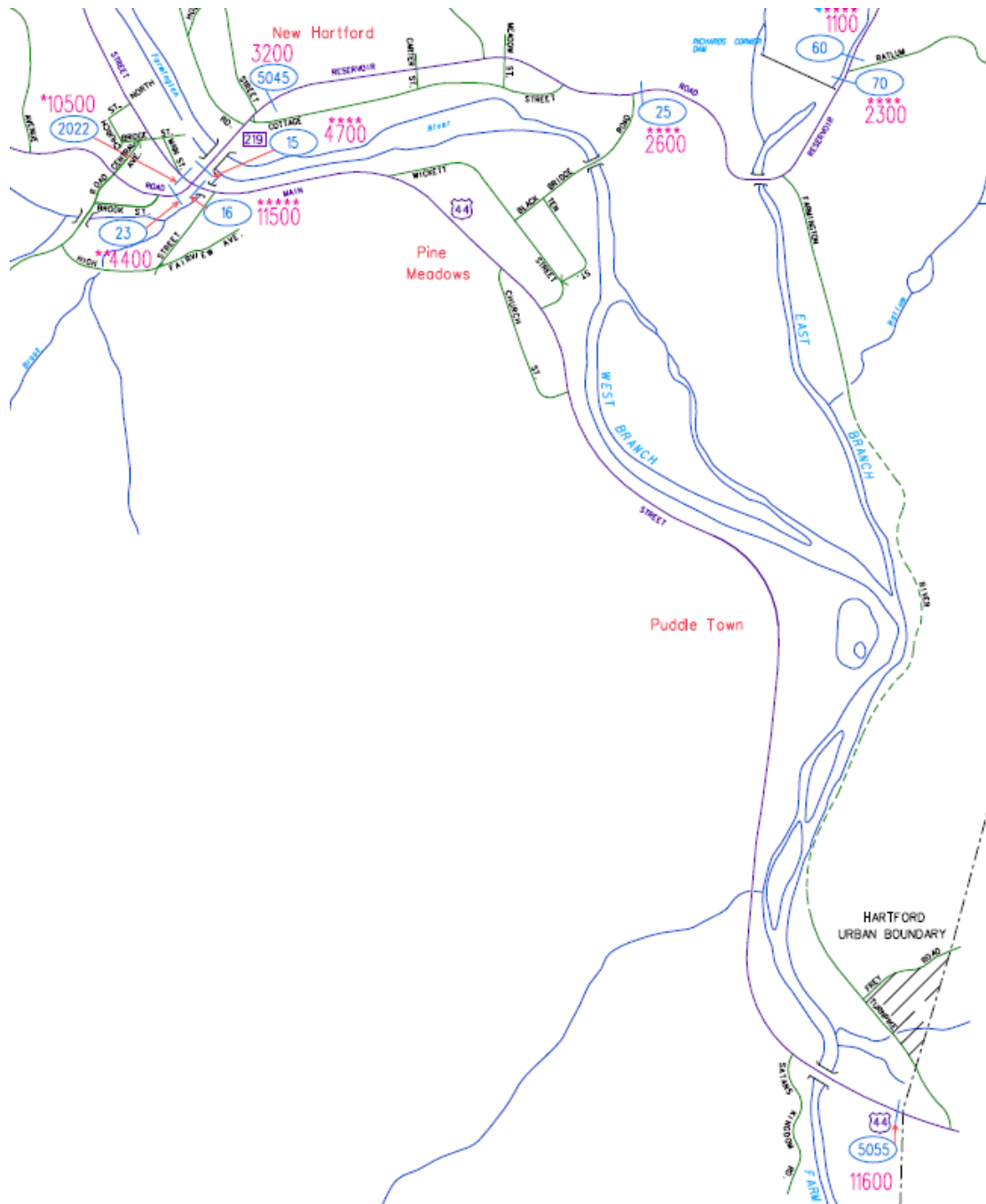
Map Prepared by:
Steven Sadlowski, AICP
Land Use Administrator
Town of New Hartford
December 31, 2014

 Trail Route - Proposed

0 0.25 0.5 1 Miles

Table of RSA
6: Soft / steep shoulder at north side of RT 44

ADT MAP



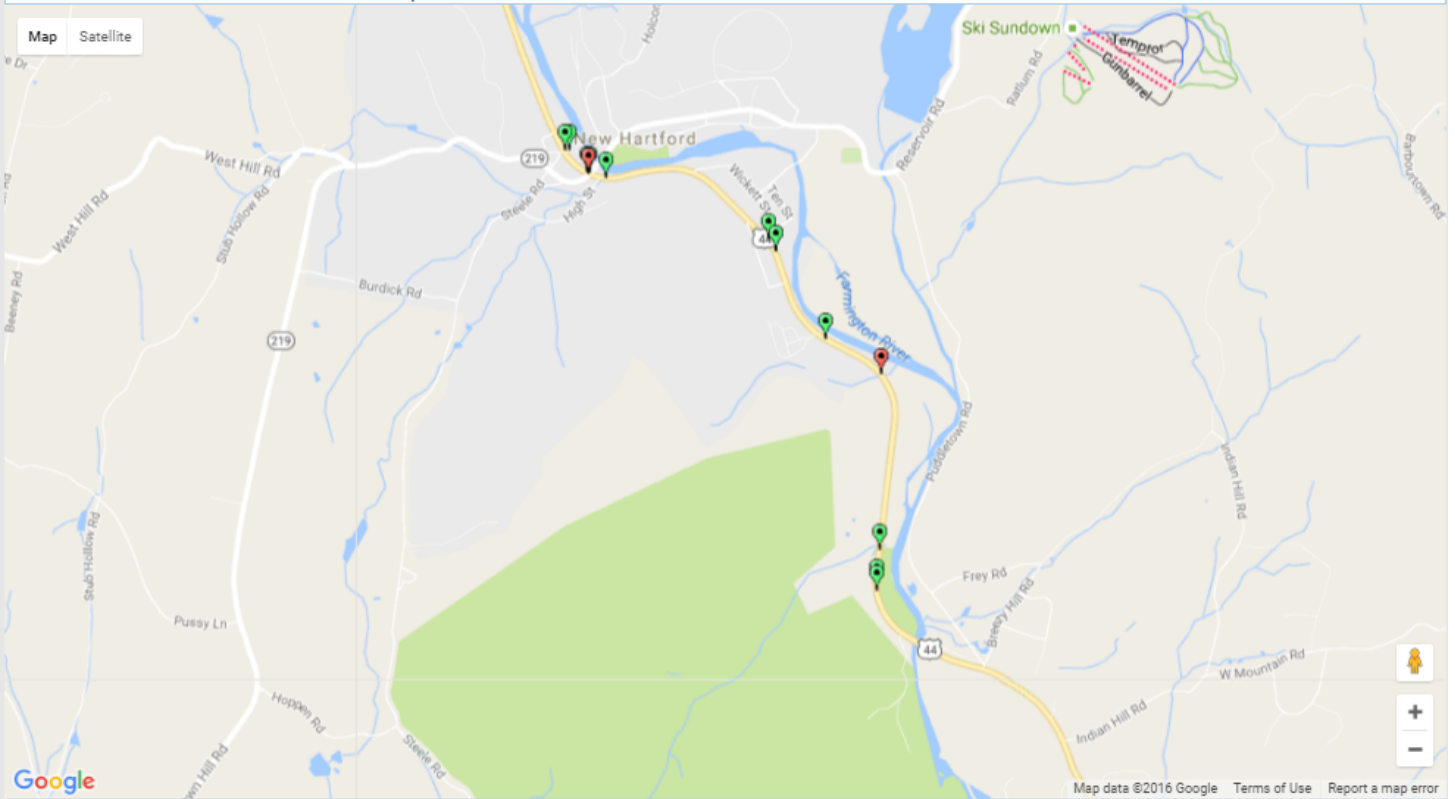
2015 Crashes

UConn

Connecticut Crash Data Repository

Search Criteria:

Dataset: mmucc
Date From: 01/01/2015
Date To: 12/31/2015
Towns: New Hartford
Town & Route: Town:92 Route:44 Intersection:undefined Milepost:-
Crash Severity: Injury of any type (Serious, Minor, Possible), Fatal (Kill), Property Damage Only
Case Status: Complete



Google

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

Markers

Heatmap

Select & Query

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

Select All

Query Selection

Deselect All

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

[Connecticut Crash Data Repository](#) [User Guide](#) [Contact Us](#)



Road Safety Audit – New Hartford

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	44	71%
Injury (No fatality)	18	29%
Fatality	0	0%
Total	62	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	1	2%
Sideswipe-Same Direction	3	5%
Rear-end	33	53%
Turning-Intersecting Paths	5	8%
Turning-Opposite Direction	3	5%
Fixed Object	8	13%
Backing	1	2%
Angle	1	2%
Turning-Same Direction	1	2%
Moving Object	1	2%
Parking	2	3%
Pedestrian	0	0%
Overturn	0	0%
Head-on	2	3%
Sideswipe-Opposite Direction	1	2%
Miscellaneous- Non Collision	0	0%
Total	62	



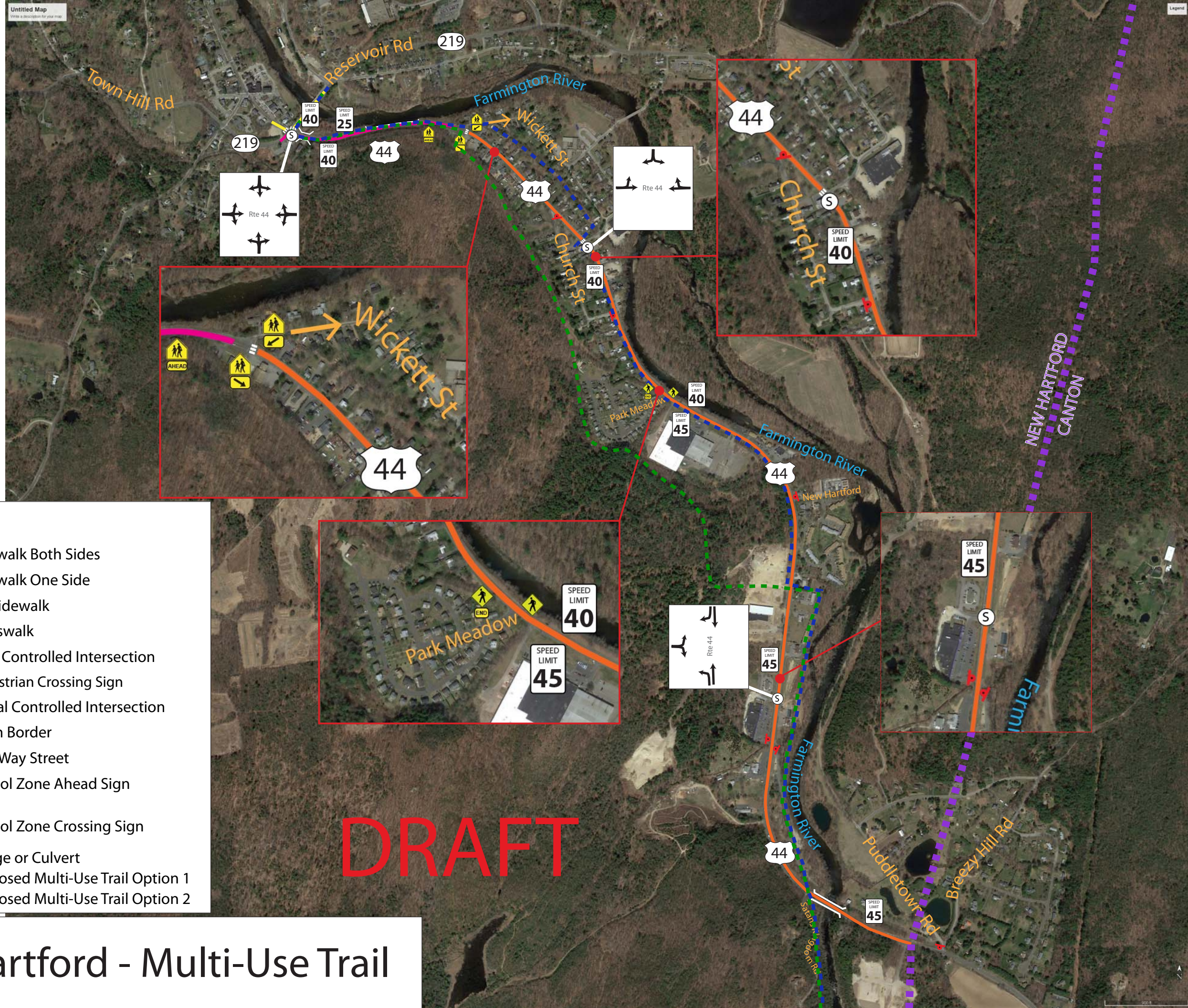
Weather Condition	Number of Crashes	
Snow	0	0%
Rain	6	10%
No Adverse Condition	53	85%
Unknown	1	2%
Fog	0	0%
Other	2	3%
Blowing Sand, Soil, Dirt or Snow	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	62	

Light Condition	Number of Crashes	
Dark-Not Lighted	5	8%
Dark-Lighted	8	13%
Daylight	47	76%
Dusk	1	2%
Unknown	1	2%
Dawn	0	0%
Total	62	

Road Surface Condition	Number of Crashes	
Snow/Slush	0	0%
Wet	10	16%
Dry	47	76%
Unknown	1	2%
Ice	3	5%
Other	1	1.6%
Total	62	



Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	2	3%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	8	13%
8:00	8:59	3	5%
9:00	9:59	3	5%
10:00	10:59	2	3%
11:00	11:59	4	6%
12:00	12:59	4	6%
13:00	13:59	0	0%
14:00	14:59	7	11%
15:00	15:59	5	8%
16:00	16:59	9	15%
17:00	17:59	4	6%
18:00	18:59	4	6%
19:00	19:59	3	5%
20:00	20:59	3	5%
21:00	21:59	0	0%
22:00	22:59	1	2%
23:00	23:59	0	0%
Total		62	



Legend

-  Sidewalk Both Sides
-  Sidewalk One Side
-  No Sidewalk
-  Crosswalk
-  Stop Controlled Intersection
-  Pedestrian Crossing Sign
-  Signal Controlled Intersection
-  Town Border
-  One Way Street
-  School Zone Ahead Sign
-  School Zone Crossing Sign
-  Bridge or Culvert
-  Proposed Multi-Use Trail Option 1
-  Proposed Multi-Use Trail Option 2

DRAFT

New Hartford - Multi-Use Trail



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 – New Hartford

Fact Sheet

Functional Classification:

- Main Street (Rte 44) is classified as a Principal Arterial Other

ADT

- ADT on Main Street is 11,500 – 11,600

Population and Employment Data (2014):

- Population: 6,910
- Employment: 1,489

Urbanized Area

- New Hartford is in the Hartford Urbanized Area

Demographics

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

Air Quality

- New Hartford's CIPP number 312
- New Hartford is within the Greater CT Marginal Ozone Area
- New Hartford is within a CO Attainment Area

