

Redding Road Safety Audit

Route 57 / Route 107 / Main Street



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1 Road Safety Audit Program

1.1 Program Background

The Connecticut Department of Transportation (CTDOT) has created a Road Safety Audit (RSA) Program that focuses on improving the state's transportation network for all users. An RSA is a formal safety assessment of the existing roadway at selected locations. 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 and/or severity.

RSAs are a collaborative effort led by a team of diverse professionals including CTDOT staff, consultants, municipal officials and staff, municipal police, the Local Traffic Authority (LTA), as well as local stakeholders and community leaders. The 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, roadway geometrics, crash data, roadway inventory (i.e. signage, curbs, bicycle/pedestrian facilities, amenities, safety components), and sidewalks.

Each RSA is conducted using RSA protocols published by the Federal Highway Administration (FHWA). For details on this program, please refer to the CTDOT RSA Program [webpage](#).

Prior to the site visit, area topography, land use characteristics, intersection sight distance concerns, sidewalk locations, parking, and bicycle facilities are examined using available mapping and imagery. The site visit includes a pre-audit meeting, the field audit, and a post-audit meeting immediately following the field audit to discuss the observations and formulate recommendations. This procedure and the summary results are discussed in the following sections.

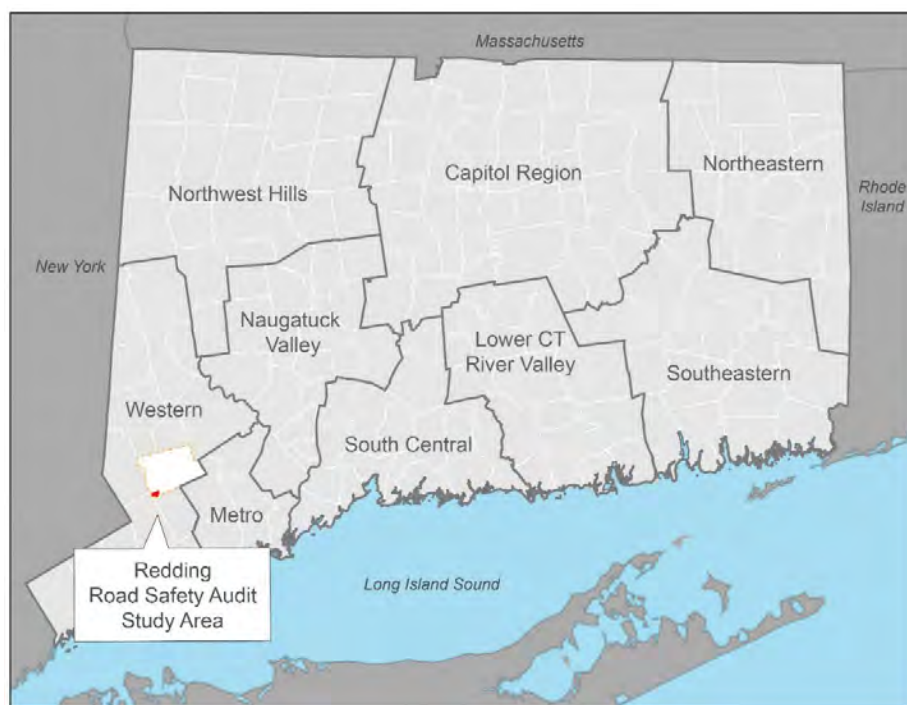
The summary results section of this report, Chapter 5: Recommendations, includes several recommendations and/or concepts that can be considered for implementation by the municipality, regional planning organization, and/or CTDOT. While many of these recommendations are less complex and easier to implement, many of the more complex ones will require further analysis to ensure that they are feasible to implement.

In addition, many of the more complex recommendations will likely be costly and require longer timeframes for further planning, design, and/or right-of-way (ROW) acquisition. This document does not replace future planning, design, and ROW work that may be necessary for project delivery. The more complex recommendations should be the subject of continued conversations amongst the LTA, regional planning organization, and CTDOT on planning, programming, and funding opportunities. Currently, there is no dedicated funding available for construction through the RSA Program. The RSA Program [webpage](#) not only explains the RSA process but also provides information regarding potential State and Federal funding resources and guidance to help municipalities and their Council of Government (COGs) implement RSA recommendations in the Final RSA Report.

1.2 Redding RSA Study Area and Location

CTDOT sponsored an RSA for the Town of Redding on State Route 57 (Georgetown Road / Redding Road), State Route 107 (Redding Road), and Main Street. Exhibit 1 shows the study area in context to the State of Connecticut.

Exhibit 1: Redding RSA Regional Location



The study area encompasses roughly the intersection area around the Georgetown Business District. Route 57 encompasses Georgetown Road and Redding Road west of the traffic signal at the two roads. Route 107

encompasses Redding Road both east and west of the same signal. The section west of the signal is signed for both routes. Main Street is a local road that the RSA team also reviewed, though improvements to this section of the RSA are not under the purview of CTDOT. Exhibit 2 displays the study area in further detail.

The purpose of the RSA is to observe and document existing concerns, followed by recommendations for improvements to safety and operations within the study area, paying particular attention to the quality of travel for bicyclists and pedestrians. The study area roads provide access to businesses, restaurants, residential areas, schools, libraries, and churches. Pedestrians and bicyclists use the corridor to access homes, schools, and businesses in the area. Exhibit 3 displays points of interest located along the corridor.

The Metro North Railroad Danbury Line operates in the corridor and has a stop proposed for Georgetown. HARtransit bus route 35 operates in the study area. Exhibit 4 displays the transit networks in the area.

Average Annual Daily Traffic (AADT) collected in the study area ranges between 6,600 and 13,600 vehicles per day, with the highest volumes observed where Route 57 and Route 107 overlap, west of the signalized intersection. Exhibit 5 displays daily traffic in the study area.

The study area contains a mix of signalized and unsignalized intersections as well as curb cuts and entrances into and out of property parcels. This RSA focuses on the major roadway segments and intersections on state roads where the safety concerns and pedestrian movements are most concentrated.

Exhibit 2: Route 57 / Route 107 / Main Street RSA Study Area

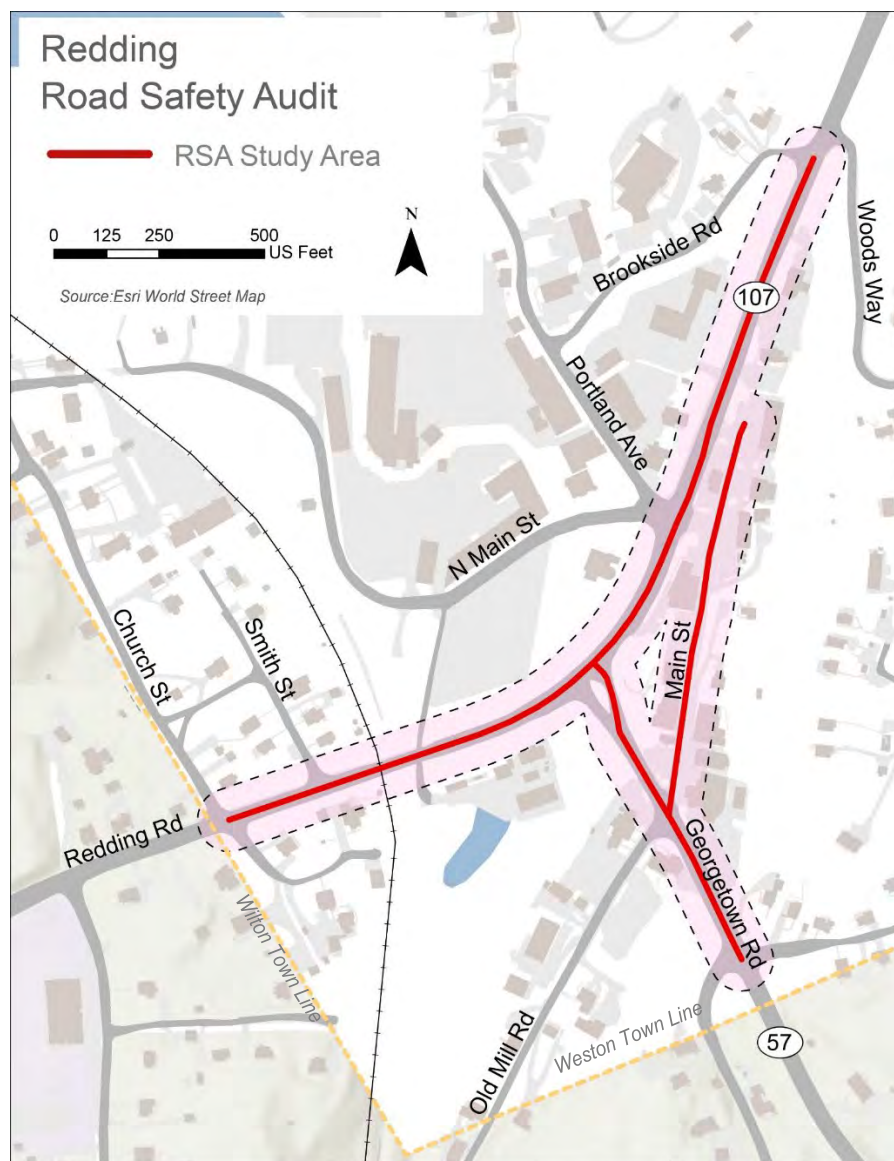


Exhibit 3: Study Area Points of Interest

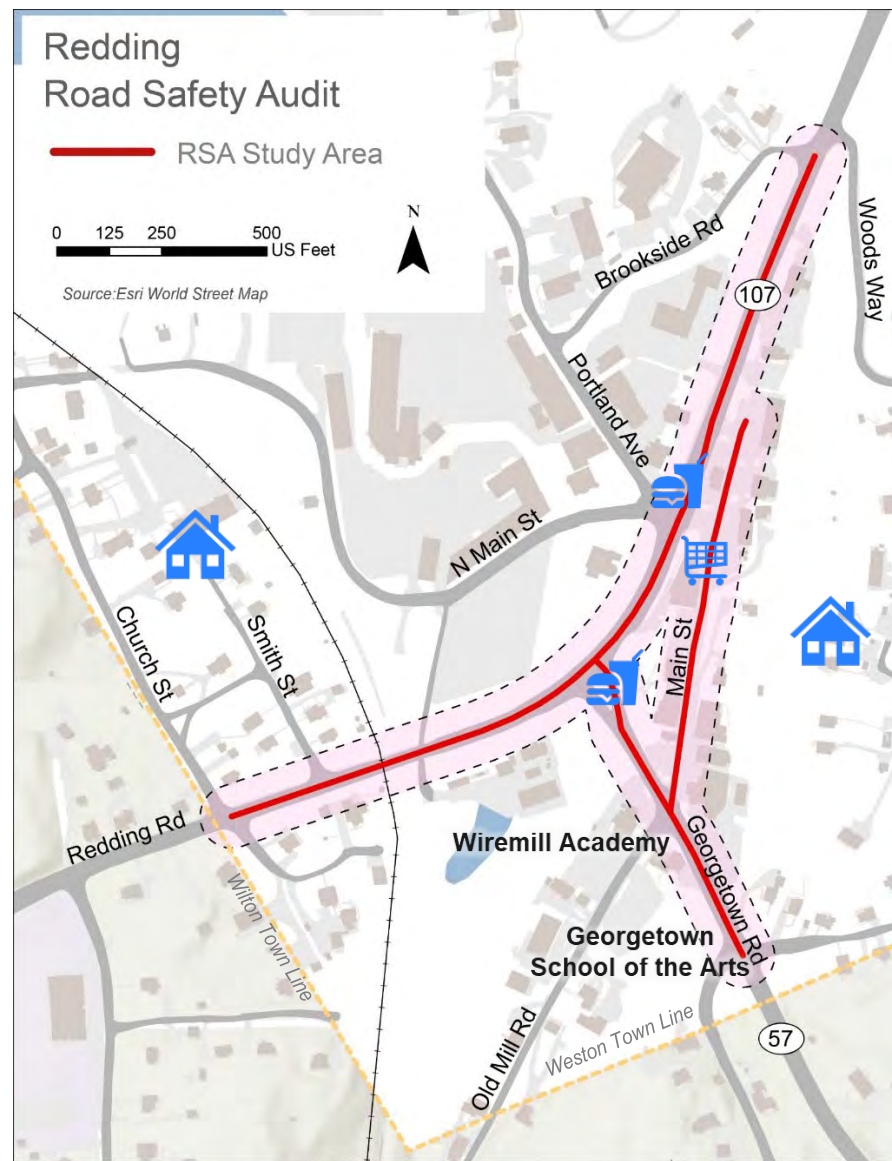


Exhibit 4: Transit Networks in the Corridor

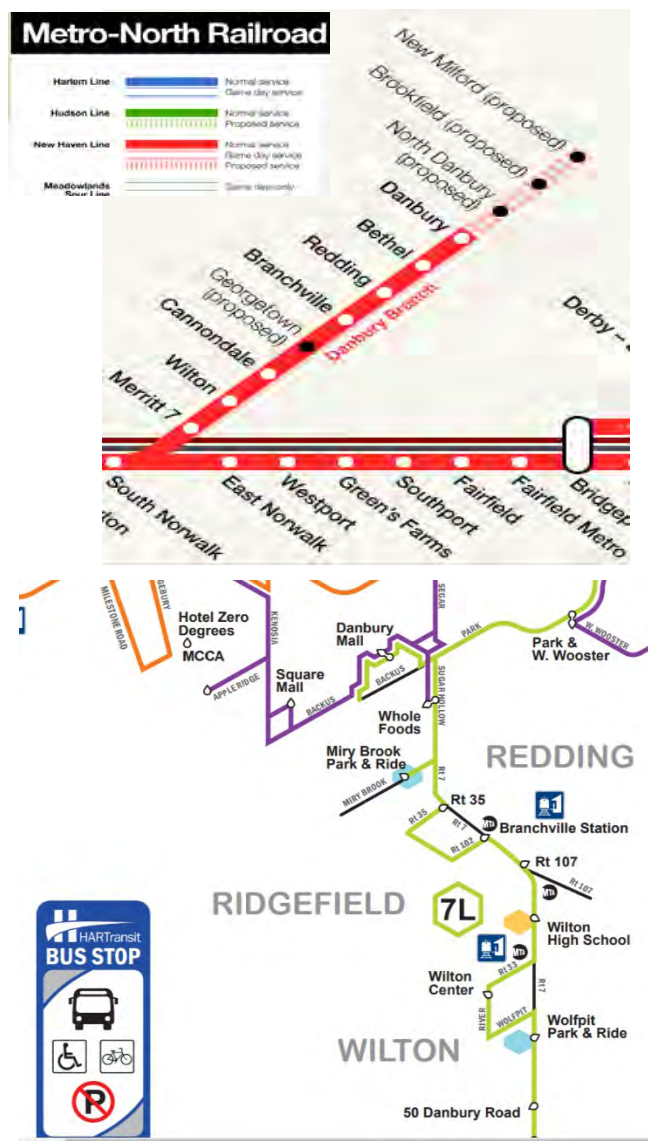
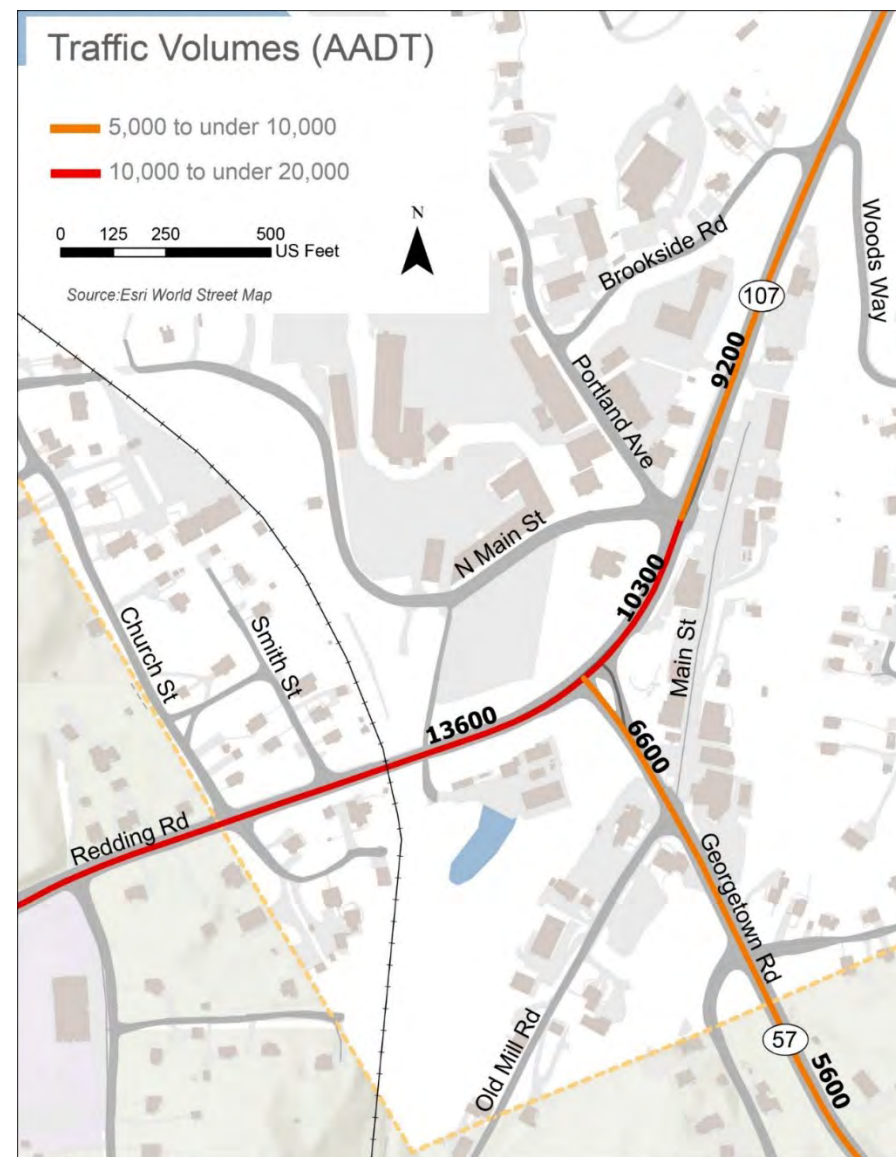


Exhibit 5: Average Annual Daily Traffic Volumes



2 Prior Efforts in Study Area

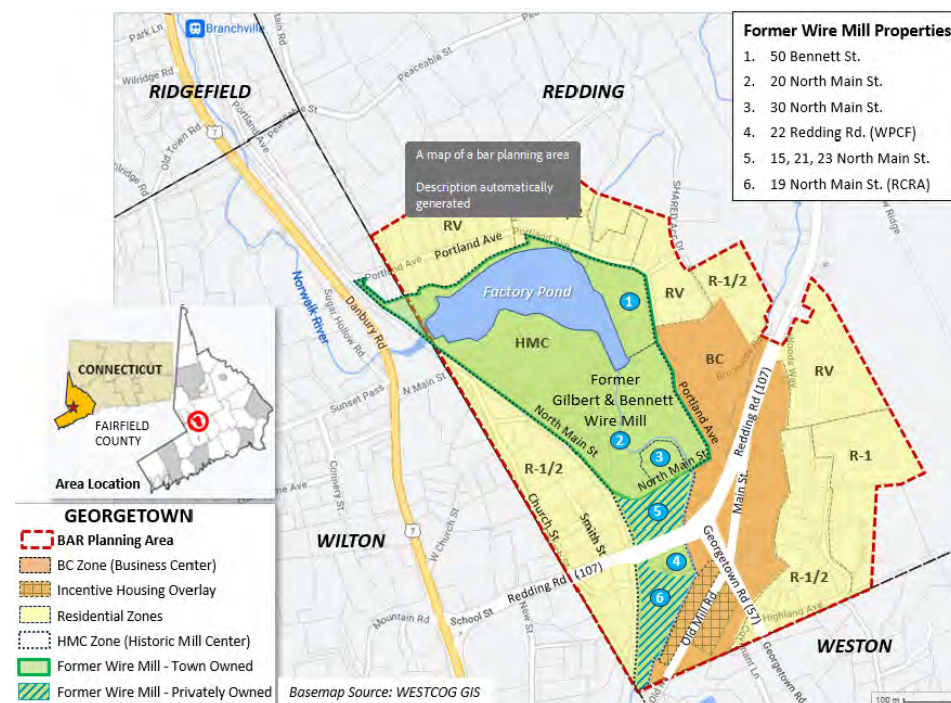
2.1 Georgetown Wire Mill Project

In 2024, the state awarded the Town of Redding a \$200,000 grant to redevelop and revitalize the former Gilber & Bennett Wire Mill site. The grant was awarded through the state Department of Economic and Community Development' Brownfield Remediation and Development Program. The grant is to be used to continue to evaluate contaminants at the site, determine remediation needed, and fund the development of a comprehensive plan to develop the site. The Town took ownership of the 55-acre property in 2021 and has since completed the first phase of environmental site assessment. Exhibit 6 displays the Georgetown Wire Mill planning area.

In addition, the Town of Redding initiated the development of the comprehensive plan by releasing a Request for Proposals (RFP) in late 2024. The selected firm is expected to begin the community visioning and zoning and development analysis in early-to-mid- 2025.

Currently, some of the existing buildings on the property are rented out to independent businesses.

Exhibit 6: Georgetown Wire Mill Planning Area



3 Pre-audit Meeting

3.1 Pre-Audit Information

The RSA team conducted a pre-audit virtual meeting on Tuesday, December 3, 2024. The RSA team presented a brief presentation that included an overview of the Redding RSA goals and purpose, the study area, and key existing conditions findings. Key themes discussed during the pre-audit meeting are presented below.

Road Classification: Route 57 including Georgetown Road and the portion of Redding Road that is Route 57 and Route 107 west of the Georgetown Road / Redding Road signal, is classified as a minor arterial roadway. Minor arterial roadways are typically used for vehicle trips of moderate distance and speeds. Route 107 (Redding Road) located east of the signal with Route 57 Georgetown Road, is classified as a major collector, designed to carry lower traffic volumes at slower speeds than minor arterials. The study area intersects with several local roads as well, including Main Street. The study area serves a wide variety of network users including regional bus transit riders, vehicle commuters, parents, teachers, business employees and patrons, pedestrians/bicyclists, and delivery drivers. Exhibit 7 displays the study area road functional classification. Exhibit 8 displays roadway geometry.

Speeds: The speed limit on Route 57 (Georgetown Road) is 30 miles per hour (MPH). The average 85th percentile speed was 36 MPH. The speed limit on Route 107 (Redding Road) is 35 miles per hour (MPH). The highest average 85th percentile speed was 43 MPH west of the signalized intersection of the two roads. Exhibit 9 displays speed limits and 85th percentile speeds in the study area.

Exhibit 7: Roadway Functional Classification

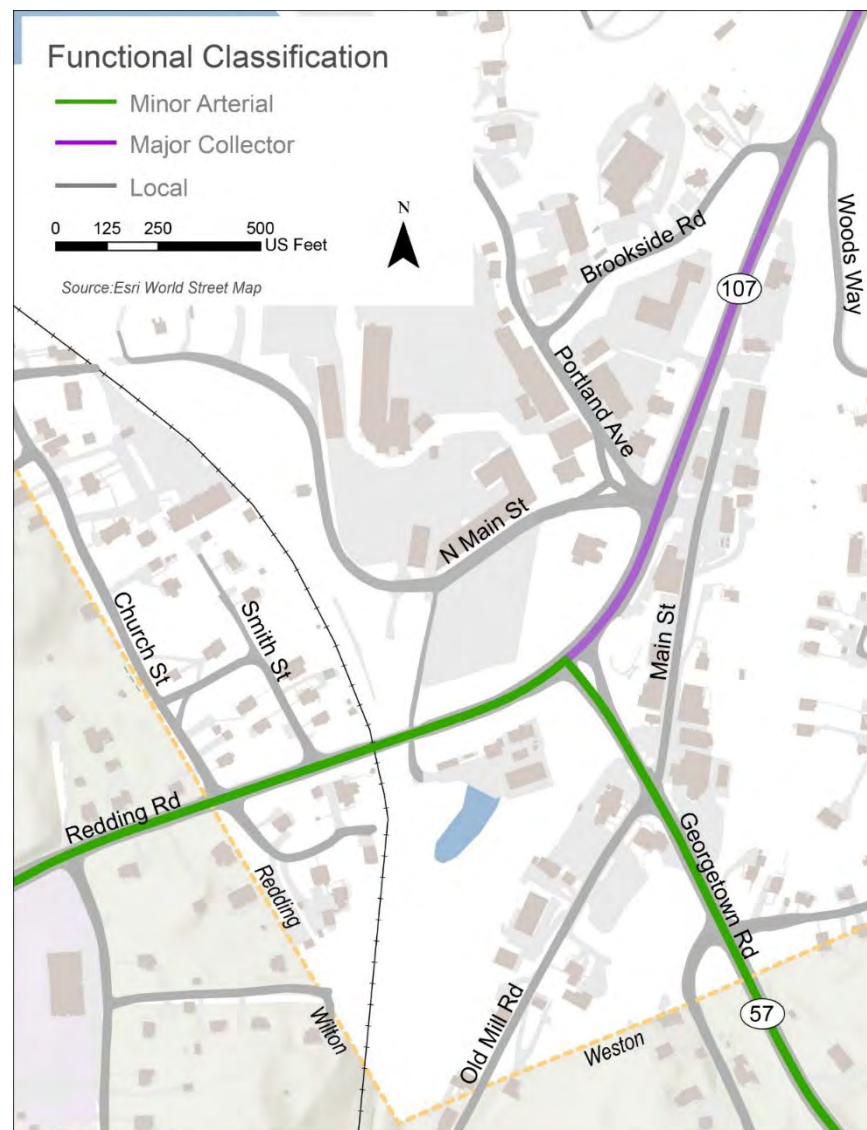


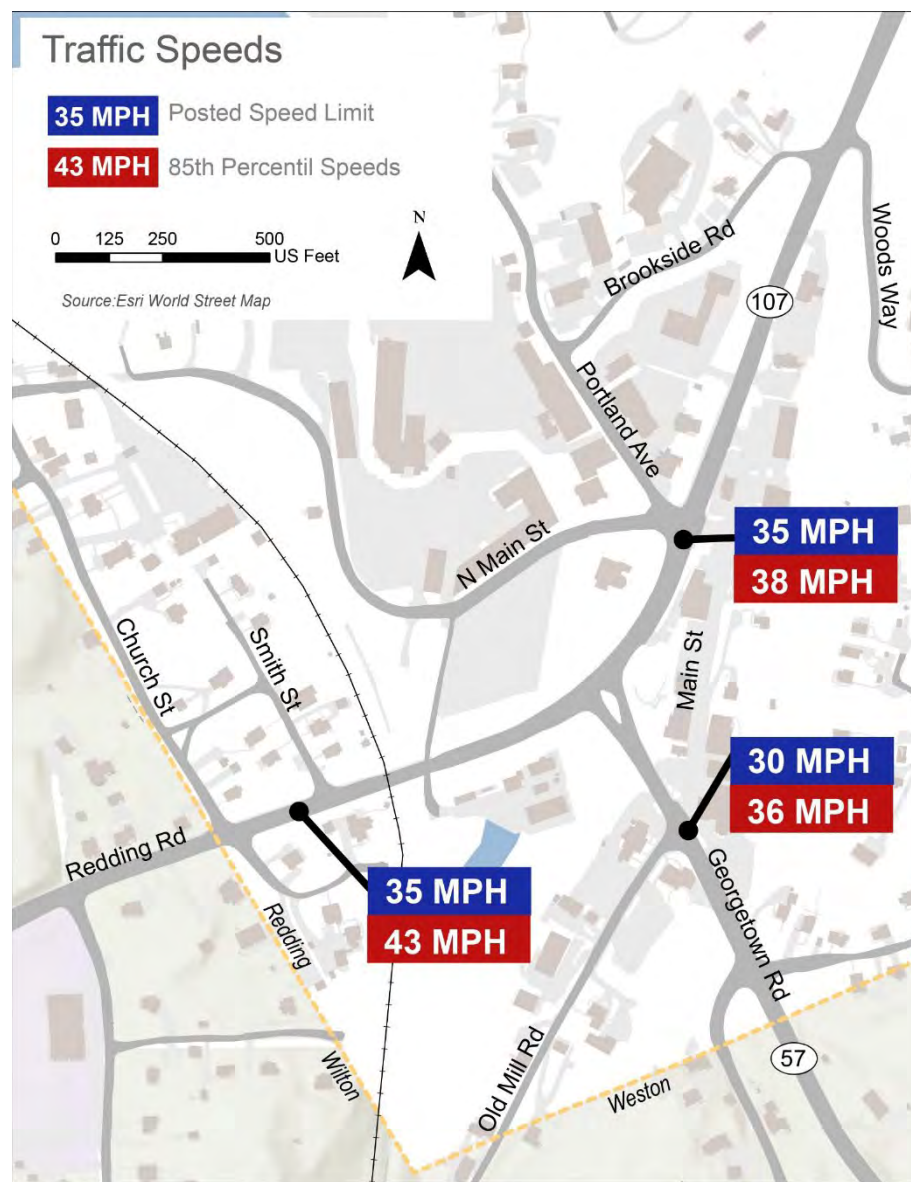
Exhibit 8: Roadway Geometry

Street	Routes 57/107 (Redding Rd)		Route 107 (Redding Rd)				Route 57 (Georgetown Rd)		Main St		Old Mill Rd	
From	Wilton TL		Georgetown Rd		Main St (N Junction)		Highland Ave		Georgetown Rd		Weston TL	
To	Georgetown Rd		Main St (N Junction)		Brookside Rd		Redding Rd		Redding Rd		Georgetown Rd	
Distance	0.18 Mi		0.13 Mi		0.13 Mi		0.14 Mi		0.18 Mi		0.17 Mi	
Functional Classification	Minor Arterial		Major Collector		Major Collector		Minor Arterial		Local		Local	
Speed Limit	35 MPH		35 MPH		35 MPH		30 MPH		20 MPH		20 MPH	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Lanes	1	1	2	1	1	1	1	1	1/2	1/2	1	1
Lane Width	9.5-12'	10-12'	11'	11'	11-22'	11'	12'	12'	16' shared	16' shared	13'	13'
Sidewalk Type	Varies	None	None	Concrete	None	None	Concrete	None	None	Concrete	Concrete	Concrete
Sidewalk Width	2-9'	N/A	N/A	5'	N/A	N/A	5'	N/A	N/A	4-12'	5'	5'
Sidewalk Condition	Poor-Good	N/A	N/A	Good	N/A	N/A	Good	N/A	N/A	Good	Good	Good
ADA Ramp Present	Varies	N/A	N/A	Yes	N/A	N/A	Yes	N/A	N/A	Yes	Yes	Yes
ADA Ramp Compliant	No	N/A	N/A	Yes	N/A	N/A	Yes	N/A	N/A	Yes	Yes	Yes
Curb	Concrete	Asphalt	Asphalt	Concrete	Asphalt	Varies	Granite	Varies	Asphalt	Granite	Granite	Granite
Parking	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Shoulder	3-8'	0-8'	2'	2'	3-6'	2-6'	2-8'	2-8'	None	None	None	None
On CTDOT Bike Network	Yes		Yes		Yes		No		No		No	
Notes	SB right turn lane at Georgetown Rd		NB and SB left turn lanes				NB turn lane at Redding Rd. NB sidewalk begins at Main St				Sidewalk only on northernmost 0.08 Mi	

*Condition: Good is serviceable, 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, generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation.

Exhibit 9: Study Area Speed Limits and 85th Percentile Speeds



Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the five-year period between January 2019 and December 2023, there were 37 crashes in the study area. Crashes were concentrated at the signalized intersections of Route 57 (Georgetown Road) and Route 107 (Redding Road) and the area and intersection of Route 107 (Redding Road) and Portland Avenue, and area near Route 107 (Redding Road) and Main Street. Exhibit 10 displays the study area crash summary by year and Exhibit 11 displays a study area crash heatmap.

Crashes by Type: Most crashes were front-to-rear and angle types. Angle crashes are typical in areas with ingress/egress movements at property entrances. Exhibit 12 displays a chart of crashes by manner of impact and Exhibit 13 displays a map of crashes by location and type in the corridor.

Crash Severity: Most reported crashes, 73 percent, were classified as no apparent injury. Of the 37 reported crashes, three (3) percent were suspected serious injury crashes. The remaining 11 percent of crashes were suspected minor injury and 15 percent were possible injury crashes. Exhibit 14 displays a chart of crashes by severity. Exhibit 15 displays a map of crashes by location and severity in the corridor.

Exhibit 10: Study Area Crash Summary

Year	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	Total
2019	7	3	2			12
2020	5					5
2021	2	2		1		5
2022	4	2				6
2023	9					9
Total	27	7	2	1	0	37

Exhibit 11: Study Area Crash Heatmap

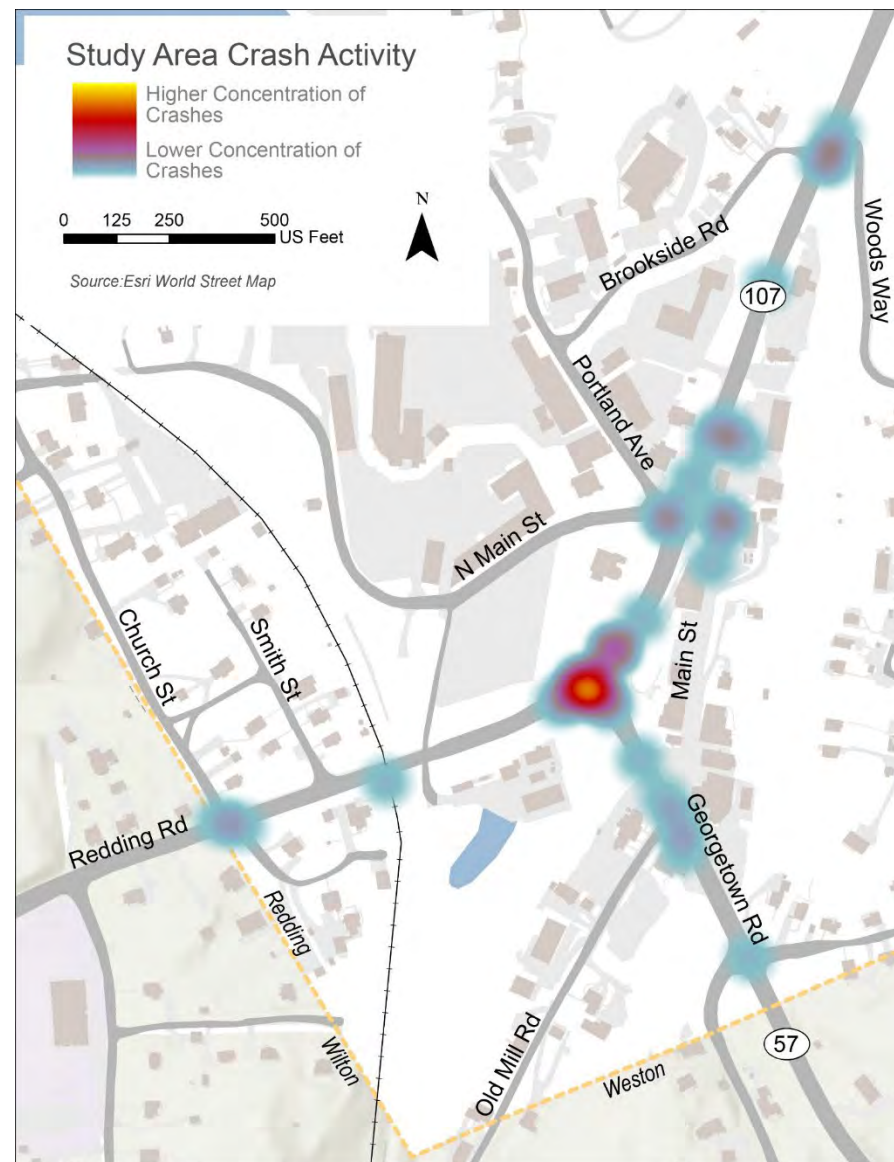


Exhibit 12: Crashes by Manner of Impact (2019 – 2023)

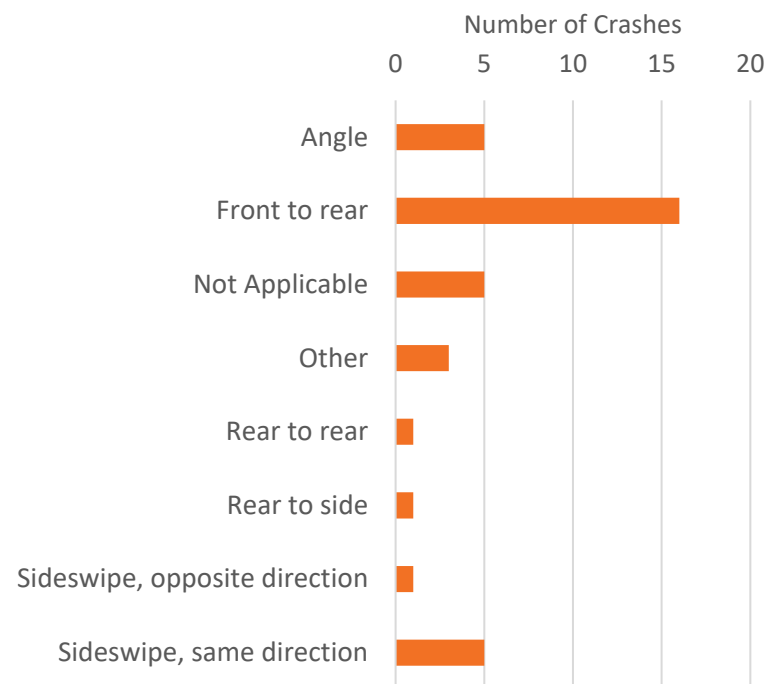


Exhibit 13: Crashes by Type and Location

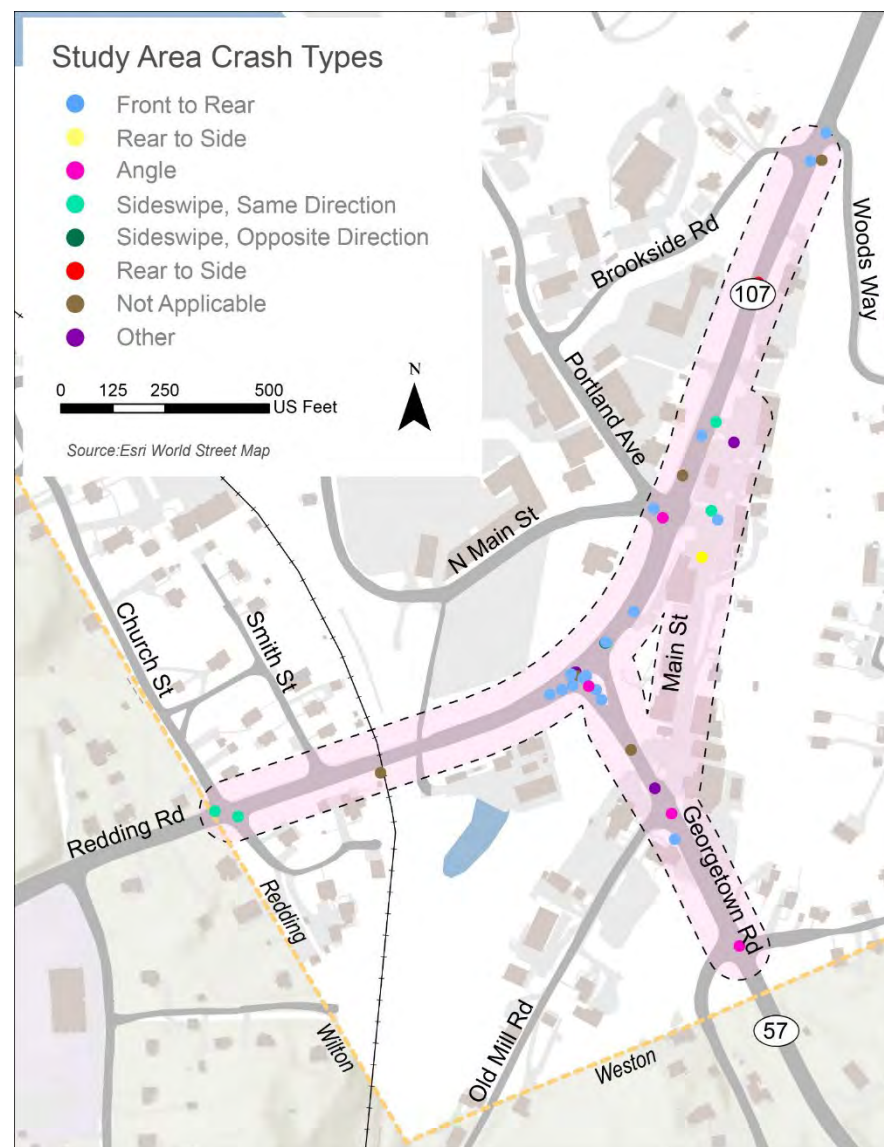


Exhibit 14: Crashes by Severity (2019-2023)

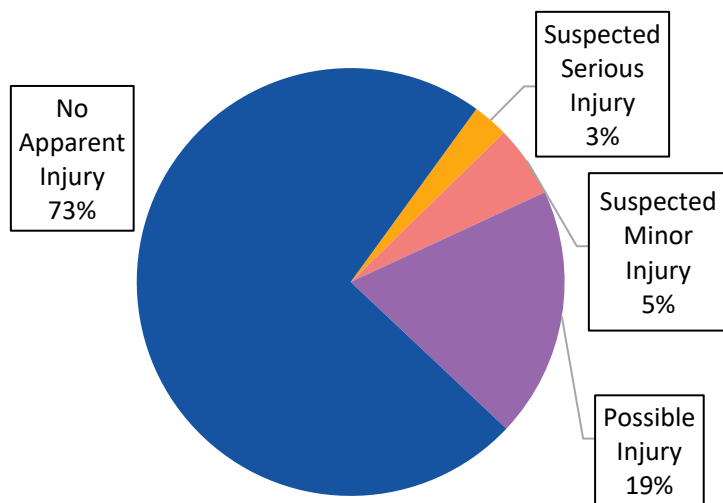
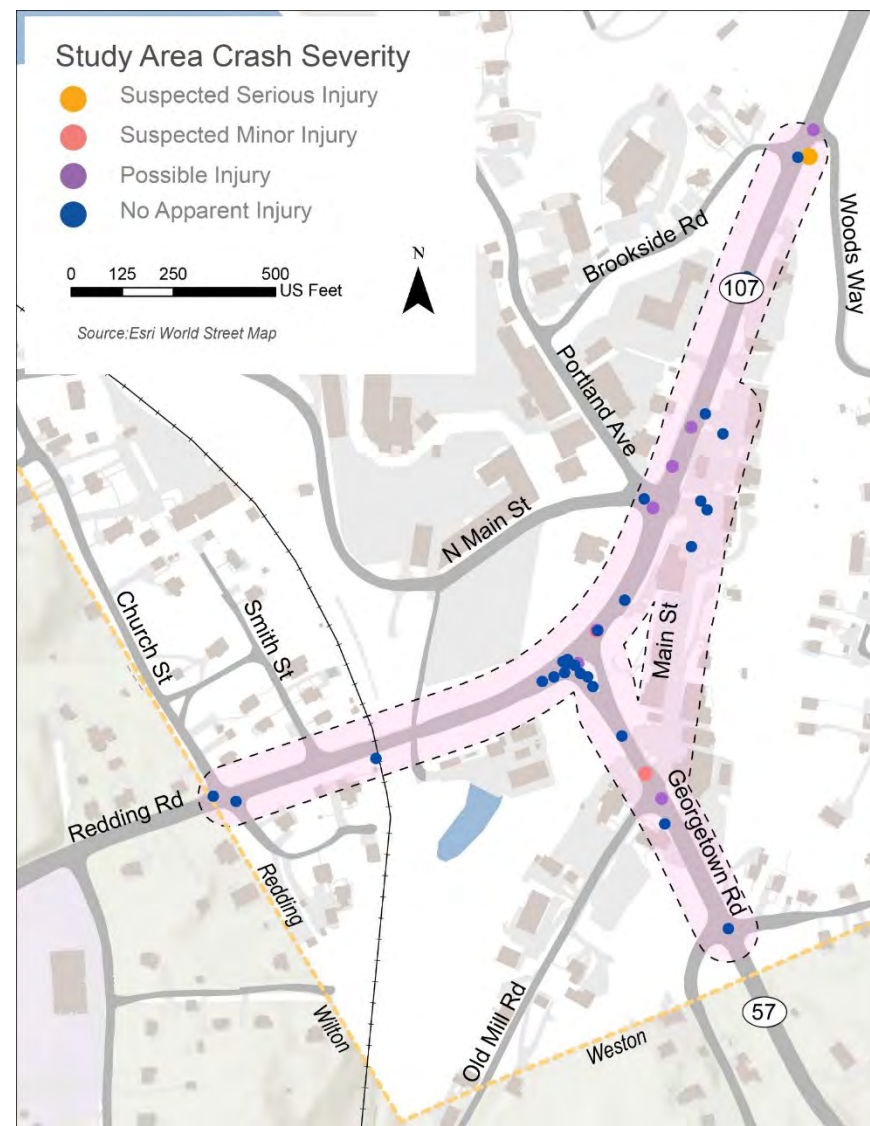


Exhibit 15: Crash Severity by Location



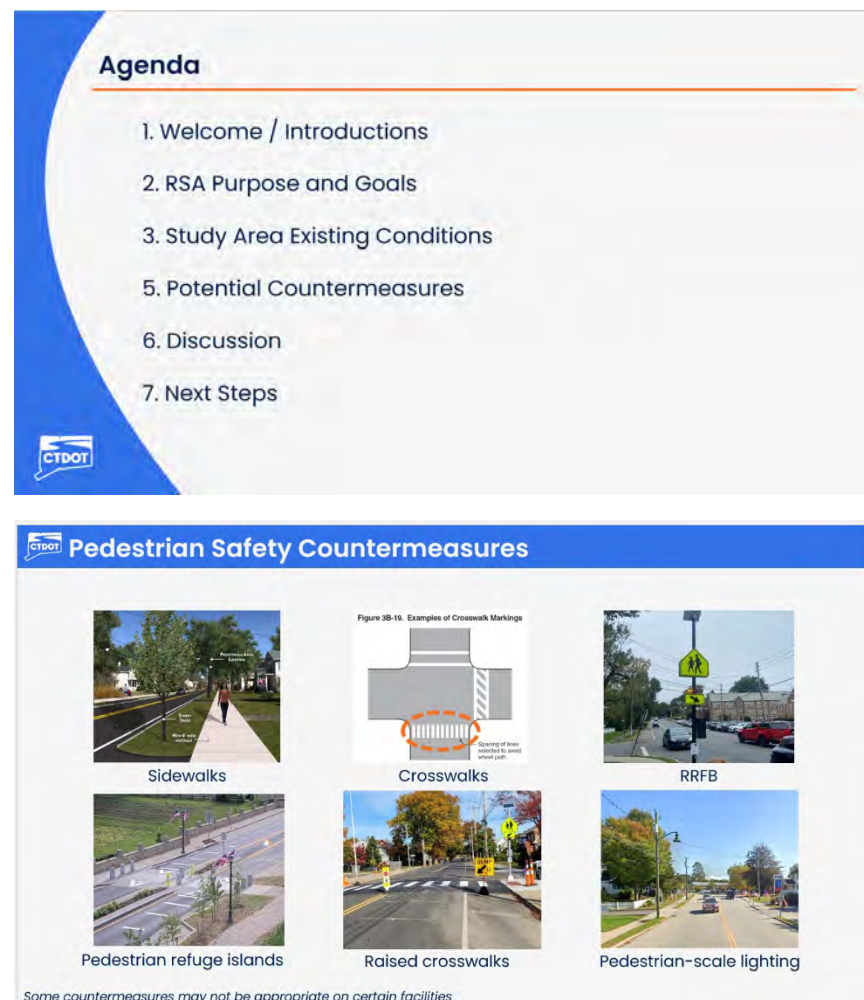
3.2 Pre-Audit Discussion

Immediately following the pre-audit presentation, the attendees had a discussion where the Chief of Police and First Selectwoman highlighted additional concerns and thoughts on the study area. Their comments included:

- North Main Street, off Portland Avenue, is currently closed. The Town has an RFP out for a redevelopment and economic study on the 53-acre Georgetown Wiremill site. As this site is redeveloped, the expectation is that North Main Street will reopen to traffic. This could reduce congestion on Portland Avenue but could significantly increase pedestrian foot traffic once completed and opened.
- Main Street is being used as a cut-through for drivers who want to avoid the signal at Route 57 (Georgetown Road) / Route 107 (Redding Road). The Town would like to consider speed humps on Main Street.
- The Town installed a flashing pedestrian sign for northbound traffic on Route 57 (Redding Road) approaching Main Street.

Exhibit 16 displays sample slides from the pre-audit presentation.

Exhibit 16: Sample slides from Pre-Audit Presentation



4 RSA Assessment

A summary of the team's findings from the conditions observed and discussed in the field is presented below. Concerns at specific areas are presented in the order that they were observed. Main Street is a local road that the RSA team looked at while out in the field, though any improvements to this facility are not under the purview of CTDOT. Exhibit 17 shows RSA participants taking notes in the field during the site walk.



Exhibit 17: RSA Participants Taking Notes in Field During Site Walk

4.1 Route 107 (Redding Road): Route 57 (Georgetown Road) to Woods Way

- The signalized intersection at Route 107 (Redding Road) and Portland Avenue has four crosswalks, one at each leg. The crosswalks are highly visible, constructed of red brick pavers and white edging.
- The ramps have detectable warning strips but are not Americans with Disabilities Act (ADA)-compliant as there are no level landings adjacent to the pushbuttons. There appear to be some drainage issues and vegetation growth at the ramps, as displayed in Exhibit 18.

- There are pedestrian push buttons at each corner of this intersection, though they are not ADA-compliant and the signs to guide users to cross are extremely faded. Exhibit 19 displays a faded sign.
- The roadway paint at the stop bars on Route 107 (Redding Road) and at Main Street is faded.
- There are no reflective backplates on the traffic signals.
- The shoulder on Route 107 (Redding Road) is about two feet wide. A bicyclist using this corridor would likely be forced to ride over storm drainage grates, which presents a safety hazard.
- There are curb cuts to access local businesses.
- There is a four-foot-wide concrete sidewalk on the west side of the roadway between Route 107 (Redding Road) and Route 57 (Georgetown Road) intersection and the driveway that accesses the Fire Station on the west. The sidewalk is immediately adjacent to the roadway, with no buffer or planting strip between the two.
- There is a one-foot-wide footpath on the east side of the road on Route 107 (Redding Road) between 3 Keys Restaurant on the south and Uncle Leo's on the north. The footpath is at a lower elevation than the roadway. There is an existing guiderail separating the roadway from the footpath.
- There is no sidewalk on either side of the roadway north of the fire station driveway to Woods Way.
- Southbound, there is a long steep downhill approach east of the Route 107 (Redding Road) and Portland Avenue signalized intersection. Participants stated that motorists travel fast on this section of the road and there is limited comfortable space for pedestrians and bicyclists to travel on. The travel lanes also

narrow on the approach to the Georgetown Business District. Participants said that the intersection warning signage near Woods Way is missing.

- There is a 3-4-foot-wide painted median in front of the Georgetown Package Store. There were discussions of the potential benefits of installing treatments (e.g. raised median, plastic bollard) to calm traffic.
- There is inadequate pedestrian scale lighting in this section of the corridor.
- The vegetation on the northwest side of the road is encroaching the shoulder, limiting visibility. This is displayed in Exhibit 20.

Exhibit 18: Ramp at Route 107 / Portland Avenue Intersection



Exhibit 19: Faded Sign at Route 107 / Portland Avenue Intersection



Exhibit 20: Vegetation Encroaching the Sidewalk on Route 107



4.2 Main Street: Route 107 (Redding Road) to Route 57 (Georgetown Road)

- Participants stated that Main Street was often used as a cut-through for travelers who wanted to avoid the Route 107 (Redding Road) and Route 57 (Georgetown Road) intersection signal. This displaced much regional traffic on the local road which already has significant community businesses and activity. CTDOT has recently upgraded the signal and timing, and the problem appears to have dissipated.
- All along Main Street, there are large business driveway curb cuts and several different types of parking, much of which is poorly marked on the roadway, as displayed in Exhibit 21.
- Pavement conditions on Main Street are generally poor with many cracks, patches, and insufficient drainage.
- Where Main Street is one-way, vegetation encroaches the roadway on the south side.
- The team observed several poor drainage areas on the sidewalk where the businesses front the sidewalk. Participants commented that runoff from the buildings likely cause icy conditions on the sidewalks in winter.
- Sidewalk exists only on the west side of Main Street with the exception of a short strip of sidewalk on the east side at the decorative crosswalk where Main Street changes from one-way to two-way. The slopes of the sidewalks in front of these same businesses are not ADA-compliant. The grade is one issue, as the team measured a 9.5 percent cross-slope grade in some areas with a two percent grade being compliant.
- Utilities and other obstacles are present on much of the sidewalk.

Exhibit 21: Cars Parked and Driving Along Main Street



4.3 Route 57 (Georgetown Road): Covenant Lane / Highland Avenue to Route 107 (Redding Road) Signal

- There is a long steep downhill approaching Main Street. Participants stated that motorists travel fast on this section of the road and the wide shoulders are often used for overflow parking for the businesses and restaurants in the village.
- Crossing Route 57 (Georgetown Road) at Main Street/Old Mill Road is challenging because of the high speeds and visibility limitations when cars are parked in the shoulder on Route 57 (Georgetown Road).
- Currently, there are two crosswalks at this intersection. One is across Route 57 (Georgetown Road) at the northern leg of the intersection and the other is across Old Mill Road leg of the

intersection. The crosswalks are highly visible, constructed of red brick pavers and white edging.

- Between Main Street and Route 107, sidewalks on east side of roadway with no snow shelf, guiderail on the west side of roadway? ADA ramps?
- CTDOT resurfaced Route 57 (Georgetown Road) in 2023 under the Vendor-in-Place Program and installed 6-8-foot shoulders /buffers south of Main Street / Old Mill Road.
- Participants noted their concerns related to pedestrian visibility and safety during peak restaurant and other heavy business hours when cars are parking on Route 57 (Georgetown Road) south of Milestone. The Town of Redding installed a retroreflective pedestrian crossing sign with light emitting diode (LED) flashing further up the hill on the approach. This is displayed in Exhibit 22. Participants requested the consideration of adding a Rectangular Rapid Flashing Beacon (RRFB) at the Main Street crosswalk to enhance visibility and safety benefit for crossing pedestrians.
- Like other places in the Georgetown Business District, there are driveway curb cuts which introduce additional conflict points along the roadway. The curb cut for the entrance to Milestone and other businesses on the east side of Route 57 (Georgetown Road) is especially large (approximately 145—feet long). Exhibit 23 displays this business entrance.

4.4 Route 107 / Route 57 (Redding Road): Route 57 (Georgetown Road) Intersection

- Participants stated that the recent signal upgrades have shortened the time motorists are waiting at the signal. Motorists are cutting through Main Street less frequently now.
- There is only one crosswalk at the signalized intersection, on the eastern leg. The crosswalk ramps have detectable warning strips but are not ADA-compliant as there are no level landings adjacent to the pushbuttons.
- Approaching the intersection from the south, there is a 4-foot concrete sidewalk adjacent to the roadway on the eastern side of Route 57 (Georgetown Road). This sidewalk is adjacent to the roadway. There is a guiderail east of the sidewalk. This sidewalk ends at the intersection.
- Approaching the intersection from the east, there is a 4-foot concrete sidewalk adjacent to the roadway on the northern side of Route 107 (Redding Road). This sidewalk is adjacent to the roadway. There is a guiderail north of the sidewalk. This sidewalk extends through the intersection.
- The pedestrian push buttons signs at the intersection are extremely faded. There are no reflective backplates on the traffic signals.
- Participants stated that drivers turning left from Route 57 (Georgetown Road) onto Route 57/Route 107 (Redding Road) often take the turn too fast and run over the painted median. There was discussion whether this movement could benefit and be slowed with the installation of a texturized or raised median.

- There was damage to the southeast corner curb from trucks mounting the curb while turning right on Route 107 (Redding Road) from Route 57 (Georgetown Road).

Exhibit 22: LED Flashing Pedestrian Crossing Sign on Route 57



Exhibit 23: Wide Driveway Entrance on Route 57



4.5 Route 107 / Route 57 (Redding Road): Route 57 (Georgetown Road) Intersection to Rail Overpass

- A four-foot-wide concrete sidewalk exists on the north side of the roadway. It is immediately adjacent to the roadway, with only a two-foot shoulder separating pedestrians from roadway. On the south side of the roadway, there is neither a sidewalk nor a guiderail.
- Vegetation along the sidewalk is overgrown, both from the adjacent properties and between the concrete pads.
- The existing traffic signal span pole is placed in the middle of the sidewalk. This placement prevents a four-foot free path required for the sidewalk to be ADA-compliant. Exhibit 24 displays this area.
- The sidewalk over the rail bridge narrows down to approximately three feet and transitions from concrete to asphalt. Both the sidewalk and the curb are in poor condition leading up to the rail bridge, as displayed in Exhibit 25.

Exhibit 24: Sidewalk on Route 57 / Route 107



Exhibit 25: Sidewalk on Route 57 / Route 107



5 Recommendations

Based on the findings discussed during the RSA, the study team compiled a set of recommendations for the study area. These recommendations are organized into ten locations. The RSA team walked the length of the corridor starting at Route 104 (Redding Road) and Portland Avenue. The sections below are established to organize the recommendations in a coherent way. Exhibit 26 presents a table of recommendations sorted by complexity and location.

This section categorized all recommendations by their complexity of implementation:

- **Least Complex Recommendations:** These are typically low-cost recommendations such as striping and signage and generally do not require extensive engineering or construction costs. More extensive recommendations which have funding previously committed may be included.
- **Moderately Complex Recommendations:** These are improvements that may require more substantial engineering than those generally included as least complex recommendations. These may require the establishment of funding in capital improvement plans, or a dedicated funding item. However, these recommendations fall between the least complex and most complex, requiring some level of design and funding, but typically do not include ROW acquisitions, extensive environmental permitting, etc.
- **Most Complex Recommendations:** These are improvements that require substantial study and engineering. These recommendations generally require significant funding for implementation and may require several years of planning to budget.

Any work within the State ROW to be done by non-State forces will require an encroachment permit from the District 4 Permit Office and/or an official request from the municipal LTA.

Further details on recommendations are provided below.

Exhibit 26: Redding Recommendations

Recommendation	Redding RSA				
	Rte 107 (Redding Rd): Rte 57 (Georgetown Rd) to Woods Way	Main St: Rte 107 (Redding Rd) to Rte 57 (Georgetown Rd)	Rte 57 (Georgetown Rd): Covenant La Highland Av to Rte 107 Signal	Rte 107 / Rte 57 (Redding Rd): Rte 57 (Georgetown Rd) Intersection	Rte 107 / Rte 57 (Redding Rd): Route 57 (Georgetown Rd) Intersection to Rail Overpass
Least Complex					
Install pedestrian scale lighting to increase visibility of vulnerable users	•				
Trim overgrown vegetation along existing sidewalk / road network	•	•			•
Stripe all crosswalk legs at signalized intersections where sidewalks exist or are planned as part of a new project, consistent with CTDOT 2023 Complete Streets Design Criteria and Justification Process				•	
Repaint stop bars where faded	•				
Install missing intersection warning signs in advance of Brookside and Woods Way	•				
Install movable speed feedback signs	•		•		
Install back-to-back ped warning signs at the intersection of Route 57 (Georgetown Road) and Main Street			•		
Moderately Complex					
Install, upgrade, repair ADA/PROWAG compliant crosswalks, curb ramps, signal push buttons, and signs	•			•	
Install flexible delineator in painted median	•			•	
Install curb bump extensions at Route 57 and Main Street intersection			•		
Install RRFB			•		
Investigate right-turn truck movements from NB Route 57 to Route 107				•	
Most Complex					
Pursue access management for adjacent property owners where appropriate	•	•	•		
Consider study to reconfigure the roadway lanes to allow for improved bicycle and pedestrian travel	•				
Repair / replace sidewalk in areas of disrepair or non-ADA-compliance		•			•

5.1 Route 107 (Redding Road): Route 57 (Georgetown Road) to Woods Way

The recommendations for this section of Route 107 (Redding Road) focus on creating a safer, more coherent, and more aesthetic experience for non-motorized users. The recommendations aim to slow vehicular speeds and increase the visibility for and of pedestrians walking alongside and crossing in the corridor.

Least Complex Recommendations

- 1) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8, "Complete Streets Controlling Design Criteria". The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.
 - **Next Step:** Municipality may apply to install pedestrian scale lighting via [Encroachment Permit](#) through the District permit office
- 2) Trim overgrown vegetation along existing sidewalk / road network.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 3) Repaint stop bars where faded.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

- 4) Install missing intersection warning signs in advance of Brookside and Woods Way.
 - **Next Step:** Municipality to contact CTDOT District 4 Maintenance Office
- 5) Install movable speed reduction signs on the approach into the Georgetown Business District.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Moderately Complex Recommendations

- 1) Install flexible delineators in painted median east of the Route 107 (Redding Road) and Portland Avenue signal.
 - **Next Step:** Municipality to coordinate with CTDOT for feasibility
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office in accordance with CTDOT commissioner's [June 2024 Complete Streets Directive](#)
- 2) Install ADA / Public Right-of-Way Accessibility (PROWAG)-compliant crosswalks, curb ramps, signal push buttons, and signs at intersections. This would include updating faded signage. If approved, the municipality must first install ADA-compliant landing areas and sidewalk ramps, address any pedestrian-related sightline inadequacies, and address any lighting requirements via an encroachment permit. Once the municipality notifies CTDOT that this work is completed, CTDOT would install the crosswalk pavement markings with appropriate pedestrian crossing warning signing.
 - **Next Step:** Municipality to contact Naugatuck Valley Council of Governments ([NVCOG](#)) for potential funding sources

- **Next Step:** Municipality to evaluate crosswalk locations along corridor
- **Next Step:** LTA to send request to DOT.TrafficEngineering@ct.gov for concurrence on the desired locations
- **Next Step:** Municipality to check available ROW and roadside area for feasibility. Coordinate with CTDOT for feasibility
- **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Most Complex Recommendations

- 1) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.
 - **Next Step:** Municipality to initiate and coordinate access management with adjacent property owners
- 2) Consider a study to reconfigure the roadway lanes to allow for improved bicycle and pedestrian travel in this portion of the study area. One possible consideration of the study could be to convert the northbound Route 107 (Redding Road) right through lane to a wide shoulder for bicyclists and construct a sidewalk.
 - **Next Step:** Municipality to contact [NVCOG](#) for potential funding sources
 - **Next Step:** Municipality to check available ROW and roadside area for feasibility. Coordinate with CTDOT for feasibility

5.2 Main Street: Route 107 (Redding Road) to Route 57 (Georgetown Road)

Recommendations in this area focus on improving the walk experience for pedestrians. Main Street is not on the state highway system; thus, any

improvements to this area would be the responsibility of the Town of Redding.

Least Complex Recommendation

- 1) Trim overgrown vegetation along existing sidewalk / road network.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Most Complex Recommendations

- 1) Repair / replace sidewalk in areas of disrepair or non-ADA-compliance.
 - **Next Step:** Municipality to coordinate and repair sidewalks on locally owned roads
- 2) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.
 - **Next Step:** Municipality to initiate and coordinate access management with adjacent property owners

5.3 Route 57 (Georgetown Road): Covenant Lane / Highland Avenue to Route 107 (Redding Road) Signal

Recommendations in this area focus on speed reduction and access management.

Least Complex Recommendations

- 1) Install movable speed reduction signs on the approach into the Georgetown Business District.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

- 2) Install back-to-back ped warning signs at the intersection of Route 57 (Georgetown Road) and Main Street. Because many of the sidewalks in this area are not ADA-compliant, this recommendation could be an interim improvement to improve safety until the more complex recommendation of installing an RRFB is implemented.

➤ **Next Step:** Municipality to apply for [Encroachment Permit](#) through the District permit office

Moderately Complex Recommendations

- 1) Consider curb extensions at the intersection of Route 57 (Georgetown Road) and Main Street. In particular, a curb extension at the east corner can help slow the northbound traffic from Route 57 (Georgetown Road) when turning right onto Main Street.

➤ **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

- 2) In accordance with CTDOT's guidance on [Rectangular Rapid Flashing Beacons](#), consider installing an RRFB on the northbound Route 57 (Georgetown Road) approach to the Georgetown Business District. It should be placed at the existing crosswalk at Main Street.

➤ **Next Step:** Municipality to apply for [Encroachment Permit](#) through the District permit office

Most Complex Recommendation

- 1) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.

➤ **Next Step:** Municipality to initiate and coordinate access management with adjacent property owners

5.4 Route 107 / Route 57 (Redding Road): Route 57 (Georgetown Road) Intersection

Recommendations at this intersection aim to reduce vehicular speeds and crashes at the intersection as well as improve pedestrian safety by improving crosswalks and sidewalk infrastructure.

Least Complex Recommendation

- 1) Stripe all crosswalk legs at signalized intersections where sidewalks exist or are planned as part of a new project, consistent with CTDOT 2023 Complete Streets Design Criteria and Justification Process. While there are several crosswalks with decorative stone / pavers, all crosswalks are to be maintained by the municipality.

➤ **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Moderately Complex Recommendations

- 1) Investigate right-turn truck movements from northbound Route 57 (Georgetown Road) onto Route 107 (Redding Road).

➤ **Next Step:** Municipality to coordinate with CTDOT for feasibility

- 2) Install flexible delineators in painted median west of the Route 107 (Redding Road) and Route 57 (Georgetown Road) signal.

➤ **Next Step:** Municipality to coordinate with CTDOT for feasibility

➤ **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office in accordance with CTDOT commissioner's [June 2024 Complete Streets Directive](#)

- 3) Install ADA / Public Right-of-Way Accessibility (PROWAG)-compliant crosswalks, curb ramps, signal push buttons, and signs at

intersections. This would include updating faded signage. If approved, the municipality must first install ADA-compliant landing areas and sidewalk ramps, address any pedestrian-related sightline inadequacies, and address any lighting requirements via an encroachment permit. Once the municipality notifies CTDOT that this work is completed, CTDOT would install the crosswalk pavement markings with appropriate pedestrian crossing warning signing.

- **Next Step:** Municipality to contact Naugatuck Valley Council of Governments ([NVCOG](#)) for potential funding sources
- **Next Step:** Municipality to evaluate crosswalk locations along corridor
- **Next Step:** LTA to send request to DOT.TrafficEngineering@ct.gov for concurrence on the desired locations.
- **Next Step:** Municipality to check available ROW and roadside area for feasibility. Coordinate with CTDOT for feasibility
- **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.5 Route 107 / Route 57 (Redding Road): Route 57 (Georgetown Road) Intersection to Rail Overpass

Recommendations in this section of the corridor focus on improving the pedestrian experience.

Least Complex Recommendation

- 1) Trim overgrown vegetation along existing sidewalk / road network.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Most Complex Recommendation

- 1) Repair / replace sidewalk in areas of disrepair or non-ADA-compliance.
 - **Next Step:** Municipality to coordinate with adjacent property owners for access management
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

6 Summary

This report documents the observations, discussions, and recommendations developed during the completion of the Town of Redding's RSA. It provides the municipality with an outlined strategy to improve the transportation network for all users in the study area, particularly focusing on pedestrians and cyclists. Moving forward, the municipal and CTDOT may use this report to prepare strategies for funding and implementing improvements. This report provides Redding with a toolkit for including these multi-modal recommendations into future development within the study area.

This RSA Report is an objective review intended for the municipality to use to help assess the existing conditions within a predetermined area selected by the municipality. The conclusions of this report are advisory and intended for general planning purposes to help identify bicycle, pedestrian and non-motorized transportation needs that encourage walking and bicycling, as well as assist in developing recommendations to improve the existing conditions. The contents of this report are not intended to be legally binding but rather offer recommendations to improve safety in the vicinity of the audit location and promote alternative modes of transportation.

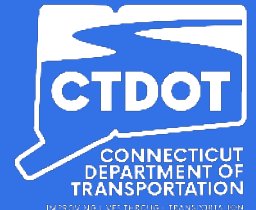
Appendices

A: Pre-Audit Presentation

B: Walk Audit Materials

Redding Road Safety Audit

Route 57 / Route 107 / Main Street



December 2024



Welcome / Introductions

Project Team

- Connecticut Department of Transportation (CTDOT) is sponsoring
- Town of Redding is applicant
- FHI Studio is assembling and writing Road Safety Audit report



Agenda

1. Welcome / Introductions
2. RSA Purpose and Goals
3. Study Area Existing Conditions
5. Potential Countermeasures
6. Discussion
7. Next Steps



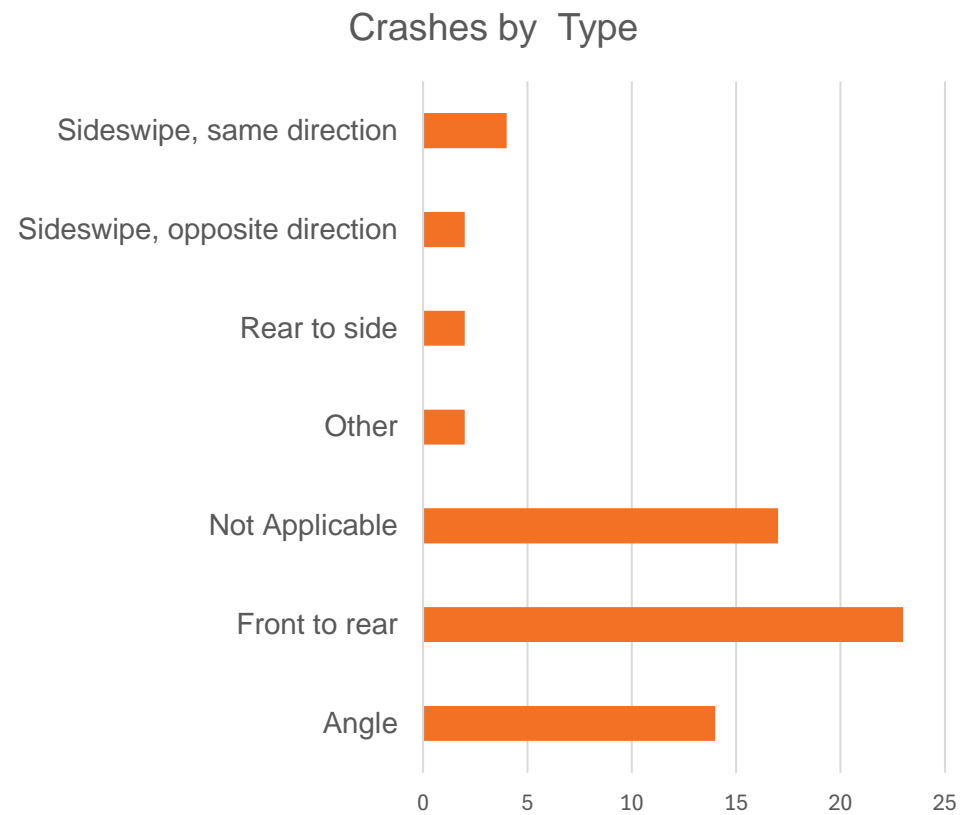
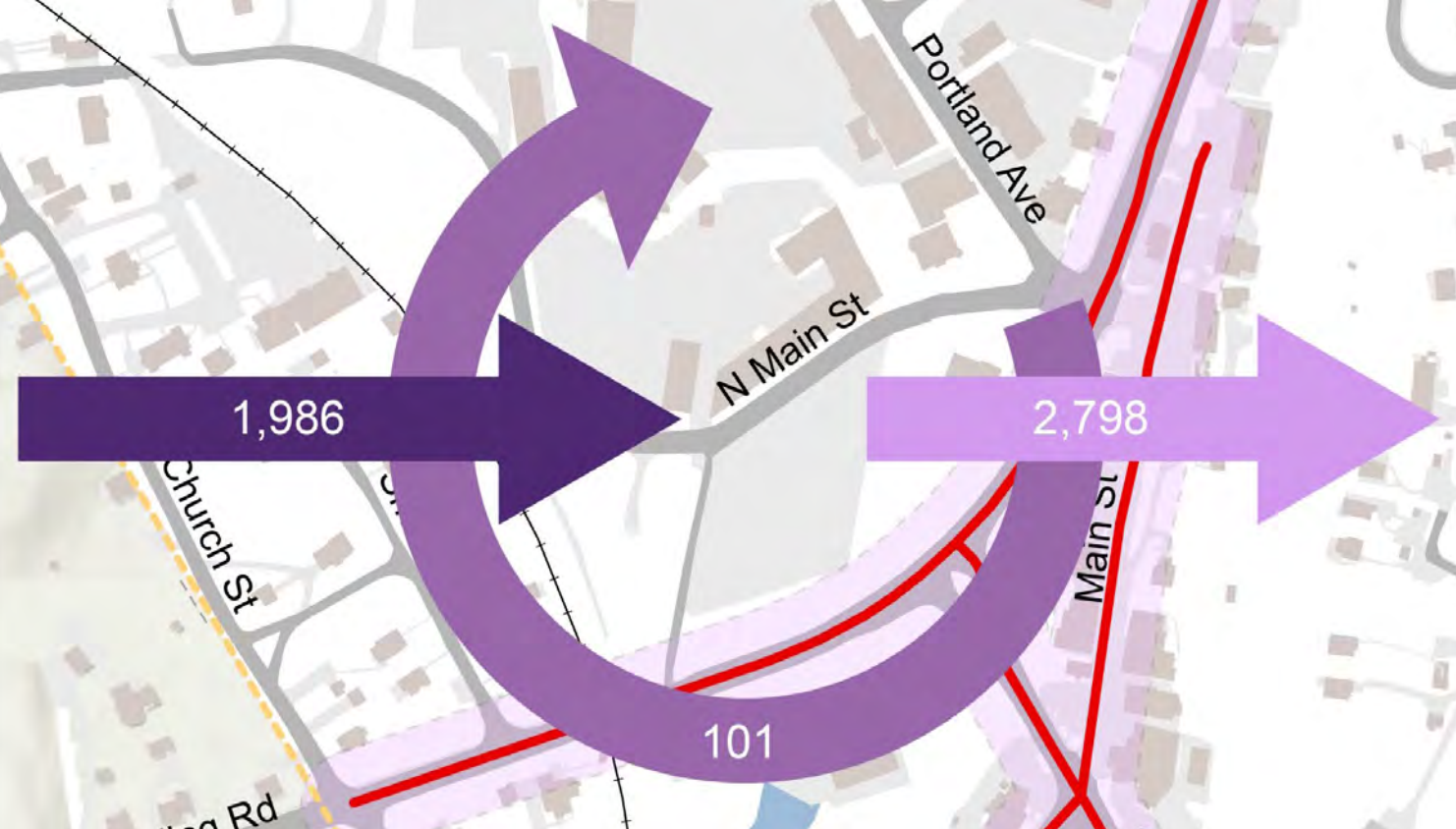


RSA Purpose and Goals



Purpose and Goals

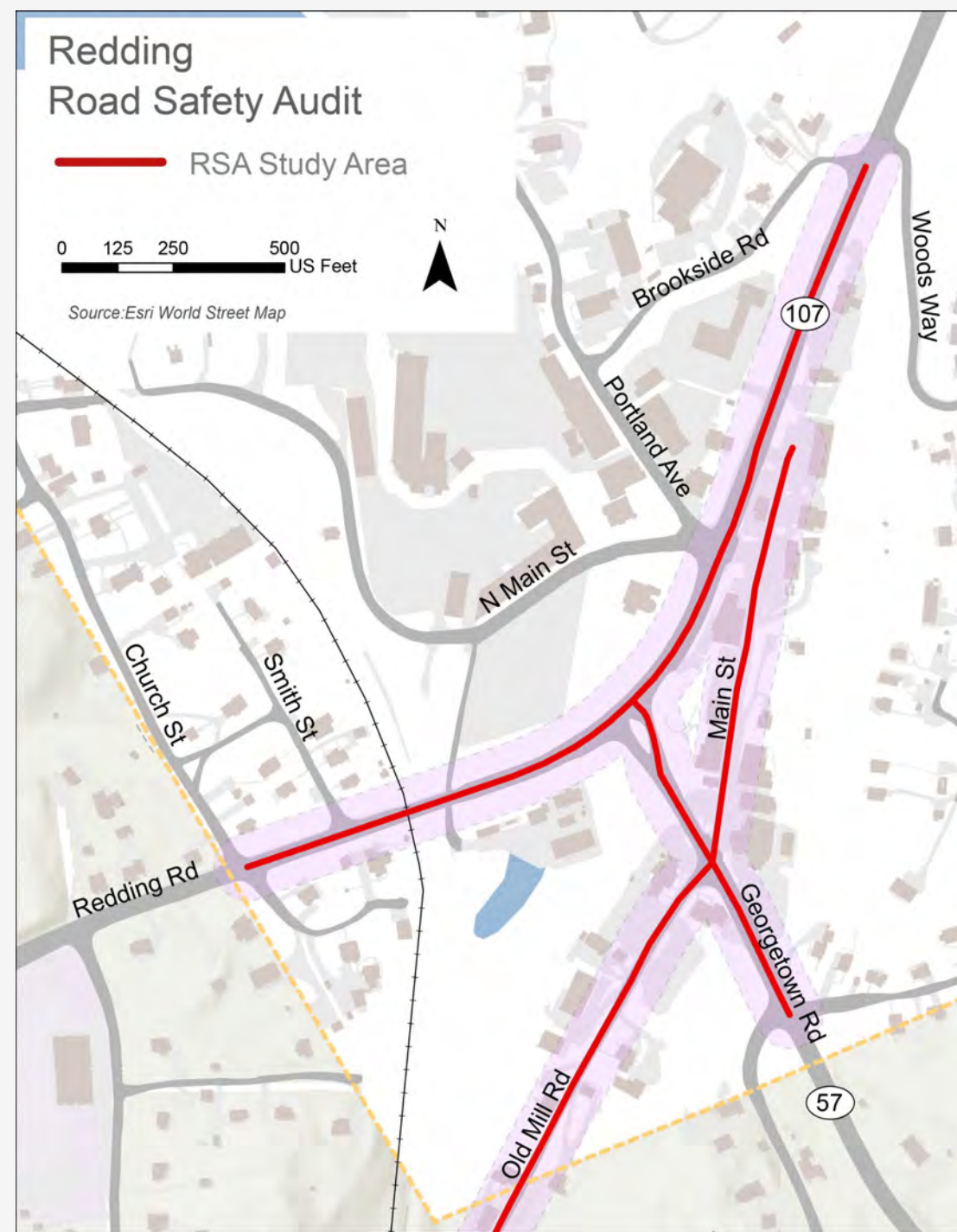
- Safety assessment of existing walking and bicycling routes
- Improve transportation network for all users by making conditions safer and more comfortable for pedestrians and bicyclists
- Identify the issues that may discourage or prevent walking and bicycling
- Identify next steps, evaluate feasibility of proposed improvements, and potential funding sources.



Study Area Existing Conditions

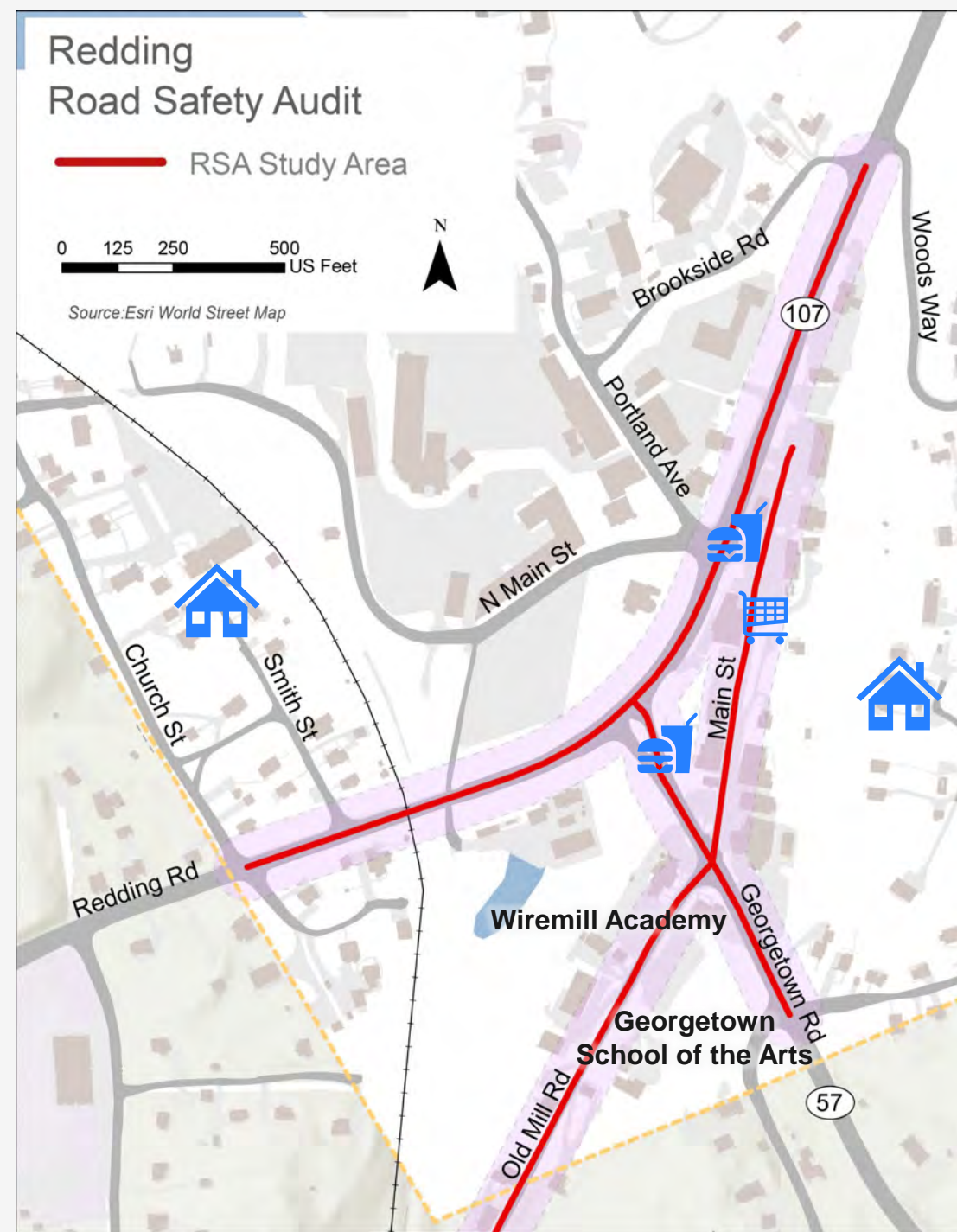
Study Area

- Route 57 / Route 107 / Main St
 - Georgetown Business District
 - Old Mill Rd to Weston town line
- line



Points of Interest

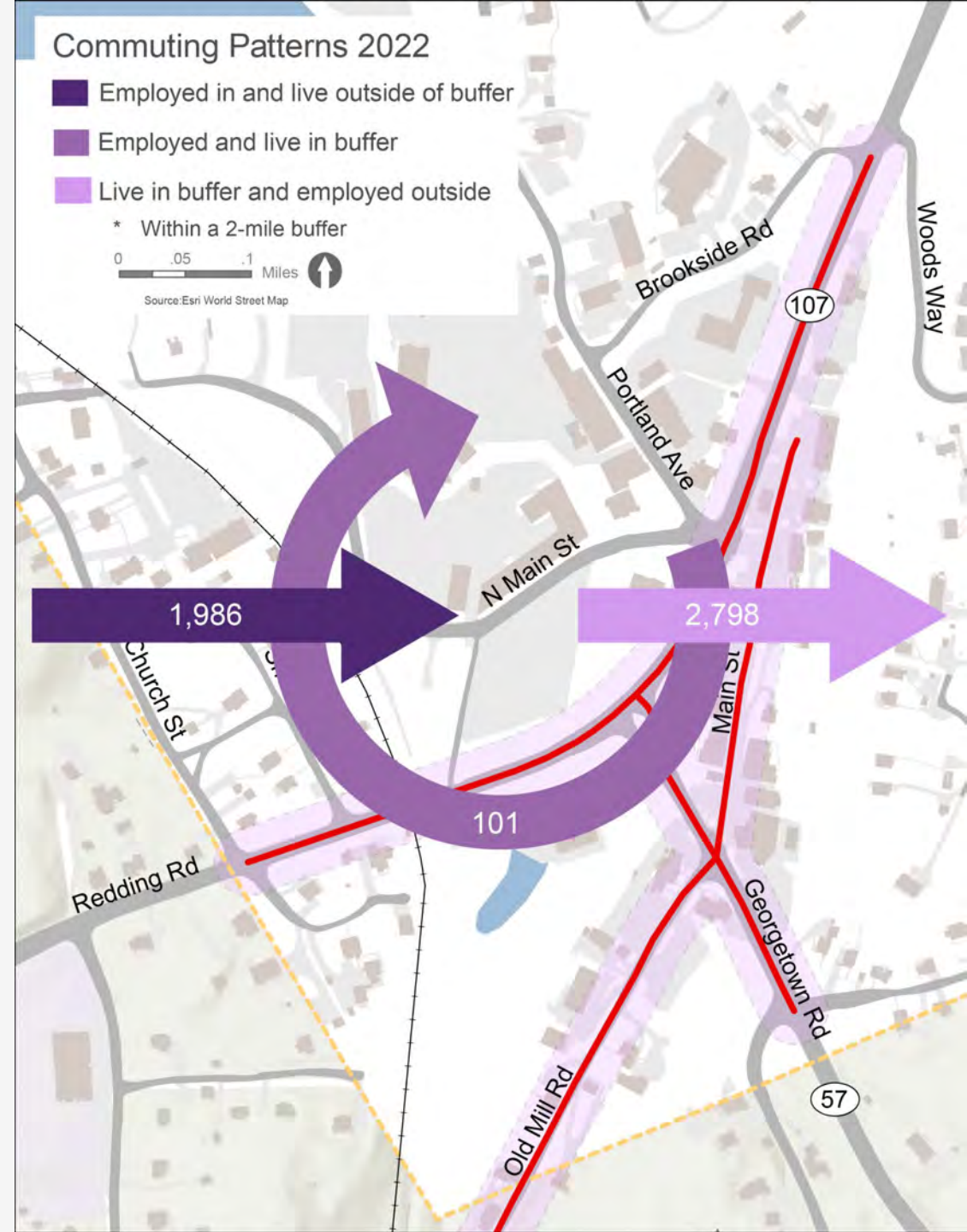
- Commercial
- Mixed use
- Retail
- Residential
- Community education:
 - Wiremill Academy
 - Georgetown School of Arts



Employment and Commuter Patterns*

- Greater share of workers commute out of study area for employment versus residents entering study area for employment
- About 100 people both live and work within two miles

**2022 data analysis using 2-mile study area buffer*



Transit Network

- Metro North Railroad Danbury Line
 - About 12 trains per day per direction to / from South Norwalk
- HARTransit Bus Route 35

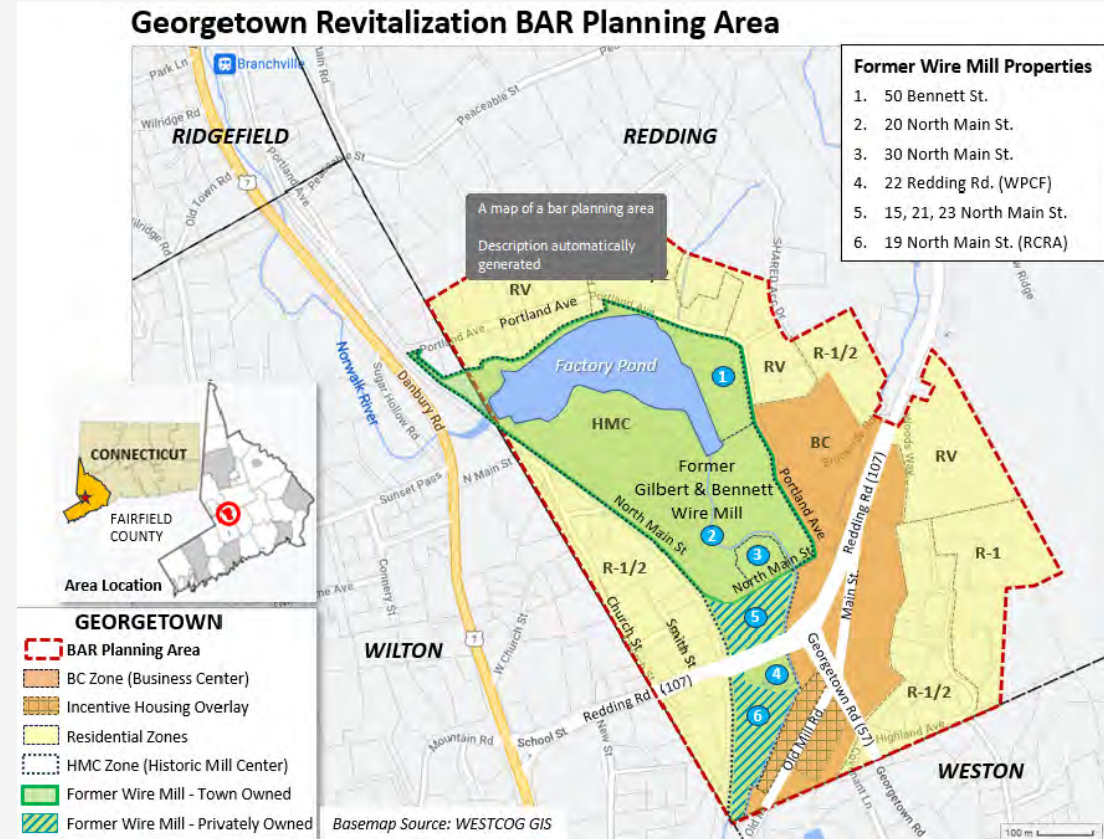
Metro-North Railroad System Diagram



Past / Current Work

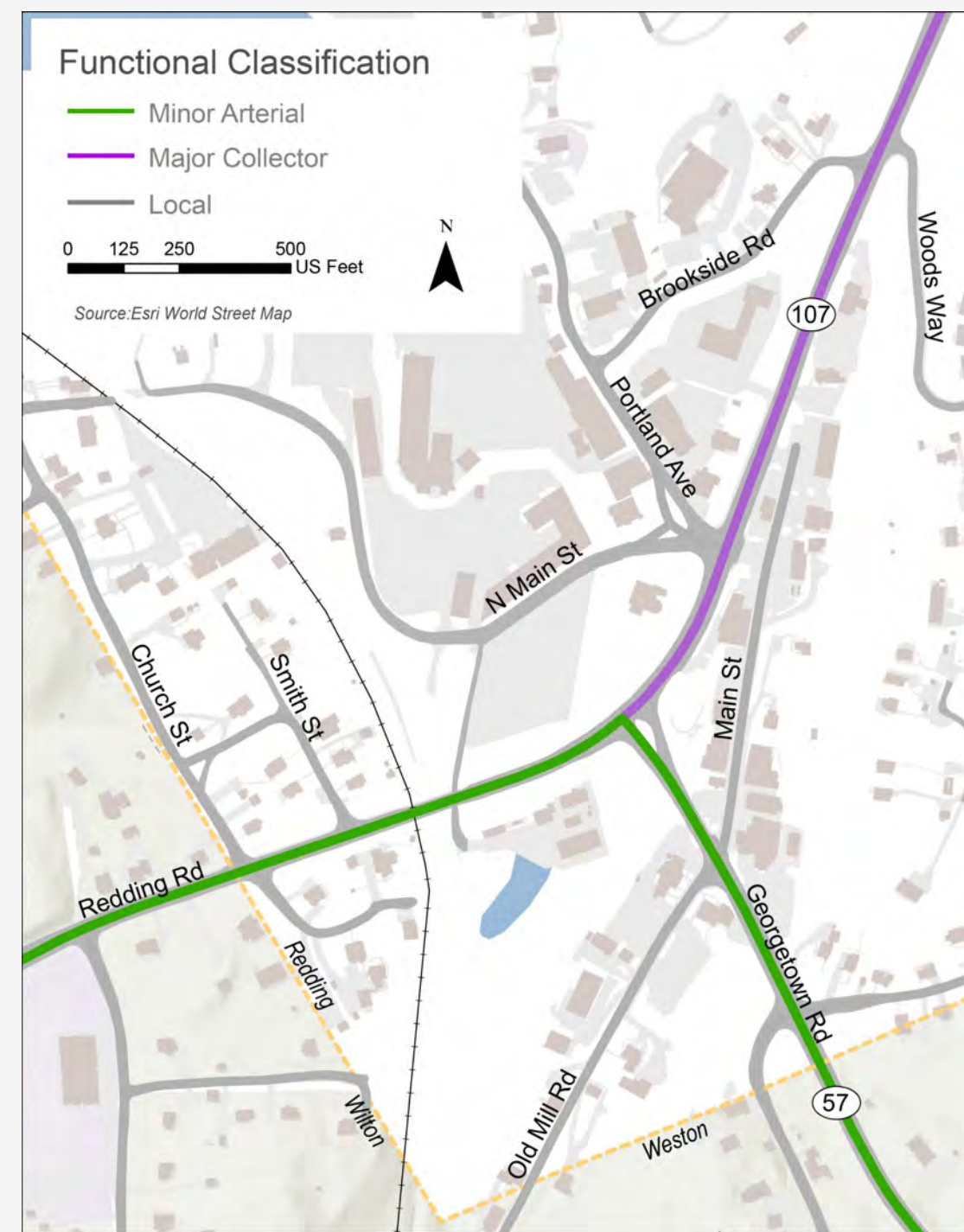
Georgetown Wire Mill Project

- Owned by Town of Redding
- Old Georgetown Gilbert & Bennett Wire Mill (55 acres)
- Some existing buildings rented out to independent businesses
- RFP currently out for site and Georgetown Village
 - Community visioning
 - Consideration of zoning and development potential



Functional Classification

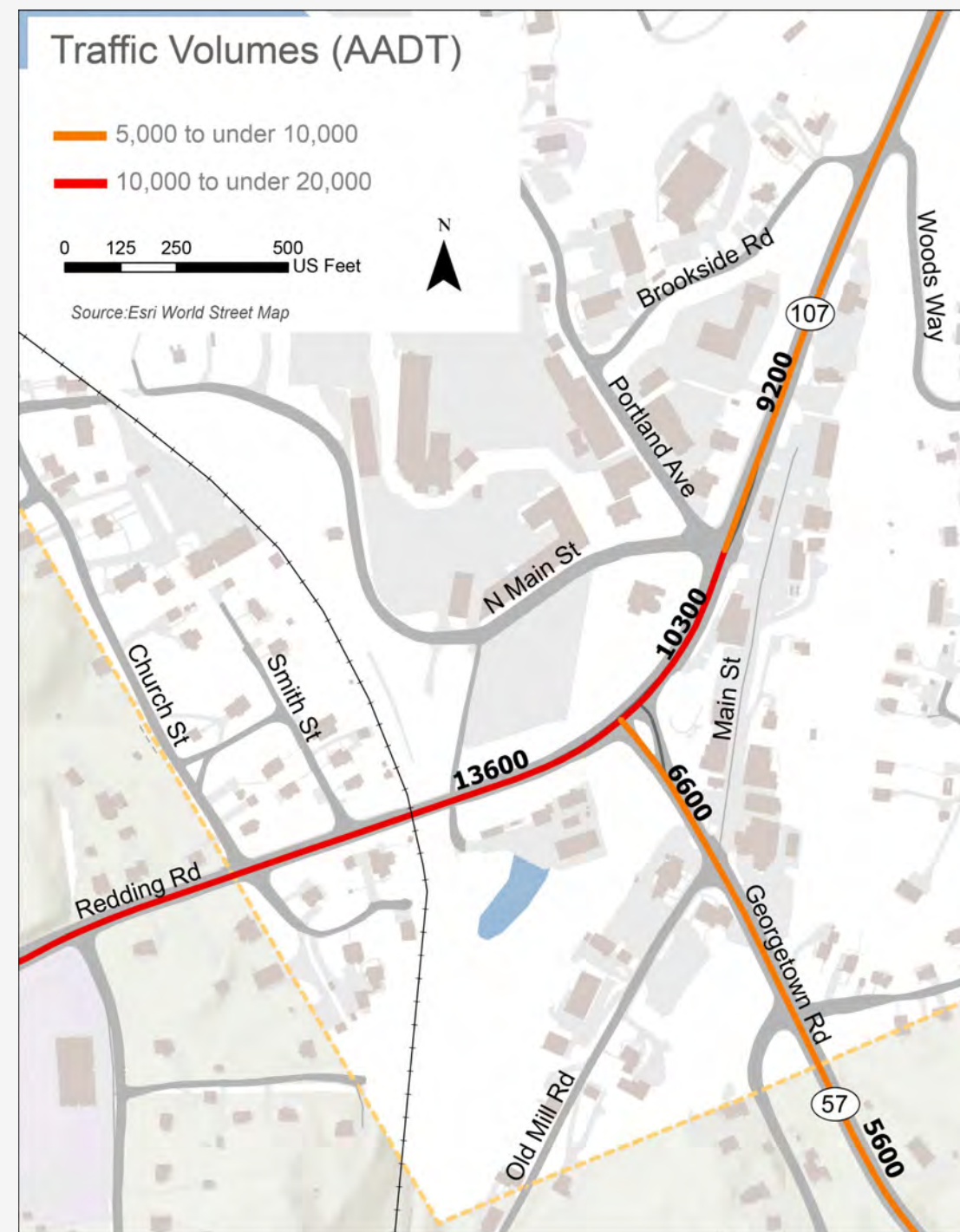
- Minor Arterial
 - Route 57 (Georgetown Rd)
 - Route 107/57 (Redding Rd) west of Route 57
- Major Collector
 - Route 107 (Redding Rd) east of Route 57
 - Old Mill Rd and Main St not part of state highway system



Traffic Volumes – 2022

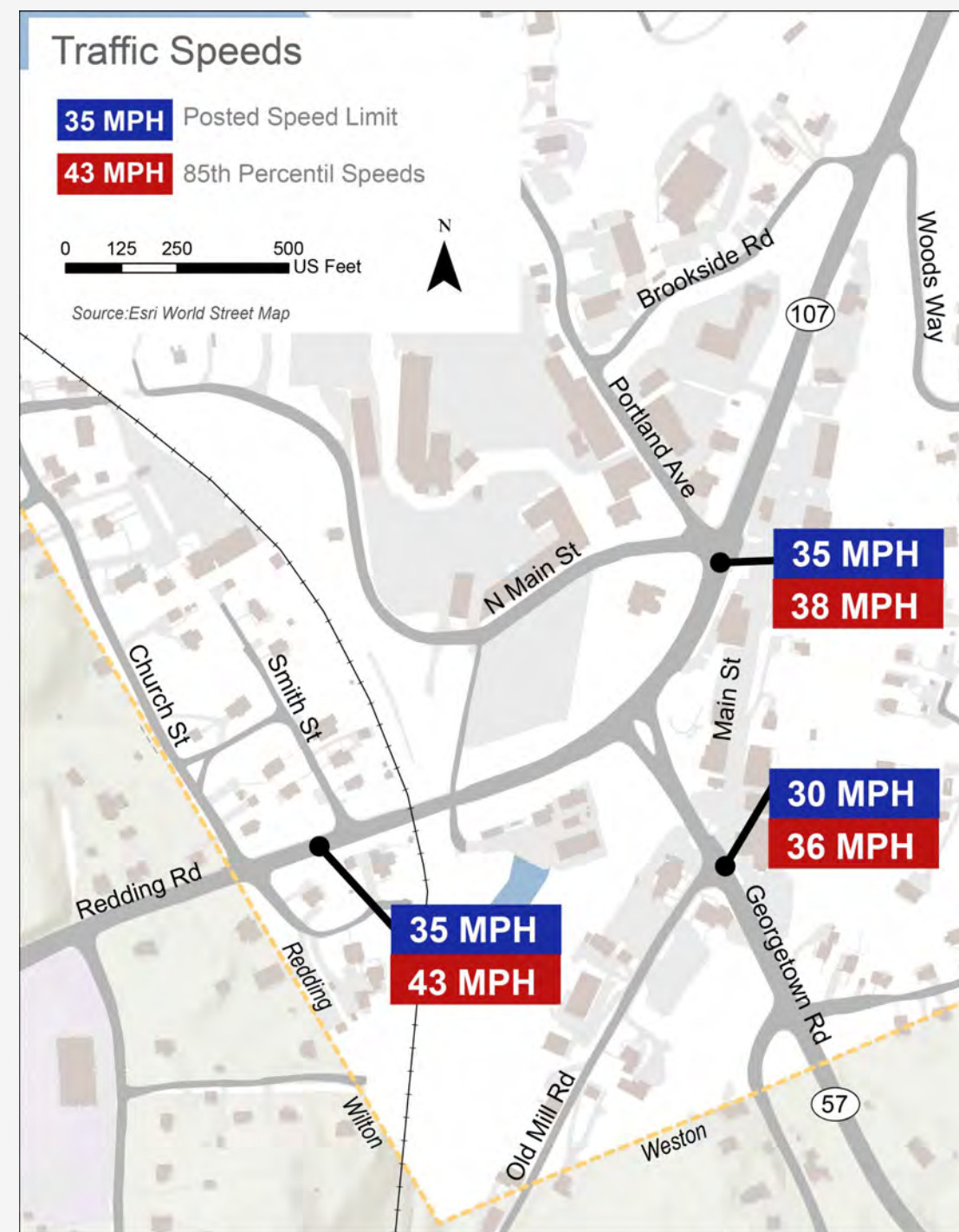
Average Annual Daily Traffic (AADT, vehicles/day)

- Route 57 (Georgetown Rd):
6,600 – 5,600
- Route 107 (Redding Rd) :
 - 13,600 west of Route 57
 - 10,300 – 9,200 east of Route 57



Traffic Speed Limits

- Route 57 (Georgetown Rd): 30 MPH
- Route 107 (Redding Rd) : 35 MPH
- Average 85th percentile speeds higher than posted limits





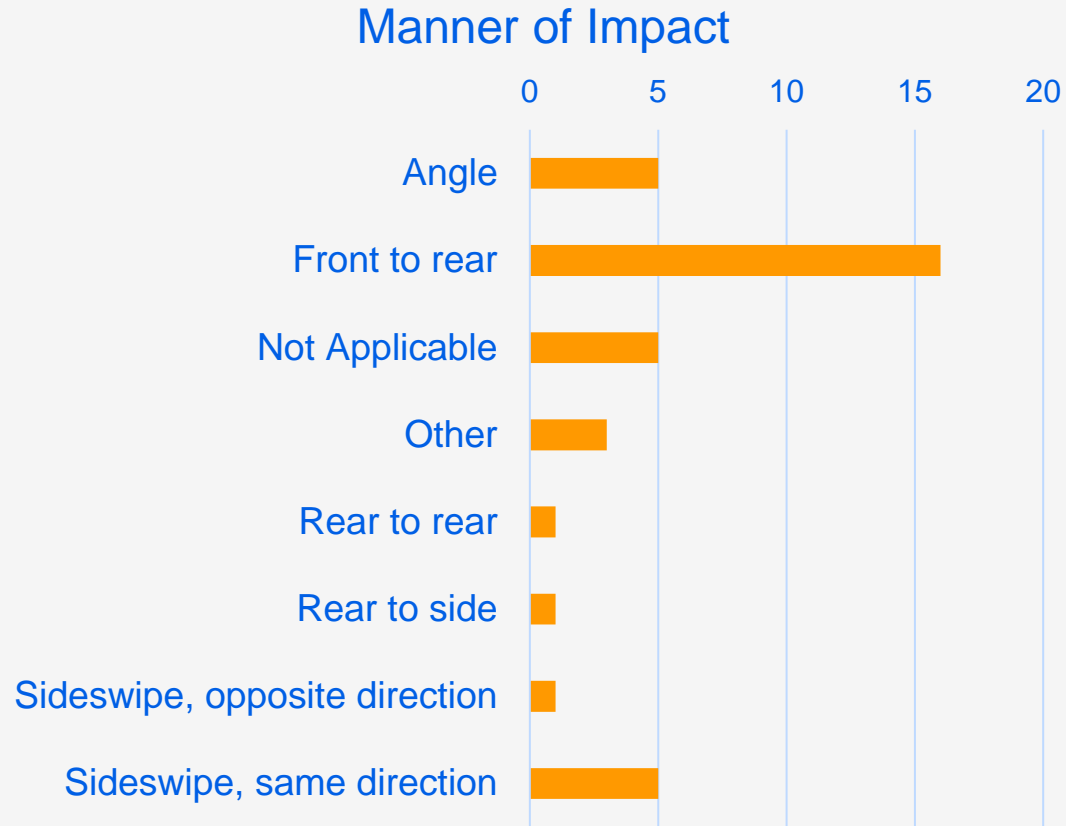
Roadway Geometry

Street	Routes 57/107 (Redding Rd)		Route 107 (Redding Rd)				Route 57 (Georgetown Rd)		Main St		Old Mill Rd	
From	Wilton TL		Georgetown Rd		Main St (N Junction)		Highland Ave		Georgetown Rd		Weston TL	
To	Georgetown Rd		Main St (N Junction)		Brookside Rd		Redding Rd		Redding Rd		Georgetown Rd	
Distance	0.18 Mi		0.13 Mi		0.13 Mi		0.14 Mi		0.18 Mi		0.17 Mi	
Functional Classification	Minor Arterial		Major Collector		Major Collector		Minor Arterial		Local		Local	
Speed Limit	35 MPH		35 MPH		35 MPH		30 MPH		20 MPH		20 MPH	
Direction	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Lanes	1	1	2	1	1	1	1	1	1/2	1/2	1	1
Lane Width	9.5-12'	10-12'	11'	11'	11-22'	11'	12'	12'	16' shared	16' shared	13'	13'
Sidewalk Type	Varies	None	None	Concrete	None	None	Concrete	None	None	Concrete	Concrete	Concrete
Sidewalk Width	2-9'	N/A	N/A	5'	N/A	N/A	5'	N/A	N/A	4-12'	5'	5'
Sidewalk Condition	Poor-Good	N/A	N/A	Good	N/A	N/A	Good	N/A	N/A	Good	Good	Good
ADA Ramp Present	Varies	N/A	N/A	Yes	N/A	N/A	Yes	N/A	N/A	Yes	Yes	Yes
ADA Ramp Compliant	No	N/A	N/A	Yes	N/A	N/A	Yes	N/A	N/A	Yes	Yes	Yes
Curb	Concrete	Asphalt	Asphalt	Concrete	Asphalt	Varies	Granite	Varies	Asphalt	Granite	Granite	Granite
Parking	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Shoulder	3-8'	0-8'	2'	2'	3-6'	2-6'	2-8'	2-8'	None	None	None	None
On CTDOT Bike Network	Yes		Yes		Yes		No		No		No	
Notes	SB right turn lane at Georgetown Rd		NB and SB left turn lanes				NB turn lane at Redding Rd. NB sidewalk begins at Main St				Sidewalk only on northernmost 0.08 Mi	

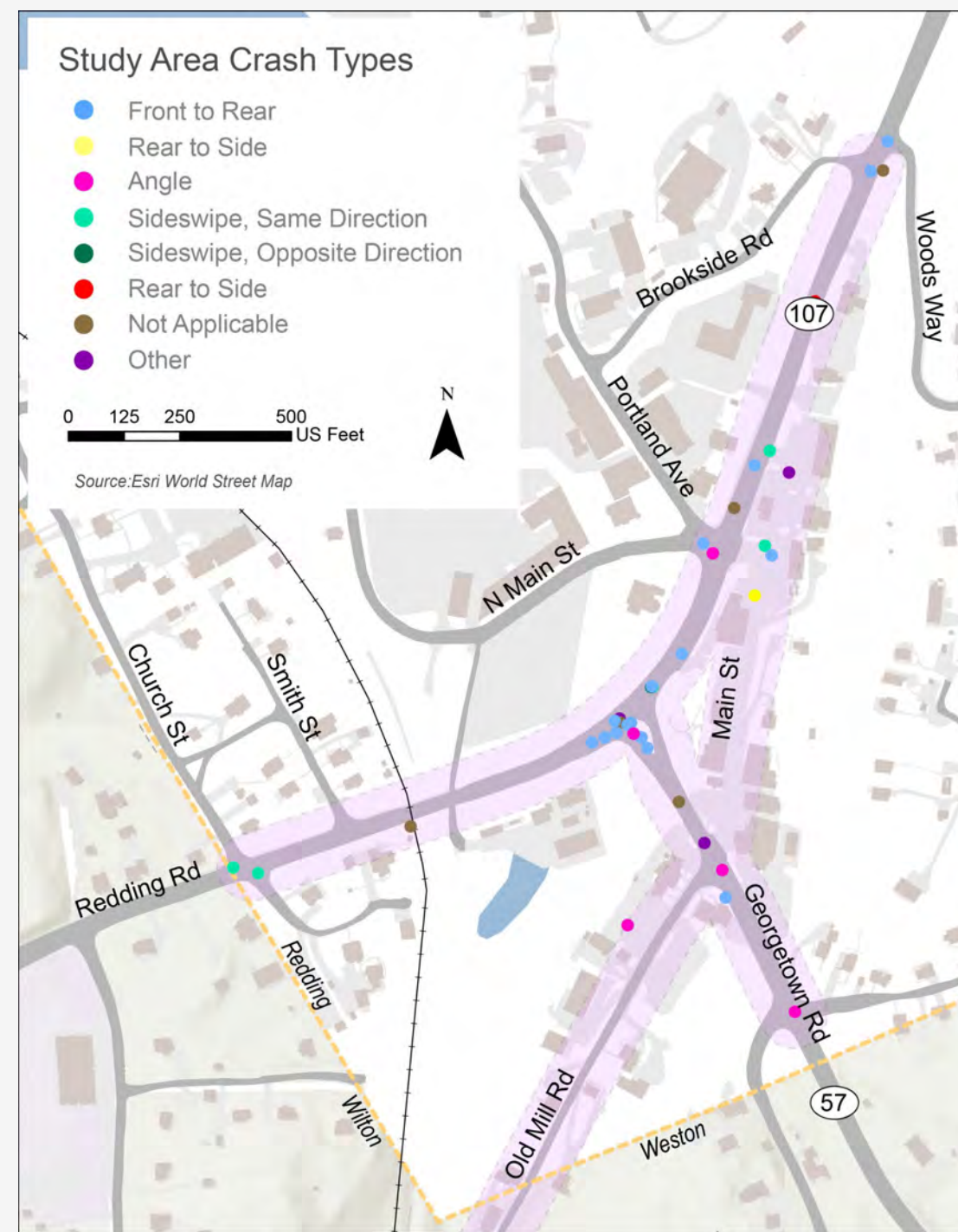
*Condition: Good is serviceable, meets current design standards. Fair is generally serviceable, but may need minor repairs, or may not completely align with current design standards. Poor is not serviceable, generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation.

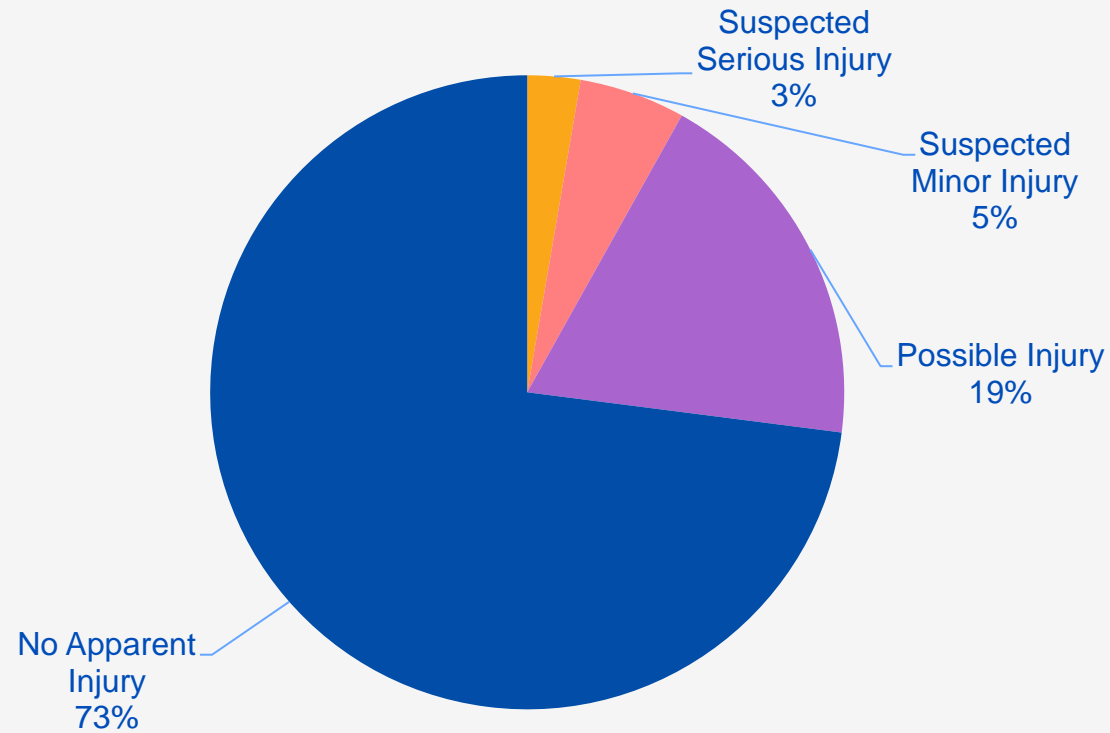
Crash Types (2019–2023)



5-year crash total: 37

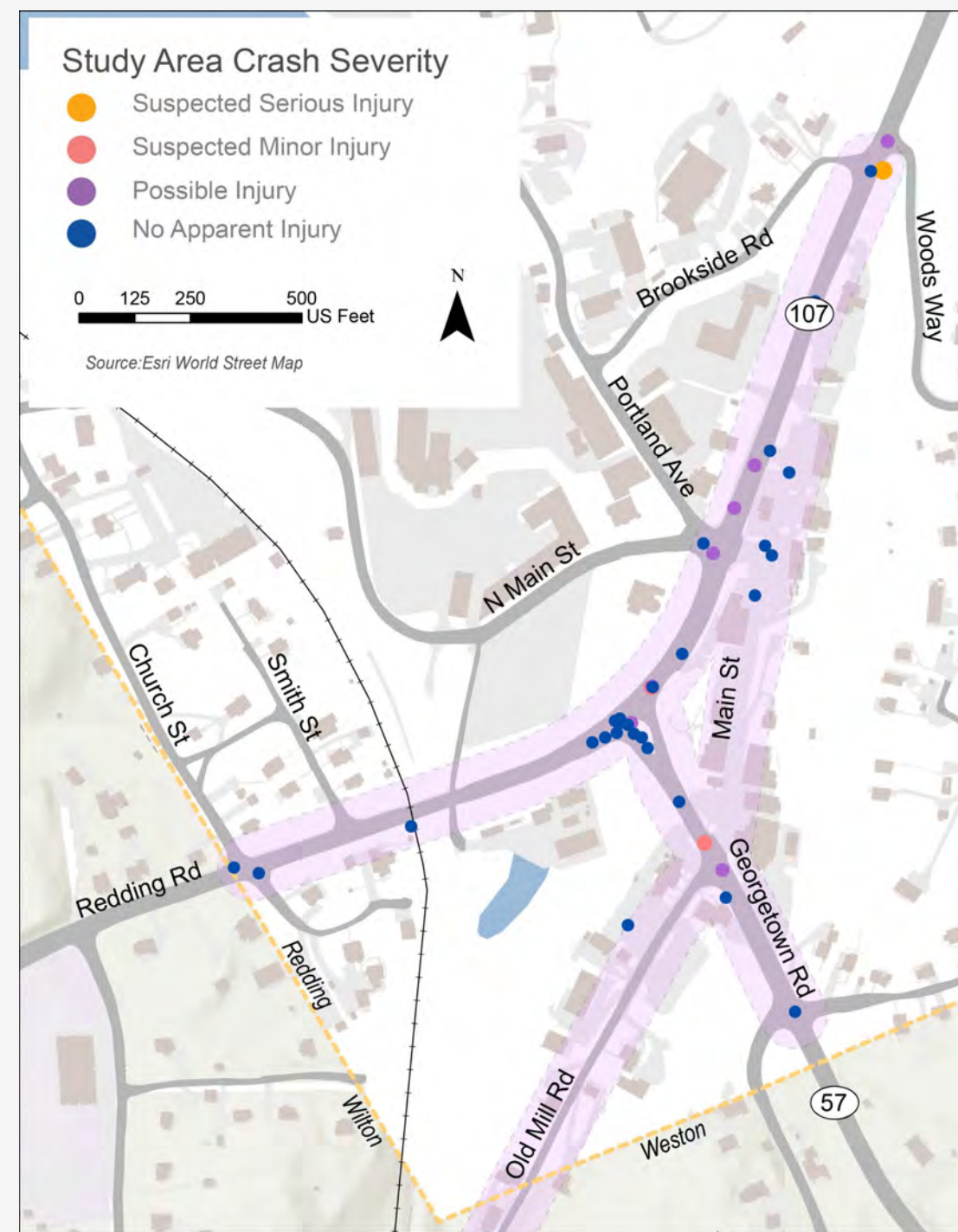


Crash Severity (2019–2023)



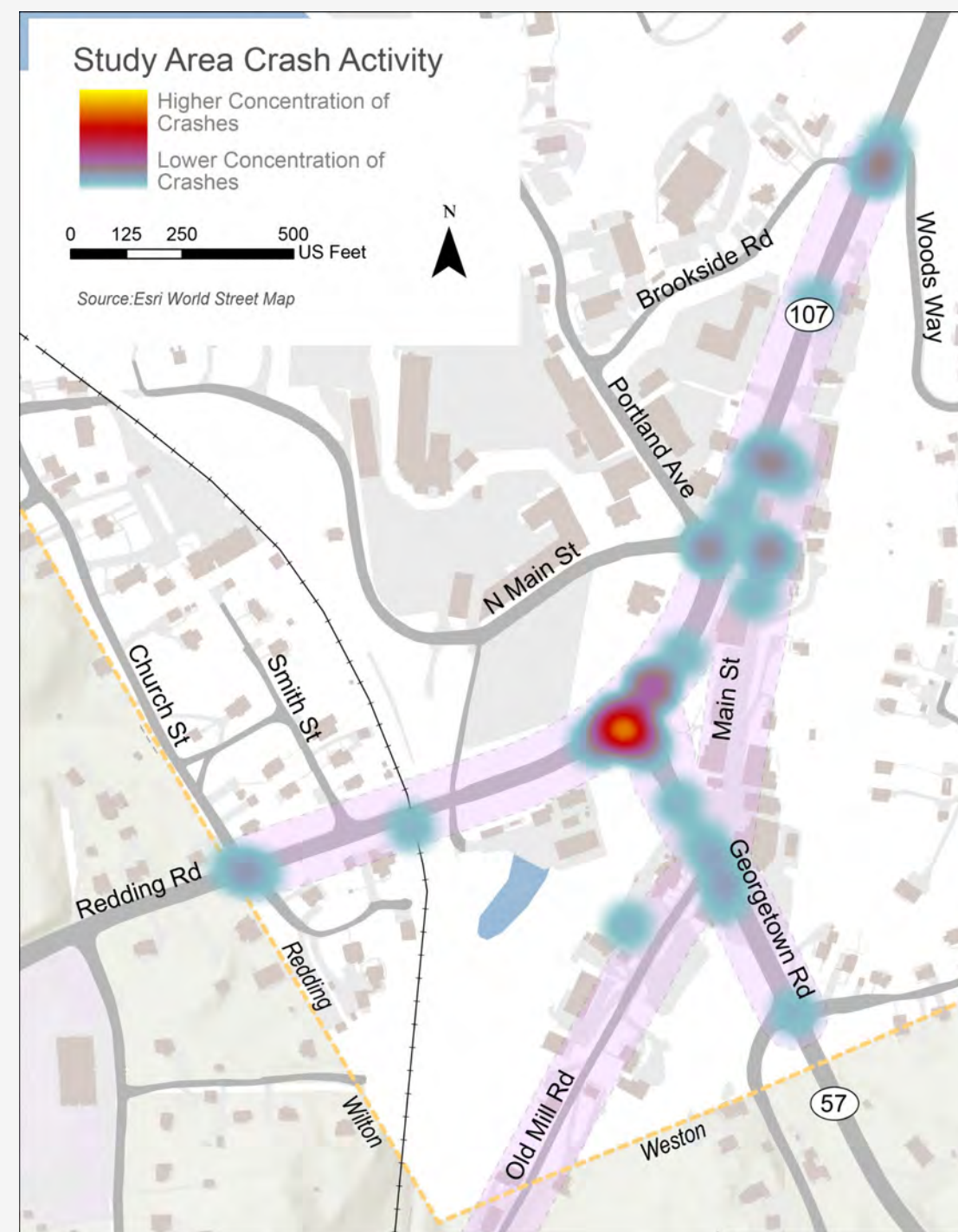
Statewide

Fatality	<1%
Suspected Serious Injury	1%
Suspected Minor Injury	11%
Possible Injury	12%
No Apparent Injury	76%



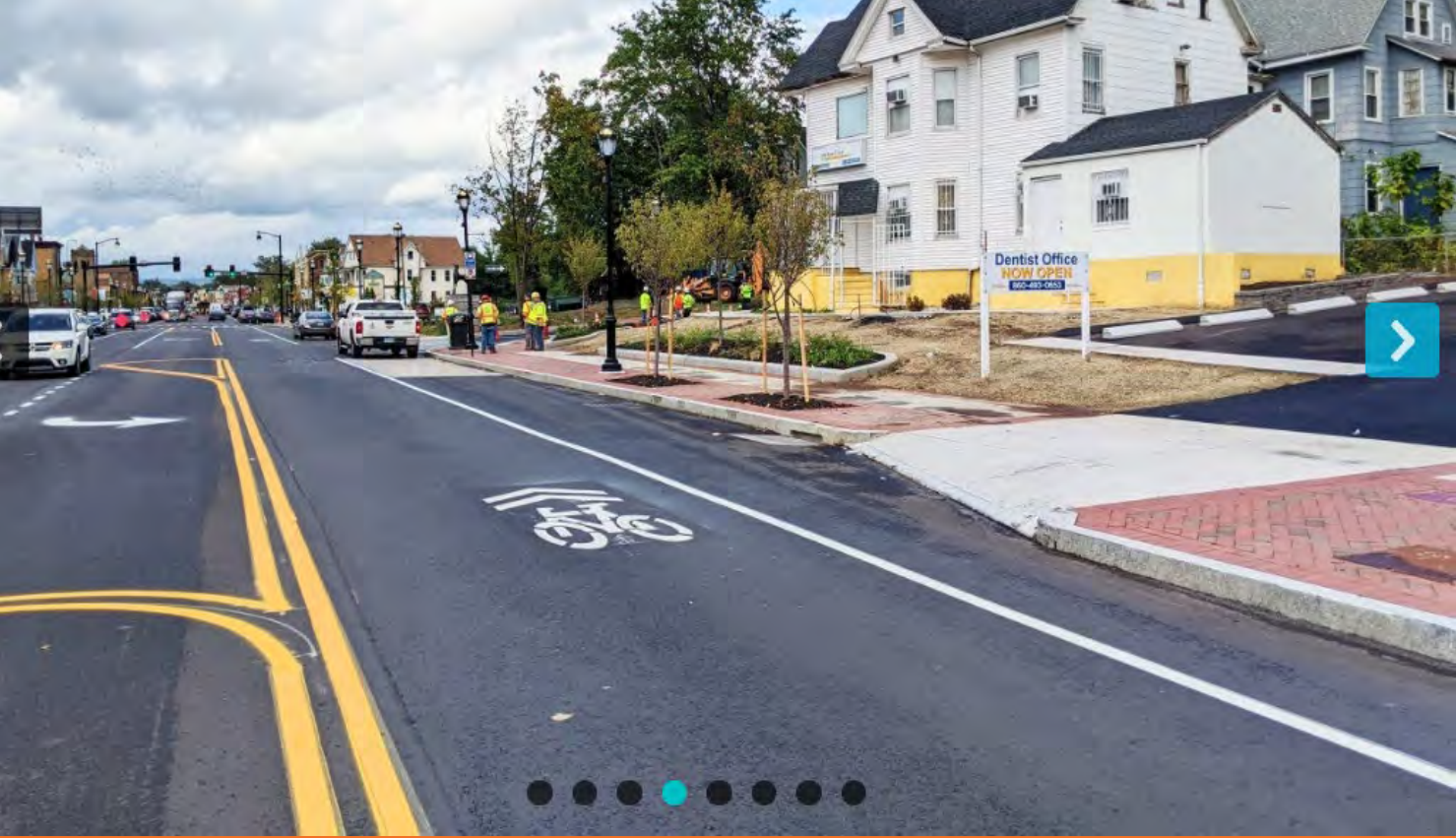
Crash Hotspots (2019 – 2023)

- Route 57 / Route 107 intersection
- Route 107 westbound before Route 57 intersection



Existing Conditions Findings

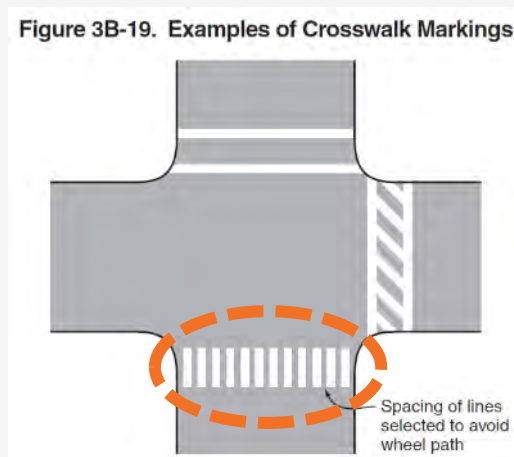
- Two state highways intersecting in a rural /village area
 - Mixed use
 - Residential
 - Commercial
- Sidewalks with limited buffers from road
- Limited bicycle infrastructure
- Considerations for future land use changes



Potential Countermeasures



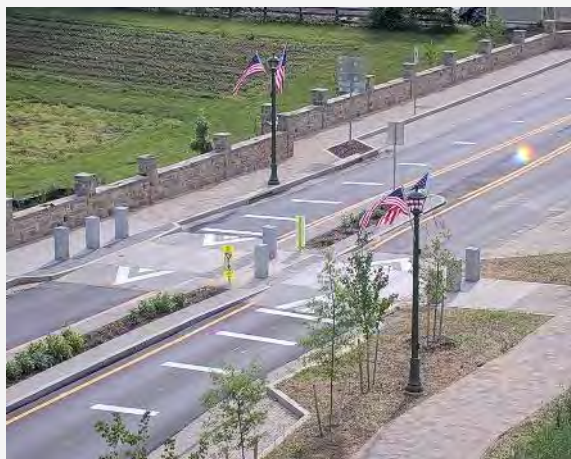
Sidewalks



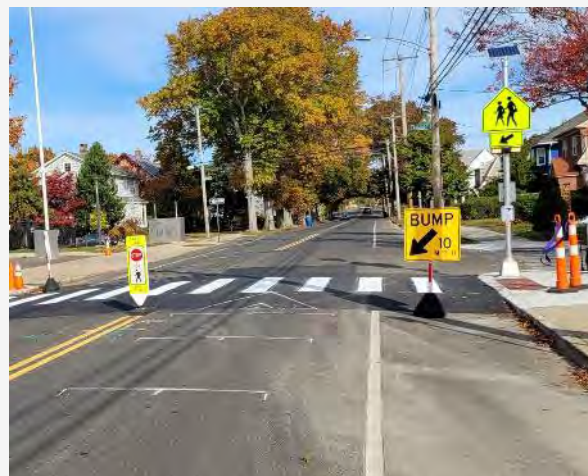
Crosswalks



RRFB



Pedestrian refuge islands



Raised crosswalks



Pedestrian-scale lighting



Sharrows



Bike lanes



Buffered bike lanes



Sidepaths

Some countermeasures may not be appropriate on certain facilities



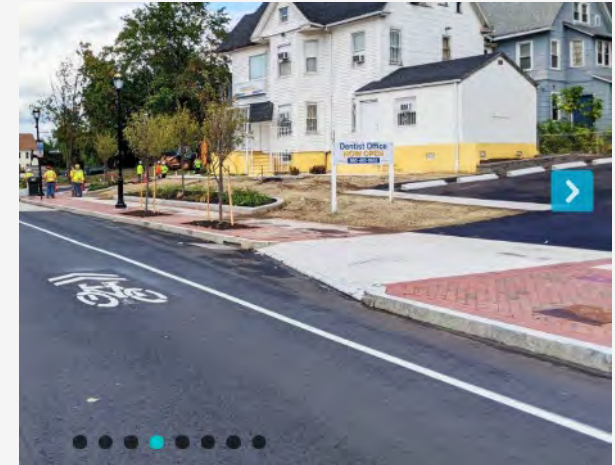
Speed Countermeasures



Lane narrowing



Signal timing



Streetscape



Median island



Street trees



Dynamic speed signs

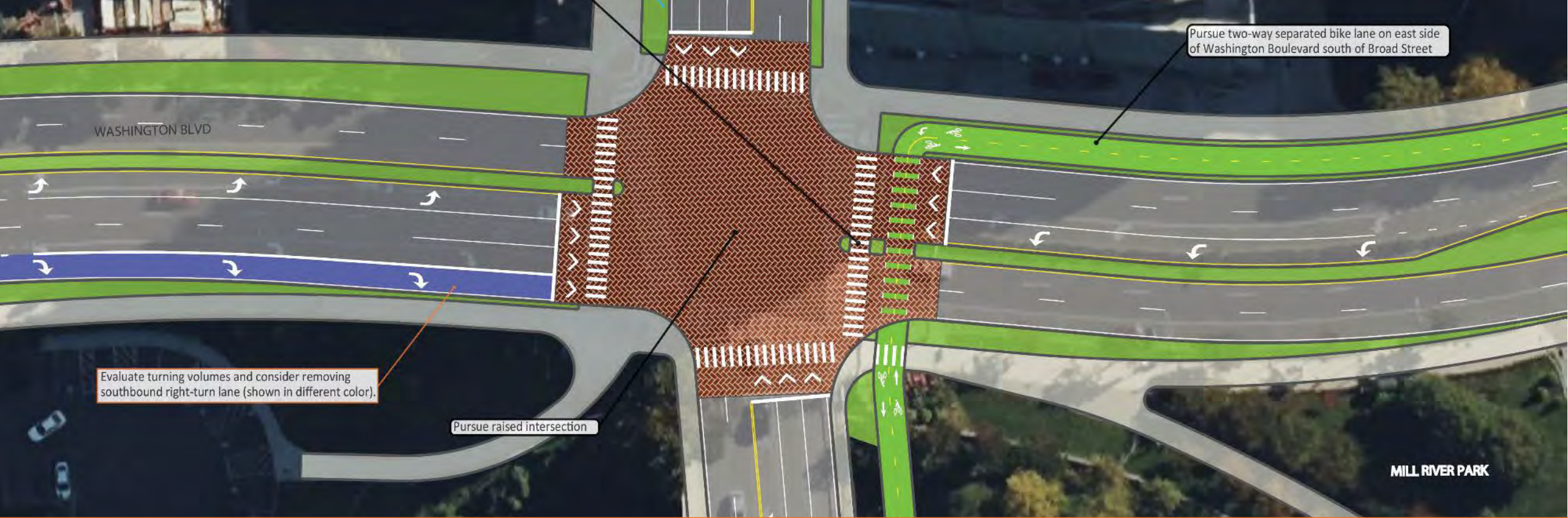
Some countermeasures may not be appropriate on certain facilities



Short medians / lateral shift



Roundabout



Discussion



Next Steps

Tomorrow's Site Visit

- Meet at 9:45 AM
- Review safety protocols, reflective vests, etc.
- Walk study area corridor
 - Assess existing conditions
 - Identify potential countermeasures
- Recap findings at post-audit discussion immediately following

Thank you!



Redding - Road Safety Audit (RSA)

Site Walk / Visit

Redding, CT

Wednesday, December 5, 2024

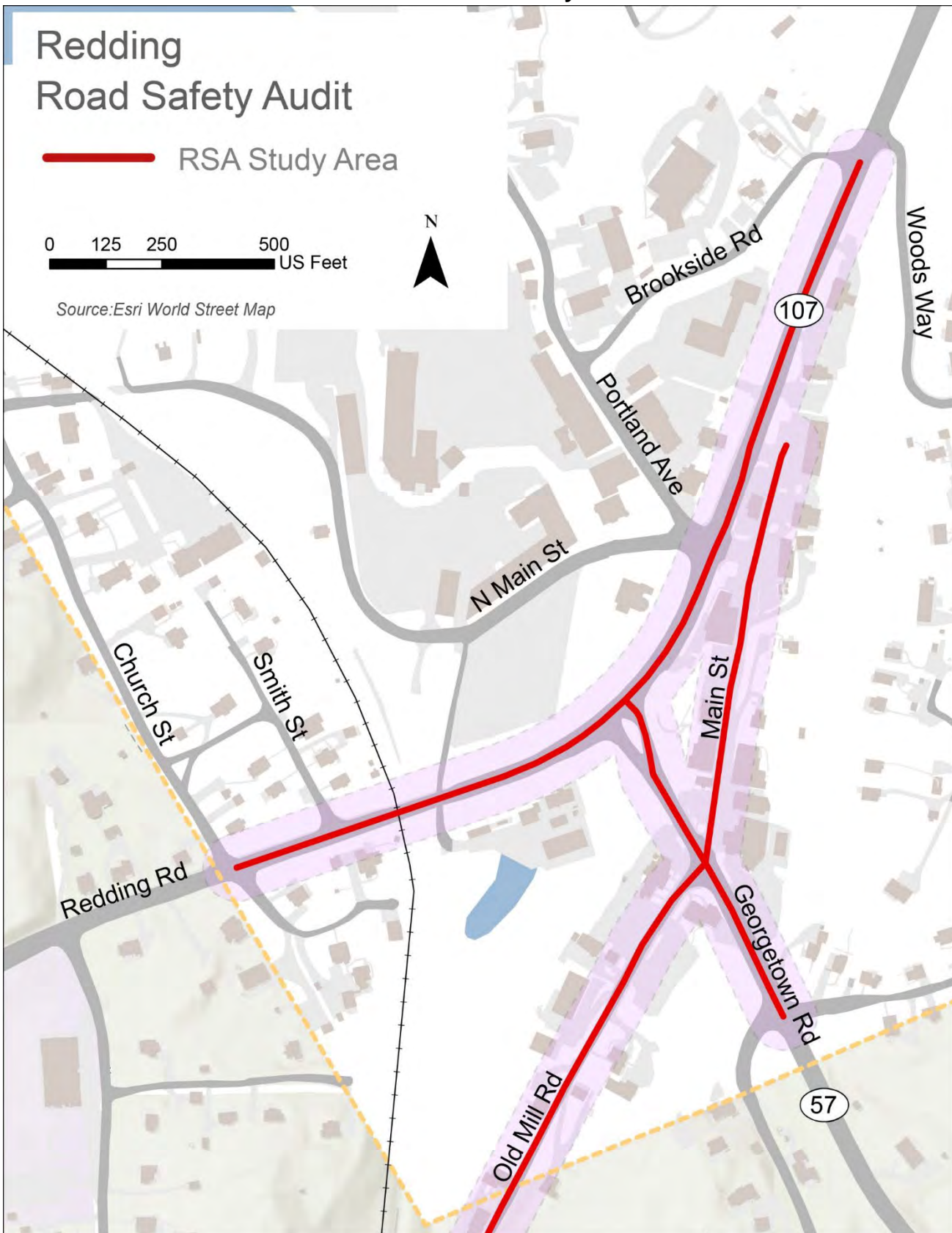
AGENDA

- 1. Welcome and Introductions**
- 2. Route Review**
- 3. Safety Reminders**
- 4. Site Walk**
 - Distribute and discuss field packets
 - Suggestions for adding feedback
 - Identify issues and improvement opportunities (all participants)
- 5. Post-Audit Recap**
 - Discuss observations and potential improvements
 - Next steps

Participant Expectations

All participants should plan to be actively involved during the entire RSA process. Participants are encouraged to share their ideas, concerns, and comments with the study team at the pre-audit meeting and during the site visit. In addition, after the RSA site visit, participants will be asked to review and comment on the draft report to assure it is reflective of the RSA completed by the multidisciplinary team. Stakeholders' opinions are key elements to the success of the RSA.

Overall Study Area



RSA Field Sheet

Location 1: Redding Rd: Portland Av to Woods Wy

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Maps, Airbus, Maxar Technologies, Map data ©2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____

RSA Field Sheet

Location 2: Main St: Redding Rd to Georgetown Rd

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Maps, Airbus, Maxar Technologies, Map data ©2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 3: Georgetown Rd: Redding Rd to Covenant Ln/Highland Av

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Maps, Airbus, Maxar Technologies, Map data ©2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 4: Old Mill Rd: Georgetown Rd to Weston Town Line

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Maps, Airbus, Maxar Technologies, Map data ©2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Sheet

Location 5: Redding Rd: Church St to Georgetown Rd

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.



Image Credit: Google Maps, Airbus, Maxar Technologies, Map data ©2024

Notes:

- 1) _____
- 2) _____
- 3) _____
- 4) _____
- 5) _____
- 6) _____
- 7) _____
- 8) _____
- 9) _____
- 10) _____
- 11) _____
- 12) _____

RSA Field Considerations

Pedestrian Facilities

- Sidewalk - width, slope, condition, drainage, obstruction
- Bus shelter - wheelchair access, boarding area
- Shared use path - width, slope, detectable warning surface

Pedestrian Crossings

- Crosswalks - marked crosswalk, striping, width
- Curb ramps - width, slope, orientation, detectable warning surface, wheelchair accessible grade
- Pedestrian signals - push button height, reach distance
- Crossing time
- Signage
- Sight distance
- Pavement marking
- Refuge island - width, slope, detectable warning surface

Pedestrian Accommodations

- Illumination
- Amenities - benches, trash receptacles

Bicycle Accommodations

- Bicycle facility / design
- Separation from traffic
- Roadway speed limit
- Traffic volume
- Truck / heavy vehicle %
- On-street parking conflict
- Pedestrian conflict
- Visibility
- Bicycle signage / marking
- Shared lane width
- Shoulder condition / width
- Pavement condition
- Debris

Road Facilities

- Access point
- Drainage
- Taper / lane shift
- Roadside clear zone / slope
- Guide rail / barrier
- Capacity issue
- Curbing

Road Surface Condition

- Pavement - roughness or rutting, potholes, loose material
- Edge drop-off
- Drainage

Intersections

- Geometry
- Sight distance
- Traffic control device
- Turning vehicle storage
- Through vehicle bypass width

Signals

- Visibility
- Sight distance
- Operation
- Equipment placement
- Lane capacity

Signage

- MUTCD complaint
- Visibility / placement
- Retro-reflectivity
- Clear / consistent messaging

Pavement Markings

- MUTCD compliant
- Visibility
- Condition
- Snow storage
- Edgeline

Driver Behavior

- Speed limit compliance
- Safe passing
- Distraction
- Unaware of pedestrians / cyclists
- Sight distance

Miscellaneous

- Landscaping / vegetation
- Seasonal events
- Weather impacts