

ANSONIA / DERBY ROAD SAFETY AUDIT

Route 853 (Division Street): Route 727 (Pershing Drive)
to Route 115 (Derby Avenue / Main Street)



FEBRUARY 2025

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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.

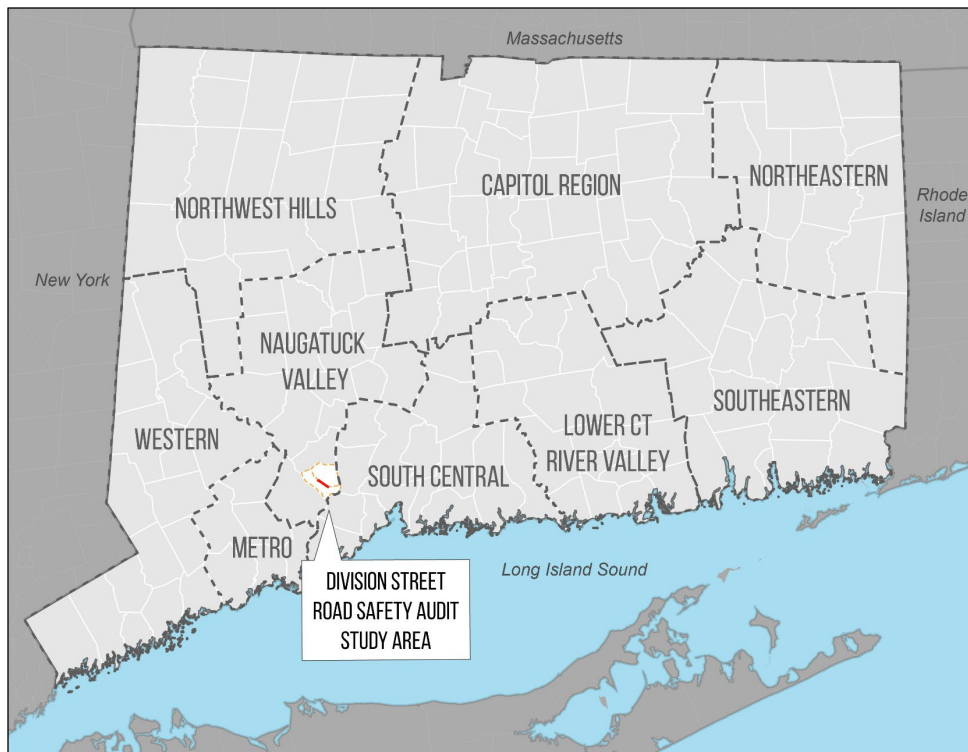
The summary results section of this report, Chapter 5: Recommendations, includes several recommendations and concepts that can be considered for implementation by the municipality, regional planning organization, and / or CTDOT. While many of these recommendations are less complex and easier to implement, 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 COGs implement RSA recommendations in the Final RSA Report.

1.2 Ansonia / Derby RSA Study Area and Location

CTDOT sponsored an RSA for the City of Ansonia and City of Derby. The study area encompasses Route 853 (Division Street) between Route 727 (Pershing Drive). And Route 115 (Derby Avenue / Main Street). Exhibit 1 shows the study area in context to the State of Connecticut, and Exhibit 2 shows the study area in further detail.

Exhibit 1: Division Street RSA Regional Location



The purpose of the RSA is to observe and document existing concerns and recommend improvements to safety and operations within the study area,

paying particular attention to the quality of travel for bicyclists and pedestrians.

Division Street is the main east-west route connecting Route 727 (Pershing Drive) in Derby and Route 115 (Derby Avenue / Main Street) in Ansonia. The Division Street study area contains access to businesses, restaurants, industrial sites, and commercial areas. Access to the Naugatuck River Greenway Trail and the Waterbury Branch Line railroad crossing are also within the study area. A review of travel patterns shows that a greater share of workers commute into the study area for work than the number of workers commuting away from the study area. Very few residents both live and work in the study area. Exhibit 3 displays points of interest located along the corridor.

Division Street is classified as a minor arterial roadway, which is typically used for vehicle trips of moderate distance and slower speeds. The study area intersects with Pershing Drive on the west and Derby Avenue, Main Street, and Elm Street to the east. The Division Street study area serves a wide variety of users including pedestrians / bicyclists, commuters, business employees, and delivery drivers.

Average Annual Daily Traffic (AADT) collected in 2021 in the study area ranges between 14,700 and 18,500 vehicles per day, with the highest volumes seen at Division Street between Pershing Drive and the Naugatuck River Greenway Trail. Exhibit 4 displays daily traffic in the study area.

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

Exhibit 2: Division Street RSA Study Area

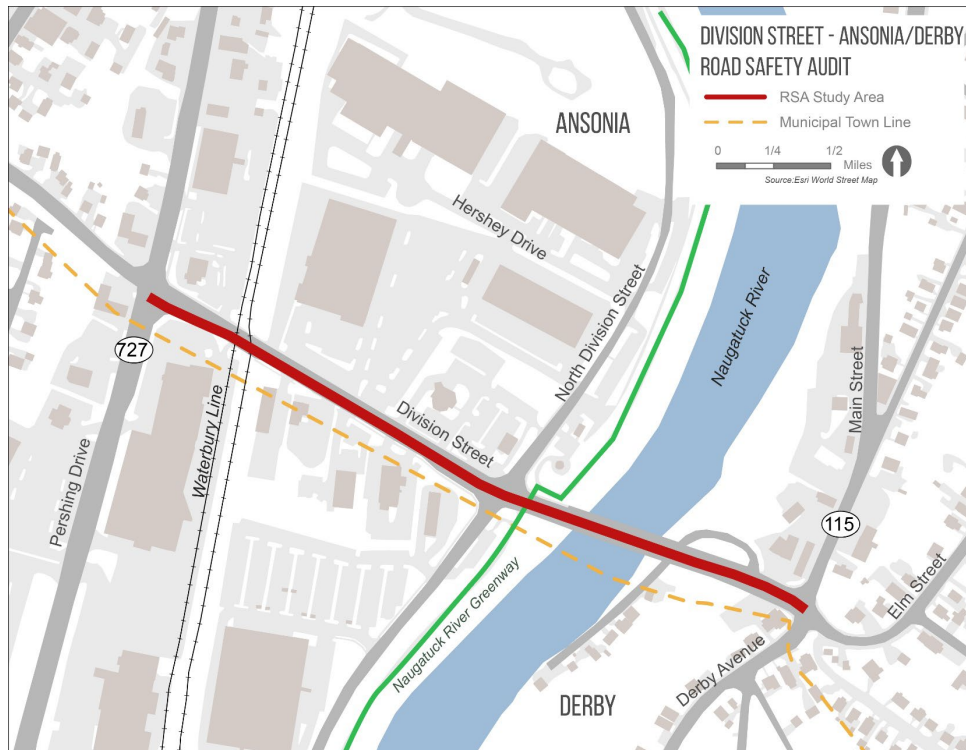


Exhibit 3: Study Area Points of Interest

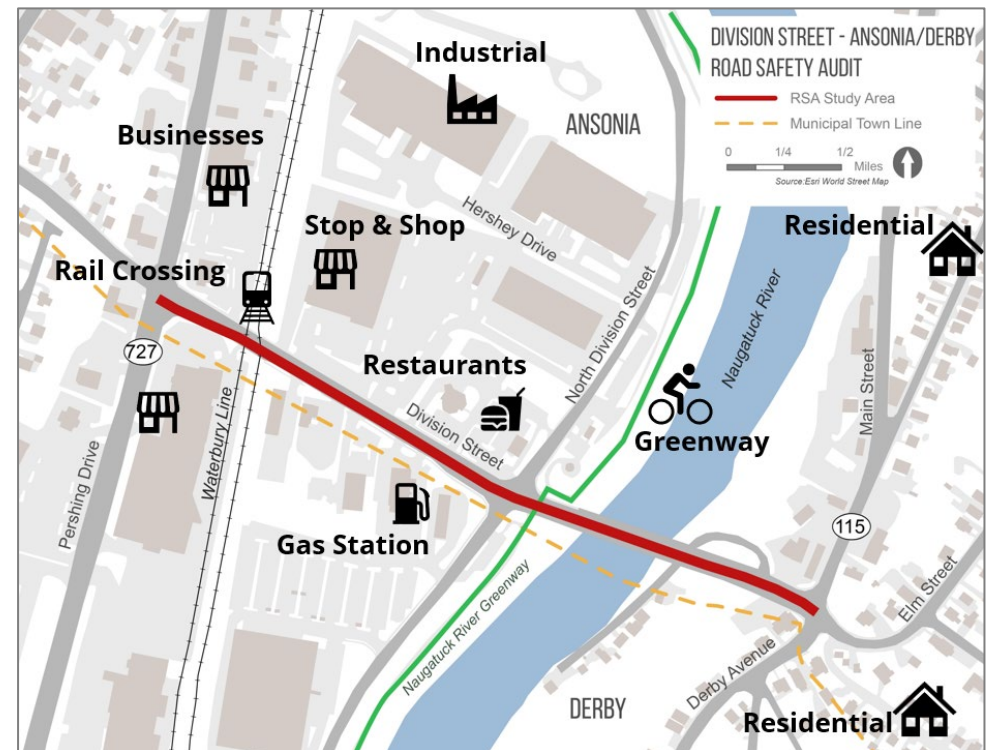
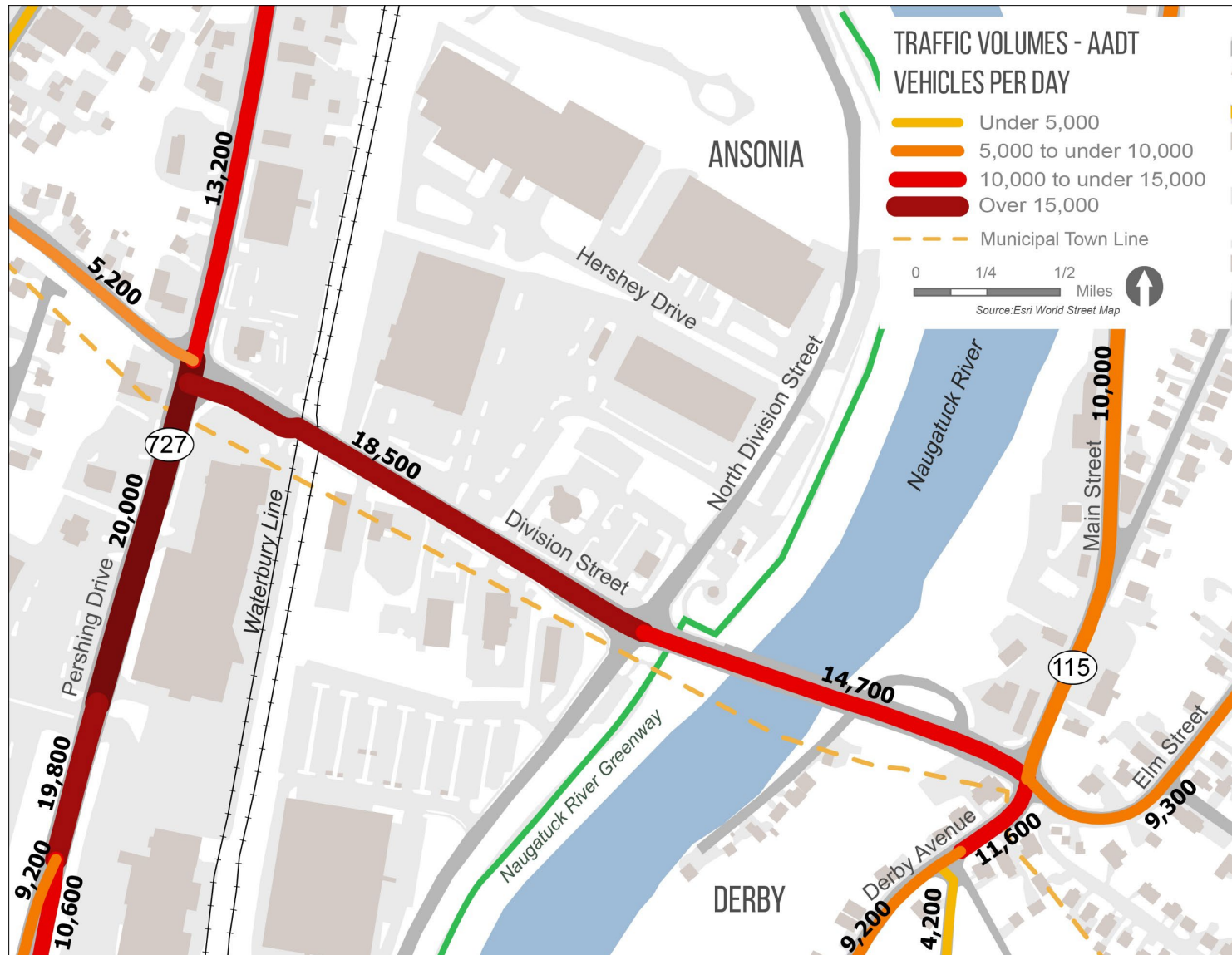
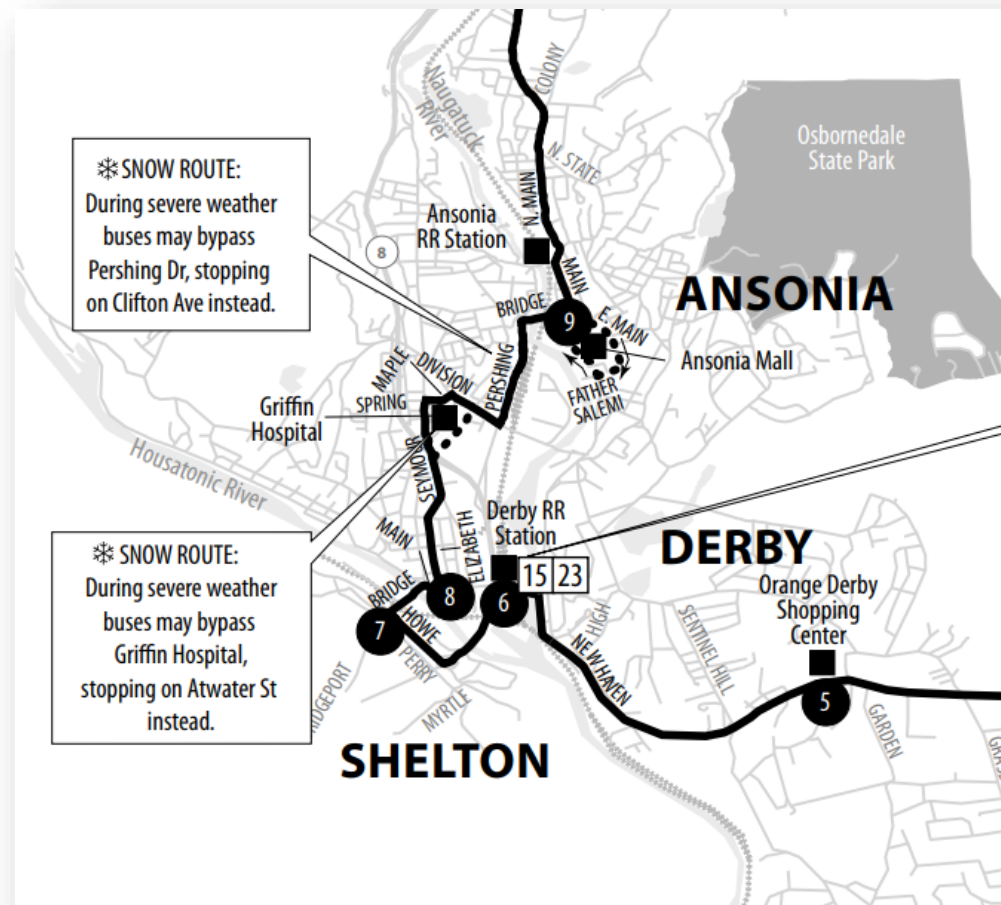


Exhibit 4: Average Annual Daily Traffic Volumes



Public transit options within the study area include CT *transit* Route 255 that connects Ansonia with New Haven and Shelton. This route is displayed in Exhibit 5. Valley Transit District also provides American with Disabilities Act (ADA) service throughout Ansonia and Derby.

Exhibit 5: Public Transit in the Study Area – CT *transit* Route 255



2 Prior Efforts in Study Area

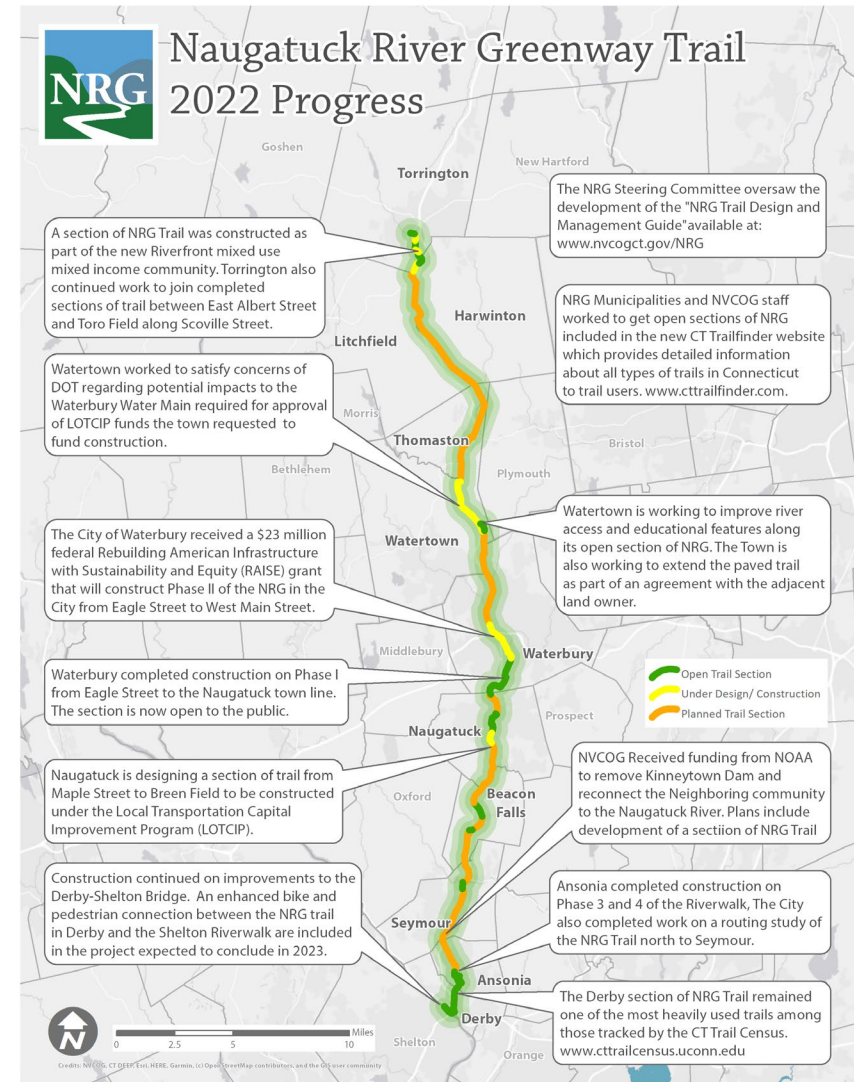
2.1 Naugatuck River Greenway Trail 2022 Progress

Due to significant housing growth in downtown Ansonia and Derby, there will be an increased population needing access to services. Additionally, more bicycle and pedestrian traffic is expected along the Naugatuck River Greenway as additional segments are completed. The Derby section of the trail is one of the most heavily used trails among those tracked by the CT Trail Census. Exhibit 6 shows the Greenway Trail and Exhibit 7 displays construction progress of the trail.

Exhibit 6: Naugatuck River Greenway Trail



Exhibit 7: Naugatuck River Greenway Trail 2022 Progress

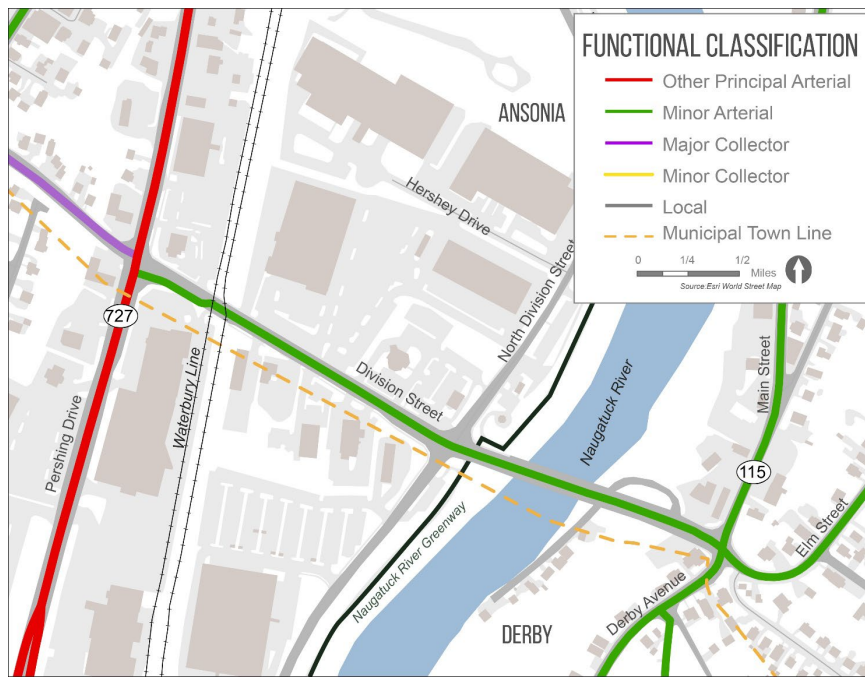


3 Pre-audit Meeting

3.1 Pre-Audit Information

The RSA team conducted a pre-audit virtual meeting on Tuesday, July 9th, 2024. The RSA team presented a brief presentation that included an overview of the Ansonia and Derby RSA goals and purpose, the study area, and key existing conditions findings. As displayed in Exhibit 8, Division Street is a minor arterial roadway. Key themes discussed during the pre-audit meeting are presented below.

Exhibit 8: Roadway Functional Classification



Speeds: The speed limit on Division Street is 30 MPH, the speed limit on Pershing Drive is 35 MPH, and the speed limit on Elm Street is 25 MPH. 85th percentile speeds on Route 853 (Division Street) reveal speeds nearing 37 MPH immediately east of the Route 727 (Pershing Drive) intersection. Exhibit 9 displays speed limits in the study area and Exhibit 10 displays the roadway geometry features throughout the study area.

Exhibit 9: Study Area Speed Limits

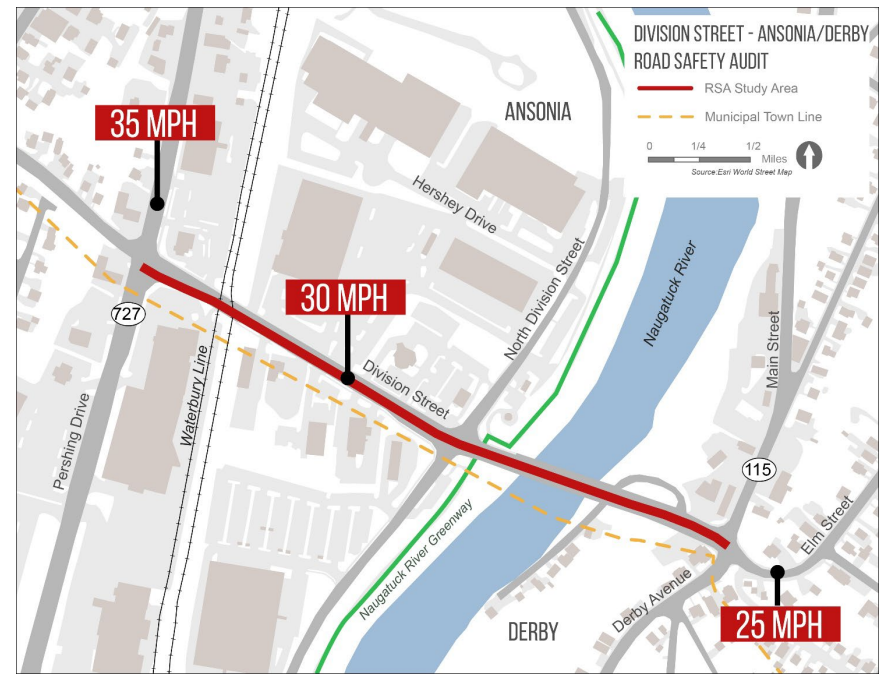


Exhibit 10: Roadway Geometry

Derby and Ansonia - RSA - SR 853 (Division Street)																		
Street Inventory																		
Road	From	To	Distance	Functional Classification	Speed Limit	Direction	Lanes	Lane Width	Sidewalk			ADA Ramps		Curb	Parking	Shoulder	On DOT Bike Network	Notes
Type	Width	Condition	Present	Compliant														
SR 853 (Division St)	SR 727 (Pershing Dr)	RR Crossing	0.06 Mi (300 ft)	Minor Arterial	30	EB WB	1 3	12' 10-11'	N/A Concrete	N/A 5'	N/A Fair-Poor	Yes Yes	Yes Yes	Concrete Concrete	No No	1' 1'	No No	Bituminous around RR crossing
SR 853 (Division St)	RR Crossing	N Division St	0.16 Mi	Minor Arterial	30	EB WB	2 2	11' 11'	Concrete Concrete	4-5' 5-6'	Fair-Poor Fair	Yes Yes	No No	Varies Varies	No No	1-2' 1-2'	No No	EB sidewalk gap 140' EB right turn lane
SR 853 (Division St)	N Division St	CT 115 (Derby Ave/ Main St)	0.17 Mi	Minor Arterial	30	EB WB	2 2	11' 11'	N/A Concrete	N/A 6'	N/A Good	N/A Yes	N/A Yes	Concrete Concrete	No No	0-5' 5'	Yes Yes	EB right turn lane

*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.

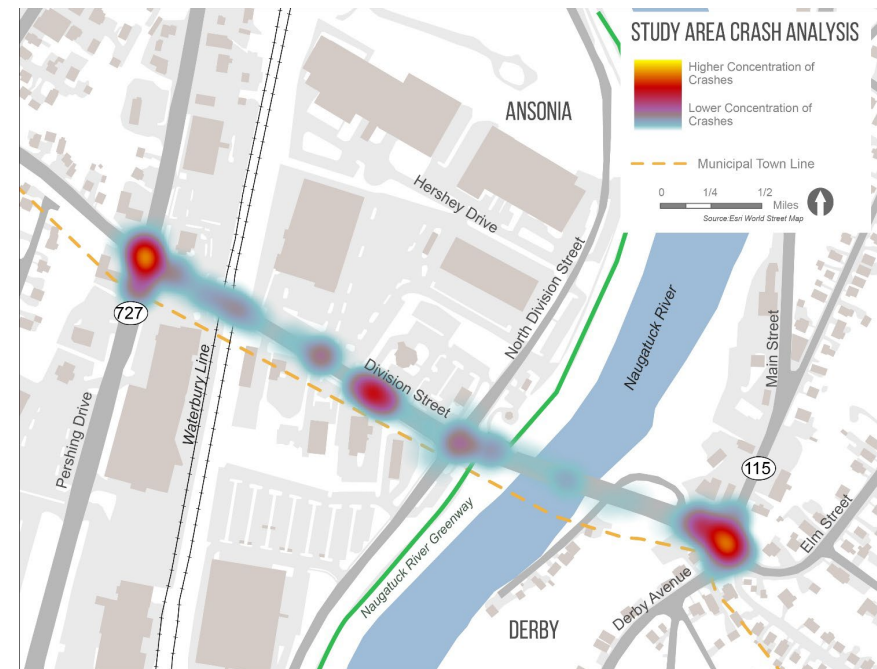
Highlighted cells indicate values which may warrant further investigation

Crashes: Based on data retrieved from CTDOT for the five-year period between January 2018 through December 2022, there were a total of 247 crashes in the study area. Crashes were concentrated most at the intersection of Pershing Drive at the western extent of the corridor and Derby Avenue at the eastern end of the Division Street corridor. Exhibit 11 displays the study area crash summary by year and Exhibit 12 displays a heatmap of crashes in the study area.

Exhibit 11: Study Area Crash Summary

Year	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
2018	41	3	3			47
2019	36	7	4	1		48
2020	32	4	5			41
2021	35	7	2			44
2022	45	12	9		1	67
TOTAL	189	33	23	1	1	247

Exhibit 12: Study Area Crash Heatmap

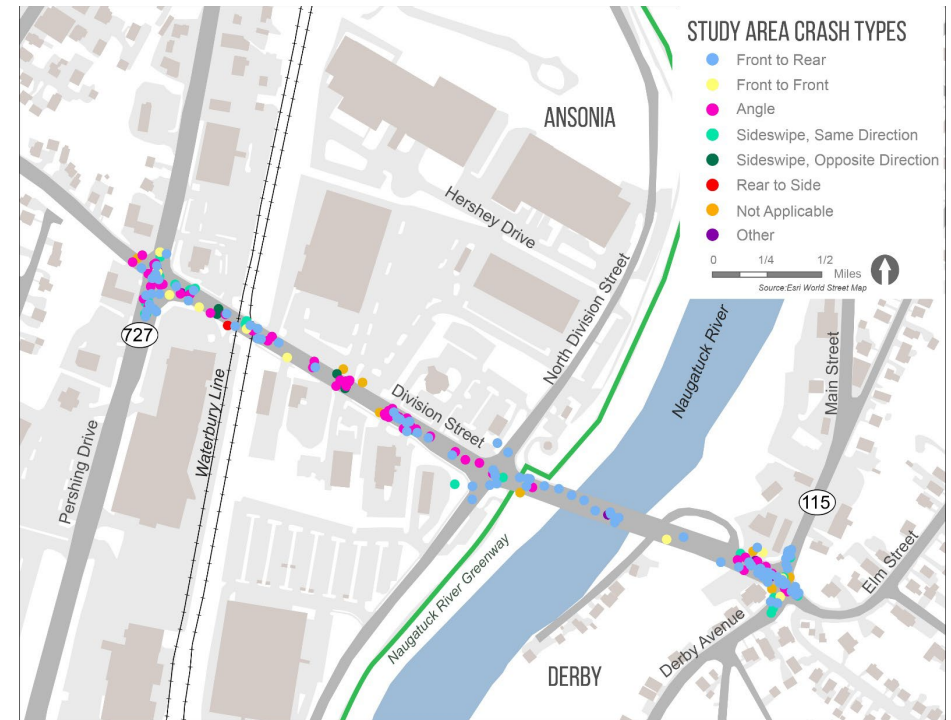


Crashes by Type: Most crashes were front-to-rear (rear end) and angle types. Front-to-rear crashes occur most commonly at intersections where cars are queued to make turning movements. Angle crashes are typical in areas with ingress / egress movements at property entrances. Exhibit 13 displays crashes by type and severity. Exhibit 14 displays a map of crashes by type and location in the corridor.

Exhibit 13: Crashes by Type

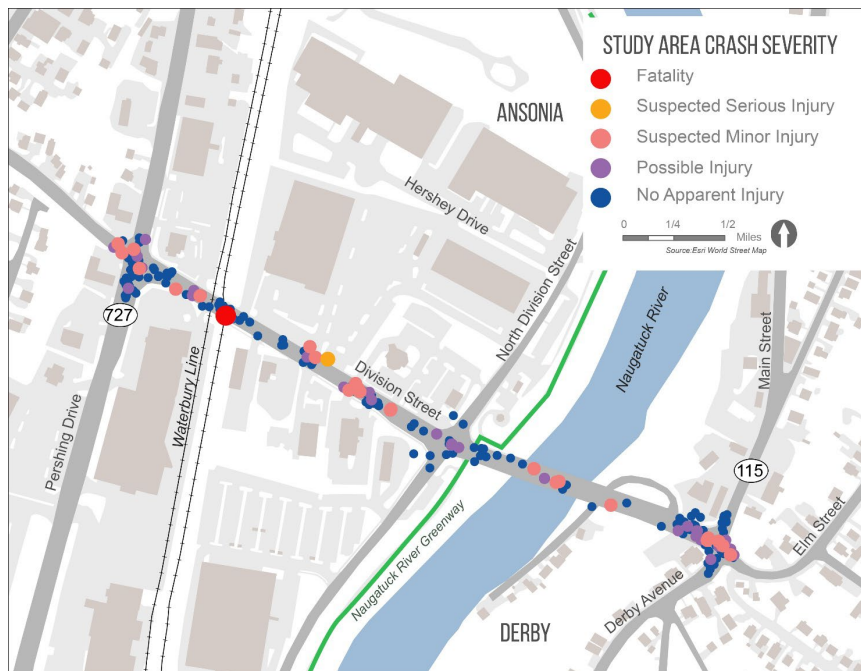
	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
Angle	56	12	9			77
Front to front	8		3			11
Front to rear	84	11	5			100
Not Applicable	5	4	4	1	1	15
Other	6	2	2			10
Rear to rear	1					1
Rear to side	1					1
Sideswipe, opposite direction	4	2				6
Sideswipe, same direction	24	2				26
TOTAL	189	33	23	1	1	247
Pedestrian		1	1	1	1	4

Exhibit 14: Crashes by Type and Location



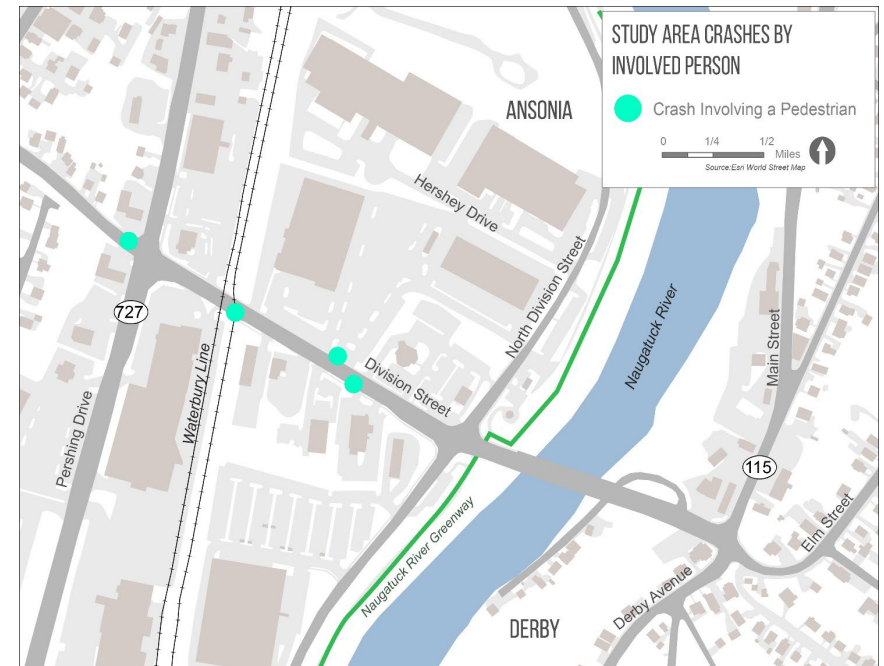
Crash Severity: Most crashes were classified as no apparent injury. There were twenty-three (23) suspected minor injury crashes, one (1) suspected serious injury crash, and one fatal crash reported. The fatal crash involved a pedestrian. Exhibit 15 displays the severity of crashes and their locations.

Exhibit 15: Crash Severity by Location



Crashes by Involved Person: There were four (4) reported crashes involving pedestrians in the five-year period of 2018-2022. There was one crash that resulted in each injury type: possible injury, suspected minor injury, and suspected major injury. One crash resulted in a pedestrian fatality in December 2022. Exhibit 16 displays the locations of crashes involving pedestrians.

Exhibit 16: Crash Involving a Pedestrian



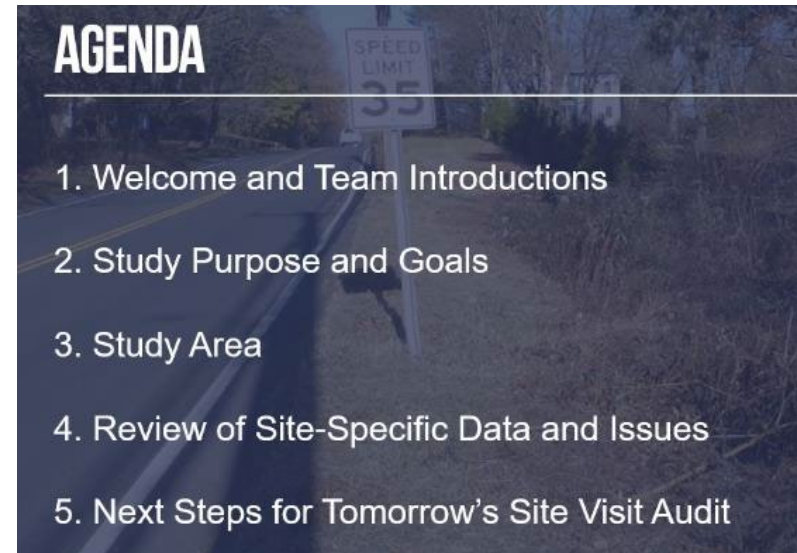
3.2 Pre-Audit Discussion

Immediately following the pre-audit presentation, a discussion followed that highlighted concerns and notes regarding the Ansonia / Derby RSA study area. Highlights from this discussion are presented below:

- Attendees noted safety issues around existing walking and bicycling routes.
- The Naugatuck River Greenway Trail is highly utilized in this area by pedestrians and bicyclists.
- Participants discussed the high traffic speeds and volumes.
- Attendees described the anticipated future housing near the study area, noting the expected increase in pedestrian traffic in the corridor.
- Participants discussed the lack of pedestrian visibility and lighting.
- Attendees expressed concerns about safety at the rail crossing.

Sample slides from the pre-audit presentation are shown in Exhibit 17.

Exhibit 17: Sample Slides from Pre-Audit Presentation



4 RSA Assessment

A summary of the team's findings from documenting conditions observed in the field, along with comments from municipal stakeholders, is presented below. Exhibit 18 shows RSA participants observing the pedestrian crossing at the intersection of Route 853 (Division Street) and Route 727 (Pershing Drive).

Exhibit 18: RSA Participants Observing Pedestrian Signal Head



4.1 Intersection of Route 853 (Division Street) and Route 727 (Pershing Drive)

- Although there are lane markings and signage in the field, many Division Street westbound drivers are merging out of the right-turn only lane into the through lane in the middle of the intersection at this location.

- The landing on southwest corner of intersection (Pershing Drive heading northbound) is ADA-compliant, but not Public Right-of-Way Accessibility Guidelines (PROWAG) compliant.
- Sidewalks are only present on the north side of Division Street and abruptly end at the CVS driveway. Sidewalks are in poor condition.
- A pedestrian “goat path” exists heading into CVS parking lot, as displayed in Exhibit 19.
- There is debris in the shoulders of roadway and in catch basins.
- Backups were observed across the rail crossing, these often result from left turning vehicles into the former Stop & Shop driveway.
- Overgrown vegetation covers the line of sight in many areas.
- There are no midblock crossings on Division Street.
- There are no dedicated bicycle facilities.
- There is no pedestrian scale lighting.
- A participant stated that the traffic signal for Division Street westbound traffic gives both a green arrow and a green globe to right turn only traffic. Only one should be present. Upon further analysis and per MUTCD, a green arrow can be displayed at the same time as a green globe. Removal of either indication may not be beneficial.

Exhibit 19: Visible "Goat Path" Leading to CVS Parking Lot



4.2 Route 853 (Division Street) at the Waterbury Line Rail Crossing

- The detectable warning surface does not extend the entire ramp opening width.
- The 4'x4' clear area is not located outside the vehicle travel way.
- There is no detectable warning surface at the rail crossing, which sees 22 bi-directional trains a day at this location. Exhibit 20 displays the rail crossing.
- The great number of curb cuts and driveways encourage many left turns on Division Street.

- Driveways with stop sign / yield sign are missing at the former Stop & Shop, Auto-Zone, and McDonalds, as shown in Exhibit 21.
- No pedestrian scale lighting exists.
- There is no sidewalk present at the rail crossing.

Exhibit 20: Rail Crossing on Division Street



Exhibit 21: Driveways on Division Street



4.3 Route 853 (Division Street) and Driveways to Webster Bank and McDonalds

- There is a lot of debris in the shoulders of the roadway and in the catch basins.
- There is evidence of damage to brick pavers in this area, as displayed in Exhibit 22.
- Sidewalks are in poor condition in this area.
- Driveways lack ADA amenities such as tactile warning strips and ramps.
- Pedestrian scale lighting does not exist.

Exhibit 22: Pavers and Sidewalks in Poor Condition on Division Street



4.4 Intersection of Route 853 (Division Street) and North Division Street and Bridge

- High speeds were observed in this location.
- There are limited ADA accommodations.
- While there is an exclusive pedestrian phase at intersection, no crosswalks exist across the north or south leg of the intersection. This is displayed in Exhibit 23.
- A participant stated that the Naugatuck Greenway Trail has high ridership in this area. Exhibit 24 displays the Ansonia Riverwalk Park Connection to the Naugatuck River Greenway Trail. Additional

information presented shows approximately 1,000 – 2,000 users per week in 2023 and 2024.

- The pedestrian signal head has outdated push buttons at this intersection.
- A curb ramp exists but lacks the landing area for PROWAG compliance. Steep adjacent roadway grades affect curb ramps in this location.

Exhibit 23: Missing Crosswalks on North and South Approaches at Intersection of Division Street and North Division Street



Exhibit 24: Riverwalk Park and Connection to Naugatuck River Greenway Trail



4.5 Intersection of Route 853 (Division Street) and Route 115 (Main Street / Derby Avenue)

- The South Division Street and Division Street intersection has poor sightlines. Motorists cannot easily see pedestrians.
- There is overgrown vegetation along bridge as shown in Exhibit 25.
- The sidewalks are in poor condition in this area.
- The pedestrian signals at all corners of intersection are not functioning properly. Exhibit 26 shows a pedestrian crossing at this location without the signal.
- Road grades and angles cause sightline issues at this intersection.

- The participants observed motorists ignoring the No Turn on Red sign onto Division Street.
- A catch basin located in the walk area at the gas station driveway.
- All legs of the intersection are not ADA-compliant.

Exhibit 25: Overgrown Vegetation Along Bridge on Division Street Near South Division Street Underpass



Exhibit 26: Pedestrian Crossings at Division Street/Elm Street and Main Street/Derby Avenue



5 Recommendations

Based on the findings discussed during the RSA, a set of recommendations for the study area was compiled. These recommendations are organized by study area location. The RSA team walked the length of the corridor starting at the intersection of Division Street and Route 727 (Pershing Drive) and travelling east to the intersection of Division Street and Route 115 (Derby Avenue / Main Street). The sections below are not intended to reduce the importance of other aspects of the corridor, but rather to organize the recommendations in a coherent way. Many of the recommendations identified by the RSA team are applicable to any / all intersections or roadway segments in the study area. A table of recommendations organized by location is presented in Exhibit 27. A concept drawing of the intersection of Division Street and Route 727 (Pershing Drive) is presented in Exhibit 28. A concept drawing of Division Street and the intersection of North Division Street is shown in Exhibit 29. A concept drawing of the intersection of Division Street and Route 115 (Derby Avenue / Main Street) is presented in Exhibit 30.

All recommendations are categorized 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 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.

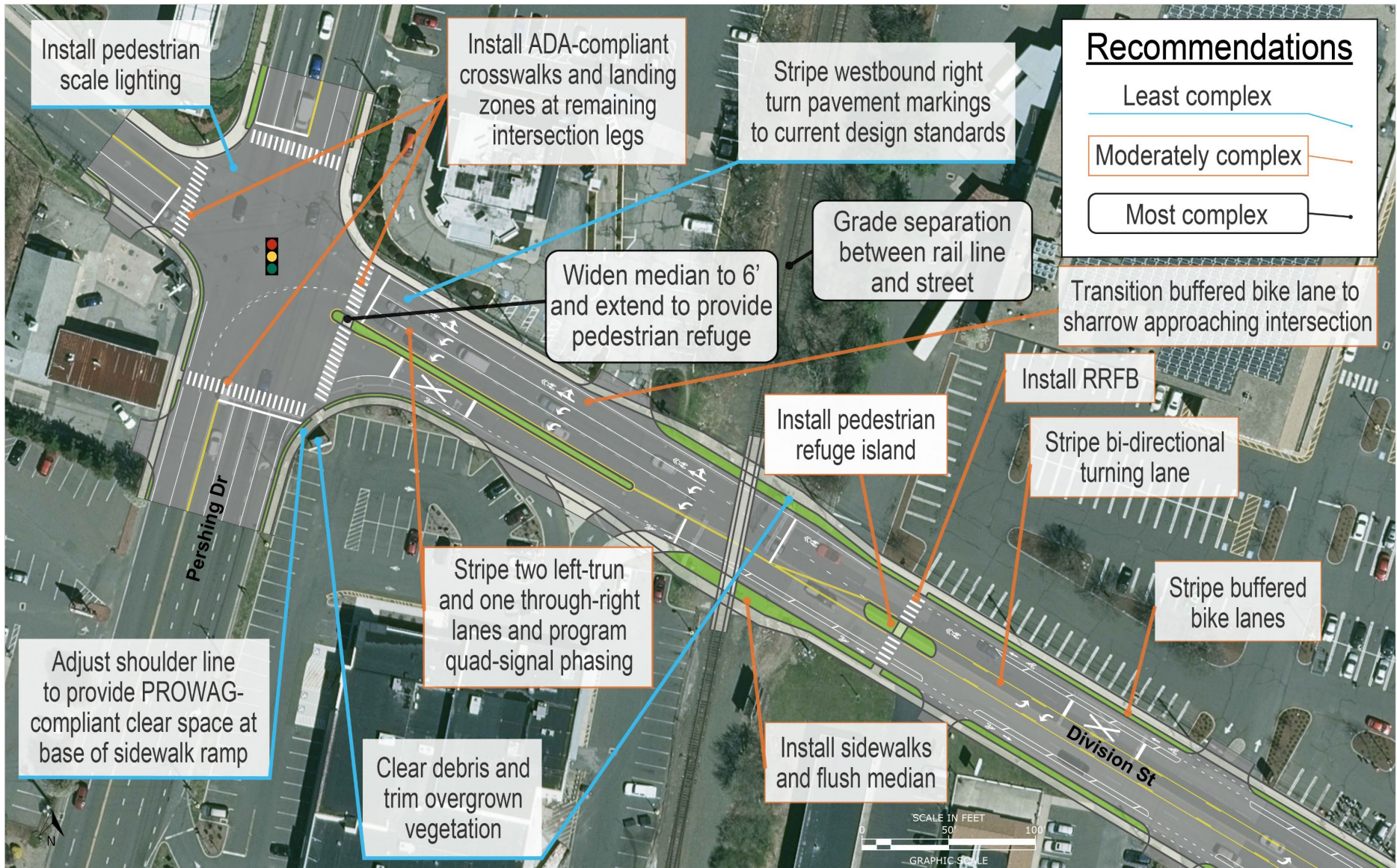
Any work within the State ROW to be done by non-State forces will require an encroachment permit from the District 4 Permit Office and/or an official request from the Ansonia and Derby LTAs.

Further details regarding recommendations are provided in the section below.

Exhibit 27: Division Street Summary Recommendations

Recommendation	Location					
	General	Pershing Dr	Waterbury Rail Line	Webster Bank/ McDonalds	N Division St	CT Route 115 (Main St/ Derby Ave)
Least Complex						
Install pedestrian scale lighting to increase visibility of vulnerable road users	•					
Clear debris and trim overgrown vegetation	•					
Stripe westbound right turn pavement markings to current design standards		•				
Adjust shoulder line to provide PROWAG-compliant clear space at base of sidewalk ramp		•				
Moderately Complex						
Re-stripe the westbound approach to be two left-turn, one through-right lanes, program quad-signal phasing		•				
Install midblock crossing with pedestrian refuge island, lighting, and RRFB			•			
Install ADA-compliant pedestrian accommodations at intersections		•	•		•	•
Install sidewalks and flush median			•			
Stripe bi-directional turning lane (road diet) east of rail line			•	•	•	
Stripe buffered bike lanes (road diet), with additional separation such as flexible posts or small barriers			•	•	•	•
Stripe left-only turn lanes (road diet); program quad-signal phasing					•	
Most Complex						
Pursue grade separation between rail line and street			•			
Install at-grade, separated sidewalk on south side of bridge					•	
Re-route Derby Greenway trail under bridge					•	
Pursue access management with adjacent property owners				•		
Complete sidewalk connection on south side of Division Street						•
Realign Park Place approximately 100' east						•

Exhibit 28: Representative Concept



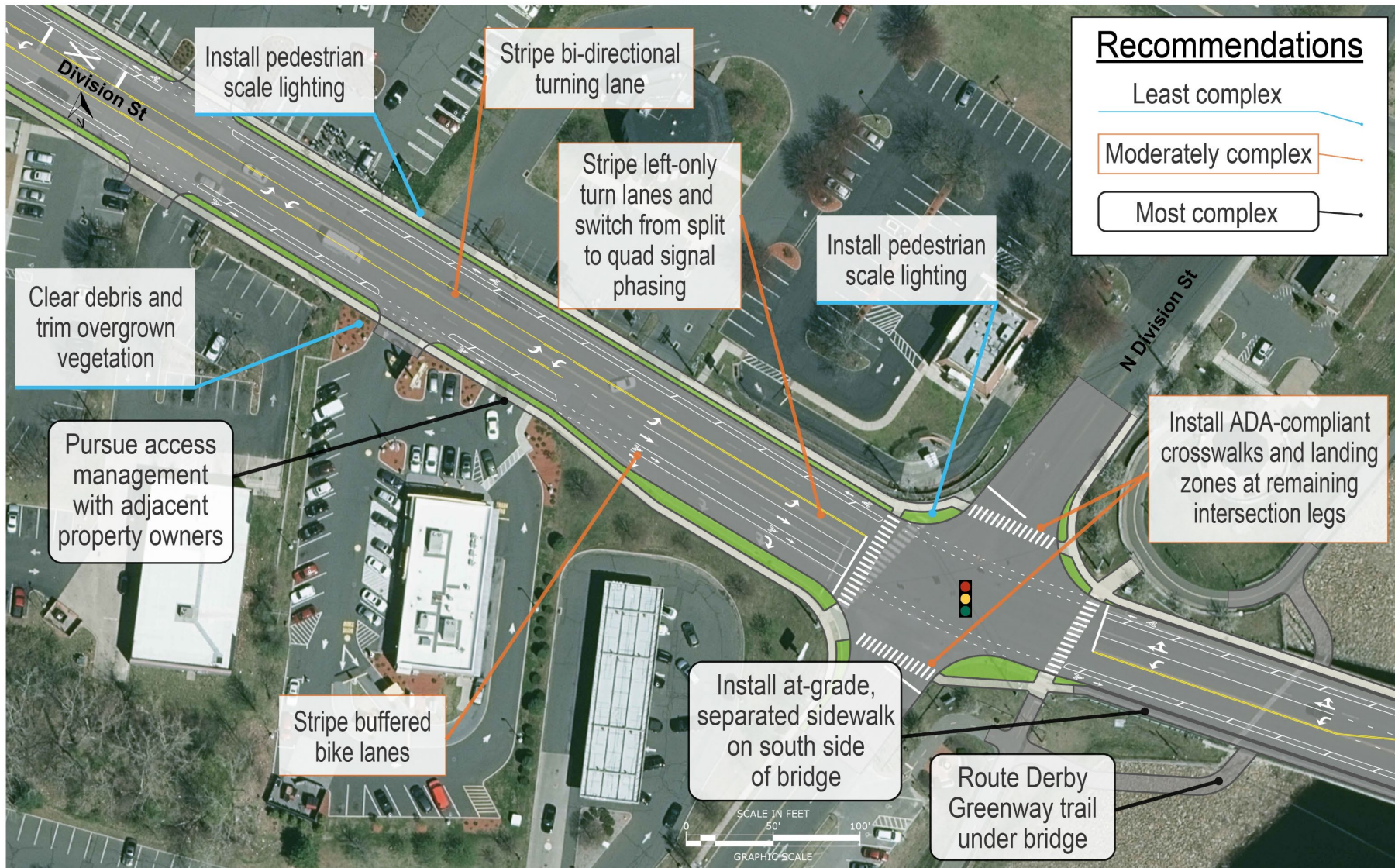
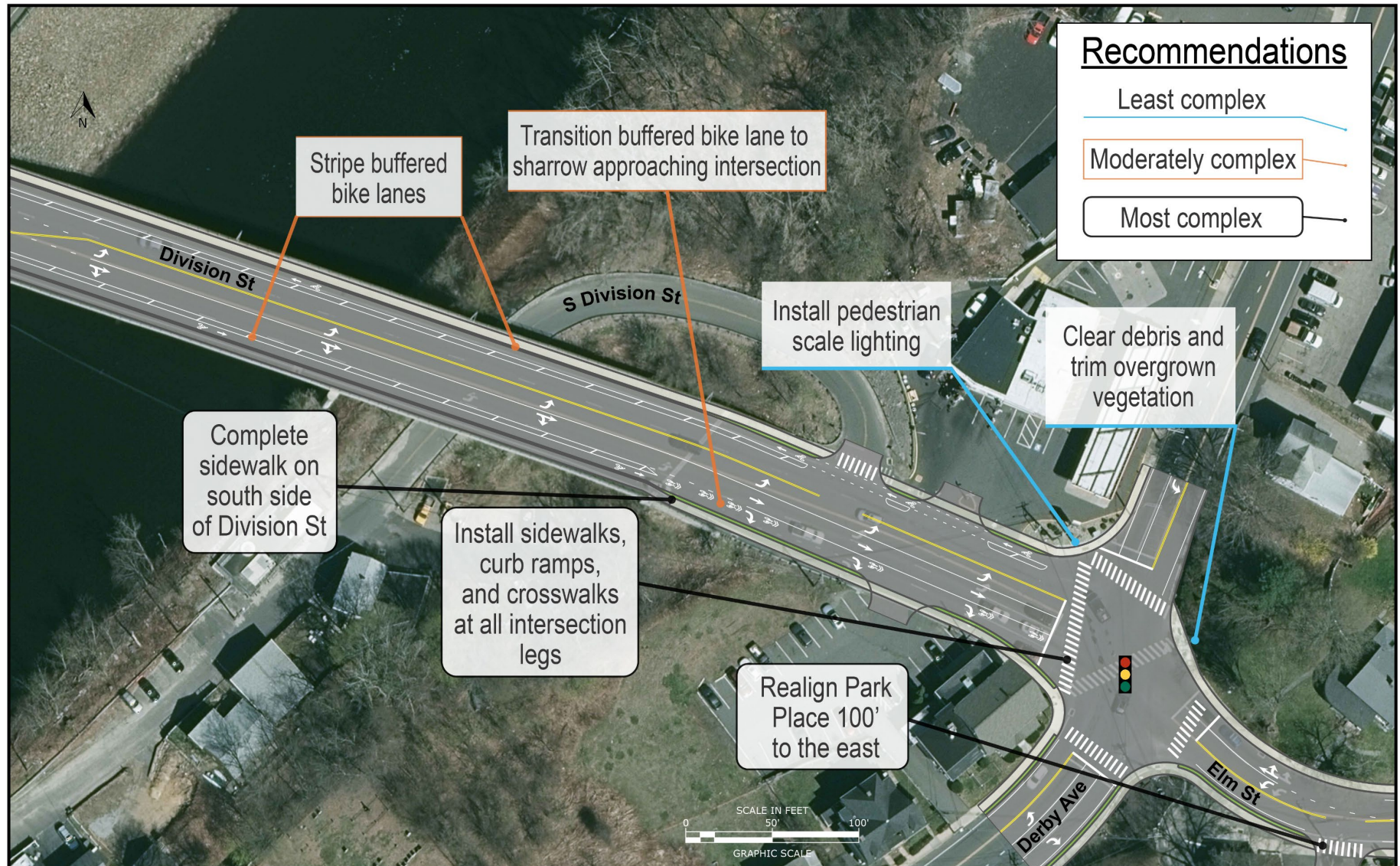


Exhibit 29: Representative Concept

Exhibit 30: Representative Concept



5.1 General Corridor Wide Recommendations

General recommendations include adding pedestrian-scale lighting and trimming overgrown vegetation. These improvements would increase visibility and safety for vulnerable road users, as well as creating a more welcoming and functional streetscape.

Least Complex Recommendations

- 1) Install pedestrian-scale lighting to improve visibility and streetscape for vulnerable road users.
 - **Next Step:** Municipality to contact [Naugatuck Valley Council of Governments](#) (NVCOG) for potential funding sources.
 - **Next Step:** Municipality to research available ROW for feasibility
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Clear debris and trim overgrown vegetation.
 - **Next Step:** LTA to contact [District 4 Maintenance Office](#)

5.2 Intersection of Route 853 (Division Street) and Route 727 (Pershing Drive)

The recommendations for the intersection of Division Street and Route 727 (Pershing Drive) aim to improve traffic flow and enhance safety for pedestrians. By re-striping the lanes to separate left turns from through and right-turn movements, and introducing quad-signal phasing, vehicle conflicts should be reduced, and efficiency of the intersection could improve. Adjusting the shoulder for PROWAG compliance ensures accessibility for people with disabilities.

Least Complex Recommendations

- 1) Adjust shoulder line to provide PROWAG compliant clear space at base of sidewalk ramp at the southeast corner of the intersection. See Exhibit 28 for concept details.
 - **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov
- 2) Stripe westbound right turn pavement markings to current design standards.
 - **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov

Moderately Complex Recommendations

- 1) Install appropriate ADA-compliant pedestrian accommodations such as crosswalks across all legs of the intersection, sidewalks, curb ramps, and signal push buttons.
 - **Next Step:** Municipality to research and consider need for [Encroachment Permit](#)
- 2) Re-stripe the westbound approach (Division Street) to be two left-turn and one through-right lanes and program quad-signal phasing. This likely will require a traffic study to ensure that directional volumes support this change, structural analysis, and signal head revisions. Providing quad phasing with a dual left turn approach would typically require it to be protected left turn only for that approach. Eliminating the mandatory right turn lane may not be desirable depending on volumes. The signal is currently programmed with a right turn overlap which would need to be eliminated if it became a combined through right lane. Also, a vehicle that typically turns right on red may not be able to do so if the first vehicle in the queue is a

through vehicle. Signal head revisions would also be required to change the existing signal heads to accommodate the above lane use and phasing changes. Route 853 was last repaved in 2023 as part of the Vendor-in-Place (VIP) program.

- **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov

5.3 Route 853 (Division Street) at Waterbury Line Rail Crossing

The proposed changes at this location aim to improve safety and accessibility along Division Street, especially at the challenging rail crossing. Currently, the detectable warning surface DWS doesn't extend across the full ramp width, making pedestrian accommodations inadequate. Installing ADA-compliant crosswalks, sidewalks, and curb ramps will address these issues. A midblock crossing with a pedestrian island and flashing beacons will improve safety near the former Stop & Shop. Buffered bike lanes and a turning lane will enhance safety for cyclists. Long-term, pursuing grade separation at the rail crossing will further reduce risks and improve navigation for both pedestrians and cyclists.

Moderately Complex Recommendations

- 1) Install appropriate ADA-compliant pedestrian accommodations such as crosswalks, sidewalks, and curb ramps where appropriate.
 - **Next Step:** Municipality to research and consider need for [Encroachment Permit](#)
- 2) Install sidewalks and flush median across the rail line. This may require pedestrian gates or other accommodations to comply with the latest ADA and Manual on Uniform Traffic Control Devices (MUTCD) requirements. Significant coordination with railroad required.

- **Next Step:** Municipality to contact DOT.BusStops@ct.gov to coordinate with CTDOT to identify bus stop enhancements
 - **Next Step:** Municipality to research available ROW for feasibility
 - **Next Step:** Municipality to research and consider need for [Encroachment Permit](#)
- 3) Install a midblock crossing, pedestrian refuge island, and lighting with RRFB east of the rail line and the former Stop & Shop driveway access. EB-2024-1 requires roadway lighting at all new pedestrian midblock 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 to check available ROW for feasibility
 - **Next Step:** Municipality to research and consider need for [Encroachment Permit](#)
 - 4) Stripe a bi-directional turning lane east of the midblock crossing. An Average Daily Traffic of 18,500+ is in the moderate-to-high range of when a road diet would be considered. Given the complexity of the corridor, a traffic impact study of the potential road diet should be performed.
 - **Next Step:** Municipality to contact [NVCOG](#) for potential funding sources to pursue a traffic impact study.
 - **Next Step:** Municipality to coordinate with CTDOT Traffic Engineering to discuss the feasibility of a road diet.
 - **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov

- 5) Stripe buffered bike lanes along Division Street (road diet), with additional separation such as flexible posts or small barriers. In the westbound direction, transition the buffered bike lane to sharrows when approaching the Pershing Drive intersection.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Most Complex Recommendation

- 1) Pursue grade separation between the rail line and the street.
 - **Next Step:** Municipality to contact [NVCOG](#) for potential funding sources
 - **Next Step:** Municipality to research available ROW for feasibility
 - **Next Step:** Municipality to coordinate with Metro North and CDOT Office of Rails

5.4 Route 853 (Division Street) at Driveways to Webster Bank and McDonalds

This location has multiple driveways leading to adjacent businesses, which can create conflicts between vehicles, pedestrians, and cyclists. The proposed improvements aim to enhance the environment for pedestrians and cyclists through streetscape upgrades, adding a bi-directional turning lane and buffered bike lanes. In the long term, access management for nearby properties should be considered to further reduce potential conflicts.

Moderately Complex Recommendations

- 1) Stripe a bi-directional turning lane throughout the corridor.

- **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov
- 2) Stripe buffered bike lanes along Division Street in both directions. Stripe buffered bike lanes along Division Street (road diet), with additional separation such as flexible posts or small barriers.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Most Complex Recommendation

- 1) Pursue access management for adjacent property owners, particularly at Webster Bank and McDonalds.
 - **Next Step:** Municipality to initiate and coordinate access management with adjacent property owners

5.5 Intersection of Route 853 (Division Street) and North Division Street and Bridge

To enhance traffic calming and improve bicycle and pedestrian amenities in this location, the proposed changes focus on improving safety and accessibility. Key updates include striping a bi-directional turning lane throughout the corridor and adding left-only turn lanes at intersections, accompanied by a shift from split to quad signal phasing to improve traffic management. Buffered bike lanes will be installed in both directions, providing cyclists with safer, dedicated pathways. Additionally, ADA-compliant pedestrian accommodations, including crosswalks, landing zones, and curb ramps, will be added at the remaining intersection legs to ensure easy access for all users. When the bridge is replaced, it is recommended that an at-grade separated sidewalk be constructed on its

south side, and the Derby Greenway Trail should be rerouted under the bridge to enhance connectivity.

Moderately Complex Recommendations

- 1) Stripe left-only turn lanes and switch from split to quad signal phasing at the intersection. This likely will require a traffic study to ensure that directional volumes support this change, structural analysis, and signal head revisions.
 - **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov.
- 2) Stripe a bi-directional turning lane throughout the corridor.
 - **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov
- 3) Stripe buffered bike lanes along Division Street in both directions (road diet), with additional separation such as flexible posts or small barriers. In the eastbound direction, transition the buffered bike lane to sharrows when approaching the intersection.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 4) Install appropriate ADA-compliant pedestrian accommodations such as crosswalks, landing zones, and curb ramps at remaining intersection legs.
 - **Next Step:** Municipality to contact [NVCOG](#) for potential funding sources
 - **Next Step:** Municipality to research available ROW for feasibility
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office.
 - **Next Step:** LTA to send request to DOT.ADATransitionPlan@ct.gov and/or contact the [NVCOG](#) for funding if pursued through encroachment process

Most Complex Recommendations

- 1) Install at-grade separated sidewalk on south side of the bridge.
 - **Next Step:** Municipality to check available ROW for feasibility
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Re-route the Derby Greenway Trail under the bridge.
 - **Next Step:** Municipality to contact [NVCOG](#) for potential funding sources
 - **Next Step:** Municipality to research available ROW for feasibility
 - **Next Step:** Municipality to coordinate with CTDOT to discuss the feasibility

5.6 Intersection of Route 853 (Division Street) and Route 115 (Main Street / Derby Avenue)

Improvements in this location aim to improve pedestrian accommodation through the inclusion of pedestrian scale lighting, crosswalks, and curb ramps. Long term, it is recommended that the ROW and intersection are realigned to improve sightlines.

Moderately Complex Recommendations

- 1) Stripe buffered bike lanes along Division Street in both directions. (road diet), with additional separation such as flexible posts or small barriers.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

- 2) Install appropriate ADA compliant pedestrian accommodations such as crosswalks, landing zones, and curb ramps at remaining intersection legs.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

Most Complex Recommendations

- 1) Complete the sidewalk on the south side of Division Street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Pursue ROW widening and realignment to move Park Place 100' to the east to improve sightlines.
 - **Next Step:** Municipality to check available ROW for feasibility
 - **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 Division Street RSA. It provides the municipalities 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 municipalities of Ansonia and Derby and CTDOT may use this report to prepare strategies for funding and implementing improvements. This report provides Ansonia and Derby with a toolkit to plan 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 of Town 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 create a more appealing transportation alternative.

Appendices

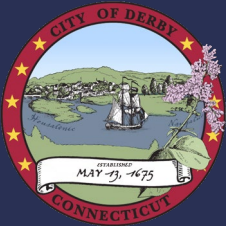
A: Pre-Audit Presentation

B: Walk Audit Materials

C. Walk Audit Notes

DIVISION STREET ROAD SAFETY AUDIT

DIVISION STREET (ROUTE 853) – BETWEEN ROUTE 115 (DERBY AVENUE/MAIN STREET) AND ROUTE 727 (PERSHING DRIVE) – ANSONIA AND DERBY



JULY 2024

INTRODUCTIONS

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AGENDA

1. Welcome and Team Introductions
2. Study Purpose and Goals
3. Study Area
4. Review of Site-Specific Data and Issues
5. Next Steps for Tomorrow's Site Visit Audit

PROJECT TEAM

- Connecticut Department of Transportation (CTDOT) is sponsoring
- Naugatuck Valley Council of Governments (NVCOG)
- City of Ansonia
- City of Derby
- FHI Studio is conducting the Road Safety Audit reporting

PURPOSE AND GOALS OF THE ROAD SAFETY AUDIT

Safety assessment of existing walking and biking routes

Improve transportation network for all users by making conditions safer and more comfortable for pedestrians and cyclists

Identify the issues that may discourage or prevent walking and bicycling

Identify next steps, evaluate feasibility of proposed improvements, and potential funding sources.

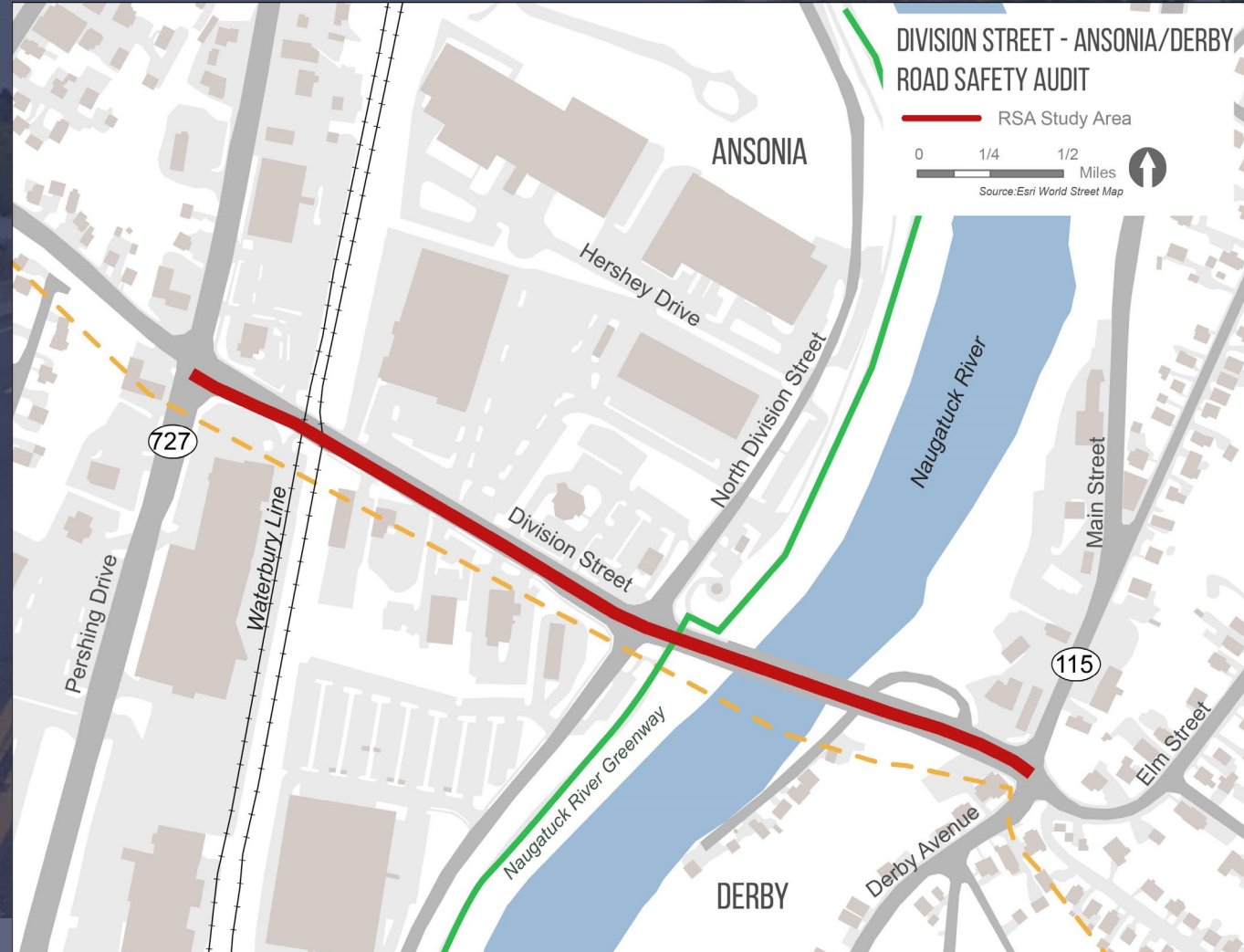
DELIVERABLES

- Existing Conditions Data Collection
- Pre-Audit Meeting
- Field Audit
- Post Audit Meeting
- Road Safety Audit Report



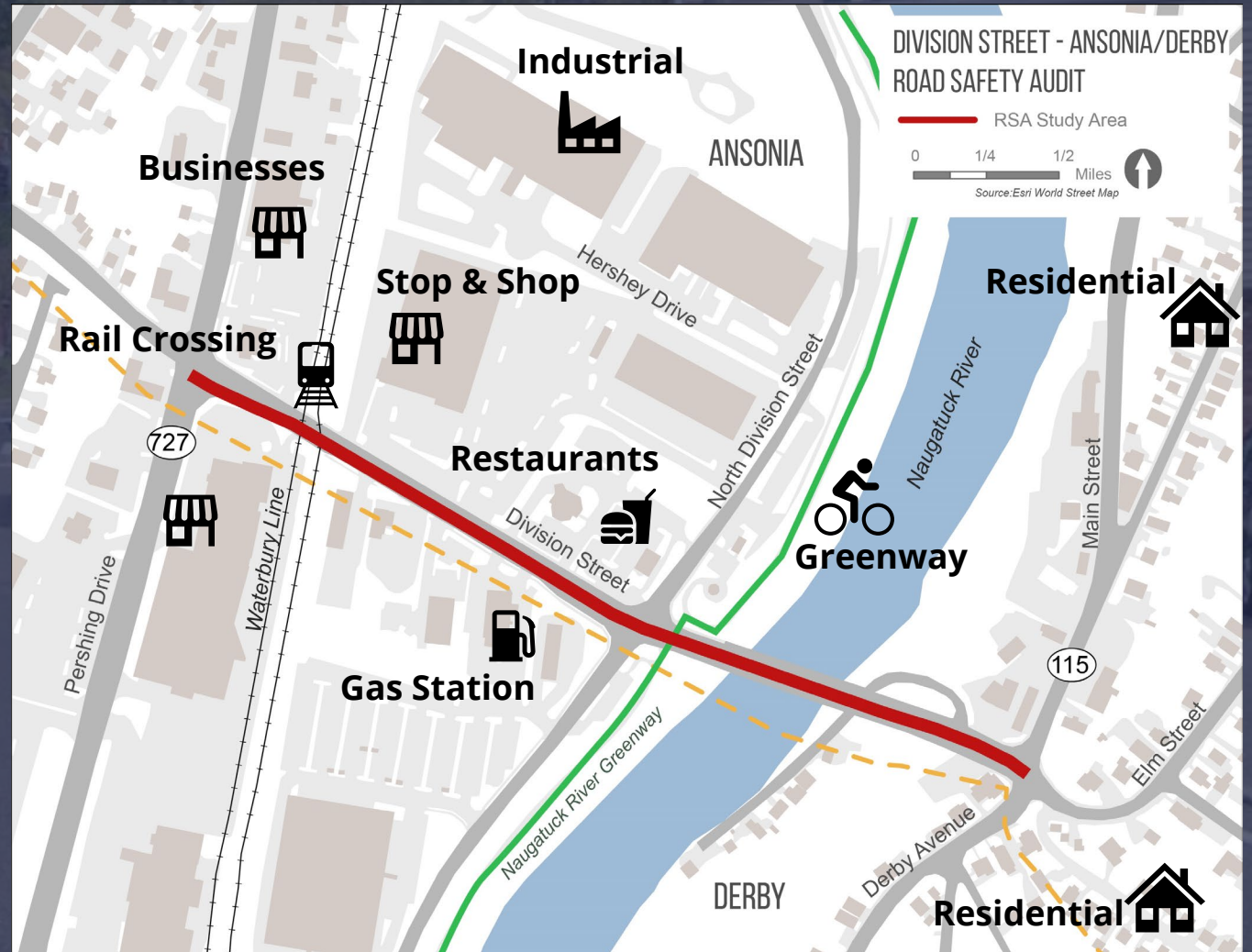
STUDY AREA

- Division Street— Between Route 115 (Derby Avenue/Main Street) and Route 727 (Pershing Drive)



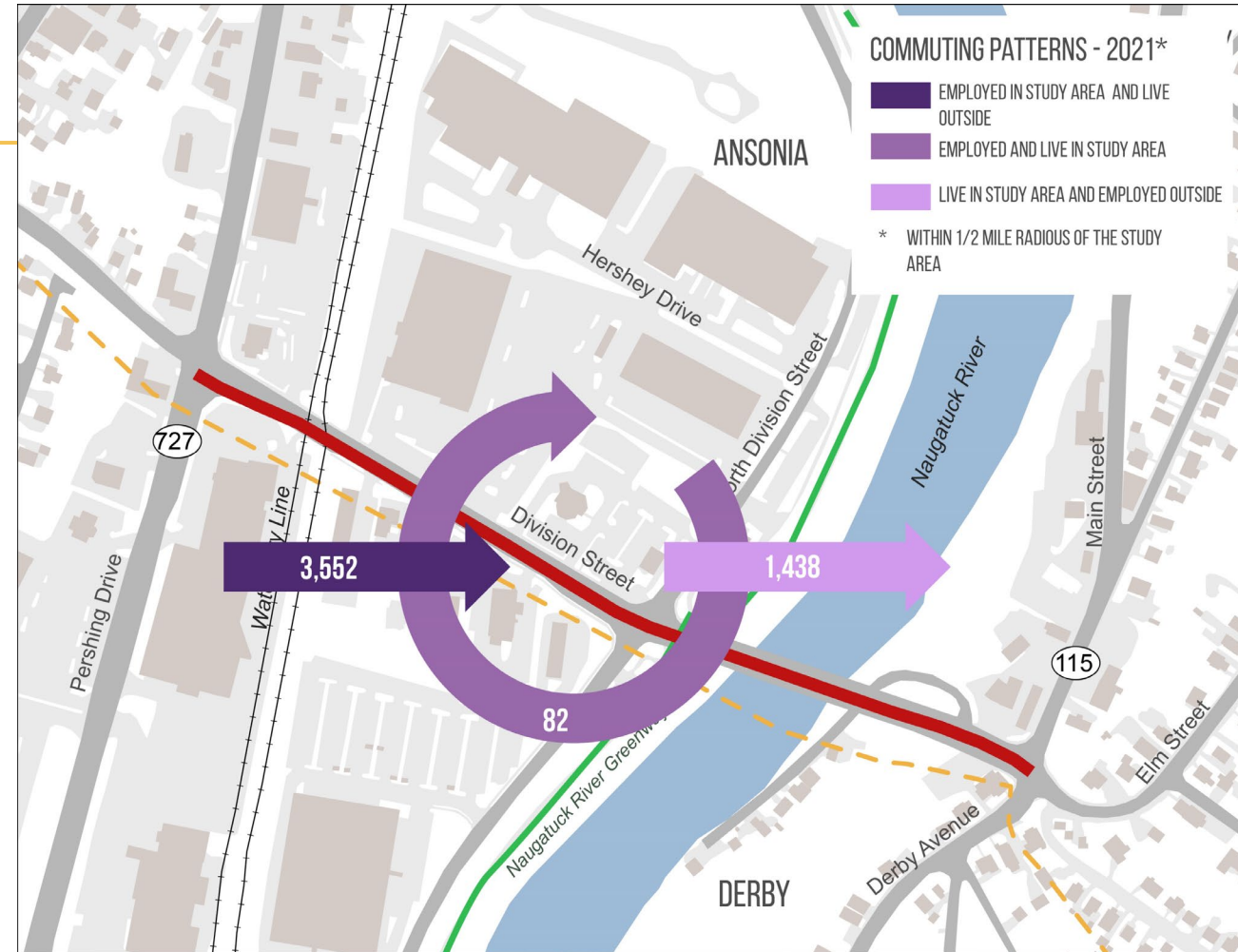
POINTS OF INTEREST

- Businesses
- Restaurants
- Industrial sites
- Commercial area that serves Derby and Ansonia and Naugatuck Valley Region
- Naugatuck River Greenway
- At grade rail crossing – Waterbury Line



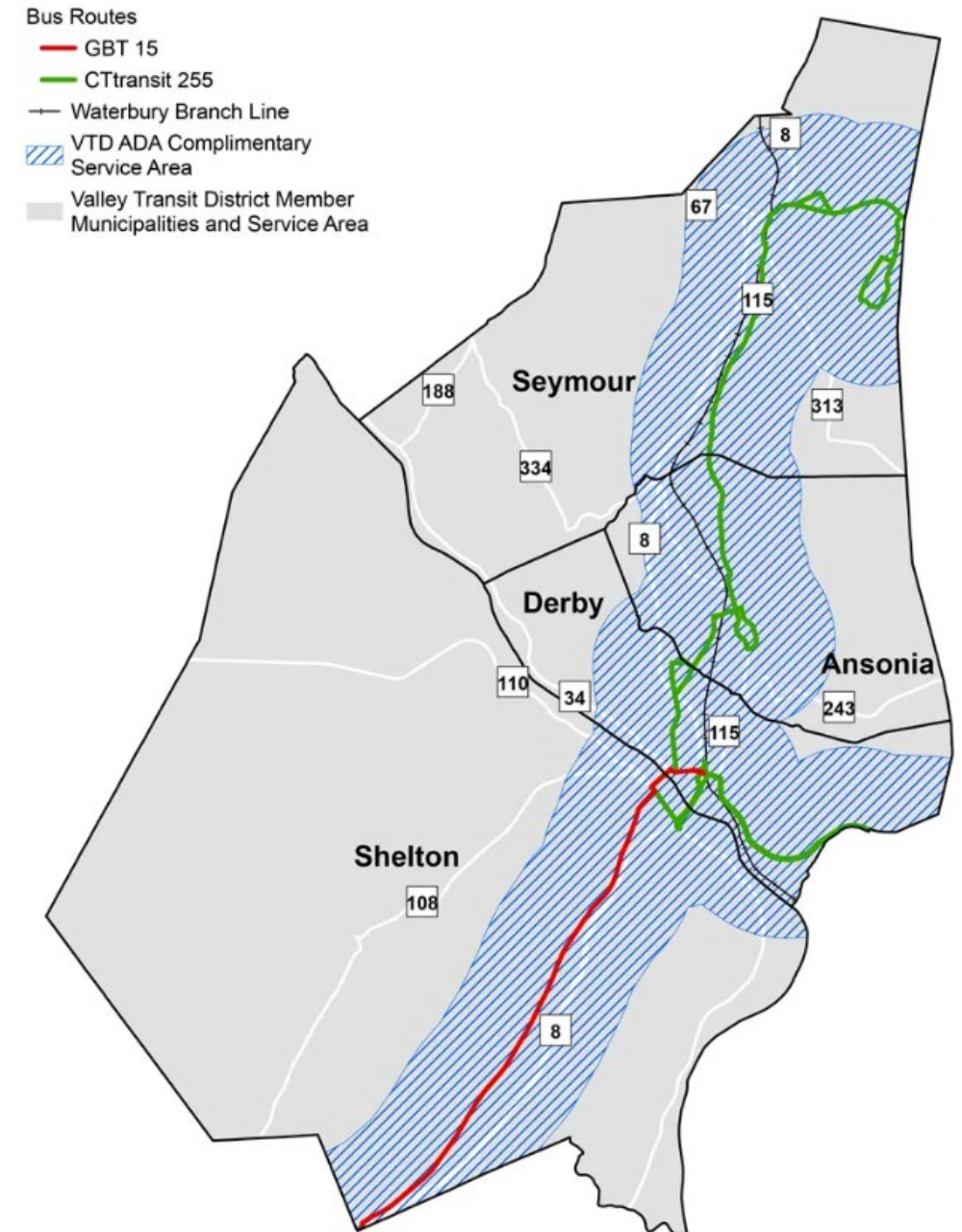
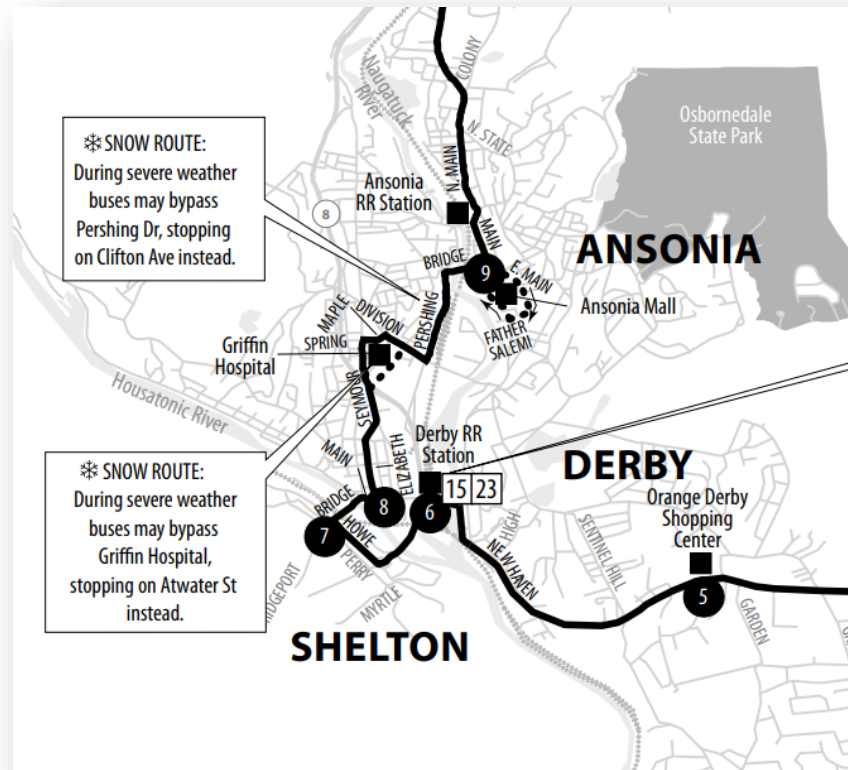
EMPLOYMENT AND COMMUTER PATTERNS

- Greater share of workers commute into the study area for work than the number who commute out of study area for work
- Few people both live and work in the study area



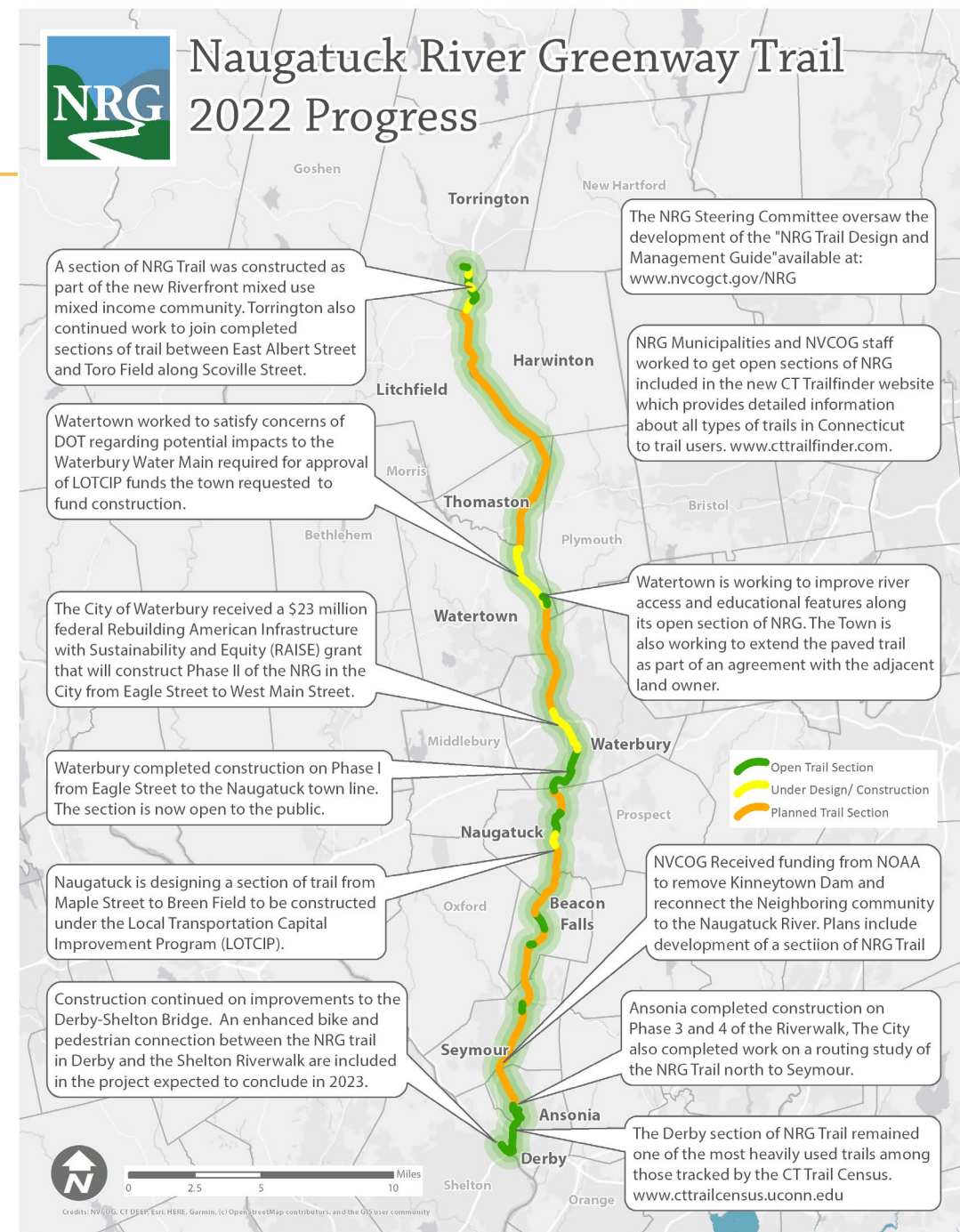
PUBLIC TRANSIT

- CTtransit Route 255 New Haven/Ansonia/Seymour
- Valley Transit District ADA Service



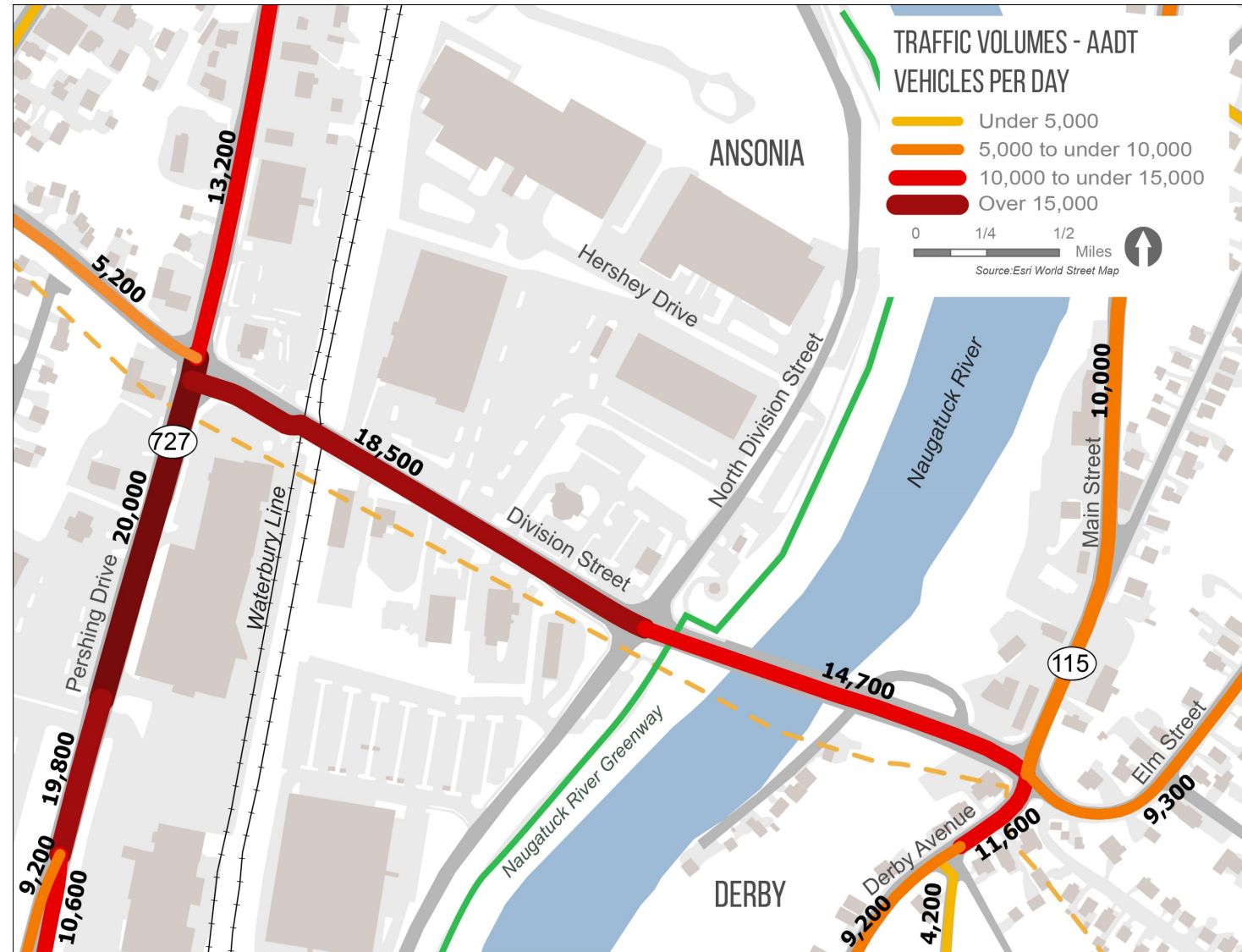
REVIEW OF PAST/CURRENT WORK

- Significant housing growth in Downtown Derby and Downtown Ansonia – increased population that will need to access services
- Additional bike and pedestrian traffic expected
- Naugatuck River Greenway



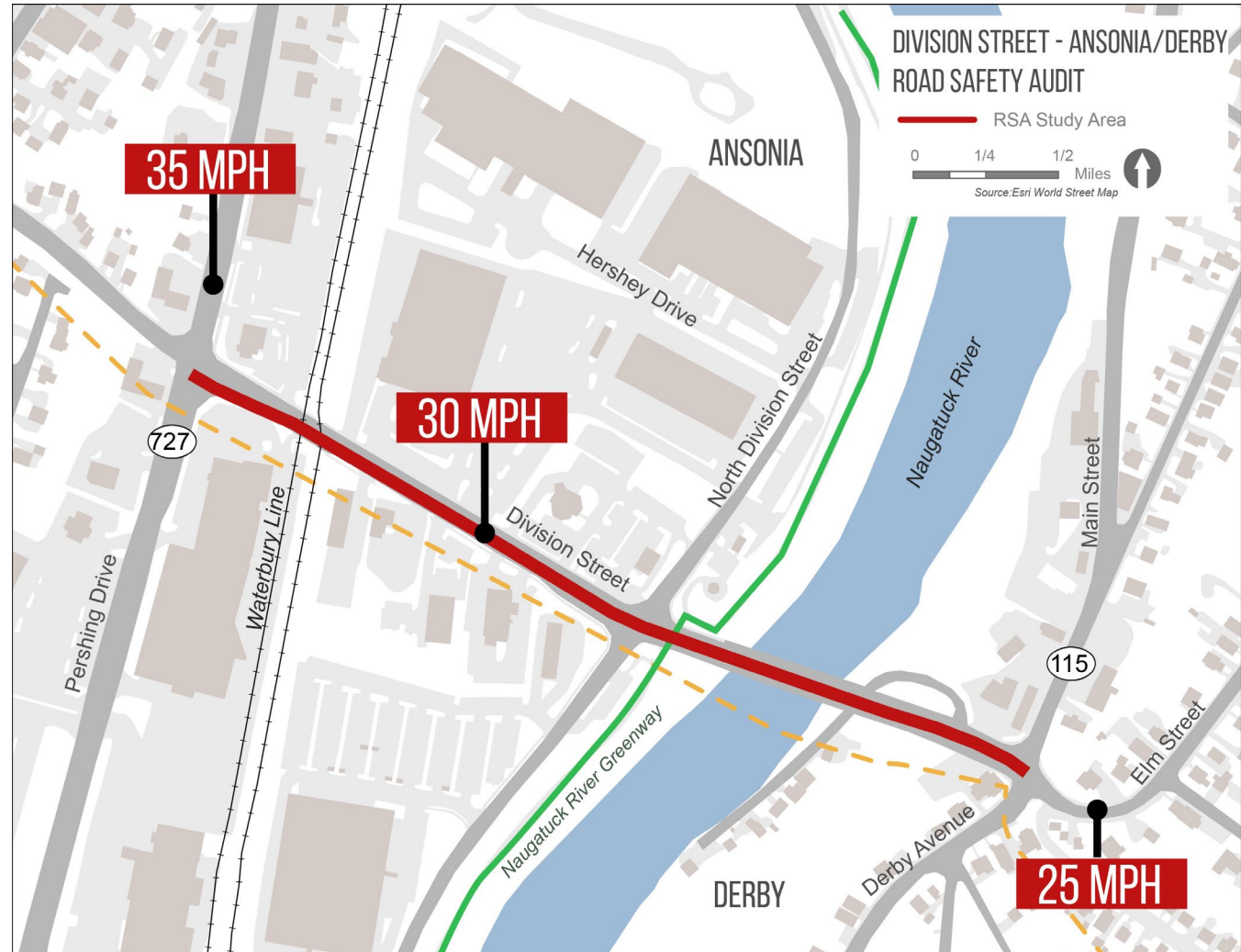
TRAFFIC VOLUMES

- Highest traffic volumes found on Pershing Drive south of Division Street
- And Division Street east of intersection with Pershing Drive



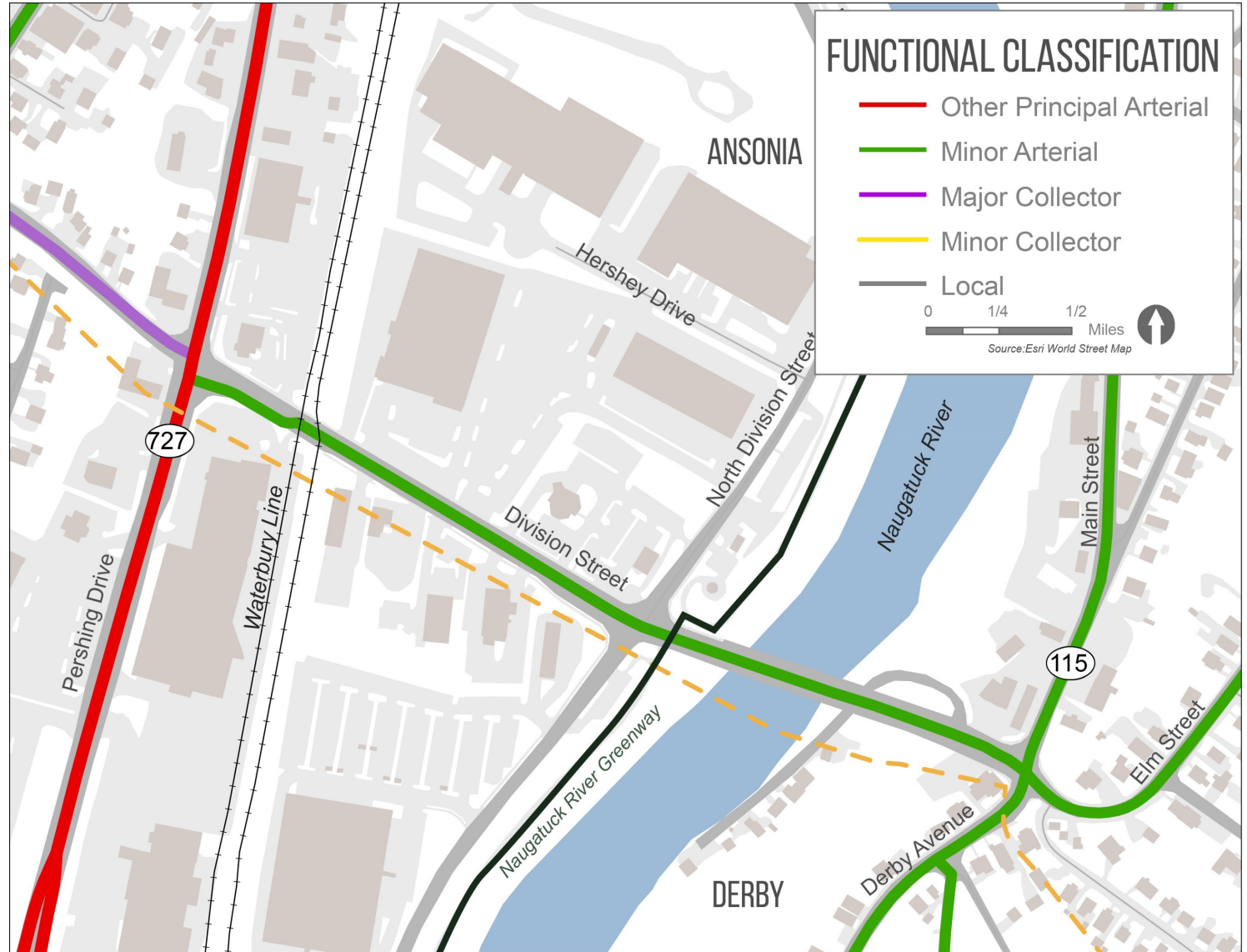
TRAFFIC SPEED LIMITS

- Speed limit on Division Street is 30 MPH
- 85th percentile speeds in the corridor reveal speeds nearing 37 MPH
- Speed limit on Pershing Drive is 35 MPH
- Speed limit on Elm Street is 25 MPH



FUNCTIONAL CLASSIFICATION

- Division Street is a Minor Arterial
- Pershing Drive (RT 727) is a Principal Arterial
- Division Street west of Pershing Drive is a Major Collector



ROADWAY GEOMETRY

Derby and Ansonia - RSA - SR 853 (Division Street)																			
Street Inventory																			
Road	From	To	Distance	Functional Classification	Speed Limit	Direction	Lanes	Lane Width	Sidewalk			ADA Ramps		Curb	Parking	Shoulder	On DOT Bike Network	Notes	
SR 853 (Division St)	SR 727 (Pershing Dr)	RR Crossing	0.06 Mi (300 ft)	Minor Arterial	30	EB	1	12'	N/A	N/A	N/A	Yes	Yes	Concrete	No	1'	No	Bituminous around RR crossing	
						WB	3	10-11'	Concrete	5'	Fair-Poor	Yes	Yes	Concrete	No	1'	No		
SR 853 (Division St)	RR Crossing	N Division St	0.16 Mi	Minor Arterial	30	EB	2	11'	Concrete	4-5'	Fair-Poor	Yes	No	Varies	No	1-2'	No	EB sidewalk gap 140'	
						WB	2	11'	Concrete	5-6'	Fair	Yes	No	Varies	No	1-2'	No		
SR 853 (Division St)	N Division St	CT 115 (Derby Ave/ Main St)	0.17 Mi	Minor Arterial	30	EB	2	11'	N/A	N/A	N/A	N/A	N/A	Concrete	No	0-5'	Yes	EB right turn lane	
						WB	2	11'	Concrete	6'	Good	Yes	Yes	Concrete	No	5'	Yes		

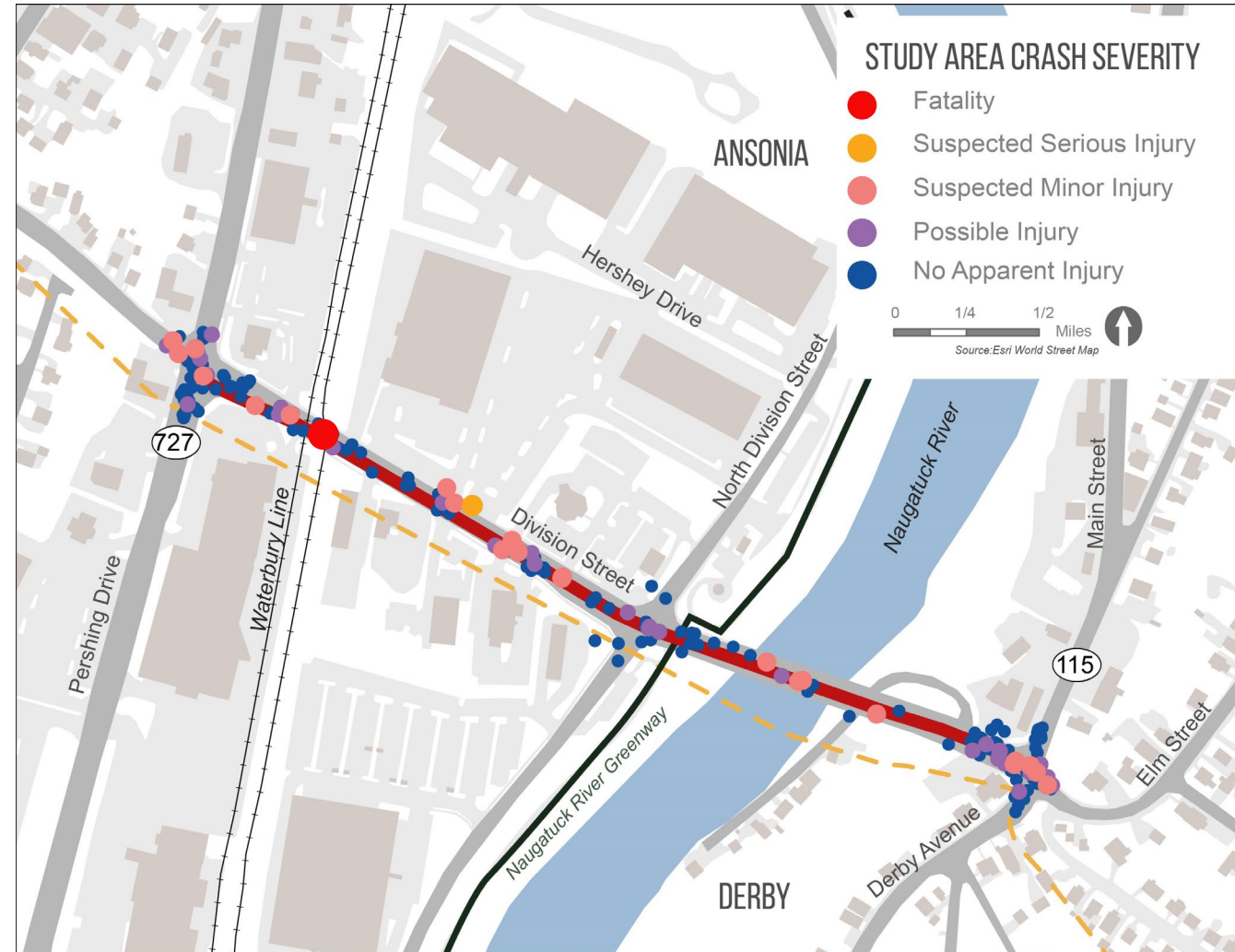
*CONDITION - "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation

CRASH ANALYSIS

2018 – 2022

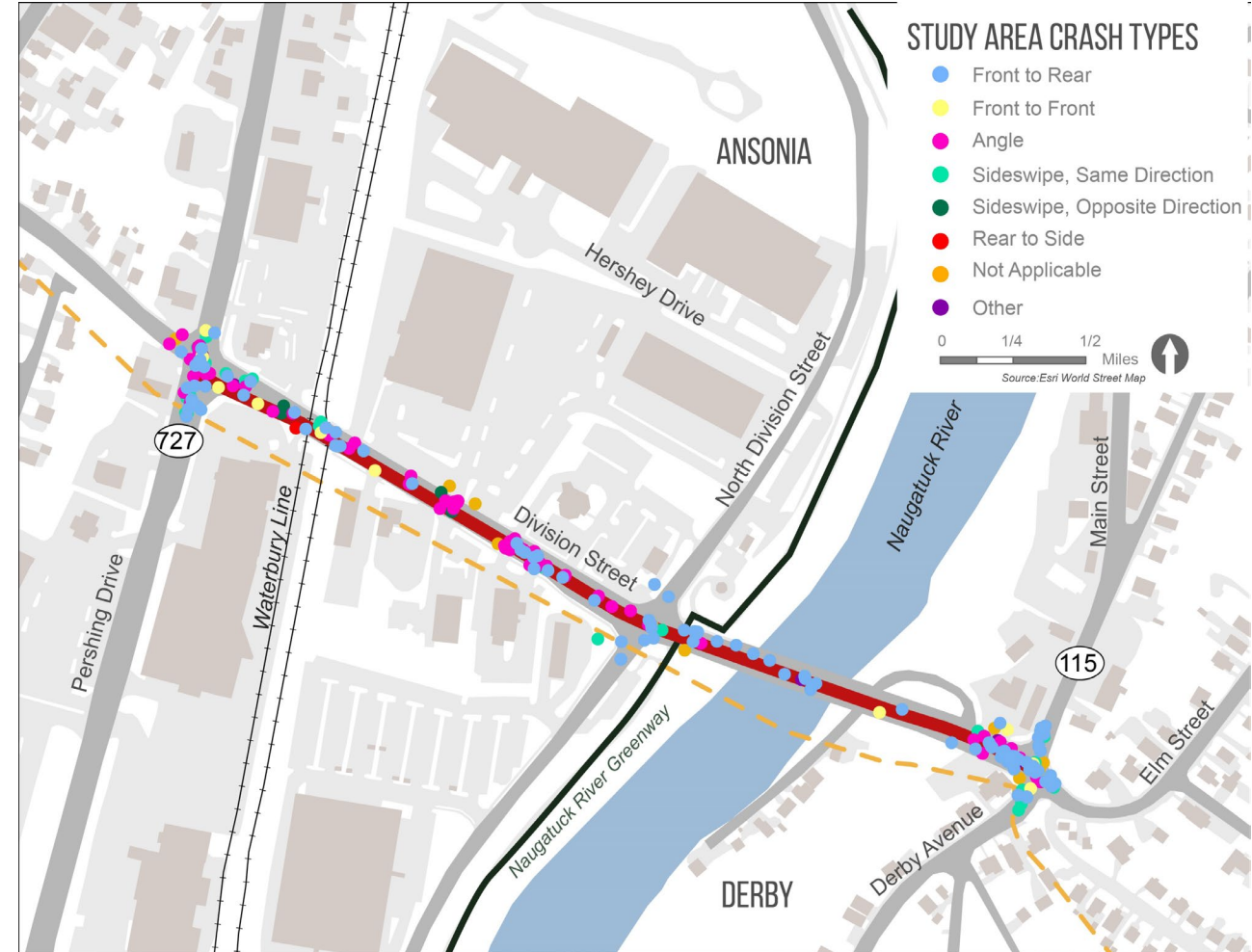
Year	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
2018	41	3	3			47
2019	36	7	4	1		48
2020	32	4	5			41
2021	35	7	2			44
2022	45	12	9		1	67
TOTAL	189	33	23	1	1	247



CRASH ANALYSIS

2018 – 2022

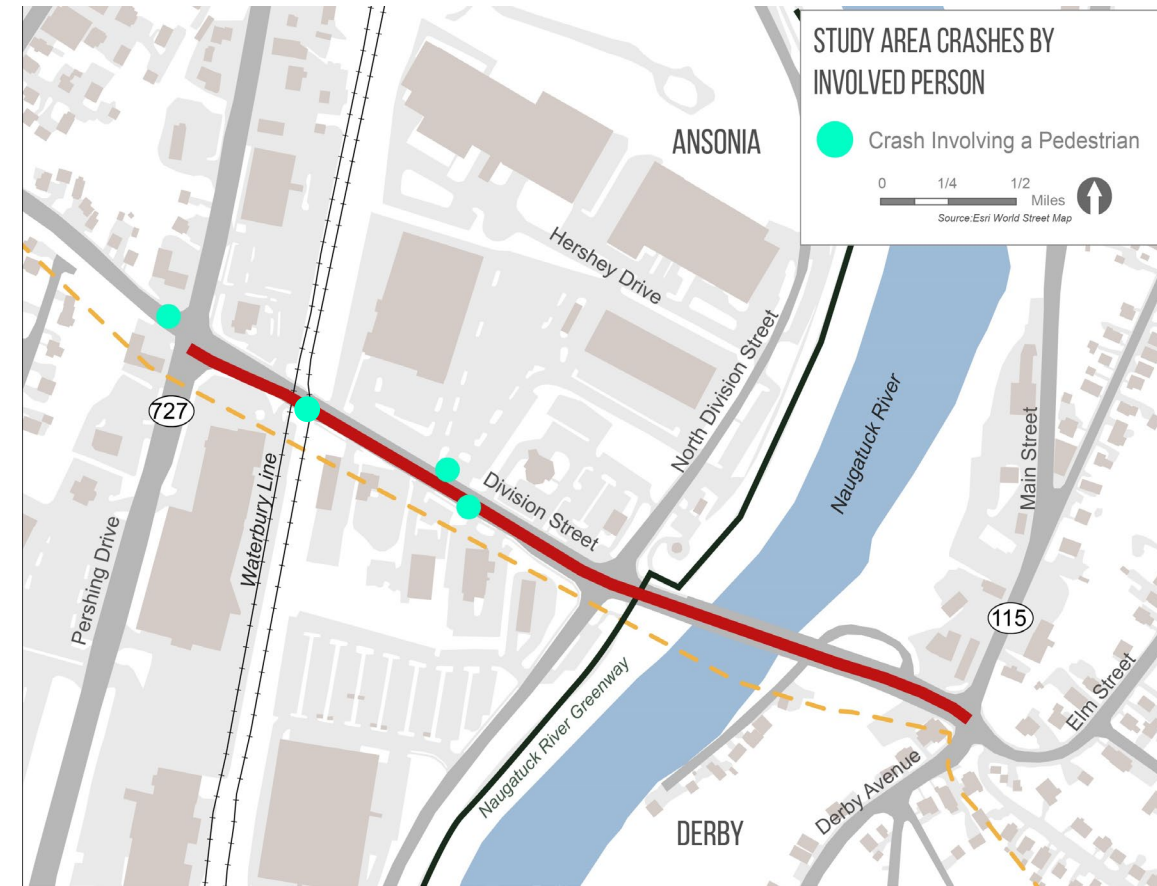
	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
Angle	56	12	9			77
Front to front	8		3			11
Front to rear	84	11	5			100
Not Applicable	5	4	4	1	1	15
Other	6	2	2			10
Rear to rear	1					1
Rear to side	1					1
Sideswipe, opposite direction	4	2				6
Sideswipe, same direction	24	2				26
TOTAL	189	33	23	1	1	247
Pedestrian		1	1	1	1	4



CRASH ANALYSIS

2018 – 2022

	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	TOTAL
Angle	56	12	9			77
Front to front	8		3			11
Front to rear	84	11	5			100
Not Applicable	5	4	4	1	1	15
Other	6	2	2			10
Rear to rear	1					1
Rear to side	1					1
Sideswipe, opposite direction	4	2				6
Sideswipe, same direction	Crashes involving vulnerable users					26
TOTAL				1	1	247
Pedestrian		1	1	1	1	4

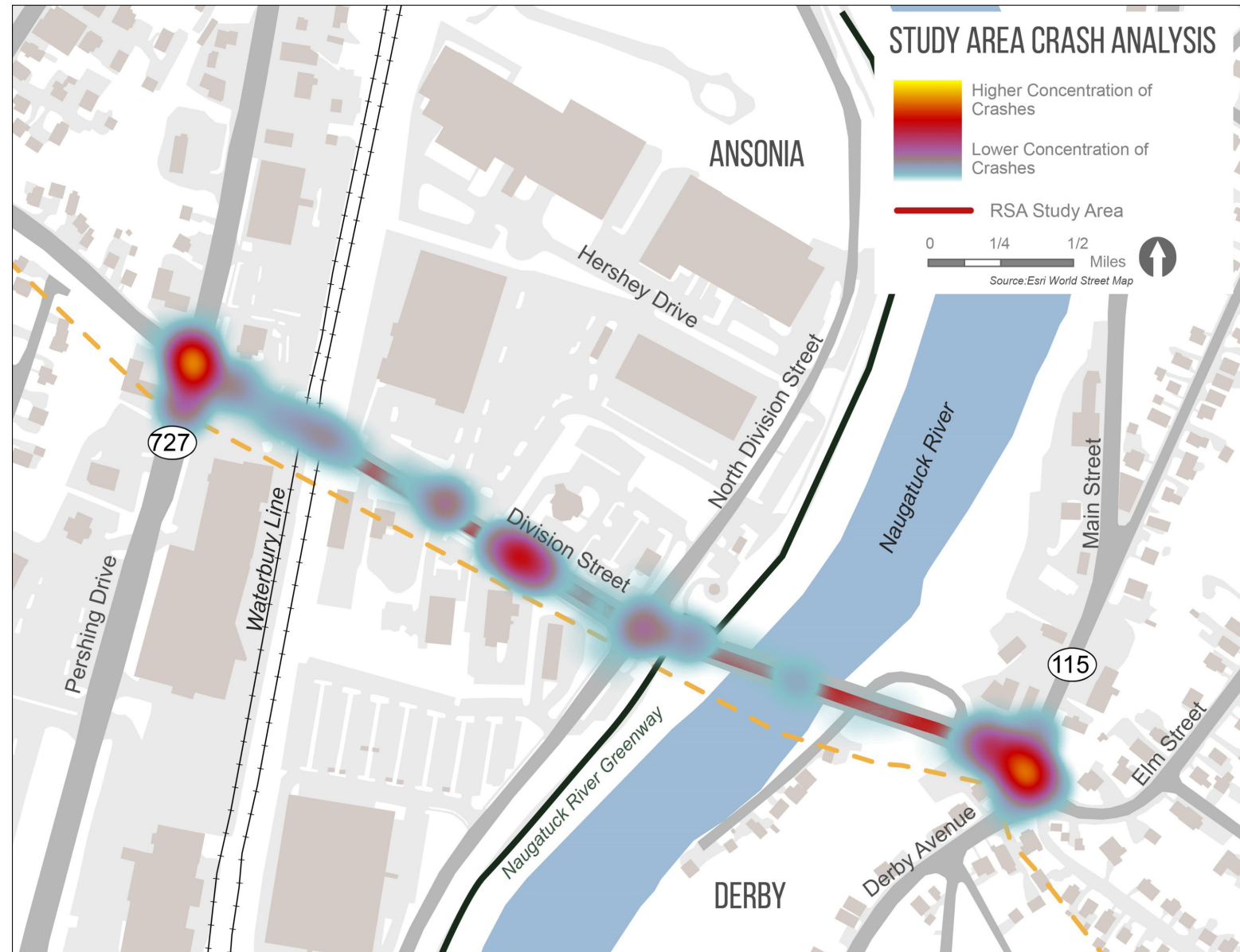


CRASH ANALYSIS

Crash Hotspots

(5 Year Crash Total approx.)

- Intersection of Division Street and Pershing Drive
- Intersection of Division Street and Route 115 (Main Street/Derby Avenue)
- Division Street at Driveways to Webster Bank and McDonalds
- Intersection of Division Street and North Division Street



EXISTING CONDITIONS FINDINGS

Division Street— Between Route 115 (Derby Avenue/Main Street) and Route 727 (Pershing Drive)

- Regional and local traffic
- Access to points east and west
- Curb cuts, intersecting roads, and high speeds
- Expect population increases in the area due to future housing
- Naugatuck River Greenway - Derby Greenway Trail and Ansonia Riverwalk Park
- Limited pedestrian facilities – inconsistent sidewalks and crosswalks
- Much of the corridor is not ADA compliant



SAMPLE IMPROVEMENTS TO IMPROVE SAFETY IN THE STUDY AREA

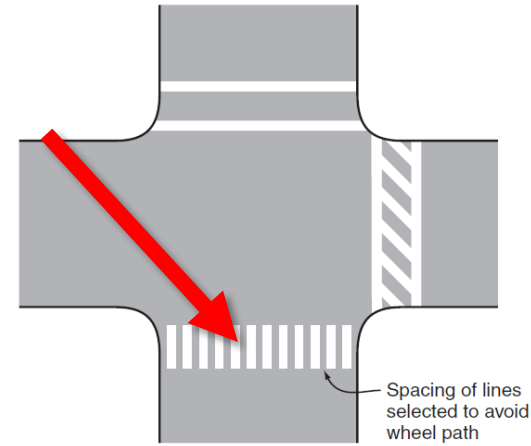
Some countermeasures may not be appropriate on certain facilities

PEDESTRIAN COUNTER MEASURES



Sidewalks

Figure 3B-19. Examples of Crosswalk Markings



Crosswalks



RRFB



Pedestrian Refuge Islands



Raised Crosswalks



Sidepaths

GRADE CROSSING COUNTER MEASURES

Figure 8E-9. Example of Active Traffic Control Systems with Automatic Pedestrian Gates and Swing Gates at a Sidewalk Grade Crossing

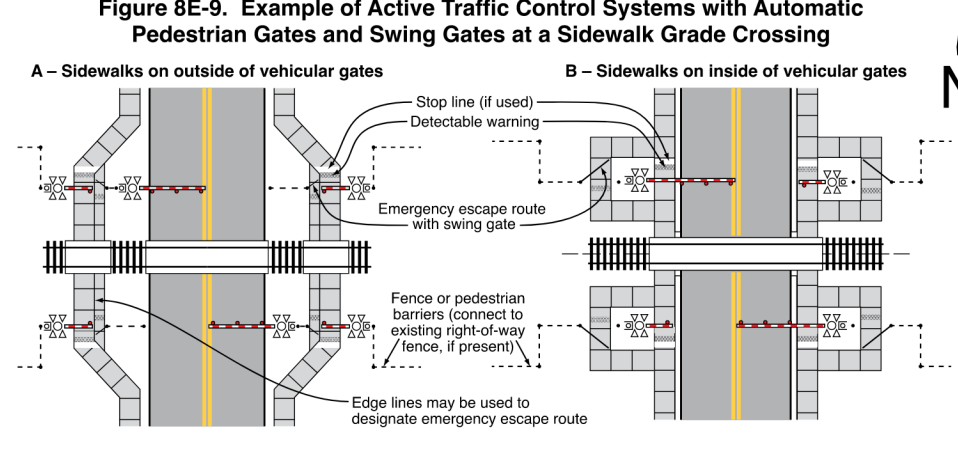
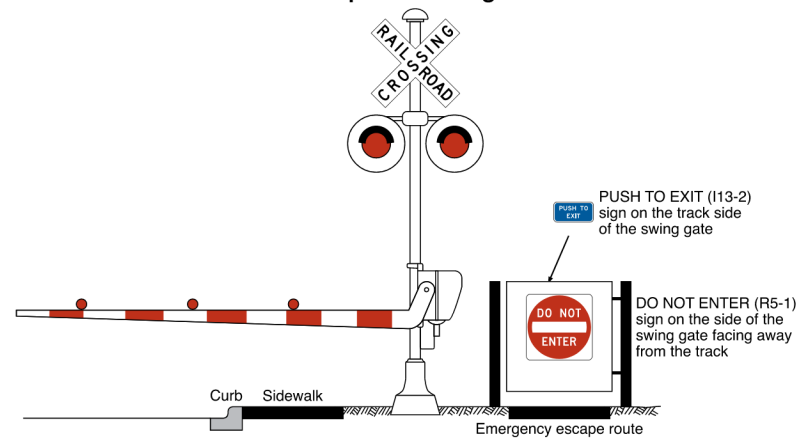


Figure 8E-10. Example of Traffic Control Devices for an Optional Swing Gate



Gated Pedestrian Crossings

BICYCLIST COUNTER MEASURES



Sharrows



Bike Lanes



Buffered Bike Lanes



Sidepaths

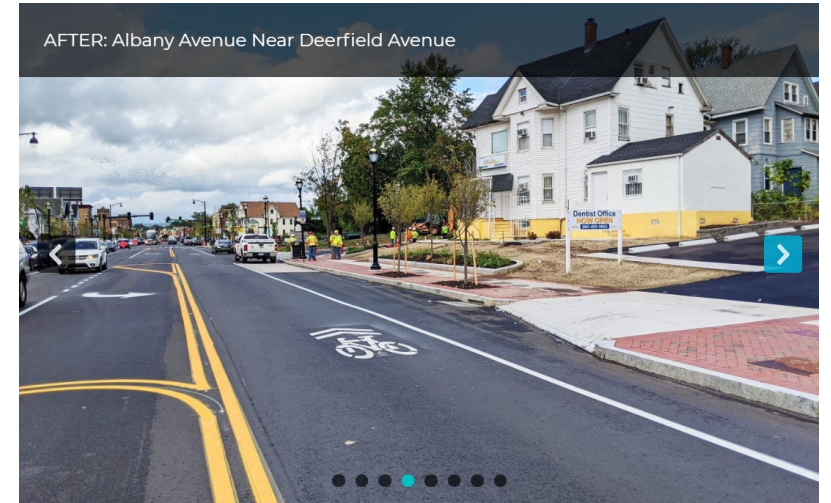
SPEED REDUCTION — CROSS SECTION AND OTHER



Signal Retiming



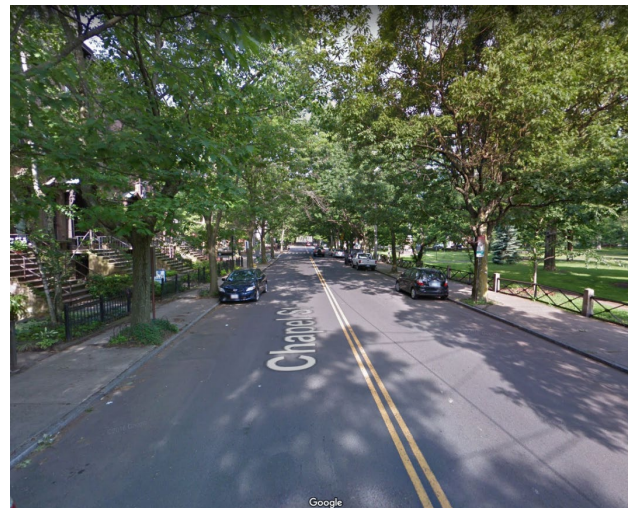
On Street Parking



Streetscape



Median Island



Street Trees



Dynamic Speed Signs

SPEED REDUCTION — HORIZONTAL TREATMENTS



Short Medians /
Lateral Shift

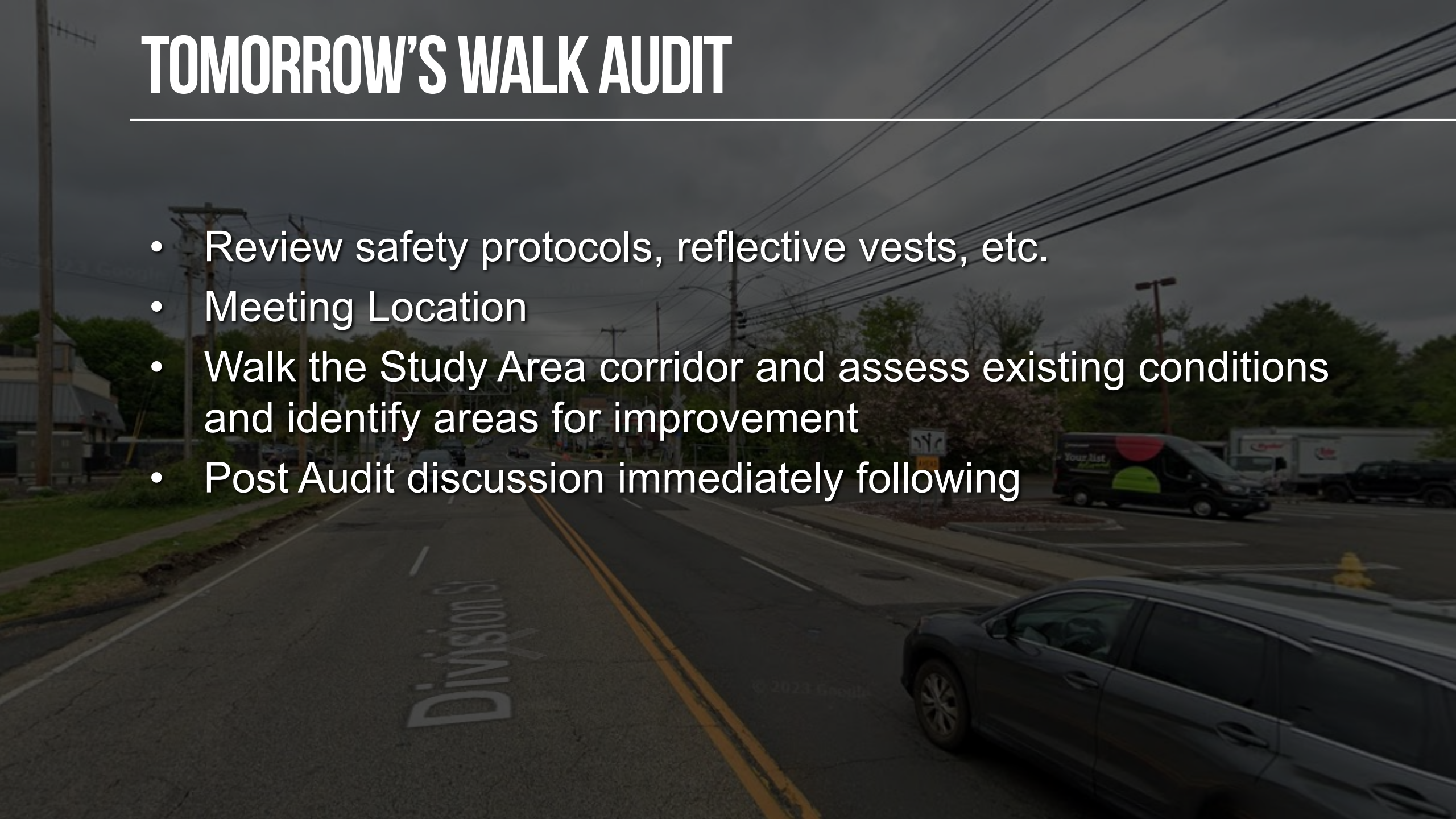


Roundabout

**DISCUSSION ON
ISSUES IN THE STUDY AREA AND
OPPORTUNITIES**

TOMORROW'S WALK AUDIT

- Review safety protocols, reflective vests, etc.
- Meeting Location
- Walk the Study Area corridor and assess existing conditions and identify areas for improvement
- Post Audit discussion immediately following





THANK YOU!

Division Street Road Safety Audit (RSA)

Site Walk / Visit

Ansonia and Derby, CT

Wednesday, July 10th, 2024

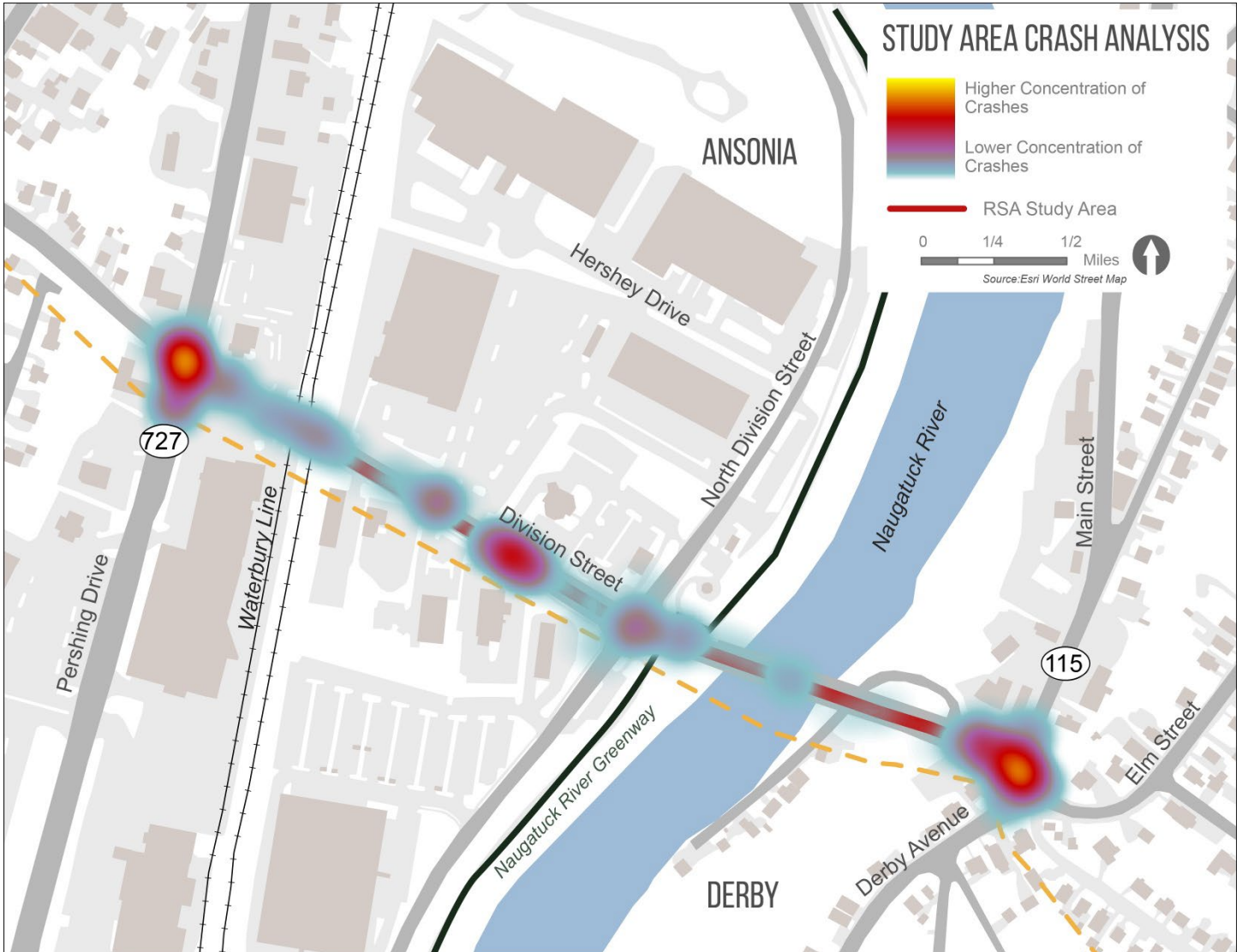
AGENDA

- 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
Division Street– Between Route 115 (Derby Avenue/Main Street) and Route 727
(Pershing Drive)



RSA Field Sheet

Location 1: Intersection of Division Street and Pershing Drive (RT 727)

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 Earth Pro, accessed on July 5th, 2024

Notes:

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

RSA Field Sheet

Location 2: Division Street at Waterbury Line Rail Crossing

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.

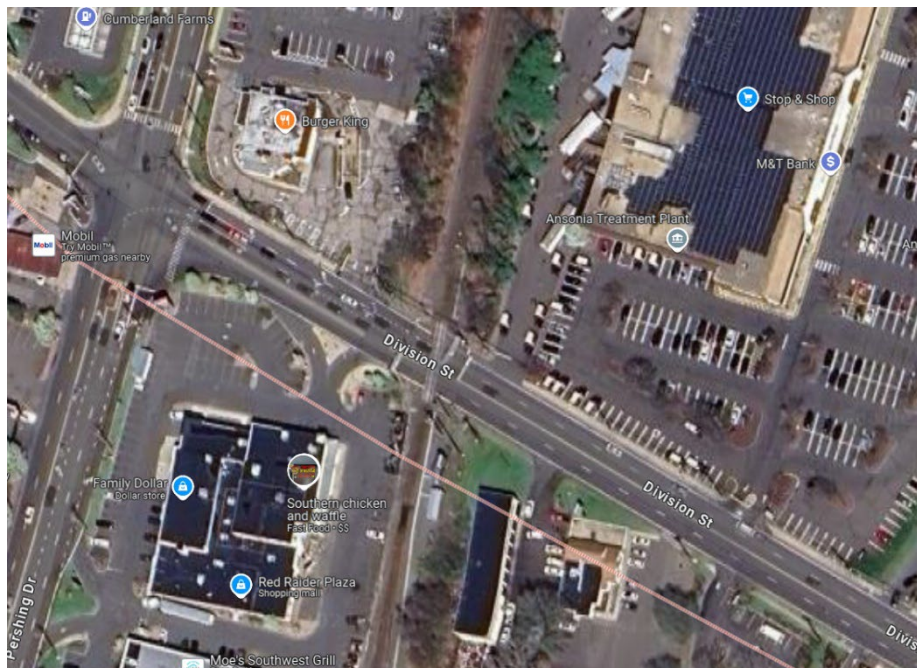


Image Credit: Google Earth Pro, accessed on July 5th, 2024

Notes:

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

RSA Field Sheet

Location 3: Division Street at Driveways to Webster Bank and McDonalds

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.

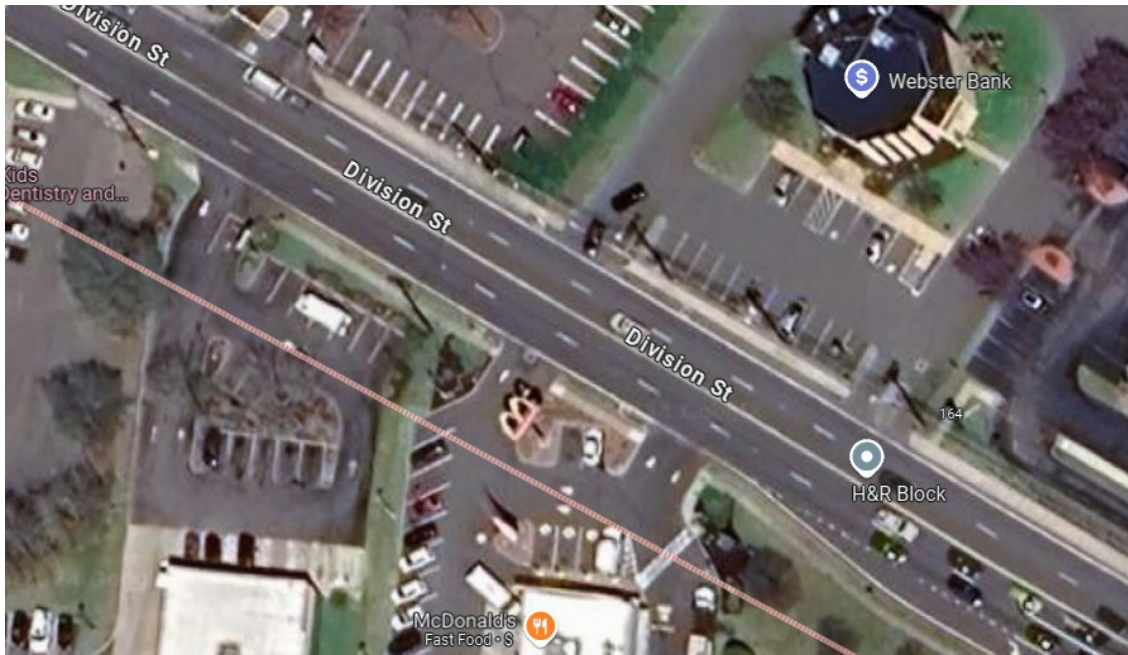


Image Credit: Google Earth Pro, accessed on July 5th, 2024

Notes:

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

RSA Field Sheet

Location 4: Intersection of Division Street and North Division Street and Bridge

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 Earth Pro, accessed on July 5th, 2024

Notes:

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

RSA Field Sheet

Location 5: Intersection of Division Street and Route 115 (Main Street/Derby Avenue)

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 Earth Pro, accessed on July 5th, 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

Ansonia and Derby Road Safety Audit

July 10th, 2024

9:00 AM

Field Notes by Location

Location 1: Intersection of Division Street and Pershing Drive (RT 727)

- Right-turn-only lane on Division Street heading west bound causes a lot of confusion. Drivers often do not realize it's a turn only lane and merge in the middle of intersection.
- Landing on southwest corner of intersection (Pershing Drive heading northbound) is ADA compliant, but not PROWAG compliant.
- Sidewalk only present on north side of Division Street and it abruptly ends at the CVS driveway. It is in poor condition.
- Goat path exists heading into CVS parking lot.
- A lot of debris in the shoulders of roadway and in catch basins.
- Backups across the rail crossing, often due to left turning vehicles into the Stop & Shop driveway.
- Overgrown vegetation covers line of sight in many areas.
- No midblock crossing on Division Street.
- No dedicated bicycle facilities.
- No pedestrian scale lighting.

Location 2: Division Street at Waterbury Line Rail Crossing

- Detectable warning surface (DWS) does not extend the entire ramp opening width.
- Clear area 4'x4' is not located outside parallel vehicle travel way.
- No detectable warning surface at the rail crossing (22 trains a day at this location)
- Train is bi-directional.
- Many curb cuts and driveways cause a lot of left turns on Division Street.
- Driveways with stop sign/yield sign are missing at Stop & Shop, Auto-Zone, McDonalds's.
- No pedestrian scale lighting.

Location 3: Division Street at Driveways to Webster Bank and McDonalds

- A lot of debris in the shoulders of roadway and in catch basins.
- Evidence of impacts to brick pavers.
- Sidewalks in poor condition in this area.
- Driveways lack ADA amenities such as tactile warning strips and ramps.
- No pedestrian scale lighting.

Location 4: Intersection of Division Street and North Division Street and Bridge

- High speeds observed in this location.
- Limited ADA accommodations.

- Exclusive pedestrian phase at intersection, but no crosswalk across north or south leg of the intersection.
- Was noted that Naugatuck Greenway Trail has high ridership in this area.
- Outdated push buttons at this intersection.
- Curb ramp is provided but lacks landing area for PROWAG compliance.
- Steep adjacent roadway grades affect curb ramps in this location.

Location 5: Intersection of Division Street and Route 115 (Main Street/Derby Avenue)

- South Division Street and Division Street intersection has poor site lines, pedestrians invisible to drivers.
- Overgrown vegetation along bridge.
- Sidewalks in poor condition in this area.
- Pedestrian signals at all corners of intersection are not lighting up properly.
- Road grades and angles cause sightline issues at this intersection.
- Drivers frequently observed to ignore the No Turn on Red sign onto Division Street.
- Catch basin located in walk area at gas station driveway.
- ADA compliance issues at all legs of the intersection.