

Bridgeport Road Safety Audit

Route 127 (East Main Street): Nichols Street to Boston Avenue



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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.

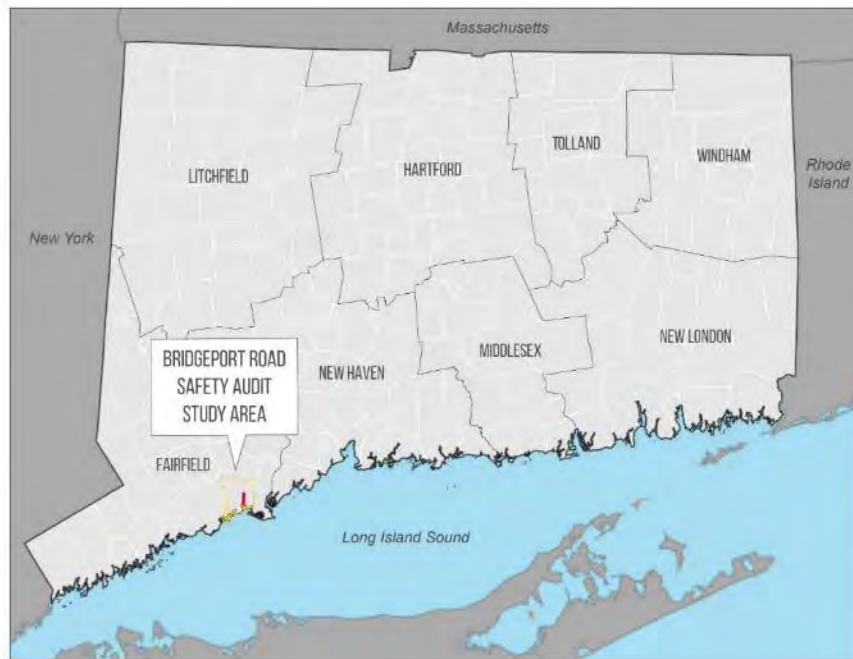
The summary results section of this report, Chapter 5: Recommendations, includes several recommendations and concepts that can be considered for implementation by the municipality, regional planning organization, and/or CTDOT. While many of these recommendations are less complex and easier to implement,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

1.2 Bridgeport RSA Study Area and Location

CTDOT sponsored an RSA for the City of Bridgeport on Route 127 (East Main Street). The study area encompasses a 1.5-mile corridor from Nichols Street to Boston Avenue. 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: Bridgeport RSA Regional Location



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. Route 127 (East Main Street) in Bridgeport is the main north-south connection through the East Side neighborhood connecting the waterfront to Beardsley Zoo. Route 127 (East Main Street) is a dynamic and vibrant corridor with many points of interest. The Route 127 (East Main Street) study area contains access to businesses, restaurants, residential areas, community centers, libraries, and churches. Pedestrians and bicyclists use Route 127 (East Main Street) corridor to access the state park, homes, and businesses in the area. Greater Bridgeport Transit (GBT) operates bus services 1, 6, 9, 15, 17, and 23 along or near the study area. Exhibit 3 displays relevant bus routes and stops, and Exhibit 4 displays points of interest located along the corridor.

Route 127 (East Main 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 many minor arterial roads, a major collector and is bookended by a principal arterial (Boston Avenue) and I-95. The study area serves a wide variety of network users including pedestrians / bicyclists, regional bus transit riders, vehicle commuters, business employees and patrons, and delivery drivers.

Average Annual Daily Traffic (AADT) collected in the study area ranges between 5,900 and 9,500 vehicles per day, with the highest volumes seen at the center of the study area between Nichols Street and Berkshire Avenue. 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 in to and out of property parcels. This RSA focuses on the major roadway segments and intersections where the safety concerns and pedestrian movements are most concentrated.

Exhibit 2: Bridgeport RSA Study Area



Exhibit 3: Transit Bus Routes and Stops

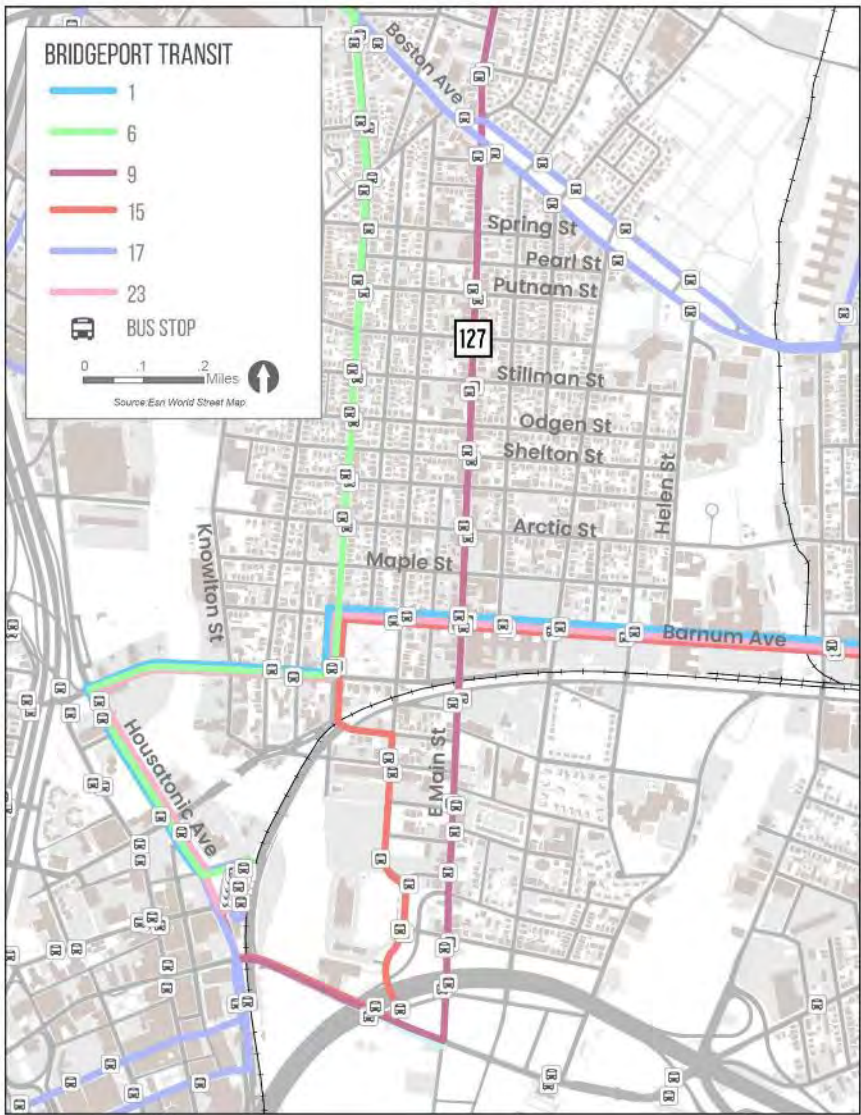
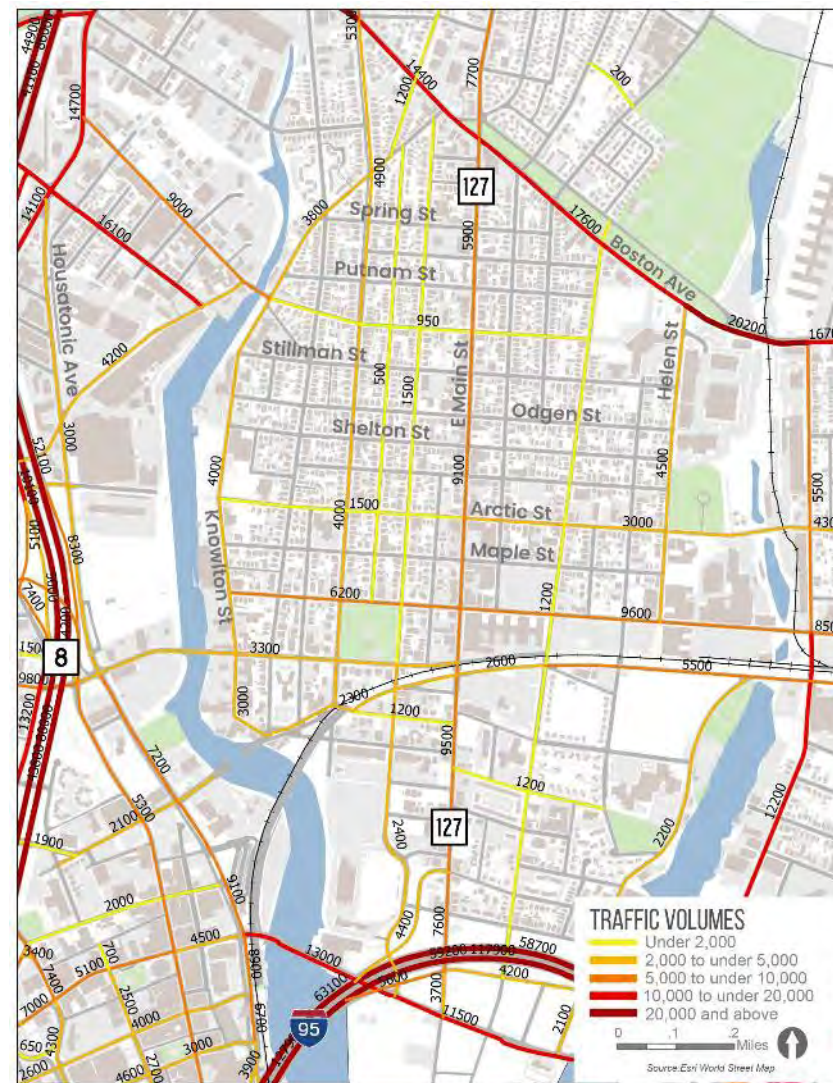


Exhibit 4: Points of Interest



Exhibit 5: Average Annual Daily Traffic (AADT)



2 Prior Efforts in Study Area

2.1 Route 127 (East Main Street) Area Grant Awards

The Connecticut Metropolitan Council of Governments (MetroCOG) and the City of Bridgeport were awarded a Safe Streets For All (SS4A) Planning and Demonstration Grant to implement Phase Two of their Safety Action Planning process. The award will be used to advance a community-driven Complete & Safe Streets Design Manual, create an Action Plan for its implementation, and conduct numerous demonstration activities to inform the Safety Action Plan.

While the City will focus demonstration activities primarily on locally owned roads, if the Safety Action Plan development necessitates demonstration activities on state-owned roads such as Route 127 (East Main Street), the City may coordinate with MetroCOG and CTDOT to implement them.

The United States Environmental Protection Agency (U.S. EPA) granted Environmental Justice Government-to-Government (EJG2G) program funding to facilitate Complete and Safe Streets on Route 127 (East Main Street). This funding will go toward community outreach and to plan, design, and execute active transportation and green infrastructure enhancements along a 0.5-mile segment of Route 127 (East Main Street) from Berkshire Avenue to East Washington Avenue.

In addition, the East Main Street Revitalization Association was awarded Connecticut Community Investment Fund (CIF) planning grant funding to support local businesses through facade improvement loans as well as a sidewalk improvement program which will include enhanced lighting and street security.

The City of Bridgeport was awarded a Connecticut Community Connectivity Grant Program grant to make Americans with Disabilities Act (ADA) curb ramp and crosswalk improvement in the East Side neighborhood surrounding Route 127 (East Main Street). The City, in partnership with MetroCOG and GBT, is receiving three years of direct technical assistance through United States Department of Transportation's Thriving Communities Program. This project aims to enhance internal processes, strengthen coordination between the City and transportation organizations, and improve public communication to support the implementation of Complete & Safe Streets. This grant does not include any improvements directly on Route 127 (East Main Street).



3 Pre-audit Meeting

3.1 Pre-Audit Information

The RSA team conducted a pre-audit virtual meeting on Tuesday, August 13th, 2024. The RSA team presented a brief presentation that included an overview of the Bridgeport RSA goals and purpose, the study area, and key existing conditions findings. Key themes discussed during the pre-audit meeting are presented below.

Speeds: Speed limit on Route 127 (East Main Street) is 25 miles per hour (MPH) from Nichols Street to Boston Avenue. Exhibit 6 displays speed limits in the study area.

Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the six-year period between January 2017 through December 2022, there were a total of 881 crashes in the study area. Crashes were concentrated mostly at the intersection of Route 127 and East Washington Avenue / Crescent Avenue, with 89 crashes occurring at this location. Exhibit 7 displays the study area crash summary by year and Exhibit 8 displays a study area crash heatmap.

Crashes by Type: Most crashes were angle and front-to-rear types. Angle crashes are typical in areas with ingress / egress movements at property entrances. Front-to-rear crashes occur most commonly at intersections where cars are queued to make turning movements. Exhibit 9 displays crashes by type and severity. Exhibit 10 displays a map of crashes by location and type in the corridor.

Exhibit 6: Study Area Speed Limits



Exhibit 7: Study Area Crash Summary (2017-2022)

Year	Fatality	No Apparent Injury	Possible Injury	Suspected Minor Injury	Serious Injury	TOTAL
2017		113	16	26	3	158
2018	1	93	23	22	4	143
2019	1	101	29	15	4	150
2020	1	93	34	13	2	143
2021	1	88	23	20	3	135
2022		99	26	23	4	152
TOTAL	4	587	151	119	20	881

Crash Severity: Most reported crashes (587) were classified as no apparent injury. Of these reported crashes, there were four fatal injury crashes and 20 suspected serious injury crashes. There were 119 suspected minor injury crashes and 151 possible injury crashes reported. Exhibit 11 displays the severity of crashes and their locations.

Crashes by Involved Person: There were 28 reported crashes involving pedestrians in the six-year period of 2017-2022. Two (2) of these were fatal crashes, one (1) was suspected serious injury crash, and 18 were suspected minor injury crashes, and seven (7) were possible injury crashes. Exhibit 12 displays the locations of fatal pedestrian crashes.

Exhibit 8: Study Area Crash Heatmap (2017-2022)

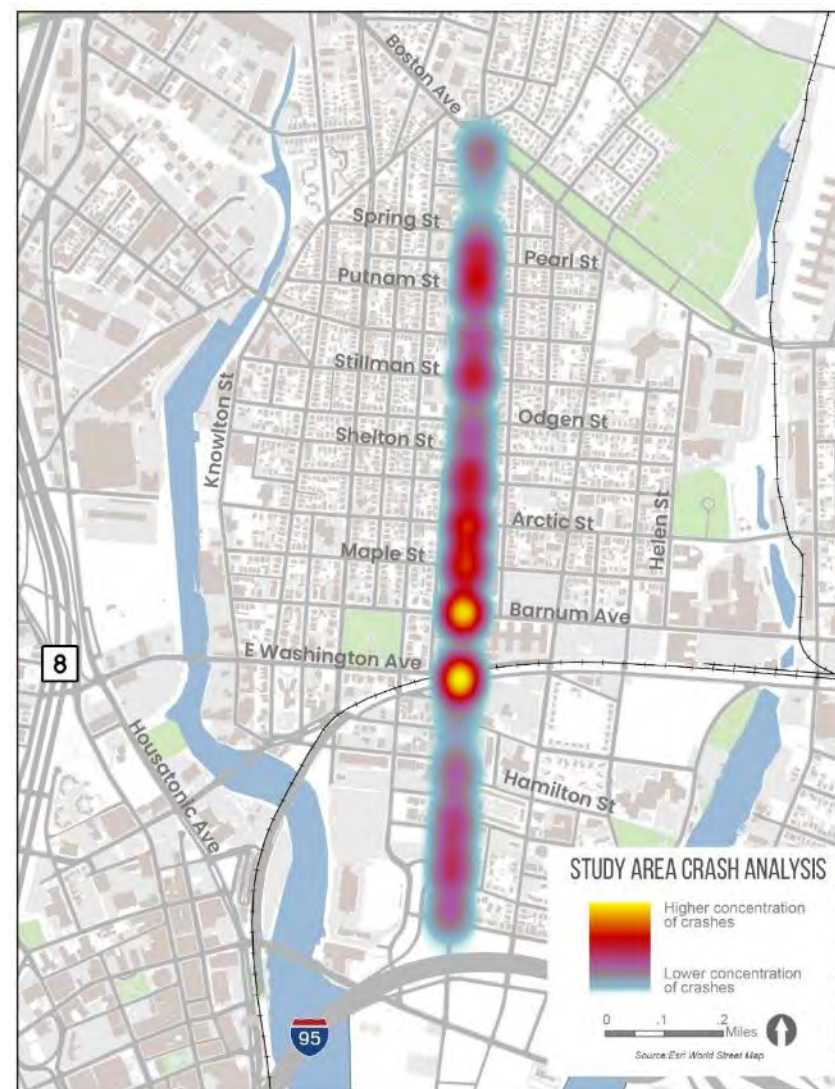


Exhibit 9: Crashes by Type and Severity (2017-2022)

	Fatal Injury	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Grand Total
Angle	1	196	53	55	6	311
Front to front		17	5	8		30
Front to rear		145	44	21	5	215
Not Applicable	3	23	14	24	3	67
Other		27	11	3	3	44
Rear to rear		3				3
Rear to side		15	1	1		17
Sideswipe, opposite direction		27	3	1		31
Sideswipe, same direction		131	19	5	2	157
Unknown		3	1	1	1	6
Grand Total	4	587	151	119	20	881

Exhibit 10: Crashes by Type (2017-2022)



Exhibit 11: Crash Severity by Location (2017-2022)

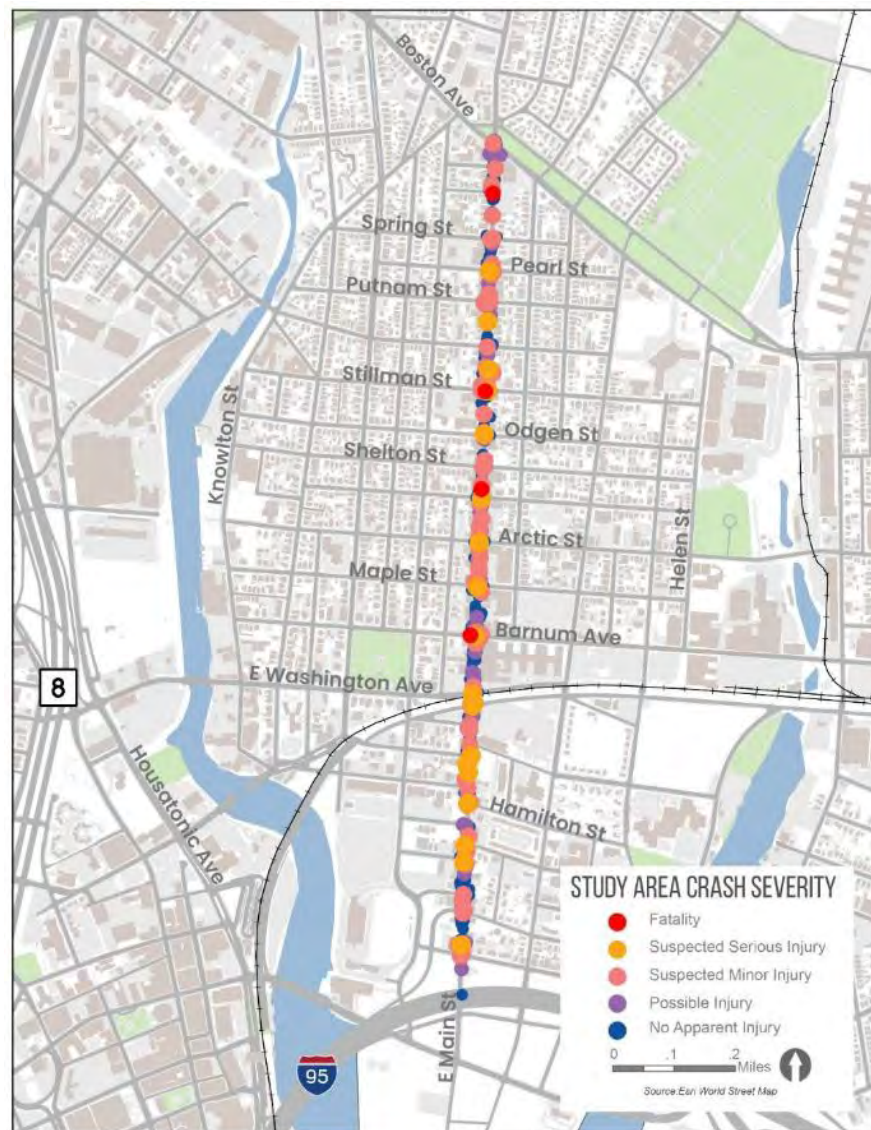


Exhibit 12: Fatal Crashes Involving Pedestrians (2017-2022)



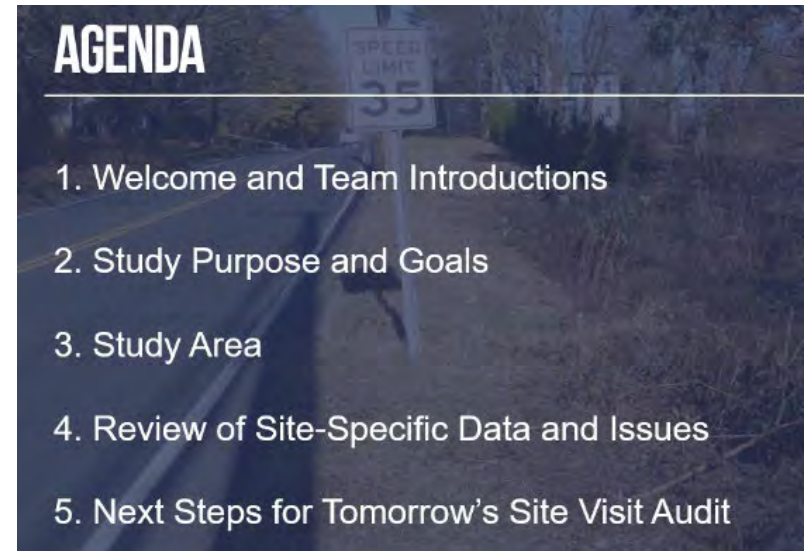
3.2 Pre-Audit Discussion

Immediately following the pre-audit presentation, the attendees participated in a discussion occurred about additional concerns and notes regarding the Bridgeport RSA study area. Comments from participants included:

- Route 127 (East Main Street) is very busy with business activity.
- Double parking is a problem in the corridor.
- Flooding is a concern.
- MetroCOG asked if the study team planned to observe the public transportation system in the field, specifically Greater Bridgeport Transit buses. The study team responded that bus stops would be observed in the field.

Sample slides from the pre-audit presentation are shown in Exhibit 13.

Exhibit 13: Sample slides from Pre-Audit Presentation



4 RSA Assessment

A summary of the team's findings from documenting conditions seen in the field, along with comments by stakeholders from the City, is presented below. Many of the issues discussed are corridor wide and are presented first. Concerning areas are presented after the corridor wide conditions. Exhibit 14 shows RSA participants walking the Route 127 (East Main Street) corridor.

Exhibit 14: RSA Participants Walking Along Route 127 (East Main Street)



4.1 General Corridor Wide Conditions

- The sidewalks are not ADA-compliant with numerous cracks, gaps, obstructions (e.g., utility poles, roots), excessive slopes, etc. Exhibit 15 displays one example of a sidewalk in poor condition in the corridor.
- Participants observed a general lack of crosswalks and ADA-/Public Right-of-Way Accessibility (PROWAG)- compliant curb ramps and intersections throughout the corridor.
- Many accessible pedestrian signals were observed to not be functioning properly.
- The planting / utility strips between the sidewalks and streets are not consistent materials and are often damaged. The tree wells and planting strips are empty throughout much of the corridor, creating a tripping hazard for pedestrians.
- Participants discussed the parking encroachment issues at most intersections, as displayed in Exhibit 16. Vehicles are parked within 25 feet of intersection corners and are parked in illegal locations, such as bus stops, along the corridor.
- Motorists on Route 127 (East Main Street) cannot see driveways or side streets easily. Those exiting driveways or side streets also have visibility obstructions to entering Route 127 (East Main Street) safely. One reason for this is the parking encroachment noted above.

Exhibit 15: Sidewalk in Poor Condition along Route 127 (East Main Street)



Exhibit 16: Car Parked too Close to Intersection



4.2 Nichols Street to I-95 Ramp/Cedar Street

- The intersections of Route 127 (East Main Street) at Nichols Street (Intersection 015-337) and Route at the I-95 ramp/Cedar Street (Intersection 015-298) are both signalized intersections that are coordinated in a closed loop system.
- The east side of the roadway has damaged and poor-quality pedestrian lighting, as displayed in Exhibit 17. Some lights are still standing but are broken. Others have only the base remaining.
- The accessible pedestrian signal does work at Cedar Street.
- Cars often park illegally in / out of the three-foot shoulder, as displayed in and Exhibit 18.

Exhibit 17: Broken Light at on East Side of Route 127 (East Main Street)



Exhibit 18: Cars Parked at Cedar Street (Source: Google Maps, July 2024)



4.3 Howe Street to Burroughs Street

- The intersection of Route 127 at Seymour Street (Intersection 015-342) is a signalized intersection that is on a time-based coordination (TBC) cycle of 75 seconds.
- Overgrown vegetation obstructs the directional signage on Route 127 (East Main Street) facing Seymour Street to I-95.
- There is no crosswalk across Steuben Street, which is an unsignalized approach / intersection. There is an ADA-compliant pad on the northeast corner of the intersection; there is not one on the southeast corner.
- There is no crosswalk across Burroughs Street, which is an unsignalized approach / intersection. There are no ADA-compliant ramps on the northwest corner nor the southwest corner of the intersection.

4.4 Hamilton Street to Crescent Place

- There is no crosswalk across Hamilton Street, which is an unsignalized approach / intersection. There are ADA-compliant ramps on the northeast corner and the southeast corner of the intersection.
- There is no crosswalk across Pulaski Street, which is an unsignalized approach / intersection. There are no ADA-compliant ramps on the northwest corner nor the southwest corner of the intersection.
- There is no crosswalk across Clarence Street, which is an unsignalized approach / intersection. There are no ADA-compliant ramps on the northwest corner nor the southwest corner of the intersection.
- There is no crosswalk across Walter Street, which is an unsignalized approach / intersection. There are no ADA-compliant ramps on the northeast corner nor the southeast corner of the intersection.
- The vegetation on the west side of Route 127 (East Main Street) is overgrown near the Walter Street intersection.
- There is no crosswalk across Clarence Place, which is an unsignalized approach / intersection. There are no ADA-compliant ramps on the northeast corner nor the southeast corner of the intersection. The Clarence Place pavement paint stop bar is awkwardly placed in front of the sidewalk on the northwest corner of the intersection.

4.5 Crescent Avenue to Barnum Avenue

- The intersection of Route 127 (East Main Street) at East Washington Avenue and Crescent Avenue (Intersection 015-345) is a signalized intersection that is on a TBC cycle of 75 seconds.

- The intersection of Route 127 (East Main Street) at Barnum Avenue (Intersection 015-362) is a City-owned signalized intersection. The signal plan of record shows that it is on a TBC cycle of 70 seconds.
- Pedestrian pushbuttons exist at Crescent Avenue. Pedestrian signal indications do not exist to cross the south side of Route 127 (East Main Street) at Crescent Avenue.
- The pedestrian lighting at the rail underpass does not exist, as displayed in Exhibit 19.
- One participant commented that there used to be a sign at the rail underpass that said, "East Side." He would like to see it be reinstalled.
- There is a local farmers market every Wednesday (in-season) on the southeast corner of Crescent Avenue.
- Sightlines are limited on both East Washington Avenue and Crescent Avenue approaches to Route 127 (East Main Street).
- The East Washington Avenue crossing has no pedestrian signals, no crosswalks, and outdated pushbuttons. There is no sidewalk on either side of the eastern leg of East Washington Avenue approaching Route 127 (East Main Street).
- There is a downward slope on the roadway / sidewalk from Barnum Ave towards East Washington Avenue and from Crescent Place towards Crescent Avenue. A participant mentioned that flooding occurs at the bridge underpass.

Exhibit 19: Route 127 (East Main Street) Under Rail



- There is significant tractor trailer activity near Barnum Avenue from the New England Tractor Training School.
- Several participants stated that Barnum School is nearby on Waterview Avenue. The Route 127 (East Main Street) / Barnham Avenue intersection is critical for school travel and students that walk or ride to school.
- The painted crosswalk across the eastern leg of the Barnum Avenue intersection is barely visible.
- Motorists are using the bus stop on the northwest corner of the Barnum Avenue intersection as a parking spot, as displayed in Exhibit 20.
- One participant stated that the corridor gets very congested north of Barnum Avenue.

Exhibit 20: Car Parked at Bus Stop



4.6 Maple Street to Arctic Street

- The intersection of Route 127 (East Main Street) at Arctic Street (Intersection 015-346) is a signalized intersection that is on a TBC cycle of 60 seconds.
- There is only one crosswalk at the Maple Street intersection, across the northern leg of the unsignalized intersection.
- Gala Foods Supermarket generates significant traffic in this area.
- Supermarket delivery vehicles add to traffic in this area.
- The accessible pedestrian signal at Arctic Street does not work. In addition, the painted crosswalk across the western leg of the intersection is faded.
- There are several large curb cuts on this block.

4.7 Jane Street to Shelton Street

- There are no north-south crosswalks across Jane Street or Shelton Street intersections, both unsignalized approaches / intersections. Google Maps historic images show crosswalks on these two legs of the Jane Street intersection in prior years.
- Vegetation obstructs the 5-minute parking sign at Shelton Street.
- The sidewalk is more congested with pedestrian activity and storefronts on this block compared to other sections of the Route 127 (East Main Street) RSA corridor.

4.8 Ogden Street to Stillman Street

- The intersection of Route 127 (East Main Street) at Ogden Street (Intersection 015-354) is a signalized intersection that is on a TBC cycle of 60 seconds.
- There are utility poles in the pedestrian path of the two southern curb ramps at Ogden Street.
- There is no crosswalk on the eastern leg of the Ogden Street intersection.
- The Saint Charles Borromeo Catholic Church parking gets full and vehicular parking overflows onto on-street parking during services.
- The northbound bus stop approaching Stillman Street is not ADA-compliant.
- The only crosswalk at the Stillman St intersection is on the north side across Route 127 (East Main Street). The crosswalk paint is faded.
- Sightlines are limited at the Stillman Street intersection because of vehicles parked within 25 feet of the intersection corners.

4.9 Berkshire Avenue to Pearl Street

- The intersection of Route 127 (East Main Street) at Berkshire Avenue (Intersection 015-347) is a signalized intersection that is on a TBC cycle of 60 seconds.
- There is no crosswalk across the southern leg of the Berkshire Avenue signalized intersection.
- There is a large dead tree south of the Berkshire Avenue intersection.
- There are no crosswalks at the Putnam Street and Pearl Street intersections (both unsignalized).
- This section has more residential development on it than other sections of the corridor.

4.10 Spring Street to Autumn Street

- The intersection of Route 127 (East Main Street) at Spring Street (Intersection 015-355) is a signalized intersection that is on a TBC cycle of 60 seconds.
- There are crosswalks at all four legs of the intersection at Spring Street. The crosswalk paint is faded on the eastern and western legs.
- There is not a crosswalk across Autumn Street at Route 127 (East Main Street) (unsignalized).
- This section has more residential development on it than other sections of the corridor.

4.11 Silliman Place to Boston Avenue

- The intersection of Route 127 (East Main Street) at Boston Avenue (Intersection 015-224) is a signalized intersection that is coordinated in a closed loop system with traffic signals on U.S Route 1. The signal controller is in the process of being upgraded. The system along U.S.

Route 1 should be improved after the controller is upgraded. The contractor is responsible for ensuring the signals including the pedestrian facilities/buttons, are operating as intended after the controller is upgraded / replaced at this location.

- There is not a crosswalk across Silliman Place at Route 127 (East Main Street) (unsignalized).
- A participant stated that the Boston Avenue curb ramps often are run over by vehicles. Westbound to southbound trucks have difficulty navigating the curb radii.
- Participants stated that the curve of Boston Ave (eastbound) resulted in vehicles off-tracking onto the grass and collisions with the building at 1739 East Main Street.
- There are damaged pedestrian lamps in this section of corridor.

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 Nichols Street travelling north to Boston Avenue. The sections below were established 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 21. Concept drawings of the roadway segment of Route 127 (East Main Street) between Nichols Street and Boston Avenue are presented by location (A – J) in Exhibit 22 – Exhibit 31. The section below presents further details on recommendations.

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 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 3 Permit Office and/or an official request from the municipal LTA. In addition, as MetroCOG and the City of Bridgeport receive various funding sources to improve Route 127 (East Main Street), they should coordinate with DOT.TrafficEngineering@ct.gov and CTDOT's Office of Intergovernmental Affairs as points of contact to ensure proper coordination throughout each project's duration.

Exhibit 21: Route 127 (East Main Street) Corridor Recommendations

Recommendation	Location										
	Corridor Wide	A	B	C	D	E	F	G	H	I	J
Least Complex											
Install pedestrian scale lighting	•										
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	•										
Review and consider consistent signage to improve pedestrian and motorist understanding of road etiquette	•										
Stripe parking stalls and update/install parking signage on both sides of the street			•	•	•	•	•	•	•	•	
Extend painted median through crosswalk at the I-95 west on-ramp intersection		•									
Consider striping crosswalks at select high-use unsignalized intersections				•		•	•	•	•		•
Moderately Complex											
Install ADA-/ PROWAG-compliant pedestrian accommodations at intersections	•										
Consider using the NACTO DL-23 design vehicle to reduce crossing lengths and avoid utility impacts at corners	•										
Install curb extensions at intersection to increase visibility and shorten pedestrian crossing distance	•										
Install and consider various improvements to reduce illegal parking in front of bus stops	•										
Install shelters at bus stops	•										
Conduct study to enhance north-south bicycle accommodations on this and/or parallel routes	•										
Most Complex											
Pursue access management for adjacent property owners where appropriate	•										
Replace sidewalks in areas of disrepair	•										

Location Key:

Location A: Nicols St to I-95 Ramp / Cedar St

Location B: Howe St to Burroughs St

Location C: Hamilton St to Crescent Pl

Location D: Crescent Ave to Barnham Ave

Location E: Maple St to Artic St

Location F: Jane St to Shelton St

Location G: Ogden St to Stillman St

Location H: Berkshire Ave to Pearl St

Location I: Spring St to Autumn St

Location J: Stillman Pl to Boston Ave

Exhibit 22: Location A (Nichols Street to I-95 Ramp/Cedar Street)



Exhibit 23: Location B (Howe Street to Burroughs Street)



Exhibit 24: Location C (Hamilton Street to Crescent Place)



Exhibit 25: Location D (Crescent Avenue to Barnham Avenue)



Exhibit 26: Location E (Maple Street to Arctic Street)



Exhibit 27: Location F (Jane Street to Shelton Street)



Exhibit 28: Location G (Ogden Street to Stillman Street)



Exhibit 29: Location H (Berkshire Avenue to Pearl Street)

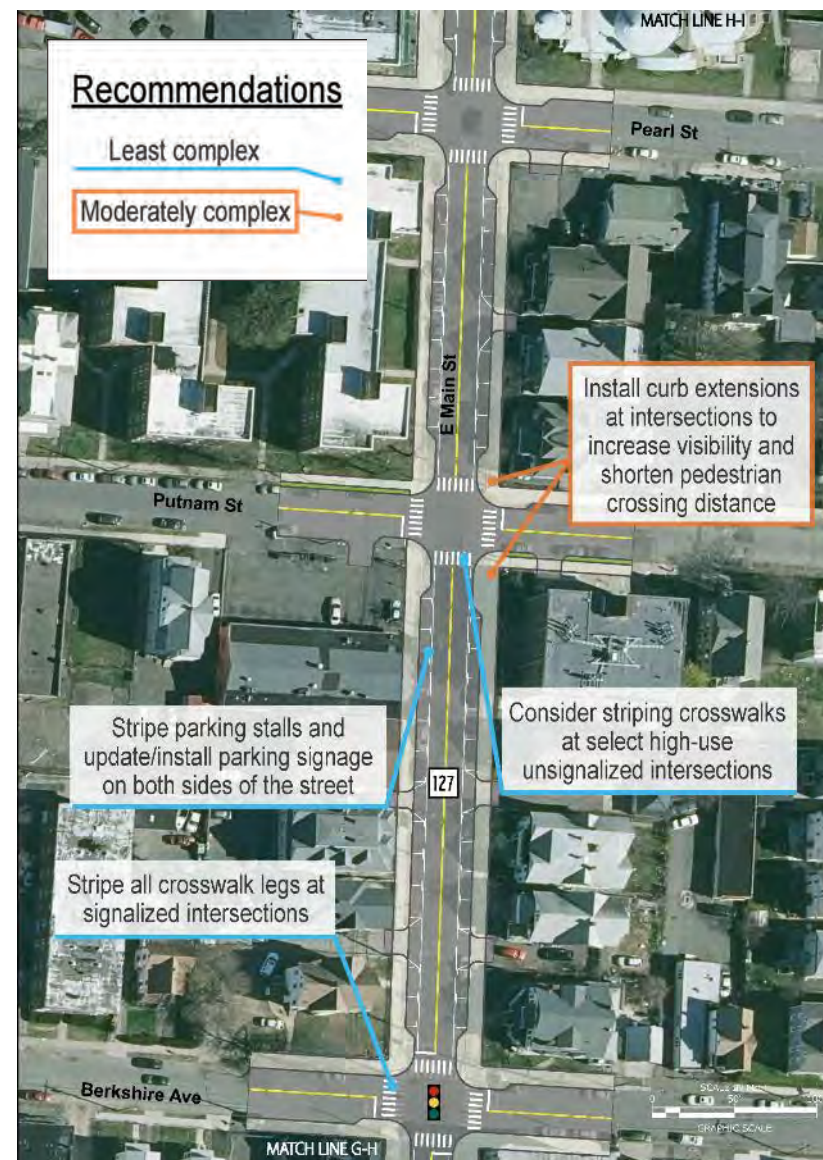


Exhibit 30: Location I (Spring Street to Autumn Street)



Exhibit 31: Location J (Silliman Place to Boston Avenue)



5.1 General Corridor Wide Recommendations

The general recommendations for the entire length of the Route 127 (East Main Street) corridor focus on creating a safer, more coherent, and more aesthetic experience for non-motorized users. The recommendations aim to increase the visibility for and of pedestrians, as well as create clear designated spaces for vehicles, bicyclists, and pedestrians.

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) 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.
 - **Next Step:** LTA to contact DOT.TrafficEngineering@ct.gov
- 3) Review and consider consistent signage to improve pedestrian and motorist understanding of road etiquette, particularly with relation to bicycle and pedestrian safety zones, bus stops, pedestrian crossing signs, No Parking signs, speed signs, etc.

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

Moderately Complex Recommendations

- 1) Install ADA/PROWAG-compliant crosswalks, curb ramps, signal push buttons, and signs at intersections. 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. While some signals may need to be replaced, other existing signals can support additional pedestrian accommodation. In addition, entire corridor should have uniform pedestrian controls for signals so as not to confuse user expectations.
 - **Next Step:** Municipality to contact [MetroCOG](#) for potential funding sources
 - **Next Step:** Municipality to check available ROW and roadside area for feasibility. Coordinate with CTDOT for feasibility
 - **Next Step:** Municipality to coordinate with DOT.TrafficEngineering@ct.gov and DOT.ADATransitionPlan@ct.gov on signal and ADA-compliance
 - **Next Step:** CTDOT to evaluate and confirm existing state-owned signals for replacement based on inspection / condition assessment
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

2) Consider using the [NACTO DL-23 design vehicle](#) to reduce crossing lengths and avoid utility impacts at intersection corners.

- **Next Step:** Municipality to contact [MetroCOG](#) for potential funding sources
- **Next Step:** Municipality to check available ROW and roadside area for feasibility
- **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- **Next Step:** Municipality to demonstrate turning templates to determine which intersections are feasible for curb extensions

3) Install curb extensions at intersections to increase visibility and shorten pedestrian crossing distances. There should be made ADA-complaint and include crosswalks if they are adjacent to an existing or proposed sidewalk at signalized intersections. Exhibits 22–31 depict several areas where curb extensions may be applicable, and because of the number of them, not all are called out individually with labels.

- **Next Step:** Municipality to contact [MetroCOG](#) for potential funding sources
- **Next Step:** Municipality to check available ROW and roadside area for feasibility
- **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

4) Install and consider various improvements to reduce illegal parking in front of bus stops. Such improvements can include adding roadway paint and signage to clearly define no parking, additional enforcement of illegal parking, and

consideration of a study to identify locations where additional curb extensions may be beneficial.

- **Next Step:** Municipality to contact [DOT.BusStops@ct.gov](#) and Greater Bridgeport Transit to identify bus stop enhancements
- **Next Step:** Municipality to contact [MetroCOG](#) for potential funding sources
- **Next Step:** Municipality to research and consider need for [Encroachment Permit](#) through the District permit office

5) Install shelters at bus stops.

- **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](#)

6) Conduct a broader study to enhance north-south bicycle accommodations on this and/or parallel routes between Stratford Avenue and Barnham Avenue.

- **Next Step:** Municipality to contact [MetroCOG](#) for potential funding sources

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

- **Next Step:** LTA to coordinate with CTDOT Office of State Traffic Administration at DOT.OSTA@ct.gov on need for traffic signal revisions to town-owned signal
- 2) Replace sidewalks in areas of disrepair.
 - **Next Step:** Municipality may apply to install sidewalk via [Encroachment Permit](#) through the District permit office

5.2 Nichols Street to I-95 Ramp/Cedar Street

Additional recommendations in this section of the corridor focus on parking improvements and pedestrian safety via a pedestrian refuge island, as displayed in Exhibit 22.

Least Complex Recommendation

- 1) Extend painted median through the crosswalk on the northern leg of the intersection of Route 127 (East Main Street) and the I-95 west on-ramp.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.3 Howe Street to Burroughs Street

An additional recommendation in this section of the corridor focuses on parking improvements, as displayed in Exhibit 23.

Least Complex Recommendation

- 1) Stripe parking stalls on both sides of the street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.4 Hamilton Street to Crescent Place

Additional recommendations in this section of the corridor focus on parking improvements and additional improvements to enhance pedestrian visibility and safety, as displayed in Exhibit 24.

Least Complex Recommendations

- 1) Stripe parking stalls on both sides of the street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Consider striping crosswalks at select high-use intersections. In particular, install crosswalks at Pulaski Street, across Pulaski Street and Route 127 (East Main Street) at the northern leg of the unsignalized intersection. This latter crosswalk has been discussed and supported by both the municipality and CTDOT.
 - **Next Step:** Municipality to contact [MetroCOG](#) for potential funding sources
 - **Next Step:** Municipality to install ADA-compliant landing areas and sidewalk ramps at all legs of the crosswalk
 - **Next Step:** Municipality to install ADA-compliant ramps at all crosswalk legs
 - **Next Step:** CTDOT to install crosswalks and signage
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.5 Crescent Avenue to Barnum Avenue

Additional recommendations in this section of the corridor focus on parking improvements, as displayed in Exhibit 25.

Least Complex Recommendation

- 1) Stripe parking stalls on both sides of the street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.6 Maple Street to Arctic Street

Additional recommendations in this section of the corridor focus on parking improvements and additional improvements to enhance pedestrian visibility and safety, as displayed in Exhibit 26.

Least Complex Recommendations

- 1) Stripe parking stalls on both sides of the street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Consider striping crosswalks at select high-use intersections.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.7 Jane Street to Shelton Street

Additional recommendations in this section of the corridor focus on parking improvements and additional improvements to enhance pedestrian visibility and safety, as displayed in Exhibit 27.

Least Complex Recommendations

- 1) Stripe parking stalls on both sides of the street.

- **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Consider striping crosswalks at select high-use intersections.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.8 Ogden Street to Stillman Street

Additional recommendations in this section of the corridor focus on parking improvements and additional improvements to enhance pedestrian visibility and safety, as displayed in Exhibit 28.

Least Complex Recommendations

- 1) Stripe parking stalls on both sides of the street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Consider striping crosswalks at select high-use intersections.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.9 Berkshire Avenue to Pearl Street

Additional recommendations in this section of the corridor focus on parking improvements and additional improvements to enhance pedestrian visibility and safety, as displayed in Exhibit 29.

Least Complex Recommendations

- 1) Stripe parking stalls on both sides of the street.

- **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office
- 2) Consider striping crosswalks at select high-use intersections.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.10 Spring Street to Autumn Street

An additional recommendation in this section of the corridor focuses on parking improvements, as displayed in Exhibit 30.

Least Complex Recommendation

- 1) Stripe parking stalls on both sides of the street.
 - **Next Step:** Municipality to consider applying for an [Encroachment Permit](#) through the District permit office

5.11 Silliman Place to Boston Avenue

An additional recommendation in this section of the corridor focuses on improvements to enhance pedestrian visibility and safety, as displayed in Exhibit 31.

Least Complex Recommendation

- 1) Consider striping crosswalks at select high-use intersections.
 - **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 City of Bridgeport'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 City and CTDOT may use this report to prepare strategies for funding and implementing the improvements. This report provides Bridgeport 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 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 assists 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

BRIDGEPORT ROAD SAFETY AUDIT

Route 127 (East Main Street): Nichols Street to Boston Avenue



AUGUST 2024

INTRODUCTIONS



TOTAL MORTGAGE ARENA →

HARTFORD HEALTHCARE
AMPHITHEATER →

← BPT. HOSPITAL [H]

● STEELPOINTE HARBOR →

DOWNTOWN →

MARINAS →

← BUSINESS DISTRICT

TRANSIT/FERRY →

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 audit and post-audit discussion

PROJECT TEAM

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

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.

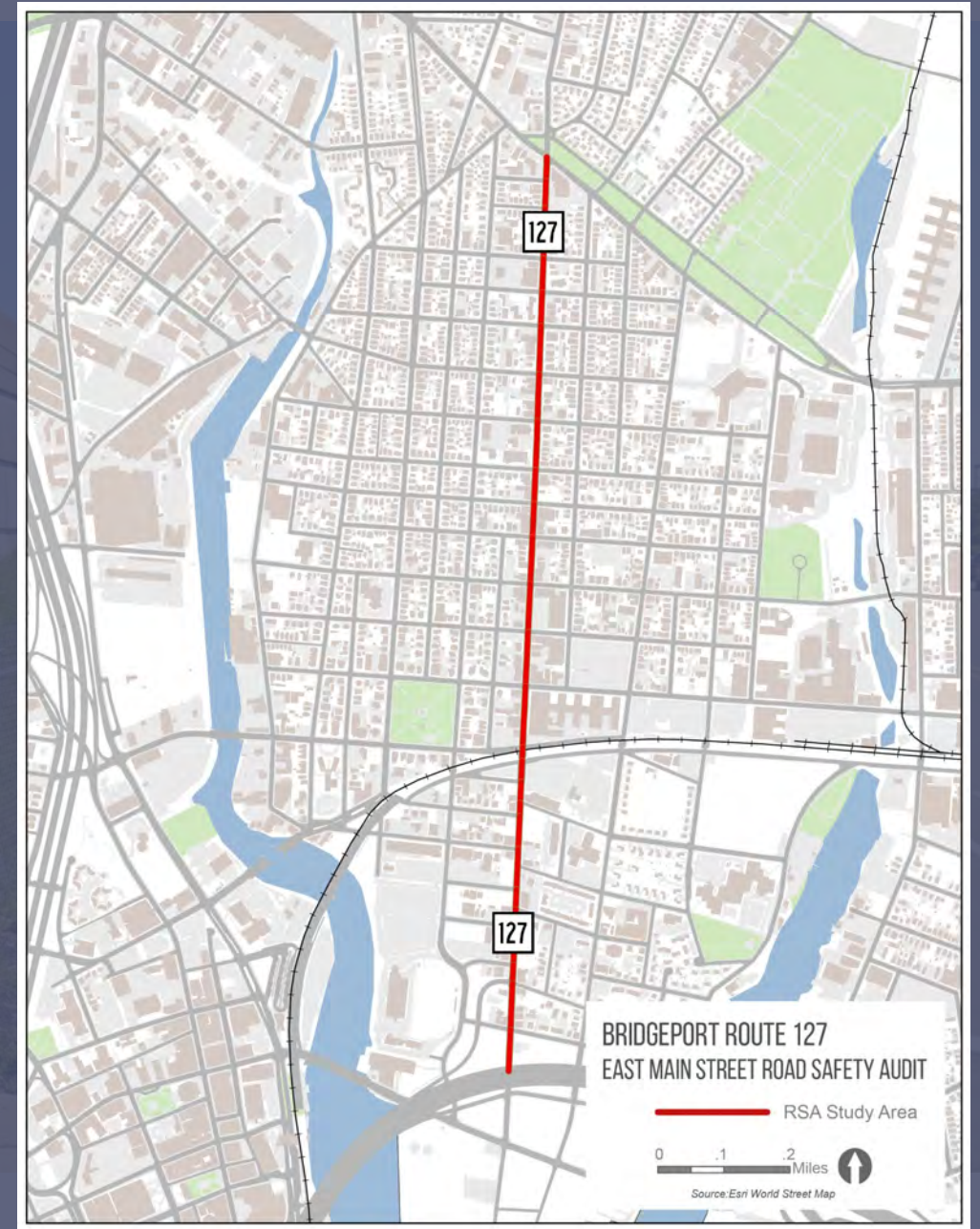
DELIVERABLES

- Existing conditions data collection
- Pre-audit meeting
- Site audit & post-audit discussion
- Road Safety Audit report



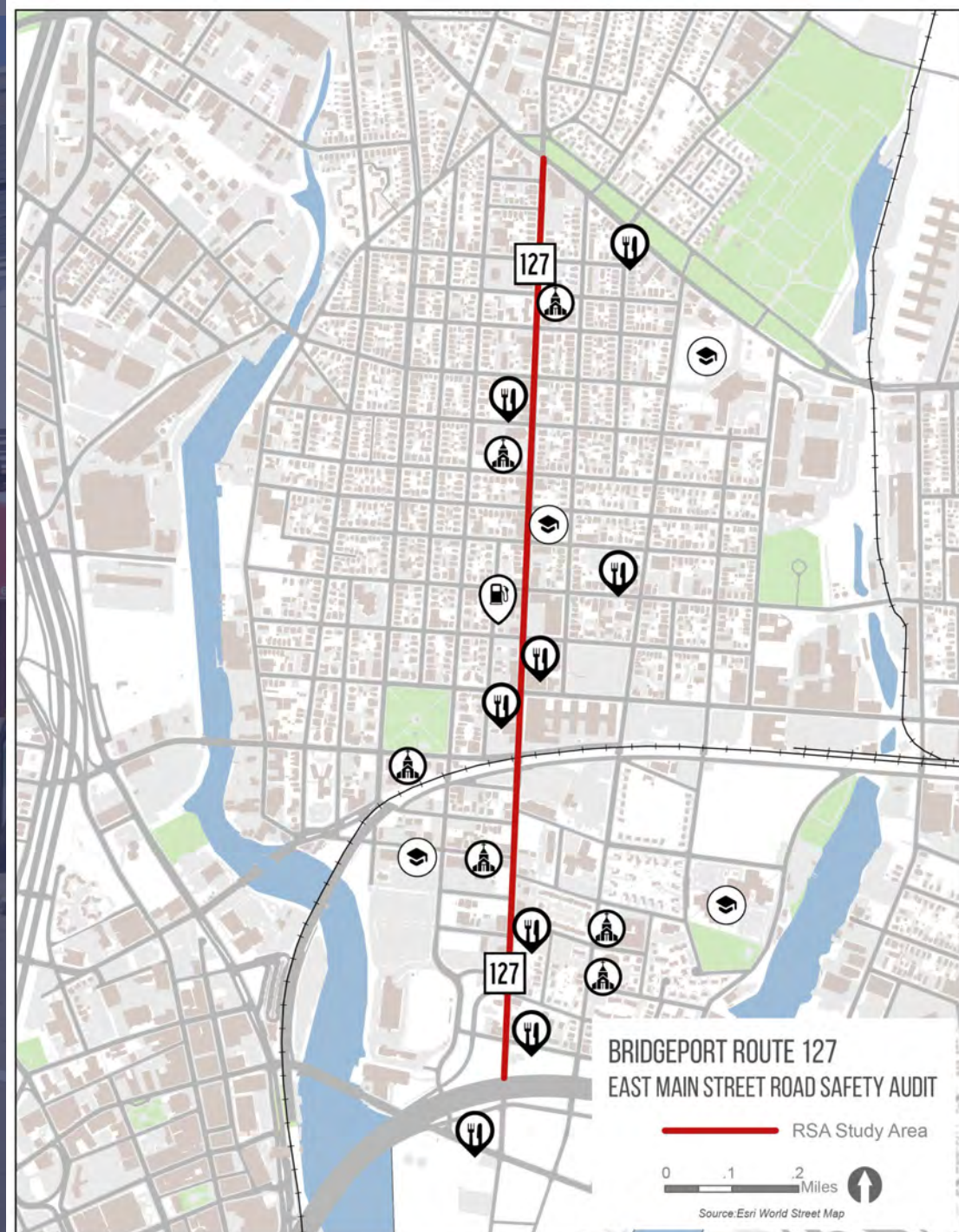
STUDY AREA

- Route 127 (East Main St)
- I-95 underpass to Boston Av



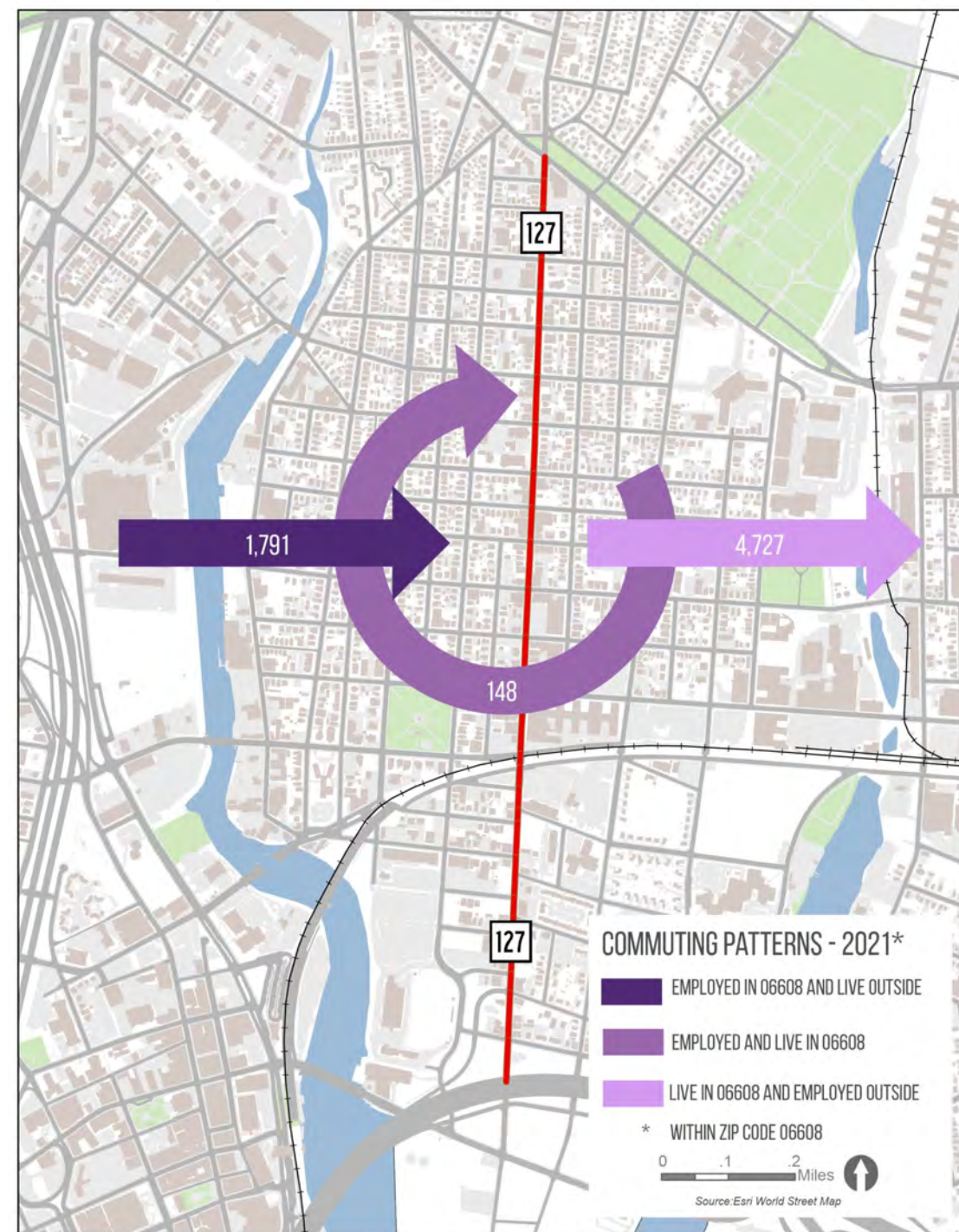
POINTS OF INTEREST

- Restaurants
- Churches
- Schools
- Parks
- Offices
- Libraries
- Senior center



EMPLOYMENT AND COMMUTER PATTERNS

- Greater share of people live in neighborhood and commute out for work
- Few people both live and work in neighborhood



REVIEW OF PAST / CURRENT WORK

MetroCOG Safe Streets for All (SS4A) Planning Grant Application

- Phase 2 of safety action planning process
- Conduct suitability analysis of proven safety countermeasures at highest crash hotspots in region
- East Main St prioritized for study and countermeasure recommendations

Bridgeport SS4A Planning and Demonstration Grant Application

- Advance community-driven Complete & Safe Streets Design Manual
- Create an Action Plan for implementation
- Demonstration activities to inform Action Plan



REVIEW OF PAST / CURRENT WORK

EPA EJG2G Complete and Safe Streets on East Main St

- EPA grant
- Active transportation and green infrastructure enhancements
 - 0.5-mile segment of East Main St (Berkshire Av - East Washington Av)

Connecticut Community Investment Fund: East Main St Revitalization Association

- Planning grant
- Support local businesses through facade improvement loans
- Sidewalk improvement program to include enhanced lighting and street security

Connecticut Community Connectivity Grant Program

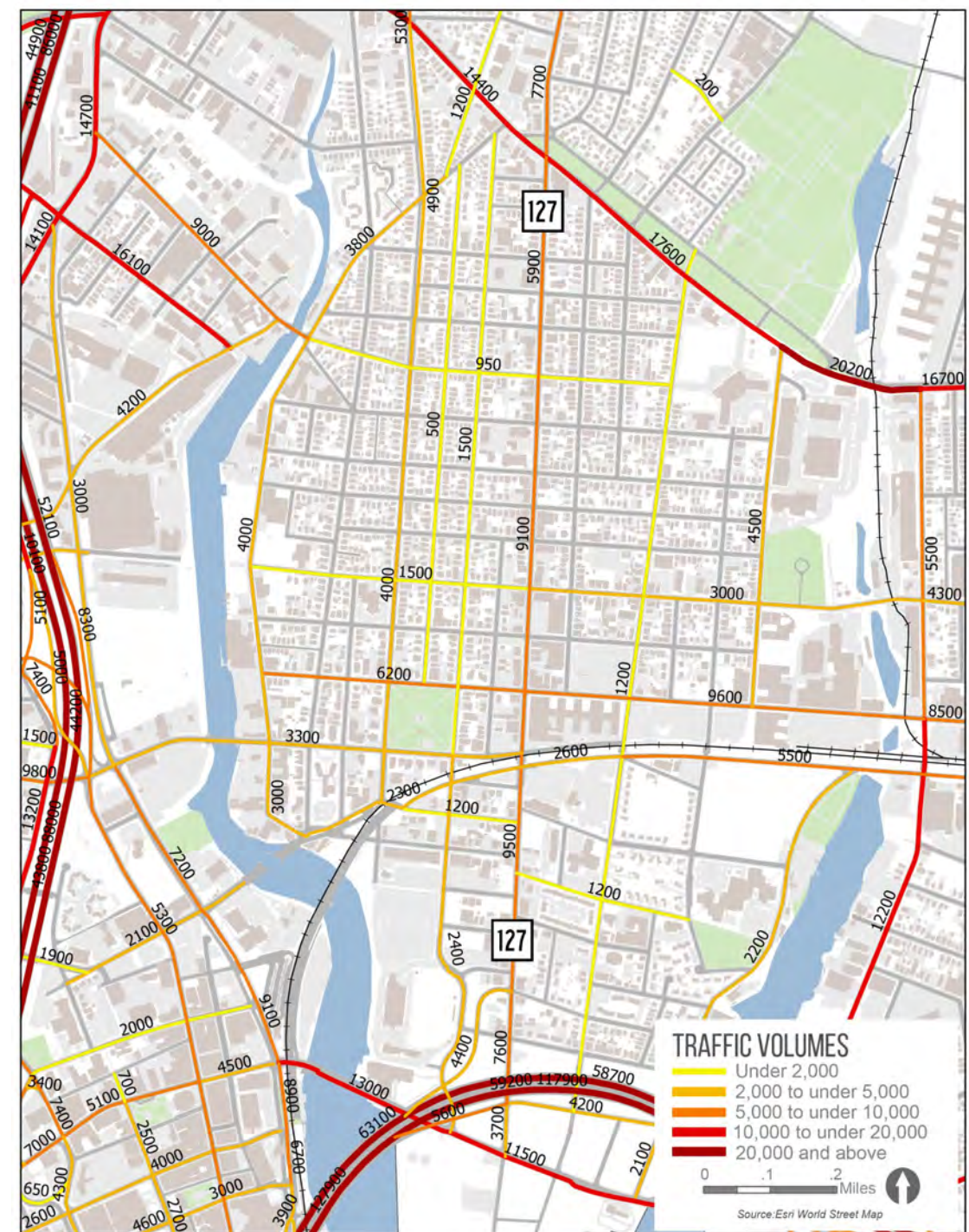
- ADA curb ramp and crosswalk improvements in East Side neighborhood surrounding East Main St



Governor Lamont Announces \$11.7 Million in State Grants to Improve Transportation Safety and Accessibility in 17 Towns and Cities

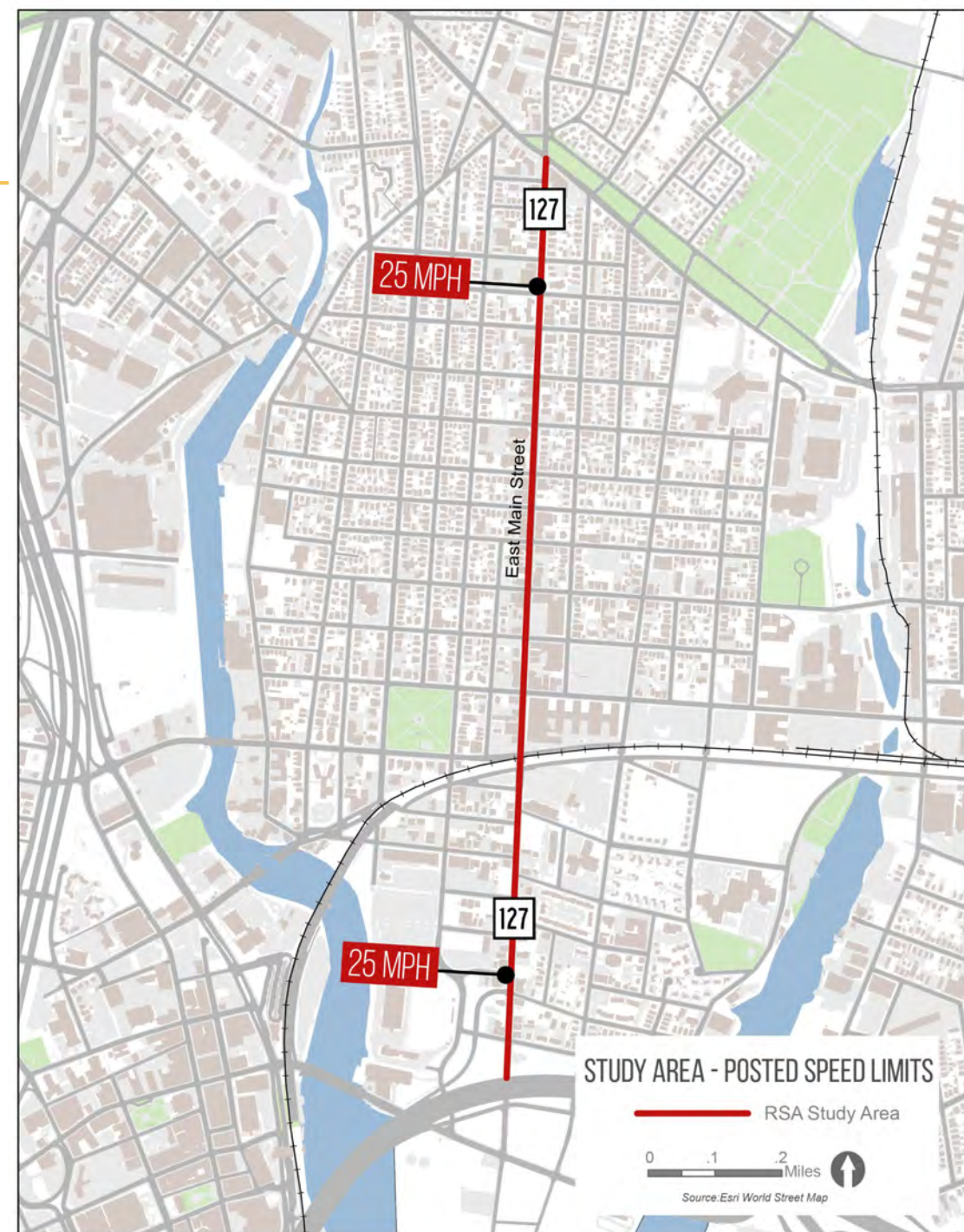
TRAFFIC VOLUMES

- Route 127 has highest north-south direction Average Daily Traffic (ADT) in study area
- Volume increases on Route 127 north of I-95 underpass
- Route 127 bookended by I-95 and Boston Av, both with ADTs over 20,000



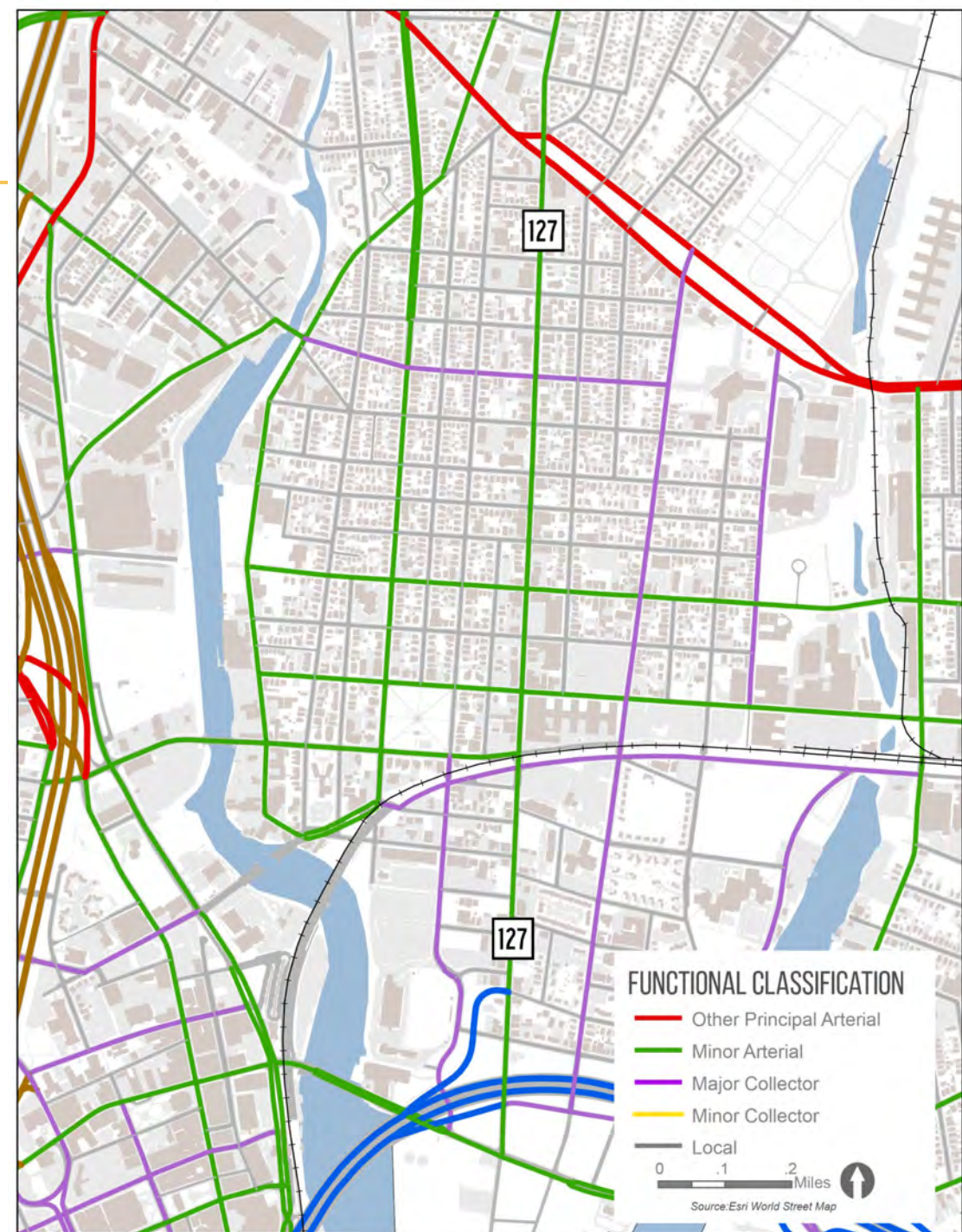
TRAFFIC SPEED LIMITS

- Route 127 (East Main St) is 25 miles per hour (MPH) through study area
- 85th percentile speeds at Route 127 north of Nichols St are 31.7 MPH
- 85th percentile speeds at Route 127 north of Silliman Pl are 28.2 MPH



FUNCTIONAL CLASSIFICATION

- Minor arterial
- Mix of local roads, major collectors, and minor arterials intersect Route 127



ROADWAY GEOMETRY

Bridgeport - RSA - CT 127 (East Main St)
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					
CT 127 (East Main St)	Nichols St	Cedar St	0.07 Mi	Minor Arterial	25	NB	1	11'	Concrete	4-13'	Fair-Good	Yes	Varies	Granite	No	3'	No	NB left turn lane onto I-95 Illegal parking in aerial
						SB	1	11'	Concrete	4-13'	Fair-Good	Yes	Varies	Granite	No	3'	No	
CT 127 (East Main St)	Cedar St	US 1 (Boston Ave)	1.16 Mi	Minor Arterial	25	NB	1	11'	Concrete	4-15'	Poor-Good	Yes	Varies	Granite	Yes	8-9'	No	
						SB	1	11'	Concrete	4-15'	Poor-Good	Yes	Varies	Granite	Yes	9-Aug	No	

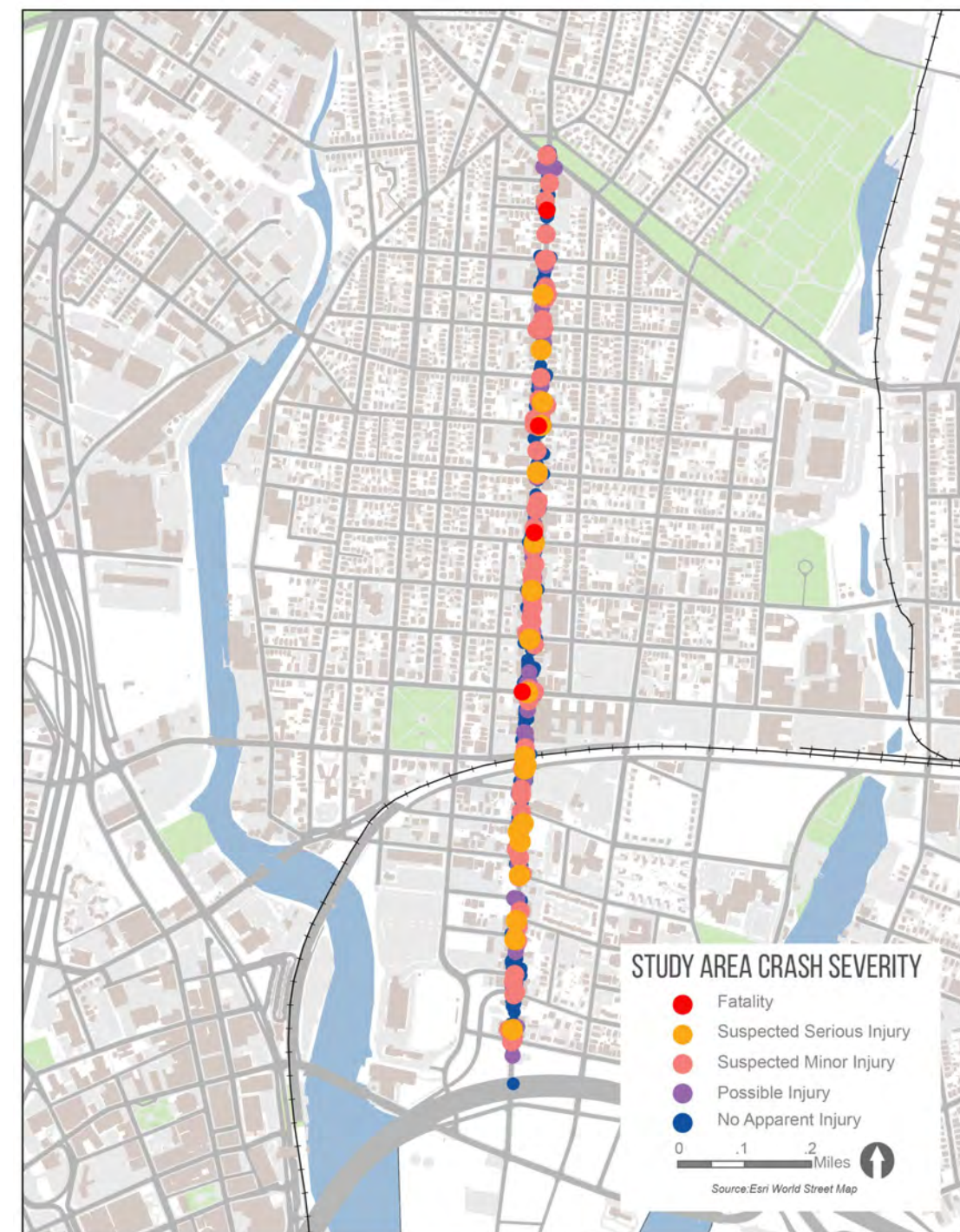
*CONDITION - "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation

CRASH ANALYSIS

2018 – 2022

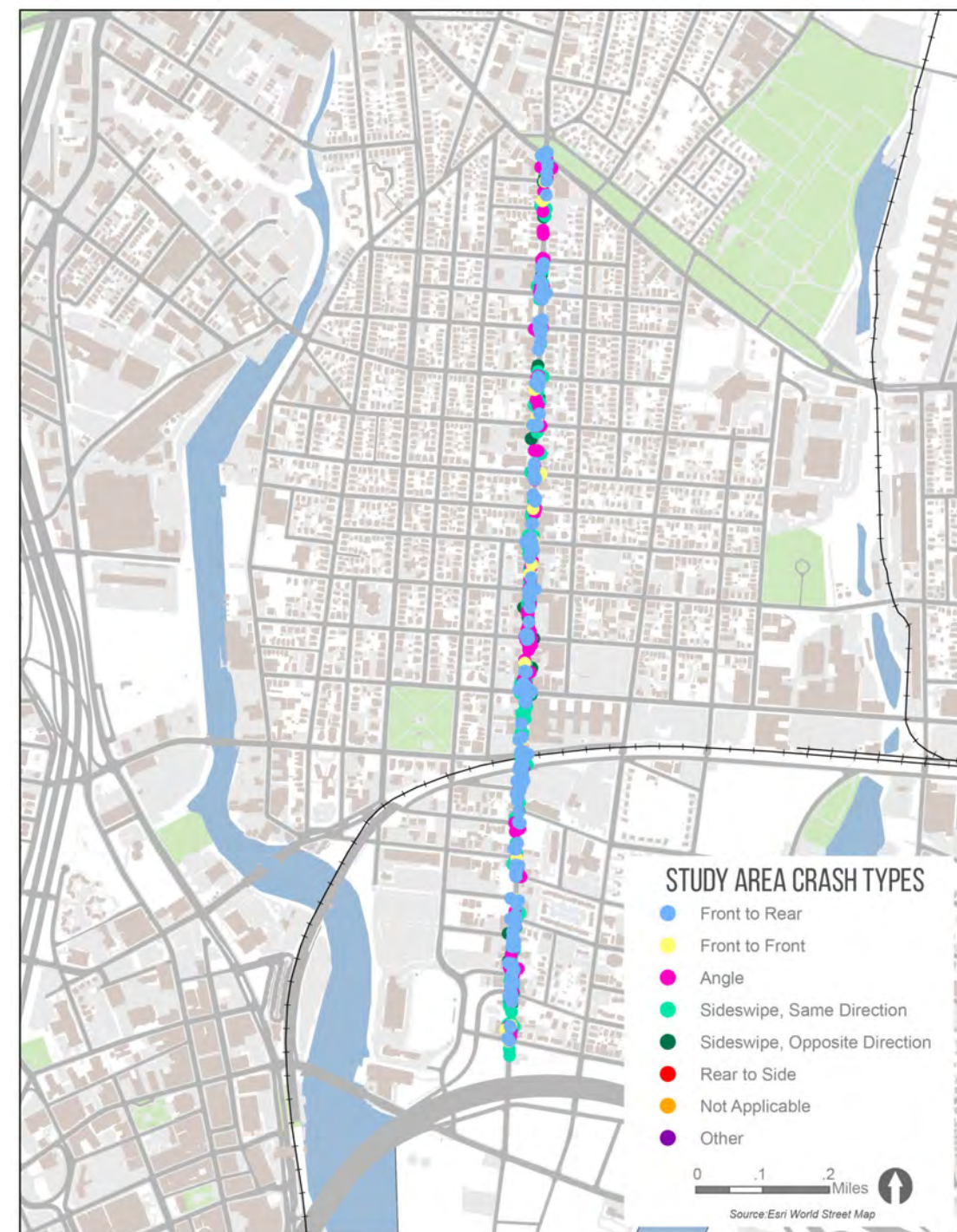
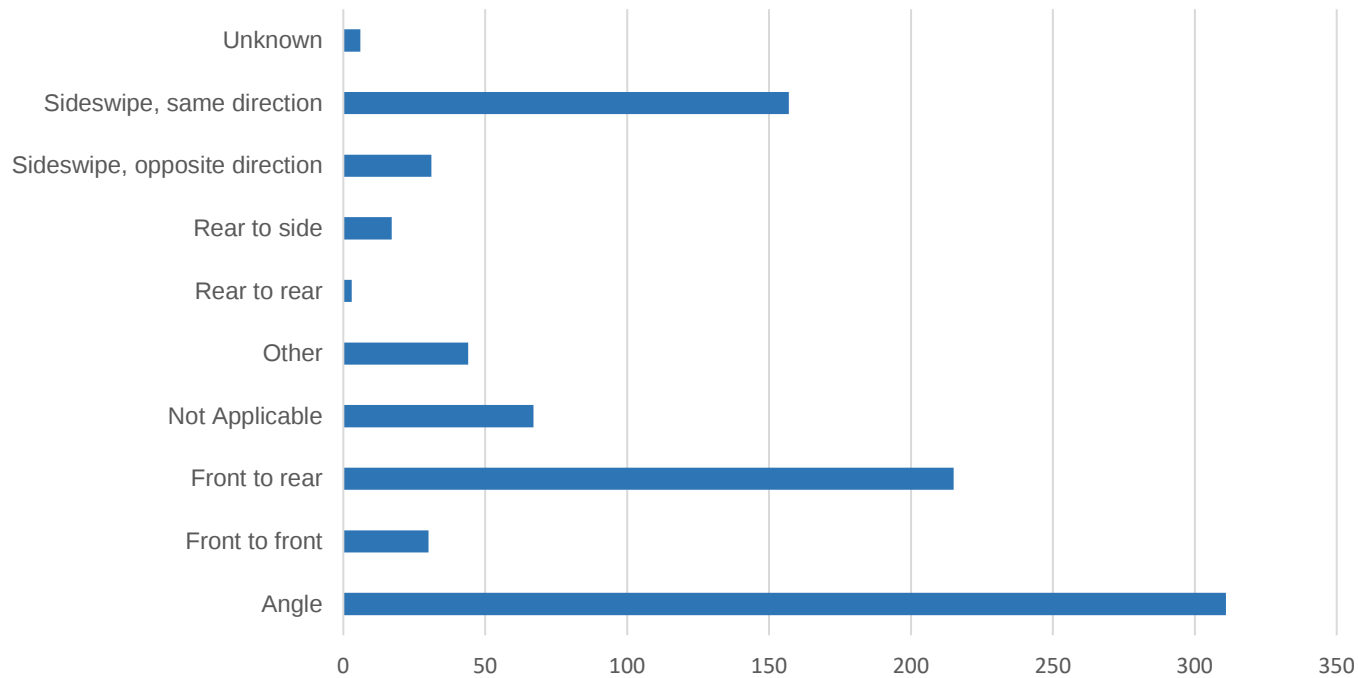
	Fatal Injury	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Grand Total
Angle	1	196	53	55	6	311
Front to front		17	5	8		30
Front to rear		145	44	21	5	215
Not Applicable	3	23	14	24	3	67
Other		27	11	3	3	44
Rear to rear		3				3
Rear to side		15	1	1		17
Sideswipe, opposite direction		27	3	1		31
Sideswipe, same direction		131	19	5	2	157
Unknown		3	1	1	1	6
Grand Total	4	587	151	119	20	881



CRASH ANALYSIS

2018 – 2022

Crashes by Type



CRASH ANALYSIS

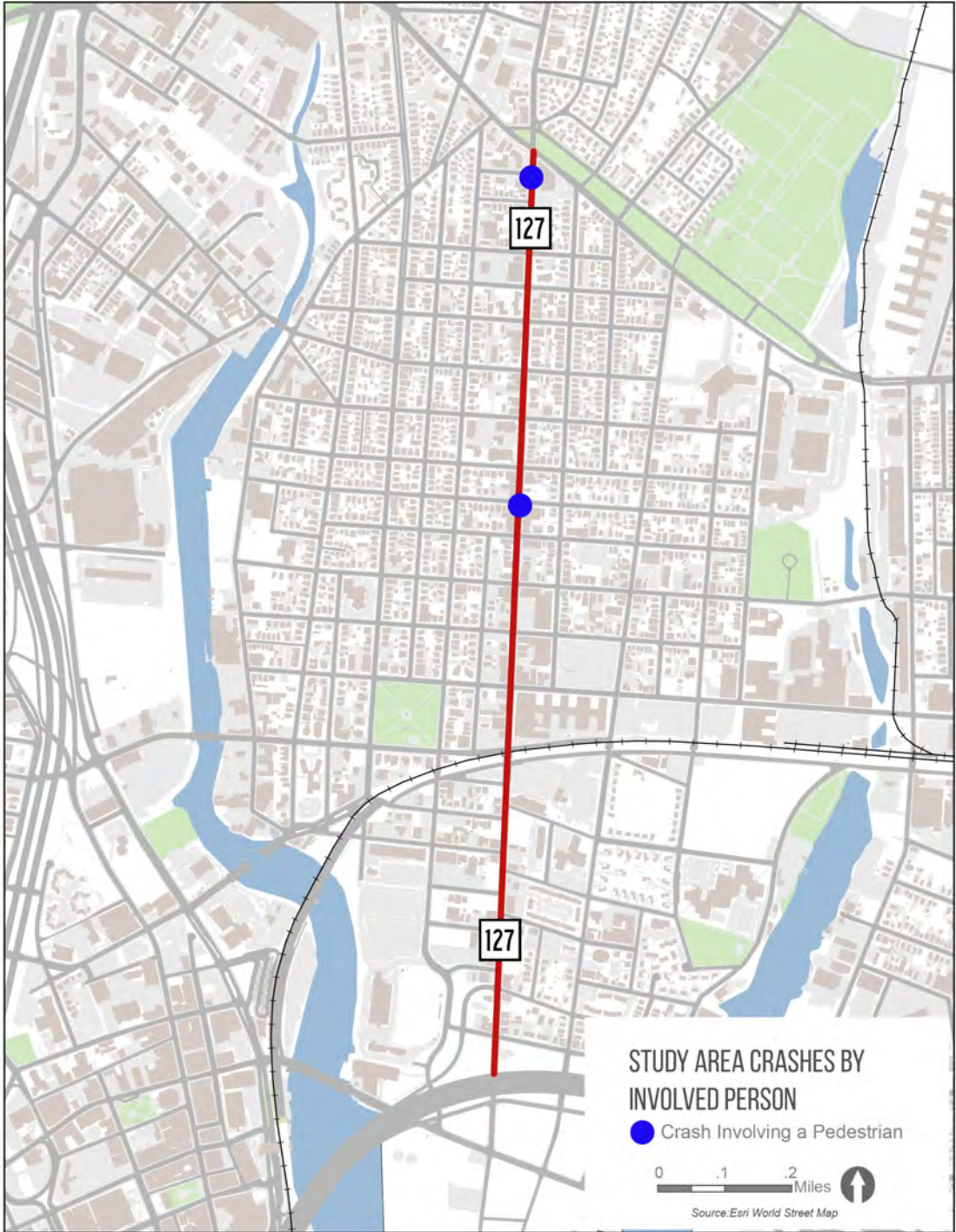
2018 – 2022

	Fatal Injury	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Grand Total
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Rear to rear		3				3
Rear to side		15	1	1		17
Sideswipe, opposite direction		27	3	1		31
Sideswipe, same direction		131	19	5	2	157
Unknown		3	1	1	1	6
Grand Total	4	587	151	119	20	881



Crashes Involving a Pedestrian

	Fatal Injury (K)	Possible Injury (C)	Suspected Minor Injury (B)	Suspected Serious Injury (A)	Grand Total
Pedestrian	2	7	18	1	28

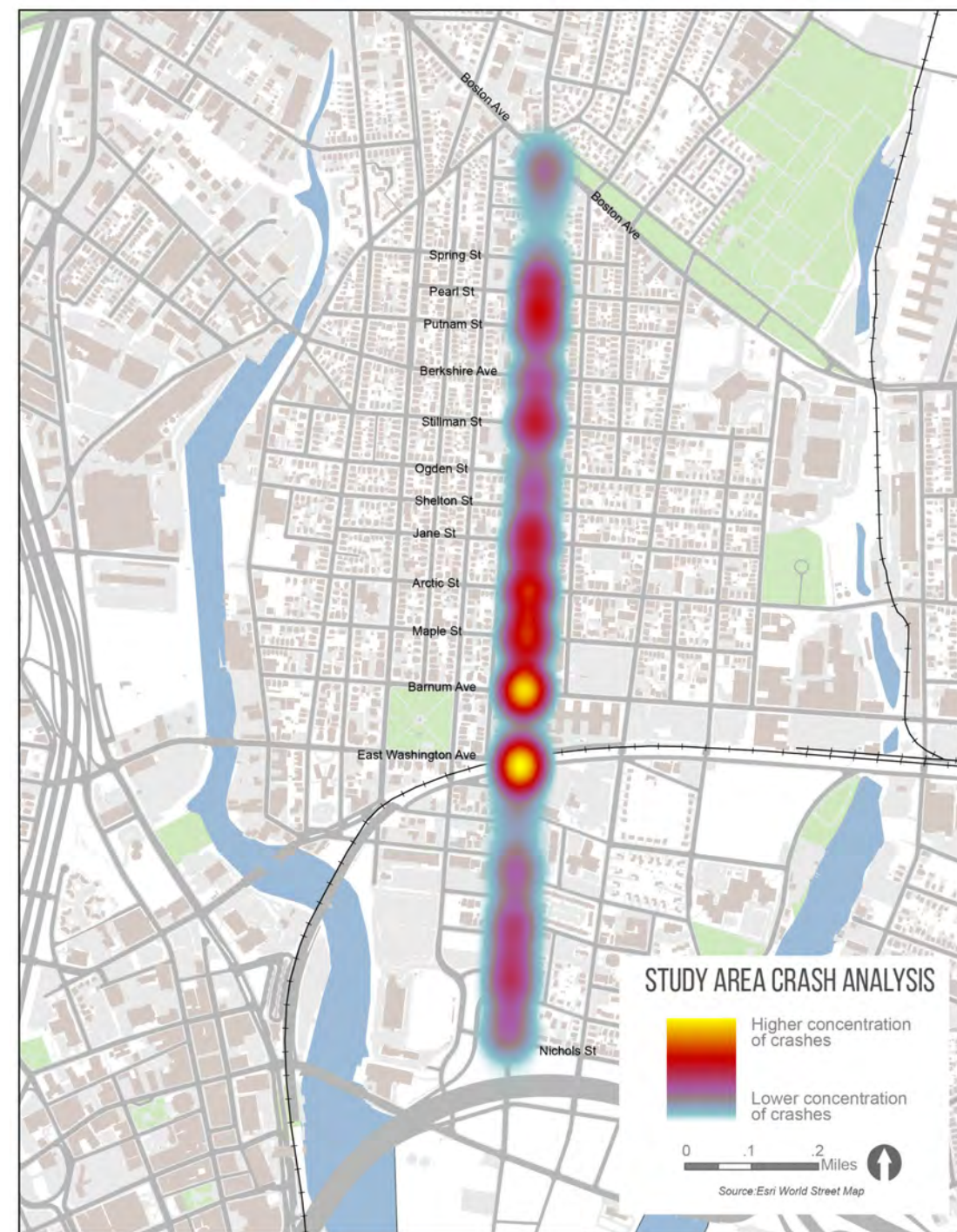


CRASH ANALYSIS

881 crashes total

Crash hotspots: 5-year total

- Route 127 (East Main St) and East Washington Av /Crescent Av – **89 crashes**
- Route 127 (East Main St) and Barnum Avenue – **82 crashes**
- Route 127 (East Main St) and Maple St – **59 crashes**
- Route 127 (East Main St) and Arctic St – **48 crashes**
- Route 127 (East Main St) and Stillman St – **44 crashes**
- Route 127 (East Main St) and Putnam St – **44 crashes**
- Route 127 (East Main St) and Pearl St – **42 crashes**



EXISTING CONDITIONS FINDINGS

Route 127 between I-95 underpass and Boston Av

- Regional and local traffic – Route 1, Route 8 and I-95
- Route 127 extends from Steelpointe Harbor to Beardsley Zoo and beyond
- Many points of interest along Route 127
- Exit 28 on I-95 northbound feeds vehicles into corridor



SAMPLE IMPROVEMENTS TO IMPROVE SAFETY IN THE STUDY AREA

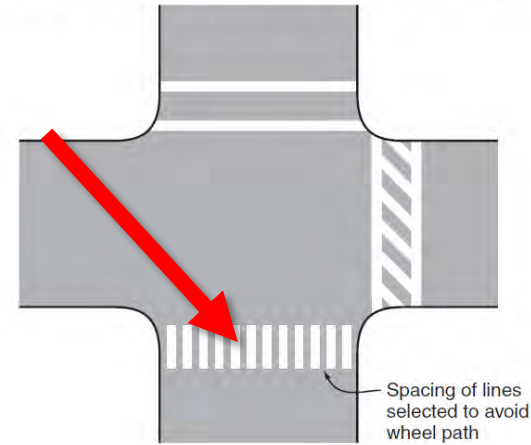
Some countermeasures may not be appropriate on certain facilities

PEDESTRIAN COUNTER MEASURES



Sidewalks

Figure 3B-19. Examples of Crosswalk Markings



Crosswalks



RRFB



Pedestrian refuge islands



Raised crosswalks



Sidepaths

BICYCLIST COUNTER MEASURES



Sharrows



Bike lanes



Buffered bike lanes



Sidepaths

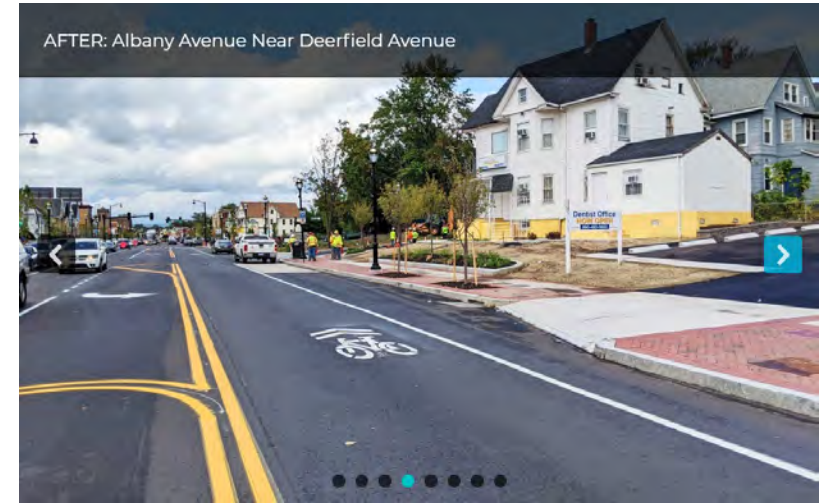
SPEED REDUCTION – CROSS SECTION AND OTHER



Lane narrowing



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

- Meet at designated location
- 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!

Bridgeport Road Safety Audit

Site Walk / Visit

Bridgeport, CT Route 127

August 14th, 2024 @ 10 AM

AGENDA

- 1. Welcome and Introductions**
- 2. Route Review**
- 3. Safety Reminders**
- 4. Site Walk**
 - Distribute and discuss field packets
 - o 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.

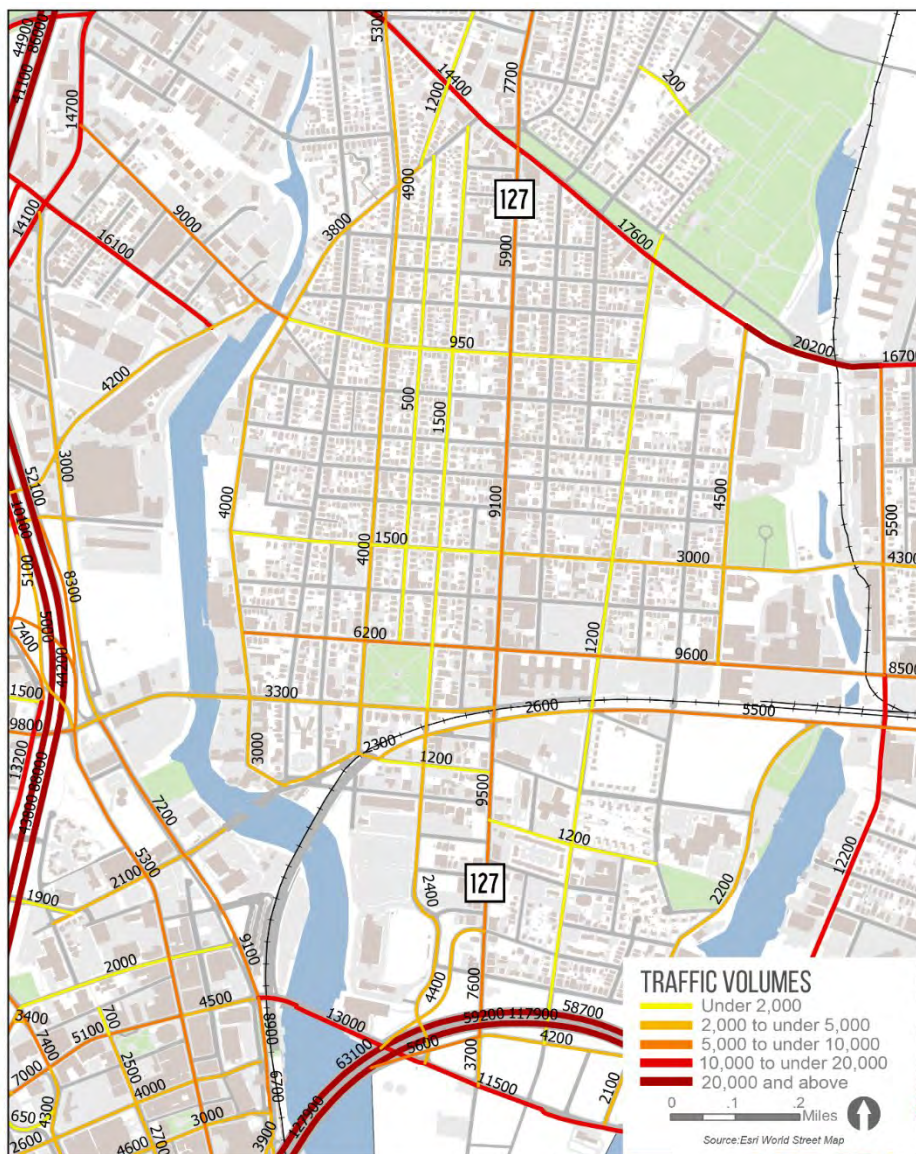
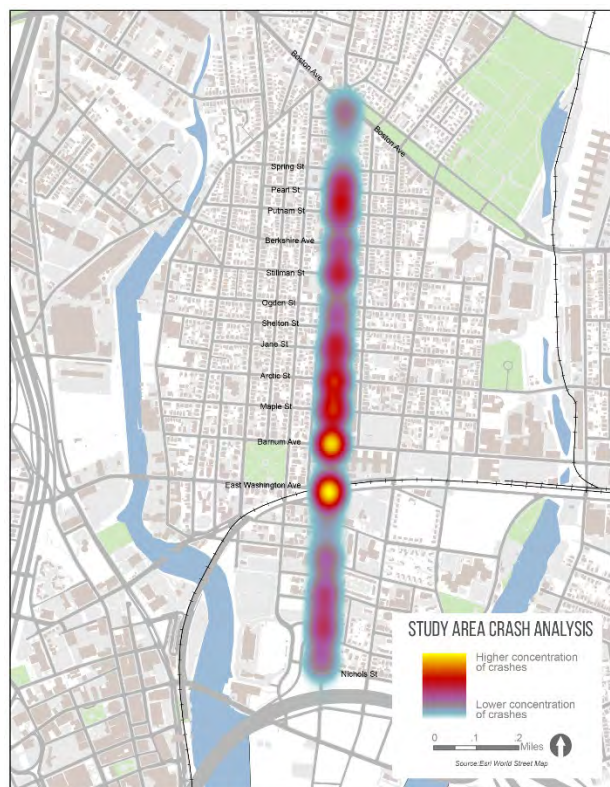
Pre-Audit Meeting Existing Conditions Highlights

Study Area

- Route 127 East Main Street from Nichols St to Boston Ave

Average Daily Traffic Volumes in 2019

- Highest traffic volumes are on Route 67 through the study area
- Volumes increases on Oxford Rd, West of West St
- Lowest volumes found on residential roads like Old Dr



Crash Summary Heat Map

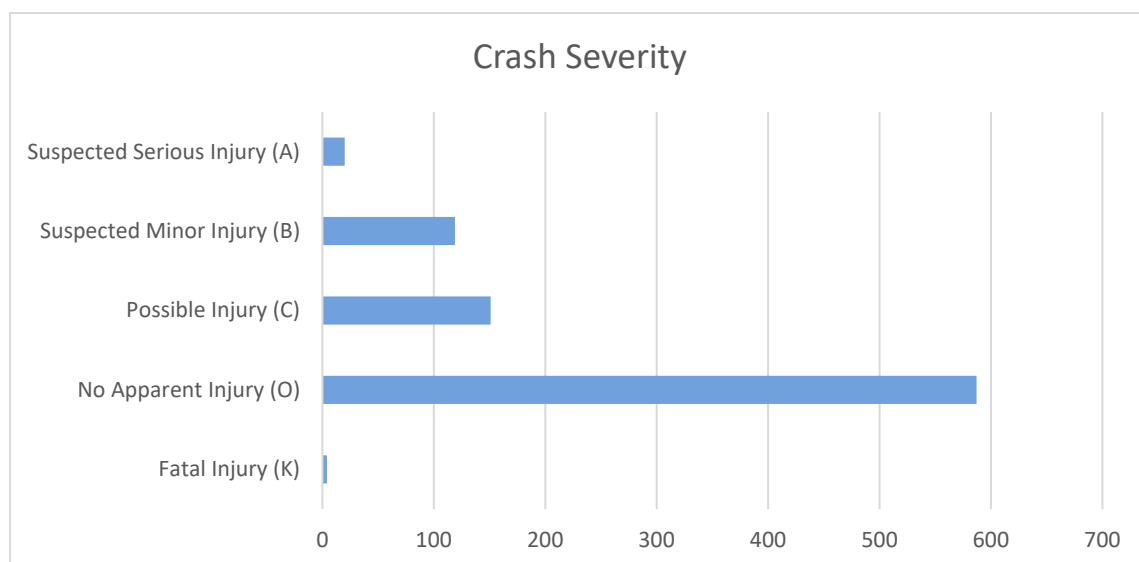
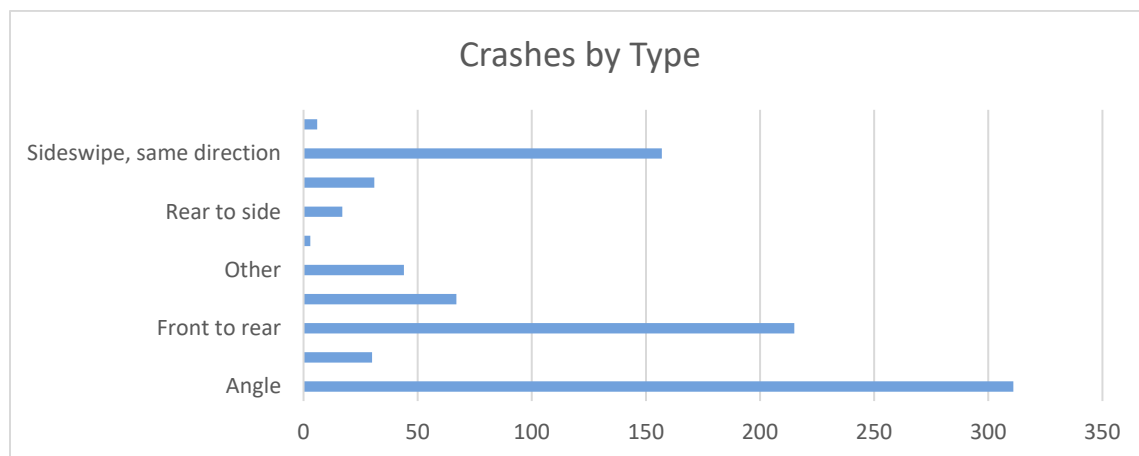
- Route 127 (East Main St) and East Washington Ave/Crescent Ave – 89 crashes
- Route 127 (East Main St) and Barnum Ave – 82 crashes
- Route 127 (East Main St) and Maple St – 59 crashes
- Route 127 (East Main St) and Arctic St – 48 crashes
- Route 127 (East Main St) and Stillman St – 44 crashes
- Route 127 (East Main St) and Putnam St – 44 crashes
- Route 127 (East Main St) and Pearl St – 42 crashes

Pedestrian Crash Summary - Years: 2018 – 2022

	Fatal Injury (K)	Possible Injury (C)	Suspected Minor Injury (B)	Suspected Serious Injury (A)	Grand Total
Pedestrian	2	7	18	1	28

Crashes by Type

Most crashes are angled, followed by front to rear.



RSA Field Sheet

Location 1: Route 127 and East Washington 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. 2



Image Credit: Google Earth Pro, accessed on 31 July 2024

Notes:

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

RSA Field Sheet

Location 2: Route 127 and Barnum 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 31 July 2024

Notes:

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

RSA Field Sheet

Location 3: Route 127 and Maple St/Arctic St Intersections

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.

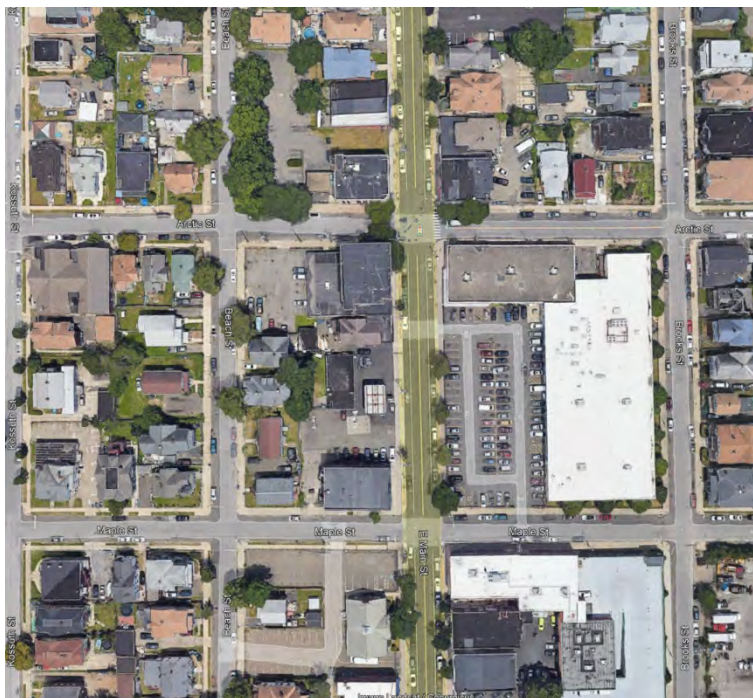


Image Credit: Google Earth Pro, accessed on 31 July 2024

Notes:

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

RSA Field Sheet

Location 4: Route 127 and Stillman Street

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 31 July 2024

Notes:

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

RSA Field Sheet

Location 5: Route 127 and Putnam St/Pearl St Intersections

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 31 July 2024

Notes:

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

RSA Field Considerations

Pedestrian Accommodations

- Sidewalks (width, grade, condition, drainage, buffer, etc.)
- Lighting
- Amenities (benches, trash receptacles, etc.)

Pedestrian Crossings

- Sufficient crossing time
- Signage
- Pavement markings
- Detectable warning devices (signal)
- Adequate sight distance
- Wheelchair accessible ramps (grades, orientation, tactile warning strips, etc.)
- Pedestrian refuge at islands

Bicycle Accommodations

- Bicycle facilities / design
- Separation from traffic
- Conflicts with on-street parking
- Pedestrian conflicts
- Bicycle signal detection
- Visibility
- Roadway speed limit
- Bicycle signage / markings
- Shared lane width
- Shoulder condition / width
- Traffic volume
- Heavy vehicles
- Pavement condition
- Debris

Road Facilities

- Access points
- Drainage
- Tapers and lane shifts
- Roadside clear zone / slopes
- Guide rails / protection systems
- Capacity issues

Road Surface Condition

- Pavement (excessive roughness or rutting, potholes, loose material)
- Edge drop-offs
- Drainage issues

Intersections

- Geometry
- Sight distances
- Traffic control devices
- Safe storage for turning vehicles

Signals

- Proper visibility
- Proper operation
- Efficient operation
- Safe placement of equipment
- Proper sight distance
- Adequate lane capacity

Signage

- Correct use
- Clear messaging
- Good placement for visibility
- Adequate retro-reflectivity

Pavement Markings

- Correct and consistent with MUTCD
- Adequate visibility
- Condition
- Snow storage
- Edgelines provided

Driver Behavior

- Compliance with speed limits
- Sight distance adequacy
- Safe passing opportunities
- Distractions
- Unaware of pedestrians / cyclists

Miscellaneous

- Weather impacts