

SEYMOUR ROAD SAFETY AUDIT

Route 67 (Bank Street) & Klarides Village Drive



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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.

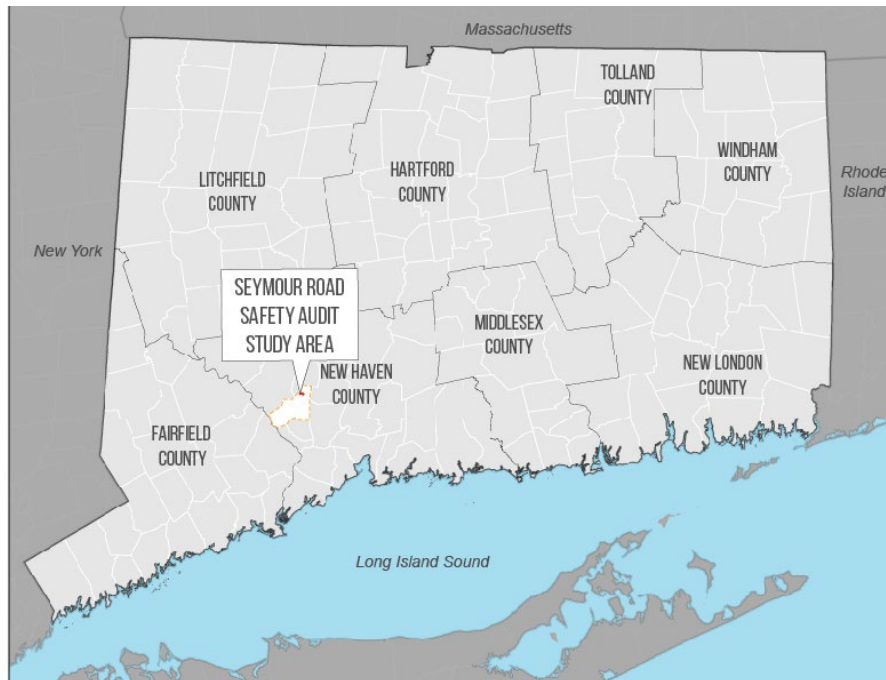
In addition, many of the more complex recommendations will likely be costly and require longer timeframes for further planning, design, and / or right-of-way (ROW) acquisition. This document does not replace future planning, design, and ROW work that may be necessary for project delivery. The more complex 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 Seymour RSA Study Area and Location

CTDOT sponsored an RSA for the Town of Seymour along Route 67. The study area encompasses Route 67 (Bank Street) between West Street and Church Street with a focus on the entrance to Klarides Village Plaza.

Exhibit 1 shows the study area in context to the State of Connecticut, while Exhibit 2 shows the study area in further detail.

Exhibit 1: Seymour 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. The study area serves purposes in Seymour including, but not limited to, local residential access, restaurant and commercial business access, and service industry employment. Route 67 is also utilized by pedestrians. Exhibit 3 displays points of interest located along the corridor.

Route 67 is designated as a minor arterial, meaning that the road is designed to connect cities and towns inside and outside the region. Route 67 connects Southbury, CT to the north and Woodbridge, CT to the south. Route 313, River Street intersects with Route 67 near the study area connecting to New Haven, CT. The study area has a limited, disconnected sidewalk network and no bike lanes.

Average Daily Traffic (ADT) in the study area ranges between 550 vehicles per day on residential streets, 17,200 on Route 67 – Bank Street and 18,000 vehicles per day on Route 67 - Oxford Road. Exhibit 4 displays daily traffic in the study area.

The intersection of Route 67 and Klarides Village Drive is signalized. The intersection of Bank Street and Old Drive at the eastern edge of the study area is signalized. The transition from Bank Street to Oxford Road on Route 67 at the western edge of the study area is a three-legged signalized intersection.

Exhibit 2: Seymour RSA Study Area

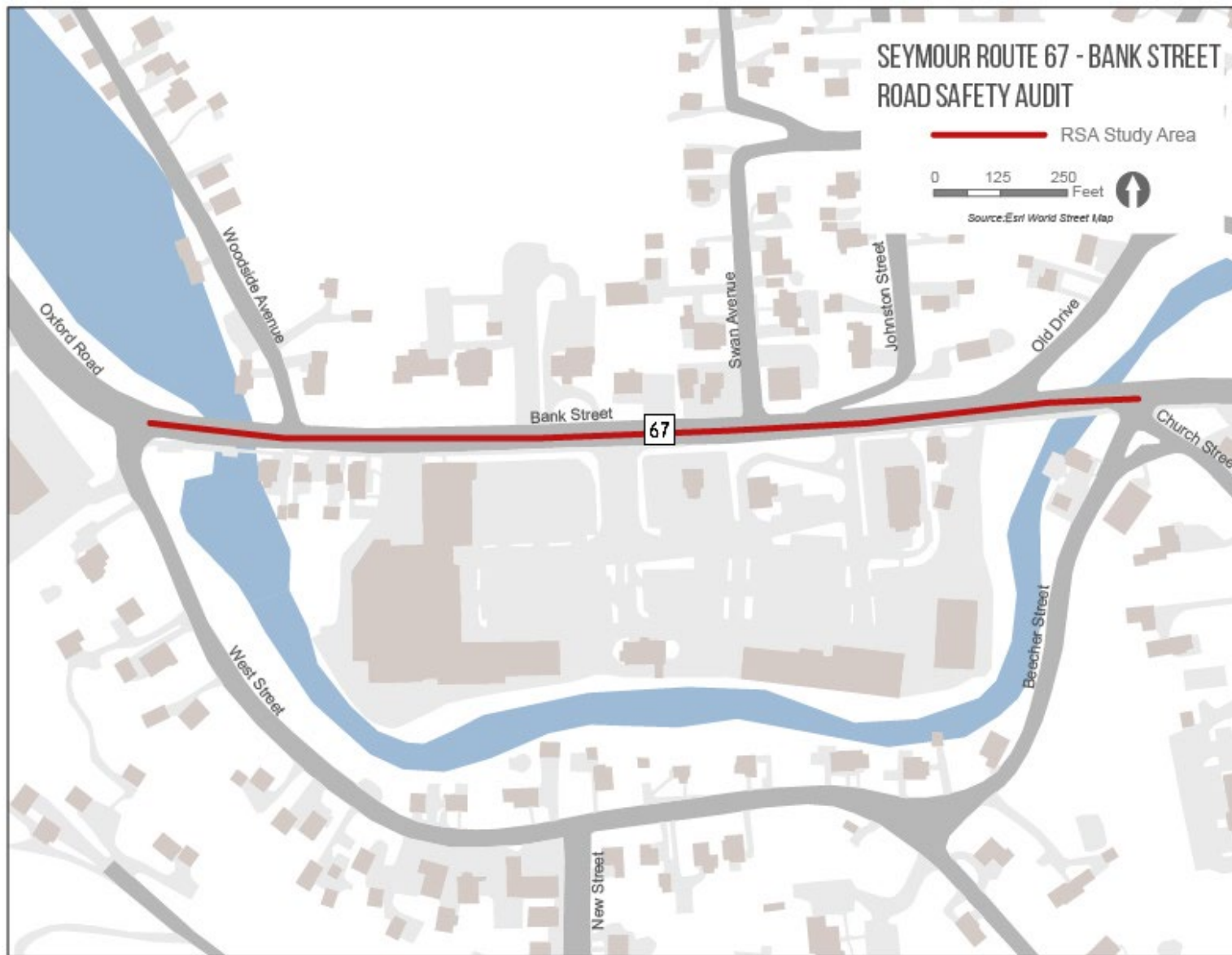


Exhibit 3: Study Area Points of Interest

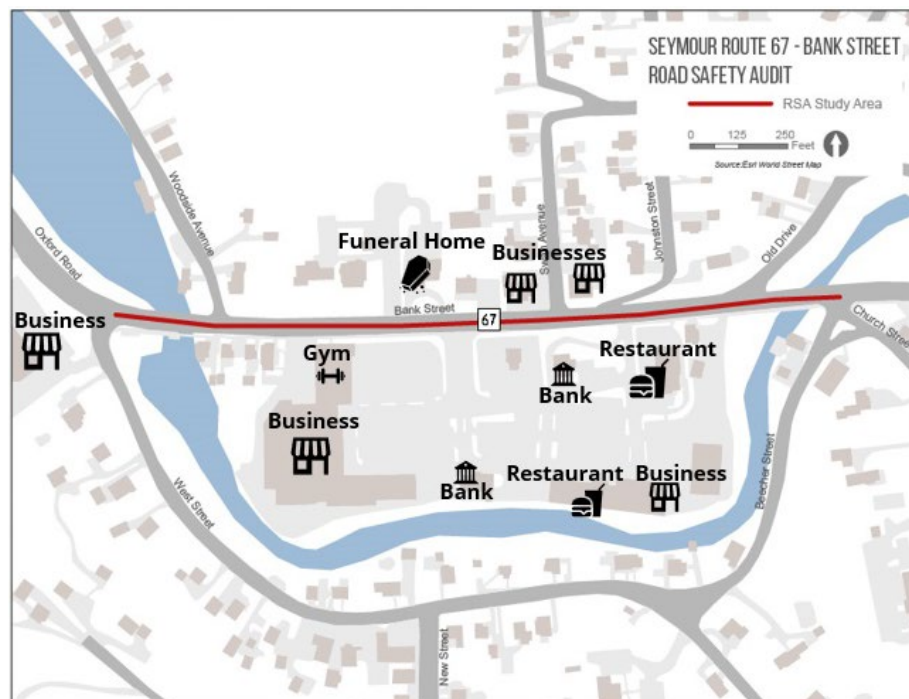
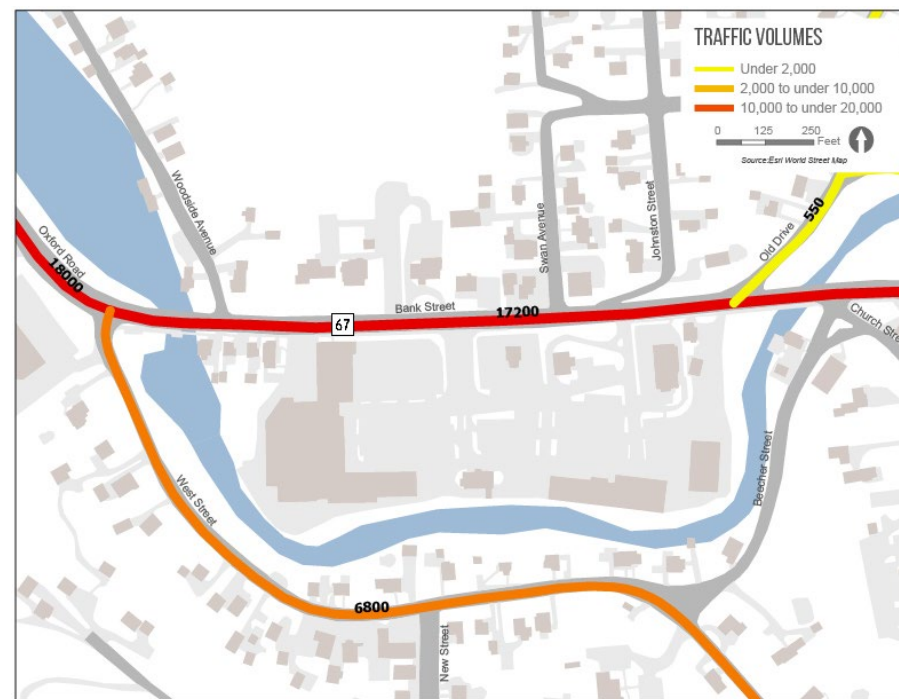


Exhibit 4: Average Daily Traffic Volumes



2 PRIOR EFFORTS IN STUDY AREA

2.1 Route 67 (Bank Street) Spot Improvements – October 2015

The Route 67 (Bank Street) Spot Improvements study was done in 2015 by the Naugatuck Valley Council of Governments (NVCOG) to offer improvements along Route 67 for a safer driving experience. The study recommended realignments and intersection updates at River Street, Johnson Avenue, Klarides Village, Church Street, and Beecher Street. This study also called for revised access control, realignment of Church Street, and relocating utilities. Exhibit 5 displays a concept for one of the intersections along Route 67.

2.2 Route 67 (Bank Street) Spot Improvements – June 2023

The most recent Spot Improvements Study completed in Seymour was in September 2023. Construction began on Route 67 from the Klarides Village Drive entrance east bound towards Franklin Street.

The following improvements are expected:

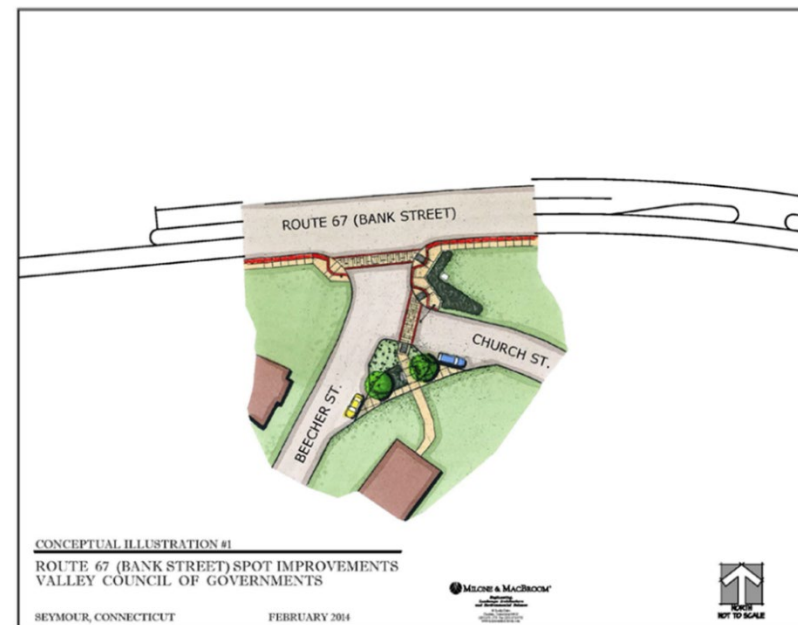
1. Klarides Village Drive and Bank Street
 - New raised island within the existing driveway to restrict and enforce left turn prohibition for vehicles exiting the plaza
 - Revise pavement markings on Route 67 to provide the width needed for westbound vehicles to bypass left-turning vehicles into the plaza
2. Bank Street and Church Street

- Reconstruct and realign Church Street to create a T-intersection with Beecher Street separate from the Bank Street intersection and provide a right-turn lane

3. Route 67 from Old Drive to Franklin/River Street

- Extend west bound right-turn lane to Old Drive East and Walgreens Plaza driveway
- Widen Route 67 to provide adequate turn-lane lengths and 5-foot shoulders on both north and south sides of the road and reconstruct sidewalks
- Improve intersection geometrics, pedestrian accommodations, and accessible crosswalks

Exhibit 5: 2015 Spot Improvement Study Concept at Route 67 intersection with Beecher Street and Church Street



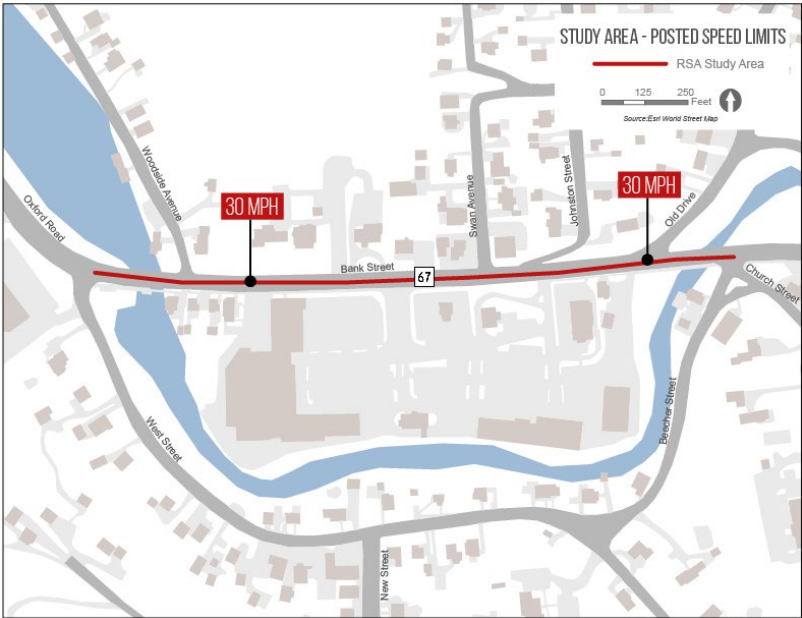
3 PRE-AUDIT MEETING

3.1 Pre-Audit Information

The RSA team conducted a pre-audit meeting in the afternoon of Wednesday, May 15, 2024, with a presentation that included an overview of the Seymour RSA goals and purpose, the study area, and key existing conditions findings. Key themes discussed during the pre-audit meeting are presented below.

Speeds: The speed limit in the study area is 30 miles per hour. Exhibit 6 displays speed limits in the study area.

Exhibit 6: Study Area Speed Limit

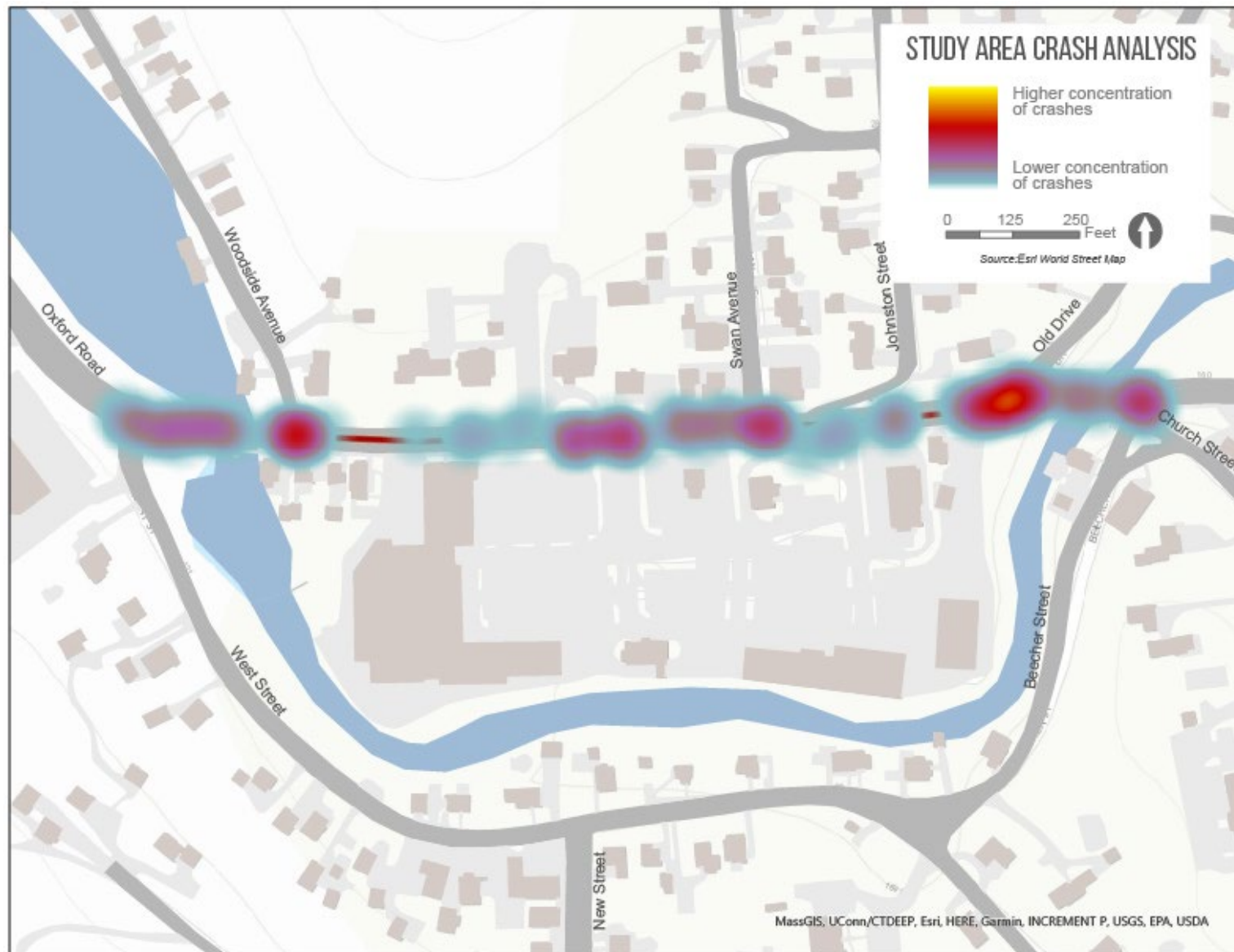


Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the five-year period between January 2018 through December 2022, there were a total of 64 crashes in the Seymour RSA study area. Crashes were concentrated highest at three locations. Route 67 (Bank Street) and Old Drive intersection, Route 67 (Bank Street) and Klarides Village Drive, and Route 67 (Bank Street) and Woodside Avenue intersection. Exhibit 7 displays the study area crash severity summary and Exhibit 8 displays a study area crash heatmap.

Exhibit 7: Study Area Crash Summary

Year	Fatal Injury (K)	No Apparent Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Grand Total
2018		19	2	2	23
2019		7		1	8
2020		3	4	2	9
2021	1	6	2		9
2022		12	2	1	15
Grand Total	1	47	10	6	64

Exhibit 8: Study Area Crash Heatmap

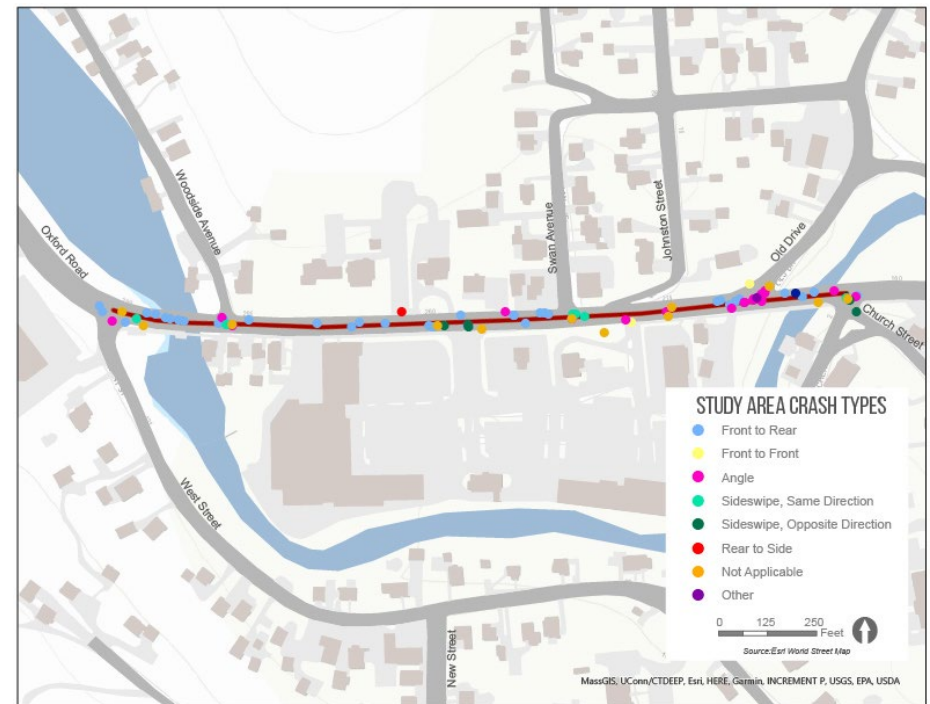


Crashes by Type: Most crashes were angle and rear end (front to rear) crashes. Angle crashes are common in areas with ingress/egress movements like business or property entrances, while rear end crashes are common at intersections or locations with left turns. Exhibit 9 and Exhibit 10 display the crashes by type and location in the corridor.

Exhibit 9: Crashes by Type

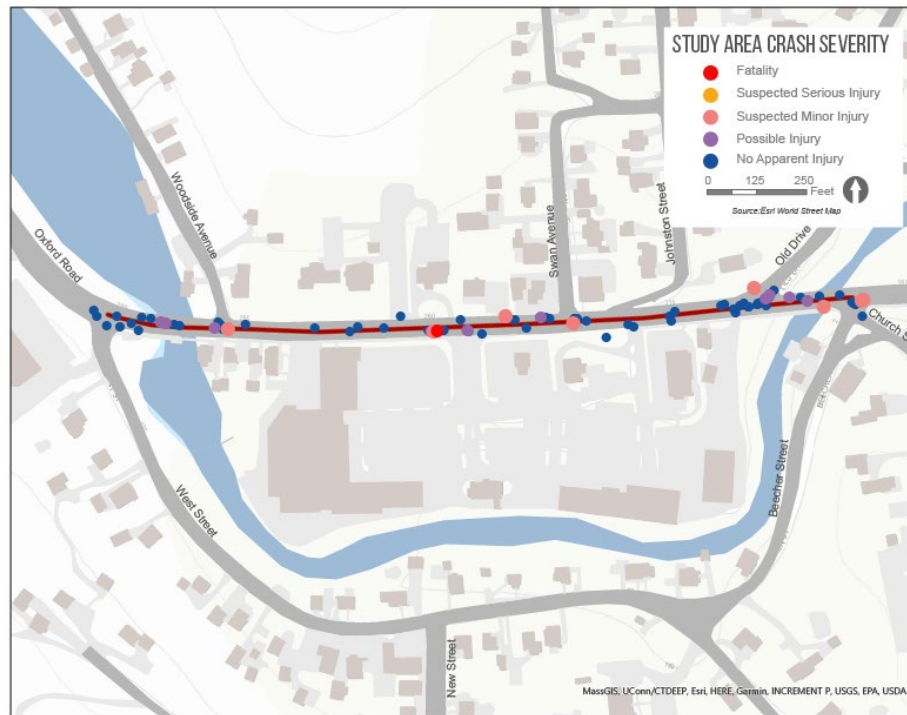
	Fatal Injury (K)	No Apparent Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Total
Angle		12	2	2	16
Front to front		1		1	2
Front to rear		16	8	2	26
Not Applicable	1	9		1	11
Rear to rear		1			1
Sideswipe, opposite direction		3			3
Sideswipe, same direction		5			5
Total	1	47	10	6	64
	Fatal Injury (K)	Suspected Minor Injury (B)	Grand Total		
<i>Pedestrian</i>	1	1	2		

Exhibit 10: Crashes by Type and Location



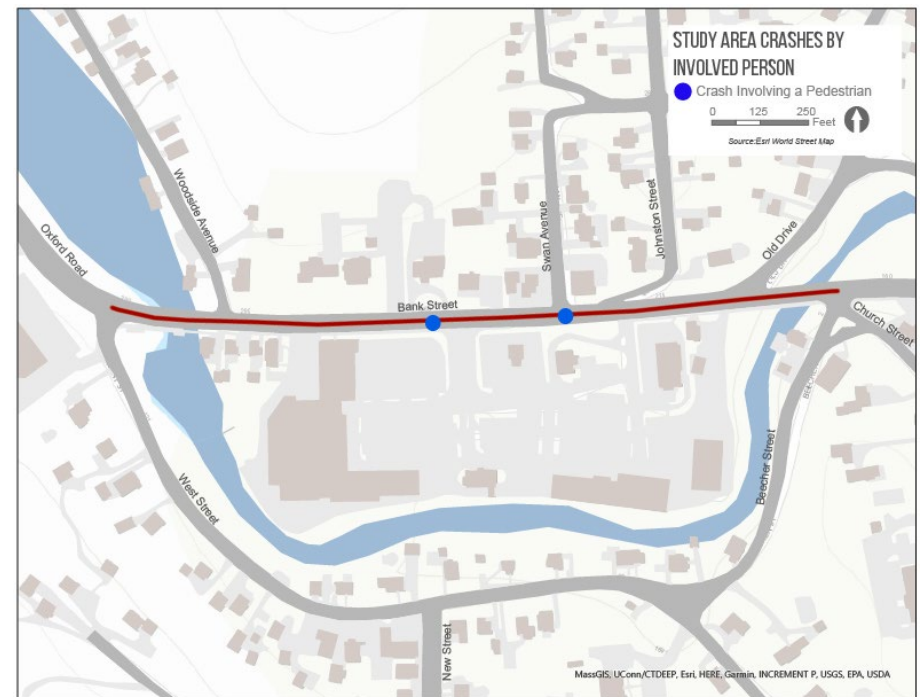
Crash Severity: Most crashes (64) are classified as no apparent injury/property damage only. Of these, 16 are rear end crashes, which suggests low speed, low impact fender benders. Suspected minor injuries occurred during six crashes. There was one reported fatality during the 5-year period 2018-2022. Exhibit 11 shows crash severity by location.

Exhibit 11: Crash Severity by Location



Crashes by Involved Person: There were two crashes involving a pedestrian that resulted in a fatal injury and one with a minor injury. The fatal injury in 2021 involved a couple pedestrians leaving the Miller Marcari Funeral Home. Exhibit 12 shows the location of the crashes at the intersection along Route 67.

Exhibit 12: Crash Severity by Involved Person



3.2 Pre-Audit Discussion

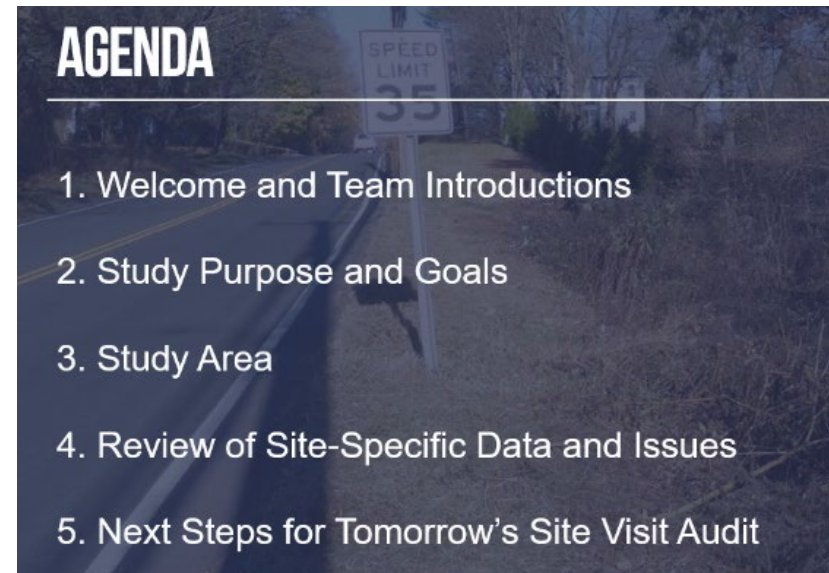
Immediately following the pre-audit presentation, a discussion followed that highlighted concerns and notes on the Seymour RSA study area:

- Meeting participants noted that the intersection at Route 67 and Klarides Village Drive was a main concern
- Pedestrian access is limited on the north side of Route 67 and the group will walk on the south side sidewalk for the site walk

- There is a construction project within the study area that addresses some recommendations that have come out of the spot improvements
- There are signal replacement projects happening within the study area

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

Exhibit 13: Sample Slides from Pre-Audit Presentation



4 RSA ASSESSMENT

The following summary describes observations and discussion of issues and concerns throughout the Seymour RSA study area. Exhibit 14 shows the start of our walk at the Klarides Village Drive intersection on Route 67. Discussions were held at each of the noted locations below.

Exhibit 14: Klarides Village Drive Intersection and Entrance



4.1 Route 67 and Klarides Village Drive Intersection

- Pedestrian fatalities in 2021 at this signalized intersection
- Sidewalks currently only exist on the south side of Route 67
- Town participants expressed the need for a safer pedestrian experience crossing from the funeral home to the plaza driveway
- NVCOG discusses this intersection in their 2023 Spot Improvement Study and plans to improve the condition of the

south side sidewalk up to Franklin Street, further east of this study area

Exhibit 15: Crosswalk and landing area on the north end of the Route 67 and Klarides Village Drive intersection



4.2 Route 67 – 285 Bank Street

- Participants discussed the difficult pedestrian experience heading west bound on Route 67 due to the sidewalk conditions
- Shoulder widths are narrow along Route 67
- Exhibit 16 displays the long-unmarked crosswalk at the west side entry/exit of Klarides Village Plaza
- Participants discussed the overgrown landscaping along the sidewalk covering the speed limit sign, as displayed in Exhibit 17
- Sidewalks need repair in some areas, cracks on the sidewalk make it difficult for pedestrians who use wheelchairs, walkers, or strollers

Exhibit 16: Crosswalk at 285 Bank Street (Route 67) exiting Klarides Village Plaza



Exhibit 17: Covered speed limit sign and cracked sidewalk along Route 67 near West Street



4.3 Route 67 and West Street

- Town participants said they would like to continue the pedestrian experience beyond West Street and link the Klarides Village Plaza to the Oxmour Plaza Shopping Center
- There is currently a no pedestrian crossing sign at this intersection, as shown in Exhibit 19

- The signalized intersection at Route 67 and West Street has no marked crosswalks for pedestrians and no landing pad on the southwest corner of the intersection
- Traffic at this intersection can build up on West Street during peak hours

Exhibit 18: Route 67 and West Street Intersection



Exhibit 19: No pedestrian crossing sign at West Street intersection and break-away sign damaged near the intersection



4.4 Route 67 and 250 Bank Street (McDonald's Entrance)

- The sidewalk needs repair, as displayed in Exhibit 20
- High volume of vehicles on Route 67 making left turns into the plaza from multiple points along Bank Street. Left turns are being addressed in the Route 67 construction project
- Swan Avenue has a sidewalk up to Route 67 but there is no marked crosswalk for pedestrians to cross displayed in Exhibit 21. There is also no sidewalk on the north side of Route 67 causing pedestrians to walk on the grass or road near this intersection

Exhibit 20: Damaged Sidewalk Near McDonald's Entrance



Exhibit 21: Existing Sidewalk on Swan Avenue at Route 67 Intersection



4.5 Route 67 and Old Drive

- No crosswalks at this intersection, as shown in Exhibit 22
- Awkward geometry at this signalized intersection
- Sidewalks need repair near the intersection, which will be addressed in the Route 67 construction project
- Obstructions for pedestrians at the intersection, as displayed in Exhibit 23

Exhibit 22: No Marked Crosswalks at Route 67 and Old Drive Intersection



Exhibit 23: Trash Receptacles on Sidewalk near Old Drive Intersection



5 RECOMMENDATIONS

Based on the findings discussed during the RSA, the team compiled recommendations for the study area. These recommendations are organized by study area location. The report includes one focus area, at the intersection of Route 67 (Bank Street) and Klarides Village Drive. These locations were selected due to recommended roadway reconfiguration in these areas which were better depicted with conceptual graphics. Selection of these areas as focus area does not reduce the importance of other areas identified in this report and does not indicate that these areas are of higher priority than other recommendations in this report.

All recommendations for all locations are categorized by their complexity of implementation and are generally categorized as follows.

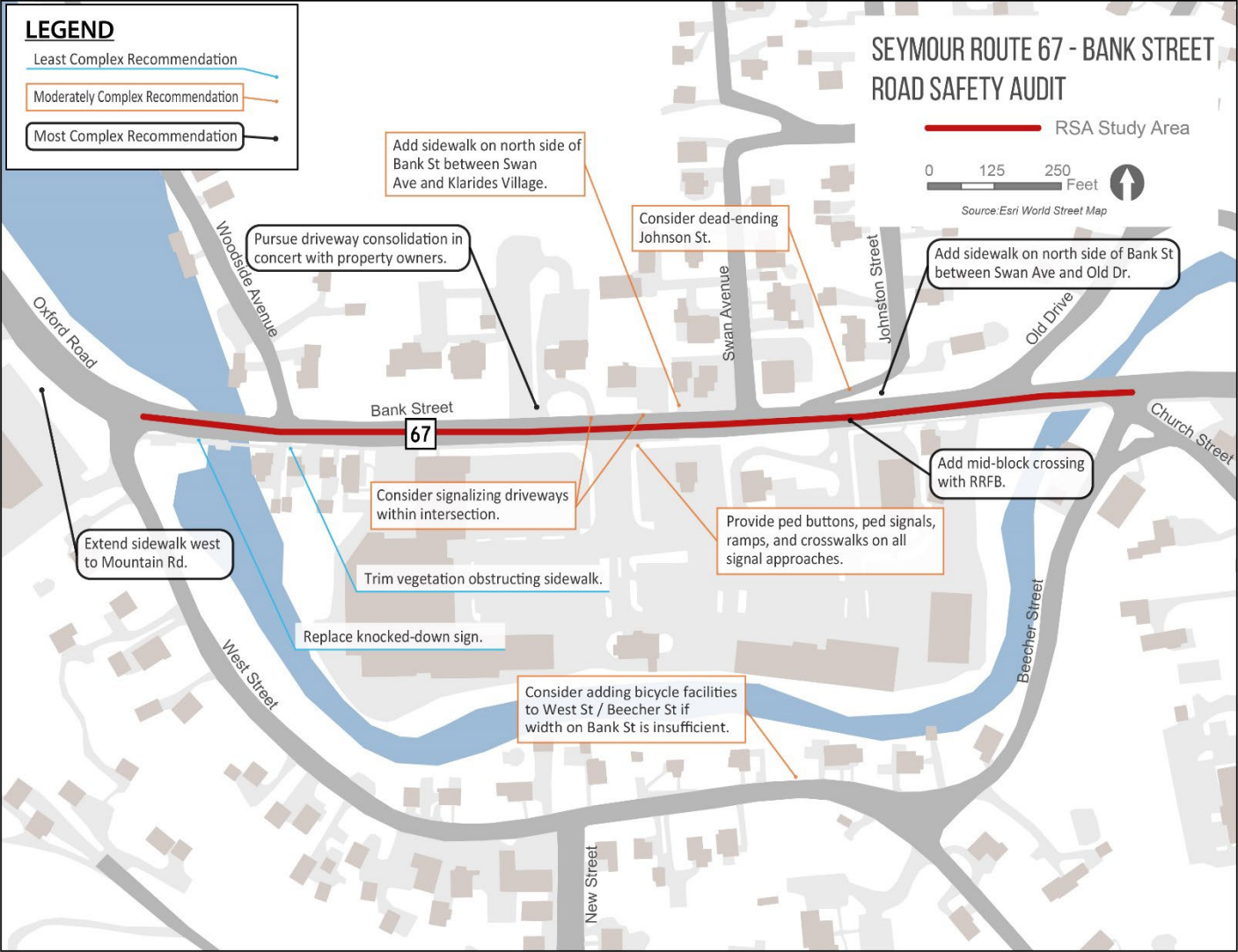
- **Least Complex Recommendations:** These recommendations are typically low-cost recommendations such as striping and signage. These recommendations generally do not require extensive engineering or construction costs. More extensive recommendations which have funding previously committed may be included.
- **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 Seymour Local Traffic Authority.

Exhibit 24 displays the recommendations of the overall study area on a map. Exhibit 26 displays a quick reference table for the recommendations in this report.

Exhibit 24: Recommendations



5.1 Route 67 and Klarides Village Drive Intersection

The recommendations in this area address the multiple curb cuts and focus on improving pedestrian infrastructure for improved pedestrian safety.

Moderately Complex Recommendations

- 1) Add a sidewalk on the north side of Bank Street between Swan Avenue and Klarides Village Drive.
 - a. **Next Step:** Contact NVCOG to send request as part of the on-going Route 67 Spot Improvement construction project. The project contact can be reached at info@nvcogct.gov.

Most Complex Recommendations

- 1) Pursue driveway consolidation with businesses on the north side of Route 67.
 - **Next Step:** Town of Seymour to concert with business owners on a driveway consolidation plan with the Miller Macari Funeral Home, Seymour-Oxford Nursery & Child Care Association, Inc. (Soncca), and counseling service.

5.2 Route 67 – 285 Bank Street

The recommendations in this area focus on improving pedestrian safety and access along Route 67 up to the West Street intersection.

Least Complex Recommendations

- 1) Trim vegetation obstructing the sidewalk.
- 2) Trim vegetation obstructing the view of the speed limit sign.

- **Next Step:** Contact property owners west of Klarides Village to request maintenance of overgrown areas.

- 3) Replace knocked down sign.

- **Next Step:** CTDOT to replace sign near the intersection of Route 67 and West Street. Email jim.zaharevich@ct.gov.

Moderately Complex Recommendations

- 1) Re-construct non-compliant curb ramps to be ADA compliant along Route 67 to West Street.
 - **Next Step:** Contact transitionplan@ct.gov for ADA requirement or location specific clarifications and questions.

5.3 Route 67 and West Street

Recommendations at this intersection have two goals. The first is to provide a pedestrian connection between the two shopping plazas, and the second is to offer an alternate bike route for bicyclists.

Moderately Complex Recommendations

- 1) Consider adding bicycle facilities to West Street/Beecher Street if width on Bank Street is insufficient.
 - **Next Step:** Contact nvcogct.gov for potential funding sources. Check available ROW.

Most Complex Recommendations

- 2) Extend sidewalk west to Mountain Road.

- **Next Step:** Contact nvcogct.gov for potential funding sources. Check available ROW and roadside area for feasibility.

5.4 Route 67 and 250 Bank Street (McDonald's Entrance)

The recommendations in this area aim to expand the pedestrian network and limit access points to Route 67 for vehicular traffic by dead-ending a local road. Adding a sidewalk network on the north side of Route 67 would allow pedestrians coming from Swan Avenue and Old Drive to access Klarides Village Plaza.

Least Complex Recommendations

- 1) Trim vegetation obstructing the sidewalk.
 - **Next Step:** Contact property owners at Klarides Village to request maintenance of overgrown areas.

Moderately Complex Recommendations

- 1) Consider dead-ending Johnson Street.
 - **Next Step:** Contact info@nvcogct.gov for potential funding sources. Town of Seymour to investigate feasibility.

Most Complex Recommendations

- 1) Add sidewalk on the north side of Bank Street from Swan Avenue to Old Drive Road with special consideration of the retaining wall, utility poles and ROW impacts.
 - **Next Step:** Contact NVCOG to send request as part of the on-going Route 67 Spot Improvement construction project. Project contact is info@nvcogct.gov.

- 2) Consider adding a high visibility crosswalk with lighting to the Johnson Avenue intersection crossing Route 67. A high visibility crosswalk with lighting is displayed in Exhibit 25.
 - **Next Step:** Contact NVCOG to send request as part of the on-going Route 67 Spot Improvement construction project. Project contact is info@nvcogct.gov. The Town can also apply for a Safe Streets and Roads for All (SS4A) grant through NVCOG for the installation of an RRFB.
 - For new crosswalk locations, have the LTA contact DOT.TrafficEngineering@ct.gov. If the location is approved by CTDOT, the Town may pursue a high visibility crosswalk with lighting via the Encroachment Permit process.
 - 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.

Exhibit 25: FHWA Example of High Visibility Crosswalk



5.5 Route 67 and Old Drive

Recommendations at the east end of our study area call for quick improvements to make the intersection safer for pedestrians. The ongoing spot improvement construction project can incorporate these improvements towards the end of the project.

Least Complex Recommendations

- 1) Add crosswalk markings to the Old Drive intersection connecting landing pads on Route 67 and Old Drive.

- **Next Step:** Contact NVCOG to send request as part of the ongoing Route 67 Spot Improvement construction project. Project contact is info@nvcogct.gov.
 - State Project No. 0124-0172 will install LPI and countdown pedestrian indications at the traffic signal for the crosswalk across Route 67.
- 2) Re-construct non-compliant curb ramps to be ADA compliant along Route 67 to West Street.
- **Next Step:** Contact Local Traffic Authority (LTA) to send request to DOT.TrafficEngineering@ct.gov for next repaving project and/or contact info@nvcogct.gov for potential funding sources for a Town sidewalk installation project through the encroachment process.

Most Complex Recommendations

- 1) Add sidewalk on the north side of Bank Street from Old Drive Road to Swan Avenue.
- **Next Step:** Contact NVCOG to send request as part of the ongoing Route 67 Spot Improvement construction project. Project contact is info@nvcogct.gov.

Exhibit 26: Recommendations Matrix

Recommendation	Location					
	General	Klarides Village Drive	285 Bank Street	West Street	250 Bank Street	Old Drive
Least Complex						
Add crosswalk markings						●
Trim vegetation obstructing sidewalk path			●		●	
Trim vegetation obstructing sight lines			●			
Replace signs on state road				●		
Moderately Complex						
Dead-ending a local street					●	
Install bicycle facilities				●		
Install ADA compliant sidewalks, curb ramps, landings		●	●			
Most Complex						
Install ADA compliant sidewalks, curb ramps, landings				●	●	
Pursue driveway consolidation		●				
Add mid-block crossing with RRFB					●	

6 SUMMARY

This report documents the observations, discussions, and recommendations developed during the completion of the Town of Seymour's RSA. It provides the Town 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 Town of Seymour and CTDOT may use this report to prepare strategies for funding and implementing the improvements. This report provides Seymour with a toolkit to plan for including these multi-modal recommendations into future development within the study area.

The 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 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

SEYMOUR ROAD SAFETY AUDIT

ROUTE 67 (BANK STREET) & KLARIDES VILLAGE



MAY 2024

INTRODUCTIONS



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
- Town of Seymour
- 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.

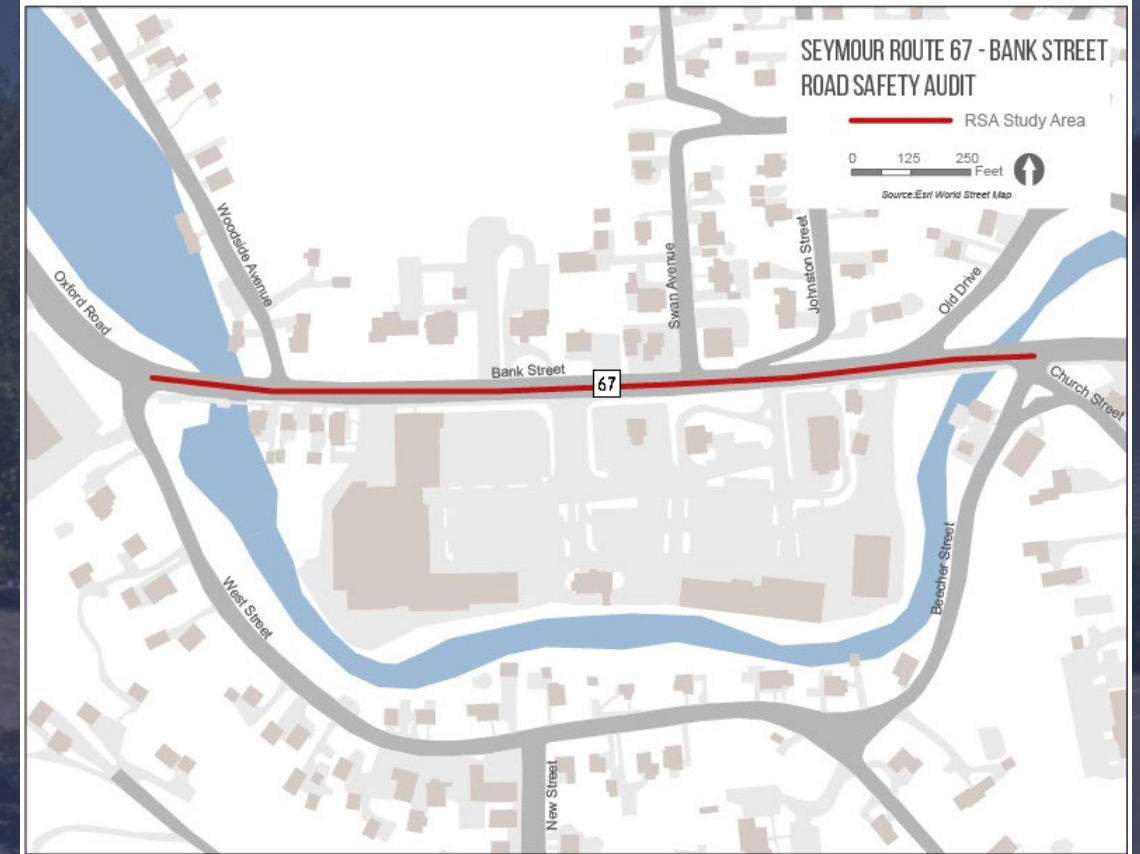
DELIVERABLES

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



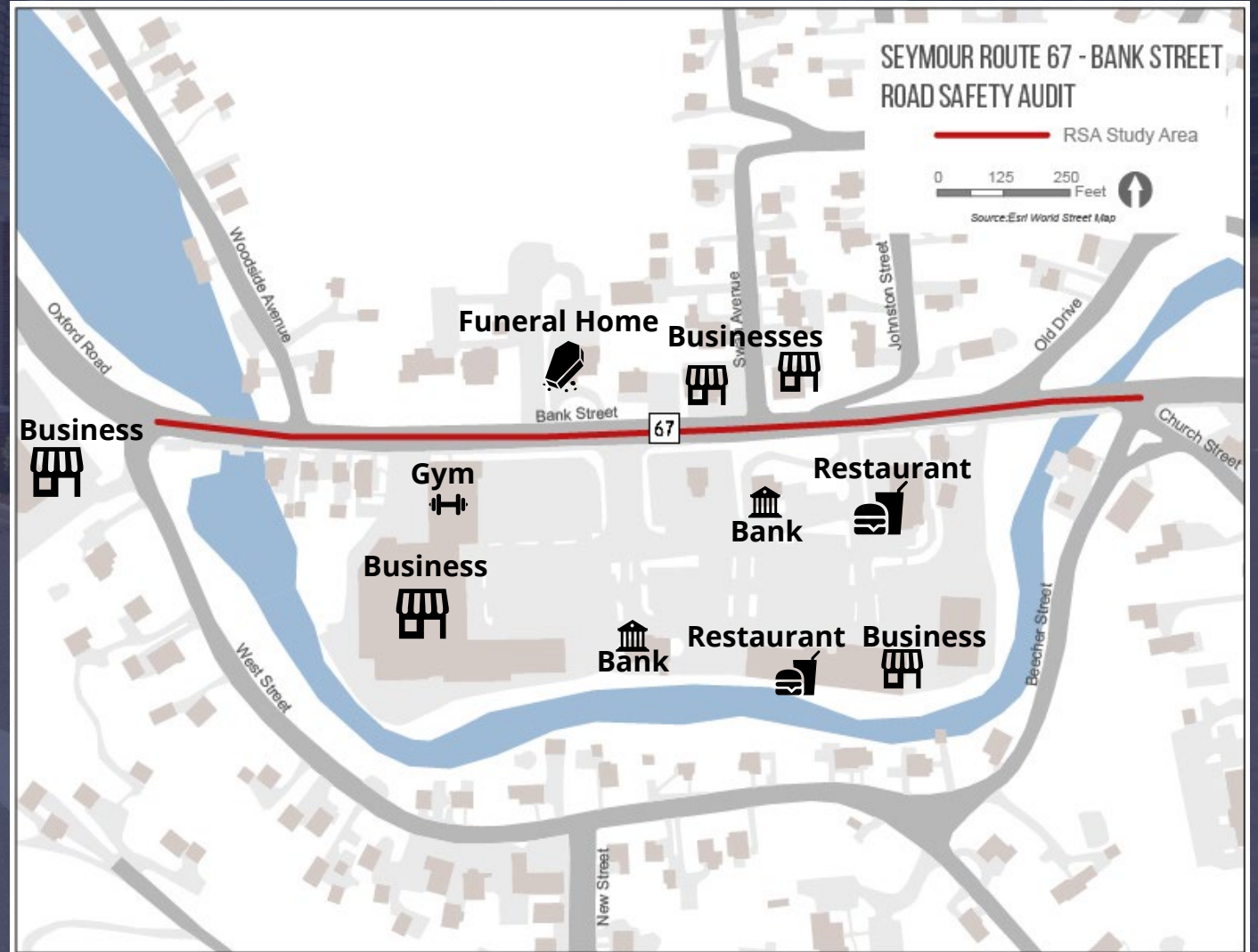
STUDY AREA

- Route 67 Bank Street – Church Street to West Street
- Bank Street and Macari Family Funeral Home crossing to Klarides Village Shopping Center



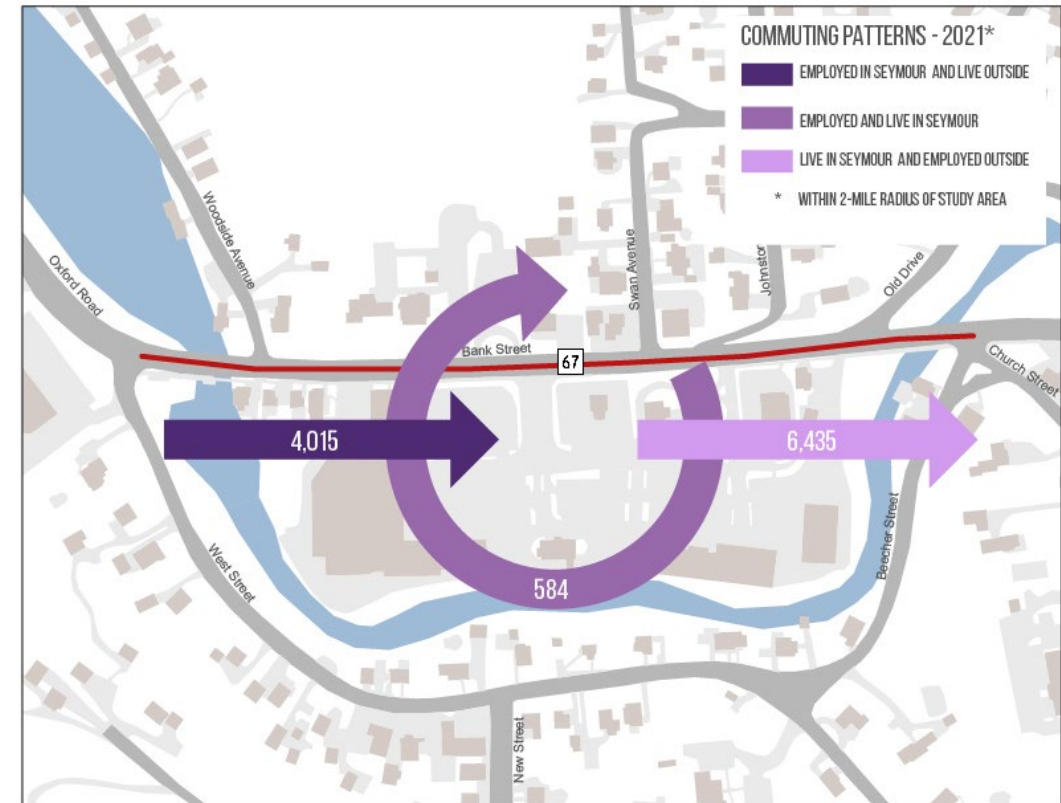
POINTS OF INTEREST

- Small Businesses
- Restaurants
- Gym
- Funeral Home
- Chain store



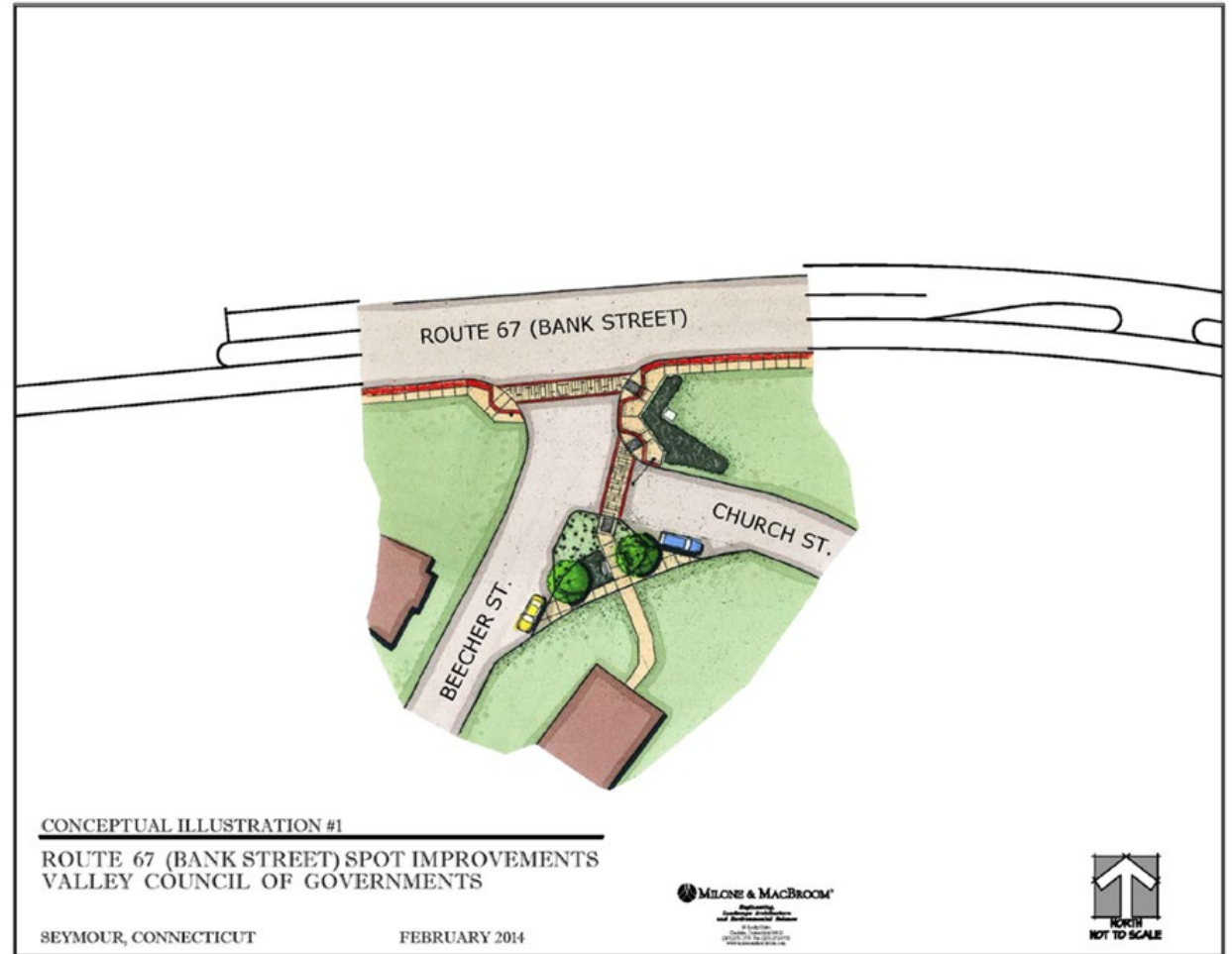
EMPLOYMENT AND COMMUTER PATTERNS

- Greater share of people live in Seymour and commute out of the town for work
- Few people both live and work in Seymour



REVIEW OF PAST/CURRENT WORK

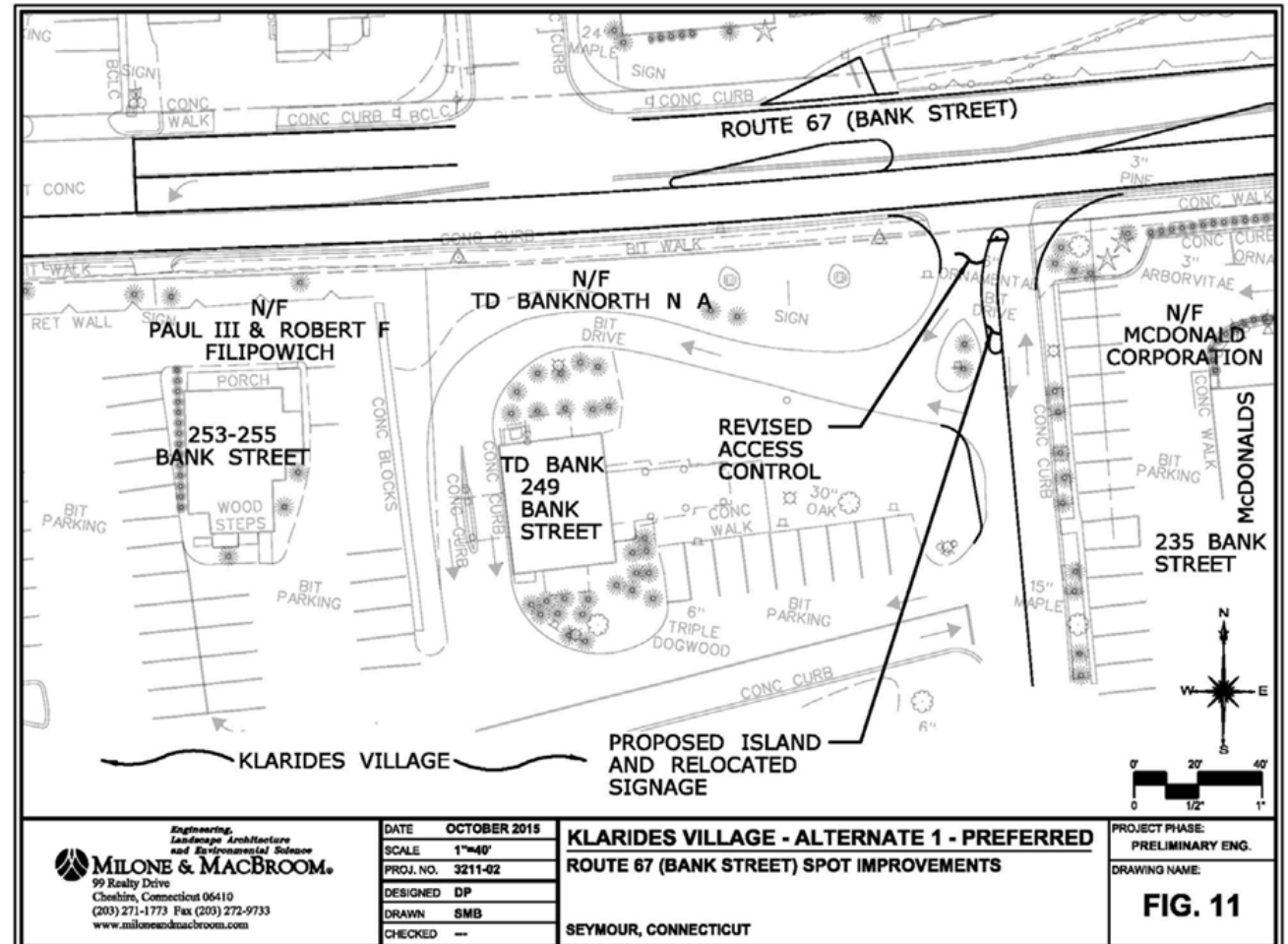
- Route 67 Spot Improvements
 - October 2015
 - River Street Rt 313
 - Johnson Avenue
 - Unsignalized Entrance to Klarides Village
 - Church Street and Beecher Street
 - June 2023
 - Bike/PED recommendations



REVIEW OF PAST/CURRENT WORK

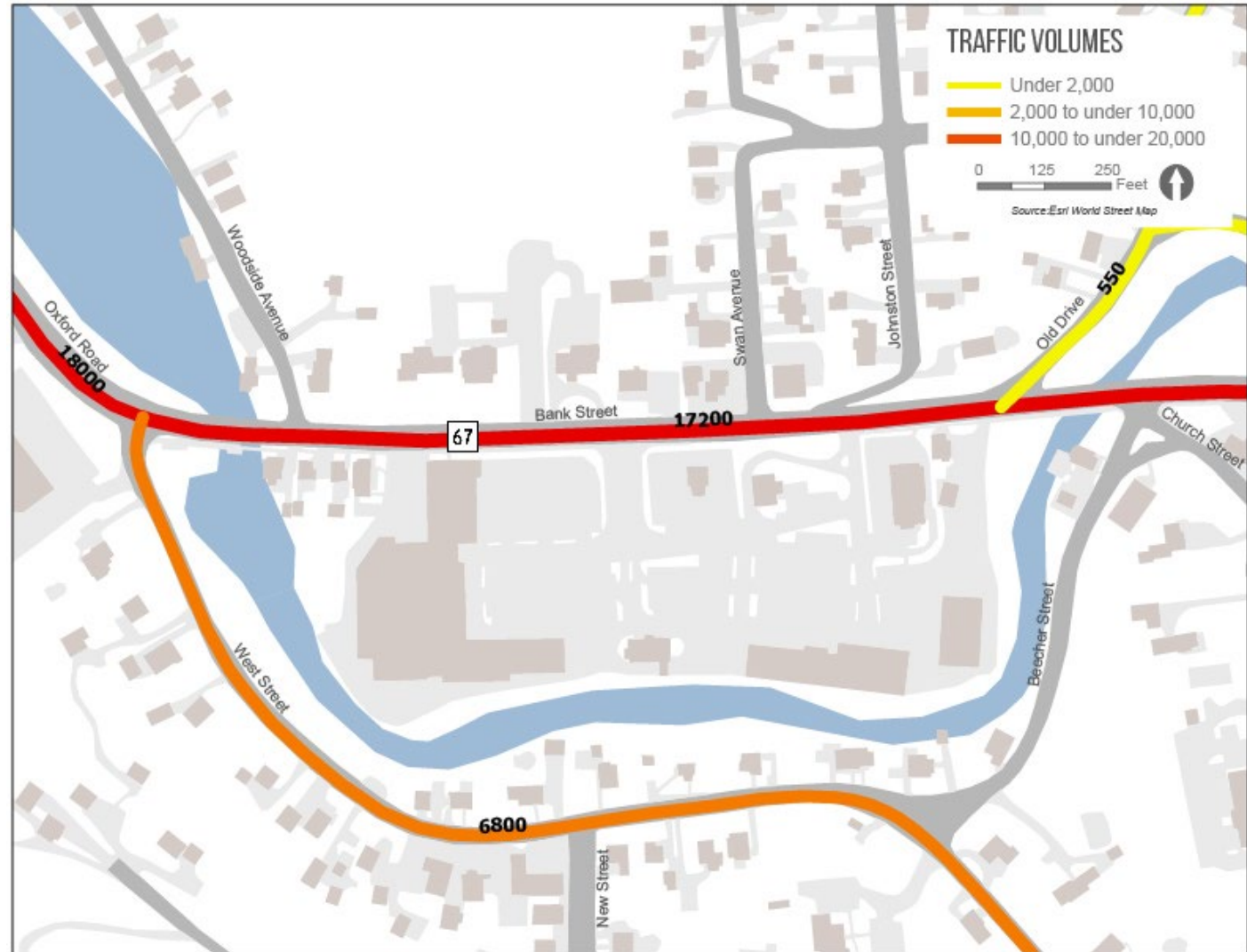
- Revised Access Control
- Realignment of Church Street
- Relocating utilities
- Upgrading painted crosswalks
- Replacing all ramps with ADA accessible ramps

Klarides Village Entrance (un-signalized)



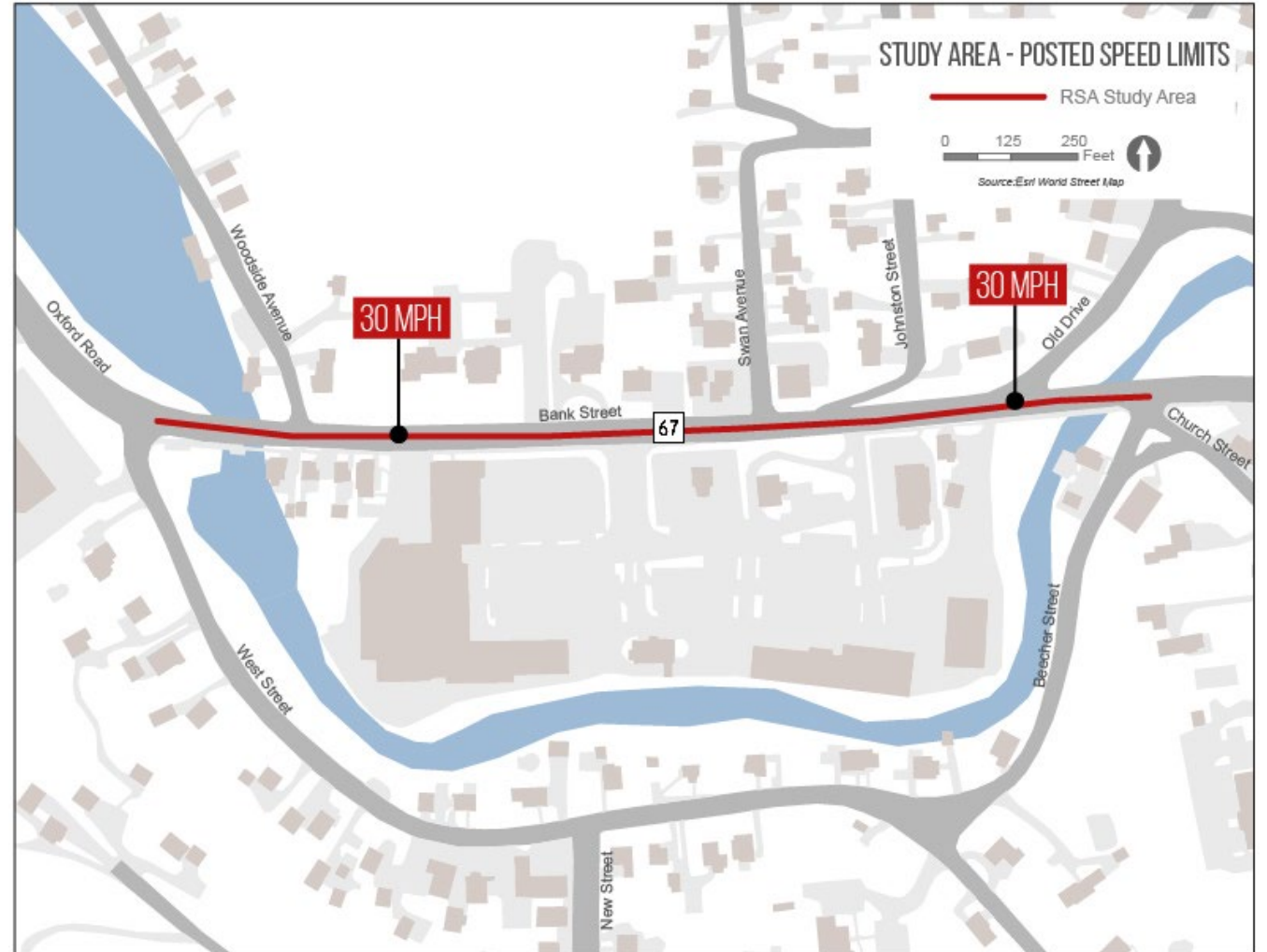
TRAFFIC VOLUMES

- Highest traffic volumes are on Route 67 through the study area
- Volumes increase on Oxford Road, West of West Street
- Lowest volumes found on residential roads like Old Drive



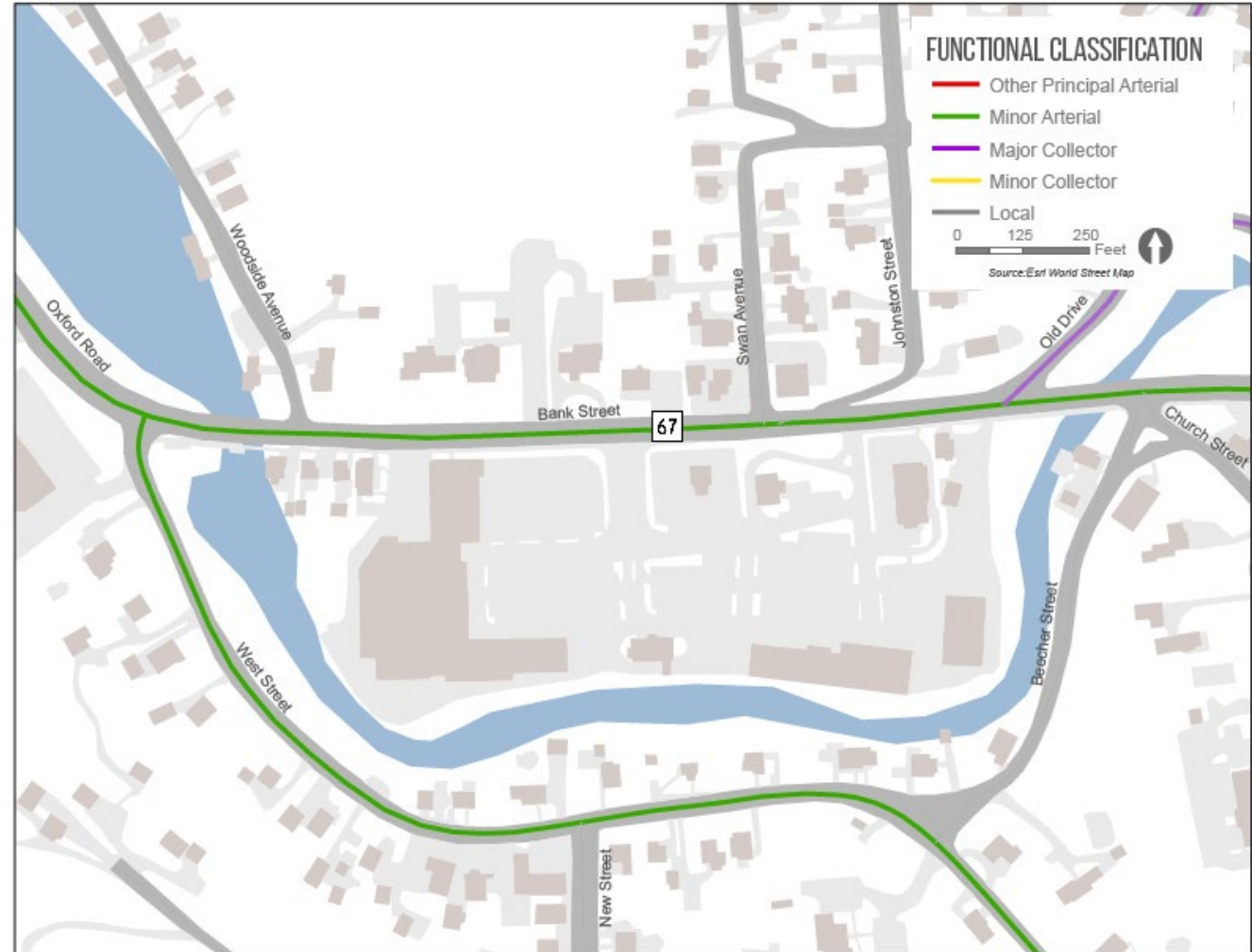
TRAFFIC SPEED LIMITS

- Route 67 – Bank Street is 30 MPH through the study area
- 85th percentile speeds west of Route 8 on Route 67 are 35.8 MPH



FUNCTIONAL CLASSIFICATION

- Route 67 is a Minor Arterial
- Mix of Collectors and Local Roads intersect Route 67



ROADWAY GEOMETRY

Seymour - RSA - Route 67 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
CT Route 67 (Bank St)	Church St	Klarides Village	0.16 Mi	Minor Arterial	30	NB	1	11-21'	N/A	N/A	N/A	N/A	N/A	None	No	2'	Yes	North side curb ramp at Old
							1	11-16'	Varies	3-5'	Poor	Varies	No	Concrete	No	2'	Yes	
CT Route 67 (Bank St)	Klarides Village	West St	0.14 Mi	Minor Arterial	30	NB	1	12-22'	N/A	N/A	N/A	N/A	N/A	Varies	No	1-6'	Yes	North side curb ramp at Klarides Village
							1	12'	Concrete	3-5'	Varies	Yes	No	Concrete	No	1-6'	Yes	

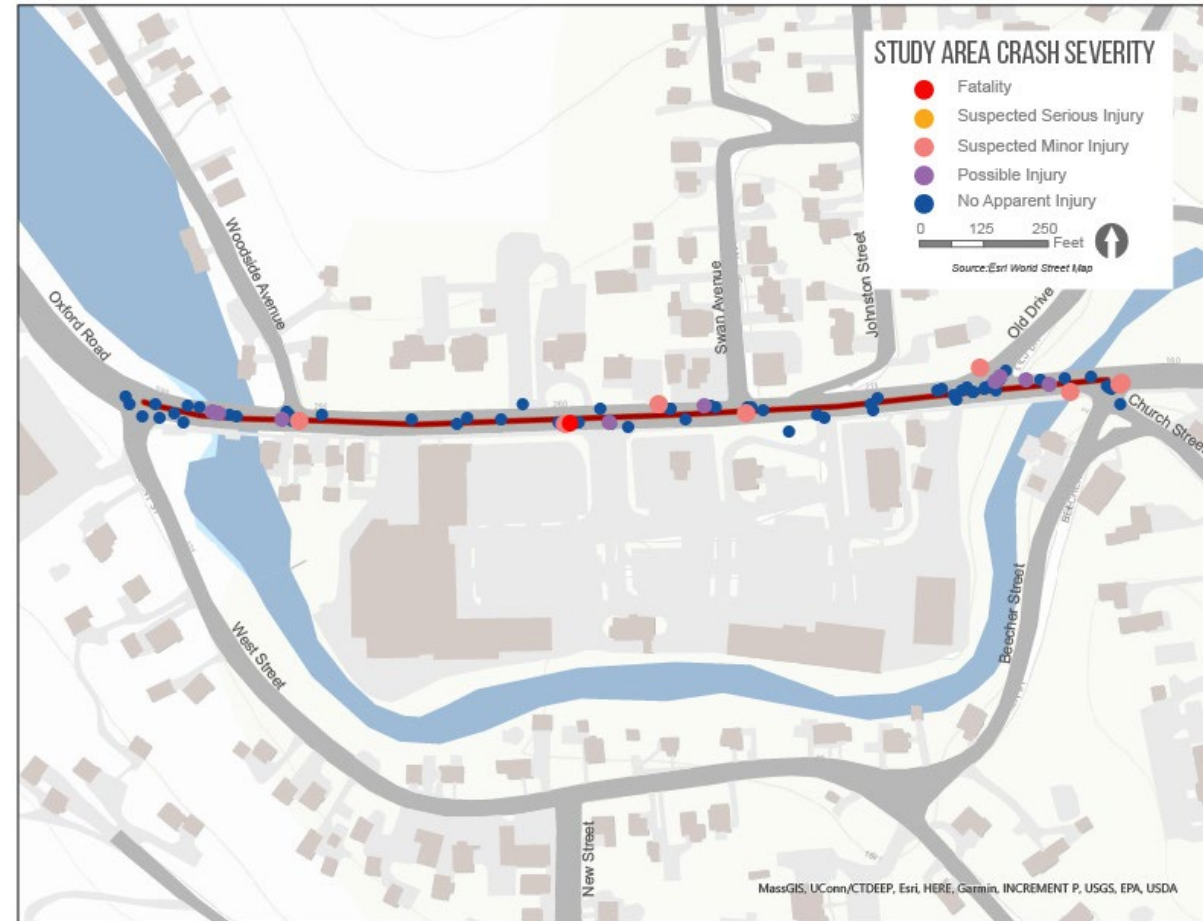
*CONDITION - "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation

CRASH ANALYSIS

2018 – 2022

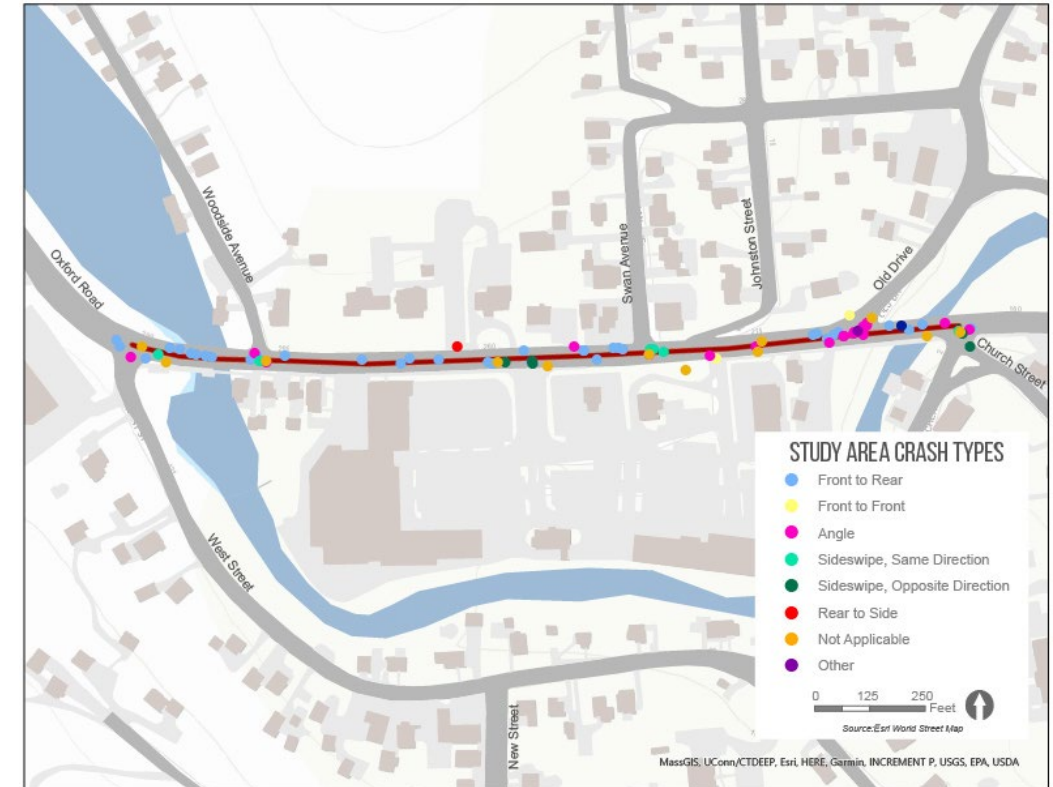
Year	Fatal Injury (K)	No Apparent Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Grand Total
2018		19	2	2	23
2019		7		1	8
2020		3	4	2	9
2021	1	6	2		9
2022		12	2	1	15
Grand Total	1	47	10	6	64



CRASH ANALYSIS

2018 – 2022

	Fatal Injury (K)	No Apparent Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Total
Angle		12	2	2	16
Front to front		1		1	2
Front to rear		16	8	2	26
Not Applicable	1	9		1	11
Rear to rear		1			1
Sideswipe, opposite direction		3			3
Sideswipe, same direction		5			5
Total	1	47	10	6	64



CRASH ANALYSIS

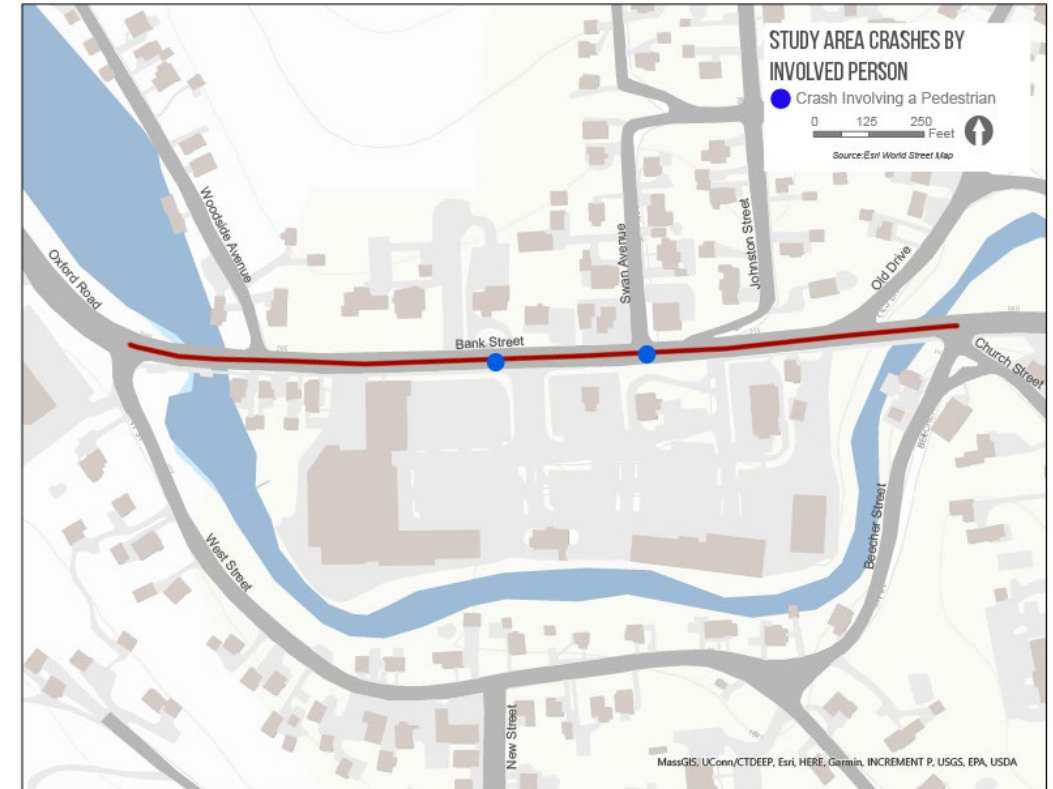
2018 – 2022

	Fatal Injury	No Apparent Injury	Possible Injury	Suspected Minor Injury	Total
Angle		12	2	2	16
Front to front		1		1	2
Front to rear		16	8	2	26
Not Applicable	1	9		1	11
Rear to rear		1			1
Sideswipe, opposite direction		3			3
Sideswipe, same direction		5			5
Total	1	47	10	6	64



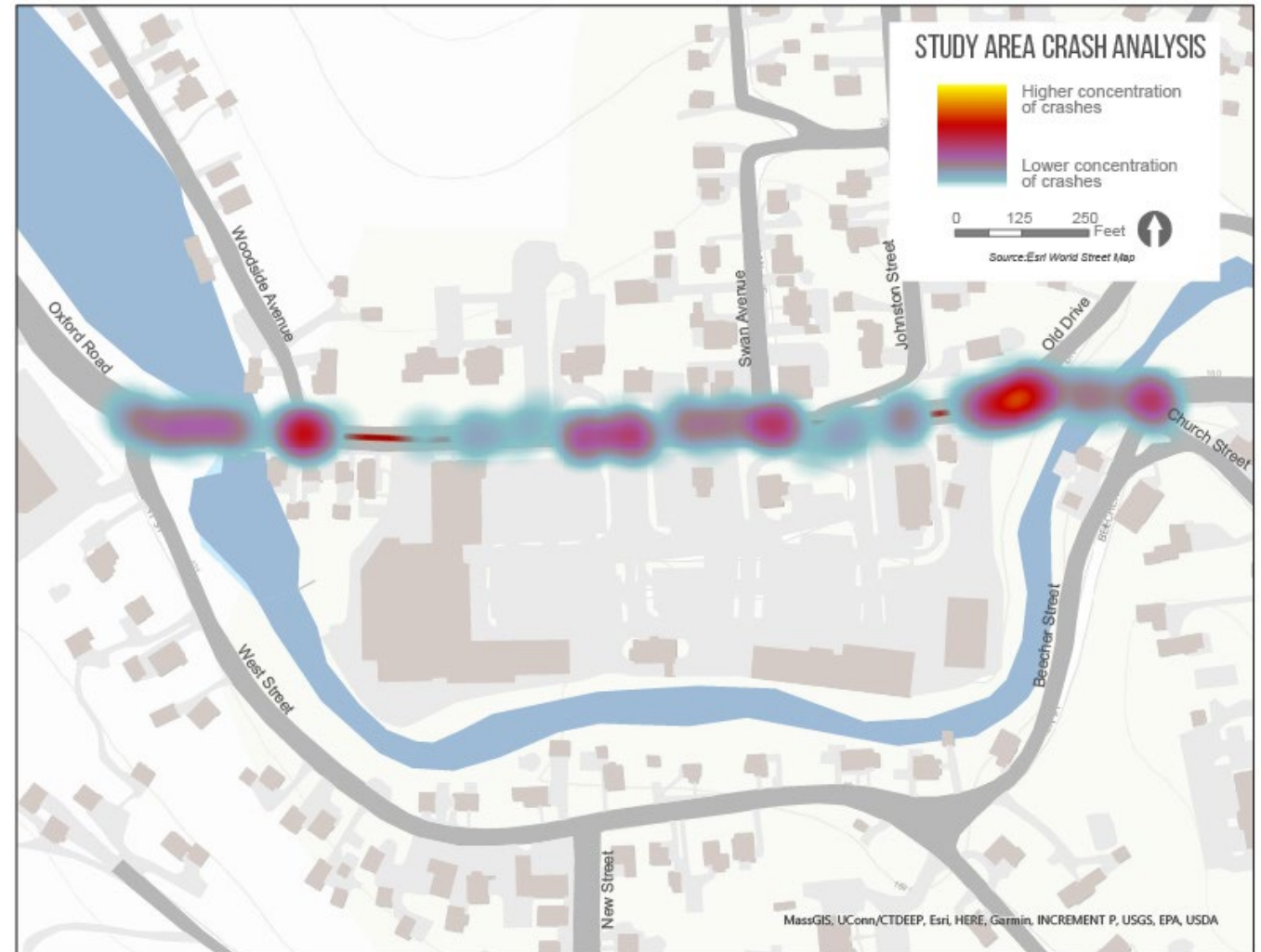
Crash involving a pedestrian

	Fatal Injury	Suspected Minor Injury	Grand Total
Pedestrian	1	1	2
Grand Total	1	1	2



CRASH ANALYSIS

Crash Hotspots
(5 Year Crash Total approx.)
64 crashes total



EXISTING CONDITIONS FINDINGS

Route 67 between West Street and Church Street

- Regional and local traffic – Route 313, Route 8 to I-84 and I-95
- Study area is near the intersection of Route 67 and Route 8
- Many curb cuts and access points on Route 67 Bank Street
- Klarides Village is a busy plaza on a heavily used street. Most of pedestrian infrastructure exists on one side of Bank Street.



SAMPLE IMPROVEMENTS TO IMPROVE SAFETY IN THE STUDY AREA

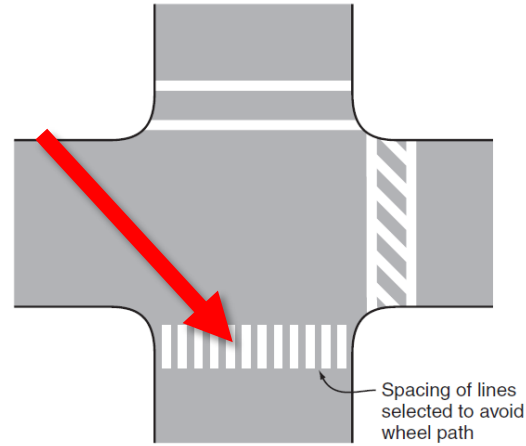
Some countermeasures may not be appropriate on certain facilities

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

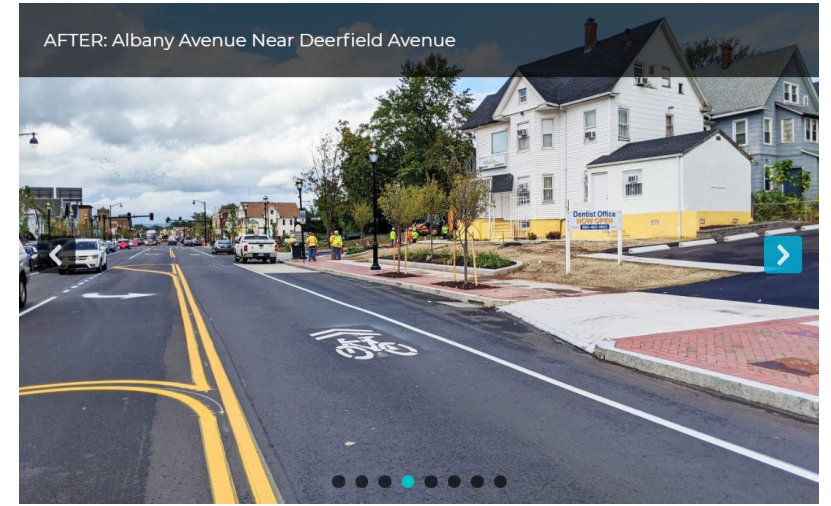
SPEED REDUCTION — CROSS SECTION AND OTHER



Lane Narrowing



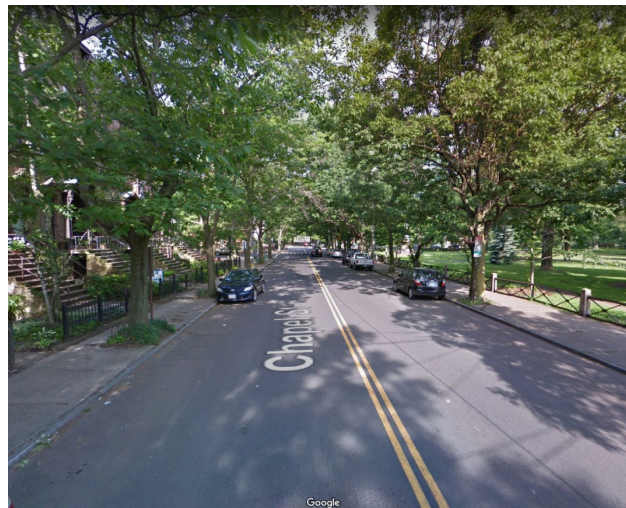
On Street Parking



Streetscape



Median Island



Street Trees



Dynamic Speed Signs

SPEED REDUCTION — HORIZONTAL TREATMENTS



Short Medians /
Lateral Shift



Roundabout

A photograph of a street intersection. In the foreground, a red SUV is driving towards the camera. To the left is a two-story blue house with a sign that reads "TRUSTED RELATIONS COMPUTER CLINIC". In the background, a McDonald's restaurant is visible. The street is lined with trees and utility poles. Traffic lights are visible at the intersection, with the green light illuminated. A sign above the traffic lights reads "NO TURN ON RED".

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

Klarides Village

A large, ornate entrance sign for Klarides Village. The sign has a brown tiled roof with four white finials. On top of the roof is a round clock face showing approximately 10:10. The sign itself is white with a dark border and features the text "KLARIDES" and "VILLAGE" in a serif font, separated by a circular logo containing a stylized flower. The sign is supported by two grey stone pillars and sits on a low stone wall with some plants.

KLARIDES VILLAGE

THANK YOU!

Seymour Road Safety Audit

Site Walk / Visit

Seymour, CT Route 67

May 15th, 2024 @ 10 AM

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

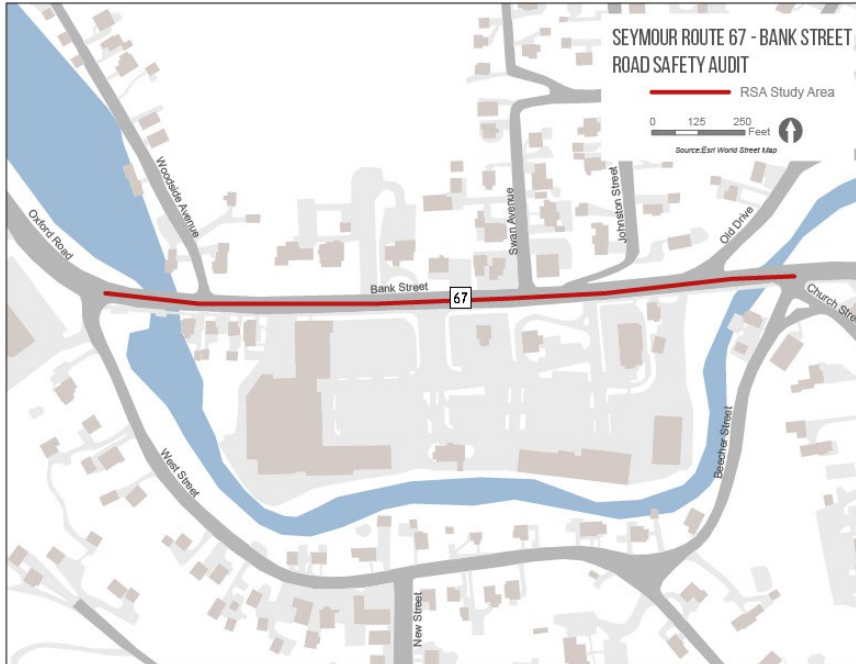
Participant Expectations

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.

Pre-Audit Meeting Existing Conditions Highlights

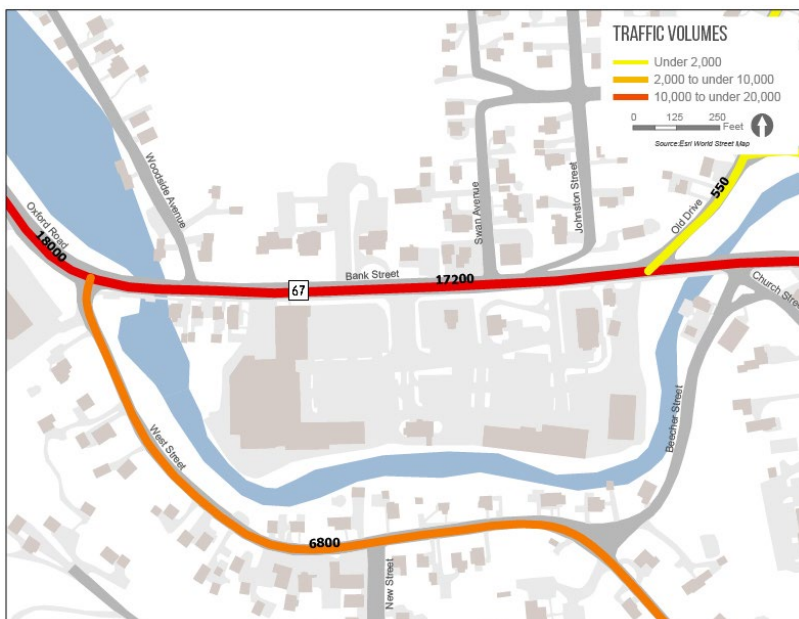
Study Area

- Route 67 Bank Street – Church Street to West Street

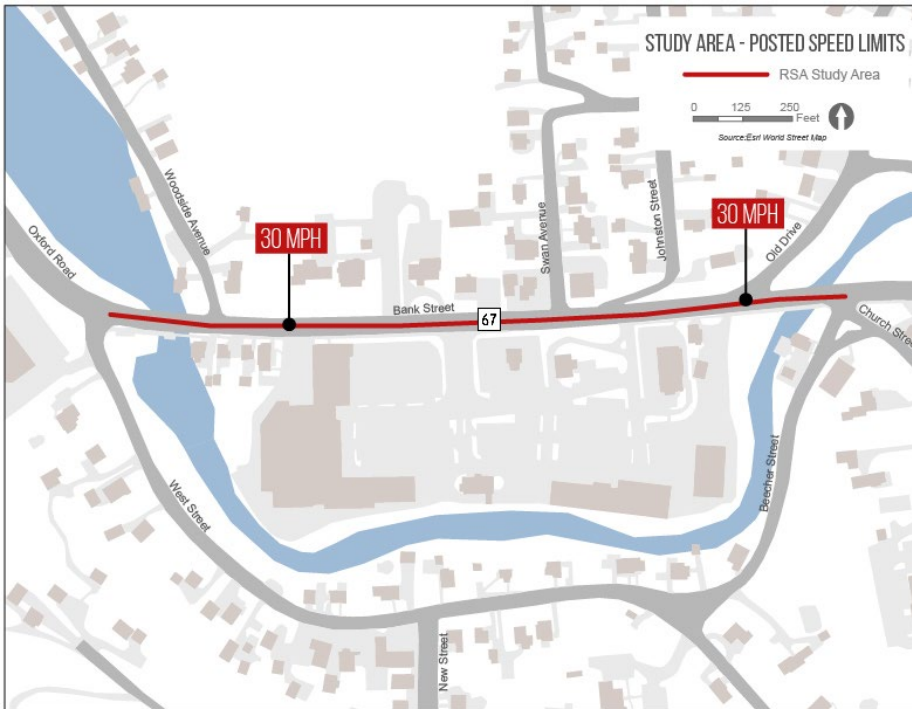


Average Daily Traffic Volumes in 2019

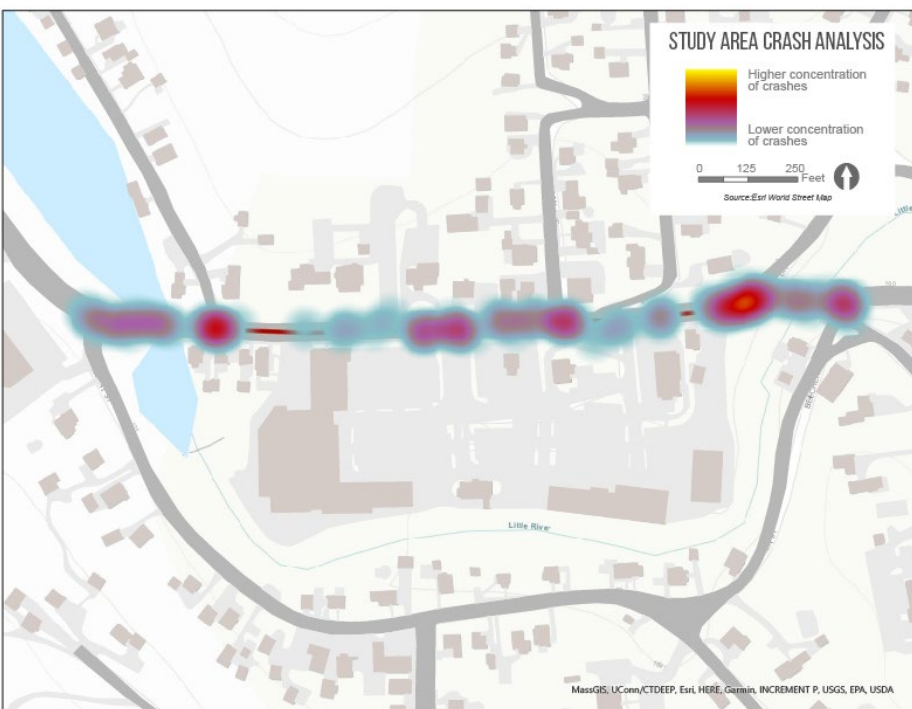
- Highest traffic volumes are on Route 67 through the study area
- Volumes increases on Oxford Road, West of West Street
- Lowest volumes found on residential roads like Old Drive



Posted Speed Limits



Crash Summary Heat Map



Crash Summary - Years: 2018 – 2022

	Fatal Injury	No Apparent Injury	Possible Injury	Suspected Minor Injury	Total
Angle		12	2	2	16
Front to front		1		1	2
Front to rear		16	8	2	26
Not Applicable	1	9		1	11
Rear to rear		1			1
Sideswipe, opposite direction		3			3
Sideswipe, same direction		5			5
Total	1	47	10	6	64

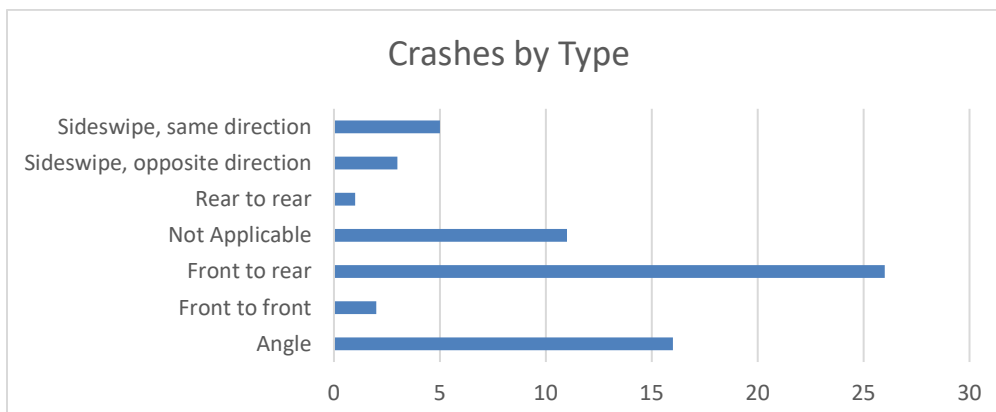
	Fatal Injury	Suspected Minor Injury	Grand Total
Pedestrian	1	1	2
Grand Total	1	1	2

Crash Hotspots (5 Year Crash Total approx.) 64 Crashes Total

- Route 67 (Bank Street) and Old Drive intersection – 22 crashes
- Route 67 (Bank Street) and Klarides Village Drive – 14 crashes
- Route 67 (Bank Street) and Woodside Avenue – 9 crashes

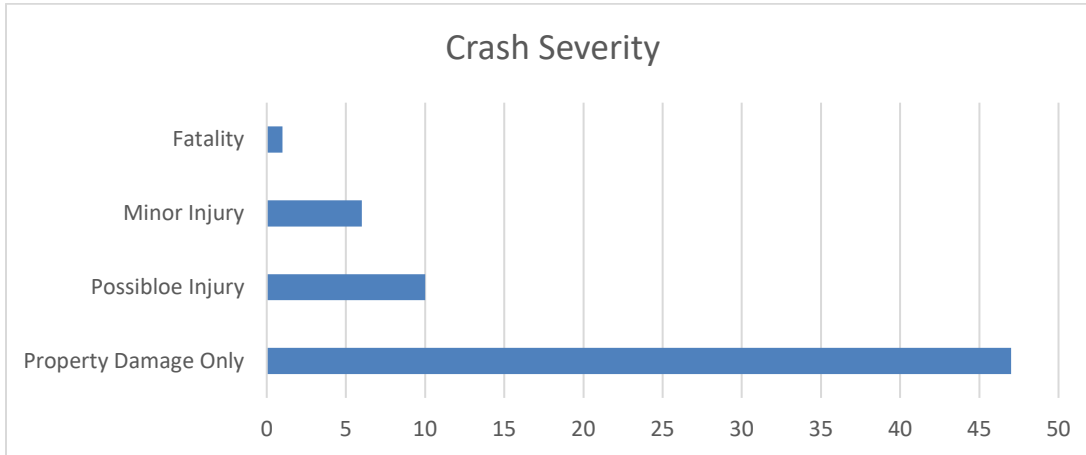
Crashes by Type

Majority of crashes are front to rear and angle crashes



Crash Severity

- Majority of crashes (47) are classified as No Apparent Injury- Property Damage Only
- There were 10 crashes resulting in a possible injury and 6 minor injury crashes
- There was 1 fatality reported in the 5 year period between 2018 and 2022



RSA Field Sheet

Section 1

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



Notes:

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

RSA Field Sheet

Section 2

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.



Notes:

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

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