



Town of New Milford

Route 7 and Aspetuck Avenue Pedestrian Improvements

October 21, 2020



Benefits of Sidewalks - Safety

- Roadways with sidewalks are 88% less likely to experience pedestrian crashes¹
- Residential areas with no sidewalks have 23% of the pedestrian collisions but only 3% of pedestrian traffic²
- The chance of a pedestrian fatality is 1.62 times greater in the roadway compared to other locations (e.g., on the sidewalk, shoulder, etc.)³

1. McMahon, P.J., et.al. An Analysis of Factors Contributing to "Walking Along Roadway" Crashes: Research Study and Guidelines for Sidewalks and Walkways. Chapel Hill, University of North Carolina Highway Safety Research Center, 2002 (FHWA-RD-01-101)

2. Knoblauch, R.L., B.H. Tustin, S.A. Smith, and M.T. Pietrucha. Investigations of Exposure Based on Pedestrian Areas: Crosswalks, Sidewalks, Local Streets AND Major Arterials, Report No. FHWA/RD-88/038, Federal Highway Administration, September 1988.

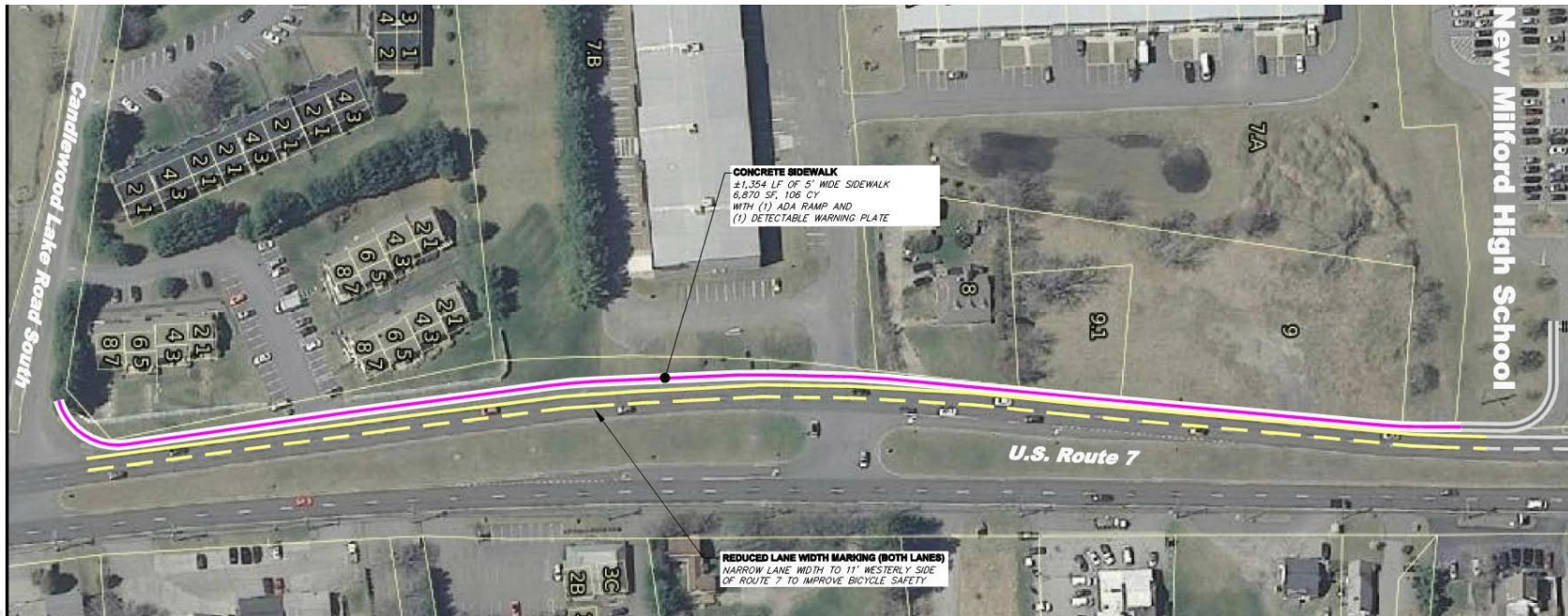
3. Olszewski P. and A. Zielinska (2011). "Factors Contributing to High Pedestrian Accident Rates in Polish Cities," 24th International Co-operation on Theories and Concepts in Traffic Safety Workshop, Warsaw, Poland.

Benefits of Sidewalks

- Public Health
- Sustainability
- Accessibility



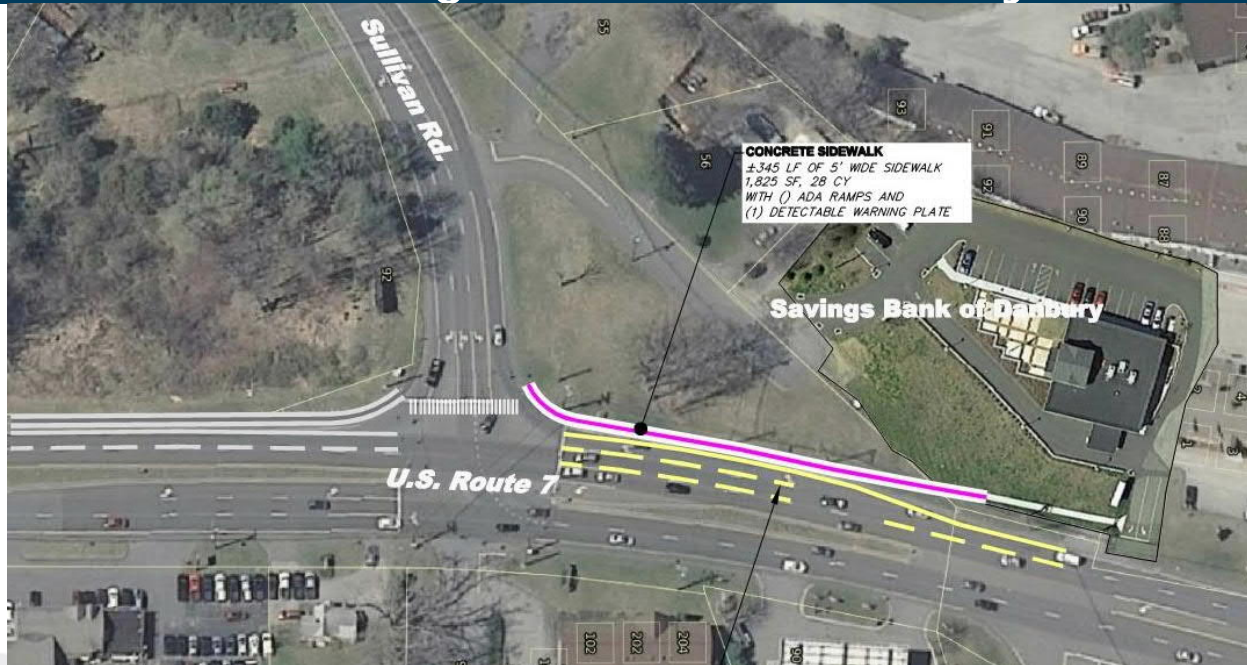
Route 7 – Candlewood Lake Rd. S to NMHS



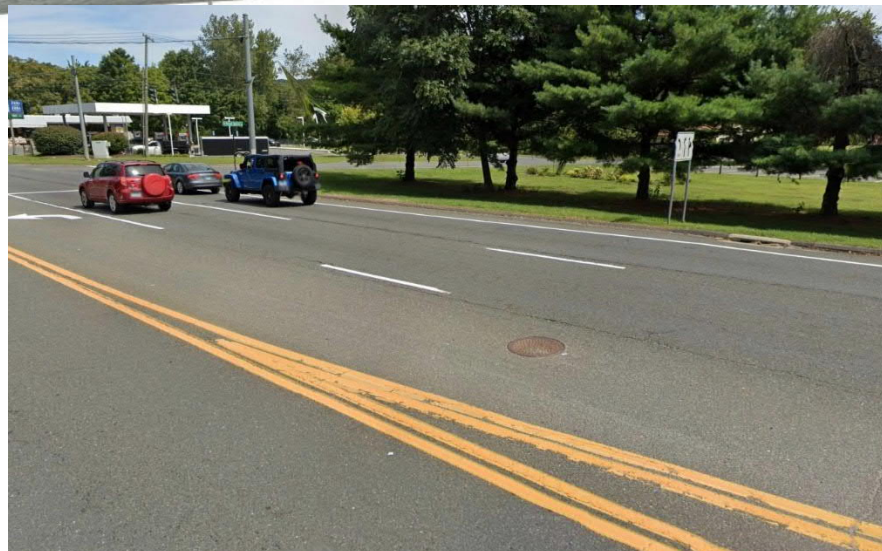
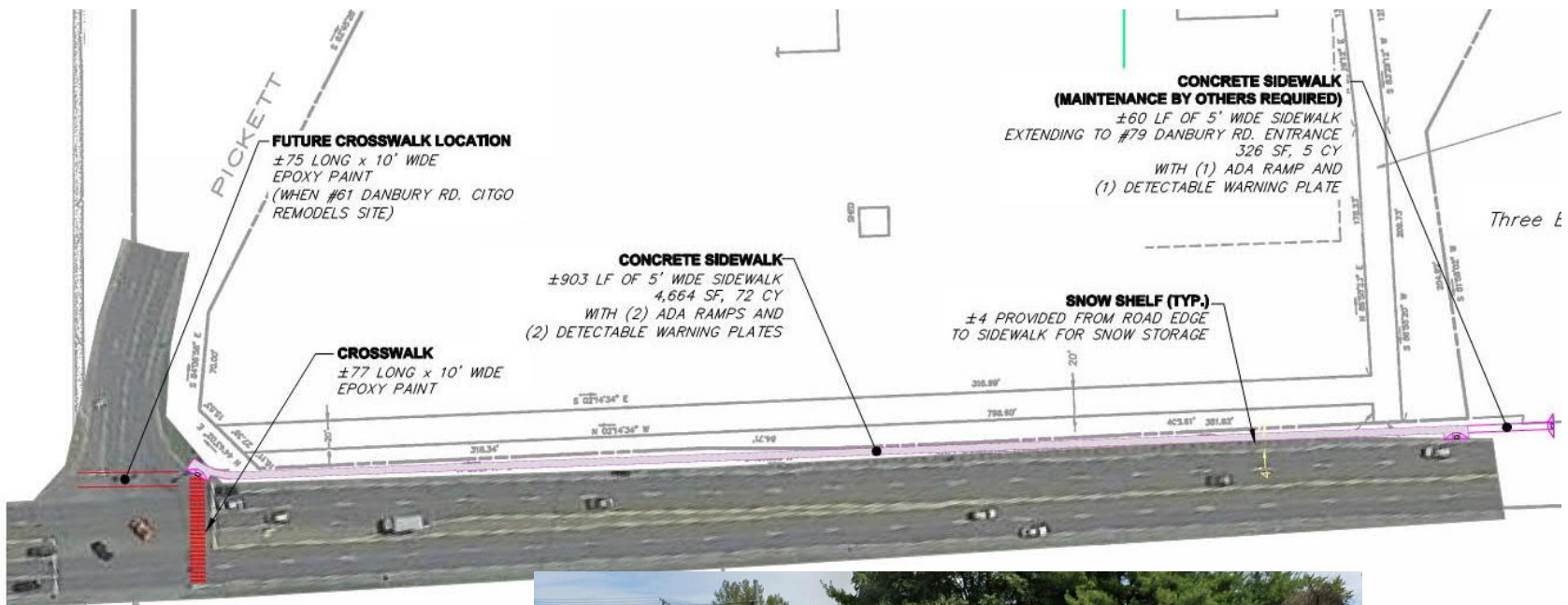
Route 7 – NMHS to Sullivan Road



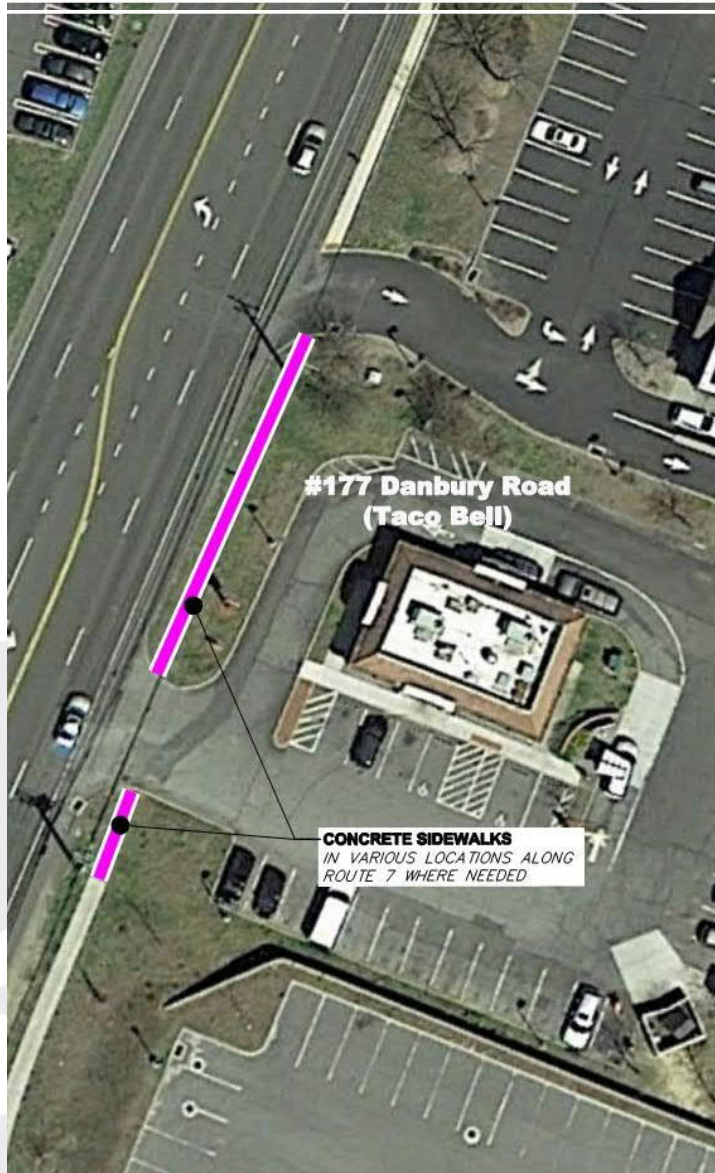
Route 7 – Sullivan Rd. to Savings Bank of Danbury



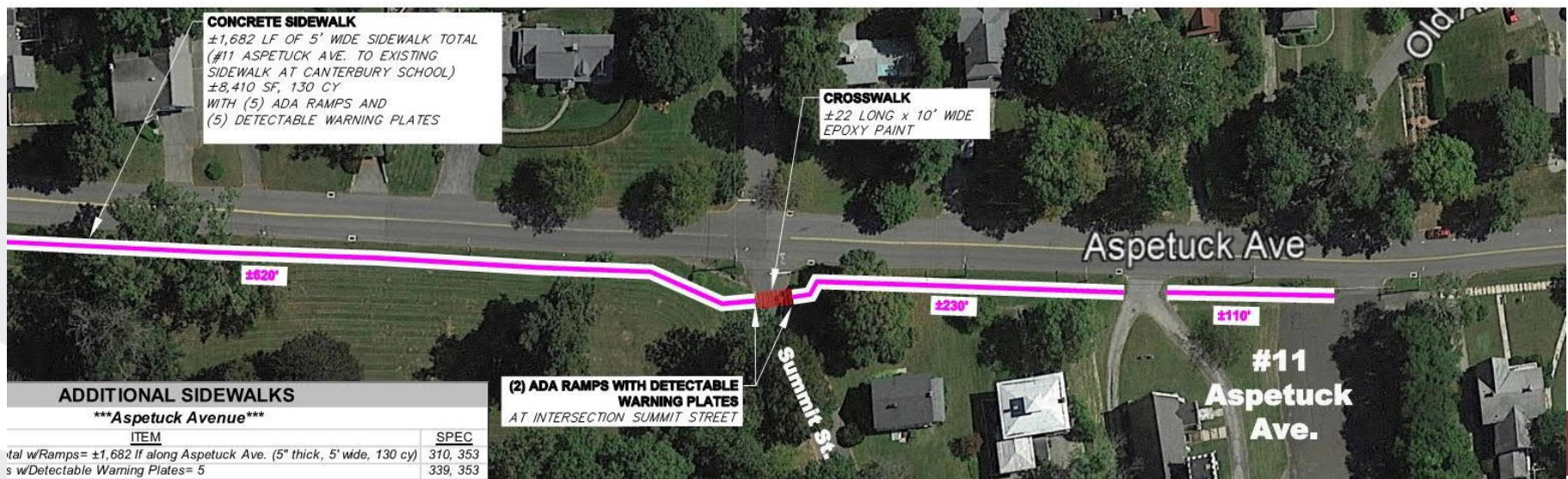
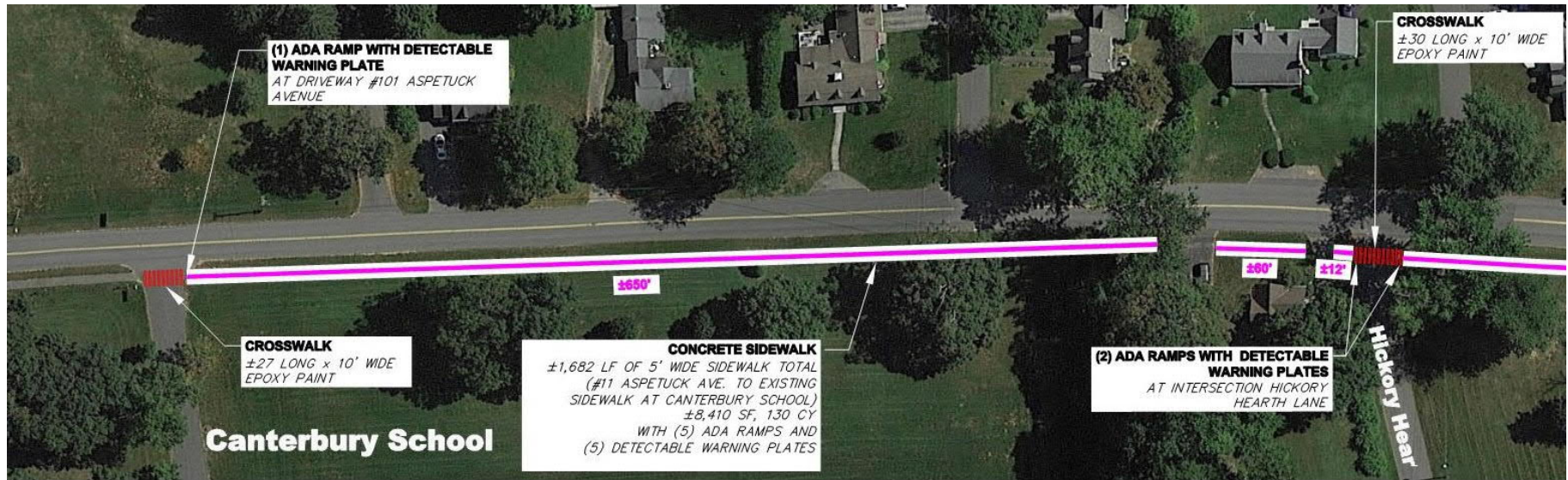
Route 7 – John Pettibone Community Center



Route 7 – Gap at 177 Danbury Road



Aspetuck Avenue – Canterbury School to 11 Aspetuck Avenue



ADDITIONAL SIDEWALKS

Aspetuck Avenue

ITEM	SPEC
1682 LF w/Ramps= ±1,682 LF along Aspetuck Ave. (5" thick, 5' wide, 130 cy)	310, 353
5 w/Detectable Warning Plates= 5	339, 353

Aspetuck Avenue – Proposed Sidewalk



Site Selection – Land Use

- Focused on Town properties as opposed to sites where sidewalks may be financed by a developer
- Avoid ROW acquisitions
- Avoid maintenance burden to adjacent property owners
- Accommodate land uses that generate younger pedestrians (schools, community center)
- Connections to higher density housing



Site Selection – Traffic Data

	AADT ¹ (veh/day)	85th % Speed ² (mph)	Posted Speed Limit (mph)
Route 7 at NMHS	30,900	65.4	45
Route 7 at 177 Danbury Road	25,100	41.1	40
Route 7 at John Pettibone Center	27,600	47.7	40

¹ Average Annual Daily Traffic

² Speed at or below which 85 percent of drivers travel under free-flow conditions

Site Selection – Roadway Classification

- CTDOT classifies Route 7 as a principal urban arterial
 - The American Association of State Highway and Transportation Officials (AASHTO) recommends sidewalks should be provided on urban arterials wherever the frontage is developed
- CTDOT classifies Aspetuck Avenue as urban local road
 - AASHTO offers no specific recommendations for urban local roads but comments that a “moderate level of pedestrian activity” warrants provision for people to walk.



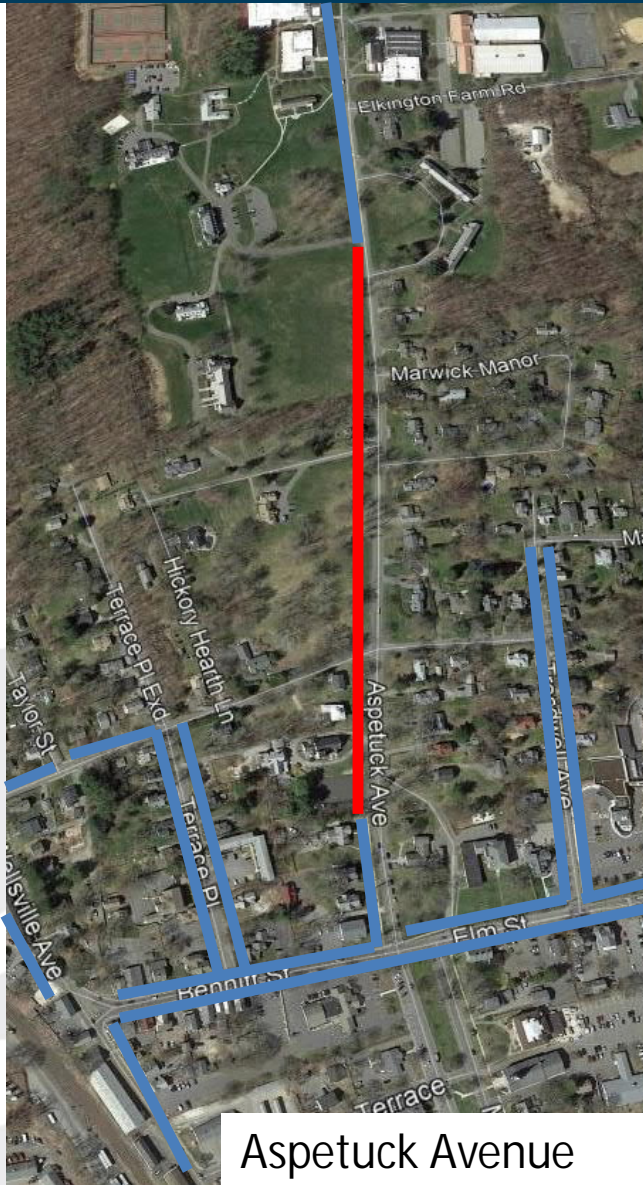
Site Selection – Crash Data

Pedestrian Crashes in the Past Three Years

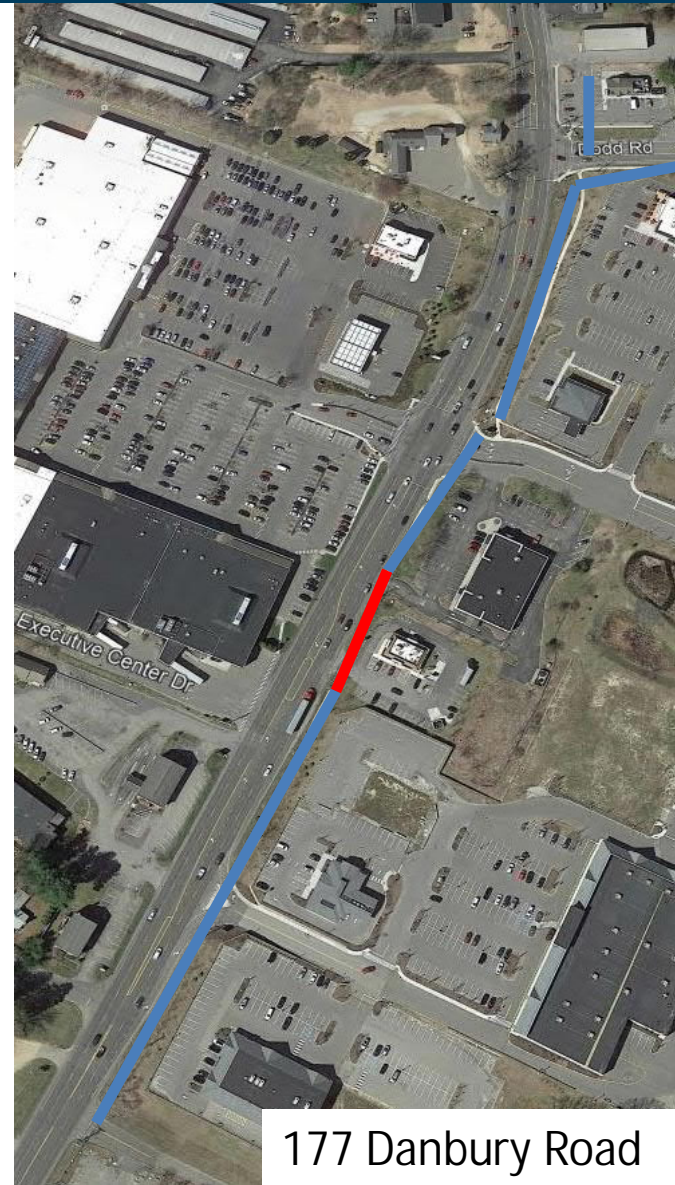
- Kent Road (3)*
- Danbury Road (2)*
- Bridge Street (2)
- Railroad Street (2)
- Candlewood Lake Road North
- Park Lane Road
- Litchfield Road
- Poplar Street
- Young's Field Road
- Greenfield Court
- East Street
- Larson Road

*Includes a fatality

Site Selection – Connectivity



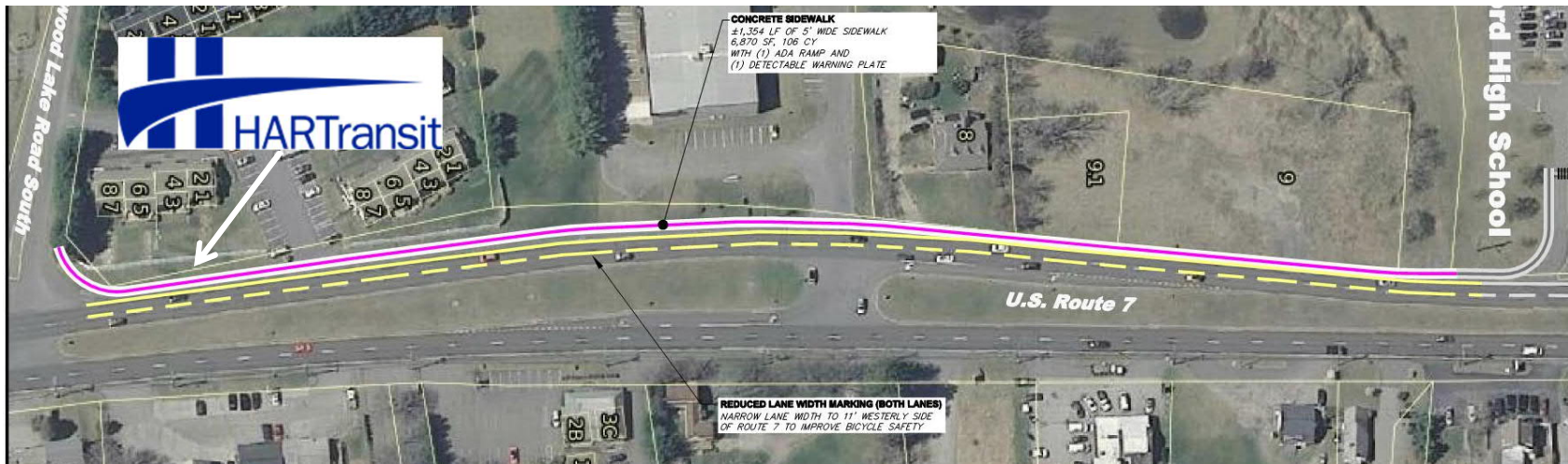
Aspetuck Avenue



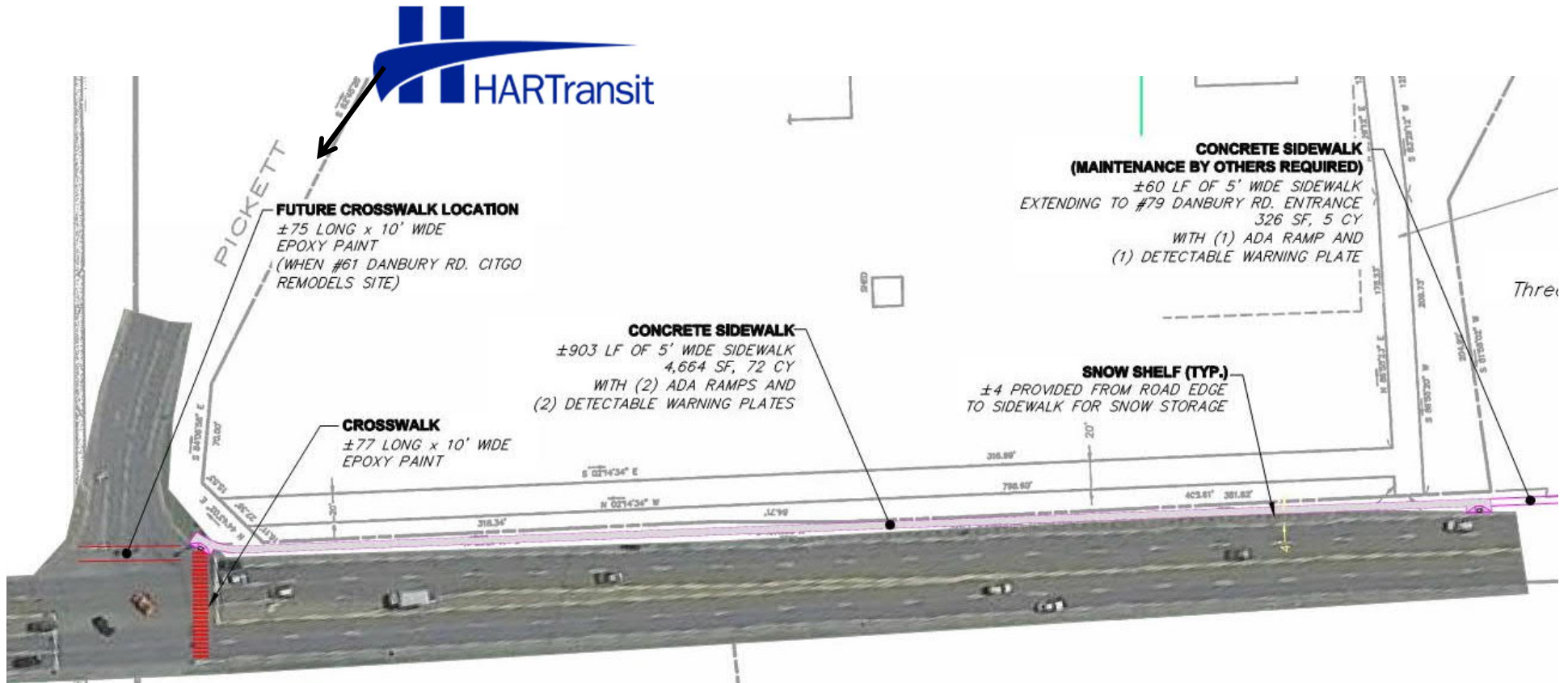
177 Danbury Road

-  Existing Sidewalk
-  Proposed Sidewalk

Site Selection – Transit Access



Site Selection – Transit Access



Site Selection – Transit Access



Site Selection – Accessibility

- Improve access for users of all ability levels
 - Schools
 - Community Center
 - Retail
 - Employment Opportunities
 - Transit
- Narrow roadway shoulders not suitable for wheelchairs
- New sidewalks will meet Public Right-of-Way Accessibility Guidelines (PROWAG)
 - 5' wide sidewalks
 - Sidewalk ramps w/ tactile surfaces



Site Selection – Lighting

- Danbury Road locations lack street lighting
- Minimal street lighting on Aspetuck Avenue
- Limited visibility of pedestrians walking on street at night



Funding

- Funded through Federal Highway Administration's Transportation Alternatives Program
- Program focuses on bicycle and pedestrian facilities, recreation trails, and safe routes to schools
- 80/20 federal/local reimbursable cost sharing program
- Applies to both design, right of way, and construction costs



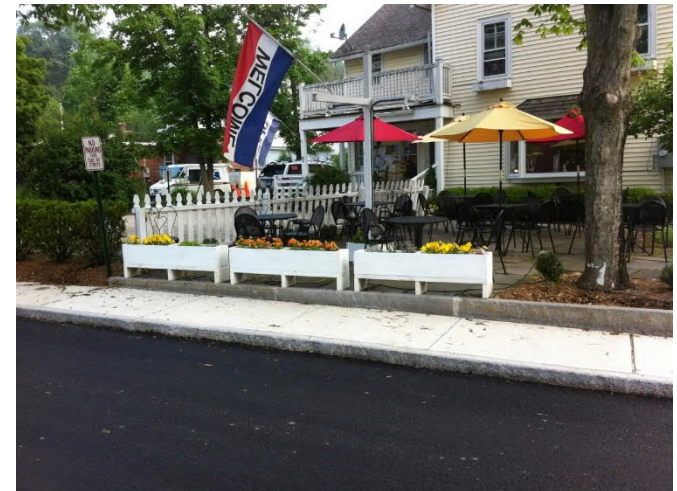
Cost

- Estimated cost (design, construction, ROW) = \$2,290,000
- Federal/Local Split
 - \$1,832,000 Federal
 - \$458,000 Local
- Includes over 7,000 feet of sidewalk, ramps, and pedestrian bridge



Schedule

- Target beginning wetlands delineation and site survey next month (weather permitting)
- 30%, 60%, 90%, and 100% design submissions
- Public information meeting to review preliminary design – Spring 2021
- Construction – summer 2022



Questions?



Following the meeting additional questions and comments may be submitted to Laurene Beattie at lbeattie@newmilford.org or (860) 355-6040