



Town of New Milford

Route 7 and Aspetuck Avenue Pedestrian Improvements

April 13, 2022



Project Team

Town of New Milford

Jack Healy, PE – Director of Public Works
Jason Hyde - Engineering



BETA Group, Inc.

Joe Rimiller, PE, PTOE – Project Manager
Jason Ouimet, PE – Lead Designer



Agenda

- Project Area
- Project Purpose & Need
- Design Features
- Utility Impacts
- Rights of Way
- Project Schedule
- Project Funding
- Questions/Comments



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.

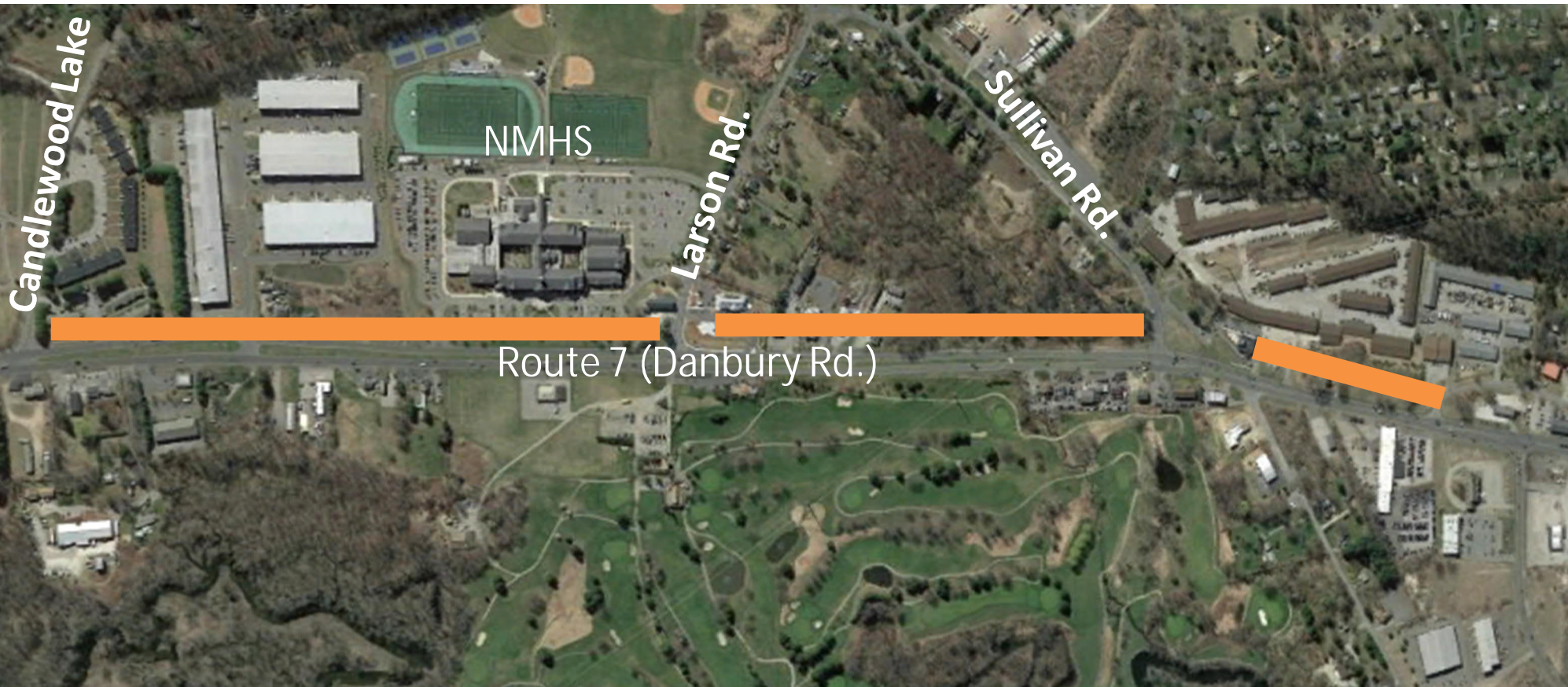
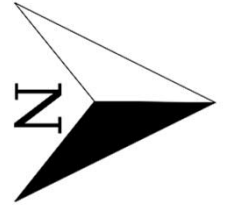
3. Olszewski P. and A. Zielinska (2011). "Factors Contributing to High Pedestrian Accident Rates in Polish Cities," 24th International Co-operation on Theories and Concepts in Traffic Safety Workshop, Warsaw, Poland.

Benefits of Sidewalks

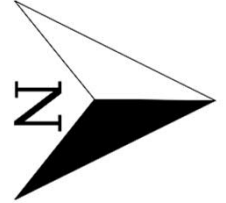
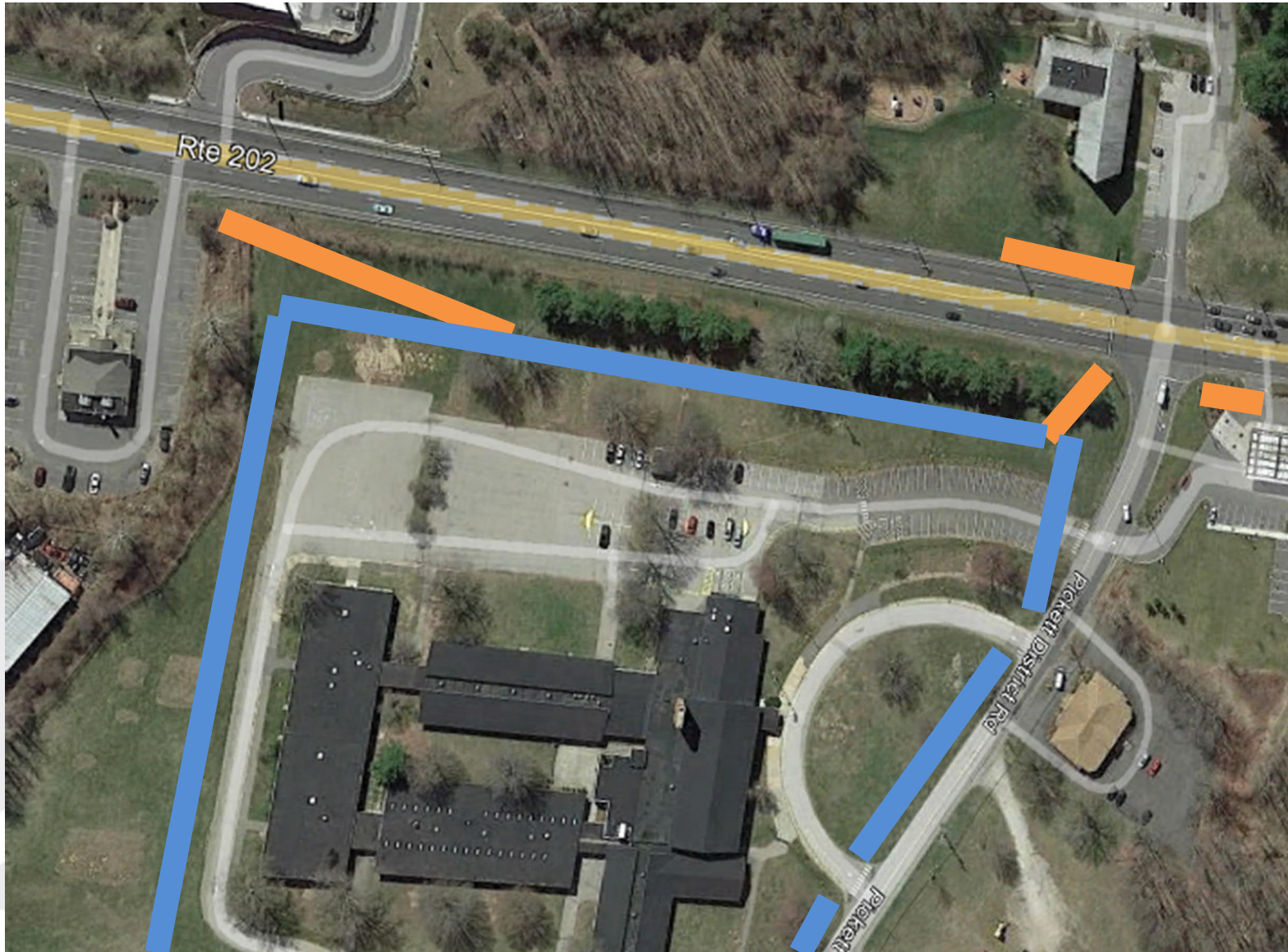
- Public Health
- Sustainability
- Accessibility



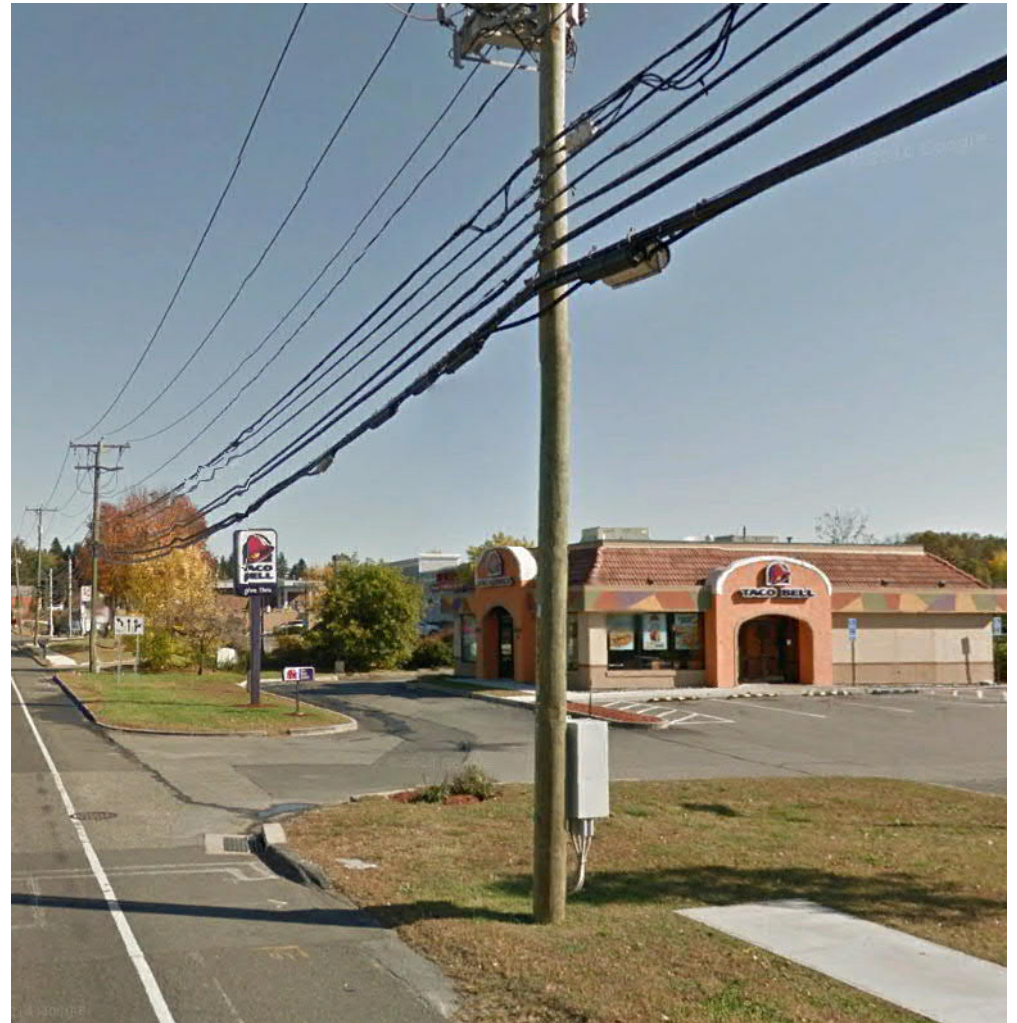
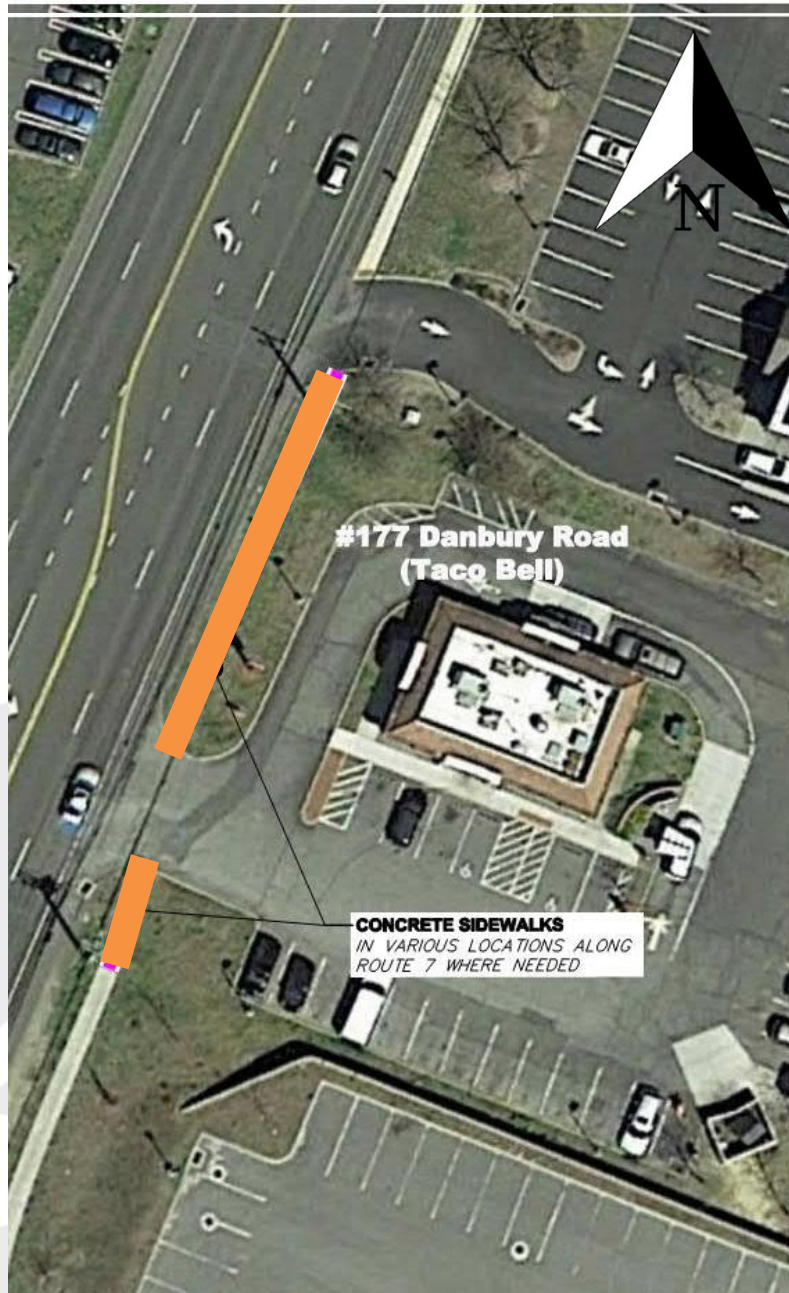
Project Area #1: Route 7 – Candlewood Lake Rd. So. to Savings Bank of Danbury



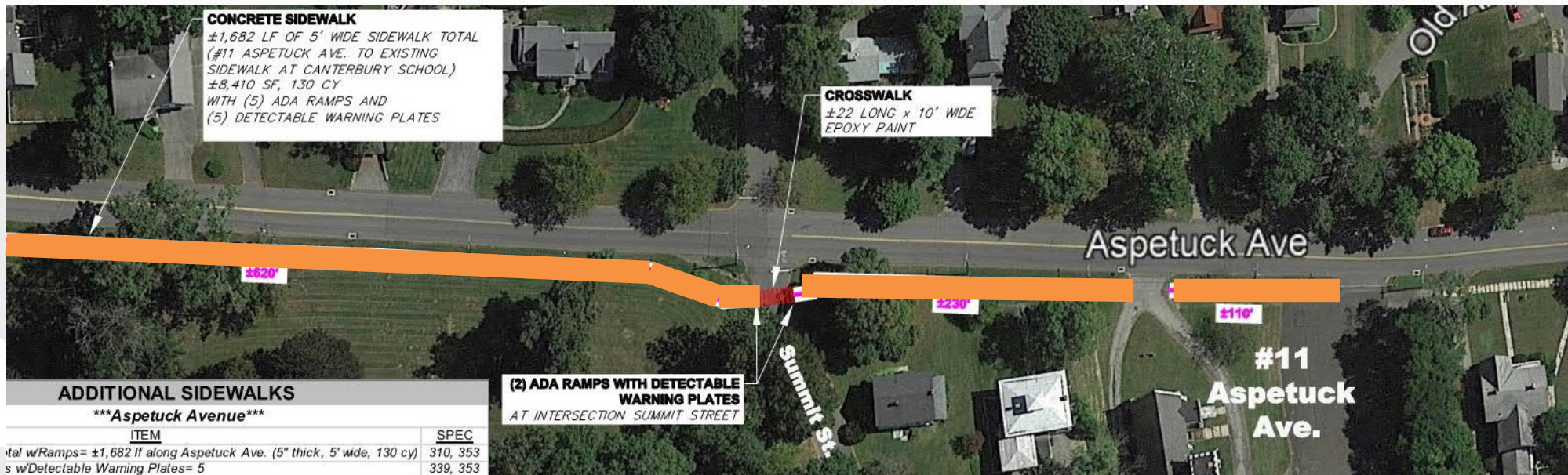
Project Area #2: Route 7 – John Pettibone Community Center



Project Area #3: Route 7 – Gap at 177 Danbury Road



Project Area #4: Aspetuck Avenue – Canterbury School to 11 Aspetuck Avenue



ADDITIONAL SIDEWALKS

Aspetuck Avenue

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

Purpose & Need – 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



Purpose & Need – 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

Purpose & Need – 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.



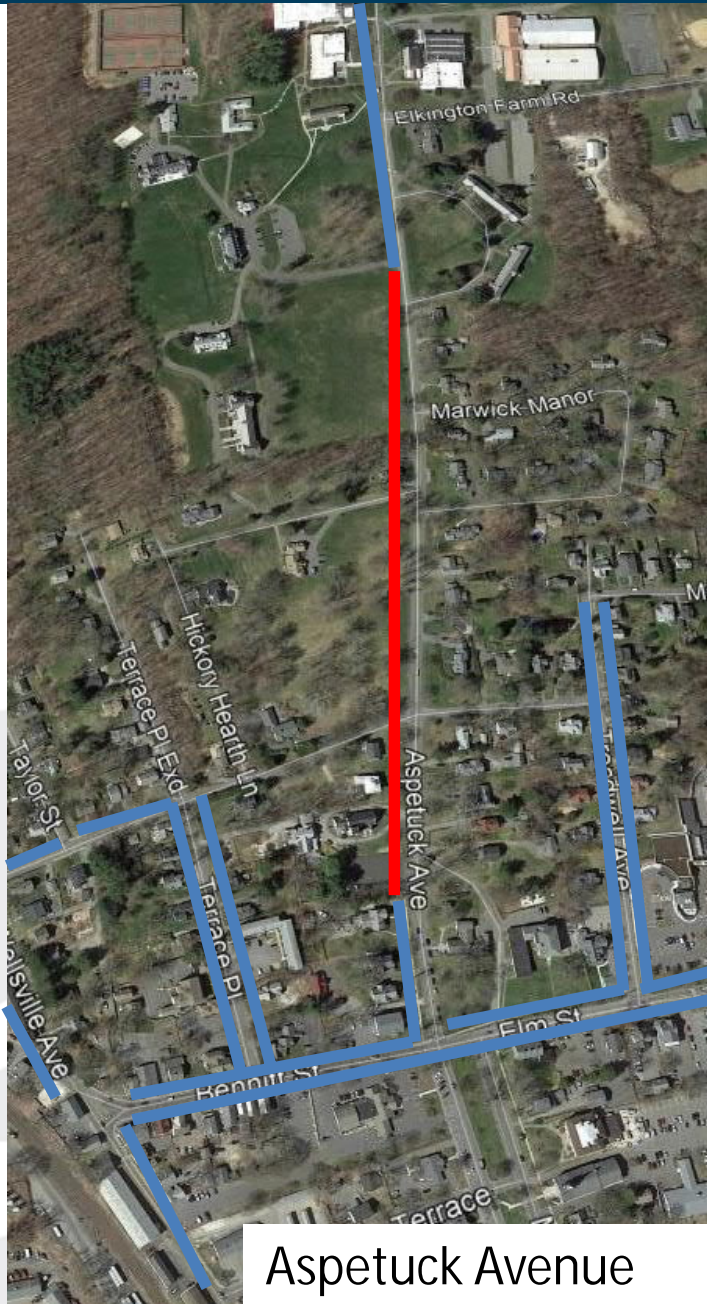
Purpose & Need – Crash Data

Pedestrian Crashes in the Past Three Years

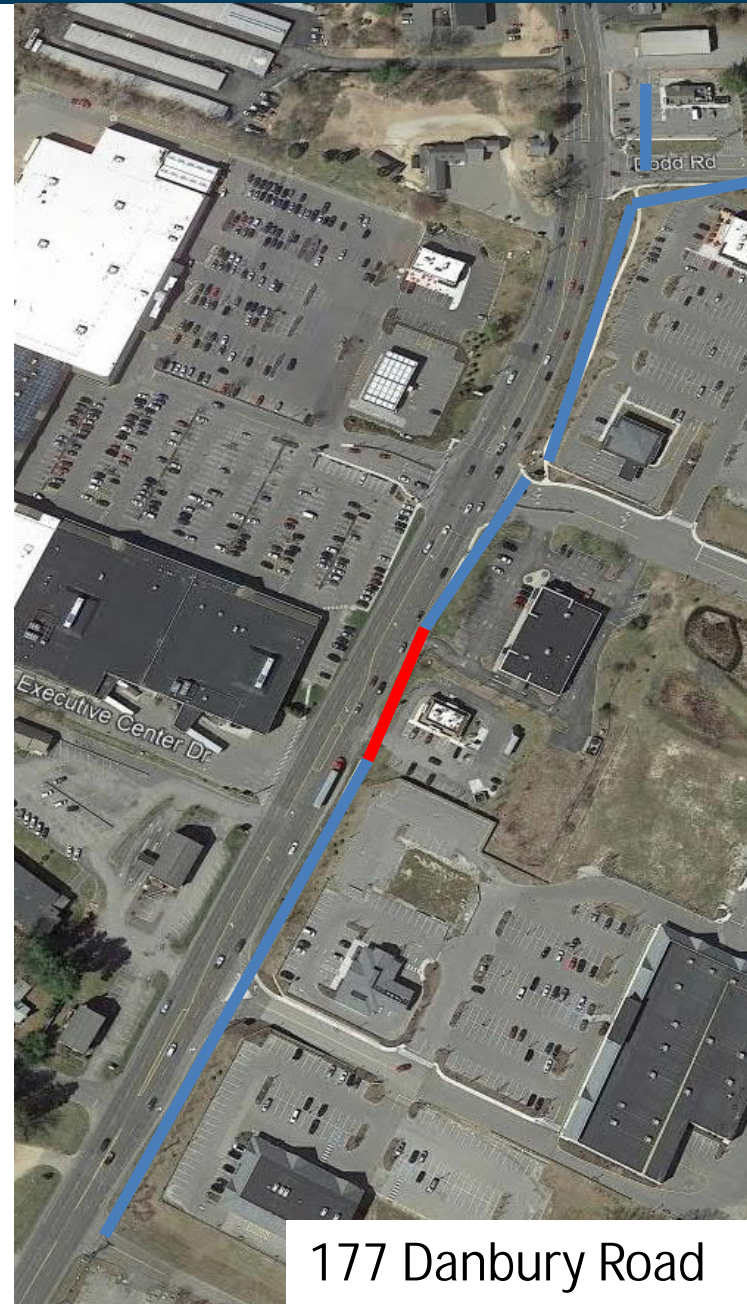
- Kent Road (3)*
- Danbury Road (2)*
- Bridge Street (2)
- Railroad Street (2)
- Candlewood Lake Road North
- Park Lane Road
- Litchfield Road
- Poplar Street
- Young's Field Road
- Greenfield Court
- East Street
- Larson Road

*Includes a fatality

Purpose & Need – Connectivity



Aspetuck Avenue

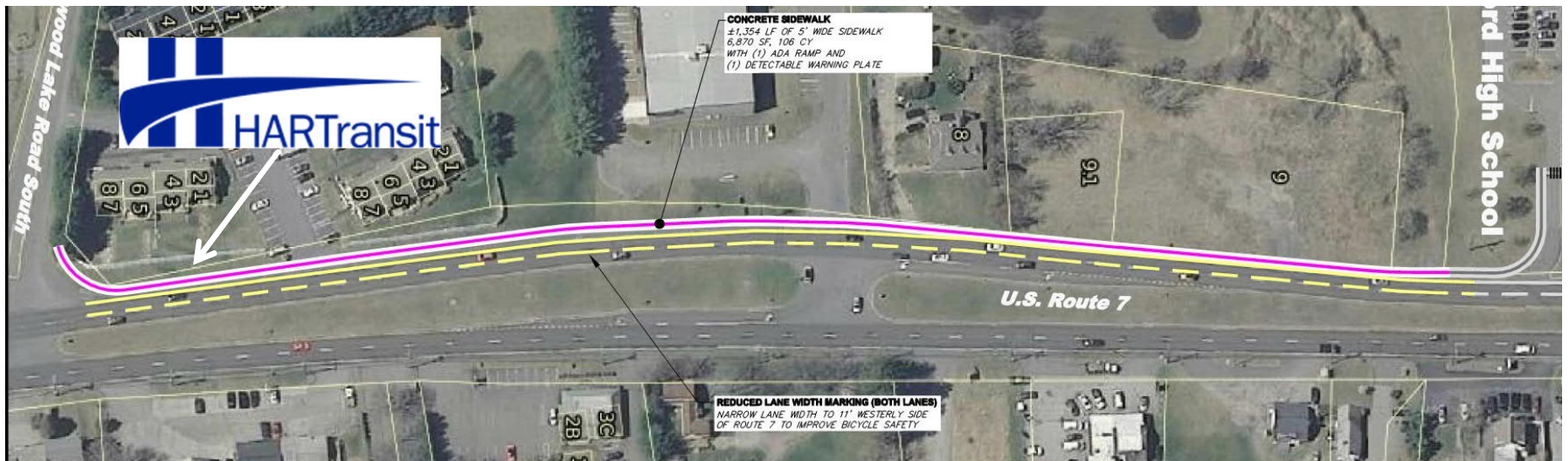


177 Danbury Road

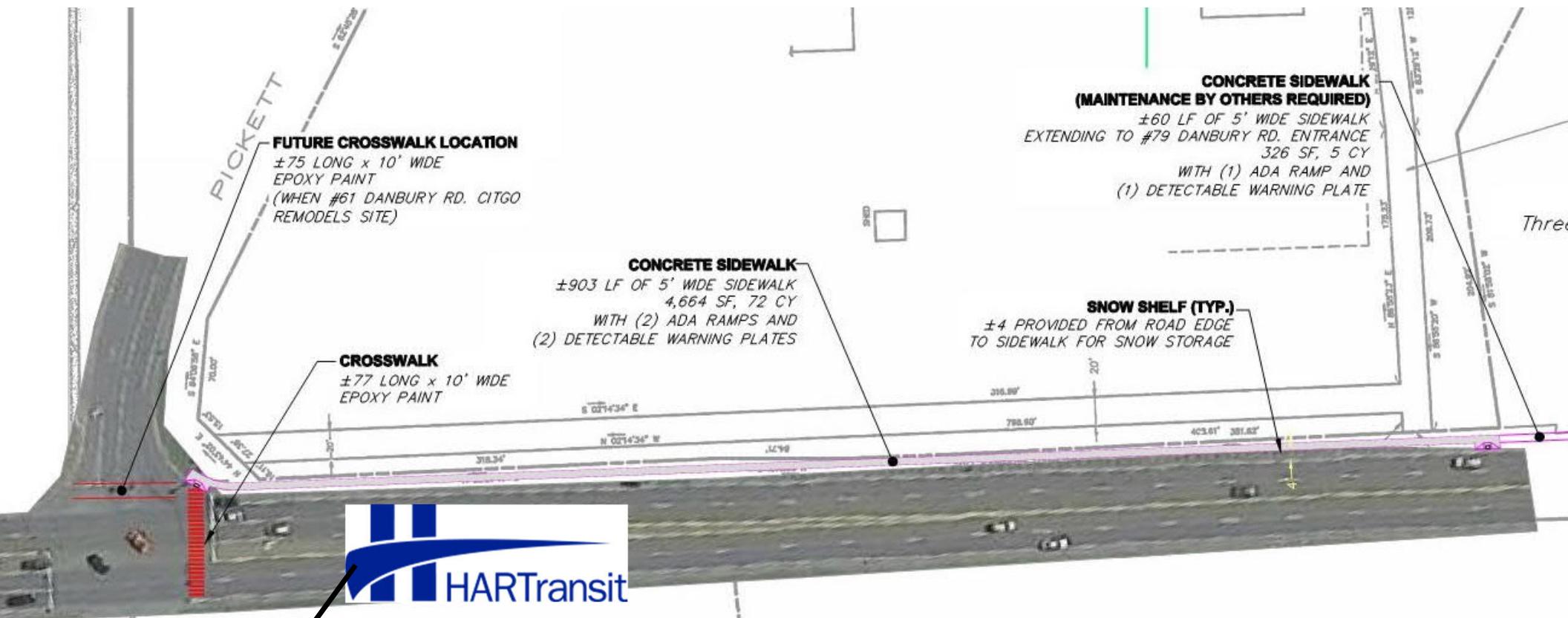
Existing
Sidewalk

Proposed
Sidewalk

Purpose & Need – Transit Access



Purpose & Need – Transit Access



Purpose & Need – 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

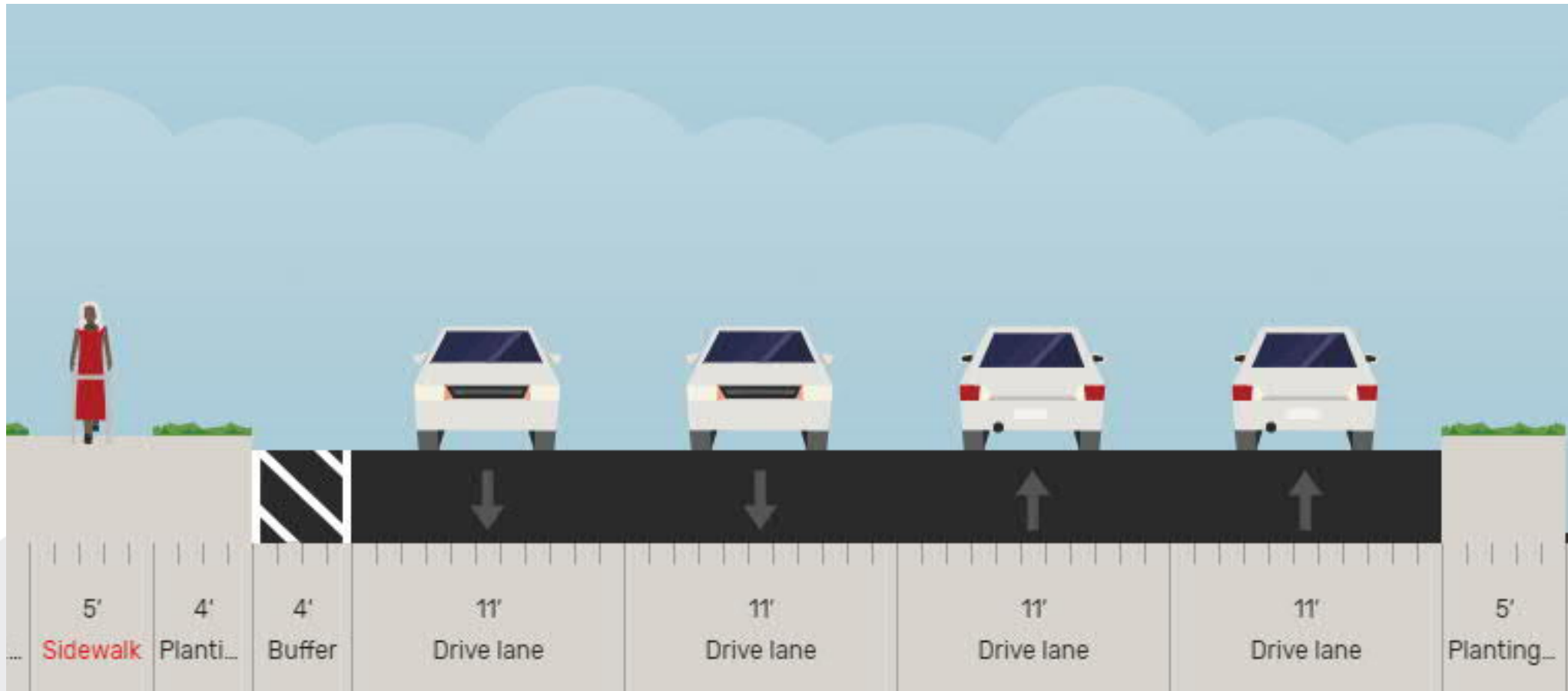


Purpose & Need – Lighting

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



Design Features – Typical Section

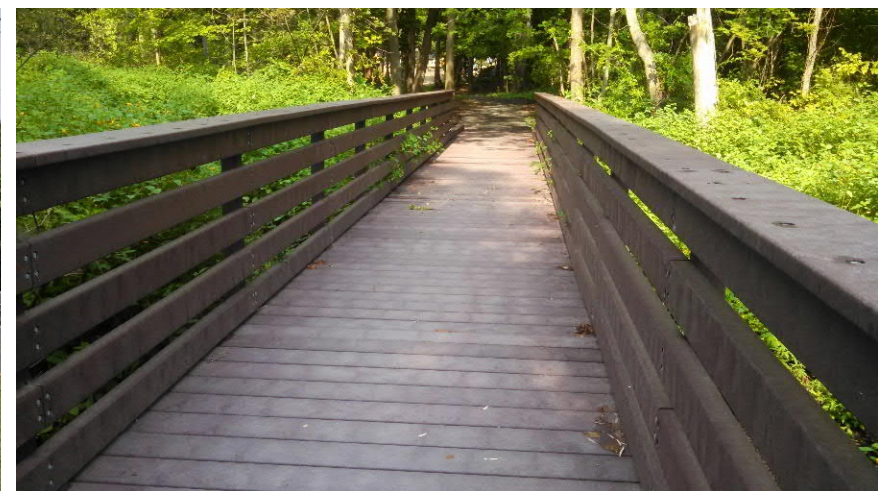
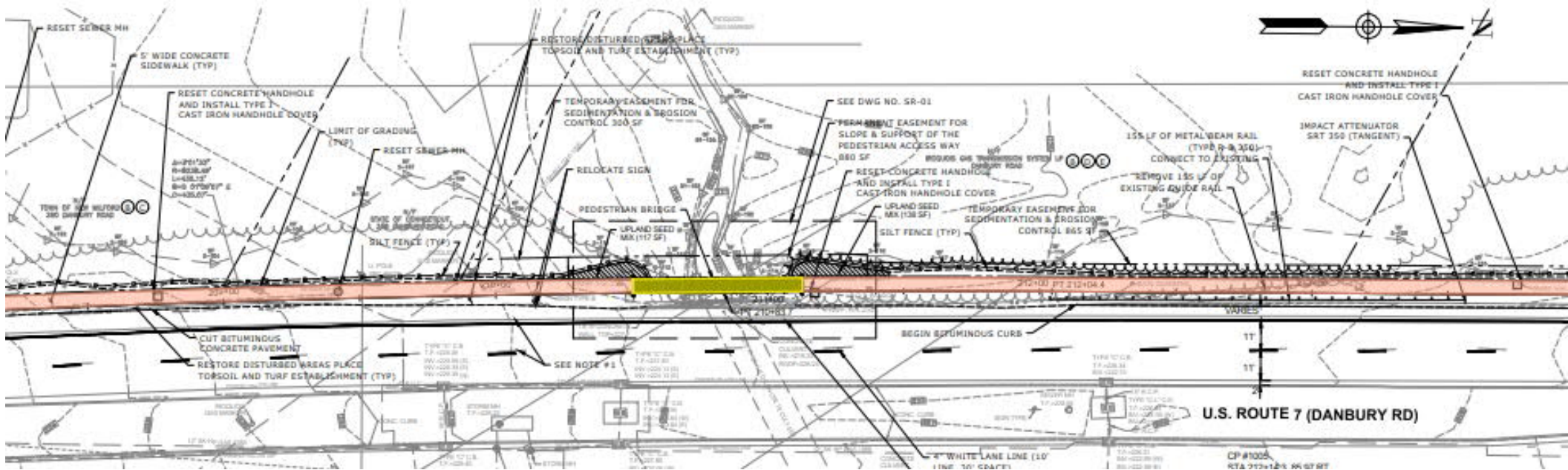


Design Features – Typical Section



Aspetuck Avenue

Design Features – Pedestrian Bridge



Design Features – Traffic Improvements

- Restripe the southbound side of Route 7 between Candlewood Lake Road South & Sullivan Court
 - 11' Travel Lanes, Minor Narrowing
 - Wider Shoulder
- Provide concurrent pedestrian at two intersections
 - Route 7/Sullivan Road
 - Route 7/Pickett District Road
- New crosswalks at three signalized intersections



Side Street Green Phasing



Signal Faces for Parallel
Motorists &
Pedestrians



No Pedestrian Faces
for the pedestrian
crossing

Side Street Green Phasing

- Pedestrians cross the main roadway **while** parallel motorists have a **green ball** indication.
- The **green ball** indications are **shared** for motorists and pedestrians.
- Issues:
 - **Motorists think** they have right-of-way
 - **Pedestrians are unsure**³ when to cross

Concurrent Pedestrian Phasing



Signals for
Parallel
Motorists



Pedestrian
Signal

Working toward Concurrent (Green) Pedestrian Phasing

- Pedestrians cross the main road while side street (parallel) motorists have a **green ball** indication
- Separate **pedestrian signal face**
- Benefits:
 - Clarifies to pedestrians & drivers when peds should cross
 - Increased pedestrian compliance
 - Reduced delay to peds & drivers

4" DIA. UNDERDRAIN

CONCRETE SIDEWALK RAMP (TYPE 17)

5' WIDE CONCRETE SIDEWALK (TYP)

END RETAINING WALL STA 123+03

ORNAMENTAL FENCE

REMOVE AND PLACE EXISTING CONCRETE WALK

16' WIDE BR 2' SPACE (TYP)

LARSON RD

124+00

123+00

U.S. ROUTE 7 (DANBURY RD)

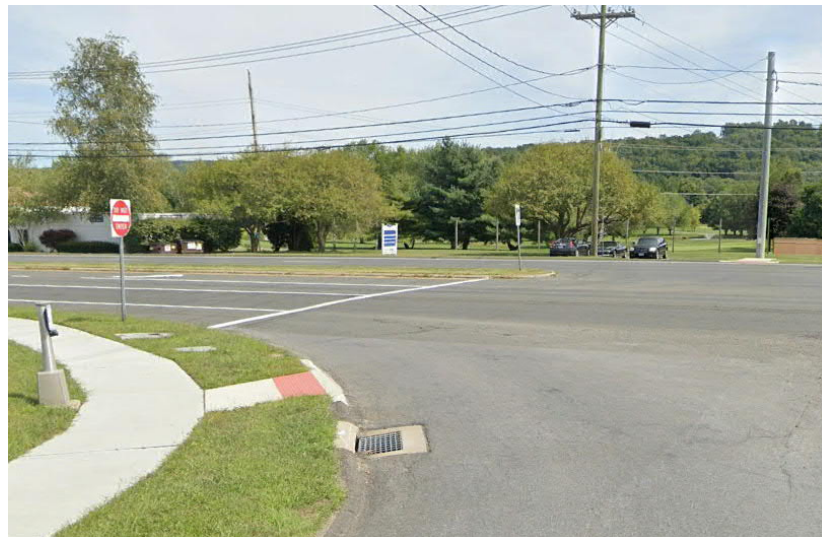
4" WHITE LANE LINE (10' LINE, 30' SPACE)

4" SOLID WHITE LANE LINE

12' SOLID WHITE STOP BAR

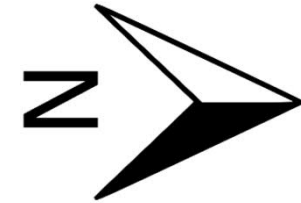
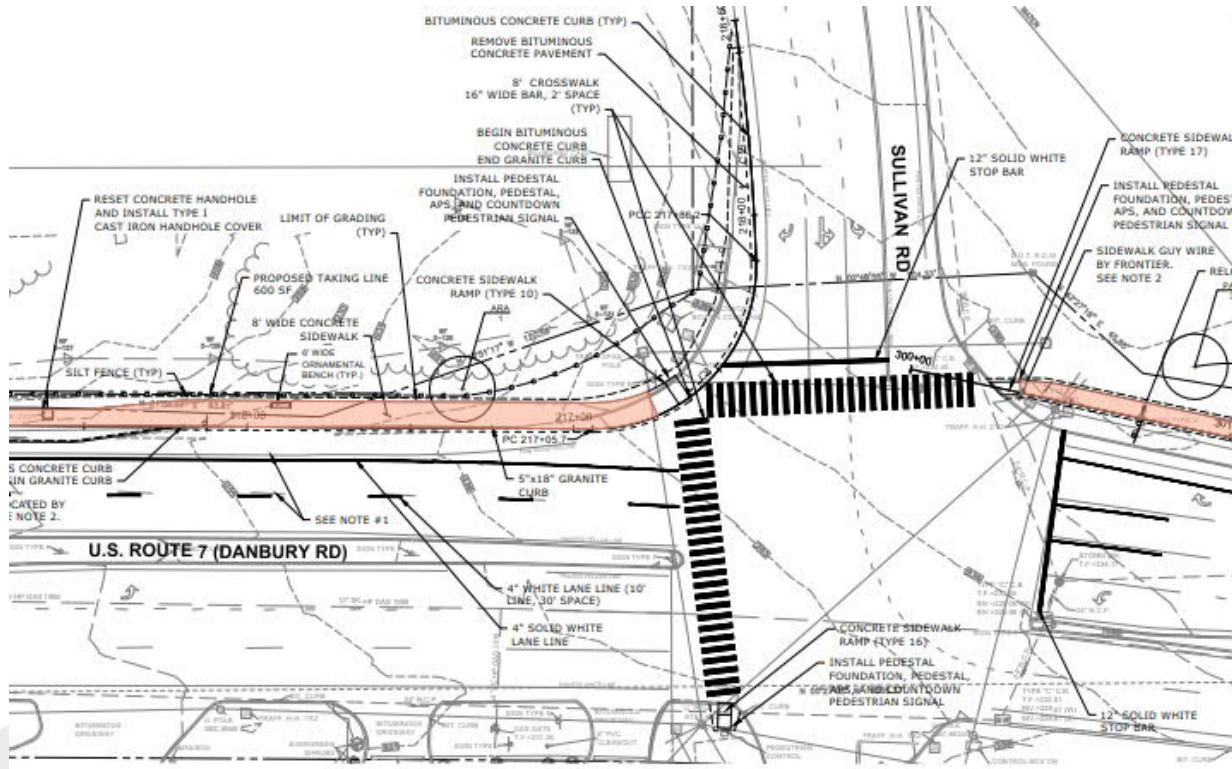
12' WATER

N/T BLOWELL LLC & CLAMBERLAND FARMS 378 DANBURY ROAD



BETA

Design Features – Crosswalks

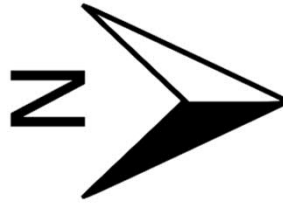
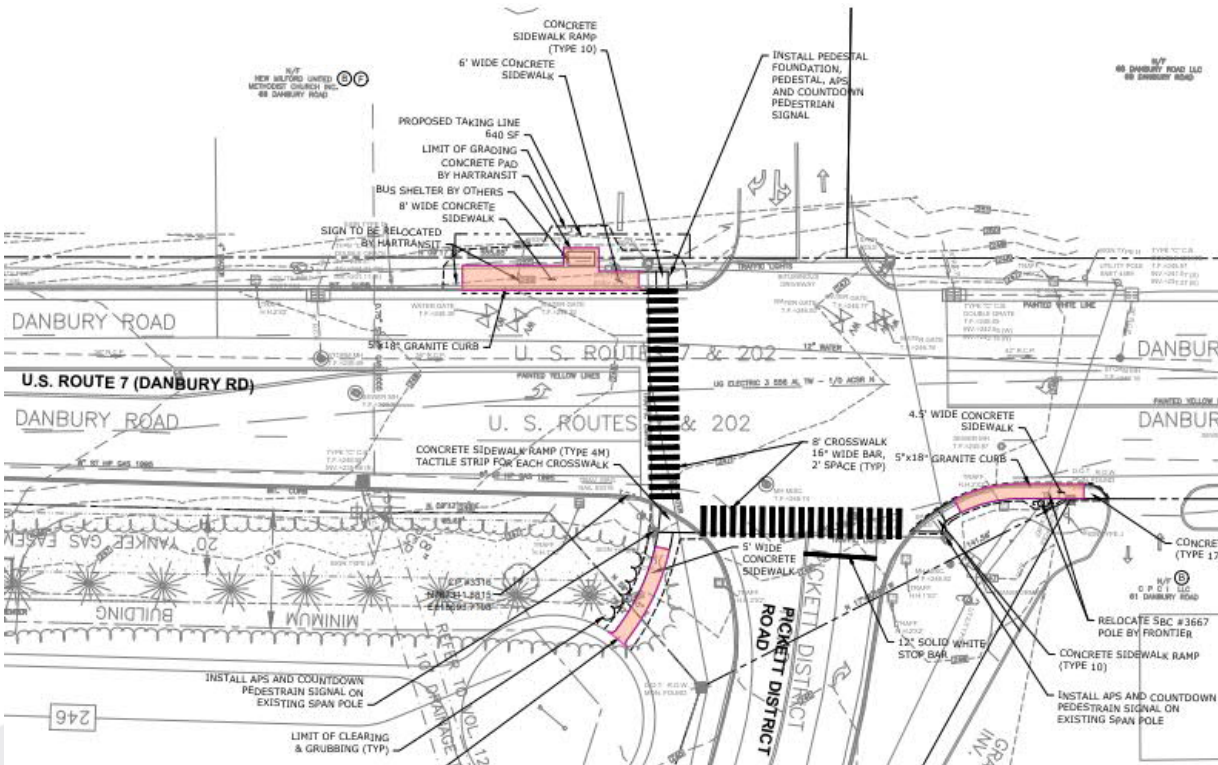


Route 7 &
Sullivan Road



BETA

Design Features – Crosswalks



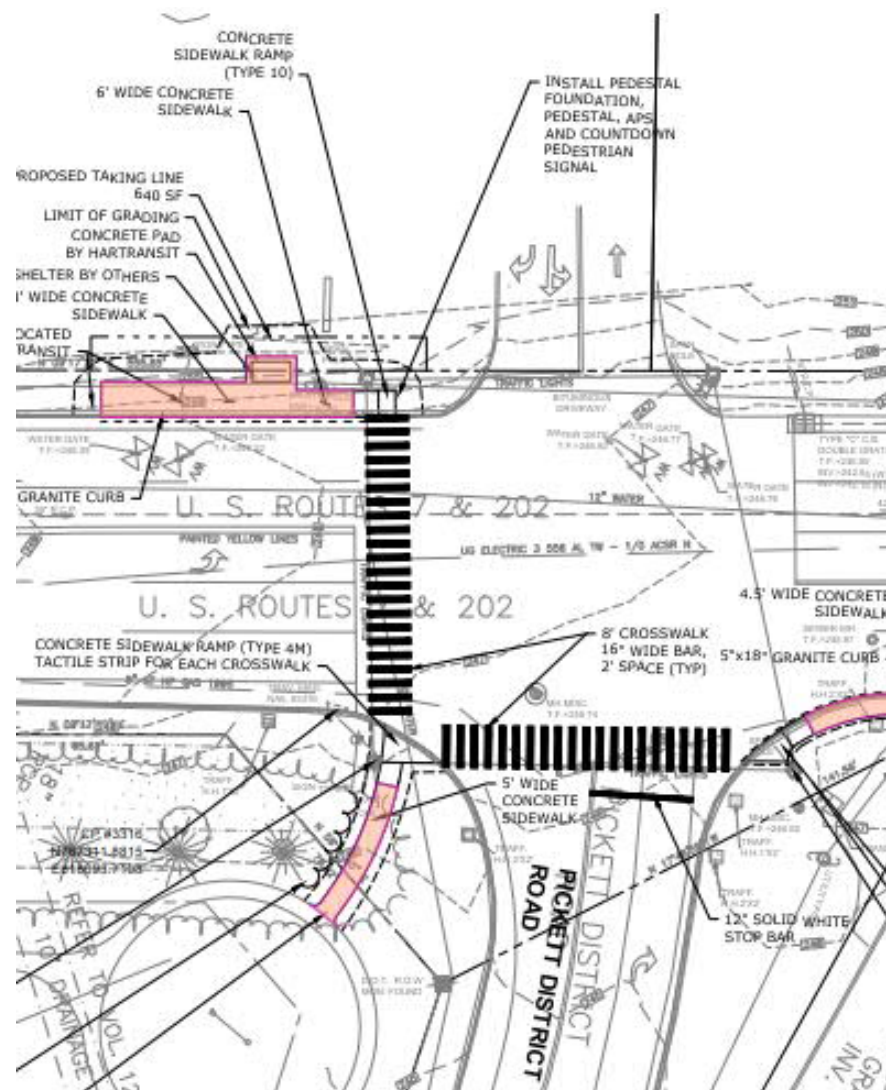
Route 7 & Pickett District Road



BETA

Design Features – Bus Stops

- PROWAG compliant boarding and alighting areas
- Benches at most stops
- Bus shelter at Route 7 & Pickett District Road
- Bus pull out at Route 7 & Sullivan Road



Utility Impacts

- Overhead utilities present on both Route 7 and Aspetuck Avenue
- Avoided utility pole relocations where feasible
- Six utility pole relocations anticipated, all on Route 7



Right-of-Way Acquisition

- Takings anticipated at six locations
 - 362 Danbury Road (362 Danbury Road LLC)
 - 358 Danbury Road (Carlos Auto Service)
 - 324 Danbury Road (Alan P Gereg Jr Supp Needs Trust)
 - 177 Danbury Road (115 Austin Avenue LLC & Ecco. Dvlp.)
 - 79 Danbury Road (N M Kallivrousis Realty LLC)
 - 68 Danbury Road (New Milford United Methodist Church)
- Permanent easement for slope & support at the proposed pedestrian bridge
- Temporary easements for sedimentation & erosion control
- Construction Rights
 - Grading Rights
 - Driveway Reconstruction Rights

ROW – Relevant Law

- State of Connecticut

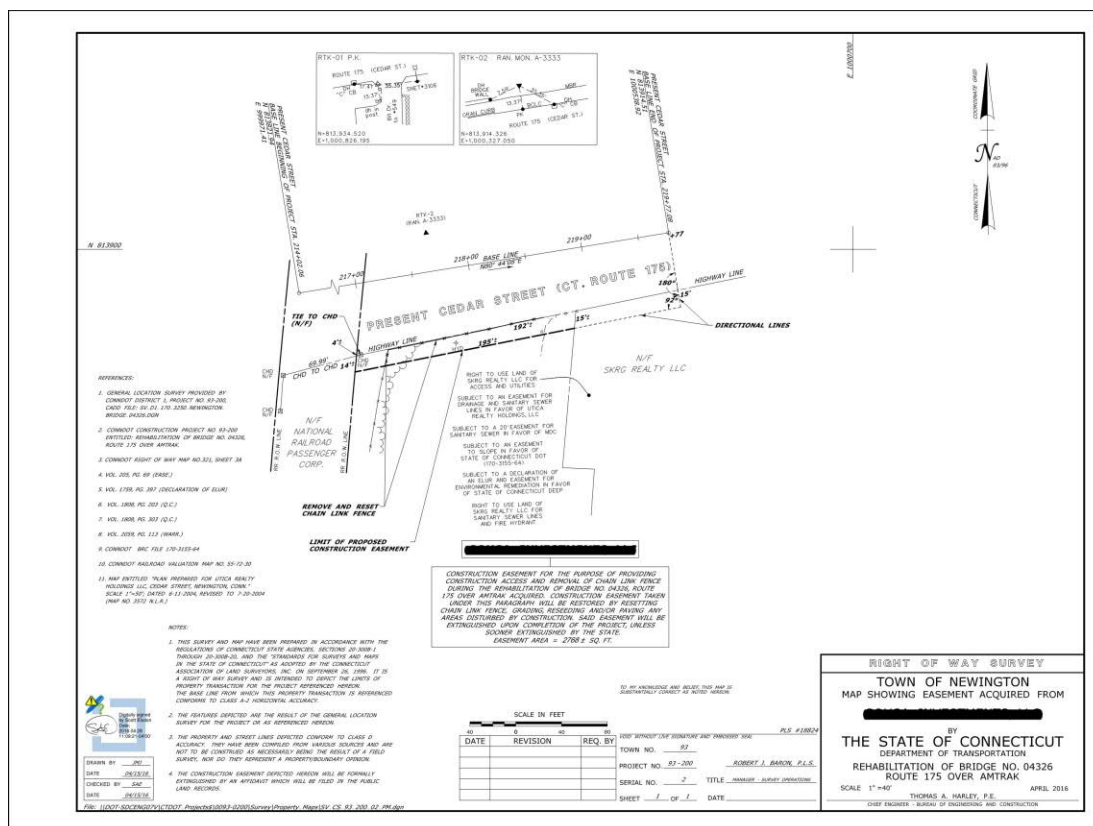
C.G.S. Sections 13a-73 & 13a-98e

- Federal

Uniform Relocation Assistance and Real Properties Acquisition Act of 1970, as amended.

ROW – Acquisition Process

- Letter of Intent to Acquire
- Valuation
- Offer of Just Compensation
- Negotiation
- Acquisition
 - Agreement
 - Eminent Domain/Condemnation
 - » 6 month appeal period



Cultural Resources

The Department of Transportation's Office of Environmental Planning has reviewed and determined that this project will result in No Historic Properties Affected under Section 106 of the National Historic Preservation Act."

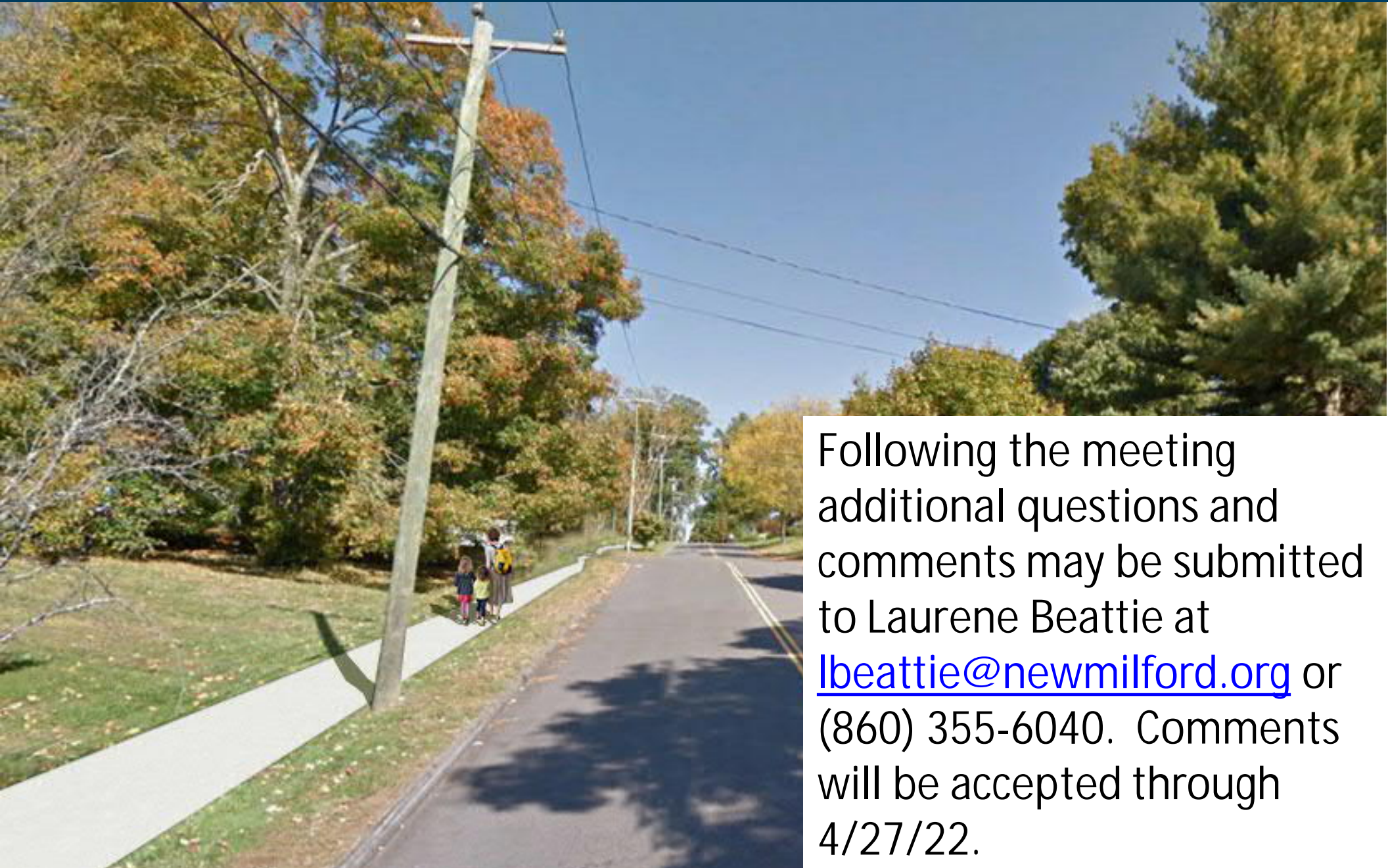
Schedule

- Preliminary Design Approval – May 2022
- Final Design Completion (Including ROW Acquisitions) – March 2023
- Advertise for Construction – April 2023
- Construction – 2023/2024

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
- Estimated Construction Cost = \$2,200,000
- Federal/Local Split
 - \$1,760,000 Federal
 - \$440,000 Local

Questions?



Following the meeting additional questions and comments may be submitted to Laurene Beattie at lbeattie@newmilford.org or (860) 355-6040. Comments will be accepted through 4/27/22.