

Town of Litchfield Traffic, Cyclist and Pedestrian Safety Action Plan for Physical Road Improvements

History: The town safety communication action group was formed on January 22, 2021. The Mission of the Traffic Safety Community Action Group shall be to increase driver, pedestrian, and cyclist safety in the Town of Litchfield through structural improvements, strategic use of resources, community input, and community education.

In the spring and summer of 2021, the community group worked closely with Public Works Director and Town Engineer, Raz Alexe to examine Litchfield Safety Data and apply for a CT Connectivity Grant for engineering experts to conduct a Road Safety Audit (RSA). As part of this process over 60 community volunteers participated in a crosswalk audit to collect data for such engineering experts and several committee members participated in the Road Safety Audit focus near the Litchfield Green. The Road Safety Audit was released on September 28, 2021. In 2016, a prior road safety audit was conducted focused on Whites Wood Road. Both audits can be found at https://portal.ct.gov/DOT/PP_Intermodal/CTConnectivity/CT-Connectivity-RSA.

Data Analysis and Goals

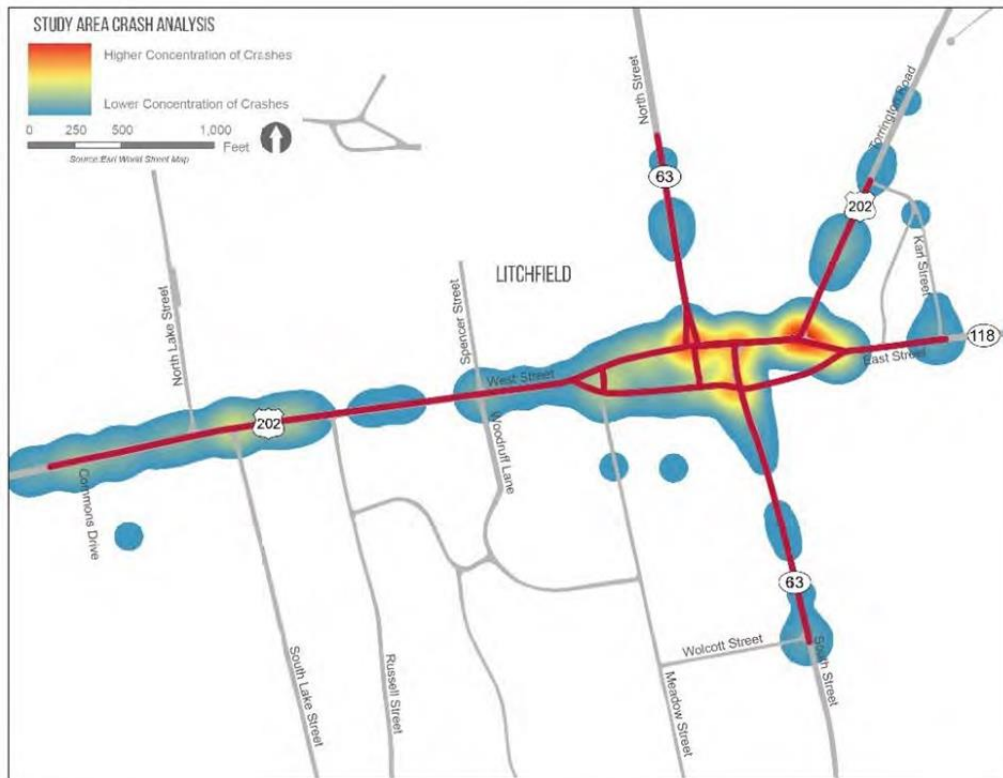
Litchfield, Connecticut 3 Year Driving Data Source: UCONN Connecticut Crash Data Repository Aggressive Driving Data

	2019	2020	2021	2022 Goal
Crashes	87	60	76	61 (20% Reduction)
Fatalities	1	1	1	0
Injuries	17	18	18	14 (20% Reduction)

Pedestrian Data

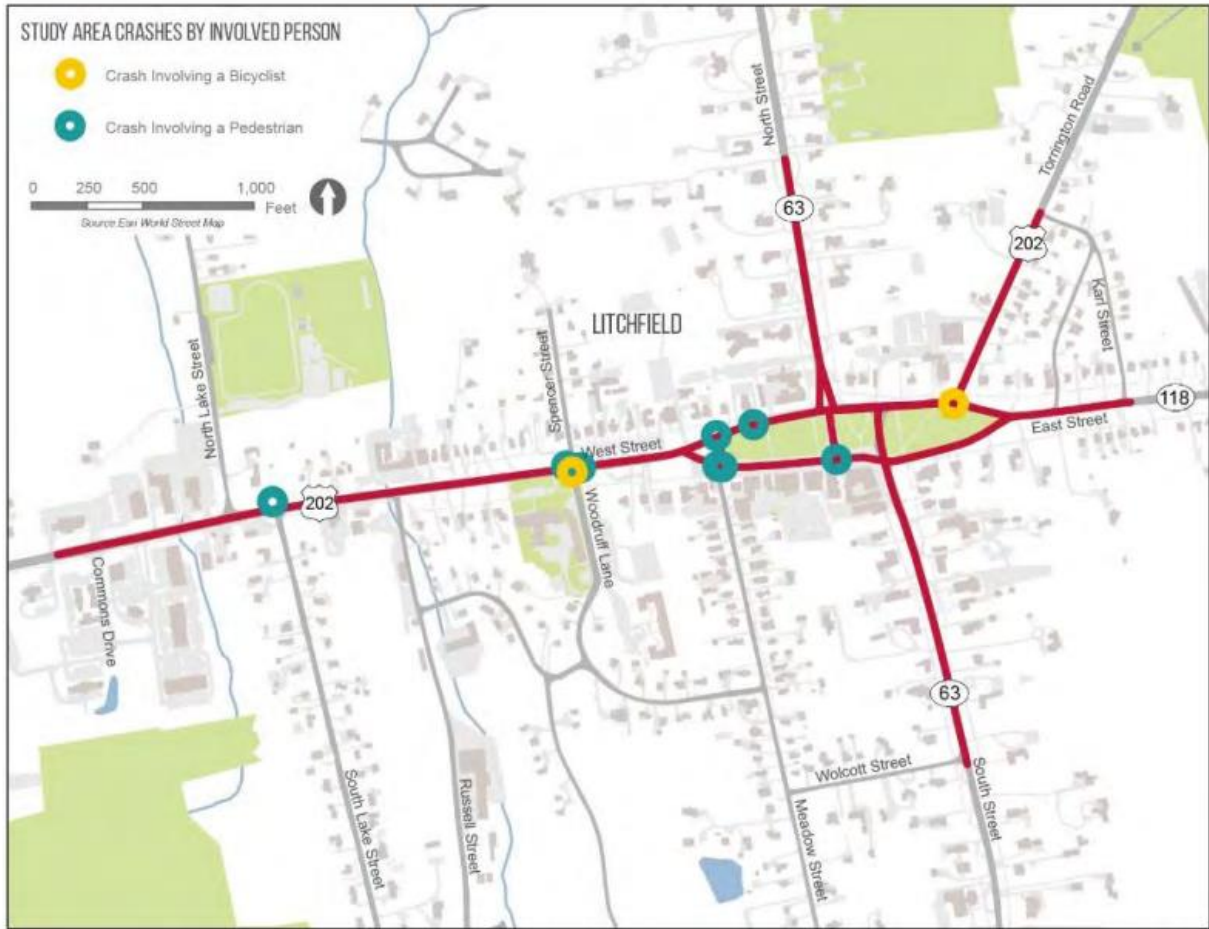
	2019	2020	2021	2022 Goal
Crashes	6	2	1	0
Fatalities	0	0	0	0
Injuries	3	2	2	0

RSA Focus Area Data



STUDY AREA CRASHES BY INVOLVED PERSON

- Crash Involving a Bicyclist
- Crash Involving a Pedestrian



Year 1 – Budget Year July 2021-June 30, 2022

Focus: Data Collection

Desired Goal or Results	Action Steps	Monitoring
Physical Improvements: Physical improvements and traffic calming measure will reduce driving speeds. Injury and crash data will decrease (see goals on page 1) Funding sources will be procured to fund safety measures.	Apply for RSA grant (complete)	Completed
	Engage community in a walk-audit to collect important data on the safety of our crosswalks. (August)	Completed
	Conduct Road Safety Audit (RSA) to solicit engineering expertise and DOT support	Completed
	Improve lighting at Spencer St Crosswalk	Completed
	Write grants to support improvements.	AARP and Seherr-Thoss Completed
	Contact DOT for state road improvements and meet with state	RSA post-meeting completed 1st Selectperson ongoing communication
Enforcement: The Litchfield State Trooper and Constables are most effectively monitoring traffic.	Submit crosswalk request to state DOT (suggested after meeting with the state)	Complete
	Meet with resident state trooper and constable to gather information.	Complete
Education: Drivers will think about their driving habits, reduce speed, reduce distractions, and pay more attention to pedestrians while driving. Drivers will understand pedestrian right of way laws. Cyclists and pedestrians will use safe practices	1 st Selectman to communicate regularly with resident state trooper for speed enforcement priorities.	Ongoing
	Slow Down and Enjoy our Town Fall Campaign	2022 Complete (will do annually)
	Increase the number of electronic Your Speed Signs	Increased by 4 signs.

Year 2: July 2022-June 2023

Desired Goal or Results	Action Steps	Monitoring
<p>Physical Improvements: Physical improvements and traffic calming measure will reduce driving speeds.</p> <p>Injury and crash data will decrease (see goals on page 1)</p> <p>Funding sources will be procured to fund safety measures.</p>	Analyze crosswalk request to state DOT and initiate Phase 1 Road Improvements using grant money:	
	RSA Area: RRFB Beacons, In Street Yield pedestrian signs. (Note: need encroachment permits from state DOT)	In progress
	See Appendix A (RSA Priority List)	In progress
	Work with Borough of Litchfield for relocation of Meadow St ext. crosswalk, sidewalk, ADA ramps, and bump outs on West Street for pedestrian safety (Connectivity Grant)	In progress
	Outside RSA Area:	
	1. Request for establishment of school zone and flashing light for Wamogo HS area,	In progress
	2. Request for flashing lights on intersection of state hwy 118/254,	In progress
The Litchfield State Troopers are being used most effectively for safety.	3. Pilot of in street beacons and road painting on Clark Road.	In progress – collecting both stealth and in use data for comparisons
	Continued use of electronic speed signs	In progress
	Apply for SS4A grant for targeted area outlined in RSA with continued communication with state DOT and Litchfield Borough	
The Litchfield State Troopers are being used most effectively for safety.	1 st selectman will continue to communicate with two resident state troopers for increased enforcement.	In progress
	Resident state troopers will work with schools and support presence during school arrival and dismissal times.	School Year
Drivers will think about their driving habits, reduce speed, reduce distractions, and pay more attention to pedestrians while driving.	2022 Slow Down and Enjoy our Town Campaign – increased focused on personal stories and online presence	In progress

Drivers will understand pedestrian right of way laws. Cyclists and Pedestrians will use safe practices	(Also addressed through in street pedestrian signs to make drivers aware of crosswalk laws)	In progress
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Year 3: July 2023-June 2024

Desired Goal or Results	Action Steps	Monitoring
Physical Improvements: Physical improvements and traffic calming measure will reduce driving speeds. Injury and crash data will decrease (see goals on page 1) Funding sources will be procured to fund safety measures.	Implement SS4A grant for targeted area outlined in RSA with continued communication with state DOT and Litchfield Borough	To be monitored by Traffic Safety Community Action Group, Board of Selectmen, 1 st Selectman and Town Engineer See Schedule (Appendix B)
The Litchfield State Troopers are being used most effectively for safety.	1 st selectman will continue to communicate with 2 resident state troopers for increased enforcement. Resident state troopers will work with schools and support presence during school arrival and dismissal times. TBD	To be monitored by Traffic Safety Community Action and 1 st Selectman
Drivers will think about their driving habits, reduce speed, reduce distractions, and pay more attention to pedestrians while driving. Drivers will understand pedestrian right of way laws. Cyclists and Pedestrians will use safe practices.	Continue most effective actions from Years 1&2, plus: TBD	To be monitored by Traffic Safety Community Action and 1 st Selectman

RSA Priority List

Below is a list of the Town's desired safety improvements suggested in FHI Studio's RSA Report dated July 2021 involving the CDOT. The list prioritizes the most urgent and needed improvements and gives target dates for implementing such improvements/action items. It should be recognized that some action items will take considerable time to implement and therefore should be focused on early. (Note that some suggestions in the report are not shown here because they may not be warranted after critical improvements have been completed at the intersections of Route 202 with North Street and Route 202 at Route 118). It should also be understood that the target dates listed will need some tweaking because of funding issues.

1) 2022 – This action item includes CDOT planning, design and funding for intersection upgrades at Route 202 at North Street and at Route 202/118. These critical improvements are the town's number one priority and should be initiated as soon as possible. (Suggested improvements to consider include installing left turn lanes on all four approaches to Route 202/North Street intersection. Modifications shall include removal of existing median island within the North Street approach leg to accommodate new left turn lane. Excess North Street shoulder pavement adjacent to Marketplace Restaurant shall be removed and landscaped/grassed given the proposed eastward shift in approach lanes. Modifications include removal of parking spaces on 202 that abut the West Green in order to accommodate left turn lane from 202 onto North Street. Spaces abutting the east end of the West Green shall be removed to accommodate a new left turn lane within the North Street extension segment. Also suggested improvements include relocating the existing traffic signal at the 202/South Street extension to the 202/118 intersection. Part of the "Signalization Project" work should include realignment of the intersection of Route 118 and East Street extension to be more closer to a 90 degree angle (versus existing "Y" configuration) requiring westbound Route 118 drivers to yield to oncoming 118 eastbound traffic before making a 90 degree turn onto the East Street extension. Reconfiguration of this intersection would allow removal of the existing stop sign on Route 118).

2) 2022 – CDOT to initiate road diet plan so to be in sync with their upcoming Route 202 repaving schedule. Implement road diet between Commons Drive and Woodruff Lane. Convert 2nd eastbound climbing lane to alternating left-turn lanes or two-way left turn lane (TWLTL). Also, Install 4+ foot marked bike lanes on West Street (Route 202). The center two way left turn lane should be carried beyond Woodruff Lane eastward to Meadow Street extension.

3) 2022 –Town to apply to OSTA to reduce speed limit to 25 mph on all State roads approximately 1/2 mile from the center of town.

4) 2022 – CDOT to install Rectangular Rapid Flashing Beacon at Crosswalk at West Street (Route 202) and Woodruff Lane.

5) 2022 – CDOT to install advanced crosswalk yield pavement lines and fluorescent crosswalk warning signs. Sign preference would be - TS40 Pedestrian Crossing Flashing LED Edge Lit Sign (W11-2) - Traffic Safety Corp.

6) 2022 – CDOT to initiate new lane striping plan on South Street (Route 63) to 11-foot travel lanes. Increase southbound parking lane width to 8-feet minimum. Implement when performing annual road striping work.

7) 2022 – CDOT to stripe shoulder on southbound approach to the signalized intersection at North Street (Route 63) and West Street (Route 202) to discourage by-pass of traffic queue. This striping will be temporary until new left turn lane added and excess existing shoulder pavement removed. Implement when performing annual road striping work.

8) 2023 to 2024 – Install median islands to reduce vehicle speeds and create gateways on South Street and North Street. Coordinate median island locations with the most outer perimeter crosswalk locations so as to also serve as a pedestrian refuge area. In addition, consideration should be made to installing median island at crosswalk at Post Office location to reduce speeds at this very active area. Also, if feasible, move existing mid-block crosswalk on North Street near house #134 to the Prospect Street intersection with the addition of a gateway median/refuge island at that location.

Other items needing consideration:

- 1) Removal or relocation with beacons of crosswalk at Meadow Street Extension. **(high importance)**
- 2) Landscape median on Route 202 just west of Meadow Street intersection to align/coincide with proposed center turn lane of Road Diet layout. (medium importance)