

Sport Hill Road Active Transportation Workshop

Easton, CT

November 15 and 16, 2019



Agenda

-
- Introductions
- Observations
- Community Input
- Conceptual Ideas

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Introduction

What's this workshop all about?

State Physical Activity and Nutrition (SPAN) Program



Through Active People, Healthy NationSM, CDC is working with states and communities help 27 million Americans become more physically active by 2027 to improve overall health and quality of life and reduce healthcare costs.



40%

Pedestrian deaths in 2007
and 2008 occurred where no
crosswalk was available.

Source: National Highway Traffic Safety Administration's Fatality Reporting System



19%

of the US
population lives
in rural areas.

58%

of **fatal crashes**
occur in these
communities.

Source: National Highway Traffic Safety Administration's Fatality Reporting System



Every trip starts and ends with

walking



Our Most Vulnerable Users

- 17% of kids and teens are obese.
- Limited physical activity contributes to the obesity epidemic.
- Dedicated, safe space for bicycling and walking help kids be active and gain independence.

Our Most Vulnerable Users

- By 2025, nearly 1 in 5 Americans will be 65 or older.
- About ½ of all non-drivers over the age of 65 would like to get out more often.
- Rural residents are older than general population and suffer from higher rates of physical inactivity and chronic ailments like obesity and diabetes.

*Source: U.S. Census Bureau Estimates, 2009 National Household Travel Survey
Photo: Dan Burden, Walkable and Livable Communities Institute*





Our Most Vulnerable Users

- Nearly 1 in 5 Americans have a disability.
- Complete Streets = attention to detail for travelers with disabilities.
- Complete Streets can reduce isolation and dependence.

Easton Demographics

Under 18: 23.5% (1,785)

Over 65: 17.7% (1,347)

Disabilities: 9.2% (698)

Source: 2017 American Community Survey

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Observations

What have we learned?



Observations

- Lack of pedestrian facilities
- Limited or no shoulder space
- Pedestrians are present along Sport Hill Road
- Helen Keller Middle School (HKMS) students walk to Village Store
- Connections to Silverman's Farm, Snow's Farm, Sport Hill Farm, and Sherwood Farm are desirable
- Walk connections along Center Road to Morehouse Road desirable



Observations

- High traffic speeds (posted 35 MPH, 85th% speed 42-44 MPH)
- Challenging access to driveways and side streets
- Crashes relatively high when compared to other Easton roads
- Generous corner radius on Center Road intersection





Observations

- Heavily used by truck, emergency vehicles and farm vehicles
- Mix of land uses
- Some wide driveways
- Seasonal events contribute to localized congestion



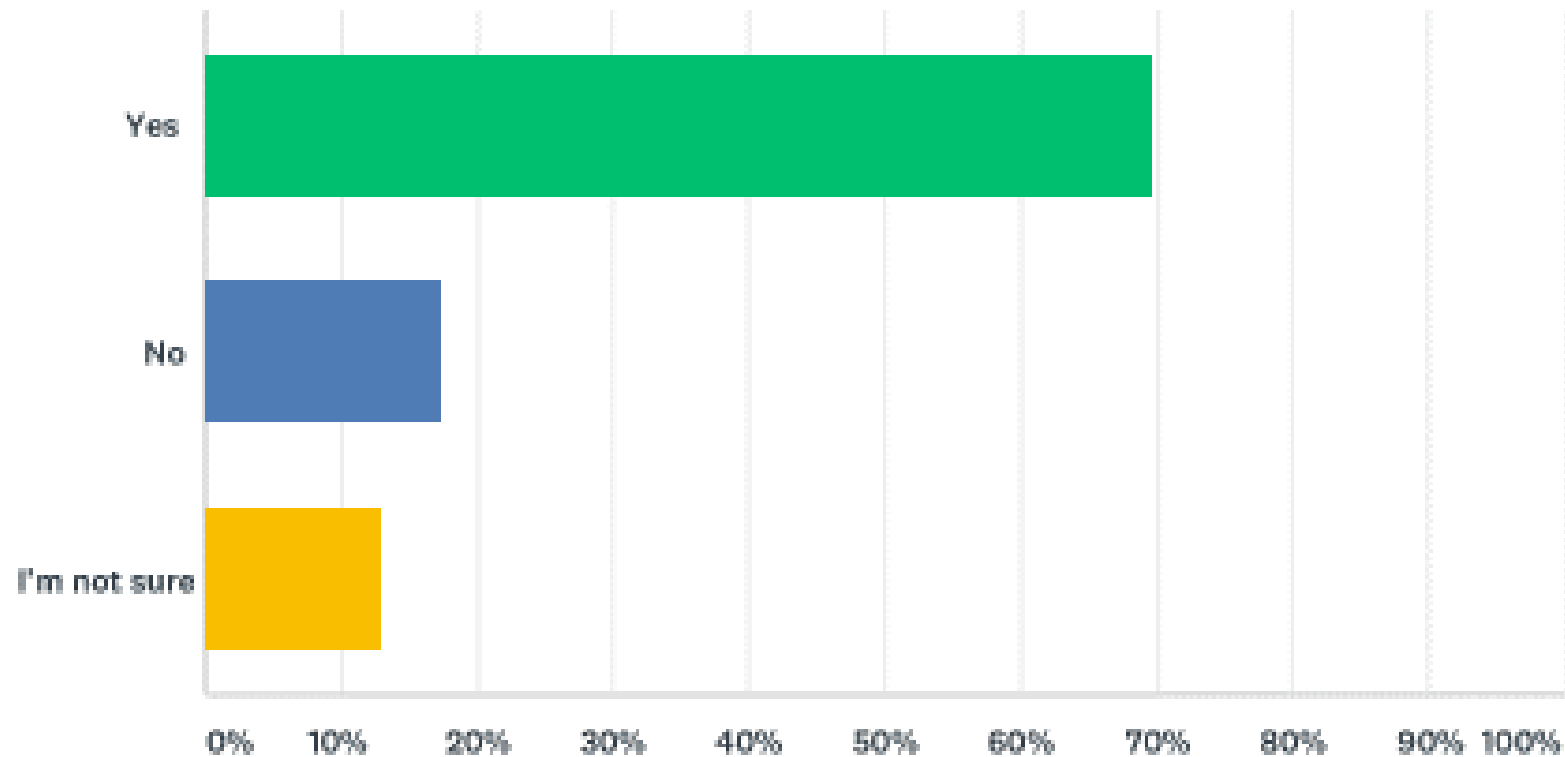
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Community Input

What have we heard?

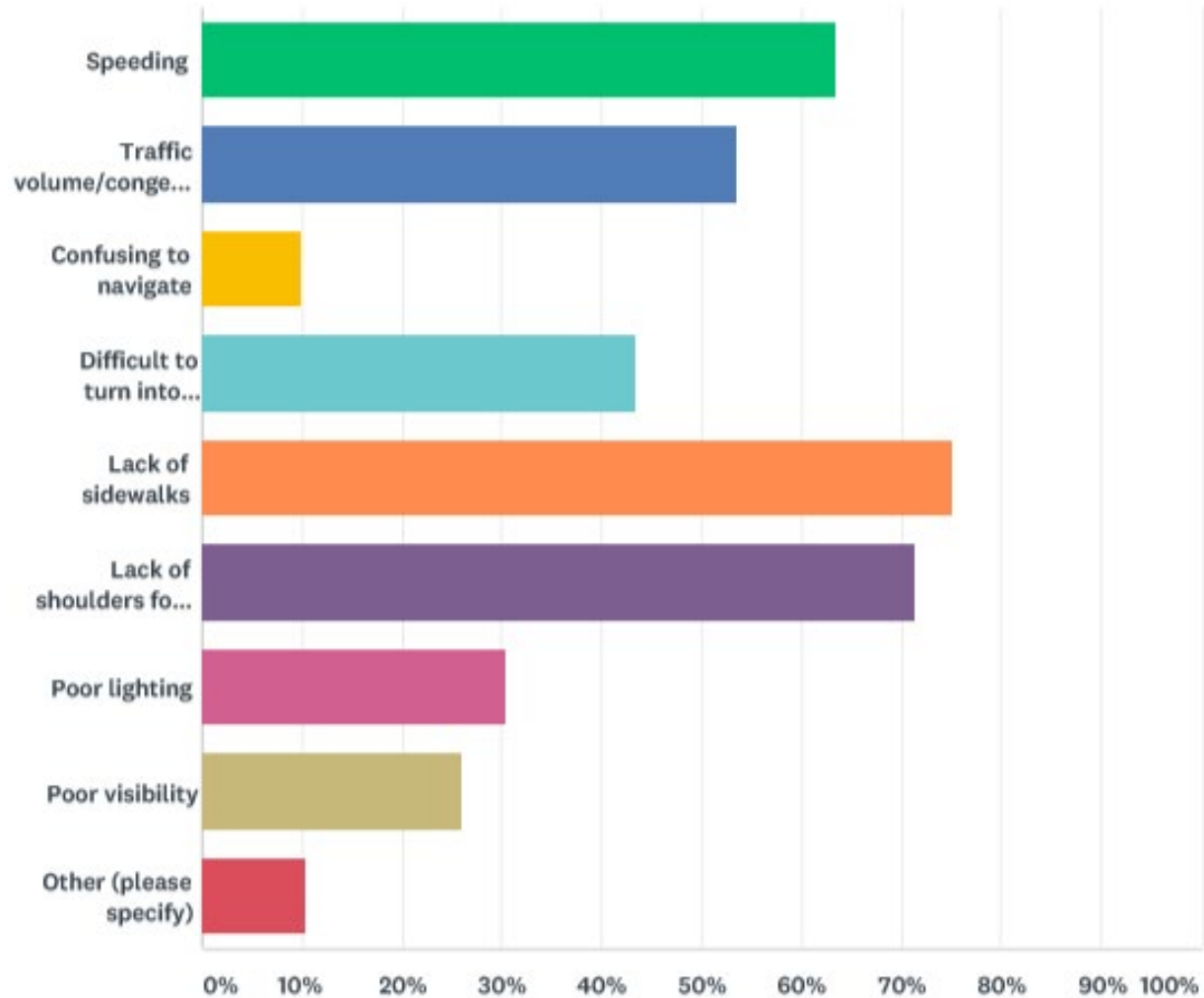
Do you think **safety** is an issue within the Sport Hill Road Study Area?

Answered: 386 Skipped: 19



What are your concerns regarding safety within the Sport Hill Road Study Area? (select all that apply)

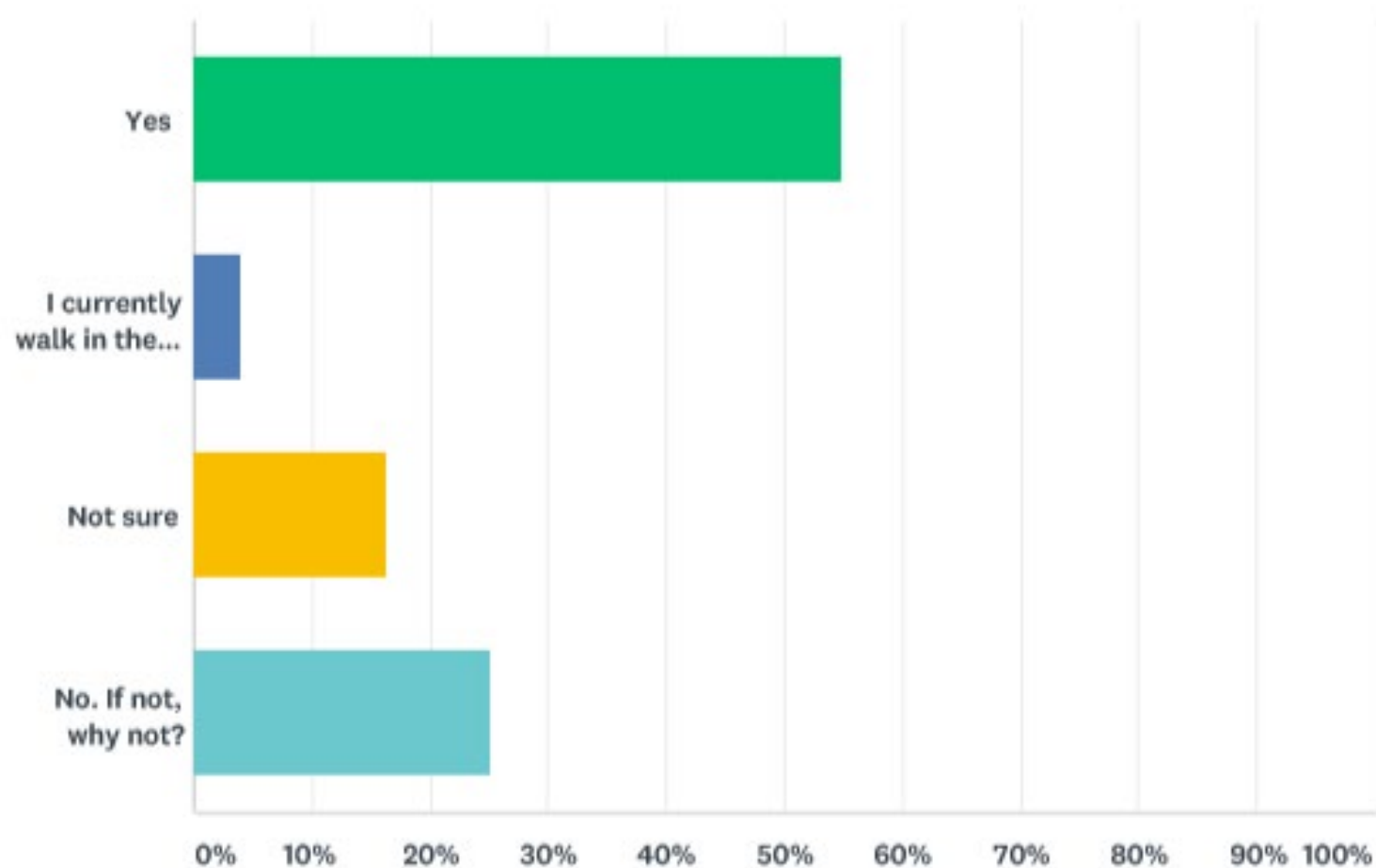
Answered: 317 Skipped: 88



ANSWER CHOICES
Speeding
Traffic volume/congestion
Confusing to navigate
Difficult to turn into traffic from side streets and driveways
Lack of sidewalks
Lack of shoulders for bicyclists
Poor lighting
Poor visibility
Other (please specify)
Total Respondents: 317

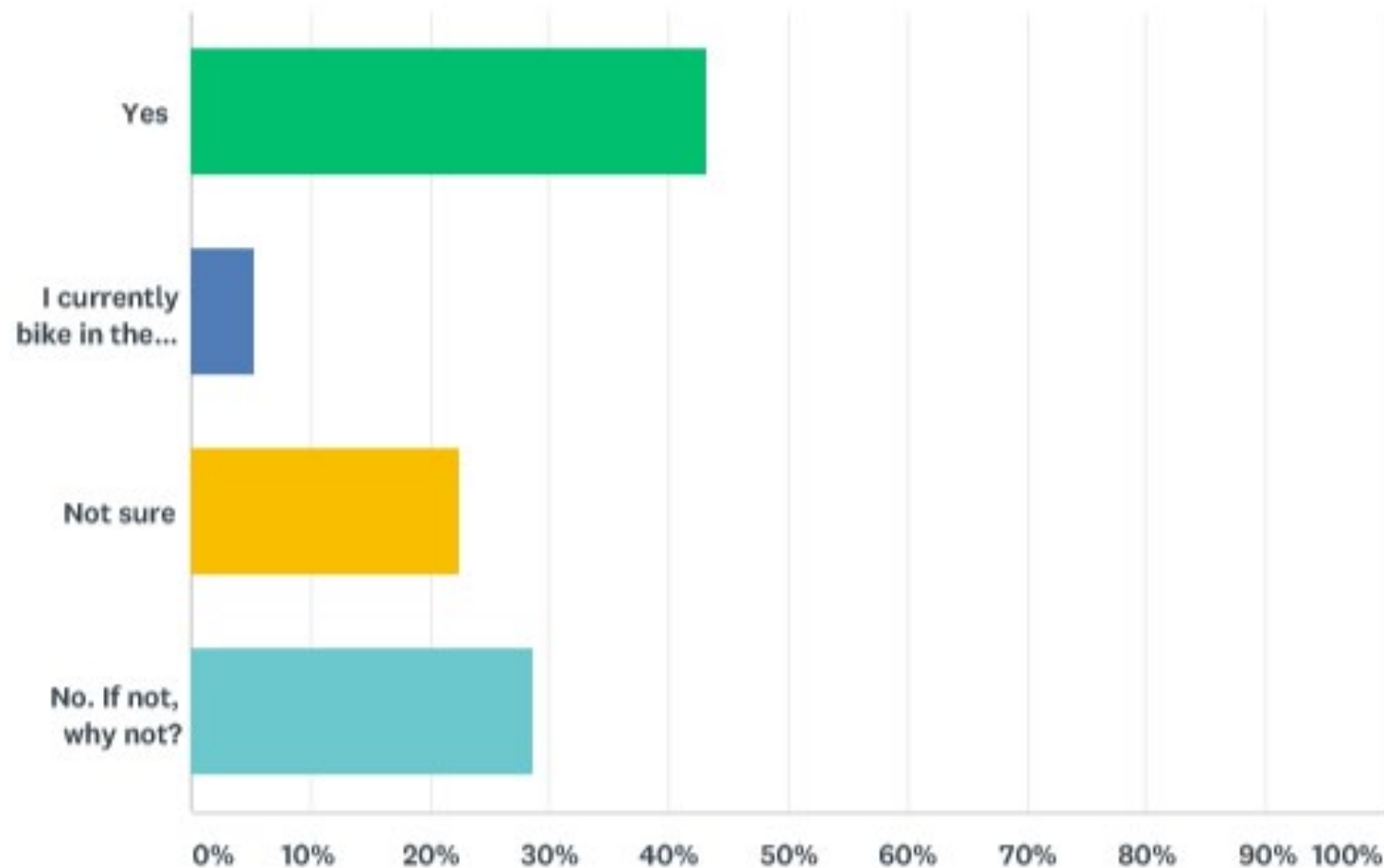
Would you consider **walking** along the Sport Hill Road Study Area if improvements were made?

Answered: 382 Skipped: 23



Would you consider **biking** along the Sport Hill Road Study Area if improvements were made?

Answered: 372 Skipped: 33



Snapshot of Input

As a parent my worry is speeding on sport Hill. Children biking and walking home from Keller is a hazard. Reducing the speed of cars and a sidewalk would be fabulous!

I find this project ridiculous. this is not downtown Fairfield. Stop trying to make Easton something it is not.

Pedestrian safety. Safety safety. Speeding main problem. Cars do not give pedestrians the right of way.

This project is unnecessary and a waste of taxpayer money.

I support all activities to increase the safety, walkability and bikeability of Easton village area, provided they are done with sensitivity to the character of the village.

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Conceptual Ideas

What is possible?

What are Complete Streets?

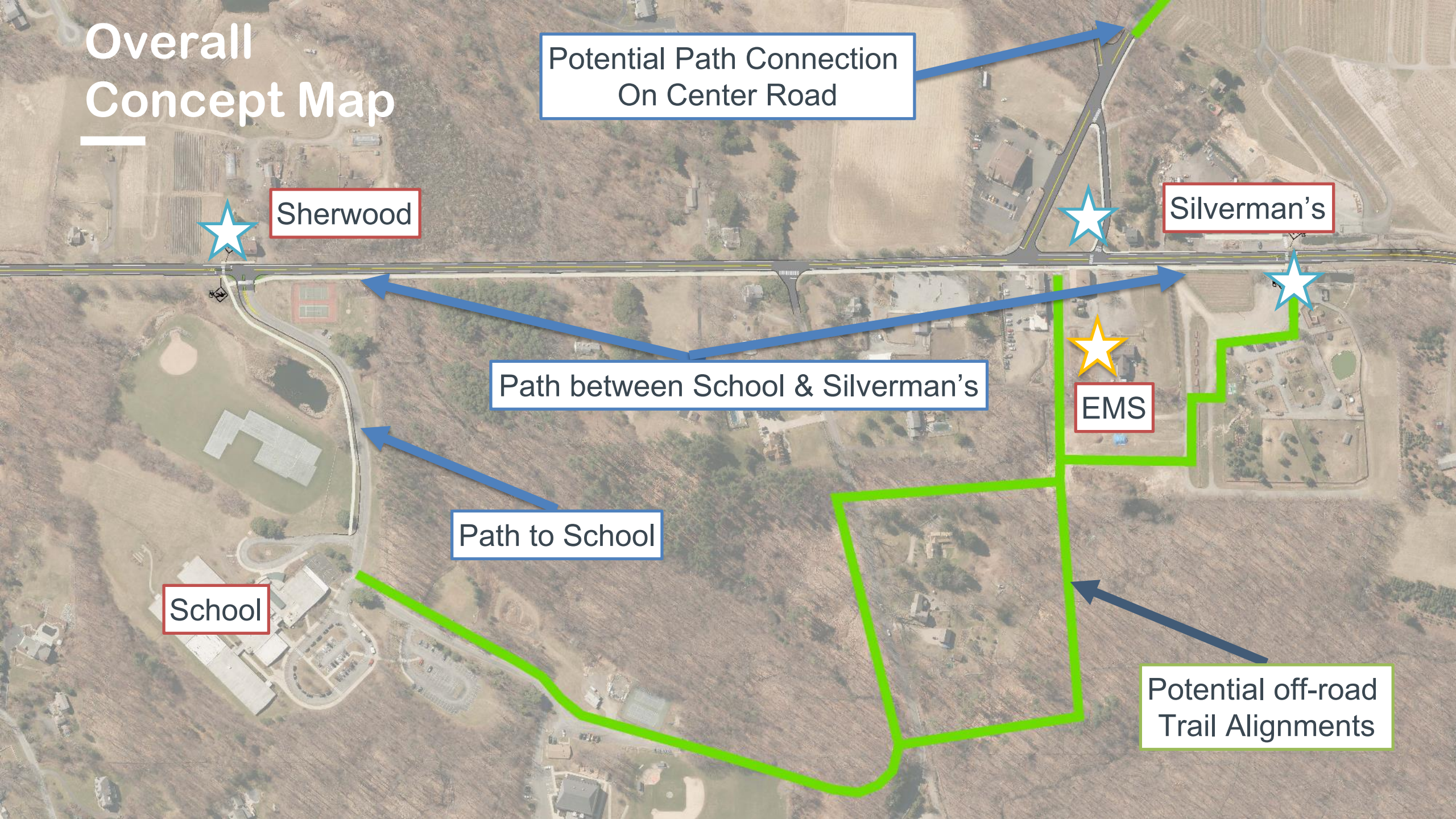
■ Safety

- Consider surrounding land uses, travel needs of residents and users, and other factors.
- Streets designed to be safe and comfortable for people using all modes of transportation and all ages and abilities.
- Pedestrians, bicyclists, public transit users, and drivers.
- Not all *streets* have to accommodate all users, but a Complete Streets *network* does serve all users.

■ Sensitive to Rural Contexts

- Consider surrounding land uses, travel needs of residents and users, and other factors.

Overall Concept Map



Potential Path Connection
On Center Road

Sherwood

Silverman's

Path between School & Silverman's

EMS

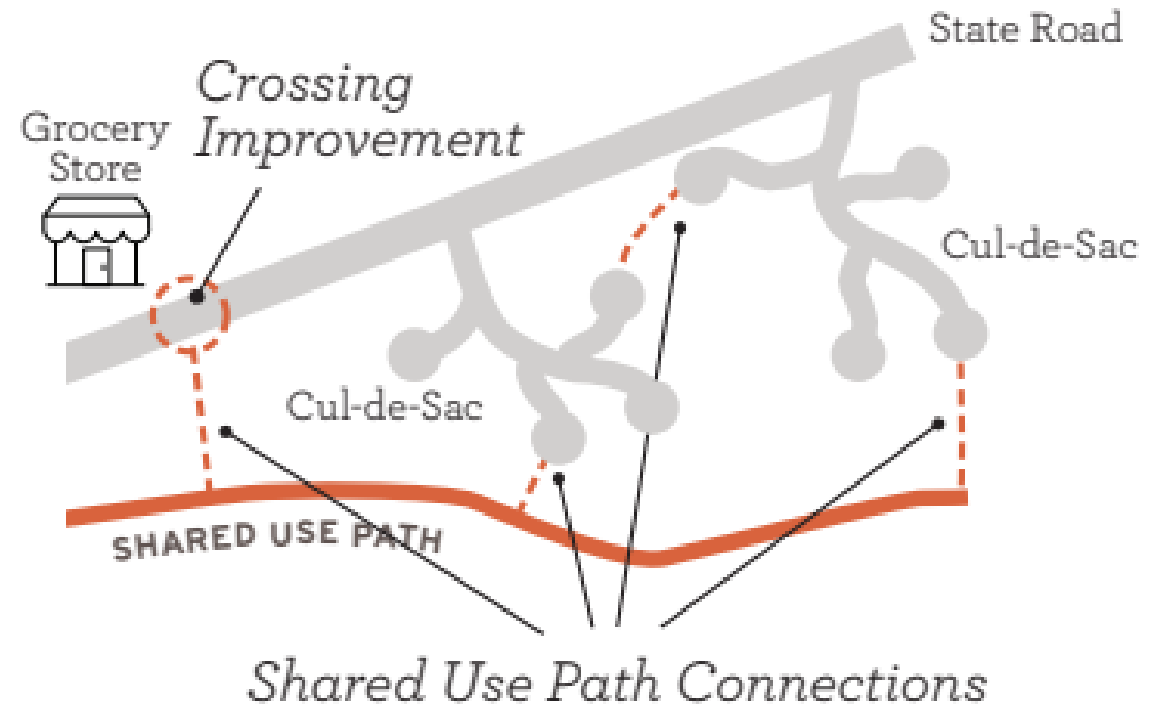
Path to School

School

Potential off-road
Trail Alignments

Trail Connections

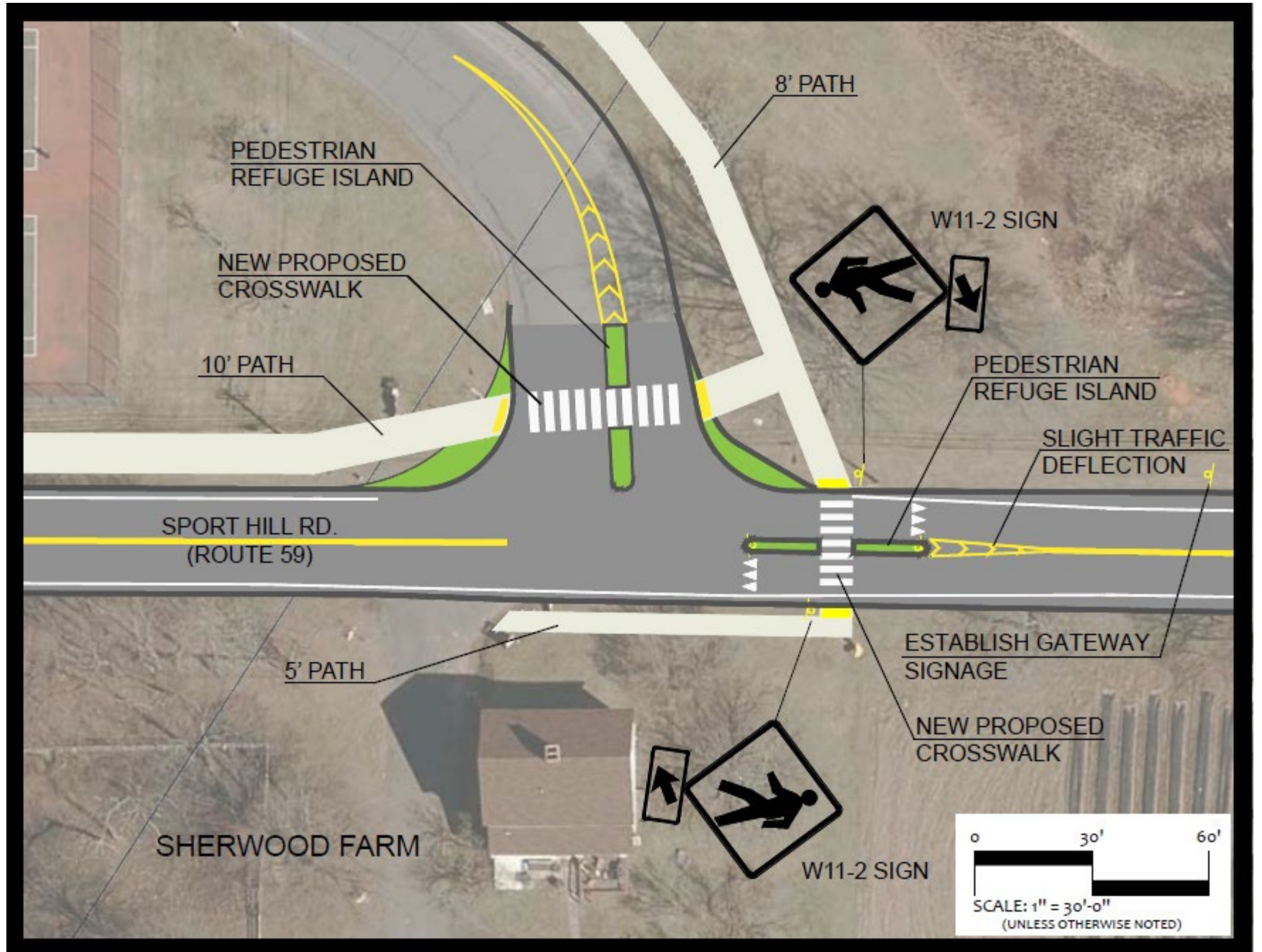
- Trails can only serve the community if connections are easily made. How?
 - Short on- and off-street connections to cul-de-sacs
 - Pay attention to short, uncomfortable road segments that may discourage use on the whole system



Fireman's Green Intersection Zoom-In



Intersection at Sherwood Farm and Helen Keller Middle School



Sidepaths

Sidepaths, one component of complete streets, can be used on rural roads, where demand is moderate to high and traffic speeds are high.

- Maintain rural character, especially when vegetation is used for separation
- Sidepaths must be placed further back from road at higher speeds (below)

Adjacent Road Speed Limit (Mi/h)	Recommended Sidepath Separation Distance at Crossings
< 25 mi/h	6.5 ft (2.0 m)
35–45 mi/h	6.5–16.5 ft (2.0–5.0 m)
≥ 55 mi/h	16.5–24 ft (5.0–7.0 m)

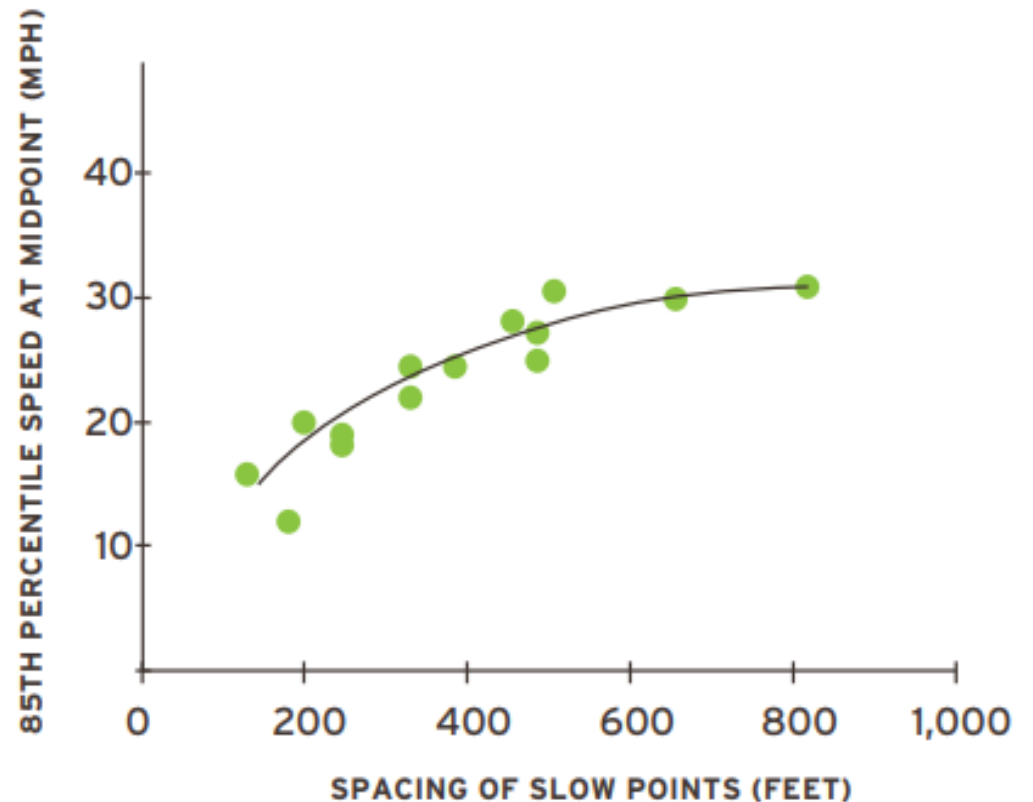
Sport Hill Road Potential Pedestrian Crosswalk Improvements



Transition Zones

- Actual speeds cannot be changed just through speed limit changes; roadway geometry usually must be changed to fit the context.
- Consistent and repeated warnings to drivers are usually required to ensure reduced speeds in towns and villages.

Speeds vs. Spacing of Speed Reduction Measures

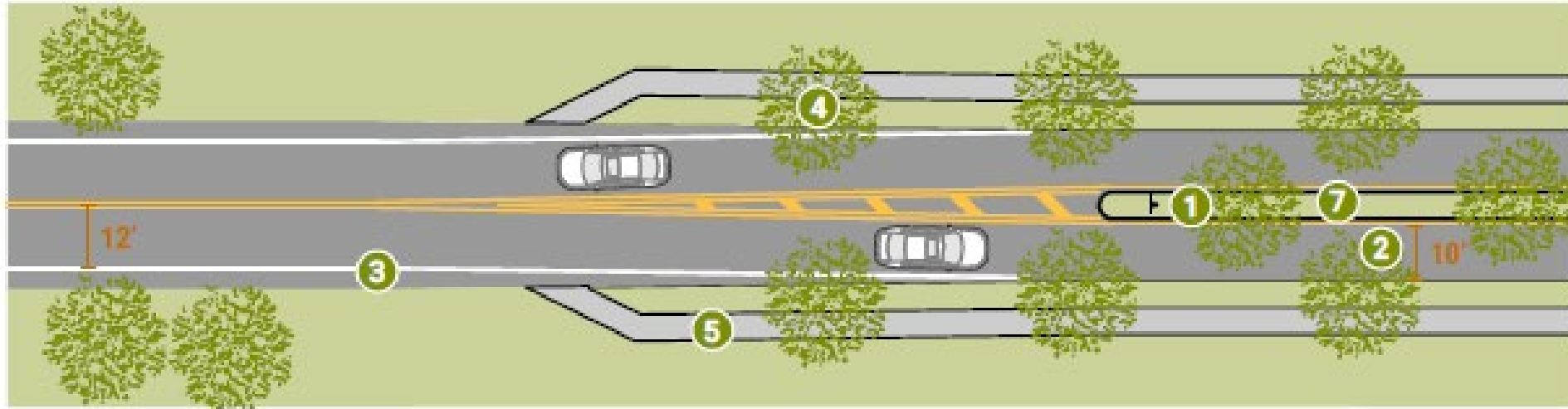


Toolbox Examples: Slowing Traffic at Transition Zones

Strategies with a Median

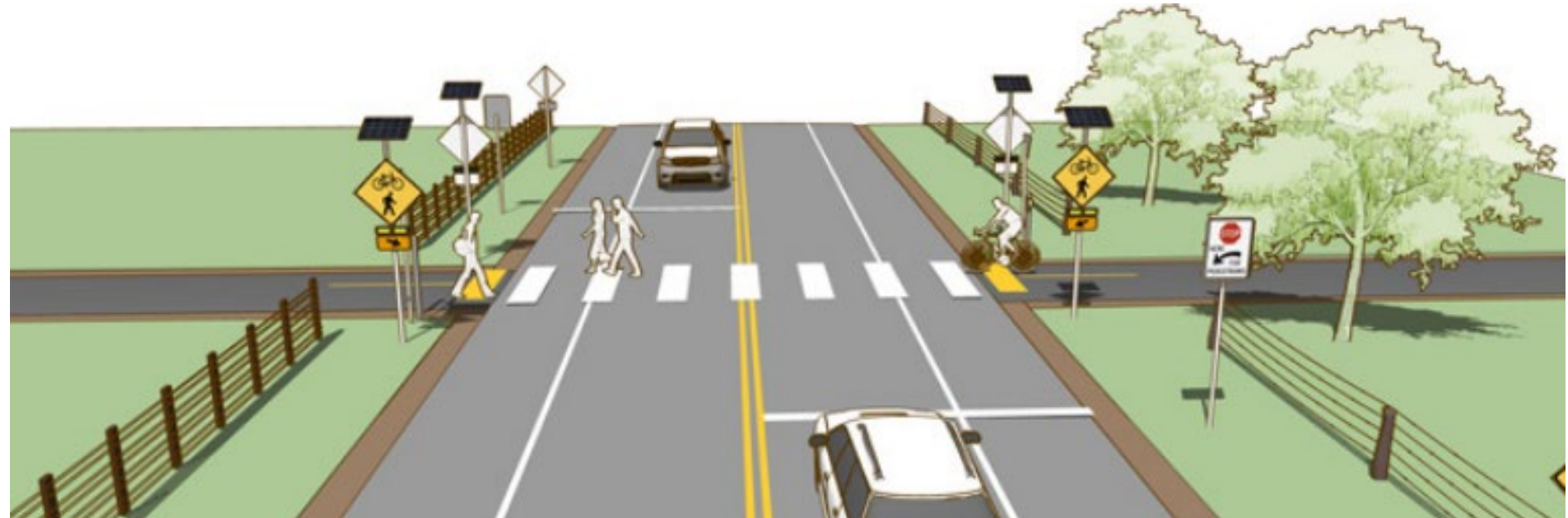
(in more constrained environments)

- Gateway signs
- Narrowing of lanes
- Removal of shoulder
- Sidepath buffer and sidepath
- Appropriate signage and pavement marking
- Median

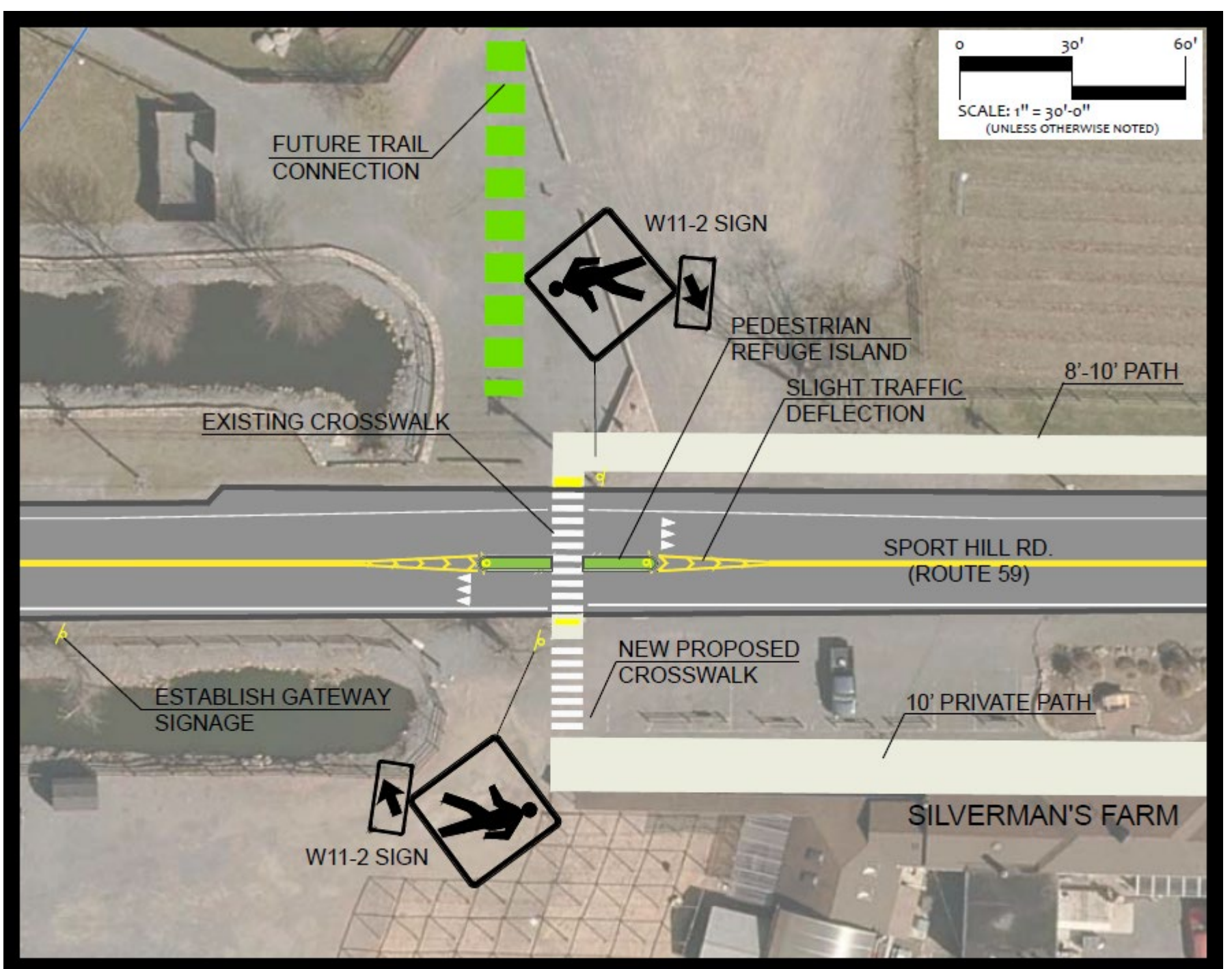


Rectangular Rapid Flashing Beacon (RRFB)

- A device that rapidly flashes to increase driver yielding rates at uncontrolled intersections.
- Useful for areas where there is a documented low yield rate.



Silverman's Farm Crosswalk Zoom-In



Existing
Conditions:
Silverman's
Farm
crosswalk
facing
northwest



Graphic
Rendering:
Silverman's
Farm
crosswalk
facing
northwest



**Existing
Conditions:
Intersections
of Banks Road
and Sport Hill
Road**



**Graphic
Rendering:
Improvements
at the
intersection of
Banks Road
and Sport Hill
Road**



Existing
Conditions:
Sport Hill
Road facing
north near
Easton Village
Store



Graphic
Rendering:
Sport Hill
Road facing
north near
Easton Village
Store



QUESTIONS?

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