
Connecticut

Road Safety Assessment (RSA) Report

Making Your Roads Safer

Somers
Vision Boulevard
Field Road
September 21, 2023



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Road Safety Assessment (RSA)

What is an RSA?

Road Safety Assessments (RSAs) are a proactive approach to improving road safety. An RSA formally assesses the safety performance of an existing or planned road segment or an intersection. The assessment is performed by a team of multidisciplinary practitioners who identify potential roadway safety problems and suggest measures to eliminate or mitigate the safety concerns.

The results of an RSA can be beneficial in identifying low-cost safety improvements, establishing priorities for safety projects, and developing a local road safety plan.

Why conduct an RSA?

To save lives and reduce injuries on your roadways.

Steps in an RSA?



Somers RSA Background

Location: Vision Boulevard runs east from Ninth District Road to its terminus at the Somers High School and is the access road for three schools and the public library. The section from Ninth District Road to the middle school was not part of the Road Safety Assessment. Field Road runs north from Billings Road to South Road (Route 83); however, the area reviewed as part of the Road Safety Assessment began at the Somers Recreation Park and ended at South Road.

RSA Date: September 21, 2023

Existing Conditions: Vision Boulevard is a four-lane roadway with two eastbound lanes and two westbound lanes, with a landscaped center median island for its entire length. The roadway is the access road for Somers Elementary School, Maybelle B. Avery Middle School, Somers High School, and the Somers Public Library. It is approximately .4 miles in length and has sidewalks in some sections. It ranges in street width from approximately 65' to 75', including the center median island.

Vision Boulevard is flat with some minor curves in the roadway, and there is a posted speed limit of 15 MPH for its entire length.

There are three (3) marked crosswalks across Vision Boulevard as well as a speed hump in each direction between Ninth District Road and the westernmost middle school driveway. Vision Boulevard is controlled by a stop sign at its intersection with Ninth District Road, the library and middle school driveways, the elementary school and school maintenance facility driveways, and the high school parking lot driveway.

Field Road is approximately 1.29 miles in length, and the area of the RSA has no sidewalks. From the recreation area to South Road, the street width ranges from approximately 21' to 45' (at the intersection with South Road).

Field Road is flat, with one minor curve in the section that was evaluated. It has one lane in each direction, separated by a marked centerline, with edge lines on both sides. There is an established and posted speed limit of 35 MPH.

Field Road is controlled by a stop sign at its intersection with South Road (Route 83) in the area evaluated.

Road Type/Classification: Vision Boulevard and Field Road are local roadways for their entire length.

Users: Vehicles, cyclists, and pedestrians.

RSA Team Members:

A Multi-Disciplinary team approach to an RSA helps ensure a meaningful assessment process.

Members of the RSA Team:

<u>Name</u>	<u>Agency/Department</u>
Todd Rolland	Somers, Public Works Director
Officer Craig Jones	Somers Police Department
Patrice Carson	Somers Sidewalk & Open Space Committees
Stephen Getman	Somers Sidewalk Committee & WPCA
Brad Pellissier	Somers Sidewalk Committee & Planning Commission
Dan Thayer	Somers Sidewalk Committee
Melissa Evans	T2 Safety Circuit Rider
Jason Hughes	T2 Safety Technical Associate

RSA Observations

Vision Boulevard: At the time of the RSA, which occurred during the school day, there was very little traffic; however, in the morning and afternoon peak school times, traffic is very heavy. Many vehicles use the public library parking lot to pick up students, which can block library parking and create congestion.

The roadway has wide shoulders and grassy areas along its entire length. There are many street trees and utility poles with overhead street lighting along the roadway.

There is a sidewalk on the north side of Vision Boulevard, from Ninth District Road to the parking lot/front circle entrance driveway at the middle school. Additionally, there are sidewalk segments throughout the school campuses; see Appendix A.

As this is the primary access for the public schools and the library, many pedestrians and cyclists use the roadway and numerous vehicles. There are two crosswalks at the middle school, one at the library driveway and one at the library entrance sidewalk. An additional crosswalk is located at the elementary school and school maintenance facility driveways. There are pedestrian ramps at each crosswalk, but they are not ADA-compliant ramps.

Field Road: The section of Field Road that was evaluated begins at the Somers Recreation Park driveway and continues north to South Road (Route 83), a State road. In addition to the Recreation Park, there are numerous commercial buildings, the New England Tractor Trailer Training School, Laidlaw Education Services school bus depot, and a commercial complex at the intersection of South Road.

The roadway has shoulders of varying widths, some of which are grassy areas some paved, and no existing sidewalks.

Due to the businesses and bus depot, Field Road has numerous large vehicles that use it daily. There are also pedestrians and cyclists using the road, which can cause concern given the lack of user accommodations.

RSA Recommendations/Opportunities

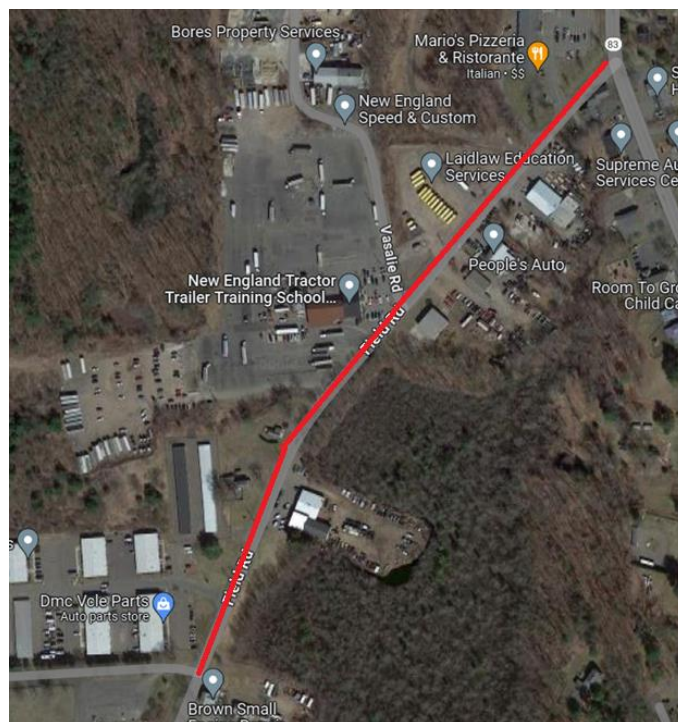
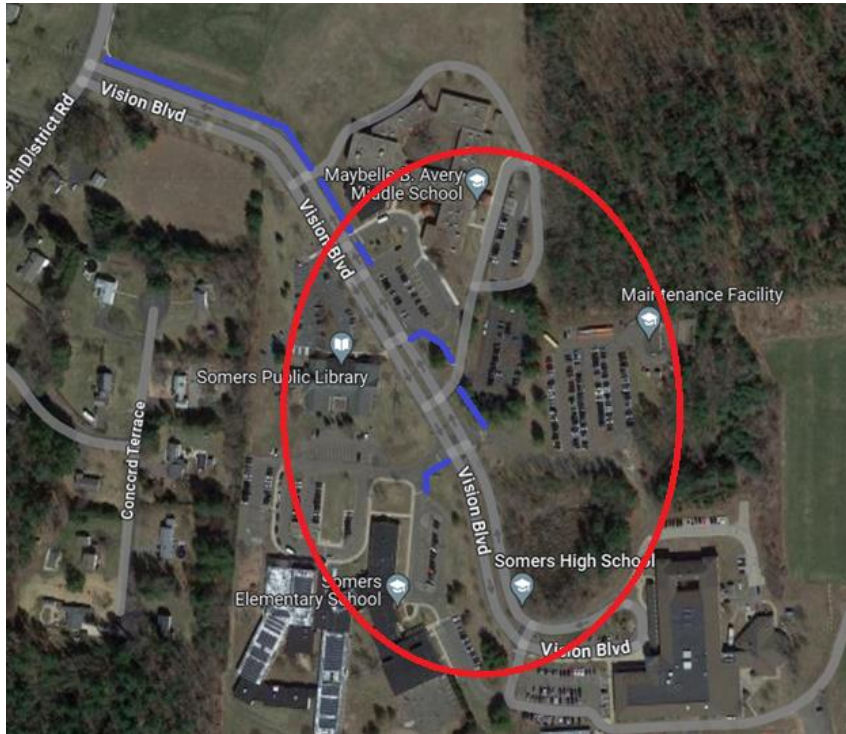
The RSA team came up with the following recommendations/opportunities:

Higher Cost/Mid or Long-Term Implementation:
Vision Boulevard <ul style="list-style-type: none">• Add sidewalk on the north side from the middle school entrance driveway through the island – requires relocation of street lighting.• Add a sidewalk on the south side from the library to the high school.• Convert existing pedestrian ramps to ADA-compliant ramps and construct any new pedestrian ramps to ADA standards.
Field Road <ul style="list-style-type: none">• Install sidewalk/pedestrian path on the west side from Recreation Park driveway to South Road. Sidewalks should be constructed behind utility poles where feasible. In the vicinity of the New England Tractor Trailer Training School, consider a painted pedestrian path in lieu of a constructed sidewalk.• Once the sidewalk is constructed, install a crosswalk across Vasilie Road.

Appendix A

Vicinity Map

The RSA area is circled/marked in red on the below maps. Existing sidewalk segments on Vision Boulevard are marked in blue.



Appendix B Supporting Photos



Vision Boulevard, north side, middle school parking lot, looking west – proposed sidewalk location



Vision Boulevard, south side, looking west towards library – proposed sidewalk location



Vision Boulevard, crosswalk from middle school driveway to library – needs ADA-complaint ramps



Vision Boulevard, crosswalk from elementary school driveway to maintenance facility driveway – needs ADA-complaint ramps



Vision Boulevard, south side, looking west along elementary school frontage – proposed sidewalk location



Vision Boulevard, south side, ramp at high school – needs to be made ADA-compliant



Field Road, east side, looking south – proposed pedestrian path and crosswalk location across Vasalie Road



Field Road, east side, looking north – proposed sidewalk along bus depot frontage



Field Road, east side, looking south – proposed sidewalk location

Appendix C Helpful Resources

Federal Highway Administration Road Safety Assessment Resources: <http://safety.fhwa.dot.gov/rsa/>

The Manual on Uniform Traffic Control Devices for Streets and Highways 2009 edition (MUTCD) by The Federal Highway Administration (FHWA) and A Policy on Geometric Design of Highways and Streets 2011 sixth edition by American Association of State and Highway Officials (AASHTO), also referred to as the Green Book.

<http://mutcd.fhwa.dot.gov/>

https://bookstore.transportation.org/collection_detail.aspx?ID=110

Also, refer to other references as required:

AASHTO Roadside Design Guide https://bookstore.transportation.org/collection_detail.aspx?ID=105

Connecticut Department of Transportation Highway Design Manual
<http://www.ct.gov/dot/cwp/view.asp?a=3609&q=430362>

Funding sources could be explored with the Capitol Region Council of Governments (CRCOG) and may include the following:

Surface Transportation Program (STP)

Highway Safety Improvement Program (HSIP)

Local Capital Improvement Program (LOCIP)

Local Transportation Capital Improvement Program (LOTICIP)

Funding sources could be explored with the CT Department of Transportation (CT DOT) and may include the following:

Community Connectivity Program

Connecticut's Safety Circuit Rider Program at UCONN:

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Connecticut Training & Technical Assistance Center
University of Connecticut
<http://www.t2center.uconn.edu/circuitrider.php>