

ROAD SAFETY AUDIT

PROSPECT AVENUE: PARK ROAD TO NEW PARK AVENUE

November 2025



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1. Introduction

The Town of West Hartford initiated the Prospect Avenue Road Safety Audit (RSA) following the adoption of the Vision Zero Action Plan. The study area was selected following a review of the High Injury Network which was developed as part of the Vision Zero Action Plan. Additionally, The Town plans to resurface a portion of the corridor between Kane Street and Park Road in 2026, and this RSA can inform the potential work included as appropriate under the scope of that project resurfacing. This section of Prospect Avenue is considered a High Priority Vision Zero Focus Area and the surrounding neighborhoods in Town are identified at transportation equity zones. Prospect Avenue forms the boundary between the City of Hartford and the Town of West Hartford. All intersections along the corridor are maintained by West Hartford. The sidewalk on the east side of Prospect Avenue is also maintained by West Hartford up to Park Street/Park Road, north of which responsibility shifts to the City of Hartford.

The site visit for the RSA was conducted on October 24, 2024. At the time of the RSA, resurfacing work had yet to be initiated. This workflow provides an opportunity to incorporate RSA recommendations into the design as appropriate.

The RSA study area is displayed in Exhibit 1.

Exhibit 1: RSA Study Area



Road Safety Audit: Definition and Purpose

An RSA is a systematic process that evaluates the safety performance of a road or intersection. The Federal Highway Administration (FHWA) considers the RSA process a proven safety countermeasure. FHWA research has determined that if recommendations from the RSA are implemented, crash reductions of up to 60 percent can be achieved.¹

RSAs consider the needs and perspectives of all road users, such as pedestrians, bicyclists, transit riders, motorcyclists, vehicular drivers, and service vehicle operators. The RSA process includes:

- Identifying the project location,
- Selecting an RSA team,
- Conducting a pre-audit meeting,
- Performing field review / site visit,
- Reporting on findings and present recommendations,
- Reviewing RSA (Town and stakeholders), and
- Incorporating findings.

The Road Safety Audit Team

The RSA team for this study was composed of 16 members including town staff, community stakeholders, and members of the consultant team.

Town Staff

- Parker Sorenson, PE – Civil Engineer II
- Samer Karar, PE – Civil Engineer I
- Greg Sommer, PE – Town Engineer
- Jason McCabe, PE – Engineering Department
- John Phillips – Director of Public Works
- Adrienne Billings-Smith – Equity Coordinator
- Sebastian Tata – Engineer, City of Hartford
- Three representatives of the Police Department

Community Stakeholders

- Jay Stange – Vision Zero Task Force Member & BiCi Co.
- Ed Pawlak – Pedestrian and Bicycle Commission Chair & Vision Zero Task Force Member

CTtransit

- Fitzroy Smith
- Michael Wilson

Consultant Team (FHI Studio, now IMEG)

- Raul Irizarry, ASLA
- Nicholas Mandler, PE
- Christian Mazur, EIT

¹ <https://highways.dot.gov/safety/proven-safety-countermeasures/road-safety-audit>

2. Pre-Audit Meeting

A pre-audit meeting was conducted virtually on October 23, 2024 with RSA team participants. The purpose of the pre-audit meeting was to review the RSA study area; discuss existing conditions data collection including crash data, traffic data and roadway geometrics; present recent and on-going planning and construction within the study area; and discuss potential countermeasures to consider in the study area. The pre-audit meeting presentation is presented in Appendix A. Highlights of the presentation include:

- The study area was part of the safety analysis conducted for the Vision Zero Action Plan. This corridor was located on the High Injury Network and included within identified Transportation Equity Zones.
 - The speed limit is generally 30 miles per hour (MPH) on Prospect Avenue throughout the study area. Traffic counts conducted in October 2024 revealed 85th percentile speeds of 37 MPH (at 69 Prospect Avenue) and 42 MPH (at 254 Prospect Avenue).
 - The study area includes many restaurants and businesses and is surrounded by some of West Hartford's denser multi-family residential areas as well as a mix of single-family residences in the southwestern section of the study area.
 - The opening of the One Park Road apartment complex which includes nearly 300 apartment units.
 - Existing lane widths are between 11 – 12 feet. Existing sidewalk widths are between 4 – 6 feet, as displayed in Exhibit 2.
- Road surface and sidewalk surface conditions vary, with areas of poor surface conditions. Sidewalk conditions vary on both sides of Prospect Avenue and the corridor has many curb cuts and driveways. Vegetation encroachment is also notable at some locations.
 - A five-year review of crashes between 2019 and 2023 found the following:
 - 231 total crashes
 - Three (3) crashes involving a pedestrian. Of the three crashes, two (2) were minor injuries and one (1) had a possible injury
 - Pedestrian crashes occurred near the Prospect Avenue Plaza entrance near McDonald's and at the I-84 overpass near Caya Avenue
 - High crash activity occurred at:
 - Prospect Avenue / Park Road intersection
 - Prospect Avenue / Kane Street intersection
 - Prospect Avenue / Caya Avenue intersection
 - Prospect Avenue / New Park Avenue intersection
 - The RSA study area was reviewed against the Vision Zero Action Plan to note any town-wide safety issues identified by the Action Plan which may be applicable to the study area. These are presented in Exhibit 3.

Exhibit 2: Prospect Avenue Road Geometry

From	New Park Ave		Caya Ave		Kane St	
To	Caya Ave		Kane St		Park Rd	
Distance	0.29 Mi		0.19 Mi		0.32 Mi	
Functional Classification	Minor Arterial		Minor Arterial		Minor Arterial	
Speed Limit	30 MPH		30 MPH		30 MPH	
Direction	NB	SB	NB	SB	NB	SB
Lanes	2	2	2	2	2	2
Lane Width	11'	11'	12'	12'	11'	11'
Sidewalk Type	Concrete	Concrete	Concrete	Concrete	Varies	Concrete
Sidewalk Width	5'	5'	4-5'	4-5'	5-6'	5'
Sidewalk Condition	Poor-Fair	Poor-Fair	Fair	Fair	Fair	Fair
ADA Ramp Present	No	Varies	Yes	Yes	Yes	Yes
ADA Ramp Compliant	No	Varies	Yes	Yes	Yes	Varies
Curb	Granite	Granite	Granite	Granite	Granite	Granite
Parking	Yes	Unclear	No	No	No	No
Shoulder	None	None	None	None	None	None
Notes					Ambiguous curb/sidewalk/parking northbound	

Exhibit 3: Applicability of Identified Safety Issues from West Hartford Vision Zero Action Plan

Safety Concern	Applicable	Location	Notes
Speeding	☒	Study Area	Based on RSA Feedback
Crashes Involving Vulnerable Users	☒	254 Prospect Avenue, Prospect Avenue Plaza, I-84 overpass, New Park Avenue	Four (4) total crashes in 5-years (3 ped, 1 bike)
Crashes at 4-leg, Two-Way Stop-Controlled Intersections	☒	Side streets south of Caya Avenue	>30 crashes in 5 years
DUI / Distracted Crashes	☐		
Angle Crashes at TWSC	☒	Intersections south of Caya Avenue	14 total crashes in 5 years
Head-On Crashes	☒	Park Road	One (1) crash in 5 years
Single Vehicle Crashes	☐		
Crashes at Night	☐		

3. RSA Assessment and Recommendations

The RSA assessment and recommendations are grouped into three sections:

1. Corridor-wide findings and recommendations,
2. Site-specific findings and recommendations, and
3. An overview table of elements from the West Hartford Vision Zero RSA field considerations applicable to the study area.

Site-specific findings and recommendations present photos and potential recommendations. These are presented from north to south, in order of the RSA walk. They highlight the areas most discussed during the RSA. The locations include:

- Prospect Avenue / Park Road (Park Street) intersection
- Prospect Avenue: Park Road to Kane Street
- Prospect Avenue: Kane Street to Caya Avenue
- Prospect Avenue: Caya Avenue to New Park Avenue
- Prospect Avenue / New Park Avenue intersection

Appendix B includes the field packet provided to participants.

3.1. Corridor-Wide Findings

RSA Findings

Several themes were discussed during the RSA, including:

- Pedestrian accommodations and crossings.
- Lack of bicycle accommodations.

- Lack of pedestrian scale lighting and insufficient lighting.
- Poor roadway and sidewalk surface condition.
- Lack of and poor condition of roadway pavement markings.

Details on pedestrian and bicycle accommodations are presented below.

Pedestrian Accommodations and Crossings

- Existing crosswalks are provided at four out of the five signalized intersections within the study area (Prospect Avenue at Park Road, Prospect Avenue at Prospect Avenue Plaza, Prospect Avenue at Kane Street, and Prospect Avenue at Caya Avenue). South of Caya Avenue there is no dedicated pedestrian crossing until the intersection at New Park Avenue and Layton Street, which is over 1,500 feet from Caya Avenue.
- There are no other crosswalks across Prospect Avenue outside the signalized intersections noted above. RSA participants stated a need for additional crossings on Prospect Avenue, particularly south of I-84 overpass where there are more residential properties.
- There are no crosswalks across any of the stop-controlled side streets within the study area. The Town of West Hartford generally does not stripe these crosswalks except on an as-needed basis (such as near schools, locations with crash history, or busier pedestrian areas).
- The placement of utility poles along Prospect Avenue, as displayed in Exhibit 4, creates obstructions for pedestrian access, particularly for those requiring mobility assistance.

- Some sidewalks and curb ramps are not Americans with Disabilities Act (ADA)-compliant. The surface condition of sidewalks varies along the corridor. Pedestrian signal infrastructure at Caya Avenue and Park Road were identified as not ADA-compliant. Crosswalk paint is in generally poor condition throughout the study area.

Bicycle Accommodations

- There is no existing dedicated bicycle infrastructure on Prospect Avenue between Park Road and New Park Avenue. The West Hartford Bicycle Network Map designates the corridor as a potential location for future bicycle routes, particularly as a connection to the east–west route on Boulevard, north of Park Road. RSA participants stated that bicycle facilities are needed in the corridor.

Details on site-specific findings and recommendations are summarized in the subsequent sections. Exhibit 5 provides a summary map of corridor recommendations. Exhibit 6 displays a proposed cross section of Prospect Avenue south of Park Road.

Exhibit 4: Utility Pole Near Prospect Ave Plaza



Exhibit 5: Corridor Recommendations

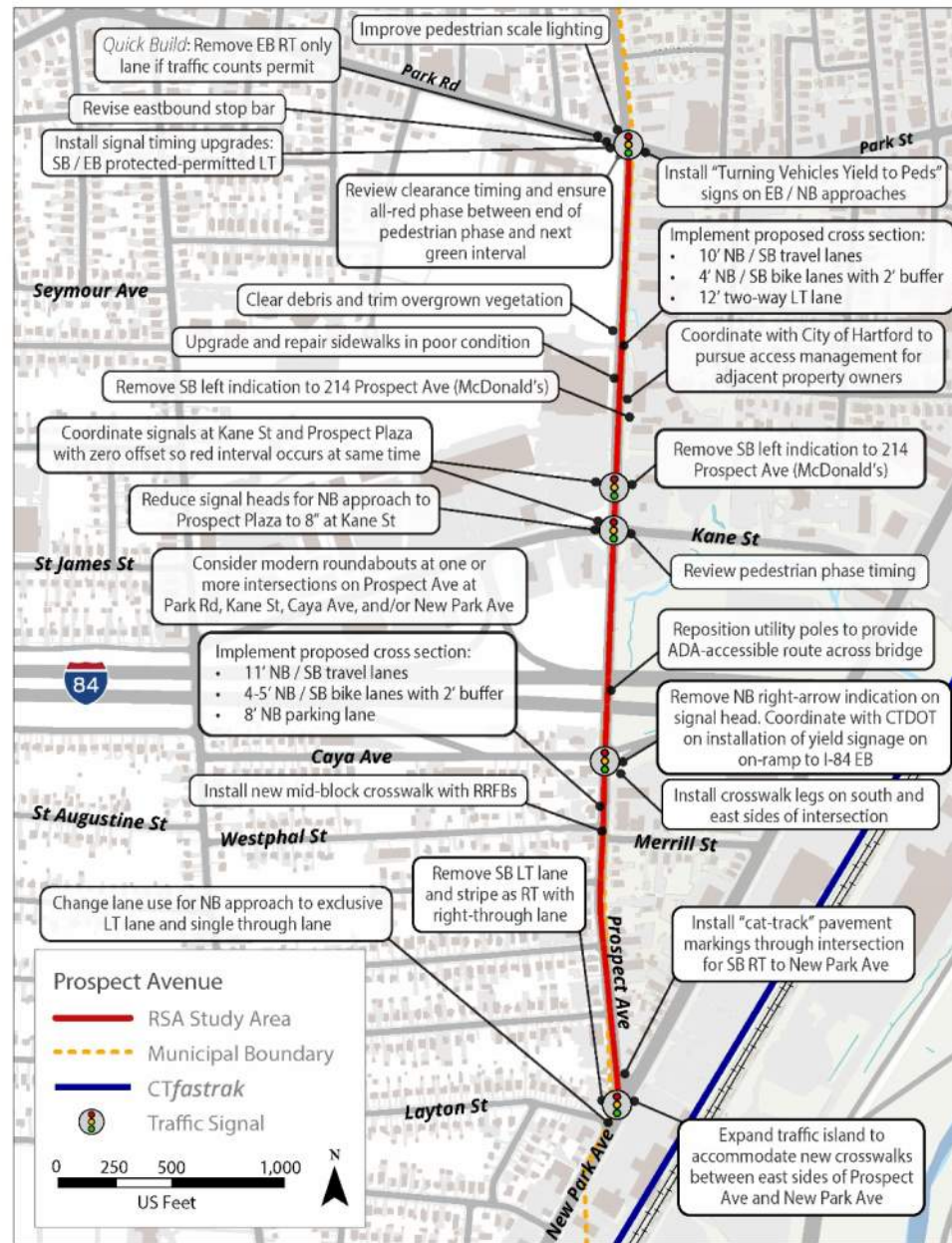
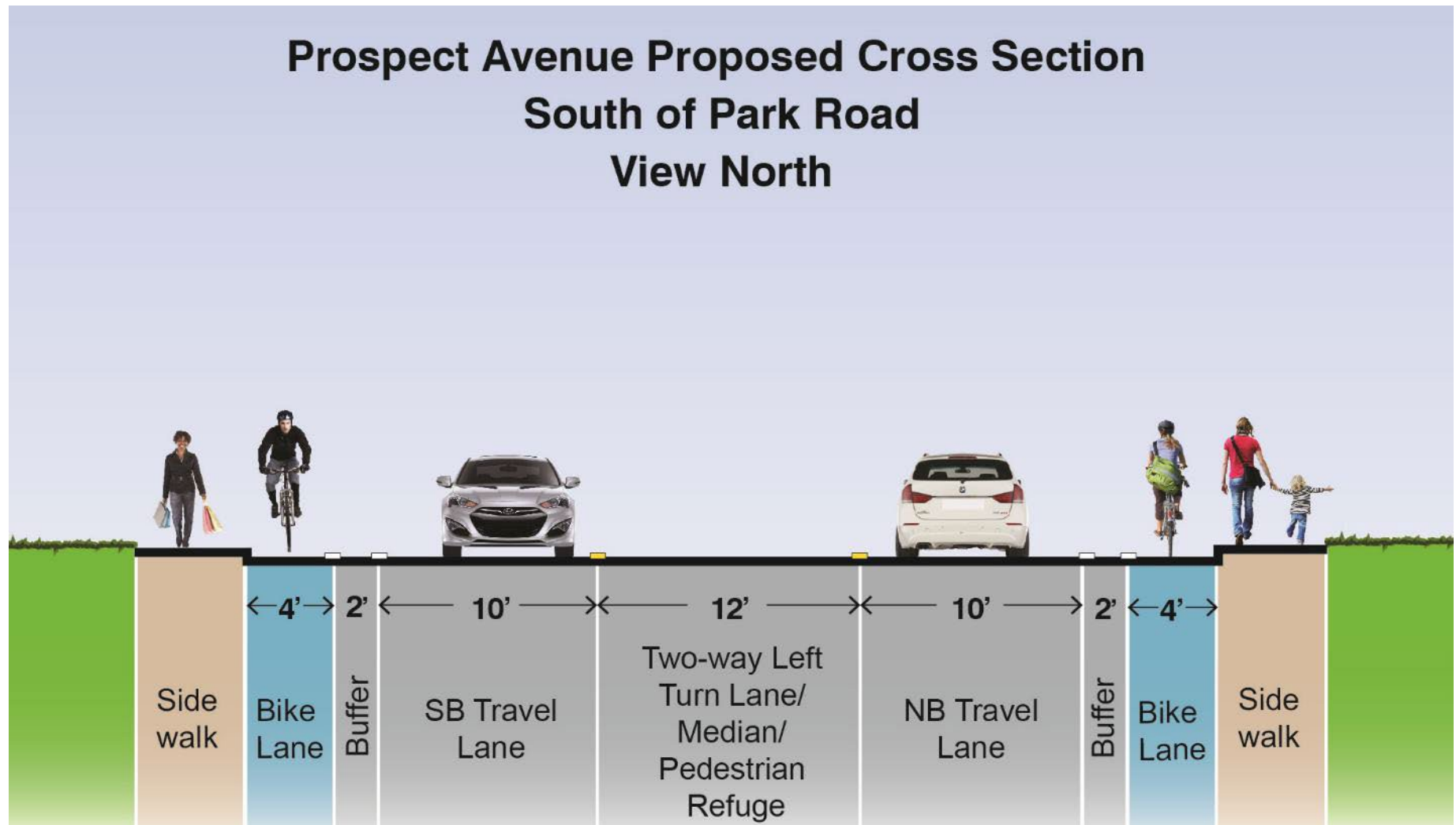


Exhibit 6: Prospect Ave Proposed Cross Section, View North



Roundabout feasibility should be further reviewed to ensure compatibility with traffic volumes and geometric design.

Corridor Wide Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Replace all streetlight fixtures to ensure the lighting meets lumen output recommended by AAHSTO Roadway Lighting Design Guide (2018).
- Review ADA ramps to identify missing and insufficient facilities.
- Install traffic signal heads with retroreflective backplates throughout the study area. An example is displayed in Exhibit 7. This is a Federal Highway Administration (FHWA) safety countermeasure proven to increase visibility of signals and reduce crashes at signalized intersections.²

Long-Term Recommendations (Goal: 6 to 10 years):

- Continue a low-stress bicycle facility (separated bike lanes or side path) along the west side of Prospect Avenue. Coordinate with the City of Hartford to continue facility north of Park Street and provide directional signage to shared facility on South Highland Street to west. The New Park Avenue RSA references this recommendation as well.
- Consider modern roundabouts at one or more key intersections such as: Prospect Avenue at Park Road, Prospect Avenue at Kane Street, Prospect Avenue at Caya Avenue, and/or Prospect Avenue at New Park Avenue. Refer to the Capitol Region Council of Governments' (CRCOG) roundabout study which recommended roundabouts at Kane Street and Caya Avenue.

Exhibit 7: Retroreflective backplate (Source: FHWA)



² <https://highways.dot.gov/safety/proven-safety-countermeasures/backplates-retroreflective-borders>

3.2. Prospect Avenue at Park Road / Park Street Intersection

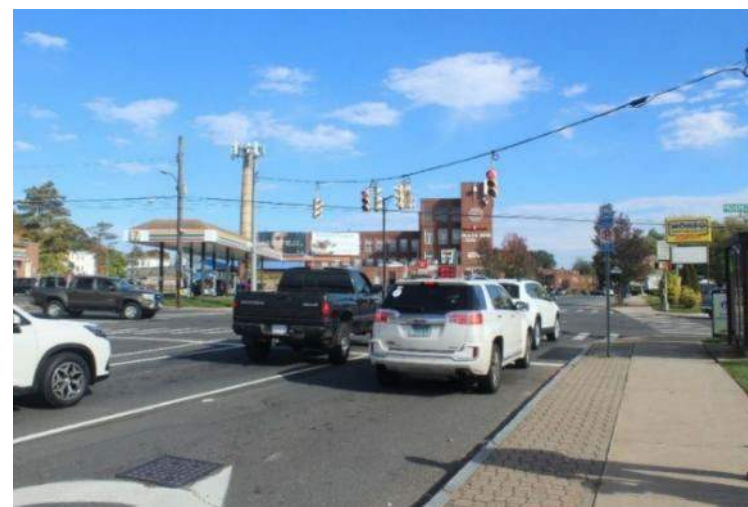
RSA Findings

- The intersection was recently restriped to add dedicated left-turn lanes in the northbound, southbound, and eastbound direction. Previously, each of these approaches had two general purpose lanes.
- The eastbound left-turn lane is frequently crossed by turning vehicles westbound onto Park Road because of the location of the stop bar, as shown in Exhibit 8.
- The CT *transit* eastbound bus stop is being relocated further to the west and will include a new bus shelter.
- Pedestrian-scale lighting is inadequate.
- The location of the Accessible Pedestrian Signal (APS) push button is not ADA-compliant.
- The southwest corner of the intersection requires two separate ADA-compliant curb ramps to improve pedestrian crossings. Signal timing is insufficient for pedestrian movements.
- The eastbound dedicated right-turn, displayed in Exhibit 9, is permissible during the exclusive pedestrian phase, which is a safety concern for pedestrians crossing Park Road.

Exhibit 8: Eastbound Left Turn Stop Bar Location (Source: Google Maps, accessed March 10, 2025)



Exhibit 9: Permissible Right Turn on Red During Pedestrian Phase



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Quick Build: Remove eastbound right-turn only lane if traffic counts permit. Evaluate with quick-build trial.
- Relocate stop bar for eastbound left-turn lane to west to reduce encroachment from turning traffic from Prospect Avenue. Revise eastbound stop bar to discourage encroachment of turning vehicles.
- Review clearance timing and ensure all-red phase between end of pedestrian phase and next green interval.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Improve pedestrian scale lighting.
- Install signal timing upgrades such as a protected permitted left-turn phase on southbound and eastbound approaches.
- Install "Turning Vehicles Yield to Peds" signs on eastbound and northbound approaches. Consider blank out signage to illuminate during crosswalk phase.

3.3. Prospect Avenue: Park Road to Kane Street

RSA Findings

- Participants stated that the sidewalk on the east side of the road between 222 and 254 Prospect Avenue is flush with the roadway. There is a lack of dedicated access management that allows vehicles to enter the pedestrian pathway at any point, greatly increasing the risk of pedestrian-vehicle conflicts. This location is displayed in Exhibit 10.

- Police stated that rear-end crashes occurring southbound at Kane Street are usually a result of drivers speeding through the yellow light at the Prospect Avenue Plaza entrance.
- The Prospect Plaza entrance is very close to the Kane Street intersection.
- The Prospect Plaza entrance is one of two access points and experiences heavy traffic. Participants noted that new commercial development is expected to be completed in 2025, which will further increase traffic volumes into the plaza. Town staff stated that traffic signals at Kane Street and Prospect Avenue Plaza are fiberoptic. These were coordinated during the winter of 2024-2025.
- Participants stated an interest in reducing turning movements at the Prospect Avenue Plaza entrance.
- Vegetation on the west side of Prospect Avenue between Park Road and the Prospect Plaza entrance creates unsafe pedestrian conditions. This area is pictured in Exhibit 11.
- Utility placement along the sidewalk reduces pedestrian access.
- No Parking signs are damaged. An example is displayed in Exhibit 12.

**Exhibit 10: View South of Parking Between 222 – 254
Prospect Avenue**



Exhibit 12: Damaged No Parking Sign



Exhibit 11: Vegetation on West Side of Prospect Avenue



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Coordinate the signal at Kane Street and at Prospect Plaza with a zero offset so that the red interval occurs at the same time to reduce driver confusion of adjacent signal heads.
- Reduce signal heads for northbound approach to Prospect Plaza to 8 feet to reduce driver confusion for northbound drivers at Kane Street.
- Clear debris and trim overgrown vegetation. Coordinate with West Hartford-Bloomfield Health District to remove overgrown vegetation encroaching into sidewalk.
- Consider restriping the roadway with the following proposed road diet cross section:
 - Stripe 10' northbound/southbound travel lanes
 - Stripe 4' northbound/southbound bike lanes with 2' buffer
 - Stripe 12' two-way left turn lane
 - Install a pedestrian refuge or median island where appropriate, as displayed in Exhibit 13.

Medium-Term Recommendations (goal of 3 to 5 years):

- Remove the southbound left indication to 214 Prospect Avenue (McDonald's) as this aligning left was observed to be seldom utilized by motorists in practice.
- Install ADA upgrades and repair sidewalks in poor condition.

Long-Term Recommendations (Goal: 6 to 10 years):

- Coordinate with City of Hartford to pursue access management for adjacent property owners.

Exhibit 13: Mid-block Median Island



3.4. Prospect Avenue: Kane Street to Caya Avenue

RSA Findings

- The Kane Street intersection is a busy intersection due to commercial properties, interstate access, and connections to nearby residential areas. Participants from the Town noted that this location was identified by the CRCOG roundabout study as a high priority location for a potential roundabout.
- Participants recommended a potential for access management at southwest corner of the Kane Street intersection where the gas station has four driveway aprons.
- A CT *transit* representative noted that Route 153 buses see high boarding activity at Kane Street, but relatively few passengers depart there. Crosswalks at the Kane Street intersection are approximately 25 feet from the corner, as displayed in Exhibit 14. The desire line to cross is directly at the corner.
- Although visibility at the intersection is generally good, pedestrians in the crosswalk may be difficult for turning vehicles to see.
- Pedestrians require additional time to cross during the exclusive pedestrian phase, as the intersection measures roughly 120 feet diagonally from corner to corner.
- Utility poles on the sidewalk across the I-84 overpass create an obstruction for pedestrians, particularly those

that are mobility-impaired. An example is pictured in Exhibit 15.

Exhibit 14: Kane Street Intersection Crosswalks (Source: Google Maps, accessed on Sept 5, 2025)



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Review pedestrian phase duration at Kane Street to ensure appropriate crossing times.

Medium-Term Recommendations (goal of 3 to 5 years):

- Reposition utility poles to provide an ADA accessible route across the I-84 bridge.

Exhibit 15: Utility Pole at I-84 Overpass



3.5. Prospect Avenue: Caya Avenue to New Park Avenue

RSA Findings

- Participants said that the left parallel left turn lanes from Caya Avenue onto Prospect Avenue create sideswipe conflicts, despite the painted cat-tracks.
- The “No Parking” signs on Prospect Avenue south of Caya Avenue are missing from the posts. Cars use the west side of Prospect Avenue as on-street parking from Caya Avenue to New Park Avenue as displayed in Exhibit 16.
- Overgrown vegetation reduced pedestrian access on the west side of Prospect Avenue, as displayed in Exhibit 17.
- There are missing crosswalk legs on the south and east sides of the intersection at Caya Avenue.
- Existing curb ramps are not ADA-compliant at Caya Avenue. The push button at the northeast corner of the intersection is located too far from the curb ramp.
- There is no marked crosswalk at the I-84 east on-ramp, as shown in Exhibit 18.
- Curb ramps are missing at Merrill Street intersection.
- There are incomplete pedestrian accommodations across the east side of the intersection.
- There are no marked crosswalks at stop-controlled side streets that intersect with Prospect Avenue, as shown in Exhibit 19.

Exhibit 16: Missing Plates for No Parking Signage



Exhibit 17: Overgrown Vegetation at 75 Prospect Avenue



Exhibit 18: I-84 East Ramp with No Marked Crosswalk



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Remove northbound right-arrow indication on signal head at Caya Avenue. Coordinate with CTDOT on installation of yield signage on on-ramp to I-84 eastbound.
- Consider restriping the roadway with the proposed following road diet cross section:

Exhibit 19: Side Streets Without Marked Crosswalks



- Stripe 11' northbound/southbound travel lanes
- Stripe 4-5' northbound/southbound bike lanes with 2' buffer
- Stripe 8' northbound parking lane

Medium-Term Recommendations (Goal: 3 to 5 years):

- Install crosswalk legs with ADA accessibility on the south and east sides of the Caya Avenue intersection.
- Install new mid-block crosswalk with RRFBS at Westphal Street / Merrill Street.

3.6. Prospect Avenue at New Park Avenue Intersection

RSA Findings

- There is a low curb at the intersection near the car dealership on the corner, as displayed in Exhibit 20.
- Participants noted that this section of the study area is designated as a Transit-Oriented Development (TOD) Zone.
- There is poor visibility for drivers exiting driveways at 3,7, and 9 Prospect Avenue.
- Crosswalks are missing between the east side of Prospect Avenue to the east side of New Park Avenue.
- Participants stated that the southbound turning movement signage is confusing and causes illegal or unsafe turns to occur.
- There may be room for an pedestrian refuge island at the intersection.
- The sidewalk network ends on the east side of Prospect Avenue near New Park Avenue. Participants noted that vehicles from the auto body shop are often parked on the sidewalk, forcing pedestrians to cross Prospect Avenue mid-block.

Exhibit 20: Low Curb near New Park Avenue Auto



Site-Specific Recommendations

Short-Term Recommendations (Goal: Up to 2 years):

- Install "cat-track" pavement markings through intersection for southbound right to New Park Avenue.
- Change lane use for northbound approach to exclusive left turn lane and single through lane.

Medium-Term Recommendations (Goal: 3 to 5 years):

- Expand the traffic island to accommodate new crosswalks between the east side of Prospect Avenue (385 New Park Avenue property) and east side of New Park Avenue.
- Remove southbound left turn lane and stripe as right turn, right-through lane.

A summary matrix of recommendations is provided in Exhibit 21.

Exhibit 2121: Recommendations Matrix

Recommendations (listed in order from north to south)		Short-term	Medium-term	Long-term
		0-2 Years	3-5 Years	6-10 Years
Corridor Wide	Replace streetlight fixtures to meet lumen output recommended by AASHTO	•		
	Review ADA ramps to identify missing and insufficient facilities	•		
	Provide retroreflective signal backplates on all traffic signals	•		
	Consider and review feasibility for modern roundabouts at one or more intersections such as: Prospect Ave at Park Rd, Prospect Ave at Kane St, Prospect Ave at Caya Ave, and/or Prospect Ave at New Park Ave. Refer to the Capitol Region Council of Governments' (CRCOG) roundabout study which recommended roundabouts at Kane St and Caya Ave			•
	Continue low-stress bicycle facility (separated bike lanes or side path) along west side of Prospect Ave. Coordinate with Hartford to continue facility north of Park St and provide directional signage to shared facility on S Highland St to west			•
At Park Rd/Park St	<i>Quick Build</i> : Remove EB right turn only lane if traffic counts permit. Evaluate with quick-build trial	•		
	Revise EB stop bar to discourage encroachment of turning vehicles	•		
	Review clearance timing and ensure all-red phase between end of pedestrian phase and next green interval	•		
	Improve pedestrian scale lighting		•	
	Install signal timing upgrades: protected permitted left turn phase on SB / EB approaches		•	
Between Park Rd/Park St and Prospect Plaza	Install "Turning Vehicles Yield to Peds" signs on EB / NB approaches. Consider blank out signage to illuminate during crosswalk phase		•	
	Coordinate signal at Kane St and at Prospect Plaza with zero offset so that red interval occurs at same time to reduce driver confusion of adjacent signal heads	•		
	Reduce signal heads for NB approach to Prospect Plaza to 8" to reduce driver confusion for NB drivers at Kane St	•		
	Clear debris and trim overgrown vegetation	•		
	Implement proposed road diet cross section: 1) Stripe 10' NB / SB travel lanes, 2) Stripe 4' NB / SB bike lanes with 2' buffer, and 3) Stripe 12' two-way LT lane	•		
	Remove SB left indication to 214 Prospect Ave (McDonald's)		•	
	Upgrade and repair sidewalks in poor condition		•	
Kane St to Caya Ave	Coordinate with City of Hartford to pursue access management for adjacent property owners			•
	Review pedestrian phase duration at Kane St to ensure appropriate crossing times	•		
Between Caya Ave and New Park Ave	Reposition utility poles to provide ADA accessible route across the I-84 bridge		•	
	Remove NB right-arrow indication on signal head at Caya Ave. Coordinate with CTDOT on installation of yield signage on on-ramp to I-84 EB	•		
	Implement proposed road diet cross section; 1) Stripe 11' NB / SB travel lanes, 2) Stripe 4-5' NB / SB bike lanes with 2' buffer, and 3) Stripe 8' NB parking lane	•		
	Install crosswalk legs with ADA accessibility on south and east sides of Caya Ave intersection		•	
At New Park Ave	Install new mid-block crosswalk with RFBs at Westphal St / Merrill St		•	
	Install "cat-track" pavement markings through intersection for SB right to New Park Ave	•		
	Change lane use for NB approach to exclusive left turn lane and single through lane	•		
	Expand traffic island to accommodate new crosswalks between east side of Prospect Ave (385 New Park Ave property) and east side of New Park Ave		•	
	Remove southbound left turn lane and stripe as right turn, right turn-through lane		•	

3.7. RSA Field Considerations Checklist

West Hartford Vision Zero – RSA Field Considerations

Item Identified or Discussed by RSA Participants?

Pedestrian Accommodations

Sidewalks (width, grade, condition, drainage, buffer, etc.)	☒
Sidewalk connectivity **	☒
Lighting	☒
Amenities (benches, trash receptacles, etc.)	☐

Pedestrian Crossings

Crossing times and distance **	☒
Signage	☒
Pavement markings **	☒
Detectable warning devices (signal) **	☒
Adequate sight distance	☒
Wheelchair accessible ramps (grades, orientation, tactile warning strips, etc.)	☒
Pedestrian refuge at islands	☐
Distance between crossings **	☒

West Hartford Vision Zero – RSA Field Considerations

Item Identified or Discussed by RSA Participants?

Bicycle Accommodations

Bicycle facilities (design, location and condition)	☒
Gaps **	☒
Separation from traffic	☒
Conflicts with on-street parking **	☒
Pedestrian conflicts	☐
Bicycle signal detection	☐
Visibility	☐
Roadway speed limit	☒
Bicycle signage / markings	☐
Shared lane width	☐
Shoulder condition / width	☐
Traffic volume	☒
Heavy vehicles	☒
Pavement condition	☐
Debris	☐

Transit Accommodations

Location	☒
Signage	☒
Seating / Covers	☐
Pedestrian connectivity **	☒

Road Facilities

Access points	☐
Drainage	☐
Tapers and lane shifts	☐
Roadside clear zone / slopes	☐
Guide rails / protection systems	☐

**West Hartford Vision Zero –
RSA Field Considerations**

Capacity issues

**Item Identified or
Discussed by RSA
Participants?**
☐
Road Surface Condition

Pavement (excessive roughness or rutting,
potholes, loose material)

☒

Edge drop-offs

☐

Drainage issues

☐
Intersections

Geometry

☒

Sight distances **

☒

Traffic control devices

☒

Safe storage for turning vehicles

☐

Exclusive right turn lanes **

☐
Signals

Visibility

☒

Operation

☒

Timing **

☒

Safe placement of equipment

☐

Proper sight distance

☐

Adequate lane capacity

☐
Signage

Correct use

☐

Clear messaging

☒

Good placement for visibility

☒

Adequate retro-reflectivity

☐
**West Hartford Vision Zero –
RSA Field Considerations**
Pavement Markings

Correct and consistent with MUTCD

☒

Lane widths **

☒

Adequate visibility

☐

Condition

☐

Snow storage

☐

Edgelines provided

☐
Driver Behavior

Compliance with speed limits **

☒

Sight distance adequacy

☒

Safe passing opportunities

☐

Distractions

☐

Unaware of pedestrians / cyclists

☐
Miscellaneous

Weather impacts

☐

**** Identified by Vision Zero Task Force as a common or
persistent issue in West Hartford**