

ROAD SAFETY AUDIT

SEDGWICK ROAD: SOUTH MAIN STREET TO RIDGEWOOD ROAD

March 2025



Contents

1. Introduction	3
2. Pre-Audit Meeting	5
3. RSA Assessment and Recommendations	8
3.1. Corridor-Wide Findings	8
3.2. Sedgwick Road / South Main Street Intersection	15
3.3. Sedgwick Road: South Main Street to Sulgrave Road / Westland Avenue	17
3.4. Sedgwick Road: Sulgrave Road / Westland Avenue to Westminster Drive / Lemay Street	21
3.5. Sedgwick Road: Westminster Drive / Lemay Street to Wardwell Road	23
3.6. Road: Wardwell Road to Ridgewood Road	26
3.7. RSA Field Considerations Checklist	31
4. Appendices	33

1. Introduction

The Town of West Hartford initiated the Sedgwick Road Road Safety Audit (RSA) following the adoption of the Vision Zero Action Plan. The study area was selected because of the upcoming reconstruction of the corridor in 2025-2026 (between South Main Street and Wardwell Road) and the opportunity for recommendations from this RSA to inform potential work to be included in the upcoming construction as appropriate under the scope of that project. The corridor is identified as a Medium Priority Vision Zero Focus Area.

Members of the public made 27 comments on this corridor on the Vision Zero Action Plan interactive map, which were reviewed and incorporated into this RSA as appropriate.

The site visit for the RSA was conducted on September 25, 2024. At the time of the RSA, design work for the 2025-2026 reconstruction had yet to be initiated. This workflow provides an opportunity to incorporate RSA recommendations into the design as appropriate.

It is expected the Sedgwick Road reconstruction project will incorporate short-term and medium-term recommendations within the project area of South Main Street to Wardwell Road. Long-term recommendations are likely outside the scope of the Sedgwick Road reconstruction project and will need to be advanced separately. Additionally, the Sedgwick Road reconstruction project will not address any recommendations outside the project area of South Main Street to Wardwell Road and will not generally include improvements at the intersection of South Main Street and Sedgwick Road.

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 was composed of an independent and multidisciplinary team of experts who identified potential safety issues and suggested countermeasures to mitigate them. The RSA team for this corridor was composed of 13 participants including Town staff, community stakeholders, and the consultant team. They included:

Town Staff

- Parker Sorenson, PE – Engineering Department
- Samar Karar, PE – Engineering Department
- Todd Dumais, Town Planner
- Karen Kukish, Principal at Sedgwick Middle School
- Steven Brouse, Assistant Principal at Sedgwick Middle School
- 3 representatives from the Police Department

Community Stakeholders

- Ed Pawlak – Pedestrian and Bicycle Commission Chair & Vision Zero Task Force Member

CTtransit

- Fizroy Smith

Consultant Team (FHI Studio, now IMEG)

- Francisco Gomes, AICP, ASLA
- Rory Jacobson, AICP
- Christian Mazur, EIT

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

2. Pre-Audit Meeting

A virtual pre-audit meeting was conducted on September 24, 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 West Hartford Vision Zero Action Plan. This corridor was identified as a Medium Priority Vision Zero Focus Area.
- The speed limit is 35 miles per hour (MPH) on Sedgwick Road throughout the study area. During school hours, the speed limit drops to 25 MPH near Sedgwick Middle School between Sulgrave Road and Fairlee Road. Flashing speed signs are used to indicate the school zone speed limit during drop-off and pick-up times.
- A 2024 traffic count at 112 Sedgwick Road presented an 85th percentile traffic speed of approximately 40 MPH. The 85th percentile traffic speed between 7 – 9 AM and 2 – 3 PM (during most school drop-off / pick-up times) is 38 MPH.
- The study area is primarily comprised of residential neighborhoods, apart from the commercial plaza located at the intersection of Sedgwick Road and South Main Street. Sedgwick Middle School is located adjacent to the study area on the north side of Sedgwick Road. Duffy

Elementary School is located south of the study area and is primarily accessed via Westminster Drive.

- Existing lane widths between Ridgewood Road and Paxton Road are wide (14 - 15 feet). Lanes narrow to 11 feet between Paxton Road and South Main Street. This compares to typical lane widths of 10-12 feet depending on the context, as displayed in Exhibit 2.
- Road surface and sidewalk surface conditions vary, with areas of poor surface conditions. Sidewalks throughout the study area are constructed with concrete. Heaving is prevalent, particularly at driveways. Vegetation encroachment is also notable in locations.
- A five (5)-year review of crashes between 2019 and 2023 presented the following:
 - Eighty-four (84) total crashes
 - One (1) crash involving a pedestrian occurred at the intersection of Sedgwick Road and Wardwell Road. The crash resulted in no apparent injuries
 - Of the 84 crashes:
 - Forty-nine (49) resulted in property damage only
 - Fourteen (14) resulted in possible injury
 - Twenty (20) resulted in minor injury
 - One (1) resulted in serious injury
 - None (0) resulted in fatality. During this report development, there was one pedestrian fatality on November 27, 2024 near the intersection of Sedgwick Road and Cornell Road. Investigation into the crash is underway

- The RSA study area was reviewed against the Vision Zero Action Plan to discern 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: Sedgwick Road Geometry

From	Ridgebrook Dr		Paxton Rd		Wardwell Rd		Ridgewood Rd	
To	South Main St		Ridgebrook Dr		Paxton Rd		Wardwell Rd	
Distance	0.13 Mi		0.2 Mi		0.31 Mi		0.3 Mi	
Functional Classification	Minor Arterial		Minor Arterial		Minor Arterial		Minor Arterial	
Speed Limit	35 MPH		35 MPH		35 MPH and 25 MPH		35 MPH	
Direction	EB	WB	EB	WB	EB	WB	EB	WB
Lanes	2	2	1	1	1	1	1	1
Lane Width	11'	11'	15'	15'	14'	14'	15'	15'
Sidewalk Type	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete
Sidewalk Width	5'	5'	4-5'	4-5'	5'	5'	4'	5'
Sidewalk Condition	Good	Good	Good	Poor-Good	Good	Poor-Good	Good	Good
ADA Ramp Present	Yes	Yes	Varies	Varies	Yes	Yes	Varies	Yes
ADA Ramp Compliant	Yes	Yes	Varies	Varies	Yes	Yes	Varies	Yes
Curb	Granite	Granite	Granite	Granite	Granite	Granite	Granite	Varies
Parking	No	No	Yes	Yes	No	No	Yes	Yes
Shoulder	N/A	N/A	N/A	N/A	3-5'	3-5'	N/A	N/A
Notes			Widens to 20' when median ends to the west		18' EB lane between Paxton and Riggs			

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

Safety Concern	Applicable	Location	Notes
Speeding	<input checked="" type="checkbox"/>	Study Area	Based on RSA Feedback
Crashes Involving Vulnerable Users	<input checked="" type="checkbox"/>	Wardwell & Sedgwick Cornell & Sedgwick	One (1) crash involving a pedestrian, resulting in no apparent injury and one (1) crash involving a pedestrian, resulting in fatality on November 27, 2024*
DUI / Distracted Crashes	<input type="checkbox"/>		
Crashes at 4-leg, Two-Way Stop-Controlled (TWSC) Intersections	<input checked="" type="checkbox"/>	Wardwell & Sedgwick	15 crashes in last 5 years, 6 resulting in injury of some kind
Angle Crashes at TWSC	<input checked="" type="checkbox"/>	Wardwell & Sedgwick	Four (4) angle crashes in last 5 years
Head-On Crashes	<input type="checkbox"/>		
Single Vehicle Crashes	<input type="checkbox"/>		
Crashes at Night	<input type="checkbox"/>		

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 east to west, in order of the RSA walk. They highlight the areas most discussed during the RSA. The roadway sections include:

- Sedgwick Road / South Main Street intersection.
- Sedgwick Road: South Main Street to Sulgrave Road / Westland Avenue.
- Sedgwick Road: Sulgrave Road / Westland Avenue to Westminster Drive / Lemay Street.
- Sedgwick Road: Westminster Drive / Lemay Street to Wardwell Road.
- Sedgwick Road: Wardwell Road to Ridgewood Road.

Appendix B includes the field packet used by participants.

3.1. Corridor-Wide Findings

RSA Findings

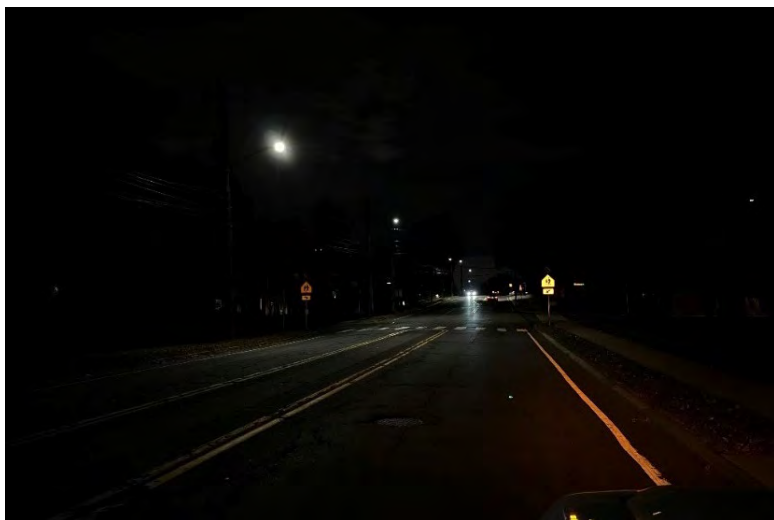
Several themes were discussed during the RSA, including:

- Pedestrian accommodation and crossings.
- Lack of bicycle accommodations.
- Poor roadway and sidewalk surface condition, as displayed in Exhibit 4. Roadway conditions are expected to improve in 2025 with a planned reconstruction of the corridor between South Main Street and Wardwell Road.
- Marked crossings, particularly along side streets, are in poor condition.
- High vehicular speeds.
- The existing speed limit (35 MPH with 25 MPH school zone speed limit).
- Overhead street lighting. While the RSA was conducted during daylight hours, Town staff conducted a night-time field visit to evaluate lighting levels and conducted a desktop review of lighting. A photo of nighttime conditions is presented in Exhibit 5. Based on this review, the Town is planning additional or modified overhead streetlight fixtures at the following locations:
 1. 15, 40, 72, 100, 141, 149, and 177 Sedgwick Road
 2. Tunxis Road approach to Sedgwick Road
 3. South Main Street at Sedgwick Road / Park Road Intersection
 4. South Main Street: Park Road to Webster Hill Boulevard

Exhibit 4: Vegetation Encroachment on Sidewalk



Exhibit 5: Sedgwick Road Night Visibility (view east toward Lemay Street crosswalk)



More details on pedestrian and bicycle accommodations are presented below.

Pedestrian Accommodations and Crossings

- Crosswalks exist on all legs of the two existing signalized intersections within the study area (Sedgwick Road / South Main Street and Sedgwick Road / Ridgewood Road).
- There are three additional crosswalks across Sedgwick Road at unsignalized intersections. One is located west of Westminster Drive and two are located at Wardwell Road on the east and west sides. Both crosswalks are utilized by both middle and elementary school students. Crossing guards are stationed at the crosswalks during school drop off and dismissal times. RSA participants stated that both crossings are heavily utilized. The Town of West Hartford installed Rectangular Rapid Flashing Beacons (RRFB) at these crosswalks in 2024.
- Some sidewalks and curb ramps are not Americans with Disabilities Act (ADA)-compliant. The surface condition of sidewalks is uneven in many areas, particularly at driveways. Pedestrian signal infrastructure at the signalized intersection of South Main Street and Sedgwick / Park Road is not ADA-compliant as well. Crosswalk paint is in generally poor condition throughout the study area. Many of these concerns will be addressed by two upcoming ADA-related projects currently underway:
 1. Accessible Pedestrian Signal (APS) project work planned for the intersection of South Main Street and Park Road / Sedgwick Road, and
 2. A Town-wide ADA curb ramp project.

Bicycle Accommodations

- The 2024 West Hartford Bicycle Plan and Bicycle Facility Selection & Design Guide (*Bike Plan*) facility selection matrix identified a buffered bike lane as a recommended facility and a bike lane as an acceptable facility. This is based on traffic counts conducted by the Town in September / October of 2024 which collected an Average Annual Daily Traffic (AADT) of 8,077 and 85th percentile speeds of 40 MPH. Additionally, this RSA includes several countermeasures that are expected to reduce vehicular speeds.
- The corridor is abutted by bike lanes on Sedgwick Road to the west of Ridgewood Road. South Main Street is a shared use roadway north of the Sedgwick Road / Park Street intersection.
- RSA participants stated that bicycle facilities are needed in the corridor. Some participants expressed interest in a two-way separated bike lane or other infrastructure aside from standard bicycle lanes.

Details on site-specific findings and recommendations are summarized in the subsequent sections. Exhibit 6 provides a summary map of corridor recommendations. Exhibit 7 and Exhibit 8 show cross sections at various locations on Sedgwick Road.

Corridor-Wide Recommendations

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

- Stripe crosswalks across all side streets in the corridor.

- Apply to Connecticut Office of the State Traffic Administration (OSTA) for a modification of the speed limit to 30 MPH based on the following:
 1. Stopping sight distance due to the vertical crest curve east of Sulgrave Road.
 2. Intersection sight distance exiting Sulgrave Road and Westland Avenue.
 3. Recommended speed limit based on FHWA's [*Methods and Practices for Setting Speed Limits*](#) as one recommended method by CTDOT OSTA [*Guidelines for Establishing Speed Limits in the State of Connecticut*](#). Reductions in the speed limit are recommended by the methodology because of the number of driveways, pedestrian activity, and crash history. Appendix C presents roadway speed data in the corridor.
 4. Recommendations included in this RSA for raised crosswalks for which current Town Standards require a posted speed limit of 30 MPH or less.

Medium-Term Recommendations (Goal: 2 to 5 years):

- Repair sidewalk slabs in need of repair.
- Replace all streetlight fixtures to ensure all lighting meets lumen output recommended by AAHSTO *Roadway Lighting Design Guide* (2018). To meet an average 0.7 foot-candle illuminance, as recommended for a minor arterial in a residential area, 6,000 lumen minimum, Type III fixtures should be considered. 8,000 lumen, Type III fixtures *could* be considered adjacent to the middle school to provide increased lighting levels in this area. Existing fixtures are 4,000 lumen.

Long-Term Recommendations (Goal: 5 or more years):

- Install curb extensions at all feasible intersections. These are the intersections which will have adjacent parking provided on Sedgwick Road as displayed in Exhibit 7 and includes the intersections of Fairlee Road, Garfield Road, Owings Road, Castlewood Road, and Cornell Road. The intersections of Newport Avenue, Colton Road, Ridgebrook Drive, and Four Mile Road are included separately as they are included as a short-term recommendation as part of the Sedgwick Road reconstruction project.

Exhibit 6: Corridor Recommendations



Exhibit 7: Sedgwick Road Cross Section, South Main Street to Scarsdale Road, Fairlee Road to Ridgewood Road

Sedgwick Road Cross Section Between S. Main Street and Scarsdale Road

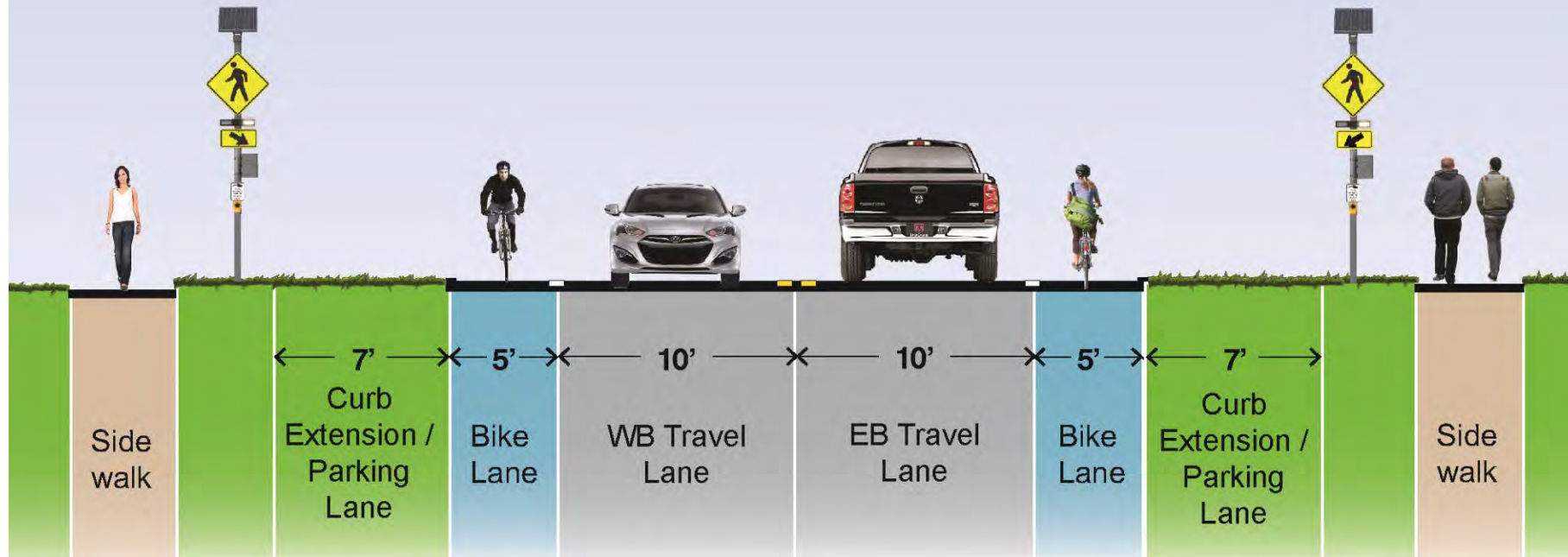
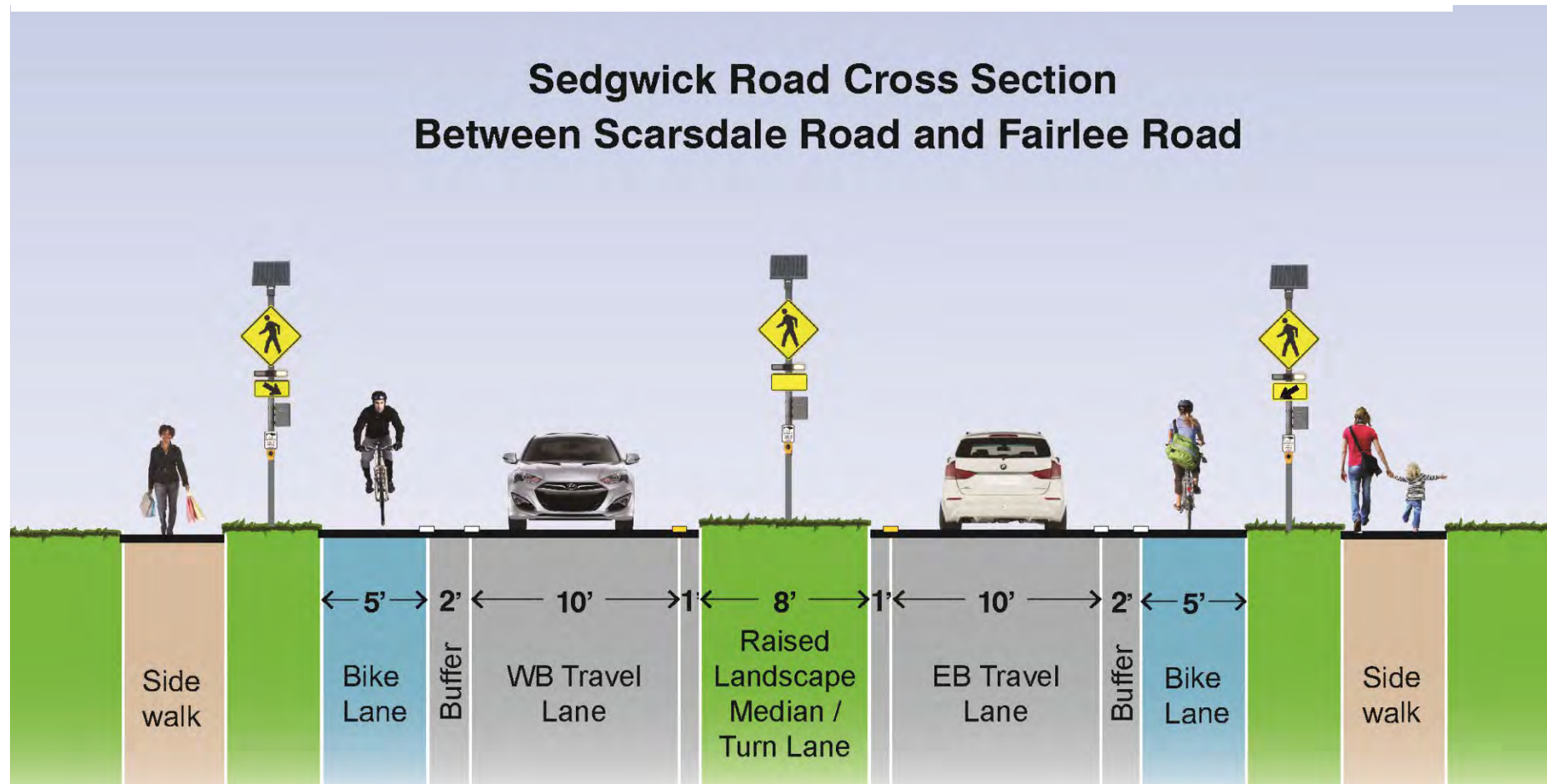


Exhibit 8: Sedgwick Road Cross Section, Scarsdale Road to Fairlee Road



3.2. Sedgwick Road / South Main Street Intersection

RSA Findings

The Town previously reviewed a roundabout for this intersection but dismissed it as a viable option because of the need for property outside the roadway right-of-way and associated impacts. A review of traffic volumes showed that a hybrid roundabout with two through lanes in the northbound and southbound direction was necessary to handle traffic demand which further increases impacts.

- The crosswalk paint at the intersection is in fair to poor condition and needs maintenance. Exhibit 9 displays crosswalks at the intersection.
- This location is a crossing guard post during school days.
- Lighting in this area should be reviewed. While there is cobra head lighting at all four quadrants to the intersection, RSA participants noted this is a dark area. The Town is currently underway adjusting overhead light emitting diode (LED) streetlamps in this area.
- Vegetation on the northwest quadrant of the intersection hinders sightlines for eastbound vehicles. However, this should generally not be a conflict as the right-turn is signed for No-Turn-on-Red (NTOR).
- The intersection is wide, resulting in long crossing distances at all approaches. This can be challenging for pedestrians. The intersection is on the Town list for pedestrian signal replacement, though the timeframe for this work has not been determined. It may be beneficial to consider realigning the crosswalk legs to shorten pedestrian crossing distances.

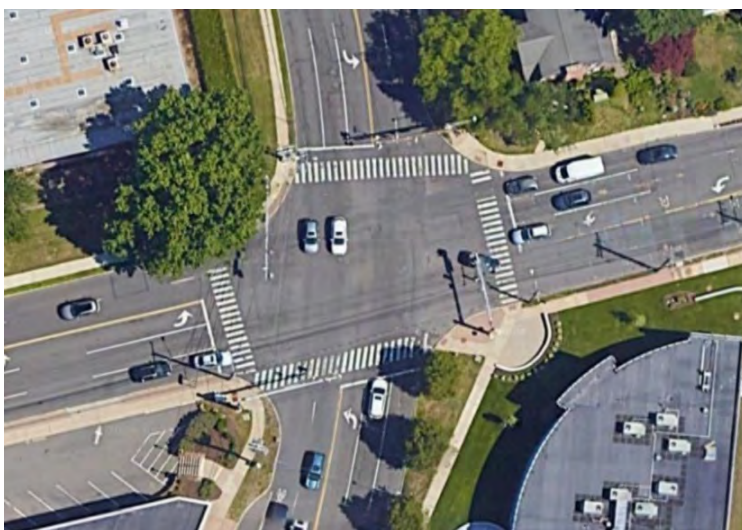
Exhibit 10 displays the lane configuration and crosswalk locations.

- All four approaches are signed for NTOR. Police stated that many drivers do not obey the NTOR signage at both the eastbound and westbound approaches to the intersection
- Police stated that most crashes at this intersection are a result of turning movement conflicts, with most incidents not being speed related. They also mentioned that they conduct frequent speed enforcement in the area.
- A participant said that drivers heading southbound on South Main Street are most likely to speed as they exit West Hartford Center.
- RSA participants and public comments from the Vision Zero interactive map mentioned particular concern for red light running at this location. Additionally, there was concern for short green times that do not allow adequate clearance of signal.
- Town staff stated that the eastbound approach to the intersection has the highest volumes during the AM peak period, making the two through lanes in that direction essential. There was discussion to consider a dedicated right-turn lane in the westbound direction, with one through lane, to eliminate the merge past the intersection in the westbound direction.

Exhibit 9: Sedgwick Road / South Main Street Intersection Crosswalks



Exhibit 10: Existing Lane Configuration at Sedgwick Road / South Main Street Intersection (Source: Google Maps)



Site-Specific Recommendations

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

- Review signal timings to ensure adequate green time provided for all movements, especially left-turn movements.
- Restripe and reconfigure the westbound approach to South Main Street. Convert the curbside lane (currently a shared through / right lane) to a dedicated right-turn lane. This would eliminate the need to carry two westbound lanes on Sedgwick Road west of South Main Street and eliminate the need for a merge at this location. This recommendation aims to streamline traffic flow, reduce conflicts, and enhance safety by eliminating merge movements and clarifying vehicle paths. Further review reconfiguration options for eastbound approach to verify infeasibility of lane reconfiguration as was reported in Synchro traffic analysis software. This effort will require coordination with OSTA.
- Realign the lane striping to include a bike lane.
- Consider this location as a potential location for automated red-light enforcement.

Medium-Term Recommendations (Goal: 2 to 5 years):

- Realign the crosswalk legs to shorten crossing distances to improve pedestrian safety. Maintain exclusive pedestrian phase with this modification.
- Install NTOR blank out signs, as displayed in Exhibit 11.

Exhibit 11: NTOR Blank Out Sign Example



3.3. Sedgwick Road: South Main Street to Sulgrave Road / Westland Avenue

RSA Findings

- Large curb cuts to the commercial plazas located at 1-13 Sedgwick Road and 15 Sedgwick Road may pose challenges for pedestrians. Additionally, the back of the sidewalk is flush with the adjacent parking lot which allows maneuvering vehicles to drive on the sidewalk. This area is shown in Exhibit 12.
- Vegetation overgrowth over the sidewalk is present at various locations.
- The sidewalk on the north side of Sedgwick Road narrows from five feet to four feet wide west of 24 Sedgwick Road.
- Sidewalks are generally in fair condition. Some sections show signs of heaving.
- There are few street trees in this area.
- There are no midblock crossings in this area.
- Participants stated that the merge from two lanes to one lane in the westbound direction is problematic, particularly with the location of the CT *transit* bus stop.
- Police have received complaints that drivers often need to cross the yellow line on the hill to navigate around stopped buses opposite Paxton Road. CT *transit* stated that they will evaluate the feasibility of relocating the bus stop.
- Participants noted that the westbound left-turn lane to Westminster Drive is helpful for westbound traffic as stopping sight distance is limited in this area and left-turning traffic can be queued up to Sulgrave Road. The vertical curve presents a stopping sight distance of approximately 230 feet based on a desktop review of the curve. This correlates to a design speed of 30 MPH based on Figure 7-1A in the CTDOT Design Manual. Appendix D presents vertical sightlines on Sedgwick Road.
- Participants stated that turning left out of Sulgrave Road is challenging for drivers due to restricted sight lines looking east due to the vertical curve. The vertical crest curve presents an intersection sight distance of approximately 280 feet for passenger vehicles and 360 feet for single unit trucks based on desktop review of the curve. This correlates to a design speed of 25 MPH based on Figure 11-2C in the CTDOT Design Manual. The Sedgwick Road westbound approach to this intersection is currently signed with a 25 MPH advisory speed.
- Participants stated that the painted medians with rumble strips are not as effective for traffic calming as desired. Exhibit 13 through Exhibit 18 display existing conditions through this area of the corridor.

Exhibit 12: Driveway Curb Cuts for 1-13 Sedgwick Road



Exhibit 13: CTtransit Stop near 24 Sedgwick Road at Westbound Lane Merge



Exhibit 14: View Toward Newport Avenue



Exhibit 15: Sidewalk with Cracked Pavement and Vegetation



Exhibit 16: Vegetation Encroachment on Sidewalk



Exhibit 17: Crosswalk at Sulgrave Road



**Exhibit 18: Westbound 25 MPH Advisory Speed for
Sedgwick Road at Sulgrave Road / Westland Avenue**



Site-Specific Recommendations

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

- Implement the following features east of Scarsdale Road, as displayed in Exhibit 7:
 - Stripe a 7-foot parking lane on both sides
 - Stripe 5-foot eastbound/westbound bike lanes
 - Stripe 10-foot eastbound/westbound travel lanes
- Implement the following features west of Scarsdale Road, as displayed in Exhibit 8:
 - Stripe 5-foot eastbound/westbound bike lanes

- Stripe 10-foot eastbound/westbound travel lanes with a 2-foot outside buffer
- Install an 8-foot landscaped median with 1-foot shoulders / 10-foot left-turn lane
- Create lateral shift between cross sections Exhibit 7 and Exhibit 8.
- Relocate the CT **transit** bus stop opposite Paxton Road east to Riggs Avenue to reduce conflicts caused by stopped buses and oncoming traffic around the vertical crest curve.
- Coordinate with West Hartford-Bloomfield Health District to remove overgrown vegetation encroaching into sidewalk.
- Coordinate with the Zoning Enforcement Officer to address vegetation concerns limiting sightlines.

- Install median island west of Scarsdale Road as shown in Exhibit 8.

Exhibit 19: High Intensity Light with RRFB at Fern Street Crosswalk (Source: Town of West Hartford)



Medium-Term Recommendations (Goal: 2 to 5 years):

- Reduce width of combined curb cut for the shopping plaza at 1-13 Sedgwick Road and 15 Sedgwick Road.
- Install curbing at the back of sidewalk to prevent vehicle trespass into sidewalk area for 1-13 Sedgwick Road and 15 Sedgwick Road.
- Install a midblock crossing at the Colton Avenue / Newport Road intersection to enhance visibility and safety for pedestrians. Include crosswalk, curb extensions, and RRFB with high intensity crosswalk lighting and shown in Exhibit 19.
- Install curb extensions at Ridgebrook Drive and Four Mile Road.

3.4. Sedgwick Road: Sulgrave Road / Westland Avenue to Westminster Drive / Lemay Street

RSA Findings

- Exiting onto Sedgwick Road from Westland Avenue was observed to be challenging for drivers because of the steep grade on Sedgwick Road to the east, as displayed in Exhibit 20 which creates potential sightline issues. Drivers on Westland Avenue have limited sightlines when traveling westbound up over the hill on Sedgwick Road. The vertical crest curve presents an intersection sight distance of 280 feet for passenger vehicles and 360 feet for single unit trucks based on desktop review of the curve, as presented in Appendix D. This correlates to a design speed of 25 MPH based on Figure 11-2C in the CTDOT Design Manual. Exhibit 21 displays signage at the Westland Avenue stop sign. Exhibit 22 displays the flashing school sign westbound on Sedgwick Road.
- At school dismissal, the crosswalk across Sedgwick Road west of Lemay Street and Westminster Drive appeared to be busier than the one at Wardwell Road, which is closer to the school. There were two crossing guards at this location. This location should be considered for a raised crosswalk. An RRFB was installed by the Town at this location in 2024, as displayed in Exhibit 23.
- The crosswalk across Westminster Drive is very long at 75 feet.
- Participants stated concern about the speeding westbound down the hill towards Westminster Drive.

**Exhibit 20: View East from Westland Avenue towards
Vertical Hill on Sedgwick Road**



**Exhibit 21: Signage at Westland Avenue Crossing
Indicating Limited Sight Distance**



Exhibit 22: Flashing School Speed Limit Sign near Westland Avenue



Site-Specific Recommendations

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

- **Quick Build:** Install median island to create a pedestrian refuge island with quick-build materials on Sedgwick Road at Lemay Street.
- **Quick Build:** Reduce crossing distance of Westminster Drive with quick-build materials by constructing a curb extension and extending the existing median to the crosswalk.
- Implement the following features, as displayed in Exhibit 8:
 - Stripe 5-foot eastbound / westbound bike lanes
 - Stripe 10-foot eastbound / westbound travel lanes with a 2-foot outside buffer

- Install an 8-foot landscaped median with 1-foot shoulders / 10-foot left-turn lane
- Consider automated speed enforcement in westbound direction approaching the crosswalk at Westminster Drive.

Medium-Term Recommendations (Goal: 2 to 5 years):

- West of Lemay Street, modify the existing crosswalk to a raised crosswalk. Install median island to create a pedestrian refuge island. Install RRFB on center median in addition to existing RRFBs at curb.
- Extend Westminster Drive median island to Sedgwick Road to serve as pedestrian refuge island. Maintain existing curb line on southwest corner to accommodate entering traffic from Lemay Street.

Long-Term Recommendations (Goal: 5 or more years):

- Consider a half closure at Westland Avenue, allowing northbound access only. Alternatively, a full closure of Westland Avenue between Van Buren Avenue and Sedgwick could be considered.
- Increase the sidewalk width to five (5) feet to maintain consistency with the rest of the corridor.

3.5. Sedgwick Road: Westminster Drive / Lemay Street to Wardwell Road

RSA Findings

- There are approximately 900 students at Sedgwick Middle School and approximately 500 students at Duffy Elementary School. Many of these students walk and / or bike to school highlighting the importance of Sedgwick Road to students accessing these schools.
- Police voiced concern about safety at the Tunxis Road intersection.
- The intersection of Tunxis Road and Sedgwick Road is characterized by a sharp angle. It can be difficult for right-turning vehicles from Tunxis Road to see conflicting eastbound vehicles on Sedgwick Road. Additionally, the geometry of the intersection does not require right-turning vehicles from Tunxis Road or left-turning vehicles from Sedgwick Road to slow down. This location is displayed in Exhibit 24.
- The crosswalk along Sedgwick Road across Tunxis Road is unclear. The curb ramp on the western side of the intersection is aligned behind the stop bar for Tunxis Road.
- A flashing stop sign has recently been installed on the Tunxis Road approach to Sedgwick Road.
- For school drop-off and pick-up, parents park along Wardwell Road, while buses enter the school via the northern driveway on Wardwell Road and exit via Sedgwick Road.
- There is notable congestion during school drop-off. Parent drop-off occurs along 250-ft of curb between the two school driveways on Wardwell Road. However, parents often do not use the northern segment of this space even though this area is frequently vacant. Congestion often backs up along Sedgwick Road westbound past the school. School officials were open to alternatives for pick-up / drop-off patterns.
- Because of the drop-off / pick-up congestion and pedestrians crossing Sedgwick Road at Wardwell Road, school staff are hesitant to shift the westbound left-turn at Tunxis Road to Wardwell Road. An advantage of the existing configuration is less vehicular traffic at the Wardwell Road intersection.
- An eastbound left-turn lane to Wardwell Road was installed in 2019 to alleviate congestion concerns in the eastbound direction related to school drop-off. This has caused some concern at the crosswalk at Wardwell Road because of fast-moving eastbound traffic and limited sight lines to the crosswalk because of stopped vehicles turning left.
- School representatives noted that students typically utilize the crosswalks and sidewalks in the area.
- Crosswalks are in poor condition in this area, as shown in Exhibit 25 and Exhibit 26. There is an RRFB at the crosswalk on the east side of Wardwell Road intersection, as shown in Exhibit 26. However, pedestrians typically cross this intersection from the southwest corner even though there is no RRFB located at this corner.
- About 25 kids were observed leaving school on bicycles.

Exhibit 23: RRFB and Crosswalk at Westminster Drive and Lemay Street



Exhibit 24: View Toward Tunxis Road



Exhibit 25: Crosswalk at Wardwell Road in Poor Condition



Exhibit 26: Wardwell Road Crosswalk at Morning Arrival



Site-Specific Recommendations

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

- **Quick Build:** Install hardened centerline for Sedgwick Road westbound at Tunxis Road.
- **Quick-Build:** Install median island to create a pedestrian refuge island with quick-build materials on Sedgwick Road at Wardwell Road.
- Implement the following features, as displayed in Exhibit 7:
 - Stripe 5-foot eastbound/westbound bike lanes
 - Stripe 10-foot eastbound/westbound travel lanes with a 2-foot outside buffer
 - Install an 8-foot landscaped median with 1-foot shoulders / 10-foot left-turn lane
- Repaint crosswalk markings at Lemay Street and Wardwell Road.
- Install an additional RRFB pair on the west side of the intersection at Wardwell Road to better accommodate pedestrian patterns at this intersection.
- Consider automated speed enforcement eastbound direction approaching the crosswalk at Wardwell Road.

Medium-Term Recommendations (Goal: 2 to 5 years):

- At Wardwell Road, convert intersection to a raised intersection. Install median island to create a pedestrian refuge island for the crosswalk east of Wardwell Road.

Long-Term Recommendations (Goal: 5 or more years):

- Reconfigure school drop-off / pick-up zone to increase capacity and reduce queuing onto Sedgwick Road. Evaluate

options in detail in future Sedgwick Middle School Safe Routes to School (SRTS) report. Potential options could include one or more of these strategies:

- Increase curb length for drop-off zone on Wardwell Road
- Reconfigure parking lot on west side of campus to allow relocated / additional drop-off zone adjacent to school building
- Convert Sedgwick Road driveway to two-way, reconfiguring parking lot on east side of campus to allow drop-off / pick-up in that area of campus
- Construct drop-off zone along Sedgwick Road with separation divider (similar to Charter Oak School)
- Relocate / reconfigure school bus drop-off/pick-up to alternative location and utilizing rear driveway for parent drop-off / pick-up
- Reconfigure the intersection of Tunxis Road and Sedgwick Road. A current aerial photograph is displayed in Exhibit 27. Consider the following options:
 - Option A: Realign Tunxis Road to reduce angle between Tunxis Road and Sedgwick Road. Consider median island on Tunxis Road to discourage left-turning vehicles from Sedgwick Road crossing the double yellow centerline. Buena Vista Road at Sedgwick Road is an example of this movement. Convert Wardwell Road between Sedgwick Road and Tunxis Road to one-way southbound. Converting this leg to one-way southbound reduces conflict points at the Sedgwick and Wardwell Road intersection
 - Option B: Realign Tunxis Road and Wardwell Road to a 4-leg single lane roundabout. This option also requires realignment of Wardwell Road north of Sedgwick Road

and impacts property on the southwest corner of the Sedgwick Middle School campus. A roundabout **should not** be considered until congestion concerns related to parent drop-off / pick-up for Sedgwick Middle School are addressed. Queuing through a roundabout would be detrimental to passage of all movements and a roundabout should generally not be considered in these circumstances

Exhibit 27: Sedgwick Road, Tunxis Road, and Wardwell Road Intersection



3.6. Sedgwick Road: Wardwell Road to Ridgewood Road

RSA Findings

- The signalized intersection of Sedgwick Road at Ridgewood Road is a crossing guard post during school days.
- There are many left turning movements from Ridgewood Road northbound to Sedgwick Road westbound. The inverse movement (westbound right turn to Ridgewood southbound) is also common. The intersection is shown in Exhibit 28.
- Sedgwick Road, west of the intersection, has bike lanes in both directions, while Ridgewood Road has shared lane markings (sharrows) to guide cyclists.
- There is overgrown vegetation over the sidewalk at the northeast corner of this intersection, as shown in Exhibit 29.
- Police stated that while right turns on red are allowed at this location, drivers must pull into the crosswalk to gain the visibility needed to make the turn safely due to hedge on the northeast and southeast corners of the intersection.
- Crosswalks are needed at all side streets in this area, particularly at locations like Owings Road and Cornell Road, where they are currently missing.
- Overgrown vegetation and sightline issues were observed at:
 - Garfield Road (northwest corner)

- Castlewood Road (northeast corner)
- Cornell Road (southeast corner)
- Owings Road (southeast corner)
- Fairlee Road (northwest corner)

Exhibit 28: View of Sedgwick Road West of Ridgewood Road Intersection



- Stripe 5-foot eastbound/westbound bike lanes
- Stripe 10-foot eastbound/westbound travel lanes

Exhibit 29: Overgrown Vegetation, View North of Sedgwick Road on Ridgewood Road



Site-Specific Recommendations

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

- Implement the following features west of Wardwell Road, as shown in Exhibit 8:
 - Stripe a 7-foot parking lane on both sides

- Coordinate with West Hartford-Bloomfield Health District to remove overgrown vegetation encroaching into sidewalk.
- Coordinate with the Zoning Enforcement Officer to address vegetation concerns limiting sightlines.
- Install an NTOR blank out sign for the eastbound approach.
- Consider continuing the following cross section west of Wardwell Road:

- Stripe 5-foot eastbound/westbound bike lanes
- Stripe 10-foot eastbound/westbound travel lanes with a 2-foot outside buffer
- Install an 8-foot median with 1-foot shoulders / 10-foot left-turn lane”

A summary matrix of recommendations is provided in Exhibit 30.

Exhibit 30: Recommendations Matrix

Recommendations (East to West)		Short-term	Medium-term	Long-term
		0-2 Years	2-5 Years	5 + Years
Corridor Wide	Strip crosswalks across all side streets	•		
	Modify speed limit to 30 MPH		•	
	Repair sidewalk in need of repair		•	
	Replace streetlight fixtures to meet lumen output recommended by AAHSTO		•	
	Install curb extensions at all intersections			•
Sedgwick Rd / South Main St Intersection	Review signal timings to ensure adequate green time provided for all movements	•		
	Reconfigure WB approach to South Main St, convert curbside lane to dedicated right-turn lane	•		
	Realign lane striping to include bike lane	•		
	Consider automated red-light enforcement	•		
	Realign crosswalk legs to shorten crossing distances and recover time during pedestrian phase		•	
	Install No-Turn-on-Red blank out signs		•	
South Main St to Sulgrave Rd / Westland Ave	Implement S Main St to Sulgrave Rd Cross Section: 1) Stripe 7' parking lane on both sides of street, 2) Stripe 5' eastbound (EB) / westbound (WB) bike lanes, 3) Stripe 10' EB / WB travel lanes	•		
	Implement Sulgrave Rd to Fairlee Rd Cross Section: 1) Stripe 5' EB / WB bike lanes, 2) Stripe 10' EB / WB travel lanes with 2' outside buffer, 3) Install 8' median with 1' shoulders / 10' two-way left turn lane	•		
	Create lateral shift between cross sections	•		
	Relocate CT <i>transit</i> bus stop on north side of Sedgwick Rd farther west	•		
	Clear debris and overgrown vegetation	•		
	Address vegetation limiting sightlines	•		
	Reduce width of combined curb cut at 1-13 and 15 Sedgwick Rd		•	
	Install curbing at back of sidewalk for 1-13 Sedgwick Rd and 15 Sedgwick Rd		•	
	Install midblock crossing with pedestrian scale lighting at Colton Rd / Newport Ave		•	
	Install curb extensions at Ridgebrook Dr/Four Mile Rd		•	
	Install median island west of Sulgrave Rd		•	

Exhibit 30: Recommendations Matrix (continued)

Recommendations (East to West)		Short-term	Medium-term	Long-term
		0-2 Years	3-5 Years	6-10 Years
Sulgrave Rd / Westland Ave to Westminster Dr / Lemay St	Install quick-build project to reduce crossing distances across Sedgwick Rd at Lemay St and across Westminster Dr	•		
	Reduce crossing distance of Westminster Drive with quick-build materials by constructing a curb extension and extending the existing median to the crosswalk	•		
	Implement Scarsdale Rd to Fairlee Rd Cross Section: 1) Stripe 5' EB / WB bike lanes, 2) Stripe 10' EB / WB travel lanes with 2' outside buffer, 3) Install 8' median with 1' shoulders / 10' two-way LT lane	•		
	Consider automated speed enforcement in WB direction approaching crosswalk at Westminster Dr	•		
	Repaint crosswalk markings at Lemay St	•		
	Install raised crosswalk at Lemay St, install median island, install RRFB on center median		•	
	Extend Westminster Dr median island to Sedgwick Rd to serve as pedestrian refuge island		•	
	Consider half closure (northbound access only) at Westland Ave			•
	Increase sidewalk width to 5 feet			•
Westminster Dr / Lemay St to Wardwell Rd	Install quick-build projects to reduce crossing distances across Sedgwick Rd at Wardwell Rd	•		
	Implement Scarsdale Rd to Fairlee Rd Cross Section: 1) Stripe 5' EB / WB bike lanes, 2) Stripe 10' EB / WB travel lanes with 2' outside buffer, 3) Install 8' median with 1' shoulders / 10' two-way left turn lane	•		
	Repaint crosswalk markings at Wardwell Rd	•		
	Install RRFB pair on west side of Wardwell Rd	•		
	Consider automated speed enforcement EB at Wardwell Rd	•		
	Install hardened centerline as a quick-build project for Sedgwick Rd westbound (WB) at Tunxis Rd	•		
	Convert Wardwell Rd intersection to raised intersection, install median island		•	
	Reconfigure school drop-off / pick-up zone			•
	Reconfigure Tunxis Rd / Sedgwick Rd intersection			•
Wardwell Rd to Ridgewood Rd	Implement Fairlee Rd to Ridgewood Rd Cross Section: 1) Stripe 7' parking lane on both sides of street, 2) Stripe 5' eastbound (EB) / westbound (WB) bike lanes, 3) Stripe 10' EB / WB travel lanes	•		
	Clear debris and overgrown vegetation	•		
	Address vegetation limiting sightlines	•		
	Consider cross section west of Wardwell Rd: 1) Stripe 5' EB / WB bike lanes, 2) Stripe 10' EB / WB travel lanes with 2' outside buffer, 3) Install 8' median with 1' shoulder / 10' two-way LT lane	•		
	Install No-Turn on Red blank out sign for EB approach	•		

3.7. RSA Field Considerations Checklist

<i>West Hartford Vision Zero – RSA Field Considerations</i>	<i>Item Identified or Discussed by RSA Participants?</i>
<i>Pedestrian Accommodations</i>	
Sidewalks (width, grade, condition, drainage, buffer, etc.)	<input checked="" type="checkbox"/>
Sidewalk connectivity **	<input checked="" type="checkbox"/>
Lighting	<input checked="" type="checkbox"/>
Amenities (benches, trash receptacles, etc.)	<input type="checkbox"/>
<i>Pedestrian Crossings</i>	
Crossing times and distance **	<input checked="" type="checkbox"/>
Signage	<input type="checkbox"/>
Pavement markings **	<input checked="" type="checkbox"/>
Detectable warning devices (signal) **	<input checked="" type="checkbox"/>
Adequate sight distance	<input type="checkbox"/>
Wheelchair accessible ramps (grades, orientation, tactile warning strips, etc.)	<input checked="" type="checkbox"/>
Pedestrian refuge at islands	<input checked="" type="checkbox"/>
Distance between crossings **	<input checked="" type="checkbox"/>

<i>West Hartford Vision Zero – RSA Field Considerations</i>	<i>Item Identified or Discussed by RSA Participants?</i>
<i>Bicycle Accommodations</i>	
Bicycle facilities (design, location and condition)	<input checked="" type="checkbox"/>
Gaps **	<input type="checkbox"/>
Separation from traffic	<input checked="" type="checkbox"/>
Conflicts with on-street parking **	<input type="checkbox"/>
Pedestrian conflicts	<input type="checkbox"/>
Bicycle signal detection	<input type="checkbox"/>
Visibility	<input type="checkbox"/>
Roadway speed limit	<input checked="" type="checkbox"/>
Bicycle signage / markings	<input type="checkbox"/>
Shared lane width	<input type="checkbox"/>
Shoulder condition / width	<input checked="" type="checkbox"/>
Traffic volume	<input type="checkbox"/>
Heavy vehicles	<input type="checkbox"/>
Pavement condition	<input checked="" type="checkbox"/>
Debris	<input type="checkbox"/>
<i>Transit Accommodations</i>	
Location	<input checked="" type="checkbox"/>
Signage	<input type="checkbox"/>
Seating / Covers	<input type="checkbox"/>
Pedestrian connectivity **	<input type="checkbox"/>
<i>Road Facilities</i>	
Access points	<input type="checkbox"/>
Drainage	<input type="checkbox"/>
Tapers and lane shifts	<input checked="" type="checkbox"/>
Roadside clear zone / slopes	<input type="checkbox"/>

West Hartford Vision Zero – RSA Field Considerations	Item Identified or Discussed by RSA Participants?
Guide rails / protection systems	<input type="checkbox"/>
Capacity issues	<input type="checkbox"/>
Road Surface Condition	
Pavement (excessive roughness or rutting, potholes, loose material)	<input checked="" type="checkbox"/>
Edge drop-offs	<input type="checkbox"/>
Drainage issues	<input type="checkbox"/>
Intersections	
Geometry	<input type="checkbox"/>
Sight distances **	<input checked="" type="checkbox"/>
Traffic control devices	<input type="checkbox"/>
Safe storage for turning vehicles	<input checked="" type="checkbox"/>
Exclusive right turn lanes **	<input type="checkbox"/>
Signals	
Visibility	<input type="checkbox"/>
Operation	<input type="checkbox"/>
Timing **	<input checked="" type="checkbox"/>
Safe placement of equipment	<input type="checkbox"/>
Proper sight distance	<input type="checkbox"/>
Adequate lane capacity	<input checked="" type="checkbox"/>
Signage	
Correct use	<input type="checkbox"/>
Clear messaging	<input type="checkbox"/>
Good placement for visibility	<input type="checkbox"/>
Adequate retro-reflectivity	<input type="checkbox"/>

West Hartford Vision Zero – RSA Field Considerations	Item Identified or Discussed by RSA Participants?
Pavement Markings	
Correct and consistent with MUTCD	<input type="checkbox"/>
Lane widths **	<input checked="" type="checkbox"/>
Adequate visibility	<input type="checkbox"/>
Condition	<input type="checkbox"/>
Snow storage	<input type="checkbox"/>
Edgelines provided	<input type="checkbox"/>
Driver Behavior	
Compliance with speed limits **	<input checked="" type="checkbox"/>
Sight distance adequacy	<input checked="" type="checkbox"/>
Safe passing opportunities	<input type="checkbox"/>
Distractions	<input type="checkbox"/>
Unaware of pedestrians / cyclists	<input type="checkbox"/>
Miscellaneous	
Weather impacts	<input type="checkbox"/>

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