



COMMUNITY
connectivity program

Haddam

Bridge Road (Route 82) between Route 154 and East
Haddam – Road Safety Audit

August 9, 2016



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Acknowledgements:

OFFICE OF INTERMODAL PLANNING
BUREAU OF POLICY AND PLANNING
CONNECTICUT DEPARTMENT OF TRANSPORTATION

With assistance from AECOM Transportation Planning Group

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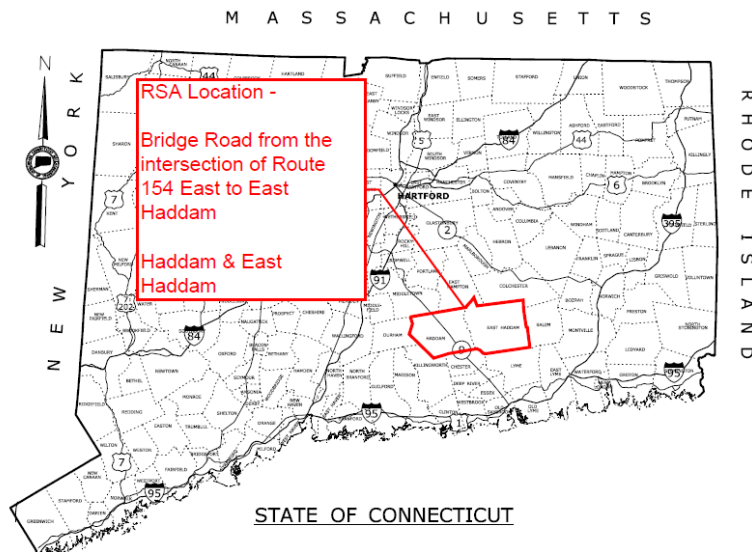
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The Connecticut Department of Transportation (CTDOT) is undertaking a Community Connectivity Program that focuses on improving the state's transportation network for all users, with an emphasis on bicyclists and pedestrians. A major component of this program is conducting Road Safety Audits (RSA's) at selected locations. An RSA is a formal safety assessment of the existing conditions of walking and biking routes and is intended to identify the issues that may discourage or prevent walking and bicycling. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency or severity.

The RSA team is made up of CTDOT staff, municipal officials and staff, enforcement agents, AECOM staff, and community leaders. An RSA Team is established for each municipality based on the requirements of the individual location. They assess and review factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, presence or absence of bicycle lanes or sidewalks, and social influences.

Each RSA was conducted using RSA protocols published by the FHWA. For details on this program, please refer to www.ctconnectivity.com. Prior to the site visit, area topography and land use characteristics are examined using available mapping and imagery. Potential sight distance issues, sidewalk locations, on-street and off-street parking, and bicycle facilities are also investigated using available resources. The site visit includes a "Pre-Audit" meeting, the "Field Audit" itself, and a "Post-Audit" meeting to discuss the field observations and formulate recommendations. This procedure is discussed in the following sections.



1 Introduction to Bridge Road, Haddam RSA

The Town of Haddam submitted an application to complete an RSA on Bridge Road (Route 82) to improve safety for pedestrians and bicyclists travelling along the corridor between State Route 154 and East Haddam. This corridor, which is designated as State Route 82, experiences high traffic volumes, but has no sidewalks. This has resulted in concerns for pedestrians and cyclists through this area. Along Bridge Road are various tourist destinations including the Goodspeed Opera House, Essex Steam Train, Riverhouse banquet facility, River Quest boat excursions and Eagle Landing State Park (Clark Creek Preserve). In addition, the Riverhouse Banquet Facility and Goodspeed Opera House are large employers on Bridge Road.

The Town of Haddam's application contained information on traffic volumes, crash data, and mapping of the corridor. The application and supporting documentation are included in Appendix A. As noted in the application, 9 Town Transit provides public transit services near and along the corridor and both public and private boating docks exist along the Connecticut River, adjacent to the corridor. East Haddam recently completed a BIG grant for public docks. Current safety concerns involve traffic volumes and speeds, lack of sidewalks and ADA accommodations and a lack of proper pedestrian and bicycle facilities. This lack of pedestrian facilities is of particular concern, as the swing bridge acts as the epicenter of all pedestrian traffic between Haddam and East Haddam. The Towns of Haddam and East Haddam are working on a joint task force, with the purpose of promoting attractions and tourism in the two towns. One goal of this task force is to increase visitors to the towns, which further increases the need for safe travel facilities.

1.1 Location

The RSA site is the section of Bridge Road between State Route 154 and East Haddam (Figure 1). The Average Daily Traffic (ADT) on Bridge Road is between 10,700 and 11,300 vehicles per day (vpd). Bridge Road consists of a single lane in each direction, separated by a double yellow center line. There are striped shoulders on each side of the road, with widths that vary from less than one foot to approximately six feet.

All intersections throughout the study area are controlled by side-street stop signs, with the exception of the Route 154 (Saybrook Road) intersection, which is controlled by a traffic signal. The swing bridge is also traffic signal controlled during bridge movements.

This section of roadway contains a significant number of driveways primarily serving retail and commercial services, adding complexity to walking and bicycling maneuvers through the area. Figure 2 shows the study area in a regional context.

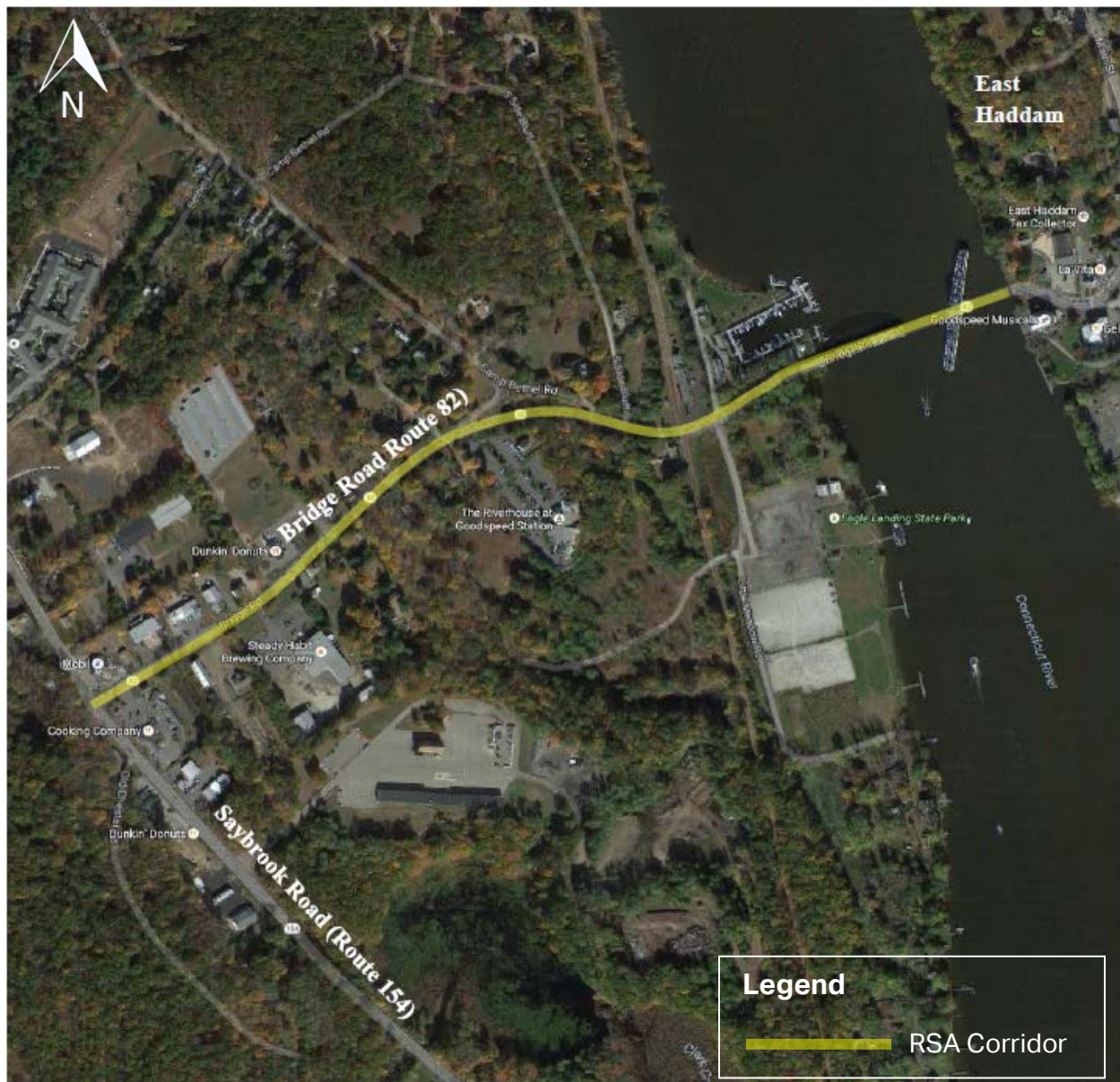


Figure 1. Bridge Road (Route 82), Haddam, East Haddam

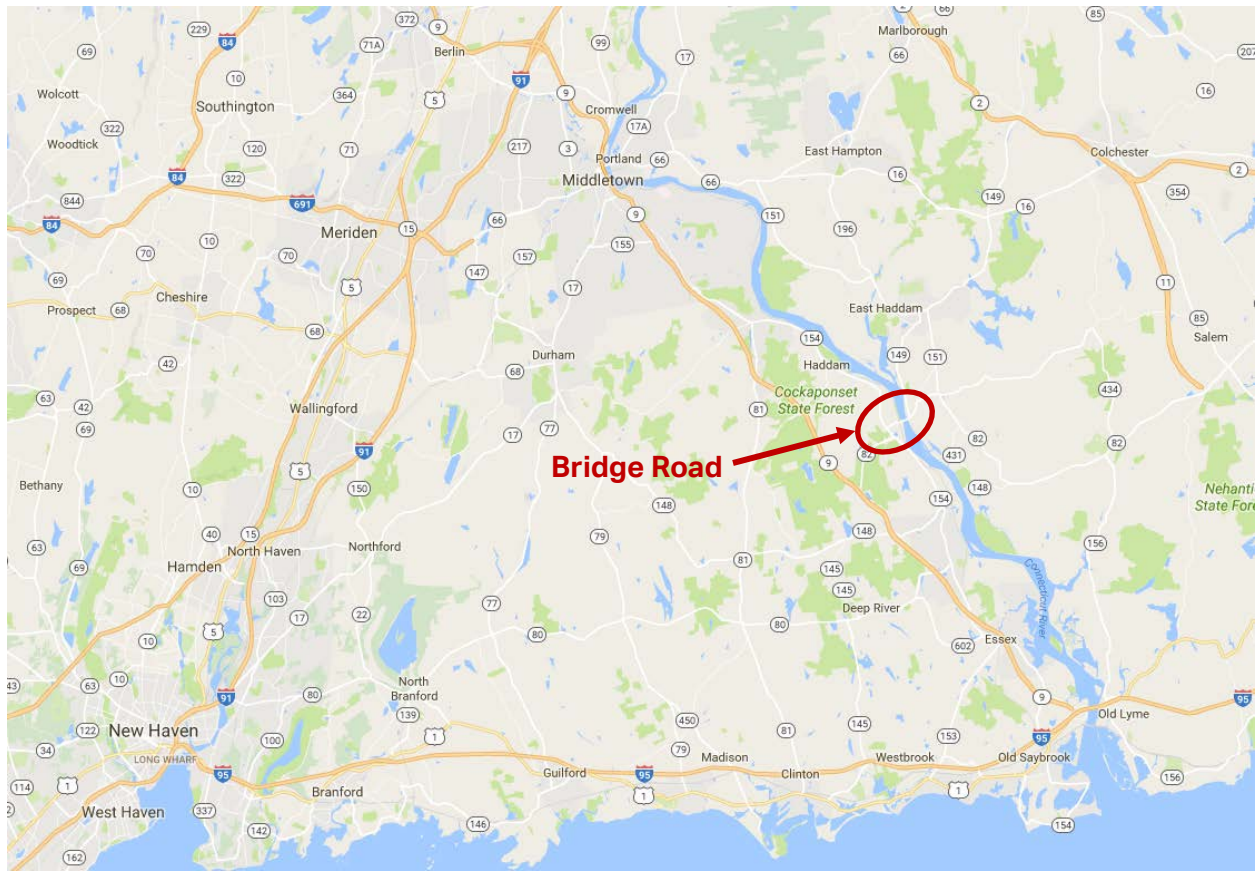


Figure 2. Study Area – Regional Context

2 Pre-audit Assessment

2.1 Pre-audit Information

As noted above, traffic volumes are significant along this corridor, given the character of the area. This is primarily because Bridge Road is the main connector between Haddam and East Haddam, and is also the only river crossing between Middletown and Old Lyme, a distance of 23 miles. The crash history in this area, considering its character, is moderate (30 crashes). There were three crashes involving injury between 2012 and 2014. Table 1 and Table 2 summarize the severity and crash type for 2012-2014. Rear-end crashes were the predominant crash type (40 percent). Figure 3 displays crashes that occurred in this area during 2015.

Severity Type	Number of Accidents	
Property Damage Only	27	90%
Injury (No fatality)	3	10%
Total	30	

Table 1. Crash Severity 2012-2014

Source: UConn Connecticut Crash Data Repository

Manner of Crash / Collision Impact	Number of Accidents	
Unknown	0	0%
Sideswipe-Same Direction	2	7%
Rear-end	12	40%
Turning-Intersecting Paths	8	27%
Turning-Opposite Direction	2	7%
Fixed Object	2	7%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	1	3%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	3	10%
Miscellaneous- Non Collision	0	0%
Total	30	

Table 2. Crash Type 2012-2014

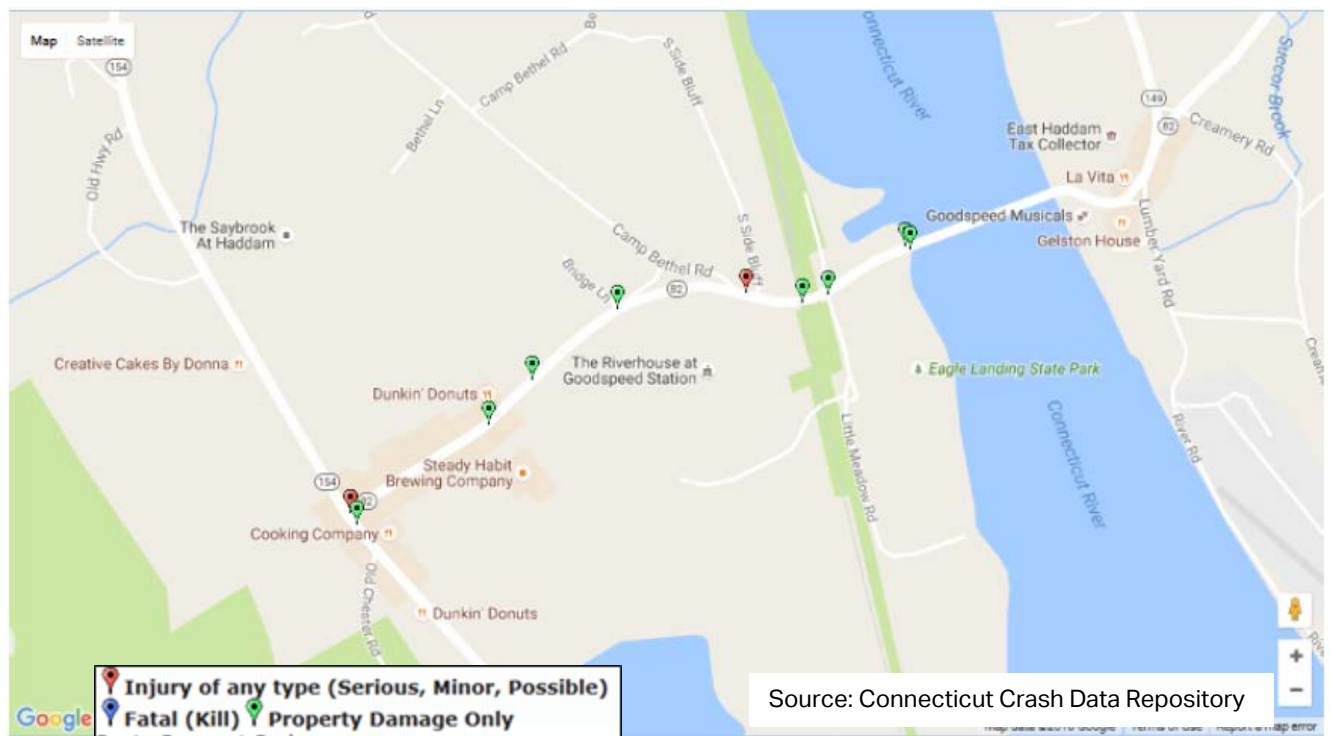


Figure 3. Crashes that Occurred in 2015 (Connecticut Crash Data Repository)

As previously mentioned, the Towns of Haddam and East Haddam are working together on a joint task force that will promote area attractions and tourism. As noted in the Community Connectivity Application, the swing bridge connecting Haddam and East Haddam is the epicenter for all pedestrian traffic between the towns. Currently, there are not appropriate accommodations for pedestrians and bicyclists on the bridge.

At the intersection with Route 154, Bridge Road and Route 152 provide one travel lane and a wide shoulder. In the northbound and westbound directions, the shoulder is often used by motorists as a right-turn lane. This intersection is currently under review by CTDOT Highway Design for possible replacement of the current traffic signal with a roundabout.

West of the swing bridge, Bridge Road crosses railroad tracks that serve tourist trains from the Valley Railroad Company. CTDOT District 2 Special Services Office has received a request from Valley Railroad for a crosswalk on Route 82 between the Train Station and Eagle Landing State Park, a popular destination for riders that depart at the station.

East of the Train Station, Bridge Road proceeds to the East Haddam swing bridge, a swing bridge that is fully operational 365 days/year. The bridge is operated by a worker who opens the bridge on demand, generally once per hour. CTDOT is conducting an evaluation of the bridge's superstructure and mechanical/electrical components.

Figure 4 shows roadway geometrics on Bridge Road in the study corridor. As shown in Table 3 below, Bridge Road and the East Haddam swing bridge have no sidewalks. The bridge has 10.5-foot lanes in both directions. There are one to two-foot wide shoulders on both sides of the bridge and shoulders between one and six feet wide on other portions of Bridge Road. The narrow shoulder and lack of sidewalk on the bridge is a concern for both towns as pedestrians cross the Connecticut River daily.

[illegible]

Figure 4. Bridge Road Geometrics

Haddam/East Haddam – Bridge Road
Street Inventory

Street	Route	Lanes	Ave. Lane Width	Sidewalk				Curb	Parking	Shoulder	Ramps	
				Side	Type	Width	Condition*				Exist	Complaint
Bridge Road	CT Route 82	2	12'	N/A	N/A	N/A	N/A	No	No	1-6'	No	N/A
East Haddam swing bridge	CT Route 82	2	10.5'	N/A	N/A	N/A	N/A	No	No	1-2'	No	N/A

***CONDITION – “Good” is Serviceable Condition that meets current design standards. “Fair” is generally serviceable, but may need minor repairs, or may not completely align with current design standards. “Poor” is not serviceable, and generally inadequate for continued long-term use.**

Table 3. Street Inventory

2.2 Prior Successful Effort

Haddam and East Haddam have been working together to improve pedestrian and bicycle connectivity. The attractions in the area are very popular and a viable pedestrian connection between these attractions will support the activity in the area. There is a planned commercial development project at 105 Bridge Road on the south side of Route 82 across from Dunkin Donuts. A 90-unit residential project is planned on Route 154 next to The Saybrook at Haddam assisted living facility. The Connecticut Department of Energy and Environmental Protection (DEEP) will be preparing a master plan for Eagle Landing State Park.

2.3 Pre-Audit Meeting

The RSA was conducted on August 9, 2016. The Pre-Audit meeting was held at 9:00 AM in the Town Hall located at 21 Field Park Drive in Haddam.

The RSA Team was comprised of staff from AECOM, staff from CTDOT, representatives from several Haddam and East Haddam departments including the Planning Department, local business owners, Valley Railroad, Goodspeed Opera House, The Riverhouse, and River Quest. The complete list of attendees can be found in Appendix B.

Several items were presented for general information prior to conducting the Audit in the field:

- ADT is moderately heavy, but considered relatively low for regional retail generation. The Town provided a traffic count for the intersection of Route 154 and Route 82. There is a high left turning movement from Route 82 to Route 154 during morning peak hours. During the afternoon, there is a high right turn volume from Route 154 to Route 82.
- There are a significant number of trailer and box trucks that travel through this corridor, estimated at a few hundred per day. The Town noted that logging trucks go over the bridge.
- Vehicles travel at high speeds over the swing bridge.
- Sight distance is limited on Bridge Road in the area of Camp Bethel Road and the Subway restaurant.
- There may be some gate related vehicle crashes at the bridge when the bridge is open for boat traffic.
- The rear end crashes are most likely due to stop and go traffic in the area. There have been about 10 crashes a year in the corridor which is typical for similar roadways.
- When Dunkin Donuts was initially opened, many crashes occurred around these driveways, but decreased once people became accustomed to the new driveways.
- A total of 60% of crashes occurred between 3:00 and 6:00 PM. Goodspeed traffic may contribute to crashes in the afternoon. Riverhouse has two seating times for banquets and catered events, which generate traffic in the afternoon.

- Haddam has a geometric concern at the three-way signal (Route 82 and 154) and its relationship to the stop sign at the Old Chester Road approach, due to its close proximity to the signal.
- There are hard right turns on both sides of the swing bridge with limited sightlines.
- The intersection of Route 154 and Route 82 is lighted. There is no lighting between Riverhouse and the swing bridge.
- The intersection of Route 154 and Route 82 has wide striped shoulders that act as a right-turn lane from Route 154 northbound onto Route 82 and from Route 82 westbound onto Route 154. Although this striping increases traffic capacity, it creates an obstacle for cyclists when their shoulder is taken away by vehicles. This intersection is also in need of crosswalks.
- It is difficult to turn left out of the Tylerville Market/River Valley Provisions driveway in the evening.
- There are no pedestrian crossing facilities, but pedestrians still cross Route 82.
- It was mentioned that pedestrians are prohibited on the bridge, but there is no signage to indicate this. Pedestrians still cross the swing bridge. The bridge is not wide enough for two vehicles and a pedestrian. When there is not enough parking during popular events people will park at Eagle Landing State Park and walk across bridge. In addition, actors and staff from Goodspeed Opera House walk across the bridge to the grocery store in Haddam.
- Vehicles will pass single bikers on the swing bridge while groups of bikers manage to use the entire travel lane on the bridge.
- The study area may be in need of way finding signs.
- Weekend cycle groups travel through this area; however, recreational bikers do not typically use Route 82.
- If pedestrians could safely cross the swing bridge, it would open up a lot of options for pedestrian trips between Haddam and East Haddam. Residents see a couple of pedestrians a day cross the bridge and more on weekends.
- The Valley Railroad has a stop at Eagle Landing State Park, but riders are reluctant to cross the swing bridge on foot.
 - o There are an estimated 170,000 Valley Railroad riders a year. The rail line averages one trip a day in each direction and a maximum of three trips per day in each direction. Trains are run for special events and concerts.
 - o Parking is an issue during holidays.
 - o The goal is to bring more pedestrian traffic to the area, but it is cost prohibitive to provide a shuttle across the bridge.
- The swing bridge is managed by the CTDOT and Coastguard:
 - o It becomes an issue in the spring and fall when sailboats are moving up and down river and the bridge is opened often. It currently opens on the hour and

on demand for commercial traffic; and on the weekends it opens at least once an hour.

- o The bridge operator errs on the side of caution with opening the bridge because he/she does not want responsibility for damage to boats if they cannot clear the bridge vertical height.
 - o It is a 12 minute cycle to open the bridge all the way.
 - o There is a height indicator on the bridge and in the Goodspeed Opera House parking lot.
 - o The deck surface (steel) of the bridge can be an issue (slippery) for bikers.
- Haddam does not have definitive plans for a sidewalk on Route 82, but is interested in planning and constructing one. A public survey and visioning session was completed by the UConn Landscape Architecture Department. One idea was to construct a new road running parallel to and south of Route 82 to create more frontage for businesses and an alternate route for traffic.
- The Town feels there are fewer constraints on the south side of Route 82 for constructing a new sidewalk. Business owners are concerned about losing the limited parking they currently have if a sidewalk was constructed on the north side.
- Crosswalks could help make connections to the Eagle Landing State Park and waterfront. The Saybrook at Haddam Assisted living community would most likely use the pedestrian facilities.
- In the future, a multi-family housing development with about 90 units will be built on Route 154 within walking distance of the Route 82 intersection.
 - o A new development is planned at 105 Bridge Street (Route 82) across from Dunkin Donuts (south side of road):
 - If the developer comes with a different plan, the Town could request a sidewalk with the development.
 - There is a potential trail connection in back of the land parcel on the south side of Route 82 that could link to Eagles Landing State Park.

3 RSA Assessment

3.1 Field Audit Observations

Intersection of Route 154 and Route 82:

- The stop controlled side street (Old Chester Road) is not part of the signalized intersection despite being very close to it (Figure 5).
 - o The Town is considering making Old Chester Road one-way or closing it since it is a dead-end road that only has access to Haddam Pizza.
 - o There are "Push Buttons for Green" pedestrian pedestals on the northwest and southeast corners (Figure 6) of the intersection. The pedestrian phase is not exclusive and runs concurrently with the parallel green phase.
- The Route 82 approach shoulder and northbound Route 154 approach shoulder are wide enough for vehicles to use it as a right turn lane (Figure 6).
 - o Audit members feel it helps reduce traffic delays and queuing.
- The construction of a roundabout at this intersection by the CTDOT may start as early as 2019.
 - o This would include new sidewalks and crosswalks with ADA facilities.
 - o The project still needs to go through Town approval.
- Some residents want right turn slip lanes as part of the roundabout so traffic can proceed while traffic is backed up when the swing bridge is open for boat traffic.



Figure 5. Stop Sign Controlled on Old Chester Road Approach Near Signal



Figure 6. Pedestrian Button and Wide Shoulder on Route 154 Northbound Approaching Bridge Road

- The driveway to Tylerville Market on Route 82 has grade issues.

Route 82 between the Route 154 intersection and Riverhouse:

- Route 82 consists of two 12-foot travel lanes, a four-foot eastbound shoulder and a six-foot westbound shoulder. The shoulder narrows to one foot on each side by the Subway.
- There is a worn path in front of Tylerville Country Market (Figure 7), although there is no sidewalk.
- If a sidewalk is constructed on the south side:
 - o There should be enough ROW (Figure 7).
 - o There are grade issues in some places (Figure 8).
 - o The relocation of utilities will increase cost. The utility poles are on the south side (Figure 9).
- Potential for Sidewalk on North Side:
 - o The majority of businesses are on the north side of Route 82 so pedestrians will want to cross at multiple locations.
 - o For the most part, there is not a steep grade except at the Fireworks Hearth & Home driveway.
 - o A sidewalk may take away some parking from the business owners.
 - o Pedestrians would need to cross more access driveways.



Figure 7. Worn Path in Front of Tylerville Country Market on South Side Bridge Road



Figure 8. Slope Issue on South Side of Bridge Road



Figure 9. South Side of Bridge Road With Utility Poles

- o Not sure how much Right of way is available
- The Town should check the ordinance that addresses who is responsible to maintain sidewalks. Haddam could change the ordinance if needed so that the Town maintains sidewalks if business owners object.
- Haddam would prefer a sidewalk with a grass or landscaped buffer between the sidewalk and roadway.
- In order to provide better bike accommodations on Route 82 the Town could stripe five-foot shoulders or change the Town policy to allow bike riders to use a future sidewalk.
- Travel lanes could be restriped to 11 feet to increase shoulder width.

There is no on-street parking (Figure 10).

- 85 Bridge Road is the historic Shailerville House. It is located close to road, but there is still enough room for a sidewalk (Figure 11).
- There is a contaminated water issue in this area.
- Department of Energy & Environmental Protection (DEEP) State Land (Figure 12):
 - o The entrance gate is opposite 80 Bridge Road.
 - o The land could be converted to a multi-use trail to link to Eagle Landing State Park.
 - o If this is converted to a trail the Town would still like to continue the sidewalk on Route 82.



Figure 10. Westbound Bridge Road in Front of Dunkin Donuts



Figure 11. Shailerville House

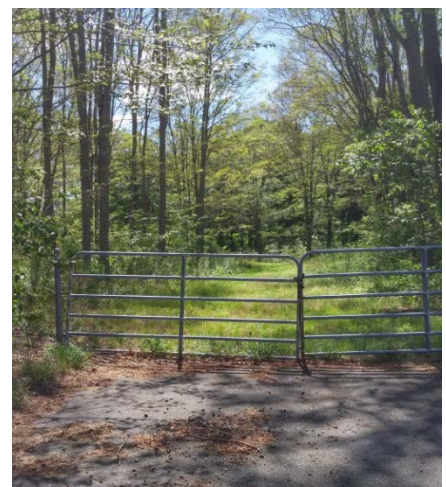


Figure 12. DEEP State Land

Route 82 at the Riverhouse Driveway:

- There is a sharp curve and steep grade on Route 82 that limits sight distance for vehicles approaching the Riverhouse and Camp Bethel Road (Figure 13 and Figure 14).
- On the west side of the Riverhouse driveway there is a wide turn radius and the curbing stops, but the pavement extends outside of the driveway.
- Camp Bethel Road sign across from Riverhouse driveway is partially blocked by branches (Figure 15).
- There are tree branches on the south side of the road that may reduce the sightline on the sharp Route 82 curve (Figure 14).

Eagle Landing State Park:

- DEEP and Valley Railroad are working to extend rail service further north.
- The railroad trips could generate significant foot traffic between Eagle Landing and Goodspeed Station gift shop.
- The worn path with a steep slope leading to the railroad stop in the parking lot is not ADA compliant (Figure 16).
- Valley Railroad may provide shuttle buses across the swing bridge until a pedestrian connection is available.
- The large parking lot is used to serve River Quest boat excursions.
- RiverQuest has about 11,000-13,000 visitors per year.
- DEEP is looking to develop a Master Plan for this property. A new boat ramp is proposed. If this is



Figure 13. South Side Route 82 Before Riverhouse



Figure 14. Curve Near Riverhouse Driveway



Figure 15. Camp Bethel Road Street Sign

implemented it would increase traffic. RiverQuest has partial permission to develop a nature trail.

- There is no sidewalk on the access driveway. There may be wetland and slope constraints to provide a sidewalk on either side.

Route 82 Swing Bridge:

- The travel lanes are 10.5 feet wide (Figure 17).
- The shoulders are two feet wide on the south side and one foot wide on the north side.
- The State is looking at options for providing a pedestrian facility including a cantilever walkway on one side of the bridge. There is a steep drop off on the south side which may restrict a new sidewalk. Other options such as a boardwalk on piles, etc. would have to be considered (Figure 18).
- There was a significant amount of heavy truck traffic during the short time spent at the swing bridge.
- There is limited sightline at the west end of bridge due to the horizontal alignment of Route 82 (Figure 19).



Figure 16. Path to Valley Railroad Stop



Figure 17. Swing Bridge Roadway Cross Section Looking East



Figure 18. Drop off on South Side of Swing Bridge (West End)



Figure 19. West End of Swing Bridge

3.2 Post Audit Workshop - Key Issues

- There are no sidewalks along the Route 82 corridor in the study area. Pedestrians on Route 82 will either walk in the shoulder or in the grass on the side of the road. Since there are no sidewalks on Route 82, no crosswalks have been painted in the area. The lack of pedestrian facilities creates a challenging environment for pedestrians and especially for handicapped users.
- When a sidewalk is constructed there is the issue of crossing the railroad near Eagle Landing State Park. The crossing of the railroad will need to be ADA compliant.
- There are no bicycle accommodations on Route 82. The majority of the road has a shoulder narrower than the three-foot minimum desired width for bikes to use the shoulder.
- The horizontal and vertical alignment along with overgrown trees limits the sightline for vehicles turning out of the Riverhouse driveway and Camp Bethel Road.
- The Valley Railroad stop at Eagle Landing State Park is not equipped with pedestrian facilities. The slope from the railroad stop only consists of dirt and gravel. A paved ADA ramp with a more manageable grade would benefit all users.
- The swing bridge on Route 82 prohibits pedestrian travel. This does not allow a pedestrian connection between the attractions in Haddam and East Haddam. There is demand for a pedestrian connection because even though pedestrian travel is discouraged, pedestrians cross the swing bridge daily.
- There is minimal street lighting along the corridor and there is no lighting between Riverhouse and the swing bridge.

4 Recommendations

From the discussions during the Post-Audit meeting, the RSA team compiled a set of recommendations that are divided into short-term, mid-term, and long-term categories. For the purposes of the RSA, **Short-term** is understood to mean modifications that can be expected to be completed very quickly, perhaps within six months, and certainly in less than a year if funding is available. These include relatively low-cost alternatives, such as striping and signing, and items that do not require additional study, design, or investigation (such as right-of way acquisition). **Mid-term** recommendations may be more costly and require establishment of a funding source, or they may need some additional study or design in order to be accomplished. Nonetheless, they are relatively quick turn-around items, and should not require significant lengths of time before they can be implemented. Generally, they should be completed within a window of eighteen months to two years if funding is available. **Long-term** improvements are those that require substantial study and engineering, and may require significant funding mechanisms and/or right-of-way acquisition. These projects generally fall into a horizon of two or more years when funding is available.

4.1 Short Term

1. The Local Traffic Authority (LTA) can request the CTDOT to trim branches that limit sightlines and block signage on Route 82 at the Riverhouse driveway.
2. Begin developing concepts for the new sidewalk on the south side of Route 82.
3. Install share the road signage (Figure 20) for bikers or signs indicating that bikes can take the travel lane on the bridge. The LTA to send letter to CTDOT, OSTA (Office of State Traffic Administration) or maintenance.
4. Simplify the current wayfinding signage in the area because too much signing could be overwhelming. Consider developing a branding logo for "The Haddams" area. The LTA can request wayfinding signage with OSTA (Figure 21).



Figure 20. Share the Road Bike Signage



Figure 21. Example of Branding and Wayfinding Signage

Figure 22 depicts these recommendations.



Figure 22. Short Term Recommendations

4.2 Medium Term

1. Haddam to coordinate with the CTDOT on the design and construction of a roundabout at the intersection of Route 82 and Route 154 planned for 2019.
 - a. Evaluate single lane approaches to roundabout and evaluate the need for additional right-turn lanes based on traffic volume.
 - b. Roundabout will include ADA ramps, crosswalks and sidewalks.
 - c. Roundabout still needs to go through the approval process.
2. Re-stripe 11-foot travel lanes and increase the shoulder width to accommodate bike travel on Route 82.
3. A survey will need to be performed to identify right of way and where easements may be needed on the south side of Route 82 for sidewalk construction.
4. Develop a design concept for a new sidewalk on the south side of Route 82. This may require retaining walls for short sections.
5. Install a new sidewalk on the slope which connects the Valley Railroad stop to the Eagle Landing State Park parking lot.
6. Department of Energy & Environmental Protection (DEEP) to develop a master plan for the parking lot area at Eagles Landing State Park. As part of this the Town of Haddam should coordinate with the State to develop a trail connection from Route 82 to Eagle Landing and provide a new sidewalk on the access driveway between the parking lot and Route 82.
7. Haddam to develop a pedestrian and bicycle plan that documents goals and actions for providing pedestrian and bicycle facilities in this area.
8. The Town to work with the CTDOT and State agencies to develop policies to require developments to reserve right of way for planned pedestrian and bicycle facilities.

Figure 23 depicts some of the recommendations along Main Street.



Figure 23. Medium Term Recommendations

4.3 Long Term

1. Construct a sidewalk on Route 82 between Route 154 and the swing bridge. Evaluate alternatives on the west end of the bridge on the south side of the roadway such as a boardwalk facility.
2. The swing bridge restoration is in the early stages of design. The CTDOT is considering the addition of a pedestrian facility. Coordination between CTDOT and Haddam and East Haddam is required.

Figure 24 depicts these recommendations.



Figure 24. Long Term Recommendations

4.4 Summary

This report documents the observations, discussions and recommendations developed during the successful completion of the Town of Haddam RSA. It provides Haddam with an outlined strategy to improve the transportation network for all road users Route 82 (Bridge Road) between Route 154 and East Haddam, particularly focusing on pedestrians and cyclists. Moving forward, Haddam may use this report to prepare strategies for funding and implementing the improvements, and as a tool to plan for including these recommendations into future development along Route 82.



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Appendix A



AECOM
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Welcome to the Community Connectivity Program Application



Please fill in the following information to provide the Audit team leaders with a comprehensive description of the area contained in this application.

1. Applicant contact information

Name	
Title	
Email Address	
Telephone Number	

2. Location information

Address	
Description	
City / Town	

3. Roadway type
(Please select all that apply)

☐ State road

☐ Local road

☐ Private Road

☐ Other (please specify)

4. Zoning
(Please select all that apply)

☐ Industrial

☐ Residential

☐ Commercial

☐ Mixed Use

☐ Retail

☐ N/A (not applicable)

☐ Other (please specify)

5. Approximate mile radius around the location

Other (Please Specify)

6. Community Sites
(Please select all that apply)

☐ Community Centers

☐ Business Districts

☐ Restaurant/Bar Districts

☐ Churches

☐ Housing Complexes

☐ Proximity to Schools

☐ Tourist Locations (examples – Casino, Malls, Parks, Aquarium, etc...)

☐ N/A (not applicable)

☐ Other (please specify)

7. Employment Facilities
(Retail, Industrial, etc...)

☐ Yes

☐ No

If Yes please describe (please specify)

8. Educational facilities

(Please select all that apply)

☐ Public, Parochial, Private Schools (more than 1 school within a ½ mile)

☐ University / Community Colleges

☐ N/A (not applicable)

☐ Other (please specify)

9. Transit facilities

(Please select all that apply)

☐ Bus

☐ Rail

☐ Ferry

☐ Airport

☐ Park and Ride Lot

☐ N/A (not applicable)

☐ Other (please specify)

10. Safety Concerns

(Please select all that apply)

☐ Traffic (volumes & speed)

☐ Collisions

☐ Sidewalks

☐ Traffic Signals

☐ Traffic Signs

☐ Parking Restrictions / Additions

☐ Drainage

☐ ADA Accommodations

☐ Agricultural & Live Stock crossing

☐ Maintenance issues (cutting grass, leaves, snow removal)

☐ N/A (not applicable)

☐ Other (please specify)

--

11. Are there any past, current or future transportation/economic development projects near this location (i.e. Federal, State or local projects)?

If Yes please describe and list all projects.

12. Environmental Concerns:

If Yes please describe and list.

13. Please explain why this location should be considered for an RSA

14. Are there plans to expand the area?

(Transportation Oriented Development, Economic Development, housing, etc...)

15. Any other pertinent information that is unique to this location?

Thank you for completing the Community Connectivity application.

Please click on the "submit button" below and include the following attachments

- 1 Location map (google, GIS) **(Required)**
- 2 Collision data (If available)
- 3 Traffic data (ADT or VMT) (If available)
- 4 Pedestrian/bicycle data (If available)



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Appendix B



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Road Safety Audit

Town: Haddam
RSA Location: Bridge Road from the intersection of Route 154 East to East Haddam
Meeting Location: Haddam Town Hall
Address: 21 Field Park Drive, Haddam, CT 06438
Date: 8/9/2016
Time: 9:00AM

Participating Audit Team Members

Audit Team Member	Agency/Organization
Patrick Zapatka	CT DOT
Joseph Jazwicz	CT DOT
Dave Papallo	Andrews Manink
Larry Maggs	Fireworks Health
Kevin Dodd	Valley Railroad
Dan McMahon	Goodspeed
Patrick Pinnell	Haddam Merchant
Jim Vewtres	Town of East Haddam
Liz Glidden	Haddam Planner
Jim Bucko	The Riverhouse
Rob Bradway	Valley Railroad
Jeff Maxtutis	AECOM
Lorenzo Varone	AECOM



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Appendix C



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Road Safety Audit – Haddam

Meeting Location: Haddam Town Hall
Address: 21 Field Park Drive
Date: 8/9/2016
Time: 9:00 AM

Agenda

- Type of Meeting:** Road Safety Audit – Pedestrian Safety
- Attendees:** Invited Participants to Comprise a Multidisciplinary Team
- Please Bring:** Thoughts and Enthusiasm!!
- 9:00 AM** **Welcome and Introductions**
- Purpose and Goals
 - Agenda
- 9:15 AM** **Pre-Audit**
- Definition of Study Area
 - Review Site Specific Data:
 - o Average Daily Traffic
 - o Crash Data
 - o Geometrics
 - Issues
 - Safety Procedures
- 10:30 AM** **Audit**
- Visit Site
 - As a group, identify areas for improvements
- 12:30 PM** **Post-Audit Discussion / Completion of RSA**
- Discussion observations and finalize findings
 - Discuss potential improvements and final recommendations
 - Next Steps
- 3:00 PM** **Adjourn for the Day – but the RSA has not ended**

Instruction for Participants:

- Before attending the RSA, participants are encouraged to observe the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.



Audit Checklist

Pedestrians and Bicycles	Comment
Pedestrian Crossings • Sufficient time to cross (signal) • Signage • Pavement Markings • Detectable warning devices (signal) • Adequate sight distance • Wheelchair accessible ramps - o Grades - o Orientation - o Tactile Warning Strips • Pedestrian refuge at islands • Other	
Pedestrian Facilities • Sidewalk - o Width - o Grade - o Materials/Condition - o Drainage - o Buffer • Pedestrian lighting • Pedestrian amenities (benches, trash receptacles) • Other	



Bicycles

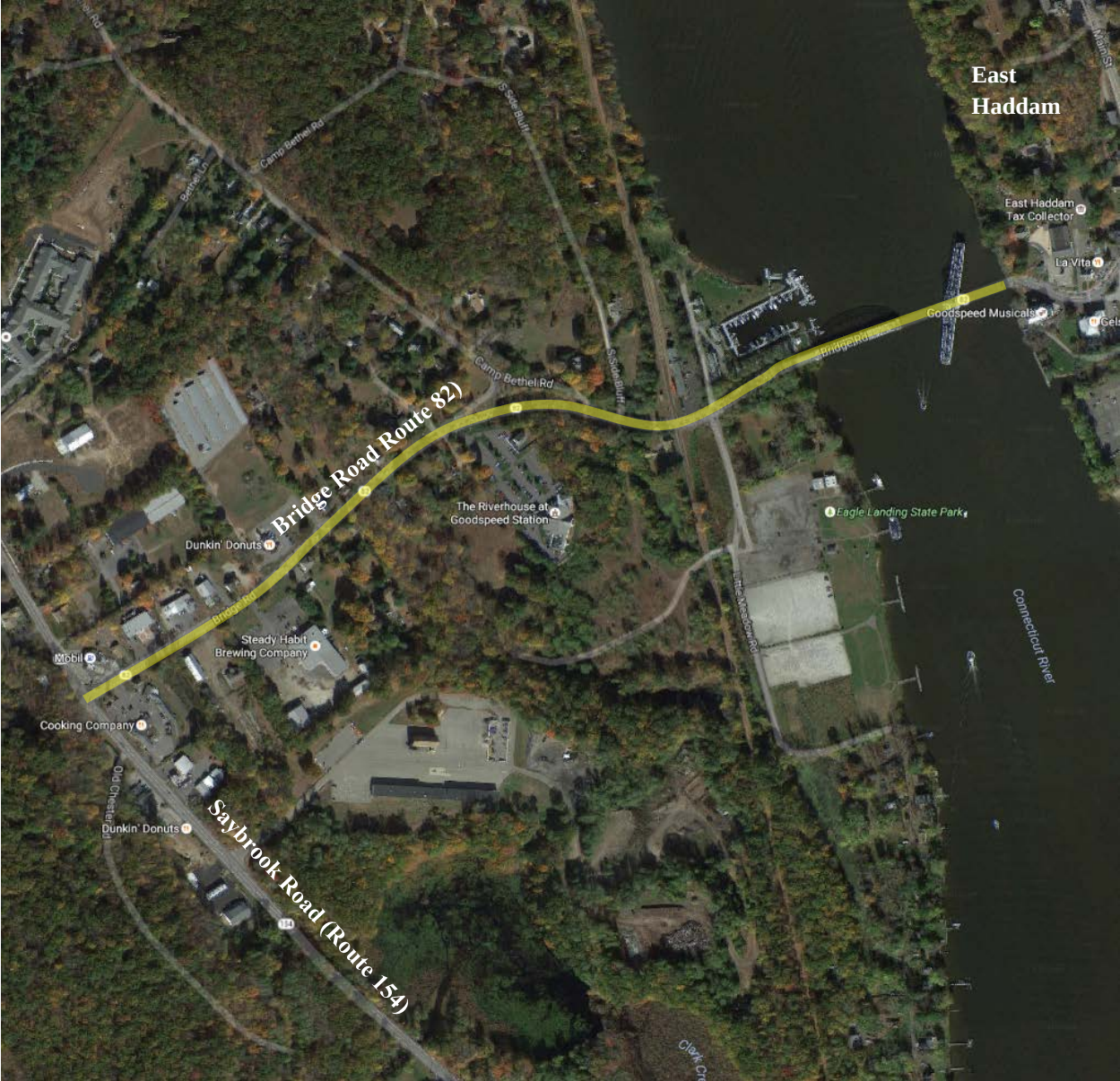
- Bicycle facilities/design
- Separation from traffic
- Conflicts with on-street parking
- Pedestrian Conflicts
- Bicycle signal detection
- Visibility
- Roadway speed limit
- Bicycle signage/markings
- Shared Lane Width
- Shoulder condition/width
- Traffic volume
- Heavy vehicles
- Pavement condition
- Other

Roadway & Vehicles

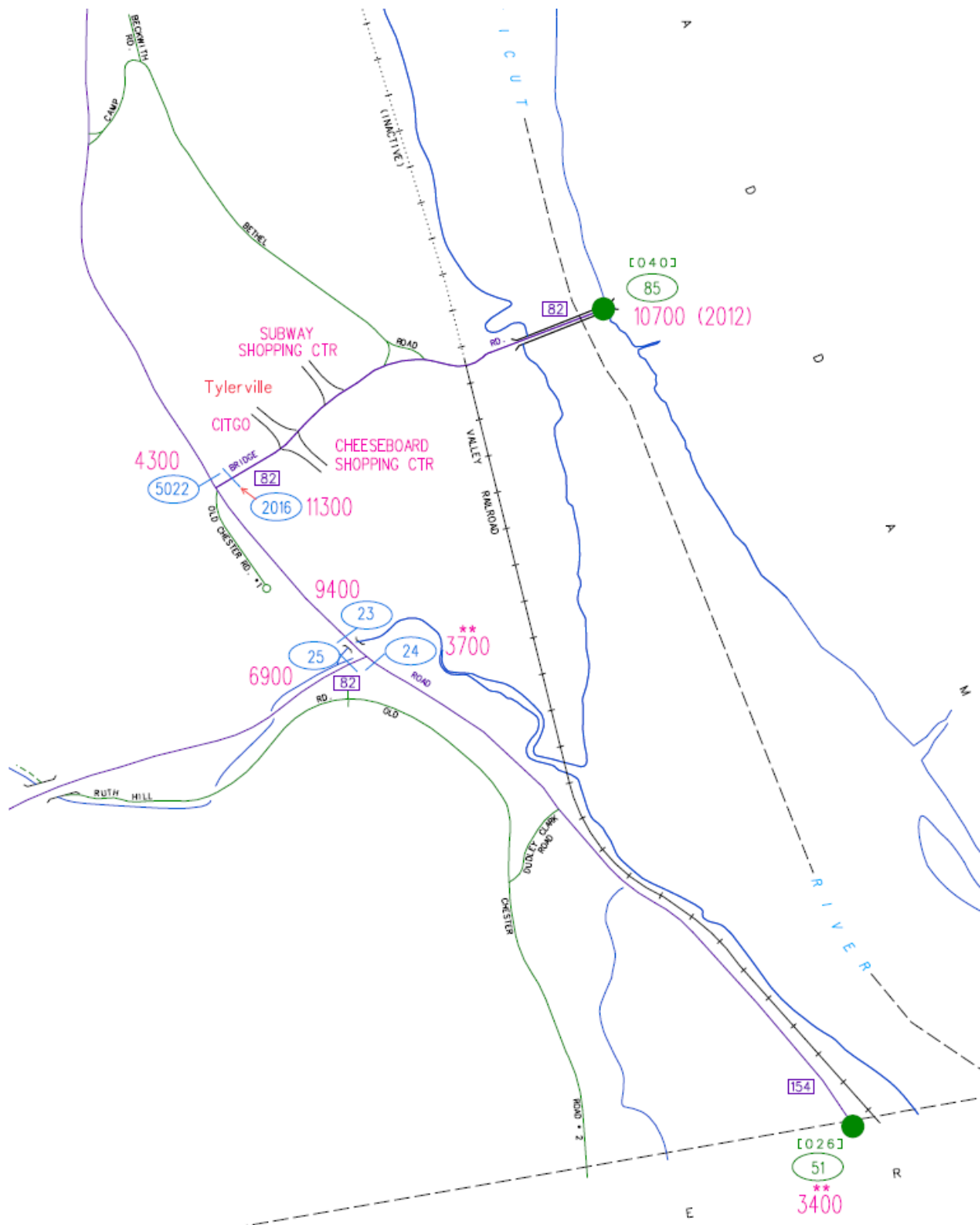
- | | |
|---|--|
| <ul style="list-style-type: none">• Speed-related issues<ul style="list-style-type: none">o Alignment;o Driver compliance with speed limitso Sight distance adequacyo Safe passing opportunities | |
| <ul style="list-style-type: none">• Geometry<ul style="list-style-type: none">o Road width (lanes, shoulders, medians);o Access points;o Drainageo Tapers and lane shiftso Roadside clear zone /slopeso Guide rails / protection systems | |
| <ul style="list-style-type: none">• Intersections<ul style="list-style-type: none">o Geometricso Sight Distanceo Traffic control deviceso Safe storage for turning vehicleso Capacity Issues | |



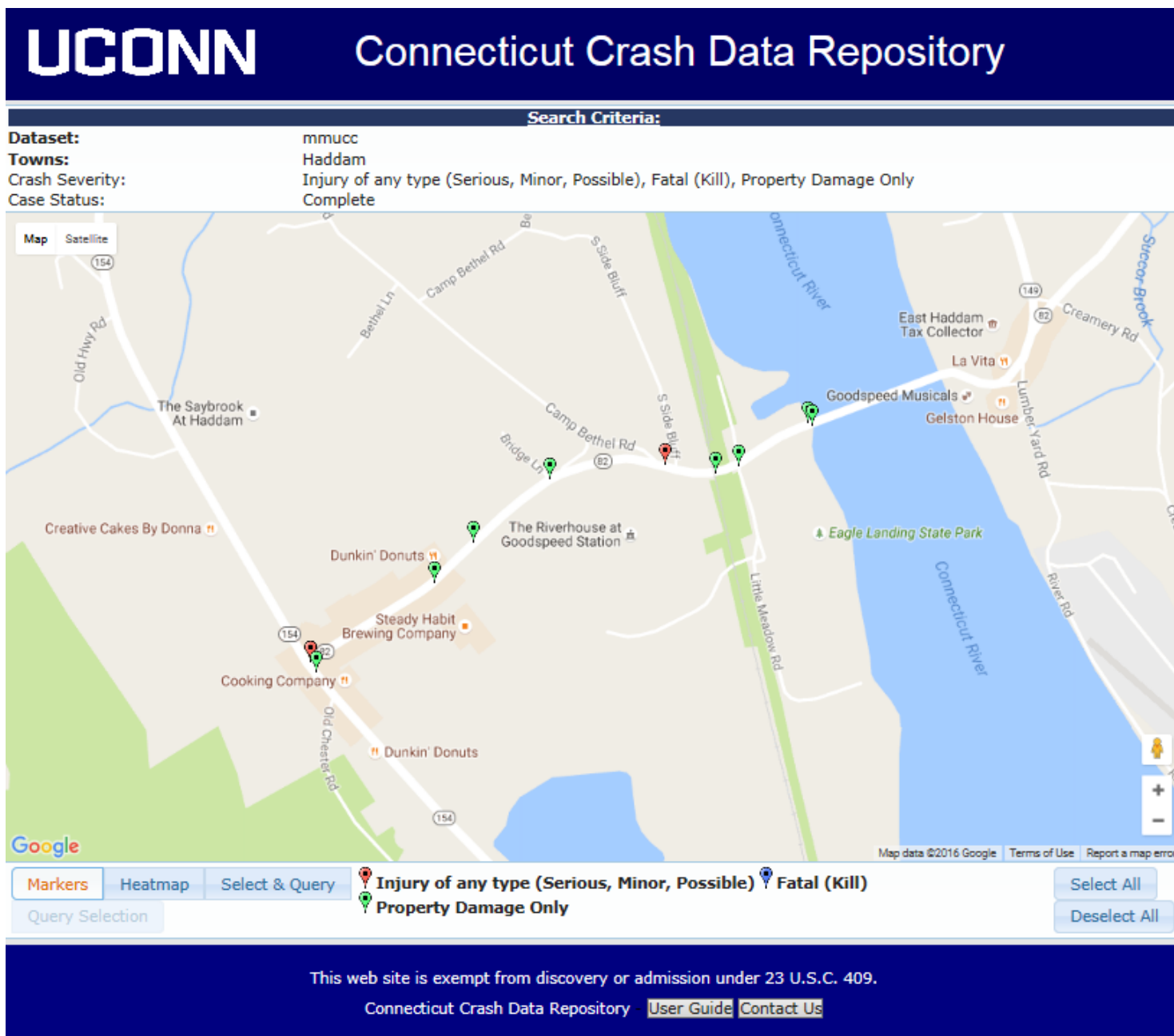
• Pavement - o Pavement Condition (excessive roughness or rutting, potholes, loose material) - o Edge drop-offs - o Drainage issues • Lighting Adequacy	
• Signing • Correct use of signing • Clear Message • Good placement for visibility • Adequate retroreflectivity • Proper support	
• Signals - o Proper visibility - o Proper operation - o Efficient operation - o Safe placement of equipment - o Proper sight distance - o Adequate capacity	
• Pavement Markings - o Correct and consistent with MUTCD - o Adequate visibility - o Condition - o Edgelines provided	
• Miscellaneous - o Weather conditions impact on design features. - o Snow storage	



Average Daily Traffic (ADT)



2015 Crashes





Road Safety Audit – Haddam

Crash Summary

Data: 3 years (2012-2014)

There were no crashes involving pedestrians.

There was one crash involving a bicyclist resulting in an injury (no fatality).

Severity Type	Number of Crashes	
Property Damage Only	27	90%
Injury (No fatality)	3	10%
Fatality	0	0%
Total	30	

Manner of Crash / Collision Impact	Number of Crashes	
Unknown	0	0%
Sideswipe-Same Direction	2	7%
Rear-end	12	40%
Turning-Intersecting Paths	8	27%
Turning-Opposite Direction	2	7%
Fixed Object	2	7%
Backing	0	0%
Angle	0	0%
Turning-Same Direction	1	3%
Moving Object	0	0%
Parking	0	0%
Pedestrian	0	0%
Overturn	0	0%
Head-on	0	0%
Sideswipe-Opposite Direction	3	10%
Miscellaneous- Non Collision	0	0%
Total	30	



Weather Condition	Number of Crashes	
Snow	1	3%
Rain	4	13%
No Adverse Condition	25	83%
Unknown	0	0%
Blowing Sand, Soil, Dirt or Snow	0	0%
Other	0	0%
Severe Crosswinds	0	0%
Sleet, Hail	0	0%
Total	30	

Light Condition	Number of Crashes	
Dark-Not Lighted	2	7%
Dark-Lighted	2	7%
Daylight	26	87%
Dusk	0	0%
Unknown	0	0%
Dawn	0	0%
Total	30	

Road Surface Condition	Number of Crashes	
Snow/Slush	1	3%
Wet	5	17%
Dry	24	80%
Unknown	0	0%
Ice	0	0%
Other	0	0%
Total	30	



Time		Number of Crashes	
0:00	0:59	0	0%
1:00	1:59	0	0%
2:00	2:59	0	0%
3:00	3:59	0	0%
4:00	4:59	0	0%
5:00	5:59	0	0%
6:00	6:59	0	0%
7:00	7:59	3	10%
8:00	8:59	1	3%
9:00	9:59	1	3%
10:00	10:59	1	3%
11:00	11:59	1	3%
12:00	12:59	0	0%
13:00	13:59	1	3%
14:00	14:59	1	3%
15:00	15:59	6	20%
16:00	16:59	5	17%
17:00	17:59	7	23%
18:00	18:59	1	3%
19:00	19:59	2	7%
20:00	20:59	0	0%
21:00	21:59	0	0%
22:00	22:59	0	0%
23:00	23:59	0	0%
Total		30	

Haddam - Bridge Road

DRAFT

Legend

Sidewalk

Crosswalk

Stop Controlled Intersection

Pedestrian Crossing Sign

Signal Controlled Intersection

Area Under Construction

Study Corridor

Railroad

Bridge

At Grade Rail Road Crossing





Post-Audit Discussion Guide

Safety Issues

- Confirmation of safety issues identified during walking audit

Potential Countermeasures

- Short Term recommendations
- Medium Term recommendations
- Long Term recommendations

Next Steps

- Discussion regarding responsibilities for implementing the countermeasures (including funding)



Road Safety Audit – Haddam

Fact Sheet

Functional Classification:

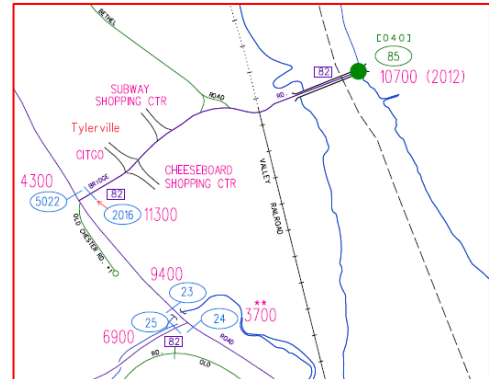
- Bridge Road is classified as a Minor Arterial

ADT

- ADT on Bridge Road is 11,300 – 10,700

Population and Employment Data (2014):

- Population: 8,356
- Employment: 1,396



Urbanized Area

- Bridge Road is located in the Hartford Urbanized Area

Demographics

- The statewide average percentage below the poverty line is 10.31%. There are no areas in Haddam that exceeds the state average.
- The statewide average percentage minority population is 30.53%. There are no areas in Haddam that exceed the state average.

Air Quality

- Haddam's CIPP number 408
- Haddam is within the Greater NY/NJ/CT Marginal Ozone and PM_{2.5} Attainment/Maintenance Areas
- Haddam is within a CO Attainment Area



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Appendix D



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PORTRAIT OF A RIVER TOWN

THE HISTORY AND ARCHITECTURE OF HADDAM,
CONNECTICUT

JANICE P. CUNNINGHAM

ELIZABETH A. WARNER



THE GREATER MIDDLETOWN PRESERVATION TRUST
MIDDLETOWN, CONNECTICUT



The Reverend David Dudley Field.

Chapter Five

SHAILERVILLE AND TYLERVILLE

THE TRADITIONAL SEAFARING COMMUNITIES

HISTORICAL BACKGROUND

Nothing is left of the seventeenth-century community that developed below Mill Creek, the area called the Lower Plantation by the first settlers. Even the section of the old country road that passed by the original homelots of the proprietors has disappeared, long since bypassed by the Middlesex Turnpike, now a state highway. Of the thirteen proprietors assigned homelots there, only the Shailer name has survived in Haddam. By the first decades of the nineteenth century the districts of Shailerville and Tylerville were dominated by this family. Of the forty-two historic houses still standing today in both communities, twenty-nine (70%) were built by Shailers or their in-laws.

Children born here in the nineteenth century entered an extraordinary place, a traditional community with few parallels. They were surrounded by relatives with similar habits, customs, and beliefs. They expected to grow up here, to marry someone who lived in the neighborhood, and to live out their lives in the community. Since families related by blood or marriage lived in virtually every house, their chances of marrying a cousin were excellent. Even if the bride and groom had different surnames, there was still a possibility that through some earlier eighteenth-century connection they would both be descendants of Thomas Shaylor, the seventeenth-century proprietor. Although Shaylor also lived in Killingworth for a time, he returned to Haddam about 1669 to marry the widow of another proprietor, Thomas Brooks. She was Marah Spencer, the daughter of yet an-

other proprietor, Garrard Spencer. Some of the earliest deeds recorded on the Shaylor pages of the first town book were land transactions involving her children. When her two daughters and one son came of age they quitted some, or all, of the land they had received from their father's estate to Thomas Shaylor in gratitude for his guardianship. Possibly this arrangement was also part of the marriage contract that Thomas had with their mother. Thomas and Marah also had five children of their own, four boys and a girl. Advantageous marriages were arranged by their father for all of them. Their eldest son Thomas and their daughter Hannah married their cousins, the children of their uncle Joseph Clark. A second sibling exchange took place when two other sons married the daughters of John Parents, also a landowner in the Lower Plantation. Within a generation the Shailors were connected by marriage and blood ties to four other proprietor families.¹

These marriage patterns were not that unusual. A tracing of the genealogy of practically any of the proprietor families would reveal similar arrangements in the first and second generations. By 1750, however, the Shailer men were not simply prosperous, but very wealthy. Their combined estates by mid-century were valued at 15,000 pounds by the probate court. Hezekiah, the eldest son of Thomas II, was the ferryman who ran the ferry to East Haddam. His estate, valued at 8,605 pounds in 1752, included large amounts of land in the Neck and the outlying districts.² In a period when

an estate of 2,700 pounds placed one in the ninetieth percentile, Hezekiah was probably one of the wealthiest men in town.³ His father died the following year, 1753, with a personal estate inventoried at 1,416 pounds, not including the 276 acres that he willed to his heirs. In the fall of that same year two other sons, Joseph and Samuel, also died, leaving large estates inventoried at 3,605 and 2,284 pounds respectively.⁴

The next generation reaped the benefits. The effects of partible inheritance were considerably mitigated by the untimely deaths of some in the male line and the longevity of others. Thomas I was lost at sea on a trip to the West Indies; his sons inherited his estate when they were relatively young men. Thomas II, his eldest son and the only one to stay in Haddam, lived to be 83, but Thomas, Joseph, and Samuel, three of his sons, died in their forties, in the prime of life. Asa, the only son of Samuel, inherited not only his father's estate, but his father's share of his grandfather's estate, at age sixteen. On his own at such an early age, he was free to marry and lost little time in doing so. He raised a large family; each of his seven sons was given a house with six feet of land around it at the time of his marriage, but their father did not relinquish control of their lives until he died. Asa lived to be 69, and his sons did not inherit the rest of their land, or their share of his personal estate, until they were in their forties. In later life Asa was still wealthy enough to discard his old Cape-style cottage and build a new house on the highway, where he lived with his youngest son Smith until his death. (See the Asa and Smith Shailer House.)

The wealth of the eighteenth-century Shailers was concentrated in land. Unlike other wealthy landowners in Haddam, who dispersed their sons around town on the acreage they received when the common land was divided among the proprietors, the Shailers held on to their land reserve and kept their sons in Shailerville. This land reserve was like money in the bank, and they waited to sell it until land in Haddam had become scarce and expensive. Andy R. Shailer lived for a time on Walkley Hill Road, and a Shailer owned a store in Haddam Center in the early nineteenth century, but these were the only exceptions to what appears to have been a family policy.

Asa and his kinsmen who were fourth-generation descendants of Thomas Shaylor were wealthy enough to be able to arrange marriages for their children with any family in town. But to a remarkable degree they clung to the old ways, preferring instead to have their children marry much closer to home.⁵ Five of their sons married first or second cousins; at least six other matches were made with

more distant relatives such as Spencers or Clarks. By arranging these marriages they were able to provide for all their children while still keeping most of their land and wealth in the family. Ten marriages in the fifth generation were sibling exchanges with other families, such as the Tylers. This type of marriage also protected the family estate. When James and Phebe Shailer married Olive and Arnold Tyler an equal exchange of women and property took place between the two leading families.

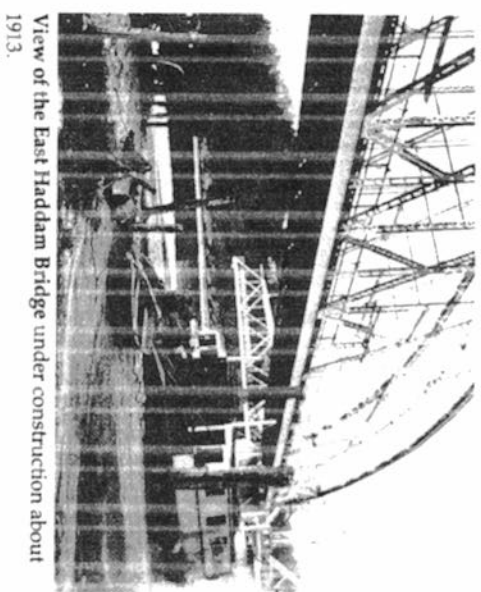
Their close-knit, almost clannish community, well established by the early nineteenth century, was isolated from the rest of town in other ways as well. Although with their wealth the Shailers should have been a power in the Congregational Church (as the Tylers apparently were), the records indicate otherwise. The church records show that only seven Shailer men were ever members, and the first male member of the family did not join until 1777. A few of the wives were members in the eighteenth century, but significantly, most of them did not join the church until their husbands had died. There is some indication that the Shailers may have been members of the "separatist" society which formed in this part of town in the mid-eighteenth century, but the names of this group's members are not recorded. Without question, however, nearly all of the later Shailers were members of the Baptist sect that evolved in Shailerville from that separatist group.⁶

It is known that the Baptists were strongly opposed to the ranking of society carried on by the Congregationalists, a practice that the Haddam church followed for at least 150 years. In keeping with their avowed democratic principles, the Baptists believed this practice to be both unchristian and undemocratic. They also were opposed to a worldly, educated ministry, preferring instead simple men like Simon Shailer, minister of the Baptist church in Shailerville, who would be an equal among a congregation of equals. Participation in the affairs of their church was also less restricted. Everyone, not just the official membership, had a say in church business; in some churches even women were allowed to vote. Smarting under the official state policy of religious "toleration," with its implication that Baptists were second-class citizens, not only did they strongly support the disestablishment of the Congregational Church in Connecticut, but many became active Republicans, members of the political party opposed to the standing order of Federalists. A Baptist minister, the Reverend John Leland, led their fight in the state for true religious freedom. One of his sermons indicates the contempt that the Baptists had for the established Congrega-

tional ministry. It was entitled, in the extravagant rhetoric of the day, "The high-flying churchman strip of his legal Robe appears a Yoho."⁷

How much the Shailers were involved in the political arena is not known. But even their professed preference for the Baptist church placed them in social and political opposition to their neighbors in Haddam, further isolating them from the town. This isolation may account for their growing tendency to marry within their own community. From the surviving records, it is apparent that their religious dissent may also have cost them their right of suffrage.⁸ Clearly their dissenting views were of long standing, perhaps even dating back to before the "Great Awakening." Only one member of the family was a freeman in 1730, Captain Thomas Shaylor; only one in 1777, his son Thomas, Jr. In that same year Asa Shailer, already at age 40 one of the most influential and wealthy men in town, was apparently required to affirm his loyalty to the new government of the United States by taking an oath of allegiance, even though he was not listed as a freeman. Baptists, like Quakers, were also known for their pacifist tendencies, which led some to question their loyalty to the Revolutionary government.⁹

The seafaring tradition established by the Shailers and the Tylers as privateers during the Revolution continued for a century. The mariners and shipbuilders in both families preferred to live near the Connecticut River in Tylerville. The Tylers, who came here from the Turkey Hill section of town, ran the shipyards at this riverport. Nehemiah Tyler is credited with building the first ship at Haddam Landing in 1734. Some of his descendants built several ships, probably used as privateers, in the Tylerville yards during the Revolution. Simon Tyler, who captained the privateer *Success*, had seven sons. All of them were sailors or shipbuilders; his only daughter married a sea captain. Four of the houses built by his sons are still standing today. The records of the Tyler shipyards are fairly complete.¹⁰ In 1807 Simon Tyler, Jr. invested in the ownership of a vessel being built by master carpenter John Mason. In 1811 Simon Tyler was the master carpenter on the schooner *Cordelia*, and Simon, Jr., his cousin, was a part-owner. Subsequently seven other Tylers, Samuel (a master carpenter), Titus, Warren, Daniel, Selden, Herman, and David, were associated with the building of at least five other vessels between 1811 and 1845. Their continued involvement in commercial shipbuilding suggests that the Tylers, like the Childs, had some connection with New York merchants. The records show that for some of this period, several investors in ships built at the Tyler yards were members of the fam-



View of the East Haddam Bridge under construction about 1913.

ily who lived in New York and worked for the shipping companies.

The Shailer family may have invested in shipbuilding but they were primarily involved in the maritime trade as merchants, sailors, and sailing captains. Six of the remaining houses on or near Bridge Road in Tylerville were built by mariners in the family. After the Middlesex Turnpike opened, some of their descendants moved away from the river to what is now Shailerville, but most of the seafaring Shailers continued to live in Tylerville.

Although active trading out of Haddam's riverports had virtually ceased by the 1820s, the Shailers and the Tylers continued to be mariners. Even though they still lived in town, their home ports were elsewhere. In 1850 nine Shailers are listed in the federal census as sailors, all of them residents of Tylerville. Many more members of both families, however, are listed as farmers or stonecutters. Some of the stonecutters worked at the nearby Ely-Arnold quarry, but undoubtedly several worked at the Shailer and Hall brownstone quarries in Portland, employees of a company founded by Nathaniel Shailer of Haddam in 1788.¹¹ Ten years later only three members of these families were mariners: Asher, Orlando, and Oliver Wells Shailer.

Orlando died at sea off Cape Hatteras in 1873, the last of a long line of Shailer men who lost their lives at sea. Their genealogy records that at least twelve others met similar deaths; the Tylers almost as many. On occasion the bodies were brought back to Haddam for burial, but this was a rare occurrence, deserving special mention of the circumstances in the family records. Although most of these mariners died in distant places, several Shailers met their deaths nearer to home. One of them was Samuel, the privateer captain, who "drowned off Haddam Town" in 1796.¹² By the early nineteenth century sea captains

and merchants in coastal towns—and even in nearby riverports such as Middle Haddam—were building houses that reflected their station in life. Many of the Shailers had the wealth and the sophistication to build equally splendid high-style residences, but apparently they chose not to do so. Most of the historic houses lined up along less than a mile of Saybrook Road, in the heart of the Shailerville district, are remarkably conservative and uniform examples of Federal-period architecture. Practically all of these houses were built by the Shailers in the first decades of the nineteenth century along the new route of the Middlesex Turnpike. It is tempting to attribute the Shailers' conservative architectural taste to their devotion to the conservative and democratic doctrines of the Baptist church. Only one reference makes such a connection, but it is quite revealing. According to the family historian Ursula Shailer, when Rufus Shailer built his small gambrel-roofed cottage on Bridge Road at the turn of the century, he deliberately turned the facade away from the road "to mortify his pride."¹³ Rufus had been a sea captain since the Revolution; his son Henry, also a sailor, died at age 16 in the West Indies. It is said that Rufus left Haddam after the tragedy and moved to Jefferson, New York, to keep his other sons from following a career on the sea.¹⁴

The Shailers had reason to be proud of their accomplishments. By the end of the nineteenth century, the family had lived in the southern part of Haddam for seven generations. Other families such as the Ventres, the Smiths, and the Brainerds had intermarried with the Shailers and had become part of their extended family, but the Shailer line predominated in the community. Whether they "went west," as their genealogist put it, or stayed in Haddam, they knew what it meant to be a member of this remarkable family. In 1841, when Sarilla Shailer married Bezaluel Shailer in Shailerville, they brought together lines of descent that extended back six generations to Thomas Shaylor. What is perhaps even more striking is that some of those who left the community also chose to marry kin whose parents, or grandparents, were born in Haddam. In 1873 William G. Shailer, the son of Hezekiah Shailer of Haddam, married Mary Virginia, the daughter of General Alexander Shaler in New York City. With this marriage seven generations of the family were reintegrated.



General Alexander Shaler

HISTORIC ARCHITECTURE OF SHAILLERVILLE AND TYLERVILLE

