

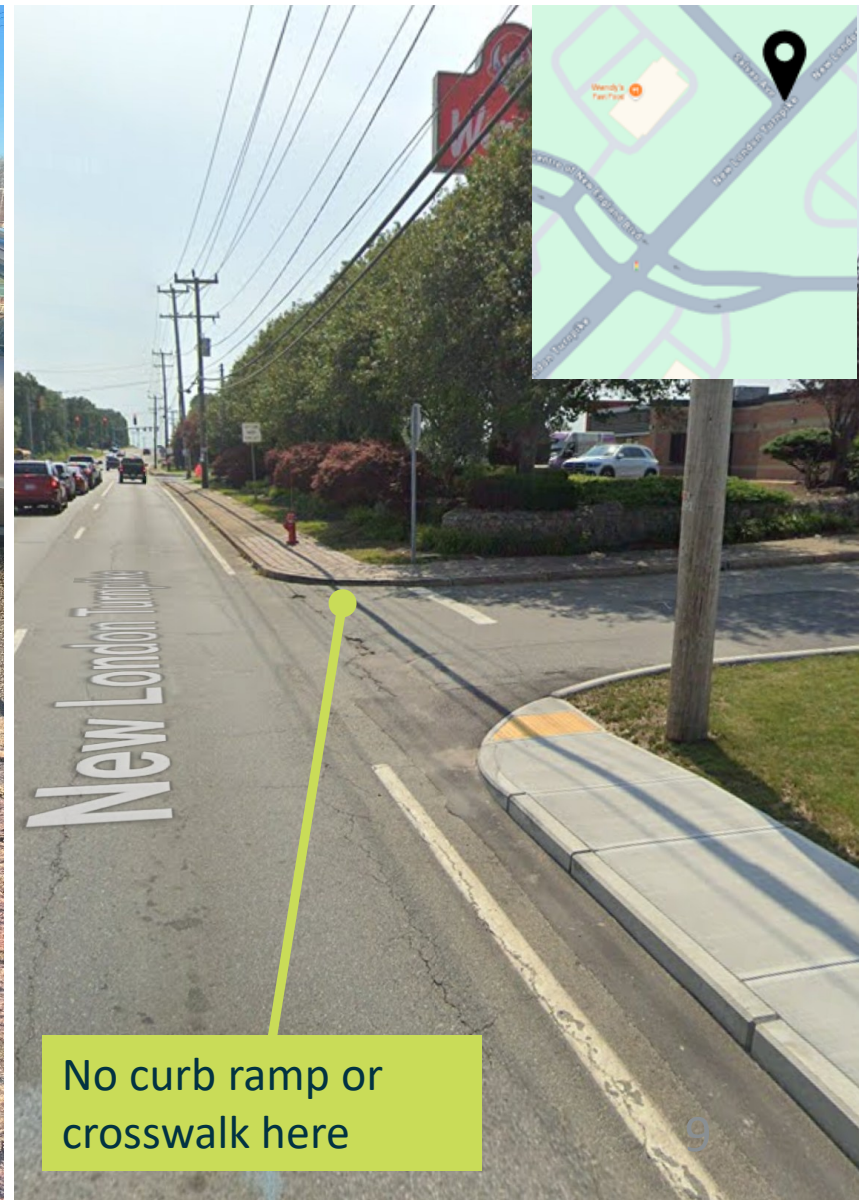
D

Arnold Road, New London Turnpike, and Centre of New England Boulevard

Key observations:

- Inconsistent sidewalk materials used
- Rough edged brick pavers are not suitable nor ADA compliant
- No crosswalk or curb ramp across Salvas Ave
- Intersection only has 1 crosswalk out of 4 crossings (missing ped signals and curb ramps)

Raised brick pavers are not an accessible material



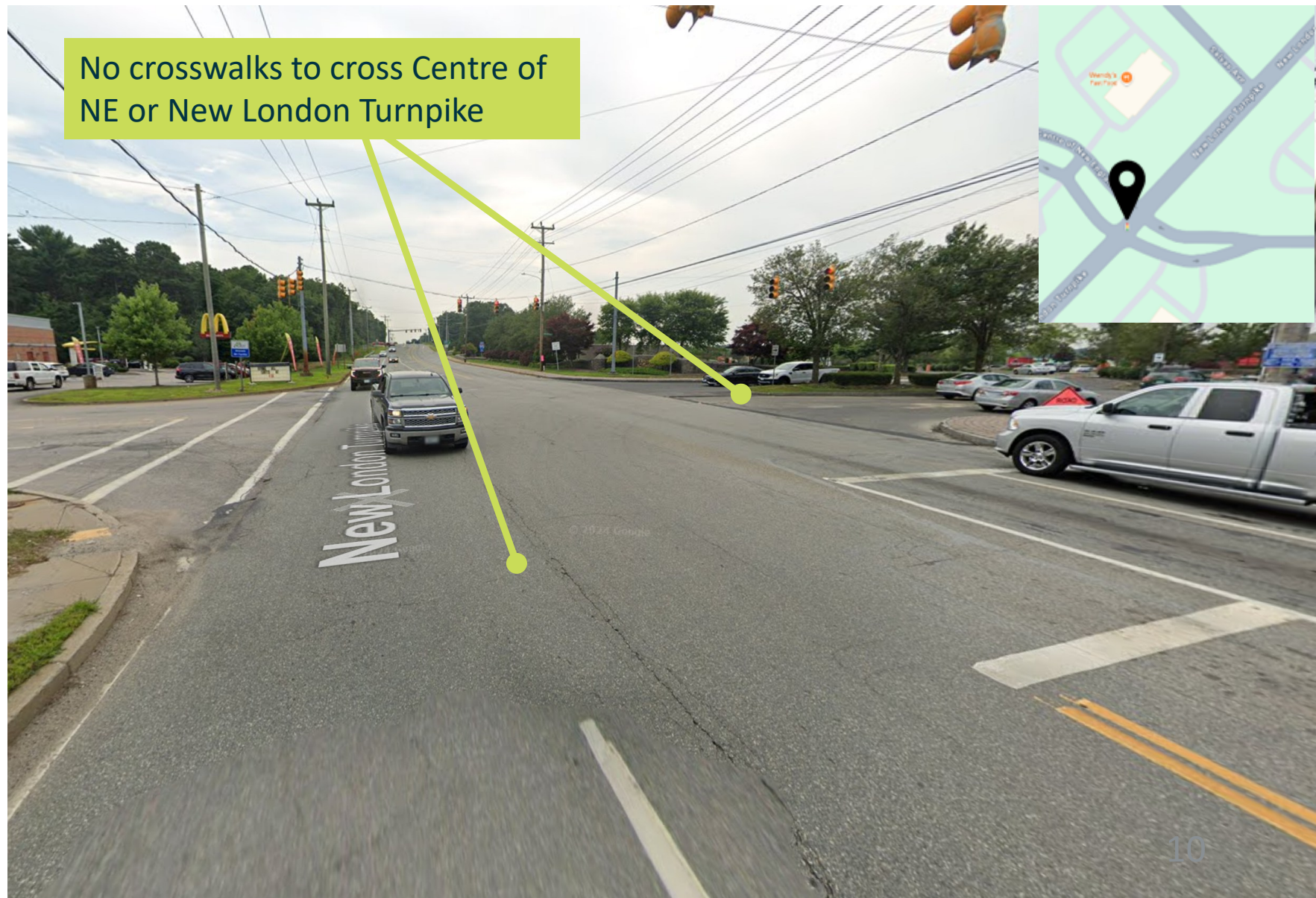
No curb ramp or crosswalk here

D

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D Arnold Road, New London Turnpike, and Centre of New England Boulevard

Potential countermeasures:

- **Verify loading capacity of mast arms and add backing plates to all signals to increase luminosity**
- Institute No Turn on Red policy or add Yield to Pedestrian sign



[Backplates with
Retroreflective
Borders](#)



Example of traffic signals with backplates to increase luminance of lights

D Arnold Road, New London Turnpike, and Centre of New England Boulevard

Potential countermeasures:

- Add backing plates to all signals to increase luminosity
- **Institute No Turn on Red policy or add Yield to Pedestrian sign**



Leading Pedestrian
Interval

No Turn on Red or Yield to Pedestrian sign would reduce conflicts for pedestrians crossing



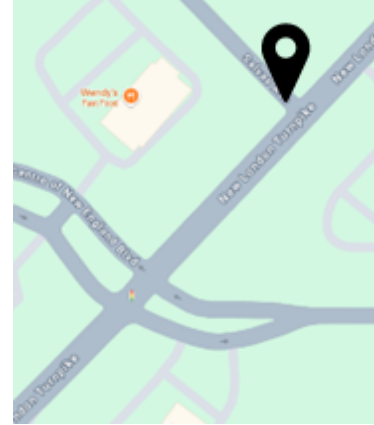
D Arnold Road, New London Turnpike, and Centre of New England Boulevard

Potential countermeasures:

- Install new sidewalk, a crosswalk and curb ramps across Salvas Avenue where it intersects with New London Turnpike



[Walkways](#)



D Arnold Road, New London Turnpike, and Centre of New England Boulevard

Potential countermeasures:

- Add crossings on all intersection legs with appropriate infrastructure for crosswalks, curb ramps, and ped signals



[Backplates with
Retroreflective
Borders](#)



[Crosswalk Visibility
Enhancements](#)



[Medians and
Pedestrian Refuge
Islands in Urban and
Suburban Areas](#)

Extend median island forward to
provide refuge during crossing
and to reduce speeds



Pedestrian cross signals

D Arnold Road, New London Turnpike, and Centre of New England Boulevard

Potential countermeasures:

- Add crossings on all intersection legs with appropriate infrastructure for crosswalks, curb ramps, and ped signals

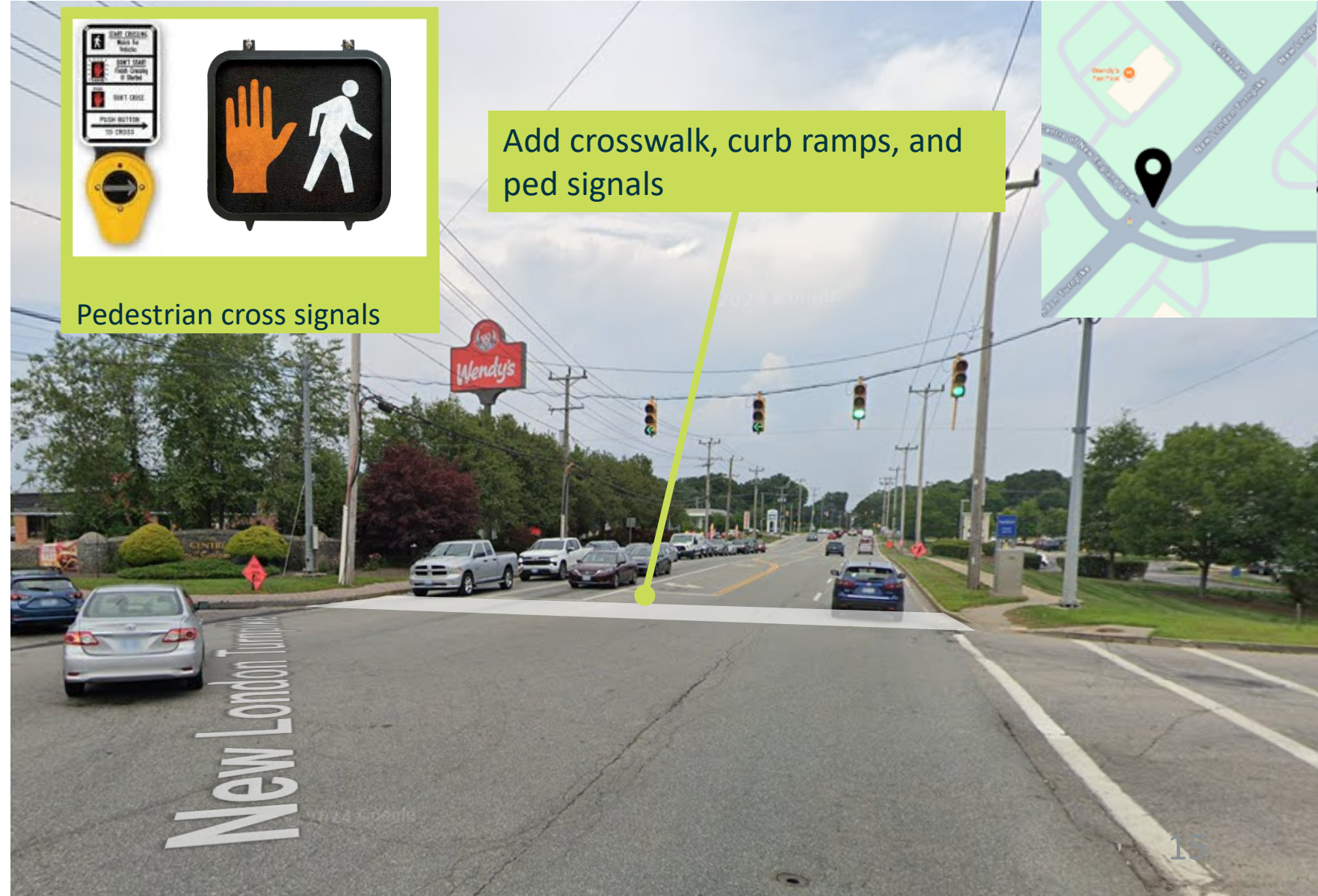
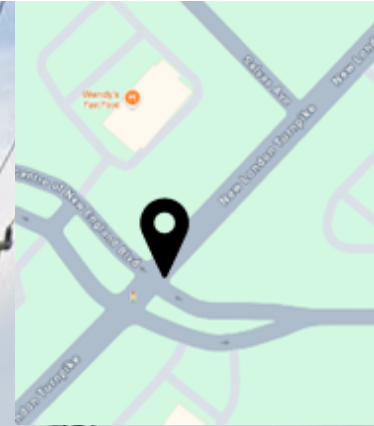


[Crosswalk Visibility Enhancements](#)



Pedestrian cross signals

Add crosswalk, curb ramps, and ped signals



E Flat River Road at Plainfield Pike

Key observations:

- 3- way intersection, with 2-way “slip lanes” branching off Route 117
- Creates more conflict points than a typical 3-way intersection
- Confusing intersection for drivers not familiar with the area



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Key observations:

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F Flat River Road at Plainfield Pike

Potential countermeasures:

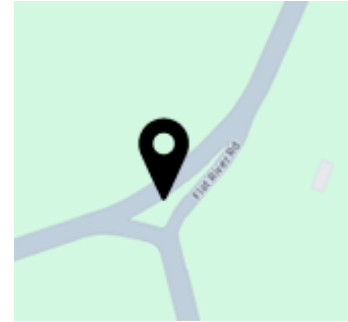
- Consider redesigning the intersection to a more typical 3 way intersection.
- Convert the existing “slip lane” into right turn only from Route 117 onto Route 14
 - Note, there is a private driveway to consider on the slip lane



[Road Diets \(Roadway Reconfiguration\)](#)



[Lighting](#)



F Flat River Road at Hopkins Hollow Road

Key observations:

- 3 way stop controlled intersection
- **Sharp turn to stay on Flat River Rd (Route 117)**
- Vegetation extends into sightlines
- Intersection is in a rural area, no roadway lighting or pedestrian accommodations



F Flat River Road at Hopkins Hollow Road

Key observations:

- 3 way stop controlled intersection
- Sharp turn to stay on Flat River Rd (Route 117)
- **Vegetation extends into sightlines**
- Intersection is in a rural area, no roadway lighting or pedestrian accommodations



F Flat River Road at Hopkins Hollow Road

Potential countermeasures:

- Move stop bar up and make more perpendicular to roadway to improve sightlines



[Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)



[Lighting](#)



F Flat River Road at Hopkins Hollow Road

Potential countermeasures:

- Trim vegetation regularly to improve sightlines on left turns



Systemic Application
of Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections



Lighting



Western Coventry Elementary

Key observations:

- More rural roadway, conducive to higher speeds
- School zone is well marked with flashers on both approaches
- At pick up time vehicles parked in both shoulders waiting for students



Western Coventry Elementary

Potential countermeasures:

- Construct roughly 730' of sidewalk on the north side of Flat River Road between the entrances to Bowen Hill Road
- Install RRFBs at the crosswalk leading to the school entrance
- Add advanced warning signs for peds/ bikes and vehicles parked in shoulders during pickup/drop off times



G Western Coventry Elementary

Potential countermeasures:

- Consider the use of Speed Safety Cameras (SSC) in this location given it is regulated school zone and speeding has been reported as an issue.
- SSCs detect speeding and capture photographic evidence of vehicles that are violating a set speed threshold.
- Public outreach is essential, and equity impacts need to be considered

SSCs can be deployed as:

- **Fixed units** – a single, stationary camera targeting one location
- **Point to Point (P2P) units** – multiple cameras to capture average speed over a certain distance
- **Mobile units** – a portable camera, generally in a vehicle or trailer



[Speed Safety Cameras](#)



H Main St and South Main St – Dave's Marketplace

Key observations:

- Congested, signal controlled, 4-way intersection
- **Crosswalks on 3 crossings**
- Missing pedestrian heads on the driveway entrance
- Turn lanes on Main Street added recently



H Main St and South Main St – Dave's Marketplace

Key observations:

- Congested, signal controlled, 4-way intersection
- Crosswalks on 3 crossings
- **Missing pedestrian heads on the driveway entrance**
- Turn lanes on Main Street added in 2019



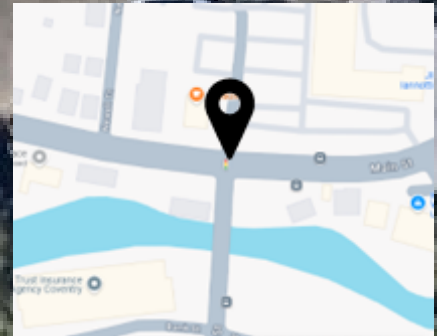
1 Main St and South Main St – Dave's Marketplace

Potential countermeasures:

- Add pedestrian signal head to driveway crossing
- Add crosswalk to east side of Main Street
- Consider a No Turn on Red from S. Main St NB to Main St EB



[Crosswalk Visibility Enhancements](#)



Washington St and Sandy Bottom Rd

Key observations:

- 3-way intersection with driveway as 4th leg. Signal controlled but slip lane has a stop sign.
- Slip lane for right turns from Sandy Bottom to Washington Street
- One crosswalk at the intersection on west side but most pedestrians are on east side
- Signal heads lack backplates and reflective borders
- Sandy Bottom Road not does have sidewalks



Washington St and Sandy Bottom Rd

Key observations:

- 3-way intersection with driveway as 4th leg. Signal controlled but slip lane has a stop sign
- **Slip lane for right turns from Sandy Bottom to Washington Street**
- One crosswalk at the intersection on west side but most pedestrians are on east side
- Signal heads lack backplates and reflective borders
- **Sandy Bottom Road does not have sidewalks**



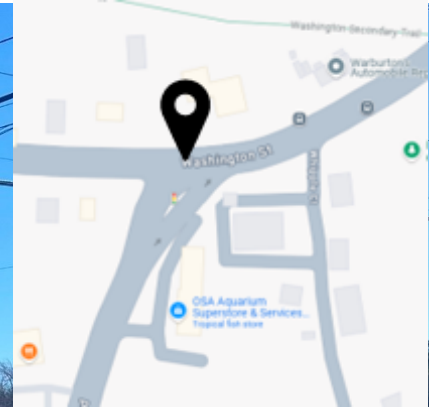
1 Washington St and Sandy Bottom Rd

Potential countermeasures:

- **Verify the additional weight of the backplates (including wind and ice loads) would not exceed loading capacity**
- **If able, add backplates to traffic signals**



[Backplates with Retroreflective Borders](#)



Example of traffic signals with backplates to increase visibility of lights

Washington St and Sandy Bottom Rd

Potential countermeasures:

- Add crosswalks across Sandy Bottom Road and west side of Washington Street
- Extend new sidewalks down Sandy Bottom Road
- Advocate for full suite of improvements from TIP Project 5018 on Sandy Bottom Rd (programmed 2027)



[Walkways](#)



[Crosswalk Visibility Enhancements](#)



Washington St and Sandy Bottom Rd

Potential countermeasures:

- Consider removing slip lane and re-orienting intersection to more traditional T-intersection



Walkways



Crosswalk Visibility Enhancements



Tiogue Avenue and Arnold Road

Key observations:

- 4-way signalized intersection; slip lanes under yield-control
- Slip lanes on north and south approaches with unsignalized crosswalks
- **Crosswalks on all 4 crossings but are low visibility**
- Apex ramps (1 button and ramp per corner)
- **Ped pushbuttons are faded**
- Signals without backing plates and reflective borders
- Issues with curb cuts and access management on Tiogue Ave



Ped pushbutton signs are faded

Crosswalk markings are faded and low-visibility

J Tiogue Avenue and Arnold Road

Key observations:

- 4-way signalized intersection; slip lanes under yield-control
- Slip lanes on north and south approaches with unsignalized crosswalks
- Crosswalks on all 4 crossings but are low visibility
- Apex ramps (1 button and ramp per corner)
- Ped pushbuttons are faded
- Signals without backing plates and reflective borders
- **Issues with curb cuts and access management on Tiogue Ave**

Example of a high-volume driveway near intersection. Creates dangerous left turn movement.



J Tiogue Avenue and Arnold Road

Potential countermeasures:

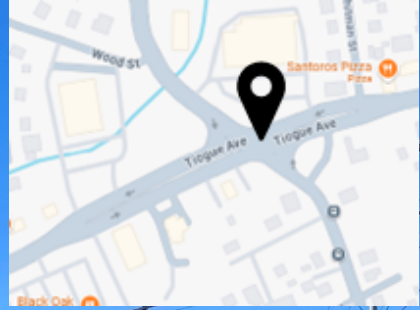
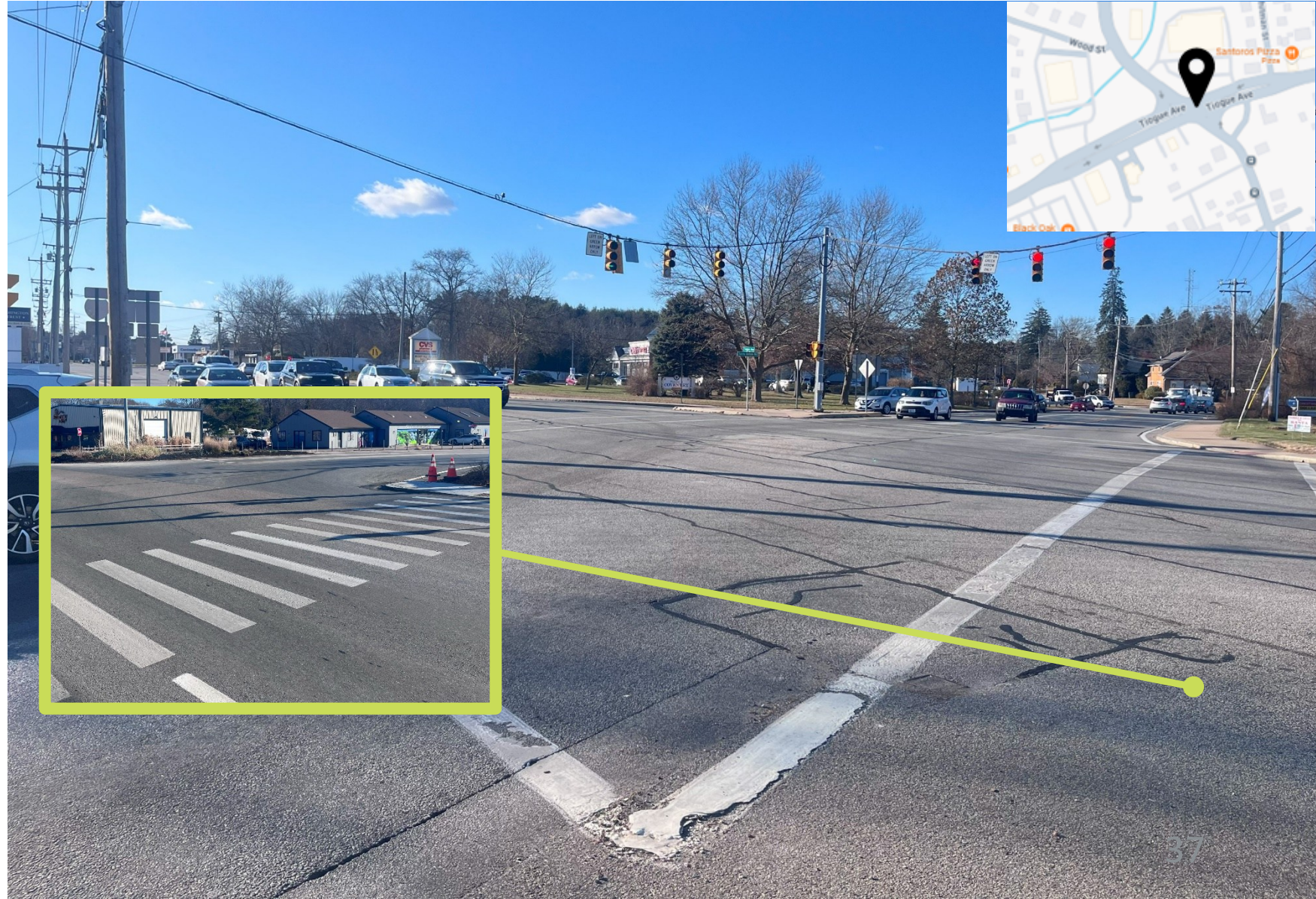
- Repaint crosswalks using continental markings for increased visibility
- Replace faded ped request buttons and signs
- Add backing plates to traffic signals



[Backplates with
Retroreflective
Borders](#)



[Crosswalk Visibility
Enhancements](#)



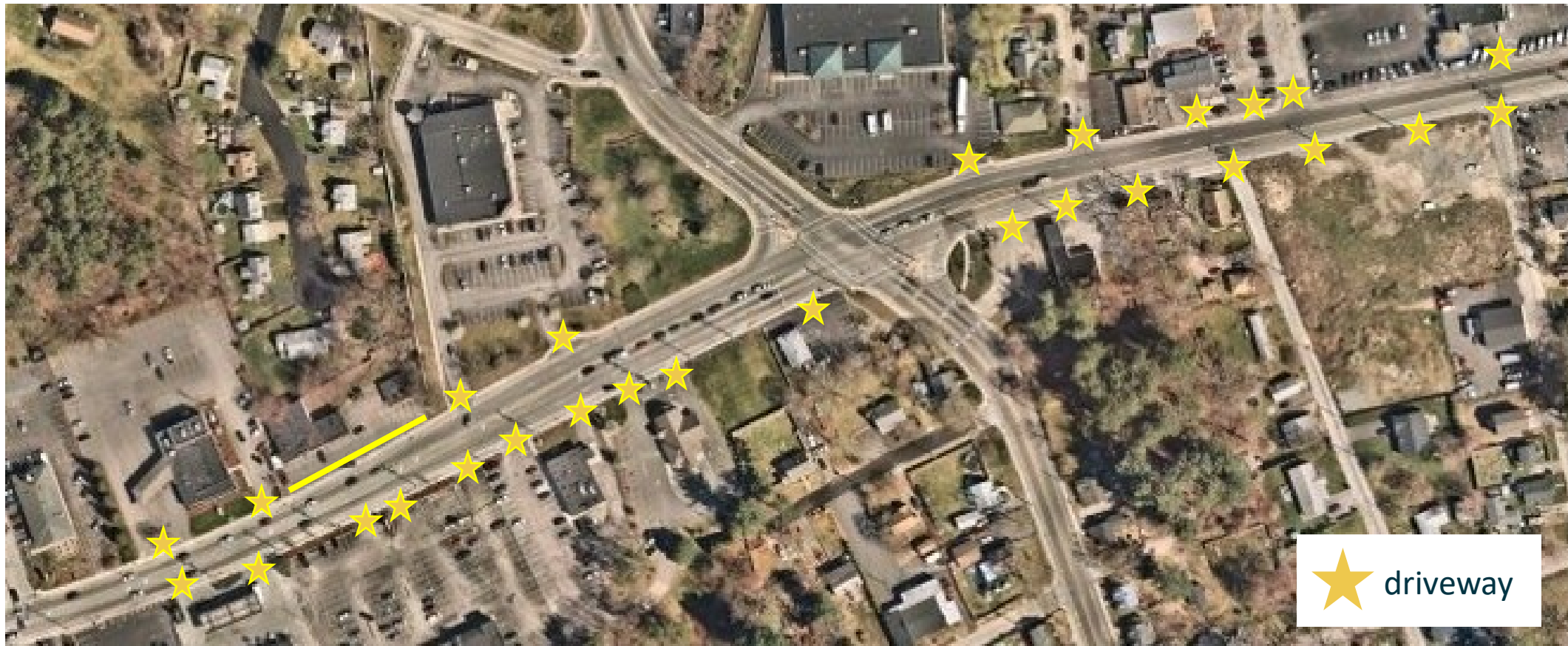
J Tiogue Avenue and Arnold Road

Potential countermeasures:

- Evaluate the necessity and functioning of each driveway adjacent to intersection and consider closing or combining certain driveways or adjusting to right-in/right-out only.



[Corridor Access Management](#)

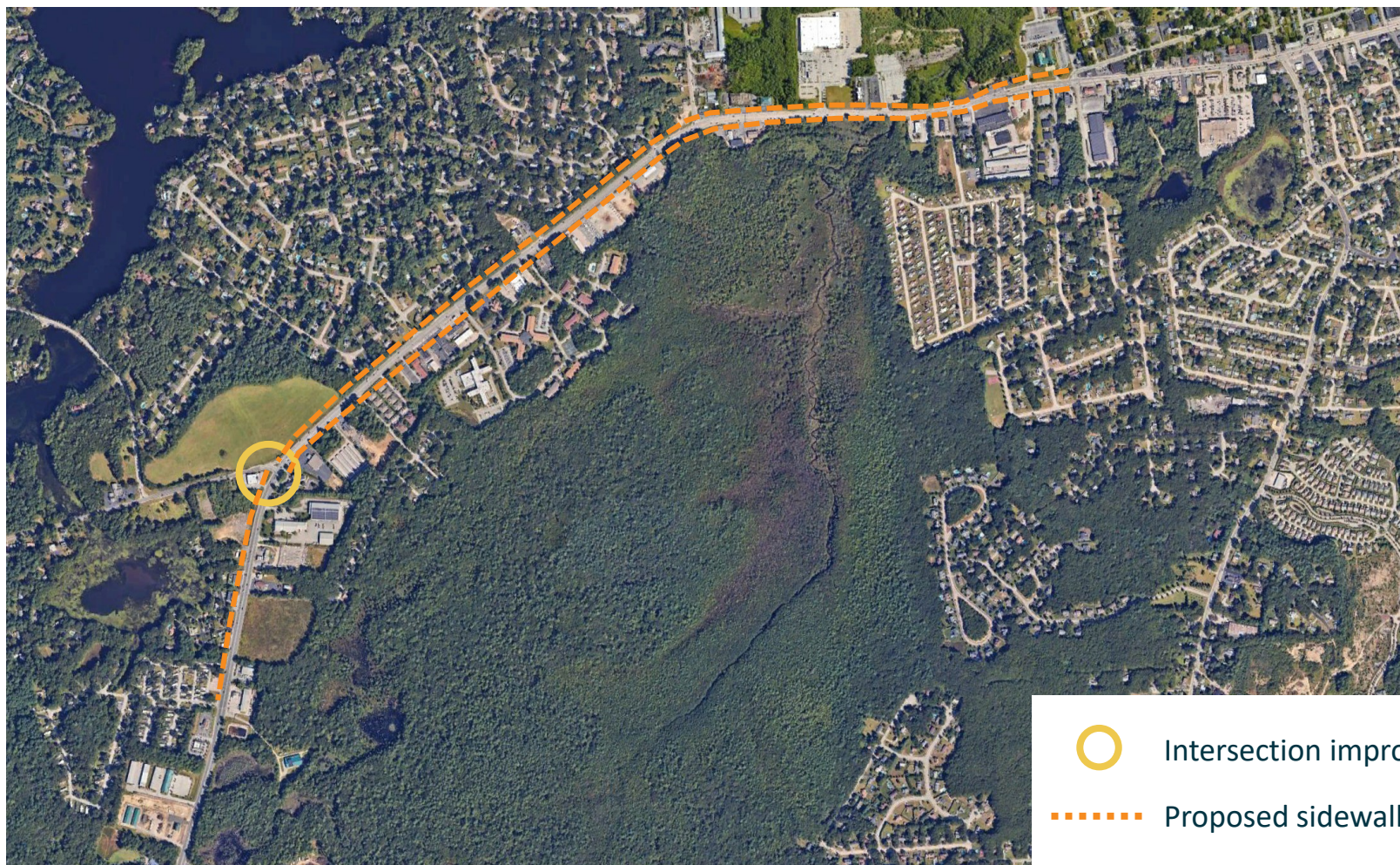


K

Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive

Potential countermeasures:

- Construct roughly 2 miles of new sidewalk along Tiogue Avenue/ Nooseneck Hill Road from South Main Street to Linda Drive. Sidewalk should be on both sides of the road for 1.5 miles from South Main Street to Harkney Hill Road but may continue from there southwards on the west side only 2000' to Linda Drive.



Intersection improvements



Proposed sidewalk

K

Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive



Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive

Potential countermeasures:

- Consider a road diet using pavement markings only to neck the road down to one travel lane in each direction with expanded shoulder room for cyclists



Before US 20 Westfield, MA



After US 20 Westfield, MA

K

Tiogue Avenue/Nooseneck Hill Road from South Main Street to Linda Drive

Potential countermeasures:

- At the intersection of Reservoir Road and Tiogue Avenue, institute access management measures for adjacent businesses to reduce the length of curb cuts

