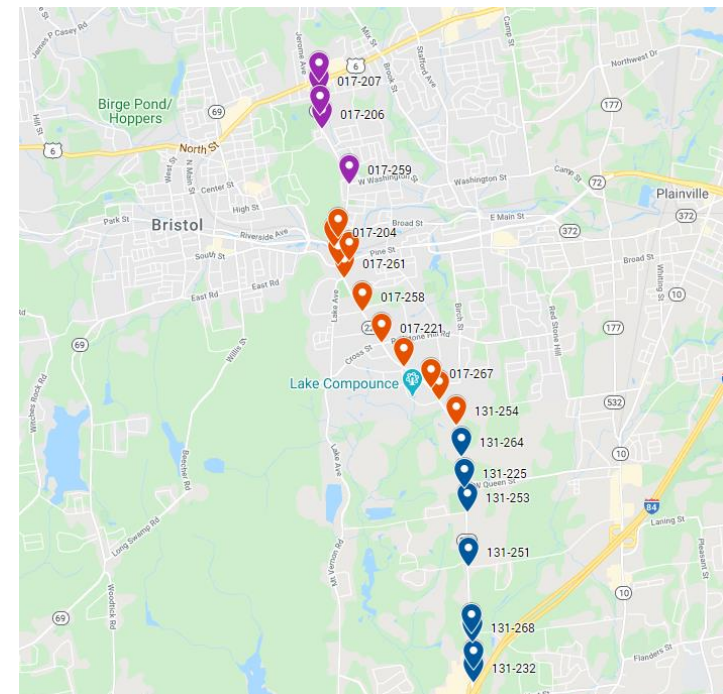
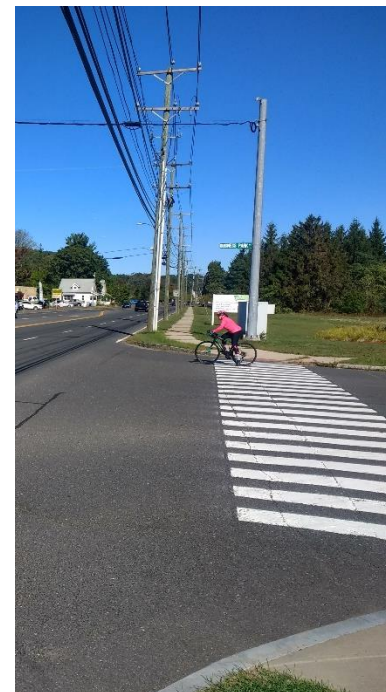




# Public Outreach ROUTE 229 CORRIDOR STUDY



*Employee owned. Client driven.*

Connecticut | Maryland | Massachusetts | New Jersey | New York | North Carolina | Ohio | Pennsylvania | Rhode Island | Texas

# Using Ring Central

RingCentral Meetings Meeting Participant ID: 398213



Talking:

Meeting Topic:

Host:

Invite Link:

Participant ID:

To Mute/ Unmute, Use the “Join Audio” Button

To Toggle Video, On/Off Click “Start Video” Button



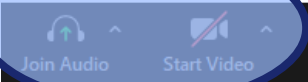
Join Audio



Share Screen



Invite Others



Security



Participants



Polls



Chat



Share Screen



Record



Breakout Rooms

End

# Using Ring Central

RingCentral Meetings Meeting Participant ID: 398213



Talking:

Meeting Topic:

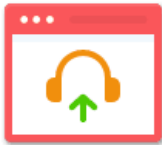
Route 229 Corridor Study - Public Outreach

Host:

Invite Link:

Participant ID:

To ask a question,  
Use this Button



Join Audio



Share Screen



Invite Others

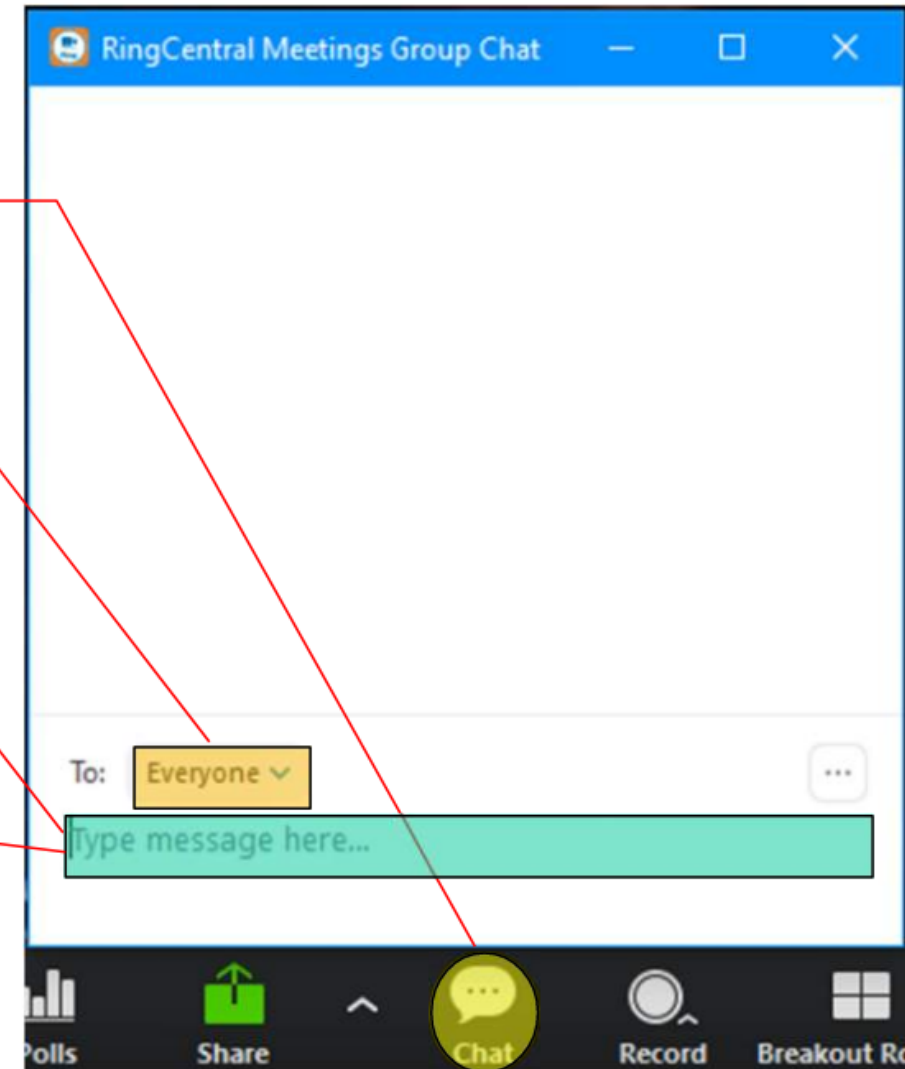
# Using Ring Central - Chat

To ask a question, use this button

Select who to send the message to

Type your question here

Please send your Name and  
phone number/email address



# Introduction

- **Route 229 Corridor Study**
  - Evaluate safety, congestion, and transit/bike/ped mobility
  - Assess travel demand growth for a multi-modal corridor to service the future land use vision and recommendations
  - Provide spot improvements / propose countermeasures to improve safety and traffic flow



Scope / Deliverables

# Meeting Agenda

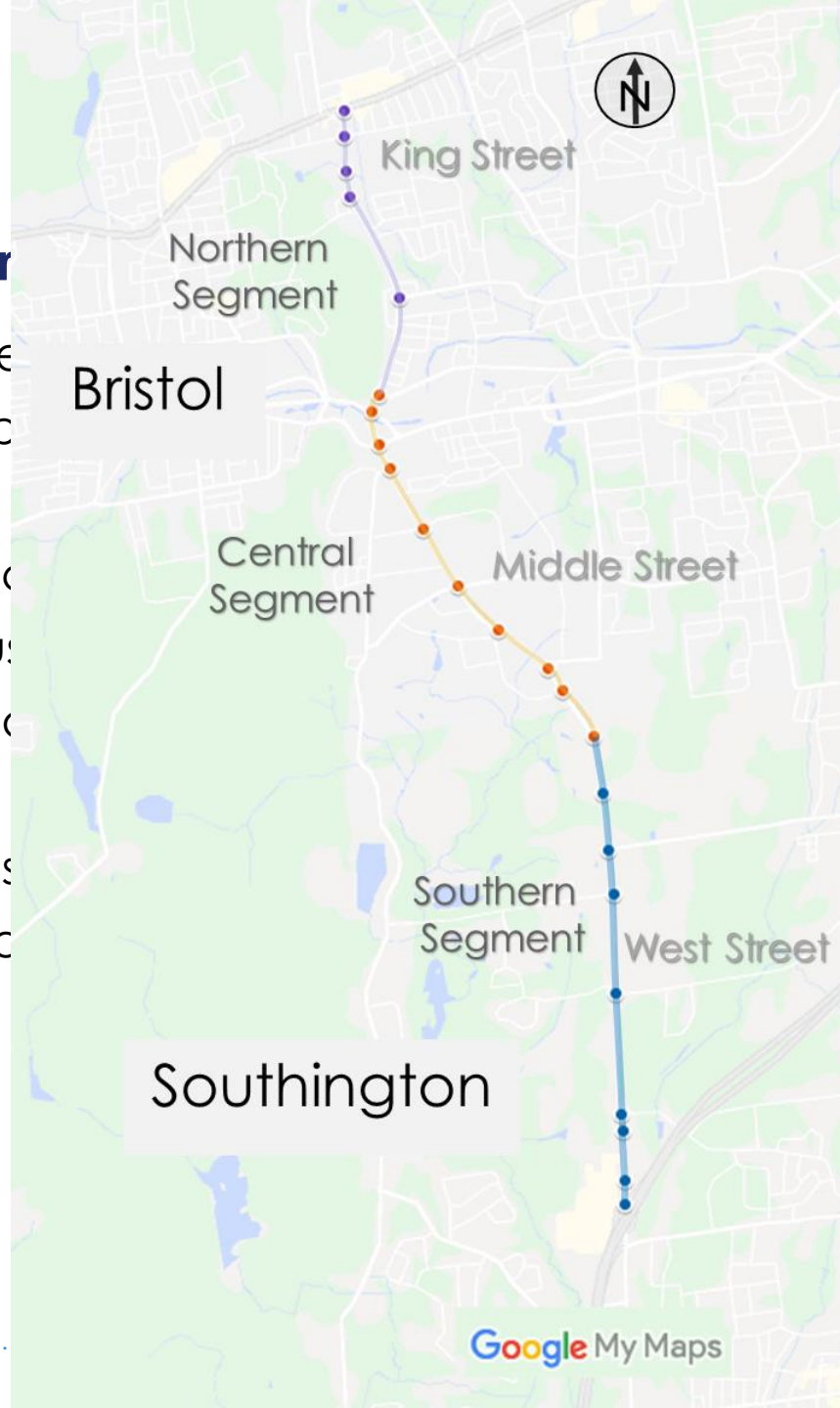
- Introduction
- Existing Conditions
- Discussion
- Action Items



# Introduction

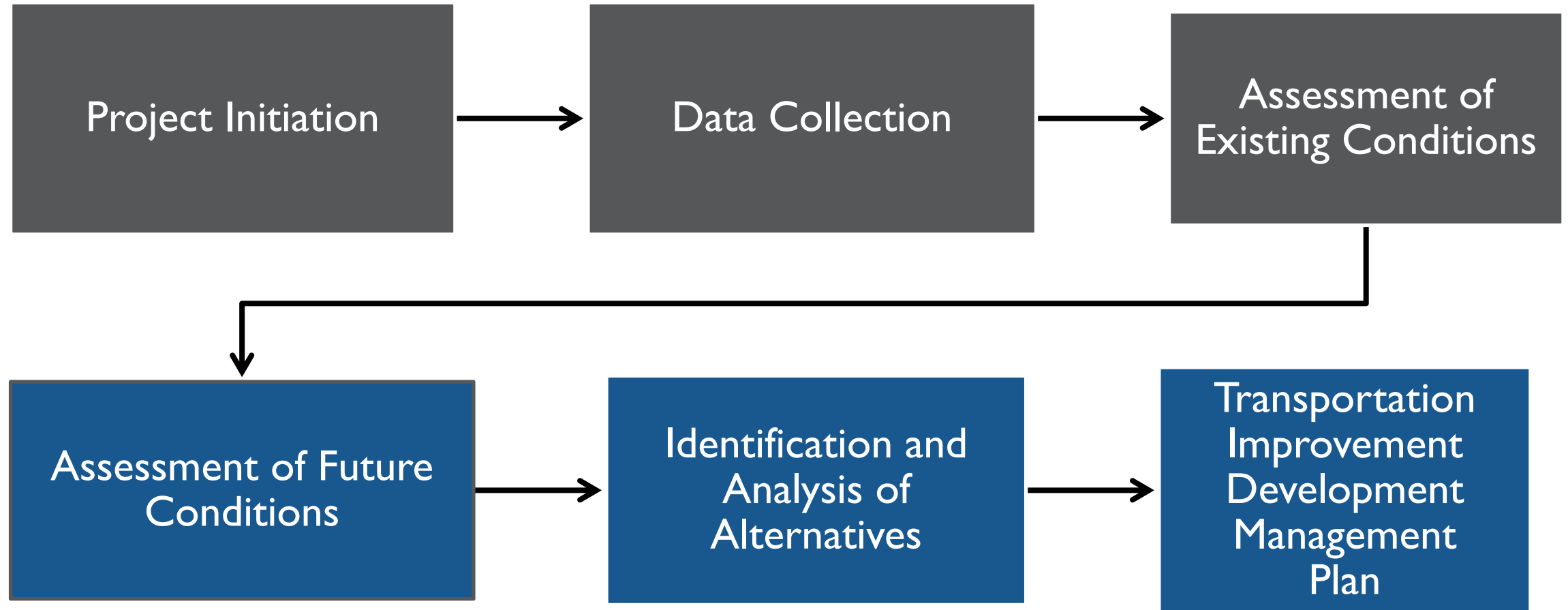
## ■ Route 229 Corridor

- Evaluate safety of transit/bike/pedestrian
- Assess travel time and multi-modal connectivity
- Assess future land use and transportation recommendations
- Provide spot treatments and countermeasures to improve traffic flow



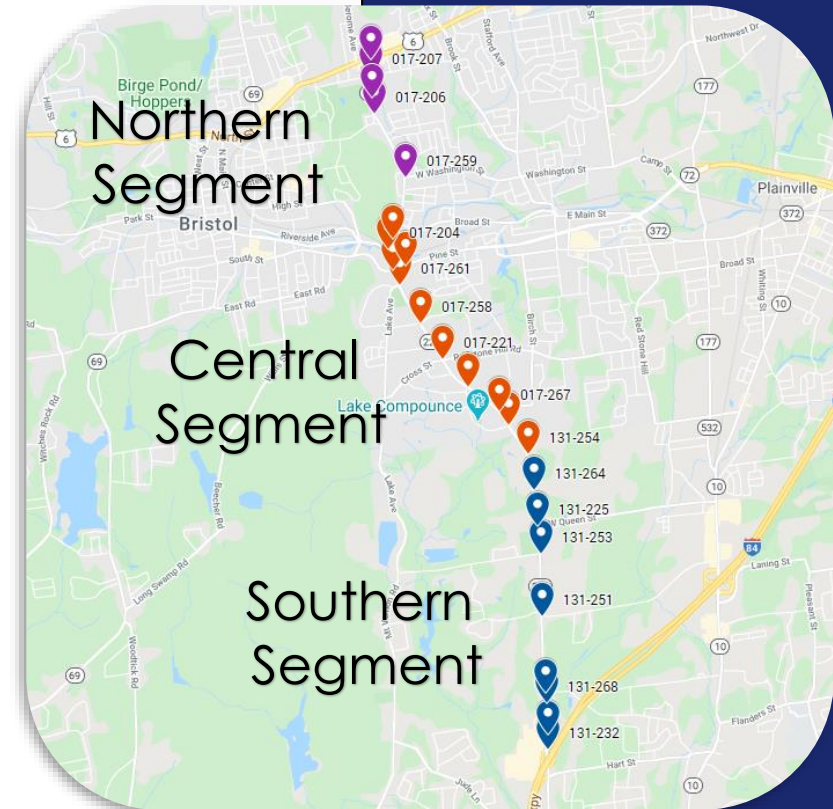
Scope / Deliverables

# Planning Process



# Data Collection Efforts

- Traffic
- Speed
- Crashes
- Transit
- Pedestrian / Bicycle Facilities
- Land Use / Zoning
- Access Management
- Culturally & Historically Significant Landmarks / Buildings



# Traffic Data: Historical Counts



Route 229 (5.88 mi) South of King Street

Route 229 (5.79 mi) South of Louisiana Avenue

Route 229 (5.39 mi) South of Woodland Street

Route 229 (4.94 mi) South of West Washington Street

Route 229 (4.50 mi) Northeast of SR 500a (Broad Street)

Route 229 (8.36 mi) Northeast of Route 72

Route 229 (4.20 mi) South of Pine Street

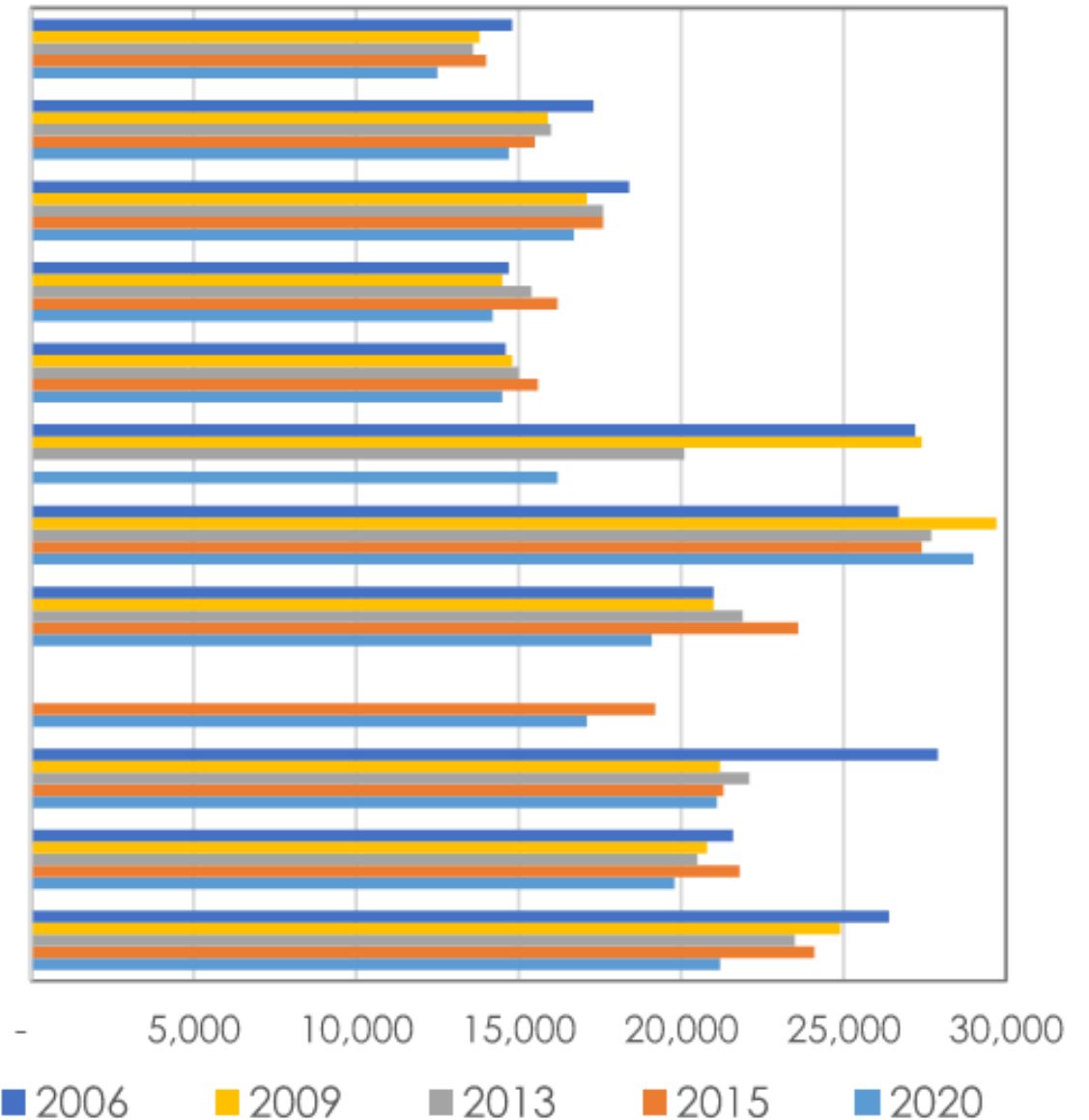
Route 229 (4.08 mi) Southeast of Lake Avenue

Route 229 (3.20 mi) North of Enterprise Drive

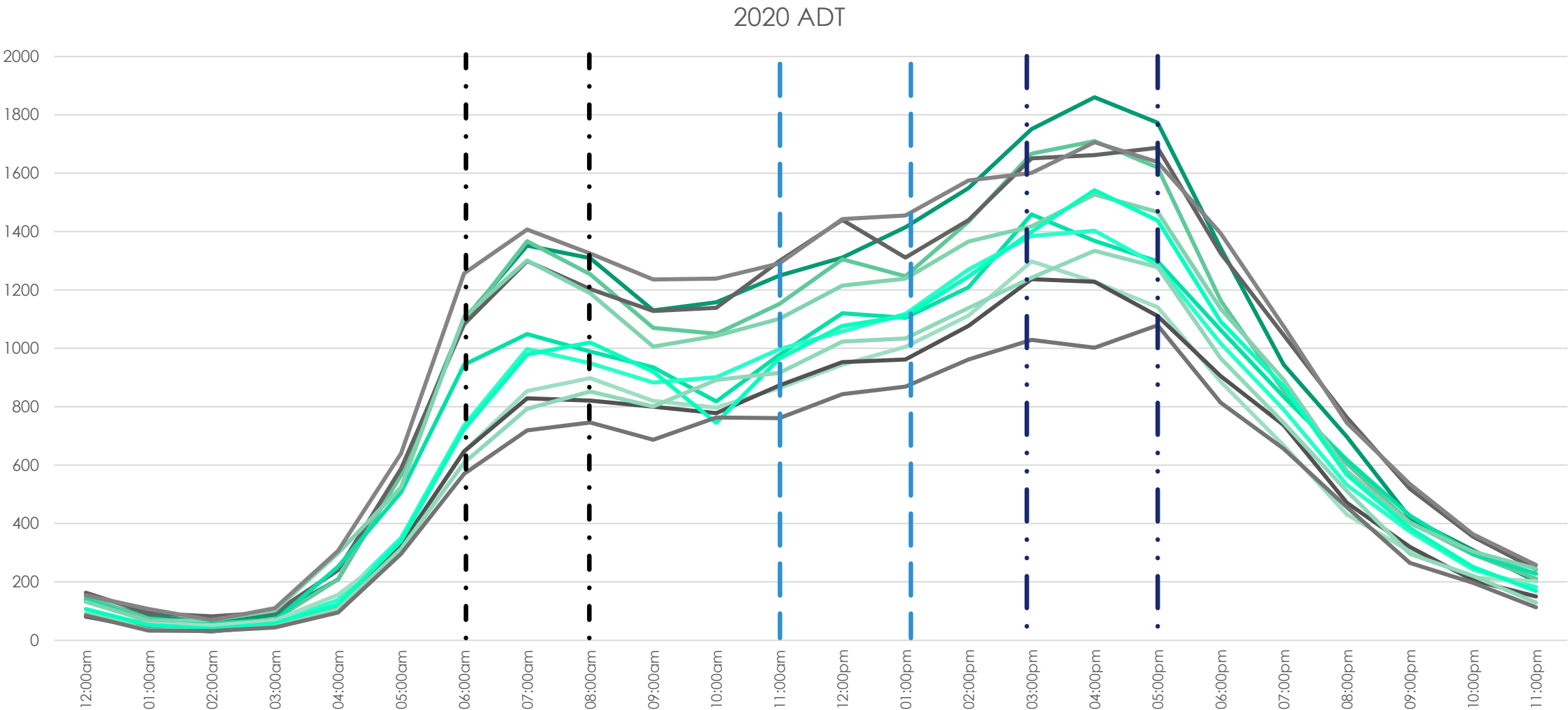
Route 229 (1.96 mi) North of West Queen Street

Route 229 (1.18 mi) South of Spring Street

Route 229 (0.23 mi) North of I-84 WB Off Ramp(Exit 31)



# ADTs along the corridor



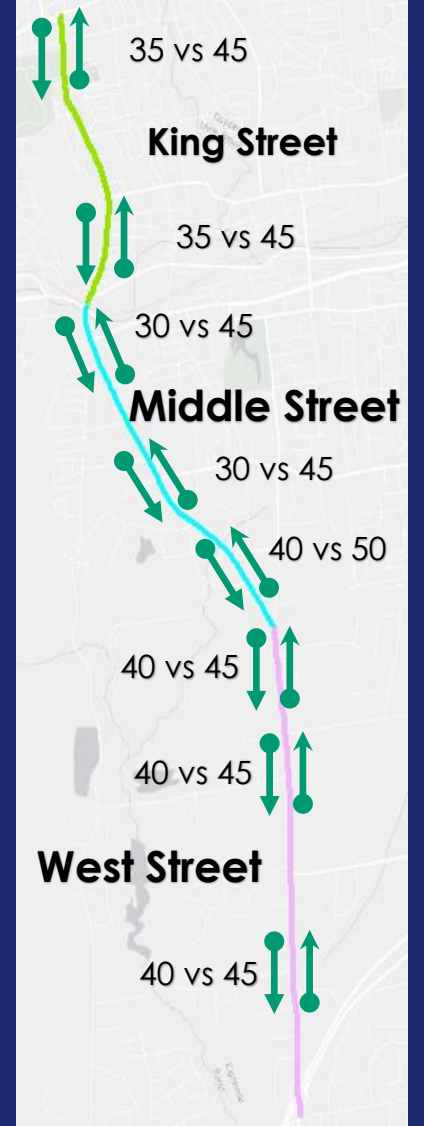
Source: [https://portal.ct.gov/DOT/PP\\_SysInfo/Traffic-Count-Locator-Program-Updates](https://portal.ct.gov/DOT/PP_SysInfo/Traffic-Count-Locator-Program-Updates)

# Posted Speed Limits



- **35 mph:**
  - N-End: Farmington Avenue (US6)
  - S-End: Broad Street
- **30 mph:**
  - N-End: Broad Street
  - S-End: West Gate Street (unsignalized) North of
    - Battista Road @ Business Park Road
- **40 mph:**
  - N-end: West Gate Street (unsignalized) North of
    - Battista Road @ Business Park Road
  - S-End: I-84 WB intersection

## Posted Versus 85% Percentile



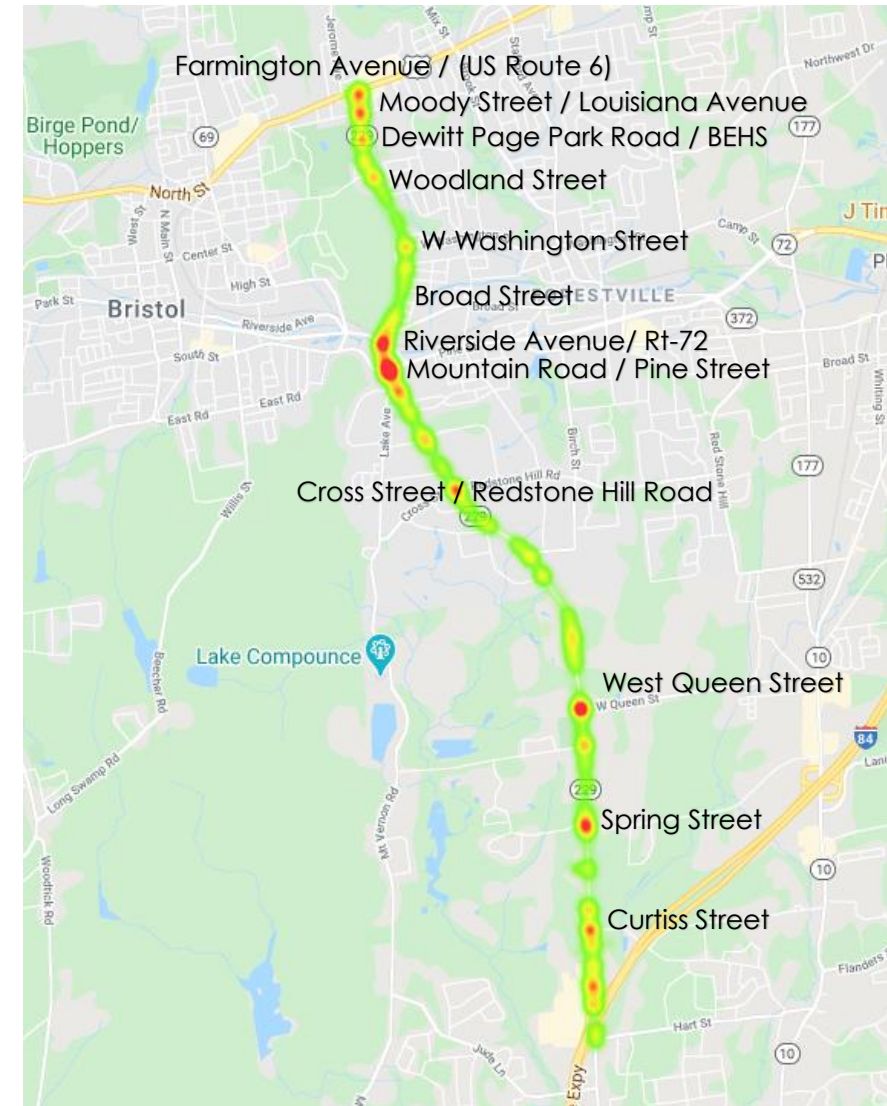
# Crash Data – Hot Spots in Bristol

## ■ Intersections:

- Route 229 @ Moody Street/ Louisiana Avenue
- Route 229 @ Route 72 / Riverside Avenue
- Route 229 @ Pine Street / Mountain Road
- Route 229 @ West Queen Street
- Route 229 @ Curtiss Street
- Route 229 @ I-84 WB On/Off Ramps

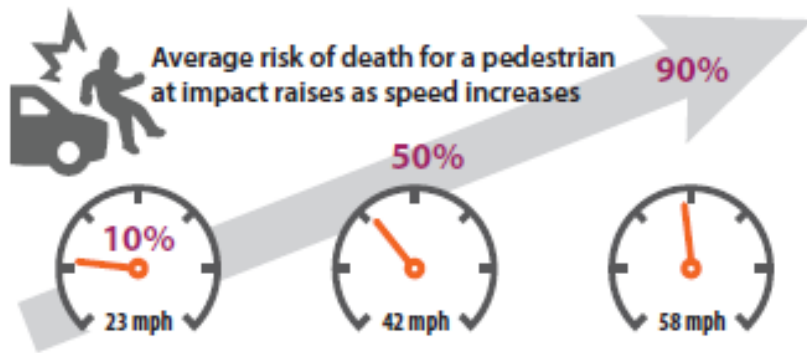
## ■ Segments:

- Route 6 / Farmington Avenue & Moody Street/ Louisiana Avenue
- Moody Street/ Louisiana Avenue & High School Drive
- W. Washington Street & Broad Street
- Route 72 / Riverside Avenue & Pine Street / Mountain Road
- Executive Boulevard North & Executive Boulevard South



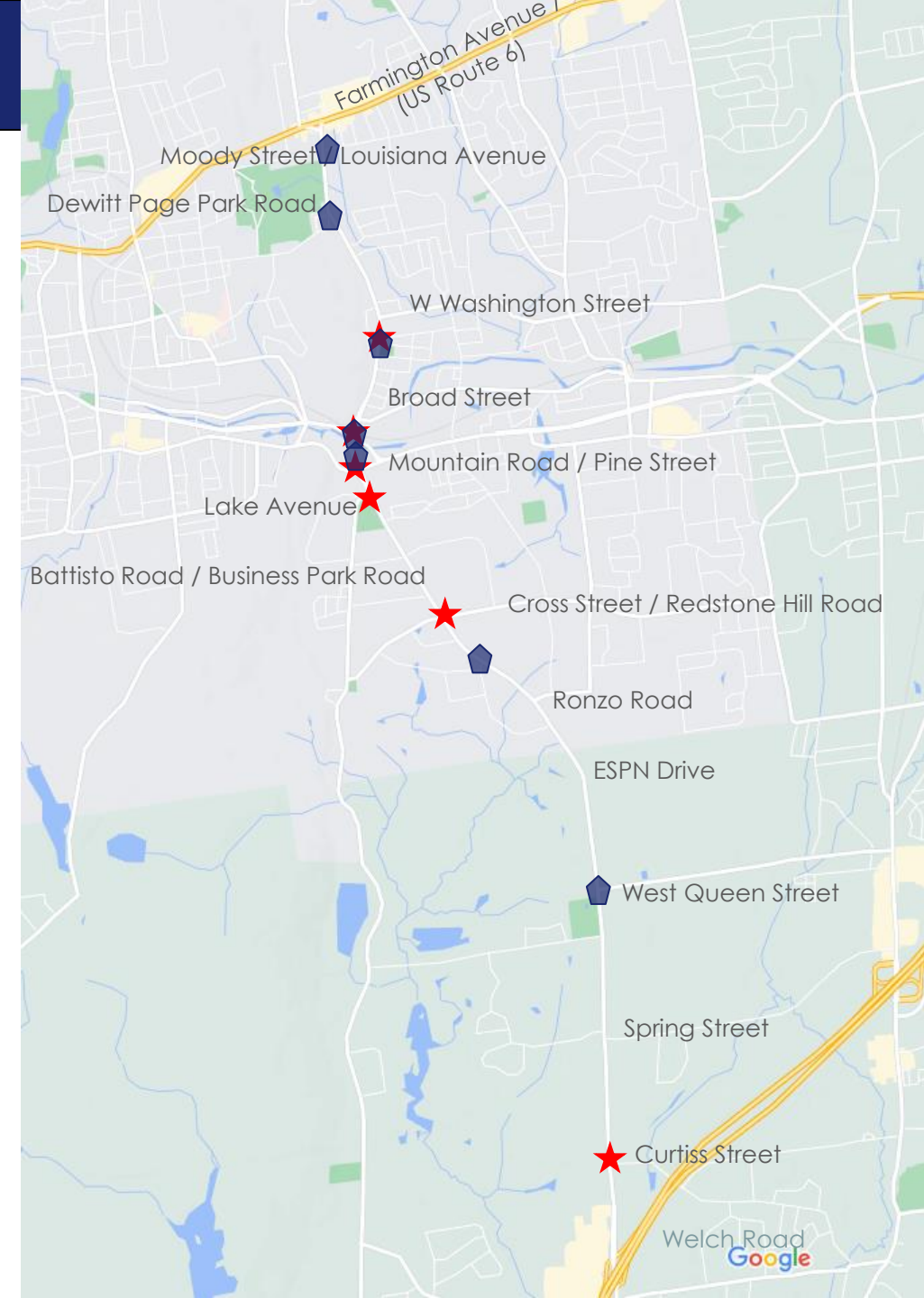
# Fatal Crashes, Pedestrian & Bicycle Hot Spots

- **2015-2020: (7 Crashes)**
  - Route 229 @ Moody Street/ Louisiana Avenue
  - Route 229 @ Woodland Street
  - Route 229 @ Burnside Drive
  - Route 229 between Route 72 & Pine Street (2 crashes)
  - Route 229 @ Pine Brook Terrace
  - Route 229 @ West Queen Street

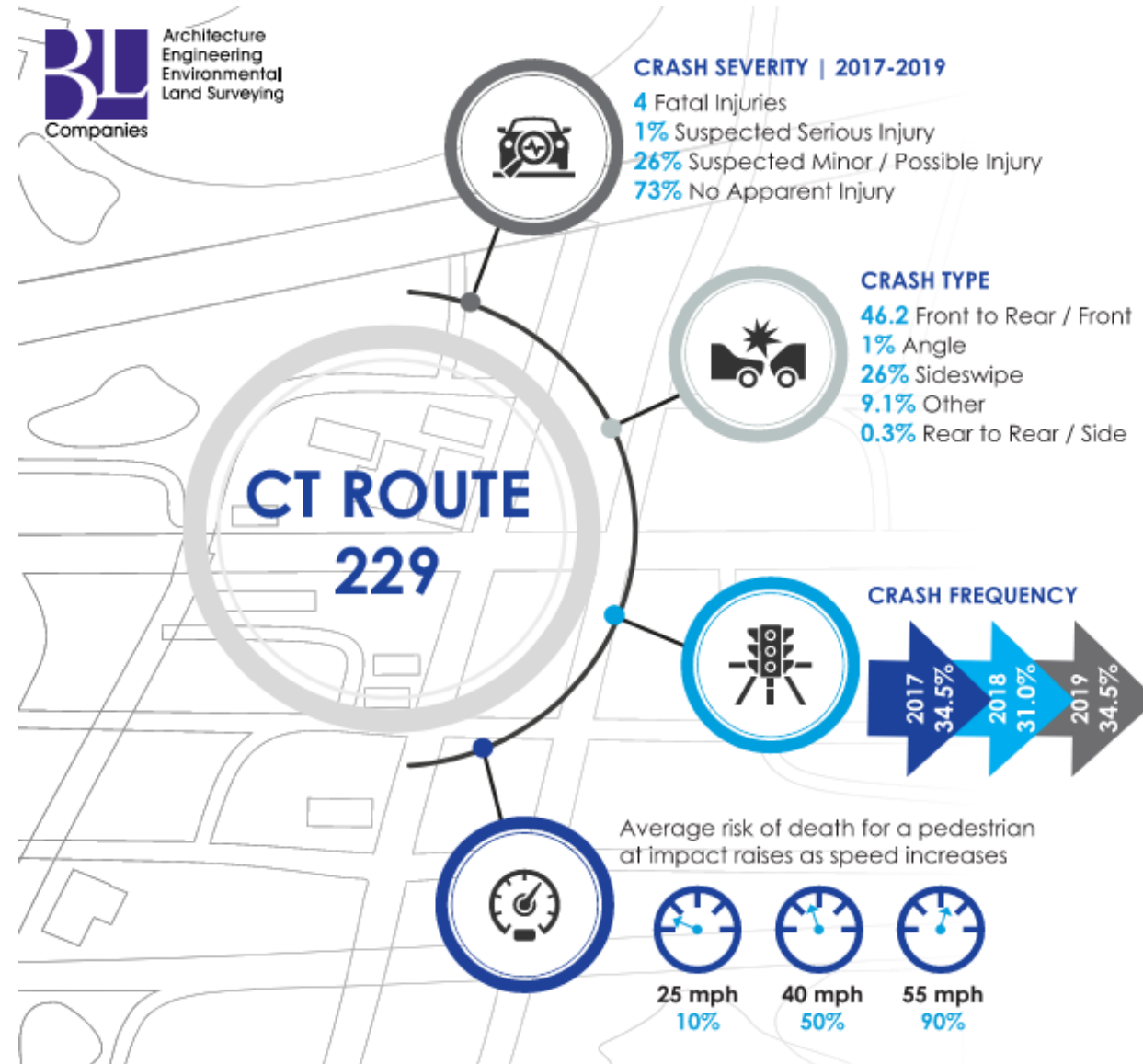


<https://ctcrash.uconn.edu/>

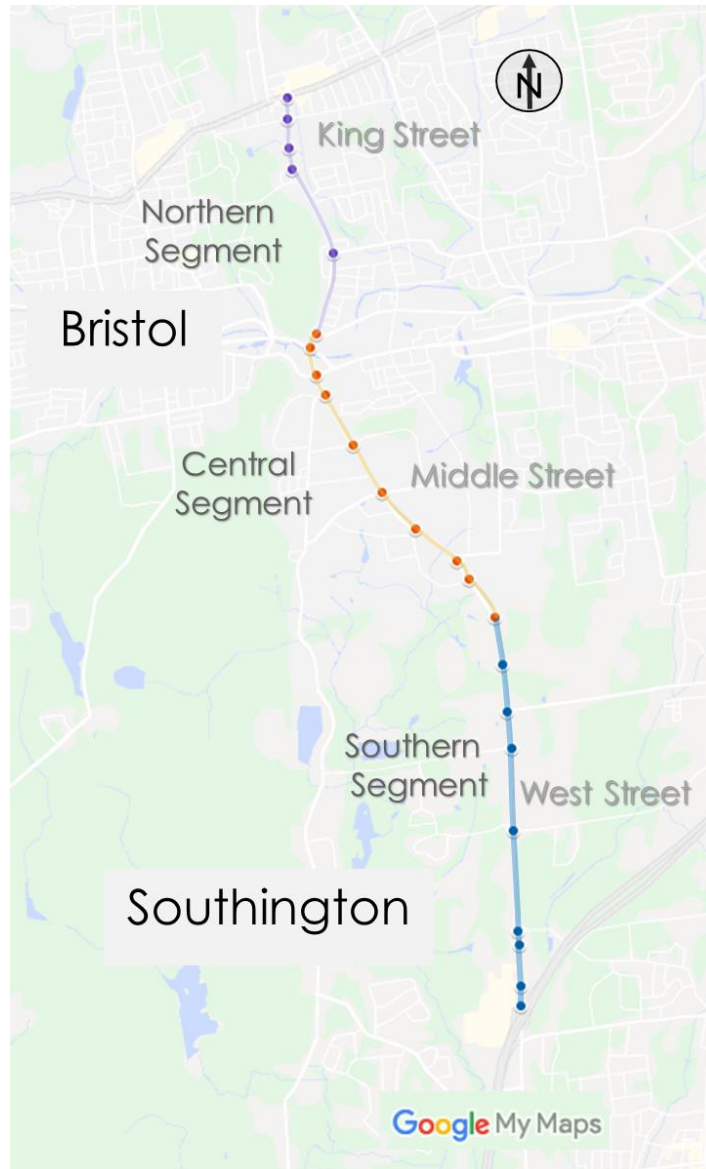
■ Fatal Crash  
★ Pedestrian / Bicycle Crash



# Crash Data – Hot Spots



# Multimodal Accommodations



# Preliminary Traffic Data: Transit



## ■ CTfastrak Route 102

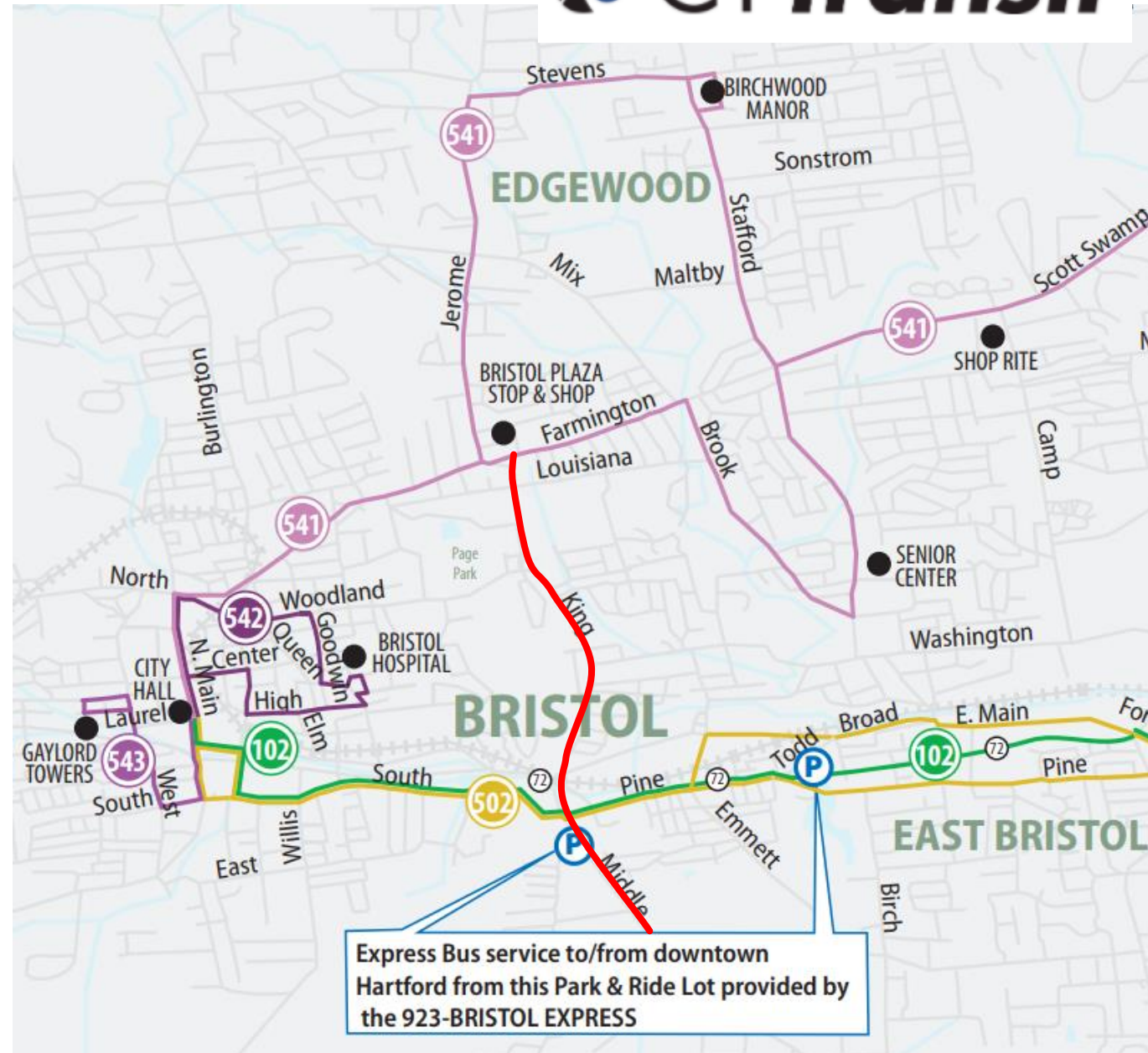
- The average weekday daily ridership in 2019 totaled 1,294 boardings and alightings.
- Three percent (3%) of daily trips board and alight within 0.5 miles of CT Route 229.

## ■ Express Route 502

- The average weekday daily ridership in 2019 totaled 210 boardings and alightings.
- Three percent (3%) of daily trips board and alight within 0.5 miles of CT Route 229.

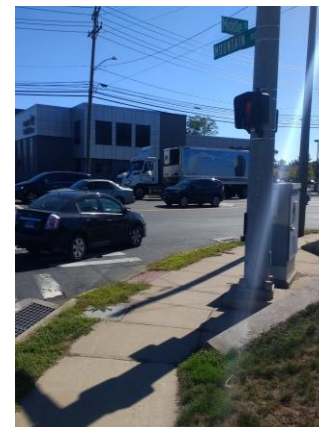
## ■ Local 541 Bristol

- Known as "Tunxis Community College"
- The average weekday daily ridership in 2019 totaled 270 boardings and alightings.
- The nearby bus stops account for approximately twenty percent (20%) of average weekday daily bus ridership.



# ADA / PROWAG Compliance

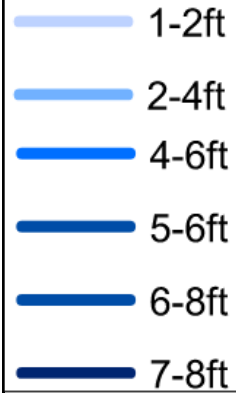
- **Sidewalks:**
  - width and condition
  - surface type
  - curb & snow shelf presence
  - ramps and flares
  - detectable warning panels (Truncated Domes)
  - obstructions along sidewalk & continuity
- **Placement of pedestrian push buttons**
- **Slopes for pedestrian paths**



# Shoulder Widths

## LEGEND

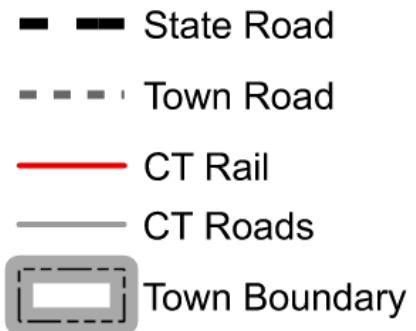
### Right Shoulder



### Left Shoulder

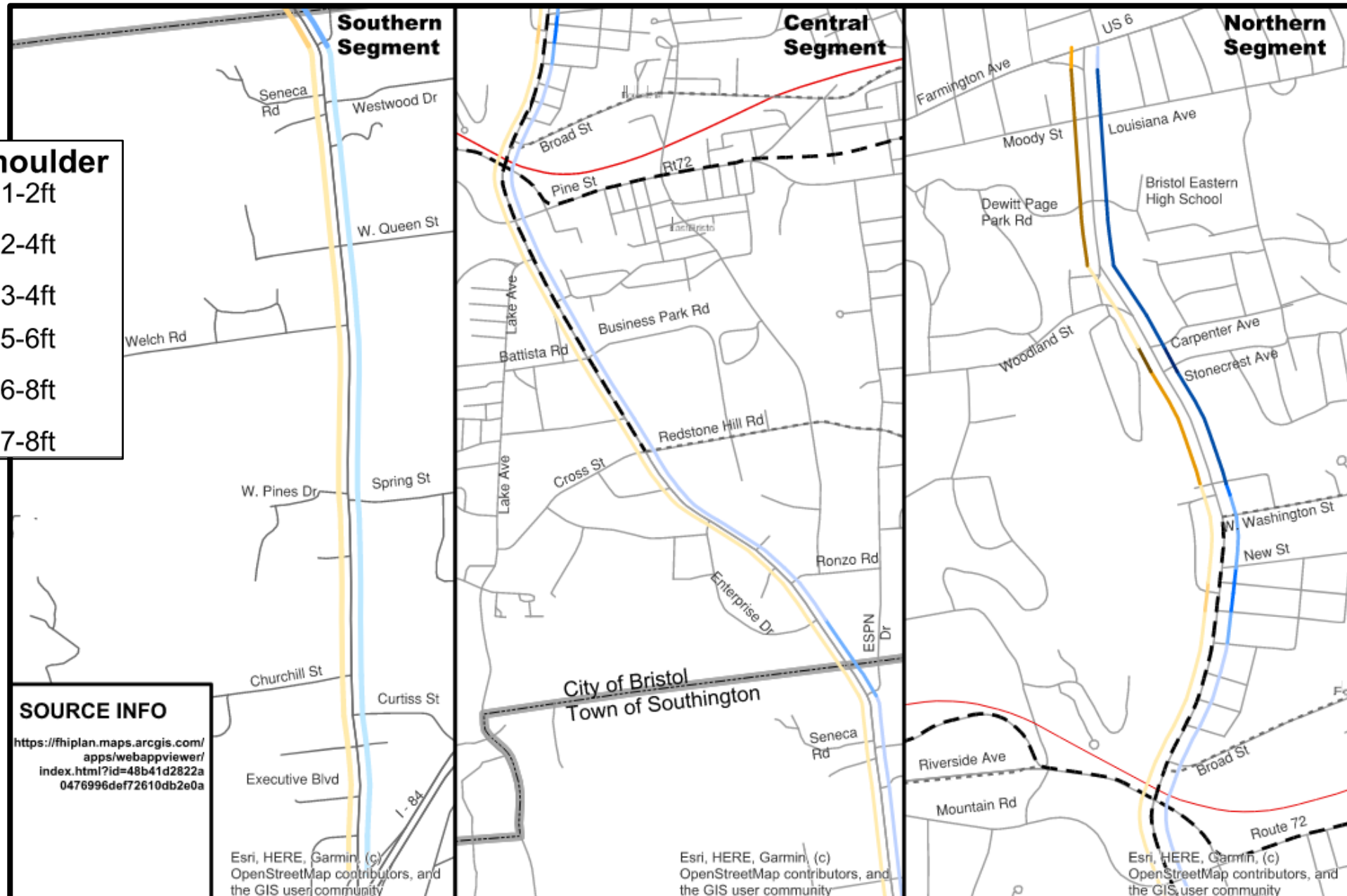


### Bike Lanes



### SOURCE INFO

<https://fhiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a0476996def72610db2e0a>



# CTDOT Bicycle GIS Data

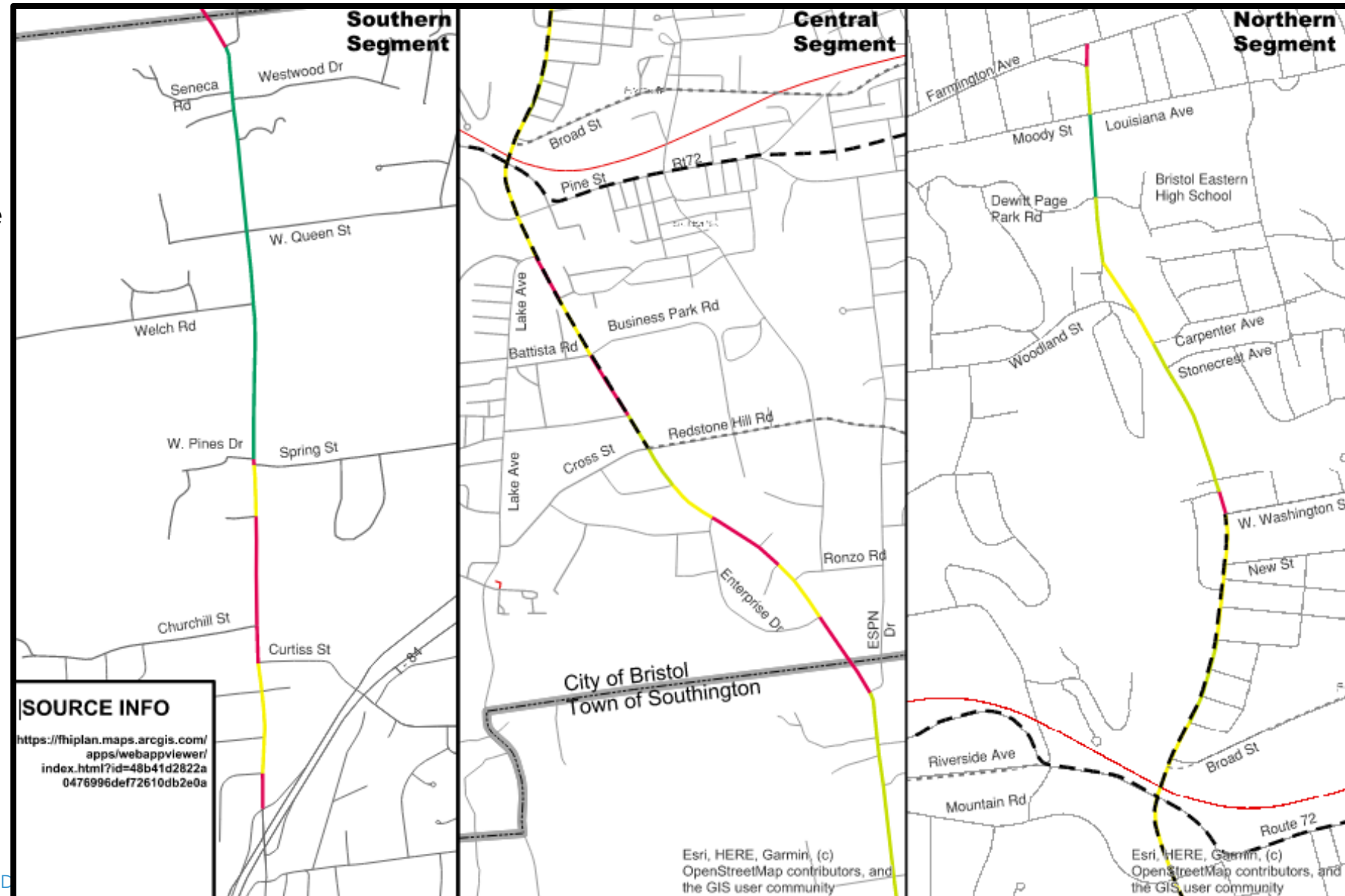
- **Suitability Levels**
  - Speed
  - Grade
  - Shoulder presence
- **Planned Road Bike Network**

## LEGEND

### Bike Feature

#### Suitability

- Least Suitable
- Less Suitable
- More Suitable
- Suitable



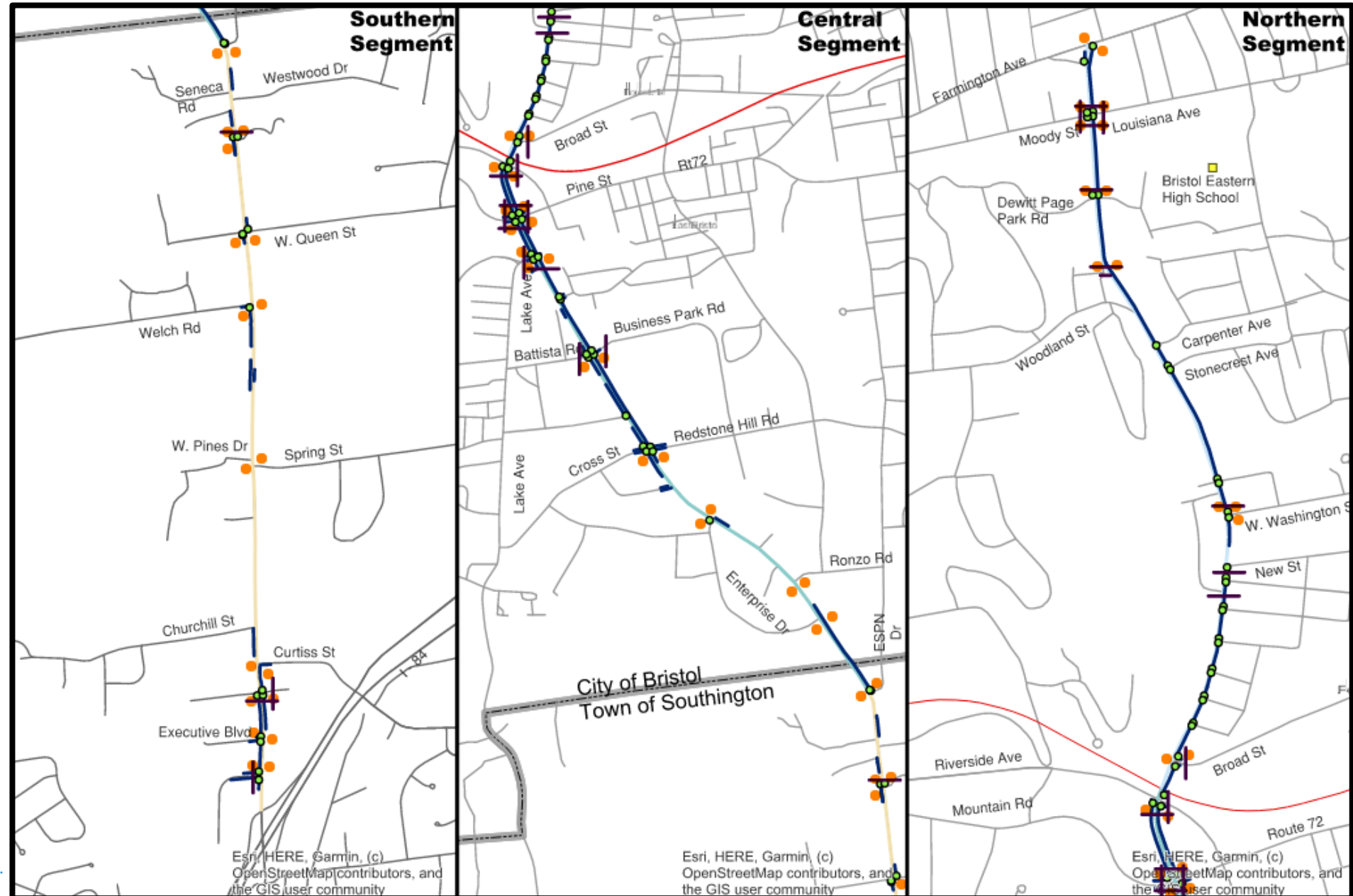
Source: <http://fhiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a0476996def72610db2e0a>

# Pedestrian Accommodations

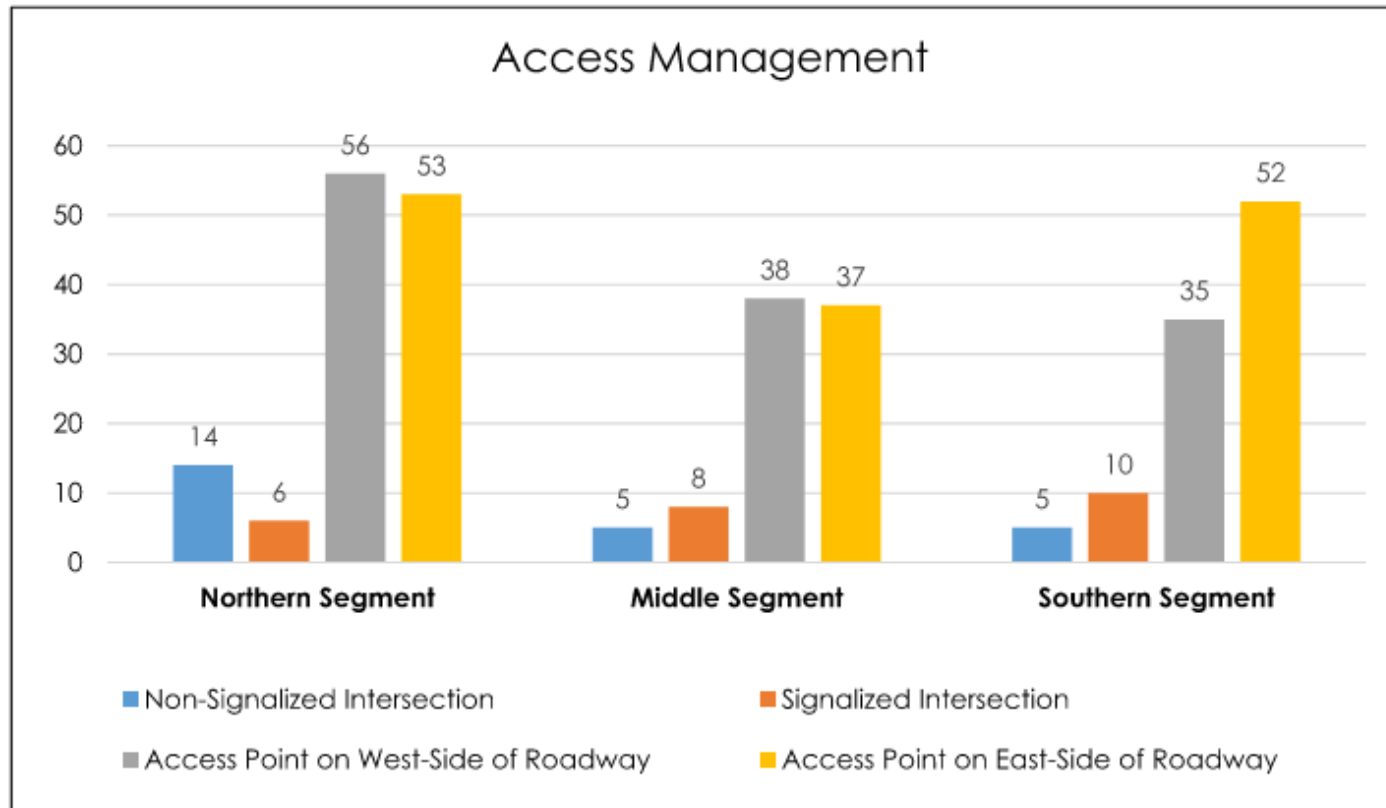
## Legend

### Segment

- Northern Segment
- Central Segment
- Southern Segment
- Sidewalk
- Crosswalk
- CT Rail
- CT Roads
- Town Boundary
- Handicap Ramp
- Pedestrian Push Button



# Summary of Access / Egress



## Legend

### Access Point Location

- East Side
- Intersection
- West Side
- Northern Segment
- Central Segment
- Southern Segment

- ▭ Town Boundary
- CT Roads
- CT Rail

# Summary of Access / Egress

## Legend

### Access Point Location

- East Side
- Intersection
- West Side
- Northern Segment
- Central Segment
- Southern Segment
- Town Boundary
- CT Roads
- CT Rail



# Culturally / Historically Significant Landmarks / Buildings

## ■ Southington

- Great Unconformity
- West Street School (1432 West St.)

## ■ Bristol

- Terry-Hayden House (125-135 Middle St)
- Lake Compounce Carousel
- Page Park
- Casey Field
- Wilson Playground
- Bristol Eastern High School
- ESPN Headquarters

## Outside / no longer exists:

- HD Smith Company – 24 West St. (South of I-84)
- 590 West St (South of I-84)
- Plantsville Historic District
- Stephen Grannis House - 1193 West St (no longer exists)



West Street School



Lake Compounce and Carousel

# Land Use and Zoning

## Legend

### Land Use / Zoning

- Agriculture
- Business
- Community Facility
- Industrial
- Residential
- Transpo\_ROW
- Undeveloped
- Water

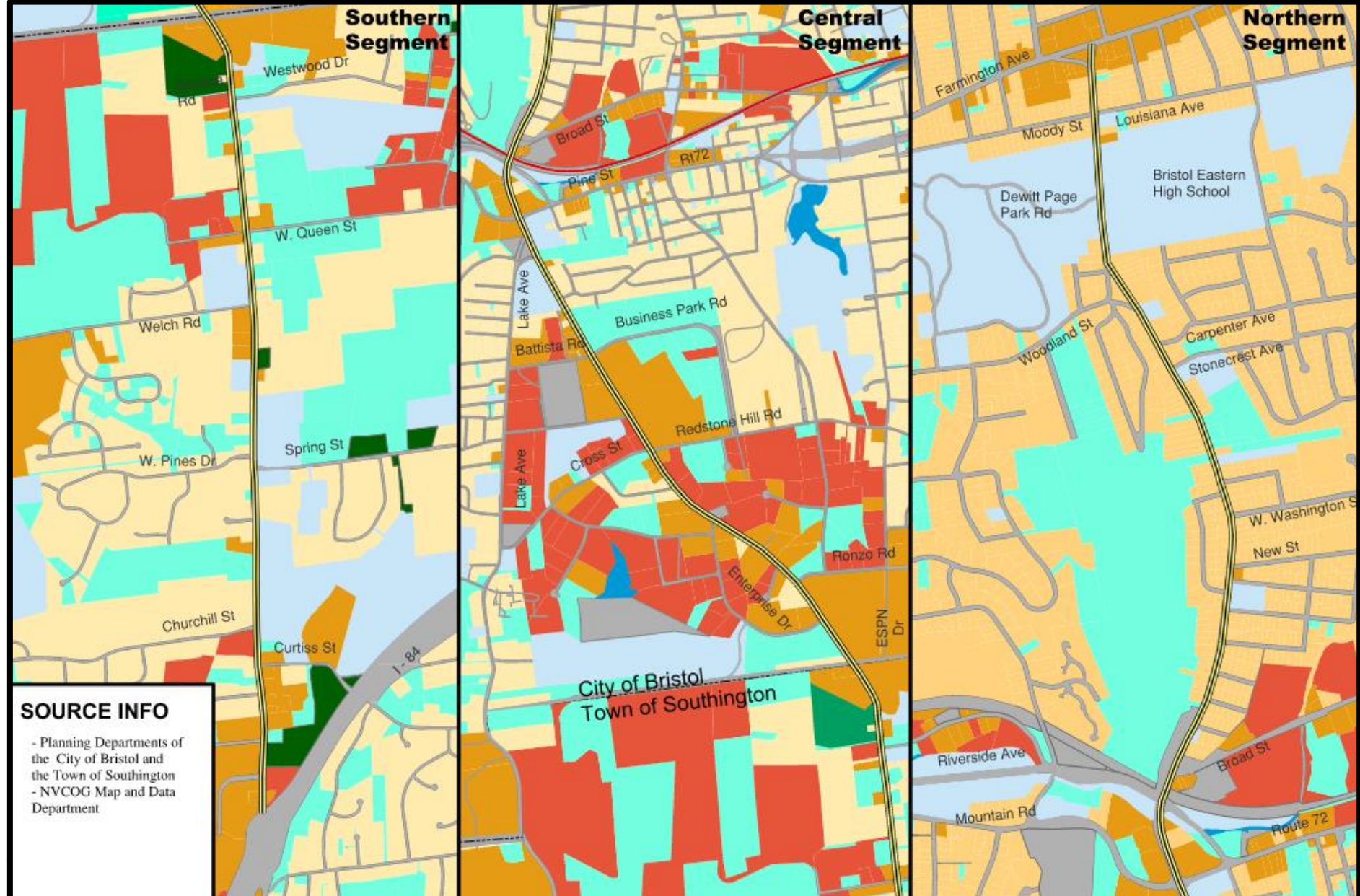


Boundary

CT Roads

Corridor

CT Rail

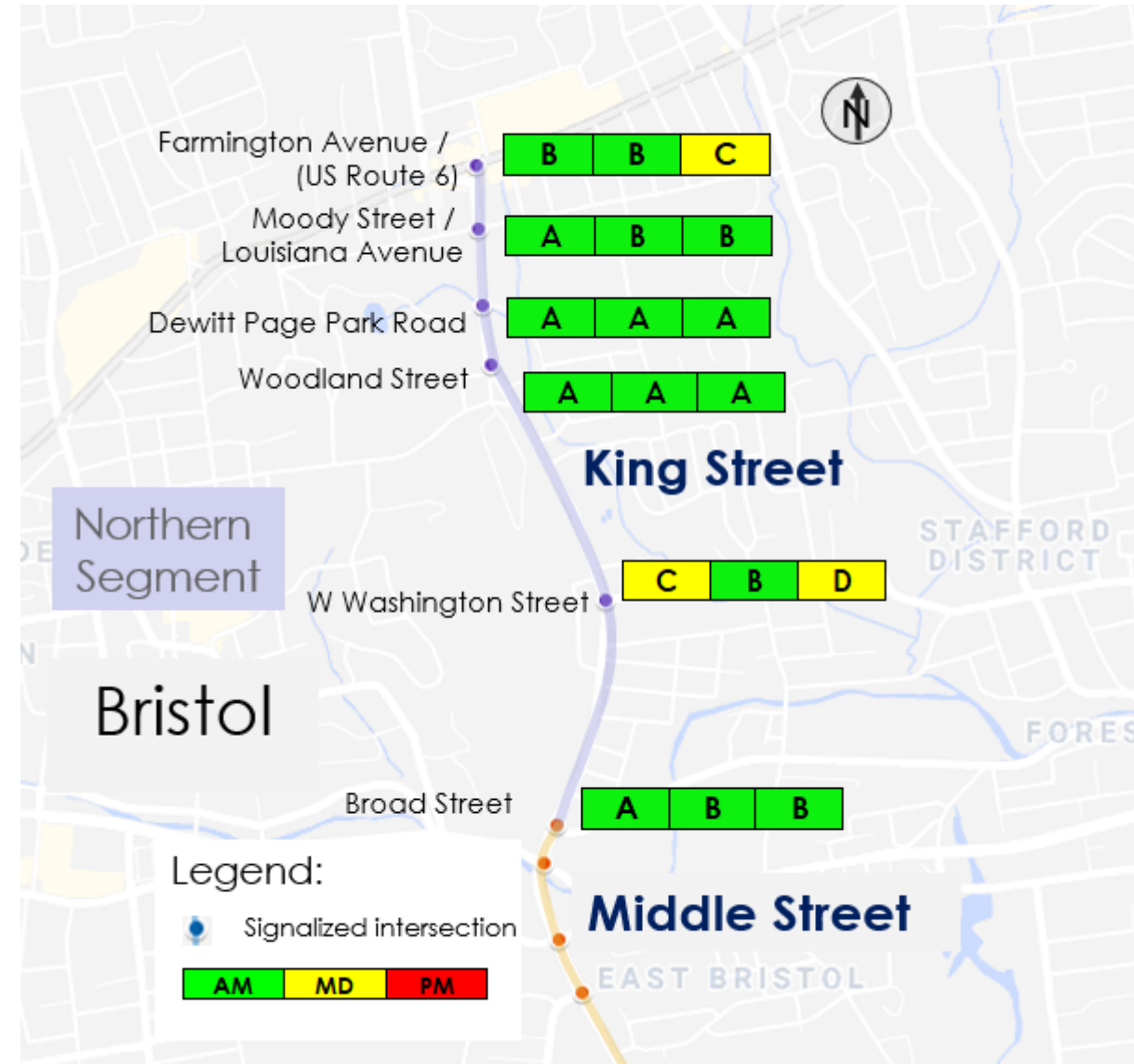


# Northern Segment

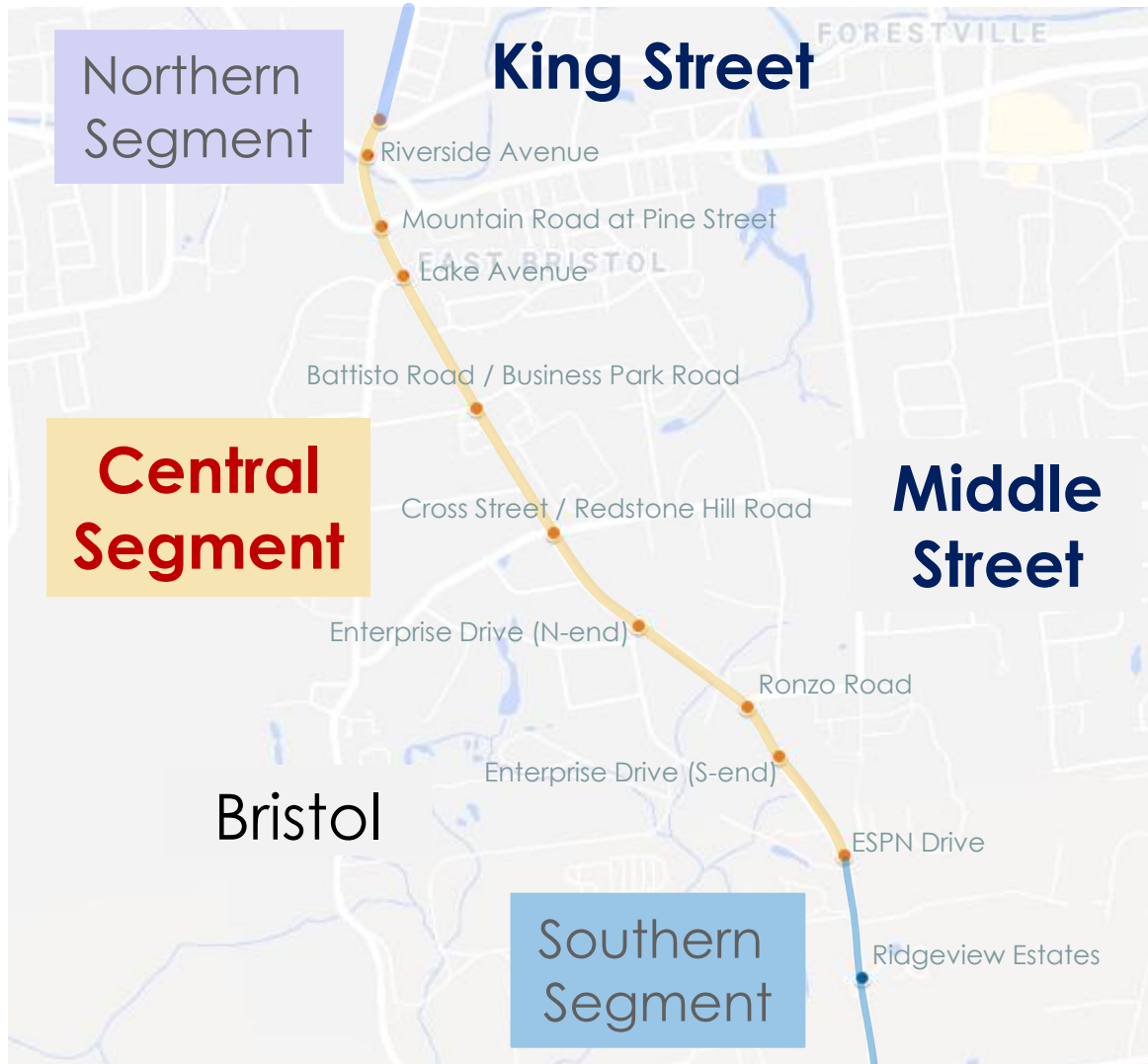


# Traffic Operations Northern Segment

<u>Level of Service</u>	<u>Average Control Delay</u> (seconds per vehicle)
A	$\leq 10$
B	$> 10$ and $\leq 20$
C	$> 20$ and $\leq 35$
D	$> 35$ and $\leq 55$
E	$> 55$ and $\leq 80$
F	$> 80$

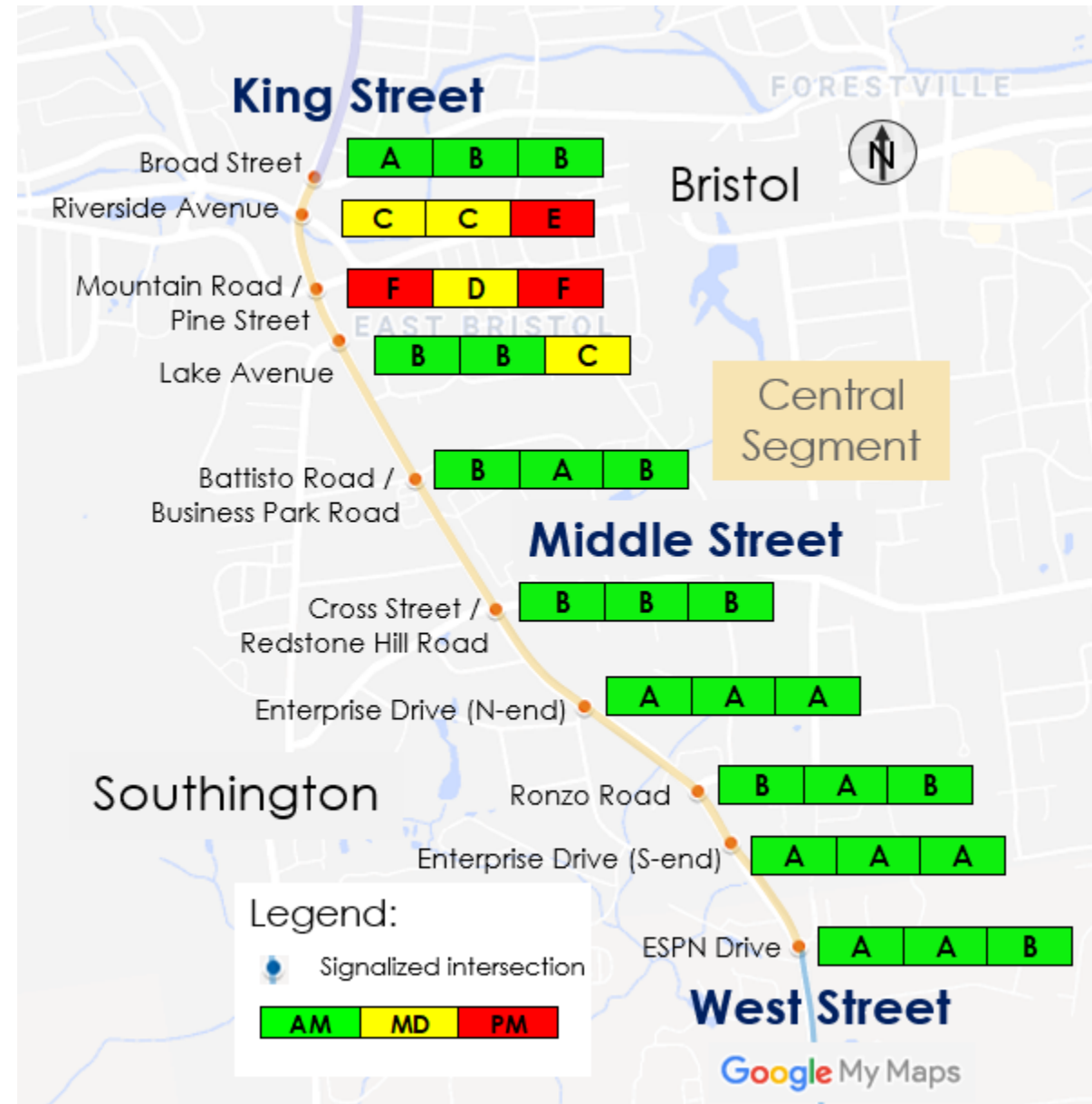


# Central Segment

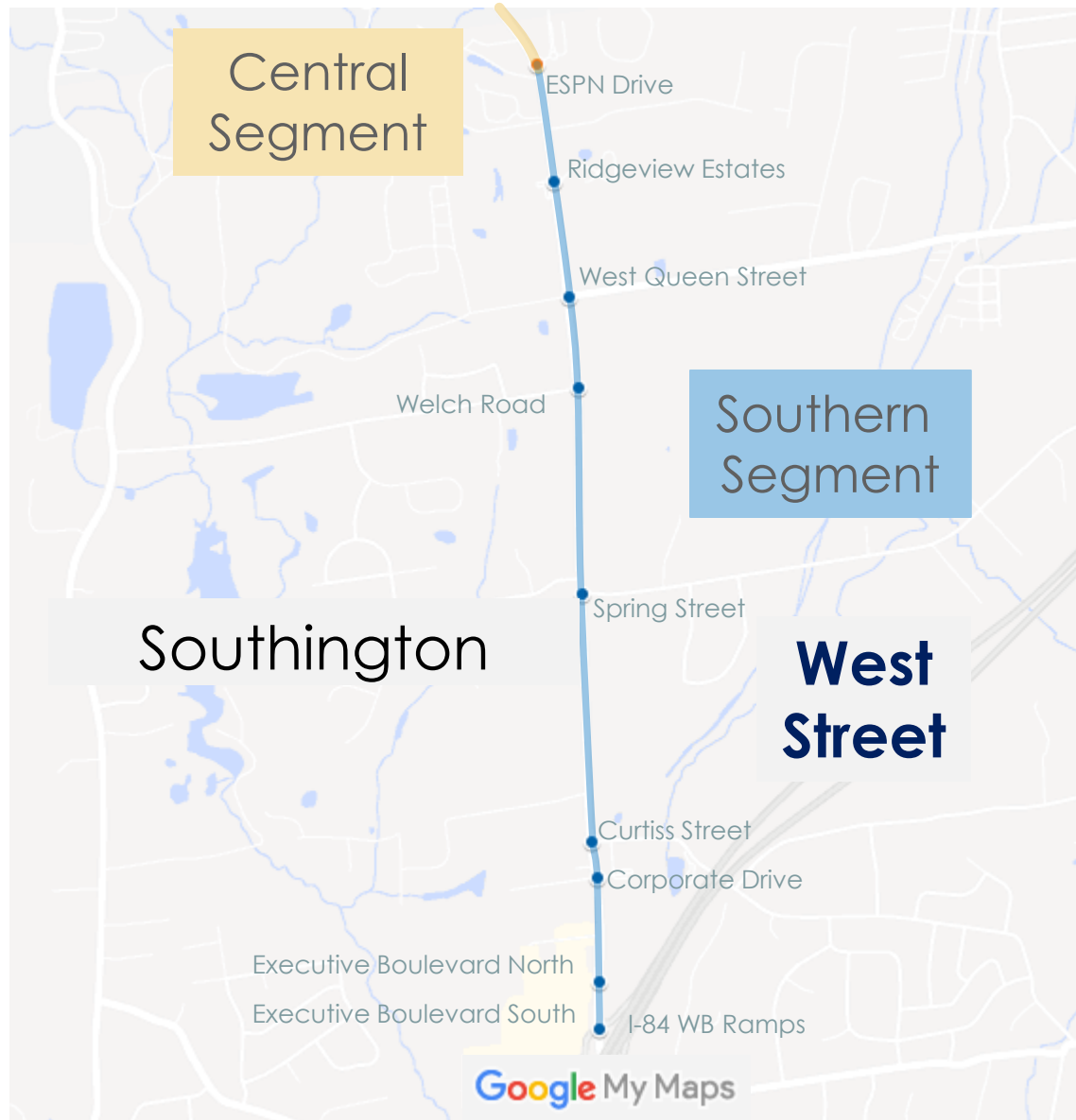


# Traffic Operations Central Segment

<u>Level of Service</u>	<u>Average Control Delay</u> (seconds per vehicle)
A	$\leq 10$
B	$> 10$ and $\leq 20$
C	$> 20$ and $\leq 35$
D	$> 35$ and $\leq 55$
E	$> 55$ and $\leq 80$
F	$> 80$

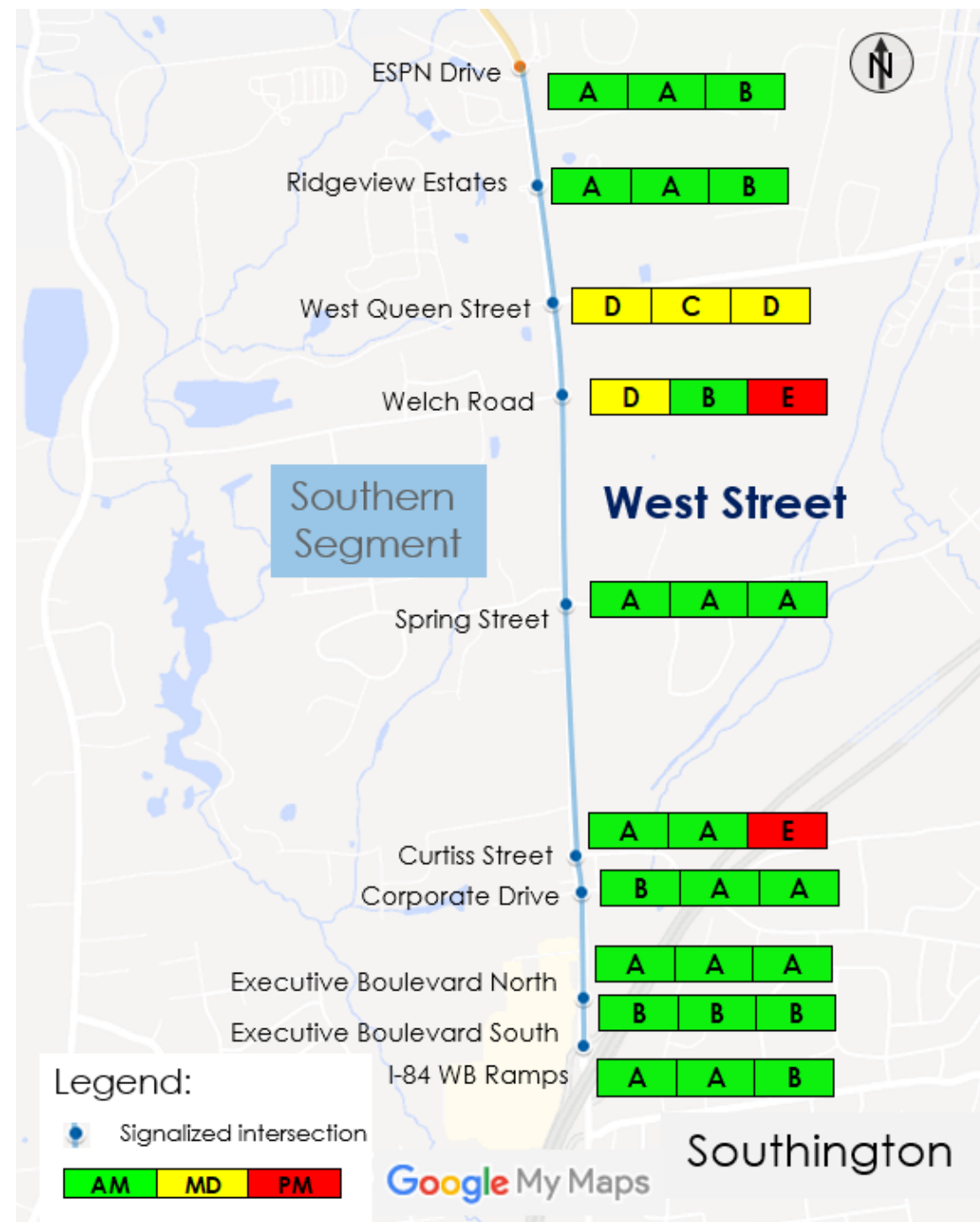


# Southern Segment



# Traffic Operations Southern Segment

<u>Level of Service</u>	<u>Average Control Delay</u> (seconds per vehicle)
A	$\leq 10$
B	$> 10$ and $\leq 20$
C	$> 20$ and $\leq 35$
D	$> 35$ and $\leq 55$
E	$> 55$ and $\leq 80$
F	$> 80$



# Meeting Agenda

- Introduction
- Existing Conditions
- **Discussion**
- Action Items



# Challenges and Opportunities

- **Tell us what you think!**
  - Use the live chat feature to share any comments, ideas, or suggestions!

	What is working well?	What are the challenges?	What are the opportunities?
Mobility and Connectivity (speeds, turn lanes, signals, network, etc.)			
Safety and Access (locations, ADA)			
Pedestrian Accommodations (sidewalks, crosswalks, ramps, etc.)			
Bicycle Accommodations (shoulder, cycle track, trails, etc.)			

# Possible Improvement Locations

- High Crash Rates and Fatality locations (next slide)
- Continuous Two-Way Left- Turn Lanes (TWLTLs)
- Southern Segment: Second southbound lane
- Southern Segment: Boulevard
- Southern Segment: Signal at West Pine Street
- Southern Segment: Signal at Churchill Street
- Central Segment: Signal at Vincent P Kelly Road
- Northern Segment: Exclusive left turn lanes
- Northern Segment: Continuous / improved pedestrian facilities
- Northern Segment: King Street @ Farmington Avenue
- Northern Segment: Bike Lane from Riverside Avenue to Lake Avenue



# Possible Improvement Locations

Location	Type	High Crash Rate	Pedestrian Crash	Fatal Crash
§ Route 229 @ Moody Street/ Louisiana Avenue	Intersection	Yes		Yes
§ Route 229 @ Route 72	Intersection	Yes	Yes	
§ Route 229 @ Pine Street	Intersection	Yes	Yes	Yes
§ Route 229 @ Business Park Road / Battisto Road	Intersection			Yes
§ Route 229 @ Pine Brook Terrace	Intersection			Yes
§ Route 229 @ West Queen Street	Intersection	Yes		
§ Route 229 @ Curtiss	Intersection	Yes		
§ Route 229 @ I-84 WB On/Off Ramps	Intersection	Yes		
- Route 6 / Farmington Avenue & Moody Street/ Louisiana Avenue	Segment	Yes		
- Moody Street/ Louisiana Avenue & High School Drive	Segment	Yes		
- W. Washington Street & Broad Street	Segment	Yes	Yes	(By Bernside Ave)
- Route 72 & Pine Street	Segment	Yes		
- Executive Boulevard North & Executive Boulevard South	Segment	Yes		
- Lake Avenue & Business Park Road	Segment		Yes	
- Business Park Road & Cross Street	Segment		Yes	
- Curtiss Street & Corporate Drive	Segment		Yes	

# Next Steps Discussion

- Public survey (4/14 and on website)
- Alternative Analysis
  - (Selection of 10 locations)



# Next Steps

## Public Outreach: Survey

THIS IS A TEST VERSION OF THIS SURVEY  
Responses will NOT be recorded.

### CT Route 229 Corridor Study

Progress:



BL Companies was commissioned by the Naugatuck Valley Council of Governments (NVCOG), City of Bristol and Town of Southington to provide planning services and study of the Route 229 Corridor. The team will work with the NVCOG, City of Bristol, Town of Southington, CTDOT and community stakeholders to incorporate the vision for the Route 229 corridor which aims to accommodate multiple modes of transportation while addressing safety and congestion issues for the neighborhood and visitors alike.

The study is looking at CT Route 229 through Southington and Bristol starting at I-84 westbound ramps and traveling north to intersection with US Route 6 / Farmington Avenue.

[Continue >](#)

14. What are your greatest travel concerns regarding the CT Route 229? (Select all that apply)

- ☐ Traffic Congestion
- ☐ Vehicle Speeding
- ☐ Lack of sidewalks and crosswalks
- ☐ Excessive Driveways and Intersect
- ☐ Lack of sufficient public transit
- ☐ Other (please specify)

15. If you think there is a safety issue where it is and what is the issue?

16. What would you do to improve the corridor?

17. Please provide your e-mail to receive project updates

18. What is your age?

- ☐ Less than 18
- ☐ 18 - 35
- ☐ 36 - 50
- ☐ 51 - 65
- ☐ 66 and over

19. What is your gender?

- ☐ Male
- ☐ Female

20. What types of improvements would you like to see in the CT Route 229 Corridor?

- ☐ Less Congestion
- ☐ Safety Enhancements
- ☐ Better pedestrian accommodations
- ☐ Better bicycle accommodations
- ☐ Improve public transit
- ☐ Other (please specify)

## ROUTE 229 CORRIDOR STUDY

Public Involvement Survey

NOVEMBER 2020

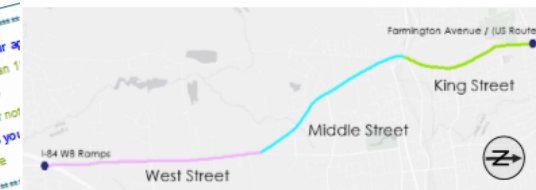
The Connecticut Department of Transportation and the Naugatuck Valley Council of Governments have initiated a study to evaluate traffic and land use development along CT Route 229 Corridor in the Town of Southington and the City of Bristol to determine a plan for the corridor's future.

The study is looking at CT Route 229 through Southington and Bristol starting at I-84 westbound ramps and traveling north to intersection with US Route 6 / Farmington Avenue.

Please return completed surveys to comment boxes located at the Bristol Town Hall and Southington Town Hall, or complete the on-line version at

[HTTP:// WWW. SurveyMonkey.com/ XXX/XX](http://www.surveymonkey.com/XXX/XX)

For more information on this study, to send additional comments, and sign up for project updates, please visit: <https://nvcoct.gov/project/current-projects/transportation-planning-studies/bristol-route-229-corridor-study/>



Thank you for participating in our survey. Your feedback is important!

1. Do you live in the CT Route 229 Corridor Study area?

- ☐ On the CT Route 229
- ☐ On local street near CT Route 229
- ☐ Elsewhere in Bristol / Southington
- ☐ None of the above

2. Do you work in the CT Route 229 Corridor Study area?

- ☐ Yes
- ☐ No

3. How frequently do you use CT Route 229 per week?

- ☐ 0 Days
- ☐ 1-3 days
- ☐ 4-7 days

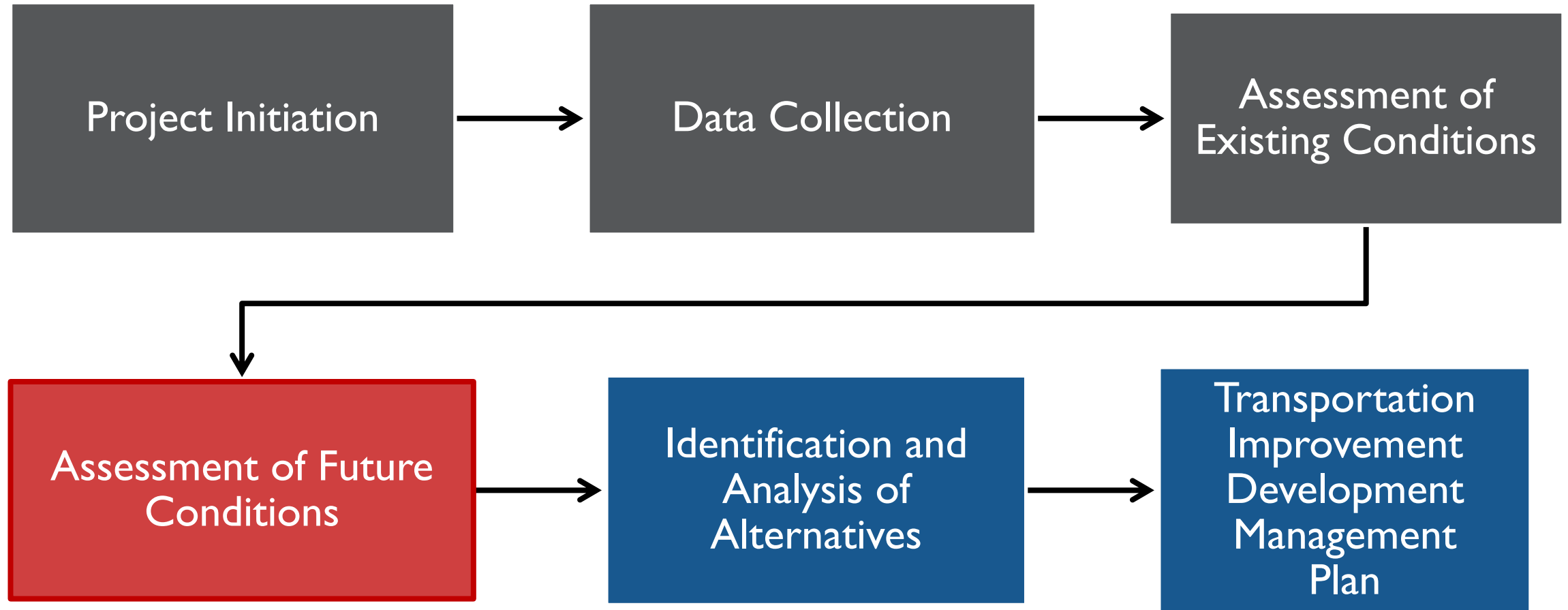
4. How do you use CT Route 229? (check all that apply)

- ☐ Commute to/from work
- ☐ Commute to/from school
- ☐ Commute to/from home
- ☐ Waiting for Transit Bus
- ☐ To access I-84
- ☐ Walk or Bike
- ☐ To conduct daily business (shopping, banking, etc.)
- ☐ To visit friends and/or family
- ☐ I don't travel on CT Route 229

5. How do you travel on CT Route 229?

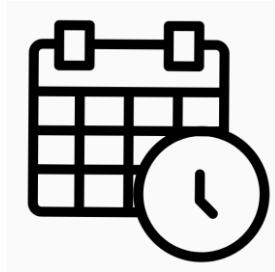
- ☐ Personal Vehicle
- ☐ Work Vehicle
- ☐ Transit Bus
- ☐ Walk
- ☐ Bike
- ☐ Ride-Share / carpool

# Next Steps



# Next Steps:

- **Timeline**



- **Priority**



- **Market Reality**



## Strategy:

- Identify “low hanging fruit”
- Nodes of future change to guide development
  - Establish design guidelines
  - Cognizant of changing market
- Acknowledge environmental constraints

# Thank You for your time!



## Any Questions?