Public Outreach
ROUTE 229 CORRIDOR STUDY
Using Ring Central

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Using Ring Central

To ask a question, Use this Button
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
Meeting Agenda

- Introduction
- Existing Conditions
- Discussion
- Action Items
Introduction

- **Route 229 Corridor Study**
  - Evaluate safety, congestion, 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 and countermeasures to improve safety and traffic flow

Scope / Deliverables
Planning Process

1. Project Initiation
2. Data Collection
3. Assessment of Existing Conditions
4. Assessment of Future Conditions
5. Identification and Analysis of Alternatives
6. Transportation Improvement Development Management Plan
Data Collection Efforts

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

Southern Segment

Central Segment

Northern Segment
ADTs along the corridor

Source: 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

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/
Crash Data – Hot Spots

CT ROUTE 229

CRASH SEVERITY | 2017-2019
- 4 Fatal Injuries
- 1% Suspected Serious Injury
- 26% Suspected Minor / Possible Injury
- 73% No Apparent Injury

CRASH TYPE
- 46.2% Front to Rear / Front
- 1% Angle
- 26% Sideswipe
- 9.1% Other
- 0.3% Rear to Rear / Side

CRASH FREQUENCY
- 2017: 34.5%
- 2018: 31.0%
- 2019: 34.5%

Average risk of death for a pedestrian at impact rises as speed increases
- 25 mph: 10%
- 40 mph: 50%
- 55 mph: 90%
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**

<table>
<thead>
<tr>
<th>Right Shoulder</th>
<th>Left Shoulder</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2ft</td>
<td>1-2ft</td>
</tr>
<tr>
<td>2-4ft</td>
<td>2-4ft</td>
</tr>
<tr>
<td>4-6ft</td>
<td>3-4ft</td>
</tr>
<tr>
<td>5-6ft</td>
<td>5-6ft</td>
</tr>
<tr>
<td>6-8ft</td>
<td>6-8ft</td>
</tr>
<tr>
<td>7-8ft</td>
<td>7-8ft</td>
</tr>
</tbody>
</table>

**Bike Lanes**
- **State Road**
- **Town Road**
- **CT Rail**
- **CT Roads**
- **Town Boundary**

SOURCE INFO

BL Companies, Inc. • Employee Owned.
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 INFO**

https://hiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a047696d6f772610db2e0a

Source: [http://fhiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a047696d6f772610db2e0a](http://fhiplan.maps.arcgis.com/apps/webappviewer/index.html?id=48b41d2822a047696d6f772610db2e0a)
Summary of Access / Egress

Access Management

<table>
<thead>
<tr>
<th>Segment</th>
<th>Non-Signalized</th>
<th>Signalized</th>
<th>West Side</th>
<th>East Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern</td>
<td>14</td>
<td>56</td>
<td>6</td>
<td>59</td>
</tr>
<tr>
<td>Middle</td>
<td>5</td>
<td>38</td>
<td>8</td>
<td>40</td>
</tr>
<tr>
<td>Southern</td>
<td>5</td>
<td>35</td>
<td>10</td>
<td>45</td>
</tr>
</tbody>
</table>

Legend
- Town Boundary
- CT Roads
- CT Rail
- Access Point Location:
  - East Side
  - Intersection
  - West Side
  - Northern Segment
  - Central Segment
  - Southern Segment
Summary of Access / Egress
### 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)
Land Use and Zoning

Legend

Land Use / Zoning

- Agriculture
- Business
- Community Facility
- Industrial
- Residential
- Transpo Rowe
- Undeveloped
- Water

Boundary

- CT Roads
- Corridor
- CT Rail

SOURCE INFO
- Planning Departments of the City of Bristol and the Town of Southington
- NYSOG Map and Data Department
Northern Segment

Central Segment

Middle Street
# Traffic Operations
## Northern Segment

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Average Control Delay (seconds per vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 and ≤ 20</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20 and ≤ 35</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35 and ≤ 55</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55 and ≤ 80</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>

Legend:
- Signalized intersection

Map showing traffic operations on Northern Segment with color-coded levels A, B, C, D, and F.
Central Segment

King Street

Northern Segment
- Riverside Avenue
- Mountain Road at Pine Street
- Lake Avenue
- Battista Road / Business Park Road
- Cross Street / Redstone Hill Road
- Enterprise Drive (N-end)
- Ronzo Road

Central Segment
- ESPN Drive

Middle Street

Bristol
- Bristol
- King Street
- Middle Street
- Bristol

Southern Segment
- Ridgeview Estates
## Traffic Operations
### Central Segment

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<tr>
<td>E</td>
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</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>

---

Legend:
- Signalized intersection

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### Map
- **King Street**:
  - Broad Street
  - Riverside Avenue
  - Mountain Road / Pine Street
  - Lake Avenue
- **Middle Street**:
  - Cross Street / Redstone Hill Road
- **Southington**:
  - Ronzo Road
- **West Street**:
  - ESPN Drive

---

BL Companies, Inc. • Employee Owned. Client Driven.
### Traffic Operations
#### Southern Segment

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</tr>
<tr>
<td>D</td>
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</tr>
<tr>
<td>E</td>
<td>&gt; 55 and ≤ 80</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
</tr>
</tbody>
</table>

**Legend:**
- Signalized Intersection

**Google My Maps**

Southington
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!

<table>
<thead>
<tr>
<th>What is working well?</th>
<th>What are the challenges?</th>
<th>What are the opportunities?</th>
</tr>
</thead>
</table>
| 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

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

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, CDOT 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 >
Next Steps

1. **Project Initiation**
2. **Data Collection**
3. **Assessment of Existing Conditions**
4. **Assessment of Future Conditions**
5. **Identification and Analysis of Alternatives**
6. **Transportation Improvement Development Management Plan**
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?