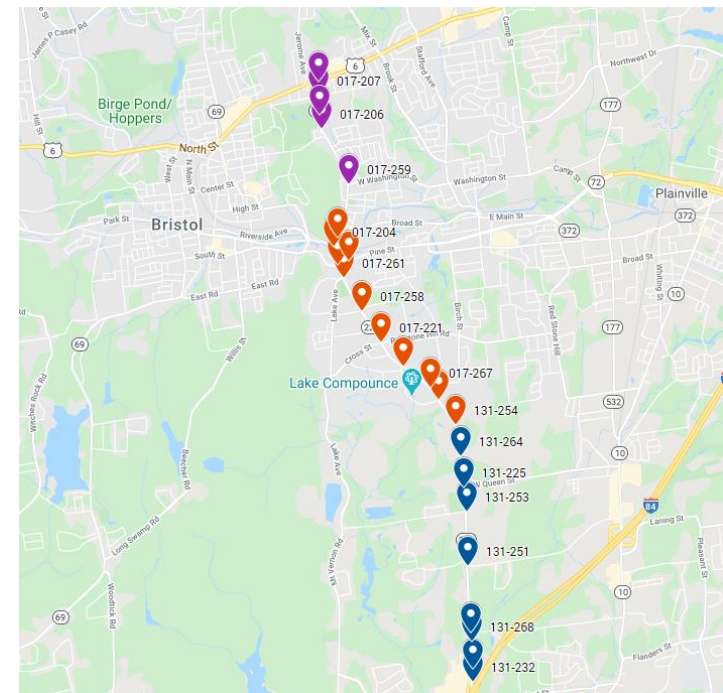
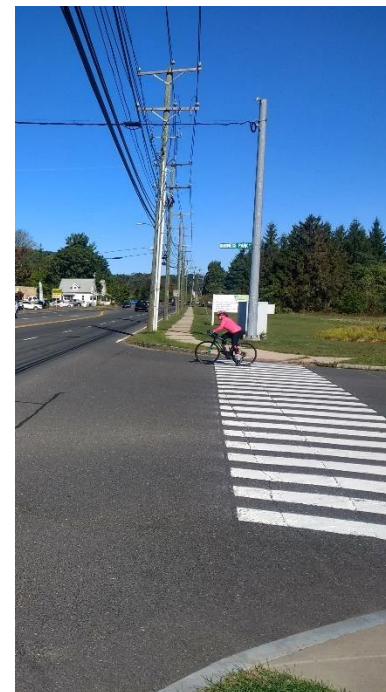




WELCOME!

THE PRESENTATION WILL START AT 6:30 PM

ROUTE 229 CORRIDOR STUDY



Meeting Agenda

- Introduction
- Existing Conditions
- Discussion
- Spot Improvements
- Action Items



Introduction

- **Route 229 Corridor Study**
 - Evaluate safety, congestion, and transit/bike/ped mobility
 - Assess travel demand and 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



A little about the corridor





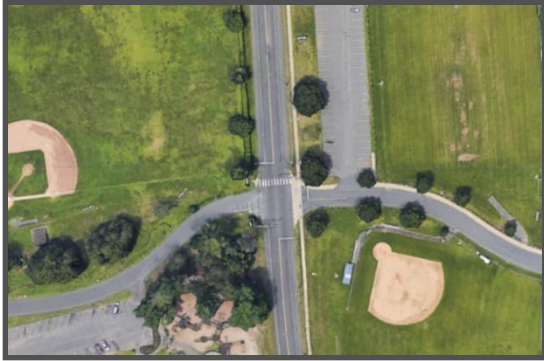
Route 229 (King Street) at US Route 6 (Farmington Avenue)

- Signalized Intersection (Route 6 Coordinated Signal System), Four-Legged Intersection
- No Pedestrian Crosswalk
- Pedestrian Push Buttons on the Eastern Corners with Ramps
- Sidewalk on Both Sides of the Roadway
- In 3 years: 21 Collisions, 43% Angle Crash Type, 1 suspected serious injury



Route 229 (King Street) at Moody Street / Louisiana Avenue

- Signalized Intersection (Time Based Coordinated Signal System), Four-Legged Intersection,
- Pedestrian Crosswalks at all 4 legs
- Pedestrian Push Buttons and Ramps at each Intersection Corner
- In 3 years: 26 Collisions, 54% Angle Crash Type, and 1 fatal injury



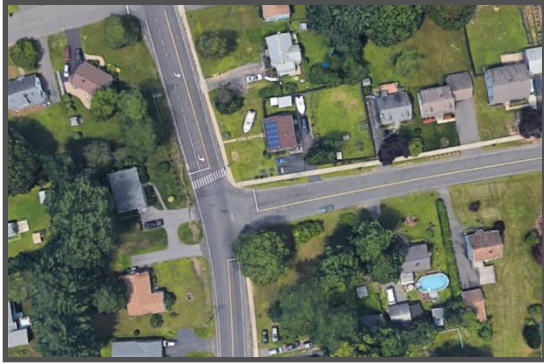
Route 229 (King Street) at Dewitt Page Park Road

- Signalized Intersection (Time Based Coordinated Signal System), Four-Legged Intersection,
- Pedestrian Crosswalk at the Northern Side of the Intersection
- Pedestrian Push Buttons on the Northern Corners with Ramps
- In 3 years: 7 Collisions, 43% Angle Crash Type and 2 crashes with suspected minor injury



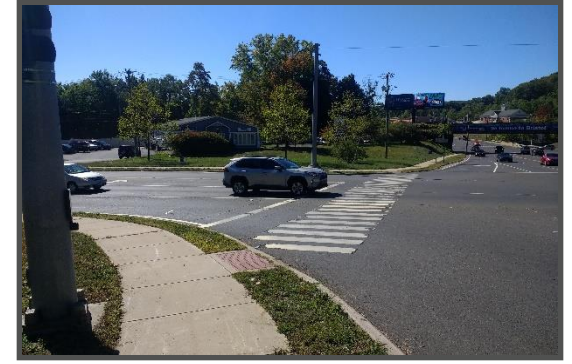
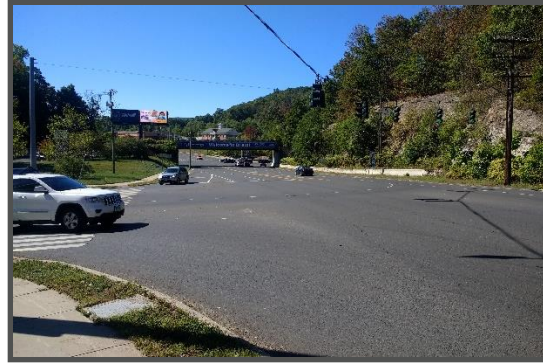
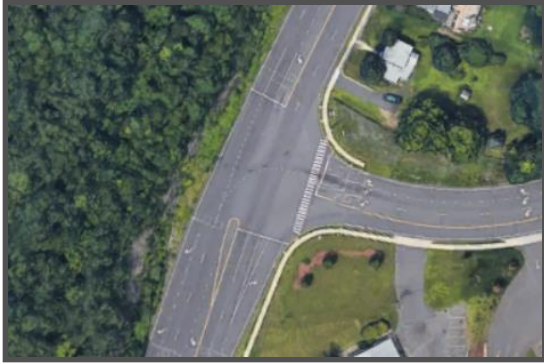
Route 229 (King Street) at Woodland Street

- Signalized Intersection (Time Based Coordination Signal System), Three-Legged / T Intersection
- Pedestrian Crosswalks at the Northern Side of the Intersection
- Pedestrian Push Buttons Located at Northern Corners



Route 229 (King Street) at West Washington Street

- Signalized Intersection, Three-Legged / T Intersection, No Emergency Vehicle Pre-Emption
- Pedestrian Crosswalk at Southbound Approach
- Pedestrian Push Buttons on the Northern and Eastern Corners
- In 3 years: 17 Collisions, 53% Front to Rear Crash Type



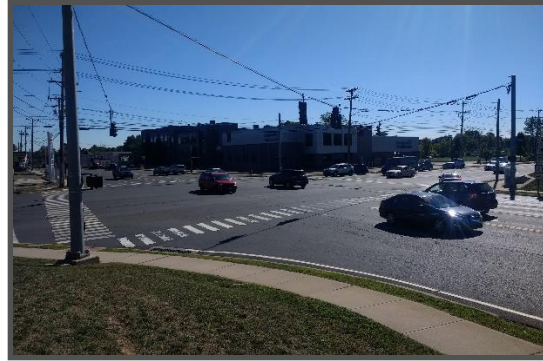
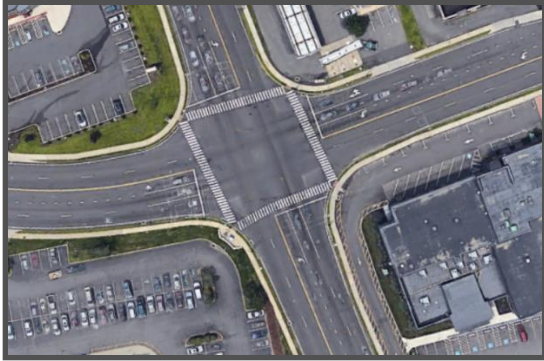
Route 229 (King Street) at Broad Street

- Signalized Intersection (Route 72 Coordinated Signal System), Three-Legged / T Intersection
- Pedestrian Crosswalk on the Eastern Side
- Pedestrian Push Button on both sides of CT Route 229
- In 3 years: 11 Collisions, 36% Front to Rear Crash Type



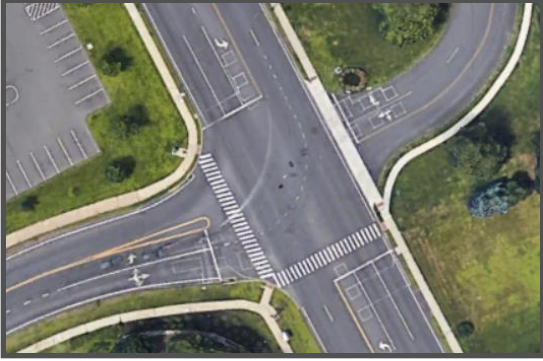
Route 229 (King Street) at Route 72 / Riverside Avenue

- Signalized Intersection (Route 72 Coordinated Signal System), Four-Legged Intersection
- Pedestrian Crosswalk on the Southern and Eastern Sides
- Pedestrian Push Buttons on the Southern Corners with Ramps
- In 3 years: 80 Collisions, 56% Front to Rear crash type, 10 Suspected minor injuries



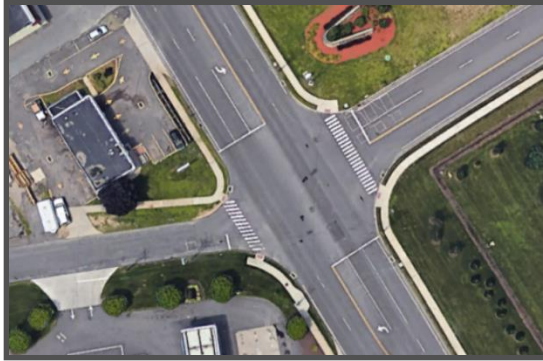
Route 229 (Middle Street) at Mountain Road/ Pine Street

- Signalized Intersection (Route 72 Coordinated Signal System), Four-Legged Intersection
- Pedestrian Crosswalks at each Intersection Leg
- Pedestrian Push Buttons at each Intersection Corner with Ramps
- In 3 years: 181 Collisions, 41% Angle Crash Type with 3 Suspected Serious Injuries



Route 229 (Middle) at Lake Avenue / Terry Commons

- Signalized Intersection Four-Legged Intersection
- Pedestrian Crosswalks on the Southern and Eastern Sides of Intersection
- Pedestrian Push Buttons on the Southern and Eastern Corners with Ramps
- In 3 years: 20 Collisions, 45% Angle Crash Type



Route 229 (Middle Street) at Battisto Road / Business Park Road

- Signalized Intersection (Route 229 Coordinated Signal System), Four-Legged Intersection
- Pedestrian Crosswalks at Eastern and Western Approaches
- Pedestrian Push Buttons only on the southern side of the intersection crossings
- In 3 years: 8 Collisions, 38% Front to Rear, 38% Angle, and 63% of collisions resulted in No Apparent Injury



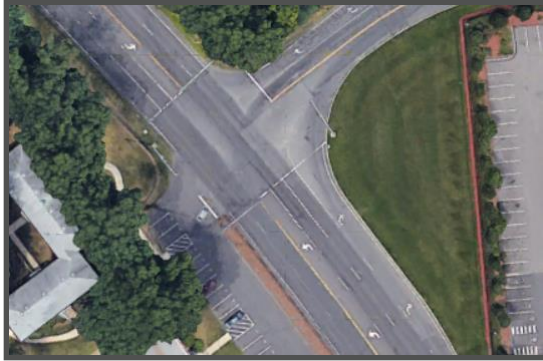
Route 229 (Middle Street) at Cross Street / Redstone Hill Road

- Signalized Intersection (Route 229 Coordinated Signal System), Four-Legged Intersection
- Pedestrian Crosswalks at Eastern and Western Approaches
- Pedestrian Push Buttons only on the southern side of the intersection crossings
- In 3 years: 8 Collisions, 38% Front to Rear, 38% Angle, and 63% of collisions resulted in No Apparent Injury



Route 229 (Middle Street) at Cross Street / Redstone Hill Road

- Route 229 (Middle Street) at Enterprise Drive (North)
- No Pedestrian Crosswalk
- Pedestrian Push Buttons on the Northern Corners with a Ramp on the Northeast Corner
- In 3 years: 5 Collisions, 40% Front to Rear Crash Type



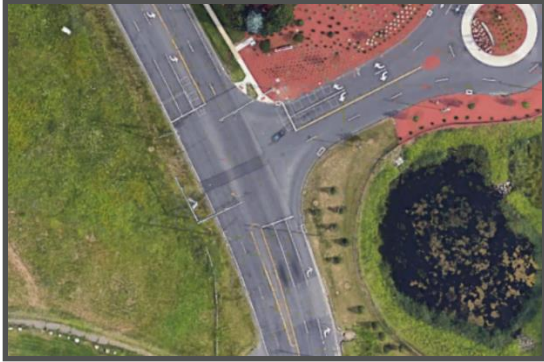
Route 229 (Middle Street) at Ronzo Road

- Route 229 (Middle Street) at Enterprise Drive (North)
- No Pedestrian Crosswalk
- Pedestrian Push Button at the Southeast Corner
- In 3 years: 12 Collisions, 75% Angle Crash Type with 2 suspected minor injuries



Route 229 (Middle Street) at Enterprise Drive (South)

- Route 229 (Middle Street) at Enterprise Drive (South)
- No Pedestrian Crosswalk
- Pedestrian Push Buttons on the Southern Corners and continuous sidewalk on the eastside
- In 3 Years: 10 Collisions, 50% Front to Rear Crash Type with 1 suspected minor injury



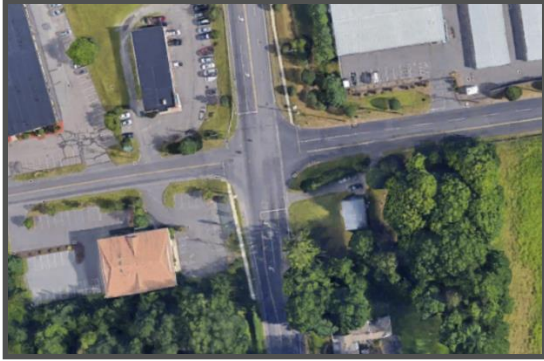
Route 229 (Middle Street) at ESPN Drive

- Signalized Intersection (Route 229 Coordinated Signal System), Three Legged / T Intersection
- No Pedestrian Crosswalk
- Pedestrian Push Button on the Northeastern Corner with Ramps
- In 3 years: 6 Collisions, 33% Front to Rear Crash Type and 1 crash with suspected serious injury



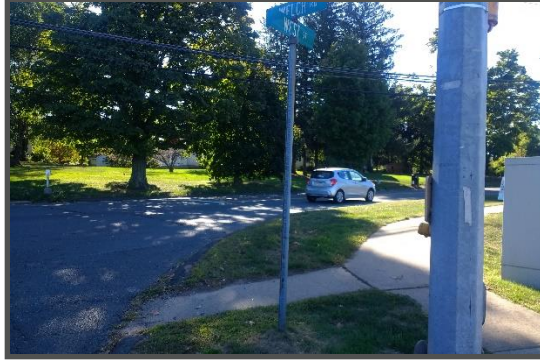
Route 229 (West Street) at Ridgeview Estates / Cumberland Farms

- Signalized Intersection (Route 229 Coordinated Signal System), Four-Legged Intersection
- Pedestrian crosswalk to the north of the intersection
- Pedestrian Push Buttons on the Northern corners with ramps
- In 3 years: 4 collisions, 75% Front to Rear



Route 229 (West Street) at West Queen Street

- Signalized Intersection Four-Legged Intersection
- No Pedestrian Crosswalk
- Pedestrian Push Buttons on the Southern Corners
- In 3 years: 44 Collisions, 52% Front to Rear Crash Type with 1 fatal injury and 1 suspected of serious injury.
The fatal crash was caused by a vehicle that crossed the center line and hit the oncoming vehicle head-on



Route 229 (West Street) at Welch Road

- Signalized Intersection, Three-Legged / T Intersection
- No Pedestrian Crosswalk
- Pedestrian Push Buttons on the Southern Corners
- In 3 years: 5 Collisions, 80% Front to Rear Crash Type with 2 suspected minor injuries



Route 229 (West Street) at Spring Street

- Signalized Intersection, Three - Legged / T Intersection
- No Pedestrian Crosswalk
- Pedestrian Push Buttons on the Northern Corners
- In 3 years: 22 Collisions, 45% Front to Rear Crash Type with 2 suspected minor injuries



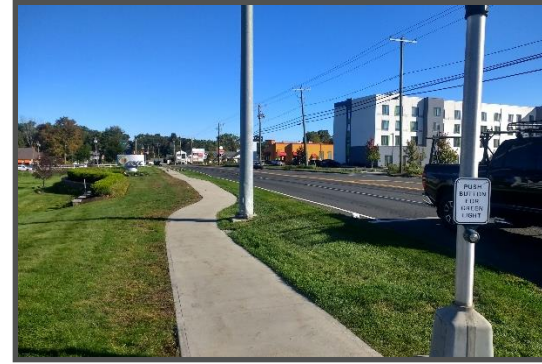
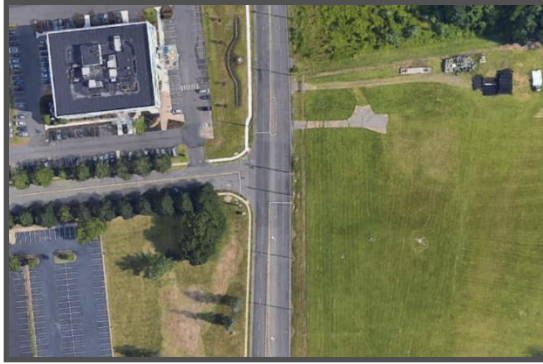
Route 229 (West Street) at Curtiss Street

- Signalized Intersection, Three - Legged / T Intersection
- No Pedestrian Crosswalk and sidewalk only present at the southeast corner
- Pedestrian Push Buttons on the Northwest and Southeast Corners
- In 3 years: 28 Collisions, 43% Front to Rear Crash Type



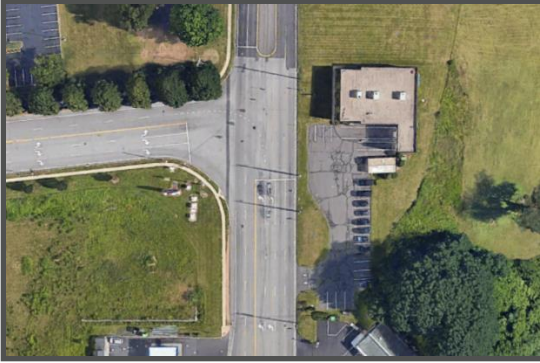
Route 229 (West Street) at Corporate Drive

- Signalized Intersection (Temporary Coordinated Signal System), Four-Legged Intersection
- Pedestrian Crosswalks on the Eastern and Southern Sides of the Intersection
- Pedestrian Push Buttons on the Southern Corners with Ramps
- In 3 years: 3 Collisions, 100% Angle Crash Type



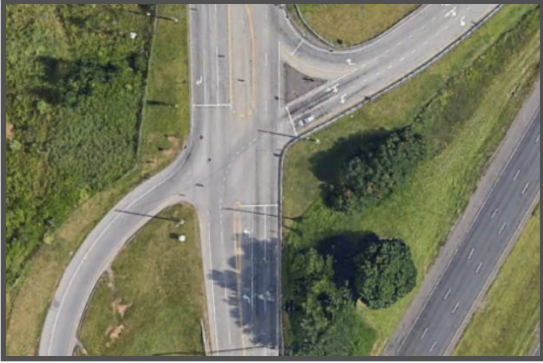
Route 229 (West Street) at Executive Boulevard (North)

- Signalized Intersection (Time Based Coordinated Signal System), 3 - Legged / T Intersection
- No Pedestrian Crosswalks
- Pedestrian Push Buttons on the Northeastern and Southwest Corners
- In 3 years: 17 Collisions, 71% Front to Rear Crash Type



Route 229 (West Street) at Executive Boulevard (South)

- Signalized Intersection (Time Based Coordinated Signal System), 3 - Legged / T Intersection
- Pedestrian Crosswalk located on Eastern Side
- Pedestrian Push Buttons on the Northern Corners and ADA compliant Ramps on the Eastern Corners
- In 3 years: 23 Collisions, 61% Front to Rear Crash Type



Route 229 (West Street) at I-84 Westbound Ramps

- Signalized Intersection (Time Based Coordinated Signal System), Four-Legged Intersection
- No Pedestrian Crosswalk
- No Pedestrian Push Buttons or Handicap Ramps
- In 3 years: 34 Collisions, 43% Angle Crash Type with 4 crashes identified with suspected minor injuries



Route 229 (Middle Street) at Vincent P. Kelly Drive

- Unsignalized Intersection, Three- Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked at for potential Signal



Route 229 (West Street) at W. Pine Drive

- Unsignalized Intersection, Three- Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked at for potential Signal / Sight line issues



Route 229 (West Street) at Sommers Hill Drive

- Unsignalized Intersection, Three– Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked sight line issues



Route 229 (King Street) at Woodland Street

- Unsignalized Intersection, Three– Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked at for sight line issues



Route 229 (West Street) at Churchill Street

- Unsignalized Intersection, Three– Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked at for potential Signal



Route 229 (Middle Street) at Dell Manor Drive

- Unsignalized Intersection, Three- Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked at for potential Signal / Sight line issues



Route 229 (West Street) at Westwood Road

- Unsignalized Intersection, Three– Legged / T Intersection
- No Pedestrian Crosswalk
- Location looked at for potential Signal / Sight line issues



Route 229 (King Street) at Second Street

- Unsignalized Intersection, Three- Legged / T Intersection
- No Pedestrian Crosswalk



Route 229 (King Street) at Fourth Street and at Fifth Street

- Unsignalized Intersection, Three- Legged / T Intersection
- No Pedestrian Crosswalk
- Located near Wilson Playground



Route 229 (King Street) South of Bernside Drive

- Unsignalized Intersection, Three– Legged / T Intersection
- Located near Wilson Playground



Route 229 (King Street) @ New Street

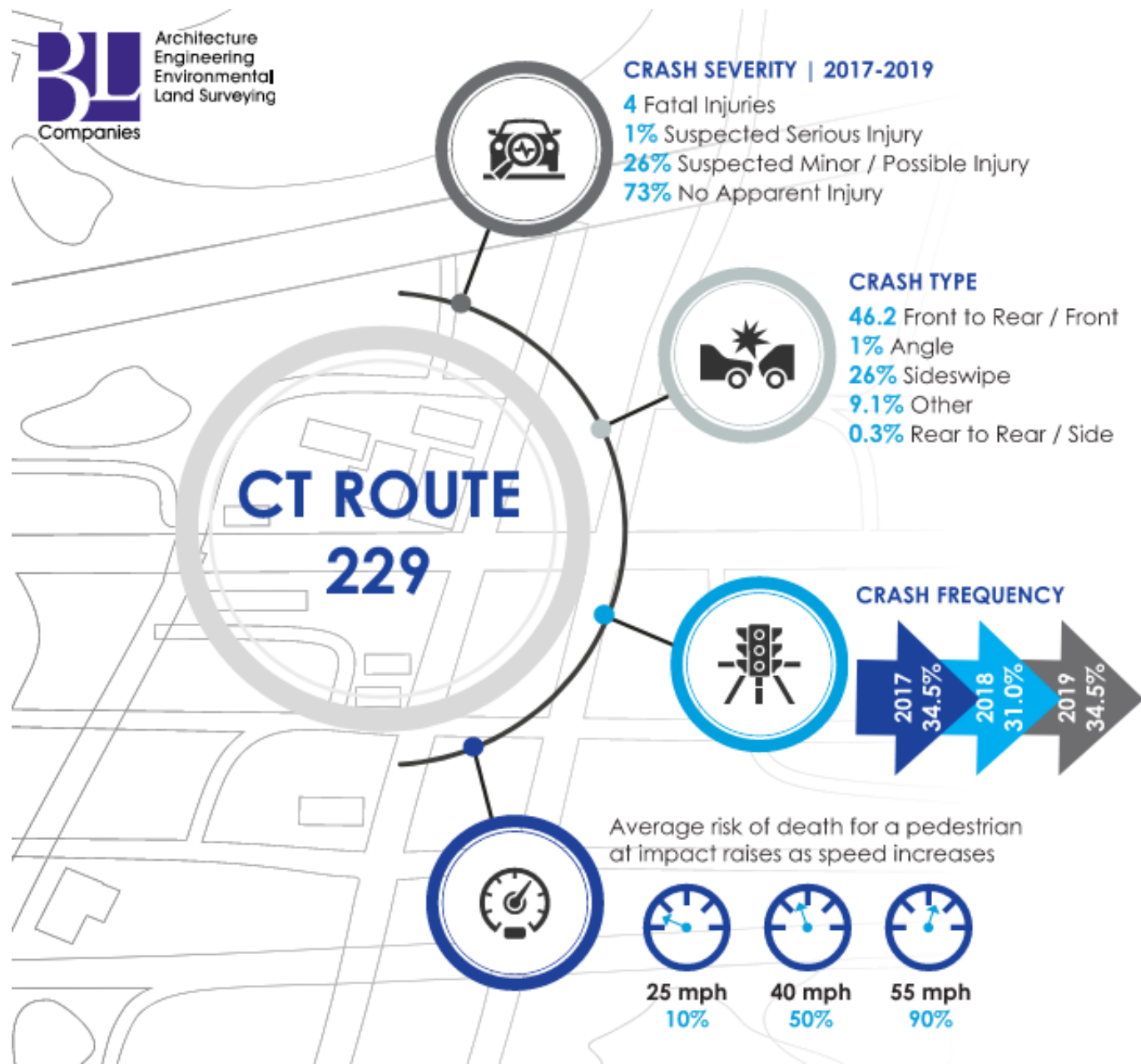
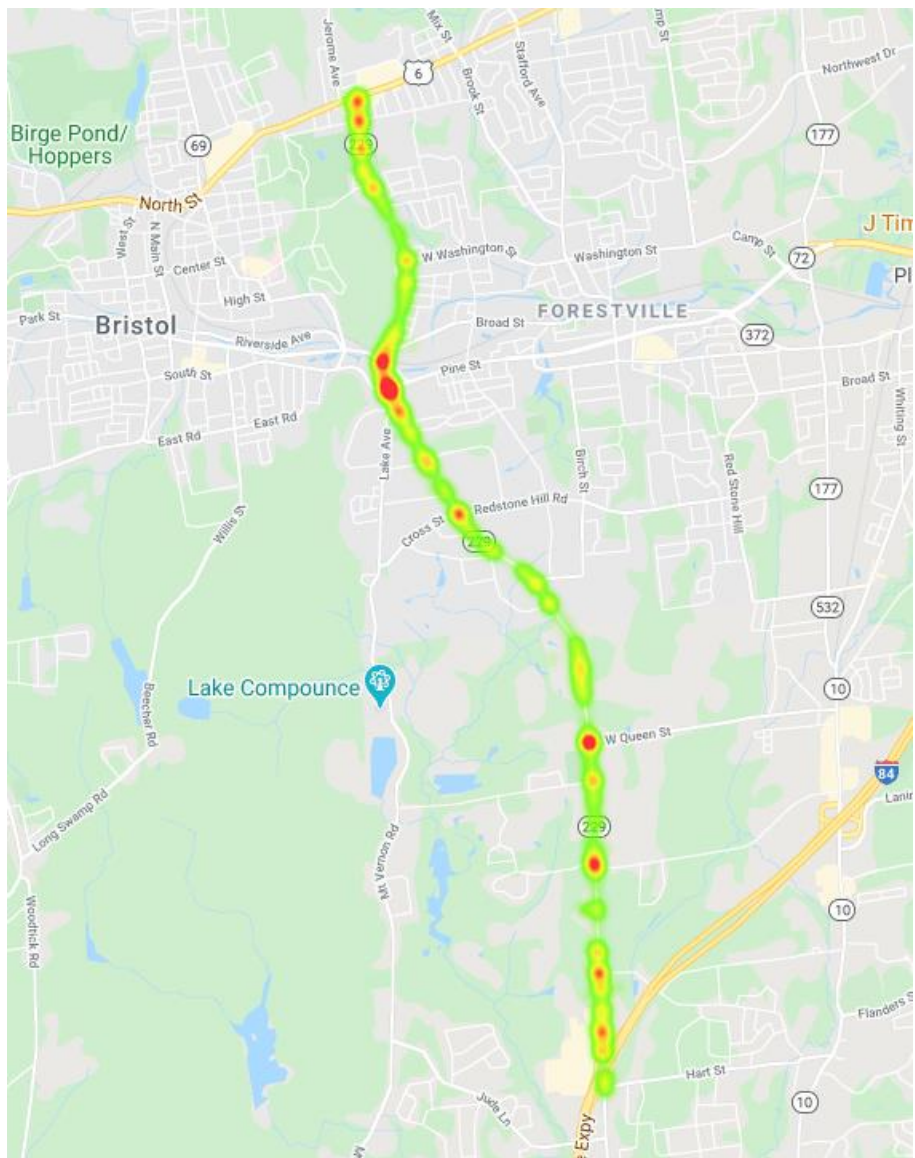
- Unsignalized Intersection, Three– Legged / T Intersection
- No Pedestrian Crosswalk and discontinuous sidewalk.
- Located near Wilson Playground



Route 229 (King Street) @ Stonecrest Drive

- Unsignalized Intersection, Three- Legged / T Intersection
- No Pedestrian Crosswalk

Crash Data – Hot Spots



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 >](#)

9. Which of the following would make you feel more comfortable riding a bike along the various segments of Route 229? (Select ALL that apply)

	King Street	Middle Street	West Street	No Opinion
Street bike lane with proper markings and signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street bike lane with proper markings and signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indicating to drivers to share the road with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
or raised median	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I use transit along

☐ never

☐ I use transit along

10. How do you describe a

King Street Middle

11. In your opinion, which segment of Route 229 needs the most improvements? (Select ALL that apply)

☐ King Street

☐ West Street

☐ Middle Street

☐ No Opinion



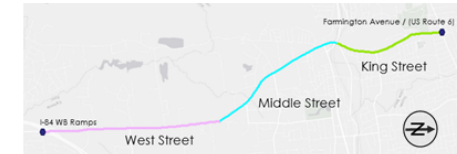
ROUTE 229 CORRIDOR STUDY

Public Involvement Survey SEPTEMBER 2021

NVCOG invites you to take part in this brief 5 minute survey to share your thoughts and concerns about Connecticut Route 229. In conjunction with the City of Bristol, the Town of Southington, CTDOT, and BL Companies as the consultant for this project, we are seeking feedback as we begin to imagine the future of this corridor.



The study area stretches from US Route 6 in Bristol to I-84 in Southington and has three main segments: King Street, Middle Street, and West Street. The following map identifies these three segments, which will be referenced in the survey.



Please return completed surveys to comment boxes located at the Bristol Town Hall and Southington Town Hall, or complete the on-line version at <https://www.surveymonkey.com/r/ct229study>. For more information on this study, to send additional comments, and sign up for project updates, please visit:

<https://nvcogetc.org/project/current-projects/transportation-planning-studies/bristol-route-229-corridor-study/>

Thank you for participating in our survey.

This survey is anonymous and we appreciate your feedback!

- In which town/city do you live?
 - ☐ Bristol
 - ☐ Southington
 - ☐ Other (Please Specify) _____
- In which town/city do you work?
 - ☐ Bristol
 - ☐ Southington
 - ☐ Not Applicable
 - ☐ Other (Please Specify) _____
- In your opinion, which segment of Route 229 needs the most improvements? (Select ALL that apply)
 - ☐ King Street
 - ☐ West Street
 - ☐ Middle Street
 - ☐ No Opinion
- How do you use Route 229? (Select ALL that apply)
 - ☐ Trips to / from work
 - ☐ Trips to / from school
 - ☐ Trips to / from home
 - ☐ To access transit / bus services
 - ☐ To access I-84
 - ☐ Walk or Bike (recreational)
 - ☐ To conduct daily business (shopping, banking, etc.)
 - ☐ Entertainment / leisure (visit friends and/or family, access restaurants, etc.)
 - ☐ To access US Route 6 / Farmington Ave.
 - ☐ To access Route 72
 - ☐ Other (Please specify) _____

<https://www.surveymonkey.com/r/ct229study>

Welcome!

The Presentation will start at 6:30 PM

