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 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
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 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
· 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

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
17% 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%
Public Outreach: Survey

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, CT DOT 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.

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