



EXPERIENCE | Transportation

CRCOG

CAPITOL REGION
COUNCIL OF GOVERNMENTS

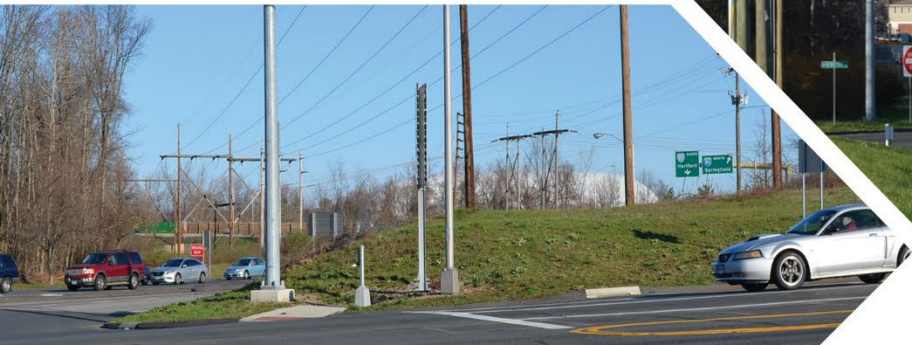
Public Information Meeting # 1 January 22, 2020



Presentation Outline

- ▶ Introduction
- ▶ Assessment of Existing Conditions
- ▶ Assessment of Future Conditions
- ▶ Preliminary Alternatives
- ▶ Next Steps

Introduction

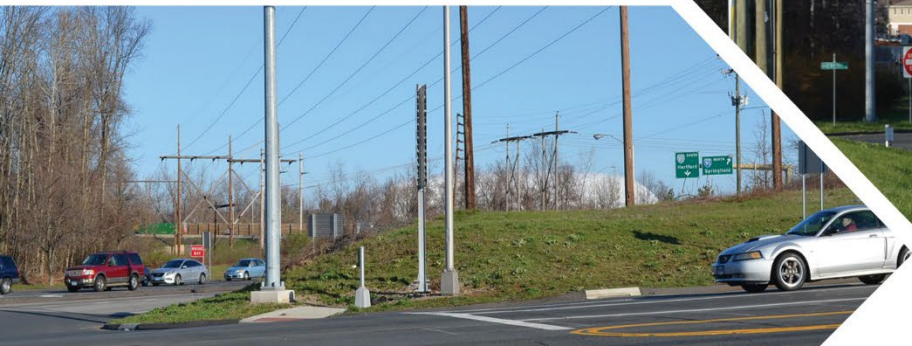


Introduction

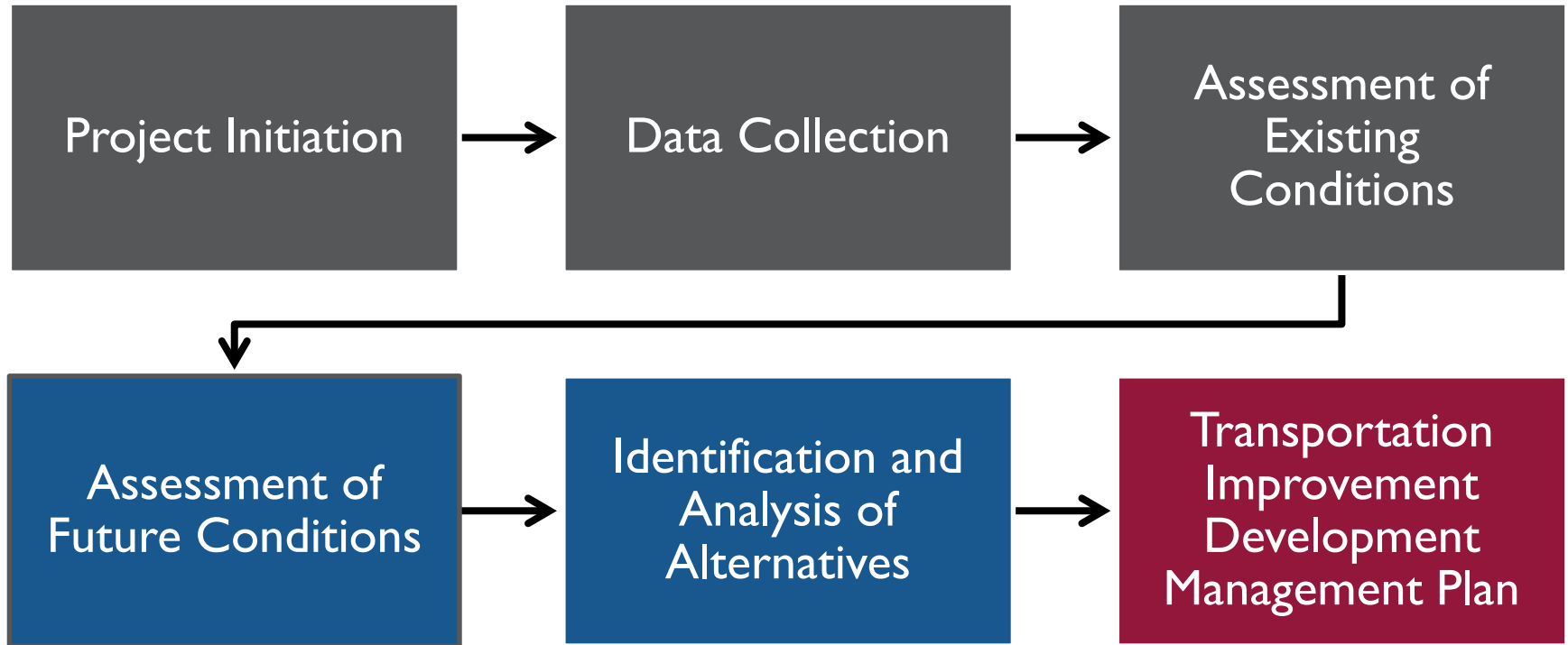
- ▶ Route 5 Corridor Study
 - Evaluate safety, congestion, and transit/bike/ped mobility
 - Assess travel demand growth for a multi-modal corridor to service the future land use vision and recommendations



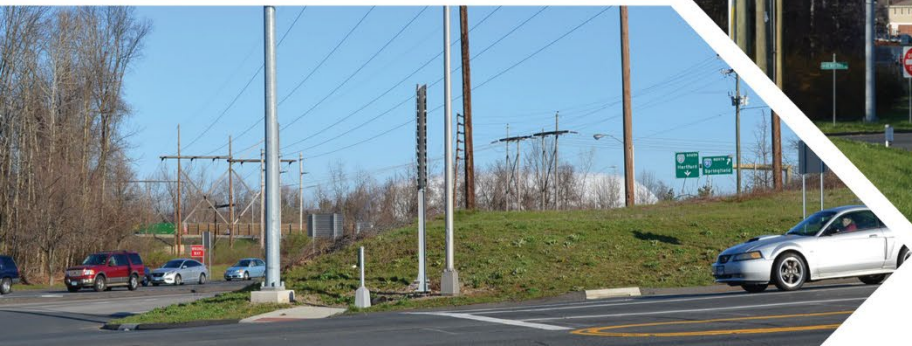
Schedule



Planning Process



Existing Conditions Analysis



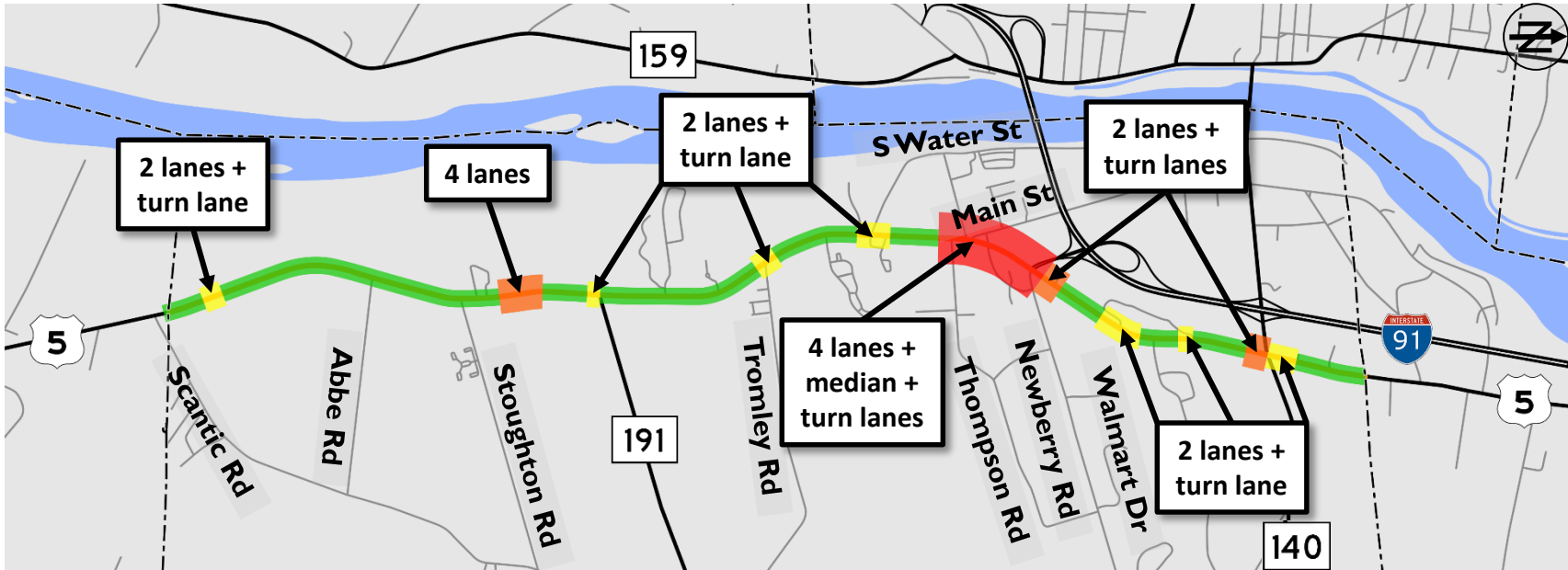
Existing Conditions Analysis

► Route 5 Study Area within East Windsor



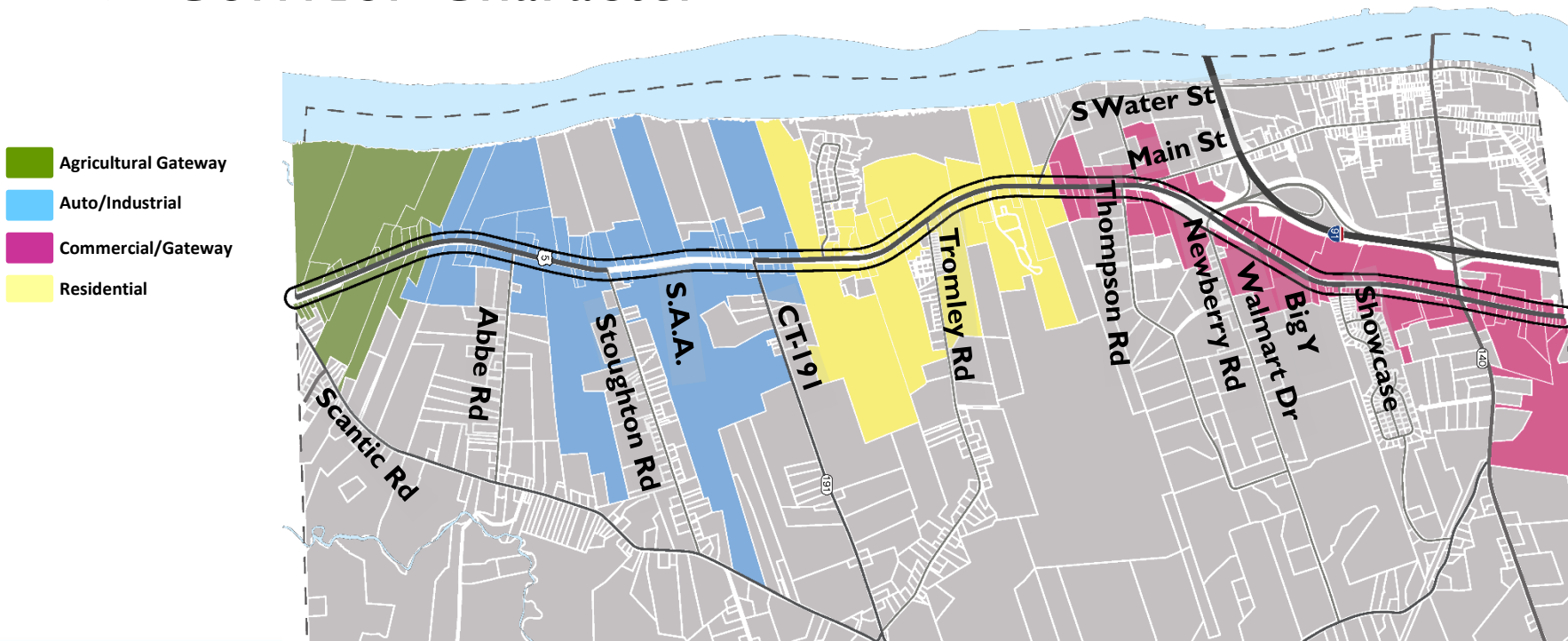
Existing Conditions Analysis

► Lane Configuration



Existing Conditions Analysis

► Corridor Character



Existing Conditions Analysis

► Traffic Operations - PM

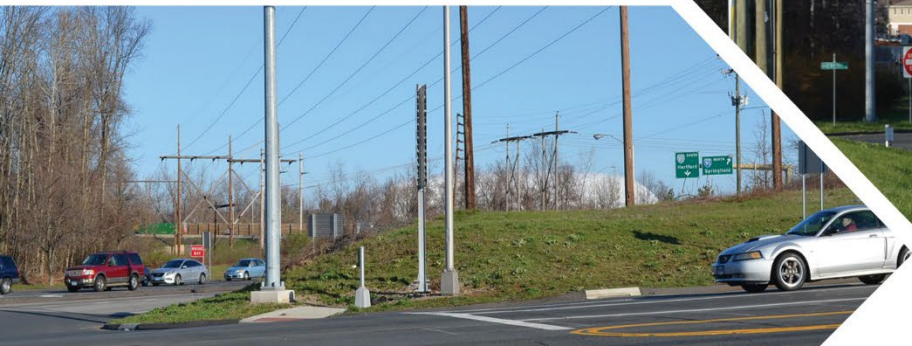


Existing Conditions Analysis

► Crash Rate on Segments (crashes per 100 million vehicle-miles)

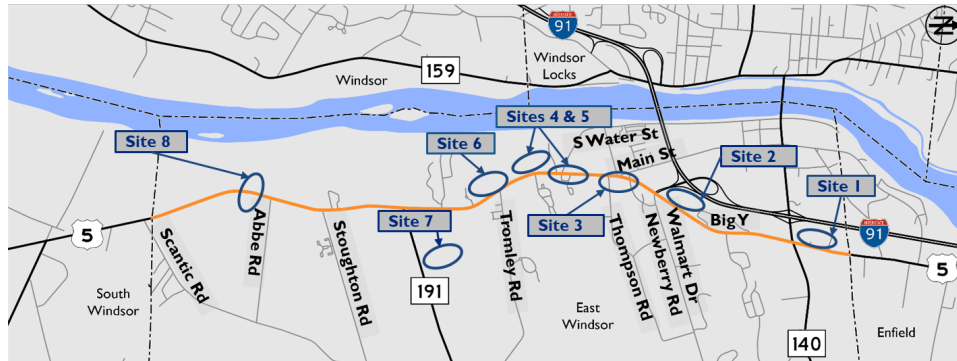


Future Conditions Assessment



What have we covered before?

- ▶ Base forecast and operational results
 - Now approved by DOT
- ▶ Future land use changes
 - Forecast now approved by DOT



Changes in Traffic Operations (Base)

Route 5 Corridor Study Intersection	Level of Service			
	Weekday AM		Weekday PM	
	Existing	Future Base	Existing	Future Base
Route 5 @ Route 140 (Bridge Street / North Road)	D	D	D	F
Route 5 @ Cinema Driveway	A	A	A	B
Route 5 @ Big Y Driveway	A	A	A	A
Route 5 @ Walmart Driveway	B	A	B	B
Route 5 @ I-91 Exit 44 Ramps & Newberry Road	E	D	E	F
Route 5 @ Main Street	B	B	B	B
Route 5 @ Thompson Road	B	B	B	B
Route 5 @ South Water Street	B	C	B	E
Route 5 @ Tromley Road	E	D	C	D
Route 5 @ Route 191 (Phelps Road)	B	A	B	C
Route 5 @ Southern Auto Auction	A	A	A	A
Route 5 @ Stoughton Road	A	A	A	B
Route 5 @ Abbe Road	A	B	A	B
Route 5 @ Scantic Road	B	B	B	A

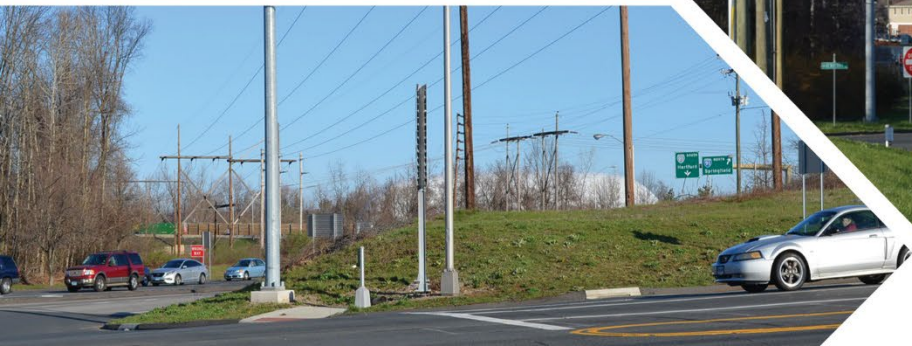
Proposed Land Use Changes



Changes in Traffic Operations (Build)

Route 5 Corridor Study Intersection	Level of Service			
	Weekday AM		Weekday PM	
	Existing	Future Build	Existing	Future Build
Route 5 @ Route 140 (Bridge Street / North Road)	D	D	D	F
Route 5 @ Cinema Driveway	A	A	A	B
Route 5 @ Big Y Driveway	A	A	A	B
Route 5 @ Walmart Driveway	B	A	B	B
Route 5 @ I-91 Exit 44 Ramps & Newberry Road	E	D	E	F
Route 5 @ Main Street	B	B	B	B
Route 5 @ Thompson Road	B	B	B	B
Route 5 @ South Water Street	B	C	B	F
Route 5 @ Tromley Road	E	D	C	D
Route 5 @ Route 191 (Phelps Road)	B	A	B	C
Route 5 @ Southern Auto Auction	A	A	A	A
Route 5 @ Stoughton Road	A	A	A	B
Route 5 @ Abbe Road	A	B	A	B
Route 5 @ Scantic Road	B	B	B	A

Preliminary Alternatives



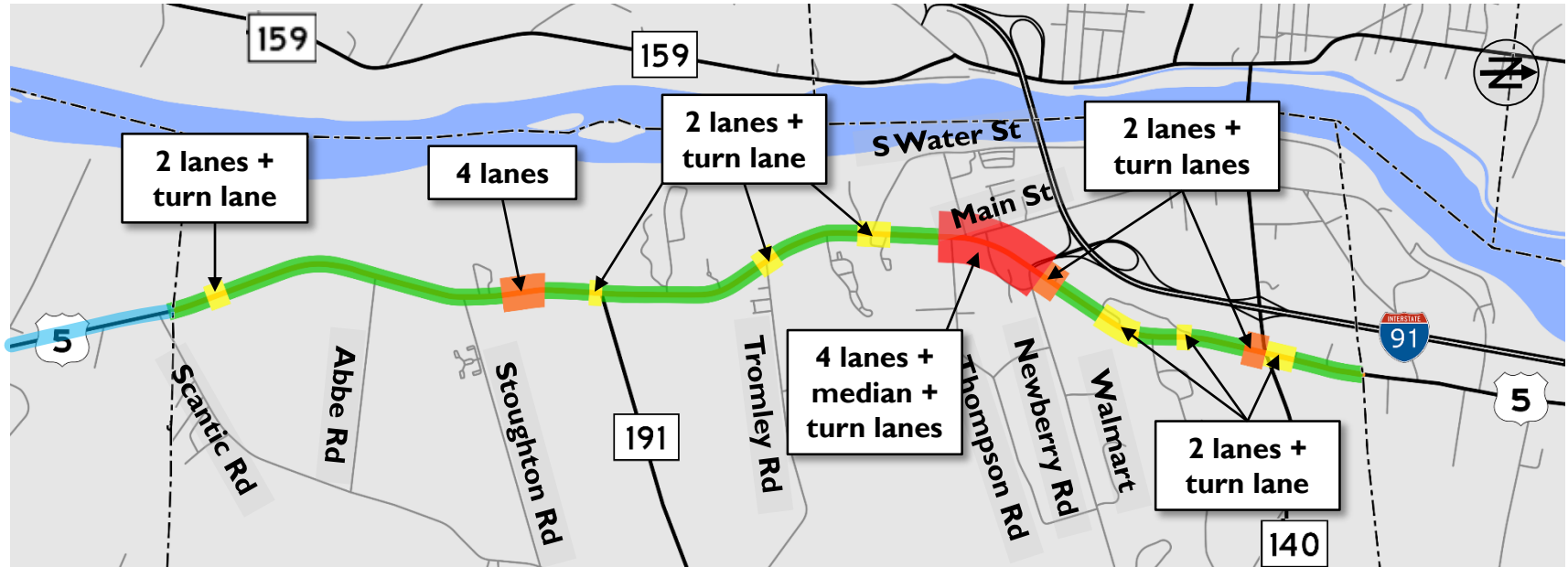
Study Goals

- ▶ Safety
- ▶ Congestion (traffic operations)
- ▶ Mobility
 - Transit
 - Bicyclists
 - Pedestrians
- ▶ Provide for economic growth

Corridor-Wide Topics

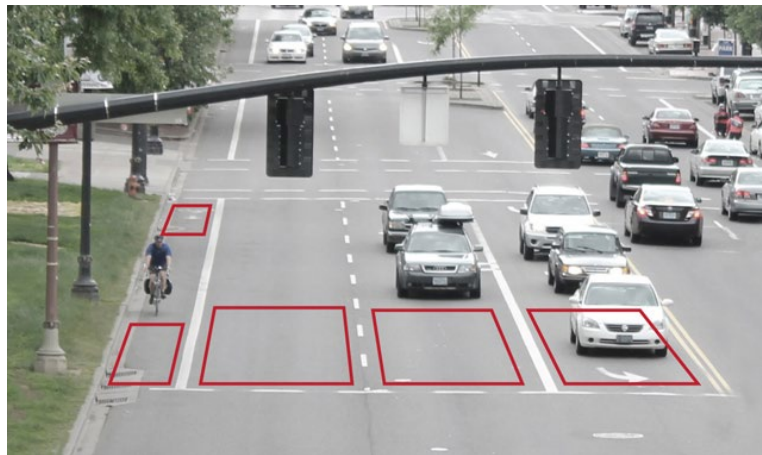
- ▶ Signal Progression / Technology Upgrades
- ▶ Bicycling / multi-use / recreational opportunities
- ▶ Transit

Capacity Increase



Signal Progression / Technology Upgrades

- ▶ Phasing / coordination
- ▶ Modernized detection / signal system
- ▶ Passing / turn lanes as needed to ensure consistent speeds



Bicycling Opportunities



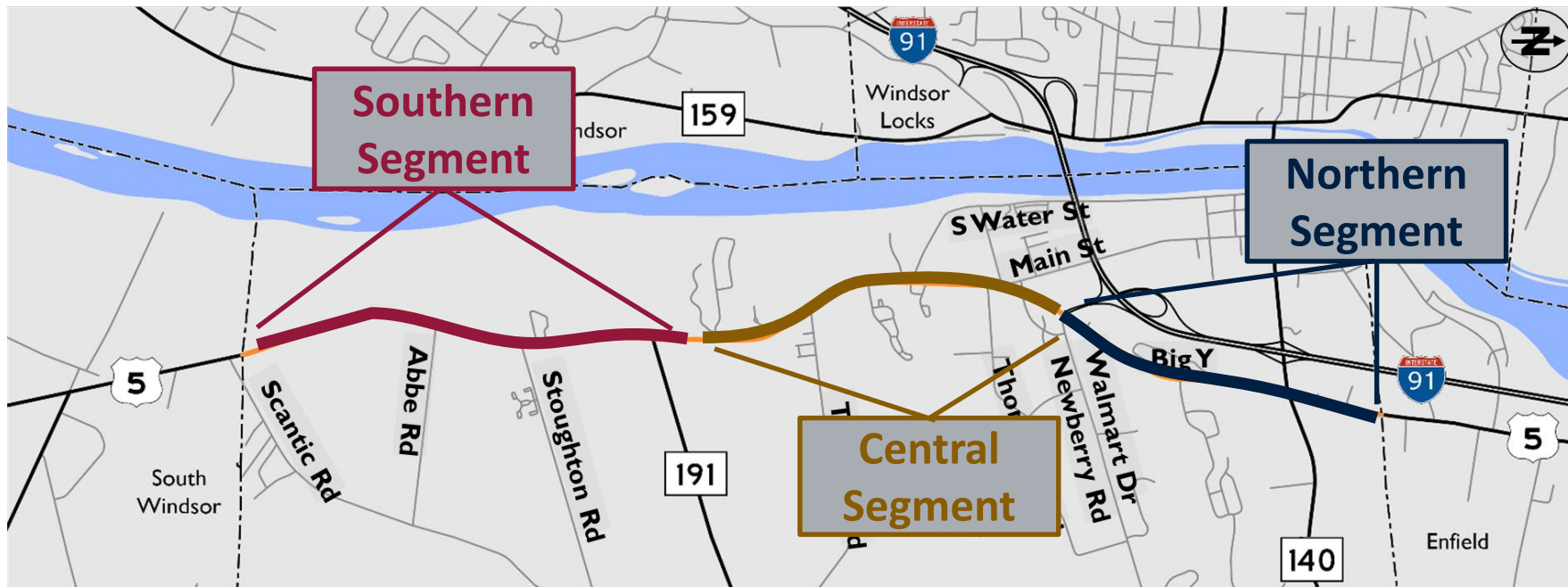
Transit Opportunities – Local Bus



Transit Opportunities – Town Owned



Localized Alternatives



Northern Segment

- ▶ Operational and mobility challenges at Route 140
- ▶ Pedestrian / bicyclist mobility
- ▶ Congestion on I-91 off-ramp at Newberry Road

Central Segment

- ▶ Operational improvements south of Thompson Road
- ▶ Pedestrian and bicyclist mobility
- ▶ Turn lanes at signalized intersections
- ▶ Potential extension of second southbound through lane

Southern Segment

- ▶ Two-way left turn lane
- ▶ Turn lanes at signalized intersections
- ▶ Pedestrian / bicyclist mobility
 - Recreational trail analysis

Workshops

- ▶ Break up into three groups to review each segment more closely!

Thank you for your time!



Any questions?

Existing Conditions Analysis

► Traffic Operations - AM



Existing Conditions Analysis

- ▶ Functional Classification
 - Principal Arterial
- ▶ Average Daily Traffic (ADT) Range
 - 7,600-20,500 vehicles per day

