



# ROUTE 20 TRANSPORTATION & LAND USE STUDY PUBLIC INFORMATION MEETING #1

**June 8, 2023**

Christopher Granatini, PE, Project Director  
Craig Yannes, PE, PTOE, RSP1, Project Manager  
Matt Stoutz, PE, PTOE, RSP1, Assistant Project Manager

Joseph Balskus, PE, PTOE, RSP1, Bicycle & Pedestrian Planning  
Larry Cranor, Land Use & Development

# PRESENTATION TEAM

## PROJECT MANAGEMENT



**Christopher Granatini, PE**  
Project Director  
26 Years of Experience




**Craig Yannes, PE, PTOE, RSP1**  
Project Manager  
14 Years of Experience

## KEY PERSONNEL



**Lawrence Cranor**   
Land Use & Development  
32 Years of Experience



**Joseph Balskus, PE, PTOE, RSP1**   
Bicycle & Pedestrian Planning  
32 Years of Experience



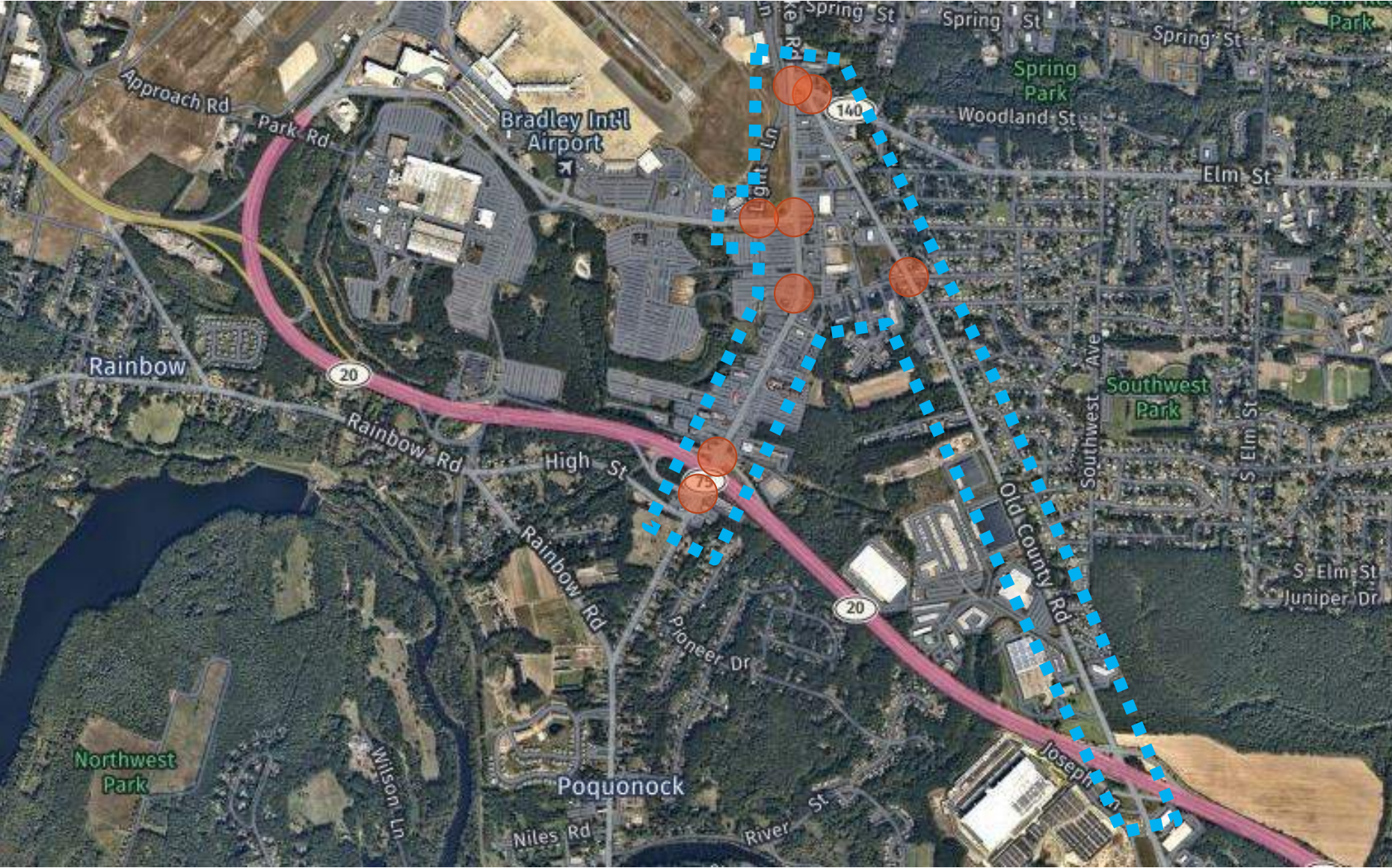
**Matt Stoutz, PE, PTOE, RSP1**  
Traffic Engineering  
8 Years of Experience

# AGENDA

- Study Overview
- Existing Conditions Assessment
- Future Conditions Assessment
- Next Steps
- Questions, Comments & Feedback



# STUDY AREA

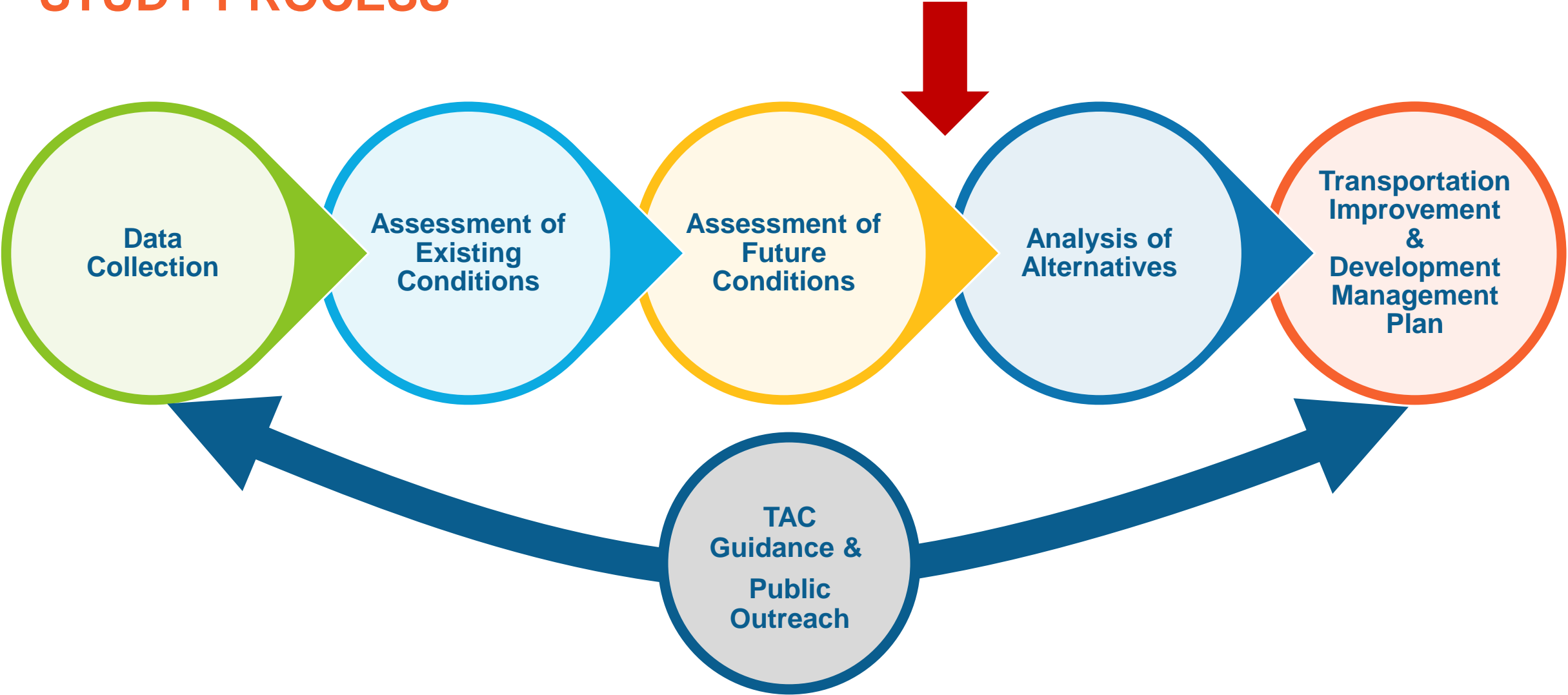


# STUDY APPROACH

- How can the Transportation System Support Economic Development, Safety & Mobility?
- Bradley International Airport is a Valuable Resource with Ample Development Opportunities
- Land Use and Zoning Changes will drive Growth within and surrounding the Bradley Airport Development Zone (BADZ)
- Balance Needs of Town, State, Large Corporations, & Small Businesses within the Study Area



# STUDY PROCESS



# TECHNICAL ADVISORY COMMITTEE

- Town of Windsor Locks
- Capitol Region Council of Governments (CRCOG)
- Connecticut Department of Transportation (CTDOT)
- Connecticut Airport Authority (CAA)
- Property Owners
- Town Residents / Area Business Representatives
- Bike-Ped Advocates



**CRCOG**



**CAA**  
CONNECTICUT AIRPORT AUTHORITY





# ONLINE PUBLIC SURVEY – KEY COMMENTS

## • Roadways & Traffic

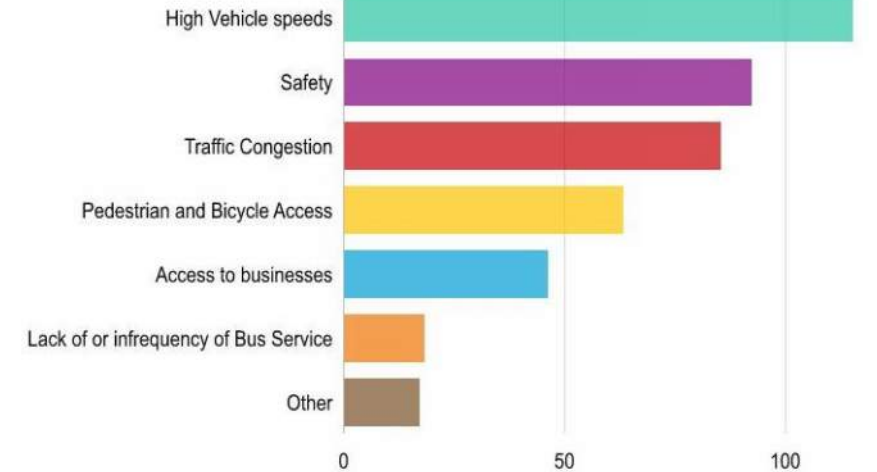
### Concerns

- High Travel Speeds along Old County Road
- Safety Concerns at Old County Road & Halfway House Road
- Congestion on Route 140 at Dunkin' driveway
- Improve Pedestrian Safety
- Truck Traffic Utilizing Local Roadways

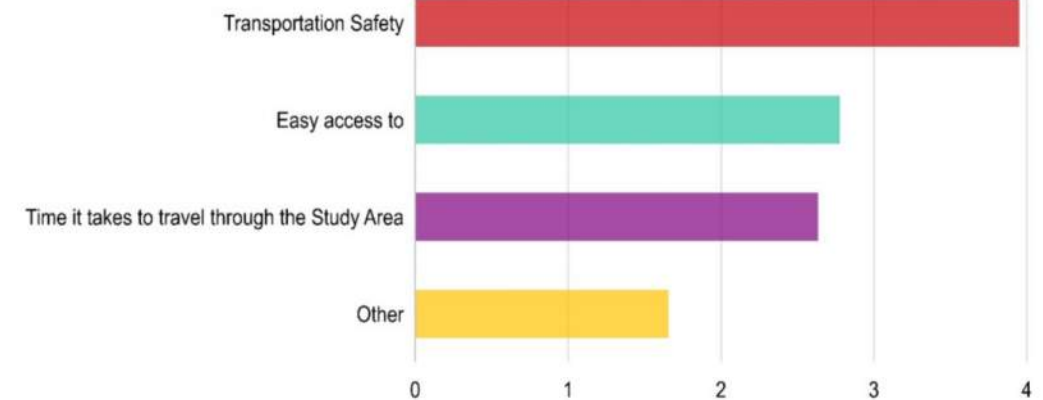
### Recommendations

- Implement Rear Access Roadways
- Incorporate Streetscape Elements where Possible
- Install Sidewalks where Possible
- Increase Speed Enforcement on Old County Road
- Consider Roundabout near Honda facility on Old County Road to Deter Truck Traffic

Do you have any transportation concerns about the Study Area? (Select all that apply)



If you travel the Study Area by car, please rank the importance of the following.



# ONLINE PUBLIC SURVEY – KEY COMMENTS

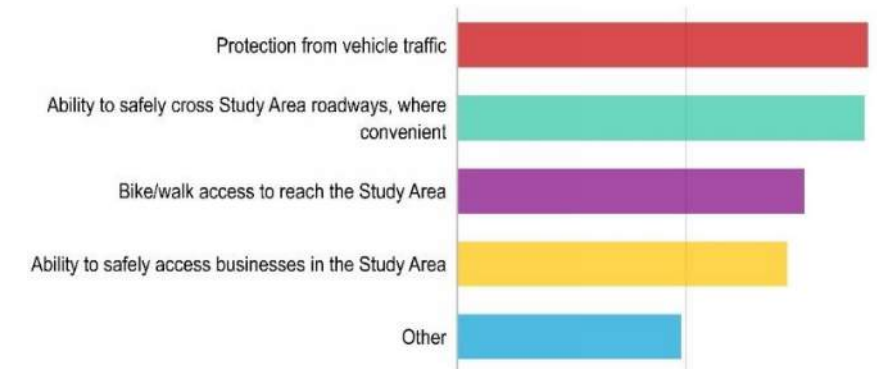
## • Pedestrians, Bicyclists & Transit

- Protection from Vehicles to Safely Cross Roadways
- Improve Pedestrian & Bicycle Safety & Mobility
- Increase Transit Service to Adjacent Towns
- Add Dedicated Bus Waiting Areas and Shelters
- Install Bike Paths

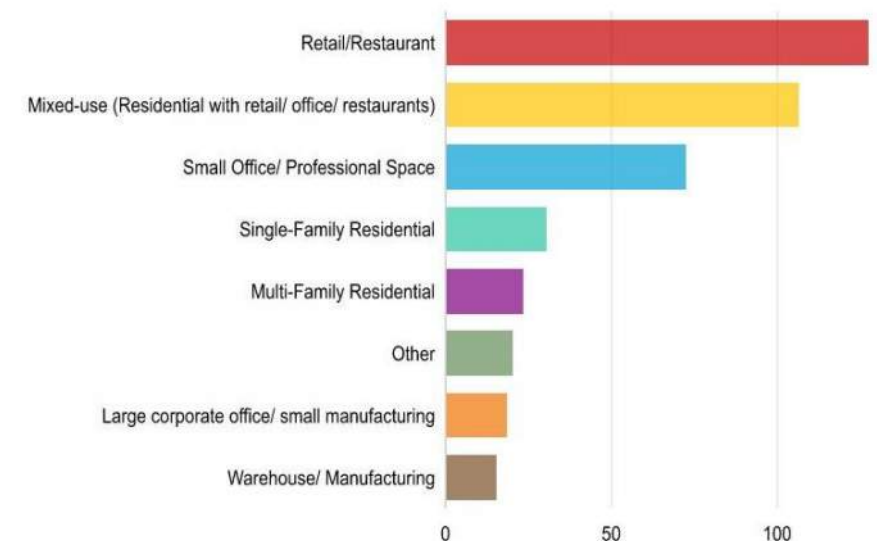
## • Land Use & Development

- Desire For Retail, Restaurant, Office, Professional Space, and Mixed-use Development
- Desire for Residential, Retail & Restaurant Uses in ‘Transition Area’
- Increase Utilization of Parcels Along Route 75
- Protect Existing Open Space
- Limit Commercial Development in Residential Areas
- Improve Landscaping Requirements for Developments to Enhance Aesthetics

If you travel the Study Area by walking or biking, please rank the importance of the following.



What type of development would you like to see within the Study Area? (Select all that apply)

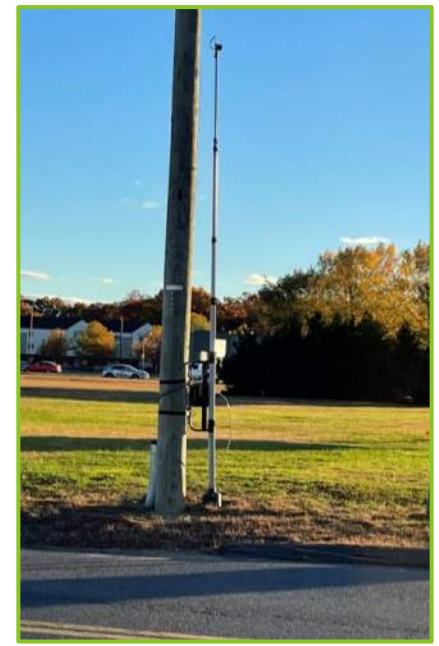
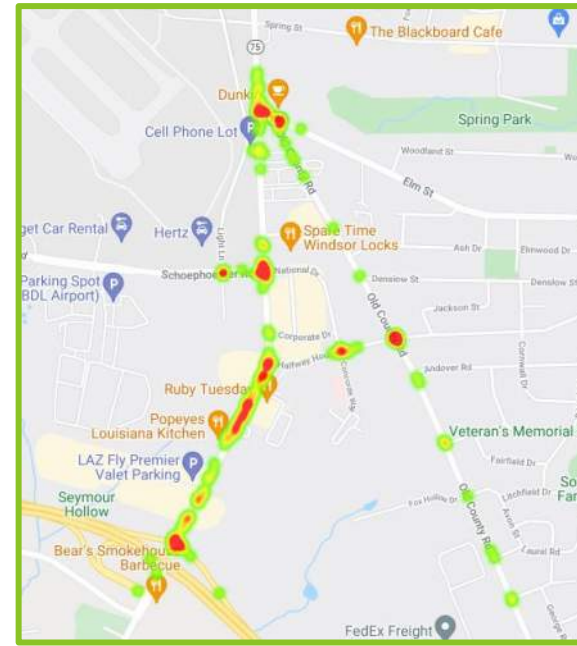


## **STUDY VISION STATEMENT**

- **Develop feasible and community supported transportation solutions that maintain traffic flow, address identified safety concerns, and provide guidance on access management issues while accommodating future land use development opportunities.**
- **Improve transportation system access and mobility for alternative travel modes including sidewalk, bicycle, and transit infrastructure and amenities to provide a complete transportation system.**
- **Develop a comprehensive transportation and development management plan that prioritizes and defines implementation timelines to enable the programming, funding, and construction of improvements.**

# DATA COLLECTION

- Review Of Previous Planning Documents
- Review of Town and DOT GIS Data
- Traffic Volume & Speed Data
- Field Visits
- Collision Data
- Public Survey



# REVIEW OF PREVIOUS PLANS & DOCUMENTS

- **Study Area**

- Bradley Area Transportation Study (2002)
- Bradley Airport Master Plan (2019 Update)
- CTDOT Road Diet Feasibility Study (2021)

- **Town**

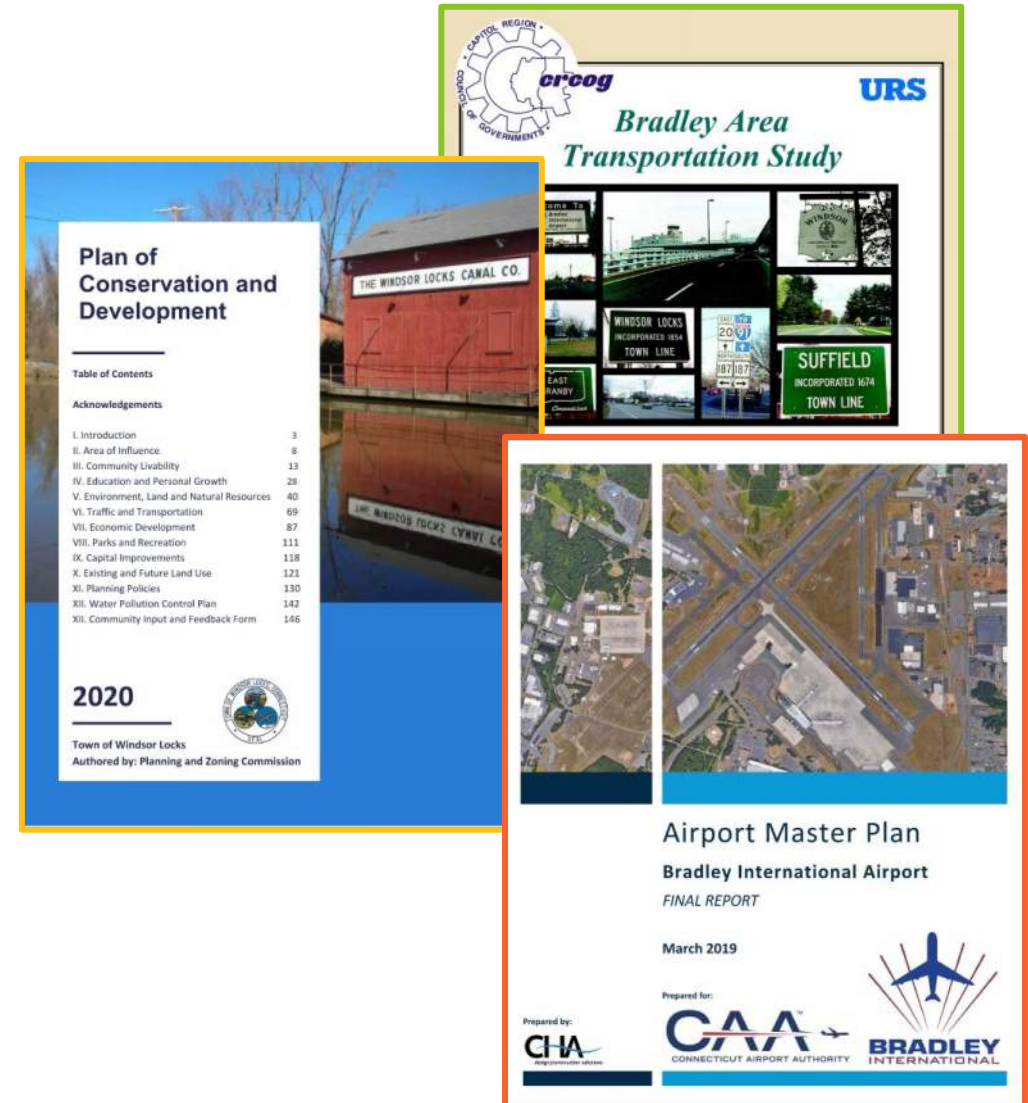
- Windsor Locks POCD (2020)
- Zoning Regulations

- **State**

- CT Active Transportation Plan
- Planned CTDOT Improvements

- **Region**

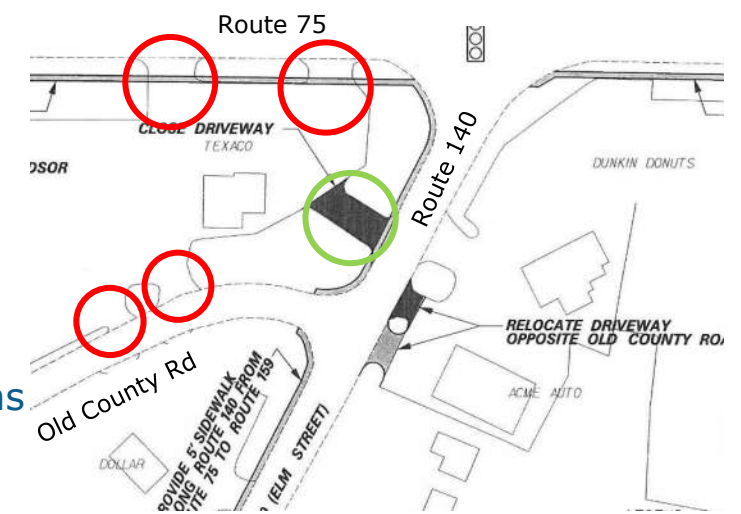
- CRCOG Regional Transportation Safety Plan (2021)
- CRCOG Regional Pedestrian & Bicycle Plans (2008 & 2015)
- CRCOG Connect 2045 (Metropolitan Transportation Plan) (2019)



# BRADLEY AREA TRANSPORTATION STUDY PREVIOUSLY IMPLEMENTED IMPROVEMENTS

- Route 75 and Halfway House Road Sidewalks, Pedestrian Signals & Transit Shelters
- Access Management Improvements at Route 75 at Route 140
- Route 75 at Route 20 Westbound Ramp Striping & Signing Improvements

2002  
Recommendations



2023  
Condition



# TRAFFIC VOLUMES

## • Peak Hour Turning Movement Counts (TMC) – October 2022

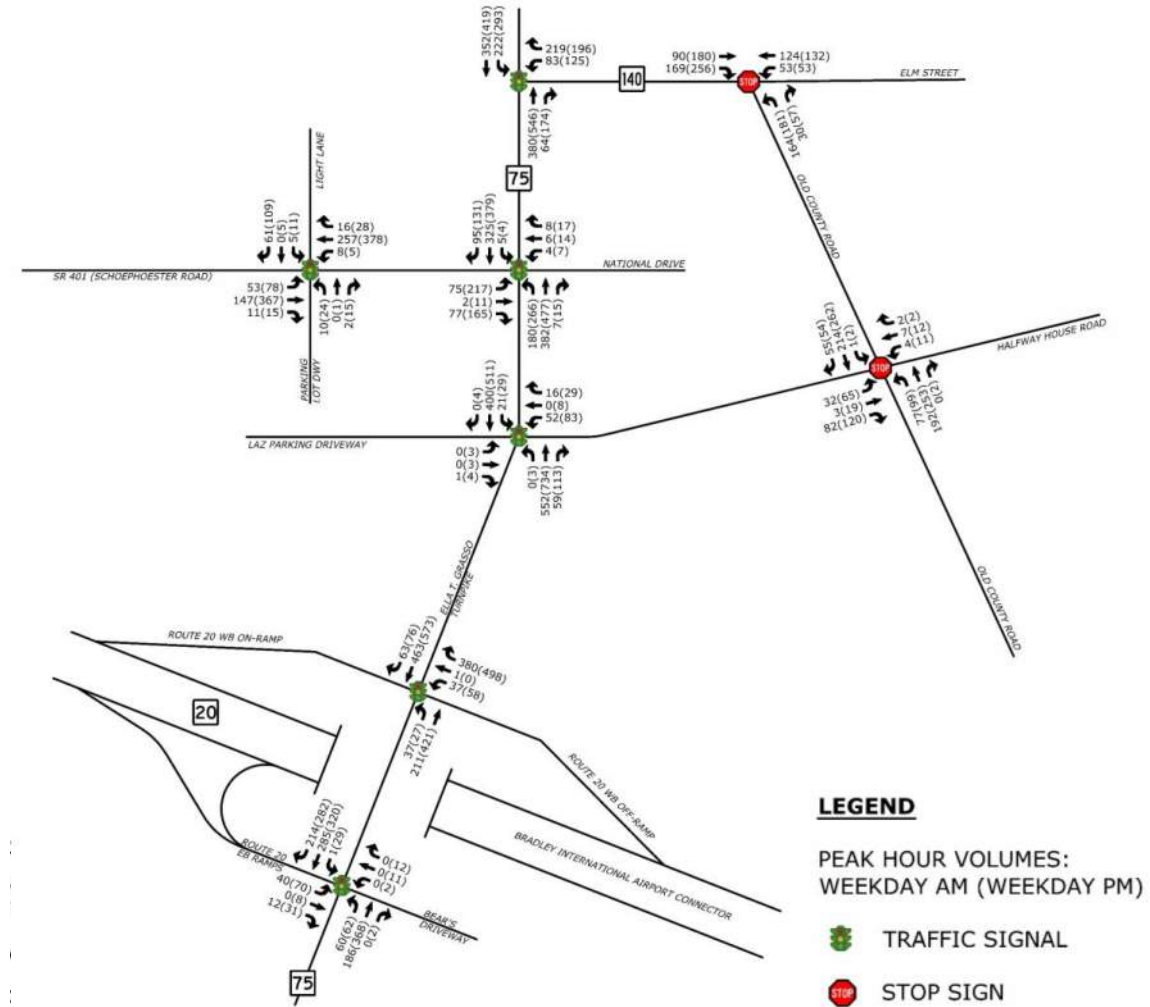
- 8 Study Area intersections
  - Weekday Morning Peak Hours (7 – 9 AM)
  - Weekday Afternoon Peak Hours (4 – 6 PM)

## • 96-Hour Automatic Traffic Recorder Counts (ATR)

- Directional Volumes and Speeds at 4 locations

## • CTDOT Historical Traffic Volume Data

- Triennial 24-hour ATR counts between 2007 and 2019

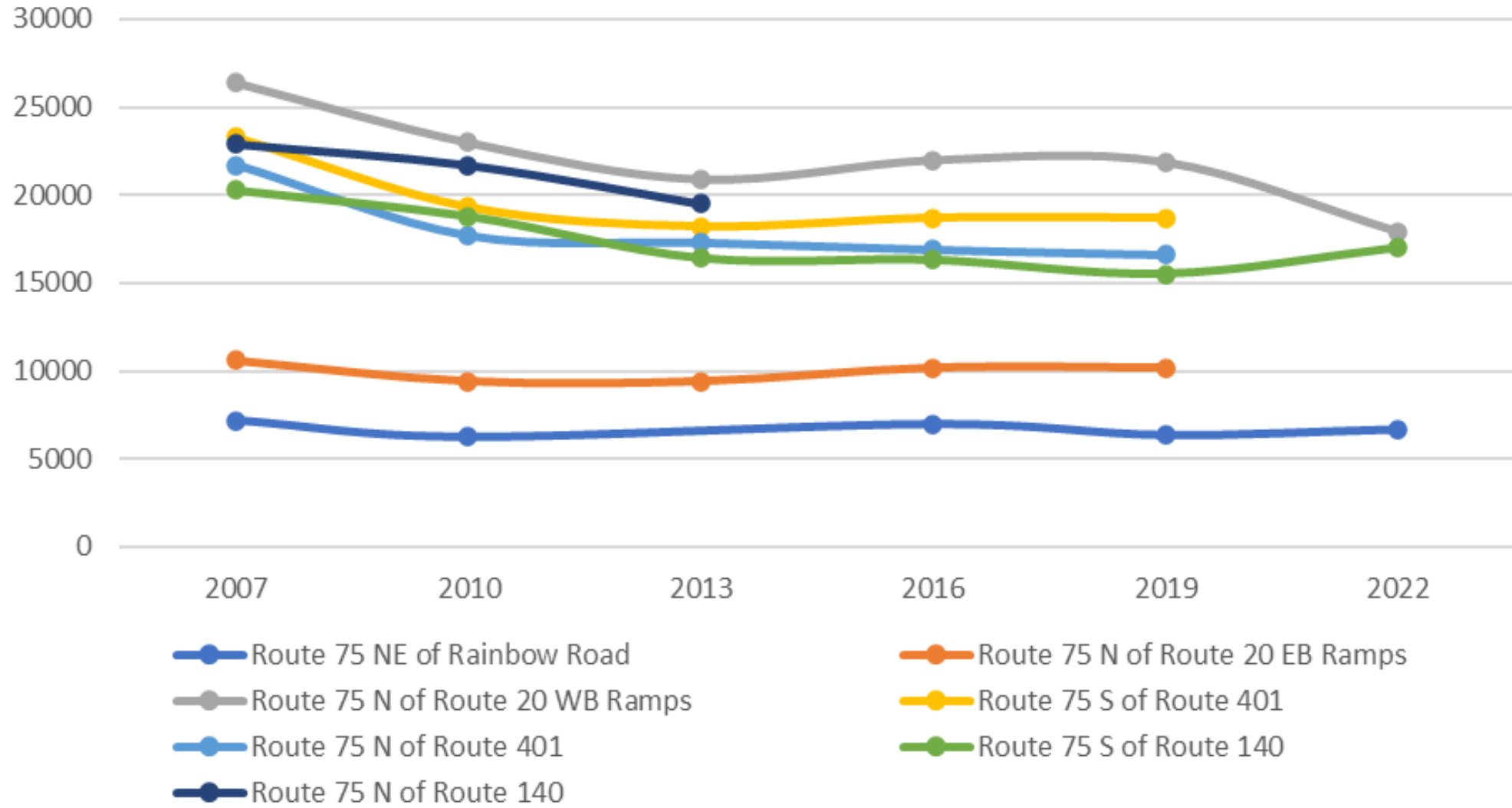


# AVERAGE DAILY TRAFFIC

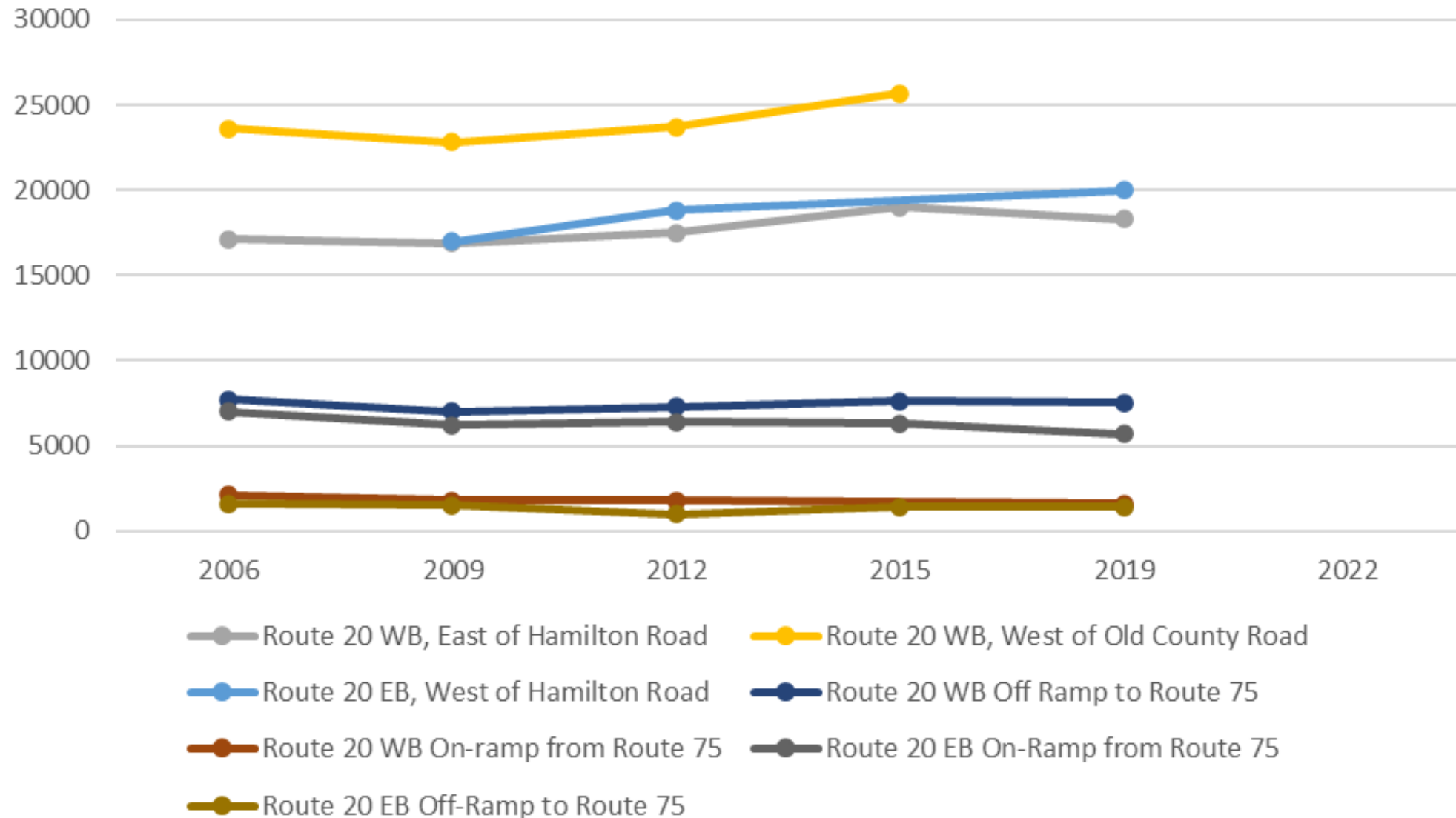




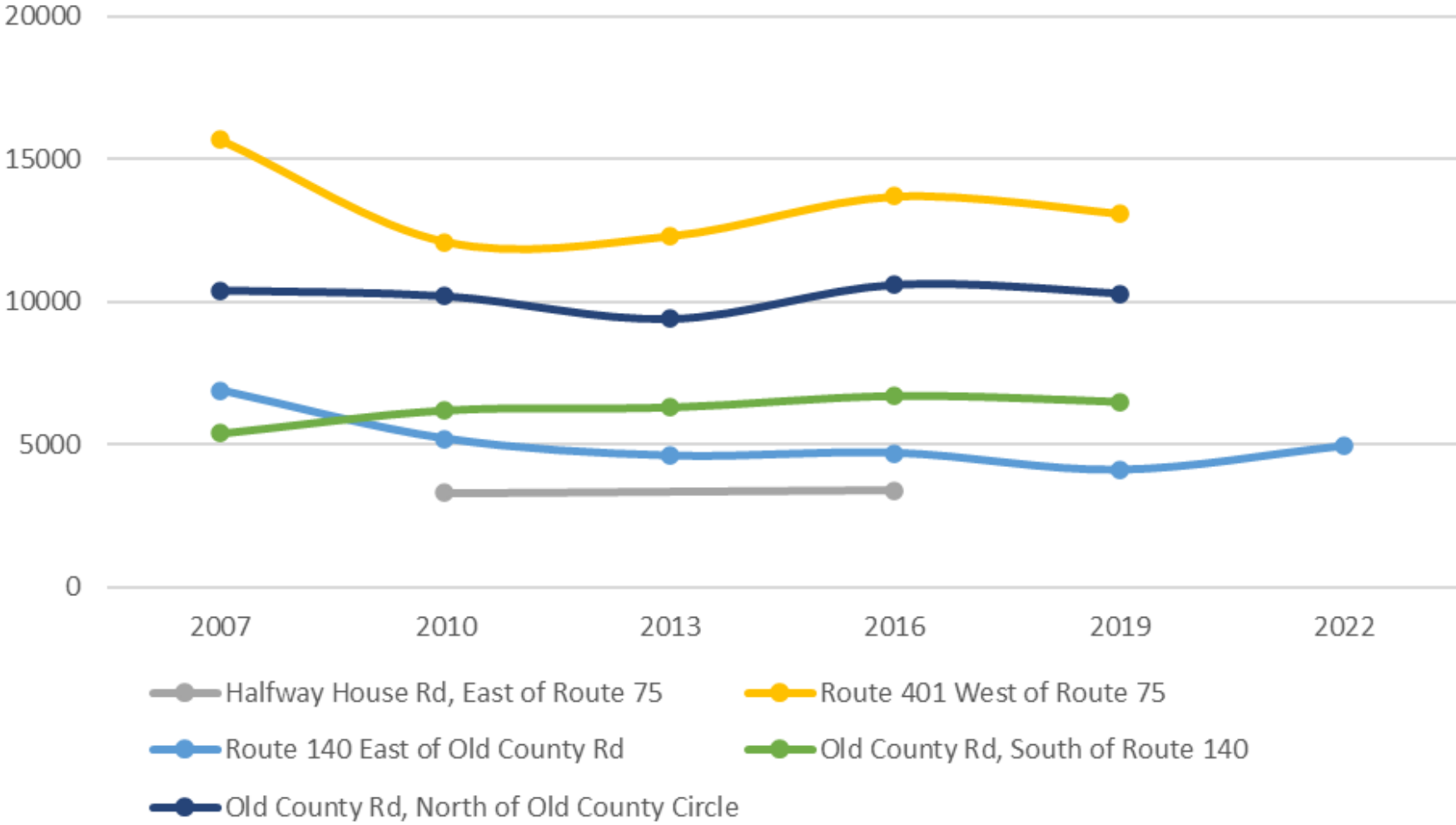
# ROUTE 75 HISTORICAL AVERAGE DAILY TRAFFIC



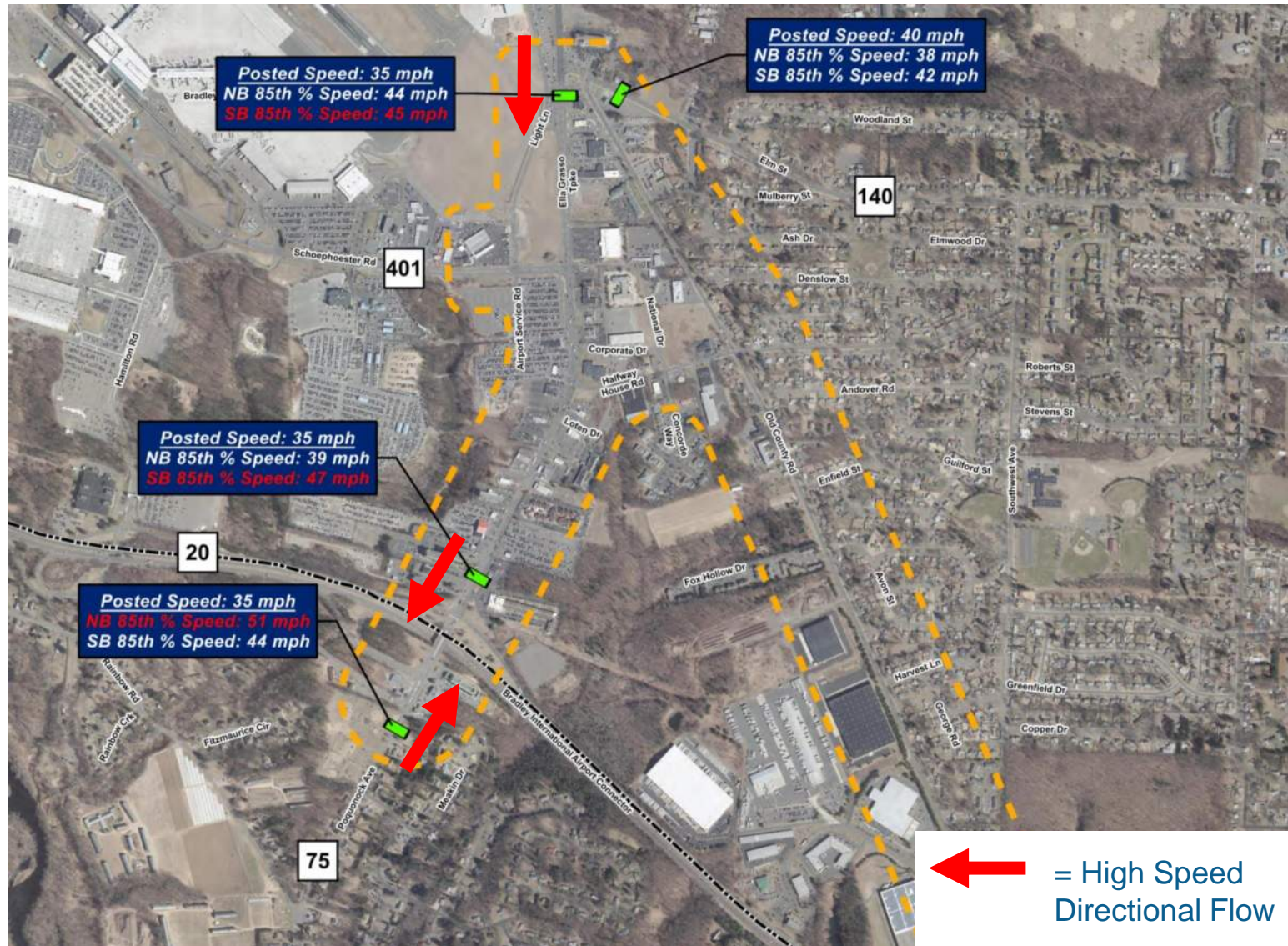
# ROUTE 20 HISTORICAL AVERAGE DAILY TRAFFIC



# OTHER STUDY ROADWAYS HISTORICAL AVERAGE DAILY TRAFFIC

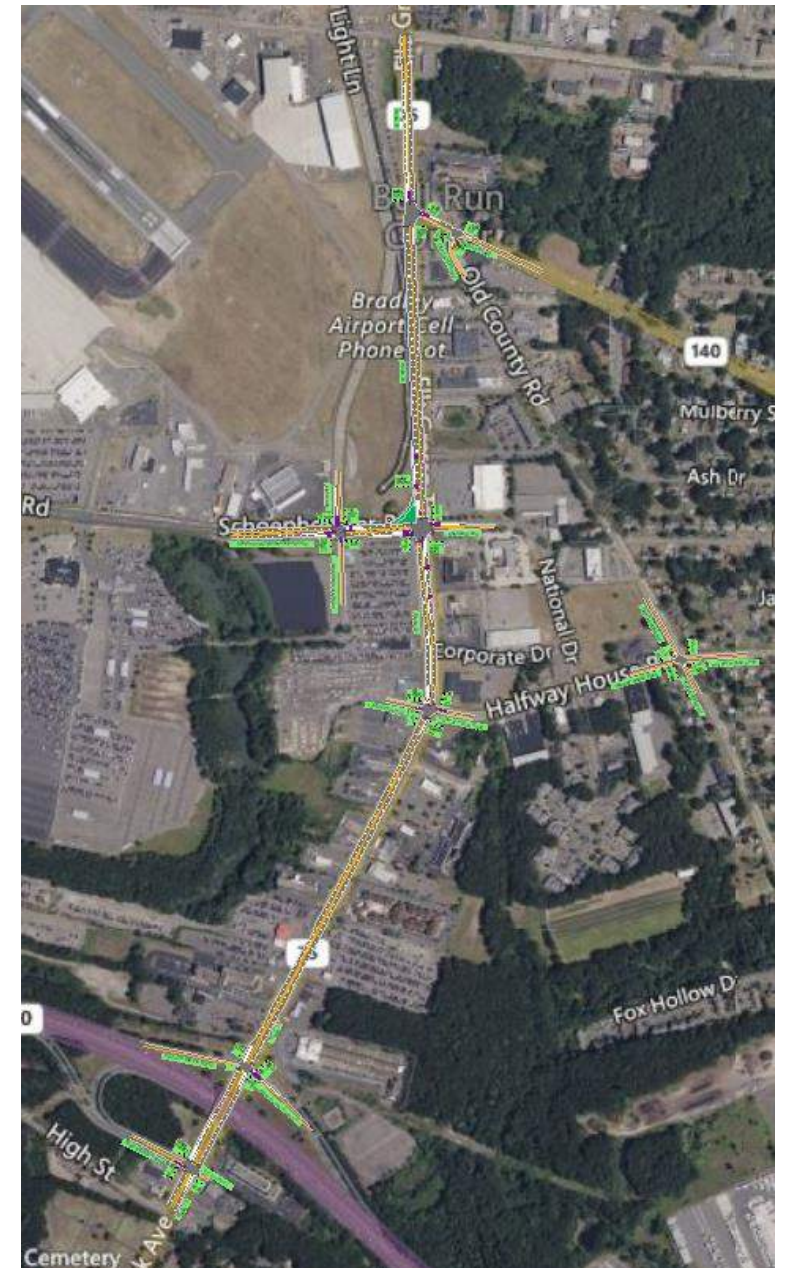


# TRAVEL SPEEDS



# TRAFFIC OPERATIONS ANALYSIS

- **Two Analysis Periods**
  - Weekday Morning Peak Hour
  - Weekday Afternoon Peak Hour
- **Synchro 11 Traffic Analysis Software**
- **Traffic Model Inputs**
  - Traffic Volumes
  - Traffic Signal Timings
  - Intersection Geometry / Lane Use
- **Analysis Results**
  - Level of Service (LOS): Average Delay (sec/vehicle); A – F Grading System
  - v/c ratio: volume carried versus total capacity
  - Queue – Length of Vehicles stopped at Intersections



# LEVEL OF SERVICE

- **LOS A** - Little to no delay
- **LOS B** - Desirable conditions with relatively low delay
- **LOS C** - Conditions with average delays
- **LOS D** - Influence of congestion more noticeable, delays still acceptable
- **LOS E** - High delay values, considered by many agencies to be the limit of acceptable delay
- **LOS F** - Unacceptable to most drivers with high delay; arrival rates exceed the capacity



**LOS A/B**

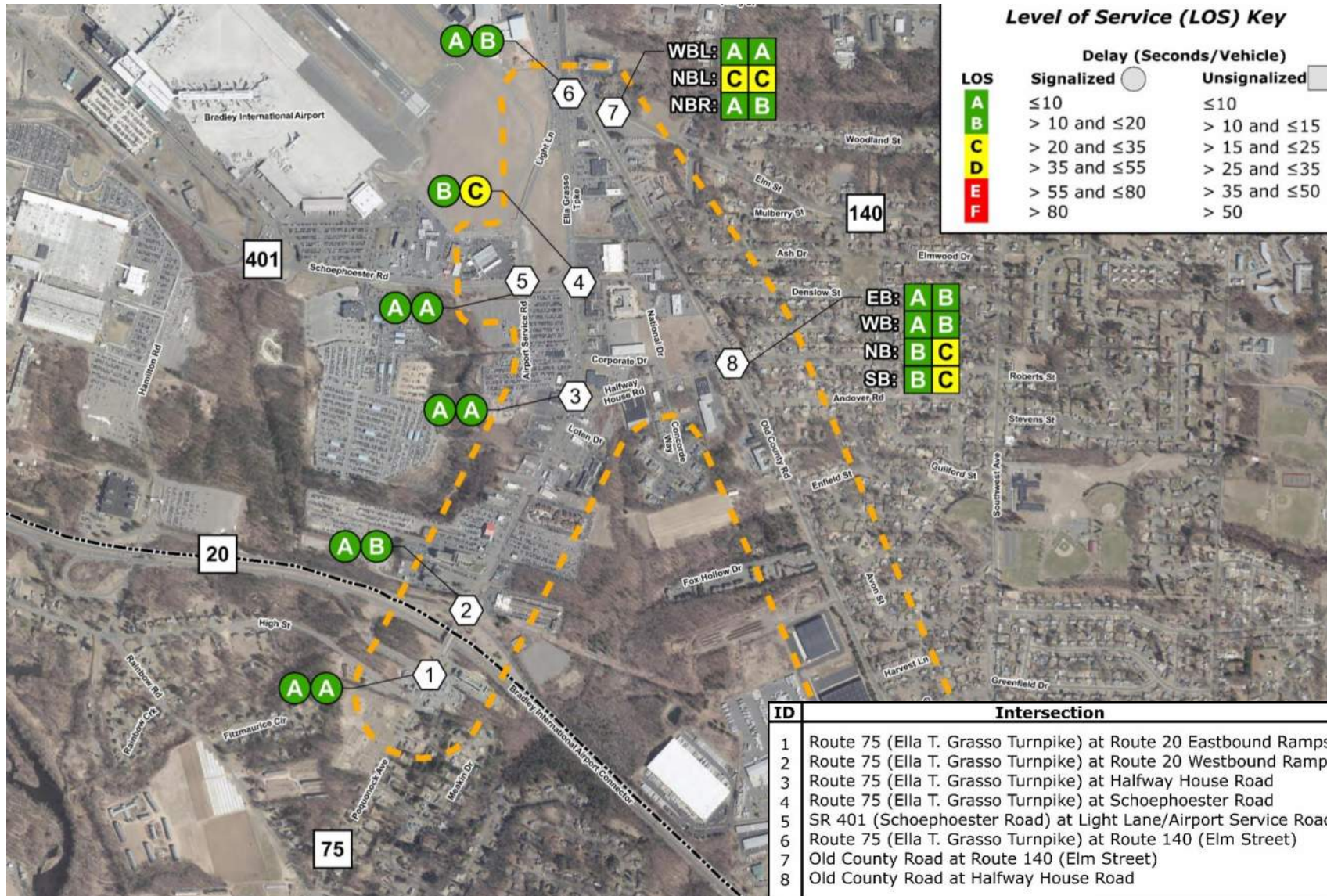


**LOS C/D**



**LOS E/F**

# 2022 TRAFFIC OPERATIONS



# SAFETY ASSESSMENT – HEAT MAP (2018 TO 2022)

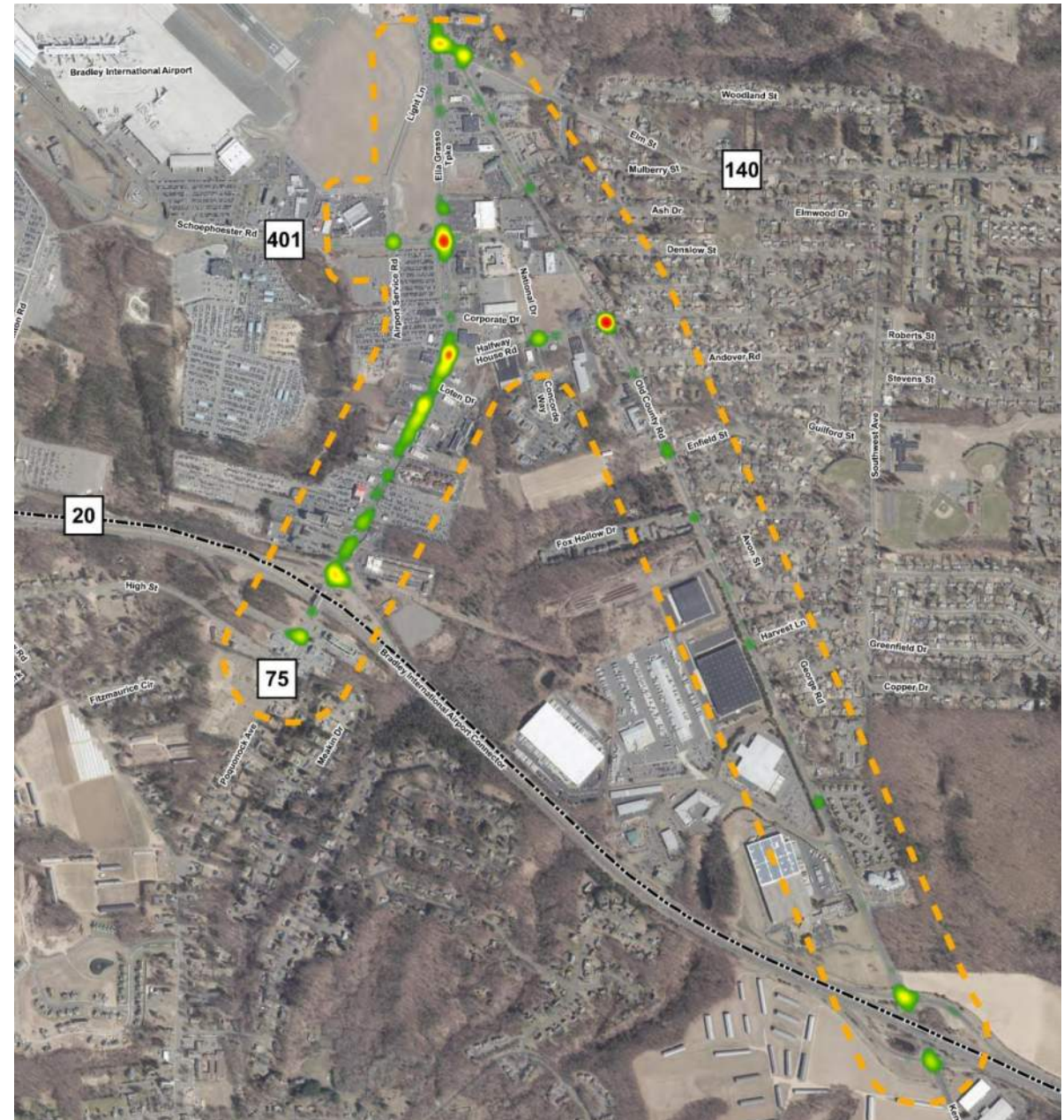
## • High Crash Frequency Locations

- Route 75 at Schoephoester Road (1.78 crashes per MEV)
- Old County Road at Halfway House Road (1.28 crashes per MEV)

## • 60% of Crashes Occurred on Route 75 between Route 20 and Halfway House Road

## • Crash Types

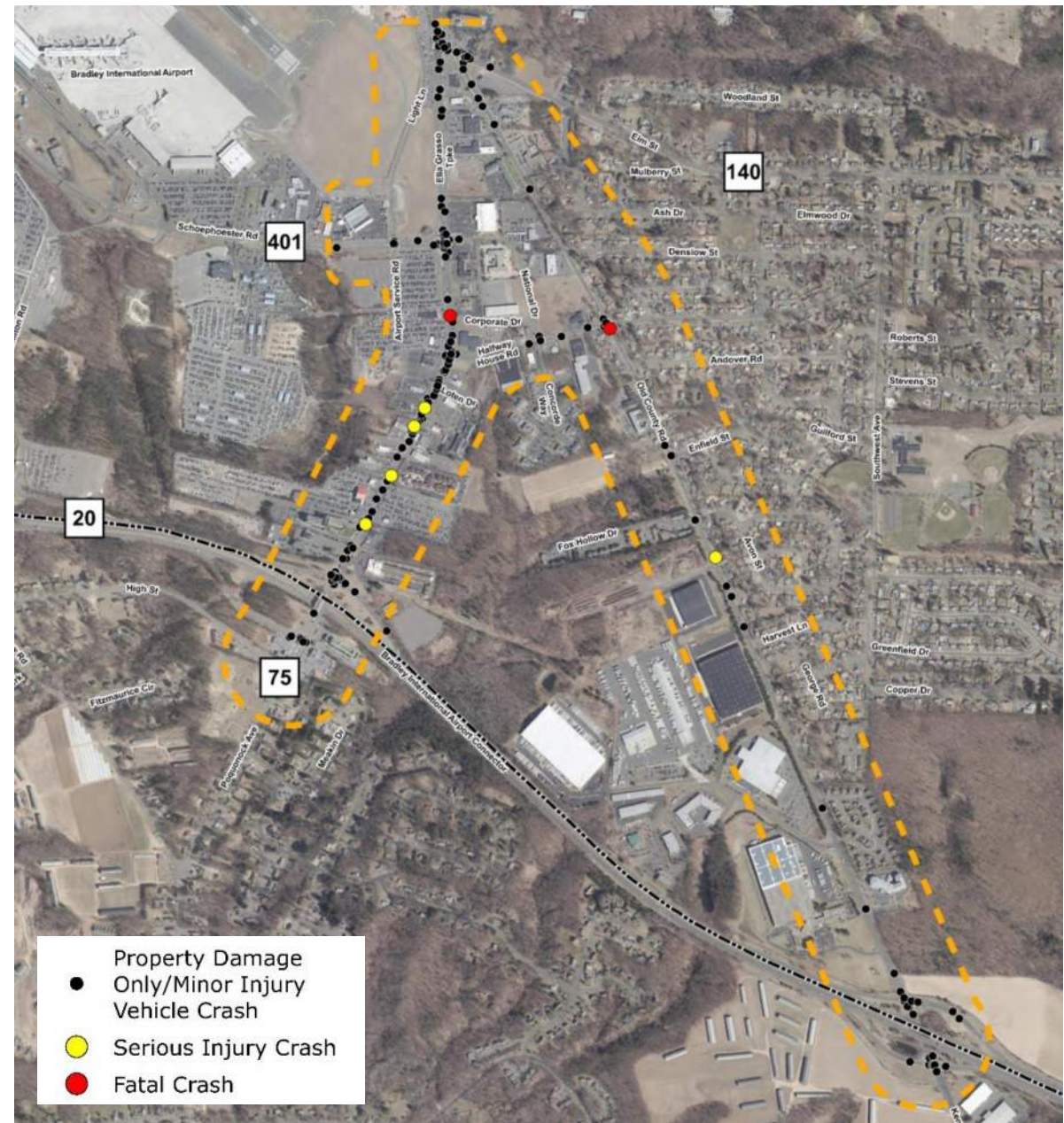
- 38% Rear-End
- 33% Angle
- 12% Sideswipe, Same Direction
- 7% Sideswipe, Opposite Direction





# SAFETY ASSESSMENT – CRASH SEVERITY (2018 TO 2022)

- **365 Total Crashes**
  - 358 Minor Injury/ Property Damage Only
  - 5 Serious Injuries
  - 2 Fatalities
- **2 Fatalities were Pedestrians**
- **4 of the 5 Serious Injury Crashes Occurred along Route 75 between Route 20 WB Ramps and Halfway House Road**



# SAFETY ASSESSMENT – PEDESTRIANS (2018-2022)

## • 6 Pedestrian Crashes

- 2 Fatalities
- 4 Serious Injuries

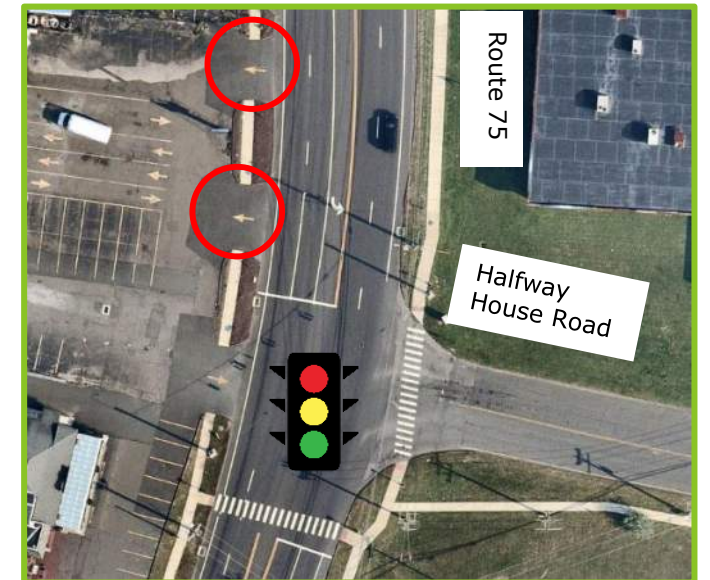
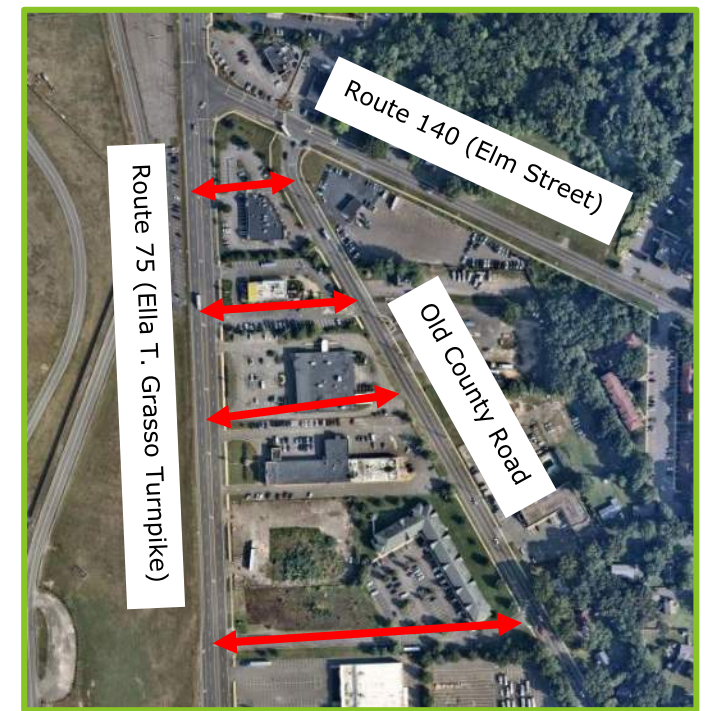
## • No Bicycle Crashes

Date	Type	Location	Contributing Factor	Injury
4/7/2018	Pedestrian	Route 75 Across from Pride Gas Station	Unknown	Suspected Minor Injury
4/25/2018	Pedestrian	Route 75 Across from the Old Friendly's	Unknown	Fatal Injury (Killed)
5/3/2018	Pedestrian	Old County Road at Halfway House Road	Unknown	Fatal Injury (Killed)
8/7/2018	Pedestrian	Route 75 at Double Tree Hotel	Under the Influence	Suspected Minor Injury
12/11/2018	Pedestrian	Route 75 at Laz Parking Driveway	Unknown	Possible Injury
10/1/2020	Pedestrian	Halfway House Road at Concorde Way	Unknown	Possible Injury



# ACCESS MANAGEMENT – KEY ISSUES

- Redundant Driveways
- Closely Spaced Driveways
- Poorly Delineated Driveways
- Driveways near Signalized Intersections
- Multiple Access Points for a Single Parcel
- National Drive and Corporate Drive Ownership & Access



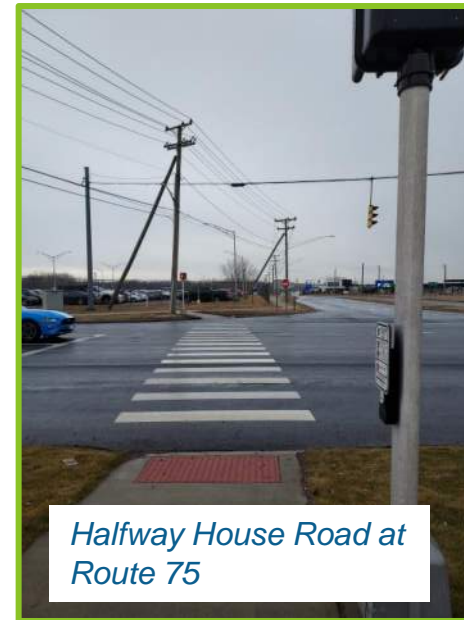
# KEY ROADWAY & TRAFFIC ISSUES & DEFICIENCIES

- High Travel Speeds, Lack of Protected Turn Lanes, Closely Spaced Driveways, High Driveway Density along Route 75
- High Travel Speeds along Old County Road
- Safety Concerns at Old County Road at Halfway House Road
- High Crash Rates at Route 75 at Schoephoester Road and Route 75 at Halfway House Road
- Access & Safety Concerns at Dunkin' Driveway on Route 140



# PEDESTRIANS, BICYCLISTS, & TRANSIT OVERVIEW

- Area includes pedestrian facilities and local CT transit bus service
- Limited facilities for bicycling & limited trail infrastructure
- LOTCIP (Local Transportation Capital Improvement Program) Project No. L165-001 and recent signal upgrades made significant pedestrian improvements



*Halfway House Road at Route 75*



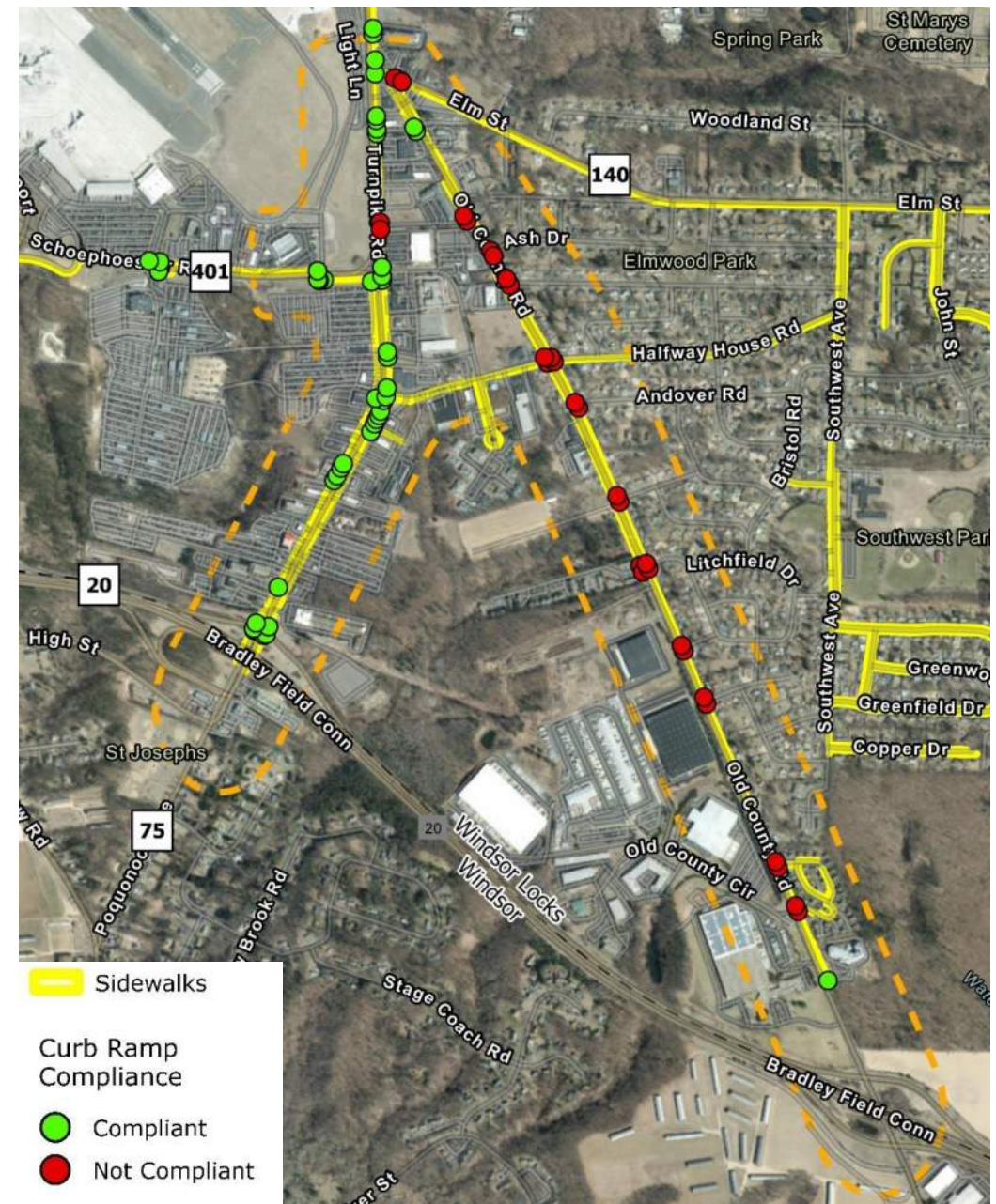
*Old County Rd 5' shoulders*



*Schoephoester Rd sidewalks*

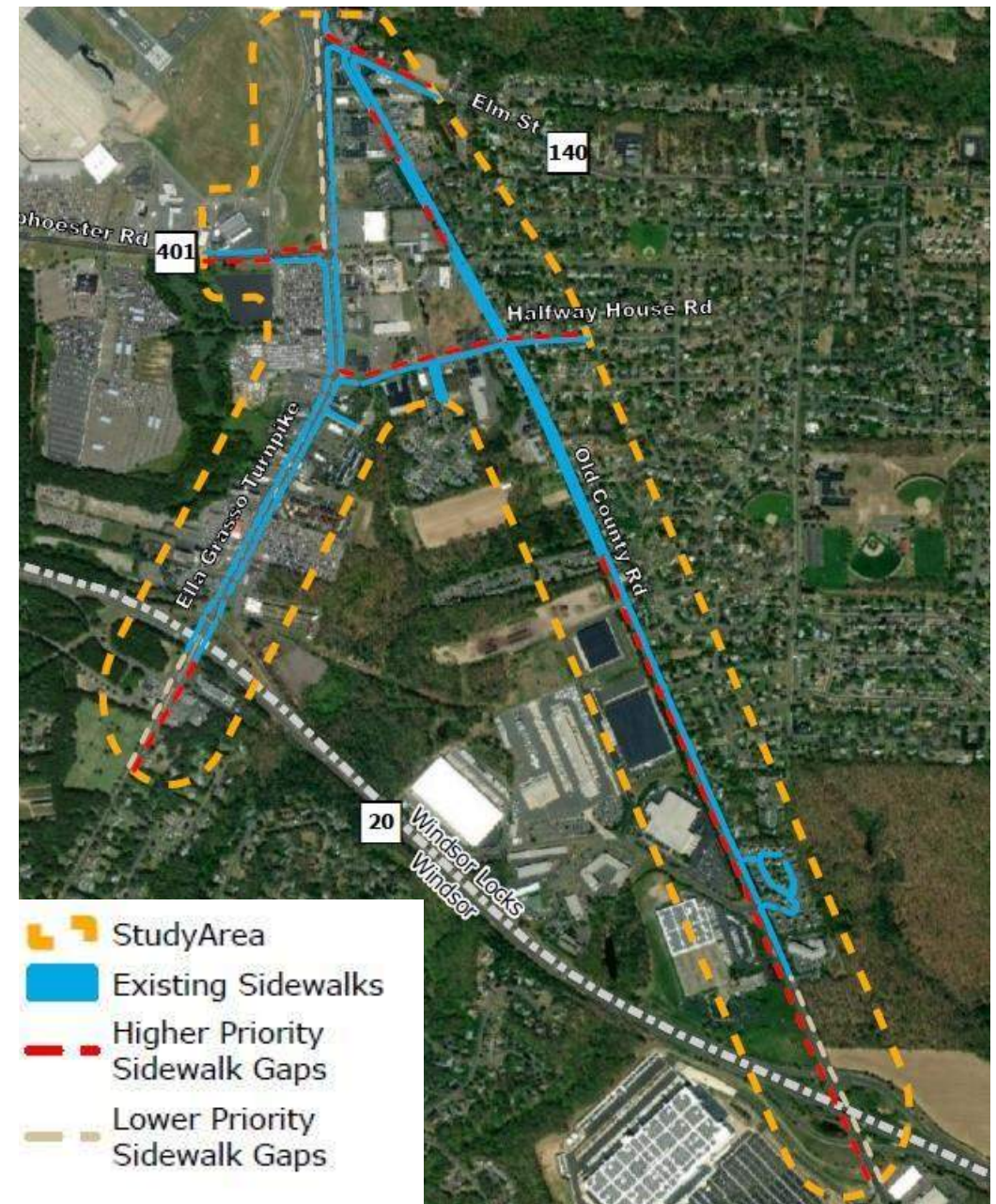
# PEDESTRIAN INFRASTRUCTURE: SIDEWALKS & RAMPS

- Generally good sidewalk network
- LOTCIP Project No. L165-001 filled many sidewalk gaps on Route 75 and Schoephoester Road
- Along with LOTCIP Project: pedestrian accommodations at signals and upgraded curb ramps along Route 75
- Non-compliant curb ramps on Old County Road



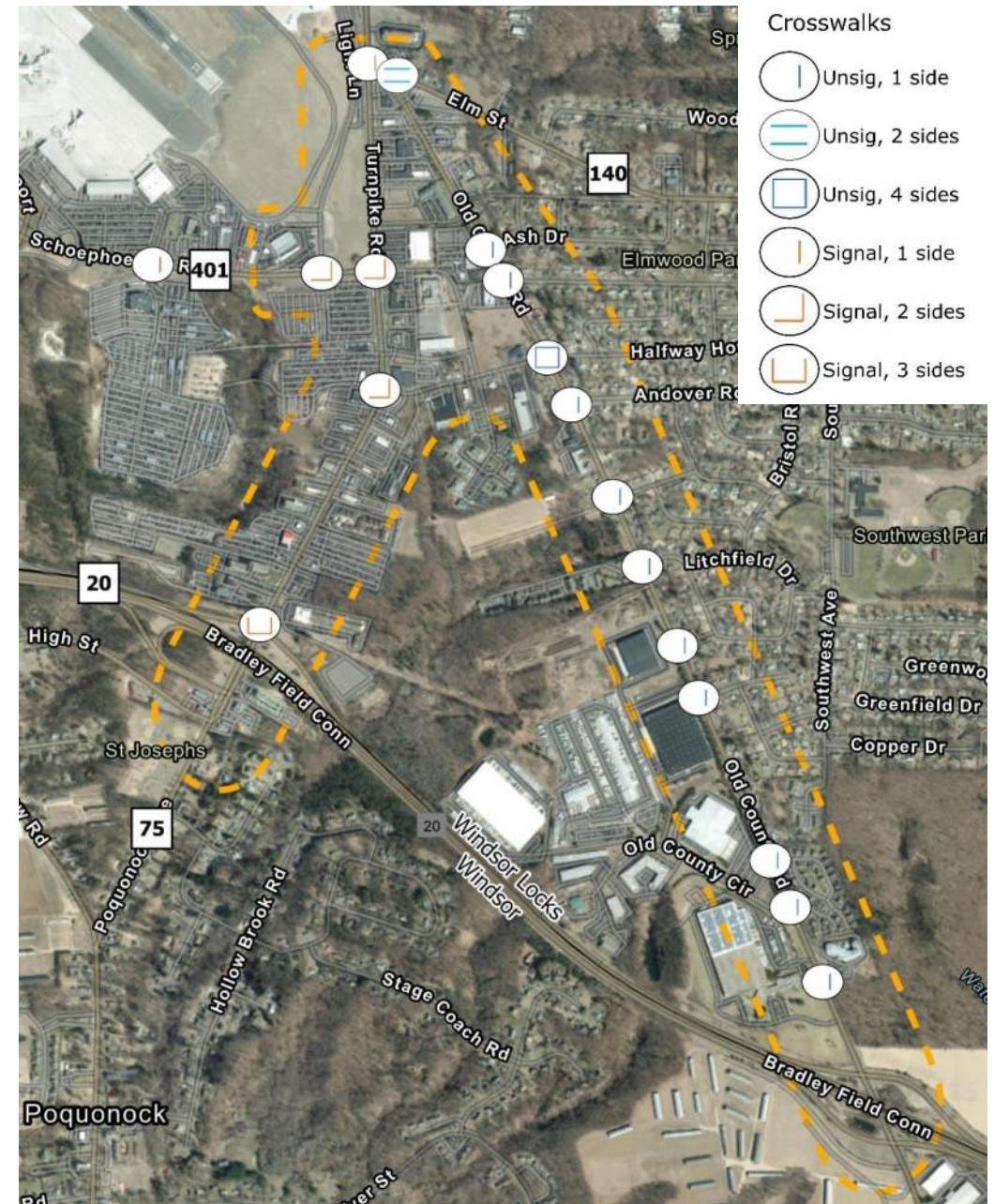
# PEDESTRIAN INFRASTRUCTURE: SIDEWALK CONDITIONS

- Sidewalks in good to fair condition
- Sidewalk gaps still exist on Route 75, Old County Road, Halfway House Road, Schoephoester Road
- Lack of accessible paths to adjacent land uses



# PEDESTRIAN INFRASTRUCTURE: CROSSWALKS

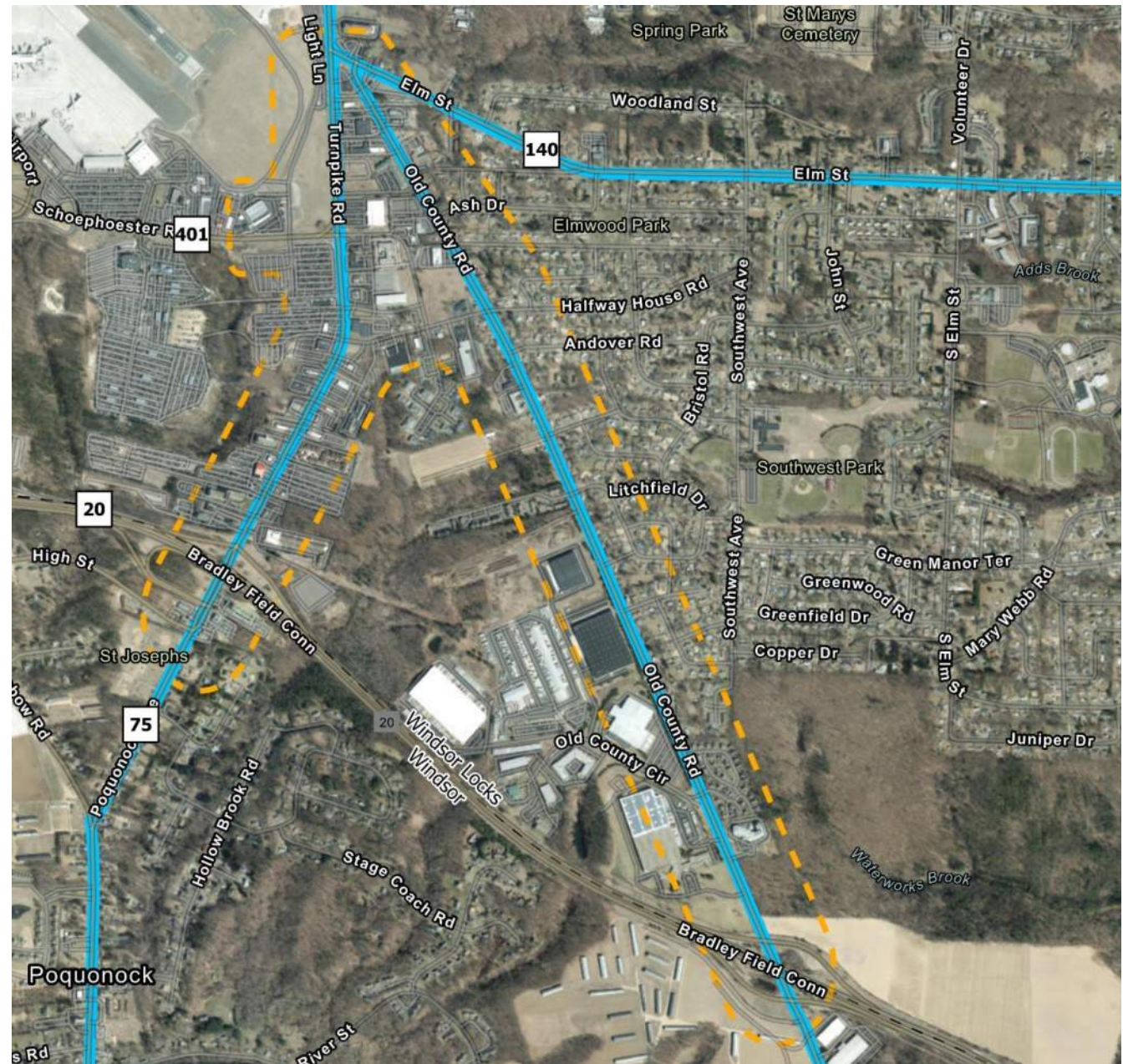
- Crosswalks provided at major signalized and unsignalized intersections, across side streets on Old County Rd
- Long distances between mainline road crossings (typically 1/4 mile or longer)





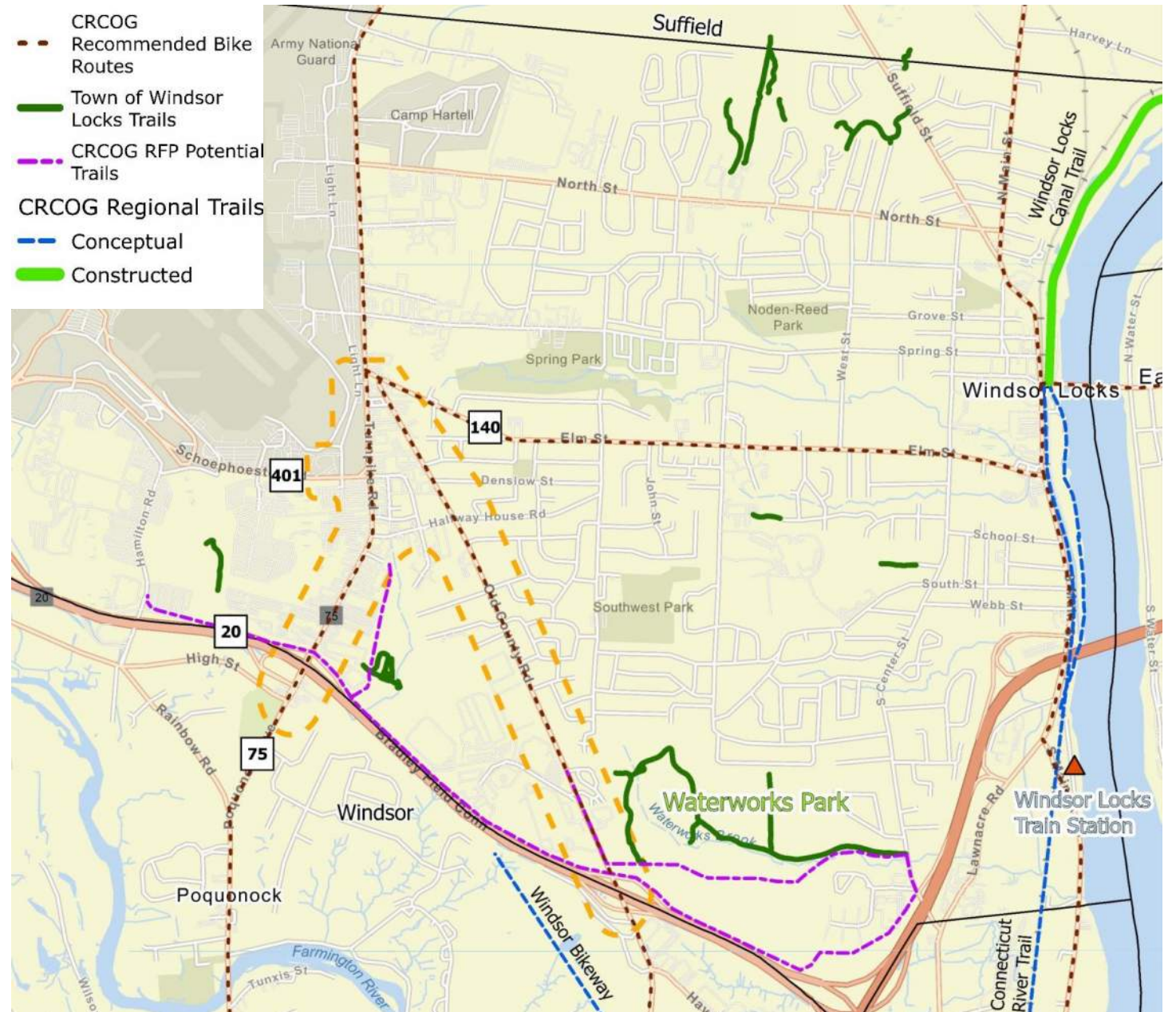
## BICYCLE INFRASTRUCTURE

- **CRCOG Pedestrian & Bicycle Plan (2015 Update)**  
– recommended routes
- **Narrow shoulder width on Route 75 and Schoephoester Rd not suitable currently**
- **Generally adequate shoulder width on most of Old County Road (5')**



# EXISTING AND PLANNED TRAILS

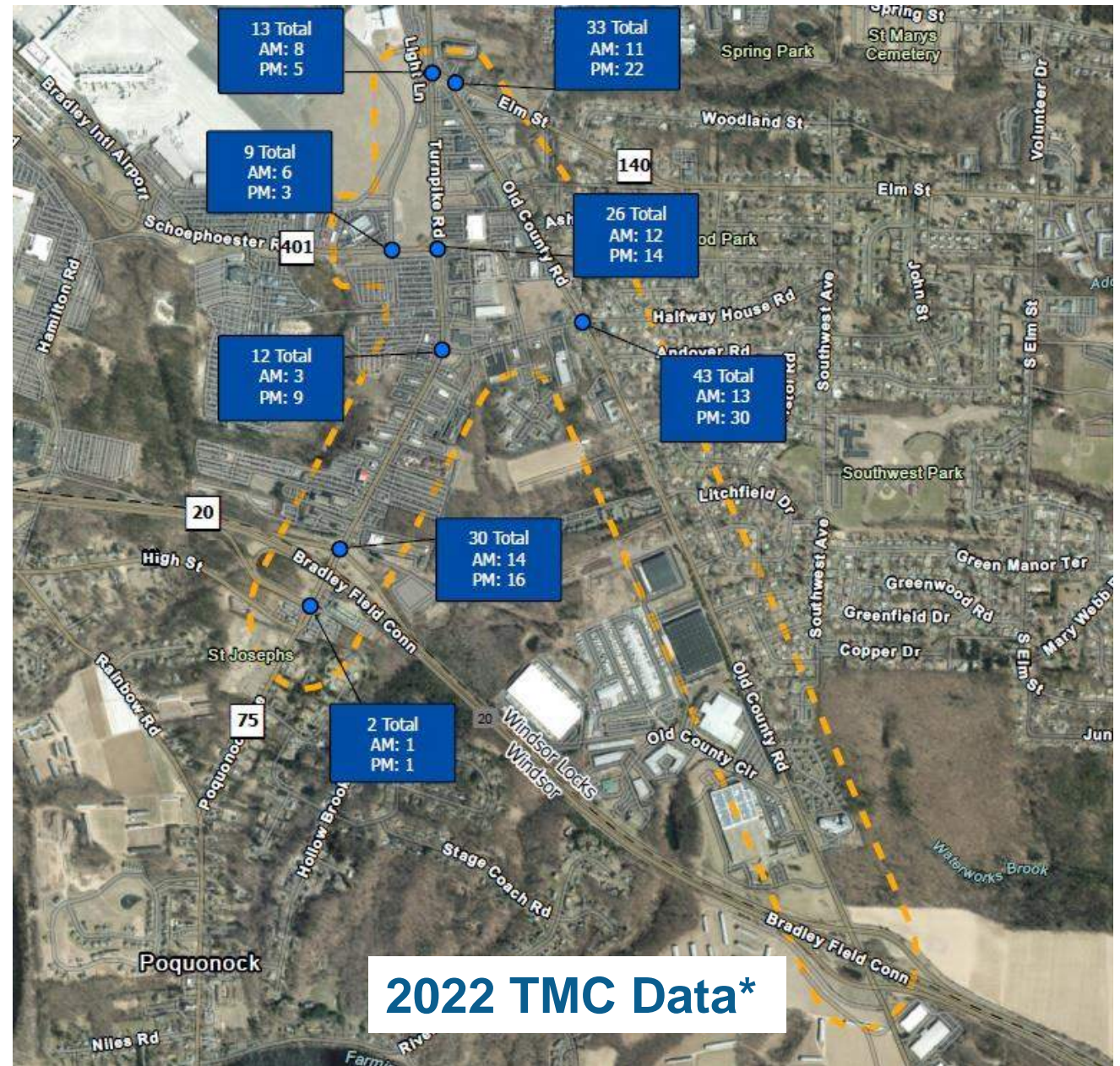
- Walking trails within Waterworks Park and around different parts of Windsor Locks
- Windsor Locks Canal Trail northeast of study area
- Some proposed trail alignments in town/study area but lack connectivity
- Routes to be explored along Route 20 right of way and behind properties along Route 75



# PEDESTRIAN AND BICYCLE COUNT DATA

Location	Date	Pedestrians	Bicycles	Total
Route 75 & National Drive / Schoephoester Road	9/13/2017	0	3	3
Route 75 & National Drive / Schoephoester Road	9/15/2017	24	1	25
Route 75 & National Drive / Schoephoester Road	9/15/2020	4	2	6
Route 75 & Halfway House Road	9/17/2020	6	2	8

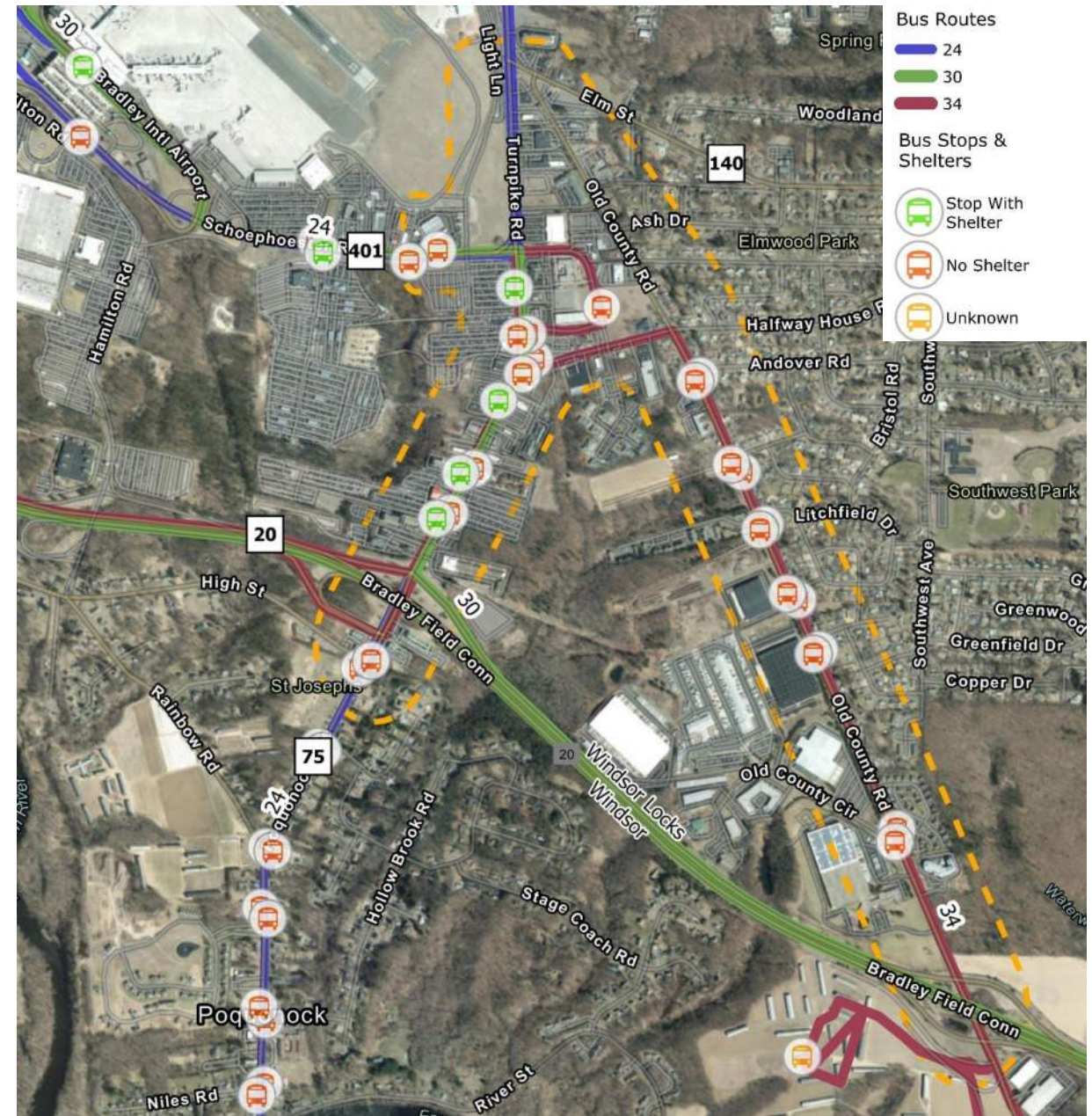
## 2017 & 2020 CROCOG Manual Counts



\*No cyclists counted in data

# TRANSIT INFRASTRUCTURE

- CT transit Routes 24, 30, 34
- Route alignments recently adjusted to better serve areas; Route 24 started August 2021
- Shelters at four locations in the study area (two outside of study area), or 16% of bus stops



# TRANSIT RIDERSHIP DATA

- CT transit daily average ridership
- New Route 34 has seen significant ridership increase since bus route rerouted
- Route 30 ridership still below pre-pandemic levels

CTtransit Ridership Data

Route	CTtransit Average Daily Ridership by Fiscal Year (July-June)				
	FY 2019	FY2020	FY2021	FY2022	FY2023***
24*	N/A	N/A	N/A	48	79
30	477	334	213	209	307
34	N/A**	222	162	324	493

\*Bus Route 24 did not begin operation until FY2022.

\*\*Until FY2020, data for Bus Route 34 was combined with Routes 32 and 36.

\*\*\*FY2023 Data is incomplete.

# KEY PEDESTRIAN, BICYCLE & TRAIL DEFICIENCIES

## • Pedestrian

- Sidewalk gaps on Route 75, Old County Road, Halfway House Road, Schoephoester Road
- Long crossing distances & distances between crossings
- Non-compliant curb ramps on Old County Road
- Lack of accessible paths to adjacent land uses

## • Bicycles

- No bike lanes or paths & most roads less suitable for biking
- Lack of shoulders coupled with high speeds, high traffic volumes, and truck traffic
- No bike parking observed

## • Trails

- Limited trail infrastructure, lack of connectivity between proposed trails



*Old County Rd sidewalk gap*



*Schoephoester Rd shoulders*

# KEY TRANSIT DEFICIENCIES

- Some bus stops lack sidewalks
- Most bus stops do not have shelters or other amenities
- Low frequency headways – 30-60 minutes
- Must walk long distances to find safe crossing



# PEDESTRIAN OPPORTUNITIES

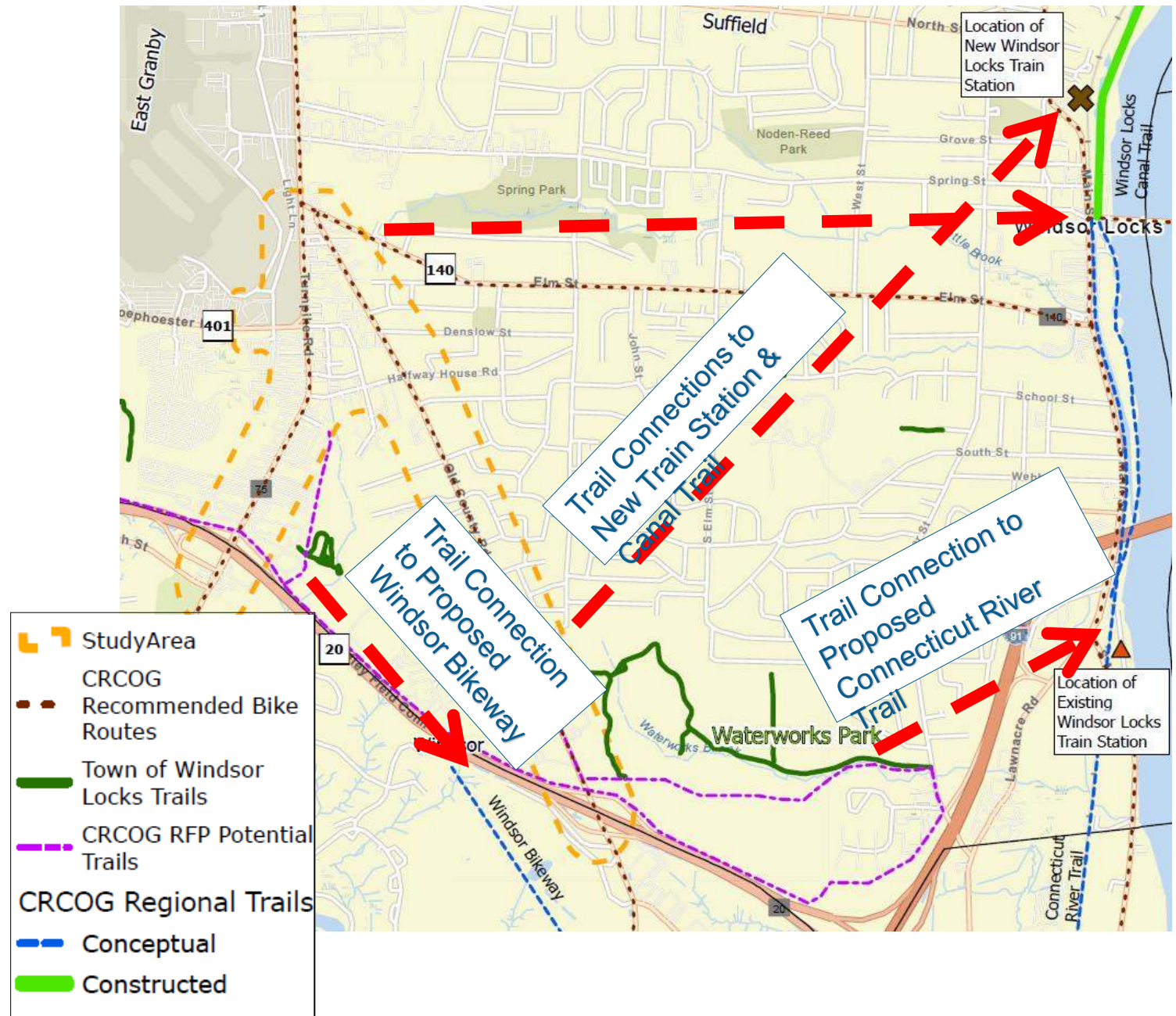
- Fill sidewalk gaps
- Upgrade curb ramps
- More dedicated crossings, traffic calming
- Connect to future trail facilities and land developments
- Mixed-use development





# BICYCLE/TRAIL OPPORTUNITIES

- Provide dedicated bike facilities
- Bike parking
- Connect bike facilities to multiuse trails
- Create trail facilities to connect to Canal Trail, new train station, other future trails



# TRANSIT OPPORTUNITIES

- **New Windsor Locks Train Station under construction – connect study area to this new location**
- **Add more transit shelters and amenities to stops**
- **Transit-oriented development**



# MARKET ANALYSIS: DEMOGRAPHIC INDICATORS

## • Population

- Increasing Statewide – Stable Townwide
  - Town shows some population growth and residential demand in key age cohorts

## • Households

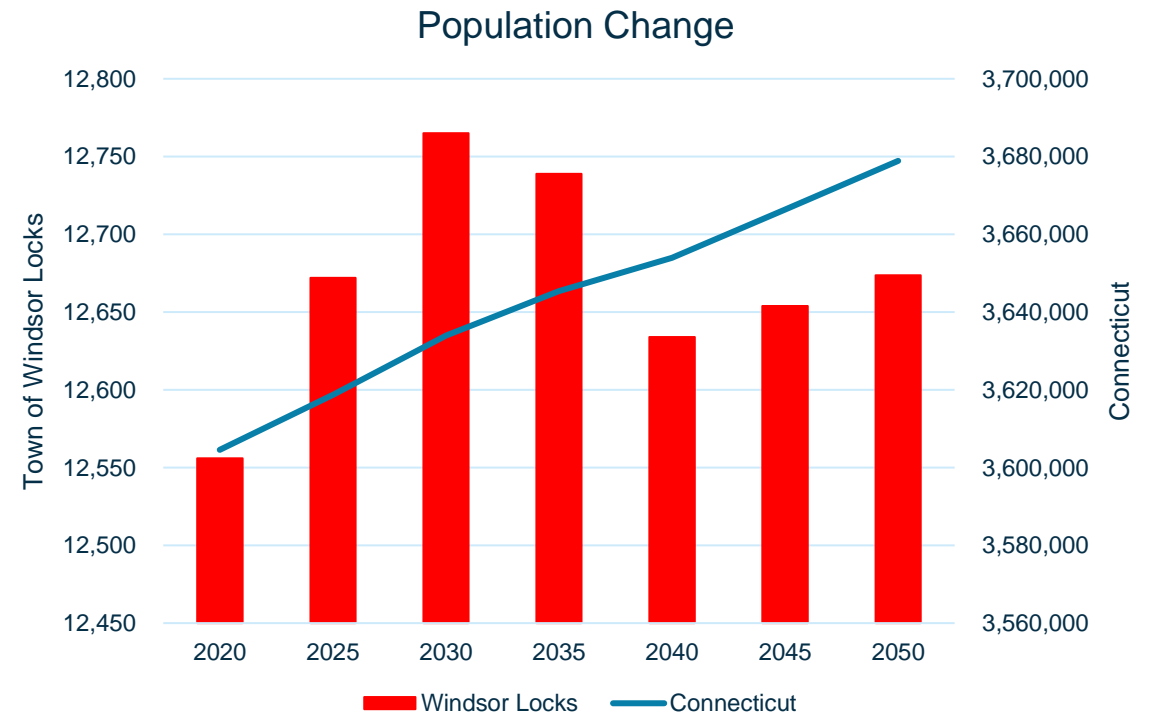
- Limited projected overall growth
  - However, potential for increase in renter inventory and mixed-use development opportunities

## • Income

- Town growth in households earning more than \$100K = ability to increase in renter inventory and mixed-use

## • Education

- Town with 56%+ having college degrees = educated, trained and skilled workforce



# MARKET ANALYSIS: ECONOMIC INDICATORS

## • Unemployment (2017 – 2022)

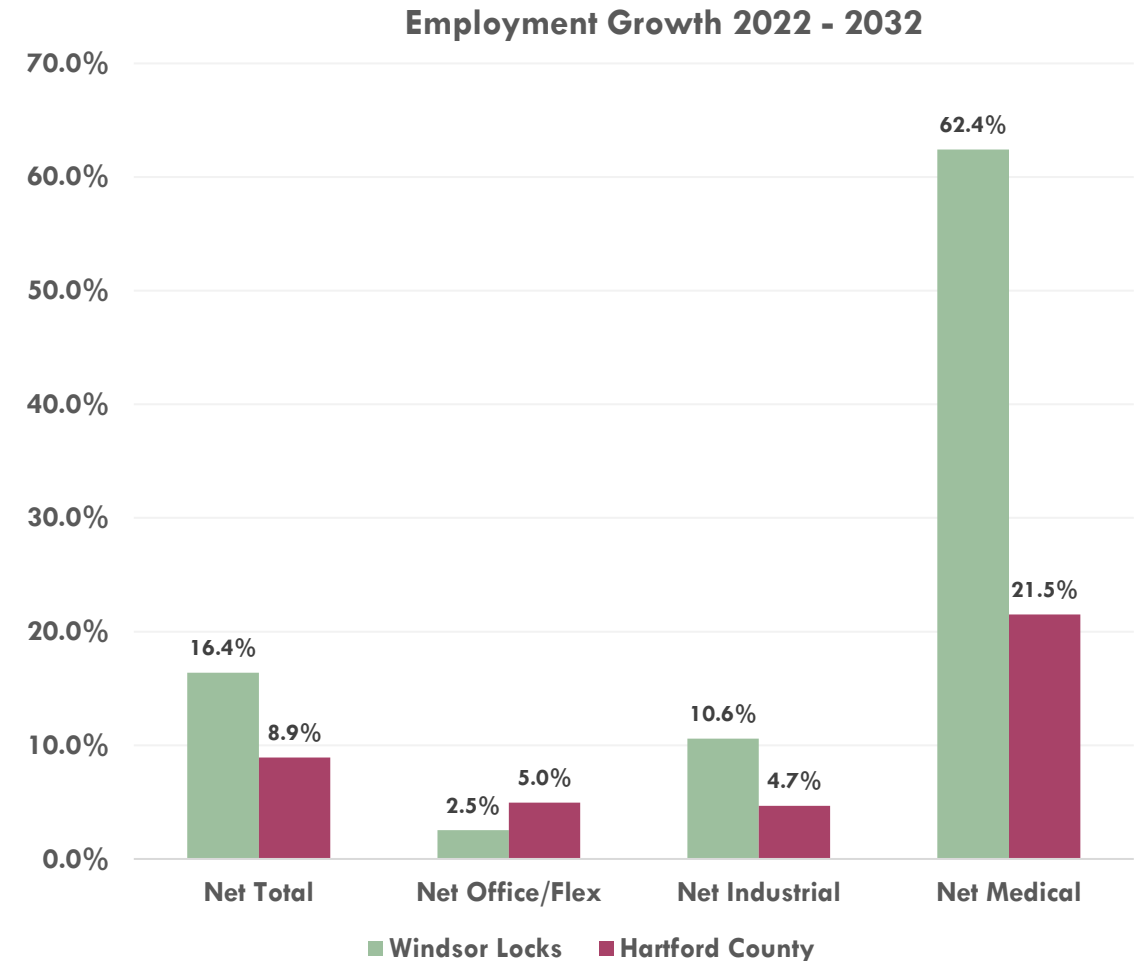
- Post COVID-19, rates have returned to standards of “full employment” – Town 3.8%

## • Average Annual Wage (2021)

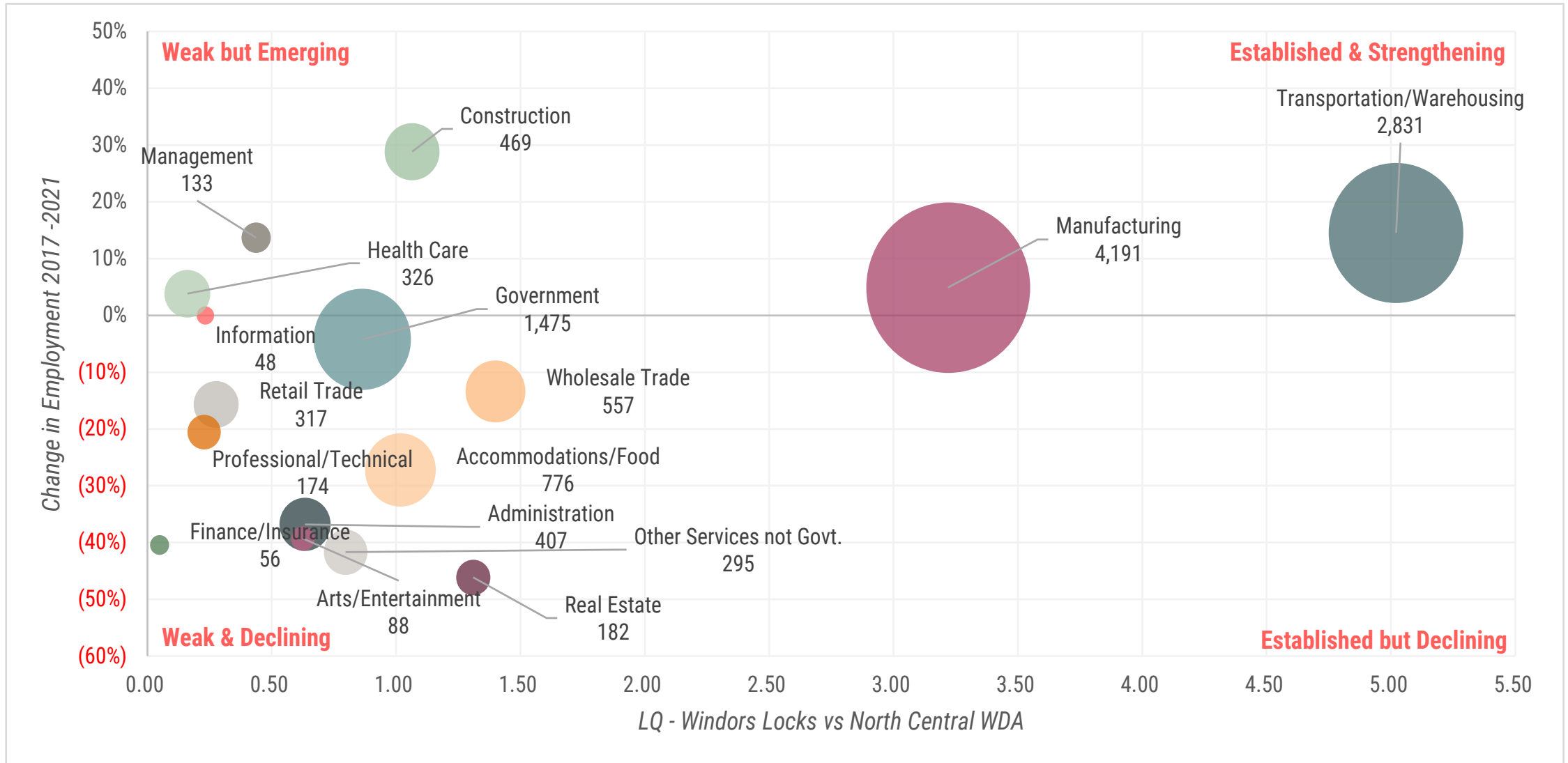
- Townwide average (all sectors) \$79.1K, but varies by individual industry sector

## • Employment (2022-2032)

- Countywide 8.9% - Townwide 16.4%
- Capacity for Town to realize increased demand for new space (SF) tied to capacity to garner a larger share of Countywide growth



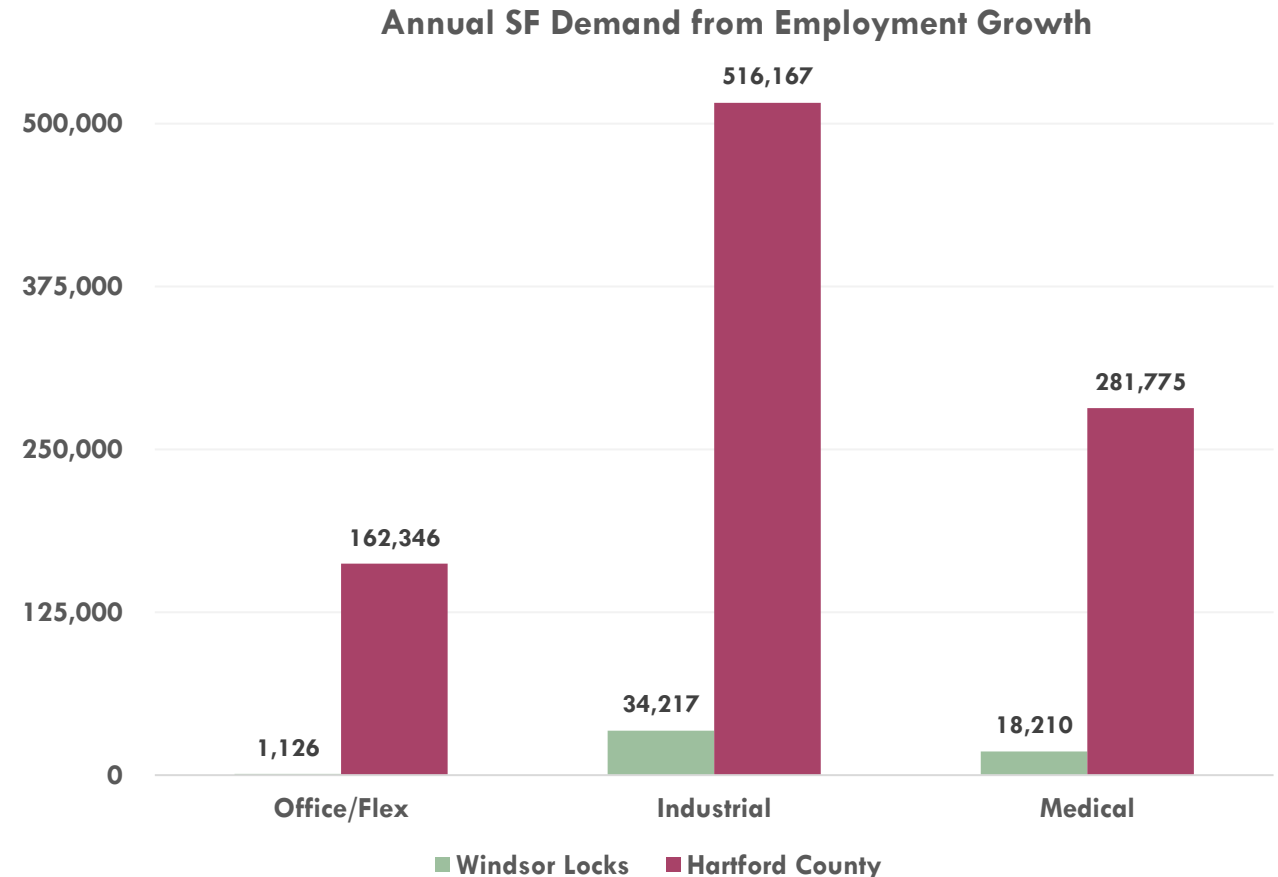
# MARKET ANALYSIS: LOCATION QUOTIENT INDICATORS



# MARKET ANALYSIS: DEVELOPMENT SPACE

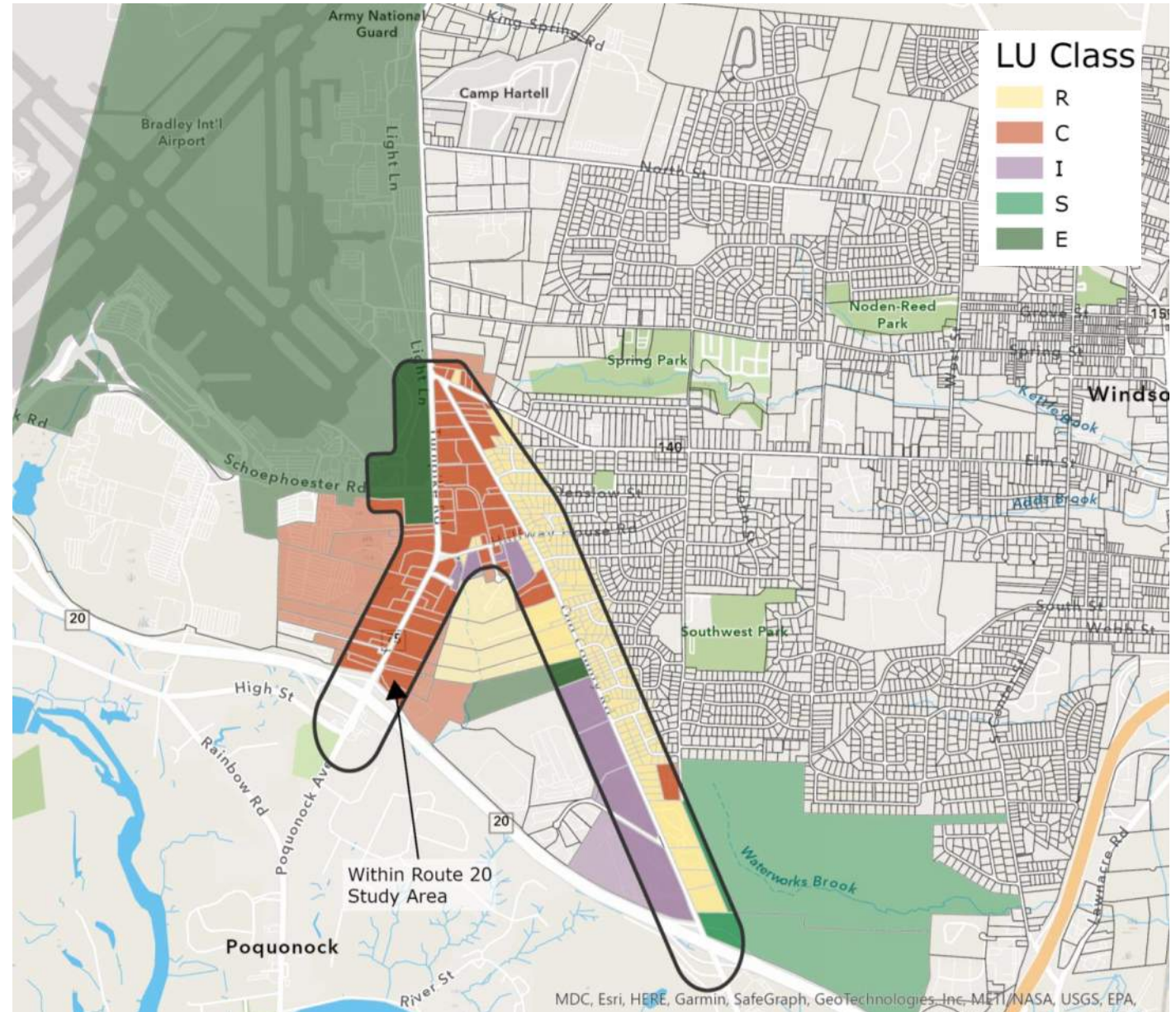
## • Projected Space Demands

- Net employment growth = annual demand for 53,702 SF in Town
  - Hartford County = 1.23M SF
- Increased development in Town = garnering a larger share of County
  - Not all demand = newly built space
  - Dependent on available sites, access, appropriate zoning and other regulations
  - Developer's capacity to make the project "pencil out"
- Townwide retail demand per 100 households = 6,950 SF



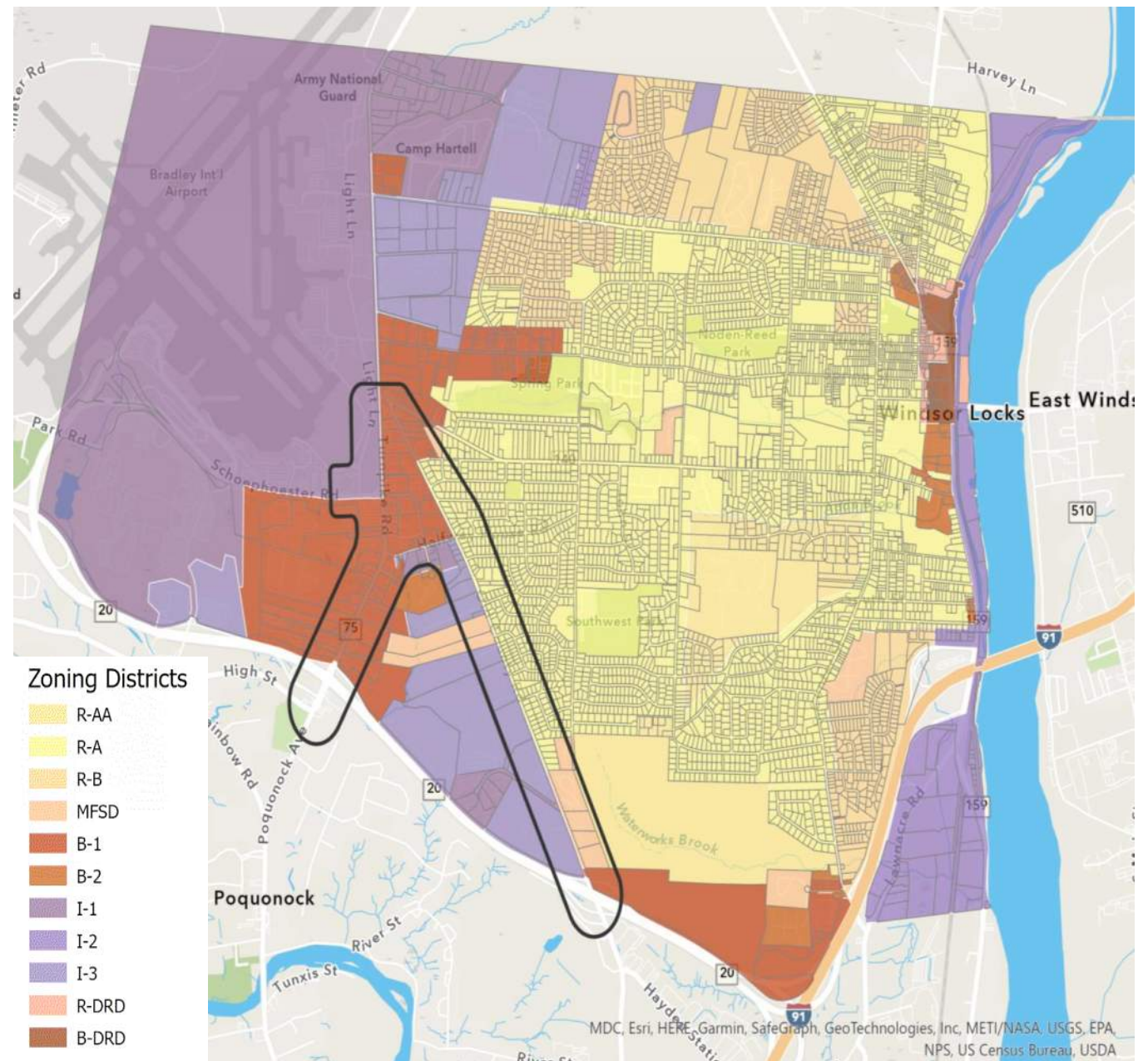
# LAND USE

Land Use Category	Total Acres	% of Area
Commercial	142.9	40%
Residential	96.4	27%
Industrial	60.4	17%
Exempt	44.5	13%
Special	11.2	3%
<b>Total</b>	<b>355.4</b>	



# ZONING

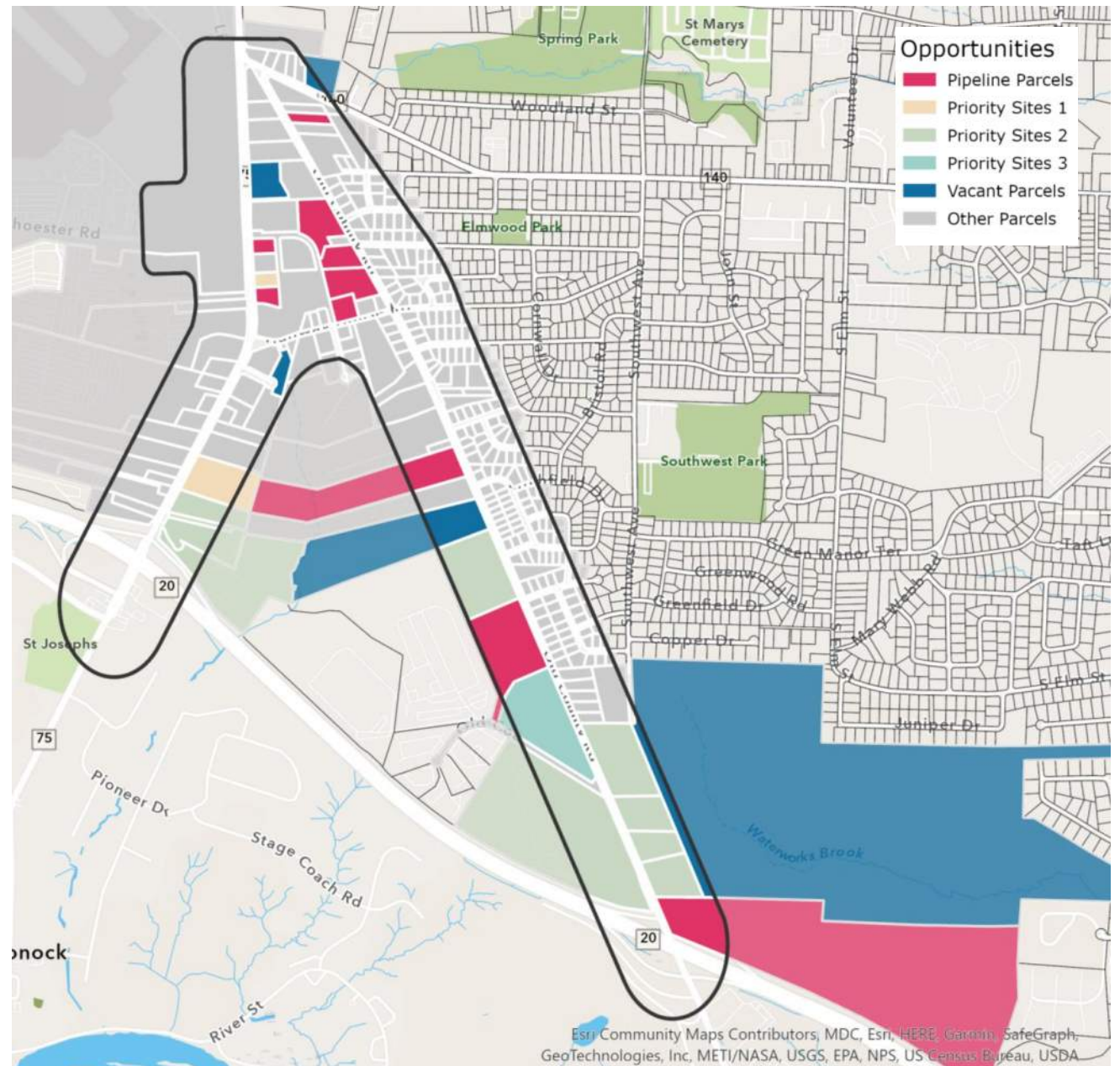
- Multiple zoning districts allowing for a wide variety of uses
- General Observations on Regulations
  - Comments from developers that Route 20 access, frontage, curb cuts and other regulations stymie projects
  - Height restrictions in some zoning districts could hinder mixed-use development
- Vacant Parcels identified at 67+ acres in Route 20 Corridor





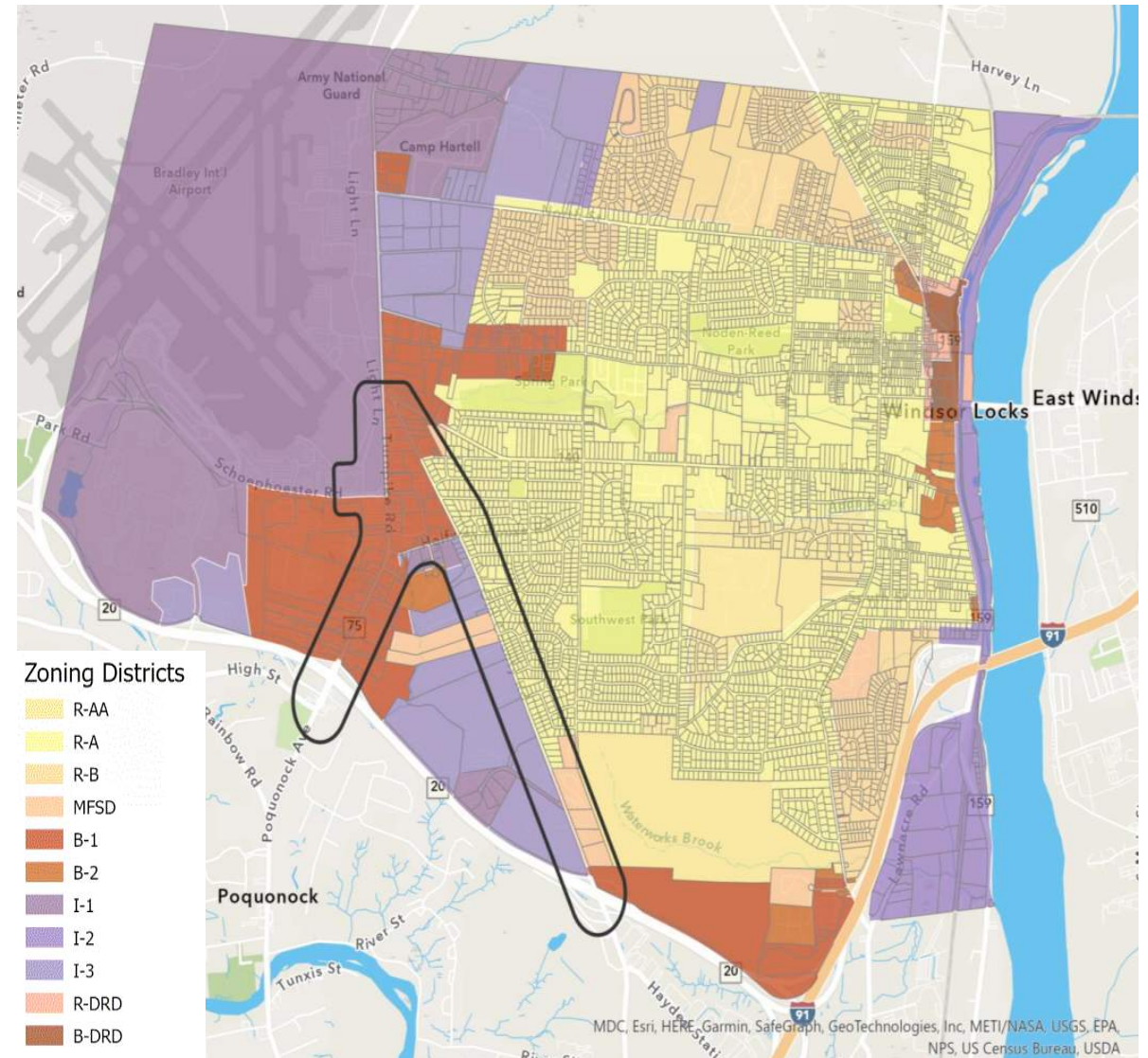
# DEVELOPMENT SITES

- Numerous sites currently identified as project sites, in various stages
  - Include 7.5-acre parcel for mixed use with 274 residential units and 4 pad sites for commercial
  - Re-positioning of 3.3-acre site for 10 (1BR) rental units, 20 (2BR) townhomes and assorted commercial/lifestyle amenities
  - Field observations suggest several vacant parcels throughout the study area ranging in both acreage and existing zoning - totaling 65± acres



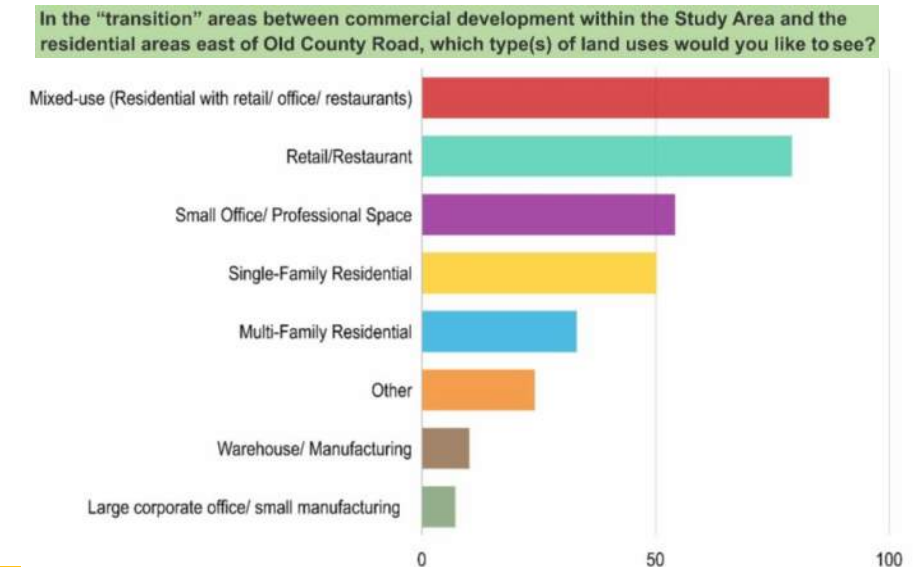
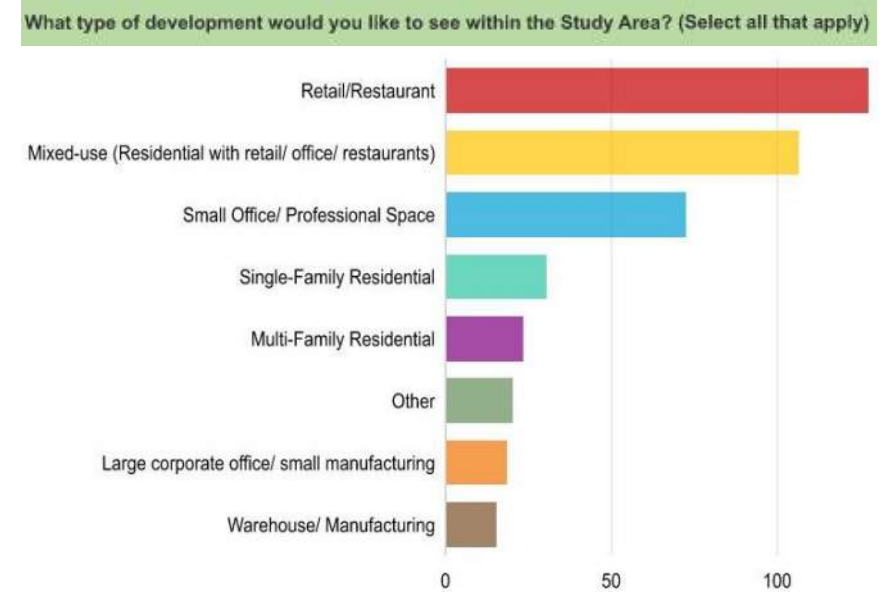
# FUTURE CONDITIONS WITH DEVELOPMENT

- **With respect to existing conditions and opportunities for future development:**
  - Favorable demand indicators for residential, notably for smaller footprint (SF) and more dense development, such as mixed-use, clustered townhomes – inclusive on-site lifestyle amenities
  - Opportunities to expand renter-residential Townwide targeting specific age cohorts
  - Unmet retail demand especially for apparel, accessories and specialty niche retail
  - Relatively strong projected countywide employment growth presenting opportunities for office, medical office and flex space – strongest for warehousing/distribution space
  - Several recent developments Townwide as well as several in the "pipeline"
  - Discussions with area stakeholders also indicated pending projects



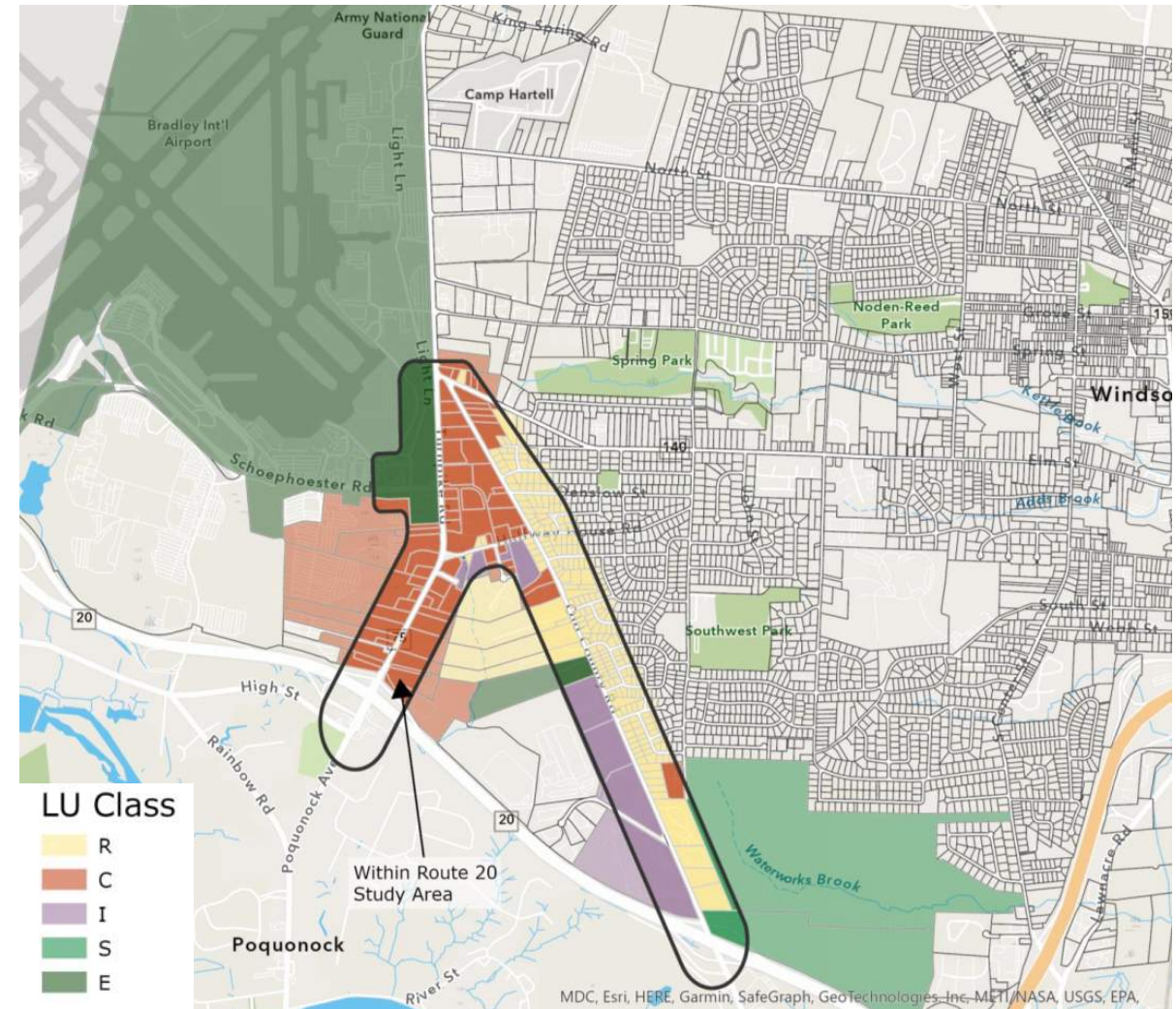
# FUTURE CONDITIONS WITH DEVELOPMENT

- Existing conditions from the market analysis often coincide with local sentiment and public survey results, specifically:
  - A desire for retail, restaurant, office, professional space and mixed-use development
  - Increase utilization of parcels along Route 75
  - Protect existing open space
  - Limit commercial development in residential areas



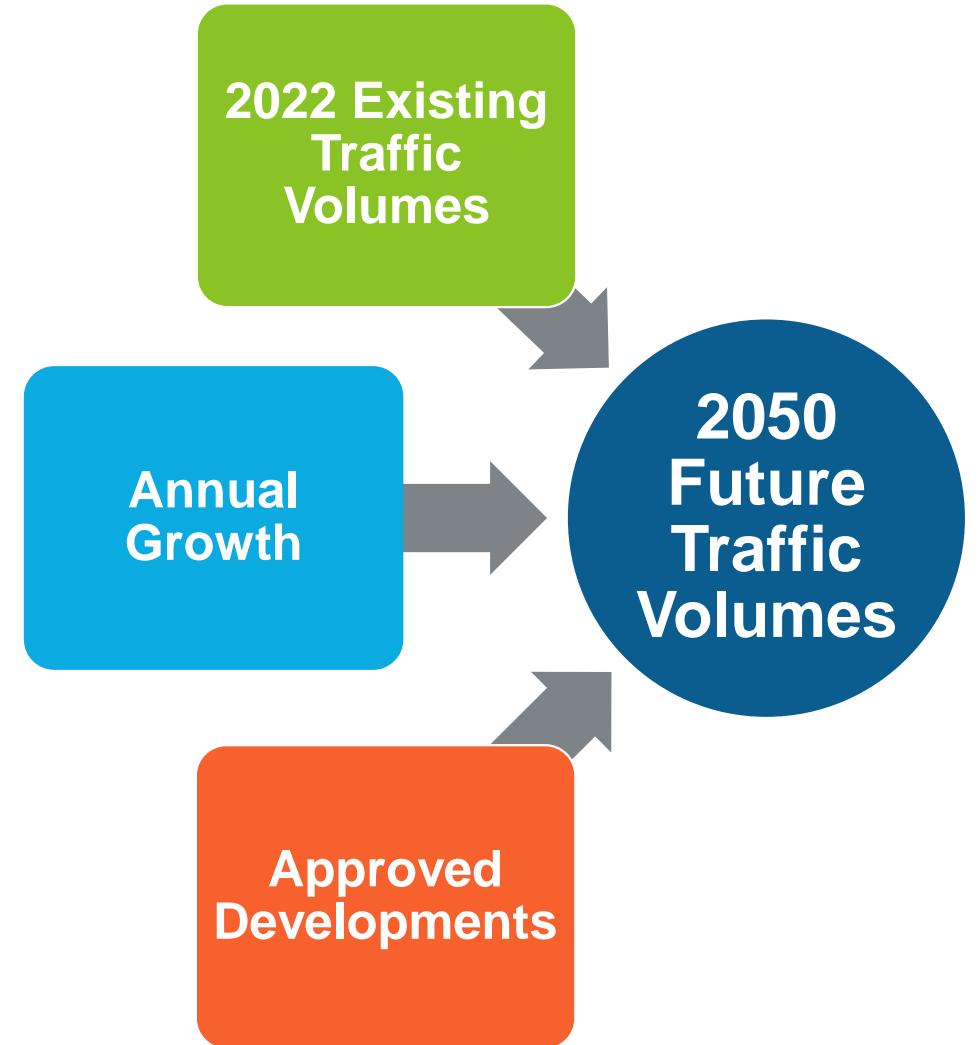
# FUTURE CONDITIONS WITH DEVELOPMENT

- **Potential development opportunities include:**
  - Residential and/or assisted living uses at 165± units
  - Hospitality project at 80± keys
  - Warehouse and/or industrial/business park at 225,000± SF
  - A scattered mix of retail, medical and services uses at 37,000± SF
- **Development opportunity site potential locational preferences:**
  - Warehouse and industrial uses in proximity to Bradley Airport, where possible
  - Mixed-use development in a transitional area between Route 75 and Old County Road
  - Residential development along Old County Road

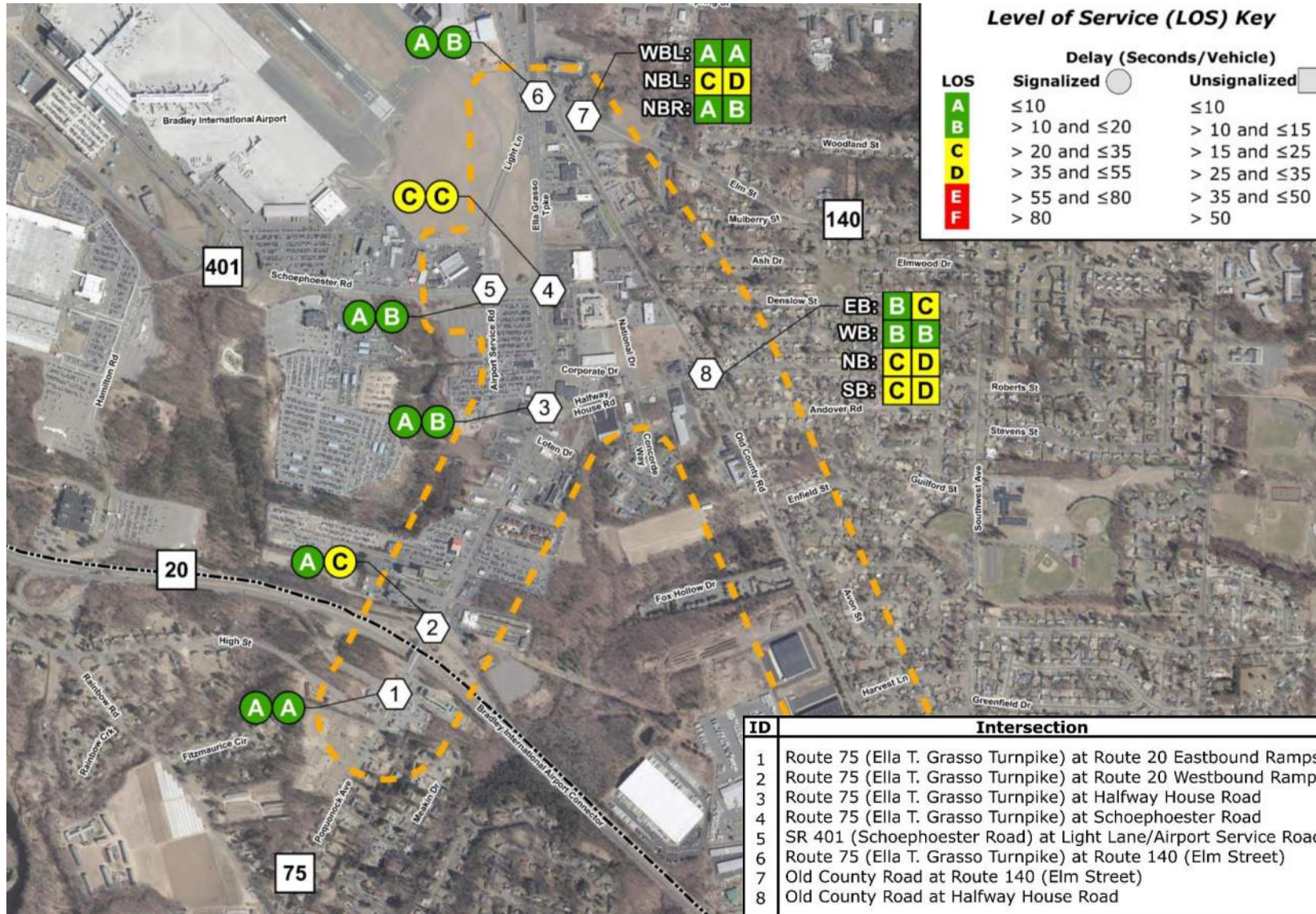


# 2050 FUTURE TRAFFIC VOLUMES

- **Developed from CTDOT Model (based on Future Population & Employment Projections)**
- **Approved Major Developments**
- **Key Growth Trends**
  - 22-32% growth on Route 75 during both peak hours
  - Higher growth near Route 75/ 20 ramps due to approved development
  - 14-21% growth on Route 140, Halfway House Road, and Old County Road during both peak hours



# 2050 TRAFFIC OPERATIONS



# FUTURE CONDITIONS WITH DEVELOPMENT – TRAFFIC VOLUMES

- **Traffic Volumes based on Potential Development Scenario**
- **ITE Trip Generation Methodology used to Estimate Trips**
  - 300 Weekday AM Peak Hour Trips
  - 400 Weekday PM Peak Hour Trips
- **Traffic Volume Growth (Compared to 2050 Future)**
  - 6-10% growth on Route 75 during both Peaks
  - Lower 3-5% growth on Route 140, Old County Road
  - 15% growth on Halfway House Road

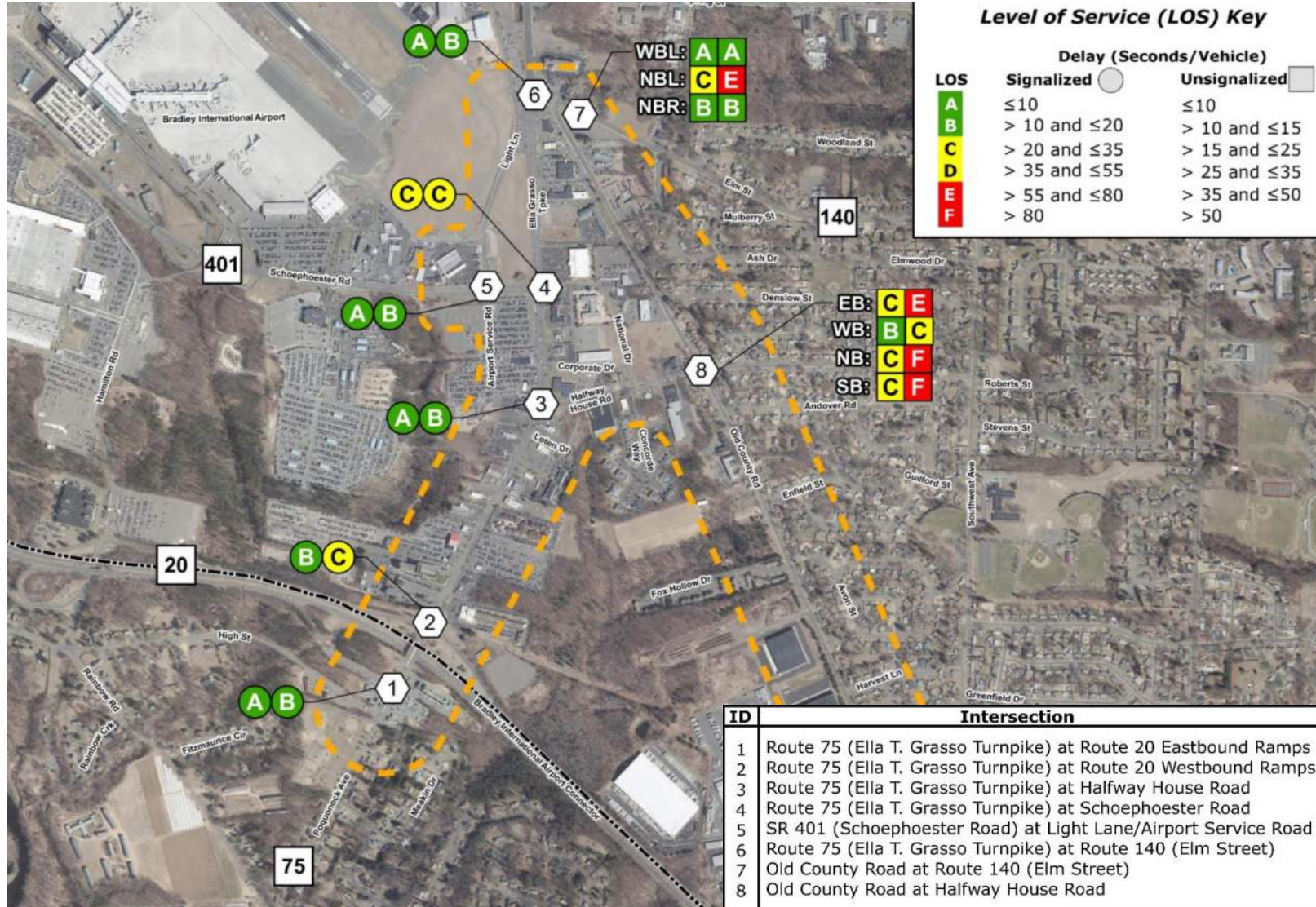
Future Conditions with Development Traffic Volume Summary – Weekday Morning Peak Hour

Location	2022 Existing	2050 Future	2050 Future w/ Development	Approx. Change (Existing to Future with Development)		Approx. Change (Future to Future with Development)	
				Net Vol.	Percent	Net Vol.	Percent
<b>Route 75</b>							
South of Route 20 WB Ramps	543	680	686	143	21.0%	6	0.9%
Route 20 EB Ramps to Route 20 WB Ramps	737	975	1,032	295	30.3%	57	5.8%
Route 20 WB Ramps to Halfway House Rd	1,091	1,395	1,527	437	31.3%	132	9.5%
Halfway House Rd to Schoephoester Rd	982	1,215	1,313	331	27.2%	98	8.0%
Schoephoester Rd to Route 140	885	1,100	1,209	324	29.5%	109	9.9%
North of Route 140	1,173	1,430	1,533	360	25.2%	103	7.2%

Future Conditions with Development Traffic Volume Summary – Weekday Afternoon Peak Hour

Location	2022 Existing	2050 Future	2050 Future w/ Development	Approx. Change (Existing to Future with Development)		Approx. Change (Future to Future with Development)	
				Net Vol.	Percent	Net Vol.	Percent
<b>Route 75</b>							
South of Route 20 WB Ramps	785	970	978	193	19.9%	8	0.8%
Route 20 EB Ramps to Route 20 WB Ramps	1,080	1,395	1,475	395	28.3%	80	5.7%
Route 20 WB Ramps to Halfway House Rd	1,508	1,930	2,083	575	29.8%	153	7.9%
Halfway House Rd to Schoephoester Rd	1,310	1,625	1,734	424	26.1%	109	6.7%
Schoephoester Rd to Route 140	1,245	1,545	1,673	428	27.7%	128	8.3%
North of Route 140	1,454	1,790	1,912	458	25.6%	122	6.8%

# FUTURE CONDITIONS WITH DEVELOPMENT – TRAFFIC OPERATIONS





## **2050 FUTURE CONDITIONS AREAS OF CONCERN**

- **High Travel Speeds, Lack of Protected Turn Lanes, Closely Spaced Driveways, High Driveway Density along Route 75**
- **High Travel Speeds on Old County Road**
- **Safety Concerns at Old County Road at Halfway House Road**
- **Operational Concerns at Stop-Controlled Intersections in Future with Development Traffic Volumes**

# SCHEDULE



## Legend

- Deliverables
- ▲ Meetings
- ★ Public Information Meeting
- Monthly Coordination Calls
- ◆ Progress Reports

Task	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
1		■	▲															
B: Study Kickoff Meeting			▲															
C: Monthly Coordination Calls			○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
D: Monthly Progress Reports & Invoices		◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆
2			■															
A: Public Involvement Plan			■															
B: Study Website							■		■					■		■		■
C: Technical Advisory Committee		▲					▲	▲				▲				▲		
D: Public Outreach				Survey					★					★				
E: Municipal Coordination													▲					
F: Stakeholder Meetings				▲	▲	▲	▲	▲	▲	▲								
3 Data Collection		■																
4 Assessment of Existing Conditions			■				■											
5 Assessment of Future Conditions					■				■									
6								■				■						
A: Develop Preliminary Alternatives								■				■						
B: Assess & Refine Alternatives											■		■					
7														■				
Transportation Improvement & Development Management Plans														■				■

# QUESTIONS & OPEN DISCUSSION

- **Next Steps:**

- Analysis of Alternatives – Summer 2023
- Public Info Meeting #2 – Nov. 2023

- **Study Website:**

- <https://crcog.org/rt20/>

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