



ROUTE 20 TRANSPORTATION & LAND USE STUDY TECHNICAL ADVISORY COMMITTEE MEETING #3

May 31, 2023

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

Dan Amstutz, AICP, Bicycle & Pedestrian Planning
Larry Cranor, Land Use & Development

PROJECT 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



Will Britnell, PE 
Limited Access Highway & Roundabouts
40 Years Experience



Lawrence Cranor 
Land Use & Development
32 Years of Experience



Dan Amstutz, AICP 
Bicycle & Pedestrian Planning, Public Engagement
10 Years of Experience



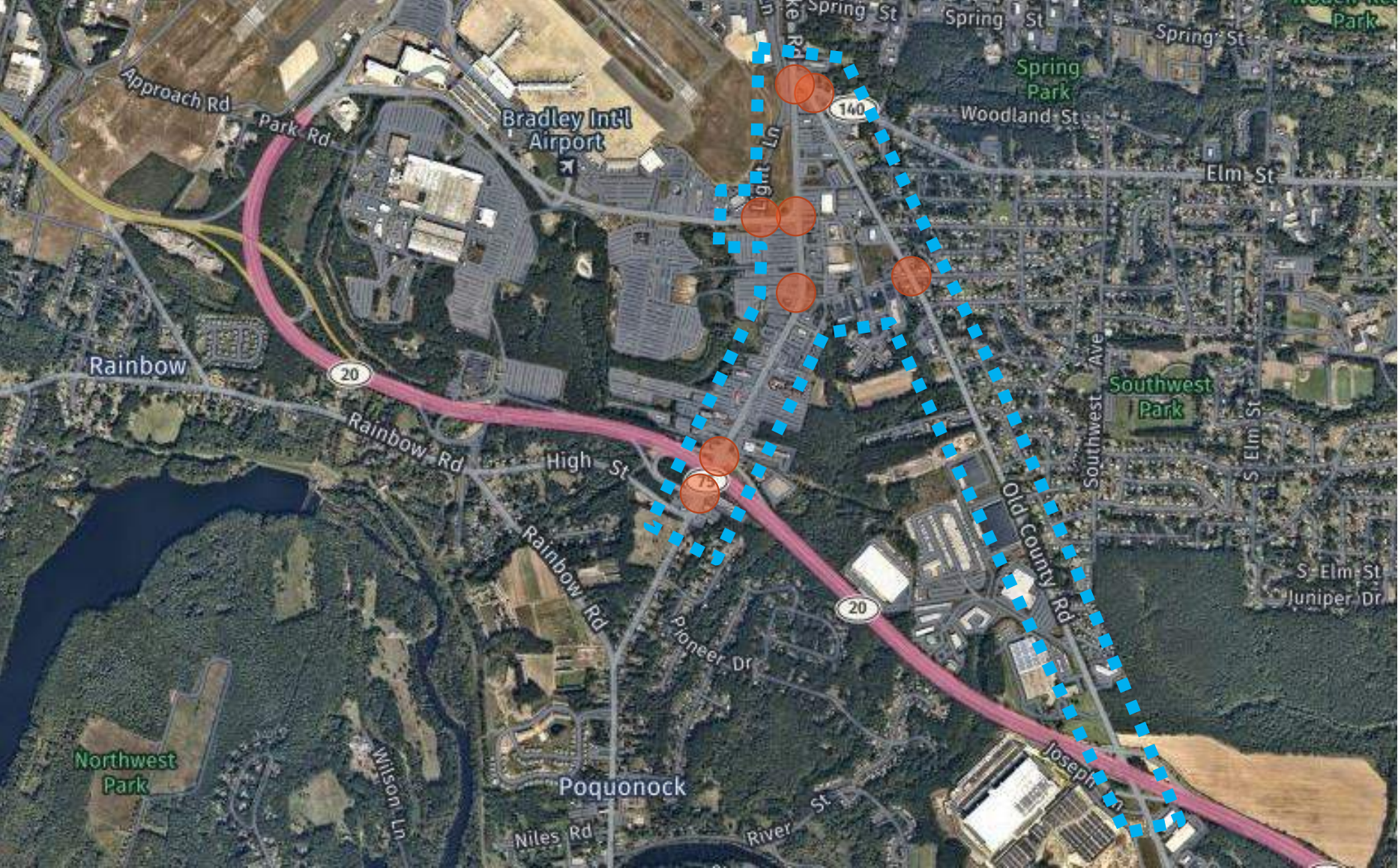
Matt Stoutz, PE, PTOE, RSP1
Traffic Engineering
8 Years of Experience

AGENDA

- Study Overview Recap
- Future Conditions Presentation
- Schedule & Next Steps
- Open Discussion



STUDY AREA

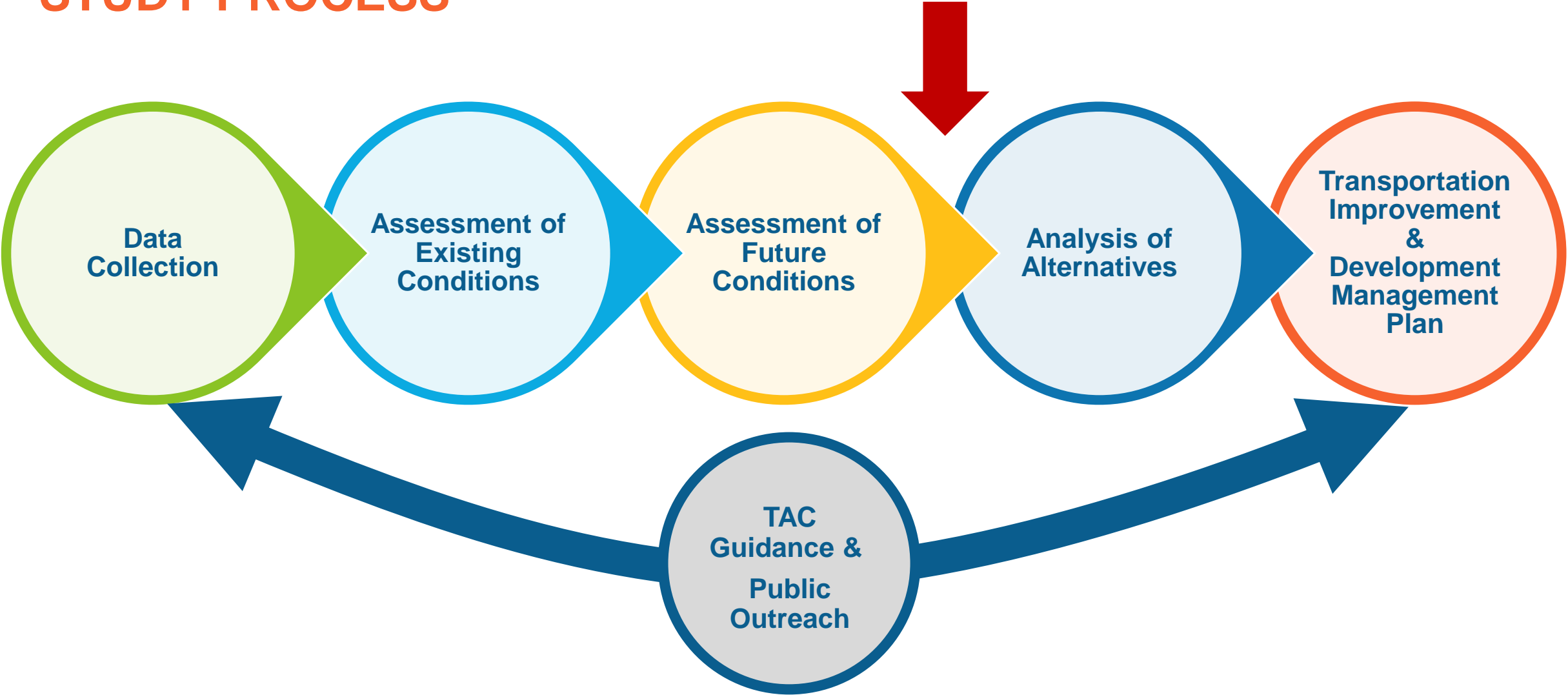


STUDY APPROACH

- 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

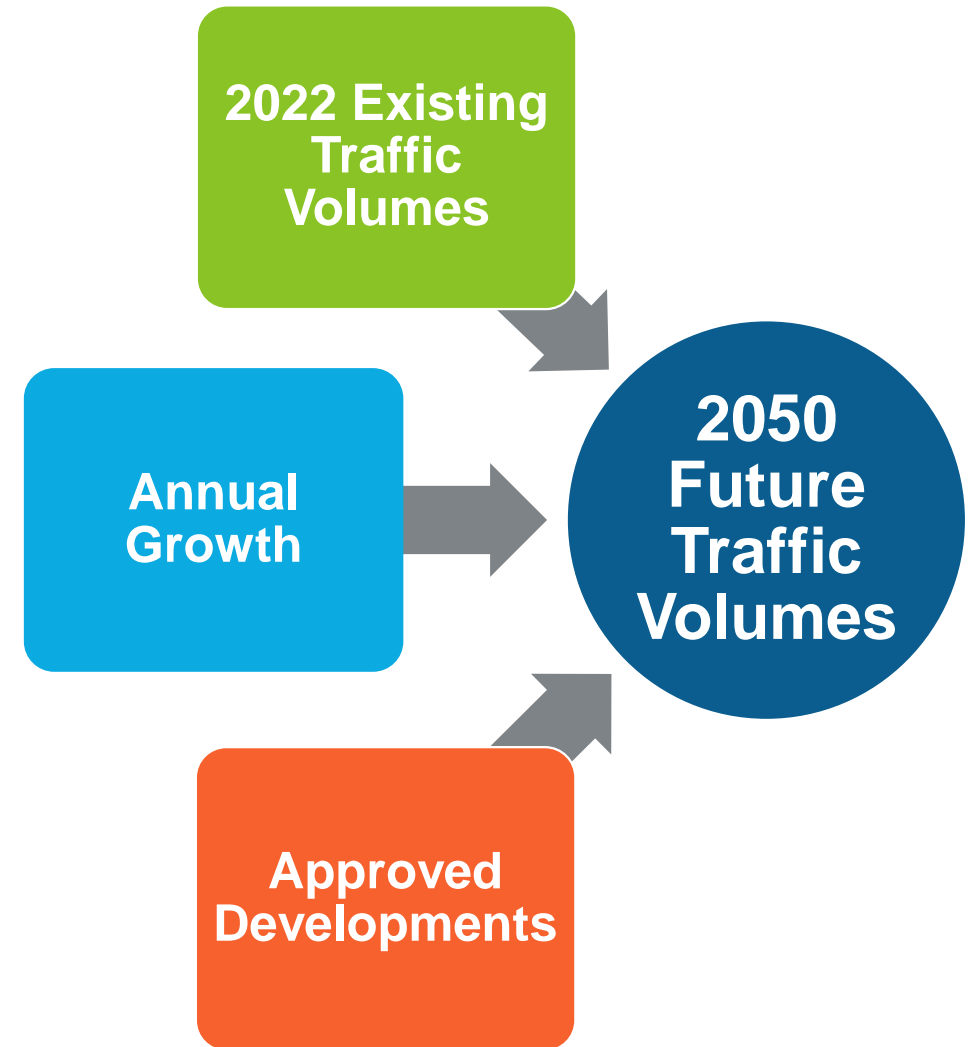


STUDY VISION STATEMENT

- **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.**

2050 FUTURE TRAFFIC VOLUMES

- Developed from CTDOT Model (based on Future Population & Employment Projections)
- Includes approved OSTA Major Traffic Generators
- Approved by CTDOT Planning
- **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 FUTURE TRAFFIC VOLUMES GROWTH SUMMARY

Future Conditions Traffic Volume Summary – Weekday Morning Peak Hour

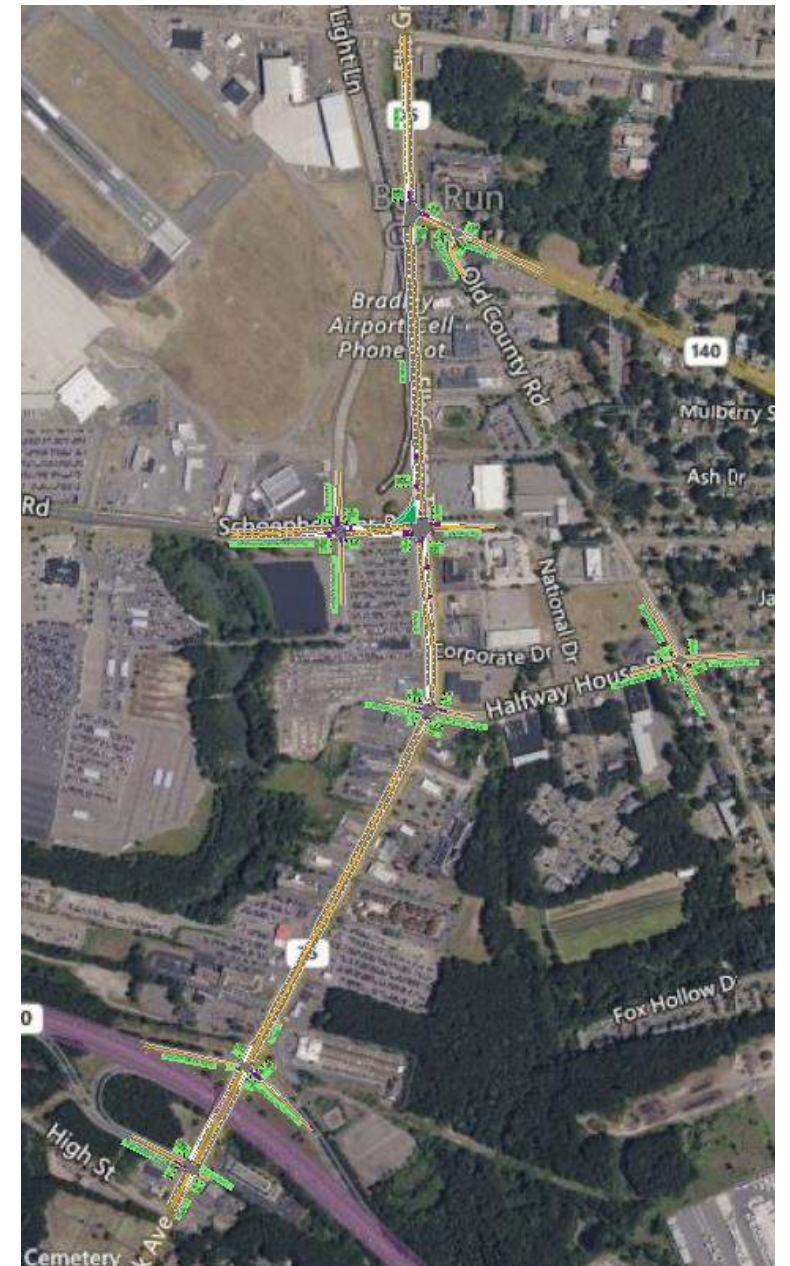
Location	2022 Existing	2050 Future	Approx. Change (Existing to Future)	
			Net Vol.	Percent
Route 75				
South of Route 20 WB Ramps	543	680	137	25.2%
Route 20 EB Ramps to Route 20 WB Ramps	737	975	238	32.3%
Route 20 WB Ramps to Halfway House Rd	1,091	1,395	305	27.9%
Halfway House Rd to Schoephoester Rd	982	1,215	233	23.7%
Schoephoester Rd to Route 140	885	1,100	216	24.4%
North of Route 140	1,173	1,430	257	21.9%
Route 140				
Route 75 to Old County Rd	568	660	93	16.3%
East of Old County Rd	297	350	53	17.8%
Halfway House Road				
Route 75 to Old County Rd	202	245	43	21.3%
Old County Road				
Route 140 to Halfway House Rd	456	540	84	18.4%
South of Halfway House Rd	569	670	101	17.8%

Future Conditions Traffic Volume Summary – Weekday Afternoon Peak Hour

Location	2022 Existing	2050 Future	Approx. Change (Existing to Future)	
			Net Vol.	Percent
Route 75				
South of Route 20 WB Ramps	785	970	185	23.6%
Route 20 EB Ramps to Route 20 WB Ramps	1,080	1,395	315	29.2%
Route 20 WB Ramps to Halfway House Rd	1,508	1,930	422	28.0%
Halfway House Rd to Schoephoester Rd	1,310	1,625	316	24.1%
Schoephoester Rd to Route 140	1,245	1,545	301	24.1%
North of Route 140	1,454	1,790	336	23.1%
Route 140				
Route 75 to Old County Rd	769	895	127	16.5%
East of Old County Rd	422	480	58	13.7%
Halfway House Road				
Route 75 to Old County Rd	317	370	53	16.7%
Old County Road				
Route 140 to Halfway House Rd	593	690	98	16.5%
South of Halfway House Rd	747	870	123	16.5%

TRAFFIC OPERATIONS ANALYSIS

- **Two Analysis Periods**
 - Weekday Morning Peak Hour
 - Weekday Afternoon Peak Hour
- **Synchro 11 Traffic Analysis Software**
- **Traffic Model Inputs**
 - Balanced Intersection Turning Movement Counts
 - Optimized 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

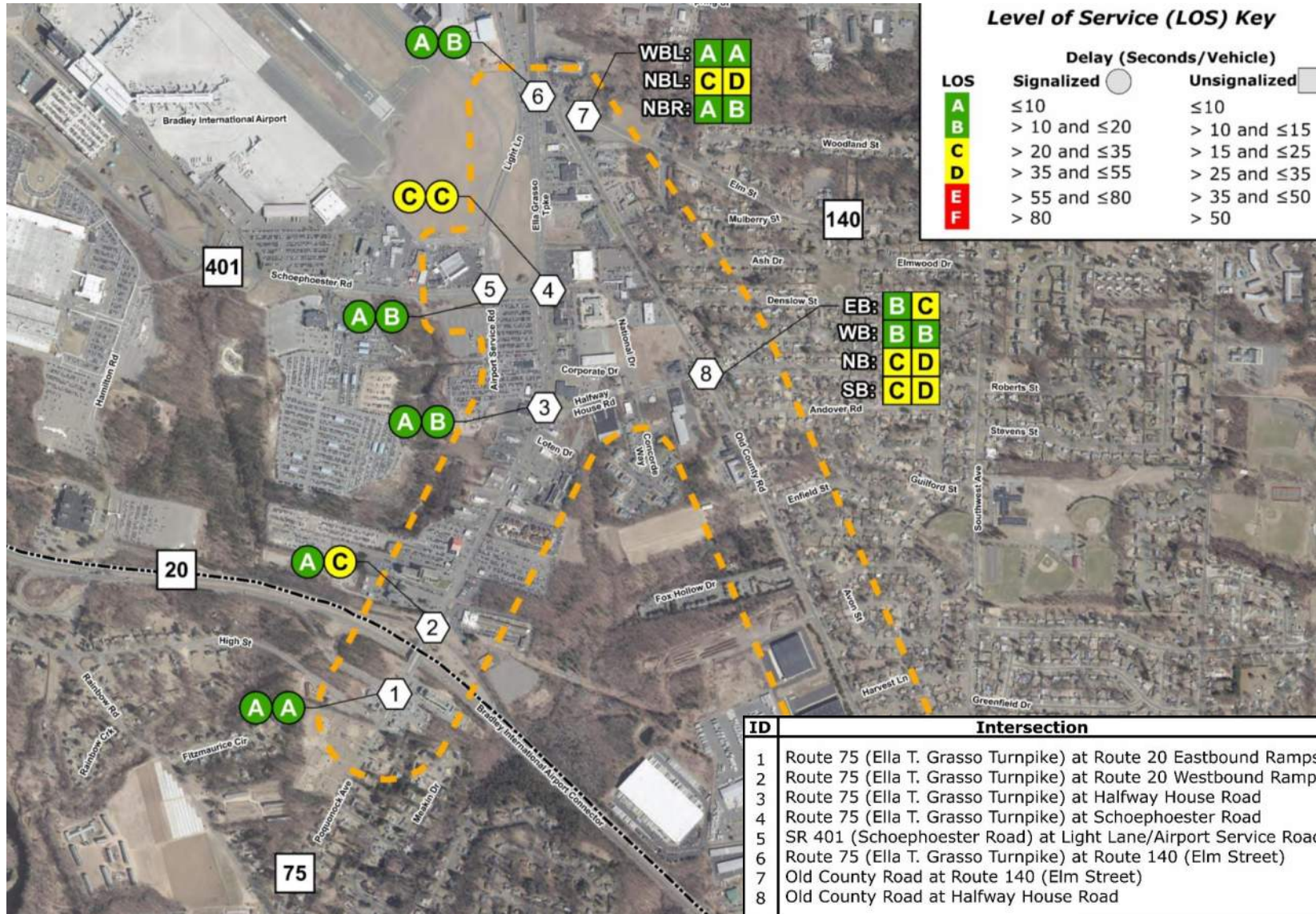


LOS C/D



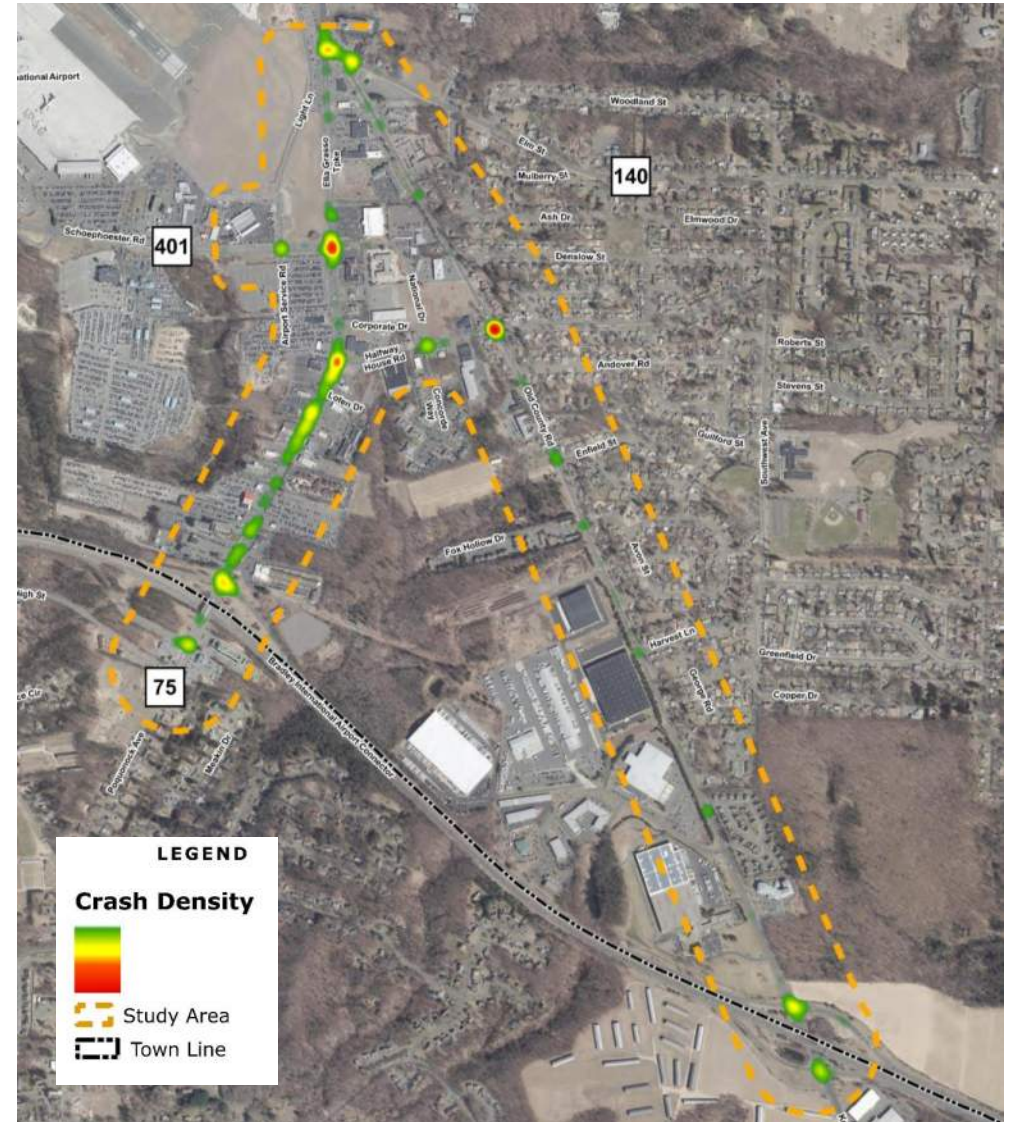
LOS E/F

2050 TRAFFIC OPERATIONS



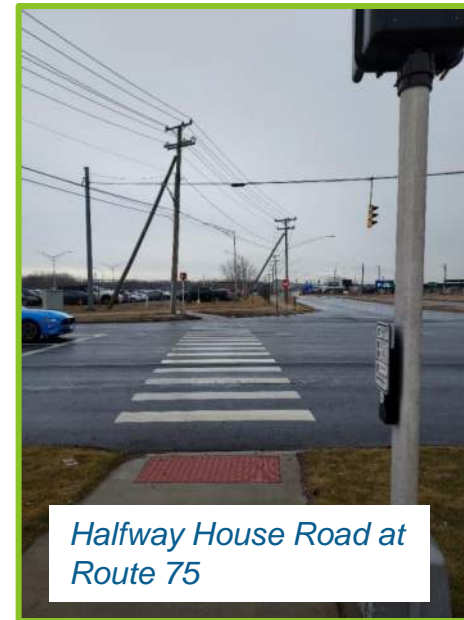
KEY ROADWAY & TRAFFIC ISSUES / DEFICIENCIES

- High Travel Speeds, Lack of Protected Turn Lanes, Closely Spaced Driveways, High Driveway Density along Route 75
- High Travel Speeds on Old County Road
- Safety Concerns at Old County Road at Halfway House Road



PEDESTRIANS, BICYCLISTS, & TRANSIT OVERVIEW

- Recent signal upgrades, crosswalks upgrades and sidewalks made significant pedestrian improvements
- Area served by 3 CT transit bus service lines
- Limited facilities for bicycling & limited trail infrastructure



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, some crosswalks not restriped
- 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

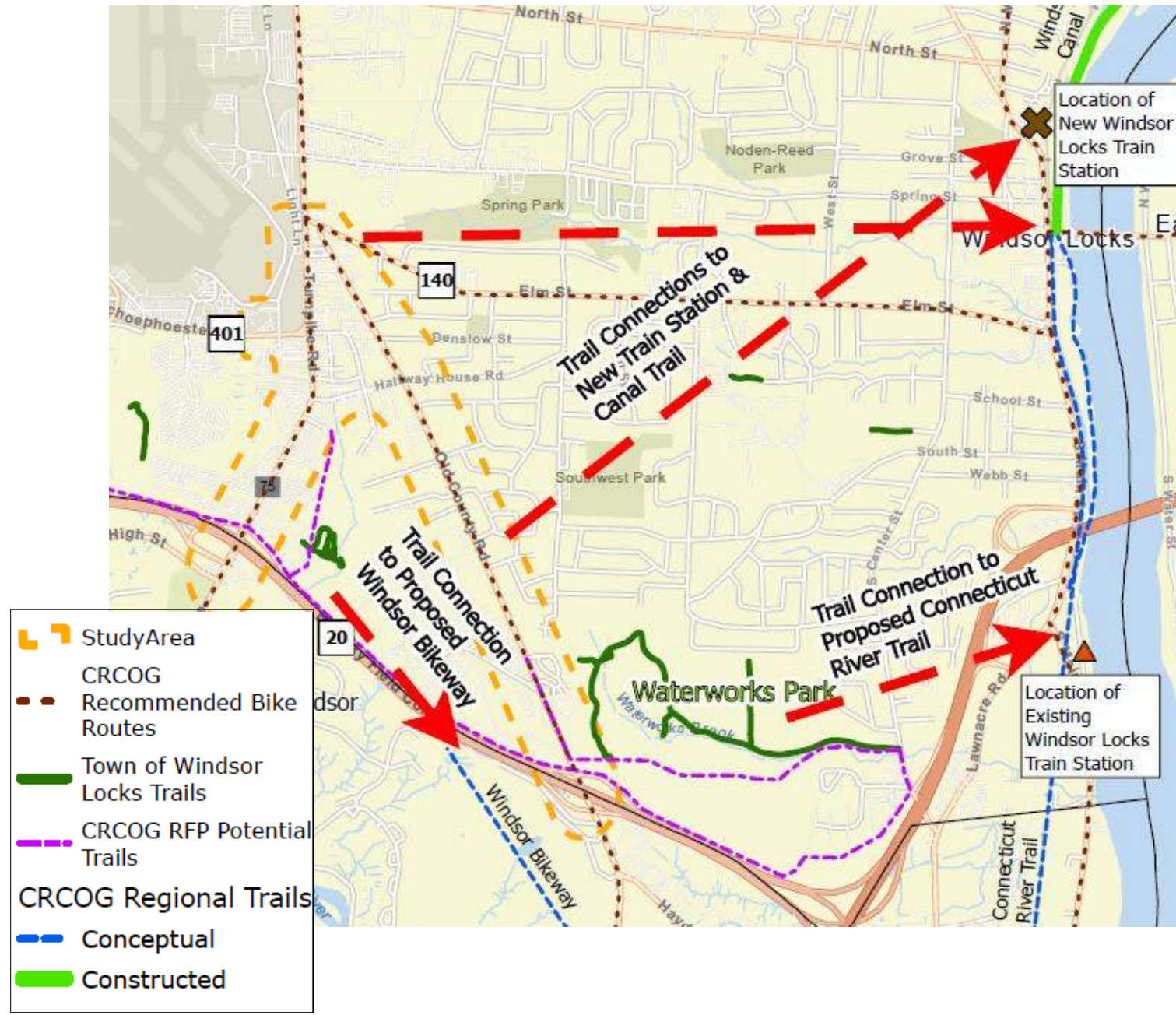
PEDESTRIAN FUTURE OPPORTUNITIES

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



BICYCLE/TRAIL FUTURE 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



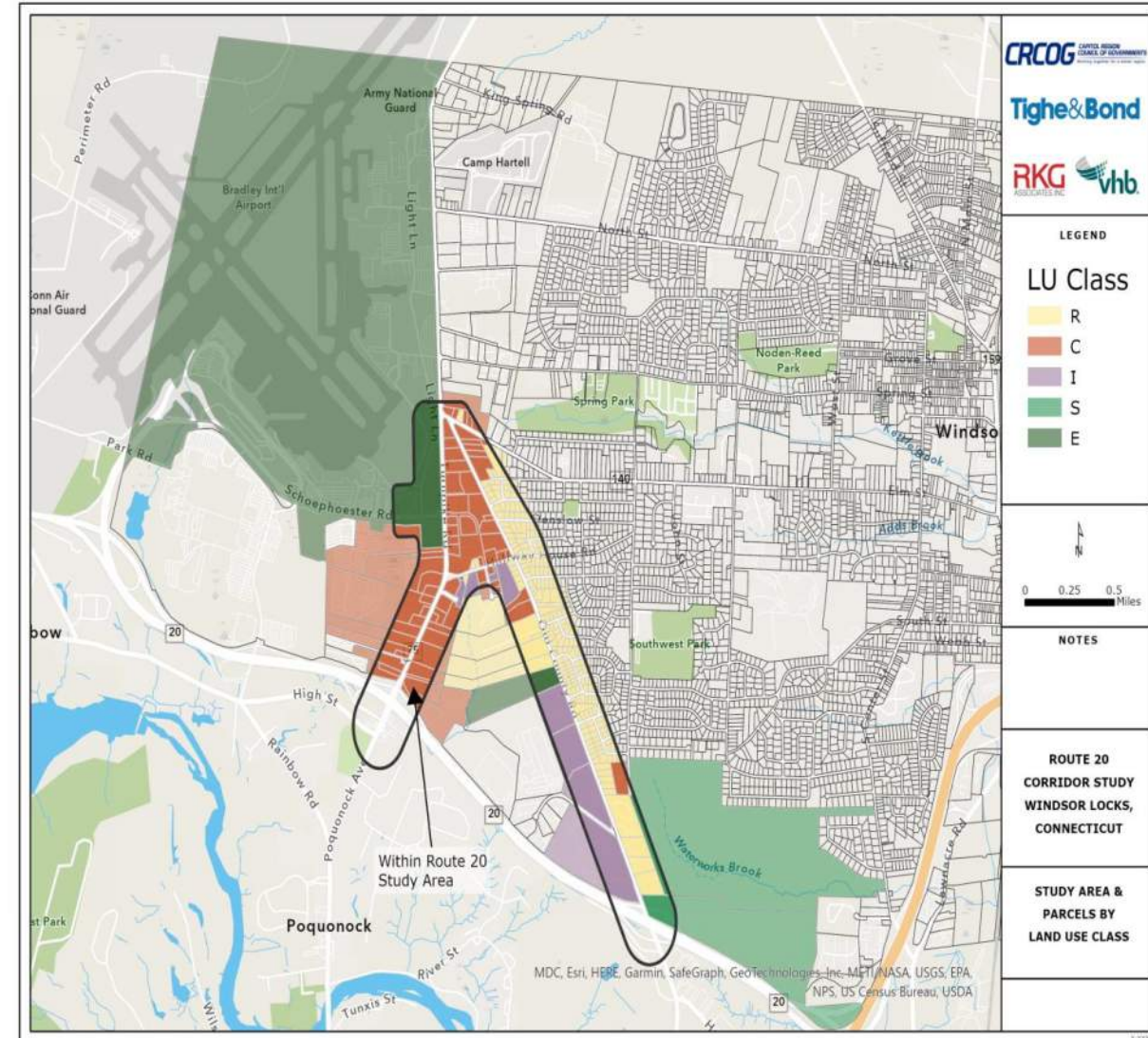
TRANSIT FUTURE OPPORTUNITIES

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



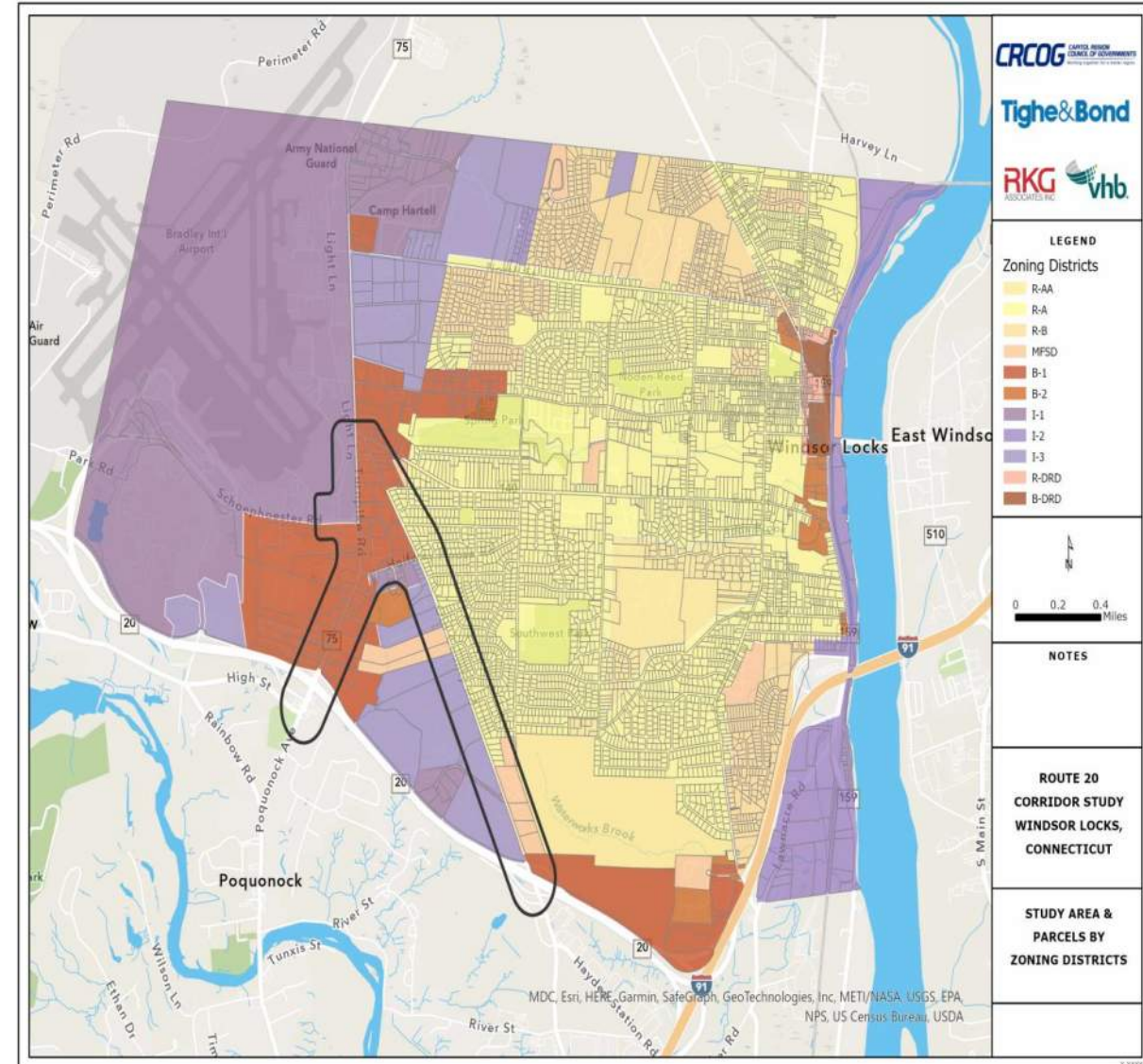
FUTURE CONDITIONS WITH DEVELOPMENT

- 1,800+ acres Townwide, dominated by exempt use (Bradley Airport) but including 19% of the acreage as commercial/industrial and 8% as residential
- 355+ acres in the Route 20 Corridor
 - Commercial = 40% of the acreage
 - Industrial = 17% of the acreage
 - Residential = 27% of the acreage
- Broad mix of zoning to accommodate a variety uses and development potential
 - Height restrictions may impact some opportunities
- Preliminary analysis indicated 67+ acres as vacant within the Route 20 Corridor
 - Some may require assemblage



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

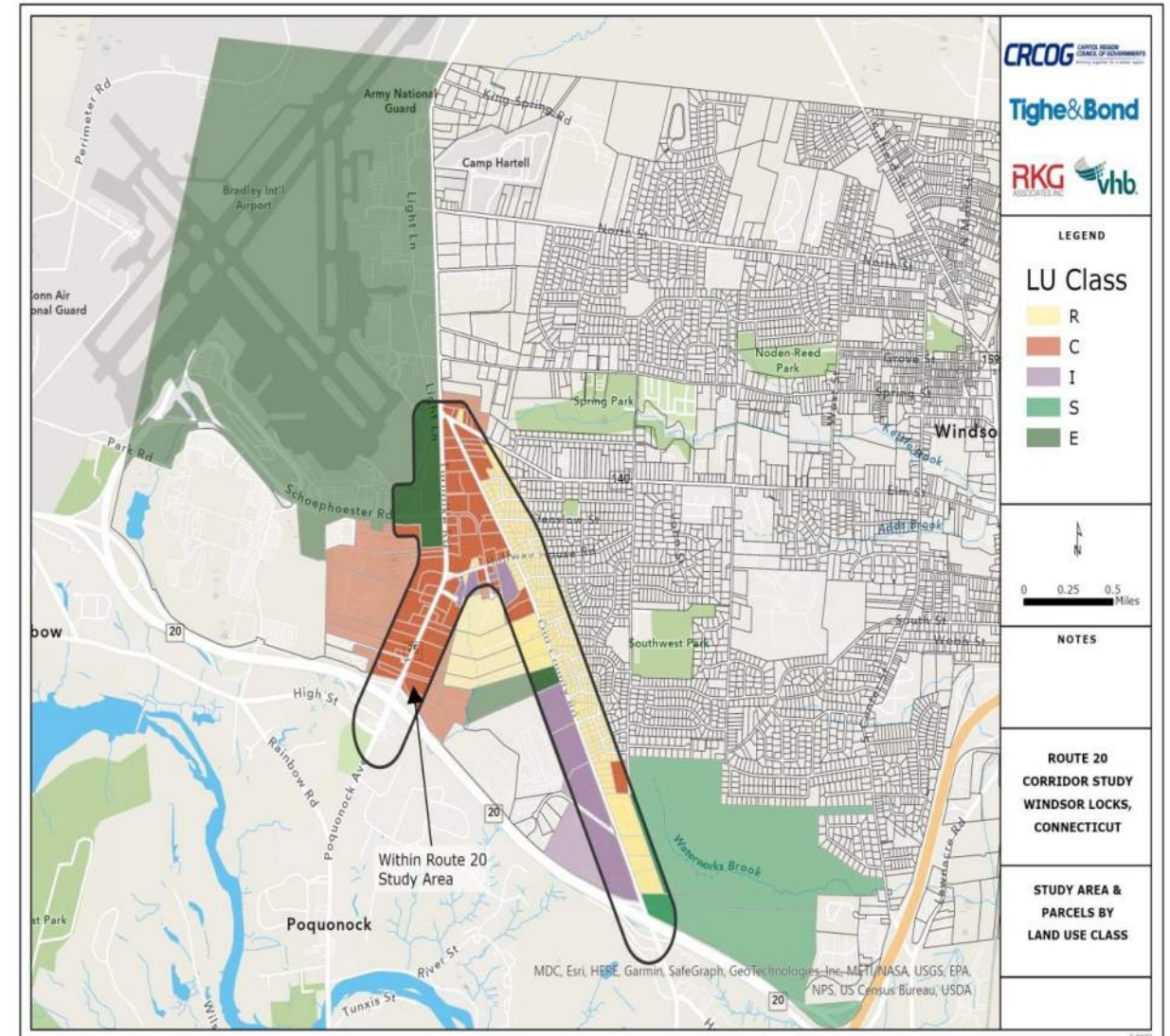


FUTURE CONDITIONS WITH DEVELOPMENT

- **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



FUTURE CONDITIONS WITH DEVELOPMENT – TRAFFIC VOLUMES

- Traffic Volumes based on 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

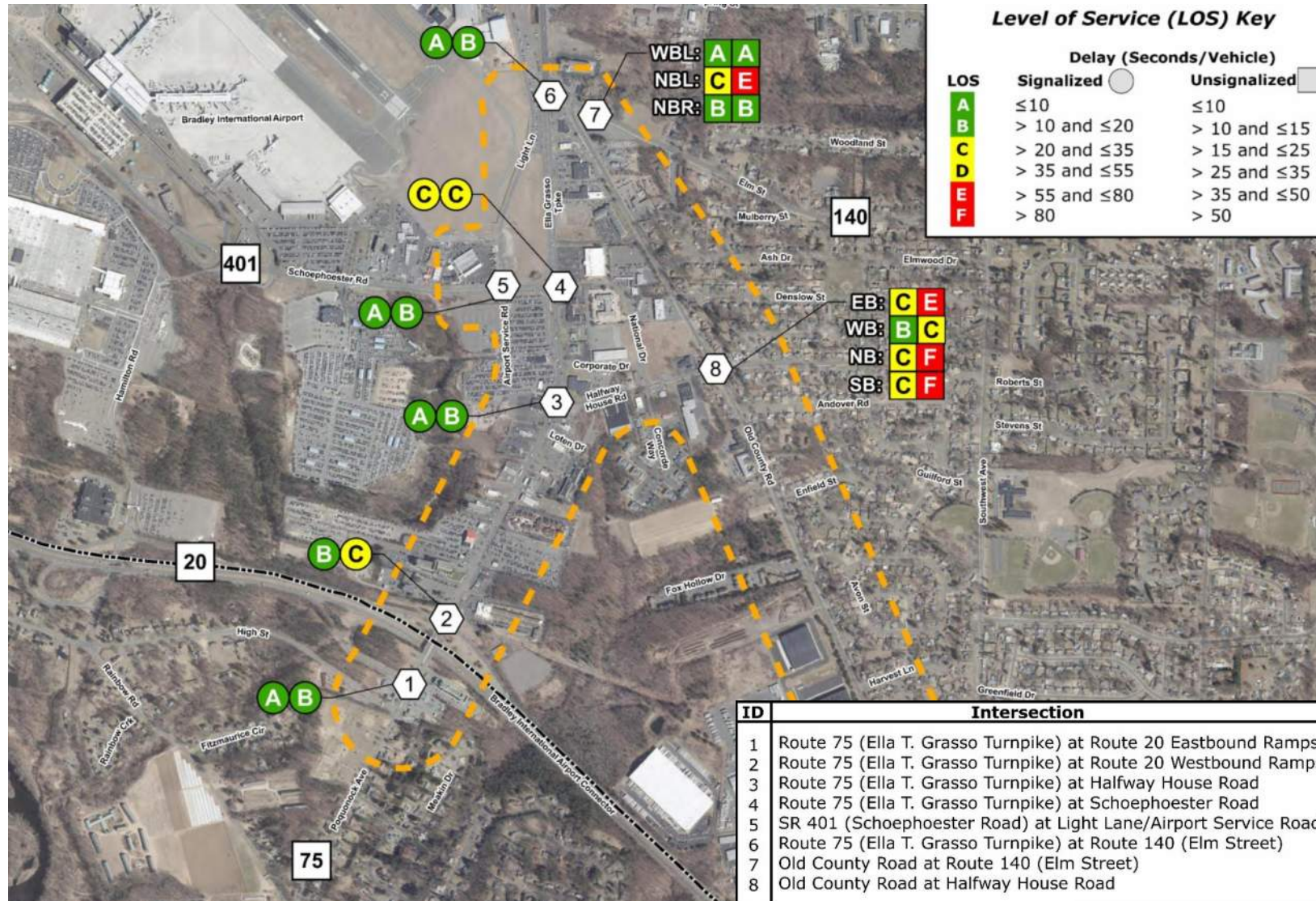
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North of Route 140	1,173	1,430	1,533	360	25.2%	103	7.2%

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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



QUESTIONS & OPEN DISCUSSION

- **Next Steps:**

- Public Info Meeting #1 – June 8, 2023
- Analysis of Alternatives – Summer 2023
- TAC Meeting #4 – Fall 2023

- **Study Website:**

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

- **Contact Information:**

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