



BRANCHVILLE TOD PEDESTRIAN IMPROVEMENTS PROJECT

Public Information Meeting
Ridgefield, Connecticut
July 15, 2020

Presentation Team:

Rudy Marconi, First Selectman, Town of Ridgefield

Jon Richer, Tighe & Bond

Francisco Gomes, Fitzgerald & Halliday

Tighe&Bond



Tighe&Bond

JON RICHER – TIGHE & BOND



WELCOME

- Meeting will be approximately one hour
- Meeting is live and recorded
- Video recording, with closed captions, will be posted to the Town website within a week
- Moderator may mute participants throughout the meeting during the presentation

AGENDA

- **Welcome / Logistics**
- **Team Introductions**
- **Project Objectives**
- **Existing Conditions**
- **Proposed Design Elements**
- **Utility Relocation**
- **Rights of Way**
- **Project Schedule**
- **Project Funding**
- **Discussion**

VIEWING TIPS

- **Presentation includes slides and maps**
- **Content will display:**
 - 😊 Best on a computer screen
 - 😊 Okay on an iPad
 - 😞 Not great on a smart phone
- **Google Chrome or Microsoft Edge are the best browsers to use**

PROVIDING FEEDBACK DURING Q&A

- **“Raise your Hand” in Microsoft Teams**
 - Presenters & Moderator will take regular breaks during the presentation to acknowledge a “raised hand”
 - Participant can unmute themselves once called upon
 - Please announce your name
 - Comment will be heard by all attendees
- **Offer a comment / question in Chat pane**
 - Moderator is monitoring the Chat Pane
 - We will take regular breaks during the presentation to rephrase comment / question and ask the Presenter to respond
 - Presenter will announce who asked the question
 - Team will provide a response

“RAISE HAND” IN MICROSOFT TEAMS

The image shows a screenshot of the Microsoft Teams interface during a meeting. The top bar includes a search field and window controls. The left sidebar shows navigation options: Activity, Chat, Teams, Calendar, Calls, Files, and a menu icon. The main area displays the meeting controls at the bottom, which include a timer (01:55), icons for mute, video, screen sharing, a hand icon, chat, participants, and end call. A tooltip 'Lower your hand' is visible above the hand icon. On the right, the 'People' pane shows the current meeting participants: Marcy Miller (Organizer) and Nick Campbell (No response). A red box highlights the hand icon next to Marcy Miller's name, with a callout pointing to it. Three orange callout boxes provide instructions: one points to the camera icon, another to the microphone icon, and a third to the hand icon.

Locations of these controls may be different depending on the device and screen you are using

Press the camera icon to turn on your camera and be seen

Press this button to unmute your mic

Press this button to raise your hand

Hand raised

USING THE MEETING CHAT PANE

The screenshot displays the Microsoft Teams interface during a meeting. On the left is a dark sidebar with navigation icons for Activity, Chat, Teams, Calendar, Calls, Files, and Help. The main area is dark and shows a 'Waiting for others to join...' message. At the bottom of this area is a toolbar with icons for time (04:37), mute, video, screen share, a three-dot menu, a hand icon, a chat icon, a group icon, and a call icon. On the right is a light-colored 'Meeting chat' pane. It shows two messages: 'Marcy Miller joined the meeting.' and 'Nick Campbell joined the meeting.' Below the messages is a text input field with the placeholder 'Type a new message' and a red border. At the bottom of the chat pane is a row of icons for attachments, emojis, GIFs, and a send button (a white triangle in a blue circle). Four orange callout boxes provide instructions: one points to the chat icon in the bottom toolbar, another points to the text input field, and a third points to the send button. A fourth box is a general note about control locations.

Locations of these controls may be different depending on the device and screen you are using

Type your question/
comment here

Press this to show
group conversation

Submit here

MANAGING TONIGHT'S MEETING

- We have one Moderator who will be watching the Chat Pane and the Raised Hands
- Please wait to provide your comments until you are called on by the Project Team
- Please keep your microphones muted unless you are actively speaking and note that Moderator may mute your mic to minimize background noise
- This is a new and unique process, for a unique time, so please have patience with the team and we will do our best to provide the information that you are seeking about the project

PROJECT TEAM

- **Connecticut Department of Transportation**

- **Speakers:**

- **Town of Ridgefield**

- Rudy Marconi – First Selectman



- **Tighe & Bond**

- Prime Consultant
- Jon Richer, PE – Project Manager



- **Fitzgerald & Halliday**

- Subconsultant / Pedestrian Access & Wetlands
- Francisco Gomes – Project Manager



QUESTIONS ON MEETING PROCEDURES



GOALS AND OBJECTIVES

- **Project Purpose and Need**
- **Review Existing Conditions**
- **Traffic Engineering & Civil Design Process**
- **Present the Branchville TOD Project Preliminary Plans**
- **Understand Local Perspectives**
- **Receive Feedback from YOU!**
- **Answer your Questions**

PROJECT PURPOSE & NEED

- Project originated from Branchville Railroad Station TOD Study by FHI
- Identified lack of pedestrian facilities and connectivity as impediments to development
- Create accessible connection through commercial corridors to the Branchville Railroad Station
- Encourage alternative means of transportation through the corridor
- Provide sidewalks and ramps meeting Public Rights of Way Accessibility Guidelines (PROWAG) and Americans With Disabilities Act (ADA) criteria
- Improve safety and mobility for alternative travel modes

ROUTE 7 EXISTING TRAFFIC DATA

- **Posted Speed Limit: 35 MPH**
- **Average Daily Traffic (ADT):
18,600 Vehicles per Day (VPD)
South of Route 102 (May, 2019)**
- **85th Percentile Speed NB: 38 MPH**
- **85th Percentile Speed SB: 38 MPH**
- **Primarily commercial uses
adjacent to corridor**
- **Very limited sidewalk facilities**



ROUTE 102 EXISTING TRAFFIC DATA

- **Posted Speed Limit: 35 MPH**
- **Average Daily Traffic (ADT):
7,200 Vehicles per Day (VPD)
West of Route 7 (May, 2019)**
- **85th Percentile Speed EB: 37 MPH**
- **85th Percentile Speed WB: 38 MPH**
- **Primarily commercial uses adjacent to corridor**
- **No sidewalk facilities**



TRAFFIC OPERATIONS ANALYSIS

Intersection LOS Summary

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	Existing LOS	Average Delay (sec/veh)	Existing LOS	Average Delay (sec/veh)
U.S. Route 7 (Ethan Allen Highway) at Route 102 (Branchville Road)	F	80.6	E	63.6

DESIGN CHALLENGES

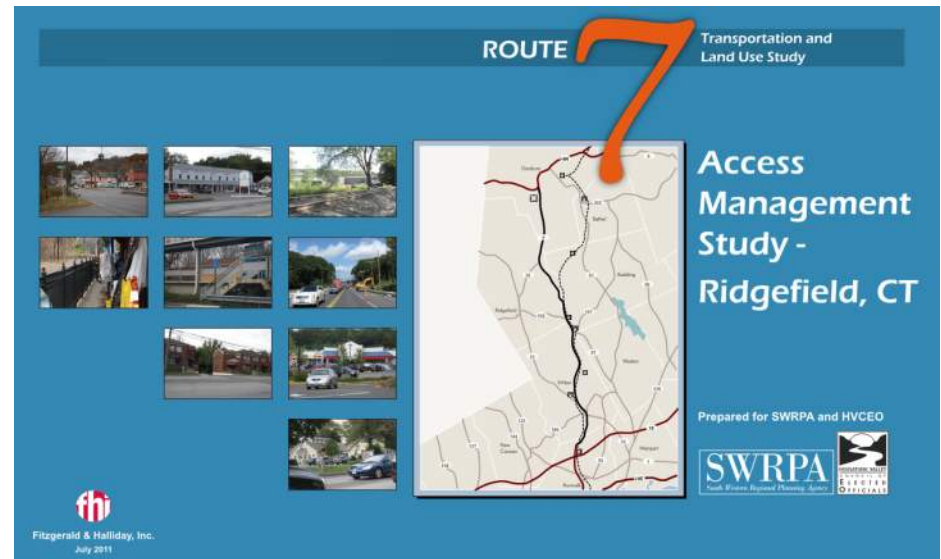
- **Accessible Ramps**
 - Create continuous accessible path through corridor



DESIGN CHALLENGES

- **Access Management**

- Implement recommendations of Route 7 Access Management Study
- What is Access Management?
 - Providing access to land development while improving safety of traffic and pedestrians by minimizing conflict points
- Specific Recommendations:
 - 30' maximum commercial driveway width
 - Properties should not have redundant access drives
 - Provide spacing between driveways and intersections and other driveways



DESIGN CHALLENGES

- **Access Management**

- Affected Properties:
 - 33 Ethan Allen Highway
 - 37 Ethan Allen Highway
 - 49 Ethan Allen Highway
 - 54/58 Ethan Allen Highway
 - 63 Ethan Allen Highway



DESIGN CHALLENGES

- Lack of Connectivity



DESIGN CHALLENGES

- Lack of Connectivity



DESIGN CHALLENGES

- Coordination With Adjacent CTDOT Projects



FRANCISCO GOMES – FITZGERALD & HALLIDAY



BRANCHVILLE TRANSIT ORIENTED DEVELOPMENT (TOD) STUDY

- The project emanates from recommendations of the 2017 Branchville TOD Plan

Station Area Mobility Enhancements

A number of mobility enhancements are recommended within the project area, with most of those improvements recommended in the proximity of Branchville Station. These improvements include:

1 Realignment of Route 102/Route 7 intersection

Realignment of this intersection will shorten pedestrian crossing distances and slow turning movements while still providing ample operating space for large vehicles such as trucks and buses.

2 New signalized intersection at Old Town Road

The provision of a signalized intersection at Old Town Road would provide access to a realigned Portland Avenue. This would allow for protected left turns onto Portland Avenue and a protected pedestrian crossing.

3 Realignment of Portland Avenue

This would allow for the alignment of Portland Avenue directly across from Old Town Road and would require construction of a new bridge over the Norwalk River.

4 Improvement of Portland Avenue/West Branchville Road intersection

An improved intersection would allow turning movements for large vehicles such as fire trucks that is not accommodated by the current alignment.

5 Pedestrian Bridges across Norwalk River and Cooper Pond Brook

Existing bridge crossings at the Route 102/Route 7 intersection do not have sufficient width to accommodate sidewalks. The provision

of pedestrian bridges would provide safe and attractive pedestrian crossings.

6 Greenway Path along the Norwalk River

This pathway would parallel and cross the Norwalk River at multiple locations and could provide a connection to Florida Road where an on-street connection can be made to the Ridgefield Rail Trail. This enhancement assumes a future reuse of the existing service station site on the east side of Route 7.

7 Pathway connection to West Branchville Road

The pathway would replace the existing roadway rail crossing which CT DOT plans on closing if and when improvements are made to Portland Avenue. The pathway would maintain a pedestrian crossing at this location and access to the train station from West Branchville Road.



90 Branchville Transit Oriented Development Plan

Branchville



Transit Oriented Development Plan
February 2017

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Innovative Planning. Better Communities.

WEST COG
BRANCHVILLE

BRANCHVILLE TRANSIT ORIENTED DEVELOPMENT (TOD) STUDY

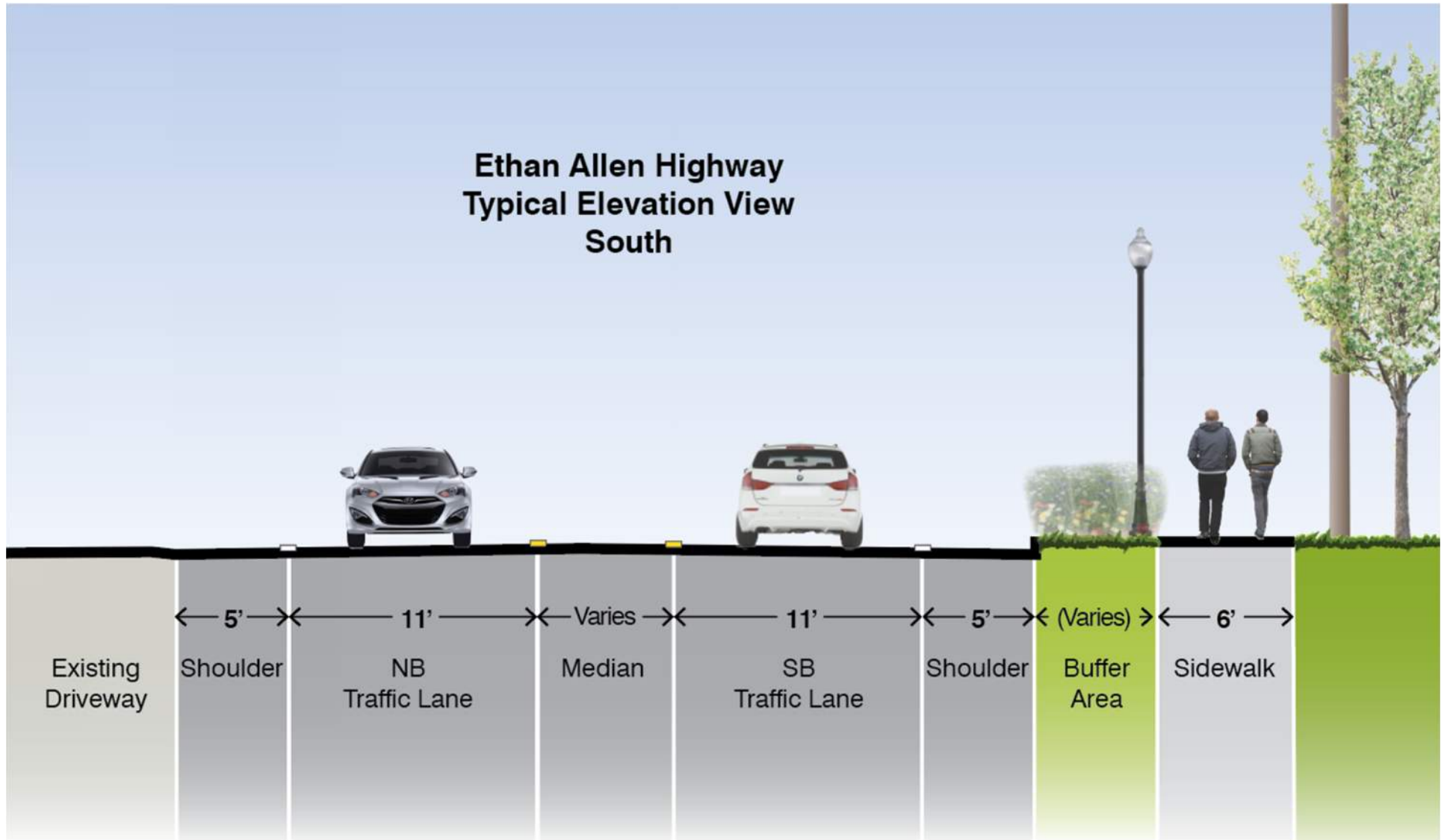
- **Project elements recommended by the TOD plan include:**
 - Realignment of the Route 102/7 intersection
 - Signalization of Portland Avenue intersection
 - Provision of sidewalks throughout the project area
 - Pedestrian bridge over Cooper Pond Brook
 - Improved pedestrian crossings
 - Bus stop facilities



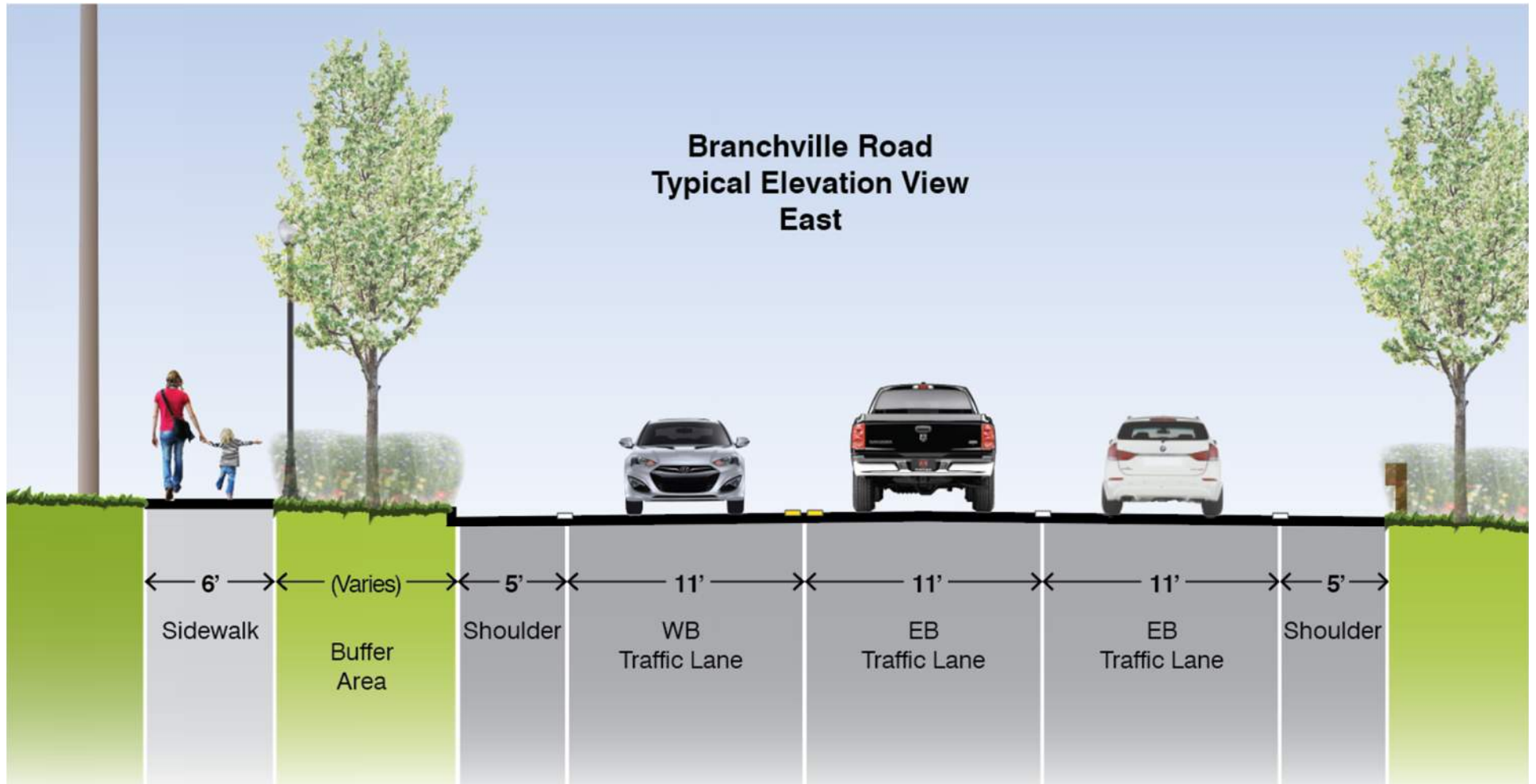
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PROPOSED DESIGN ELEMENTS



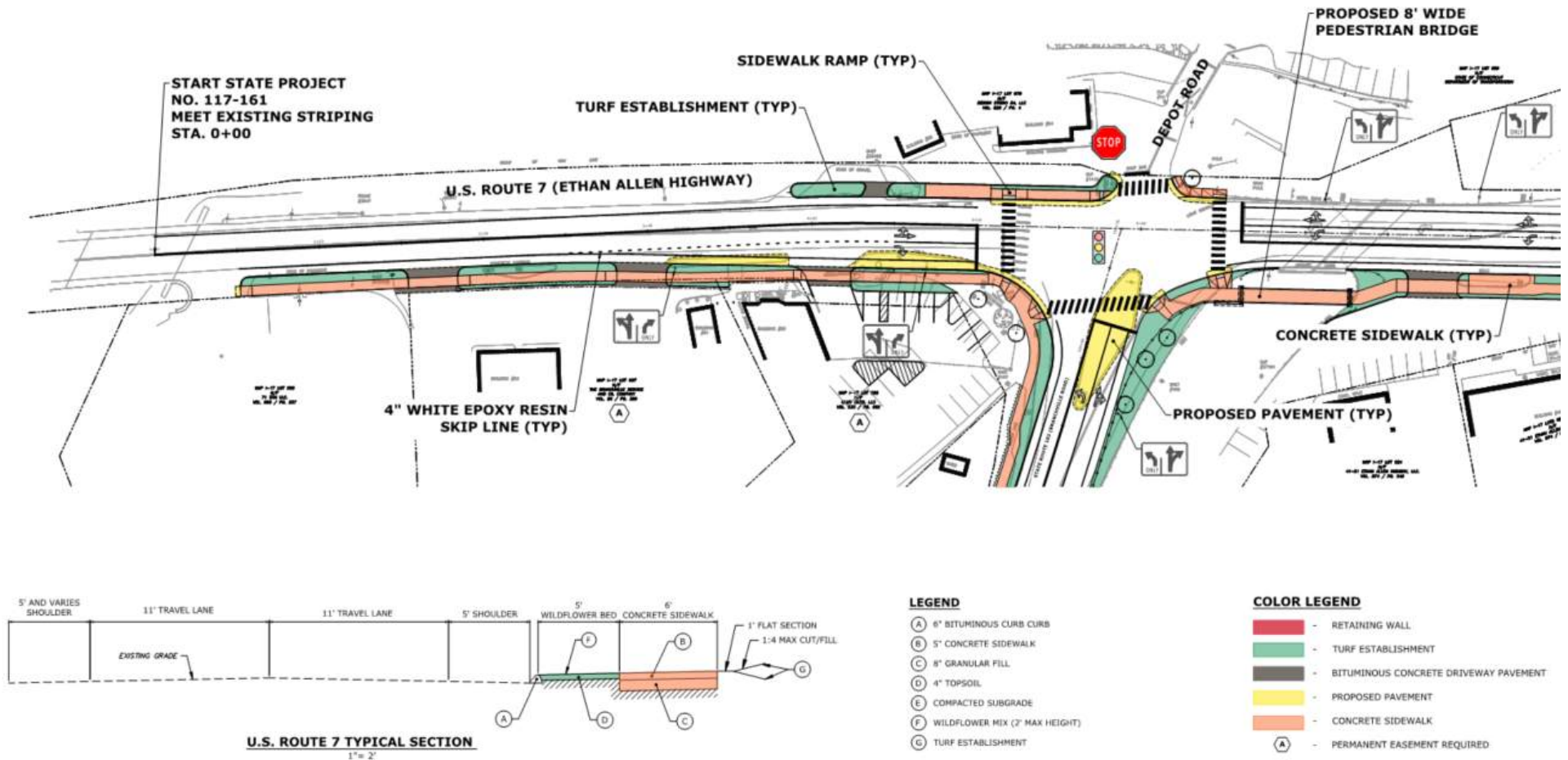
PROPOSED DESIGN ELEMENTS



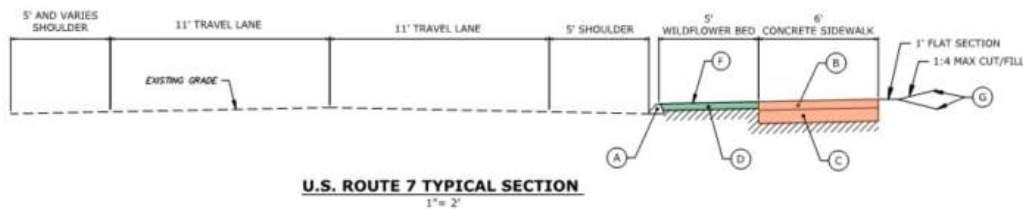
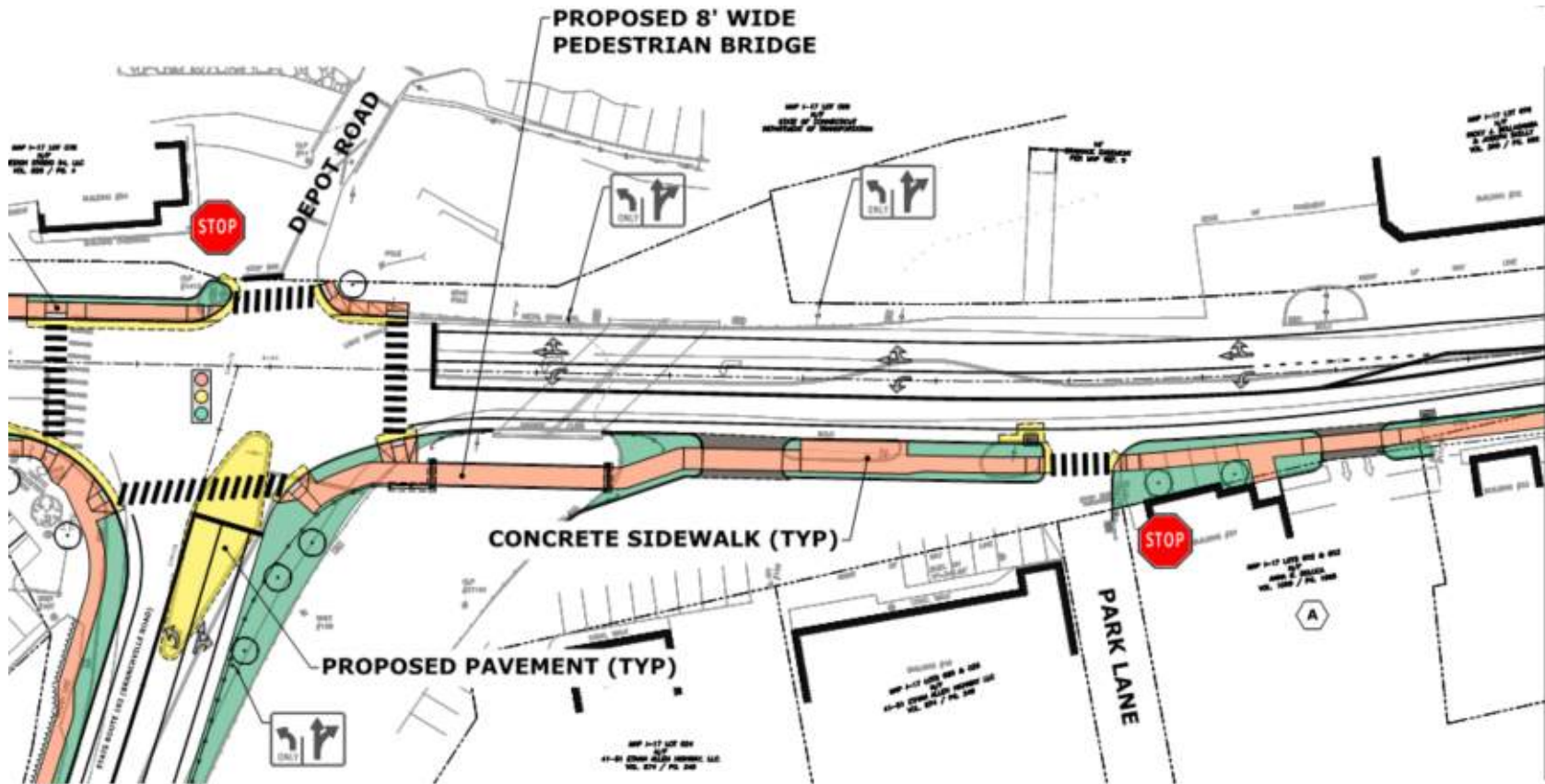
RENDERING OF PROPOSED IMPROVEMENTS



PROPOSED ROADWAY IMPROVEMENTS



PROPOSED ROADWAY IMPROVEMENTS



LEGEND

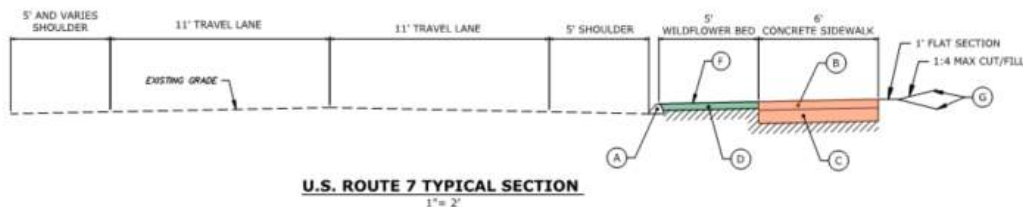
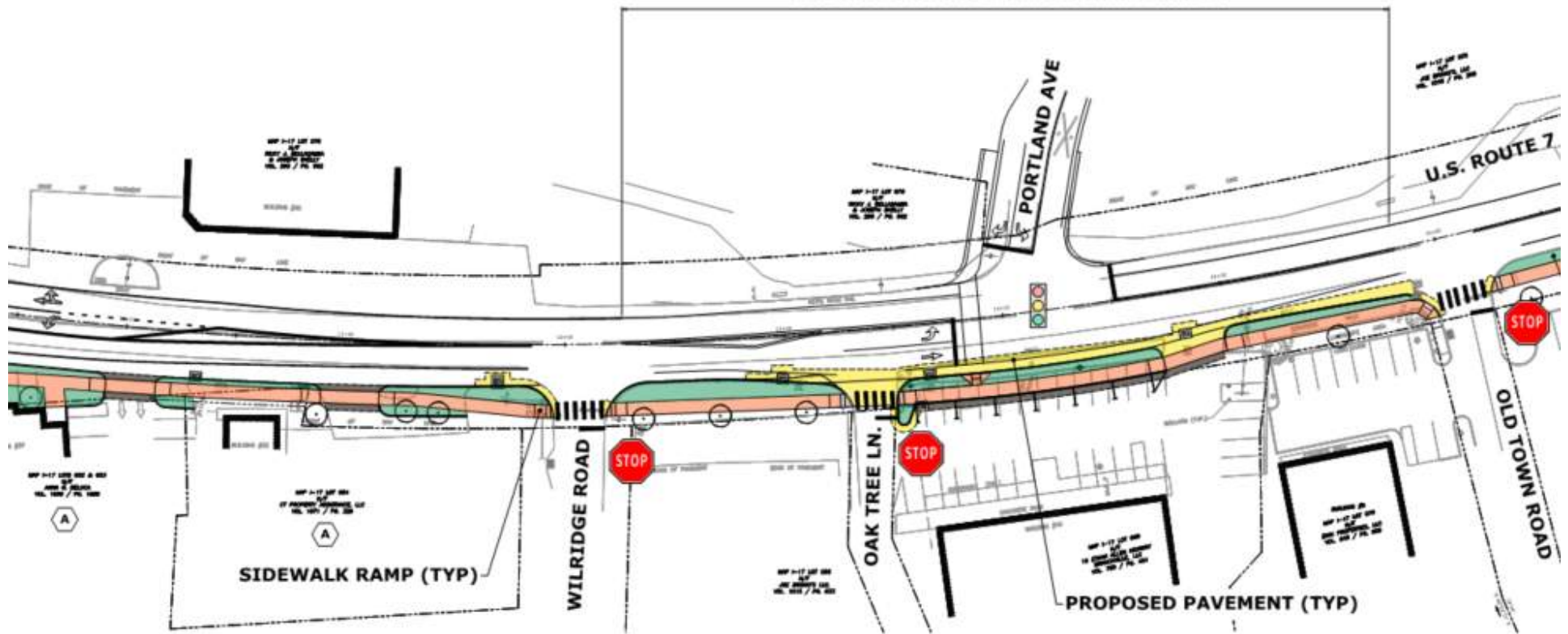
- (A) 6" BITUMINOUS CURB CURB
- (B) 5" CONCRETE SIDEWALK
- (C) 8" GRANULAR FILL
- (D) 4" TOPSOIL
- (E) COMPACTED SUBGRADE
- (F) WILDFLOWER MIX (2" MAX HEIGHT)
- (G) TURF ESTABLISHMENT

COLOR LEGEND

- (A) RETAINING WALL
- (B) TURF ESTABLISHMENT
- (C) BITUMINOUS CONCRETE DRIVEWAY PAVEMENT
- (D) PROPOSED PAVEMENT
- (E) CONCRETE SIDEWALK
- (F) PERMANENT EASEMENT REQUIRED

PROPOSED ROADWAY IMPROVEMENTS

ROADWAY DESIGN IN THIS AREA TAKEN FROM PLANS BY C3M FOR
SPN 117-163 PORTLAND AVENUE BRIDGE AND INTERSECTION IMPROVEMENTS



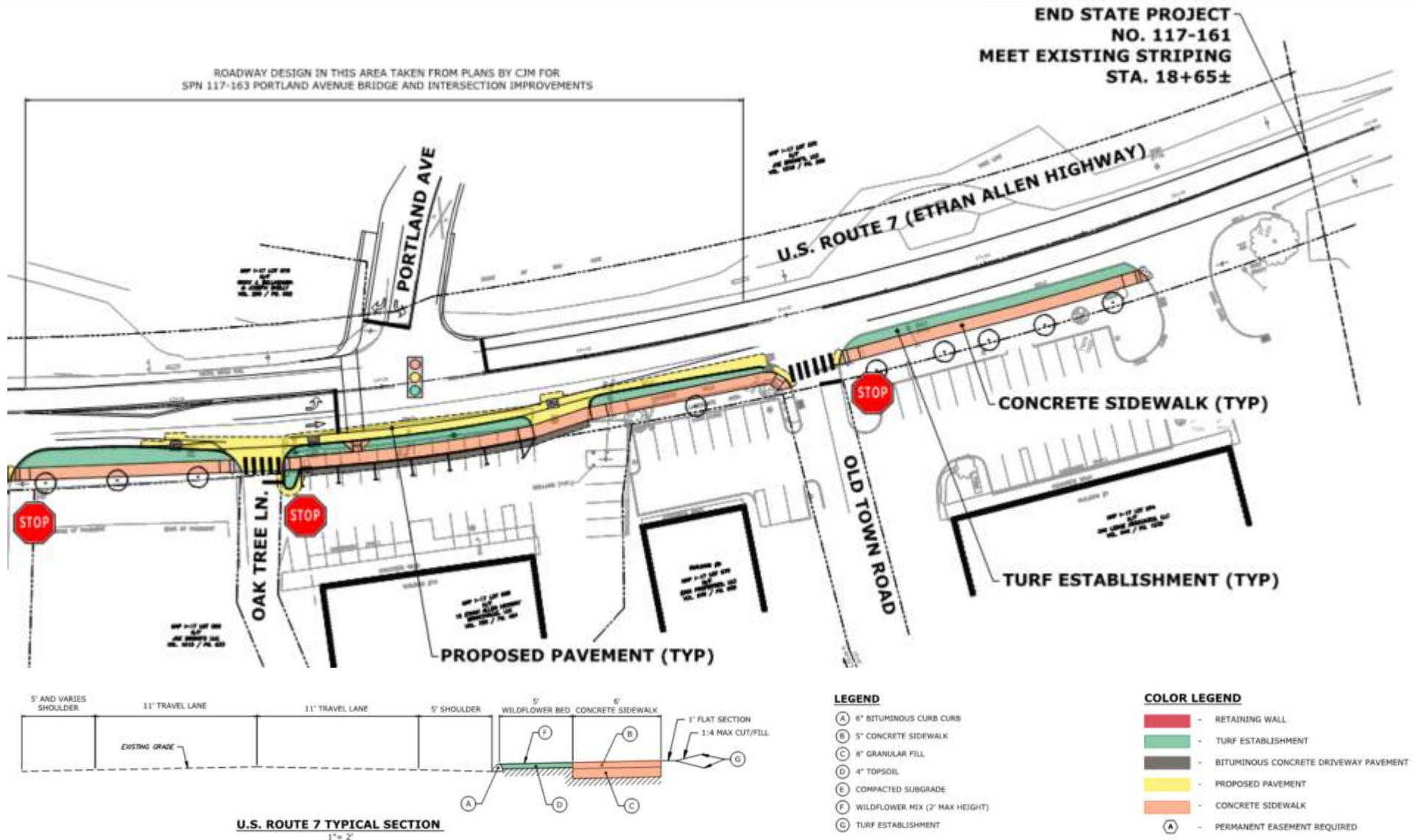
LEGEND

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- (F) WILDFLOWER MIX (2" MAX HEIGHT)
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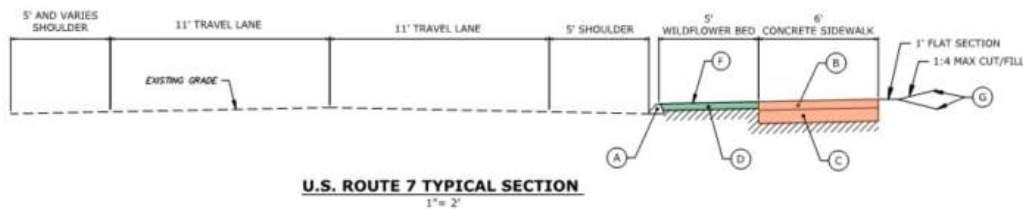
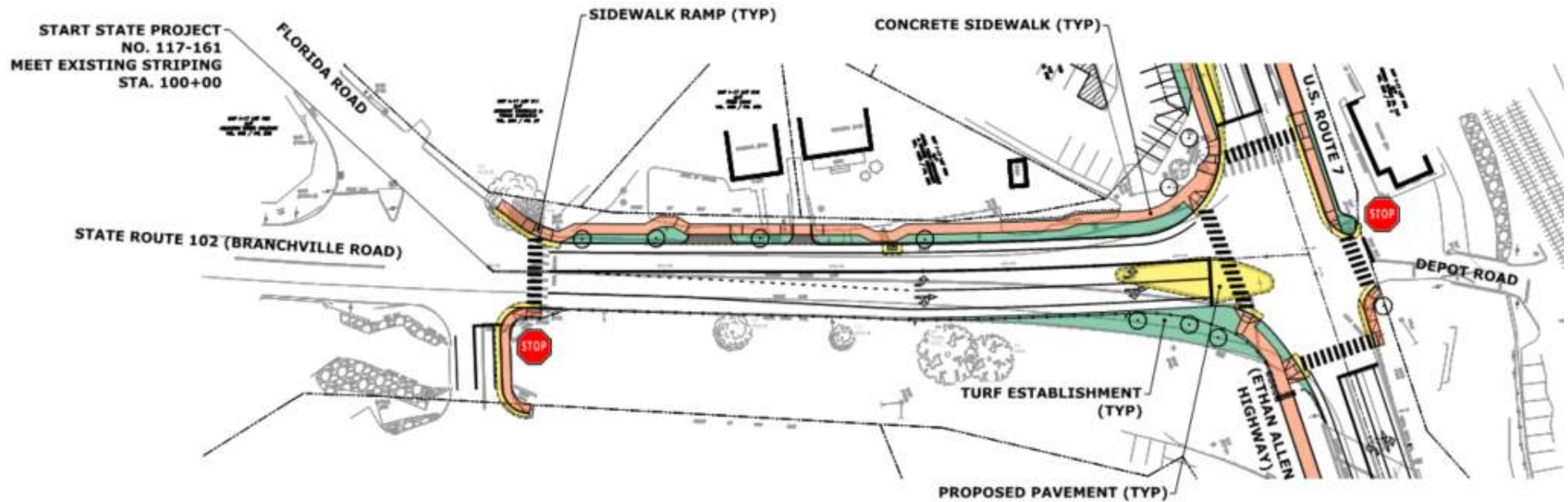
COLOR LEGEND

- RETAINING WALL
- TURF ESTABLISHMENT
- BITUMINOUS CONCRETE DRIVEWAY PAVEMENT
- PROPOSED PAVEMENT
- CONCRETE SIDEWALK
- (A) - PERMANENT EASEMENT REQUIRED

PROPOSED ROADWAY IMPROVEMENTS



PROPOSED ROADWAY IMPROVEMENTS



LEGEND

- (A) 6" BITUMINOUS CURB CURB
- (B) 5" CONCRETE SIDEWALK
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COLOR LEGEND

- RETAINING WALL
- TURF ESTABLISHMENT
- BITUMINOUS CONCRETE DRIVEWAY PAVEMENT
- PROPOSED PAVEMENT
- CONCRETE SIDEWALK
- PERMANENT EASEMENT REQUIRED

JON RICHER – TIGHE & BOND



TRAFFIC OPERATIONS ANALYSIS

Intersection LOS Summary

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	Existing LOS	LOS With Improvements	Existing LOS	LOS With Improvements
U.S. Route 7 (Ethan Allen Highway) at Route 102 (Branchville Road)	F	D	E	C

PROPOSED TRAFFIC IMPROVEMENTS

- **Route 7 Southbound**

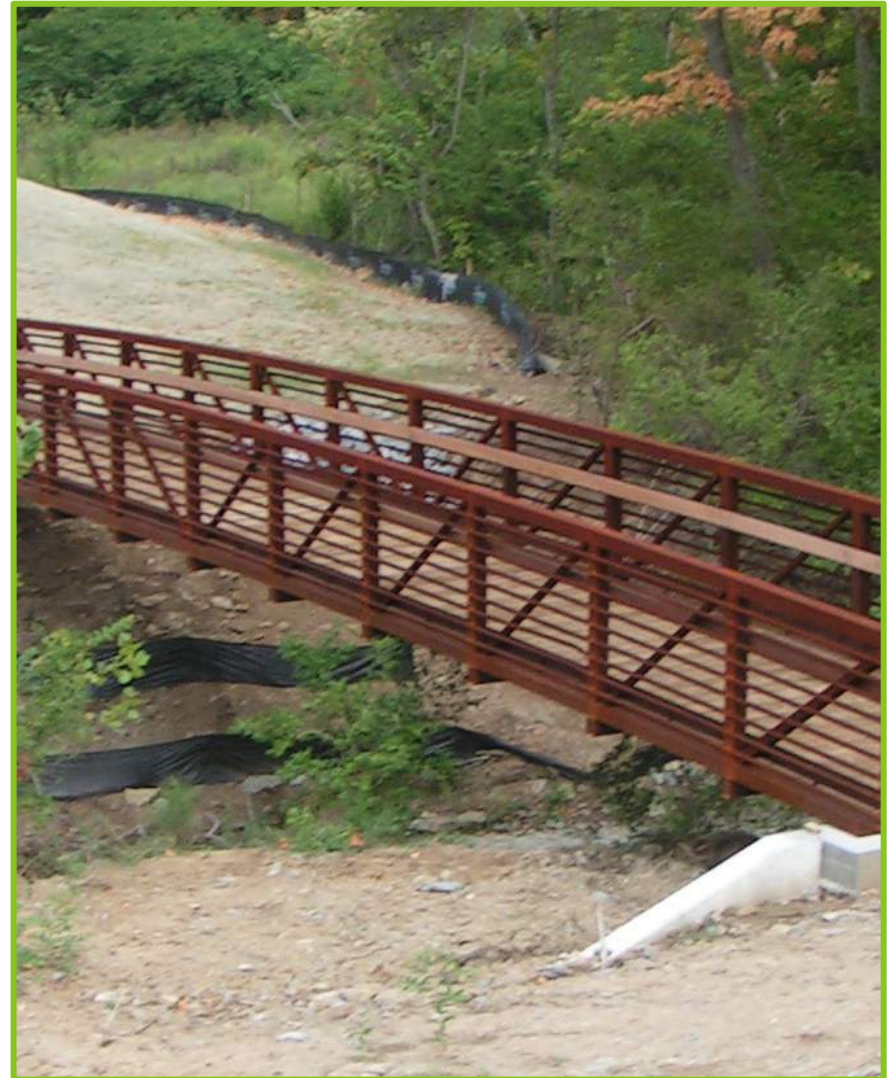
- Provide Dedicated Right-Turn Lane
- Provide Shared Through/Left-Turn Lane
- Revised traffic signal timings

- **Route 102 Eastbound**

- Remove Existing Island to Shorten Crossing Distance
- Provide Dedicated Left-Turn Lane
- Provide Shared Through/Right-Turn Lane
- Revised traffic signal timings

PROPOSED DESIGN ELEMENTS

- **Pedestrian Bridge Over Cooper Pond Brook**
 - 8' Width for comfortable pedestrian experience
 - Similar finishes to Route 35 pedestrian bridge (weathering steel, composite wood decking)
 - Creates safe sidewalk connection away from traffic on Route 7



UTILITY IMPACTS

- **Significant Overhead Utilities along Both Route 7 & Route 102**
- **Preliminary Design seeks to minimize pole relocations for schedule & cost**
- **Three pole relocations required (Two at Route 7 widening for Portland Avenue Bridge)**
- **Sidewalks jog around poles in some locations to reduce number of required relocations**

RIGHT-OF-WAY ACQUISITION

- **5 Property Acquisitions Required – Primarily Sliver Takings for Sidewalk Construction**
- **Construction Rights**
 - Driveway/Parking Reconstruction
 - Minor Grading (If Necessary)
- **CTDOT ROW Will be Contacting Property Owners Directly**

Division of Rights of Way

- **Function**

- **Acquire all property/property rights necessary for the project.**

- **Statutory References**

- **State of Connecticut: C.G.S. Section 13a-73 & 13a-98e**
- **Federal: Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended.**

- **Impacts to Private Property***

- **Partial Acquisitions**
- **Easements**
- **Rights**

***Impacts Subject to Change as Design Progresses**



Division of Rights of Way

- **ROW Process**
 - **Letter of Intent to Acquire**
 - **Valuation**
 - **Offer of Compensation**
 - **Negotiation**
 - **Acquisition**
 - **Agreement**
 - **Condemnation**



PROJECT SCHEDULE / NEXT STEPS

- **Currently in Preliminary Design Phase**
- **Preliminary Design Approval – September, 2020**
- **Final Design – Complete June, 2021**
- **Advertise for Construction – July, 2021**
- **Construction - 2022**

PROJECT FUNDING SUMMARY

- **Transportation Alternatives Program (TAP)**
 - 80% Federal Funding
 - 20% Town of Ridgefield Funding
- **Preliminary Design Cost Estimate: \$2,300,000**

PUBLIC COMMENT PERIOD

- Please remember to “Raise Hand” or use Chat
- Please wait to be called on
- Please give everyone a chance to ask their question
- We can call on you again if you have more questions

