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
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

Press this button to raise your hand

Press this button to unmute your mic

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

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

Hand raised
USING THE MEETING CHAT PANE

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

Press this to show group conversation

Type your question/comment here

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 the 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
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
### Intersection LOS Summary

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Weekday Morning Peak Hour</th>
<th>Weekday Afternoon Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing LOS</td>
<td>Average Delay (sec/veh)</td>
</tr>
<tr>
<td>U.S. Route 7 (Ethan Allen Highway) at Route 102 (Branchville Road)</td>
<td>F</td>
<td>80.6</td>
</tr>
</tbody>
</table>
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

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DESIGN CHALLENGES

• Coordination With Adjacent CTDOT Projects
The project emanates from recommendations of the 2017 Branchville TOD Plan.
• 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
PROPOSED DESIGN ELEMENTS

Ethan Allen Highway
Typical Elevation View
South

Existing Driveway
Shoulder
NB Traffic Lane
Median
SB Traffic Lane
Shoulder
Buffer Area
Sidewalk
RENDERING OF PROPOSED IMPROVEMENTS
PROPOSED ROADWAY IMPROVEMENTS
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# TRAFFIC OPERATIONS ANALYSIS

## Intersection LOS Summary

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<tbody>
<tr>
<td></td>
<td>Existing LOS</td>
<td>LOS With Improvements</td>
</tr>
<tr>
<td>U.S. Route 7 (Ethan Allen Highway) at Route 102 (Branchville Road)</td>
<td>F</td>
<td>D</td>
</tr>
</tbody>
</table>
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
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

• 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