

**MEETING MEETINGS**  
**PAC Meeting #4**  
**Route 32 Corridor Study – New London, CT**  
**Tuesday, March 28, 2023, 1:00 -2:00 PM via Teams**

**ATTENDEES:** Jim Butler (SCCOG); Amanda Kennedy (SCCOG); Kate Rattan (SCCOG); Frederick Kulakowski (CTDOT); Claudel Meronnis (CTDOT); Andrew Correia (CTDOT); Mayor Michael Passero (Mayor of New London) Victor Arcelus (Connecticut College Dean of Students) Brian Kent (Lyman Allyn Museum Representative); Sam Quigley (Director of Lyman Allyn Museum); Brian Sear; (City of New London DPW); Brian Wright (City of New London Police Chief); Matthew Skelly (F&O); Katherine O'Shea (F&O);

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This meeting was held to present the preferred corridor concept. The preferred concept incorporates feedback received at PAC meeting number 3, as well as CTDOT comments received on a previous draft of the preferred concept.

Matt Skelly of Fuss & O'Neill provided an overview of the concept plan, beginning with the southern portion of the study area. The concept plan proposes two primary traffic calming measures south of the Williams Street bridge:

- Merge Route 32 south of Williams Street to one northbound travel lane.
- Realign the I-95 off-ramp to introduce sharper curvature.

In response to previous comments raised by CTDOT, Matt noted that the between 70 and 80 percent of northbound traffic on Route 32 originates from the I-95 off-ramp, which indicates that one travel lane on Route 32 south of the off-ramp should be able to accommodate traffic volumes.

Matt also noted the change in alignment of the Coast Guard Academy ramp. He mentioned that during earlier phases of design, implementation of a stop control at the ramp was considered but deemed infeasible because of the delay incurred for stopped vehicles on the ramp. Therefore, the proposed concept maintains the existing yield condition but introduces a chicane as a traffic calming measure to avoid high vehicle speeds on the ramp.

Fred Kulakowski of CTDOT commented that the proposed alignment of the ramp seemed acceptable as long as sight distance was not impeded for vehicles. He noted that queueing of yielding vehicles may occasionally occur and wanted to ensure that the queue would be visible to vehicles proceeding down the ramp. He also mentioned that the proposed alignment would be preferable to the previously considered stop condition.

The roadway cross section through the majority of the study area includes two travel lanes in each direction separated by a landscaped median and left turn lanes at intersections. Bicycle and pedestrian

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accommodations include a ten-foot multiuse trail on each side of the roadway separated by a landscaped buffer.

Victor Arcelus, Dean of Students at Connecticut College asked if wooden guiderail could be considered to offer students additional protection from vehicle traffic. Amanda Kennedy of SCCOG asked if the landscaped buffers are above the roadway grade and Matt confirmed that the landscaped buffers and multiuse paths are proposed to be grade-separated.

Jim Butler of SCCOG noted that wooden guiderail would be preferred to the existing metal guiderail that is installed today, which gives the visual impression to drivers that they may travel at highway speeds. He also noted that significant separation is provided between the vehicle travel lanes and the shared use path in the proposed design.

Fred noted that because the intent of the project is to calm traffic through narrowing lanes and adding landscaped space and street trees, CTDOT would likely recommend that guiderail is not installed. CTDOT prefers to install guiderail only when necessary.

Matt also noted potential locations for a second pedestrian bridge at the request of Connecticut College. Victor provided some context to the request, noting that the primary goal of the second pedestrian bridge is to connect the Connecticut College campus to the US Coast Guard Academy entrance. He noted that the intersection of Deshon Street and Route 32 would be the ideal location for the bridge from a user perspective. Matt noted that may not be feasible from a design and construction standpoint. He also noted that the intent of the concept plan recommendations is to ensure that pedestrians may safely cross at grade at the intersection of Deshon Street and Route 32.

Jim asked if it was possible to use stamped concrete or similar colored, textured pavement at crosswalks on Route 32, noting that these crosswalk treatments are used at other locations in New London. Brian Kent, architect and Lyman Allyn Museum representative, commented that in his opinion, standard striped crosswalks are often more visible to drivers, especially at night. Fred confirmed that it is possible to use colored, stamped asphalt on a state road and cited the intersection of Route 1 and Route 137 in Stamford as an example.

Amanda asked a follow up question about the pedestrian bridge location to clarify how USCGA students would access the bridge. Matt clarified that these students would be exiting campus from the gated entrance at the end of Deshon Street and heading west towards Route 32. Depending on the bridge location, the opportunity to introduce a second pedestrian access point onto the USCGA campus could be explored.

Kate Rattan of SCCOG asked about the ROW impacts on the property at 405 Mohegan Avenue Parkway. This property currently provides parking for six vehicles immediately adjacent to Route 32. Matt clarified that the actual impact on the property is quite small, but that further consideration will be given to how access to that parking is managed in coordination with the multiuse trail.

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Victor asked if the renderings could depict college hill gateway signage. He also requested that the plans include recommended locations for permanent speed feedback signs.

Project next steps:

- Incorporate PAC comments on the preferred concept plan.
- Host a final public engagement event.
- Host a final PAC meeting.