

Route 32 Corridor Study

Public Meeting

November 2, 2022



Welcome

1. Meeting Purpose
2. Project Background
3. Community Input Summary
4. Existing Conditions Analysis
5. Draft Corridor Vision and Options
6. Next Steps

Meeting Purpose

- Share the study purpose and background
- Review results of existing conditions, safety and traffic analyses and public input to date
- Gather feedback on initial corridor options to help determine the preferred solution

Project Background

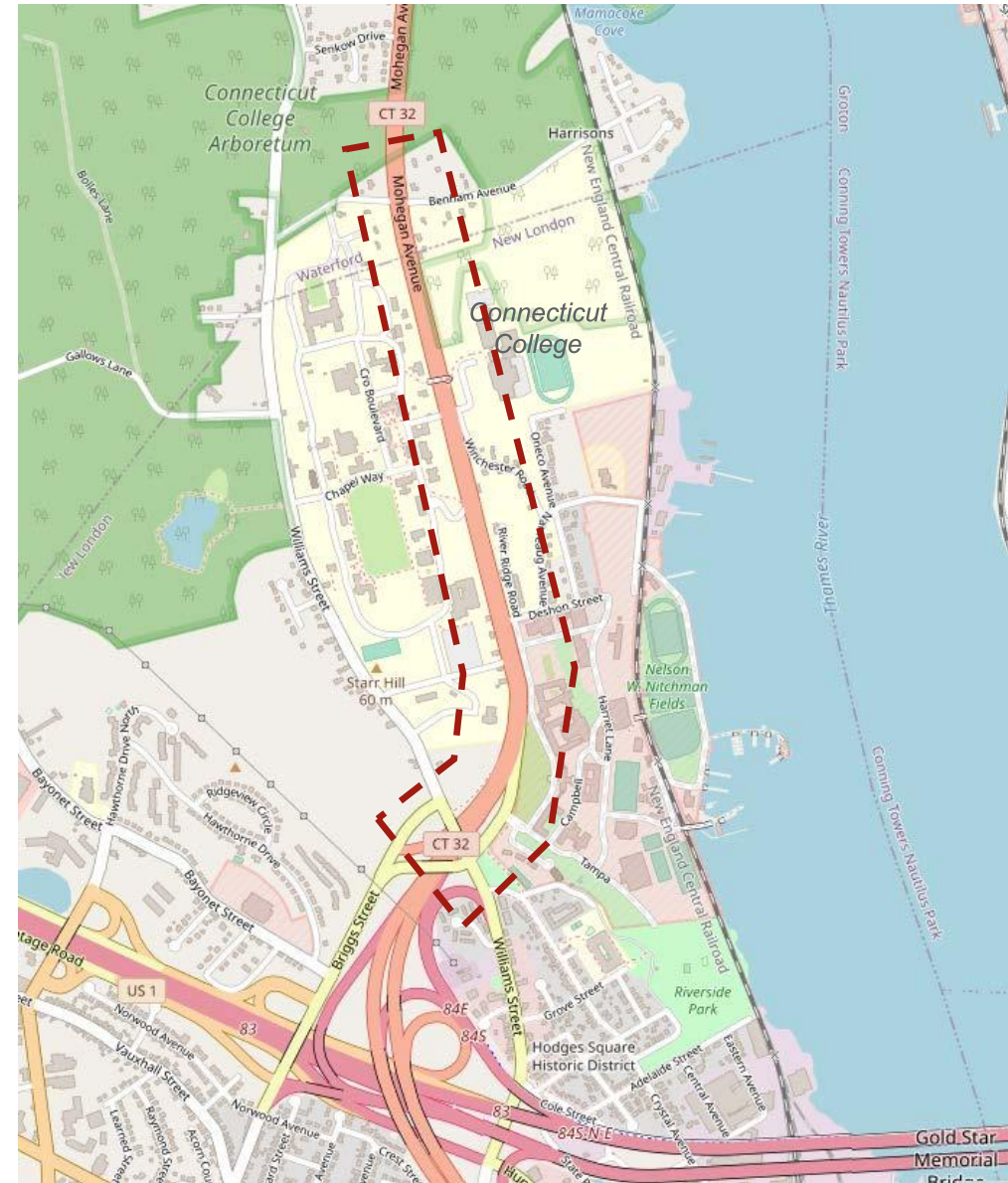


Project Purpose

- Study the corridor of Route 32 (Mohegan Ave Parkway) from Williams Street to Benham Avenue to improve safety and comfort for all users
- Engage the community and stakeholders to identify existing issues and opportunities, and to develop and evaluate potential solutions

Project Area

- Route 32 (Mohegan Avenue) corridor, Williams Street to Benham Avenue
- Four pedestrian crossings with traffic signals, one bridge
- Connection to Williams Street and Briggs Street ramps



Existing Configuration

- Route 32 includes two travel lanes in each direction, wide shoulders and a median barrier
- Traffic signals and turn lanes are provided at intersections
- Sidewalks are narrow and incomplete
- There are no bicycle or transit facilities along the corridor



Current Built Environment



Route 32 is currently feels unsafe, inaccessible and uninviting to those not driving

What We Heard



Community Outreach

- Project Advisory Committee Meeting
- Online Comment Map
- Online Survey
- Conn College Pop-up
- Eat in the Steet Pop-up
- Coast Guard Academy Interview



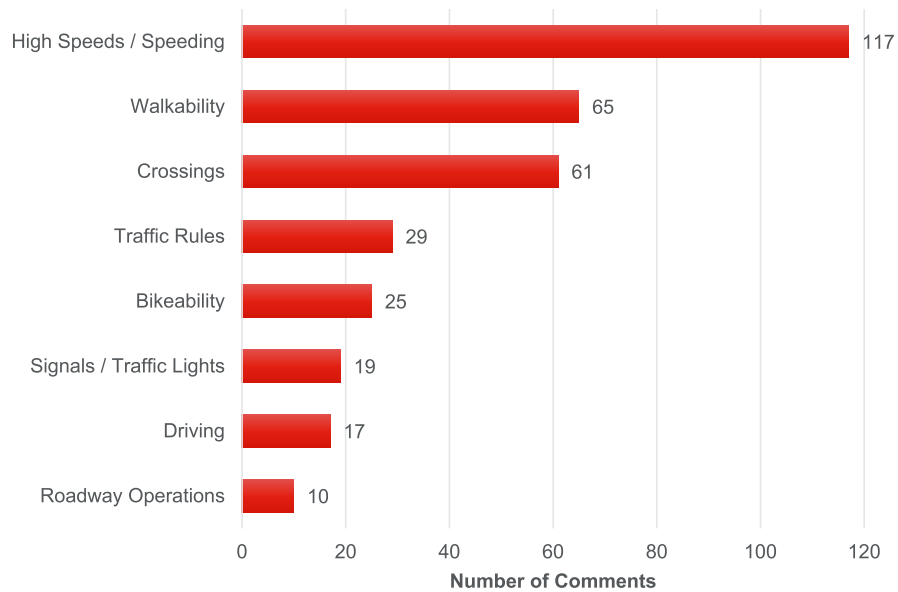
Responses

- 213 online survey responses
- 87 online map comments
- 26 pop-up map comments
- 76 general pop-up comments
- 30+ Advisory Committee comments

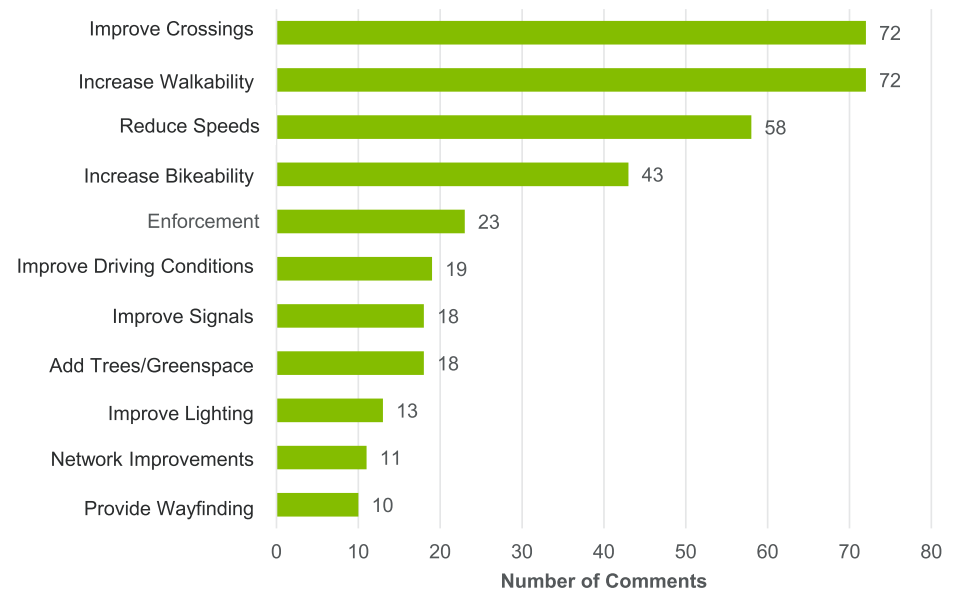


General Comments

Issues

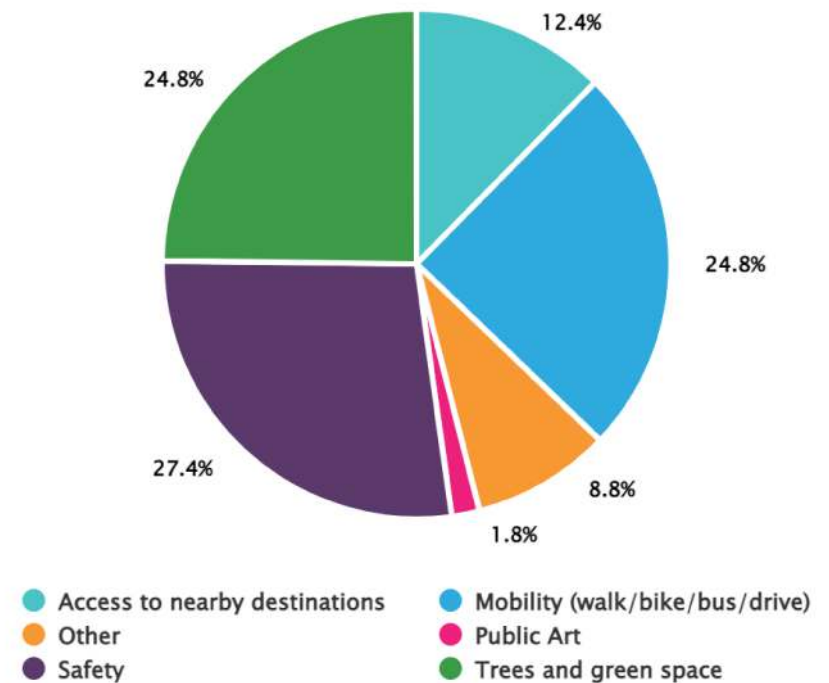


Ideas



Location Specific Comments

- Hard to merge onto Route 32 from Williams St
- Narrow, overgrown, inaccessible sidewalks
- Connections to destinations are missing or hidden/unclear
- Traffic signal equipment not functioning
- Lacking bike accommodation and connectivity
- Lack of greenspace



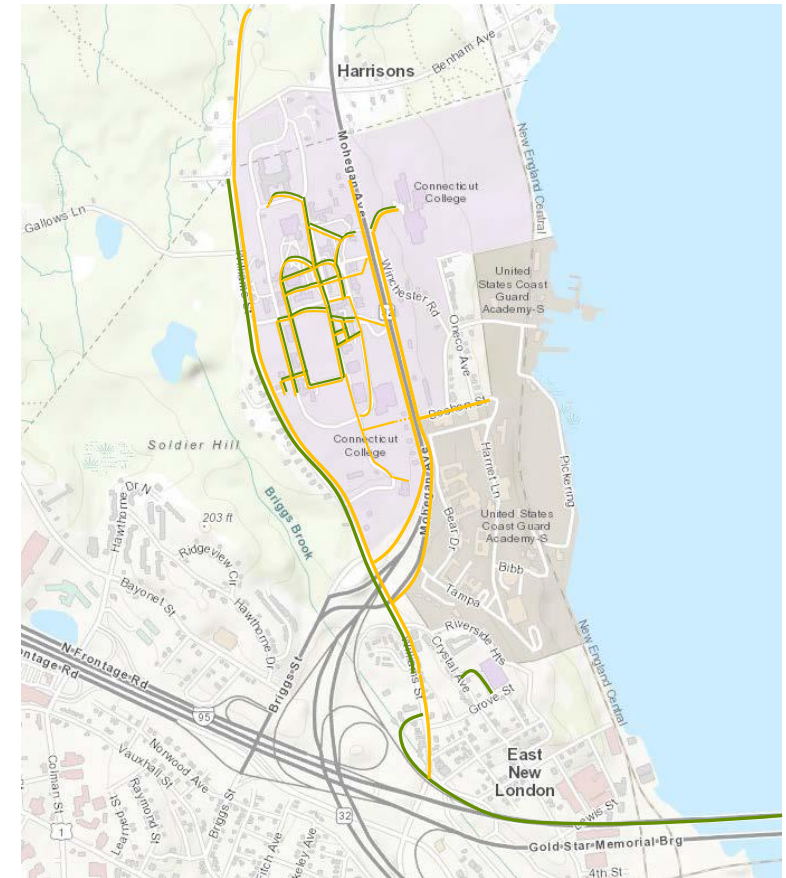
Existing Conditions Analysis



Existing Walking and Biking Routes

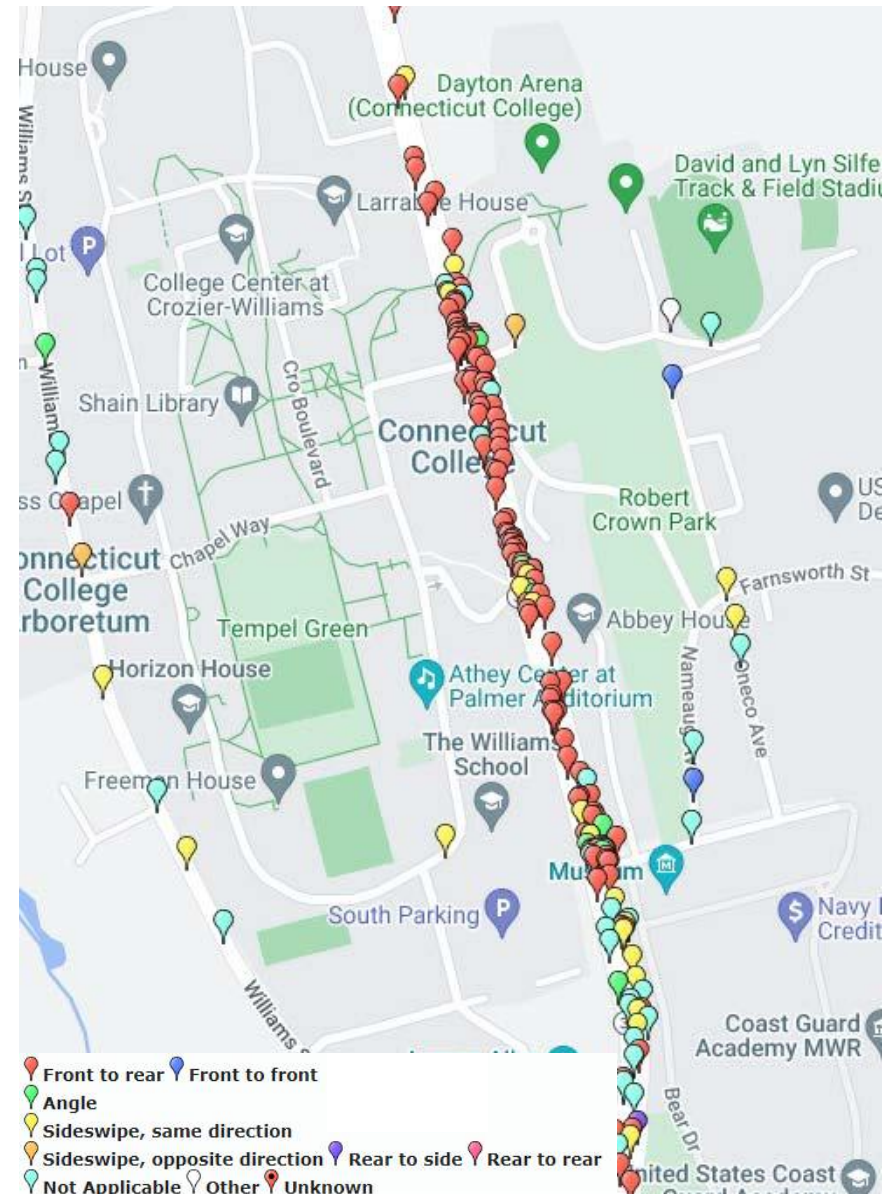
- There are currently sidewalks provided on both sides of Route 32 from Williams Street to the pedestrian bridge
- There are no dedicated bicycle facilities provided along Route 32
- Connections to existing and planned bicycle and pedestrian facilities outside the study area will be an important consideration

- Walking Route
- Biking Route



Crash History

- Reviewed crash history for past five years (2018-2022)
- High number of rear-end crashes
- 4-6 crashes per year at each intersection
- 228 collisions in five years, 60 resulted in injury (~26%)



Traffic Volumes

- Existing volumes reflect freeway nature of Route 32
- Two scenarios to consider:
 - **Interim 2032** – background growth with existing travel patterns
 - **Full Build 2042** – Traffic reduction/redistribution due to future network changes

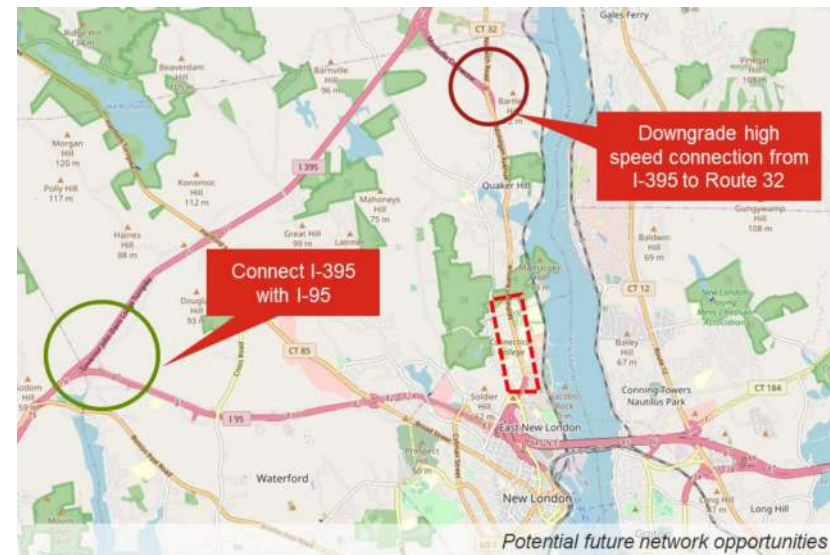
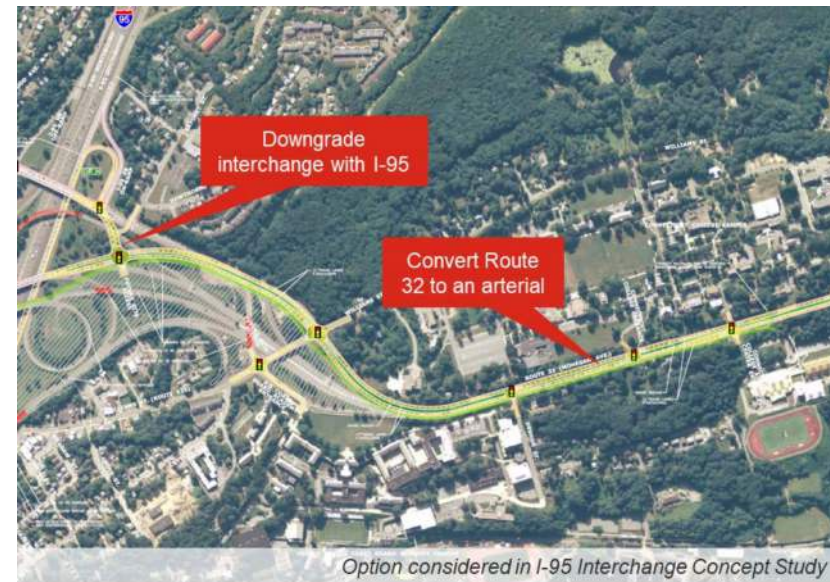


Vision for the Future



Future Opportunities

- Route 32 currently serves as an important link in the transportation network
- Future changes to nearby interchanges could help transform Route 32 from a regional connector to a community street



Highway Removal Case Study

Rochester, NY

- Urban freeway converted to an arterial street with multi-modal facilities
- Extra space converted to apartments



<https://www.nytimes.com/interactive/2021/05/27/climate/us-cities-highway-removal.html>

Highway Removal Case Study

Chattanooga, TN

- Urban freeway converted to a two-lane community street
- Allowed for better access to the waterfront and opportunities for enhanced public space



Highway Removal Case Study

Providence, RI

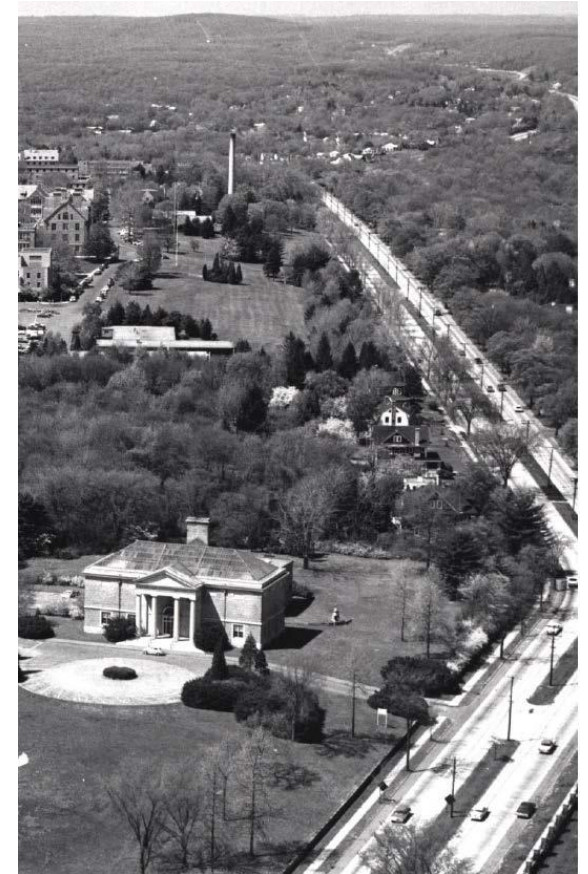
- Interstate rerouted around downtown
- Reunited previously segmented neighborhoods and allowed for a pedestrian bridge to replace it



Photo credit: Kroo Photography

Restoring Mohegan Avenue Parkway

- Parkway are typically landscaped throughfares that connect to natural areas or park spaces
- Mohegan Avenue Parkway historically included a landscaped median and other elements which were removed when it was reconstructed as Route 32



Vision Statement

Mohegan Avenue Parkway will serve to reduce barriers, create safe connections and visually enhance the community through which it travels.

Guiding Principles

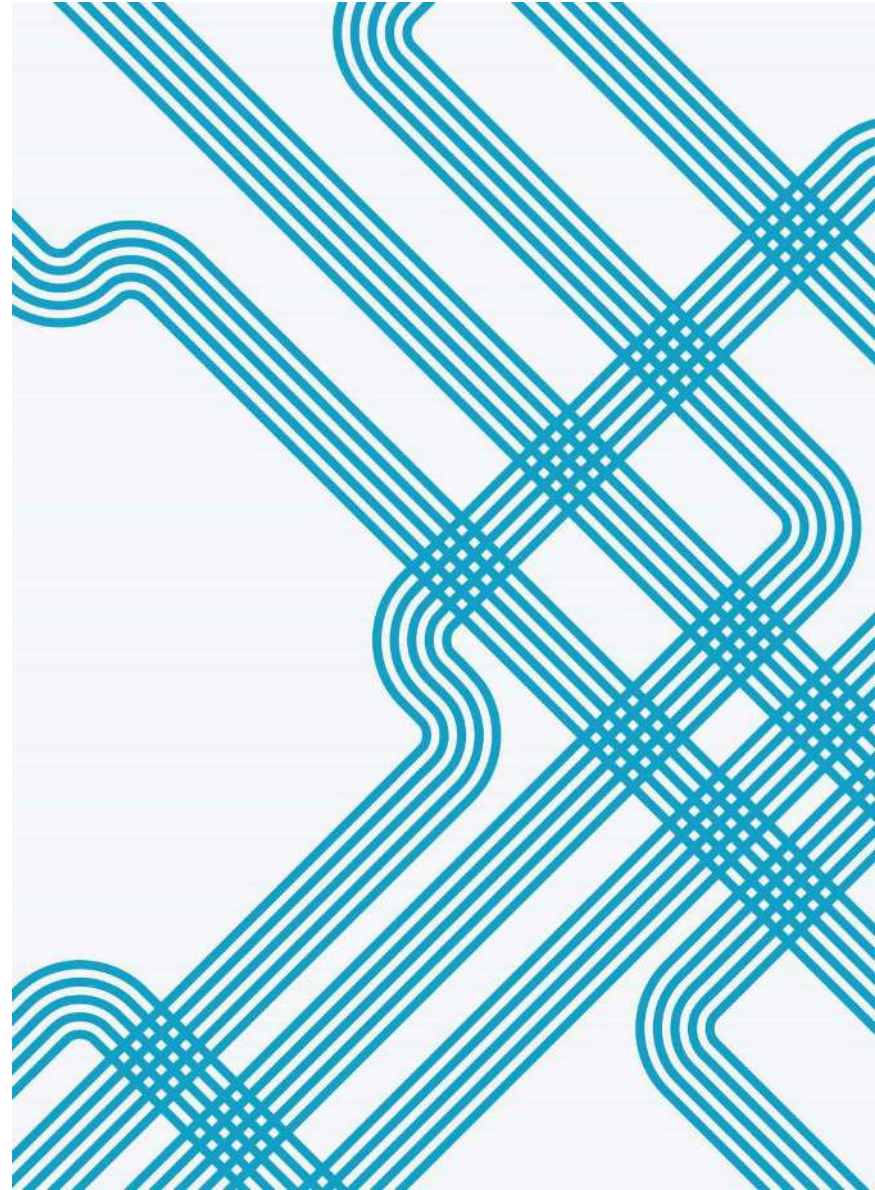
- ❖ Transform Route 32 into a lower speed community street
- ❖ Improve safety and comfort for all roadway users
- ❖ Enhance connectivity across Route 32 and to local destinations
- ❖ Provide transportation choices for area residents
- ❖ Establish a visual gateway into the College District

Draft Options Review

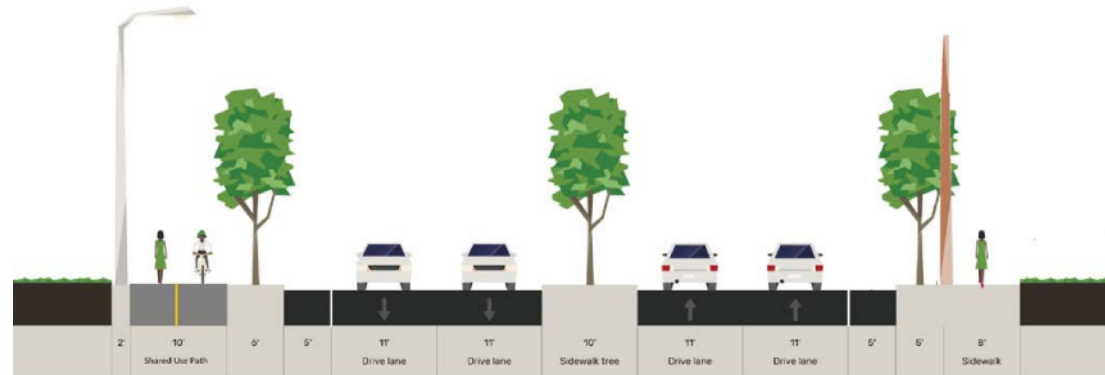


Draft Options Review

- Potential options developed for both scenarios:
 - Interim condition maintaining same travel patterns
 - Future condition with interchange modifications, downgrading Route 32 to an arterial roadway



Interim Option A



Crosswalks shortened and signal phasing improved

Pedestrian crossing islands where feasible

Shared use path on one side

Boulevard trees and landscaping

Route 32 (Mohegan Ave Pkwy)

Left turn lanes where needed

Space for future bus stops

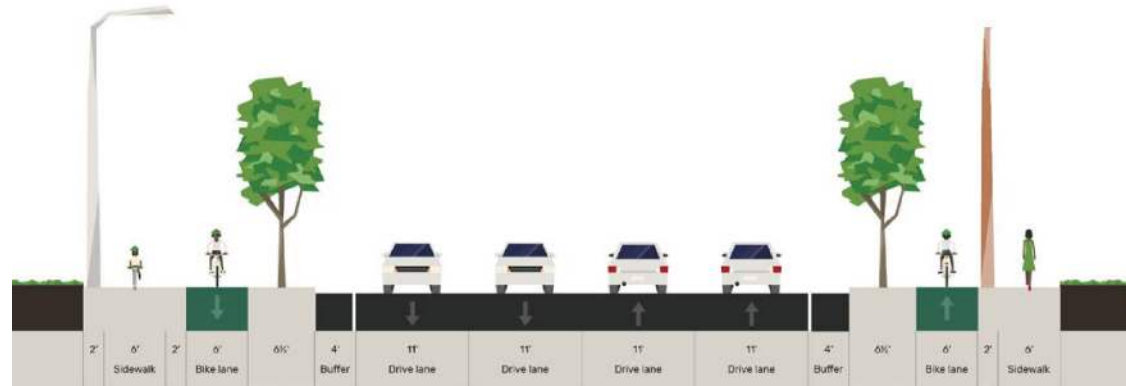
Landscaped Median

Shoulders available for cyclist use

Additional crosswalks

RESERVOIR STREET

Interim Option B



Crosswalks shortened and signal phasing improved

Raised separated bike lanes on both sides

Boulevard trees and landscaping

Route 32 (Mohegan Ave Pkwy)

Left turn lanes where needed

Space for future bus stops

Chicanes to slow vehicles approaching intersections

Additional crosswalks

RESERVOIR STREET

Gateway Treatments & Wayfinding

- Gateway treatments establish a change in context or environment
- Wayfinding signage helps guide people to destinations
- Public art and/or enhanced landscaping can serve both purposes

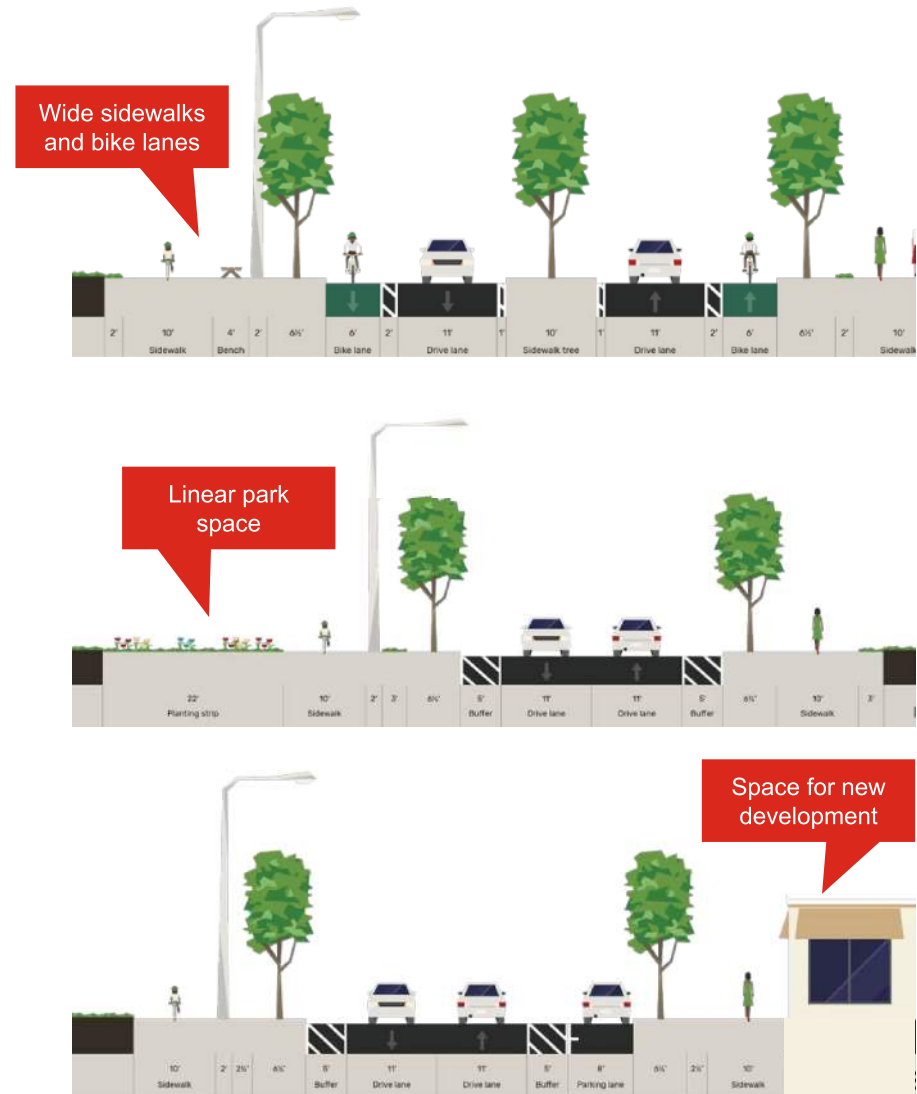


Photo credit: City of Whitehall



Future Opportunities

- If adjacent interchange changes occur, traffic volumes along Route 32 may reduce significantly
- Route 32 could then be reduced to one lane in each direction with turn lanes or roundabouts at intersections
- This could allow for excess space to be converted to enhanced sidewalks and bike lanes, a linear park, or new buildings with on-street parking



Next Steps



Project Schedule

	2022									2023		
Task Name	April	May	June	July	August	September	October	November	December	January	February	March
Public Involvement												
Phase 1: Data Collection/Existing Analysis	◆	●	●		●							
Phase 2: Project Vision and Alternatives						◆		●				
Phase 3: Proposed Concept Design										◆	●	
Phase 4: Final Recommendations and Report												◆
Existing and Future Conditions												
Data Collection												
Analysis and Report												
Alternative Analysis												
Capacity Analysis												
Prepare Conceptual Alternatives												
Preferred Concept												
Prepare Draft Concept and Renderings												
Final Concept Plan and Report												

Key	
◆	Advisory Committee Meetings
●	Public Engagement Event (Kiosk, Meeting, Interviews)
■	Project Deliverables

Thank you

