

Route 32 Corridor Study

Public Meeting #2

April 25, 2023



Welcome

1. Meeting Purpose
2. Project Background
3. Community Input Summary
4. Recommended Concept
5. Long Term Considerations

Meeting Purpose

- Share the study purpose and background
- Review results of community feedback recieved
- Gather feedback on proposed conceptual design for Route 32
- Share considerations for future implementation

Project Background

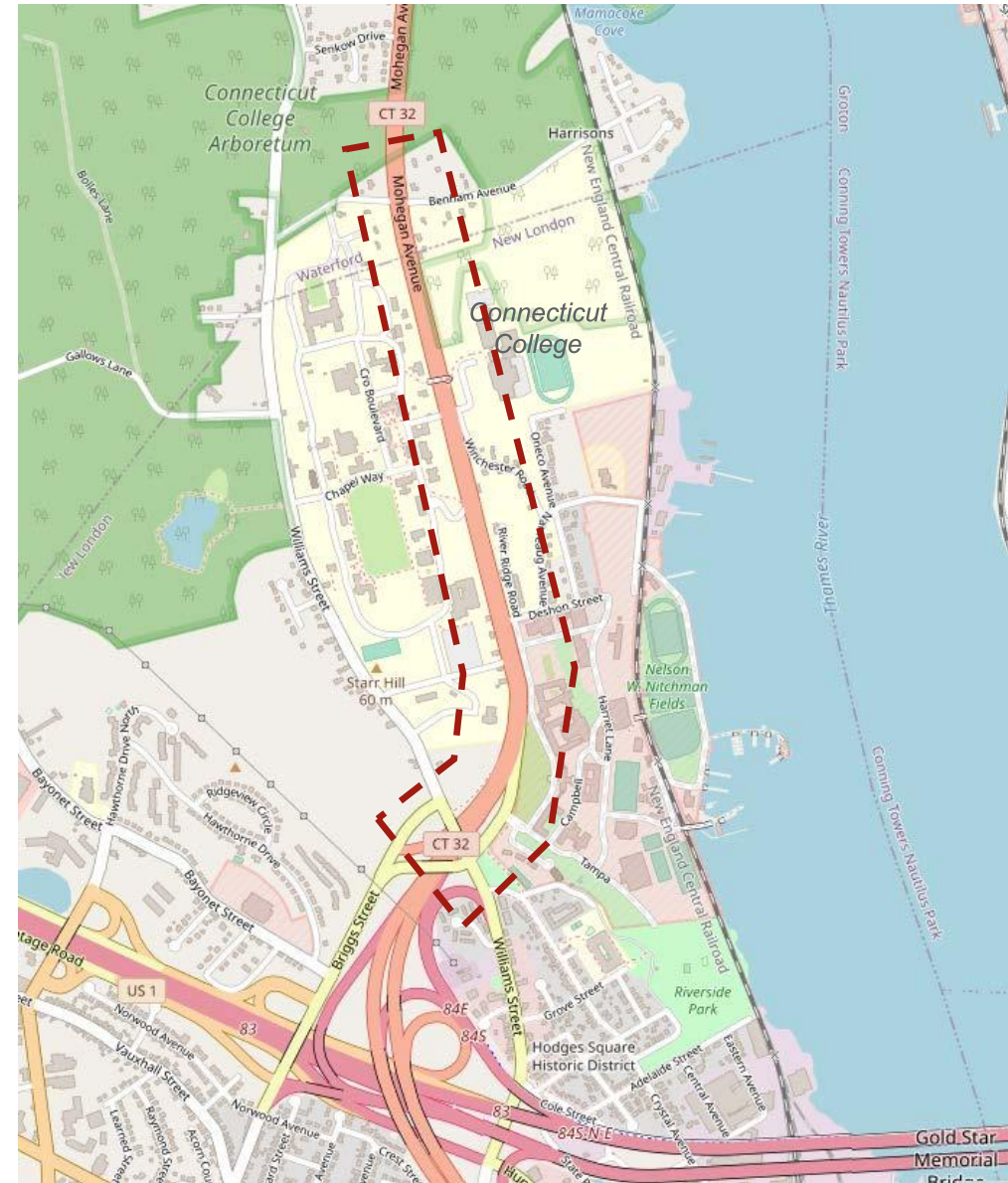


Project Purpose

- 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

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 sustainable transportation choices for area residents
- ❖ Establish a visual gateway into the College District through greenery, signage and public art

What We Heard



Community Outreach

- Project Advisory Committee Meetings
- Online Comment Map
- Online Surveys
- Conn College Pop-up
- Eat in the Steet Pop-up
- Coast Guard Academy Interview
- Public Meeting #1 – November 2022



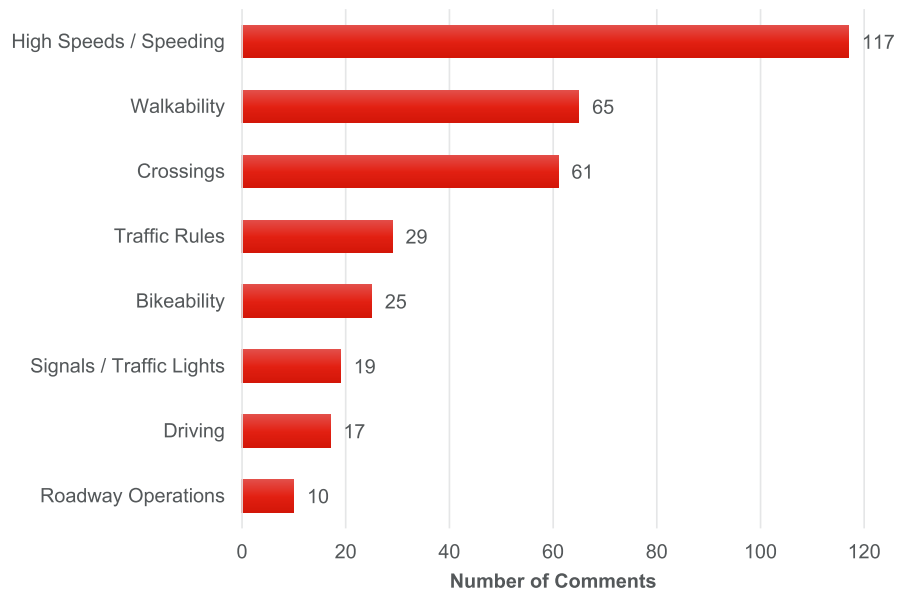
Responses

- Existing conditions
 - 213 online survey responses
 - 87 online map comments
 - 102 pop-up event comments
 - 30+ Advisory Committee comments
- Alternatives
 - 35+ public meeting comments
 - 20+ Advisory Committee comments
 - 467 online survey responses

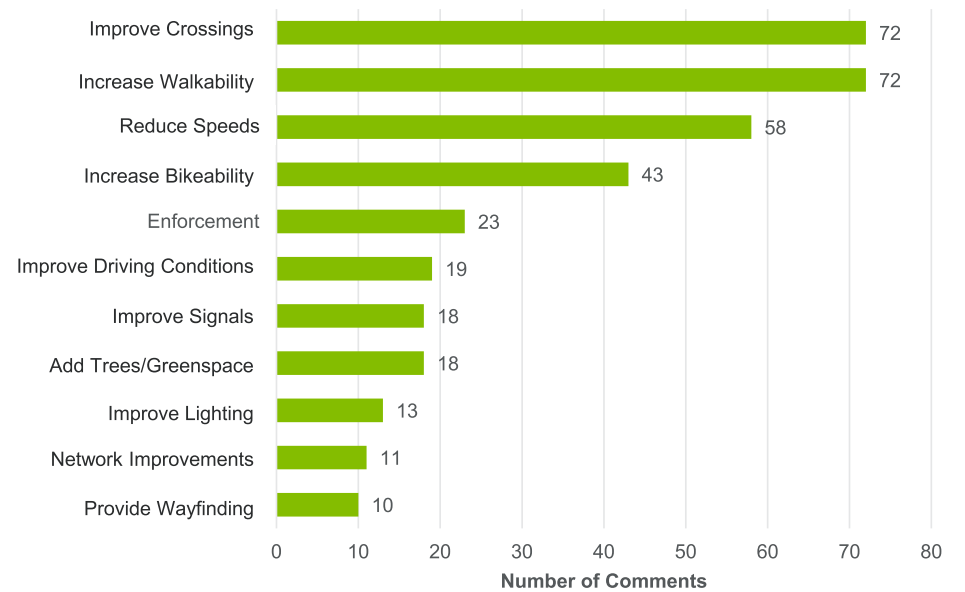


General Comments

Issues

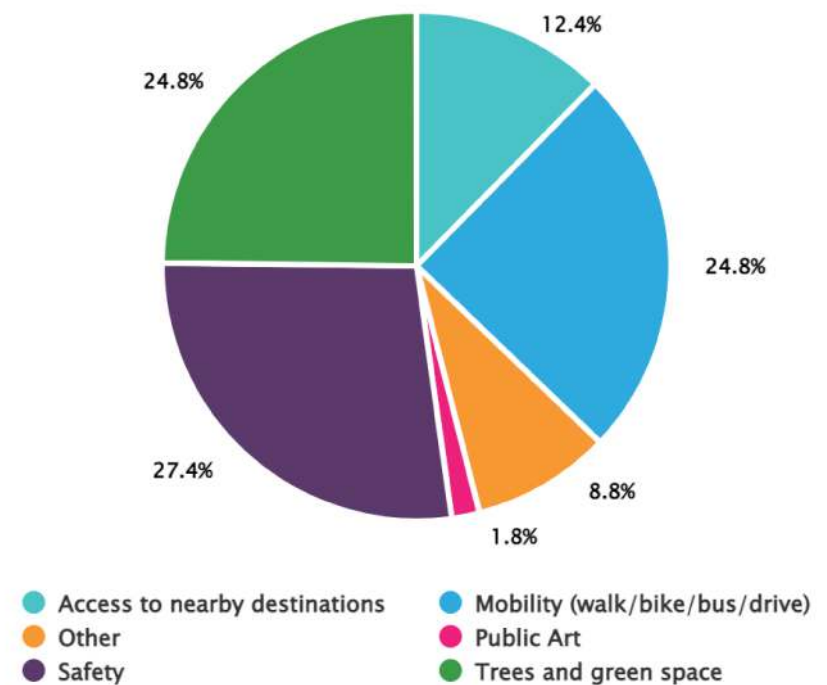


Ideas



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

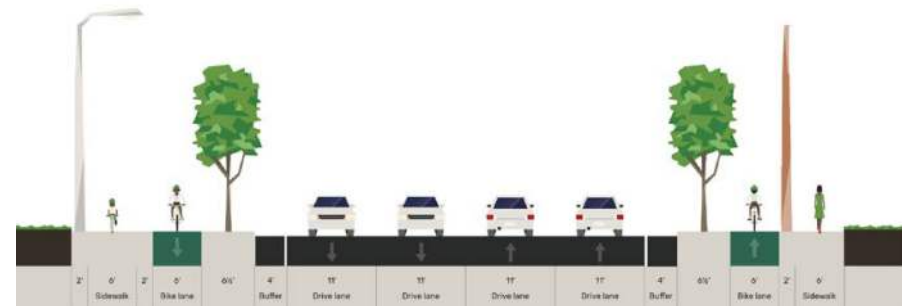


Alternatives Feedback



Option A – shared use path & median

- Preferred by 56% of respondents



Option B – one-way raised bike lanes

- Preferred by 25% of respondents

16% of respondents felt that both options meet the project vision

3% felt that neither option meets the vision

Top three priority elements: wider sidewalks (81%), bike facilities (62%) and park space (45%)

Preferred Concept



Refinement of Preferred Concept

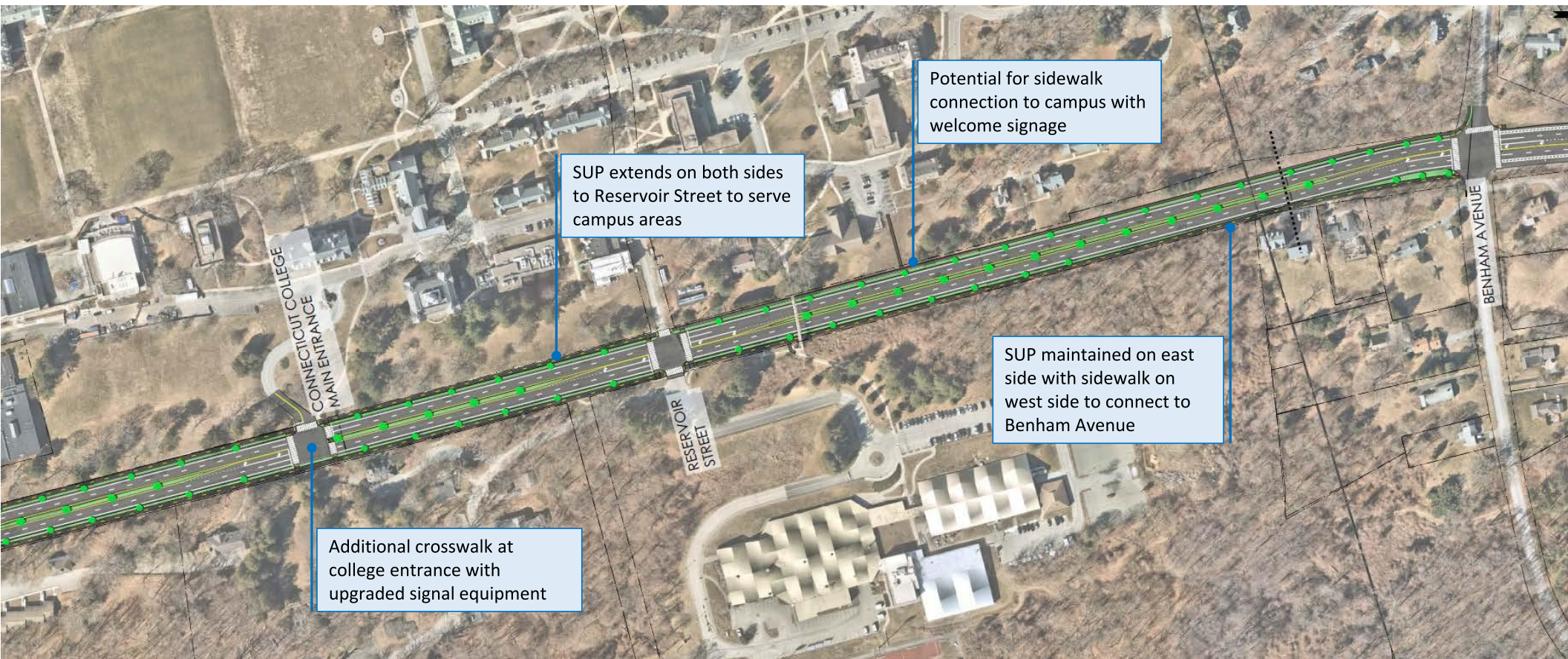
- Based on feedback recieved:
 - Shared use paths provided on both sides to serve campus area
 - Landscaped median included for added greenery
 - Opportunities to add gateway features and rest areas reviewed



Proposed Design Summary



Proposed Design Summary



On-Ramp from Coast Guard Academy



EXISTING



PROPOSED

Connecticut College Entrance



EXISTING



PROPOSED

Southbound College Hill Gateway



EXISTING



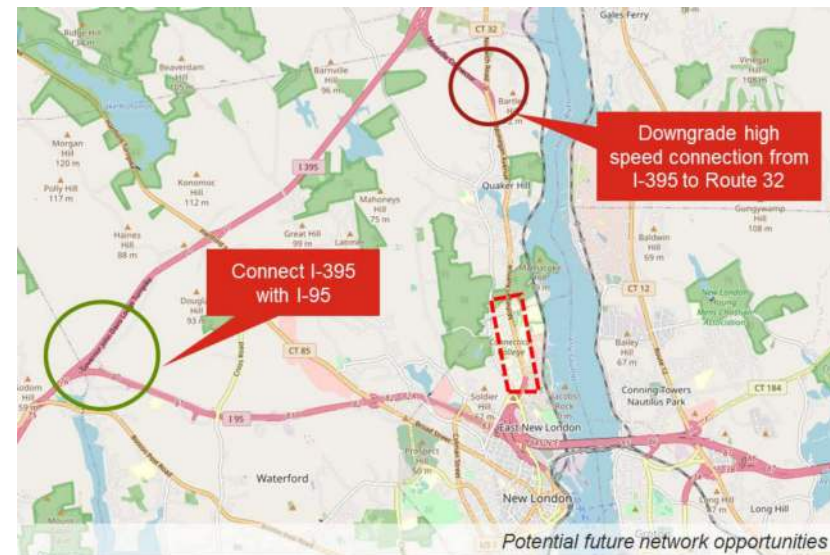
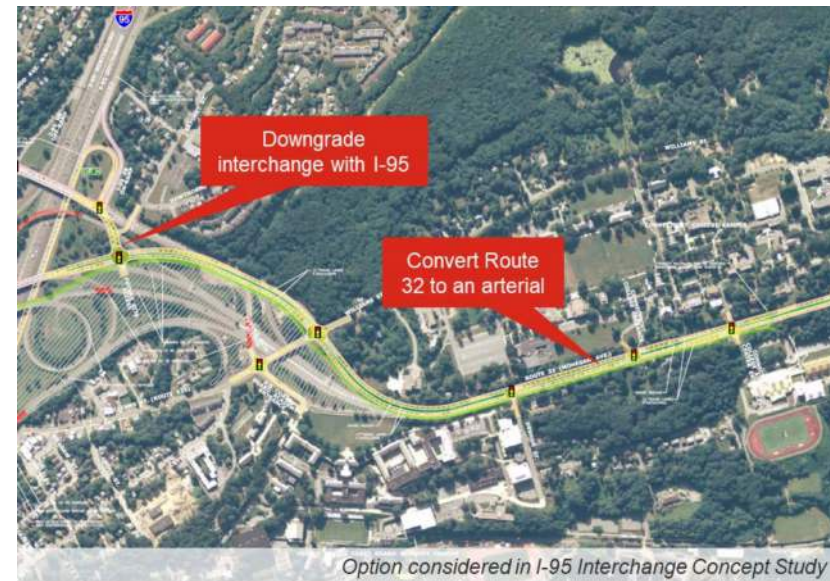
PROPOSED

Long Term Considerations



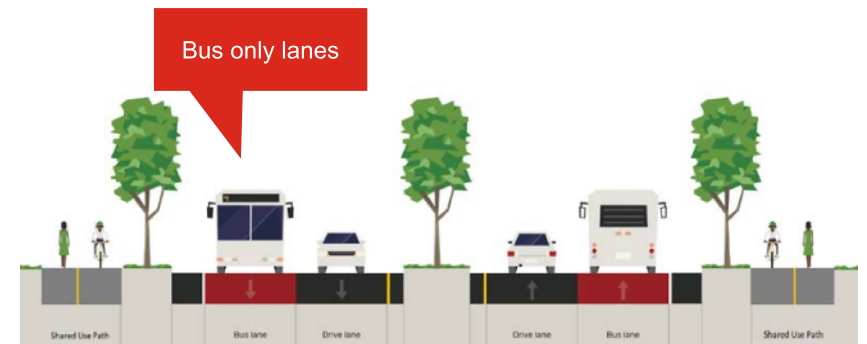
Future Opportunities

- 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



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 the additional lane to be converted to bike lanes, bus lanes, or be reconstructed to allow for other uses.



Next Steps



Next Steps

- This study is for conceptual design only
- Future implementation will be considered by CTDOT when funding becomes available
- The proposed concept may need to be adjusted in later stages of design based on technical constraints
- Ongoing work related to the I-95 PEL study will consider recommendations made for Route 32

Thank you

