



FUSS & O'NEILL

March 9, 2022

James Butler, AICP
Executive Director
Southeastern Connecticut Council of Governments
5 Connecticut Avenue
Norwich, CT 06360

Re: Scoping Review Letter
Route 32 Corridor Study
New London, Connecticut
Fuss & O'Neill Reference No. 20210942.A10

Dear Mr. Butler:

Fuss & O'Neill, Inc. is pleased to submit the following scope for transportation engineering consulting services relative to the Route 32 Corridor Study in New London.

Project Understanding

Fuss & O'Neill has prepared this proposal based upon the scope outlined in the Request for Proposals and discussions with Southeastern Connecticut Council of Governments (SCCOG).

Scope of Services

The specific services to be provided in connection with this proposal are broken out by task and described generally below.

Task 1 – Community Involvement

Task 1A: Project Website

We will develop a website for the Project. We will register a unique domain for the website, and it will be stand-alone with links being provided by the City of New London and SCCOG on their respective websites. The site will be a vital link between the public, interested parties, and the Advisory Committee. The website will be used to provide general project information, findings, and recommendations, as well as announce the dates and times of upcoming meetings or other project events. The website can also be a platform for interactive mapping, surveys, comment tools; providing opportunities for the public to provide input to the planning and design process.

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Task 1B: Advisory Committee

We will consult with the City of New London to establish an Advisory Committee to provide oversight, direction for the study, and monitor the process.

We will participate in five (5) Advisory Committee meetings. It is anticipated that the meeting presentation and discussions will consist of the following:

- Meeting #1: Project kickoff meeting to review scope, data plan, public engagement strategy, study objectives, and obtain input from the Advisory Committee on existing issues and concerns along the corridor.
- Meeting #2: Meeting to review existing conditions analysis and findings, to brainstorm potential recommendations and alternative concepts, and to obtain input from the Advisory Committee ahead of the first public meeting.
- Meeting #3: Meeting to present preliminary recommendations and alternative concepts developed and initiate the Advisory Committee comment period prior to the second public meeting and initiating the public comment period.
- Meeting #4: Meeting to discuss comments received during the Advisory Committee and public comment periods before starting work on the final concept.
- Meeting #5: Meeting to present the final concept plans for Advisory Committee review.

Advisory Committee Meetings may be held in a virtual meeting platform (such as Zoom, Microsoft Teams, WebEx, Go to Meeting, or similar program through coordination with SCCOG staff, or in person.

Fuss & O'Neill will provide meeting agendas, materials, and minutes to all members of the advisory committee, and all materials will be posted to the project website.

Task 1C: Public Engagement

F&O will initiate in the conduct of a proactive public engagement process. The purpose of this task is to engage the public in a discussion regarding the future of the corridor and how improvements to the roadway can better and more safely integrate user needs.

We will prepare a written public engagement plan that outlines our public engagement strategy.

We will conduct five (5) interviews with key project stakeholders such as roadway users, affiliates of Connecticut College and the Coast Guard Academy, and other residents and business owners along the corridor

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We will host two (2) pop-up kiosk engagement sessions along the corridor.

We will host three (3) public information meetings at the following project stages:

- Meeting #1: At the conclusion of Existing Conditions and Future No-Build assessment in order to collect public feedback on the existing deficiencies on the corridor. This meeting will be held in a workshop/charrette style format. The findings of the existing conditions analysis will be reviewed and Fuss & O'Neill/SCCOG will staff facilitate a workshop to brainstorm potential recommendations and sketch alternative concepts with the public.
- Meeting #2: After draft alternatives for the corridor have been developed and reviewed with the Advisory Committee. The intent of this meeting will be to obtain input from the public on the draft alternative concepts before developing a final concept.
- Meeting #3: After the draft final study is complete in order to obtain final public comment to be incorporated into the final deliverable.

Public meetings are expected to be held in person with a virtual participation option. If this is not feasible due to restrictions in place related to the COVID-19 pandemic, meetings will be held virtually. The meeting format will allow the public to view the presenters and graphics live and make comments/ask questions in real time. The meetings will also be recorded and posted on the project website for later viewing should members of the public be unable to view the meetings in real time.

In addition to the public meetings, the Advisory Committee will initiate two 30-day public comment periods during the draft and final concept phases of the study. All information will be communicated to the public via the project website, social media announcements, and press releases.

Task 1 Deliverables:

- Written public engagement strategy
- Timely updates to the project website
- Press releases advertising public comment periods
- A total of five (5) Advisory Committee meetings and three (3) public meetings
- CTDOT Kickoff Meeting
- Five (5) stakeholder interviews
- Two (2) pop-up kiosks
- Meeting materials, agendas, and minutes
- Memorandum summarizing public input to be submitted as part of the final corridor study

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Task 2 – Existing Conditions Report

The proposed study area includes the Route 32 corridor from the Benham Avenue in Waterford to the Williams Street bridge.

Vehicle traffic, bicycle and pedestrian data will be compiled for the entire study area. Where necessary, additional data will be gathered to develop the necessary traffic model needed to evaluate operations within the corridor. Fuss & O'Neill will perform the following tasks:

Task 2A: Data Plan

Fuss & O'Neill will prepare a memorandum summarizing existing traffic count data available in the study area and outlining any additional traffic counts that must be conducted to supplement existing data.

Task 2B: Existing Conditions Map

Fuss & O'Neill will produce an existing conditions map including property and right-of-way boundaries, utility locations, land use, transit routes and stops, and environmental data.

Task 2C: Data Collection and Traffic Forecasting

Fuss & O'Neill will conduct a field visit to inventory existing transportation facilities and infrastructure, including: varied cross sections, intersections, lanes, sidewalks, roadway widths, curb cuts, vertical restrictions, pedestrian facilities, ADA accessibility, transit services, accessibility of bus stops and other transit facilities, cyclist facilities, residential density within the corridor, and employment density within the corridor. Right of way lines will also be researched.

We will gather data on crashes along the corridor and at the study area intersections for at least the latest three years of available data. Data will be obtained from the UCONN crash repository to identify any existing crash patterns that could be mitigated by a road diet or other traffic calming or operational improvements.

We will conduct 48-hour Automatic Traffic Recorder (ATR) counts including vehicles, pedestrians, and bicyclists to get an accurate picture of existing demand at the following locations

- Route 32: 1,000 feet south of Benham Avenue
- Route 32: 600 feet south of Reservoir Street
- Route 32: 1,300 feet north of Williams Street
- Route 32 Northbound Ramp: 250 feet south of the merge with Route 32
- Route 32 Southbound Ramp: 500 feet east of Briggs Street

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We will conduct pedestrian counts on the pedestrian bridge across Route 32. Counts will be conducted over a 14-hour period on a weekday (8 AM – 10 PM) and a 10-hour period on a Saturday (10 AM – 8 PM)

We will conduct vehicular, bicycle, and pedestrian turning movement counts during the weekday morning and afternoon peak hours at the following intersections:

- Benham Avenue and Route 32
- Reservoir Street/Winchester Road and Route 32
- Connecticut College Driveway and Route 32
- Deshon Street and Route 32
- Mohegan Avenue Parkway at Williams Street
- Mohegan Avenue Parkway at Coast Guard Academy Driveway
- Williams Street at Briggs Street

Counts on Route 32 will include observations on the number of wrong-way cyclists on Route 32.

Turning movement counts at the intersections will be collected by video, allowing for the collection of overnight pedestrian counts.

We will coordinate with the CTDOT Planning Division, the City of New London, and SCCOG to forecast short- and long-term traffic patterns.

Task 2D: Assessment of Planned Projects and Plan Coordination

In order to ensure that the Corridor Study is aligned with local and regional planning efforts, Fuss & O'Neill will coordinate with CTDOT, the City of New London, Connecticut College, and the U.S. Coast Guard Academy to obtain plans and studies that may be relevant to this project.

Task 2E: Existing and Future Conditions Report

An assessment of the existing and future conditions based on analysis of collected data will be summarized in a technical report for review by the Advisory Committee. The report will include a summary of existing count data, future traffic volumes, crash data and observations of existing transportation infrastructure along the corridor, as well as land use, zoning, and right-of-way information.

Utilizing Synchro and Sidra Capacity Analysis Software, we will develop a comprehensive traffic model of the Route 32 corridor from Benham Avenue to Williams Street. Analysis will be conducted for the weekday morning and afternoon peak hours of traffic for the 2022 existing condition and the 2037 design year condition, to be confirmed with CTDOT, without potential

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road improvements. Intersection delay and queueing will be analyzed to determine deficiencies along the corridor such that mitigation measures can be vetted. Findings of the capacity analysis will be summarized in the technical report.

The technical report will be discussed with the public at a public meeting and published on the project website.

Deliverables:

- Memorandum summarizing data collection plan
- Existing conditions map
- Existing and future conditions report (electronic copy)
- Level of service and queue length summary
- Synchro capacity analysis reports
- Traffic and pedestrian volume data used for analysis

Task 3 – Alternatives Analysis

Task 3A: Draft Conceptual Alternatives Plan

Fuss & O'Neill will make recommendations for physical improvements along the entire length of the corridor, as well as recommendations for improving transit ridership. Recommendations will be categorized into short-, medium-, and long-term improvements.

We will analyze corridor for opportunities to reduce the number of lanes as part of a road diet, including identifying the impacts on traffic operations, transit, and non-motorized users. Utilizing Synchro Capacity Analysis Software, we will prepare a 2037 design year condition model with potential road improvements. Intersection delay and queueing will be analyzed to determine the impacts of potential improvements and assess their viability throughout the length of the corridor.

We will prepare an Access Management Plan making recommendations on potential opportunities for additional or fewer connections to Route 32.

Concept plans and accompanying narratives will be prepared for two (2) comprehensive alternatives for the entire corridor, with an emphasis on enhancing transit ridership.

Task 3B: Cost Estimate and Implementation Plan

Fuss & O'Neill will prepare high level cost estimates, including ROW costs and impacted area broken out by parcel, pertaining to short, medium, and long-term recommendations. We will identify potential funding sources and implementation phasing. We will assess any local, state, and federal permits required to complete the recommended improvements.

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Deliverables:

- Presentation materials that synthesize the benefits, associated cost, implementation phasing, and required permits for each alternative
- Concept drawings for each alternative. It is assumed that three (3) comprehensive alternatives will be developed for the entire corridor, one of which will include transit improvements.

Task 4 – Final Corridor Study and Recommendations

We will prepare a final concept plan and narrative to communicate the overall concept. The final plan will reflect Advisory Committee comments and feedback from the public as gathered during the community outreach process.

We will prepare three (3) renderings of proposed improvements at representative locations in the College Hill District.

Task 5 – Final Report

At the completion of the public involvement process and study analysis efforts, we will develop a Final Report. The Report will begin with an executive summary, and will address outstanding Advisory Committee and public comments from final meetings. The report will include an implementation strategy including prioritized short and long range improvement recommendations. The Report will provide transportation and streetscape design concept plans and cross sections and a comprehensive summary of proposed multi-modal recommendations. Order of magnitude cost estimates, constructability, and schedule will be considered when identifying potential improvement recommendations and prioritizing them. Potential funding sources will also be identified. The Final Report will be presented to the Advisory Committee for review and comment. We will revise the Final Report to address Advisory comments and suggestions. An electronic copy and up to five (5) hard copies will be provided