1. INTRODUCTION

SLR International Corporation in collaboration with the Town of Woodbridge 2030 Task Force and in association with the South Central Regional Council of Governments (SCRCOG), developed a pedestrian based Connectivity Master Plan for the Woodbridge "downtown" Business District. The Woodbridge Business District currently lacks a safe network of pedestrian connections between businesses and adjacent residential zones. Gaps in sidewalks along roadway corridors and a lack of pedestrian and bicycle infrastructure at key intersections limit the walkability/ bikability in the project area, bifurcating businesses, and the ability for residence to “park once” and walk from business to business.

In 2013, the Woodbridge Economic Development Commission completed a Development Concept Plan for this area that outlined “strategies for the improvement and future development of the area to be known as the Village of Woodbridge.” The Plan developed a set of recommendations for transforming the area from an auto-oriented commercial area into a modern mixed-use village center style of development. One of the Concept Plan’s recommendations included enhancing walkability and a unique local identity with pedestrian improvements, as well as, establishing design standards for sidewalks, lighting, street trees, and other furnishings. The recommendations of the Concept Plan informed the recommendations set forth in the 2015 Plan of Conservation and Development.

This project aims to continue where the 2013 Concept Plan left off by providing actionable options that strengthen pedestrian and bicycle linkages throughout the district while providing recommendations for traffic calming - with the intent on encouraging alternative modes of transportation, attracting new and unique businesses, enhancing the existing residential neighborhoods and making the Woodbridge Business District a vibrant destination.

At the start of the project we were excited to learn that the 2030 Task Force had recently engaged an architectural consultant (Pirie Associates) to develop the Woodbridge Business District Placemaking Study. Coinciding with our project schedule, and as part of a joint public engagement process with our team, the study developed a preliminary vision and explored aspirational goals for the implementation of placemaking elements in the Business District.
2. INVENTORY AND ANALYSIS

INVENTORY: the process of documenting various data from a given site.

ANALYSIS: the interpretation of the data to better understand the project area and make informed conclusions on the assets and liabilities of the Business District.

2.1 Existing Conditions

The core of the Business District is located within a valley historically known as "The Flats" and is straddled between Routes 63 (Amity Road) to the west, and Route 69 (Litchfield Turnpike) to the east. The southern edge of the district is bound by Route 15 (Merrit Parkway) and Bradley Road to the north. To the west of Amity Road sits a cluster of businesses along Selden Street, Hazel Terrace, June Street, and Bank Street. To the east of Litchfield Turnpike, Konolds Pond and the West River sits an industrial and corporate zone that houses a large quantity of the areas work force. Just north of Bradley Road sits additional businesses, healthcare/medical facilities, and residences.
Figure 2-1  EXISTING CONDITIONS
2.2 Current Zoning

The Woodbridge Business District is delineated by three zoning designations amenable to commercial and industrial uses: BI (Business and Industrial), DEV1 (Development District 1), and GB (General Business). The majority of parcels in the area are designated under one of these zones. The BI and GB zones generally allow for more intensive industrial and commercial uses, while the DEV1 district allows the operation of more selected retail and professional services, as well as senior and childcare facilities. Each of these zones include several parcels that present opportunities for new commercial development.

Additionally, four residential zones: C (Residential C), BB (Residential BB), A (Residential A) and D (residential D) are within and surround the business district. The location of these residential zones play an important role in providing a user base for businesses and encourage walking to and between retail amenities.
Figure 2-2 CURRENT ZONING
2.3 Green Space and Recreational Open Space

One of the Business Districts’ best assets is its proximity to, and quantity of open space and recreational opportunities. Flanking both sides of the project area are expansive forested ridgelines that include existing trail systems. Within the Business District, there are numerous recreational amenities including the Connecticut Sports Center, West River Field, and Amity Bowl bowling alley among others. Furthermore, Konolds Pond and West River sit along the eastern portion of the business district and provide an ecological and cultural resource for the area. The project area also has many locations with a mature tree canopy, which not only offers an aesthetic backdrop within the “village”, but provides shade and cooling benefits as a measure of heat resilience. Creating pedestrian connections from the central retail/commercial area to these open space areas provides residents, and visitors, with options for passive and active recreational opportunities.
Figure 2-3 OPEN SPACE
2.4 Vehicular Circulation

Significant traffic congestion during peak hours within the project area present challenges for pedestrian activity and future business development. The three State roads (Route 69, Route 63 and Lucy Street S.R. 749) see a high volume of commuter traffic and congestion that are further impacted by driveway access into business parcels. Lucy Street currently acts as the main east/west link between state roads 69 and 63 for vehicles traveling to adjacent towns to the north from Route 15.

As part of this project our traffic engineers reviewed future signal plans in the project area, and identified existing and proposed state projects. Signal upgrades are underway at the Lucy Street and Amity Road intersection (Project # 0173-0494) as well as the Litchfield Turnpike and Bradley Road intersection (Project #173-0486) - and should alleviate timing issues that impede vehicular through movements.

AADT (Annual Average Daily Traffic) was provided by the Connecticut Department of Transportation (CTDOT – State Project # 092-028) for each of the main roads in the project area. It is expressed as number of vehicles per day.

- Amity Road (north) has the highest AADT of 21,000 – 22,100
- Litchfield Turnpike (south) has the second highest AADT at 17,500-19,700
- Amity Road (south) has the third highest AADT at 17,900-18,7000
- Litchfield Turnpike (between Lucy Street and Bradley Road) has an AADT of 11,700-11,900
- Litchfield Turnpike (north) has an AADT of 9,300
- Lucy Street has an AADT of 6,400-7,000
- Bradley Road has an AADT of 3,800
- June Street has an AADT of 1,200
- Mettler Street has an AADT of 1,000
- Landin Street has an AADT of 800-1,000
2.5 Vehicular Collisions

Data on traffic crashes within the study area for the period of January 1, 2019 through May 1, 2022 were obtained via the Connecticut Crash Data Repository. During this period, the intersection of Litchfield Turnpike (Route 69) at the Route 15 on/off ramps experienced the highest volume of collisions, followed by the intersection of Amity Road (Route 63) at Bradley Road.

The southern portion of Litchfield Turnpike (Route 69) between the intersections of the Route 15 on/off ramps and Lucy Street experienced a high volume of vehicular collisions. The combination of vehicular volumes and high concentration of intersections along this stretch contribute to vehicular crash rates in this area.

At the intersection of Amity Road (Route 63) at Bradley Road, nearly all collisions involved vehicles turning into or out of Bradley Road and colliding with vehicles traveling on Amity Road (Route 63). Just south of this intersection, Amity Road (Route 63) widens from one northbound through lane to two northbound through lanes; any left-turning vehicles at the intersection must cross two lanes of northbound traffic and vehicles turning out of Bradley Road must do so from a stopped position, while vehicles on Amity Road (Route 63) are free-flowing. It is also noted that the speed limit on Amity Road drops from 45 mph to 35 mph for southbound vehicles a quarter-mile north of Bradley Road, but there is no visual cue indicating drivers should slow down, aside from two speed limit signs. The shoulder is also wide along the west side of Amity Road; this combination of factors can contribute to high vehicular speeds past the intersection at Bradley Road, increasing the likelihood of vehicular conflict.

Pedestrian collision data were also analyzed for the same time period of January 1, 2019 through May 1, 2022 and show that no pedestrian collisions were reported during this period. One pedestrian collision occurred in December 2018 on Litchfield Turnpike (Route 69) between the intersections of Lucy Street and Merritt Avenue when a pedestrian crossed Litchfield Turnpike (Route 69) without yielding right-of-way to a vehicle. One pedestrian collision occurred at the bend in South Bradley Road in February 2017. No bicycle collisions have been reported between 2017 and 2022.
This map represents vehicle collisions. No pedestrian collisions were recorded between 2019-2022. Recent pedestrian collisions are in 2017 and 2018.
2.6 Pedestrian Facilities - Sidewalks

During the initial round of site reconnaissance, existing sidewalk locations, sidewalk dimensions, sidewalk conditions, and general pedestrian facilities were documented. While existing sidewalks do exist in areas within the business district, the lack of a continuous sidewalk network inhibits safe pedestrian movement throughout the area and between businesses. For example, the retail/commercial area West of Amity Road known as the “Selden Area” (encompassing June Street, Hazel Terrace, Bank Street & Selden) lack sidewalks throughout - preventing pedestrian circulation between uses and connections east to Amity Road. Additionally, the lack of sidewalks east of Litchfield Turnpike discourages pedestrian movement between neighboring residential areas and the central downtown Business District.

As stated previously, to the east and west of the project boundary exists a network of woodland recreational trails. Any future improvements to the sidewalks within and around the project area should provide connections to these trails.

Pedestrian facilities that encourage people to meet, gather and engage with the streetscape are currently not present in the business district. There are no existing (public) benches or gathering areas located within the right-of-way, nor do any bike racks exist. There are no existing shade structures located in the project area. However, there are some mature trees along various sidewalks that do provide some shade for pedestrians. While there is vehicular and private parking lot lighting, there is no pedestrian level lighting along roadways that help to create a sense of security within the project area. There are 10 bus stops in the project area but as mentioned, none of these bus stops include canopied shade shelters.
LEGEND

- **GREEN** EXISTING SIDEWALK
- **RED** DETERIORATED SIDEWALK
- **ORANGE** MISSING SIDEWALK

Figure 2-6 EXISTING SIDEWALKS
2.7 Pedestrian Facilities - Intersections

SLR documented the existing conditions of each of the main intersections in the project area, to evaluate what elements are missing, are in disrepair, or could use improvement.

Below are the intersections included in this study with the corresponding observations:

1. **Amity Road and Bradley Road**
   - ADA drop ramp with cracked/partial detectable warning strip present at southeast corner of intersection
   - Crosswalks not present at intersection
   - No pedestrian signal
   - Intersection is unsignalized; Bradley Road approach is STOP-controlled
   - Bike accommodations are not present
   - Sidewalks available along southeast corner of intersection

2. **Amity Road and Landin Road**
   - ADA drop ramp and detectable warning strips present at two corners of intersection
   - Crosswalk present across east leg
   - No pedestrian signal
   - Intersection is unsignalized, with Landin Street STOP-controlled
   - Bike accommodations are not present
   - Sidewalks available along northeast and southeast corner of intersection

3. **Amity Road and Lucy Street**
   - ADA drop ramps present two corners of the intersection.
   - No detectable warning strips at any ramps. CTDOT Project No. 0173-0494 will install new sidewalk ramps at northeast, southeast, and southwest corners of intersection.
   - Crosswalks present across east and south legs of intersection.
   - Pedestrian heads and push buttons present at three corners of intersection. Exclusive pedestrian phase will remain.
   - Intersection is signalized. CTDOT project will include installation of new signal equipment.
   - Bike accommodations are not present
   - Sidewalks available along southeast corner of intersection

4. **Amity Road and June Street**
   - No ADA drop ramp or detectable warning strips at any corners of intersection
   - Crosswalks not present at intersection
   - No pedestrian signal
   - Intersection is unsignalized, with June Street STOP-controlled
   - No bike accommodations
   - Sidewalks are not present at or approaching the intersection
   - Intersection is signalized. CTDOT project will include installation of new signal equipment.

5. **Litchfield Turnpike and Bradley Road**
   - No existing ADA drop ramps or detectable warning strips at intersection. Sidewalk ramp and concrete landing area to be installed at northeast and northwest corners of intersection, respectively, under CTDOT Project No. 0173-0486.
   - Crosswalks not present at intersection. Bar crosswalk to be installed across north leg under CTDOT.
   - Side-street green pedestrian push buttons exist at southwest and southeast corners. Pedestrian push buttons and signal heads to be installed at northwest and northeast corners of intersection under CTDOT. Signal will operate with concurrent pedestrian phase with Leading Pedestrian Interval (LPI) upon signal upgrade.
   - Intersection is signalized. New signal equipment to be installed under CTDOT.
   - Bike accommodations are not present.

6. **Litchfield Turnpike and Landin Street**
   - ADA drop ramp and detectable warning strips present at northwest and southwest corners.
   - No crosswalks at intersection
   - No pedestrian signal
   - Intersection is unsignalized, with Landin Street STOP-controlled
   - Bike accommodations are not present
   - Sidewalks present along southwest and southeast corners of intersection.

7. **Litchfield Turnpike and Lucy Street**
   - ADA drop ramp and detectable warning strips present at southwest and northeast corners of intersection.
   - Crosswalks present across west and north legs of intersection
   - Side street green pedestrian signal heads and push buttons present at northwest and northeast corners of intersection.
   - Intersection is signalized.
   - Bike accommodations are not present.
   - Sidewalks present along northwest and southwest corners of intersection.

8. **Litchfield Turnpike and Merrit Avenue**
   - No ADA drop ramps or detectable warning strips
   - Crosswalk present across south leg of intersection.
   - Side street green pedestrian signal heads and push buttons present at southwest and southeast corners of intersection.
   - Intersection is signalized.
   - Bike accommodations are not present.
   - Sidewalks available along west side of Litchfield Turnpike.
Figure 2-7  INTERSECTIONS

1. AMITY AND BRADLEY
2. AMITY AND LANDIN
3. AMITY AND LUCY
4. AMITY AND JUNE
5. LITCHFIELD AND BRADLEY
6. LITCHFIELD AND LANDIN
7. LITCHFIELD AND LUCY
8. LITCHFIELD AND MERRITT
2.8 Pedestrian Counts

In order to understand the level of existing pedestrian activity in the project area, pedestrian counts were conducted on Saturday June 4, 2022 from 12:00 – 2:00 PM. The project team noted that the majority of the pedestrians were sighted at the Landin Street and Amity Road intersection and along the southern leg of Litchfield Turnpike. Moderate pedestrian activity was observed at the Mettler Street and Amity Road intersections as well as the Lucy Street and Amity Road intersection. While sidewalks do exist in these areas, the low pedestrian activity in the study area can be attributed to lack of complete sidewalk connections throughout the Business District.
Figure 2-8 PEDESTRIAN COUNTS

LEGEND

TOTAL PEDESTRIAN AT INTERSECTION

* PEDESTRIAN COUNTS CONDUCTED SATURDAY JUNE 4 AND JUNE 11, 2022 (2-2PM)
3. RIGHT-OF-WAY ANALYSIS

A public “Right-of-Way” is a horizontally determined easement for public travel. Typically located outside of private property boundaries, the Right-of-Way, for transportation purposes, delineates an area that typically includes the roadway, sidewalks, vegetation and utilities. We refer to this area as the “Public Realm”. In the case of this project, three state roads (Route 63, Route 69 and Lucy Street) include right-of-way that are managed and governed by the Connecticut Department of Transportation (CTDOT). The remaining roads within the study area are owned and regulated by the town of Woodbridge. In order to develop a pedestrian connectivity plan, the focus of this project, the project team analyzed the existing dimensional criteria of each roadway right-of-way to determine potential opportunities to increase pedestrian use within each space.

By facilitating and promoting pedestrian and bicycle elements within the right-of-way, the public realm space can become a safer, more efficient for multiple modes of active transportation, and assist in engaging community assets. SLR documented the existing conditions for the majority of the roads, using ArcGIS data, to create existing sections as a baseline for concept design. Our analysis found that a majority of the roadway lane widths are on average 13’ or more (and in some areas as wide as 17’ in one direction). With the existing roads taking up a majority of the public realm, there is little to no room for pedestrian facilities and landscaping.

Streets included in the right-of-way study:

- June Street (East Bound)
- Selden Street (North Bound)
- Amity Road / Route 63 (North Bound in 4 zones)
- Litchfield Turnpike / Route 69 (North Bound in 4 zones)
- Lucy Street (West Bound)
- Landin Street (West Bound)
- Bradley Road (West Bound)
- Bradley Road (East Bound)
- Bradley Road (North Bound)
- Lunar Drive (West Bound)
- North Bradley Road (North Bound)
A COMPLETE INVENTORY OF THE EXISTING RIGHT-OF-WAY SECTIONS CAN BE FOUND IN: SECTION 7: CONCEPTUAL STREETSCAPE SECTIONS
4. PUBLIC ENGAGEMENT

An important component of the Connectivity Master Plan was to establish an equitable, engaging, and transparent design process. This was accomplished through a series of public engagement events over an 8-month period. Because this project includes design elements within the public realm, and specific ideas that affect community development, it was important to involve the community early and often throughout each stage of the project. The intent of our engagement exercises aimed to not only gather important feedback, but help in fostering a level of trust in our proposed alternatives - assuring that what we propose was in line with the goals of the local community. Only with the combination of a public engagement feedback loop between the community and the design professionals, could we assure the likelihood of developing successful solutions.

4.1 First Outreach Event

SLR began the community outreach process by working closely with the 2030 Task Force Committee, which is a group comprised of public officials and key stakeholders. To start, the group embarked on a discovery field trip to three case study downtowns to spark inspiration and guide design direction. These Connecticut downtowns included Ridgefield, Wilton, and Kent. A list of likes and dislikes of each location were compiled and analyzed by the team and later refined into several key objectives.

SLR then held the first community meeting on September 15, 2022 at 6:00PM. The goal of this meeting was to introduce the project, familiarize the public to the project area, and collect initial visioning and placemaking ideas. The evening began with a brief presentation followed by several engagement activities, which included a lighting charrette for each table.
After our initial public engagement session, the design team began to synthesize the information received during the public outreach and developed a consolidated map containing the ideas expressed by all participants. This map was later presented to the public. Drawing from the ideas expressed, and the inventory and analysis of the project area, the design team developed a Opportunities and Constraints diagram. The Opportunities and Constraints map identified use areas within the project area and elaborates on potential improvements that could happen to move toward the goal of creating a more pedestrian friendly business district.

Figure 4-2  PUBLIC ENGAGEMENT SESSION #1 RESULTS

IMPROVE PEDESTRIAN CROSSING AT INTERSECTIONS
CREATE CONNECTION TO TRAIL SYSTEM
CREATE PLEASING EAST/WEST PEDESTRIAN LINK BETWEEN RECREATIONAL RESOURCES
BRADLEY ROAD IMPROVEMENTS TO MIMIC TRADITIONAL “MAIN STREET”
IMPROVE PEDESTRIAN CROSSING (DOT PEDESTRIAN SIGNALS 2023)
CREATE TRAILHEAD TO ACCESS RIVER EDGE
CREATE TRAIL SYSTEM ALONG RIVER
CREATE ACTIVITIES ON KONOLD’S POND TO ENHANCE USE (EXAMPLE: JAZZ BAND ON THE RIVER/BOAT ATTRACTIONS)

CONSIDER A GONDOLA BETWEEN WEST ROCK AND THE LOWER BUSINESS DISTRICT
CREATE TRAILHEAD TO WEST ROCK TRAILS
PUT UTILITY LINES BELOW GRADE IN BUSINESS DISTRICT
INCREASE PLANTINGS THROUGHOUT THE BUSINESS DISTRICT

LUCY STREET IS DANGEROUS! ADD ON-STREET PARKING TO ENCOURAGE TRAFFIC CALMING

PERFECT AREA FOR AFFORDABLE HOUSING DEVELOPMENT
BRAND AREA AS AN “ENTERTAINMENT DISTRICT” AND A PLACE FOR “DAILY” USE

POTENTIAL CONNECTION TO RIVER (THROUGH RESIDENTIAL LOTS)
CREATE A PEDESTRIAN CORRIDOR/PROMENADE THAT LINKS RESIDENTIAL TO COMMERCIAL USES
NEW VEHICULAR & PEDESTRIAN THROUGH STREETS ALLEVIATE CONGESTION AND PROVIDE OPPORTUNITIES FOR FUTURE BUILD-OUT SCENARIOS.
WALKABLE PLAZAS WITH DIFFERENT CHARACTERISTICS CONNECT BUSINESSES AND AN OPEN LAWN SPACE FOR EVENTS LOCATED IN THE HEART OF THE BUSINESS DISTRICT (INCLUDE AN AMPHITHEATRE FOR MUSIC THAT USES WEST ROCK AS A BACKDROP)

LANDMARK/ICONIC TOWER OR SCULPTURE PROVIDES A DESTINATION FOR VIEWS OF WEST ROCK
CREATE CLEAR SENSE OF ARRIVAL
CONSIDER A PEDESTRIAN BRIDGE OVER AMITY ROAD

Selden Street Area
• EXPAND THE CHARACTER OF SELDEN SO IT DOESN’T FEEL LIKE THE “BACK” OF THE DISTRICT
• IMPROVE PEDESTRIAN INFRASTRUCTURE
• INCREASE VIEWSHEDS TO WEST ROCK
• BRAND THE AREA AS “Selden Scene”
• ACTIVATE THE AREA!
• DESIGN A PLACE TO DECOMPRESS

CREATE “INVITING” PEDESTRIAN AND VEHICULAR ENTRANCES INTO SELDEN
ADD SIDEWALKS ON BOTH SIDES OF AMITY ROAD
CONSIDER TURNING EAST/WEST CROSS STREETS INTO ONE-WAY

CONSIDER APARTMENTS ABOVE EXISTING BUILDINGS IN THE SELDEN AREA
INVESTIGATE WAYS TO EXPAND BUILDING MASSING ALONG AMITY ROAD

CREATE AN “EXPERIENCE” AND IMPROVE SIDEWALK CONNECTIONS BETWEEN NURSING HOME AND BUSINESS DISTRICT (ESPECIALLY DURING SNOW STORMS)

NODE ALONG WEST RIVER FOR PARK, ACCESS, AND/OR PEDESTRIAN BRIDGE
Figure 4-3 OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES

1. While sidewalks exist, the lack of pedestrian buffers make walking along a busy state road feel uncomfortable.
2. Ability to connect pedestrians to the river.
3. Pedestrian connections to existing trail systems.
4. Large open asphalt parking areas provide flexibility for future development and is in line with recommendations from the POCD.
5. Existing roadways provide opportunities for pedestrian connections to Selden Street.
6. Create "gateway" elements to delineate business district and alert motorists of crossing pedestrians.
7. Existing and proposed adjacent residential areas provide critical mass for economic interactions within the business district.
8. Infill & re-use development area (in keeping with POCD).
10. Streetscape improvements, bike lanes, trees and on-street parking.
11. Provide bus stop shelters and multi-mobility plazas along Lucy Street and Amity Road.
12. Eastern pedestrian plaza creates link between business district and recreation amenities.
13. Develop street scene on Selden Street and Hazel Terrace.

CONSTRAINTS

1. Access management in/out of businesses and the proximity to the on/off ramp create a confusing vehicular situation.
2. Lack of pedestrian crossing infrastructure to Selden Street.
3. Distance between intersections cause driver confusion and queuing issues.
4. Physical barriers and distance between businesses limit pedestrian connections.
5. Lack of intersection components that enforce vehicular traffic calming and pedestrian safety elements.
6. Bradley Road commercial areas feel disconnected from the core business district.
7. Routes 63 and 69 are identified as State Bicycle Routes by Connecticut Department of Transportation yet lack dedicated, separated and protected bike lanes.
8. East/West cross streets lack protected bike lanes.
4.2 Second Outreach Event

The second community meeting was held on November 29, 2022, in which SLR gave a recap of the results of the first community meeting, and followed with an in-depth presentation of the inventory and analysis gathered thus far. A major component of the analysis was the opportunities and constraints map, which summarized the assets and liabilities gathered from the physical analysis of the project area. SLR also defined “What is a Right-of-Way” and presented an example concept of one of the existing roadways. This was included to give a better understanding of the technical side of the design process, provide reasoning as to why certain conclusions were made, and to provide a sneak peek to the community for what is to come. Several activities were included throughout the evening, including an activity that ranked the priority streetscapes that the community felt should be implemented in order.
4.3 Third Outreach Event

The third and final community meeting was held on January 30, 2023. After a brief recap of the previous meeting and results of the preferred implementation ranking, SLR presented the Connectivity Master Plan that included corresponding roadway sections, plan enlargements and perspective renderings for intersection improvements, as well as cost estimates for the top three priority roads (Amity Road, Bradley Road, and Lucy Street). Final feedback was collected from the community and overall the concepts were well received and agreed upon.

SLR concluded the project outreach with a presentation to the town’s Board of Selectman to review funding and next steps.

Figure 4-5 3RD COMMUNITY MEETING
5. CONNECTIVITY PLAN - SECTIONS

Using data collected from the inventory and analysis maps and community feedback, SLR developed three conceptual streetscape cross section alternatives that could be implemented in each of the individual roadways, within the business district - with the goal of providing safe pedestrian/ bicycle facilities, that connect business uses, while still supporting efficient vehicular travel. To do so, the design team used the existing conditions right-of-way (R.O.W.) measurements for each of the study streets and determined which of the three alternatives could “fit” within the given right-of-way.
1. **Multi-Modal Path (Wide R.O.W.)**

The Multi-Modal Path alternative is the most robust option that proposes a +/- 10 foot wide sidewalk on one side of the roadway to encourage multiple modes of active transportation options and users (bicycles, scooters, strollers, joggers) within the public realm. The multi-modal path enlivens the business district by creating a circuit of activity around and throughout the project area - and acts as a marketing tool for visitors to the area who recognize that the business district is a vibrant, healthy area to be a part of. With an abundance of people on the path, moving throughout the area, prospective retailers, restaurateurs and entrepenuers, new to the area, also get a glimpse of the potential customer base.

By narrowing the existing drive lanes down to an 11 foot width (traffic calming), the streetscape now can accommodate sidewalks on both sides of the roadway and provide spaces for gathering with new benches and pedestrian level lighting. Bus shelters can now be installed along the curb and new street trees planted to create a shade canopy over the roadways-further contributing to the pedestrian sense of place.

Lastly, one of the critical safety benefits of the Multi-Modal Path alternative is the separation created between vehicles and pedestrians. By providing a defined vegetative buffer between cars and people, users are more likely to feel that they are walking along a linear park space then within the confines of a vehicular travelway.
2. **Protected Bike Lane** (Average R.O.W.)

Taking into account that in some cases the existing of right-of-way dimensions on certain roadways are not that wide and cannot accommodate a robust pedestrian streetscape section, the design team developed a mid-range alternative known as the Protected Bike Lane. As identified in our analysis the Woodbridge business district currently does not include any bike lanes thus limiting the ability of neighboring residential areas from having a safe, dedicated way to hop on a bicycle and ride to local businesses. The Protected Bike Lane alternative provides a one-way travel lane for bicyclists on a protected/stripped, on-grade bike lane.

Similar to the Multi-Modal Path alternative, by reducing the roadway lane widths to 11 feet, the plan provides for a pedestrian sidewalk on the opposite side of the roadway - currently not found on the majority of streets in the business district. By accommodating both bicycles and pedestrians, the Protected Bike Lane alternative provides safe, efficient options for users to explore the project area, shopping from business to business. This alternative also creates a desired vegetative buffer, pedestrian scale lighting and a separation distance between vehicles and pedestrians, and provides the ability to plant shade trees on both sides of the corridors.

![Figure 5-2 Connectivity Scenarios](image-url)
3. **Sharrow (Narrow R.O.W.)**

Where existing right-of-way severely limit accommodations for the multitude of users, especially in the "Selden Area", the design team developed a streetscape section that provides symbolized sharrows within the roadways that allow vehicles and bicyclists to share the drive lanes. The proposed locations of the Sharrow alternative, within the project area, are along streets with low vehicular volumes and low travel speeds. This option adds needed sidewalks where they currently do not exist and includes new street tree plantings, pedestrian level lighting and a separation between vehicle and people on the sidewalks.
6. CONNECTIVITY PLAN - MASTER PLAN

The Connectivity Master Plan represents where each of the conceptual alternative sections, previously discussed, can be applied within the project area. And as such:

- Because of the low vehicular volume and travel speeds, as well as limited R.O.W. space, Hazel Terrace, Selden Street, June Street, and Bank Streets (also known as the Selden Area) will benefit from Sharrow alternative.

- Route 63 (Amity Road), Route 69 (Litchfield Turnpike) north of Landin Street, Bradley Road, Landin Street, and South Bradley Road (heading north) all have expansive right-of-ways that can accommodate the Multi-Modal Path option.

- Route 69 (Litchfield Turnpike) south of Landin Street, has right-of-way dimensional constraints and therefore can only accommodate the Sharrow option. Although within this area needed sidewalks can be provided for pedestrians.

- Because of the low vehicular volume and travel speeds, as well as limited space, the Sharrow option is applied to South Bradley Road.

- Lunar Drive and Research Drive can accommodate a Protected Bike Lane scenario.

- During the initial public engagement exercises and through our analysis of vehicular volumes and crashes, it became apparent that a new east/west connection, in the southern portion of the project area, between Route 69 and Route 63 could alleviating vehicular congestion on Route 69 at the Route 15 on-ramp as well as queuing issues that take place at the Lucy Street intersection. This will require significant cooperation with private land owners and is further elaborated as part of the Woodbridge Business District Placemaking Study. This new east/west Protected Bike Lane, inter-parcel connection, could result in new redevelopment - attracting future businesses and enhance the area, creating a downtown "core".
Figure 6-1  CONNECTIVITY PLAN

LEGEND
- MULTI-MODAL PATH
- PROTECTED BIKE LANE
- SHARROWS
- SIDEWALK CONNECTION TO NEIGHBORHOOD
7. CONCEPTUAL STREETSCAPE SECTIONS

Using the three concept streetscape alternatives, the design team developed streetscape sections for all of the identified roadways in the project area. Existing significant trees and above-ground utilities were incorporated into each design to retain the natural character of the Business District and look to ways to reduce costs. The proposed sections are intended to be used as an example of how these schemes would be implemented in various conditions.
DISCLAIMER: EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.
Figure 7-2  R.O.W. ANALYSIS

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EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.
Figure 7-4  R.O.W. ANALYSIS
Figure 7-5 R.O.W. ANALYSIS

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Figure 7-6  R.O.W. ANALYSIS

DISCLAIMER: EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.
8. COMMUNITY DRIVEN PRIORITY FOR IMPLEMENTATION

As mentioned in the Community Engagement section, during our 2nd public outreach meeting we asked the attendees to provide input as to which specific streets they believed should become a priority for implementation and a driver for future funding opportunities. The graphic on the right illustrates the ranking of the implementation priority areas. After identifying the top three areas, SLR further refined the sections and, internally, developed a high-level construction cost estimates for each of the top three streets.

The first priority was Amity Road (from the town line to Bradley Road), second was Bradley Road (between Amity Road and Litchfield Turnpike), and third was Lucy Street. All three of these roads have expansive right-of-ways and can incorporate the Multi-Modal Path concept.

RANK THESE DEVELOPMENT ZONES IN ORDER OF IMPLEMENTATION PRIORITY (1 BEING MOST IMPORTANT, 11 BEING LEAST IMPORTANT)
DISCLAIMER:
EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES
AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND
TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD
CONDITION PRIOR TO IMPLEMENTATION.

Figure 8-2  R.O.W. ANALYSIS: AMITY ROAD (#1 RANKING)

2,010 LF of Improvements at $2,300/ LF (both sides of road) = $4,623,000
Figure B-3  R.O.W. ANALYSIS: BRADLEY ROAD (#2 RANKING)

1,360 LF of Improvements at $2,300/ LF (both sides of road) = $3,128,000

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Figure 8-4  R.O.W. ANALYSIS: LUCY STREET (#3 RANKING)

1,030 LF of Improvements at $2,300/ LF (both sides of road) = $2,369,000
9. **INTERSECTION CONCEPTS**

Using the data collected from the existing intersections studies, SLR created concepts for two prominent intersections in the project area. The intersections include: Route 63 (Amity Road) at Bradley Road and Route 69 (Litchfield Turnpike) at Lucy Street. Both of these concepts use design elements that delineate pedestrian and bicyclists spaces, create vehicular awareness, slow vehicle speeds, and mark the gateway into the Business District. The purpose of these concepts is to provide general design intent to be used as precursors to apply to the other intersections in the business district.

*Intersections account for the most conflicts between pedestrians, bicyclists and drivers. To limit collisions, intersections should be as compact as possible to reduce pedestrian exposure, slow vehicles, and facilitate eye contact amongst all users.*

**Figure 9-1 ANATOMY OF AN INTERSECTION**
Figure 9-2  CONNECTIVITY PLAN: INTERSECTIONS

LEGEND
- MULTI-MODAL PATH
- PROTECTED BIKE LANE
- SHARROWS
- SIDEWALK CONNECTION TO NEIGHBORHOOD
- KEY INTERSECTIONS
- GATEWAYS
A: AMITY AT BRADLEY - EXISTING

A: AMITY AT BRADLEY - PROPOSED

Figure 9-3 BRADLEY ROAD - INTERSECTION CONCEPT
Figure 9-4  BRADLEY ROAD - INTERSECTION CONCEPT
MAP KEY

LEGEND
N0' 150' 300'
1" 2"

EXISTING CONDITIONS INFORMATION HAS BEEN TAKEN FROM AVAILABLE GIS SOURCES AND AERIAL MAPPING, THEREFORE MAY NOT BE ACCURATE. PROPERTY AND TOPOGRAPHIC SURVEY WILL NEED TO BE COMPLETED TO ACCURATELY VERIFY FIELD CONDITIONS PRIOR TO IMPLEMENTATION.

DISCLAIMER:

WOODBRIDGE BUSINESS CONNECTIVITY STUDY
EXISTING CONDITIONS

Figure 9-5 LUCY STREET - INTERSECTION CONCEPT

Figure 9-5 LUCY STREET - INTERSECTION CONCEPT

48 | WOODBRIDGE BUSINESS CONNECTIVITY STUDY

SLR
APPENDIX 1 - SITE VISIT INVENTORY

MAP KEY

WOODBRIDGE BUSINESS CONNECTIVITY STUDY EXISTING CONDITIONS
## FUNDING SOURCES

**APPENDIX 2 - FUNDING SOURCES**

---

### Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements and must be included in a project application. Project sponsors should integrate the safety, accessibility, equity, and cost-effectiveness of walking and bicycling into surface transportation projects.

#### Woodbridge Business Connectivity Study

**Access improvements to public transportation (infrastructure, bus pads)**

<table>
<thead>
<tr>
<th>Activity or Project Type</th>
<th>OST Programs</th>
<th>Federal Transit</th>
<th>NHTSA</th>
<th>Federal Highway Administration</th>
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**Maintenance with Bi-directional Access/On/Off Evaluation (Traffic Plan)**

|                          |              |                 |       |                               |

**Bicycling**

|                          |              |                 |       |                               |

**Bicyclists' rights to pass**

|                          |              |                 |       |                               |

**Bicycles and Trails**

|                          |              |                 |       |                               |

**Living Streets Plan**

|                          |              |                 |       |                               |

**Bicycle parking (inc. Bicycle Parking Stations)**

|                          |              |                 |       |                               |

**Bike routes and trails**

|                          |              |                 |       |                               |

**Bike rack and storage**

|                          |              |                 |       |                               |

**Bike repair stations (inc. Bike-Shark)**

|                          |              |                 |       |                               |

**Bike share (capital and operation, bike stations)**

|                          |              |                 |       |                               |

**Bike-lane or bike-center road (circular or transit hubs)**

|                          |              |                 |       |                               |

**Bicyclist/Bicycle Safety Education and Workshops**

|                          |              |                 |       |                               |

**Bike-riding Club and Bicycle Clubs**

|                          |              |                 |       |                               |

**Bike hotline and broker**

|                          |              |                 |       |                               |

**Emergency/Rescue Services (including SARA and STP)**

|                          |              |                 |       |                               |

**Emergency/Rescue Services (including SARA and STP)**

|                          |              |                 |       |                               |

**Car-pooling/jogging**

|                          |              |                 |       |                               |

**Car-pooling/jogging**

|                          |              |                 |       |                               |

**Cycling equipment**

|                          |              |                 |       |                               |

**Data collection and evaluation for pedalcyclists and bicyclists**

|                          |              |                 |       |                               |

**Emergency and evacuation routes for pedestrians and bicycle users**

|                          |              |                 |       |                               |

**Historic preservation (pedestrians and bicycle trails)**

|                          |              |                 |       |                               |

**Landscaping, stormwater (pedestrian bicycle traffic access), etc.**

|                          |              |                 |       |                               |

**Lighting (pedestrian bicycle) associated with pedestrian/pedestrian projects**

|                          |              |                 |       |                               |

**Signs (for pedestrians and bicyclists)**

|                          |              |                 |       |                               |

**Sidewalk improvements and enhancements**

|                          |              |                 |       |                               |

**Streetlights (inc. bicycle lanes)**

|                          |              |                 |       |                               |

**Traffic signals**

|                          |              |                 |       |                               |

**Traffic calming**

|                          |              |                 |       |                               |

**Traffic signs**

|                          |              |                 |       |                               |

**Traffic signals**

|                          |              |                 |       |                               |

**Traffic control and maintenance equipment**

|                          |              |                 |       |                               |

**Traffic engineering and design**

|                          |              |                 |       |                               |

**Traffic operations**

|                          |              |                 |       |                               |

**Traffic operations**

|                          |              |                 |       |                               |

**Vulnerable Road User Safety Assessment**

|                          |              |                 |       |                               |

---

**Activities that may be eligible:**

- Activities may apply to any program area and phase.
- Eligible, but not competitive under part of a larger program.

---

Woodbridge Business Connectivity Study
APPENDIX 3 - PARCEL OWNERSHIP

NOTES
1. INFORMATION COMPiled FROM THE TOUR OF
WOODBRIDGE CB RE DEVELOPMENT ON JUNE 2022
2. ZONE BOUNDARY
3. PROPERTY LINE
4. PROJECT LIMITS
5. MAP/BLOCK/LOT

LEGEND
ZONE BOUNDARY
PROPERTY LINE
PROJECT LIMITS

LOCATION MAP:

PROPERTIES WITHIN APPROXIMATE PROJECT LIMITS

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<th>Property Number</th>
<th>Address</th>
<th>Ownership</th>
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<td>12345</td>
<td>RYE</td>
<td>2301/1000/1733</td>
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SCALE: 99 REALTY DRIVE
DATE: JUNE 20, 2022
DESIGNED: 20130.00004
DRAWN: 20130.00004
CHECKED: 20130.00004

99 REALTY DRIVE
APPENDIX 4 - TRAFFIC DATA COLLECTION

P.M. Bicycle and Pedestrian Counts
(12:00 to 2:00 p.m.)
Locations 1,2,3,4,5,6 and 7
Saturday June 4th, 2022
Woodbridge, CT

Fiona: As per your request, attached please find the following:

1. Site Location Maps Woodbridge, CT
2. Pedestrian and Bicycle Counts Locations 1,2,3,4,5,6 and 7
3. Counts conducted on Saturday June 4th, 2022
4. Counts on Windows software (email) sent on Monday ??

Thank you for considering RTC the opportunity of working on this project,
If you have any questions relative to the enclosed information please
Do not hesitate to call...(203) 530-2042
TRAFFIC COUNTS
PEAK HOUR

File Name: 1382-3S
Site Code: 00000003
Start Date: 6/4/2022
Page No: 1

Groups Printed:BICYCLES

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TRAFFIC COUNTS
PEAK HOUR

File Name: 1382-3S
Site Code: 00000003
Start Date: 6/4/2022
Page No: 2

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WOODBRIDGE BUSINESS CONNECTIVITY STUDY
Amity Rd. (Rte.36) at Bradley Rd.
P.M. TRAFFIC COUNTS (12:00 to 2:00 P.M.)
Woodbridge, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR

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TRAFFIC COUNTS
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Site Code: 00000005
Start Date: 6/4/2022
Page No: 2
### TRAFFIC COUNTS

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**Grand Total**

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<td>0</td>
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<tr>
<td>Pass.</td>
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<td>Engaged</td>
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<td>Engaged</td>
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</tr>
<tr>
<td>Pass.</td>
<td>0</td>
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**File Name**: 130265
**Site Code**: 00000006
**Start Date**: 6/4/2022
**Page No**: 1
Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 1) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Count Times:
Sat. 6/4/2022
X 12:00 noon to 2:00 p.m.

Count the Following
[X] Bicycles
[X] Pedestrians
(crossing intersection)

Any Problems During This Count Call Me (203) 530-2042

Peak Hour ________

Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 2) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Count Times:
Sat. 6/4/2022
X 12:00 noon to 2:00 p.m.

Count the Following
[X] Bicycles
[X] Pedestrians
(crossing intersection)

Any Problems During This Count Call Me (203) 530-2042

Peak Hour ________
Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 3) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Peak Hour ______

N

E

W

S

Parking Lot Drw.

Mettler St.

Rte. 63

Amity Rd.

Bikes and

Pedestrians

3 4

2

1

6

7

8

14

15

16

PEDS.

PEDS.

PEDS.

PEDS.

Count Times:
Sat. 6/4/2022
X 12:00 noon to 2:00 p.m.

COUNT THE FOLLOWING
X Bicycles
X Pedestrians
(crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042

Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 4) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Peak Hour ______

N

E

W

S

Landin St.

Bikes and

Pedestrians

3 4

1

2

6

7

8

11

10

9

PEDS.

PEDS.

PEDS.

PEDS.

Count Times:
Sat. 6/4/2022
X 12:00 noon to 2:00 p.m.

COUNT THE FOLLOWING
X Bicycles
X Pedestrians
(crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042
Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 5) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Count by _______
Peak Hour _______

WOODBRIDGE BUSINESS CONNECTIVITY STUDY

Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 6) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Count by _______
Peak Hour _______

WOODBRIDGE BUSINESS CONNECTIVITY STUDY

Count Times:
Sat. 6/4/2022
12:00 noon to 2:00 p.m.

COUNT THE FOLLOWING
[X] Bicycles
[X] Pedestrians
(crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042

Count Times:
Sat. 6/4/2022
12:00 noon to 2:00 p.m.

COUNT THE FOLLOWING
[X] Bicycles
[X] Pedestrians
(crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042
Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 7) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

count by ________
Peak Hour ________

Landin St.

Litchfield Tpke.

Rte. 69

BIKES and PEDESTRIANS

PEDS.

PEDS.

PEDS.

Count Times:
Sat. 6/4/2022
12:00 noon to 2:00 p.m.

COUNT THE FOLLOWING

[ ] Bicycles
[ ] Pedestrians (crossing intersection)

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042

WOODBRIDGE BUSINESS CONNECTIVITY STUDY | 69
P.M. Bicycle and Pedestrian Counts
(12:00 to 2:00 p.m.)
Locations 8 and 9
Saturday June 11th, 2022
Woodbridge, CT

Fiona: As per your request, attached please find the following:

1. Site Location Maps Woodbridge, CT
2. Pedestrian and Bicycle Counts Locations 8 and 9
3. Counts conducted on Saturday June 11th, 2022
4. Counts on Windows software (email) sent on Monday ??

Thank you for considering RTC the opportunity of working on this project, if you have any questions relative to the enclosed information please do not hesitate to call...(203) 530-2042
Litchfield Tpke. at Starbuks Both Driveways
P.M. TRAFFIC COUNTS (12:00 to 2:00 p.m.)
prepared by Reliable Traffic Counts, LLC
Weather Clear

File Name: 1382-6s
Site Code: 00000009
Start Date: 6/11/2022
Page No.: 2

Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 8) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms Fiona Flynn tel. (203) 344-7887
195 Church St. New Haven, CT 06510
Cel. (413) 695-2985

Count Times:
Sat. 6/11/2022
12:00 noon to 2:00 p.m.

Any Problems During This Count Call Me (203) 530-2042
Reliable Traffic Counts, LLC
Intersection Schematic (Loc. 9) A-1382
Woodbridge, CT

Client: SLR International Corporation
Ms. Fiona Flynn tel. (203) 344-7987
195 Church St. New Haven, CT 06510
Cell. (413) 695-2985

count by ________

Peak Hour ________

Count Times:
Sat. 6/11/2022
12:00 noon to 2:00 p.m.

COUNT THE FOLLOWING
☐ Bicycles
☐ Pedestrians
( crossing intersection )

ANY PROBLEMS DURING THIS COUNT CALL ME (203) 530-2042
WOODBRIDGE BUSINESS CONNECTIVITY STUDY

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 69 (LITCHFIELD TPK)
AT BRADLEY ROAD

BET"
Hi Fiona,

See attached project plans. The only thing I’ll add is that for 173-494, the contractor has begun drilling foundations for the mast arms and span poles. The contractor for 173-486 is scheduled to start breaking ground next month.

-Jay

Jay Lockaby, PE, PTOE
Transportation Engineer III
Division of Traffic Engineering
Connecticut Department of Transportation
Phone: 860-594-2719
Email: John.Lockaby@ct.gov

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From: Palmer, Gregory <Gregory.Palmer@ct.gov>
Sent: Tuesday, May 17, 2022 2:35 PM
To: Lockaby, John W. <John.Lockaby@ct.gov>; Fiona Flynn <fflynn@slrconsulting.com>
Subject: FW: Signal Plans in Woodbridge

Jay – please provide Fiona with the project signal plans for these intersections. Also, please feel free to correct anything below about what I said regarding their construction schedules.

- 167-201 is in Project 0173-0494
- 167-211 is in Project 0173-0486/0487

Fiona – both of these projects are currently in the construction phase. My recollection is that 0173-0494 is a bit ahead of 0173-0486/0487 at this time but both projects are just about to begin their first season of active construction. Both projects are anticipated to continue into the 2023 construction season.

Thanks,

Greg Palmer, P.E.
Transportation Supervising Engineer
Connecticut Department of Transportation
Division of Traffic Engineering
Hi Tony,

Are there any State projects along either Route 63 or 69 near those intersections? Usually I would check the DOT’s online GIS map, which shows the improvement projects that are underway, but that website isn’t functioning back up.

Tony’s.

Fiona, yes, looks like

167-201 there is a project 173-494 which is replacement of the traffic control signal. Construction scheduled to be complete by the end of this year.

167-211 there is a project 173-486 which looks is replacement of the traffic control signal. Construction scheduled to be complete by the end of this year.

For any additional requests, please send requests to DOT.TrafficEngineering@ct.gov.

Hope they get the GIS map back up.

Hi Fiona,

Attached are PDF files of the current plans of record for the below requested plans in the Towns of Woodbridge on Routes 63 & 69. Please note the following:

- The locations of underground conduit for the traffic signals are approximate. The locations of other utilities shown on the plans (water lines, utility poles, etc.) should be confirmed with the appropriate owners.
- Please contact Matt Blume Matthew.Blume@ct.gov should there be any questions on the attached traffic signal plans.

The traffic signal at the intersection of Amity Road (Route 63) at Sunset Drive (Amity shopping center driveway) (Int. No. 092-228) is owned and maintained by the Town of New Haven. Please contact the Town’s Local Traffic Authority or Engineering department for the latest plans of record. The contact information for the LTA is:

Mr. Sandeep Aysola, Director
Transportation, Traffic and Parking
City of New Haven
200 Orange Street
New Haven CT, 06511
Tel: (203) 946-8067
Saysola@NewHavenCT.gov

Regards,
Tony Servidone
CTDOT
Traffic Signals Asset Management
860-594-3478office
Call on Teams

Hi Tony,

Are there any State projects along either Route 63 or 69 near those intersections? Usually I would check the DOT’s online GIS map, which shows the improvement projects that are underway, but that website isn’t functioning.

Thanks
Fiona

Fiona Flynn
Transportation Engineer
203-344-7078
203-344-7887
281-997-3651
fflynn@slrconsulting.com
SLR International Corporation
195 Church Street, 7th Floor, New Haven, CT 06510

Can someone please send me the signal plans for the following intersections in Woodbridge:

- Amity Road (Route 63) at Sunset Drive (Amity shopping center driveway) 092-228
- Amity Road (Route 63) at Bank St/Lucy St 167-201
• Litchfield Turnpike (Route 69) at Bradley Rd 167-211
• Litchfield Turnpike (Route 69) at Lucy St 167-204
• Litchfield Turnpike (Route 69) at Merritt Ave 167-204

Thank you!

Fiona

Fiona Flynn
Transportation Engineer
D 203-344-7078
O 203-344-7887
C 281-997-3692
E fflynn@slrconsulting.com
SLR International Corporation
195 Church Street, 7th Floor, New Haven, CT 06510

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