

# TOWN OF WINDSOR, CONNECTICUT

## Special Meeting Notice



### Zoom Instructions

#### Dialing in by Phone Only:

Please call: **305 224 1968 or 301 715 8592**

1. When prompted for participant or meeting ID enter: **885 3524 7144** then press #
2. You will then enter the meeting muted. During Public Comment if you wish to speak press \*9 to raise your hand.

#### Joining in by Computer:

Please go to the following link: <https://us02web.zoom.us/j/88535247144>

1. When prompted for participant or meeting ID enter: **885 3524 7144**
2. Only if your computer has a microphone for two way communication, then during Public Comment if you wish to speak press **Raise Hand** in the webinar control. If you do not have a microphone you will need to call in on a phone in order to speak.
3. During Public Comment if you do not wish to speak you may type your comments into the Q&A feature.

**AGENCY:** Town Council

**DATE:** September 9, 2024

**PLACE:** Hybrid Meeting – in person in Council Chambers and via Zoom

**TIME:** 6:30 PM

### AGENDA


1. Call to order
2. \*Presentation and discussion of proposed Broad Street Road Diet Project (Town Manager)
3. Adjournment

Public Act 75-312 requires notice of special meetings to be posted in the Town Clerk's Office no less than 24 hours prior to the time of such meetings. No other business shall be considered at this meeting than that listed on this Agenda.

## Agenda Item Summary

Date: September 9, 2024

To: Honorable Mayor and Members of the Town Council

Prepared By: Peter Souza, Town Manager 

Subject: Broad Street Road Diet or Complete Streets Project

### Background

As proposed in the Windsor Center Transit-Oriented Development Master Plan and Redevelopment Strategy Study, this project seeks to make physical alterations to Broad Street (Route 159) from Palisado and Poquonock Avenue to Batchelder Road in order to slow traffic, enhance pedestrian safety and add on-street parking, all with the overarching goal being to strengthen the town center's vitality.

The primary goal of this workshop is to review and discuss the alternative design concepts with the Town Council so that within the next 30 to 45 days the Council can provide direction as to the preferred alternative to move forward in the design / engineering process.

### Discussion

Broad Street (Route 159) is a four lane state highway through Windsor Center and is an auto-centric design. The average daily vehicle trips through town center on Route 159 is approximately 9,600. Often the speed of traffic exceeds the posted speed limit of 30 MPH. Data shows that over 15% or 1,400 of the vehicles travel greater than 34 MPH. The project, often referred to as a road diet or a complete streets project approach, aims to reduce the current four lanes of travel through Windsor Center into one lane of travel in both directions and center turn lanes while maintaining circulation and traffic capacities. The goal is to reshape Windsor Center to become more pedestrian friendly and to add vitality to the downtown.

A complete streets approach will help support local businesses and our transit oriented development goals by slowing traffic, adding on-street parking, and creating a friendly and safe environment for pedestrians.

The town has been working to develop and refine a series of three concept plans as well as the possible replacement of traffic signals in the northern end of the project area with two single lane roundabouts. Below are short recaps of the three design concepts.

#### *Option 1 - On Street Parallel Parking Both Sides of Roads*

- New lane arrangement within existing curb line
- Provide parking spaces on west and east sides
- No bike lanes
- Maintain existing sidewalks and provide pedestrian bump outs

### *Option 2 - On Street Parking & Bike Lane on Both Sides*

- New lane arrangement moves existing curb line on eastside by approximately 6+ feet
- Provides parking spaces on west and east sides
- On street bike lanes on both sides of road
- Requires relocation of multiple utility and streetlight poles
- Requires additional pavement width, new curb and new sidewalk
- Reduces the width of the Town Green by 5 to 10 feet to accommodate relocated snow shelf, utility poles and sidewalk

### *Option 3 - Parking West Side, Bike Lanes Both Sides*

- New lane arrangement within existing curb line
- Provides parking spaces on west side. No parking on Town Green side.
- On street bike lanes both sides
- Maintains existing sidewalks. No pedestrian bump outs on east side

Several public information meetings have been held on this project over the years. The most recent meetings have been in April 2024 and June 2024. Through the public input process, the request for traffic circles or roundabouts was raised. Residents expressed a desire for the traffic signals at Palisado and Broad, Poquonock at Prospect as well as Bloomfield Ave and Poquonock be removed and replaced with roundabouts so to slow traffic, reduce the potential for serious accidents and facilitate pedestrian circulation. It was also suggested by some to add bike lanes along Broad Street.

Our consulting engineering firm has developed conceptual layouts for two single lane roundabouts. One at Palisado / Poquonock / Broad Street and a second at Poquonock / Bloomfield Avenues. (See attached)

### Financial Impact

Project costs are preliminarily estimated to be \$4.1 million for Option 1 and Option 3 without design or construction cost for roundabouts. Option 2 is estimated to be \$4.8 million without design or construction of roundabouts. Based on conceptual plans, the preliminary estimates for design and construction of roundabouts is approximately \$1.2 million. The State of Connecticut has awarded \$1,200,000 in state funding - \$1M for construction and \$200,000 for design. The town has also been awarded \$3M in federal funds for project construction. The town's adopted CIP reflects the town contributing \$500,000 in funding. There is sufficient State funding to complete design of the road diet portion of the project but would need additional funding for roundabout design.

Overall project funding authorization would require a voter referendum per the Town Charter.

### Recommendation

This project is a priority action item in the Windsor Center Transit-Oriented Development Master Plan. The development of the TOD Master Plan included extensive community feedback and design charrettes. The town, in conjunction with First Town Downtown, has held several public information sessions since the TOD Study was completed.

It is recommended the Town Council narrow down the design options and provide direction to staff to conduct additional opportunity for public comment and input on the alternatives. It is further recommended the Town Council by early November designate a preferred alternative so the design / engineering process can be advanced.

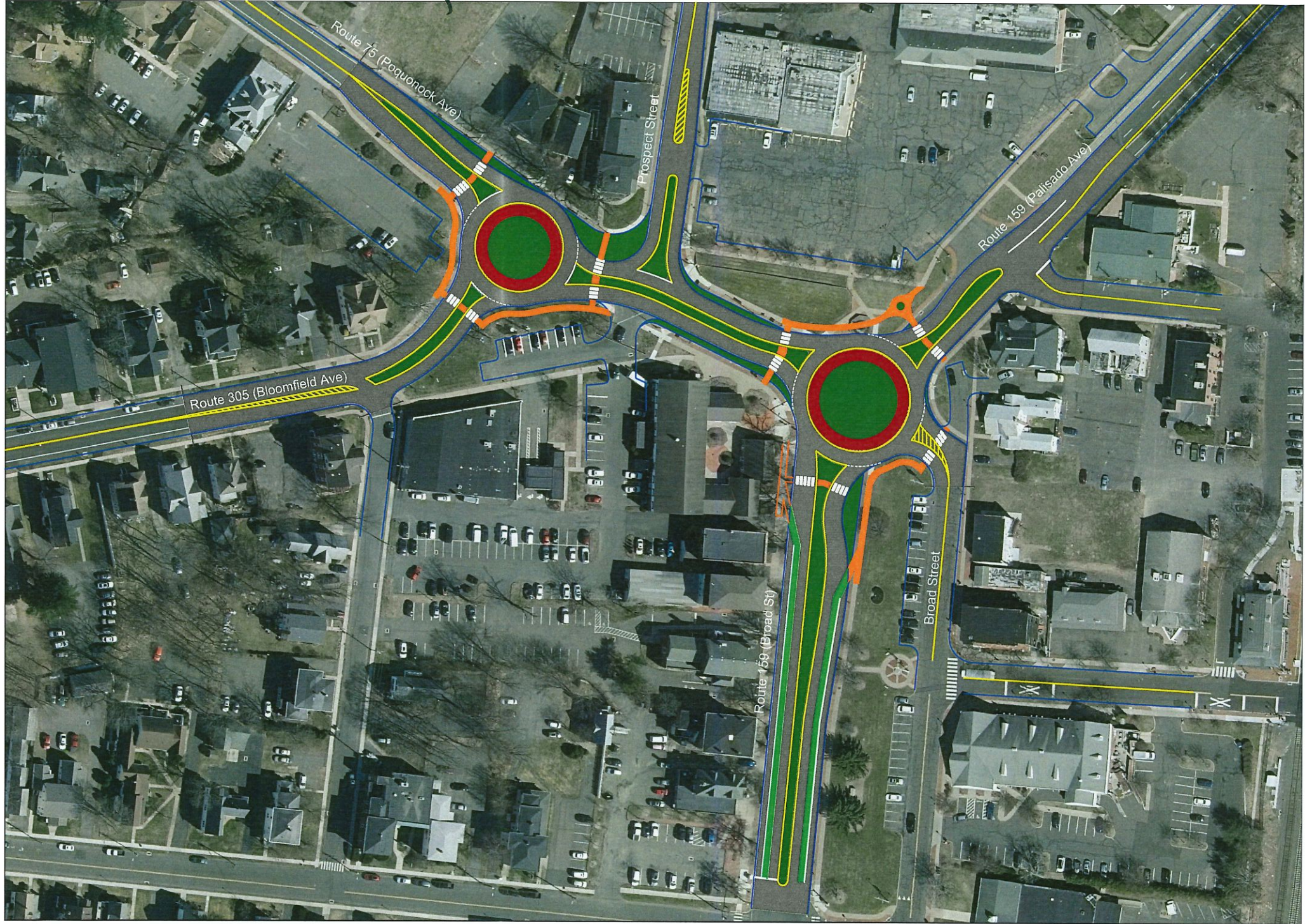
Attachments

Conceptual Roundabout Layout

Schedule of Future Project Milestones



# Conceptual Roundabout Layout





## **PRELIMINARY SCHEDULE OF MAJOR MILESTONES**

October	Public Information Meeting
November	Town Council determines preferred concept. Initiate finalize design. (*would need design funds for Roundabouts)
Winter 2025	Design continues; discussions with CT DOT regarding project design & approval
Spring 2025	Refine Cost Estimates, DOT Design Approval
Summer 2025	Town Council discussion on Funding & Set Referendum
November 2025	Potential Referendum
Winter/Spring 2026	Bid Project
Summer 2026	Construction start
Fall 2027	Construction substantially complete