

Advisory Committee Meeting#4 Summary

To: Advisory Committee

ATTENDEES: Shannon Rutherford, Farmington Tom Trutter, UCONN
Anna Bergeron, CTDOT Tanya Husick, UCONN
Rob Aloise, CRCOG Anne Gailbraith, ASG Planning
Jillian Massey, CRCOG Jianhong Wang, Tighe & Bond
Chris Granatini, Tighe & Bond

FROM: Tighe & Bond, Inc.

DATE: November 6, 2017

On October 30, 2017, Advisory Committee Meeting #4 was held at Farmington Town Hall to review the initial concept plans prepared to address existing and future needs and deficiencies in addition to identifying opportunities to improve access and mobility for alternative travel modes in the study area for the Route 4 Transportation Safety & Improvements Study. The following are key discussion points and comments provided by the Advisory Committee to assist with the refinement of the improvement alternatives. The summary is arranged as a summary of the comments provided by the committee members.

Route 4 at S.R. 508 (I-84 Ramps)

- Provide pedestrian refuge islands in the medians on Route 4 to shorten the pedestrian crossing time and avoid longer lost time caused by the actuation of pedestrian signal
- Is there an opportunity to relocate the parking supply of the existing Park & Ride lot to the proposed development to the north on the same side on Route 4
- Discuss with CT Transit on the best location for the Route 4 Northbound bus stop
- The committee agreed that the Route 4 Southbound bus stop should be close to the intersection to reduce pedestrian walking time if they are accessing the stop from the park and ride

Route 4 at Talcott Notch Road, Old Mountain Road, and Private Driveway

- Develop concept showing a four-leg signalized intersection at Route 4 and realign Old Mountain Road to form a T-intersection with Talcott Notch Road and present the feasibility and/or issues with this concept
- UCONN expressed concerns about vehicular maneuvers from the private driveway into the roundabout to get to Talcott Notch Road
- UCONN indicated that future campus planning could result in more traffic utilizing the private driveway approach
- UCONN indicated that a sidewalk is under construction from the existing bus stop into the south side of the private driveway
- Install new crosswalks at the driveway to the plaza to the southwest of the intersection on Route 4

- The site located to the north of Route 4 at the intersection to the south of Talcott Notch Road was identified as a potential location for redevelopment which would change traffic volumes and bring in more pedestrian traffic
- Discuss with CT Transit the location of the existing northbound bus stop located to the south of the private driveway to UCHC and incorporate into the revised concept plan

Middle Road at Munson Road

- Existing sidewalks relocated due to the proposed widening of the intersection.
- A roundabout concept was not developed as more right of way will be taken and intersection grading was a concern
- The proposed geometry improvements at this intersection are based on the future traffic projection provided by CROG which include a significant increase in traffic accessing the UCONN Health site and should be considered low priority/long-term if the future traffic volumes materialized
- Discuss with CT Transit on the best locations for bus stops at this intersection

SR 531 at Middle Road

- Concept A recommends two receiving lanes travelling eastbound from Birdseye Road through the intersection with Patrick Flood Road to avoid confusion of driver expectancy and defacto right turn lane. Merge two lanes to one lane east of Patrick Flood Road with minor right of way impacts. This is the preferred concept plan for the intersection.
- Concept B recommends two lanes eastbound from Birdseye Road with the right lane operating as an exclusive right-turn into Patrick Flood Road. No merge will be required but through traffic weaving would still be required in the area of the three intersections
- UCONN indicated that they had recommended an improvement similar to Concept A during their most recent OSTA process, but the concept was not endorsed by CTDOT due to sightline concerns
- In general, the committee favors Concept A based on the better operations and lack of forced weaving within the intersections area

S.R. 531 at Colt Highway

- Sidewalk improvements should be near-term to address gaps in pedestrian infrastructure and could be included in the planned park and ride lot project in the existing waste stockpile area
- Improvements to the intersection are a result of future traffic projections
- Discuss with CT Transit on the best locations for bus stops at this intersection
- It was noted that this intersection had been improved recently and that CTDOT is pursuing a project on Colt Highway to improve the I-84 eastbound entrance ramp and that those improvements may mitigate some of the operational issues at this location

Stack Area Transit Stop and Parking Lot

- Flexibility in the number of parking spaces on each side of the bus loading area; this should also be stated in the report
- More setback should be provided from the nearby houses and roadways. Review Town of Farmington right-of-way map and reduce the size of the lot if necessary
- Review UCONN Health Emergency Plan to examine the opportunity for emergency vehicles to utilize the proposed Stack Parking Lot as an alternative access route from the highway to the hospital in lieu of using the existing ramps and Route 4 during times of congestion

Next Steps

- Advisory Committee members were asked to review the concepts that were presented and provide feedback to CRCOG/Tighe & Bond by the end of November, including any additional conceptual ideas that should be reviewed.
- Following the receipt of comments and incorporation, conduct meetings with CTDOT and CTTransit to obtain input on the initial set of alternatives and for guidance with respect to integration of their services.
- Arrange and conduct public meetings in early 2018 at the Farmington Town Hall to facilitate input from the public. Work with CRCOG and the Town on the time frame for the meeting.

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