**SILVER LANE CORRIDOR STUDY**

What is a Corridor Study?
A corridor study is a multi-modal planning process to prepare a master plan for a transportation corridor.

Why Silver Lane?
- Promote orderly growth
- Encourage efficient use of public infrastructure
- Assure there is adequate infrastructure to accommodate growth
- Provide guidelines for roadway improvements that benefit all parties

Silver Lane Study Limits
A two mile section of Silver Lane (State Route 502) from the intersection of Route 15 easterly to the intersection of Forbes Street

What is the Study process?
- Data collection *(Completed)*
- Existing conditions assessment *(Completed)*
- Future conditions assessment *(Completed)*
- Identification and analysis of alternatives
- Transportation improvement plan

Want to Stay Informed?
Visit our Project Website and Join our Mailing List: [http://crcog.org/silverlanestudy/](http://crcog.org/silverlanestudy/)
Visit the Silver Lane Advisory Committee Website: [https://www.easthartfordct.gov/silver-lane-committee](https://www.easthartfordct.gov/silver-lane-committee)
What is an Existing Conditions Assessment?
The project team has researched the corridor as it currently exists such as:
- Traffic speed and operations
- Roadway conditions
- Amount of traffic at peak times of travel
- Bicycle and pedestrian amenities
- Bus operations

What have we found?
- On a typical day, an automobile traveler on Silver Lane does not experience significant delays
- Several locations experience crash rates higher than the state average, highlighted below right.
  - Approximately 30% of crashes were rear-ends, a common collision type attributed to vehicles following too closely
  - Approximately 30% of crashes involved turning movements, attributed to failure to grant right-of-way and improper turning or passing maneuvers
  - Approximately 20% of crashes involved sideswipes, attributed to improper passing maneuvers or improper lane change.
- There are several large gaps in the sidewalk network and a lack of bicycle facilities and transit amenities throughout the corridor.
What is a Future Conditions Assessment?
The project team forecasted future (2040) traffic conditions by:
- Identifying likely and proposed developments and traffic they will generate
- Projecting future traffic volumes
- Assessing future traffic operations

Base vs Build Forecasts?
- Base includes only known developments that would likely occur without the study
- Build includes development recommended as part of the study process
- Generally, growth is 20—30% with more adjacent to development sites

Why do a Future Operational Assessment?
- Test future volumes on existing roadway geometry
- Help determine future operational needs
- Accounts for re-timing of signals to optimize performance

Future Operational Results
- Generally acceptable roadway operations
- Exception: CT 15 Off-ramp during AM peak hour
  - Potential Mitigation: Traffic signal or roundabout
- Tested ‘road diet’ with one through lane (more in presentation!)
Goals of Land Use Study:
- Improve transportation system and infrastructure
- Enhance visual appeal of the Corridor
- Increase residential development
- Reposition obsolete land uses
- Increase commercial or mixed-use development
- Improve livability and quality of life

Objectives and Strategies:
- Zoning Revisions with Design Standards and Incentives
- Blight Enforcement
- Building Public-Private Partnerships for Redevelopment, Infill and/or Rehab of Existing Development, and Other Corridor Initiatives
- Public Realm Improvement Programs
- Support Existing Neighborhoods – Working Cities Challenge Implementation and Other Initiatives
- Enhance Transit Service in the Corridor
- Catalyze Redevelopment of a Significant Opportunity Site Through Public Investment
- Target and Market to Prospective Developers
- Strengthen Relationships With and Among Existing Businesses in the Corridor

Vision for the Corridor:
Silver Lane is East Hartford’s premiere live, work, learn, play neighborhood. The corridor offers a diversity of well-paying jobs and housing opportunities; a robust network of transit and recreational opportunities; easy connections to Downtown Hartford; and serves as a regional shopping, sports and entertainment destination.
Corridor-Wide Recommendations:

- Improve lane configuration with road diet
- Provide bicyclist and pedestrian facilities via multi-use sidepaths
- Enhance transit service by improving amenities at stop locations and decreasing the number of stops
- Localized safety, operational and multimodal improvements

Lane Configuration:

- West of Roberts Street: Replace(d) second eastbound lane with two-way left turn lane
- East of Roberts Street: Road diet from four total lanes to three
- Lane configuration was implemented by 2019 summer repaving program
- Long-term plan features complete streets improvements, and aesthetic additions such as: landscaped islands, enhanced pedestrian crossings, and streetscape amenities

Why Sidepaths:

- Provide security and comfort for bicyclists due to high travel volumes and speeds
- Encourage street activity
- Provide connection between Charter Oak Greenway and Great River Park Trail