

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

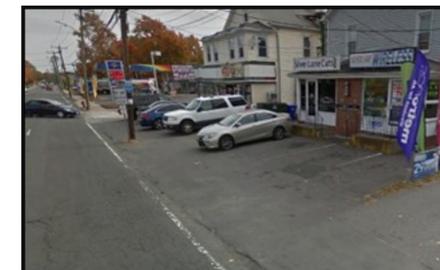
A two mile section of Silver Lane (State Route 502) from the intersection of Route 15 easterly to the intersection of Forbes Street



What is the Study process?

- Data collection *(Completed)*
- Existing conditions assessment *(Completed)*
- Future conditions assessment *(Completed)*
- Identification and analysis of alternatives
- Transportation improvement plan

This public meeting is part of the Study's ongoing public involvement process where you will have the opportunity to meet the team, learn more about the project and provide your input!



Sample Alternative Concepts

Want to Stay Informed?

Visit our Project Website and Join our Mailing List:

<http://crocog.org/silverlanestudy/>

Visit the Silver Lane Advisory Committee Website:

<https://www.easthartfordct.gov/silver-lane-committee>

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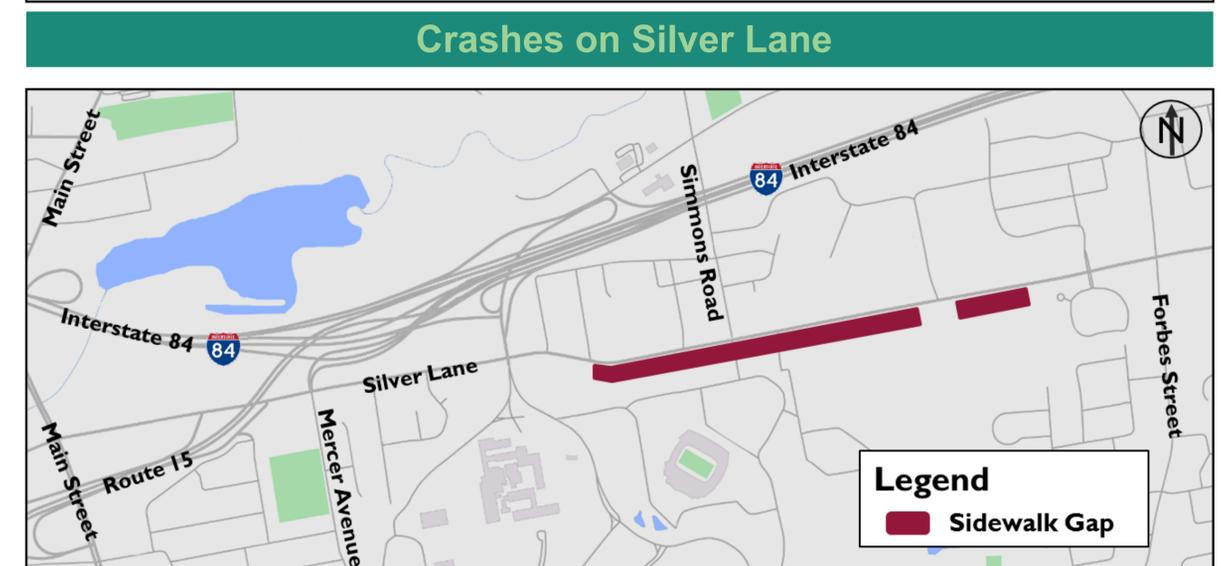
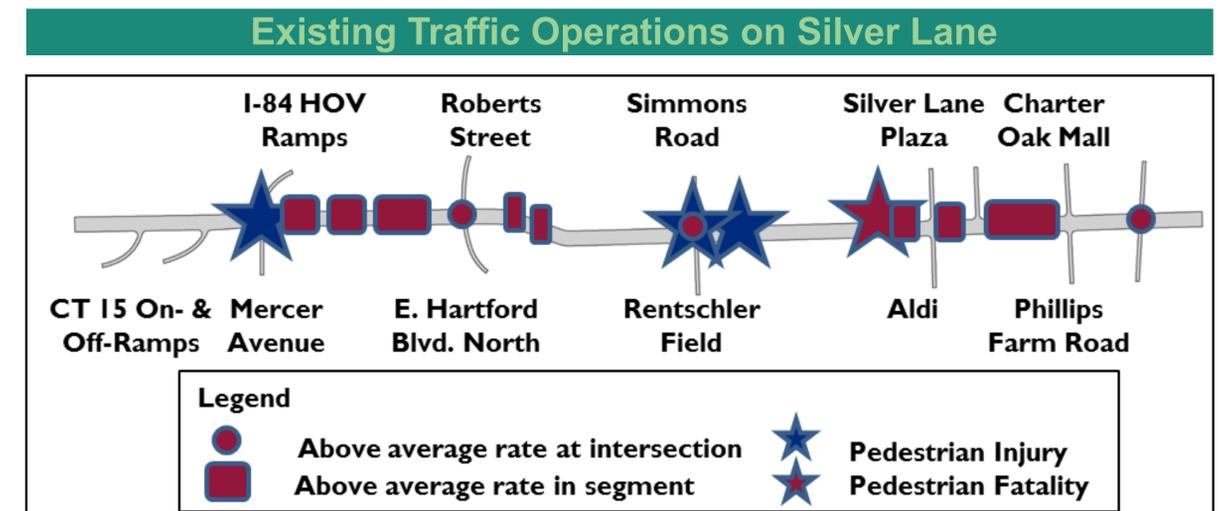
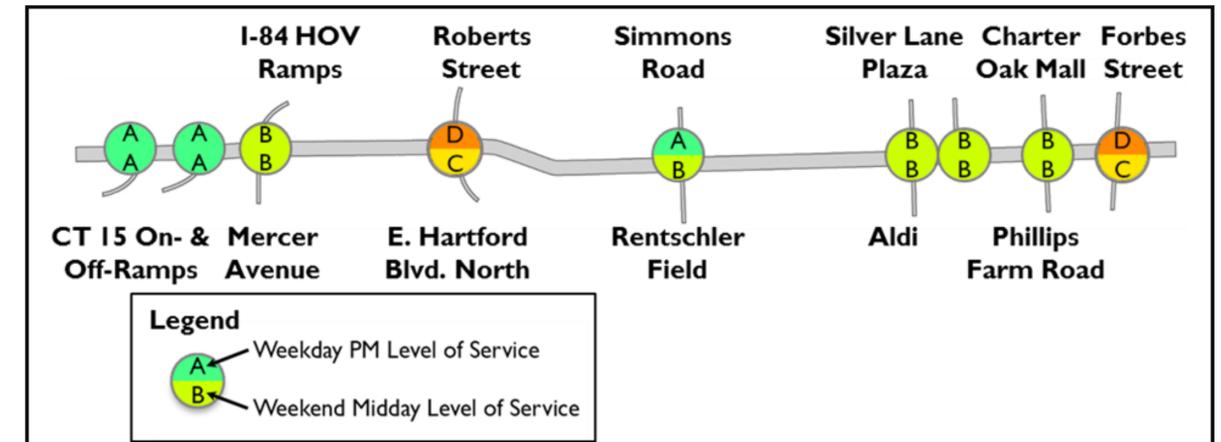
What is an Existing Conditions Assessment?

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.



Sidewalk Gaps on Silver Lane

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What is a Future Conditions Assessment?

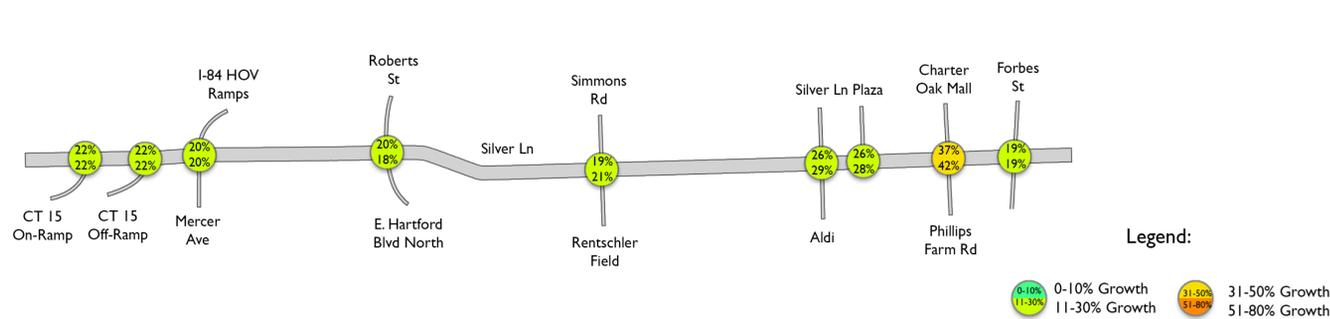
The project team forecasted future (2040) traffic conditions by:

- Identifying likely and proposed developments and traffic they will generate
- Projecting future traffic volumes
- Assessing future traffic operations

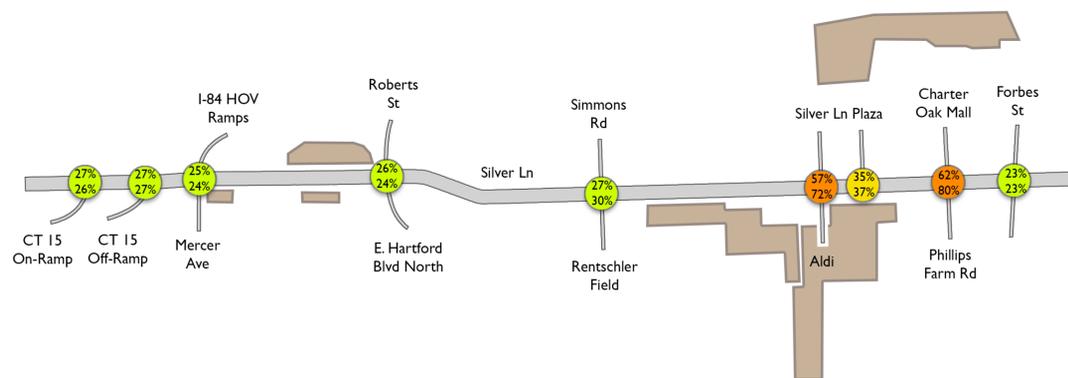
Base vs Build Forecasts?

- 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

Future Traffic Growth



Future Base Traffic Growth



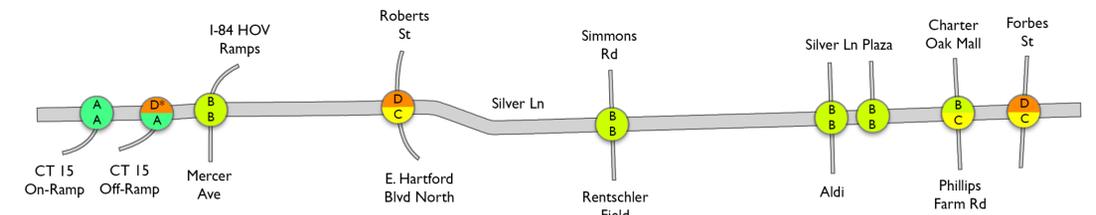
Future Build Traffic Growth

Why do a Future Operational Assessment?

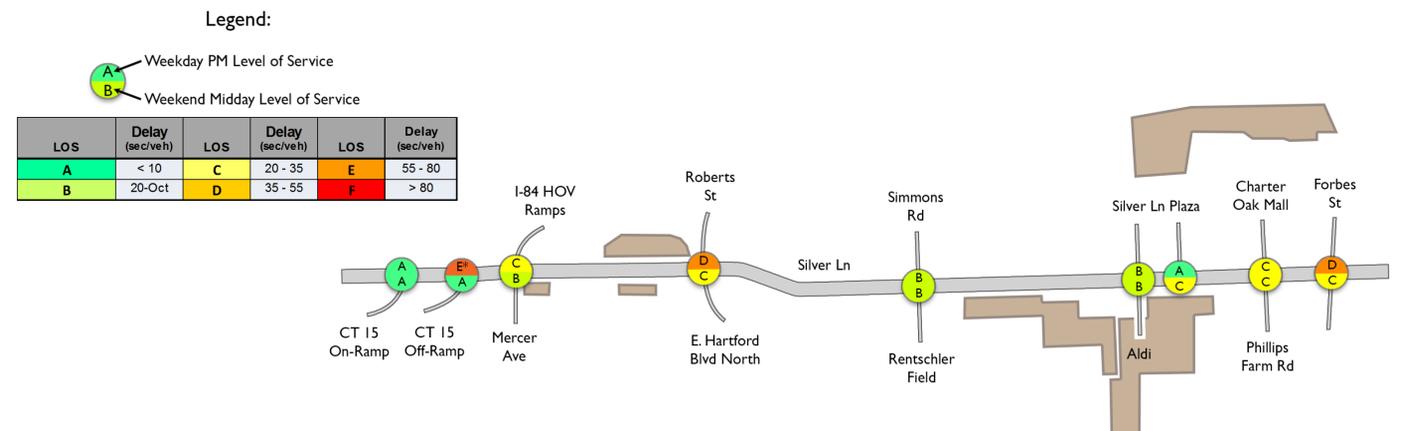
- Test future volumes on existing roadway geometry
- Help determine future operational needs
- Accounts for re-timing of signals to optimize performance

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!)



Future Base Traffic Operations on Silver Lane



Future Build Traffic Operations on Silver Lane

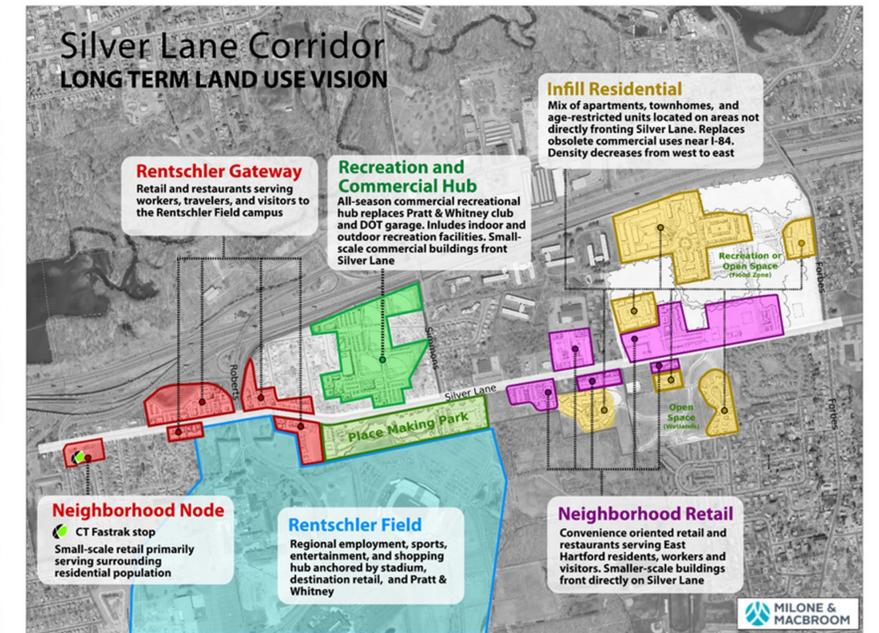
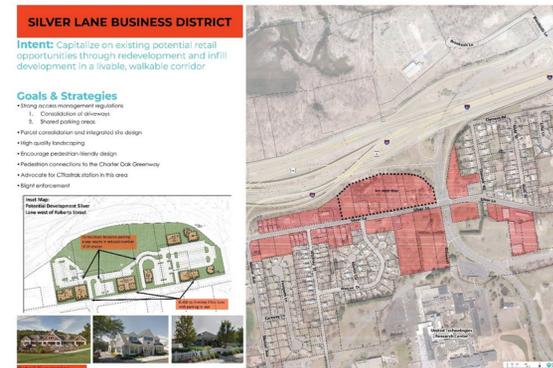
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Goals of Land Use Study:

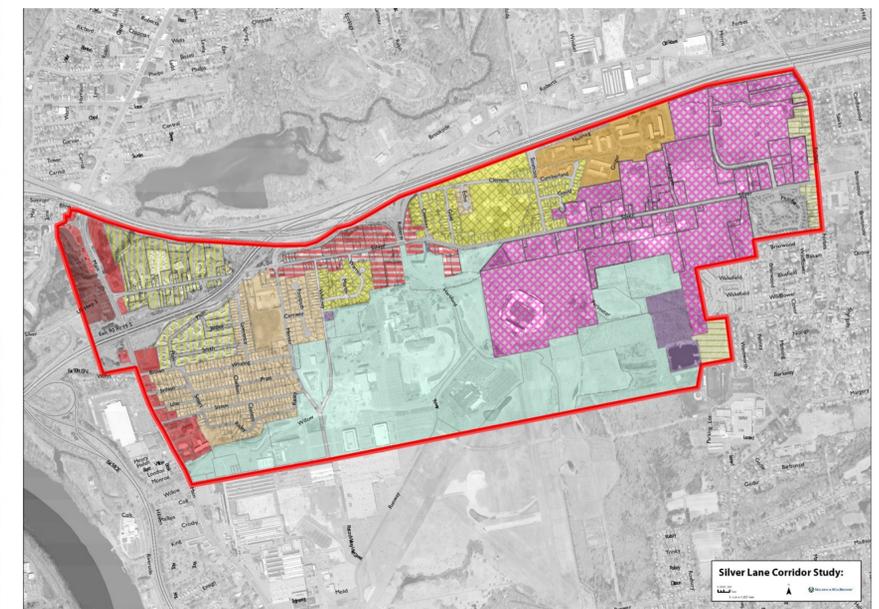
- Improve transportation system and infrastructure
- Enhance visual appeal of the Corridor
- Increase residential development
- Reposition obsolete land uses
- Increase commercial or mixed-use development
- Improve livability and quality of life

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



Silver Lane Long Range Land Use Vision



Conceptual New Zoning for Silver Lane

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.

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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

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

Lane Configuration:

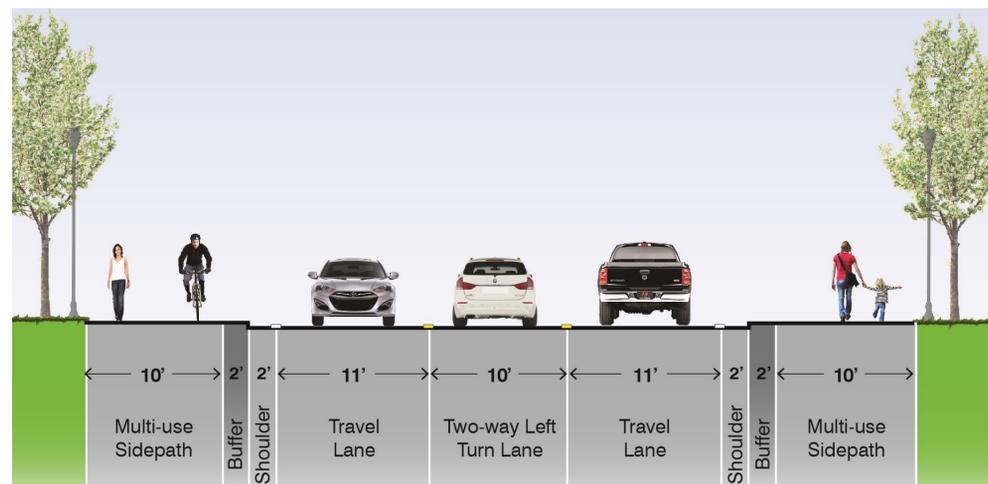
- West of Roberts Street: Replace(d) second eastbound lane with two-way left turn lane
- East of Roberts Street: Road diet from four total lanes to three
- Lane configuration was implemented by 2019 summer repaving program
- Long-term plan features complete streets improvements, and aesthetic additions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



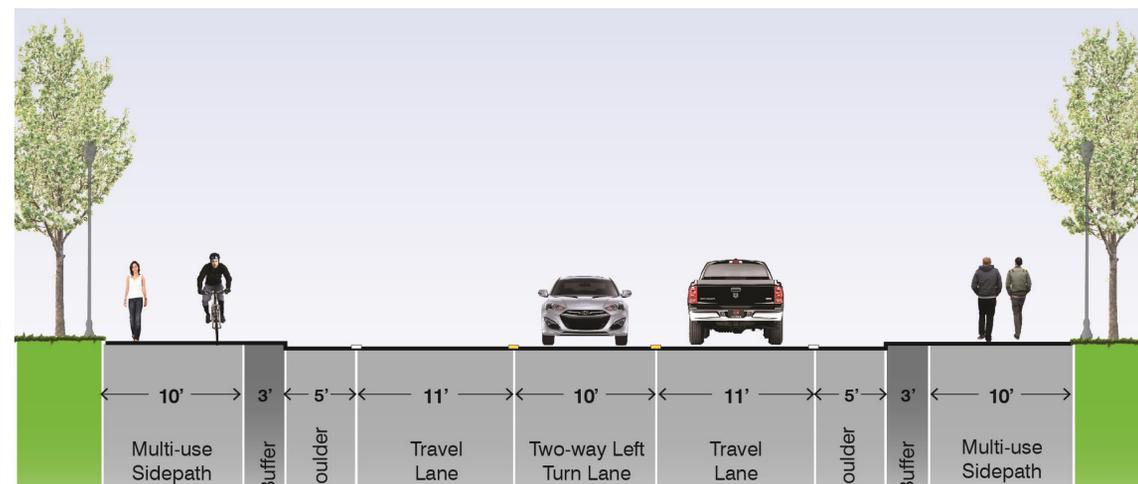
Potential View Looking East at Gold Street



Potential View Looking East towards the Route 15 overpass



Proposed Cross-Section West of Roberts Street



Proposed Cross-Section East of Mercer Avenue