

**REPORT OF MEETING**

**Date and Time: Wednesday, October 10, 2019, 7:00 PM**

**Location: East Hartford Town Hall, 740 Main St, East Hartford, CT 06108**

**Subject: Silver Lane Corridor Study, Public Meeting #4**

**Attendees**

NAME	ORGANIZATION	EMAIL ADDRESS
<b>STUDY TEAM</b>		
Emily Hultquist	Capitol Region Council of Governments (CRCOG)	ehultquist@crcog.org
Caitlin Palmer	CRCOG	cpalmer@crcog.org
Patrick Zapatka	Connecticut Department of Transportation (CTDOT)	patrick.zapatka@ct.gov
Eileen Buckheit	Town of East Hartford	ebuckheit@easthartfordct.gov
Jeff Cormier	Town of East Hartford	jcormier@easthartfordct.gov
Casey Hardin	TranSystems	crhardin@transystems.com
Steve Mitchell	TranSystems	sfmitchell@transystems.com
Pat Padlo	TranSystems	ptpadlo@transystems.com

\*See attached sign-in sheet and formal P&Z Commission for attendees from the public and Planning & Zoning Commission.

**1. Introductions:**

Emily Hultquist, CRCOG’s Director of Policy & Planning, welcomed everyone to the fourth and final public meeting hosted by the Silver Lane Advisory Committee. She outlined ongoing planning work within the past several years including the Brownfields Area Revitalization (BAR) Planning Grant and the Silver Lane Corridor Study. The BAR Grant evaluated underutilized parcels of land along Silver Lane and identified potential redevelopment scenarios. The Silver Lane Corridor Study was initiated to address safety and operational issues on Silver Lane and to assess the impact that the recommended developments would have on the transportation system.

**2. Presentation:**

E. Hultquist started the presentation by explaining the nature of corridor studies and the need for them when developing a master transportation plan. She noted the study area and summarized the study’s public outreach process. She noted the most recent public meeting was held on April 30, 2019.

C. Hardin summarized the work completed by the study team in the time period since the most recent public meeting. He recapped the existing conditions, noting the lack of bicyclist, pedestrian and transit amenities in the corridor. Existing traffic operations were presented, with Mr. Hardin noting that they are deemed acceptable throughout the corridor, although crash rates are elevated in certain segments and locations.

C. Hardin described the process required to develop future traffic forecasts for the design year (2040). He noted the expected increase in traffic volumes by 2040 is generally about 20-25%, while potential developments would add additional traffic. The operational analysis indicates that the majority of intersections will still operate acceptably. He noted that the Route 15 off-ramp to Silver Lane would likely experience back-ups that would stretch back onto the Route 15 freeway, presenting a safety issue. The study team evaluated the potential implementation of a road diet, reducing the number of through lanes

to one in each direction (from two today). C. Hardin presented expected traffic operations under a road diet, noting that they remain acceptable while some locations would experience additional queueing. Since the last public meeting, C. Hardin explained that a road diet has been implemented under the Vendor-in-Place (VIP) pavement rehabilitation program by CTDOT.

C. Hardin noted that the study team has proposed a mixed-use path along both sides of Silver Lane throughout the corridor. This facility could be used by both bicyclists and pedestrians and would help close a gap in the East Coast Greenway that exists between the Charter Oak Greenway and Great River Park. EC. Hardin, presented a series of exhibits highlighting the proposed vision for transportation improvements in the corridor, noting modifications based upon public input from April's Public Information Meeting.

The vision includes a recommendation to limit Gold Street to one-way northbound at Silver Lane due to the lack of available sight distance looking east from the stop bar location on Gold Street. Vehicles would not be allowed to turn onto Silver Lane from Gold Street, instead using Clement Road to exit to Silver Lane or Simmons Road.

Mr. Hardin summarized recent coordination efforts with Capital Region Development Authority (CRDA) and CTDOT. He noted that funding has been obtained to construct new sidewalks along Silver Lane through the CRDA.

### **3. Question & Answer**

Mr. Hardin fielded several questions from attendees, noting the following:

- Sidewalk work being completed under CRDA funding is programmed for the 2020 construction season. CRCOG funded the Silver Lane Study; any follow-on design work, engineering, and construction would require the town of East Hartford to secure additional funding sources.
- One attendee opinion was that the study should have focused more on bicyclists rather than vehicular operations. In addition to bicycle and pedestrian shared path, a continuous wide shoulder should have been designed thru entire study corridor to accommodate experienced cyclists that enjoy higher speed ride.
- One attendee raised concern with current and future design of Roberts Street intersection. He believes it's unsafe with Silver Lane approaches widening to two thru lanes, and within several hundred feet of intersection dropping down to single thru lanes.