

MARCIA LECLERC  
MAYOR

DEVELOPMENT  
DEPARTMENT

# TOWN OF EAST HARTFORD

740 Main Street

East Hartford, Connecticut 06108

(860) 291-7300

FAX (860) 291-7298

[www.easthartfordct.com](http://www.easthartfordct.com)

## East Hartford Silver Lane Advisory Committee

### Meeting Summary

Wednesday, December 5, 2018

3:00 pm

Welling Conference Room – 2<sup>nd</sup> floor Town Hall

PRESENT - Mayor Leclerc; Robin Pearson, Redevelopment Agency; Dan Matos, James Matos, The Matos Group; Val Povinelli, Planning and Zoning Commission; Tom York, Goman and York; Craig Stevenson, CTC; Emily Hultquist, CRCOG; Casey Hardin, Nicholas Mandler and Samantha Scharpf, Transystems; Paul Mainuli, Board of Education; Eileen Buckheit, Development Director; Jeff Cormier, Town Planner; Rich Gentile, Assistant Corporation Counsel; Keith Chapman, Director of Public Works; James Kodman, Pratt & Whitney; Kim Hart, CRDA; Amy Peltier, East Hartford CONNects;

ABSENT – Todd Andrews, Frank Collins, Mary Ellen Dombrowski

#### CALL TO ORDER

Meeting was called to order at 3:00 p.m.

Eileen Buckheit and Mayor Leclerc provided an update on Showcase Cinemas and the Town Council approval to move forward on the acquisition. Eileen described the next several steps and our partnership with CRDA. We will also be moving forward on zoning changes for the area.

Presentation by Casey Hardin, Nicholas Mandler and Samantha Scharpf of TranSystems:

- TranSystems (TS) had also been asked to look at traffic issue/crash issues at Gold Street. Existing conditions involve line of sight issues. Possible solution is to make this an "in only" location. CRCOG suggested this could be a good potential for a demonstration project before permanent installation.

- Discussed assessment of future traffic forecasts, with uncertainty about future development, TS evaluated two future scenarios: 1) Manufacturing at Rentschler, and 2) Outlets at Rentschler. Both scenarios yield very similar results.
- Analyze traffic impacts at intersections, mostly okay for urban context, one intersection problematic in both build-out scenarios (Phillips Farm Road)
- Use data to analyze existing roadway geometry, is widening necessary, and/or what can be done with re-timing of signals
- Rt 15 Off-Ramp onto Silver Lane currently backs up, with future build-out this will need to be addressed because ramp cue threatens to back up onto the highway. Possible solution is roundabout at Silver Lane.
  - CRCOG mentioned passing along a roundabout info document
- Roberts Street is already at maximum capacity essentially, adding lanes not a good solution here any improvements would likely be limited to signal retiming.
- Based on analysis, most if not all of corridor could be a candidate for a “road diet” of some variety.
- Initial traffic analysis of restriping done on Burnside reveals potential for Silver Lane
- Questions regarding Burnside Avenue as a “success” ... from traffic standpoint there has been improvement, questionable success from a bicyclist standpoint
- TS went over upcoming DOT Pavement Improvement Program scheduled for 2019 – possibility to restripe corridor to reflect proposed road diet within existing road footprint. Timing might be tricky based on schedule start for that program and completion of this project.
- CRDA - \$750,000 construction budget
- TS went over walk audit results and how pedestrian realm should be improved, thought to use CRDA money to complete some of this work but need to establish priority locations

- TranSystems putting together a preliminary design package to assess costs
- Some consensus that areas that pose a threat to public safety should be the first priority, i.e. school area should be first location for improvements
- South side on east portion should be another priority because there is such a gap - Silver Lane Plaza all the way down to Rentschler
  - Willow Brook – possibly only solution is a pedestrian bridge - culvert ends right at the end of the road - Willow Brook runs parallel for 150-200 feet
- Town Planner and P&Z should look at what needs to be done so as not to deter new developers to come in to invest in the corridor

Next steps in the process:

- Alternatives development
- CRDA Streetscape design
- Next meeting late January/early February 2019
- Next public meeting Feb 2019

ADJOURNMENT

Meeting concluded 4:25 pm.