

# Route 5 Corridor Study Advisory Committee –Minutes

10/08/2019 at 3:00 PM

East Windsor Town Hall

11 Rye Street

Broad Brook, CT

## Advisory Committee Members and Alternates

Robert Maynard – First Selectman

Leonard Norton – Director of Public Works

Ruben Flores-Marzan - Town Planner

Joe Sauerhoefer – Public Works Department

Joe Ouellette – Chairman, East Windsor Planning &

Zoning Commission

Despina C. Tartsinis – Sofia’s Plaza LLC

Larry Tribble – Southern Auto Auction

Tom Talamini - Resident

George Varessis – Sofia’s Plaza LLC

## Additional Attendees

Pramod Pandey – CRCOG

Casey Hardin – TranSystems

Pat Padlo – TranSystems

Rick Nadeau - SASI

Terri-Ann Hahn – LADA PC

The Meeting Started at 2:04 PM

## 1) Introductions and Schedule

Pramod Pandey began the meeting by introducing the study and summarizing the current status. The team had assessed future conditions including background growth, traffic operations based on recommended land use changes and has identified conceptual alternatives for evaluation.

Pramod Pandey made a motion to approve the prior set of meeting minutes, from the advisory committee meeting on March 19. Despina Tartsinis seconded the motion. The committee unanimously approved the motion.

## 2) Corridor Discussion

Casey Hardin began the presentation by summarizing the purpose of the study, its current status, and the agenda for the meeting. Mr. Hardin summarized Future (2040) Base conditions with the expected growth rates, generally around 20% along Route 5 south of Newberry Road and around 45% north of Newberry Road. Scantic Road and South Water Street would see increases in traffic volumes well in excess of 50%.

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The growth rates account for expected developments within the corridor and the surrounding area. Mr. Hardin noted that these growth rates and volumes have been approved by CTDOT. Mr. Hardin presented the results of the operational analysis for the Future Base scenario. He noted that operations are expected to deteriorate at the intersection of Route 5 and South Water Street to a LOS E during the PM peak period.

Mr. Hardin then summarized the 8 proposed land use changes as presented at the prior advisory committee meeting in March 2019. He then presented the Future (2040) Build forecasted growth rates based on the addition of those proposed land use changes to the Base forecast. Growth rates would be approximately 25% along Route 5 south of Newberry Road and significantly higher north of Newberry Road. In reviewing the operational analysis for the Build conditions, Mr. Hardin highlighted the degraded levels of service expected at the Route 5 intersections with Route 140 (North Road), South Water Street, and Tromley Road. He noted that both future conditions scenarios were analyzed with the existing roadway systems and known improvement concepts.

Mr. Hardin then noted that the next step for the study is to develop alternatives to address the existing and future deficiencies in the transportation system. Prior to discussing proposed alternatives, he reviewed the study goals: to address congestion, mobility and safety and to provide for economic growth. Joe Ouellette noted that the corridor does not meet the CTDOT safety issues threshold and that the deficiencies are concentrated on congestion and mobility.

Mr. Hardin discussed several corridor-wide improvement schemes: capacity increase, signal improvements, bicycling opportunities and transit. He noted that while expanding Route 5 to two lanes in each direction is not warranted based upon the future conditions analyses, the study team will evaluate providing two southbound lanes from Thompson Road to Tromley Road and potentially further to Southern Auto Auction. Len Norton noted that the state is moving away from using loop detectors at traffic signals in favor of video detection. Mr. Hardin noted that the study team would evaluate the cost of updating the detection to video throughout the corridor.

Mr. Hardin then discussed concepts for implementing bicycle facilities, including on- and off-street options along Route 5 and a recreational, multi-use, path closer to the Connecticut River. Committee members raised concerns about a potential bike path along the Connecticut River floodplain. This location floods every year and permitting for construction could be hard to obtain. Larry Tribble suggested providing connectivity with the trail system along the Scantic River.

Mr. Hardin presented ideas for instituting transit service, both via CTTransit and a route originating at the proposed Windsor Locks train station or a service operated by the Town, similar to the Magic Carpet service in Enfield. Mr. Maynard indicated that he supported the idea of extending existing transit routes. East Windsor could look into establishing a service between Warehouse Point and Broad Brook with stops by Mill Pond Village and other community locations.

Mr. Hardin then presented improvement concepts focused on the northern segment of the corridor. This included intersection widening at Route 140 to improve intersection operations, the provision of sidewalks and crosswalks to aid in pedestrian mobility and concepts to address the weaving operations on the I-91 off-ramps at the Newberry Road intersection. Larry Tribble noted that there are high voltage

power lines adjacent to the Newberry Road intersection that any ramp realignment would need to consider.

Mr. Hardin reviewed concepts for the central segment of the corridor, including: extension of a southbound lane beyond the Thompson Road intersection to address congestion, providing a two-way left turn lane south of Thompson Road, provision of sidewalks and crosswalks, and other localized improvements. He also presented concepts for the southern segment, including: two-way left turn lane where the roadway is not two lanes in each direction, provision of sidewalks and crosswalks, and other localized improvements.

### **3) Next Steps**

Mr. Hardin noted that, based on group discussion, the first public information meeting would likely be in mid-November of 2019, at the East Windsor High School depending on space availability. The study team will finalize the presentation concepts and develop traffic forecasts and operational analysis. The vision for the public meeting includes a working session / workshop where residents would have the opportunity to collaborate on the corridor vision and potential improvements.

The Meeting Adjourned at 3:10 PM