

Route 5 Corridor Study Advisory Committee – DRAFT Minutes

04/05/2018 at 3:00 PM

East Windsor Town Hall
11 Rye Street
Broad Brook, CT

Advisory Committee Members and Alternates

Edward DeMarco – Town of East Windsor Police Department	Patrick Zapatka – Connecticut Department of Transportation
Laurie Whitten – Town of East Windsor, Planning and Development	Joseph Sauerhoefer – Town of East Windsor, Public Works
Tom Talamini - Resident	Despina C. Tartsinis – Sofia’s Plaza
Matthew Tyksinski - Town of East Windsor, Planning and Development	Robert Maynard – First Selectman
Rand Stanley – Town of East Windsor, Building Department	Larry Tribble – Southern Auto Auction
Joe Ouellette – Chairman, Town of East Windsor Planning and Zoning Commission	

Additional Attendees

Timothy Malone – CRCOG	Casey Hardin – TranSystems
Pramod Pandey – CRCOG	Kim Rudy – TranSystems

The Meeting Started at 3:05 PM

1) Introductions

Tim Malone gave a brief introduction regarding the Capitol Region Council of Governments and asked everyone to introduce themselves. He also gave a brief overview of the project. Tim asked if anyone had anything additional to add about the study before the presentation. Laurie Whitten explained that the impetus for applying for the Route 5 corridor study included supporting existing business operations on Route 5 while balancing the planned development at Walmart, the casino, and development/use changes at other sites. Laurie Whitten noted that the town received a TOD grant for the Warehouse Point project. They anticipate beginning the project in June.

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A voluntary Council of Governments formed to initiate and implement regional programs of benefit to the towns and the region

2) Public Comment

No members of the general public were present.

3) Study Corridor

Casey Hardin from TranSystems gave a presentation on the study corridor, showing its boundaries and describing general characteristics. The study asked if there had been any news about the proposed casino development. It was noted that the Planning Department anticipates a June date for hearings. No detailed drawings have been submitted yet, but the developers have submitted their OSTA application. The town is also aware that the developers plan to have an additional entrance on Route 5. Casey Hardin noted the new Windsor Locks train station is planned as part of the New Haven-Hartford-Springfield (NHHS) rail program. As part of traffic analysis for the new station site, a roundabout is being analyzed on Route 140 at the intersection of Water Street.

4) Public Involvement Plan

Casey Hardin gave an overview of the public involvement plan for the project. He noted that there would be nine advisory committee meetings, three technical review meetings (with town staff or CTDOT), two formal public information meetings, two “pop-up” events, ten stakeholder meetings, newsletters, a website, and a mailing list. He showed a list of potential stakeholders and asked the group for suggestions of others that were missed. Members of the committee suggested including: the fire department; specific residential areas such as Wolcott Landing, Prospect Hill Drive, Stoughton Ridge, Riverview, and the Fairway Drive mobile home park; Pasco’s Common; the Manchester Bike Shop; the South Windsor Bike Club; Harken’s Market; Nutmeg Restaurant; Walmart; and Lincoln Technical Institute.

Members suggested doing outreach through the town Facebook page and on the town’s and CRCOG’s websites.

Casey explained that pop-up events were included in the plan. He provided a list of potential events to be present at including: East Windsor 250th Anniversary Events; Open House at CT Trolley Museum; and Chamber of Commerce/Rotary Club/Lions Club Summer Events. Attendees came to consensus that the Abby’s Walk (4/21) and the Vintage Baseball Game (5/5) would be the most appropriate events.

Members of the committee noted that the vintage baseball game will be occurring just off Route 5 at the high school. They also noted that Abby’s Walk will occur on April 21st and is a well-attended event.

5) Preliminary Data Collection

Casey gave an overview of current data collection efforts, as well as preliminary results. He showed preliminary traffic volume data and showed a map of locations where traffic counts will be performed. CRCOG is working to collect additional speed data from other sources. A map of crashes was shown as well. An overview of the one transit line that operates in the corridor was given. The CT *transit* Route 905 bus travels south on Route 5 during non-peak periods. Members of the committee were not aware

of this and questioned the usefulness of the route. Laurie Whitten noted that the town is interested in seeing more transit service, especially with the casino coming in.

Casey gave a brief overview of bike count data acquired from the Strava data source. Tim Malone noted that it only captures a small subset of mostly recreational riders. It does not capture those who ride bikes due to a lack of other options. Tom Talamini added that many recreational cyclists travel on Tromley Road to access Route 5.

Casey explained the other ongoing data collection efforts, including counts, transit data, speed and delay data, crash statistics, traffic signal inventory, school bus routes, land use and zoning, and initial stakeholder meetings. Laurie Whitten noted that Smith Bus in Enfield is the school bus operator. It was also noted that bike clubs use Tromley Rd and travel up to Enfield along Route 5.

6) Next Steps

Casey explained that the team would continue to collect and analyze data. They will put together an assessment of existing conditions that will be shared with the committee. They are also planning outreach events.

7) Questions

The floor was opened up for comments and questions from committee members. Larry Tribble noted that he has lived in the area all his life and has seen many changes. The corridor has gotten more complex. He specifically questioned the number of three-way intersections and if it was necessary to have traffic signals at all of them. He also noted that Tromley Road carries a lot of traffic from Rockville. Route 5 is bumper to bumper in the morning south of Walmart. Many of the congestion issues started after the new Walmart came in. He also noted that Lincoln Tech is located just off the corridor. Students stay at the Baymont Inn on the west side of Route 5.

It was noted that it is common to have backups from the intersection of Route 140 to the I-91 on- and off-ramps, at the intersection of Main Street/Thompson Road, and Route 140 at intersection of Route 5 (several mile backup), Left turns out of Sofia's Plaza are particularly problematic. It was noted that there are concerns about getting emergency vehicles down Route 5 when it's congested.

A shipping terminal (approx. 500,000 SF) is being developed in Enfield at the Metro Park North site, near the town line, which may contribute to future traffic.

On Route 5, traffic signals do not seem to be well-timed or coordinated with a history of loop detectors failing.

Ed DeMarco added that residents at Wolcott Landing have noted difficulty turning left onto Route 5.

At the conclusion of the meeting, attendees discussed scheduling the next advisory committee meeting. The meeting is tentatively scheduled for May or June. Casey Hardin will distribute a doodle poll to gauge the best time and date for the next meeting.

The Meeting Adjourned at 4:30 PM