

REPORT OF MEETING**Date and Time: Tuesday, April 30, 2019, 6:00 PM****Location: East Hartford Town Hall, 740 Main St, East Hartford, CT 06108****Subject: Silver Lane Corridor Study, Public Meeting #3****Attendees**

| NAME | ORGANIZATION | EMAIL ADDRESS |
|-----------------------|--|------------------------------|
| TOWN STAFF | | |
| Marcia Leclerc, Mayor | Town of East Hartford | mleclerc@easthartfordct.gov |
| Eileen Buckheit | Town of East Hartford | ebuckheit@easthartfordct.gov |
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| Keith Chapman | Town of East Hartford | kchapman@easthartfordct.gov |
| STUDY TEAM | | |
| Emily Hultquist | Capitol Region Council of Governments (CRCOG) | ehultquist@crcog.org |
| Caitlin Palmer | CRCOG | cpalmer@crcog.org |
| Kimberly Hart | Capital Region Development Authority (CRDA) | khart@crdact.net |
| Patrick Zapatka | Connecticut Department of Transportation (CTDOT) | patrick.zapatka@ct.gov |
| Casey Hardin | TranSystems | crhardin@transystems.com |
| Nick Mandler | TranSystems | ncmandler@transystems.com |
| Pat Padlo | TranSystems | ptpadlo@transystems.com |

1. Introductions:

Marcia Leclerc, Mayor of East Hartford, welcomed everyone to the third 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. Mayor Leclerc then opened the floor to Eileen Buckheit, East Hartford's Director of Development, Emily Hultquist, CRCOG's Director of Policy & Planning, and Casey Hardin, TranSystems' Project Manager.

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 June 7, 2018.

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.

N. Mandler 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%, with proposed

developments likely to add additional traffic, particularly in the eastern part of the corridor. The operational analysis indicates 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. Based upon the analysis, the study team has evaluated the potential implementation of a road diet, reducing the number of through lanes to one in each direction (from two today). Mr. Mandler presented expected traffic operations under a road diet, noting that they remain acceptable while some locations would experience additional queueing.

Mr. Mandler noted that the study team has proposed a mixed-use path along the north side of Silver Lane from Simmons Road easterly to Main Street. 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. Elsewhere in the corridor, bicycle lanes are proposed for Silver Lane. Mr. Mandler presented a series of exhibits highlighting the proposed vision for transportation improvements in the corridor.

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 returned to summarize recent coordination efforts with Capital Region Development Authority (CRDA) and CTDOT. Silver Lane is scheduled to be repaved during the summer of 2019 and the study team has been coordinating with CTDOT to have a partial implementation of the road diet incorporated into that work. He also noted that funding has been obtained to construct new sidewalk 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 will look to minimize re-work on Silver Lane, particularly with repaving programmed for the summer of 2019.
- Two attendees noted that they believed the study should be focused on vehicular operations rather than bicyclists and pedestrians.
- Signing and pavement markings for bicycle facilities will be installed as is the industry standard best practice at the time of implementation.
- There was one supporter of the concept for limiting Gold Street to one-way traffic northbound at Silver Lane, and one attendee who opposed the idea.

Mr. Hardin then asked the group to divide into three groups for the three workshop stations.

4. Workshop Stations

The attendees divided into three groups to review the western, central and eastern segments of the corridor. The following represents the feedback received:

- It was suggested that street lighting be improved, particularly in locations that demonstrate a crash history.

- Transit improvements should be more clearly identified on the proposed concepts.
- Narrow the crossing distance for pedestrians crossing Clement Road by using tighter curb radii or bumpouts.
- Should traffic be pushed to Clement Road due to a one-way restriction on Gold Street, traffic calming measures should be evaluated for implementation.
- Evaluate identifying dedicated cyclist and a pedestrian areas within the proposed mixed-use path
- Cyclists encouraged that additional buffer distance between the bike lanes and travel lanes be provided if possible. This could include use of a separated bike lane.
- There is a strong desire for pedestrians to cross Silver Lane from the Pratt & Whitney Aircraft Club towards Rentschler Field. A midblock crossing locations should be explored to facilitate this demand.
- Mid block-crossings should redirect pedestrians so they cannot simply walk straight across both directions of traffic.

5. **Final Q&A Period**

Members of the study team summarized the key feedback they received while moderating the workshop. Then a final question and answer section was initiated. The following represents the feedback received:

- The Town will look to advance engineering and construction for improvements to Silver Lane following completion of the study.