



EXPERIENCE | Transportation

# Advisory Committee Meeting #5

**CRCOG**  
CAPITOL REGION  
COUNCIL OF GOVERNMENTS



# Outline

- ▶ BAR Grant Study Update
- ▶ Introduction
- ▶ Existing Conditions Analysis
- ▶ Next Steps

**Please feel free to ask questions!**

# Developers Panel Recap

- Confirmation that market-rate residential is a good opportunity for the corridor
  - Residential developments that are amenity rich and create a sense of place in demand
  - Different market from Hartford Downtown rental – more of a suburban, low-rise model appropriate for East Hartford
  - Developers would look to achieve about 25-35 units per acre to make a project work financially
  - Fee-simple product preferred with financial institutions and some latent demand in millennial market

# Developers Panel Recap

- Food and beverage market potential, as well
  - Potential re-use of strip center into multi-tenant food and beverage
- Sports and recreation – indoor fitness centers/ fields, etc. aligns well with Cabela's, the stadium and the trail
- Long-term opportunity for medical

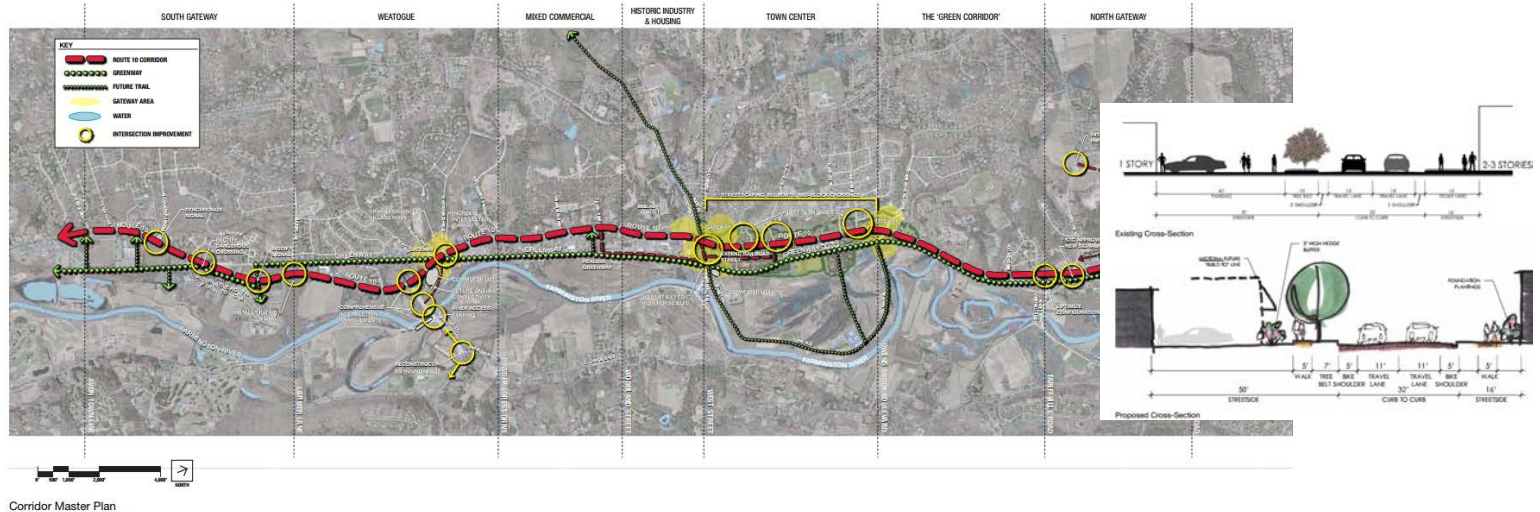
# Developers Panel Recap

- Property assemblage the most difficult piece of redevelopment
  - Assembling 60 acres through a Redevelopment Plan would create a standout opportunity not easily found in the region
  - Creating a redevelopment opportunity of scale also enables the Town to guide the redevelopment
- CTfastrak would be a significant asset in the corridor, and the Town should advocate aggressively for the service



# Introduction

- What is a corridor study?
  - A multi-modal planning process to prepare a master plan for a transportation corridor



# Introduction

- ▶ Why prepare a corridor master plan?
  - Promote orderly growth
  - Encourage efficient use of public infrastructure
  - Assure there is adequate infrastructure to accommodate growth
  - Provide guidelines for roadway improvements that all parties (Town, State, developers, property owners) can refer to

# Introduction

## ► Traditionally

- Facilities Plan - Identify needed transportation facility improvements to assure facilities can handle current and future traffic efficiently and safely



## ► New Direction

- Context sensitive plans – recognizes that transportation facilities are one piece of the larger community fabric
- Facilities need to fit into communities they pass through



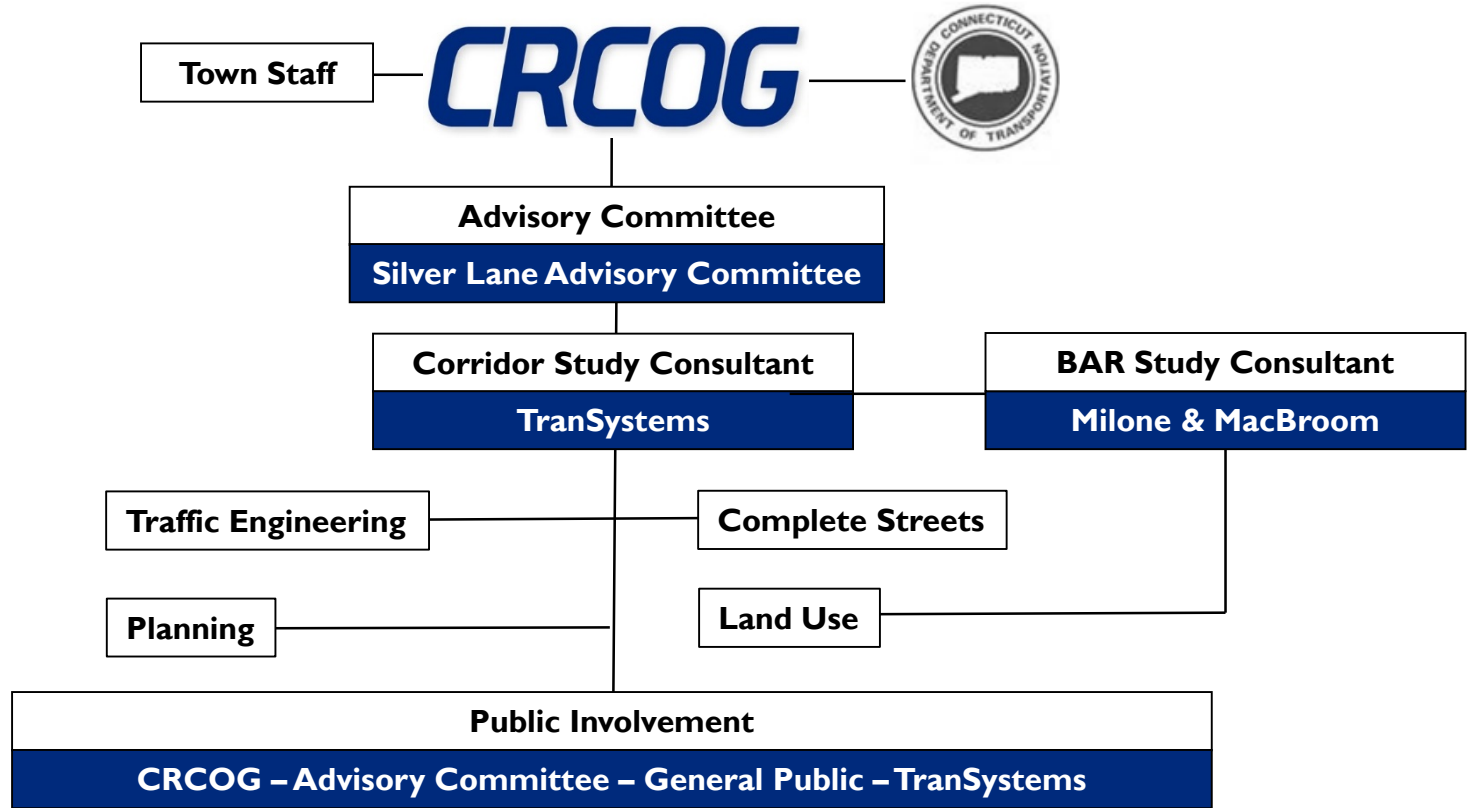


# Introduction

- Silver Lane Transportation Corridor Study
  - Well-integrated with BAR Grant Land Use Study
  - Considering a multi-modal corridor to service the future land use vision and recommendations



# Introduction



# Introduction

## ► Scope of Work:

- |        |                                                |
|--------|------------------------------------------------|
| Task 1 | Project Management                             |
| Task 2 | Community Involvement                          |
| Task 3 | Data Collection                                |
| Task 4 | Assessment of Existing Conditions              |
| Task 5 | Assessment of Future Conditions                |
| Task 6 | Analysis of Alternatives                       |
| Task 7 | Improvement and Development<br>Management Plan |

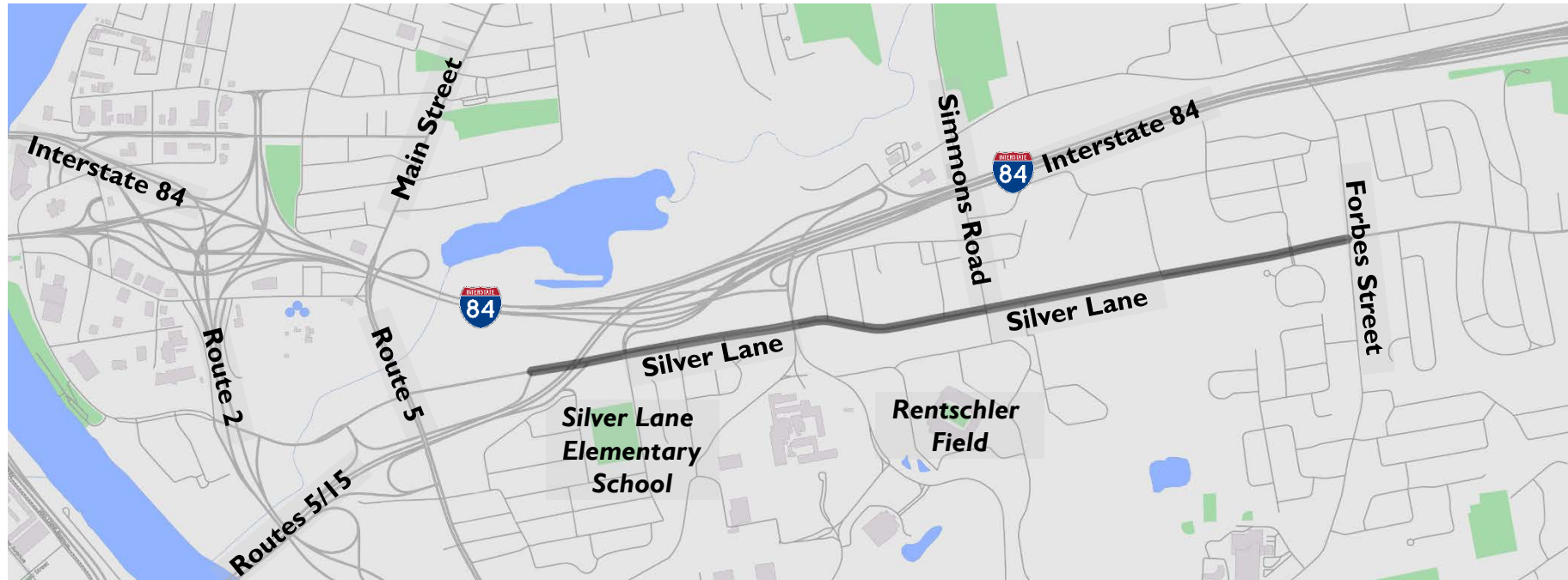
# Introduction

- ▶ Community Involvement
  - Advisory Committee
  - Technical Review Meetings
  - Public Informational Meetings and Local Outreach
  - Stakeholder Meetings
    - Matos Group, Town, Goodwin College, CRDA, Bike/Ped, Phillips Farm

Project Webpage: [www.crcog.org/silverlanestudy](http://www.crcog.org/silverlanestudy)

# Existing Conditions Analysis

## ► Study Area



# Existing Conditions Analysis

- ▶ Start with 'meta' overview
  - Volumes
  - Crashes
  - Transit
- ▶ Corridor 'walk-through'



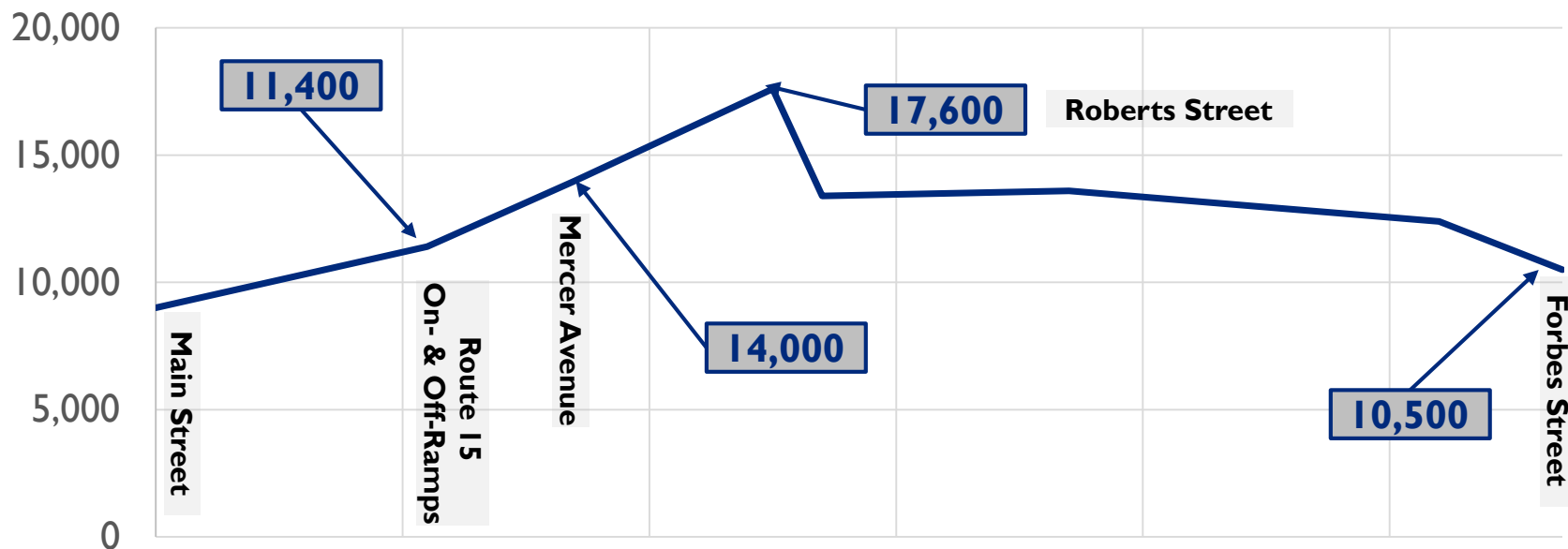
# Existing Conditions Analysis

- ▶ Functional Classification
  - Minor Arterial
- ▶ Average Daily Traffic (ADT) Range
  - 11,400-17,600 vehicles per day



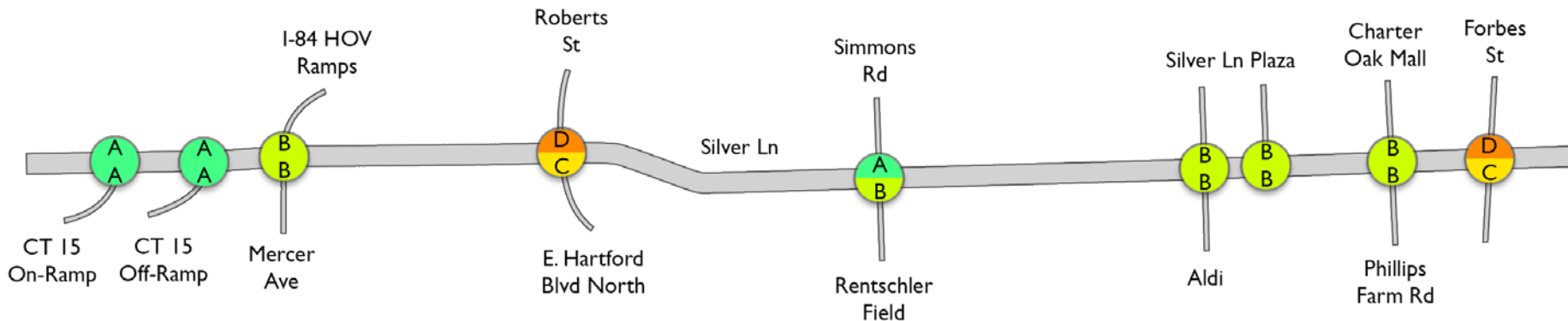
# Existing Conditions Analysis

## ► ADT (2012)

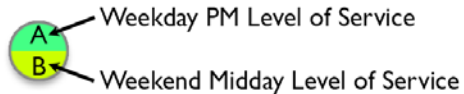


# Existing Conditions Analysis

## ► Existing Traffic Operations



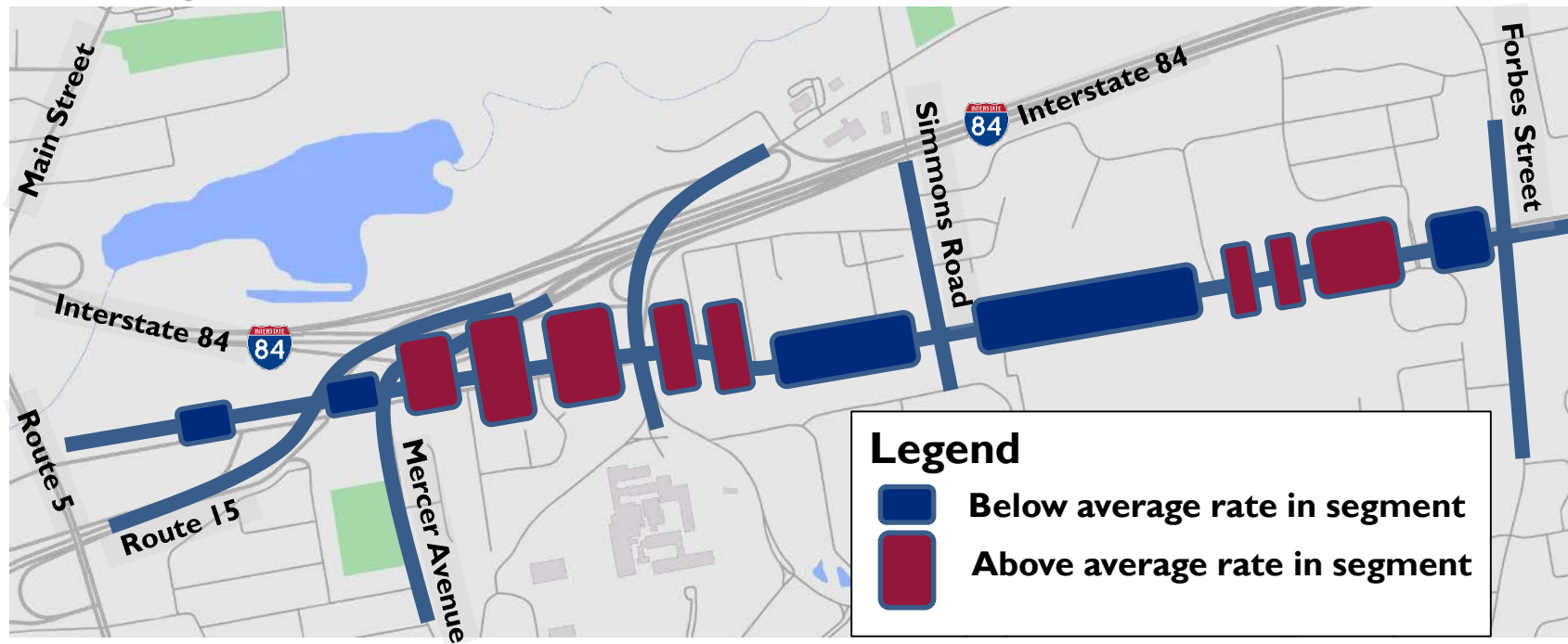
Legend:



LOS	Delay (sec/veh)
A	< 10
B	10 - 20
C	20 - 35
D	35 - 55
E	55 - 80
F	> 80

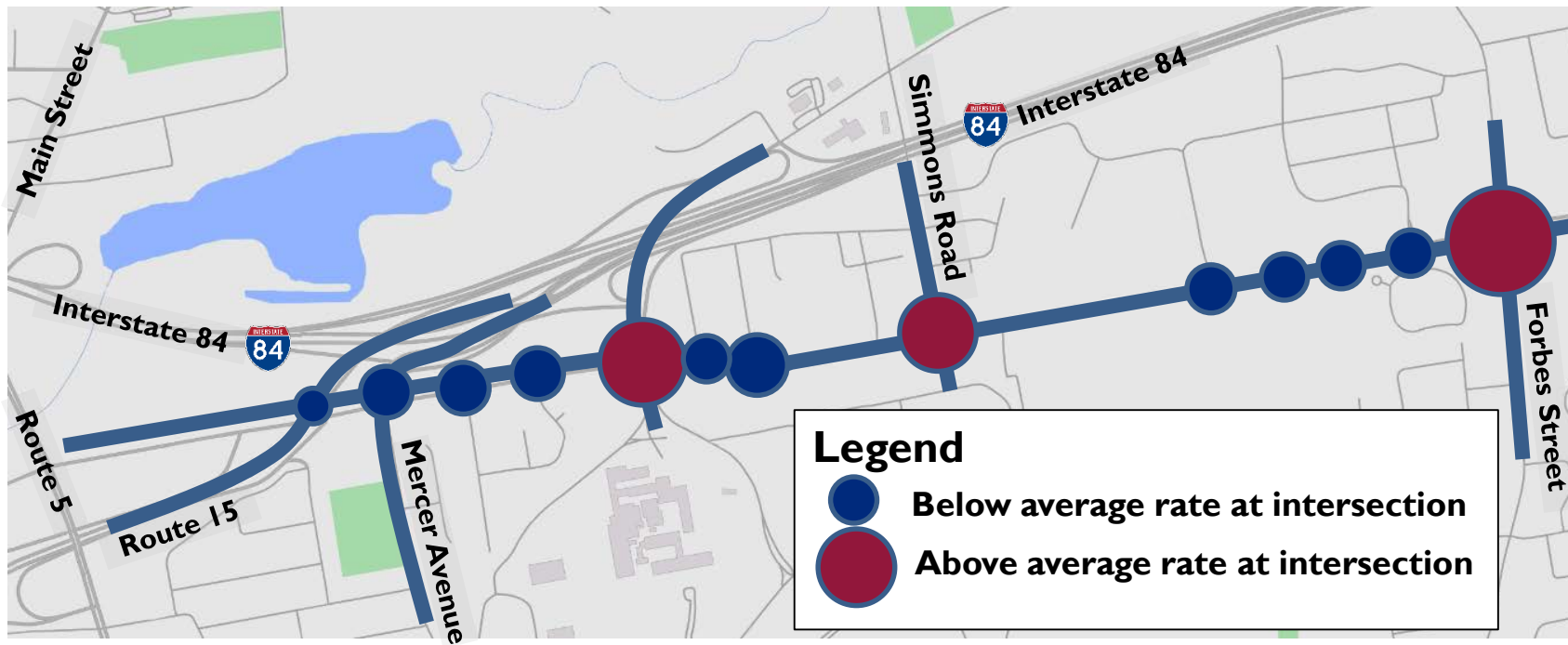
# Existing Conditions Analysis

## ► Segment Crash Data



# Existing Conditions Analysis

## ► Intersection Crash Data



# Existing Conditions Analysis

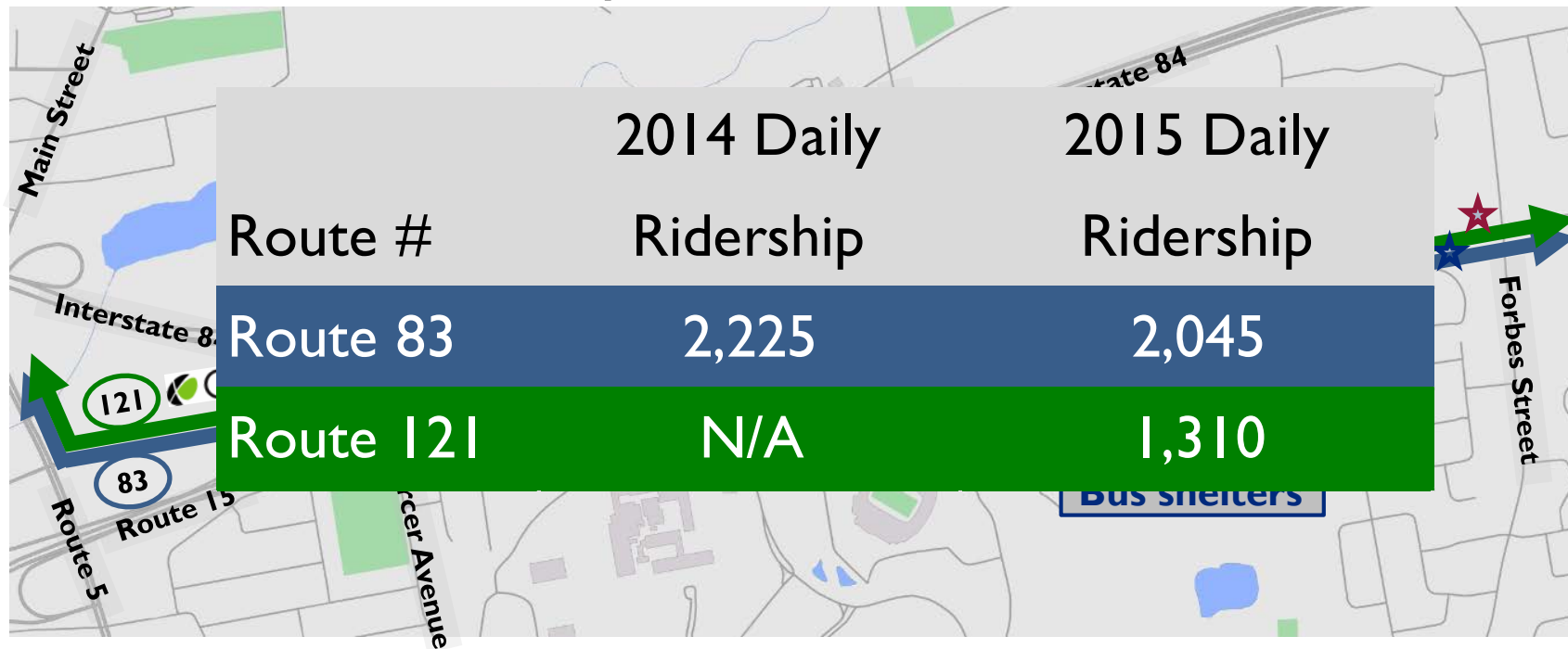
## ► Bus Routes & Stops





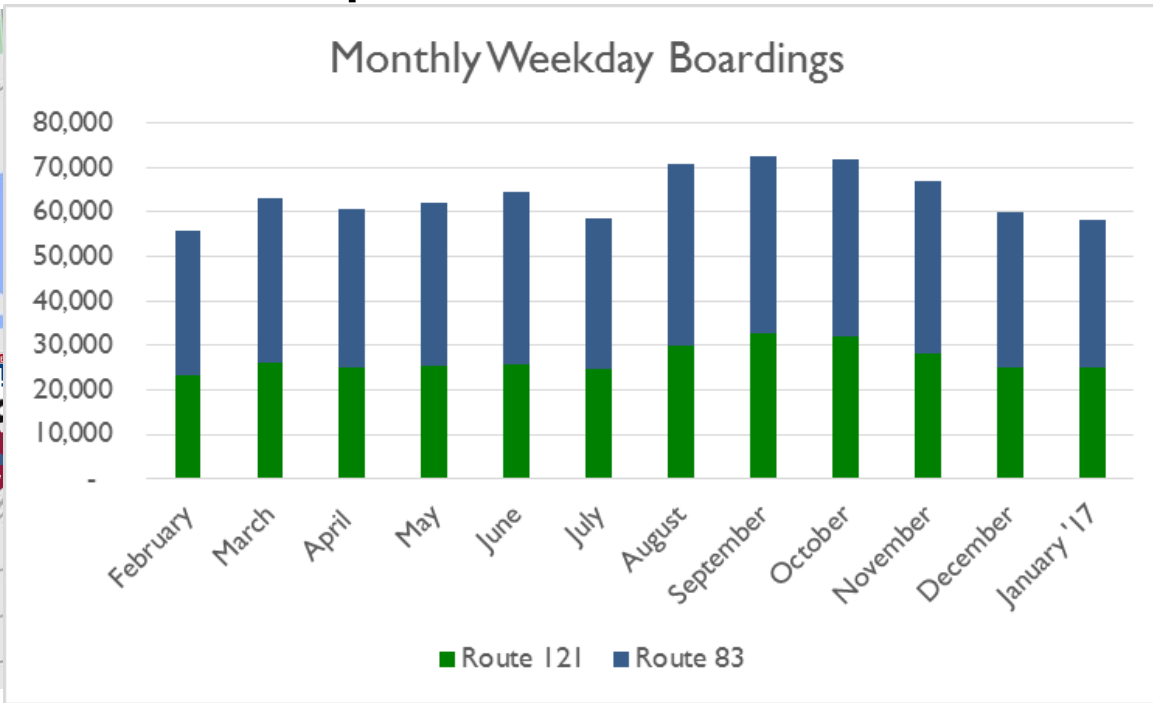
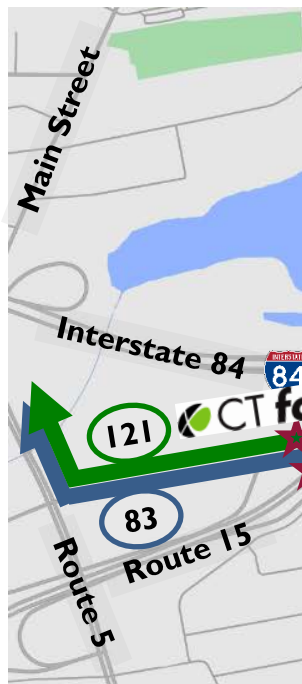
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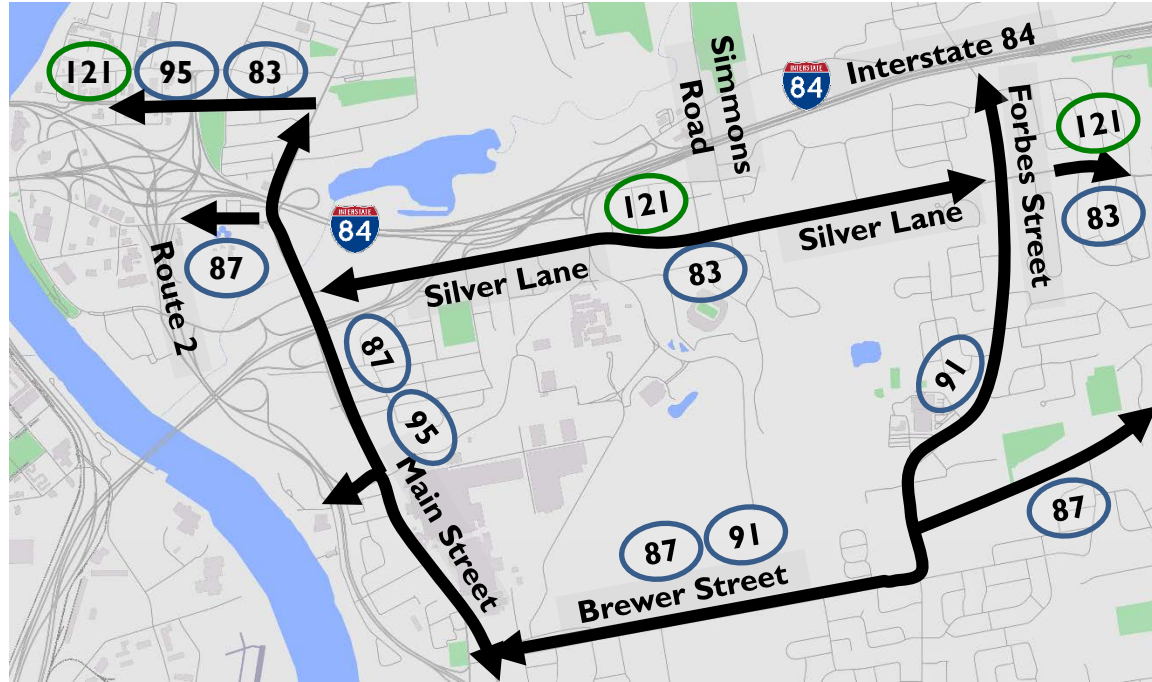
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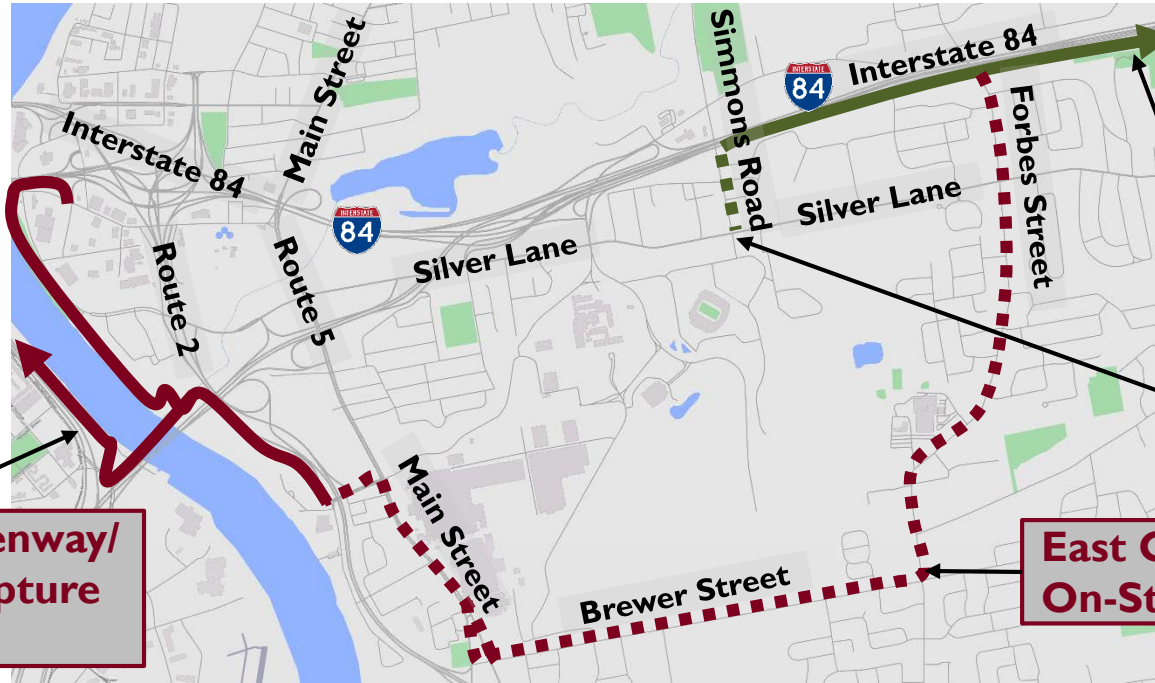
# Existing Conditions Analysis

## ► Surrounding Bus Route System



# Existing Conditions Analysis

## ► Surrounding Multi-use Trail System



**East Coast Greenway/  
Riverfront Recapture  
Off-Road**

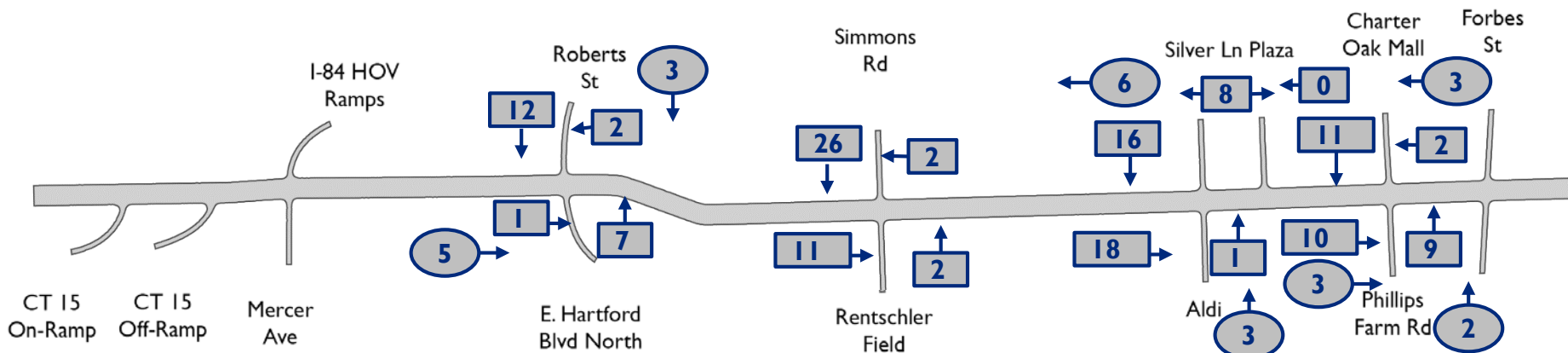
**Charter Oak  
Greenway  
Off-Road**

**Charter Oak  
Greenway  
On-Street**

**East Coast Greenway  
On-Street**

# Existing Conditions Analysis

## ► Bicycles and Pedestrians



# Existing Conditions Analysis

- Detailed assessment
  - Corridor broken into 3 segments
  - Please share thoughts and observations!





# Existing Conditions Analysis

## ► Legend



Camera viewpoint



Level of Service (LOS)



Lack of shoulder



Bus stop location



Bus shelter location



Highlighted access point



Sidewalk gap



Crash rate between intersections



Crash rate at intersection



Pedestrian-involved crash

# Existing Conditions Analysis

## ► Route 15 Interchange to Roberts Street



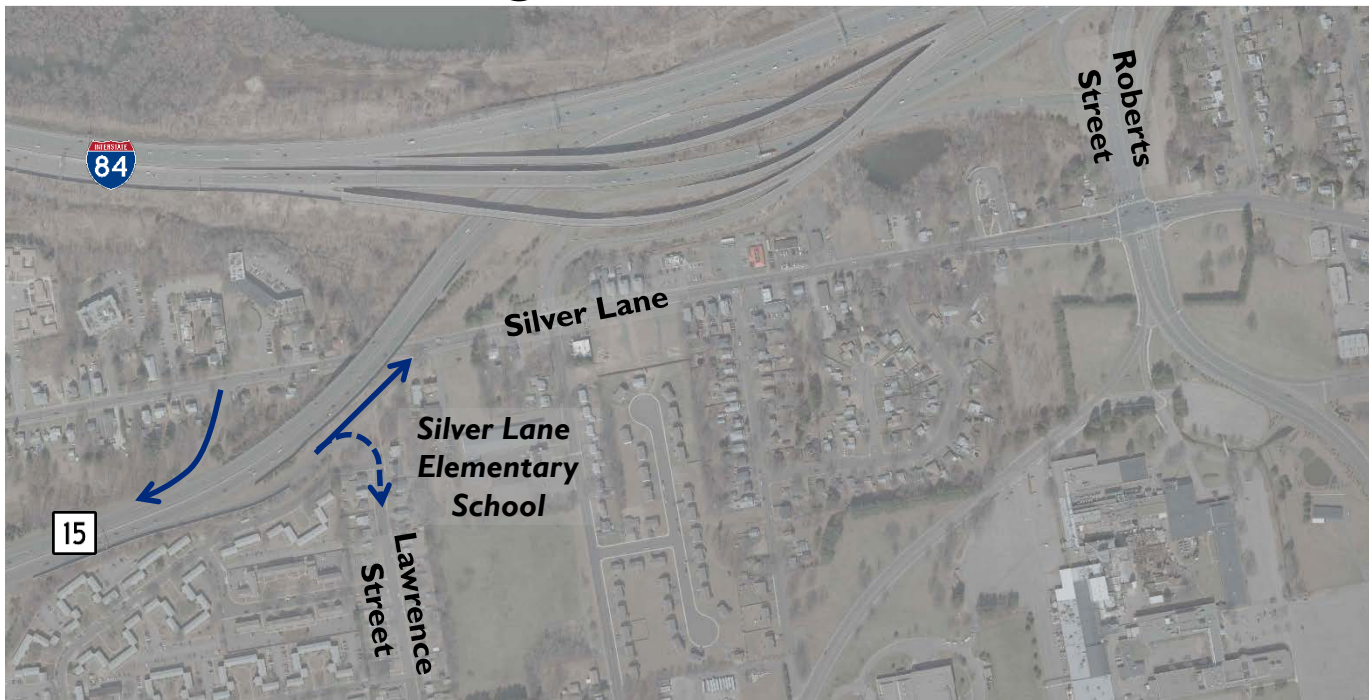
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# Existing Conditions Analysis

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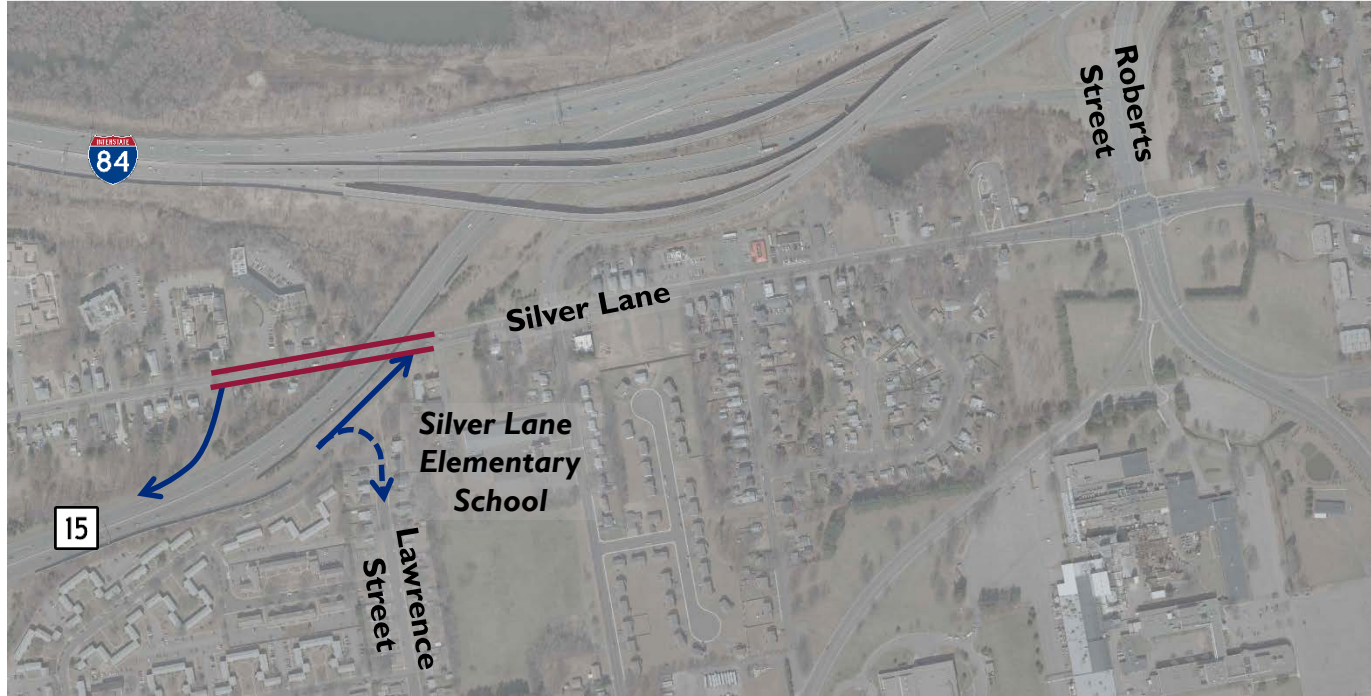
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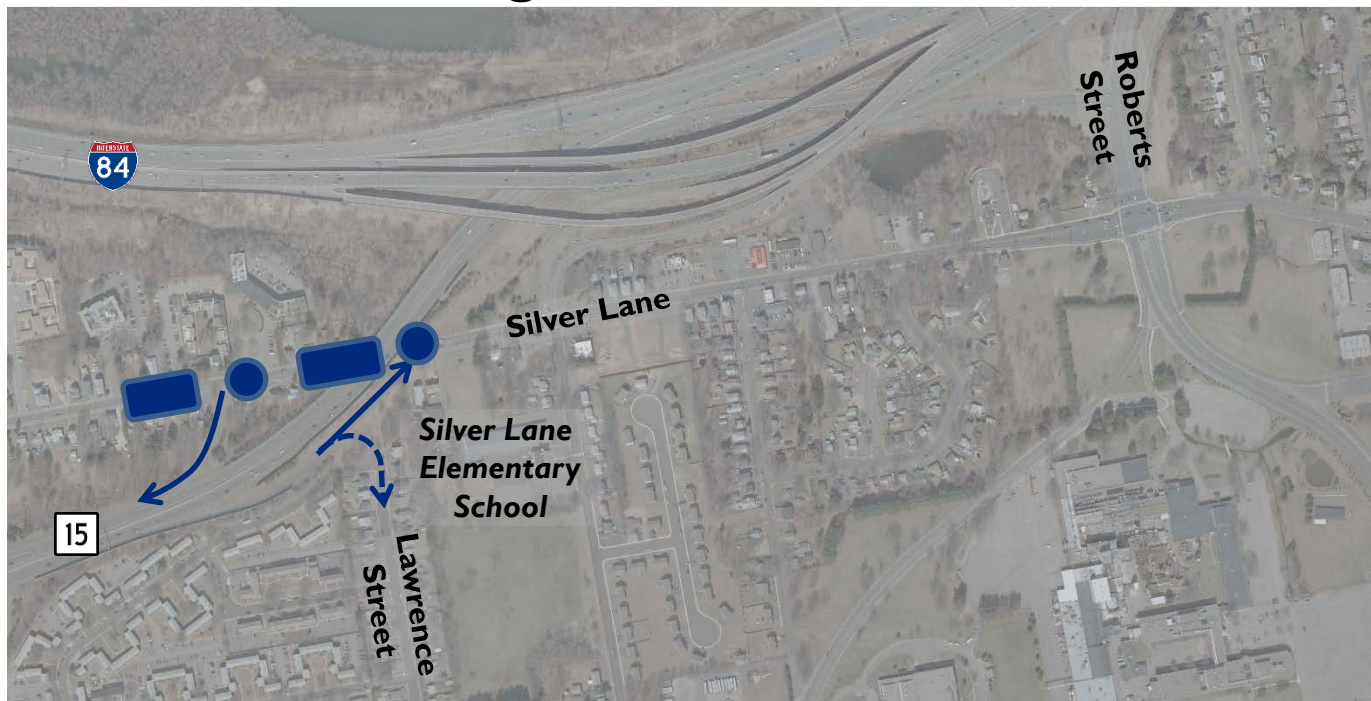
## ► Route 15 Interchange to Roberts Street

Lack of  
Crosswalk



# Existing Conditions Analysis

## Route 15 Interchange to Roberts Street





# Existing Conditions Analysis

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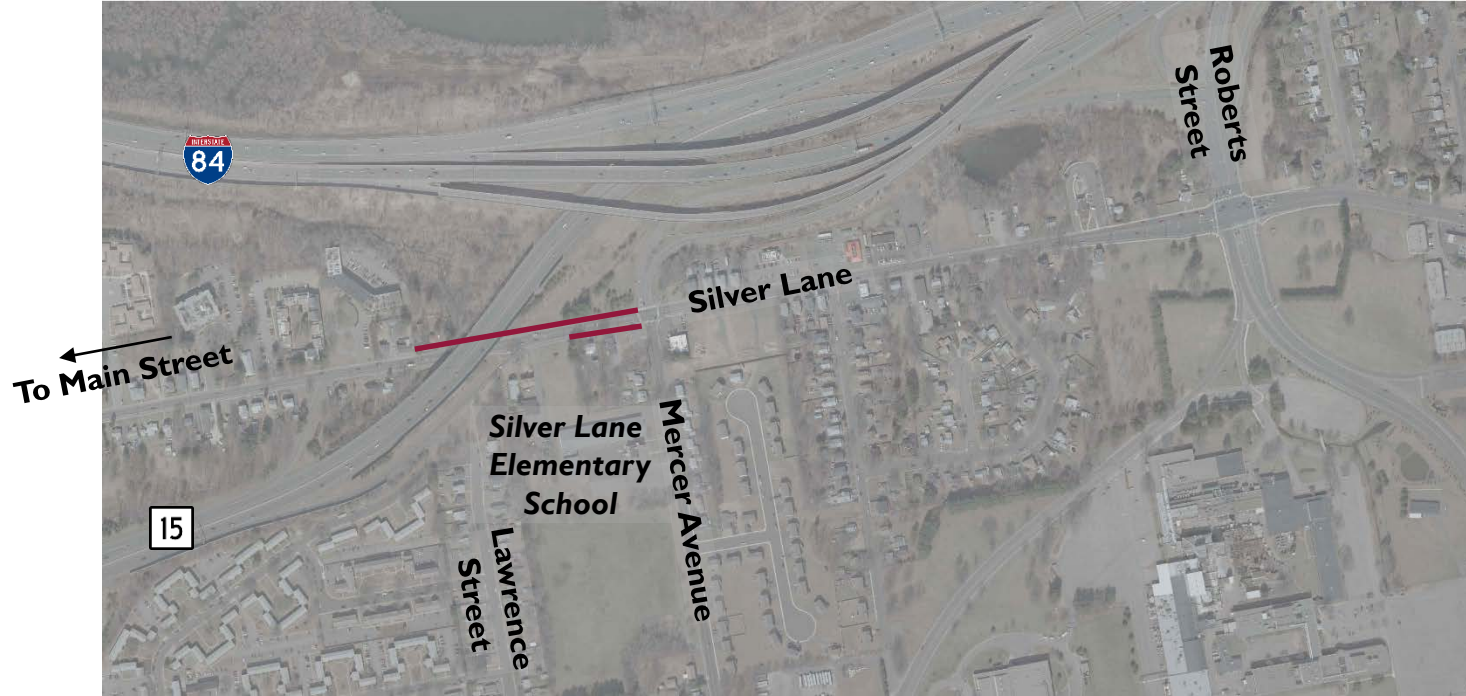
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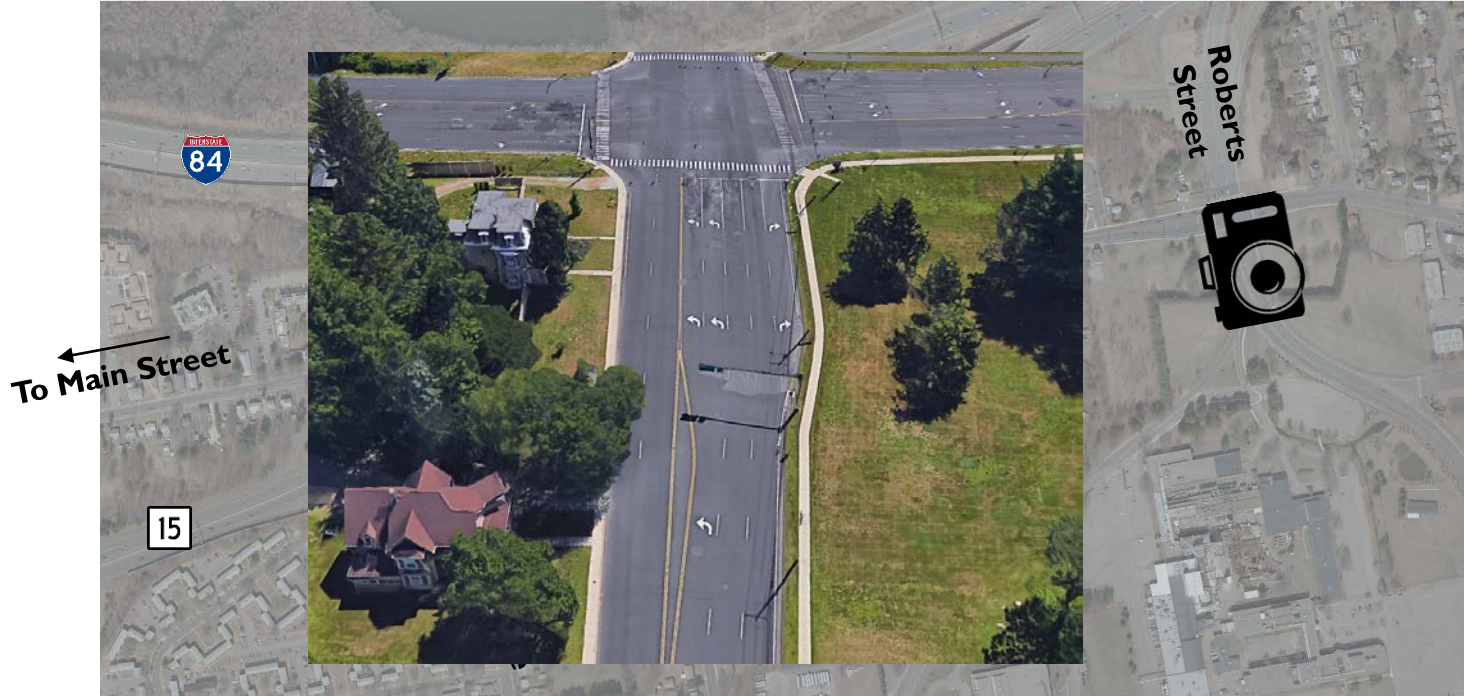
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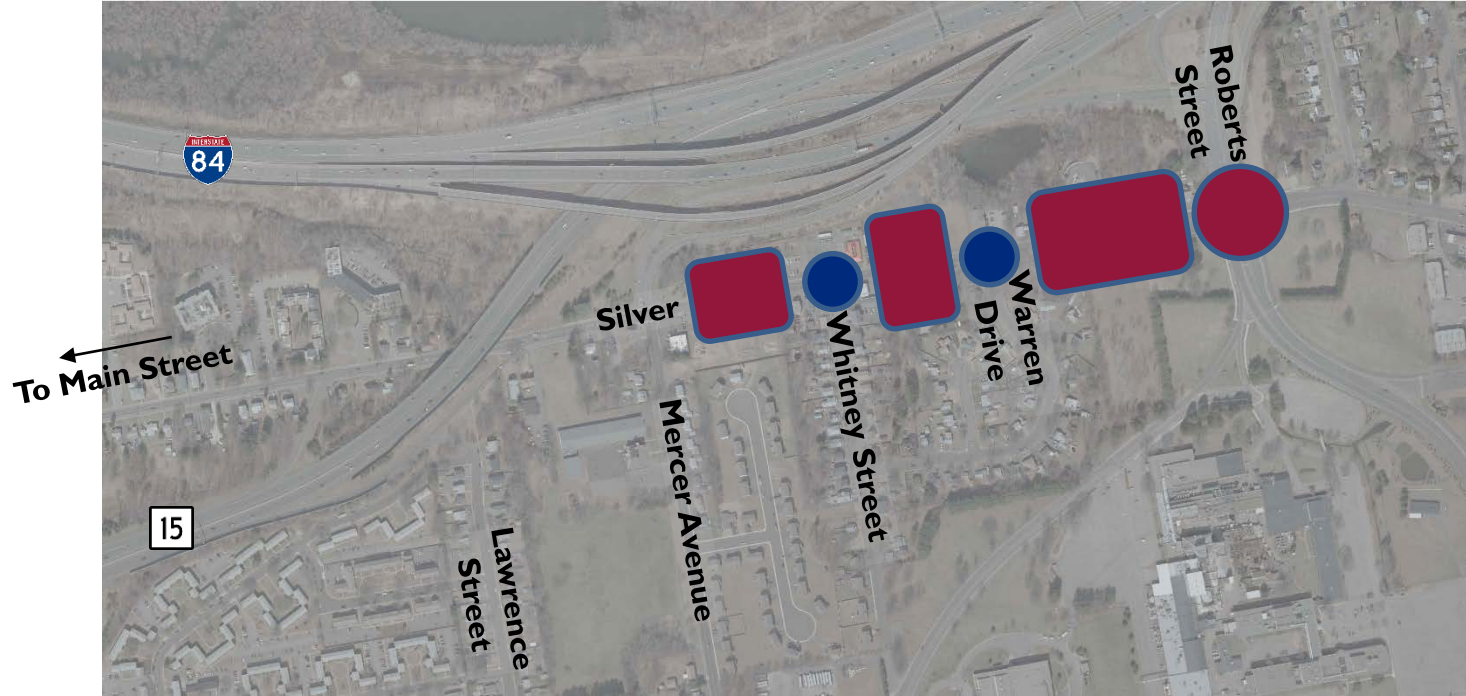
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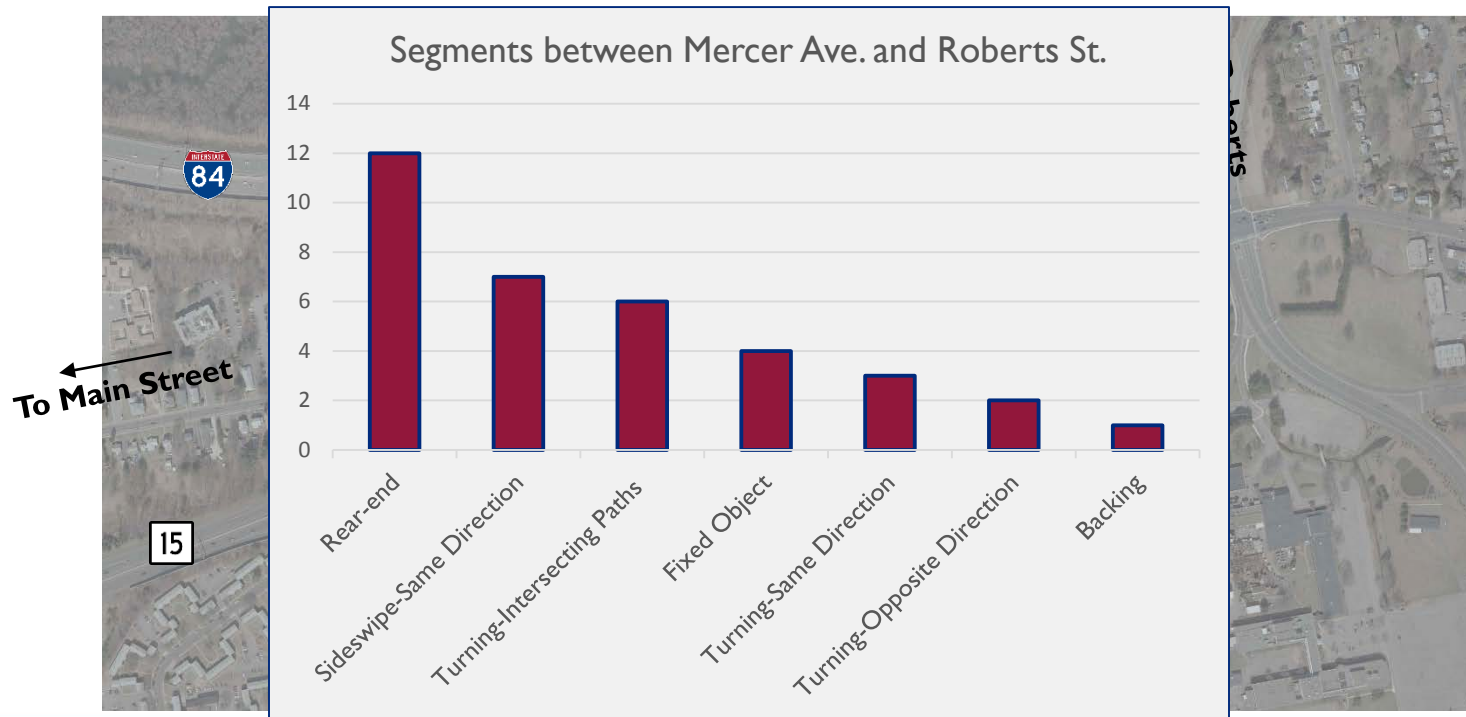
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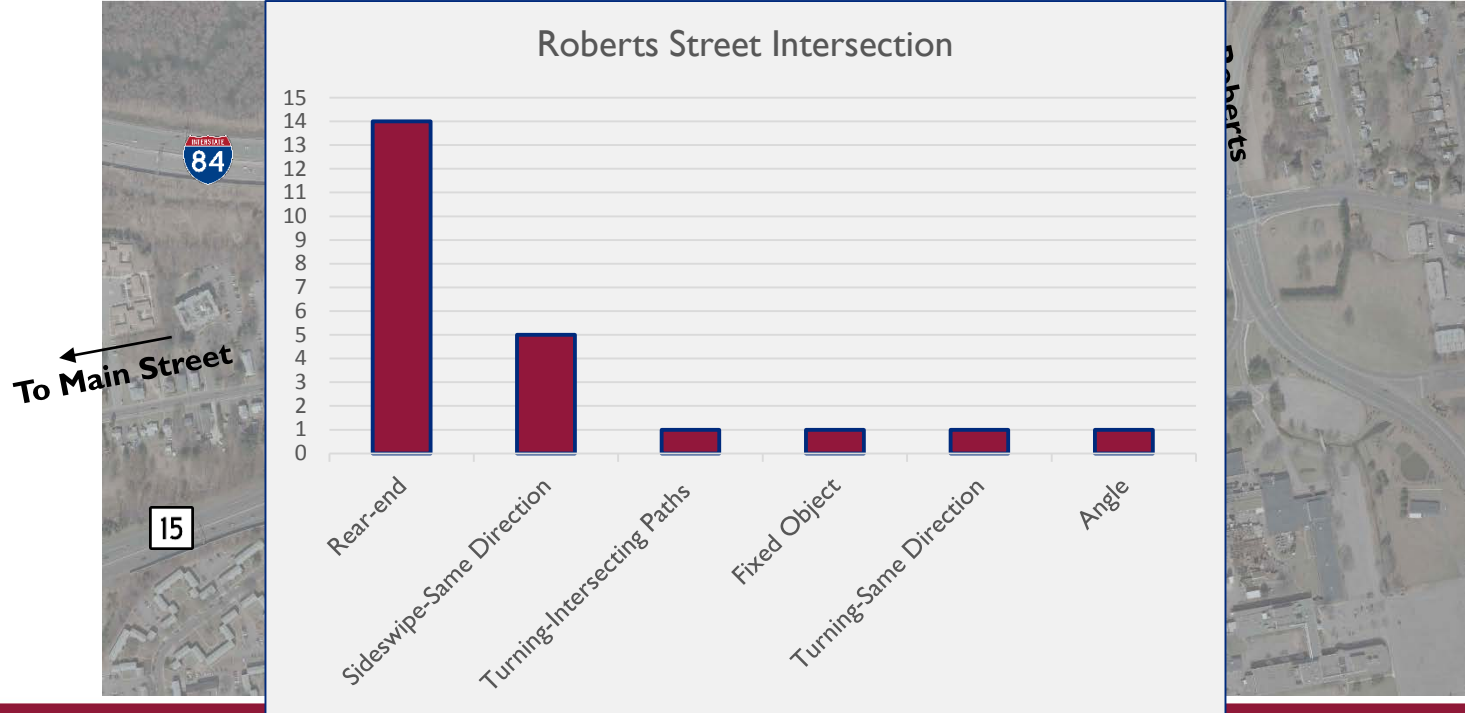
## ► Route 15 Interchange to Roberts Street





# Existing Conditions Analysis

## ► Route 15 Interchange to Roberts Street



# Existing Conditions Analysis

- ▶ Route 15 Interchange to Roberts Street
- ▶ Takeaways:
  - Fair to good traffic operations during peaks
  - Elevated crash rate between Mercer Avenue and Roberts Street
  - General lack of shoulder and bus shelters
  - Minimal sidewalk widths, but no notable gaps

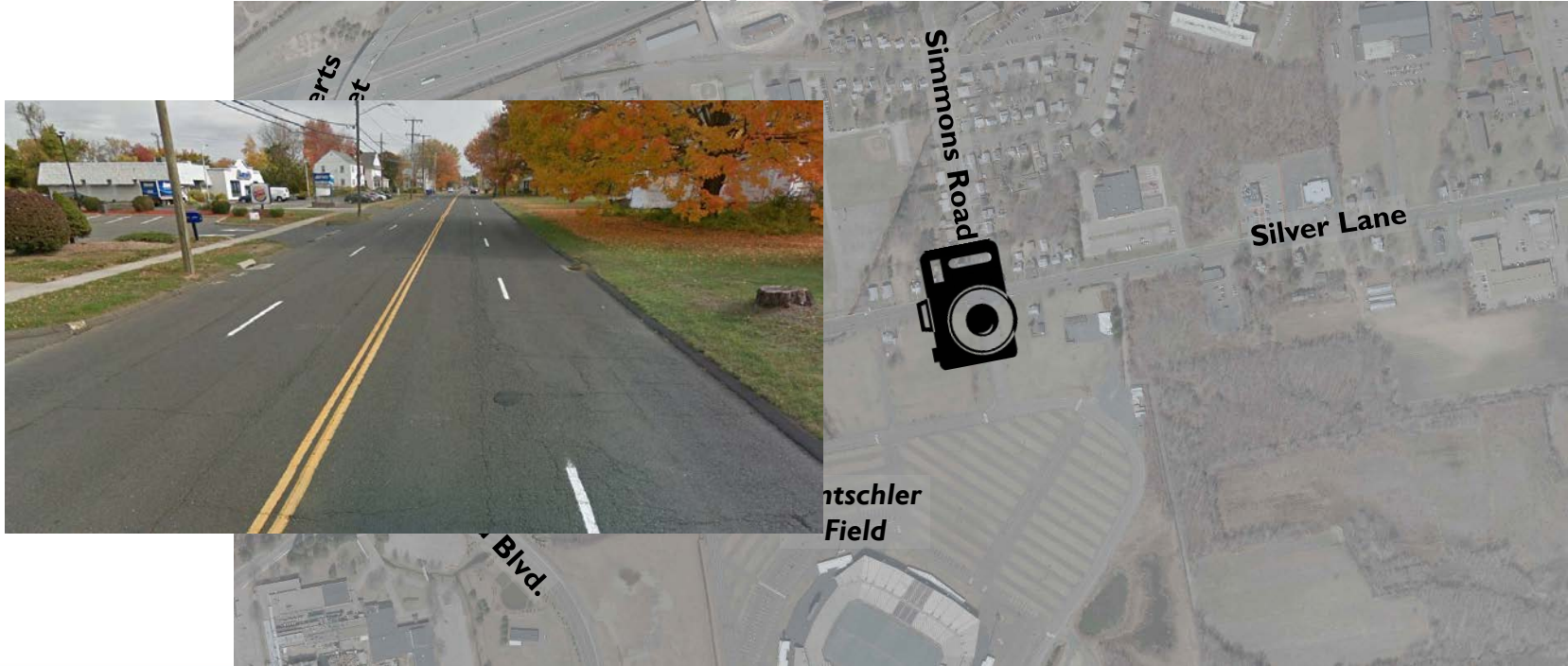
# Existing Conditions Analysis

## ► Roberts Street to Applegate Lane



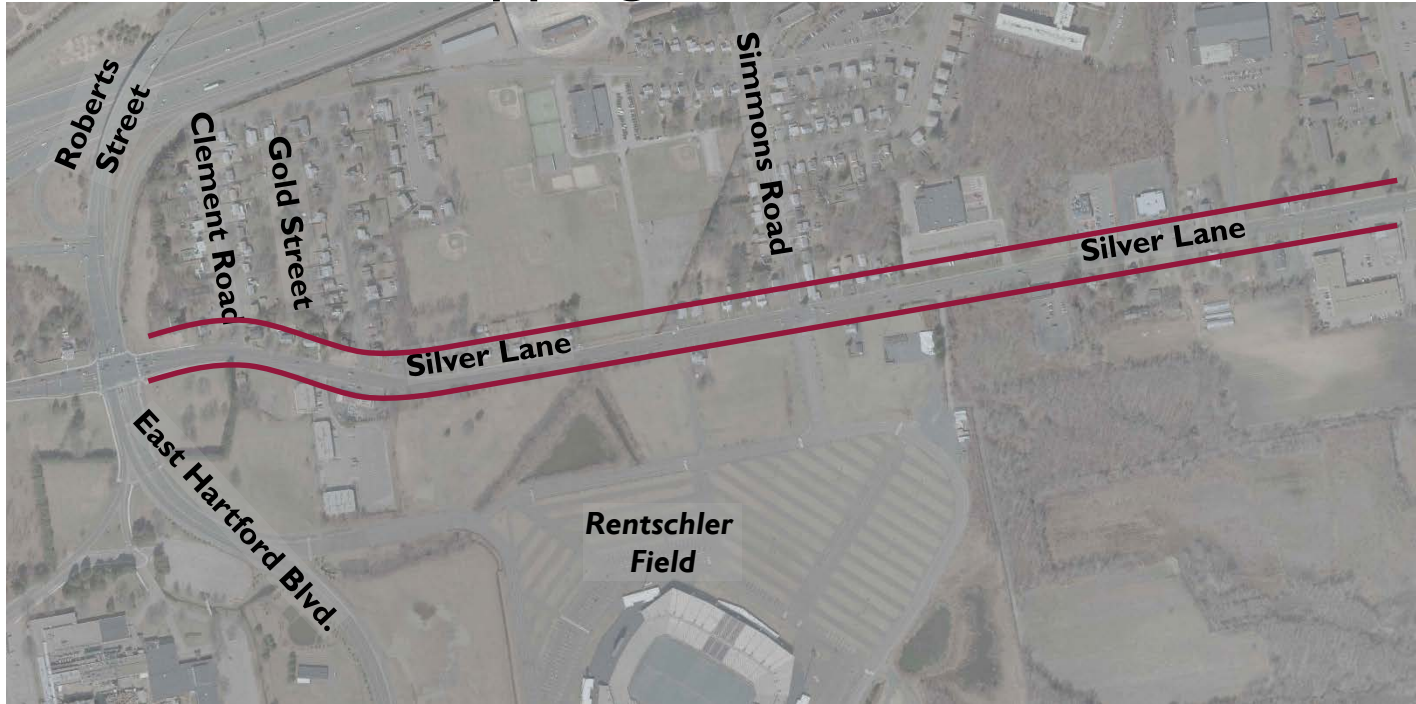
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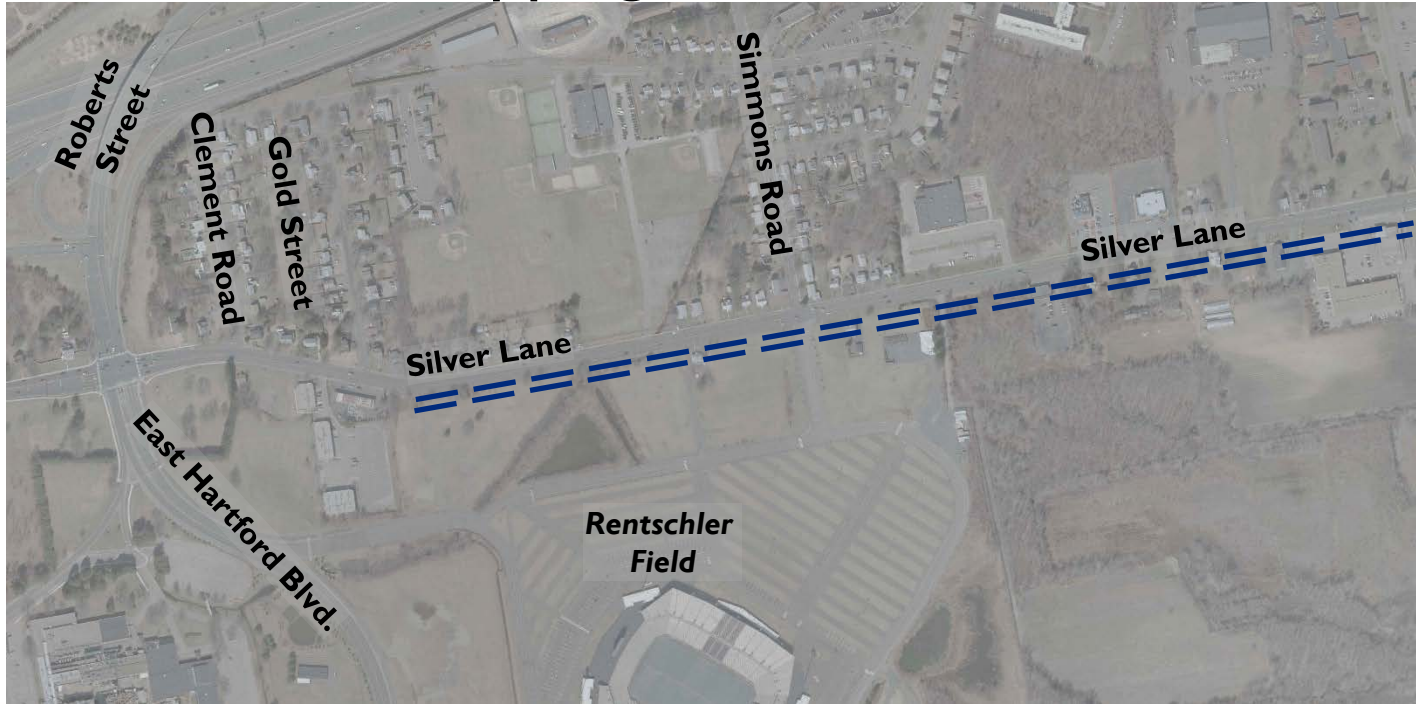
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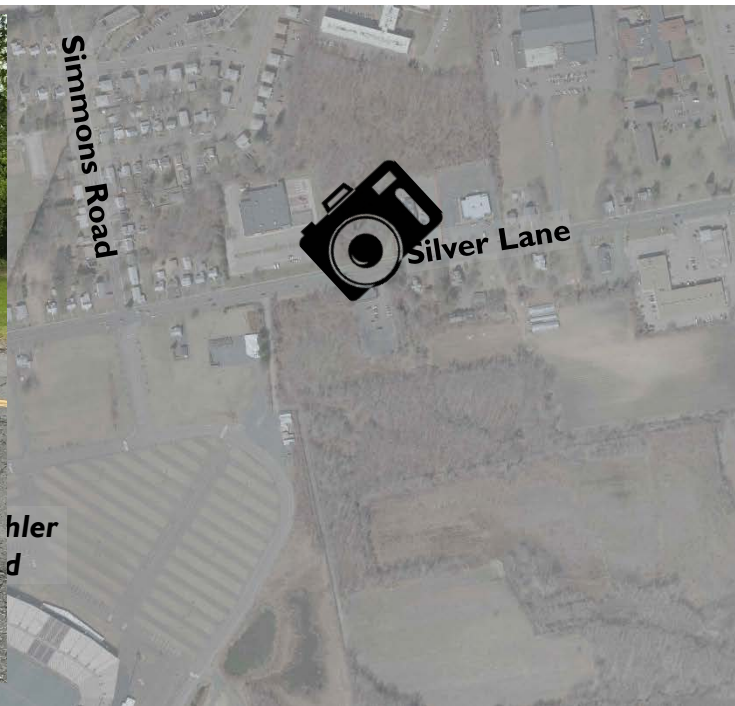
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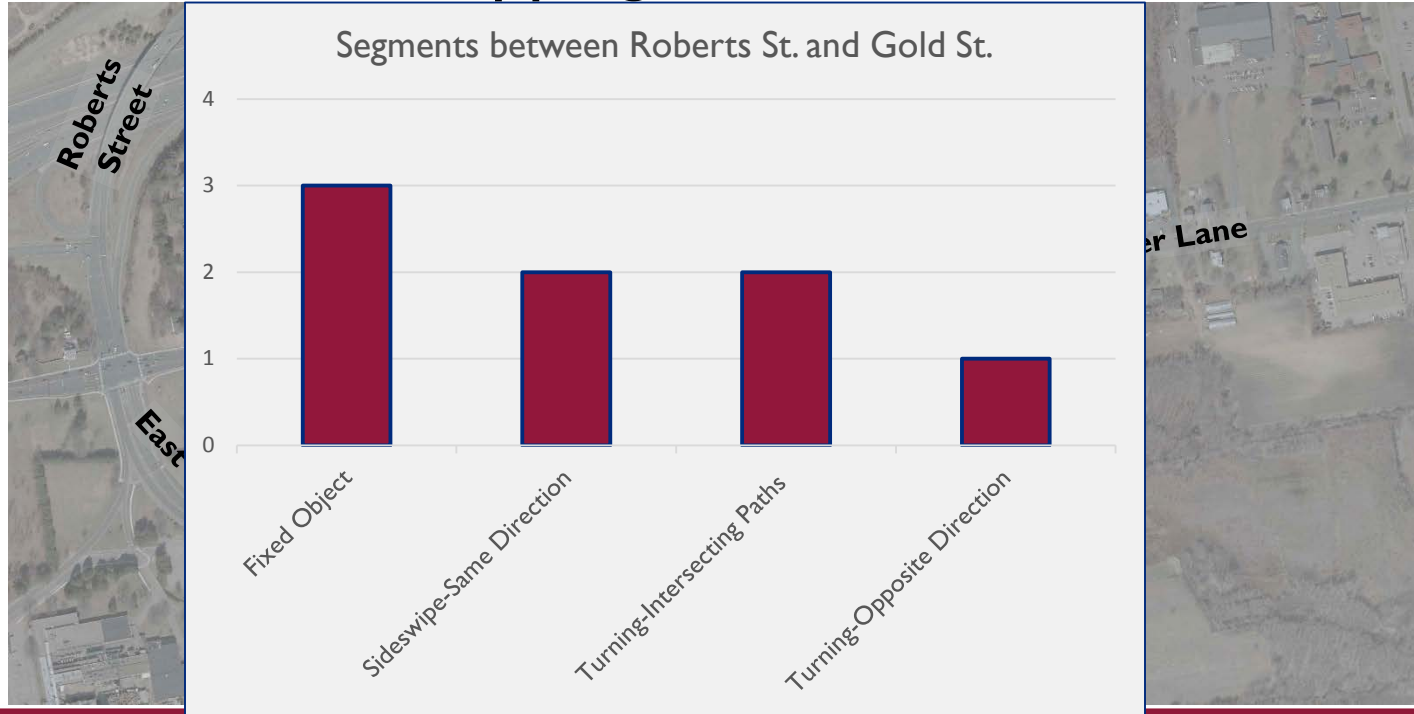
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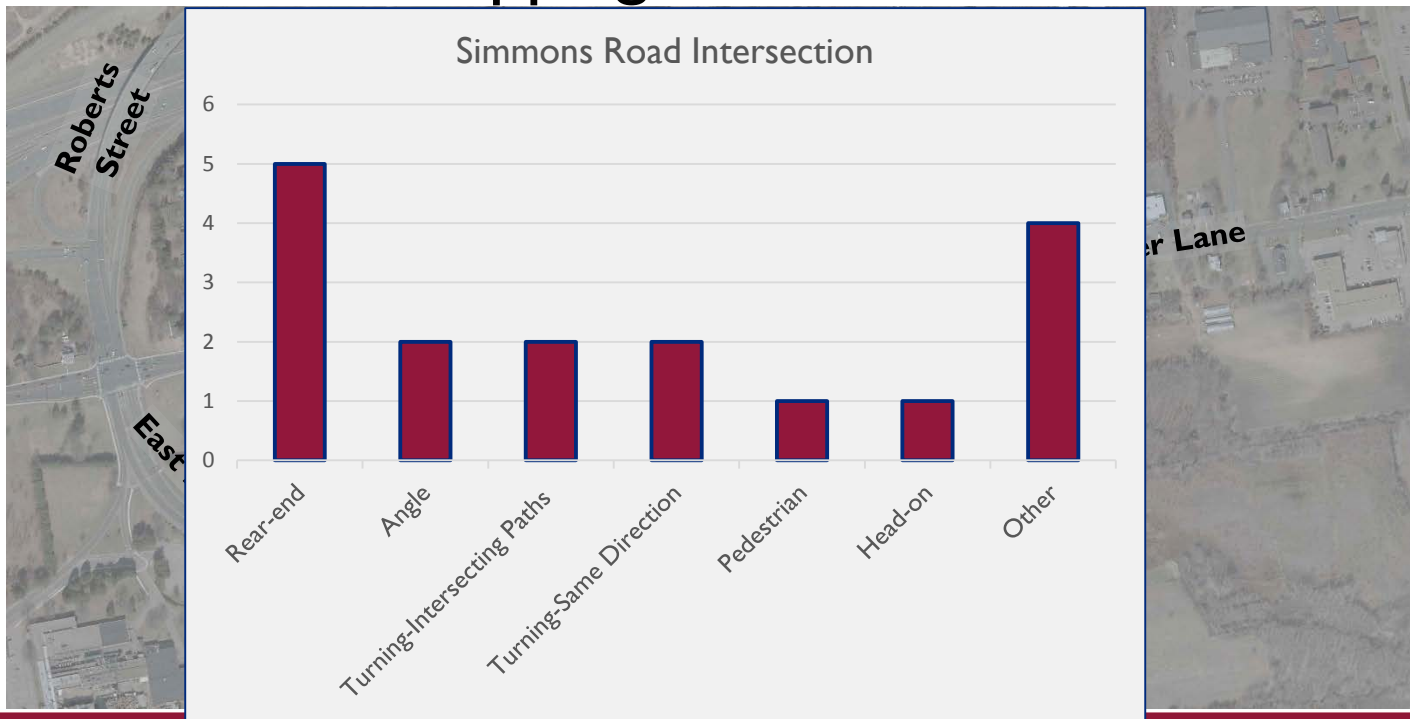
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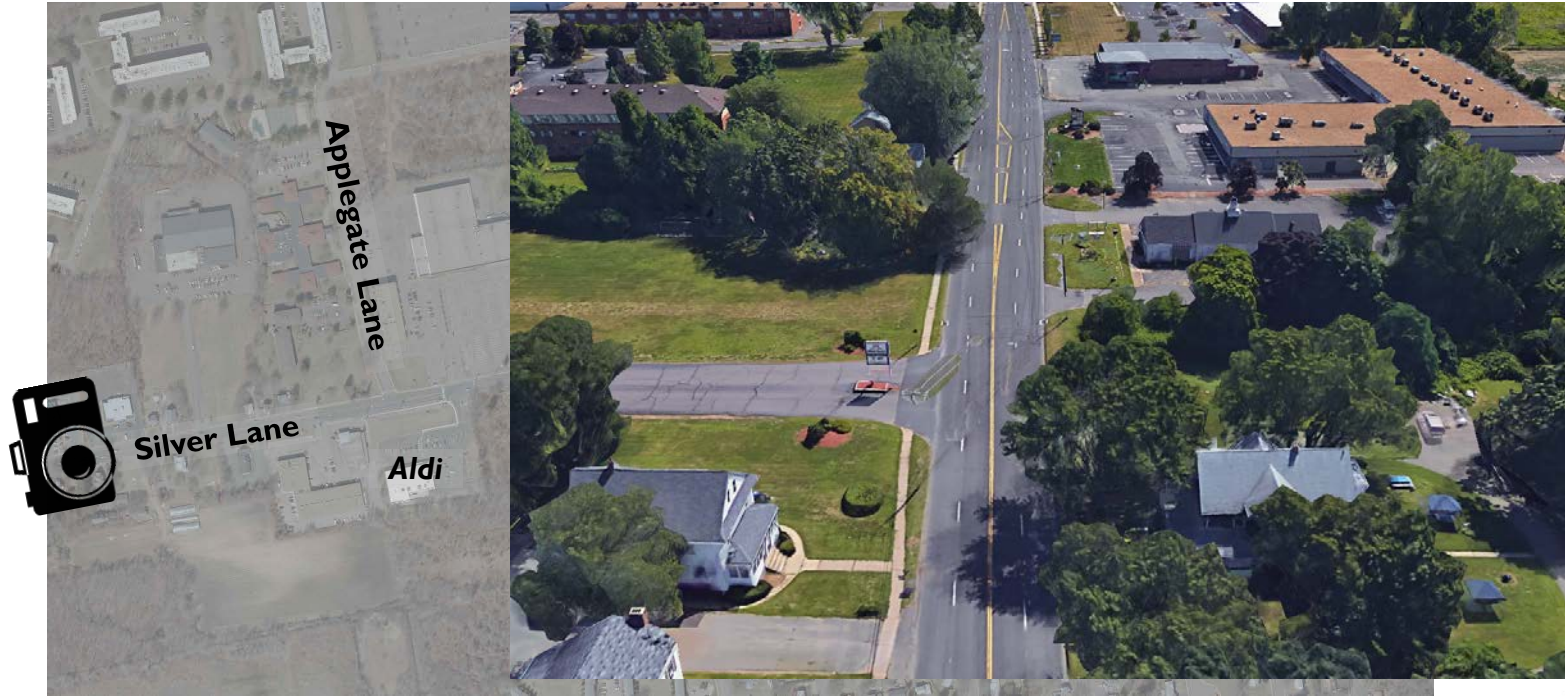
# Existing Conditions Analysis

- ▶ Roberts Street to Applegate Lane
- ▶ Takeaways:
  - Fair to good traffic operations during peaks
  - Elevated crash rate (near Roberts and at Simmons)
  - Two-lanes in each direction through segment
  - Significant sidewalk gaps (south side)



# Existing Conditions Analysis

## ► Applegate Lane to Forbes Street



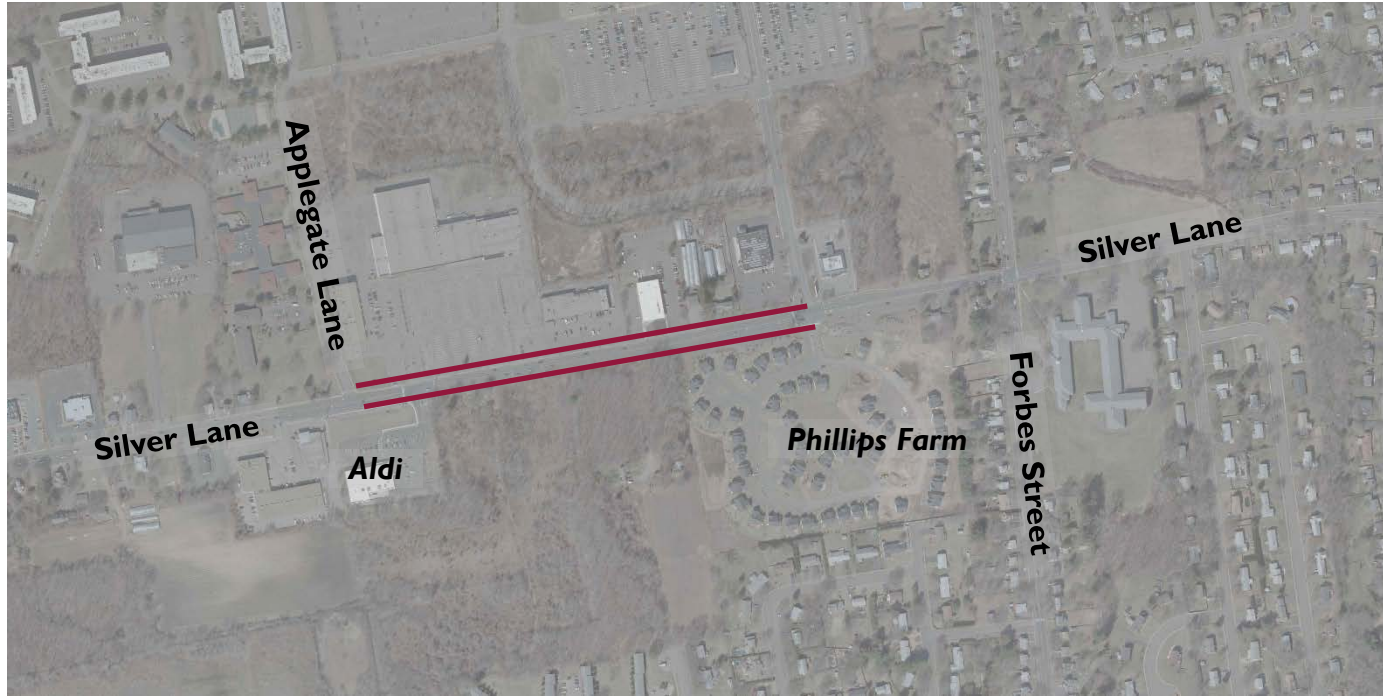
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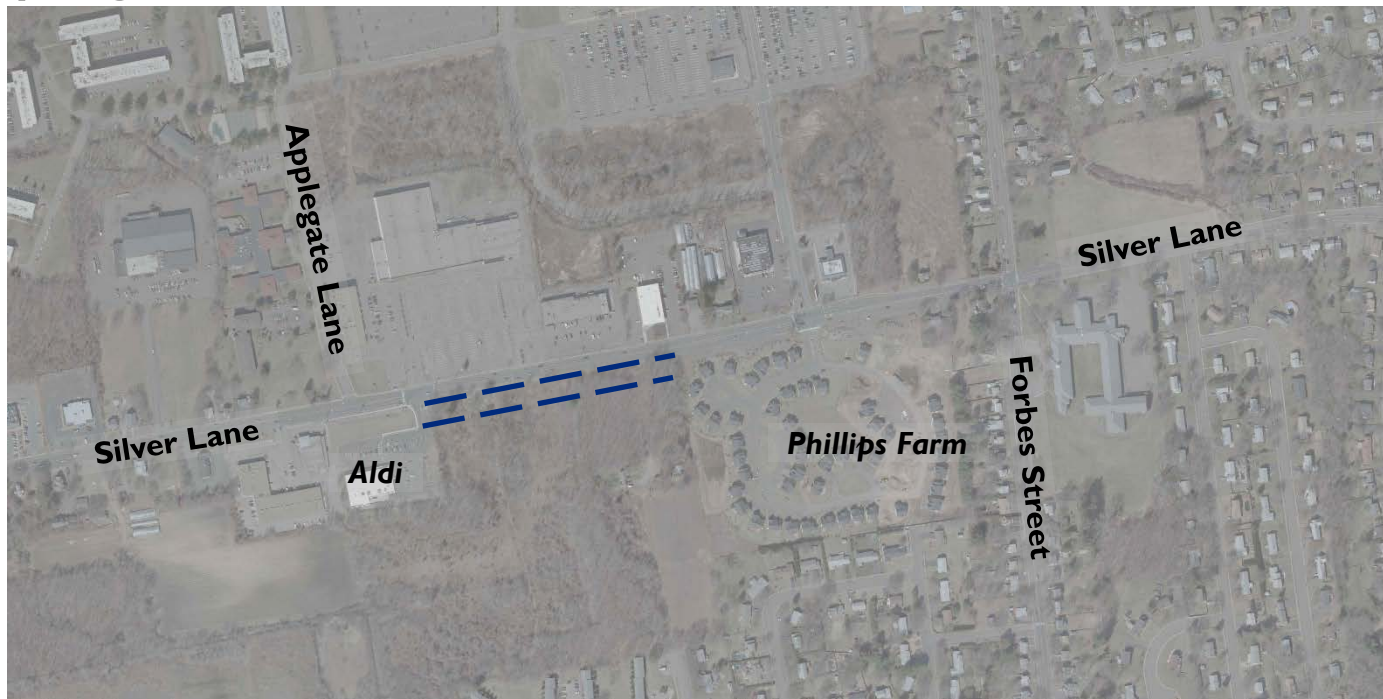
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# Existing Conditions Analysis

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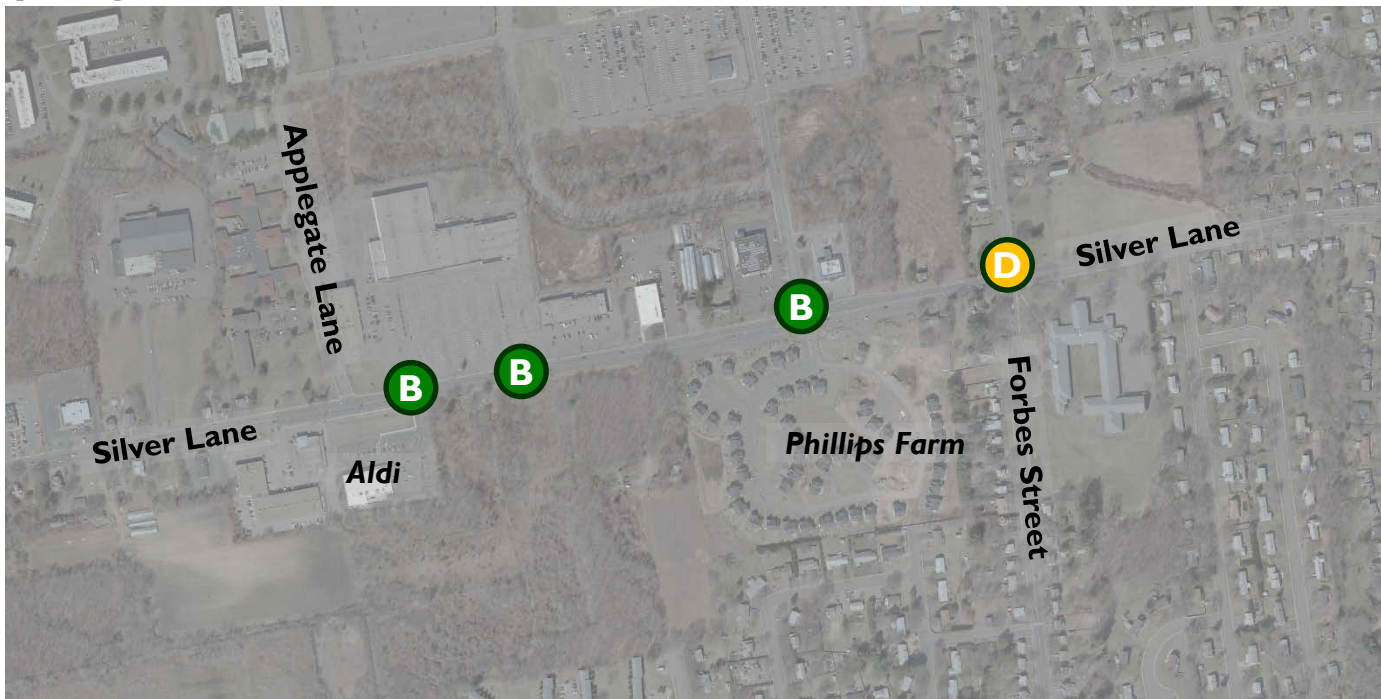
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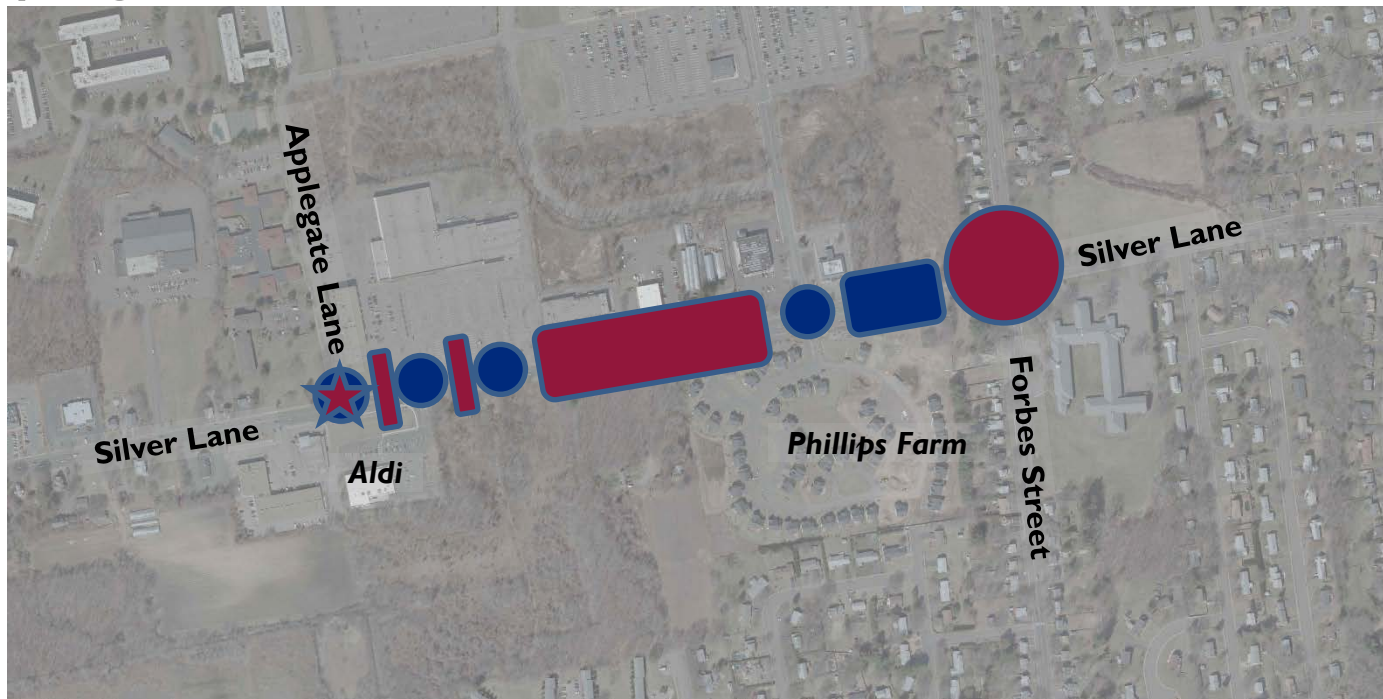
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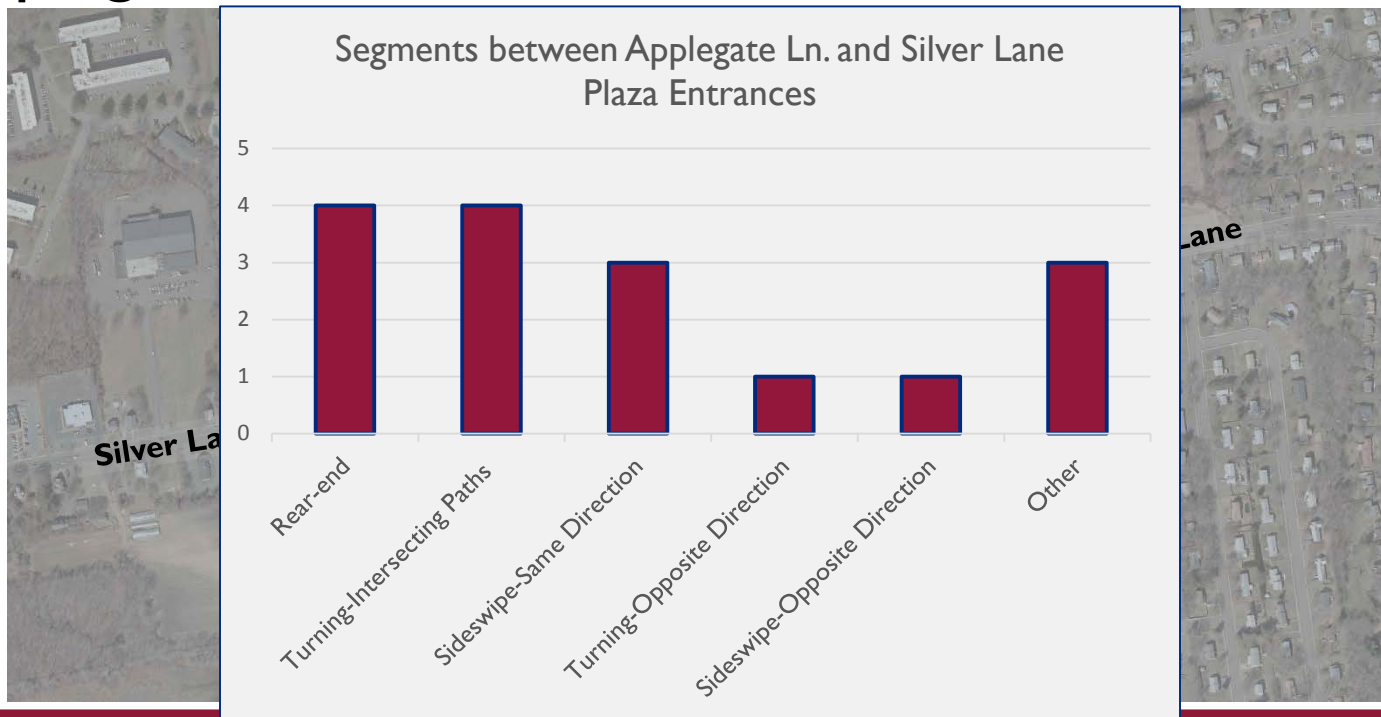
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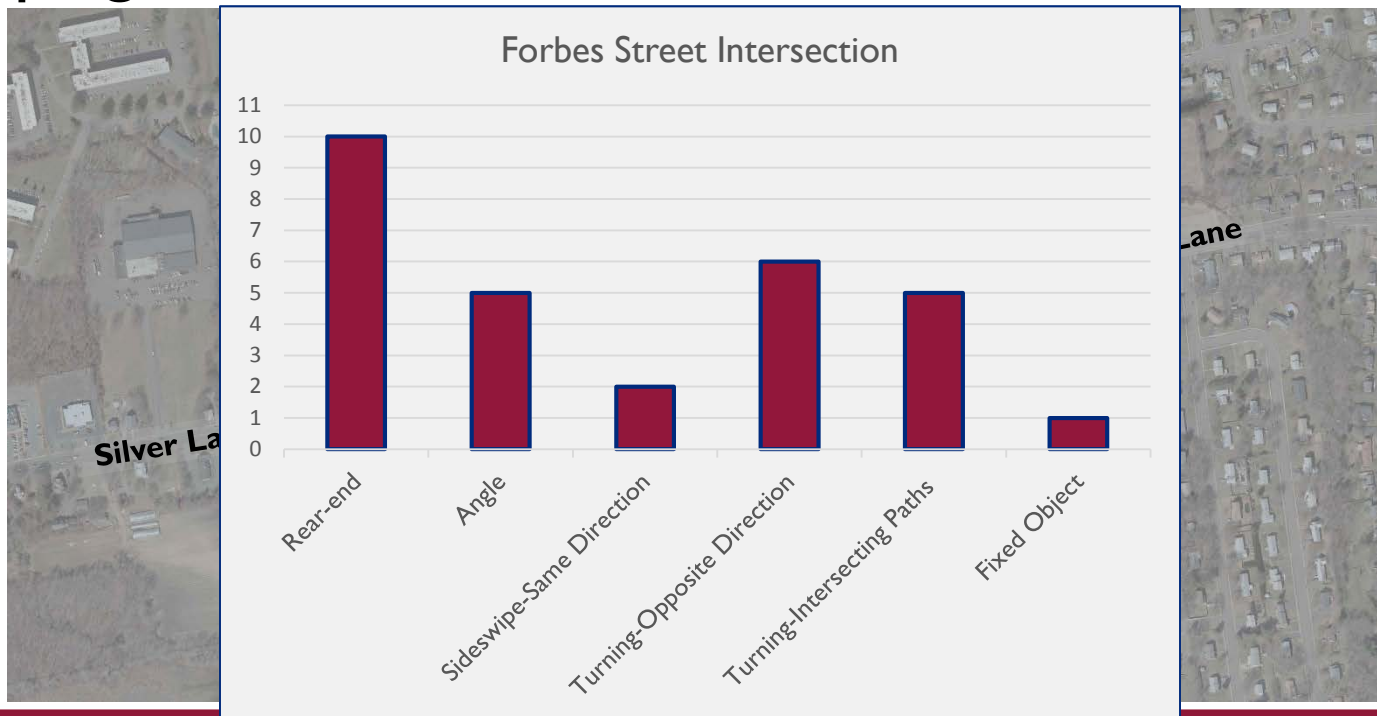
# Existing Conditions Analysis

## ► Applegate Lane to Forbes Street



# Existing Conditions Analysis

## ► Applegate Lane to Forbes Street



# Existing Conditions Analysis

- ▶ Applegate Lane to Forbes Street
- ▶ Takeaways:
  - Fair to good traffic operations during peaks
  - Elevated crash rate at Forbes and moderately elevated on segments near Plazas
  - Two-lanes plus turn lanes in each direction through segment
  - Significant sidewalk gaps (south side)



# Existing Conditions Analysis

- ▶ Next steps
  - Future conditions
  - Public meeting (November)
  - Newsletter
  - Public survey

# Existing Conditions Analysis

Thank your for your time!



Any questions?