



Route 10 Steering Committee Meeting
Simsbury Town Hall, Main Meeting Room
Minutes of January 19, 2011, 6:00 PM

ATTENDEES:

<u>Name</u>	<u>Company*</u>
Mary Glassman	First Selectman – SC
John Hampton	Deputy First Selectman – SC
Gerry Post	Board of Selectman – SC
Rick Wagner	Representing local business in corridor – SC
Mike Fish	Representing local business in corridor – SC
Kirsten Griebel	Resident – SC
Alan Needham	Planning Commission Rep. – SC
Emil Dahlquist	Design Review Board – SC
Margery Winters	Conservation Commission / Inland Wetlands
Emily Moos	CRCOG – PT
Jennifer Carrier	CRCOG – PT
Hiram Peck	Town – PT
Ted DeSantos	F&O – PT
Chris Ferrero	F&O – PT
Jennifer Nelson	F&O – PT

* SC = Steering Committee
PT = Project Team

Welcome and Business

First Selectman, Mary Glassman opened the meeting with a welcome and introductions. Several observers were present at the meeting, including a representative from ConnDOT and from a local news website. First Selectman Glassman began to move through agenda items including the Town Staff Report (Update from 1/13/10 Discussion), Public Comments, and Adoption of Minutes from the prior Steering Committee Meeting on December 7, 2010. There was no new information for the staff reports, and no public comments. The minutes were adopted following discussion of minor corrections to participant titles.

Existing Conditions Summary - Follow-Up from last meeting (F&O Team)

Ted DeSantos showed the attendees several new maps and other graphical depictions of existing conditions along Route 10. He mentioned that everything was still under development in preparation for the February charrette, and that most analysis would take place during the charrette itself. New graphics included a crash analysis with traffic incident data over the last three years. Fatality data from the last decade was also included. Several other hard-copy items



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depicted compiled transportation “Opportunities and Constraints” from the kickoff meetings with the Steering Committee, Town, DOT and CROG.

After briefly discussing hard-copy meeting materials, Ted DeSantos gave an electronic presentation that showed Project Team’s approach to analysis and the types of tools that were used to support this analysis.

Chris Ferrero discussed the project approach, which entails breaking up the seven mile corridor into appropriate segments based on observed character as well as analyzing it as a whole. The preliminary corridor segment map shows eight character areas including “North Gateway”, “Green Corridor”, “Town Center”, “Historic Industry and Housing”, “General Suburban 1”, “Weatogue”, “General Suburban 2”, and “South Gateway”. Chris Ferrero described the current character and boundaries of each segment. Some segment names and boundaries may change later if necessary. While the project study limits are between the Avon Town line and Wolcott Road, meeting participants asked if the northern boundary could be extended at least as far as the Granby Town line.

Emil Dahlquist commented that the Simsbury Plan of Conservation and Development notes the “Gateway” segments should not only pertain to built structures, but also to considerations of an “Open Space as a gateway”, with the intent to preserve viewsheds and vistas.

Ted DeSantos then spoke about several types of analysis that transportation engineers and planners will undertake for this project. He showed examples of traffic and turning movement counts and also played simulation videos depicting the existing traffic volume and delay at a certain intersection, and what would happen if volume was doubled. He described how engineers analyze vehicular traffic conditions, and the quantitative data that underlies statements regarding “Level of Service”.

Emil Dahlquist asked what the appropriate vehicular Level of Service was for the corridor, and Ted DeSantos responded that the answer to that question is for the community to provide input on through the charrette process and that the answer determined by the community will likely relate to the character that the community wishes to maintain. Peak traffic conditions only occur for a limited amount of time each day, while infrastructure capacity is permanent. Thus, constructing facilities to accommodate a very high level of service during the peak periods may mean that these facilities are overbuilt the majority of the time and that excess capacity can create higher speeds and more travel demand. The Steering Committee agreed that it would be good to talk about “non-peak” scenarios during the Charrette.

Ted DeSantos went over a draft of the Guiding Principles that had been developed for the project. The six principles included “Regional Connectivity”, “Two-Lane Route 10”, “Spot Improvements”, “Primacy of Town Center”, “Multi-Modal Mobility”, and “Appropriate Land Use”. These principles are a reflection of what the Project Team inferred from community input, descriptive data, and relevant supporting resources including the POCD. The meeting



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attendees then engaged in a discussion of the principles and possible additions and modifications. One suggestion was to add a principle relating to “Defining/Recognizing/Preserving Community Character” as well as another one relating to Travel “Safety.” Several meeting attendees including Margery Winters related that they would continue to review the principles and send follow-up communications on the topic to Emily Moos at CRCOG.

Finally, there was a short group discussion about low-impact development techniques and how to reconcile potentially competing visions from the community and land developers.

Charrette Overview Discussion (F&O Team, CRCOG & Committee)

The first charrette-related item discussed was community outreach. Emily Moos handed out materials to be distributed to the general public including postcards, flyers, and business card – sized handouts. She also talked about other methods of outreach including the website, television interview, and newspaper articles. Mary Glassman and others gave suggestions on the most effective methods of outreach in Simsbury and who should be targeted (i.e., not just the 1000 people that have property directly adjacent to the Route 10 Corridor). It was determined that the charrette postcard would be distributed to a town-wide resident and business mailing list.

Ted displayed the schedule of the four-day charrette and spoke about its format. A detailed handout describing the activities occurring during each block of the charrette was given to meeting attendees so that everyone could better understand exactly what was supposed to happen and when. While the Town engaged in a charrette for the Town Center area in 2009-10, the format is a first for a CRCOG transportation corridor study.

Post-charrette deliverables include maps and recommendations, along with an implementation plan and identification of potential funding opportunities.

Wrap up and Next Steps (CRCOG):

The Steering Committee indicated that they would be happy to volunteer their logistical efforts during the Charrette to help it run more smoothly. The Project Team and CRCOG will let them know what they can help out with, including table procurement and setup.

A conference call and webcast will be held on February 3rd, prior to the start of the Charrette. The Project Team will also meet with the DOT to discuss traffic concepts.