

Public Comment Summary - RT 10 Study Draft Report

Comment Date	Chapter	Page	Comments	Commentator	Response
7/12/2011	Executive Summary	I-XI	I started reading the report and got to page XI. I then noticed the index which only goes up to Page X. Is this an isolated typo?	Ken Verdecchia	We will review the rest of the document carefully against the table of contents to make sure there are no similar errors.
7/18/2011	General	N/A	I have comments about any changes to the existing Route 10 corridor. It has become very difficult to make a left turn from any business location onto Hopmeadow Street due to the high number of cars that now travel on Route 10. In just the ten years that I have lived here, the increase in cars that travel on Hopmeadow Street is remarkable. I would appreciate that there are not changes in place or planned that would prevent a car from having enough room to bypass the car in front that is waiting on Hopmeadow Street to take a left hand turn into a business location or street. Traffic would build to intolerable levels should cars be unable to bypass the car in front waiting to turn. Also, it would be helpful to allow additional right on red locations which include the intersection Hopmeadow Streets for right hand turns to Canal Street and Stratton Brook Road; I do not believe doing so causes any increased danger of an accident as the visibility that exists there is very good.	Cathy Brown	The difficulty of left turn was indicated by numerous attendees at the Charrette and has been a longstanding challenge in the Route 10 Corridor. The long spacing between signals in some parts of the corridor creates a situation where well defined platoons of vehicles become spread out leaving no gaps in the flow. Traffic turning from the side street needs the gaps in the two directional traffic flow in order to make the turn onto Route 10. This challenge is also exacerbated in some sections of Route 10 by an abundance of multi-driveway properties. Too many points of access to Route 10 causes extensive friction and difficulty for adjacent driveways. This Study has addressed the side street turning challenge in several ways: <ul style="list-style-type: none"> The proposed changes to Route 10 typically involve re-stripping of the pavement markings to provide a bicycle shoulder. The pavement width is not reduced, thereby a vehicle may bypass another if necessary. Signalization, regional connections, and parallel road systems will improve flow of traffic, and in some places reduce the volume of traffic on Route 10. Access management will seek to reduce the number of driveways on Route 10 and encourage shared access, shared parking and other healthy land use policies. Any provision for additional right turn on red maneuvers must be balanced against the concern for pedestrian safety as well as available sight lines. A vehicle making a right on red is in conflict with a pedestrian crossing the side street; which is a concern for locations with a pedestrian only phase on the signal.
7/22/2011	Chapter 3 - 3.4.7	61	See Public Comment Attachment #1	Tim Lescalleet	1. The draft Study recommendations have not limited building footprint, or desired uses on the property as listed in the comment except that industrial uses are not contemplated in the land use evaluation scenario. This approach is consistent with the direction provided in the Town Plan of Conservation and Development. <ul style="list-style-type: none"> The provision of a four lane cross section with additional turning lanes was discussed and evaluated extensively in the public forum. Although this property owner did make clear the desire for a very wide cross section, the Public involvement process and input received was overwhelming in a desire to maintain the integrity of a two lane Route 10. This was one of the Guiding Principles of the Study. 3. We discussed this with the property owner at Charrette, and will need to clarify the recommendation. The parallel road is to be incorporated into their site planning, in a fashion consistent with their vision for their project. This is not necessarily a public road and would certainly not be built in advance of any site development. 5. "Framed open space" to the north of the ice rink can be clarified in response to this comment. Creation of nodes and visual density with small setbacks is appropriate at intersections, while providing larger setbacks in between these nodes will accomplish the objectives of open space and visual connection to the agrarian history. 6. We will revise the Land Use and Urban Design recommendations to clarify the project objectives with respect to the barns. The visual connection to open space and the agrarian history in the Northern Gateway is the long term objective. Saving the barns (although desirable) should not be the emphasis, particularly where there are cost and structural safety concerns. Future projects in the North Gateway can include visual cues reminiscent of the barns and, if feasible, materials and/or architectural elements from the barns can be used in the layout of the redeveloped properties.
7/27/2011	General	N/A	Certainly left a lot to be desired. The use of town roads as an alternate to state roads for the sole purpose of promoting retail. Looking over the final draft it became very apparent that there is an intentional shunting of traffic over East Weatogue, Terry's Plain, Riverside Rd etc. No mention of how the state and the town plan to protect the integrity of the neighborhoods along these routes. It is well known that the pace of traffic along these 25mph and 30mph streets travels at an excessive rate. The 85th percentile traveling in excess of 170% of the speed limit. Quite a compromise - retail for safety.	Frank Bowden	The suggested land use patterns contemplated by the Study were derived from the Plan of Conservation and Development. We're not clear on the reference to "promoting retail", however, the recommendations emphasize the use of alternative Town roads in order to serve the Town's long term transportation objectives. This is entirely consistent with existing travel patterns in Simsbury and the larger Region northwest of Hartford. Many of the recommendations which sought to promote Regional Connectivity, involving the use of East Weatogue Road and Nod Road have been removed from the report based on Public Input.
8/3/2011	Chapter 3 - 3.4.7	61	See Public Comment Attachment #2	Tim Lescalleet	<ul style="list-style-type: none"> A two-lane Route 10 was a guiding principle for this study identified by citizens and has been expressed consistently throughout the study and as part of many previous Town and State endorsed planning documents, including the 1998 RT 10 Corridor Improvement and Management Plan and the 2007 Simsbury Plan of Conservation and Development among others. The Parallel Access Roads recommended in the North Gateway (and other segments) will be located on private property and it's not a given that these will be Town roads. These roads are recommended to be planned as part of the private property owner's vision and site development plans. There are no proposed property takes, and no eminent domain recommendations. We will clarify the text of the report to reflect these intentions. The primary objective of the recommendation is to accomplish the connectivity between these major properties as part of the site planning conducted by each property owner/developer. This connectivity will enhance the accessibility of all the properties, will promote walkability and bike travel between developments, and will reduce the trips on Route 10 accordingly since traffic won't have to return to Route 10 in order to drive to the adjacent properties. The intent of the recommendation was to emphasize setbacks in the North Gateway that meet the desire to have a context of open space entering the Town of Simsbury and a sense of the agrarian history of the Town and these properties. We will revise the recommendations in order to clarify a consistent recommendation for setbacks from Hoskins Road to the north. Specifically, the text will indicate that development nodes should be encouraged with reduced setbacks at major intersections to provide density and activity at the intersections. In the segments of Route 10 between the intersections larger setbacks will be recommended in order to achieve the open space/agrarian context. <ul style="list-style-type: none"> The report should not recommend preserving buildings that are structurally unstable and cost prohibitive. The report will be revised to reflect the desire of maintaining barns where feasible, and emphasizing the agrarian history of the properties as part of the aesthetic of buildings and landscape where appropriate.

8/4/2011	Comments Heard during Joint Meeting of the Board of Selectmen, Board of Selectmen Charrette Subcommittee, Zoning Commission, Planning Commission, Conservation Commission / Inland Wetlands Agency, Zoning Board of Appeals, Historic District Commission, Economic Development Commission, Design Review Board		Recommendations at the intersection of Nod Road and Route 185 were discussed. A comment was made related to restricting the left turn movement from Nod Road northbound to Route 185 westbound. This movement is made today and the commenter felt that it would force individuals to make a right turn onto Route 185, travel to a new roundabout and then travel down East Weatogue. The individual felt putting this additional traffic in a historic district may be inappropriate.		The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
			A comment was made that the study should better identify potential impacts at the intersection of Route 185 and Nod Road, specifically identifying lane configurations and circulation. It was also suggested that the consultant team review the count data at the intersection in more detail.		The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
			A comment was made that improved signage to direct motorists back to Route 10 may troubleshoot concerns raised in an earlier comment related to traffic traveling down East Weatogue Street		The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
			A comment was made that suggested left turns be limited at select hours instead of advancing an alternative at the Route 185 / Nod Road intersection.		The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
			It was requested that we couple any alternative improvements at Route 185 and Nod Road with an understanding of historic impacts; specifically to determine impacts on historic properties. It was suggested that the Historic District Commission may be able to support a further study.		The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
8/4/2011	Comments Heard during Joint Meeting of the Board of Selectmen, Board of Selectmen Charrette Subcommittee, Zoning Commission, Planning Commission, Conservation Commission / Inland Wetlands Agency, Zoning Board of Appeals, Historic District Commission, Economic Development Commission, Design Review Board		A comment surfaced related to ConnDOT's comments on the Route 185 / Nod Road intersection concept		The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
			A question surfaced related to channelized right turn lanes and why we are proposing one in Weatogue however removing one at the Hartford Driveway		The removal of the channelized right turn lane at the Hartford Driveway is meant to improve safety for greenway users since the greenway crossing of Route 10 is proposed to be relocated to cross Route 10 at this intersection. Changing the channelized right turn to a normal right turn lane will force the northbound driver to slow down and proceed all the way past the crosswalk before making the right turn into The Hartford. This change will greatly improve safety for greenway users with minimal impact to Route 10 drivers. The channelized right turn lane proposed for right turns from Stratton Brook Road to Route 10 is necessary from a traffic capacity standpoint in order to make the traffic operations work acceptably for future growth traffic volumes. The proposed recommendations have sought to limit the roadway geometry through Weatogue (less pavement) on Route 10 and one of this provision of capacity on Stratton Brook is part of what allows the overall solution to work. In this section of Route 10, the greenway is on the east side of Route 10 thus there would not be a concern for conflicts between greenway users and the right turning vehicles. It's worth noting that pedestrians on the westerly sidewalk will need to cross Stratton Brook Road in two parts, with a sheltered median island as a landing between part 1 and 2 of the crossing. These pedestrians will need a signal and push button in order to safely cross.
			It was requested that the consultant identify the pros and con of roundabouts		We will add text to the report summarizing the benefits and drawbacks of roundabouts as an intersection solution.
			A comment was made related to conducting land use charrettes in the northern and southern gateways.		CRCOG has partnered with the Town to conduct the Route 10 corridor study, which has considered the outcome of the Town Center Charrette and many land use opportunities and constraints. The recommendation of additional studies of the land is really beyond the scope of the Route 10 transportation investigation and is a decision that is best left to the Town Officials and Boards and Commissions.
			Clarification was requested related to redesignating Route 315 on select maps.		We will revise the report to reflect the fact that Route 315 will not be re-designated to Wolcott Road.
8/5/2011	Chapter 3 - 3.4.2	52	Public Comment Attachment #3	Anita Mielert	The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.
8/8/2011	General	N/A	<p>This study provides little or no objective evidence of providing for improvements in the current (and future) primary mode of transportation which is cars and trucks. The only improvements of any consequence are some intersection and traffic light synchronization efforts. These appear to only reduce, not eliminate, future degradation in traffic flow into the 2020 and beyond periods. The study was handicapped by assuming that a two-lane road was the only option (the use of highly manipulative charrettes to achieve this conclusion is suspect). The study pays more attention to bicycle traffic and busses (both of small volume as is seen every morning and evening here on RT 10) and landscaping than improving vehicular traffic.</p> <p>The narrowing of traffic lanes and addition of so-called traffic calming devices will similarly slow traffic flow. The economics of my business are transit times to Bradley and of employees commuting to our offices here on RT 10. One of our Senior staff has to drive to Canton from Granby to avoid extensive delays. NONE of the recommendations of this report address the excessive commuting time issues. Nor does it address excessive bypass traffic by local roads through East Weatogue and Nod Road solely caused by inadequate capacity on RT 10.</p> <p>The study recommendations do not address the primary problem of inadequate traffic capacity on RT 10 and while this may meet the objectives set for the study provides no real value in solving commuting issues along RT 10.</p> <p>One hopes the State DOT is a little more old fashioned in it's traffic engineering.</p>	David S. Moelling	<ul style="list-style-type: none"> A two-lane Route 10 was a guiding principle for this study identified by citizens and has been expressed consistently not only in the charrette and extensive public outreach conducted for this study but also as part of many previous Town and State endorsed planning documents, including the 1998 RT 10 Corridor Improvement and Management Plan and the 2007 Simsbury Plan of Conservation and Development among others. The provision of alternate modes of transportation and a first class pedestrian system has been a priority of the Town as reflected in the P2007 POCD. The majority of public input was in support of connectivity of alternative modes such as biking, walking and transit. The study highlights many intersection improvements (turn lanes, reconfiguration, geometric improvements) recommended to address existing and future capacity of the Route 10 corridor to ensure that it serves the function as a regional arterial. There was much public opinion throughout the study which accepted the current congestion along the corridor as an acceptable operation and a desire to avoid addition of substantial capacity which might induce undesirable traffic conditions such as speed and safety concerns in the non-commuter hours of the day. Many commuters, and local travelers choose to find alternative routes on local roads. This study targets a specific operation on Route 10 in the future, and avoids drawing the induced traffic from alternative roads back to Route 10. Slower speed is not equivalent to less capacity; in fact, maximum traffic flow (# of vehicles per hour) in a corridor with signals spaced like Route 10 in Simsbury typically occurs around 30 miles per hour. The purpose of this study is to balance the many of functions of Route 10 as both regional arterial, and local main street for businesses, and residents. The purpose of the study is to right-size transportation capacity for future needs. The study has proven that a two-lane Route 10 with improvements at key intersections and roadway segments can accommodate future traffic conditions provided that POCD supported levels and patterns of development are achieved.
8/8/2011	Chapter 3 - 3.4.2	52	<p>I read on-line this evening that a suggestion was made to remove the light at the end of Nod Road, to widen route 185 to allow for a left turn onto Nod Road as well as a passing lane on the right. I truly hope this is a misprint.</p> <p>If the traffic light is removed it would create havoc for those who are trying to exit Nod Road, in both directions. It would be nearly impossible for anyone to exit, particularly during rush hour traffic.</p>	Collin and Mary Sanford	The Nod Road/RT 185/East Weatogue Street recommendations have been re-examined and as a result of further discussion with DOT and reviewing comments heard during public meetings, the team elected to revisit prior improvements from the 1998 Plan with a strong emphasis on low impact development and sustainable community design principles and moved other alternatives into Appendix.

8/9/2011	Chapter 3 - 3.4.5	57	I am a Simsbury resident who drives Rte 10 home from work everyday with my baby. One area I always feel is incredibly dangerous during the evening rush-hour is the Simsmore Square. The businesses in the square have multiple entrances onto Rte 10, staring @ the Ctgo... This creates confusion when cars are trying to come out onto 10, for example one car wants to go left and another is waiting to go right...who goes first? Just wanted to express my concern about this distressing area. I always hold my breath and am so cautious (and, frankly, don't like shopping @ the Square).	Kristen Tremblay	The concerns with the Simsmore Square area access management have been expressed and tabulated as part of work on the Route 10 corridor study. We will clarify recommendations for access management (driveway consolidation and perhaps turn/access restrictions) in this segment of Route 10.
8/9/2011	Chapter 3 - 3.4.2	50	What about the backups of traffic on Stratton Brook Road turning right onto Rt. 10 ? I sometimes sit through 3 light changes to get through. The "no right on red" should only be during specific hours, not 24/7.	Ed McCormick	A dedicated, channelized right turn lane is proposed for right turns from Stratton Brook to Route 10 to alleviate this operational deficiency. The consideration of right turn on red restrictions will be addressed during the detailed design of the intersection once roadway alignments, signal operations, and roadside obstructions can be delineated through a formal field survey of the area.
8/9/2011	Executive Summary and Chapter 1, 2 & 3	1 - 75	Public Comment Attachment #4	Emil Dahlquist	<ul style="list-style-type: none"> • We can remove duplicated graphics from the Exec. Summ. and provide a summary list of recommendations instead of the whole table. • We will work to develop a short list of conclusions at each section. • A summary paragraph or two of existing conditions is a good idea and may provide a good transition for Chapter 3. <p>Regarding the treatment of different character areas in a context sensitive matter, pattern books should be considered for a future study/design effort for each of the nodes, to further develop specific urban design treatments. Small-scale detail was outside of the scope of the corridor study which provided a more macro and holistic view of improvements.</p> <ul style="list-style-type: none"> • Regarding the one-way slip road at commuting times, people commuting to Simsbury should be able to use this road as well as those commuting back in the evening. However, a detailed engineering study (as part of a physical plan for the entirety of Weatogue Village) will need to be done to determine optimal connectivity and operations. • Extending Iron Horse is likely contingent upon redevelopment of DynoNobel, not as a precursor. Adaptive reuse of industrial building is sustainable practice, and a linear area is easily served by circulating transit. Even without redevelopment, straightening out the greenway here is of benefit to greenway users to maintain scenic views and character. The greenway and Iron Horse Boulevard need not be considered as the same entity. • Agreed on changing Appendix C title to read Non-Endorsed Alternatives rather than Non-Endorsed Recommendations
8/10/2011	General & Chapter 3 - 3.4.2	50	<p>Route 10 is a state highway and through road for those commuting to Hartford. The amount of traffic on this road is not going to decrease any time soon, really until there is public transportation other than the limited bus service to Hartford. People leave Simsbury to go other places than downtown Hartford. Examples would be Windsor, Bloomfield, West Hartford and many other places of business east of the CT. River. We do not need a wider bicycle lane through town. It will slow the commuters who use this route and make our community less desirable for those who do not work in Simsbury, or even those who work south of the southern gateway.</p> <p>I travel through the South Gateway to school on weekdays at a high peak traffic time, between 7 and 8. The light at Nod Road does not significantly impede traffic. I cannot remember the last time traffic was backed up all the way to the light at Route 10/202 and Route 185. The light is well timed. People also use that road to reach areas of Avon and Farmington and will be inconvenienced if no light is at the intersection. To make a left turn without a light would be dangerous. Since the bridge at Route 185 is the only crossing of the river north of Route 44, eliminating a safe left turn would be detrimental to all who must use Nod Road to reach the businesses and recreational areas along it. (Tower Ridge Country Club, Picking Patch, Blue Fox Golf Club and the medical buildings)</p> <p>When the Hartford Insurance building was built the right access lane was required to keep traffic flowing. I do not see that eliminating it will do more than frustrate those travelling on Route 10 to and from Avon.</p> <p>Route 10, whether we like it or not will continue to be a North South thoroughfare.</p>	Gail Ryan	<ul style="list-style-type: none"> • The recommended restriping of existing pavement on Route 10 to include bicycle shoulders will not impact traffic capacity on the road significantly. An 11 foot travel lane as recommended is normal and sufficient for this purpose. Currently travel lanes are 14-16 feet wide and as a result tend to encourage faster speeds, which comes at the expense of the character of the community and the safety of citizens. By restriping the existing pavement, the recommendation accomplishes the dual objectives of speed reduction, and provision of a bike shoulder. • Increased and expanded transit service throughout the Farmington Valley area and within Simsbury is a key recommendation of this report. • The purpose of this study was to determine an appropriate balance between land use and transportation and develop a long term plan to accomplish that balance. As evidenced by the recent Town Center Charrette and the majority of the public comments received on the Route 10 corridor study, preservation of community character is a high priority for Simsbury residents. Maintaining corridor operations overall is the long term objective to ensure that traffic conditions do not degrade and that the regional mobility function continues to be served by Route 10. Intersection operations analysis and resultant Level of Service (LOS) results for the year 2030 show that this objective has been achieved upon implementation of recommendations. • The greenway crossing of Route 10 is recommended to be relocated to cross Route 10 at this intersection. Changing the channelized right turn to a normal right turn lane will force the northbound driver to slow down and proceed all the way past the crosswalk before making the right turn into The Hartford. This change will greatly improve safety for greenway users with minimal impact to Route 10 drivers. Further, a short-term recommendation of the study is to incorporate bus stops and express transit service along Route 10 between Hartford Road and Route 44. Increased transit ridership should decrease pressure on Route 10 in this area.
8/25/2011	Chapter 3	52-53	Moving the fountain on Hopmeadow Street would be the easier move both because it is unattended and because Abigail's, we and most town folks love the fountain as an entry way to town.	Julie Grey MacKay	A line can be added to the report to highlight that the fountain had been envisioned in the sketch of the Weatogue Village Green concept.
9/26/2011	Chapter 3 - 3.4.7	61	See Public Comment Attachment #5	Tim Lescalleet	See Attachment #5