

RT 10 Corridor Study - Public Comment Summary

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(Letters and Emails Received at CRCOG)

Comment Date	Comments	Commentator
1/4/2011	Valley Cycling out of Simsbury & Granby is interested in: - A marked bike lane on RT 10 - Signs along RT 10 (now) that state, "Share the Road" "3 feet, It's the Law" We are all trying to make Simsbury more Bike Friendly	Paul Mickelson, (Simsbury), Valley Cycling of Simsbury & Granby
1/14/2011	I have recently returned to Simsbury (Tariffville) after being away for 30 years . I am finding it interesting to see all the changes that the area has gone through and is palnning for in the future. Thank you for your work on this important project.	Art Roberts
1/27/2011	Has data been put together to indicate the traffic calculation if all property along the RT 10 corridor was to be developed to full capacity. If, under current zoning by right, all owners were to develop their site, what would the traffic impact be on RT 10? Should this not be the starting point?	Diane Nash
1/30/2011	I note a fairly extensive list of materials referenced in connection with the upcoming RT 10 Corridor Study materials. One that appears to be missing (?) under "Additional Route 10 Information" is Simsbury's 2007 Plan of Conservation and Development. As you know, there is a section on Transportation in addition to other pertinent policy recommendations throughout the POCD. I ask that you add Simsbury's 2007 POCD to the list of relevant references.	John Loomis
1/31/2011	<u>Attached please find a letter of issues that the Simsbury Conservation Commission / Inland Wetlands Agency</u> we hope will be included in the discussions during the Route 10 Study. Additionally, in reviewing the maps at the last Steering Committee meeting, I noticed a lot of stream crossings. I know that the CT DEP Fisheries department has recently worked with Avon to upgrade their box culvert stream crossing at Route 10 to improve fish passage. I would suggest that this study provides an opportunity to identify and evaluate all stream crossings along the Route 10 corridor with a similar goal to improve not only fish passage but flood flows. I hope to raise this issue at the next CC/IW meeting.	Margery Winters, Richard Miller, Simsbury Inland Wetlands & Conservation Commission
2/2/2011	Suggestion for improvement of traffic flow at the Route 10 South/Canal Street intersection in Weatogue: Install a right turn lane at the traffic light to access Canal Street. Canal Street is a conduit to both Deer Park Road and Sand Hill Road and a multitude of neighborhoods off these streets. Eventually both Deer Park and Sand Hill lead to Route 167 (Bushy Hill Road). Currently there is a left turn lane at that intersection to a dead end street: Winslow Place which has commuter parking and the Riverview facility. But there is no right turn lane. Installing a right turn lane would alleviate current traffic backup problems at that particular intersection and would therefore improve the traffic flow on Route 10 South.	Annemarie Brimmer
2/3/2011	As a concerned business owner I have created a concept using 2 traffic circles to help the traffic congestion on Rt 10. I will bring my drawings this afternoon. In Europe more than likely at the mouth of a town there is a traffic circle used to keep trafic moving. Do you know why we don't use them in Ct.?	Mark Mitchell
2/4/2011	<u>Attached comments on Guiding Principles of RT 10 Corridor Charrette</u>	T.J. Donahue, Killian & Donohue, LLC
2/5/2011	Please do not do this to our town! We moved to Simsbury to get away from 4 lane roads. I am especially concerned with Route 10 from the West Street traffic light North. Widening the road through the center of Simsbury would take away the quaintness of our town. People are always in a hurry to get from one place to another. Let them slow down a bit (or actually come to a stop) and notice our many shops and restaurants. I am out of town for the Monday meeting. My vote is "No"!	Ann Mikkelson
2/7/2011	I live in Talcott Acres and work at The Hartford. I have a vested interested in this project. It is very difficult to get out of our condominium driveway onto Route 10 now during peak periods of the day. If the proposed Dunkin Donuts is built near Talcott Acres, it will probably be impossible to get onto Route 10 unless there is a traffic light somewhere in that stretch between The Hartford and the office complex before Old Meadow Plains Road.	Karyl Rappaport

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<p>2/8/2011</p>	<p>Comment from Meeting Monday Feb 7 at Simsbury Public Library.</p> <p>On the big map on the wall there was an potential alternate road from the end of Blue Ridge Drive heading toward Talcott Mountain and then making a left turn and going past Chubb and over to The Hartford.</p> <p>I live at the corner of Blue Ridge and Hopmeadow and am concerned that the amount of cut-through traffic from Route 167 would increase if this road is built. During rush hour there are often a number of cars lined up on Blue Ridge waiting to turn onto Hopmeadow and I suspect many of them are cutting through (via Climax and then David and then Blue Ridge) over to Hopmeadow.</p>	<p>Tom Mylander</p>
<p>2/8/2011</p>	<p>Concerning the Route 10 corridor study, we strongly advocate that Rte 10 retain its two lane character throughout Simsbury. Future development along the corridor will increase motor vehicle traffic on the corridor and abutting residential roads, thus preventing Rte 10 to retain two lanes. We are also concerned about the difficulty in making a left hand turn from Latimer Lane onto Rte 10 and left hand turn from Old Meadow Plain Road onto Bushy Hill Road (Rte 167). Please include our recommendation as part of the Route 10 charrette findings.</p>	<p>Jacques and Rebecca Gilbert</p>
<p>2/8/2011</p>	<p>I'm very relieved to hear that a 4-lane Hopmeadow St. is not an option and that there's an effort being made to find alternatives to maintain Simsbury's character. Route 10 is not Route 44 in Avon; nor should it be.</p> <p>I have the good fortune of working 'non-traditional' hours and so I'm fortunate to be able to avoid the peak volume times, but even driving around during the day for errands, I rarely encounter significant delays ... and if I do, they're usually something other than just volume. There's no place along Hopmeadow that would rival trying to get across the George Washington Bridge at 7:30 am.</p> <p>As I see it, the main volume issue is with an hour or so in the morning and another hour or so in the afternoon ... so that leaves roughly 22 hours of the day where there's no volume issues. There have been some intriguing engineering ideas floated this week, which may or may not work out in the end. But, thinking outside the engineering box, has anyone considered approaching some of the larger employers -- whether they're in Simsbury or surrounding towns -- and discuss working hours? Given 21st century technology possibilities and the "Global economy" (great buzz word), I can't imagine that everyone at The Hartford, for example, needs to work the traditional 9-to-5 on a daily basis. If some departments worked 6-to-2 or 11-to-7 (even if departments rotated their schedules), I'm assuming there could be a positive impact on traffic volume. Just a thought ... and it would seem to cost less than road construction.</p> <p>Much of what I have heard has dealt with the northern and southern ends of town, but I would offer one concern for the town center. Being so close to the center of town, we will often walk down Belden Path (behind Town Hall) to go for ice cream or to go to the soccer fields for games or concerts. Crossing the street can be a challenge, whether it's crossing Hopmeadow Street from Town Hall to the Simsbury Town Shops, for example ... or crossing Iron Horse down behind J Fosters over to the soccer fields. Our kids are currently 8 & 4 and they're still cute enough to stop traffic, so if they're with us, it's a big help. But it's much more difficult if it's a grown-ups only trip ... or when that inevitable day arrives that our kids will stop letting us hold their hands.</p>	<p>Jay Reynolds</p>

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2/9/2011	<p>I have a couple of comments – one concerning morning commuter traffic and one concerning traffic signals on route 10 between Rt. 185 and Avon. I live on Old Meadow Plain Road and commute to East Granby by going north on Rt. 10, east onto Rt. 185 and then north onto East Weatogue St.</p> <p>First of all, I very much agree with a discussion last night that the realignment of Nod Road to the East Weatogue/Rt. 185 intersection would be very helpful with the morning congestion on Rt. 10 in Weatogue. With good design, it should also help with the traffic southbound on East Weatogue St. that is going east on Rt. 185 (which could also relieve congestion on Rt. 10).</p> <p>I believe that the Nod Brook/Rt.185 traffic light is the root cause of the morning major backup back to Rt. 10 and then north on Rt. 10. In the short term, a biasing of this traffic light during the morning commute to extend the green light time for east/west flow would go a long way to reducing the Rt. 10 congestion at Rt. 185. It would also be worthwhile to truly define a left turn lane from Rt. 185 westbound onto Nod Brook to allow smooth flow of the westbound traffic into Weatogue. Most drivers needing to make the left turn onto Nod Brook already de facto create a turn lane by staying to the far left to allow cars to pass them on the right.</p> <p>My second comment, which is fairly minor, is about the traffic signals at Old Meadow Plain Rd. and at Harford Group. While these traffic signals are needed during the commuter hours, I feel that these lights are unneeded and should be flashing for the rest of the day. Most people who regularly use Rt. 10 know that if you are at the stop light at Old Meadow Plain Rd or the Chubb entrance, you need to rapidly accelerate to the speed limit (or a little higher) to get through the traffic light at the Hartford Group before it turns yellow. I believe that the light timing is such that driving speeds northbound are actually increased by the lights.</p>	Mark Orenstein
2/9/2011	<u>Attached Letter regarding Spare Road Proposal to RT 10, Northern Gateway</u>	Steven Antonio
2/10/2011	<p>I am a resident of Talcott Acres condos along Route 10, just across from Bidwell's Nursery. Although this area has the bicycle path, the actual road remains pedestrian "unfriendly" due to the narrow layout and heavy traffic of nearly 15,000 vehicles per day. With the potential of a Dunkin Donuts to be developed next to our property, I hope that consideration of a widening of Route 10 is in your plans. With Hartford life and several residential areas in the vicinity of the Dunkin Donuts, the amount of pedestrian traffic along Route 10 is bound to increase. The present layout of Route 10 in this particular area is hazardous. Sidewalks and a wider road shoulder is needed for safe pedestrian and bicycle travel.</p> <p>I am sorry I cannot attend yo meetings due to commitments that have me out of the area, but I hope these comments are not too late for consideration and help support the need for better pedestrian facilities.</p>	Paul Mission
2/10/2011	RT 10 should NOT be expanded to 4 lanes under any circumstances in the center of Simsbury, and probably in most of the town.	The Kearneys
2/11/2011	<u>Attached letter regarding the proposed intersection of Nod Road and East Weatogue Street</u>	Anita Mielert
2/12/2011	<p>Fascinating work done by everyone this week and whether or not it was intentional, I came away with the impression that the work was being done by people who have connections to Simsbury and, thus, there was a sense of having a vested interest in the outcome. So kudos for that.</p> <p>During the final presentation, Ted was talking about the speed limits and I couldn't help but think about how they're not even consistent through the center of town, which I've always gotten a kick out of. It's nothing new -- I remember the quirk being pointed out to me during drivers' ed back in the mid-80s -- but I've <u>attached photos</u> that you can pass along to anyone who may be interested. The picture facing northbound shows a 35 MPH sign right in front of Andy's ... the picture facing southbound is a 30 MPH sign, essentially across the street, in front of the phone company building.</p>	Jay Reynolds
2/13/2011	<p>Regarding the Rte. 10 Corridor Study and the presentation for same, I would like access to the following:</p> <ol style="list-style-type: none"> 1) Source data and assumptions re: population growth; both for Simsbury and any other towns that may have been considered in the scenarios that were presented. 2) Source data and assumptions re: traffic volumes and flows; both for Simsbury and any other towns that may have been considered in the scenarios that were presented. <p>Could you please provide these?</p>	John Lilliquist
2/14/2011	I am writing to request a couple of things: 1) The traffic study numbers that were used as of today as well as the future projections 2) How many tables made comments at the opening meeting?	Julie MacKay

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2/15/2011	Thank you for the very well-run charrette held at the Simsbury Library last week. It was great that townspeople had the opportunity to give their input, and i was impressed with the Final Presentation by Fuss & O'Neill. I have a question about the changes to the Greenway trail in the Southern Gateway. I live in Talcott Acres condominium and noticed that the Greenway bike trail is proposed to be re-routed past the driveway to our condominium. Also I noticed that there is a proposed Future Connectivity that goes behind the back of our condos that would provide access to The Hartford and Latimer Lane. It seems to me that the proposed re-routing of the bike trail would be an even more dangerous alternative to the current crossing just to the south of our driveway. The re-routing would require bikers to cross the Talcott Acres driveway as well as driveways for the barber shop, the newly approved Dunkin Donuts, the newly approved Ritson apartment complex and Ritson's law office. I wondered if a safer (and more scenic) alternative would be to have the Greenway follow alongside the Future Connectivity roadway that would wind it's way past the back of Talcott Acres, and reconnect with the existing Greenway at Canal Place. Was this ever considered as a viable option?	Deborah Bishop
2/15/2011	I read with great interest in the recent issue of the Simsbury News the charette that was conducted for the Route 10 corridor in Simsbury. I was particularly taken by the recognition that there is a need for more options for east-west travel alleviating traffic congestion at the intersection of routes 10 and 185 and more bridges crossing the Farmington river. I couldn't agree more. An option that I didn't note as being mentioned, is one that would make greater use of the new bridge on route 315 in the Hoskins area and give traffic from the northern part of Simsbury a more direct route to Bloomfield and Hartford and vice versa. This would involve connecting the Terry's Plain and Wintonbury roads in Simsbury with a reopened section that goes over Talcott Mountain and connects with the Terry Plains road in Bloomfield.	Al Gran
2/22/2011	Why does the future plan for sidewalk in the North corridor not extend the additional 1/2 mile or so to the Simsbury/Granby line? This inhibits pedestrian access for Willard, Simsbury Pines, and Eno residential streets. It also inhibits pedestrian access to local businesses - Neckers Toy Store, Emmons pet store, and Blue Fox Rock and Bowl. Why would a study include the entire town except for the last mile of it?	Karen Anastasio
2/24/2011	As a "short term resident" of Simsbury (only 15 years) I hope to express a long term view. The Rte 10 Charrette is yet another example of manipulation without explanation. Without revealing the true issues of declining population in Simsbury and neighboring towns, a plan was presented to the residents of Simsbury outlining the "future of Rte 10". Let's face it, we don't need any change, now, nor in many years to come. There is no traffic problem, there is no problem crossing Rte 10 on bicycles, nor is there a need to provide for alternate roads extending from Blue Ridge and Old Meadow Plain, to a new road that would go behind the property currently considered the CLP property in the Southwest corner of Simsbury. All of	Jay Bailey
3/3/2011	I did attend the charrette on two evenings and had some specific questions and concerns about the proposed configuration, which were not really answered. Some of the specific questions revolve around changes in traffic patterns within the town center area. With the introduction of bump outs, bike lanes and the desire to make rt 10 more pedestrian friendly and the "Overarching Recommendations" (one of which is managing speeds)- where will the traffic go? How does the plan preserve and protect existing neighborhoods? Use of the alternate north/south routes proposed (East Weatogue, Terry's Plain, Riverside Road, etc.) Is the plan to enhance these streets to handle additional capacity? Will there be additional traffic on these roads? Does the plan address the current excessive speeds experienced on these roads within the "Managing speeds" portions of the recommendations? Were there specific traffic counts (before/after for these streets used in formulating the proposal? if so can you point me to where I can review these?	Frank Bowden
3/3/2011	My overall reaction to the pain for the Rt 10 corridor is to applaud the interest in bringing together the community and the various interest groups and those charged with overseeing the transportation needs and traffic flow. My specific concern is viewing some "pie in the sky" (PIS) road alignments and drawings (Nod Rd relocation, Firetown Rd hook-up with Rt 167 /Bushy Hill Rd-etc/new bridge crossing from Latimer Lane extension) is having the DOT return to us years from now noting the only way RT 10 could remain a 2 lane road was if these major (PIS) had been adopted. We seem to be shifting the focus of maintaining this roadway from controlling responsibly the growth and development to looking to fix something that dosen't currently need fixing in order to accommodate too large and wrong type development. This has such a familiar ring to it that my alarms are blaring.	Diane Nash
3/3/2011	<i>Attached letter regarding Farmington River Watershed Association Comments on the RT 10 Corridor Study</i>	Eileen Fielding Executive Director, Farmington River Watershed Association

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<p>3/4/2011</p>	<p>This noon I had a discussion of The Hartford and its commuter needs with someone with expertise--my oldest son who commutes to the Simsbury site from his home in West Hartford. He has worked for The Hartford about 2 1/2 years, primarily in the Southington facility.</p> <p>As you probably know, about a year ago, The Hartford gave up its lease on the Southington site, where they had been located for 20-25 years, and sent most of those workers to the Simsbury facility. In turn, workers in the call center and other areas were moved from Simsbury to Windsor. Now fully one-third of the Simsbury building is occupied by people who largely commute from the Southington area. He strongly disputes the notion that the majority of workers to that site are coming into town over Route 185; this is based not only on his division and co-workers but also on the exiting traffic, where there are long lines for the left turn and none at all--ever--for a right turn. Fellow workers cross the mountain either at Route 44 in Avon or in Farmington's Talcott Notch or Route 4, then proceed up Route 10 from there. This P&C section includes perhaps 1500 to 2000 workers overall.</p> <p>I would urge the Steering Committee and the Project Team to directly contact The Hartford to discuss their commuter needs. I don't know when your traffic counts were done, but if they are over a year old, this considerable change in commuter patterns would not be recorded. In any case, it would seem that there is a golden opportunity here for The Hartford to create a system of buses from the Southington area to Simsbury, relieving the route of hundreds, perhaps thousands, of trips per day.</p>	<p>Anita Mielert</p>
<p>3/26/2011</p>	<p>We are currently discussing millions and millions of dollars worth of construction projects, and it is doubtful if we will ever find any money to pay for them. The environmental impact on</p> <p>As your numbers indicate this is a dangerous intersection. I was there when a car turning right on red hit two cyclists. The accident occurred on 10/30/09 at 2:12pm</p> <p>Here's my take on what happened.</p> <p>A driver on CT315 stopped at the intersection with CT10. A driver south of the intersection was heading N in the right hand turn lane Five cyclists on the bike path riding north of the intersection were riding S.</p> <p>A driver turning right from CT315 to CT10 N was looking south to see if a CT10 northbound car was turning right on CT315 or continuing straight. Cyclist #1 was in front of the car turning right on red when its driver determined the CT10 northbound car was turning right on CT315. The driver making a right on red started up apparently not seeing Cyclist #1 even though cyclist #1 must have been in her field of vision. Cyclist #1 cleared the car's path. Cyclist #2 was then in directly in front of the car and was hit when the car moved forward about 6 ft. The driver stopped with the car in the crosswalk and Cyclist #3 ran into the car. Cyclists #4 and #5 stopped before reaching the crosswalk.</p> <p>Let's look at some of the possible causes of this accident.</p> <p>The driver of the car making a right on red, was so intent looking left, south on CT10 that she saw nothing coming from the right, north. No car coming from the north would interfere with a right on red.</p> <p>No Turn on Red signs have been placed at this intersection, but many drivers disregard the signs. Probably because they think there is no danger in making a right on red.</p> <p>Visibility looking north where CT315 intersects CT10 is restricted. There are trees near the corner and the bike path that was 50 ft from CT10 goes diagonally to less than 10 ft from CT10 at the intersection with CT315. Riders approaching this intersection from the north come up partially behind the cars turning right. Some of these trees have been cut down, but the path still comes up partially behind drivers.</p> <p>I hope there is a better way to cross CT315. I don't know what the answer is, but that's why DOT has engineers.</p>	<p>Pete Salomone</p>
<p>3/30/2011</p>	<p>At the last Route 10 Corridor Steering Committee meeting, you mentioned that the proposed Nod Road re-alignment was already listed in the improvement program approved by CRCOG. Could you please provide me with the details of this project? I am assuming that the same basic construction design would apply. What year is the project slated for financing, how much money has been requested, what is the source of the funding, who initiated the project, etc.?</p>	<p>Anita Mielert</p>

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4/13/2011	<p>Here is a video clip and other info about "bike boxes".</p> <p>http://www.streetfilms.org/how-to-use-a-bike-box/</p> <p>http://www.google.com/#hl=en&sugexp=ernk_lssbd&pq=bike%20box%20size&xhr=t&q=bike+box+-size+-ship&cp=20&pf=p&sclient=psy&source=hp&aq=f&aqi=&aql=&oq=bike+box+-size+-ship&pbx=1&bav=on.2,or.r_gc.r_pw.&fp=7ddfcab4a94a31d1</p>	Harald Bender
4/13/2011	<i>Attached diagram of idea for for Hoskins Road & Ely Road Intersection</i>	Harald Bender
4/23/2011	<p>I do not believe that we are all trying to make Simsbury more bike friendly everywhere - pointedly on Rt.10 which is a tedious drive at peak hours as it is and will become more so, and more dangerous for all, if bikers are encouraged to use this highway. We should not forget that the expensive rails to trails hike & bike paths were built to accommodate such alternative traffic. And the availability of bike lanes will make easier their sacrifice in a conversion to a 4 lane Rt. 10 in the future - a truly Trojan Horse scenario. To preserve a passable and 2 lane Rt. 10, for the preservation of the town center as a quiet alternative to "you know where" and for the safety of bike riders, this resident believes that such a build-out of Hopmeadow Street should be avoided.</p>	Thomas S. Turner
4/25/2011	<p>We walkable town center with great character and the two land nature of RT 10 should be maintained. I do not want a 4-lane RT 10 for the future of Simsbury.</p>	Raymond Hanley
5/19/2011	<p>As a place marker for future discussion, I'd like to get on the table a few comments pertaining to the Northern Gateway/Route 10 and Wolcott Road area. They are:</p> <ol style="list-style-type: none"> 1. We believe that the River Bend parcel(s) in this location provide the town with one of the last viable large sites in which to develop significant economic development growth. While we have no present plans to develop this site, we are continuously approached by users and developers seeking larger format commercial and mixed use projects. Maintaining the ability to do something of this magnitude is important. This includes such measures as the following. <ol style="list-style-type: none"> a. Larger building footprints b. Wide range of commercial, industrial, and residential uses c. Traffic signal at a new large capacity intersection of Route 10 & Wolcott Road d. Two lane traffic in both directions, with appropriate ROW to allow for turning and cueing lanes. 2. East – West Connectivity: We support making the Wolcott Road/Route 10 intersection a 4 way junction. We recognize that this would require a new public road traveling west and (potentially) connecting to a renovated Hoskins and Old County interchange. In fact, River Bend has discussed this concept with Town staff when discussing past prospective development concepts over the past 15 years. Obviously this will require substantial planning and negotiation in conjunction with the town, state, and abutting/area stakeholders. Simple message here is that we are open to this. 3. Parallel Route: We remain concerned about any creation of a secondary road running north-south, west of 10/202 and through our property. We remain open to the notion of having some form of interconnectivity between developments. However, absent there being a development requiring such a route, a public road bisecting our property remains inconsistent with our desire to keep the property positioned as available to the widest range of potential users. 4. Pedestrian Friendliness: We support efforts to improve pedestrian circulation in this corridor. <p>I trust that these comments are helpful, and I hope to be able to attend the next meeting. In the meantime, please feel free to contact me to discuss the above comments.</p>	Tim Lescalleet, Senior Vice President to both Griffin Land and also to River Bend Associates, Inc.
6/26/2011	<i>Attached letter regarding Rebuttal to Wolcott Road Extension</i>	Steven Antonio