

ROUTE 3 TRAFFIC AND DEVELOPMENT STUDY ROCKY HILL

Public Meeting
February 14, 2012

Background

The purpose of the Route 3 Traffic and Development Study is to ensure safe and efficient operations of vehicles, pedestrians, bicyclists and transit users within the study area both in the near future and 20 years from now. The study area includes a portion of Rocky Hill likely to experience an increase in local and regional traffic as vacant parcels and properties are developed/redeveloped. A Technical Review/Steering Committee (TR/SC) has guided the study and is comprised of Town Staff and representatives from the Town Council and Planning & Zoning Commission. The study is being



managed by the Capitol Region Council of Governments in partnership with the Connecticut Department of Transportation. Technical work is being performed by a consultant team led by Tighe & Bond.

Public Involvement

Community participation is an important component of this study. Two public meetings have been held to date to introduce the study and present findings of the existing and future conditions analyses. Tonight's presentation will review potential transportation improvement concepts. The final public meeting will be held mid-2012 to present the study recommendations.

In addition to the public meetings, input was received through presentations to the Chamber of Commerce and Economic Development Commission; a survey; and comment forms. Residents, business owners, and other stakeholders are encouraged to join the study mailing list for updates on meetings and available information and to visit the project website at www.crcog.org for the latest news and materials.

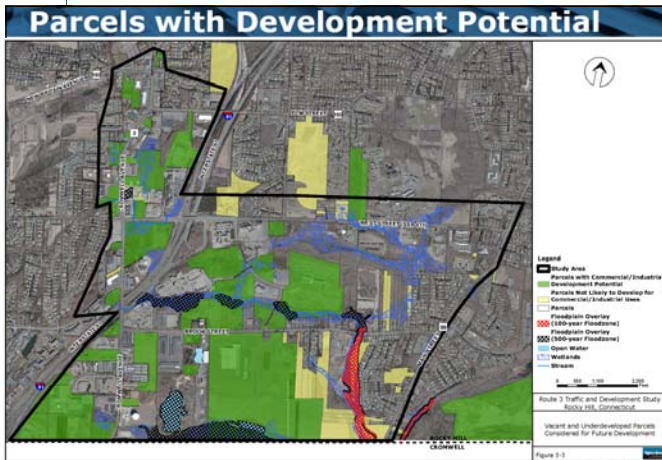
Scope of Work

1. *Data Collection and Existing Conditions Analysis*
 - Traffic volumes, queue lengths, and operations
 - Accident history and safety concerns
 - Bike, pedestrian, and transit amenities
 - Land use and development opportunities
 - Establish a vision for the study area
2. *Assessment of Future Conditions: Year 2030*
 - Economic development and land use projections
 - Traffic projection & analyses
3. *Identification and Analysis of Alternatives*—Conceptual improvement alternatives that address future needs and deficiencies
4. *Final Improvement Plan*—Set of recommendations that fulfill study goals



Future Conditions

The project team includes an economic development and land use specialist that identified development and redevelopment opportunities within and immediately surrounding the study area; reviewed trends in growth and types of development; and conducted interviews of business owners and town planning staff from Rocky Hill and Cromwell to understand what new developments or expansions are on the horizon. These projections were considered in the 2030 traffic forecast for the study area. The future traffic volumes, queues, and operations were analyzed to determine potential upcoming issues.



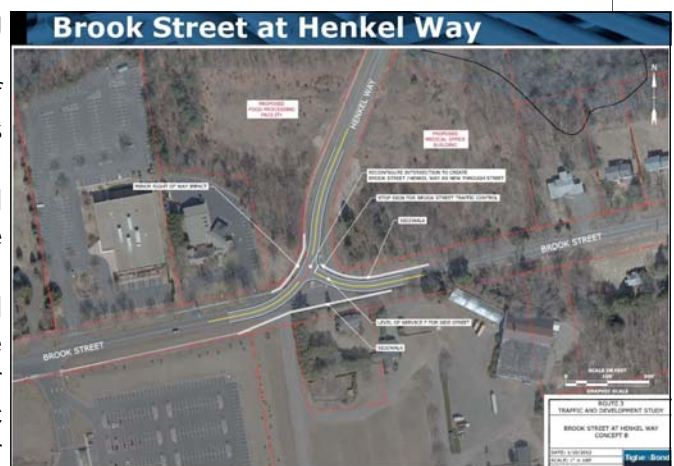
Key Needs and Deficiencies

The analyses of existing and future conditions formulated a list of needs and deficiencies to be addressed by study recommendations. The key issues identified include the following:

- *Cromwell Avenue between New Britain Avenue and West Street*—Safety, queuing, and operational issues due to high traffic volumes
- *Unsignalized Intersections and Driveways*—Difficulty turning left onto Cromwell Avenue
- *France Street*—Delay for vehicles turning onto Cromwell Avenue; operational issues associated with vehicles traveling from France Street to West Street
- *I-91 Access at West Street (Interchange 23)*—Safety and operational issues due to heavy traffic volumes
- *Brook Street*—Desire to preserve residential environment east of Henkel Way
- *Main Street at West St/Forest St*—Delay caused by offset intersection
- *Additional accommodations for bicyclists, pedestrians, and transit users*

Concept Development

We are currently identifying and evaluating concepts to address the study area needs. Under the guidance of the TR/SC a set of potential transportation improvements has been developed that include signal optimization; road extensions and connections; intersection and lane reconfiguration; sidewalk continuity; inter-parcel connections; bicycle, pedestrian, and transit user accommodations; and the preservation of the residential character where appropriate. The February 14th Public Meeting presentation will provide further detail on these improvements.



Next Steps

Feedback from this Public Meeting will help refine the improvement concepts presented today. The study recommendations will be presented at a Final Public Meeting in mid-2012. Meeting dates and updated study materials may be found on the study website www.crcog.org.

For more information please contact Robert Aloise,
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