



Summary of Notes and Comments from Public Meetings

May 13, 2010 and June 29, 2010

Meeting Date and Location:

Thursday, May 13, 2010 at 7 p.m.

Andover Community Room, 17 School Road

Andover, CT

- Number of Public Attendees (excluding Regional Economic Development Council, REDC, and study team members): xx
- Representing Capitol Region Council of Governments (CRCOG) – Jennifer Carrier.
- Representing CHA (CRCOG’s consultant) – Jeff Parker, Casey Hardin.
- Meeting Format: The meeting was a combined public meeting for the Route 6 Hop River Corridor *Planning Project* (administered by REDC) and *Transportation Study* (administered by CRCOG). This meeting was the first of two public meetings that compose the first of three rounds of public meetings for the Transportation Study and the last round of meetings for the Planning Project.

The primary purpose of the meeting was to present and obtain public input on draft recommendations developed by LADA, P.C. for the Planning Project. The secondary purpose of the meeting was to introduce the public to the Transportation Study; present preliminary findings relative to safety, traffic operations, and traffic speeds in the corridor; and obtain input on public concerns relative to existing problem areas and safety issues.

A formal PowerPoint® presentation by LADA and CRCOG/CHA was preceded and followed by an open house review of large-scale meeting exhibits that were designed to obtain specific public input.

- Summary of exhibits and presentation content for the Transportation Study:
 - Exhibits: *Aerial Mapping of Corridor – Where is safety an issue?; Route 6 Study Corridor Improvement History; Comparison of Accident Trends in Route 6 Study Corridor; 2006 – 2008 Accident History; Traffic Speeds; AM and PM Intersection Operations.*
 - Presentation Content: *Transportation Study Overview; Study Findings to Date*, which included: summary of corridor improvement history and resulting reduction in average annual accidents post-improvements; summary of pre and post-improvement accident trends; preliminary areas of concern based on 2006 – 2008 accident data; summary of existing traffic speed data; summary of AM weekday traffic operations. *Next Steps.*



- Summary of public comments and questions received by Transportation Study team members during open house and formal presentation:
 - An attendee noted dangerous conditions at Route 6 intersections with Notch Road/Route 44 and with Route 66.
 - An attendee noted that the area of Bolton between Route 44, Route 6 and South Road/Stony Road is isolated from Bolton Center (site of Bolton's town hall/downtown/schools) due to poor road network circulation, mainly caused by the incomplete interchange of Route 6 and Route 44.
 - An attendee questioned what caused the changes in the most common accident types pre and post-improvement. Mr. Parker explained that widened shoulders and improved roadway design likely factored into the reduction of fixed object collisions. The fact that rear end collisions are more frequent than fixed object collisions post-improvement does not indicate that the number of rear end collisions has increased; the number of rear end collisions just has not decreased as much as the number of fixed object collisions.
 - An attendee questioned whether the accident data presented factors in changes in traffic volumes over the years. Mr. Parker responded that the percent changes in accidents are based on the average numbers of annual collisions pre and post-improvement, not rates of collisions (which would account for changes in traffic volumes). Mr. Parker also stated that the study team has verified that traffic volumes have increased over time as accident occurrences have decreased, so the actual accident rates would reflect a post-improvement decrease as well.
- Summary of public comments and questions received by Planning Project team members during the formal presentation relative to transportation issues and concerns:
 - Upon hearing of the recommendation of installing sidewalk through the Historic Andover Center area, an attendee stated that despite the vehicular safety improvements recently done to Route 6, she still felt pedestrians would not feel safe walking along Route 6. In response, LADA said that sidewalk was not being recommended throughout the corridor, only at selected development nodes where it would be most appropriate.
 - Attendees appeared to provide a mixed response on recommendations that incorporated the installation of a roundabout at the Route 6/66 intersection.
 - An attendee asked who would be responsible for paying to power any ornamental street lights installed in the corridor, indicating they felt it would potentially be money better spent elsewhere.



Meeting Date and Location:

Tuesday, June 29, 2010 at 7 p.m.

Beckish Senior Center, 188 Route 66

Columbia, CT

- Number of Public Attendees (excluding Regional Economic Development Council, REDC, and study team members): xx
- Representing Capitol Region Council of Governments (CRCOG) – Basilia Huang.
- Representing CHA (CRCOG’s consultant) – Jeff Parker.
- Meeting Format: The meeting was a combined public meeting for the Route 6 Hop River Corridor *Planning Project* (administered by REDC) and *Transportation Study* (administered by CRCOG). This meeting was the second of two public meetings that compose the first of three rounds of public meetings for the Transportation Study and the last round of meetings for the Planning Project.

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- Summary of public comments and questions received by Transportation Study team members during open house and formal presentation:
 - An attendee noted that the Route 6 corridor is “better” since major improvements were completed.
 - The above attendee also noted that high traffic volumes are a concern and make turning to or from Route 6 difficult in both directions.



- Summary of public comments and questions received by Transportation Study team members during open house and formal presentation (continued):
 - An attendee/corridor resident commented that the suggested roundabout at the Route 6/66 intersection is a concern because people generally do not know how to drive them.
 - The above attendee also questioned what the difference in accident experience has been in converting an unsignalized intersection to a signalized intersection. It was noted that Long Hill Road was recently signalized and could be researched.
 - The above attendee also noted that he could count on his fingers how many times Route 6 has been closed due to accidents in the last few years. Mr. Parker noted that a component of the Transportation Study involves assessing incident management plans for the corridor.
- Summary of public comments and questions received by Planning Project team members during the formal presentation relative to transportation issues and concerns:
 - An attendee expressed concern about sidewalk suggested for Andover Center and the affect that narrowing the roadway to provide it would have on safety in an area that is already a concern. The attendee suggested that wider shoulders provide some area for motorists approaching an intersection to decelerate if they are traveling too fast approaching a traffic queue at the signal.
 - The above attendee questioned whether the sidewalk suggested for Andover Center could be moved closer to the existing buildings to minimize impacts on Route 6 widths. Terri-Ann Hahn (LADA) noted that the sidewalks are not shown closer to the buildings due to topographical constraints in that area.
 - The above attendee questioned whether pedestrians should use the Hop River Trail on the south side of Route 6 to walk through Andover Center rather than new sidewalks. Ms. Hahn noted that she has observed pedestrians using the north side of Route 6 in the area where sidewalk is suggested.
 - An attendee stated her feeling that sidewalks shown in the plans are not consistent with the heritage of New England and further noted that proposed sidewalks along Route 87 were recently defeated by the public and that, by her observations, new sidewalks in Brooklyn, CT are not used by pedestrians or bicyclists.
 - John Pagini (REDC member) stated that alternative sidewalk surfaces, colors, and materials are available to provide more context-sensitive pedestrian accommodations.
 - Ms. Hahn noted that sidewalks are only being suggested in select areas where pedestrian use is most likely to occur, such as between Long Hill Road and the post office on Route 6 in Andover.
 - An attendee questioned whether alternative crosswalk treatments, such as cobbles or other texture, have been explored.
 - An attendee noted that more needs to be done in Andover Center to encourage slower speeds.



- Summary of public comments and questions received by Planning Project team members during the formal presentation relative to transportation issues and concerns (continued):
 - An attendee suggested that sidewalks are very important. It was noted that the Senior Home in Andover center should be considered in proposing sidewalk connections.
 - An attendee noted that speeding is a big issue and that better patrolling is needed.
 - An attendee expressed desire to see more/better defined rail trail connections to Route 6 in the plan.
 - When questioned whether there was anything shown during the presentation that attendees liked, responses included underground utilities, gateway signage/landmarks, median treatments, landscaping, and façade improvements.
 - An attendee expressed concerns about the suggested roundabout at the intersection of Route 6/66, specifically: what are approaching speeds; can fire trucks turn through the roundabout; can a roundabout handle the traffic volumes.
 - An attendee suggested that the study needs to reflect more than accommodating future traffic demands.
 - An attendee questioned whether bike lanes could be added along Route 6.