

Route 6 Hop River Corridor Transportation Study

Andover Stakeholder Workshop

June 29, 2011, 7 pm

Andover Town Hall

Discussion Notes

Historic Andover Concepts

Concept A: RT 6 remains in its current placement. Town has more control over implementing this. Could be Phase I.

Concept B: RT 6 is shifted north of its existing placement. Reconnects Village Node with old historic area & stronger connection to trail. Need to work with CTDOT to implement. Could be Phase II.

Attendee Comments:

- One attendee asked if 35 mph is a reasonable goal in the village nodes given the high volumes of traffic. The study team responded that the current speed limits are 40-45 mph in these areas and that reduced speed does not necessarily mean reduced capacity. The key to ensuring traffic is appropriately accommodated is proper traffic signal operations.
- Les Giddines (resident, business owner) asked for clarification of “village character”. Examples were shown in the LADA renderings and description of CHA established context sensitive strategies. It was added that the goal of creating a “village context” is to alert motorists of activity in these areas and that they should slow down their driving speed.
- Les Giddines asked if mixed uses are allowed by zoning regulations in the Historic Andover area. Jeff Parker replied that the Transportation Study is being conducted under the assumption that the zoning changes proposed by the previous planning study will be implemented. The REDC is currently working to implement these recommendations.
- In Concept B, RT 6 is shown shifted north of its existing placement. An attendee asked if the discussed “village” strategies will also be implemented here. The study team answered that the Historic Andover village node would still be adjacent to RT 6 in its new position so these ideas would still be appropriate.
- Les Giddines really liked Concept B and asked if CTDOT had designed this. It was explained that the study team developed this concept.
- An attendee also liked Concept B since it encourages pedestrian traffic and would support new and existing businesses. This concept also ties in the old historic area and may help revitalize this area with new businesses. Another attendee agreed that the strong connection to the trail would bolster business.

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Historic Andover Concepts *(Attendee Comments continued)*

- One attendee commented that Hendee Road needs a traffic signal. CHA replied that the warrants have been reviewed and there isn't a strong indication that a signal is needed.
- An attendee mentioned that it is hard to access RT 6 from side streets. Without traffic lights, are there any other ways to mitigate this? CHA replied that there are limited opportunities to reduce this delay. Some strategies are to make access safer by providing more sight distance and reducing speeds along RT 6.
- Leigh Ann Hutchinson remarked that more enforcement is needed along RT 6; Concept B shows the new placement of RT 6 too close to the church and River; the concepts also show a very high density of buildings; these concepts may encourage some increase in pedestrian activity but Ms. Hutchinson did not feel the activity will increase as much as others present felt they would.

Breakout Sessions

Group 1 – Facilitated by Lia Huang, CRCOG

- *General*
 - This is the one area Andover can grow – nice to see these options.
 - Shared parking is good; patrons can walk to the different stores/services/trail and only park once.
 - Not sure if enough parking is provided for the development shown – could use the ball field parking for overflow.
 - Development would need to be tiered due to the existing slope.
 - Need sidewalks and bike amenities on Long Hill Road. Right now there isn't a safe place to wait for the crossing signal (*subsequent to this workshop it was found that there is a small pad at the crosswalk on the north side of RT 6*).
 - For bicyclists it makes more sense to have the Long Hill Road crosswalk on the western side of the intersection.
 - The trail should include an EB ramp down to Andover Center and stair access for pedestrians.
 - If the trail was lowered, a split rail fence could limit bike/ped crossings to where it is appropriate at crosswalk(s).
 - Where would the packaged wastewater treatment system go?
 - Sidewalks should be provided in front of the library.
- *Concept A*
 - A cyclist in the group liked the elevated trail because he felt safer and because he felt it is more peaceful being separated vertically from RT 6.
 - The group felt that only one really good RT 6 crossing was needed.
 - A bike/pedestrian bridge crossing to the ball fields should be added to this concept (like in Concept B).

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Breakout Sessions (*Group 1, Concept A Comments continued*)

- There are a lot of new roads shown in this concept. Do we need this many N-S streets in a small area? “New Street C” could become a bike/ped only street with access to the trail directly across from it (shift crosswalk, place stairs/ramp here). The ball field bike/ped bridge should also be aligned with this street.
- Bob Burbank liked that the businesses have river frontage.
- This concept preserves the scenic views of the river and ball fields.
- **Concept B**
 - Connection to trail is great.
 - Like the connection to the ball fields and senior housing; new ball fields are planned for the area west of the existing ball fields – it is good to access these too.
 - River is a focal point, placing RT 6 next to this is not desirable.
 - Offers cyclists a choice – trail riding along existing Hop River Trail or along the new trail along RT 6 shown in the sketch.
 - The “old”/existing RT 6 could become a very walkable Main Street.
 - Town Green placement is a little odd. The ball field extension planned could serve as an active Town Green. What is shown in the sketch makes sense to keep as green open space/buffer area for the cemetery.
 - Alternatives for access to RT 6 & RT 316 are good, but some motorists may use the “old RT6” as a shortcut to get to RT 316 if the connection at Center Street is made.
 - Safe crossing of the “new” RT 6 needs to be provided (bridge or tunnel would be nice) to connect to ball fields and senior housing.

Group 2 – Facilitated by Rob Aloise, CRCOG

- **General**
 - Support for new “village node” concept.
 - Concerns about new “village” roadway/parcel grades (thus far grades not determined).
 - Concern voiced that new “Village Node” area may be too small for the density of development shown on the sketch (thus far lot sizes undetermined).
 - Support for back access parking.
 - Support for on-street parking along more minor streets.
 - Both concepts would work well with ball field expansion. Explore additional ways to integrate - such as sidewalk over bridge or ped bridge.
 - Support for lowering trail to village level and potential of eliminating trailside wall.

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Breakout Sessions (Group 2, General Comments continued)

- General support for Route 6 traffic calming measures however concerns about handling enough capacity. Thoughts that additional speed enforcement is needed.
- More support for Concept B than A.
- *Concept A*
 - General feeling that improvements are not significant enough to gather sufficient local support/excitement.
- *Concept B*
 - Support for relocating Route 6 (and associated traffic) out of historic district. Concern that there is not enough space between the cemetery and River for the relocation. Concern regarding wetland impacts associated with new alignment. One participant thought that the concept too aggressive (overkill).
 - Support for reconnection of “historic district” (Center Street area and Route 6 area).
 - Support for a Town Green concept although thought that it should be moved more towards Center Street with the Hop River Trail running through it.
 - Eliminate development along north side of trail (between trail and existing Route 6).
 - Eliminate direct connection east of Long Hill Road from Center Street to relocated Route 6 (thought that would create too much Route 6/Route 318 “cut through” traffic) by realigning the Center Street connection to the existing Long Hill Rd/ Route 6 intersection. Add development along the realigned connection.

Group 3 – Facilitated by Jeff Parker, CHA

- *General*
 - General support for the “village” development concept.
 - General support for landscaped median along Route 6 in this area.
 - Maintaining access to the Hop River is key.
 - Providing pedestrian access between village and senior housing is important.
- *Concept A*
 - Route 6 would still separate residential streets from new village development.
 - Route 6 would be higher than new village development thus limiting the visibility of this development from Route 6. The group considered this a disadvantage.
 - No general opposition to concept, but feeling of group was that Concept A did not provide enough improvement or opportunity.
- *Concept B*
 - Concept B generally favored by the group over Concept A.
 - Provides better unity between residential streets and village development.

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Breakout Sessions (Group 3, Concept B Comments continued)

- Route 6 would separate the village from the river, which was considered a disadvantage, but safe pedestrian crossings can help mitigate this concern.
- Route 6 would be located lower than new village development and would create better visibility of the village from Route 6.

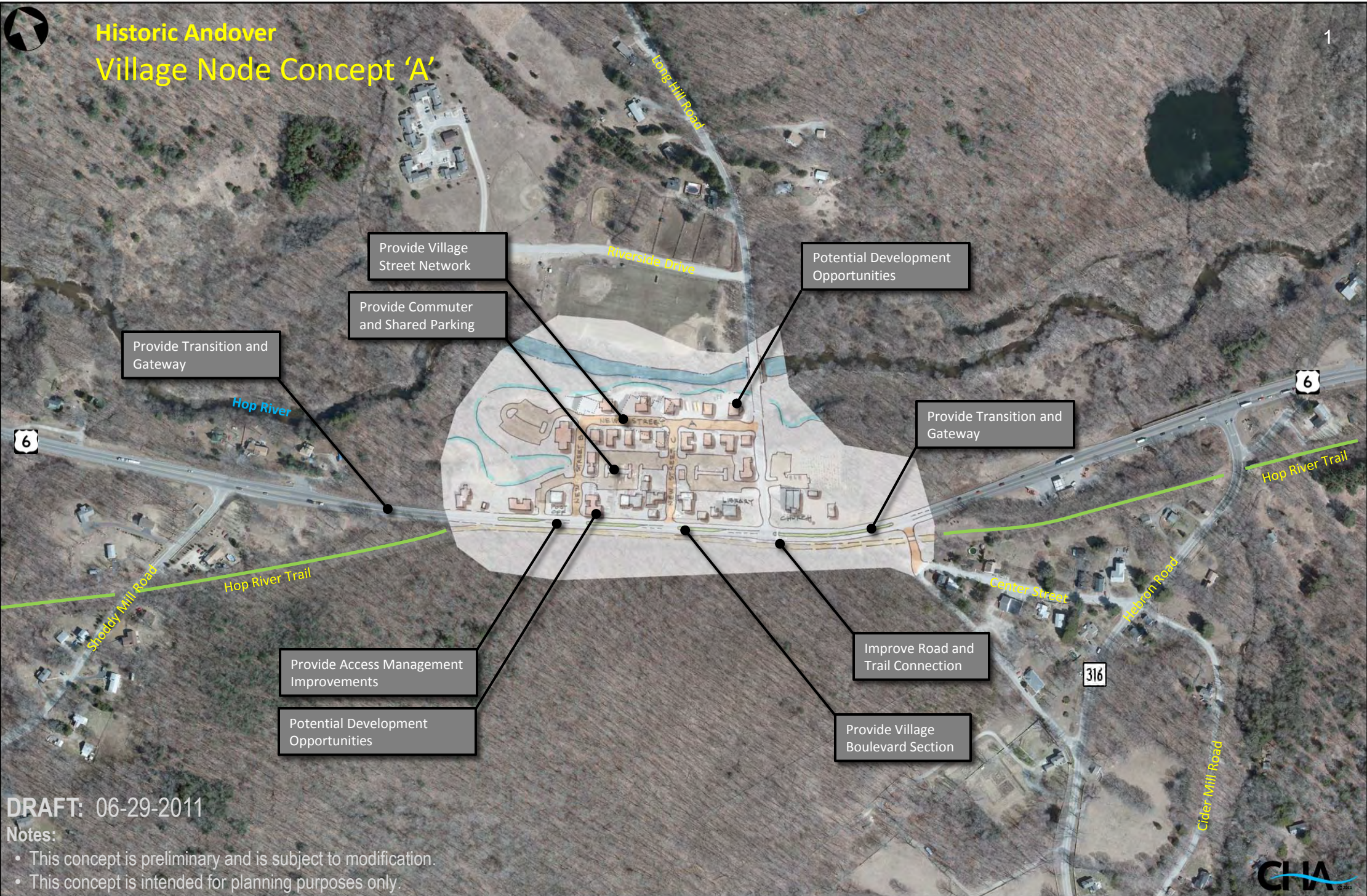
Workshop Attendance Summary

- *Stakeholders: 9*
- *Study Team/REDC Members: 7*
- *Total Attendees: 16*

Stakeholder representation included small business owner, resident, news/media, Conservation Commission, Planning & Zoning Commission, Economic Development Commission, Board of Selectman.



Historic Andover Village Node Concept 'A'



Provide Transition and Gateway

Provide Village Street Network

Provide Commuter and Shared Parking

Potential Development Opportunities

Provide Transition and Gateway

Provide Access Management Improvements

Improve Road and Trail Connection

Potential Development Opportunities

Provide Village Boulevard Section

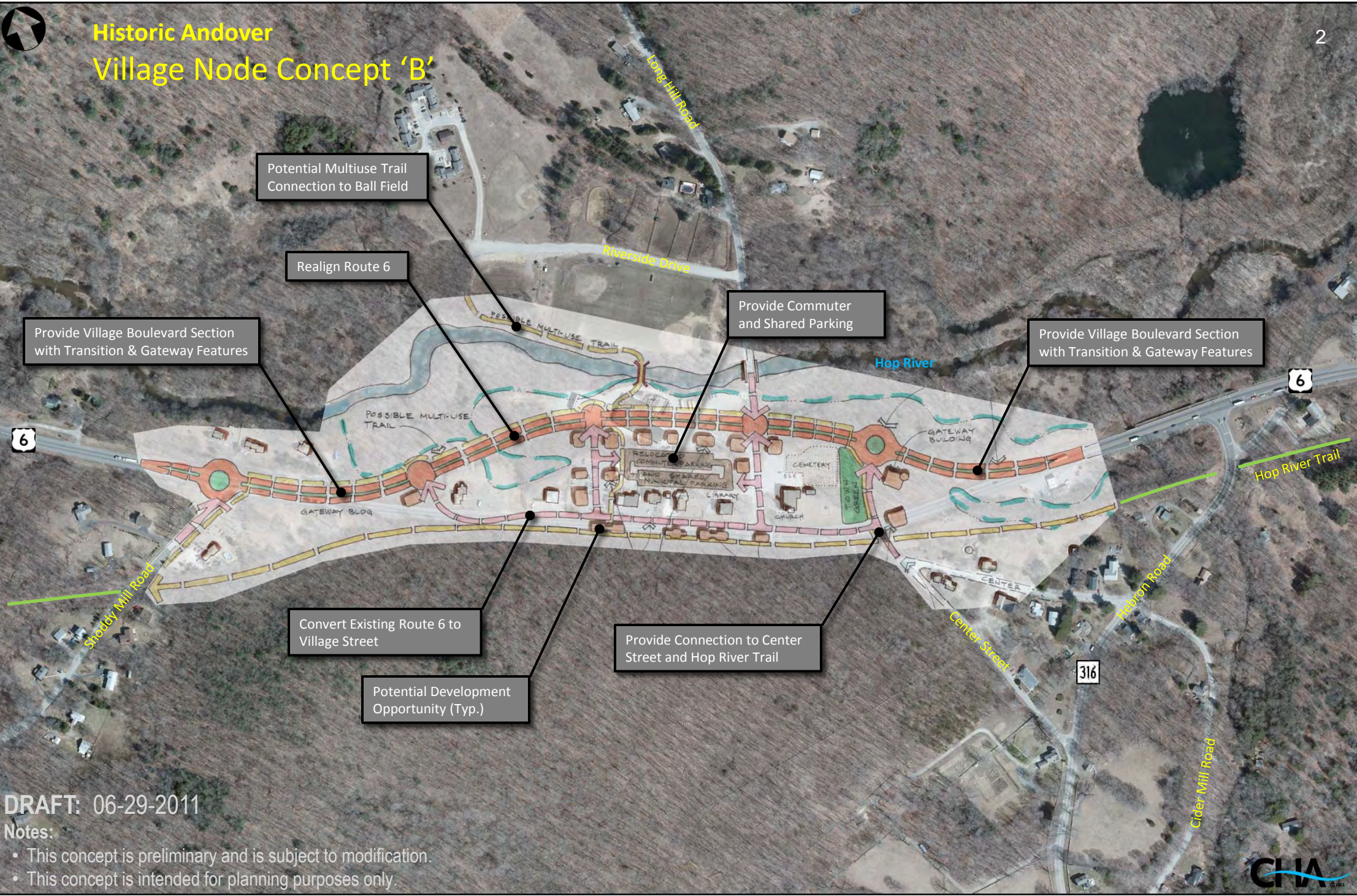
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Notes:

- This concept is preliminary and is subject to modification.
- This concept is intended for planning purposes only.



Historic Andover Village Node Concept 'B'



Potential Multiuse Trail Connection to Ball Field

Realign Route 6

Provide Village Boulevard Section with Transition & Gateway Features

Provide Commuter and Shared Parking

Provide Village Boulevard Section with Transition & Gateway Features

Convert Existing Route 6 to Village Street

Provide Connection to Center Street and Hop River Trail

Potential Development Opportunity (Typ.)

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