



Appendix I Public Comments

Report of Meeting

Date: April 22, 2009
6:00 PM – 8:45 PM

Subject: Buckland Area Transportation Study
Public Meeting #3

Location: South Windsor Public Library Friends Room
1550 Sullivan Avenue
South Windsor, Connecticut

Attendance

Advisory Committee Members and Public who signed in:

Marjorie Breen	Manchester resident	Joseph Maddaluno	S. Windsor resident
Ken Buskamp	Manchester resident	Jim Mayer	Town of Manchester
Beth Caron	Shipman & Goodwin, LLP	Steve Mitchell	F. A. Hesketh Associates
Charles Carson	CT Transit	Edward Molans	S. Windsor resident
Curtis Cunningham	Manchester resident	John Murphy	S. Windsor resident
Paul Crumbie	S. Windsor resident	Mary Muzzy	S. Windsor resident
Annamae Davis	S. Windsor resident	Robert Pellegatto	S. Windsor resident
Bill Davis	S. Windsor resident	Ed Pilkington	Manchester resident
Robert Dickinson	S. Windsor resident	Gary Pitcock	S. Windsor resident
George Dobbs	S. Windsor resident	Cindy Shaw	Manchester resident
Jeff Doolittle	Town of S. Windsor	Dave Shaw	Manchester resident
Paul Dunia	S. Windsor resident	Bill Smith	Manchester resident
Jim Ehlers	S. Windsor resident	Lois Smith	Manchester resident
Karen Gamarsh	S. Windsor resident	Christopher Squires	Lebanon resident
Stan Gamarsh	S. Windsor resident	Doug Stewart	Manchester resident
Milton Gibbs	Manchester resident	Shirley Stewart	Manchester resident
John Grady	S. Windsor resident	Beverly Titus	S. Windsor resident
F. Greenway	Glastonbury resident	Thomas White	S. Windsor resident
Joan Jacobs-Williams	Manchester resident	Jim Williams	Manchester resident
Patrick A. Lausier	S. Windsor resident	John Young	S. Windsor resident
James Macdonald	S. Windsor resident		
Roselle Macdonald	S. Windsor resident		

Study Team:

Ranjit Bhave	Dewberry	James Morrin	CTDOT
Leslie Black	FHI	Paul Stanton	FHI
Mike Connors	CTDOT	Carmine Trotta	CTDOT
Dennis Flynn	AECOM	Grayson Wright	CTDOT
George Jacobs	Dewberry	Melanie Zimyeski	CTDOT
Tom Maziarz	CRCOG		

Welcome and Opening Comments:

Approximately 42 people from the general public attended this meeting. The meeting began with a general open house for the public to view study area maps and information about the study.

Leslie Black opened the formal presentation with introductions and an overview of the public participation process. This is the last of three public meetings to present study findings in order to collect public input to assist the study process as it moves forward. The public were

Report of Meeting

encouraged to visit the study website, www.bucklandstudy.org to keep informed about the study and provide comments via the website survey and contact site. Comments from the public will be taken until May 22, 2009.

James Morrin discussed the current status of the study.

George Jacobs made a PowerPoint presentation about the study findings and proposed recommendations for highway, local roadway, bicycle and pedestrian pathway, and transit options.

The public audience then adjourned back to the open house format where maps showing each proposed recommendation were made available for the public to view and provide feedback/make suggestions for each proposed recommendation. Comments and questions are recorded as follows:

Comments & Questions Discussion

General Comments/Suggestions:

- 1) What is the stated goal of the overall project? **Mr. Jacobs responded that the improvement concepts were developed to reduce congestion, improve safety, and support/promote sustainable development of the Buckland area.**

Follow-on question: Is this project a subsidy for more development? **Mr. Jacobs referenced the Land Use Report. He conceded that he could not summarize verbatim the findings of the report and he acknowledged that the land use specialist was not in attendance at the meeting. He did emphasize that it is a comprehensive report that projects out into the future and that it has been vetted through the Towns and the CRCOG and that the commenter should have a look at the report.**

- 2) What is the timeline for design and for construction? **Mr. Jacobs mentioned that the study includes a wide range of alternative improvements, some big ticket and some small ticket, that will need to be prioritized by the Towns and CRCOG. There will be a need to conduct environmental studies and permitting on some of the improvements, and preliminary design and final design will have to occur as well. These environmental and design steps will take on the order of five years to complete depending on a given project. There is independent utility for the improvement concepts presented in the Buckland Area Transportation Study (BATS).**
- 3) A commenter asked about funding. Where will all the money come from? **Mr. Jacobs stressed that the study includes various improvement recommendations that will fit various size pocket-books and that the money will come from a wide variety of sources including federal grants, state, local, private, etc.**

Highway/Roadway Comments:

Report of Meeting

- 4) A request was made to clarify details regarding access to I-291 (existing conditions compared to what is being proposed as an improvement). It was stated by the commenter that you cannot get to I-291 from I-384 under the present configuration despite the ramps/frontage roads running virtually parallel to each other. **George Jacobs responded that although the ramps/frontage roads are near each other, geometrically it is very difficult to connect the two due to grade differences (i.e. a slip ramp between the two is just not possible due to geometry).**
- 5) Going from I-84 to I-291, under the improvements, what exit would you take...Pleasant Valley? **Mr. Jacobs answered in the affirmative.**
- 6) How long will residents be inconvenienced by the construction of the Route 83/Route 30 CTDOT project (this CTDOT project is separate from the improvement concepts included in the Buckland Study)?
Jim Morrin answered this question and indicated that the project will not be a significant inconvenience to the public as construction will be phased so that the existing roads will be maintained and opened to traffic during construction.
- 7) Do any of the improvement concepts focus on traffic signalization issues in the Buckland Area? During off-peak times the cycles need to be adjusted as there are many times when you wait at a light for nothing (there is no traffic). **Town planners responded that signal synchronization is under review currently.**
- 8) Will the auxiliary lane be a single or double lane in Zone 3? **Mr. Jacobs explained typical auxiliary lane widths, and Tom Maziarz added that widening would occur within the median and not involve property takes.**
- 9) A question was posed about the auxiliary lane and how it will accommodate Mall traffic. **Mr. Jacobs explained that the auxiliary lane will facilitate the up-weaving and down-weaving traffic movements, thereby reducing turbulence on the main line.**
- 10) A question was asked about the new I-84 eastbound (EB) off-ramp to Route 30 near Avery Street and how that would work. **Mr. Morrin responded with how traffic movements would occur with the improved off-ramp.**
- 11) Staying in the same vein as the Question 10, a commenter asked how drivers would take a left hand turn onto Hale Road if they had just exited off of the new I-84 EB ramp onto Route 30. **Mr. Morrin explained that drivers making this move would have to merge over one lane to the left.**
- 12) A South Windsor resident made a series of comments relative to three older studies that were conducted for the area, one that actually lead to the closure of Slater Road. He said they are the main reason why the study area developed like it did. He mentioned that he would like to see Slater Street opened up as it is like a valve on a hose – it can relieve pressure. It only makes sense to do this as it would provide a quicker route to the Manchester Hospital from the senior housing developments that have popped up on Oakland Street and Buckland Road. He complained that when he leaves his driveway he has to travel north to go south.

Report of Meeting

- 13) A commenter asked the study team to explain the proposed Evergreen Walk bypass that enters from Pleasant Valley Road across Smith Street. **Mr. Jacobs explained that the connection to Evergreen Walk provides an alternative route to Buckland Road thereby reducing the traffic at the intersection of Pleasant Valley Road and Buckland Street.**
- 14) A resident mentioned her concern about safety at the Oakland Street/Deming Street intersection. **The study team is aware of that intersection.**
- 15) A resident asked if a former frontage road connection to Tolland Turnpike near the cemetery could be reinstated. **Mr. Jacobs discussed this one-on-one with the commenter at the maps after the meeting. This option was not examined in this study. However, if the commenter is interested, he can contact CRCOG and make suggestions as the process continues in the future.**
- 16) Can a signal be added to the Rte. 30/Macintosh intersection? What happens if the Redstone Road Connector is not built and is not a cure all? What improvements will alleviate traffic under that scenario? **Mr. Morrin replied, the signal cannot be added at the said intersection mainly because of its proximity to the intersection of Deming Street and Avery Street. The study team believes that Redstone Road will act like a pressure relief valve by providing alternate routes to motorists/bicyclists to reach their desired destinations. There is no other way to alleviate congestion with something similar to Redstone Road Connector.**
- 17) Will signage be improved in the near term? **Mr. Jacobs discussed this in detail and also explained the need for identification placards on service roads to facilitate emergency response in the study area.**

Transit Comments:

- 18) One commenter asked if the rail line would be made viable for commuters as part of this study. **Mr. Jacobs mentioned a previous Bus Rapid Transit (BRT) study that looked at that rail corridor from Hartford to Manchester. If the transit center proposed in this BATS study comes to fruition, it will likely tie into the BRT transit system if that too were to be implemented.**

Bicycle Pedestrian Comments:

- 19) What were the safety considerations associated with the study, especially related to pedestrians and bicyclists? **Mr. Jacobs stated that bicycle pedestrian groups met with the study team in a stakeholder meeting and identified their areas of concern and bike/pedestrian pathway connectivity in the study area. Their input has been included in the final report.**
- 20) Is there a way to connect the Tolland Road/I-384 bikeway to the Buckland Area and Evergreen Walk? **Future design elements would incorporate bicycle / pedestrian access.**

Report of Meeting

The meeting adjourned at 8:30 p.m.

Prepared by: *Leslie Black*
Leslie Black

Approved by: *Melanie Zimyeski*
Melanie Zimyeski

Bhave, Ranjit

From: formmailer@secureserver.net
Sent: Sunday, May 03, 2009 11:17 PM
To: info@bucklandstudy.org
Subject: bucklandstudy.org-Buckland Transportation Study

01title: Mr.

02fname: Steve

03lname: Weitz

04company:

05address1: 303 Oak St

06address2:

07city: South Windsor

08state: CT

09zip: 06074

10email: drprtraf1003@att.net

11comments: From what I see, the proposed road links should greatly improve circulation in the area. A couple of minor, low-cost suggestions (I'm a municipal traffic engineer): (1) People constantly get lost & ask directions on Rt.30 in the area between Hale Rd & the 84 EB ramps, because the signs say north when you're heading south & vice-versa. The signs are not just on Rt.30, but also side streets & in private lots. I tried to get the STC to change this years ago, without success. Their position was that this area was a blip in an otherwise north-south orientation, but I'd argue that no one travels this road for a great distance, and if anything, it's more east-west oriented. Hopefully, you can get common sense to prevail & figure out an acceptable solution. (2)Although I generally agree with the issue of not signing to private businesses on public streets, the shortage of such signing in this case causes many to pass their destinations or make last second lane changes. Even Walmart has no sign from the primary access road. It would be helpful to address this.....Good luck with the project, especially the funding.

12mailing: No

MM_insert: comments_form

Submit: Submit

wsp_code: KRqRB

wsp_key: d0a21dbce5d919ffa62cb08598c2baa7

This e-mail was generated from a form submission on your website: bucklandstudy.org at 5/3/2009 8:17:15 PM

Bhave, Ranjit

From: formmailer@secureserver.net
Sent: Sunday, April 26, 2009 9:57 PM
To: info@bucklandstudy.org
Subject: bucklandstudy.org-Buckland Transportation Study

01title:

02fname: Karen

03lname: Gamarsh

04company:

05address1: 92 Judy Lane

06address2:

07city: South Windsor

08state: CT

09zip: 06074

10email: karenandstan1@cox.net

11comments: The concern for myself and others who live just west of the Buckland Hills area is the lack of an exit from either E 84, W 384 or N 291, that would allow us to avoid going as far as the Buckland Hills exit. At the public information meeting on April 22nd we did see a plan that would put an exit on Pleasant Valley Road and this would indeed alleviate the problem for some of us but there are many who would prefer an exit in the Tolland Street area. This would take away from the traffic congestion on Pleasant Valley as well as Buckland Road, since those of us who live west could use Chapel St. to avoid those areas completely. As one gentleman pointed out at that meeting, there was once an exit on Tolland Street from I 84 but the powers that be must have decided we must all go to the mall. And by the way, the Plaza at Buckland Hills on Pleasant Valley could use some redesign as well. You can enter it from three points but you can only exit from two and one of those (Buckland St), you can only go right. To make matters worse, The sole entrance/exit that allows one to turn in any direction is also the only way in and out of the new Boston Pizza restaurant and Hampton Inn Suites. I got stuck in traffic for 20 minutes while trying to leave the Joannes store last winter. PLEASE consider making the enter only driveway into a two-way.

12mailing: Yes

MM_insert: comments_form

Submit: Submit

wsp_code: au7nw

wsp_key: 8f6072d960f1dafb0e83ed27df6aecc5

This e-mail was generated from a form submission on your website: bucklandstudy.org at 4/26/2009 6:57:14 PM

Bhave, Ranjit

From: formmailer@secureserver.net
Sent: Tuesday, April 14, 2009 5:08 PM
To: info@bucklandstudy.org
Subject: bucklandstudy.org-Buckland Transportation Study

01title: Mr.

02fname: Bob

03lname: Cohs

04company: JCPenney

05address1: 1339 Tolland Turnpike

06address2:

07city: Manchester

08state: CT

09zip: 06042

10email: rcohs1@jcpenney.com

11comments: Has any consideration been given to adding a means of relieving congestion at the West end of the study area? I see the ES 1.4.1.6 and ES 1.4.1.7 reviews, but these seem to take into account that the only option to get into the shopping area is via I-84's & I-384's East-bound dump-off onto Buckland Street. This exit ends up becoming highly congested, and during the holidays cars sit in the middle of the intersection through the light changes, adding to the congestion. I realize your draft is a final, but if I-291 North were given a Tolland Turnpike exit (it currently only has one for South-bound traffic), or even a Pleasant Valley Road exit, this would relieve a good portion of that pressure.

12mailing: Yes

MM_insert: comments_form

Submit: Submit

wsp_code: RnRw7

wsp_key: 3509d5a037a4a0266b5e13cc691c8a48

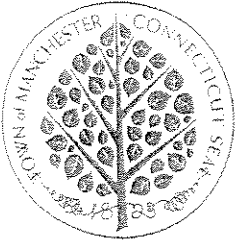
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Bhave, Ranjit

From: formmailer@secureserver.net
Sent: Tuesday, April 14, 2009 4:57 PM
To: info@bucklandstudy.org
Subject: bucklandstudy.org-Buckland Transportation Study

01title: Mr.
02fname: Bob
03lname: Cohs
04company: JCPenney
05address1: 1339 Tolland Turnpike
06address2:
07city: Manchester
08state: CT
09zip: 06042
10email: rcohs1@jcpenney.com
11comments: Not sure if you were aware of this, but Figure ES2
(http://www.bucklandstudy.org/documents/documents_page/Draft%20Final%20Report/Executive%20Summary.pdf) relies on an old satellite image. As such, this shows the new Red Stone Overpass going directly through where Smokey Bones restaurant is currently built.
12mailing: Yes
MM_insert: comments_form
Submit: Submit
wsp_code: LfdDw
wsp_key: 3509d5a037a4a0266b5e13cc691c8a48

This e-mail was generated from a form submission on your website: bucklandstudy.org at
4/14/2009 1:57:19 PM



Town of Manchester

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KEVIN L. ZINGLE

SCOTT SHANLEY, GENERAL MANAGER

June 4, 2009

James Morrin
Transportation Supervising Planner
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington CT 06131-7546

Re: Buckland Area Transportation Study Draft 3/18/09

Dear Mr. Morrin:

I am writing to express a concern with one of the recommendations in the Buckland Area Transportation Study Draft Final Report dated March 18, 2009.

Although the Draft Report has many sound and beneficial recommendations that will improve transportation access to and within this area which we look forward to seeing implemented, we feel strongly that this particular recommendation needs further and more detailed study to look at the potential unintentional negative consequences of this proposed change.

The recommendation is identified as "ES 1.4.1.2 – Access improvements at I-84 westbound (new) ramp Exit 63"

On page ES 7 of the report, this recommendation states:

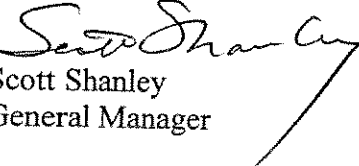
A new off-ramp from I-84 westbound will be provided for traffic exiting to travel northbound on Route 30 (Deming Street). The ramp will merge onto Route 30 between I-84 and McIntosh Drive. Access to McIntosh Drive will be considered during the preliminary design phase. The existing I-84 westbound off-ramp to N.B./S.B. Route 30 (Deming Street) will be converted to an exit ramp for traffic traveling southbound (only) on Route 30 Deming Street. This will be achieved through modifications to the ramp and signal configuration where it meets with Route 30.



The Manchester Board of Directors is very concerned about the impact this recommended change will have on the Bryan Farms neighborhood, located just north of I-84 and Route 30. This is a neighborhood that has been significantly impacted over the years by the expansion of both the Interstate highway and the continued widening of Route 30 (Deming Street). The current traffic conditions make it extremely difficult for residents to enter and exit from McIntosh Street and the new ramp that is contemplated in this proposal will almost force the entire closing of this street. If this occurs, all traffic in this neighborhood will be forced to use Elberta Road as the only means of egress. Currently exiting this neighborhood at this location is also very difficult based on the traffic volumes on Avery Street and the topography at this intersection.

We strongly recommend that before any further action is taken on this recommendation, that the Department conduct a thorough and detailed traffic study of the Bryan Farms neighborhood and the surrounding streets (which would, of course, provide for public hearing) to not only determine the impact this change will have, but also to explore opportunities to improve the area for those living in it.

Respectfully submitted,


Scott Shanley
General Manager

cc: Carmine Trotta, Transportation Assistant Planning Director, Intermodal Planning
Tom Maziarz, Capitol Region Council of Governments
Mark Carlino, Director of Public Works, Town Engineer
Board of Directors

Response: Buckland Area Traffic Study as it pertains to the Bryan Farms Neighborhood

Connecticut Department of Transportation,
Federal Highway Administration,
Capitol Region Council of Governments,
James Morrin
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 16131-7546

Dear Sir or Madam,

After seeing the final report on recommended upgrades to the infrastructure surrounding the Buckland Mall I wish to pass on some information about our residential neighborhood Bryan Farms that's only reference in the report was "Vestige of residential use".

I may need to correct my last statement there was one other mention in the report, the condemning of the properties that border the highway. This is not so much a statement but a map showing partial condemnation of the rear yards.

It appears that this same mentality has surfaced again; condemn the land to expand the highway. This seems to be the only option being considered for exit 63. Most all other plans for any road improvements in this report have several alternatives, but not this one. It also calls for the removal, in its entirety; of our long time neighbor the Smith's house on Baldwin.

The parties involved in the study may not know the history of the current highways design and the role the Bryan Farms neighborhood played in these earlier designs (I have copy of plans on cd). The owners along Bryan Drive and Baldwin chose not to accept that their houses would be demolished for the construction of the highway. The entire Bryan Farm community joined in that fight. The result was the bend you currently see in Interstate 84 at exit 63. It also explains the current access ramp locations.

I have only had a few days to talk to my friends and neighbors. To sum up the reaction, it would suffice to say that no one is agreeable to this proposed change. We currently live with invasive road noise (how was this area missed in your noise report/areas with concern of noise from mall traffic?). Our homes sit on the same bedrock as Interstate 84. The homes now have a constant vibration, hairline plaster cracks constantly reappear after repair. The Jake Brakes shake us out of our beds at night. Now they suggest moving the road and all the negatives that accompany it even closer, I think not.

Adding to our current problems are ones that haunt us from the last major renovation. The hill behind the homes that are exposed to the highway were shortened in some places by 20 feet and now have eroded down several more feet exposing us to more road noise. Any inquiries I have made about extending the sound barrier have been fruitless; any correspondences received back were either condescending or useless.

Entering or exiting the Bryan Farm neighborhood has become both frustrating and dangerous. Restricting the use of Macintosh and Deming without giving us improvements at Avery and Alberta is also a concern. What about pedestrian traffic? We have Northwest Park approximately a half mile away, it might as well be 15 miles away. I have walked to the car dealers along Route 30 and the park as well. Each time I felt my life was in peril when navigating my way to both destinations. How would you feel about your child walking or riding his or her bike to the only recreation facility available to our neighborhood?

We have been taking it on the chin for poor planning and getting no relief from either the Town of Manchester or The State of Connecticut. Mr. Genovese championed this cause the last time around, his name is on the overpass we drive over each day. We hope to continue in the spirit of his work to keep our neighborhood from being taken piece by piece, further isolating our little corner of Manchester.

Curtis Cunningham
83 Bryan Drive
Manchester CT 06042